

Appendix K Response To Comments

The State Route 79 Realignment Project (Project) Draft Environmental Impact Report/Environmental Impact Statement was circulated for public comment on February 8, 2013. The comment period ended March 25, 2013, but was informally extended for another two weeks in response to requests from the public. Comments were submitted via postal letters, email, the Project website, the court reporter at the two public hearings, and comment cards obtained at hearings and community-specific presentations.

The Partially Recirculated Draft Environmental Impact Report/Supplemental Environmental Impact Statement was available for public review from August 21, 2015 to October 8, 2015.

This appendix contains copies of all substantive comments and the response to each.

The comments are organized as follows:

- Federal Agencies
- State Agencies
- Local Agencies
- Community Groups
- Individuals
- Native American Groups

Comment from: United States Environmental Protection Agency (EPA), Region IX

Comment Letter F-1



UNITED STATES ENVIRONMENTAL PROTECTION AGENCY
REGION IX
75 Hawthorne Street
San Francisco, CA 94105

MAR 22 2013

Aaron Burton
California Department of Transportation District 8
P.O. Box 12008
Riverside, CA 92502-2208

Subject: EPA comments on the Draft Environmental Impact Statement for State Route 79 Project, Riverside County, California (CEQ# 20130025)

Dear Mr. Burton:

The U.S. Environmental Protection Agency (EPA) has reviewed the Draft Environmental Impact Statement (EIS) for the State Route 79 Project (SR 79 Project), Riverside County, California. Our comments are provided under the National Environmental Policy Act (NEPA), the Council on Environmental Quality's (CEQ) NEPA Implementing Regulations (40 CFR 1500-1508), and Section 309 of the Clean Air Act. Based upon our review, we have rated the proposed action as *Environmental Concerns- Insufficient Information (EC-2)*. See attached "Summary of the EPA Rating System" for a description of the rating. The basis for the rating is summarized below and further detailed in our enclosed comments.

The development of the EIS follows the National Environmental Policy Act and Clean Water Action Section 404 Integration Process for Federal Aid Surface Transportation Projects in California Memorandum of Understanding (NEPA/404 MOU). EPA is a participant in the SR 79 Resource Agency Workgroup which provides an interagency forum for early feedback during the development of the Draft EIS and facilitates the NEPA/404 MOU process. EPA has provided Concurrence on the project's Purpose and Need statement (December 19, 2003), Administrative Agreement on Criteria for Alternatives Selection and Range of Alternatives (June 23, 2004), Updated Administrative Agreement on Alternatives (June 14, 2005), and Final Agreement on the Range of Alternatives to carry forward in the Draft EIS (July 2, 2007). We also provided comments on an Administrative Draft EIS for the project on October 21, 2010.

EPA acknowledges the magnitude of avoidance Caltrans and Riverside County Transportation Commission have already implemented by eliminating an earlier, more damaging alternative that would have bisected a network of significant alkali vernal pools in Riverside County. Notably, in 2010 the SR 79 Project was nominated for, and received, a U.S. Fish and Wildlife Service Transportation Environmental Stewardship Excellence Award for the efforts to avoid impacts to vernal pools. To further avoid and minimize impacts to vernal pools and other waters of the United States from the remaining alternatives assessed in the Draft EIS, we recommend right of way reductions in strategic locations. The Final EIS should also include a conceptual compensatory mitigation plan which discloses the strategy to compensate for

Response To: United States Environmental Protection Agency (EPA), Region IX

Response to F-1.1

The EPA's involvement in the Resource Agency Workgroup is appreciated.

Response to F-1.2

The project team worked collaboratively with several agencies and agreed to strategic locations to reduce impacts to vernal pools and wetlands during design of the Project. As a result of the impacts to 15.29 acres of relatively low quality wetlands, Caltrans, as a compensatory mitigation plan, agreed to preserve 234 acres of very high value wetland habitat, which includes vernal pools, seasonal wetlands, and the upland watershed that feeds into them. When considering the impacts would occur to 15.29 acres of relatively low quality wetlands and the proposed mitigation would result in the preservation of 234 acres of very high value vernal pool habitat from a watershed and landscape context, this results in a mitigation ratio of 16:1. These conceptual mitigation areas contain 17 acres of wetland habitat, as well as the surrounding buffer and watershed that supports these wetland areas. Additionally, the proposed mitigation lands include what is likely the most intact and best remaining vernal pool habitat in the Hemet-San Jacinto area and also supports a variety of threatened, endangered, and rare species. A detailed discussion can be found in Section 3.3.2 and in Appendix L of the FEIR/FEIS.

F-1.1

F-1.2

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remaining unavoidable impacts. These recommendations are further discussed in our attached detailed comments, along with other recommendations related to ongoing tribal consultation and air quality impacts.

F-1.2
cont.

For the next NEPA/404 MOU checkpoint (identifying preliminary least environmentally damaging practicable alternative), EPA is available to continue working with the Resource Agency Workgroup to discuss additional avoidance and minimization measures and mitigation options.

F-1.3

Thank you for the opportunity to comment on the Draft EIS. We look forward to continued early coordination on this project. When the Final EIS is released for public review, please send two hard copies and two electronic copies to the address above (mail code: CED-2). If you have any questions, please contact Susan Sturges, the lead reviewer for this project, at 415-947-4188 or sturges.susan@epa.gov.

Sincerely,

Cornell University

Connell Dunning, Transportation Team Supervisor
Environmental Review Office
Communities and Ecosystems Division

Enclosures:

- (1) Summary of Rating Definitions
- (2) EPA's detailed comments on the SR 79 Draft EIS

Cc via email: Cathy Bechtel, Riverside County Transportation Commission
Stephanie Hall, Army Corps of Engineers
Sally Brown, U.S. Fish and Wildlife Service
Marie Petry, Caltrans District 8
John Chisholm, Caltrans District 11
Carolyn Washburn, CH2M HILL, Inc.

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Response to F-1.3

Coordination with EPA continued during the next NEPA/404 MOU checkpoint, which included identification of the Least Environmental Damaging Project Alternative (LEDPA). Two hard copies and two electronic copies of the Final EIR/EIS have been sent to the address provided. Thank you for providing the contact information.

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EPA COMMENTS ON THE DRAFT EIS FOR STATE ROUTE 79 PROJECT, RIVERSIDE COUNTY, CALIFORNIA, MARCH 22, 2013

Waters of the United States

LEDPA Determination

Narrowing the project right of way should be utilized as a means to further avoid impacts to aquatic resources and comply with the Clean Water Act Section 404 (b)(1) Guidelines (Guidelines), that require the U.S. Army Corps of Engineers (Corps) to permit only the least environmentally damaging practicable alternative (LEDPA). The Draft EIS states that the project right of way varies between 230 and 2,035 feet wide, but that a smaller cross-section could be considered during final design to further avoid environmental impacts (p. 2-3). The EPA acknowledges significant avoidance measures that Riverside County Transportation Commission (RCTC) and Caltrans have already taken, especially for vernal pools in the Metropolitan Water District Upper Salt Creek Preserve area; however, we note that narrowing the right of way could further avoid or minimize impacts to several wetlands and other waters of the U.S. Particular opportunities of interest include avoiding direct impacts to vernal pools northwest of the Esplanade Avenue and Warren Road intersection in Segments J and K. Narrowing the right of way could also avoid or minimize impacts to various wetlands in Segments N and M and the Salt Creek channel at crossings within Segments A, C and D. In addition, though not determined to be jurisdictional waters of the U.S. by the Corps, we encourage avoidance and minimization of the ephemeral drainages in the West Hemet Hills that would be directly impacted by Segments G and H. As further described in our comments, these drainages provide important water quality and biological functions and some contribute to the Stowe Road vernal pools complex.

F-1.4

Narrowing the project right of way should also be considered where it would avoid indirect impacts to jurisdictional waters. The Draft EIS has identified indirect impacts to 2.43 acres of vernal pools at the Stowe Road vernal pool complex due to “interruption in hydrological patterns”. Hydrologic and sedimentation impacts could result from cut and fill of portions of ephemeral drainages and their watersheds in Segment H where the road alignment would cross the West Hemet Hills. Additionally, the Stoney Mountain Preserve vernal pool complex is located immediately adjacent to the impact area of Segments J and K, yet this area has not been identified for potential indirect impacts including noise, polluted runoff, and buffer encroachment. Similarly, though the 1.97 acre vernal pool identified as VP0109 north of Esplanade Avenue would not be filled by Segment K (unlike Segment J), it would be further encroached upon by the new roadway; yet there is no discussion of potential indirect effects. Narrowing the project right of way in these segments could help reduce unavoidable indirect impacts to these important resources.

F-1.5

F-1.6

Recommendations:

- In order to comply with the Clean Water Act Section 404(b)(1) Guidelines and the selection of the LEDPA, Caltrans and Riverside County Transportation Commission (RCTC) should consider all opportunities to narrow the project right of way where it would avoid or minimize impacts to jurisdictional waters of the U.S. Wetlands are special aquatic sites and are of particular concern in the project area due to their limited presence and threats from surrounding land use. The EPA will work with Caltrans and RCTC

F-1.7

Response to F-1.4

The proposed roadway for all alternatives near the intersection of Warren Road and Esplanade Avenue, which includes Roadway Segment J or K, has been redesigned in order to meet minimum freeway safety standards and Caltrans mandatory design standards for this type of facility; impacts to vernal pools near this intersection cannot be avoided. The engineering team tried to redesign within the existing R/W to meet Caltrans minimum roadway safety standards for the speed of a facility while avoiding as many vernal pools as possible. However, the vernal pools in the northwest corner of the Esplanade Ave-Warren Road interchange are impacted because of the tight parameters, explained below, that needed to be met in order to put an interchange at this location. Specifically, the Hemet Landfill is located to the northwest and there is a large vernal pool complex in the southeast corner that is located within MSHCP Criteria Cell 3291. In order to get an alignment and interchange to work while meeting all Caltrans design and safety standards, the lower quality vernal pools in the northwest corner will be impacted. In order to eliminate the SB off ramp, a new mandatory design exception would need to be prepared and approved by Caltrans. Per the Highway Design Manual, Section 502.2, “Isolated off-ramps or partial interchanges shall not be used because of the potential for wrong-way movements”. The vernal pools impacted by the SB off ramp do not contain listed species, and are low functioning vernal pools. Coordination took place between Caltrans District 8 and the resource agencies based on this, and it was determined these impacts were not critical. Coordination occurred with both Caltrans design and environmental on a solution for this SB off ramp. Mitigation for these impacts have been included in the Conceptual Mitigation Plan (CMP) included in Appendix M of the Final EIR/EIS.

Response to F-1.5

The right of way for Segments N and M currently match what was identified for the State right of way, and is consistent with what was studied and included in the Environmental Document. However, RCTC will consider narrowing the right of way in these roadway segments to avoid impacts to jurisdictional waters, if feasible during final design. With the exception of the bridge piles, impacts to the Salt Creek Channel will be temporary. The work areas within Salt Creek Channel will be limited to the minimum area necessary to construct the bridge.

In terms of the West Hemet Hills and Stowe Road watershed, the Preferred Alternative (1br) has been shifted to the west side of the Hemet Hills and now avoids any potential impacts to the Stowe Road watershed and vernal pool complex. However, due to Caltrans design standards, the alignment shift has been maximized to reduce impacts to the Traditional Cultural Property (TCP) and impacts to a few drainages in the West Hemet Hills could not be avoided. Specifically, the alignment is constrained by the communication towers and the TCP, which accounts for the entire West Hemet Hills. The Preferred Alignment 1br is located as far west as the project alignment can go. Engineering has reduced the radius of the curve around the West Hemet Hills and subsequently reduced the design speed in order to avoid impacts to the communication towers and reduce impacts to the TCP. Engineering also increased the grade of the profile and reduced the width of the R/W in order to minimize the cuts in the hill, thereby reducing impacts to the TCP as much as possible. The existing run-off from the impacted drainages will be captured in roadside ditches along the alignment. Furthermore, mitigation for these impacts are addressed in the Draft CMP that CH2M has prepared as part of the NEPA 404 integration process. A detailed discussion can be found in Section 3.3.2 and in Appendix L in the FEIR/FEIS.

Response to F-1.6

The preferred alternative 1br avoids impacts to Segment H and the Stowe Road vernal pool complex and hydrological patterns associated with the pools. Text has been added to Section 3.3.2.3, Environmental Consequences, Indirect Impacts, to address potential indirect impacts to the vernal pool complex west of the Stoney Mountain vernal pool complex. Build alternatives 1b and 2a (Segment K) were originally designed to minimize direct impacts to the vernal pools at the intersection of Esplanade and Warren (VP 0109, VP 110, and VP 111); however, it was subsequently determined that the design did not meet the minimum standards required for the interchange at this location. As was discussed during the resources agency meetings on May 13 and July 16, 2014 the roadway in this area has been redesigned for all build alternatives in order to meet minimum safety standards and avoidance of the three vernal pools in this area will not be possible and therefore all impacts will be direct.

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<p>during Checkpoint 3 of the National Environmental Policy Act and Clean Water Action Section 404 Integration Process for Federal Aid Surface Transportation Projects in California Memorandum of Understanding (NEPA/404) process to identify additional measures to avoid impacts to jurisdictional waters of the U.S.</p> <ul style="list-style-type: none">The Final EIS should demonstrate long-term avoidance measures for the Stoney Mountain Preserve vernal pool complex and VP0109 located immediately adjacent to the impact areas outlined for Segments J and K. <p>The EPA is concerned with some aspects of the engineered drainage system that would capture and deliver flows from the West Hemet Hills cut for Segment H to the Stowe Road vernal pool complex. The drainage system would be designed to avoid and reduce impacts to the vernal pools by avoiding excessive erosion and sedimentation as well as interruption to current hydrological patterns. Caltrans and RCTC have proposed to monitor the performance of the drainage system for a minimum of 5 years but it is not clear if this includes baseline assessment and post construction monitoring of the vernal pools and the ephemeral drainage that the engineered system would flow to. It is also unclear whether Caltrans and RCTC, or their contractors, would have access to the vernal pools and the ephemeral drainage so that monitoring could occur since the Draft EIS mentions that much of the area is privately owned (p. 3-453).</p> <p><i>Recommendations:</i></p> <ul style="list-style-type: none">The Final EIS should verify that Caltrans and RCTC would have access to the vernal pools and the ephemeral drainage downstream of the discharge point of the engineered drainage system in order to conduct pre and post construction monitoring.The pre and post construction monitoring plan should include condition assessments, utilizing an appropriate methodology, such as the California Rapid Assessment Method (CRAM), of the Stowe Road vernal pool complex and the ephemeral drainage that would receive flows from the engineered drainage system. The pre and post construction monitoring plan should identify specific performance criteria, including an adaptive management strategy, to ensure that the engineered system is working at the end of 5 years. The EPA requests a copy of the annual monitoring reports when they are submitted to the Corps and the other agencies for review. <p><i>Compensatory Mitigation</i> The Draft EIS is lacking sufficient information regarding compensatory mitigation and with only a few exceptions, defers details on mitigation until the permitting process. According to NEPA, the Draft EIS must include a discussion of the means to mitigate adverse environmental impacts (40 CFR 1502.16(h)). In addition, the Council on Environmental Quality’s Forty Questions No. 19(b) states that all relevant and reasonable mitigation measures that could alleviate project impacts must be identified. The Draft EIS (mitigation measure BIO 34, Section 3.3.2.4) only states that impacts to jurisdictional waters will take place at a ratio at least 1 to 1, that roadside ditch impacts will be replaced by new roadside ditches, and that unavoidable impacts to wetlands and other waters will be offset by wetland/riparian creation, enhancement, or restoration within the San Jacinto watershed or at a Corps approved mitigation bank. Checkpoint 3 of the NEPA/404 process occurs between the Draft EIS and Final EIS and calls for the Corps to concur</p>	<div>F-1.7 cont.</div> <div>F-1.8</div> <div>F-1.9</div> <div>F-1.10</div>
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Response to F-1.7

Please refer to response F-1.6

The roadway design for the Preferred Alternative near the intersection of Warren Road and Esplanade Ave, which includes Segment J (Segment K is not a part of the Preferred Alternative), has been redesigned in order to meet the minimum freeway safety standards and Caltrans mandatory design standards; impacts to the three vernal pools (0109, 0110, and 0111) near this intersection cannot be avoided. Indirect impacts to the vernal pools located within the Stoney Mountain Preserve (Additional Indirect Impact Study Area 2) are discussed in Section 3.3.2.3, Wetlands and Other Waters, Environmental Consequences, Indirect Impacts. In this section, it states, "As the right-of-way is located downslope of the vernal pool complex and all work will be down-gradient, the proposed Project will not result in any alteration to the existing hydrology and no indirect impacts are expected to occur to the vernal pools at this location."

Response to F-1.8

Build Alternative 1br (Roadway Segments B, C, G, I, J, M, and N) has been identified as the Preferred Alternative by the PDT. Additionally, Build Alternative 1br has been refined to avoid impacts to the Stowe Road Vernal Pool Complex and the associated watershed, as well as to address other comments received during the public review of the Draft EIR/EIS. Thus the Preferred Alternative is referred to as "Build Alternative 1b with Refinements" in the Final EIR/EIS.As such, the drainage system from the West Hemet Hills to the Stowe Road Vernal Pool Complex would no longer be needed.

Response to F-1.9

Build Alternative 1br (Roadway Segments B, C, G, I, J, M, and N) has been identified as the Preferred Alternative by the PDT. Additionally, Build Alternative 1br has been refined to avoid impacts to the Stowe Road Vernal Pool Complex and the associated watershed, as well as to address other comments received during the public review of the Draft EIR/EIS and to ensure that the Preferred Alternative is the LEDPA. The drainage system that the commenter is concerned about was specific to impacts from the other Build Alternatives associated with the vernal pools within the Stowe Road Watershed. This proposed drainage system is no longer needed for the identified Preferred Alternative, as all impacts to the Stowe Road Watershed are being avoided.

Response to F-1.10

The resource agencies have provided concurrence on the LEDPA during Checkpoint 3 of the NEPA/404 process. A Draft CMP has been developed to mitigate impacts to waters of the U.S. and is included as Appendix M in the Final EIR/EIS. Finalization of the mitigation plan will be granted upon issuance of the individual permit during the final design phase.

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and for EPA to agree on the preliminary LEDPA and the conceptual mitigation plan. The EPA anticipates Checkpoint 3 will include a more robust identification and description of specific compensatory mitigation options (e.g., permittee-responsible, Corps approved mitigation bank, or in-lieu fee (ILF) program). However, we do not consider the level of information provided in the Draft EIS enough to demonstrate that sufficient mitigation opportunities are available for consideration and do not consider it sufficient to defer mitigation discussion until the permitting process.	F-1.11
<p><i>Recommendation:</i> The Final EIS should provide a conceptual mitigation plan that has undergone Checkpoint 3 of the NEPA/404 process, including a description of the locations and types of projects and/or mitigation bank and ILF opportunities as well as measures to comply with the 2008 Corps and EPA Compensatory Mitigation Rule.¹</p>	F-1.12
The Draft EIS and the Corps approved jurisdictional determination (JD) have identified several “erosional channels” draining the West Hemet Hills that are not considered jurisdictional waters of the U.S. but that could be considered waters of the State. These features should be avoided and unavoidable impacts considered as part of an overall compensatory mitigation plan. Representative photos in Appendix D of the JD appear to be of ephemeral drainages that are vegetated with “high quality sage scrub” from toe to top of bank. They likely provide a variety of functions and beneficial uses, including water filtration, groundwater percolation, and nutrient cycling. As described in the Draft EIS, they also provide wildlife habitat and direct connections to grasslands and the vernal pools located northwest of the California and Stowe Road intersection and are part of the West Hemet Hills to Hemet-Ryan Airport and West Hemet Hills to Lakeview Mountains Corridors.	F-1.13
<p><i>Recommendation:</i> Compensatory mitigation should be developed to offset unavoidable impacts to West Hemet Hills ephemeral drainages that would be directly impacted by Segments G and H. EPA recommends that this mitigation be described in the Final EIS.</p>	F-1.14
<p>Coordination and Consultation with Tribal Governments The Draft EIS indicates outreach to representatives from several tribal governments began in 2005 for this Project. Consultation with tribes under Section 106 of the National Historic Preservation Act will be ongoing for the duration of the Project, including an upcoming Phase II evaluation for several archeological sites after selection of the Preferred Alternative.</p>	
<p><i>Recommendations:</i></p> <ul style="list-style-type: none">In the Final EIS, describe any additional coordination that occurs prior to the Final EIS publication and the outcome of consultation; additional issues that were raised (if any); and how those issues were addressed. Describe how impacts to tribal or cultural resources will be avoided or mitigated consistent with Section 106 of the National Historic Preservation Act.	F-1.15
<p>¹ 33 CFR Parts 325 and 332 & 40 CFR Part 230, Compensatory Mitigation for Losses of Aquatic Resources</p>	
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Response to F-1.11

The Final EIR/EIS includes the Conceptual Mitigation Plan and determination of the LEDPA. These efforts involved substantial coordination with the U.S. Army Corps of Engineers (USACE), EPA, and the U.S. Fish and Wildlife Service (USFWS). Information regarding the conceptual mitigation plan has been incorporated into the Final Environmental Document.

Response to F-1.12

The Final EIR/EIS incorporates this recommendation to provide a Conceptual Mitigation Plan and comply with the 2008 Corps and EPA Compensatory Mitigation Rule.

Response to F-1.13

Build Alternative 1br (Roadway Segments B, C, G, I, J, M, and N) has been identified as the Preferred Alternative by the PDT. Additionally, Build Alternative 1br has been refined to avoid impacts to the erosional channels that flow into the vernal pools located northwest of the California and Stowe Road Intersection (Stowe Road Vernal Pool Complex) and the associated watershed, as well as to address other comments received during the public review of the Draft EIR/EIS and to ensure that the Preferred Alternative is the LEDPA. The refined right of way has been designed to minimize impacts to the erosional drainages on the west side of the Hemet Hills as much as possible. Additionally, the drainages on the west side dissipate into upland areas at the base of the hill and do not have direct hydrological connection with other wetland resources.

Response to F-1.14

Build Alternative 1br (Roadway Segments B, C, G, I, J, M, and N) has been identified as the Preferred Alternative by the PDT. Additionally, Build Alternative 1br has been refined to avoid impacts to the Stowe Road Vernal Pool Complex and the associated watershed, as well as, to address other comments received during the public review of the Draft EIR/EIS and to ensure that the Preferred Alternative is the LEDPA. The refined right of way has been designed to minimize impacts to the erosional drainages on the west side of the Hemet Hills as much as possible. Additionally the drainages on the west side dissipate into upland areas at the base of the hill and do not have direct hydrological connection with other wetland resources.

Response to F-1.15

Section 3.1.8 of the Final EIR/EIS describes the additional coordination, issues raised, and how those issues were addressed during Section 106 consultation. Subsequent to the publication of the Draft EIR/EIS, FHWA and Caltrans have continued to consult with the Tribes throughout the Section 106 process to identify historic properties, assess the effects of all Project Alternatives on those historic properties, and determine the necessary and appropriate measures to avoid, minimize, and mitigate adverse effects. Those findings were presented in a Supplemental HPSR (Delu and Eddy 2014), on which the Tribes had the opportunity to comment. A Finding of Adverse Effect, with concurrence from SHPO on March 2, 2015, documented the direct and indirect effects of each alternative on identified historic properties. Avoidance, minimization, and mitigation measures have been developed in consultation with the Tribes, and formalized in the Section 106 Memorandum of Agreement and the Final EIR/EIS.

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- Include any finalized Memorandum of Agreement in the Final EIS and Record of Decision (ROD) to commit to identified mitigation measures.

Air Quality

Mobile Source Air Toxics (MSAT)

EPA disagrees with the claim in the Draft EIS that "Tools for estimating MSAT emissions, performing dispersion modeling, and assessing project-specific health impacts have not yet been developed" (page 3-368). Tools and models are available that EPA (as well as other agencies) routinely use effectively. EPA recommends striking this and related incorrect statements that tools have not been developed and eliminating discussion under Section Incomplete or Unavailable Information for Project Specific MSAT Health Impact Analysis regarding technical shortcomings and uncertain science. The March 2007 report entitled "Analyzing, Documenting, and Communicating the Impacts of Mobile Source Air Toxic Emissions in the NEPA Process" conducted for the American Association of State Highway and Transportation Officials (AASHTO) Standing Committee on the Environment and funded by the Transportation Research Board ([http://www.trb.org/NotesDocs/25-25\(18\)_FR.pdf](http://www.trb.org/NotesDocs/25-25(18)_FR.pdf)) discusses available methodologies and tools. Procedures for toxicity-weighting, which EPA has found to be especially useful for the targeting of mitigation, are described in EPA's Air Toxics Risk Assessment Reference Library (Volume 3, Appendix B, beginning on page B-4, http://www.epa.gov/ttn/fera/risk_atra_main.html).

Construction Emissions Reductions

EPA recommends incorporating the following mobile and stationary source control measure as a way to further reduce anticipated construction-related emissions:

If practicable, lease new, clean equipment meeting the most stringent of applicable Federal² or State Standards³. In general, meet and ideally go beyond California Air Resources Board requirements for in-use diesel engines and equipment, particularly for non-road construction fleets. Through December 31, 2014, ensure that all construction equipment meets or exceeds equivalent emissions performance to that of U.S. EPA Tier 3 standards for non-road engines. From January 1, 2015 onward, ensure that all construction equipment meets or exceeds equivalent emissions performance to that of U.S. EPA Tier 4 standards for non-road engines.

² EPA's website for nonroad mobile sources is <http://www.epa.gov/nonroad/>.

³ For ARB emissions standards, see: <http://www.arb.ca.gov/msprog/offroad/offroad.htm>.

Response to F-1.16

The commented language in “Incomplete or Unavailable Information for Project Specific MSAT Health Impacts Analysis” of DEIR/EIS section 3.2.6 has been revised. The revised discussion indicates limitations and uncertainties of MSAT analysis, but at the same time, acknowledges the effort and progress made by EPA and other organizations on developing scientific evidence and tools of evaluating MSAT effects on human health.

The MSAT analysis was performed following the most recent FHWA Interim Guidance Update on Mobile Source Air Toxic Analysis in NEPA Documents (FHWA, 2012). The purpose of the guidance is to advise when and how to analyze MSATs in the NEPA process for highways. For this project, a qualitative analysis was conducted since it was determined to have a low potential of MSAT effects. The qualitative analysis provides a basis for identifying and comparing potential differences among MSAT emissions, if any, from various alternatives. For more detailed information on the MSATs qualitative analysis please refer to Section 3.2.6.3.

Response to F-1.17

The recommended control measures have been added to the Final EIR/EIS per the comment.

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SUMMARY OF EPA RATING DEFINITIONS

This rating system was developed as a means to summarize EPA's level of concern with a proposed action. The ratings are a combination of alphabetical categories for evaluation of the environmental impacts of the proposal and numerical categories for evaluation of the adequacy of the EIS.

ENVIRONMENTAL IMPACT OF THE ACTION

"LO" (Lack of Objections)

The EPA review has not identified any potential environmental impacts requiring substantive changes to the proposal. The review may have disclosed opportunities for application of mitigation measures that could be accomplished with no more than minor changes to the proposal.

"EC" (Environmental Concerns)

The EPA review has identified environmental impacts that should be avoided in order to fully protect the environment. Corrective measures may require changes to the preferred alternative or application of mitigation measures that can reduce the environmental impact. EPA would like to work with the lead agency to reduce these impacts.

"EO" (Environmental Objections)

The EPA review has identified significant environmental impacts that must be avoided in order to provide adequate protection for the environment. Corrective measures may require substantial changes to the preferred alternative or consideration of some other project alternative (including the no action alternative or a new alternative). EPA intends to work with the lead agency to reduce these impacts.

"EU" (Environmentally Unsatisfactory)

The EPA review has identified adverse environmental impacts that are of sufficient magnitude that they are unsatisfactory from the standpoint of public health or welfare or environmental quality. EPA intends to work with the lead agency to reduce these impacts. If the potentially unsatisfactory impacts are not corrected at the final EIS stage, this proposal will be recommended for referral to the CEQ.

ADEQUACY OF THE IMPACT STATEMENT

Category 1" (Adequate)

EPA believes the draft EIS adequately sets forth the environmental impact(s) of the preferred alternative and those of the alternatives reasonably available to the project or action. No further analysis or data collection is necessary, but the reviewer may suggest the addition of clarifying language or information.

"Category 2" (Insufficient Information)

The draft EIS does not contain sufficient information for EPA to fully assess environmental impacts that should be avoided in order to fully protect the environment, or the EPA reviewer has identified new reasonably available alternatives that are within the spectrum of alternatives analysed in the draft EIS, which could reduce the environmental impacts of the action. The identified additional information, data, analyses, or discussion should be included in the final EIS.


"Category 3" (Inadequate)

EPA does not believe that the draft EIS adequately assesses potentially significant environmental impacts of the action, or the EPA reviewer has identified new, reasonably available alternatives that are outside of the spectrum of alternatives analysed in the draft EIS, which should be analysed in order to reduce the potentially significant environmental impacts. EPA believes that the identified additional information, data, analyses, or discussions are of such a magnitude that they should have full public review at a draft stage. EPA does not believe that the draft EIS is adequate for the purposes of the NEPA and/or Section 309 review, and thus should be formally revised and made available for public comment in a supplemental or revised draft EIS. On the basis of the potential significant impacts involved, this proposal could be a candidate for referral to the CEQ.

*From EPA Manual 1640, "Policy and Procedures for the Review of Federal Actions Impacting the Environment.

Comment from: United States Department of the Interior, Office of Environmental Policy and Compliance, Pacific Southwest Region

Response To: United States Department of the Interior, Office of Environmental Policy and Compliance, Pacific Southwest Region



Comment Letter F-2

United States Department of the Interior

OFFICE OF THE SECRETARY
Office of Environmental Policy and Compliance
Pacific Southwest Region
333 Bush Street, Suite 515
San Francisco, CA 94104

IN REPLY REFER TO:
ER# 13/0080

Electronically Filed

25 March 2013

Aaron Burton, Senior Environmental Planner
California Department of Transportation
P.O. Box 12008
Riverside, CA 92502-2208

Subject: Draft Environmental Impact Statement State Route 79 Realignment Project,
Domenigoni Parkway to Gilman Springs Road, Riverside County, CA

Dear Mr. Burton:

The Department of the Interior has received and reviewed the subject document and has the following comments to offer.

The California Department of Transportation (Caltrans) has assumed Federal Highway Administration’s (FHWA) responsibilities with regard to National Environmental Policy Act (NEPA) compliance for this project in accordance with Section 6005 of SAFETEA-LU, as described in the NEPA Delegation Pilot Program Memorandum of Understanding between FHWA and Caltrans (effective July 1, 2007), and codified in 23 U.S.C. 327(a)(2)(A).

On June 22, 2004, the US Fish and Wildlife Service (Service) issued a section 10(a)(1)(B) permit for the Western Riverside County Multiple Species Habitat Conservation Plan (MSHCP). The MSHCP established a multiple species conservation program to minimize and mitigate habitat loss and the incidental take of covered species in association with activities covered under the permit. Permittees ensure covered activities are carried out consistent with the MSHCP, its associated Implementing Agreement, and section 10(a)(1)(B) permit.

The proposed project is located within the plan area boundary of the MSHCP. Caltrans is an MSHCP permittee. The proposed project is a covered activity subject to the project-specific requirements for the State Route (SR) 79 Realignment Project that are listed in the MSHCP (pages 7-32 to 7-36) and other relevant MSHCP policies and procedures.

Comment Letter F-2

The SR-79 Realignment Project will result in realignment of a four-lane highway along an 18-mile stretch in Riverside County, California. Currently, SR-79 shares an alignment with SR-74 for 7 miles along a circuitous route that travels through the downtown area of the city of Hemet. The current alignment does not support truck traffic, has inadequate capacity to accommodate both local and regional travel demand, and has resulted in higher than average fatality and injury accident rates.

The project as proposed will construct a new, divided, limited-access expressway with four travel lanes (two lanes in each direction), over a distance of 18 miles from post mile R15.78 just south of Domenigoni Parkway to post mile R33.80 at Gilman Springs Road, in Riverside County, California.

We offer the following comments to assist Caltrans in avoiding, minimizing, and providing adequate conservation to offset project-related impacts to fish and wildlife resources.

General Comments

Early Coordination

The DEIS states that “Early and continuing coordination with ... agencies is an essential part of the environmental process” (page 5-1). We concur with this statement and commend Caltrans on the extensive coordination that has occurred on this project. We appreciate your coordination with our agency on avoidance, minimization, and offsetting measures for the project.

Thank you for working with us to avoid and minimize impacts to the Salt Creek Plain (page 2-31), which is arguably the most significant remaining vernal pool complex in Riverside County due to its high diversity, large size, and abundance of rare and endemic species, including five federally listed species.

We also appreciate the wildlife connectivity features that have been incorporated into the project that will facilitate wildlife movement and complement regional conservation planning efforts (pages 3-500 to 3-502). In addition, we appreciate the thorough discussion of MSHCP objectives, policies, procedures, and guidelines that has been included in the DEIS.

Watershed Impacts of Segment H

Our primary concern with regard to the proposed project is impacts to vernal pool watershed that would result from construction of Segment H. The DEIS states that construction of Build Alternative 2a or 2b (i.e., Segment H) through the West Hemet Hills would result in permanent and direct impacts to about 7 percent of the watershed for the vernal pool complex located at the intersection of Stowe Road and California Avenue (page 3-515).

Due to the significance of this vernal pool habitat and the large number of federally listed, rare, and endemic species associated with this habitat, we recommend that strong consideration be

Response to F-2.1

The SR 79 Project Team appreciates the Department of the Interior's participation in the Resource Agency Workgroup and looks forward to further coordination as the Project moves ahead.

Response to F-2.2

Build Alternative 1br (Roadway Segments B, C, G, I, J, M, and N) has been identified as the Preferred Alternative by the Project Development Team (PDT). Additionally, Build Alternative 1br has been refined to avoid impacts to the Stowe Road Vernal Pool Complex and the associated watershed, as well as to address other comments received during the public review of the Draft EIR/EIS and to ensure that the Preferred Alternative is the LEDPA. Thus the Preferred Alternative is referred to as "Build Alternative 1b with Refinements" in the Final EIR/EIS.

F-2.1

F-2.2

Comment Letter F-2	
given to project alternatives that avoid these vernal pool watershed impacts.	F-2.2 cont.
Specific Comments	
<p>Page 3-78. Future Street B, in Segment L, (Figure 2.2-8I), is located within the Criteria Area of the MSHCP and is not a covered activity under the MSHCP. MSHCP section 7.3.5, Planned Roads, page 7-31 states "...only those planned roadways identified in this section are Covered Activities within the Criteria Area. Roadways other than those identified in this section are not covered without an amendment to the MSHCP..." Future Street B is not identified in section 7.3.5 or on Figure 7-1 of the MSHCP.</p> <p>Future Street B would divide proposed conservation lands in MSHCP Criteria Area Cells 2774, 2775, and 2878 within the San Jacinto Area Plan Subunit 4: Vernal Pool Areas – East, with impacts to MSHCP Covered Species, including Coulter’s goldfields (<i>Lasthenia glabrata</i> subsp. <i>coulteri</i>) and smooth tarplant (<i>Centromadia pungens</i> subsp. <i>laevis</i>) (Figure 3.6.2). We request that the proposed Future Street B and associated Segment L be eliminated from project alternatives.</p>	F-2.3
<p>Page 3-119. The DEIS states that cut and fill requirements for the project are balanced (page 3-119). The DEIS also states that if the project is phased, in the first phase of construction a bridge will be constructed over Florida Avenue so that trucks can access earthwork material from a borrow site located south of Florida Avenue (page 2-21). We assume that the borrow site for phase 1 will consist of a portion of the road cut for phase 2. With the project phased over 20 years, we are concerned that the borrow area for phase 1 could result in erosion, sedimentation, and/or the establishment and spread of invasive species in the phase 2 area. Please include in the final EIS an explanation of how these concerns will be addressed.</p>	F-2.4
<p>Pages 3-443, 3-444, and 3-471. Please explain the large difference in impacts to vernal pool vegetation and vernal pool wetlands and waters between Table 3.3-1 Summary of Biological Affected Environment for Project Alternatives and Design Options, and Table 3.3-3 Summary of Potential Permanent and Temporary Impacts to the Biological Environment for Project Alternatives and Design Options. It is not clear why the sum of the permanent direct, indirect, and temporary impacts in table 3.3-3 is not equal to the total impacts in table 3.3-1.</p>	F-2.5
<p>Page 3-572 and 3-633. We request that you coordinate with our office on the Determinations of Biologically Equivalent or Superior Preservation (DBESPs) that will be prepared consistent with requirements of the MSHCP for smooth tarplant, Coulter’s goldfields, and Los Angeles pocket mouse (<i>Perognathus longimembris brevinasus</i>) prior to publication of the final EIS such that we can come to agreement on specific offsetting conservation commitments. Please include the specific offsetting conservation commitments for these species in the final EIS.</p>	
<p>Page 3-631. The DEIS states that all burrowing owls (<i>Athene cunicularia hypugea</i>) found within the Project Impact Area will be actively relocated away from the project to</p>	F-2.6

Comment Letter F-2 - Dept of the Interior

Response to F-2.3

Preferred Alternative 1br avoids Segment L or Future Street “B”. The Preferred Alternative 1br includes Roadway Segments B, C, G, I, J, M, N, Utility Relocation Areas 1 and 2, Short-Term and Long-Term Traffic Detours, and Additional Indirect Impact Study Area 2. Segment L will not be part of nor is it reasonably foreseeable to include Future Street B.

Response to F-2.4

It is Department policy to follow Executive Order 13112 pertaining to the prevention of the spread of invasive species. Minimization measure BIO-35 Avoid the Spread of Invasive Plant Species, details the measures that will be taken to avoid the spread of invasive species within the Project area. Examples of these measures include equipment cleaning, construction monitoring and the eradication of invasives already occurring onsite. Section 2.2.1.3 of the Final EIR/EIS that addresses the potential for erosion, sedimentation, and/or the establishment and spread of invasive species at the borrow site and identifies the measures that would be implemented to avoid these impacts. No change has been made to page 3-119.

Response to F-2.5

Table 3.3-1 (in Section 3.3.1.2, Affected Environment) provides a total of all vernal pool vegetation and vernal pool wetlands and waters in the entire study area. Not all of the resources identified in Table 3.3-1 would be impacted by the Project. On the other hand, Table 3.3-3 (in Section 3.3.1.3, Environmental Consequences) identifies only resources that would actually be impacted by the Build alternatives or design options.

Response to F-2.5a

Subsequent to this comment, a DBESP was prepared and reviewed by your agency in October 2015. Your agency's comments were incorporated into a Final DBESP found in Appendix L.

Response to F-2.6

The text in the Final EIR/EIS Section 3.3.4.4 has been modified to include the suggested wording.

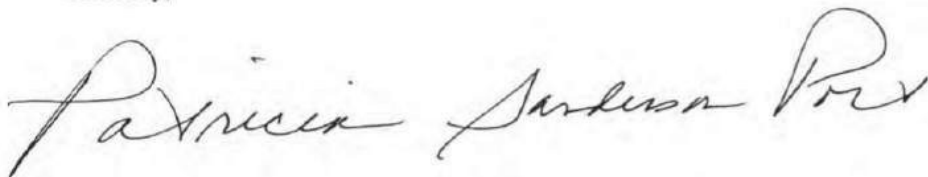
Comment Letter F-2

translocation sites. We request the final EIS be modified to state that coordination with our agency will occur on the location, habitat suitability, management, and conservation status of the proposed translocation sites. In addition, we recommend the following sentence be modified to read (change noted in bold text), “Burrowing owls found more than 75 m (225 ft) from the PIA will only be considered for active relocation if CDFW and USFWS deem appropriate based on construction noise impacts.”

F-2.6
cont.

We appreciate the opportunity to comment on the DEIS and to participate in the transportation planning process. If you have any questions regarding this letter, please contact Sally Brown (sally_brown@fws.gov) of the Carlsbad Fish and Wildlife Office at 760-431-9440, extension 278.

Sincerely,



Patricia Sanderson Port
Regional Environmental Officer

Cc:
Director, OEPC
David Sire, OEPC staff contact
Jaime Marie Hotz, FWS
Sally Brown, FWS

Comment from: United States Department of Housing and Urban Development, Los Angeles Field Office

Response To: United States Department of Housing and Urban Development, Los Angeles Field Office

Response to F-3.1
Thank you for your attention to the Project.

Comment Letter F-3

From:

info@sr79project.org

Sent:

Monday, March 25, 2013 12:05 PM

To:

SWR 171146 SR79; inbox@geomail.info

Subject:

Contact Form Submission

Contact Form Submission

Comments: To: Cathy Bechtel, Project Development Director

From: Michelle Simmons, HUD Los Angeles Field Environmental Officer

The U.S. Department of Housing and Urban Development (HUD), Los Angeles Field Office (LAFO) has reviewed the Draft Environmental Impact Report / Environmental Impact Statement (DEIR/DEIS) for the State Route 79 Realignment Project: Domenigoni Parkway to Gilman Springs Road. Our review and comments are provided pursuant to the National Environmental Policy Act (NEPA), the Council on Environmental Quality (CEQ) Regulations (40 CFR Parts 1500 -1508) and our NEPA review authority under 24 CFR 50.24 – HUD review of another agency’s EIS.

The DEIR/DEIS does not list HUD as a stakeholder or agency with any jurisdiction or authority associated with the State Route 79 Realignment Project. Therefore HUD did not participate with the cooperating agencies to ensure collaborative planning at key decision points during the environmental review process. Although the primary impacts summarized in the environmental analysis of the Draft EIR / EIS do not reference an impact to a HUD funded project, we appreciate the opportunity to review the document and provide comments. For further consideration, please contact me at the HUD Los Angeles Field Office, 611 West 6th Street, Suite 808, Los Angeles, California 90017: telephone (213) 534-2772 : email michelle.simmons@hud.gov

F-3.1

Email: michelle.simmons@hud.gov

Name: Michelle Simmons

Phone: 213 534-2772

Mailing Address: 611 West 6th Street, Suite 808 City, State: Los Angeles, CA

Zip: 90017

Parcel Number:


CAPTCHA:

1

Comment Letter F-3 - Dept of Housing and Urban Development


Comment from: Department of Fish and Wildlife

Response To: Department of Fish and Wildlife



California Natural Resources Agency
DEPARTMENT OF FISH AND WILDLIFE
Inland Deserts Region
3602 Inland Empire Blvd., Suite C-220
Ontario, CA 91764
(909) 484-0167
www.wildlife.ca.gov

EDMUND G. BROWN, Jr., Governor
CHARLTON H. BONHAM, Director



Comment Letter S-1

April 3, 2013

Mr. Aaron Burton,
California Department of Transportation, District 8
464 W. Fourth Street, MS-829
San Bernardino, CA 92401

Subject: Draft Environmental Impact Report/ Environmental Impact
Statement for the State Route 79 Realignment Project
State Clearinghouse No. 2004091040

Dear Mr. Burton:

The California Department of Fish and Wildlife (Department) appreciates the opportunity to comment on the Draft Environmental Impact Report/ Environmental Impact Statement (DEIR) for State Route 79 Realignment Project (Project) [State Clearinghouse No. 2004091040]. The Department is responding to the DEIR as a Trustee Agency for fish and wildlife resources (Fish and Game Code Sections 711.7 and 1802, and the California Environmental Quality Act [CEQA] Guidelines Section 15386), and as a Responsible Agency regarding any discretionary actions (CEQA Guidelines Section 15381), such as the issuance of a Lake or Streambed Alteration Agreement (California Fish and Game Code Sections 1600 *et seq.*) and/or a California Endangered Species Act (CESA) Permit for Incidental Take of Endangered, Threatened, and/or Candidate species (California Fish and Game Code Sections 2080 and 2080.1).

Project Description

The California Department of Transportation (Caltrans) proposes to realign State Route (SR) 79 from just south of Domenigoni Parkway to Gilman Springs Road. The Project will construct a divided limited-access expressway with four travel lanes (two lanes in each direction). The majority of the realignment will be new construction in areas where no such highway exists. The Project will begin at post mile (PM) R15.78, which is 1.26 miles south of Domenigoni Parkway, and end approximately 18 miles north at the intersection of SR 79 and Gilman Springs Road (PM R33.80). Four alternatives with different design options divided by segments are described in the DEIR project description:

- Build Alternative 1a [Roadway Segments A, E, G, I, J, L, and N (DEIR Figure 2.2-5a)];

Conserving California's Wildlife Since 1870

Comment Letter S-1

Draft Environmental Impact Report/ Environmental Impact/Statement for the State
Route 79 Realignment Project
State Clearinghouse No. 2004091040
Page 2 of 7

- Build Alternative 1b and Design Option 1b1 [Roadway Segments B, C, G, I, K, M, and N (DEIR Figure 2.2-5b)];
- Build Alternative 2a [Roadway Segments A, F, H, I, K, L, and N (DEIR Figure 2.2-6a)] and;
- Build Alternative 2b and Design Option 2b1 [Roadway Segments B, D, H, I, J, M, and N (DEIR Figure 2.2-6b)]

Biological Resources and Impacts
The Project has the potential to impact several sensitive species including some State and federally listed, and fully protected species. These species include but are not limited to: coastal California gnatcatcher (*Poliopitila californica californica*), southwestern willow flycatcher (*Empidonax traillii extimus*), least Bell's vireo (*Vireo bellii pusillus*), burrowing owl (*Athene cunicularia*), golden eagle (*Aquila chysaetos*), loggerhead shrike (*Lanius ludovicianus*), Cooper's hawk (*Accipiter cooperii*), ferruginous hawk (*Buteo regalis*), white-tailed kite (*Elanus leucurus*), northern harrier (*Circus cyaneus*), double-crested cormorant (*Phalacrocorax auritus*), western spadefoot (*Spea hammondi*), Western mastiff bat (*Eumops perotis*), Los Angeles pocket mouse (*Perognathus longimembris brevinasus*), Plummer's mariposa lily (*Calochortus plummerae*), Parry's spineflower (*Chorizanthe parryi* var. *parryi*), smooth tarplant (*Centromedia pungens* ssp. *Lavis*), Coulter's goldfields (*Lasthenia glabrata* ssp. *coulteri*), Robinson's peppergrass (*Lepidium virginicum* var. *robinsonii*), San Jacinto Valley crownscale (*Atriplex coronata* var. *notatior*), thread-leaved brodiaea (*Brodiaea filifolia*), spreading navarretia (*Navarretia fossalis*), and California orcutt grass (*Orcuttia californica*). The study area also contains sensitive habitats including but not limited to vernal pools, Riversidean sage scrub, alkali playa, and cottonwood willow riparian forest.

Wildlife Crossing

The Department is concerned that the crossings proposed in the DEIR may be of limited use to wildlife because they are too small, obstructed, or poorly located. Some of the proposed crossings are too small and/or partially inundated. The larger crossings such as the Colorado River aqueduct may be obstructed by fencing. Other potential wildlife crossings proposed in the DEIR are located in existing street overcrossings or undercrossings. These structures have a very limited use for wildlife movement. The Department believes that the bridge structure over Salt Creek proposed for Alternative 1b1 (7 feet) does not provide sufficient vertical clearance for large mammals. If this alternative is selected the bridge should be modified to provide more vertical clearance. The FEIR should propose additional mitigation measures to improve wildlife movement such as increasing the culvert size and installing wildlife passage structures within the culverts.

S-1.1

Response to S-1.1

In addition to the regular agency coordination that has occurred as part of the Project Development Team meetings, openness ratios for bridges and culverts were specifically discussed with USFWS in August 2010. Designs for bridges and culverts that will provide wildlife movement corridors will be consistent with the MSHCP and with the openness ratios that have been calculated and conveyed to the USFWS during consultation. Additionally, the bridge over Salt Creek for the Preferred Alternative (Build Alternative 1br) has a minimum vertical clearance of approximately 19 feet. This is an increase of over 10 feet from the minimum vertical clearance of the Build Alternative 1b1 bridge over Salt Creek.

As stated in BIO-27 (Enhancements to Wildlife Corridors), as part of the refinement of the Selected Alternative, enhancements will be included during final design to facilitate wildlife movement under bridges and through proposed culverts. Enhancements will be consistent with the objectives of the MSHCP and will include directional fencing and structural features to provide all-weather crossings in culverts.

As stated in BIO-27 (Enhancements to Wildlife Corridors), as part of the refinement of the Selected Alternative, enhancements will be included during final design to facilitate wildlife movement under bridges and through proposed culverts. Enhancements will be consistent with the objectives of the MSHCP and will include directional fencing and structural features to provide all-weather crossings in culverts.

Comment Letter S-1	
Draft Environmental Impact Report/ Environmental Impact Statement for the State Route 79 Realignment Project State Clearinghouse No. 2004091040 Page 3 of 7	
<u>Raptors</u>	
Survey data and methodology used in the DEIR are not sufficient to address the Project impacts to raptors. Raptors survey data included in the DEIR is outdated. New surveys are needed to disclose the public potential new impacts to raptors. The DEIR analyzes potential impacts to raptors caused by noise levels generated by potential construction activities and SR 79 regular operations (regular traffic noise). The methodology used to study operational noise levels predicted noise levels from the centerline to the reference receiver (nests). The FEIR should clarify if the noise studies will reach a different conclusion if the noise levels are predicted from the closest noise source, the slow lane of the new facility, to the receiver. The methodology used does not consider that different species of raptor may be more sensitive to operational noise levels. An analysis based only on A-weighting scale (dBA) may not be accurate enough to assess impacts to raptors since this scale will filter low-frequency noise. The FEIR should include a new noise study that can assess potential noise impacts to raptors. This new raptor specific assessment should include predictions for background sound levels (refers to the sound level present at least 90% of the time) for C-Weighted Sound Level (dBC) and dBA. Noise level thresholds that will consider a receptor impacted should be coordinated with the Department and any other applicable agencies such the United States Fish and Wildlife Service. A monitoring program during construction and after construction should be implemented to ensure that no impacts to any fully protected species present in the study area occur. Additional contingency measures should be available for implementation in case that the monitoring activities discover unanticipated potential impacts to raptors.	S-1.2
As described above it is the Department's opinion that the noise study described in the DEIR is not sufficient, however, the information in the study suggests that impacts to raptors are likely. The noise study used by the DEIR identifies projected operational noise levels above 67 dBA for several nesting raptor species, including the white-tailed kite. The Department believes that the level of operational noise predicted will disrupt several nesting raptors. The Department also considers that the threshold used to predict that a nest will be impacted during construction activities may be too high. For example, construction noise levels measure for the white-tailed kite nest are expected to exceed 100 dBA for some alternatives and the DEIR does not assume impact for the nest; the Department believes this noise level will impact this fully protected species. Similar values are described for other raptor nests.	S-1.3
The DEIR also states that the project will impact white-tailed kite nests during construction activities and that the project will result on permanent indirect impact to this species. Please note that per FGC 3511 the Department cannot authorize any impacts to fully protected species, including the white-tailed kite or the golden eagle, and there is no process available to provide take for fully protected species. All the alternatives described in the DEIR include impacts to raptor nests; per FGC 3503.5 the Department cannot authorize impacts to raptor nests. Measure BIO-44 includes the installation of	S-1.4
	S-1.5
	S-1.6

Comment Letter S-1 - CDFW

Response to S-1.2

Although the survey data is from the baseline year of 2006 used for this large scale project, it is still sufficient and useful for assessing impacts to raptors since the area surrounding the project has not gone through significant changes to the land uses within the project study area.. To ensure that impacts to raptors that may move into the Project area prior to construction are minimized, measure BIO-44 (Nesting Raptor Surveys and Implementation of Nest Exclusion) will be implemented. It states that preconstruction surveys will be conducted by a biologist who is experienced in raptor identification to ascertain the presence of nesting raptors. The surveys will be conducted in the Project Impact Area (PIA) and within 152.4 m (500 ft) of the PIA between February 15 and September 15 for each year of construction, 1 year prior to ground disturbance and construction activities. If raptor nests are found during the preconstruction survey, nest exclusion will be coordinated with the wildlife agencies and implemented during the nonbreeding season following confirmation that nests are inactive and no longer being used by a biologist who is experienced in raptor ecology. For dBA impacts please refer to response to comment S-1.5

Regarding the centerline methodology, the noise analysis for the Preferred Alternative took into account the future operational noise in relation to the existing ambient noise range as well as the 60 dBA level. It was determined that the large majority of raptors and burrowing owls would be indirectly impacted either due to noise or other indirect effects, therefore, the conclusion of noise impacts would be the same regardless of whether the centerline or the slow lane was used. Section 3.3.4.3 explains the basis for using the centerline methodology, which states, "Test calculations based on the closest lane of traffic versus roadway centerline did not indicate a change that would result in an audible difference. The test calculations resulted in either the same noise level or resulted in a difference between 1 to 2 dBA; 3dBA is generally when differences in noise levels are audible. Therefore, roadway centerline was used throughout the operational noise analysis."

Response to S-1.3

Although there is some literature describing raptor response to noise, primarily at military installations, other noise thresholds measured in decibels are not available. Similarly, although it is generally known that white-tailed kites are more sensitive to noise and disturbance at nest sites as compared to other raptors in the study area, such as red-tailed hawks, species-specific information regarding noise thresholds of white-tailed kites are not known.

More importantly, the noise analysis for the Preferred Alternative took into account the future operational noise in relation to the existing ambient noise range as well as the 60 dBA level. It was determined that the large majority of raptors and burrowing owls would be indirectly impacted either due to noise or other indirect effects.

Response to S-1.4

The only fully protected species located within the study area is the white-tailed kite. Text has been added to BIO-43 to clarify that nests within the PIA would be excluded (i.e., tree removal) during the non-breeding season following confirmation that a nest is inactive and no longer being used by a raptor to avoid incidental take of the white-tailed kite. All activities will be done in coordination with the wildlife agencies. BIO-43 addresses contingency measures, such as pre-construction surveys and nest exclusion if nesting raptors be found within 500 ft of construction activities, and includes coordination with the wildlife agencies. As a Covered Activity under the Western Riverside MSHCP, Project coordination with CDFW has taken place in order to avoid impacts to white-tailed kite, a Covered Species under the MSHCP.

Response to S-1.5

Although indirect impact conclusions regarding raptors were consistent in the Draft EIR (all raptors located in the indirect impact area were considered to be indirectly impacted regardless of resulting noise levels), the determination of "Assume Impact" was applied inconsistently in the noise tables. The inconsistent application of "assume impact"

may have indicated that 67 dBA, for example, did not qualify as an indirect impact. However, that was not the case. Discrepancies in the operational and construction noise tables have been clarified in the Final EIR/EIS Tables 3.3-14, 3.3-15, 3.3-16, and 3.3-17. Nest locations, where noise levels were projected to be higher than the range of existing ambient noise and higher than the wildlife noise threshold (60dBA), were considered to be impacted by noise. Nests located in the indirect impact area that did not meet both criteria were still considered to be indirectly impacted due to habitat fragmentation and other factors.

Response to S-1.6

It is understood that no take can be authorized for either the white-tailed kite or Golden Eagles. No take will occur. Text has been added to BIO-43 to clarify that nests within the PIA would be excluded (e.g., tree removal) during the non-breeding season following confirmation that a nest is inactive and no longer being used by a raptor to avoid any take of the white-tailed kite. All activities will be done in coordination with the wildlife agencies. Golden eagles were not observed within a 1.0 mile radius of the PIA and impacts to this species would not occur. As a Covered Activity under the Western Riverside MSHCP, coordination with CDFW has taken place in order to avoid impacts to white-tailed kite, a Covered Species under the MSHCP. BIO-44 does not include exclusionary devices in nests.

Comment Letter S-1	
Draft Environmental Impact Report/ Environmental Impact Statement for the State Route 79 Realignment Project State Clearinghouse No. 2004091040 Page 4 of 7	
nest exclusionary devices in raptor nests. This measure will constitute a take to a nest that the Department cannot authorize.	S-1.6 cont.
The DEIR states that golden eagles nests found in the project vicinity but no impacts are expected because the nests are too far from the project footprint. The Department is unable to address this statement because specific distances are not provided. Due to the sensitive nature of this species the study areas typically extends beyond other species. Construction activities have a potential to impact this nest. The FEIR should include the distance to the nests detected in the project vicinity, a discussion of methods used to determine if nests will be impacted and additional measures to avoid any take to this fully protected species.	S-1.7
The FEIR should include alternatives that avoid take to fully protected species. The FEIR should include additional measures to avoid and minimize impacts to this species including noise abatement as well as mitigation measures to minimize impacts for the lost of foraging habitat and temporary construction nuisance. These measures could include the construction of alternative nests, retrofit of power lines present in the area, etc.	S-1.8
The Department disagrees with the active nesting season included in the DEIR. Nesting season should span from February 15 through September 15. Since some raptors have different nesting behavior, this season may need to be modified to ensure that not impacts to raptors occur.	S-1.9
<u>Natural Community Conservation Program (NCCP)</u>	
The Department is responsible for ensuring appropriate conservation of fish and wildlife resources including threatened, endangered, and/or candidate plant and animal species, pursuant to the CESA, and administers the Natural Community Conservation Plan Program (NCCP Program). Within the Inland Deserts Region, the Department issued Natural Community Conservation Plan Approval and Take Authorization for the Western Riverside County Multiple Species Habitat Conservation Plan (MSHCP) per Section 2800, et seq., of the California Fish and Game Code on June 22, 2004. The MSHCP establishes a multiple species conservation program to minimize and mitigate habitat loss and the incidental take of covered species in association with activities covered under the permit.	
Compliance with approved habitat plans, such as the MSHCP, is discussed in CEQA. Specifically, Section 15125(d) of the CEQA Guidelines requires that the CEQA document discuss any inconsistencies between a proposed project and applicable general plans and regional plans, including habitat conservation plans and natural community conservation plans. An assessment of the impacts to the MSHCP as a result of this Project is necessary to address CEQA requirements. To obtain additional information regarding the MSHCP please go to: http://www.rclma.org/mshcp/ .	

Response to S-1.7

The Final EIR/EIS study area for golden eagles included a radius of 1.0 mile outside of the PIA as described in Section 3.3.4.2, which was large enough to capture both direct and indirect impacts to this species. The four golden eagle nests that were observed during aerial surveys were located outside of the 1.0 mile radius; therefore impacts would not occur. The distances of the four golden eagle nests has been added to the text text in Section 3.3.4.2, Affected Environment, Golden Eagle, Focused Surveys.

Response to S-1.8

No take of fully protected species will occur. One fully protected species, the white-tailed kite, was observed within the PIA. Nest exclusion during the non-breeding season is proposed to avoid direct impacts. BIO-43 addresses contingency measures should nesting raptors be found within 500 ft of construction activities and includes coordination with the wildlife agencies to implement appropriate measures following pre-construction MBTA surveys.

Response to S-1.9

The date range for measure BIO-44 has been changed from January 15 through August 15, to February 15 through September 15.

Comment Letter S-1	
Draft Environmental Impact Report/ Environmental Impact Statement for the State Route 79 Realignment Project State Clearinghouse No. 2004091040 Page 5 of 7	
The proposed Project occurs within the MSHCP area and is subject to the provisions and policies of the MSHCP. In order to be considered a covered activity, Permittees must demonstrate that proposed actions are consistent with the MSHCP and its associated Implementing Agreement.	
Caltrans is the Lead Agency and is signatory to the Implementing Agreement of the MSHCP. The Project study area includes Criteria Area Cells number 2364, 2461, 2666, 2774, 2775, 2878, 3291, 3584, 3683, 3684, 3791, 3887, 3891, and 4007; within the Harvest Valley/Winchester Area Plan (HVWAP) and the San Jacinto Valley Area Plan (SJVAP), specifically, in Subunit 2 of the HVWAP and Subunits 1 and 4 of the SJVAP. In Subunit 2 of the HVWAP, the Project would cross a portion of Noncontiguous Habitat Block 7 and Existing Constrained Linkage B (Salt Creek). In Subunits 1 and 4 of the SJVAP the Project would cross a portion of Noncontiguous Habitat Blocks 6 and 7 and Existing Constrained Linkage C.	
Based on the information provided in the DEIR, impacts would occur to riverine and riparian areas defined by the MSHCP Protection of Species Associated with Riparian/Riverine Areas and Vernal Pools policy (MSHCP section 6.1.2). In accordance with this policy, a Determination of Biologically Equivalent or Superior Preservation (DBESP) is required to address unavoidable impacts to riparian and/or riverine areas. The proposed Project site is located within the MSHCP Burrowing Owl Survey, (MSHCP section 6.3.2), Narrow Endemic Plant Species Survey Area (NEPSSA) Area, Criteria Area Plant Species Survey Area (CAPSSA), and mammal survey area (MSHCP section 6.3.2).	S-1.10
Please note that a DBESP should be included in the FEIR. The DEIR document should not defer mitigation measures to future regulatory discretionary actions, such as the DBESP and should include mitigation requirements for each alternative.	S-1.11
Measure Bio-33c includes measures to monitor that the Stowe Road Vernal Pool Complex (Complex) receives acceptable flow rates. The FEIR should disclose what mitigation measures will be required if the monitoring efforts determine if the Complex is impacted by the construction of the Project and what entity will be responsible to perform this mitigation.	S-1.12
<u>Lake and Streambed Alteration Program</u>	
Although the proposed Project is within the MSHCP, a Notification of Lake or Streambed Alteration is still required by the Department, should the site contain jurisdictional waters. Additionally, the Department's criteria for determining the presence of jurisdictional waters are more comprehensive than the MSHCP criteria in Section 6.1.2 (Protection of Species Associated with Riparian/Riverine Areas and Vernal Pools). The Department is responsible for assessing and evaluating impacts to jurisdictional waters; typically accomplished through reviewing jurisdictional delineation (JD) reports, supporting information, and conducting site visits. Following review of a JD, the Department may request changes to the JD. The Department may also recommend	

Comment Letter S-1 - CDFW

Response to S-1.10

A DBESP was approved by RCA in September 2015 for impacts to smooth tarplant, riparian/riverine areas, and burrowing owl. The Final EIR/EIS has been revised accordingly by incorporating relevant text from the DBESP.

Response to S-1.11

A DBESP was approved by RCA in September 2015 for impacts to smooth tarplant, riparian/riverine areas, and burrowing owl. The Final EIR/EIS has been revised accordingly by incorporating relevant text from the DBESP. Preliminary wetland mitigation is described in detail in the Final EIR/EIS Section 3.3.2.4.

Response to S-1.12

Build Alternative 1br (Roadway Segments B, C, G, I, J, M, and N) has been identified as the Preferred Alternative by the Project Development Team (PDT). Additionally, Build Alternative 1br has been refined to avoid impacts to the Stowe Road Vernal Pool Complex and the associated watershed, as well as, to address other comments received during the public review of the Draft EIR/EIS. Thus the Preferred Alternative is referred to as "Build Alternative 1b with Refinements" in the Final EIR/EIS. As such, the drainage system identified in BIO-33c to the Stowe Road Vernal Pool Complex would no longer be needed.

Appendix K-1 Comments Received on the Draft EIR/EIS

Appendix K Comments Received on the Draft EIR/EIS

Comment Letter S-1	
Draft Environmental Impact Report/ Environmental Impact/Statement for the State Route 79 Realignment Project State Clearinghouse No. 2004091040 Page 6 of 7	
that additional project avoidance and/or minimization measures be incorporated, or request additional mitigation for project-related impacts to jurisdictional areas.	
The Department recommends submitting a notification early in the project planning process, since modification of the proposed project may be required to avoid or reduce impacts to fish and wildlife resources. To obtain a Lake or Streambed Alteration notification package, please go to http://www.dfg.ca.gov/habcon/1600/forms.html .	S-1.13
Please note that the Department requires that the JDs are not older than one year in order to process any notification. The JD listed in the DEIR is dated on September 2008, conditions may have changed since the JD was completed. The FEIR should clarify if the study area was checked to verify that conditions have not change since 2008.	S-1.14
The Department opposes the elimination of ephemeral, intermittent, and perennial streams, channels, lakes, and their associated habitats. The Department recommends avoiding the stream and riparian habitat to the greatest extent possible. Any unavoidable impacts need to be compensated with the creation and/or restoration of in-kind habitat either on-site or off-site at a minimum 3:1 replacement-to-impact ratio, depending on the impacts and proposed mitigation. Additional mitigation requirements through the Department's Lake and Streambed Alteration Agreement process may be required, depending on the quality of habitat impacted, proposed mitigation, project design, and other factors.	S-1.15
The following information will be required for the processing of a Notification and the Department recommends incorporating this information to avoid subsequent CEQA documentation and project delays: 1) Delineation of lakes, streams, and associated habitat that will be temporarily and/or permanently impacted by the proposed project (include an estimate of impact to each habitat type); 2) Discussion of avoidance and minimization measures to reduce project impacts; and, 3) Discussion of potential mitigation measures required to reduce the project impacts to a level of insignificance.	S-1.16
Please refer to section 15370 of the CEQA guidelines for the definition of mitigation.	
The mitigation measures as described in the DEIR (1:1 ratio) are insufficient to mitigate for the impacts the Project will have to Jurisdictional Areas, for this reason the Department believes that it cannot fulfill its obligations as a Trustee and Responsible Agency for fish and wildlife resources. Permit negotiations conducted after and outside of the CEQA process are not CEQA-compliant because they deprive the public and agencies of their right to know what project impacts are and how they are being mitigated (CEQA Section 15002). Please note that the Department requires mitigation to be placed	S-1.17

6 of 8

Response to S-1.13

Ongoing coordination with CDFW has taken place throughout the preparation of the Draft and Final EIR/EIS. The Project will continue to coordinate with CDFW as it proceeds into the permitting phase.

Response to S-1.14

Updates of the Jurisdictional Delineation (JD) will occur prior to the submittal of the Streambed Alteration Application to CDFW. Those same mitigation measures in the JD would apply to any other jurisdictional waters that are delineated in the update. Until that time, data in the JD Report dated 2008 has been consistently used throughout the entire biological analysis; moreover the years the surveys were conducted (2005 and 2006) provide sufficient baseline data due to above-average rainfall during those years.

Response to S-1.15

The Preferred Alternative (1br) has been redesigned in order to meet freeway safety standards and due to Caltrans mandatory design standards, impacts to some jurisdictional drainages cannot be avoided. Mitigation for impacts to jurisdictional drainages is described in Section 3.3.2.4 in the Final EIR/EIS. Mitigation includes the preservation of 234 acres of habitat containing vernal pools and seasonal wetlands. Mitigation for these impacts is described in the CMP located in Appendix M of the Final EIR/EIS.

Response to S-1.16

Discussion of lakes, streams and associated habitat can be found in section 3.3.2 and Avoidance, Minimization and Mitigation is discussed in Section 4.3.3 of the FEIR/FEIS.

Response to S-1.17

Since the DEIR/EIS was distributed for public comment, coordination with CDFW, USFWS, EPA, ACOE, and RCA has led to the agreed upon minimization and mitigation measures described in Section 3.3.2.4 and in Appendix M of the FEIR/FEIS.

Comment Letter S-1

Draft Environmental Impact Report/ Environmental Impact Statement for the State Route 79 Realignment Project
State Clearinghouse No. 2004091040
Page 7 of 7

within the same watershed. The purchase of mitigation bank credits for the creation of wetlands is also subject to the Department approval.

Department Concerns

The Department has the following concerns about the Project, and requests that these concerns be addressed in a subsequent CEQA document:

1. Surveys performed for this project are outdated. The FEIR should include revised surveys.

2. The Department disagrees with the statement that the typical nesting season extends from March 1 through June 30. The nesting season for bird species should be from February 15 to September 15. This season may need to be modified for certain type of raptors.

3. If surveys detect that bat roosting structures are impacted, additional bat roosting structures may need to be installed to off-set impacts to bats.

4. Specific raptor requirements and studies specified in this letter should be addressed in the CEQA document. Alternatives to avoid impacts to fully protected species should be included in the document ;

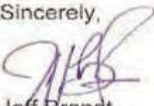
5. The subsequent CEQA document should include modifications to some of the culverts to improve wildlife movement;

6. The subsequent CEQA document should include an updated JD of State jurisdictional waters, an impact analysis, and should propose specific adequate mitigation measures for the loss of State jurisdictional waters;

7. The analysis in the subsequent CEQA document should satisfy the requirements of the Department's 1600 Lake and Streambed Alteration Program.

In summary, the Department believes that the DEIR is inadequate in describing and analyzing the full impacts of the project scope, including but not limited to describing and analyzing impacts to sensitive species and habitats that may be impacted by the Project. The Department recommends that the CEQA document be revised to address these deficiencies. If you should have any questions pertaining to these comments, please contact Juan Lopez Torres at (909) 484-3979.

Sincerely,



Jeff Brandt
Senior Environmental Scientist

cc: State Clearinghouse, Sacramento

S-1.17
cont.

S-1.18

S-1.19

S-1.20

S-1.21

S-1.22

S-1.23

S-1.24

S-1.25

Comment Letter S-1 - CDFW

Response to S-1.18

Since the DEIR/EIS, coordination with CDFW, USFWS, EPA, ACOE, and RCA during monthly Resource Agency (RA) meetings resulted in an agreement that the baseline data collected in 2005 and 2006 is still valid. Specifically, in July 2014, a discussion occurred during an RA meeting where the wildlife agencies agreed the biological surveys conducted in 2005 and 2006 still provide sufficient baseline data due to above-average rainfall during those years. In comparison, some of the years since the baseline data was collected were unseasonably dry; survey results from an unseasonably dry year may not be accepted by the resource agencies. Although the 2005 and 2006 data is still reliable, the locations of certain biological resources, such as burrowing owls, will likely have changed. Therefore, prior to ground disturbance, exact locations of biological resources will be identified during preconstruction surveys. Mitigation measures that address preconstruction surveys are described in Section 4.3.3 of the FEIR/FEIS.

Response to S-1.19

Although the nesting season of March 1 through June 30 was taken directly from Section 7.5.3, Construction Guidelines of the MSHCP, Bio-42 and Bio-47 have been revised to include the nesting season as February 15-September 15 as indicated in the CDFW comment. Bio-42 and Bio-47 have also been revised to reflect previous CDFW comments regarding completion of preclearance nesting surveys no more than 3 days prior to vegetation clearing or ground disturbance. Revisions to Bio-42 and Bio-47 have been made throughout the FED as well as the Supp NES.

Response to S-1.20

Measure BIO-44 describes measures to offset impacts to bat roosting structures.

Response to S-1.21

Text has been added to BIO-44 to clarify that nests within the PIA would be excluded (e.g., tree removal) during the non-breeding season following confirmation that a nest is inactive and no longer being used by a raptor in order to avoid incidental take of the white-tailed kite. All activities will be done in coordination with the wildlife agencies. Raptor requirements and studies are discussed in Section 3.3.4.1 and 3.3.4.2 of the EIR/EIS. As a Covered Activity under the Western Riverside MSHCP, Project coordination with CDFW has taken place in order to avoid impacts to white-tailed kite, a Covered Species under the MSHCP.

Response to S-1.22

In addition to the regular agency coordination that has occurred as part of the Project Development Team meetings, openness ratios for bridges and culverts were specifically discussed with USFWS in August 2010. Designs for bridges and culverts that will provide wildlife movement corridors will be consistent with the MSHCP and with the openness ratios that have been calculated and conveyed to the USFWS during consultation. Additionally, the bridge over Salt Creek for the Preferred Alternative (Build Alternative 1br) has a minimum vertical clearance of approximately 19 feet. This is an increase of over 10 feet from the minimum vertical clearance of the Build Alternative 1b1 bridge over Salt Creek. As stated in BIO-27 (Enhancements to Wildlife Corridors), as part of the refinement of the Selected Alternative, enhancements will be included during final design to facilitate wildlife movement under bridges and through proposed culverts. Enhancements will be consistent with the objectives of the MSHCP and will include directional fencing and structural features to provide all-weather crossings in culverts.

20 | K - 1

Response to S-1.23

The Project is utilizing a Corps' Approved JD. For 1600 resources, approval of a JD occurs during the permitting process. Therefore, when the project is ready to obtain permits, an updated JD will be prepared for approval by CDFW and submitted with the Streambed Alteration Agreement application. Those same mitigation measures in the JD would apply to any other jurisdictional waters that are delineated in the update.

Response to S-1.24

The required information in the Department's 1600 Lake and Streambed Alteration Program is presented throughout Section 3.3.2, Wetlands and Other Waters, of the Draft EIR/EIS. Specific mitigation measures have been identified in the Final EIR/EIS and additional detail and clarification on the proposed mitigation for unavoidable impacts have been added to the final document. Those same mitigation measures in the JD would apply to any other jurisdictional waters that are delineated in the update.

Response to S-1.25

Since the DEIR/DEIS, a preferred alternative has been identified, and specific impacts associated with the preferred alternative have been incorporated into the Final EIR/EIS. Mitigation measures for biological resources are described in Section 4.3.3 of the FEIR/FEIS.

Appendix K-1 Comments Received on the Draft EIR/EIS

Comment from: Public Utilities Commission

Response To: Public Utilities Commission

Response to S-2.1

A diagnostic meeting will be scheduled with RCES to discuss relevant safety issues and requirements for the Commission's authorization of a new public crossing.

STATE OF CALIFORNIA

PUBLIC UTILITIES COMMISSION

320 WEST 4TH STREET, SUITE 500

LOS ANGELES, CA 90013

(213) 576-7063

EDMUND G. BROWN JR., Governor


01622

3/25/13

RECEIVED

FEB 14 2013

STATE CLEARING HOUSE



February 14, 2013

Aaron Burton
California Department of Transportation
464 W. Fourth Street, MS-829
San Bernardino, California 92401

Dear Mr. Burton:

SUBJECT: SCH# 2004091040; State Route 79 Realignment Project


The California Public Utilities Commission (Commission) has jurisdiction over the safety of highway-rail crossings (crossings) in California. The California Public Utilities Code requires Commission approval for construction or alteration of crossings and grants the Commission exclusive power on design, alteration, and/or closure of crossings in California. The Commission's Rail Crossings Engineering Section (RCES) has received a copy of the *Draft Environmental Impact Report (DEIR)* from the State Clearinghouse for the proposed State Route 79 (SR 79) Realignment project. The California Department of Transportation (Caltrans) is the lead agency.

According to the DEIR, the project proposes to realign SR 79 from Domenigoni Parkway to Gilman Springs Road in the cities of Hemet and San Jacinto and unincorporated Riverside County. The current SR 79 (aka Winchester Road) intersects the BNSF Railway Company's San Jacinto Branch Line railroad tracks at the Winchester Road crossing (CPUC ID No. 002X-28.95 and DOT ID No. 027361H). The SR 79 Realignment project will also intersect the San Jacinto Branch Line tracks and create a new crossing.

Construction of a new public crossing requires authorization from the Commission, through the formal application process in accordance with the Commission's Rules of Practice and Procedure. Prior to submission of a formal application, Caltrans should arrange a diagnostic meeting with RCES to discuss relevant safety issues and requirements for the Commission's authorization. RCES is available for consultation on crossing safety matters. The following link provides more information on the Commission's formal crossing application process:
<http://www.cpuc.ca.gov/PUC/safety/Rail/Crossings/formalapps.htm>.

If you have any questions in this matter, please contact me at (213) 576-7076, yko@cpuc.ca.gov.

Sincerely,



Ken Chiang, P.E.
Utilities Engineer
Rail Crossings Engineering Section
Safety and Enforcement Division


C: State Clearinghouse

S-2.1


Comment Letter S-2 - Public Utilities Commission

Comment from: DTSC


Response To: DTSC



Matthew Rodriguez
Secretary for
Environmental Protection



Department of Toxic Substances Control



Edmund G. Brown Jr.
Governor

Deborah O. Raphael, Director
5796 Corporate Avenue
Cypress, California 90630

GOH 2004091040

February 21, 2013

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FEB 25 2013
STATE CLEARING HOUSE

Mr. Aaron Burton
Senior Environmental Planner
Post Office Box 12008
Riverside, California 92502-2208

DRAFT ENVIRONMENTAL IMPACT REPORT /ENVIRONMENTAL IMPACT
STATEMENT (EIR/EIS) STATE ROUTE 79 REALIGNMENT PROJECT:
Domenigoni Parkway to Gilman Springs Road
Riverside County, California
District 8-RIV-79-KP R25.4/R54.4 (PM R15.78/R33.80)
08-494000
PN 0800000784

Dear Mr. Burton:

The Department of Toxic Substances Control (DTSC) has received your submitted Draft EIR/EIS for the above-mentioned project. The following project description is stated in your document:

The proposed project would involve The Riverside County Transportation Commission (RCTC), in cooperation with the Federal Highway Administration (FHWA), the California Department of Transportation (Department), the County of Riverside, the City of Hemet, and the City of San Jacinto. The Project would realign SR 79 from just south of Domenigoni Parkway to Gilman Springs Road. This realignment would facilitate the regional movement of people and goods, enhance safety, and protect right-of-way (ROW) for future improvements and would provide a more efficient connection between Domenigoni Parkway and Gilman Springs Road. The completed Project would be a limited-access highway with accommodation for oversized trucks and would not preclude future multimodal transportation systems.

The Draft EIR/EIS describes why the Project is being proposed, alternatives for the Project, the existing environment that could be affected by the Project, the potential impacts from each of the alternatives, and the proposed avoidance, minimization, and/or mitigation measures.

Comment Letter S-3 - DTSC

Appendix K-1 Comments Received on the Draft EIR/EIS

Appendix K Comments Received on the Draft EIR/EIS

Comment Letter S-3		
Mr. Aaron Burton February 21, 2013 Page 2		
Based on the review of the submitted document DTSC has the following comments:		
1)	The EIR/EIS should identify the current or historic uses at the project site that may have resulted in a release of hazardous wastes/substances.	S-3.1
2)	The EIR/EIS should identify the known or potentially contaminated sites within the proposed Project area. For all identified sites, the EIR/EIS should evaluate whether conditions at the site may pose a threat to human health or the environment. Following are the databases of some of the regulatory agencies: <ul style="list-style-type: none">National Priorities List (NPL): A list maintained by the United States Environmental Protection Agency (U.S.EPA).Envirostor (formerly CalSites): A Database primarily used by the California Department of Toxic Substances Control (DTSC), accessible through DTSC's website (see note No. 13 below).Resource Conservation and Recovery Information System (RCRIS): A database of RCRA facilities that is maintained by U.S. EPA.Comprehensive Environmental Response Compensation and Liability Information System (CERCLIS): A database of CERCLA sites that is maintained by U.S.EPA.Solid Waste Information System (SWIS): A database provided by the California Integrated Waste Management Board which consists of both open as well as closed and inactive solid waste disposal facilities and transfer stations.Leaking Underground Storage Tanks (LUST) / Spills, Leaks, Investigations and Cleanups (SLIC): A list that is maintained by Regional Water Quality Control Boards.Local Counties and Cities maintain lists for hazardous substances cleanup sites and leaking underground storage tanks.The United States Army Corps of Engineers, 911 Wilshire Boulevard, Los Angeles, California, 90017, (213) 452-3908, maintains a list of Formerly Used Defense Sites (FUDS).	S-3.2
3)	The EIR/EIS should identify the mechanism to initiate any required investigation and/or remediation for any site that may be contaminated, and the government agency to provide appropriate regulatory oversight. If necessary, DTSC would	S-3.3

2 of 6

Response to S-3.1

Current and historical uses in the Project study area that may have resulted in a release of hazardous waste/substances were identified in the Final Initial Site Assessment (ISA). Findings from the ISA were incorporated into Section 3.2.5 of the Draft EIR/EIS. No changes to text or tables have been made.

Response to S-3.2

The known or potentially contaminated sites in the Project area were identified during the ISA are summarized in Section 3.2.5 of the Final EIR/EIS. Sites that pose a threat to human health and the environment will be investigated further during the final design and right-of-way condemnation process as part of measures HAZMAT-1, HAZMAT-2, HAZMAT-3, and HAZMAT-4. These measures include a Phase II Environmental Site Assessment (ESA), surveys and removal of aerially deposited lead (ADL) and asbestos-containing material (ACM). No changes to text or tables have been made.

Response to S-3.3

Section 3.2.5.1 has been revised to indicate that known or potentially contaminated sites in the Project area. These sites may require investigation that would include the appropriate regulatory oversight and involvement, as applicable, through such mechanisms as an Environmental Oversight Agreement (EOA) for government agencies, or a Voluntary Cleanup Agreement (VCA) for private parties.

Comment Letter S-3		
Mr. Aaron Burton February 21, 2013 Page 3		
	require an oversight agreement in order to review such documents. Please see comment No. 13 below for more information.	S-3.3 cont.
4)	All environmental investigations, sampling and/or remediation for the site should be conducted under a Workplan approved and overseen by a regulatory agency that has jurisdiction to oversee hazardous substance cleanup. The findings of any investigations, including any Phase I or II Environmental Site Assessment Investigations should be summarized in the document. All sampling results in which hazardous substances were found should be clearly summarized in a table.	S-3.4
5)	Proper investigation, sampling and remedial actions overseen by the respective regulatory agencies, if necessary, should be conducted at the site prior to the new development or any construction. All closure, certification or remediation approval reports by these agencies should be included in the EIR/EIS.	S-3.5
6)	If buildings or other structures, asphalt or concrete-paved surface areas are being planned to be demolished, an investigation should be conducted for the presence of other related hazardous chemicals, lead-based paints or products, mercury, and asbestos containing materials (ACMs). If other hazardous chemicals, lead-based paints or products, mercury or ACMs are identified, proper precautions should be taken during demolition activities. Additionally, the contaminants should be remediated in compliance with California environmental regulations and policies.	S-3.6
7)	The project construction may require soil excavation or filling in certain areas. Sampling may be required. If soil is contaminated, it must be properly disposed and not simply placed in another location onsite. Land Disposal Restrictions (LDRs) may be applicable to such soils. Also, if the project proposes to import soil to backfill the areas excavated, sampling should be conducted to ensure that the imported soil is free of contamination.	S-3.7
8)	Human health and the environment of sensitive receptors should be protected during the construction or demolition activities. If it is found necessary, a study of the site and a health risk assessment overseen and approved by the appropriate government agency and a qualified health risk assessor should be conducted to determine if there are, have been, or will be, any releases of hazardous materials that may pose a risk to human health or the environment.	S-3.8
9)	If it is determined that hazardous wastes are or will be generated and the wastes are (a) stored in tanks or containers for more than ninety days, (b) treated onsite, or (c) disposed of onsite, then a permit from DTSC may be required. If so, the facility should contact DTSC to initiate pre application discussions and determine the permitting process applicable to the facility. Hazardous wastes must be managed in accordance with the California Hazardous Waste Control Law (California Health and Safety Code, Division 20, chapter 6.5) and the Hazardous Waste Control Regulations (California Code of Regulations, Title 22, Division	S-3.9

Comment Letter S-3 - DTSC

Response to S-3.4

Section 3.2.5.1 has been revised to indicate that known or potentially contaminated sites in the Project area that may require investigation would include the appropriate regulatory oversight and involvement, as applicable, through such mechanisms as an EOA for government agencies, or a VCA for private parties. Phase II investigations of known or potentially contaminated sites would be performed after Project Approval.

Response to S-3.5

Section 3.2.5.1 has been revised to indicate that known or potentially contaminated sites in the Project area that may require investigation would include the appropriate regulatory oversight and involvement, as applicable, through such mechanisms as an EOA for government agencies, or a VCA for private parties. Phase II investigations of known or potentially contaminated sites would be performed after Project Approval.

Response to S-3.6

Identification and removal of hazardous chemicals, lead-based paints or products, mercury, and ACMs during demolition/construction cannot be performed until the properties are acquired and so the analysis would be undertaken by following applicable procedures as indicated in measures HAZMAT3 and HAZMAT-4. No changes to text or tables have been made.

Response to S-3.7

Section 3.2.5.1 has been revised to indicate that if Project construction requires soil excavation or filling in certain areas, sampling may be required as appropriate to identify proper disposal, including any Land Disposal Restrictions (LDRs) that may be applicable to such soils. If required, imported soil used for backfilling on the Project would be sampled to verify that the soil is not contaminated.

Response to S-3.8

Section 3.2.5.1 has been revised to indicate that if it is found necessary, a study of the site and a health risk assessment overseen and approved by the appropriate government agency would be performed to determine the risk to human health or the environment based on releases of hazardous materials associated with Project construction.

Construction of the proposed Project may expose sensitive receptors in the vicinity of the Project area to short term elevated diesel particulate matter DPM levels. However, the DPM concentrations would be considered less than significant because the risk posed by DPM is based on long-term exposure (70 years). In October 2014, SCAQMD released a draft MATES IV report for public review, MATES studies have shown a trend of health risk decrease of the region over the years. The population-weighted risk from the MATES IV study period of 2012 was about 57 percent lower compared to the MATES III period of 2005 in SCAB (SCAQMD, 2014). In addition, vehicle emissions are expected to decrease over time in compliance with United States Environmental Protection Agency (USEPA) and California Air Resources Board (ARB) regulations for cleaner fuels and cleaner engines (FHWA 2012). For these reasons, pollutant concentrations would be expected to be lower in the future than the existing condition. Therefore, sensitive receptors would not be exposed to substantial pollutant concentrations during construction or operation of the proposed Project.

Under avoidance measure HAZMAT-4, Riverside County Transportation Commission will prepare a hazardous materials contingency plan addressing the potential for discovery of previously unidentified underground storage

tanks (USTs), hazardous materials, petroleum hydrocarbons, hazardous or solid wastes, or contaminated soil encountered during construction. This contingency plan will address UST decommissioning, field screening and testing of potential contaminated materials and soil, mitigation and contaminant management requirements, and health and safety requirements.

Response to S-3.9

The Hazardous Materials Contingency Plan as discussed in HAZMAT-4 will address field screening methods and materials testing methods for suspected soil or groundwater contamination that may be encountered. Soil or groundwater contamination identified that is above the screening criteria would be investigated with the appropriate regulatory oversight mechanisms such as an Environmental Oversight Agreement (EOA) for government agencies, or a Voluntary Cleanup Agreement (VCA) for private parties. The Department standards on the storage and disposal of hazardous materials will be followed and any permits needed will be acquired.

Appendix K-1 Comments Received on the Draft EIR/EIS

Appendix K Comments Received on the Draft EIR/EIS

Comment Letter S-3

Mr. Aaron Burton
February 21, 2013
Page 4

4.5). If so, the facility should obtain a United States Environmental Protection Agency Identification Number by contacting (800) 618-6942. Certain hazardous waste treatment processes may require authorization from the local Certified Unified Program Agency (CUPA). Information about the requirement for authorization can be obtained by contacting your local CUPA.

S-3.9
cont.

10) If the project plans include discharging wastewater to a storm drain, you may be required to obtain an NPDES permit from the overseeing Regional Water Quality Control Board (RWQCB).

S-3.10

11) If during construction/demolition of the project, the soil and/or groundwater contamination is suspected, construction/demolition in the area would cease and appropriate health and safety procedures should be implemented.

S-3.11

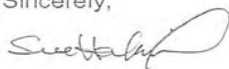
12) If the site was used for agricultural or related activities, onsite soils and groundwater might contain pesticides, agricultural chemical, organic waste or other related residue. Proper investigation, and remedial actions, if necessary, should be conducted under the oversight of and approved by a government agency at the site prior to construction of the project.

S-3.12

13) Envirostor (formerly CalSites) is a database primarily used by DTSC, and is accessible through DTSC's website. DTSC can provide guidance for cleanup oversight through an Environmental Oversight Agreement (EOA) for government agencies, or a Voluntary Cleanup Agreement (VCA) for private parties. For additional information on the EOA please see www.dtsc.ca.gov/SiteCleanup/Brownfields, or contact Maryam Tasnif-Abbasi, DTSC's Voluntary Cleanup Coordinator, at (714) 484-5489 for the VCA.

S-3.13

If you have any questions regarding this letter, please contact Ms. Sue Hakim, Project Manager, at soad.hakim@dtsc.ca.gov, or by phone at (714) 484-5381.

Sincerely,


Sue Hakim
Project Manager
Brownfields and Environmental Restoration Program

cc: Governor's Office of Planning and Research
State Clearinghouse
P.O. Box 3044
Sacramento, California 95812-3044
state.clearinghouse@opr.ca.gov.

4 of 6

Response to S-3.10

The Project will obtain coverage for authorized non-stormwater discharges, including dewatering of uncontaminated groundwater, under Order No. 2009-0009-DWQ Statewide Construction General Permit. Prior to construction dewatering of contaminated groundwater will need coverage under a separate permit issued by the Regional Water Board.

Response to S-3.11

Section 3.2.5.4 has been revised to indicate that construction or demolition in the area would cease and appropriate health and safety procedures would be implemented if soil or groundwater contamination be found. These conditions would also fall under avoidance measure HAZMAT-4, Hazardous Materials Contingency Plan.

Response to S-3.12

As indicated in measure HAZMAT-1, a limited Phase II ESA will be performed to address the possible presence of pesticides on agricultural properties during right-of-way acquisition to confirm that the soil can be classified as nonhazardous based on the residual levels of pesticides. No changes to text or tables have been made.

Response to S-3.13

This comment regarding additional information on the EOA is noted. No change has been made to text or tables.

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Comment Letter S-3

Mr. Aaron Burton
February 21, 2013
Page 5

CEQA Tracking Center
Department of Toxic Substances Control
Office of Environmental Planning and Analysis
P.O. Box 806
Sacramento, California 95812
Attn: Nancy Ritter
nritter@dtsc.ca.gov

CEQA # 3717

Comment from: Native American Heritage Commission

Response To: Native American Heritage Commission

STATE OF CALIFORNIA

NATIVE AMERICAN HERITAGE COMMISSION

115 CAPITOL MALL, ROOM 384

SACRAMENTO, CA 95814

916) 653-6251

916) 657-6390 - Fax

Arnold Schwarzenegger, Governor

C 1708

3/13/13

RECEIVED

MAR 06 2013

STATE CLEARING HOUSE

February 5, 2013

Mr. Aaron Burton, Environmental Planner

California Department of Transportation – District 8

164 West 4th Street, MS-829

San Bernardino, CA 92401

RE: SCH# 2004091040; CEQA Notice of Completion; draft Environmental Impact Report (DEIR) – State Route 79 Re-Alignment Project; located in the Winchester-Hemet-San Jacinto areas; Riverside County, California

Dear Mr. Burton:

The Native American Heritage Commission has reviewed the Notice of Preparation (NOP) regarding the above referenced project. The California Environmental Quality Act (CEQA) states that any project that causes a substantial adverse change in the significance of an historical resource, which includes archeological resources, is a significant effect requiring the preparation of an EIR (CEQA guidelines 15064(b)). To adequately comply with this provision and mitigate project-related impacts on archaeological resources, the Commission recommends the following actions be required:

✓ Contact the appropriate Information Center for a record search to determine:

▪ If a part or all of the area of project effect (APE) has been previously surveyed for cultural resources, which we know that it has.

▪ The Native American Heritage Commission (NAHC) recommends that known cultural resources recorded on or adjacent to the APE be listed in the draft Environmental Impact Report.

✓ If an additional archaeological inventory survey is required, the final stage is the preparation of a professional report detailing the findings and recommendations of the records search and field survey. We suggest that this be coordinated with the NAHC, if possible.

▪ The final report containing site forms, site significance, and mitigation measures should be submitted immediately to the planning department. All information regarding site locations, Native American human remains, and associated funerary objects should be in a separate confidential addendum, and not be made available for public disclosure pursuant to California Government Code Section 6254.10.

✓ Contact has been made to the Native American Heritage Commission for:

▪ A Sacred Lands File Check, and cultural resources have been identified to your agency.

▪ A list of appropriate Native American Contacts for consultation concerning the project site has been provided and is attached to this letter.

▪ Lack of surface evidence of archeological resources does not preclude their subsurface existence once ground-breaking activity begins. If that occurs, the NAHC suggests that inadvertent discoveries be coordinated with the NAHC.

▪ Lead agencies should include in their mitigation plan provisions for the identification and evaluation of accidentally discovered archeological resources, per California Environmental Quality Act (CEQA) §15064.5(f). In areas of identified archaeological sensitivity, a certified archaeologist and a culturally affiliated Native American, with knowledge in cultural resources, should monitor all ground-disturbing activities.

▪ Lead agencies should include in their mitigation plan provisions for the disposition of recovered artifacts, in consultation with culturally affiliated Native Americans.

S-4.1

S-4.2

S-4.3

Comment Letter S-4 - Native American Heritage Commission

Response to S-4.1

With regard to contacting the appropriate information center for a records search, the Eastern Information Center (EIC) was contacted on three occasions between 2004 and 2006 concerning a 1.6-kilometer (1-mile) search for the Project area. Records for all previously recorded cultural resources within a 1.6-kilometer (1-mile) radius of the Project study area were obtained and are on file at the EIC. Subsequently, in 2013, an additional records search for a five-mile radius surrounding the APE was conducted in order to provide context for evaluation of prehistoric sites. With regard to listing known cultural resources recorded in or adjacent to the Area of Potential Effects (APE), Table 3.1-1 in Section 3.1.8 of the Final EIR/EIS lists the archaeological sites identified in the APE.

Response to S-4.2

As described in the Draft EIR/EIS, an intensive archaeological survey of all Build alternatives, with a buffer to accommodate design changes, has been completed and a professional report has been prepared (Final Archaeological Survey Report [ASR], March 2008). The ASR was submitted to Native American Groups, the Department, the State Historical Preservation Officer (SHPO), and the Federal Highway Administration (FHWA) for review and comment. No additional surveys were required for any design changes, as reported in the Supplemental HPSR (Delu and Eddy 2014) and with regard to the confidentiality of cultural reports, sensitive material has not and will not be made available to the general public, and caution will be exercised in distributing this information. Formal FHWA and Department consultation with the Native American tribes has been ongoing since 2005, as part of the Section 106 process for compliance with the National Historic Preservation Act Subsequent to the publication of the Draft EIR/EIS, FHWA and Caltrans have continued to consult with the Tribes throughout the Section 106 process to identify historic properties, assess the effects of all Project Alternatives on those historic properties, and determine the necessary and appropriate measures to avoid, minimize, and mitigate adverse effects. Those findings were presented in a Supplemental HPSR (Delu and Eddy 2014), on which the Tribes had the opportunity to comment. A Finding of Adverse Effect, with concurrence from SHPO on March 2, 2015, documented the direct and indirect effects of each alternative on identified historic properties.

Response to S-4.3

Formal FHWA and Department consultation with the Native American tribes has been ongoing since 2005, as part of the Section 106 process for compliance with the National Historic Preservation Act Subsequent to the publication of the Draft EIR/EIS, FHWA and Caltrans have continued to consult with the Tribes throughout the Section 106 process to identify historic properties, assess the effects of all Project Alternatives on those historic properties, and determine the necessary and appropriate measures to avoid, minimize, and mitigate adverse effects. Those findings were presented in a Supplemental HPSR (Delu and Eddy 2014), on which the Tribes had the opportunity to comment. A Finding of Adverse Effect, with concurrence from SHPO on March 2, 2015, documented the direct and indirect effects of each alternative on identified historic properties.

Avoidance, minimization, and mitigation measures have been developed in consultation with the Tribes, and formalized in the Section 106 Memorandum of Agreement (MOA) and the Final EIR/EIS. With regard to provisions for accidentally discovered archaeological resources being included in the mitigation plan, avoidance, minimization, and mitigation measures have been developed in consultation with the Tribes, and formalized in the Section 106 MOA and the Final EIR/EIS. Measures include: avoidance of burials and archaeological deposits and artifacts, to the extent

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Appendix K Comments Received on the Draft EIR/EIS

STATE OF CALIFORNIA

ARNOLD SCHWARZENEGGER, Governor

NATIVE AMERICAN HERITAGE COMMISSION


15 CAPITOL MALL, ROOM 364
SACRAMENTO, CA 95814
(916) 653-6251
(916) 657-5390 - Fax



▪ This project is also subject to California Government Code Sections 65352.3 *et seq.*

▪ Lead agencies should include provisions for discovery of Native American human remains in their mitigation plan. Health and Safety Code §7050.5, CEQA §15064.5(e), and Public Resources Code §5097.98 mandates the process to be followed in the event of an accidental discovery of any human remains in a location other than a dedicated cemetery.

Sincerely,



Dave Singleton
Program Analyst
(916) 653-6251

CC: State Clearinghouse

Attachment: Native American Contacts List

S-4.3

cont.

2 of 2

feasible; provisions for relocation of sensitive cultural features; curation of all recovered artifacts, except items of cultural patrimony, identification of archaeologically sensitive areas, in consultation with the Tribe; establishing ESAs to be fenced for protection from construction impacts; Native American and professional archaeological monitoring at ESAs and other identified culturally sensitive areas; documentation of known archaeological features prior to their destruction or relocation; and recovery of significant archaeological deposits discovered during construction.

With regard to monitoring of all ground-disturbing activities, please see response to comment above. With regard to disposition of recovered artifacts, please see response to comment above. With regard to including provisions for discovery of Native American human remains in their mitigation plan, it is Caltrans' standard policy to follow the procedures in the Public Resources Code, if human remains are discovered outside a formal cemetery. These procedures, to be followed during construction, are detailed in the Monitoring and Post-Review Discovery Plan (Attachment E of the MOA). If human remains are discovered, State Health and Safety code Section 7050.5 states that further disturbances and activities shall cease in any area or nearby area suspected to overlie remains, and the county coroner contacted. Pursuant to Public Resources Code Section 5097.98, if the remains are thought to be Native American, the coroner will notify the NAHC, who will then notify the most likely descendant (MLD) within 24 hours. Pursuant to state law, the MLD has 48 hours to inspect the site and make their recommendations to the landowner. Further provisions of PRC 5097.98 are to be followed as applicable, as detailed in the Monitoring and Post-Review Discovery Plan.

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Appendix K-1 Comments Received on the Draft EIR/EIS

Comment from: Santa Ana Regional Water Quality Control Board

Comment Letter S-5

"Robertson, Glenn@Waterboards" <Glenn.Robertson@waterboards.ca.gov>
04/12/2013 06:33 PM

To "Burton, Aaron P@DOT" <aaron.burton@dot.ca.gov>
Cc "Adelson, Mark@Waterboards" <Mark.Adelson@waterboards.ca.gov>, "Jeff Brandt (Jeff.Brandt@wildlife.ca.gov)", "Karin Cleary-Rose (karin_cleary-rose@fws.gov)" <karin_cleary-rose@fws.gov>

Subject RE: Question on Comments, RWQCB-8 for Aaron Burton - SR-79 Realignment CEQA Comments

To Aaron Burton and CalTrans Staff:

Thank you for accommodating CEQA comments from the Regional Water Quality Control Board, Santa Ana Region, by the end of April 12, 2013. This electronic mail constitutes Region 8 comments on the California Department of Transportation (CalTrans) Draft Environmental Impact Report and Environmental Impact Statement (DEIR/DEIS) for the State Route 79 (SR-79) Realignment Project (Project). In cooperation with the Riverside County Transportation Commission, CalTrans proposes to realign approximately 18 miles of SR-79 in the area of San Jacinto and Hemet, from 1.26 miles south of Domenigoni Parkway to the intersection of SR-79 with Gilman Springs Road. We request that the following comments be incorporated into the final DEIR/DEIS, in order to protect water quality standards (i.e., water quality objectives and beneficial uses) identified in the Water Quality Control Plan for the Santa Ana River Basin, 1995, as amended (Region 8 Basin Plan):

1. Of the Build Alternatives presented, Regional Board staff believe that Alternative 1b represents the least overall impact to the various types of water bodies and wildlife movement corridors listed and delineated in DEIR/DEIS Vol. 1, Table S-1 (Summary of Primary Environmental Impacts and Related Avoidance Minimization and/or Mitigation Measures). Alternative 1b will impact the fewest acres of vernal pools, particularly the critical Stowe Road Vernal Pool Complex. Further, Alternative 1b will impact only 827 linear feet of riparian drainages compared with the other Alternatives, though at the expense of more linear feet of canals and similar waterways (1,588 LF). Alternative 1b impacts the fewest overall riparian acres (1.2 ac) of the five (or more?) potential routes; however, it appears to require a high level of mitigation for impacts to the RARE and WARM beneficial uses, i.e. impacts to habitat for Least Bells' vireo and southwestern willow flycatcher.

S-5.1

Our second choice would be Alternative 1a. We recognize the difficulty in selecting the best route affecting similar crossings and acreages of water bodies, as well as functional riparian corridors.

2. The final DEIR/DEIS should reflect that the Project should avoid as much as possible the ephemeral and perennial water bodies outlined in Table S-1, their hydrological sources, and loss of their water quality standards. The Project should be designed to maximize wildlife movement along and between water bodies, preferably utilizing high vertical clearance for arched bridges and culverts over riparian corridors and soft-bottomed substrates.

S-5.2

3. DEIR/DEIS Vol. 1, Table S-2 states that a Clean Water Act Section 401 Water Quality Standards Certification (Certification), for impacts by the chosen alternative to jurisdictional waters of the U.S., will eventually be submitted to the Regional Board. As listed below, the Certification application must include an updated delineation of impacted acreages and linear feet of waters of both the U.S. and state, with definitive mitigation measures for temporary and permanent impacts or loss of the water quality standards of these waters. Waste Discharge Requirements (WDRs) may be written for regulation of impacts to state waters (isolated wetlands and stream segments). For the as-yet undetermined Alternative, the Certification application should include:

S-5.3

- The number, type, location, and individual and total area of roadway and bridge supports and footings, including columns, piers, bents and fills, that are to be installed in the San Jacinto River active channel, floodplain, and all tributaries (Salt Creek, Hemet Channel, etc.);

Comment Letter S-5 - Santa Ana Regional Water Quality Control Board

Response To: Santa Ana Regional Water Quality Control Board

Response to S-5.1

Build Alternative 1br (Roadway Segments B, C, G, I, J, M, and N) has been identified as the Preferred Alternative by the Project Development Team (PDT). Additionally, Build Alternative 1br has been refined to avoid impacts to the Stowe Road Vernal Pool Complex and the associated watershed, as well as to address other comments received during the public review of the Draft EIR/EIS. A Conceptual Mitigation Plan with specific details about proposed mitigation for any unavoidable impacts has been included in the Final EIR/EIS. The Final EIR/EIS also includes determination of the Least Environmentally Damaging Practicable Alternative (LEDPA). These efforts involved substantial coordination with the U.S. Army Corps of Engineers (USACE), U.S. Environmental Protection Agency (EPA), and the U.S. Fish and Wildlife Service (USFWS).

Response to S-5.2

The Final EIR/EIS reflects that Build Alternative 1br (the Preferred Alternative) was refined to avoid and minimize impacts to the Stowe Road Vernal Pool Complex and the associated watershed, which contains the federally listed vernal pool fairy shrimp. The preferred alternative was determined to be the least environmentally damaging practicable alternative (LEDPA) by the USEPA and USACE as described in Section 3.3.2.1. The Final EIR/EIS describes avoidance and minimization measures to water bodies within the Project study area in Section 3.3.2.5. Wildlife movement was considered during the design of the project, as required by the MSHCP. The MSHCP Consistency Document is attached in Appendix L. Wildlife movement impacts and minimization measures are discussed in Section 3.3.1.3 and 3.3.1.4, respectively.

Response to S-5.3

The Project is utilizing an Approved JD. Impacts and mitigation regarding jurisdictional waters of the State within the preferred alternative are presented in Section 3.3.2 of the Final EIR/EIS. When the project is ready to obtain a 401 permit, an updated JD will be prepared for approval by the Corps' and submitted with the 401 application. Additionally, all required components will be extracted from the CEQA EIR to ensure a complete application.

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Appendix K Comments Received on the Draft EIR/EIS

Comment Letter S-5

- The volume, area, and footprint of fill that is to be placed in the San Jacinto River active channel, floodplain, and tributaries. "Fill" includes footings as well as engineered earth fills;
- The acreage and linear feet of waters of the U.S./state proposed to be impacted by the project, through an updated Jurisdictional Delineation;
- Objective information and metrics concerning the ecological condition and function for each water body to be impacted;
- The type of impacts occurring to each water body and its beneficial uses (e.g., fill and/or excavation, alteration of hydrology, removal of vegetation, changes in ecological complexity, shading aquatic resources or environments, etc.);
- Mitigation Plan with onsite and offsite definitive measures, to compensate for temporary and permanent impacts to, and loss of, federal and state waters and state water quality objectives and beneficial uses;
- Tentative Water Quality Management Plan (WQMP) for the proposed SR-79 alignment; and,
- The project's proposed drainage plan showing location of proposed stormwater quality BMPs.

S-5.3
cont.

That concludes Region 8 comments for this iteration of the Project's CEQA document. Thank you very much.

Glenn S. Robertson, PG, M.S.
Engineering Geologist (CEQA Coordinator)
Santa Ana Regional Water Quality Control Board
3737 Main Street, Suite 500
Riverside, CA 92501
Phone: 951-782-3259
FAX: 951-781-6288
Email: Glenn.Robertson@waterboards.ca.gov

2 of 2

Realigned SR 79 would bridge over Simpson Road and maintain the existing east-west corridor with Build Alternatives 1a, 1b, 1br, 2a, and 2b. As shown in the Draft EIR/EIS, Design Options 1b1 and 2b1 would include a cul-de-sac on Simpson Road and relocation of through access to either Ranchland Road or Future Street A. The Final EIR/EIS shows that Build Alternative 1b with refinements, the Preferred Alternative would maintain the Simpson Road east-west corridor.

The Final EIR/EIS shows that the Preferred Alternative is Build Alternative 1b with refinements, in response to comments on the Draft EIR/EIS. Among the refinements is an at grade traffic signalized intersection at realigned Newport Road/Winchester Road, with the SR 79 alignment to provide direct access into the community of Winchester.



Appendix K Comments Received on the Draft EIR/EIS

Comment Letter L-1

Cathy Bechtel, Project Development Director
March 26, 2013
Page 2

Thank you again for the opportunity to review the DEIR. The Project will be a great benefit to the traveling public in Riverside County.

Sincerely,



Farah Khorashadi
Engineering Division Manager

FK:KKT:rg

cc: Juan C. Perez, Director of Transportation and Land Management
Patricia Romo, Assistant Director of Transportation

2 of 2

Comment from: Jayne Joy

Response To: Jayne Joy

Response to L-2.1

Your support of Build Alternative 1a, Build Alternative 1b with Design Option 1b1, and Build Alternative 2a because they should result in fewer impacts on Eastern Municipal Water District's facilities, has been included in the Project record. The process used to evaluate the alternatives and identify the preferred alternative for the Project is described in Chapter 2 of the Final EIR/EIS. As discussed in that Chapter, Alternative 1br was identified as the Preferred Alternative.

Response to L-2.2

A copy of the Final EIR/EIS will be sent to: Eastern Municipal Water District Attn: Helen Stratton 2270 Trumble Road Perris, CA 92570

Comment Letter L-2



March 25, 2013

Board of Directors

President
Philip E. Paule

Vice President
Randy A. Record

Joseph J. Kuchler, CPA
David J. Slawson
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General Manager
Paul D. Jones II, P.E.

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Joseph J. Kuebler, CPA

*Director of The
Metropolitan Water
District of So. Calif.*
Randy A. Record

*Board Secretary and
Assistant to the
General Manager*
Rosemarie V. Howard

Legal Counsel
Lemieux & O'Neill

Aaron Burton, Senior Environmental Planner
California Department of Transportation
P.O. Box 12008
Riverside, CA 92502-2208

SUBJECT: State Route 79 Realignment Project
Notice of Availability of a Draft Environmental
Impact Report / Environmental Impact Statement

Dear Mr. Burton:

Thank you for the opportunity to review the Notice of Availability (NOA) for the above referenced project. The project proposes to realign approximately 18 miles of State Route 79 (SR-79) in the cities of Hemet and San Jacinto and unincorporated Riverside, County. The project would begin approximately 1.26 miles south of Domenigoni Parkway and end at the intersection of SR-79 and Gilman Springs Road. The realigned highway would be a limited access, four-lane expressway, with two travel lanes in each direction. Eastern Municipal Water District (Eastern) offers the following comments.

With a view to reduce impacts to Eastern's existing facilities, Eastern reviewed the four build alternatives and two design options that were evaluated in the Draft Environmental Impact Report/Draft Environmental Impact Statement (DEIR/DEIS). The following build alternatives and design options are supported by Eastern; (1) Build Alternative 1a, (2) Build Alternative 1b with Design Option 1b1, and (3) Build Alternative 2a. These selections should result in fewer impacts on Eastern's facilities, in comparison with other build alternatives and design options.

Again, Eastern appreciates the opportunity to comment on this project. Please forward the Final Environmental Impact Report to the attention of Helen Stratton at the mailing address shown below. If you have questions concerning these comments, please feel free to contact Helen Stratton at 951 928-3777, Ext. 4545.

Sincerely,

Jayne Joy
Director of Equine Care

Jayne Joy
Director of Environmental and Regulatory Compliance

JJ:hs

Mailing Address: Post Office Box 8300 Perris, CA 92572-8300 Telephone: (951) 928-3777 Fax: (951) 928-6177
Location: 2270 Trumble Road Perris, CA 92570 Internet: www.emwd.org

Comment Letter L-2 - EMWD

L-2.1

L-2.2

Comment from: Metropolitan Water District Southern California

Comment Letter L-3



March 25, 2013

Via Electronic and Regular Mail

Mr. Aaron Burton, Senior Environmental Planner
California Department of Transportation
P.O. Box 12008
Riverside, CA 92502-2208

Dear Mr. Burton:

Notice of Availability of the Draft Environmental Impact Report/Environmental Impact Statement (EIR/EIS) for the State Route 79 (SR-79) Realignment Project

The Metropolitan Water District of Southern California (Metropolitan) reviewed the Draft Environmental Impact Report/Environmental Impact Statement (EIR/EIS) for the State Route 79 (SR-79) Realignment Project. The Riverside County Transportation Commission (RCTC), in cooperation with the California Department of Transportation (Caltrans), proposes to realign approximately 18 miles of SR-79 in the cities of Hemet and San Jacinto and unincorporated Riverside County. The proposed project would begin approximately 1.26 miles south of Domenigoni Parkway and would end at the intersection of SR-79 and Gilman Springs Road. The realigned highway would be a limited access, four-lane expressway, with two travel lanes in each direction separated by a median. Four Build Alternatives, two Design Options, and a No Build Alternative are described and analyzed in the Draft EIR/EIS. This letter contains Metropolitan's comments to the proposed project as a potentially affected public agency.

Metropolitan responded to the Notice of Preparation (NOP) of the Draft EIR/EIS for the project in a letter dated October 13, 2004 (Attachment 1). As stated in that letter, Metropolitan owns and operates several facilities within the boundaries of the proposed alignments and alignment study area. Metropolitan's Diamond Valley Lake is located to the southeast of the proposed alignments. In addition, Metropolitan's San Diego Canal, Casa Loma Canal, Eastside Pipeline, San Diego Pipeline Nos. 1 and 2, Colorado River Aqueduct, and Inland Feeder pipeline are within the boundaries of the proposed project. Metropolitan also owns fee property and maintains permanent easements for its facilities throughout the proposed project area, as well as owning fee property that is maintained as environmental mitigation areas.

L-3.1

Response To: Metropolitan Water District Southern California

Response to L-3.1

With the identification of Alternative 1br as the Preferred Alternative for the Project, analysis of the potential for impacts on Metropolitan Water District of Southern California properties in the Project area, as they relate to the Preferred Alternative, are available in the Final EIR/EIS. Proposed alternative maps and discussions in section 2.2 of the Final EIR/EIS include MWD owned facilities. As stated in Section 3.1.5 and avoidance measure UTIL-1, the Department will coordinate with MWD during the final design phase of the selected alternative, to better avoid impacts to MWD facilities.

Comment Letter L-3

Mr. Aaron Burton
Page 2
March 25, 2013

Metropolitan is concerned about potential adverse impacts of the proposed SR-79 alignments to our facilities, property, rights-of-way, and/or mitigation lands. Only the Colorado River Aqueduct (Casa Loma Siphon 1st Barrel) and San Diego and Casa Loma canals are discussed in the Draft EIR/EIS, while Metropolitan’s other critical features located along the proposed alignments, including the Colorado River Aqueduct (Casa Loma Siphon 2nd Barrel), Inland Feeder pipeline, Inland Feeder Cottonwood Siphon, Eastside Pipeline, and San Diego Pipeline Nos. 1 and 2 are not discussed in the report. It appears that these facilities may be potentially affected by the proposed project and should be evaluated and discussed in the Draft EIR/EIS. Any potential adverse effects of the proposed development on the affected facilities should be identified in the EIR/EIS. Moreover, design, construction, and operation of the SR-79 Realignment Project must provide for the continuing operation and maintenance of all Metropolitan’s facilities including access along its rights-of-way. The final project design must include provisions to ensure that operation and maintenance of Metropolitan’s facilities are not disrupted.

Metropolitan met with RCTC and its design consultant (CH2MHILL) regarding this project. General and specific comments to the submitted plans and geotechnical information were provided in several letters addressed to CH2MHILL dated July 31, 2007; August 29, 2007; November 20, 2007; March 28, 2008; and June 7, 2010 (Attachment 2). The comments were based upon the submitted preliminary design phase plans. As the design of the proposed project progresses, additional submittals would be required for Metropolitan’s review and approval. In addition, Metropolitan advised the SR-79 design team that further analyses, field investigation, and laboratory testing pursuant to Metropolitan’s Geotechnical Guidelines, dated February 15, 2013 (Attachment 3) are required in order to evaluate the potential adverse effects of the proposed realignment project on our facilities and, if necessary, mitigate accordingly upon Metropolitan’s review and approval.

Specific Comments

Tables S-2 and 2.3-1 (Permits and Approvals Needed). Pages 3-263 and 3-264 state, “After the Preferred Alternative has been identified and as part of ROW acquisition efforts for the Project, the Department would obtain a permanent easement from MWD for access, operation, and maintenance at locations where the Project would cross CRA Casa Loma Siphon Barrels 1 and 2 and the Casa Loma Canal.” We request that Metropolitan be included in Tables S-2 and 2.3-1 as a public agency from which approval of project design plans is necessary for areas where our facilities are located.

Response to L-3.2

As stated in Chapter 3 Section 1.5, all build alternatives have the potential to impact the Colorado River Aqueduct (Siphon 2 Barrel), near Ramona Expressway. A geotechnical investigation will be conducted during the design phase of the selected alternative to reduce or eliminate the impacts to this MWD owned facility. In the southern portion of the project all Build Alternatives would require a permanent easement onto property owned by MWD. During the final design phase, coordination with MWD will occur in order to minimize any encroachments onto MWD owned facilities and ensure that operation and maintenance of these facilities are not disrupted. All of MWD facilities will be considered during final design, and all of MWD facilities will be protected. This could include a bridge, casing, slab, etc. This will be coordinated with MWD during final design. To the extent that effects to MWD facilities are known at this time, they have been analyzed in the Final EIR/EIS. If during further design it is determined that additional impacts will occur, Coordination with MWD will occur to ensure that those effects are addressed, that maintenance and operation of all MWD facilities is not affected, and that CEQA and other requirements are complied with.

Response to L-3.3

As more detailed design becomes available, Metropolitan will be asked to provide additional review. Appropriate aspects of the new Geotechnical Guidelines that became available two weeks after the publication of the Draft EIR/EIS have been incorporated in the Final EIR/EIS.

Response to L-3.4

The Final EIR/EIS includes updates to Tables S-2 and 2.3-1 as requested in the comment.

L-3.2

L-3.3

L-3.4

Comment Letter L-3

Mr. Aaron Burton
Page 3
March 25, 2013

Section 2.2.1.1, page 2-10 (Aqueduct Crossings). The sentence that reads, “A concrete encasement would surround the CRA to protect it from embankment and traffic load” is not correct. Metropolitan requests that the text be revised to the following: “A concrete protective slab would be built over the CRA and the roadway should be placed on a small fill above the slab. This should minimize the potential for settlement or other impacts to the CRA.”

Section 2.2.1.1, pages 2-17 and 2-18 (Drainage Facilities). This section addresses proposed drainage facilities on and off the project site that would be constructed as part of the SR-79 Realignment Project. It should be noted that storm water conveyance facilities required for the SR-79 Realignment Project that cross or are located adjacent to Metropolitan’s facilities must be constructed and operated in accordance with Metropolitan’s water quality guidelines. Metropolitan requires double containment or external HDPE line (or other approved method) for drainage facilities crossing or located within 10 feet of its facilities. Storm water manholes, inlet and outlet structures, treatment BMPs (e.g., infiltration device, Austin sand filter, detention basin, or biofiltration system) must be located outside of Metropolitan’s fee property.

Table 3.1-58, pages 3-231 to 3-234. In the table, roadway segments L and M reference the “San Diego Aqueduct.” This terminology is incorrect and should be changed to the “Colorado River Aqueduct.”

Section 3.2.2.3, pages 3-301 to 3-303 (Environmental Consequences, Permanent Impacts). Metropolitan requests clarification on the design and operation of proposed conveyance systems (i.e., pipes or open canals) that will be used to collect runoff and that cross Metropolitan’s San Diego Canal, Casa Loma Canal and Colorado River Aqueduct. Metropolitan is concerned with these conveyance systems crossing our canals due to potential contamination of the water supply.

L-3.5

L-3.6

L-3.7

L-3.8

Response to L-3.5

This sentence has been revised, per this comment, to read, "A concrete protective slab would be built over the CRA, and the roadway would be placed on a small fill above the slab. This should minimize the potential for settlement or other impacts to the CRA."

Response to L-3.6

Reference to compliance with Metropolitan's standards is appreciated. Please refer to the Final EIR/EIS Section 3.2.2.3, pertaining to drainage facilities for further information. Compliance with MWD policies and guidelines will be a part of the final design of the selected alternative, and MWD will be consulted further during this period.

Response to L-3.7

Per this comment, text in the Final EIR/EIS has been corrected to "Colorado River Aqueduct."

Response to L-3.8

As the project moves into the design phase, an investigation will look into conveyance crossings further and evaluate options to comply with Metropolitan's requirements. The configuration and operation of proposed runoff conveyance systems will be closely coordinated with Metropolitan to avoid potential impacts to its facilities.

Comment Letter L-3

Mr. Aaron Burton
Page 4
March 25, 2013

We appreciate the opportunity to provide input to your planning process. We look forward to receiving future documentation and design plans and to future coordination with Caltrans and RCTC on this project. For further assistance, please contact Ms. Jennifer Harriger at (213) 217-7658.

Very truly yours,



Deirdre West
Manager, Environmental Planning Team

JH/jh

(J:\Environmental-Planning & Compliance\COMPLETED JOBS\2004 Folders\Job No. 2004090707 \SR 79 Realignment.docx)

Attachments:

- (1) Letter dated October 13, 2004 from Metropolitan’s Environmental Planning Team to Caltrans in Response to Notice of Preparation of a Draft EIR/EIS
- (2) Letters from Metropolitan Substructures Team to CH2MHILL dated July 31, 2007; August 29, 2007; November 20, 2007; March 28, 2008; and June 7, 2010
- (3) Metropolitan’s Geotechnical Guidelines

Response to L-3.9

The effort of Metropolitan in coordinating on the SR 79 Realignment is appreciated. Future documentation and design plans will be forwarded to Metropolitan as they become available for review

L-3.9

Attachment to Comment Letter L-3
Metropolitan Water District of Southern California

Bcc: R. Wolfe M. Lopez
E. Rigdon K. Callanan
G. Johnson D. Clark
W. Lieu W. Picht
G. Burton S. Heathcoat
G. Del Toro J. Harriger
C. Baynes Environmental Planning Files

October 13, 2004 FEDERAL EXPRESS

Ms. Marie J. Petry
California Department of Transportation, District 8
464 W. 4th Street
San Bernardino, CA 92401-1400

Dear Ms. Petry:

Notice of Preparation/Notice of Intent for the Draft Environmental
Impact Report/Environmental Impact Statement for State Route 79 Realignment Project

The Metropolitan Water District of Southern California (Metropolitan) has reviewed copies of the Notice of Preparation and Notice of Intent for the Draft Environmental Impact Report/Environmental Impact Statement (EIR/EIS) for the State Route 79 Realignment Project. The Riverside County Transportation Commission, the California Department of Transportation, the Federal Highway Administration, and the cities of Hemet and San Jacinto are partners in this project. The realignment is proposed to extend from 1.2 miles south of Domenigoni Parkway to Gilman Springs Road, through the cities of Hemet and San Jacinto in Riverside County. The project consists of the realignment of State Route 79, which is currently an indirect north-south route and is being considered for improvements in efficiency, safety, and capacity. A range of alignment alternatives will be analyzed in the Draft EIR/EIS. Alignment alternatives in the western, central, and eastern portions of the project area have been identified and will be analyzed in the document.

A review of the map provided in the informational brochure for the project indicates that Metropolitan owns and operates several facilities within the boundaries of the proposed alignments and alignment review area. Metropolitan's Diamond Valley Lake is located to the southeast of the proposed alignments. In addition, Metropolitan's San Diego Canal, Casa Loma Canal, Eastside Pipeline, San Diego Pipeline Nos. 1 and 2, Colorado River Aqueduct Casa Loma Siphon First and Second barrels, and Inland Feeder pipeline are also within the boundaries of the proposed alignments. Metropolitan owns fee property and maintains permanent easements for its facilities throughout the proposed project area. In addition, Metropolitan owns property maintained as environmental mitigation areas and reserve lands in the project area.

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Metropolitan is concerned with potential impacts to our facilities, property, rights-of-way, and/or reserve lands that may result from the proposed project. Metropolitan requests that the lead agencies take our facilities and property into consideration in the analysis contained within the Draft EIR/EIS. Depending on the alignment selected, there will be varying degrees of operation, encroachment, safety, security, and environmental issues that will need to be addressed as the process continues. In order for Metropolitan to make a determination regarding impacts and potential mitigation requirements and to identify an alternative that would minimize or avoid impacts to Metropolitan, coordination with Metropolitan should occur during the planning process.

It is necessary that the lead agencies avoid potential impacts to Metropolitan’s facilities that may result from the proposed project, including any restrictions on Metropolitan’s rights-of-way and/or any operations and maintenance activities. If impacts are not able to be avoided, Metropolitan requires that the lead agencies consider alternatives that reduce or avoid impacts or that they develop measures to mitigate the impacts. Metropolitan also requests that the lead agencies identify whether pipeline protection or relocation would be necessary.

Metropolitan must be allowed to maintain its rights-of-way and all of its facilities at all times in order to repair and maintain the current condition of those facilities. In order to avoid potential conflicts with Metropolitan's rights-of-way, we require that any design plans for any activity in the area of Metropolitan's pipelines or facilities be submitted for our review and written approval. The lead agencies may obtain detailed prints of drawings of Metropolitan's pipelines and rights-of-way by calling Metropolitan’s Substructures Information Line at (213) 217-6564. To assist the lead agencies in preparing plans that are compatible with Metropolitan’s facilities and easements, we have enclosed a copy of the "Guidelines for Developments in the Area of Facilities, Fee Properties, and/or Easements of The Metropolitan Water District of Southern California." Please note that all submitted designs or plans must clearly identify Metropolitan’s facilities and rights-of-way.

In addition, Metropolitan requests that the lead agency analyze the consistency of the proposed project with the growth management plan adopted by the Southern California Association of Governments (SCAG). Metropolitan uses SCAG’s population, housing, and employment projections to determine future water demand.


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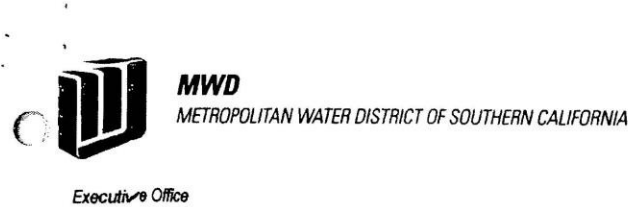
We appreciate the opportunity to provide input to your planning process and we look forward to receiving future environmental documentation, including a copy of the Draft EIR/EIS, on this project. Mr. John Vrsalovich of Metropolitan's Facility Planning Team has been designated as Metropolitan's contact to coordinate with the County of Riverside. Mr. Vrsalovich can be reached at (213) 217-6066.

Very truly yours,

Original Signed By
Laura Simonek

 Laura J. Simonek
Manager, Environmental Planning Team

JAH/rdl
(Public Folders/EPU/Letters/01-OCT-04A.doc -- Marie Petry)
Enclosure: Planning Guidelines



MWD Colorado River Aqueduct
Sta. 10899+00 to 11022+00
Substr. Job No. 2001-06-008

July 31, 2007

Mr. Rick Simon
CH2MHILL
Suite 200
2280 Market Street
Riverside, CA 92501

Dear Mr. Simon:

Mid-County Parkway and State Route 79 Interchange

Thank you for your transmittal letter dated April 19, 2007, submitting a drawing (titled SR 79 South, Cut and Fill, Mid-County Parkway Project) showing the proposed alignment and contours for the Mid-County Parkway Project and the State Route 79 Realignment Interchange Project in Riverside County.

Subsequently, we received a geotechnical report (Preliminary Geotechnical Evaluation, Metropolitan Water District, Canal Crossing Sites, State Route 79 Realignment Project, Riverside County, California) prepared by Ninyo & Moore, dated June 8, 2007.

The proposed Mid-County Parkway and State Route 79 (SR79) Realignment projects will potentially impact several of Metropolitan's facilities along their alignments. However, this letter specifically pertains to the interchange between the Mid-County

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Parkway and the realigned SR79, and a portion of the Mid-County Parkway immediately to the west of this interchange.

Metropolitan’s 12-foot-4-incb-inside-diameter cast-in-place Colorado River Aqueduct Casa Loma Siphon First Barrel (CRA) is located immediately adjacent to, and south of, the Mid-County Parkway alignment, and is crossed by SR79 at its interchange with the Mid-County Parkway. Metropolitan’s manholes, air release and blowoff structures are also located along this reach as indicated in Table 1.

The submitted drawing provides preliminary geometric design and grade information for the proposed Mid-County Parkway, the SR79 interchange, and the portion of the Mid-County Parkway westerly of this interchange to a few bundred feet west of Warren Road. The proposed interchange is located northeasterly of the intersection of the CRA Casa Loma Siphon First Barrel and Sanderson Avenue. The proposed alignment of the Mid-County Parkway westerly of the interchange is north of, and immediately adjacent to, the CRA Casa Loma Siphon right-of-way.

As proposed, the SR79 roadway will be elevated above the CRA and the portion of the Mid-County Parkway that extends easterly of the interchange to Ramona Expressway. The SR79 roadway will be elevated above existing grade by the construction of embankments to a height of about 25 feet directly above and adjacent to the CRA. The elevated SR79 will also require the use of bridge and pier structures adjacent to the CRA to allow the interchange transition roads to span over the CRA, although this information was not provided in the submittal. The Mid-County Parkway will be constructed above grade immediately parallel and adjacent to the north of the CRA right-of-way throughout the reach shown on the submitted drawing. This will be accomplished by the placement of approximately 25-foot-high embankments and the use of bridge structures to cross over roads that are not connected to the parkway. The Mid-County Parkway will also require the use of a retaining wall at the edge of the CRA right-of-way to support the roadway embankment between Sanderson Avenue and Cawston Avenue. The Mid-County Parkway Project will also require the relocation of Sanderson Avenue, the extension of two streets (Cawston Avenue and Odell Avenue) at existing grade across the CRA, and the construction of a new street (Bridge Street), which will be elevated above the Mid-County Parkway. At the west end of the submitted portion of the Mid-County Parkway Project, Warren Road will be realigned. Since Warren Road will be a connector road to

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the Mid-County Parkway, a bridge structure with an approach embankment will be used to cross over the CRA to join the elevated Mid-County Parkway embankment.

We have reviewed your submitted drawing, and our general comments and requirements are as follows:

1. The proposed roadway embankments above and adjacent to the CRA, as shown on the submitted drawing, will subject the CRA to increased vertical loading. The original design and construction of the CRA did not anticipate the construction of projects like SR79 and the Mid-County Parkway. Therefore, the design of the SR79 realignment and Mid-County Parkway project must consider and mitigate for any and all impacts associated with increased vertical loads imposed on the CRA. Vertical loads of concern can be generated by construction, dead, live, and seismic loads. Depending upon the type and configuration of loading imposed on the CRA by new facilities, the CRA is unlikely to be able to accommodate the increased loading from a proposed facility if it exceeds the structural limit of the CRA. Table 2 indicates the specific locations of the Casa Loma Sipbon First Barrel that was designed for live loads (road crossings) and dead loads only.

Please note that sufficient geotechnical exploration, testing, and analyses must be conducted to allow evaluation of the increased loads on the CRA. Geotechnical exploration for the design must also consider that protective systems and/or mitigation facilities associated with increased vertical loading might be required for the final design of the SR79 and Mid-County Parkway projects.

2. The construction of roadway embankments above and adjacent to the CRA may subject the CRA to settlement, which would be unacceptable. Depending upon the configuration and location of the embankments relative to the CRA, the CRA may be subject to lateral deformation as well. Please note that the imposition of lateral loads on our pipeline is not acceptable. As a result, roadway embankments planned to be built adjacent to the CRA right-of-way must consider possible deformation of the CRA caused by their construction. No embankments will be permitted within the limits of our right-of-way. Before the proposed development can be approved, a site-specific geotechnical report showing the predicted settlement of the CRA at 10-foot intervals, along with the method of settlement

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analysis, laboratory testing results and any other supporting documents, must be submitted. The three-dimensional configuration of the proposed grading and in-situ soils in terms of the actual size and varying depth of the fill, alluvium, etc., and depth of bedrock and ground water elevation must be collectively considered when determining the settlement along the alignment. The settlement calculation must be carried out at least 10 feet past the point of zero settlement in each direction. The possible settlement due to soil collapse (hydro-consolidation) must also be included in the geotechnical report.

The site-specific geotechnical report must also check slopes and fills affecting the pipeline for stability during an earthquake with an average return period of 475 years corresponding to a 10 percent chance of exceedance in 50 years.

The geotechnical analysis must also determine if lateral forces are imposed upon the CRA due to the new embankments proposed for the Mid-County Parkway. Please note that additional lateral forces on the siphon are not acceptable.

3. The submittal provided information on basic geometric design and some information regarding proposed site grades. However, the submittal did not provide information on anticipated structure locations and associated foundation types (shallow or deep). Since structure location and foundation type relative to the CRA will impact their design and acceptance, such information must be submitted with subsequent submittals. In addition these structures should be located such that they do not limit our ability to excavate our pipelines without shoring, for repair or replacement purposes.
4. Similar to the concerns associated with the construction of embankments adjacent to the CRA, structures and foundations proposed to be built above and near the CRA must not impose loads, vertical or lateral, onto the CRA or result in deformations to the CRA. No loads from the bridges may be imposed on the siphon. Please note that sufficient geotechnical exploration and testing, and geotechnical and structural analyses must be performed to demonstrate that structures and foundations constructed above and near the CRA will not have an adverse impact to the CRA by their construction and operation. We require that information on

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new bridges and foundations near the pipeline be submitted to Metropolitan for review and approval.

- 5. The construction of roadways and embankments adjacent to the CRA right-of-way may result in trapped surface drainage along the CRA. To ensure that drainage of the CRA right-of-way is maintained and that water will not pond within or adjacent to the CRA, provisions for drainage must be included in the project design. In addition, Metropolitan must be able to dewater the CRA by discharging water into the drainage system. These drainage structures are listed in Table 1.
- 6. The geotechnical exploration, testing, and analyses program conducted to support the design of the SR79 and Mid-County Parkway projects must also consider the data needs to evaluate potential impacts to the CRA facilities, and to support design efforts for required structural and geotechnical mitigation.
- 7. The construction of the SR79 Extension and Mid-County Parkway projects must provide for the continuing operation and maintenance of the CRA, including access to the entire alignment of the CRA and all of its above ground facilities. The final design must include provisions to ensure this requirement.
- 8. Since this portion of the SR79 Extension and Mid-County Parkway projects is in the planning preliminary design stage, additional comments will likely be generated as the design process continues and progresses.

Besides the general criteria stated above, the following are Metropolitan's comments on specific features of the submitted design:

- 1. The main SR79 roadbed (Station 10928+00), two SR79 north bound off-ramps (Stations 10923+00 and 10923+90) and a south bound on-ramp (Station 10929+90) are proposed to be supported by embankments constructed directly above the CRA. This proposal is not acceptable to Metropolitan, and will need to be revised.

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2. The configuration and height of the proposed roadbed embankments adjacent to the CRA right-of-way will induce settlements and possibly lateral deformations of the CRA. Geotechnical borings drilled for the SR79 project indicate that soft, saturated clay soils exist in the upper 30 feet in the area of the interchange. Based upon the geometry and heights of the embankments adjacent to the CRA right-of-way, and the presence of the compressible clay soils, it is judged that the magnitude of induced deformations to the CRA, both total and differential settlement, and possibly lateral displacement, will be unacceptable. As a result, sufficient geotechnical exploration, testing, and analyses must accompany the final design of the interchange to evaluate potential deformation of the CRA and to demonstrate that proposed mitigation included in the final design is capable of preventing settlement and deformation of the CRA. Potential mitigation could include the incorporation of protective systems, increased bridge spans, or realignment and redesign to minimize or eliminate deformation of the CRA.
3. The submitted plan did not provide locations of foundations proposed for the interchange. Ultimately, this information will need to be submitted, since foundations for interchange structures (shallow and deep), including bridge abutments and piers, constructed near the CRA may impose loads (vertical and lateral) on the CRA, or induce settlement or deformations of the CRA. Sufficient analyses and supporting calculations must be provided to demonstrate that proposed structure and foundation locations and designs will not impose loads onto or induce deformation of the CRA. In general, adequate setbacks for structures and foundations are the best mitigation. At a minimum they should be located at such a depth that it does not interfere with Metropolitan’s ability to excavate the CRA or install a possible additional pipeline within our right-of-way.

Mid-County Parkway

1. Main Roadway
- The main roadway will be built on an approximately 25-foot-high, 100-foot-wide embankment that parallels the CRA between the SR79/Mid-County Parkway interchange and Warren Road. Although the main embankment is not being built directly above the CRA, based upon the

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configuration of the embankment, its proximity to the CRA, and the geotechnical characteristics in the area, it is judged that ground deformations to the CRA could still result from the proposed Mid-County Parkway. Please note that sufficient geotechnical exploration, testing, and analyses must be conducted to evaluate potential deformation of the CRA and to demonstrate that the proposed alignment will not adversely impact the CRA with respect to settlement and lateral deformation.

- The side of the roadway embankment between the SR79/Mid-County Parkway interchange and the Cawston Avenue extension adjacent to the CRA right-of-way appears to be supported by a retaining wall. The potential impact of the proposed retaining structure, including its foundation, on the CRA must be evaluated. Please note that sufficient analyses and supporting calculations must be provided to demonstrate that the proposed retaining structure and its foundation will not adversely impact the CRA with respect to settlement and lateral deformation.
- The general drainage pattern in the area of the CRA is sheet flow, typically toward the San Jacinto River to the north. The construction of the Mid-County Parkway embankment adjacent to the CRA will likely disrupt significant portions of the current drainage patterns. Please note that project designs, with supporting calculations, must be provided to demonstrate that drainage patterns interrupted by the roadway embankment will be restored and modified properly to ensure that drainage of the CRA right-of-way is maintained and that ponding within or adjacent to the CRA right-of-way will not occur.

2. Bridge Street

Bridge Street as proposed near Station 10919+00 is not acceptable. If the roadway is at existing grade, a permanent cast-in-place concrete protective slab configured in accordance with Sketch SK-1, can be used to protect the aqueduct from additional vehicle loads. If the proposed roadway crossing over our property is elevated, it must span across our property with a bridge structure. The pipeline in this area should also be analyzed for settlement

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and deformation as a result of the placement of embankment adjacent to our right-of-way. Please note that permanent piles for protective systems, if utilized, must be installed in drilled bores. Driven piles may not be used within the limits of our right-of-way. There must be a minimum of 10 feet of clearance between the pipe and the edge of the drilled bore. The piles must not transfer any load to the siphon. This bridge should be designed such that there is a minimum of 22 feet of clearance between the bottom of the proposed bridge and the existing ground level.

3. Sanderson Avenue Relocation

A protective structure exists at the existing Sanderson Avenue crossing of the CRA (Sta. 10933+50). If the proposed at-grade crossing of Sanderson Avenue is relocated to Station 10937+90, protective measures to protect the aqueduct from vehicle loads must be constructed. A slab as described above can be used to protect the CRA from vehicle loads. Metropolitan’s access should also be maintained across this street.

4. Cawston Avenue and Odell Avenue Extensions

- The proposed at-grade crossing of Cawston Avenue near Station 10964+50 is not acceptable. The proposed crossing requires protective measures to protect the CRA from vehicle loads. A slab as described above can be used for protection of the CRA
- The proposed at-grade crossing of Odell Avenue near Station 10992+00 is also not acceptable. There is an existing blowoff structure at Station 10992+10 at the proposed road crossing. We require that the road be relocated so that it does not disrupt Metropolitan’s ability to access and operate this structure. In addition, construction of Odell Avenue requires protective measures to protect the aqueduct from vehicle loads. A slab as described above can be used for protection of the CRA at the Odell Avenue road crossing.

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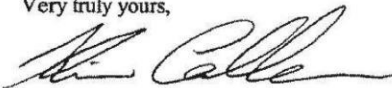
5. Warren Road – Mid-County Parkway Connection

The reconfiguration of Warren Road for its connection to the Mid-County Parkway spans the CRA with a bridge near Station 11017+50. The embankment located within the southern boundary of Metropolitan’s right-of-way is not acceptable. This embankment must be moved outside of our right-of-way. Please note that sufficient analyses must be conducted to demonstrate that the proposed bridge abutment locations, and the approach ramp locations and configurations, will not adversely impact the CRA. Plans for the bridge, supports, and foundation must be submitted to Metropolitan for review and approval. In addition, we require a minimum of 20 feet of clearance between the existing ground level and the bottom of any bridge structure.

Facilities constructed within Metropolitan’s fee properties and/or easements shall be subject to the paramount right of the Metropolitan to use its rights-of-way for the purpose for which they were acquired. If at any time Metropolitan or its assigns should, in the exercise of their rights, find it necessary to remove any of the facilities from its rights-of-way, such removal and replacement shall be at the expense of the owner of the facility.

For any further correspondence with Metropolitan relating to this project, please make reference to the Substructures Job Number located in the upper right-hand corner of this letter. Should you require any additional information, please contact Sboreb Zarch at (213) 217-6534.

Very truly yours,



Kieran M. Callanan, P.E.
Manager, Substructures Team

SZ/ly
DOC 2001-06-008-3
Enclosure

Attachment to Comment Letter L-3
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cc: Mr. Hideo Sugita
Deputy Executive Director
Riverside County
Transportation Commission
P.O. Box 12008
Riverside, CA 92502-2208

Attachment to Comment Letter L-3
Metropolitan Water District of Southern California

ATTACHMENT

Mid-County Parkway and SR79 Interchange
MWD Colorado River Aqueduct

Table 1

Existing Structure	Station
Manhole	10912+10
Manhole	10932+00
Blowoff structure	10943+14
Manhole	10952+10
Manhole	10972+10
Blowoff structure	10992+10
Blowoff structure	10997+10
Blowoff structure	11002+10
Air Valve structure	11006+70
Manhole	11012+00

Table 2

From Station	To Station	Maximum Cover (ft)	Maximum Live Load	Description
10899+00	10900+60	Existing only	GVW 8,000 lbs	Designed for DL only
10900+60	10901+36	6	AASHTO H20	Road Crossing: North Central Avenue
10901+36	10920+73	Existing only	GVW 8,000 lbs	Designed for DL only
10920+73	10921+49	6	AASHTO H20	Road Crossing: Central Avenue
10921+49	10932+97	Existing only	GVW 8,000 lbs	Designed for DL only
10932+97	10933+79	3-4	AASHTO H20	Road Crossing: Sanderson Avenue
10933+79	1019+79	Existing only	GVW 8,000 lbs	Designed for DL only
11019+79	11020+55	6	AASHTO H20	Road Crossing: Pico Road/Warren Road
11020+55	11022+00	Existing only	GVW 8,000 lbs	Designed for DL only

Note: DL = dead load

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MWD San Diego Canal
Sta. 270+00 to 310+00
MWD Eastside Pipeline
Sta. 24+00 to 60+00
MWD R/W Parcels SDA-C-1-1
and -2-1, and 144-S-2 (fee)
Substr. Job No. 2001-06-008

August 29, 2007

Mr. Rick Simon
CH2MHILL
Suite 200
2280 Market Street
Riverside, CA 92501

Dear Mr. Simon:

State Route 79 at Esplanade Avenue

Thank you for your transmittal letter dated June 14, 2007, submitting a plan (titled SR79 South, Cut and Fill, Mid-County Parkway Project) showing the proposed alignment and contours for the State Route 79 project at the interchange of Warren Road and Esplanade Avenue in Riverside County.

The proposed Mid-County Parkway and State Route 79 (SR79) projects will potentially impact several of Metropolitan's facilities along their alignments. However, this letter specifically pertains to the portion of SR79 at the planned interchange with Warren Road and Esplanade Avenue.



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Metropolitan's fee properties (various widths), 145 1/4-inch-inside-diameter welded steel Eastside Pipeline, and San Diego Canal are located in the area of your proposed project. Metropolitan also has manholes, air release, vacuum valve and blowoff structures (Stations 50+10, 53+15 and 58+55) located on our Eastside Pipeline along this reach. We request that our fee properties and structures be fully shown on all pertinent plans.

As proposed, the SR79 alignment will traverse across our pipeline and canal just south of Esplanade Avenue primarily in a bridge-type structure with an embankment located within our property at the southwest corner of the SR79 crossing. In addition, the south-bound on-and-off ramps are largely located within Metropolitan's property just west of our canal.

In order for Metropolitan to consider this project, the proposed southwest embankment of the SR79 must be moved outside our right-of-way, and the proposed bridge structure must have a minimum clearance of 22 feet between the existing ground and the underside of this structure. The location of the southbound on-and-off ramps, as shown on the submitted plan, are not acceptable and must be moved outside the limits of our fee property. The location of these ramps within our right-of-way severely restricts our ability to maintain our existing facilities or add new ones within the limits of our right-of-way.

Please note that even if the proposed interchange is modified to meet the above conditions, it may still not be acceptable to Metropolitan due to geotechnical and other factors.

To aid in the review of the proposed interchange layout and design, the geotechnical report (Preliminary Geotechnical Evaluation, Metropolitan Water District, Canal Crossing Sites, State Route 79 Realignment Project, Riverside County, California) prepared by Ninyo & Moore, dated June 8, 2007, was considered. This report was provided in a separate submittal for the SR79 project.

Metropolitan is providing general and specific comments related to the submitted plan and geotechnical information. The comments provided are based upon the plan presented at this time. Since the plan appears to be in the preliminary design phase, additional comments and submittal requirements beyond those contained herein should be expected as the design of the project progresses.

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The comments are based upon the geotechnical information currently developed for the SR79 project. Since additional geotechnical exploration and testing must be performed for the project design, the SR79 design team should be advised that all analyses required to evaluate and, if necessary, mitigate potential impacts to the Metropolitan facilities must be substantiated by sufficiently detailed and deep enough design-level geotechnical exploration and supporting testing.

In addition to SR79 and the associated interchange improvements, it appears that Warren Road may be widened or altered for the interchange. Additional information on this aspect of the project will be required to fully evaluate potential impacts.

We have reviewed your submitted plan, and our general comments and requirements are as follows:

1. The embankment and foundation construction that are expected to be necessary for SR79 are substantial. Operations must be closely controlled to prevent excavation, ground disturbance, or construction surcharge loads that might adversely impact Metropolitan's facilities and operations.
2. The submittal provided preliminary information on geometric design and some information regarding proposed site grades. The submittal did not, however, provide specific information on all anticipated structure locations and foundation types (shallow or deep). Since structure location and foundation type relative to Metropolitan's facilities will impact their design and acceptance, such information must be submitted with subsequent submittals. In addition, these structures should be located such that they do not limit our ability to excavate our pipeline without shoring, for repair or replacement purposes.
3. Structures and foundations proposed to be built near Metropolitan facilities must not impose loads, vertical or lateral, onto these facilities or result in deformations to these facilities. Sufficient geotechnical and structural analyses must be performed to demonstrate that structures and foundations constructed above and near Metropolitan's facilities will not have an adverse impact to these facilities by their construction and operation.

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4. The construction of roadways and embankments adjacent to the Metropolitan right-of-way may result in trapped surface drainage. To ensure that drainage of the Metropolitan right-of-way is maintained and that water will not pond within or adjacent to our right-of-way, provisions for drainage must be included in the project design.
5. The construction of SR79 must provide for the continuing operation and maintenance of the San Diego Canal and Eastside Pipeline, including access to the entire alignment and structures along these facilities. The final project design must include provisions to ensure this requirement.
6. The geotechnical information in the referenced report indicates that alluvial deposits consisting of interbedded sands, silts and clay are present at the project site. Relatively weak and compressible silts and clays extend to a depth of about 30 feet. Groundwater was not encountered. The near-surface weak and compressible soils indicate that settlement and lateral deformation impacts to the Metropolitan facilities must be considered.
7. Since groundwater was not encountered and although there is a risk of caving from cohesionless intervals in the soil profile, Ninyo & Moore have concluded that driven and drilled piles could be considered for this project. However, vibration from driven piles and caving from drilled piles are potential impacts on Metropolitan facilities that should be considered when selecting foundation systems for the interchange structures.
8. Although seismic deformations from the proposed improvements may not have a direct impact on the Metropolitan facilities, high ground accelerations are a significant design issue due to the close proximity of the active San Jacinto fault.
9. Changes in soil moisture can lead to movements of a magnitude significant to the existing Metropolitan facilities. In the case of the alignment in question, collapse due to hydro-consolidation appears to be a risk issue. Therefore, positive surface drainage and the avoidance of conditions that could permit ponding should be incorporated into project design.

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Comments related to the submitted SR79 proposed facilities are presented as follows:

- 10. From Esplanade Avenue to the north end of the project limits (SR 79 centerline Station 1713+00 to about Station 1722+00), the proposed embankment of SR 79 is generally located more than 250 feet from the Eastside Pipeline and San Diego Canal. This precludes any direct effect on the Metropolitan facilities.
- 11. At the northerly abutment of SR79 at the proposed Esplanade Avenue interchange (approximate SR79 centerline Station 1712+20), the wing wall with retained fill heights of about 33 feet will be located outside of our right-of-way within about 60 feet of the Eastside Pipeline. Although this setback is likely to be adequate, analyses must be conducted for induced settlement and lateral deflection of the Eastside Pipeline to confirm that the setback is adequate to preclude such adverse impacts to our facilities.

Depending upon the results of the analyses to confirm that the northerly abutment wing wall retaining structure is sufficiently set back to preclude adverse impacts to the Eastside Pipeline, geotechnical analyses may be required to evaluate potential impacts (settlement and lateral deformation) for the SR79 embankment between approximate SR79 Stations 1712+20 and 1713+00.

- 12. The proposed Esplanade Avenue interchange has considerable potential impact on the San Diego Canal and Eastside Pipeline. Warren Road and Esplanade Avenue are to remain at grade but anticipated minor widening and/or other alterations must be evaluated, when such information is provided. Due to the relatively weak and compressible nature of the surficial soils, even small increases in earth surcharge loads are expected to result in settlement. Significant settlement of our San Diego Canal is not acceptable. Also the settlement for the Eastside Pipeline may not exceed 0.25 inch in 100 feet of pipe length in this reach of your project.

Before the proposed development can be approved, a site-specific geotechnical report showing the predicted settlement of the Eastside Pipeline and San Diego Canal at 10-foot intervals, along with the method of settlement analysis, laboratory

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testing results and any other supporting documents, must be submitted. The three-dimensional configuration of the proposed grading and in-situ soils in terms of the actual size and varying depth of the fill, alluvium, etc., and the depth of the bed-rock and groundwater elevation must be collectively considered when determining the settlement along the alignment. The settlement calculations must be carried out at least 10 feet past the point of zero settlement in each direction. The possible settlement due to soil collapse (hydro-consolidation) must also be included in the geotechnical report. The settlement study must consider the phases of construction since intermediate phases may have adverse effects on Metropolitan's facilities. In addition, any type of temporary supports for the bridge construction, including retaining walls and false work for bridge structures, must be considered.

The site-specific geotechnical report must also check slopes and fills affecting the pipeline and canal, for stability during an earthquake, with an average return period of 475 years corresponding to 10 percent chance of exceedance in 50 years.

- 13. Grading associated with the on-and-off ramps of the interchange easterly of the San Diego Canal and Eastside Pipeline appear to be outside the zone of influence.
- 14. The location of the retaining walls and roadway embankment on the westerly side of our canal within Metropolitan's right-of-way is not acceptable. Construction of the retaining walls and roadway embankments may subject the San Diego Canal to settlement, which would be unacceptable. Depending upon the configuration and location of the embankments relative to the San Diego Canal, the canal may be subject to lateral deformation as well, which is also unacceptable. In addition, it will severely restrict Metropolitan's ability to maintain these facilities or add additional facilities in the future.
- 15. With the exception of approach fills and retaining walls noted previously, the SR79 overcrossing of Esplanade Avenue and Warren Road, and the on-and-off ramps will be bridge structures supported by piles. The clearance under these structures must be a minimum of 22 feet. The information shown on the submitted plan suggests a large column spacing ranging from 200 to 240 feet. The basis for the positioning of the columns is not known, but it appears to be conceptual only. It currently shows columns encroaching upon the San Diego

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Canal embankments and within 30 feet of the Eastside Pipeline, which is unacceptable. A settlement study may be required for pile installations within 50 feet of the Eastside Pipeline or within 75 feet of the San Diego Canal. The specific locations of piles and the potential for load transfer to the canal and pipeline must be evaluated in detail, particularly for piles adjacent to the canal or pipeline, which may subject these facilities to static and seismic lateral loads. Please note that driven piles within 25 feet of the centerline of the Eastside Pipeline and 50 feet of the centerline of the canal will not be permitted.

- 16. Excavation for the proposed project within 50 feet of the centerline of the Eastside Pipeline and 100 feet of San Diego Canal may impact Metropolitan's facilities. An engineered shoring design must be submitted to Metropolitan for review and approval. The sidewall panels and invert of the canal are unreinforced and are dependent on the soil on either side of its load carrying capacity. Therefore, the shoring system used must provide continuous lateral support of the soil adjacent to and under the canal. The shoring system used must also provide continuous lateral support of the soil adjacent to the Eastside Pipeline. For shoring installations the use of driven piles within 25 feet of the centerline of the pipeline and within 50 feet of the centerline of the canal will not be permitted.
- 17. Electrolysis test stations (ETS) on our Eastside Pipeline in the area of the proposed work must be protected and maintained in place. The ETS includes two buried No. 12 AWG HMWPE stranded copper wire cables attached to the pipeline. An additional buried No. 12 AWG HMWPE stranded copper wire monitoring cable from the ETS to the upstream and downstream ETS locations is buried in the trench. All damage must be repaired in accordance with Metropolitan's direction.

Facilities constructed within Metropolitan's fee properties shall be subject to the paramount right of Metropolitan to use its rights-of-way for the purposes for which they were acquired. If at any time Metropolitan or its assigns should, in the exercise of their rights, find it necessary to remove any of the facilities from its rights-of-way, such removal and replacement shall be at the expense of the owner of the facility.

In the future, please submit three sets of plans and ensure that all engineering submittals/alignments are sent directly to the Substructures Team for our review and comment.

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This will ensure that all submittals are responded to in a timely manner and eliminate the possibility for information to be misplaced or not received. In addition, it would be helpful if all submitted drawings were identified either by reference number or date so that there would be no confusion on which drawings have been superseded.

For any further correspondence with Metropolitan relating to this project, please make reference to the Substructures Job Number shown in the upper right-hand corner of this letter. Should you require any additional information, please contact Shoreh Zareh at (213) 217-6534.

Very truly yours,



Kieran M. Callanan, P.E.
Manager, Substructures Team

SZ/ly
DOC 2001-06-008-4

cc: Mr. Hideo Sugita
Deputy Executive Director
Riverside County
Transportation Commission
P.O. Box 12008
Riverside, CA 92502-2208

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bcc: R. Bell
J. Shamma
D. H. Wright
S. Zareb
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SMW

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MWD Casa Loma Siphon Second Barrel
Sta. 143+00 to 151+85
Casa Loma Canal
Sta. 151+85 to 175+00
R/W Parcels 138-35-13 and 138-36-1(fee)
Substr. Job No. 2001-06-008

November 20, 2007

Mr. Rick Simon
CH2MHILL
Suite 200
2280 Market Street
Riverside, CA 92501

Dear Mr. Simon:

State Route 79 at Sanderson Avenue

Thank you for your transmittal letter dated August 15, 2007, submitting a plan (titled State Route 79 Realignment Project, Proposed SR79 Segment M at Sanderson Avenue) showing the proposed alignment for the State Route 79 project, generally south of Ramona Expressway at Sanderson Avenue in Riverside County.

The proposed State Route 79 (SR79) and Mid-County Parkway projects will potentially impact several of Metropolitan's facilities along their alignments. However, this letter specifically pertains to the portion of SR79 at the proposed interchange at Sanderson Avenue.

Metropolitan's 60-foot-wide permanent easement, 200-foot-wide fee property, 13-foot-6-inch-inside-diameter Casa Loma Siphon Second Barrel, and Casa Loma Canal are located in the area of your proposed project. We request that our easement and fee properties be fully shown on all pertinent plans. We are submitting prints of our

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Drawings B-13963A, B-14126, B-14145, and B-71276, and our Right-of-Way Maps 138-35 and -36 for your information and use.

As proposed, the SR79 alignment, which runs in a north-south direction on the east side of Sanderson Avenue, will cross our Casa Loma Siphon Second Barrel just easterly of the transition from the siphon to the Casa Loma Canal. The SR79 will then parallel the southerly side of the Casa Loma Canal along the remainder of this section of the alignment. Sanderson Avenue will be reconstructed along its current alignment as a bridge-type structure that will cross the SR79 main roadways and Casa Loma Siphon Second Barrel immediately east of the Casa Loma Canal. In addition, the SR79 south-bound on-ramp from Sanderson Avenue will cross our canal in a bridge-type structure. A maintenance road will also be constructed on the east side of Sanderson Avenue, north of SR79, to provide access to the Casa Loma Canal's right-of-way.

To aid in the review of the proposed interchange layout and design, the geotechnical report (Preliminary Geotechnical Evaluation, Metropolitan Water District, Canal Crossing Sites, State Route 79 Realignment Project, Riverside County, California) prepared by Ninyo & Moore, dated June 8, 2007, was considered. This report was provided in a separate submittal for the SR79 project.

Metropolitan is providing general and specific comments related to the submitted plan and geotechnical information. The comments provided are based upon the plan presented at this time. Since the plans are in a preliminary design phase, additional comments and submittal requirements beyond those contained herein should be expected as the design of the project progresses.

The comments are based upon the geotechnical information currently developed for the SR79 project. Since additional geotechnical exploration and testing must be performed for the project design, the SR79 design team should be advised that all analyses required to evaluate and, if necessary, mitigate potential impacts to the Metropolitan facilities must be substantiated by sufficiently detailed and deep enough design-level geotechnical exploration and supporting testing.

We have reviewed your submitted plan, and our general comments and requirements are as follows:

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1. The embankment and foundation construction that is expected to be necessary for SR79 is substantial. All operations must be closely controlled to prevent excavation, ground disturbance, or construction surcharge loads that might adversely impact Metropolitan's facilities and operations.
2. The submittal provided preliminary information on geometric design and some information regarding proposed site grades. The submittal did not, however, provide specific information on all anticipated structure locations and foundation types (shallow or deep). Since structure locations and foundations type relative to Metropolitan's facilities will impact their design and acceptance, such information must be submitted with subsequent submittals. In addition, these structures should be located such that they do not limit our ability to excavate our pipeline without shoring, for repair or replacement purposes.
3. All structures and foundations proposed to be built near Metropolitan facilities must not impose loads, vertical or lateral, onto these facilities or result in deformations to these facilities. Sufficient geotechnical and structural analyses must be performed to demonstrate that structures and foundations constructed above and near Metropolitan's facilities will not have an adverse impact to these facilities by their construction and operation.
4. The construction of roadways and embankments adjacent to the Metropolitan right-of-way may result in trapped surface drainage. To ensure that drainage of the Metropolitan right-of-way is maintained and that water will not pond within or adjacent to our right-of-way, provisions for drainage must be included in the project design.
5. Provisions to maintain Metropolitan's access along its right-of-way should also be incorporated into your project plans.
6. The geotechnical information in the referenced report indicates that alluvial deposits consisting of interbedded sands, silts and clay are present at the project site. Relatively weak and compressible silts and clays extend to a depth of about 15 feet, although elsewhere along the proposed SR79 alignment in the general area, weak soils have been found to depths of up to 30 feet. Groundwater was not encountered. The near-surface weak and compressible soils indicate that

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settlement and lateral deformation impacts to the Metropolitan facilities must be considered.

- 7. Since groundwater was not encountered and although there is a risk of caving from cohesionless intervals in the soil profile, Ninyo & Moore have concluded that driven and drilled piles could be considered for this project. However, vibration from driven piles and caving from drilled piles are potential impacts on Metropolitan facilities that should be considered when selecting foundation systems for the interchange structures.
- 8. Although seismic deformations from the proposed improvements may not have a direct impact on the Metropolitan facilities, high ground accelerations are a significant design issue due to the close proximity of the active San Jacinto fault.
- 9. Changes in soil moisture can lead to movements of a magnitude significant to the existing Metropolitan facilities. In the case of the alignment in question, collapse due to hydro-consolidation appears to be a risk issue. Therefore, positive surface drainage and the avoidance of conditions that could permit ponding should be incorporated into the project design.

Comments related to the submitted SR79 proposed facilities are presented as follows:

- 10. The proposed grade for the main roadway of the SR79 alignment is generally located more than 40 feet from the Casa Loma Canal (MWD Stations 151+85 to 192+00, SR79 centerline Station 1914+00 to about Station 1927+00). Due to the limited grading, this setback is considered adequate, and the possibility of inducing settlement and/or lateral movement on the Casa Loma Canal is considered remote.

Please note that dead man anchors have been installed on both side of the canal at MWD Station 152+25, extending 15 feet from the top of the canal. No excavation, foundations, fills and structures are allowed within 20 feet of these anchors. Enclosed for your information are prints of our Drawings B-71273, B-71319, B-71391, and B-71396, which detail these anchors.

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11. At the Sanderson Avenue overcrossing, the proposed abutment fills and retaining walls appear to be outside the zone of influence of the Casa Loma Canal. The retaining wall needed to support the southbound on-ramp to SR79 on the west side of Sanderson Avenue, immediately adjacent to the south side of the Casa Loma Canal, will be located approximately 75 feet from the centerline of the Casa Loma Canal. Although this setback is likely to be adequate, analyses must be conducted regarding induced settlement and lateral deflection of the Casa Loma Canal, to confirm that the setback is adequate to preclude such adverse impacts to our facilities.
12. The SR79 main roadway and associated ramp systems impact the Casa Loma Siphon Second Barrel for about 750 feet eastward from Sanderson Avenue (MWD Stations 144+15 to 151+65). Although the main roadway will closely follow the existing ground surface and require only minor cut and fill, various ramps will result in fills up to 10 feet above the siphon that exceed the maximum cover limits of 16 feet in this area. This proposal is not acceptable to Metropolitan, and appropriate mitigation will need to be implemented.
13. Due to the relatively weak and compressible nature of the surficial soils, even small increases in earth surcharge loads are expected to result in settlement. Significant settlement of our Casa Loma Canal is not acceptable. Also, settlement of the Casa Loma Siphon may not exceed 0.25 inch in 100 feet of pipe length in this reach of your project.

Before the proposed development can be approved, a site-specific geotechnical report showing the predicted settlement of the Casa Loma Siphon and Casa Loma Canal at 10-foot intervals, along with the method of settlement analysis, laboratory testing results and any other supporting documents, must be submitted. The three-dimensional configuration of the proposed grading and in-situ soils in terms of the actual size and varying depth of the fill, alluvium, etc., and the depth of the bed-rock and groundwater elevation must be collectively considered when determining the settlement along the alignment. The settlement calculations must be carried out at least 10 feet past the point of zero settlement in each direction. The possible settlement due to soil collapse (hydro-consolidation) must also be included in the geotechnical report. The settlement study must consider the phases of construction since intermediate phases may have adverse effects on Metropolitan's

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facilities. In addition, any type of temporary supports for the bridge construction, including retaining walls and false work for bridge structures, must be considered.

The site-specific geotechnical report must also check slopes and fills affecting the pipeline and canal, for stability during an earthquake, with an average return period of 475 years corresponding to 10 percent chance of exceedance in 50 years.

- 14. The available geotechnical data indicate relatively incompressible deposits below a depth of about 15 feet. However, elsewhere along the proposed SR79 alignment and in this general area, weak soils have been found to depths of up to 30 feet. Investigation for the final design should include a thorough evaluation of the limits of compressible soils in this area.
- 15. Although details were not presented, it is anticipated that Sanderson Avenue and the south-bound on-ramp will span the siphon and canal with pile-supported columns. The clearance under these structures to the existing ground must be a minimum of 22 feet. A settlement study may be required for pile installations within 50 feet of the Casa Loma Siphon Second Barrel or within 75 feet of the Casa Loma Canal. The specific locations of piles and the potential for load transfer to the canal and siphon must be evaluated in detail, particularly for piles adjacent to the siphon, canal or transition structure (between the canal and siphon), which may subject these facilities to static and seismic lateral loads. Please note that driven piles will not be permitted within 25 feet of the centerline of the Casa Loma Siphon Second Barrel and 50 feet of the centerline of the Casa Loma Canal.
- 16. Excavation for the proposed project within 50 feet of the centerline of the Casa Loma Siphon Second Barrel and 100 feet of the Casa Loma Canal may impact Metropolitan's facilities. An engineered shoring design must be submitted to Metropolitan for review and approval. Excavation may not begin until the shoring design is accepted by Metropolitan. The submittal must include all required trenches, pits, and related calculations.

Piles, if required for the shoring, must be installed in drilled holes. Driven piles may not be used within 25 feet of the centerline of our siphon and within 50 feet of the centerline of our canal. There must be a minimum of 2 feet of clearance between our pipeline and the edge of the drilled hole. Also, there must be a

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minimum of 10 foot of clearance between the canal lining or any part of the canal structure and the edge of the drilled hole or any part of the shoring system. We also require a minimum of 20 feet of clearance between the dead man anchors and the edge of the drilled hole or any part of the shoring system.

The sidewall panels and invert of the canal are unreinforced and are dependent on the soil on either side of its load carrying capacity. Therefore, the shoring system used must provide continuous lateral support of the soil adjacent to and under the canal.

The shoring submittal must be stamped and signed by a California registered civil or structural engineer. The shoring plans must provide appropriate full support for the soil adjacent to and under Metropolitan's facilities. The completed shoring plans must include a detailed procedure for the installation and removal of the shoring. Design calculations must follow the guidelines set forth in Title 8, Chapter 4, Article 6 of the California Code of Regulation (CCR). Accepted methods of analysis must be used. Loads must be in accordance with the CCR or a soils report by a geotechnical consultant. All members must be secured to prevent sliding, falling or kick outs.

At a minimum, the trench backfill must be compacted to 90 percent of the laboratory maximum dry density.

We recommend that the design engineer contact David Wright of our Pipeline and Facility Design Team, telephone (213) 217-6774, for our requirements prior to starting the shoring design.

17. The procedures and specifications of construction equipment to be used for any work in proximity to our siphon or canal must be submitted to Metropolitan for review and approval at least 30 days prior to starting work in the vicinity of our facilities. The submittal must include the equipment and procedures to be used for the placement and compaction of soil over and adjacent to our siphon, or adjacent to our canal.

Metropolitan will not permit procedures that could subject the pipe or canal to excessive vehicle, impact or vibratory loads. Procedures for the removal and

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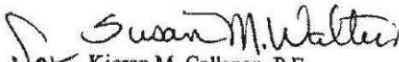
placement of soil over the siphon must be such that excessive unbalanced loads are not imposed on the siphon. No vibratory compaction equipment in vibratory mode may be used within 25 feet of the centerline of our siphon or within 75 feet of the centerline of the canal.

Facilities constructed within Metropolitan’s rights-of-way shall be subject to the paramount right of Metropolitan to use its rights-of-way for the purposes for which they were acquired. If at any time Metropolitan or its assigns should, in the exercise of their rights, find it necessary to remove any of the facilities from its rights-of-way, such removal and replacement shall be at the expense of the owner of the facility.

In the future, please submit three sets of plans and address all engineering and alignment submittals directly to the Substructures Team for our review and comment. This will ensure that all submittals are responded to in a timely manner and eliminate the possibility for information to be misplaced or not received. In addition, it would be helpful if all submitted drawings were identified either by reference number or date so that there would be no confusion regarding which drawings have been superseded.

For any further correspondence with Metropolitan relating to this project, please make reference to the Substructures Job Number shown in the upper right-hand corner of this letter. Should you require any additional information, please contact Sboreb Zareh at (213) 217-6534.

Very truly yours,


Kieran M. Callanan, P.E.
Manager, Substructures Team

SZ/ly
DOC 2001-06-008-5

Enclosures (8)

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cc: Ms. Cathy Bechtel
Project Development Director
Riverside County
Transportation Commission
P.O. Box 12008
Riverside, CA 92502-2208

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bcc: R. Bell
G. K. Boyd
D. B. Dixon/M. A. Vega
J. Shamma
D. H. Wright
S. Zareh
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MWD Colorado River Aqueduct/
Casa Loma Siphon 1st Barrel
Sta. 10910+00 to 10944+00
Casa Loma Siphon 2nd Barrel
Sta. 143+00 to 151+85
MWD Casa Loma Canal
Sta. 151+85 to 175+00
MWD San Diego Canal
Sta. 270+00 to 310+00
MWD Eastside Pipeline
Sta. 24+00 to 60+00
Substr. Job No. 2001-06-008

March 28, 2008

Mr. Rick Simon
Project Manager
CH2M Hill
Suite 200
2280 Market Street
Riverside, CA 92501

Dear Mr. Simon:

SR79 – MWD Facility Crossings

Thank you for your transmittal dated February 4, 2008, submitting prints of preliminary plans and profiles (eight sheets) for proposed State Route 79 (SR79) at the locations where it is proposed to cross Metropolitan's facilities in the county of Riverside.

The proposed locations of the SR79 improvements as shown on the submitted plans are: the future SR79/Mid County Parkway interchange adjacent to our Colorado River

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Aqueduct Casa Loma Siphon 1st Barrel (Single Point Interchange at MCP/SR79); the SR79 at Sanderson Avenue and crossing our Casa Loma Siphon 2nd Barrel and adjacent to our Casa Loma Canal (Segment M); and SR79 at Warren Road and Esplanade Avenue and crossing our San Diego Canal (two alternatives, Segments K and L).

The proposed State Route 79 and Mid County Parkway (MCP) projects will potentially impact several of Metropolitan's facilities along their alignments. However, this letter specifically pertains to the portions of SR79 at the above locations.

Metropolitan is providing general and specific comments related to the submitted plans. The comments provided are based upon the plans presented at this time. Since the plans are in a preliminary design phase, additional comments and submittal requirements beyond those contained herein should be expected as the design of the project progresses.

To aid in the review of the proposed interchange layout and design, the Preliminary Geotechnical Evaluation, Metropolitan Water District, Canal Crossing Sites, State Route 79 Realignment Project geotechnical report, prepared by Ninyo & Moore and dated June 8, 2007, was considered. This report was provided in a separate earlier submittal for the SR79 project.

We have reviewed the submitted plans and our comments are as follows:

SR79/Mid County Parkway (MCP) Interchange Location

1. The locations of Metropolitan's fee property right-of-way and 12-foot-4-inch-inside-diameter Colorado River Aqueduct Casa Loma Siphon 1st Barrel, as shown on the Single Point Interchange at MCP/SR79 plan, appear to be in general agreement with our records. However, please label our right-of-way as 200 feet wide and show the locations of Metropolitan's manholes at our Stations 10912+10, 10932+00, 10952+10, 10972+10 and 11012+00; our blowoff structures at Stations 10943+14, 10992+10, 10997+10 and 11002+10; and our air valve structure at 11006+70, on your plans.

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- 2. We note that the approach fill on the south side of SR79 has been moved outside of Metropolitan’s right-of-way and the toe of the fill is now about 90 feet from the edge of the Colorado River Aqueduct right-of-way, as shown on the Single Point Interchange at MCP/SR79 plan, which should preclude any impacts to the Casa Loma Siphon 1st Barrel.
- 3. Within the area of the SR79/MCP interchange, the maximum allowable cover over the Casa Loma Siphon 1st Barrel is restricted to the existing grades. Any increase in this cover will require protection of the siphon.
- 4. The new configuration of the SR79/MCP interchange as shown on this plan will require the placement of additional fills of up to about 7 feet over the Casa Loma Siphon 1st Barrel. Design-level geotechnical data will be required to define specific subsurface conditions. The available data suggest that even a shallow fill will have a potential adverse effect on the Casa Loma Siphon 1st Barrel. As a result, it will be necessary to compute increased loadings on the siphon and analyze induced settlements of the siphon by the proposed construction. Depending upon the magnitude of increased loading on or settlement of the Casa Loma Siphon 1st Barrel, protective measures may be required or other geotechnical options will need to be considered so that unacceptable surcharge loading on and settlement of the siphon can be avoided.
- 5. It appears that the proposed crossings of the Colorado River Aqueduct Casa Loma Siphon 1st Barrel at Bridge Street and Sanderson Avenue, as shown on this plan, are unchanged from your April 19, 2007 submittal to Metropolitan. As a result, the comments and requirements stated in our July 31, 2007 letter (copy enclosed) are still applicable.
- 6. Although information on the proposed interchange geometric design and some information regarding proposed site grades was provided, the submittal did not provide specific information on all anticipated structure locations and foundation types (shallow or deep). Since structure location and foundation type relative to Metropolitan’s facilities will impact their design and acceptance, such information

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- must be submitted with subsequent submittals, in order for Metropolitan to determine their acceptability adjacent to our facilities.
7. The geotechnical information in the referenced report indicates that alluvial deposits consisting of interbedded sands, silts and clay were found in the borings for this site. Loose surficial silts and sands were found overlying discontinuous soft clays between depths of 10 and 30 feet. Groundwater was encountered at depths in the range of 12 to 15 feet.
 8. Due to high ground accelerations, relatively loose deposits and high groundwater levels at the interchange site, Ninyo & Moore recognized two major geotechnical hazards: 1) the potential for liquefaction and seismically induced settlement, and 2) the potential for significant settlement under proposed fills. Such settlements and seismic deformations of the proposed improvements may have an impact on the Casa Loma Siphon 1st Barrel. As a result, the interchange design must fully consider the geotechnical hazards for all fills or foundations that are proposed near or adjacent to the Casa Loma Siphon 1st Barrel.
 9. The referenced geotechnical report indicated that there is a risk of caving in excavations from cohesionless intervals in the soil profile. Nevertheless, Ninyo & Moore concluded that driven and drilled piles could be used for this project. Vibration from driven piles and caving from drilled piles are potential impacts on Metropolitan's facilities that must be considered when selecting foundation systems for the interchange structures.
 10. Although seismic deformations from the proposed improvements may not have a direct impact on Metropolitan's facilities, high ground acceleration is a significant design issue due to the proximity of the active San Jacinto fault.
 11. Changes in soil moisture can lead to movements of a magnitude significant to Metropolitan's existing facilities. In the case of the alignment in question, collapse due to hydro-consolidation appears to be a risk issue. Therefore, positive surface drainage and the avoidance of conditions that could permit ponding should be incorporated into the project design.

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Sanderson Avenue Crossing -- Segment M Alignment

- 12. The updated alignment for this crossing location appears to have raised the elevations of the bridge structures and associated embankments that cross over our siphon/canal transition area, but is otherwise similar to the alignment presented in your August 15, 2007 submittal. As a result, all comments contained in our November 20, 2007 letter (copy enclosed) are still applicable to the current submittal and remain in effect.
- 13. We note that the locations of Metropolitan’s 200-foot-wide fee property, 13-foot-6-inch-inside-diameter Casa Loma Siphon 2nd Barrel, and our Casa Loma Canal, as shown on the Segment M at Sanderson Avenue plans, appear to be in general agreement with our records. However, we request that you show the 60-foot-wide easement for the Casa Loma Siphon 2nd Barrel. In addition, please label the canal right-of-way as 200 feet wide and belonging to Metropolitan. We are submitting prints of our Right-of-Way Maps Nos. 138-35 and 138-36 for your information and use.
- 14. All of the other terms and conditions of our November 20, 2007 letter are still applicable.

Esplanade Avenue and Warren Road -- Segments J and K Alternative Alignments

- 15. The alternative layouts shown for Segments J and K show the SR79 crossing the San Diego Canal at two alternative locations; north of Esplanade Avenue (Segment J) and south of Esplanade Avenue (Segment K). In both cases, the revised plans show that the portion of the interchange on the west side of Warren Road has been moved to the west, away from the San Diego Canal. Subject to being able to satisfy all the conditions and requirements below, Metropolitan would prefer alternative Segment J since this would minimize the amount of embankments and structures adjacent to our facilities.
- 16. The locations of Metropolitan’s 145-inch-inside-diameter welded steel Eastside Pipeline and our San Diego Canal, as shown on the Segment J and Segment K

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plans, appear to be in general agreement with our records. However, we request that our various Eastside Pipeline manhole, air release, vacuum valve and blowoff structures (Stations 50+10, 53+15 and 58+55) in this area be fully shown on all pertinent plans. Please also label all of Metropolitan’s rights-of-way as Metropolitan’s on the Segment J and Segment K plans.

- 17. Although information on two proposed interchange geometric designs and some information regarding proposed site grades was provided, the submittal did not provide specific information on all anticipated structure locations and foundation types (shallow or deep). The information shown on the submitted drawings with respect to the locations of pile foundations appears to be conceptual only. The specific locations of piles and the potential for load transfer to the San Diego Canal and Eastside Pipeline must be evaluated in detail, particularly for piles adjacent to the San Diego Canal or Eastside Pipeline, which may subject these facilities to static and seismic lateral loads.
- 18. As noted in our August 29, 2007 letter (copy enclosed), the subsurface condition with the most potential impact to Metropolitan’s facilities is the presence of relatively weak and compressible clays to a depth of about 30 feet. Such soils will be particularly susceptible to settlement and lateral deformation due to changes in loads. It is unlikely that even minor fills over, or in the immediate vicinity of, the San Diego Canal and Eastside Pipeline could be placed without adverse effects. As a result, settlement and lateral deformation impacts to Metropolitan’s facilities must be considered.
- 19. Groundwater was not encountered, and although there is risk of caving from cohesionless intervals in the soil profile, Ninyo & Moore have concluded that driven and drilled piles could be considered for this project. Vibration from driven piles and caving from drilled piles are potential impacts on Metropolitan’s facilities that should be considered when selecting foundation systems for the interchange structures.
- 20. It should be noted that the San Diego Canal was not designed to be impermeable and that the ground water table in this area may fluctuate considerably depending

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on environmental conditions and the flow rate of the canal. The design of the permanent piles, footings, and columns must take into consideration the effects of a possible fluctuating ground water table.

21. Changes in soil moisture can lead to movements of a magnitude significant to Metropolitan's existing facilities. For either proposed SR79 alignment, collapse due to hydro-consolidation appears to be a risk issue. Therefore, positive surface drainage and the avoidance of conditions that could permit ponding should be incorporated into project design.
22. Although there are additional changes compared to your June 14, 2007 submittal, the other issues expressed in our August 29, 2007 letter remain applicable. This specifically includes the approach fill, and wall on the north side of Esplanade Avenue and east side of Metropolitan's right-of-way. In both proposed alignments, this wall is essentially configured the same as the June 14, 2007 submittal relative to Metropolitan's right-of-way, but is shifted to the north. As indicated in our August 29, 2007 letter, the wall comes within 60 feet of our Eastside Pipeline. Although this setback is likely to be adequate, analysis must be conducted for induced settlement and lateral deflection of our Eastside Pipeline to confirm that the setback is adequate to preclude such adverse impacts.
23. In addition to the SR79 and associated interchange improvements, Warren Road will be widened or altered for the interchange. An evaluation of the proposed increased surcharge loading, including traffic dead and live loads, will be required to fully evaluate potential impacts.

General Comments – All Locations

24. The construction and final features of SR79 must provide for the continuing operation and maintenance of all of Metropolitan's facilities, including access to the entire alignment and structures along these facilities, as well as adequate vertical clearance above access. Final project designs must include provisions to ensure this requirement.

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25. Since additional geotechnical exploration and testing must be performed for the project design, the SR79 project design team should be advised that all analysis required to evaluate and, if necessary, mitigate potential impacts to Metropolitan’s facilities must be substantiated by sufficiently detailed and deep enough design-level geotechnical exploration and supporting testing.
26. All embankments must be placed outside of Metropolitan’s right-of-way. Any embankments adjacent to Metropolitan’s right-of-way must be analyzed to determine if induced lateral load will adversely affect Metropolitan’s canal or pipeline. A geotechnical report showing the effects on Metropolitan’s canal and pipeline from the expected changes in lateral loads during each phase of construction and at completion of the earth embankments must be submitted to Metropolitan for review and approval. This analysis should include the lateral loads generated from over-excavation and surcharging during construction of the proposed earth embankments as well as methods and procedures to mitigate excess lateral loads on Metropolitan’s canal, pipeline or any other facility.
27. The superstructures crossing over Metropolitan’s right-of-way must have a minimum vertical clearance of 22 feet above ground level.
28. Structures and foundations proposed to be built near or adjacent to any of Metropolitan’s canal or pipeline facilities must not impose vertical or lateral loads onto these facilities or result in deformations to these facilities. The permanent pile design must be based on the skin friction below the invert of Metropolitan’s canal or pipeline. The pile area above the invert line must be isolated to allow the piles to move freely without causing movement or loading of Metropolitan’s canal or pipeline. The project design team must submit calculations, signed and stamped by the civil or structural engineer, for the magnitude and distribution of loads imposed on Metropolitan’s canal, pipeline or other facility by the permanent piles. Sufficient geotechnical and structural analysis must be performed to demonstrate that structures and foundations constructed above and near any of our facilities will not have an adverse impact to the facility by their construction and operation. This analysis should include loads generated from lateral loads (negative skin friction) and should consider the effect of a single pile as well as the pile group.

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- 29. Permanent piles, footings, columns, and any other structures must have a minimum horizontal clear distance of 20 feet from Metropolitan's canals, pipelines, or structures. The horizontal clear distance must be taken from the closest outside vertically projected face of Metropolitan's canal, pipeline, or structure to the closest vertically projected face of the pile, footing or column. Permanent piles, footings, and columns must not obstruct Metropolitan's access ways, patrol roads or facilities. The placement of permanent piles, footings, and columns must also be such that maintenance of Metropolitan's canals is not impacted.
- 30. The design of interchange roadways and embankments adjacent to Metropolitan's right-of-way may result in trapped surface drainage. To ensure that drainage of our right-of-way is maintained and that ponding within or adjacent to our right-of-way does not occur, provisions for drainage must be included in the project design.
- 31. The embankment and foundation construction that is expected to be necessary for the project is substantial. Construction activities must be closely controlled and monitored to prevent excavation, ground disturbance, or construction surcharge loads that might adversely impact Metropolitan's facilities.
- 32. Stockpiling of spoils, soil, construction material, and equipment will not be permitted within Metropolitan's right-of-way.

During construction, Metropolitan's field personnel will make periodic inspections. We request that a stipulation be added to all pertinent plans to notify Daniel Dixon or Mike Vega of our Water System Operations Group, telephone (951) 926-7002, at least two working days (Monday through Thursday) prior to starting any work in the vicinity of our facilities.

Please revise your plans in accordance with our requirements and submit prints of the revised detailed plans and other pertinent information for our review and written

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approval. We are returning prints of your plans (eight sheets), stamped “REVIEWED — CORRECTIONS NOTED — RESUBMITTAL REQUIRED.”

Facilities constructed within Metropolitan’s fee property and easement rights-of-way must be subject to the paramount right of Metropolitan to use the fee property and easement rights-of-way for the purpose for which they were acquired. If at any time Metropolitan or its assigns should, in the exercise of their rights, find it necessary to remove any of the facilities from the fee property or easement rights-of-way, such removal and replacement must be at the expense of the owner of the facility.

For any further correspondence with Metropolitan relating to this project, please make reference to the Substructures Job Number located in the upper right-hand corner of this letter. Should you require any additional information, please contact Joe Beaty at (213) 217-7807.

Very truly yours,



Kieran M. Callanan, P.E.
Manager, Substructures Team

CJB/ly
Doc 2001-06-008

Enclosures (13)

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g

bcc: J. Beaty
R. Bell
G. K. Boyd
D. B. Dixon/M. A. Vega w/plans
M. McReynolds
Substructures Book
Substructures File



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Office of the General Manager

MWD Casa Loma Siphon 2nd Barrel
Sta 143+00 to 151+80
MWD Casa Loma Canal
Sta. 151+80 to 175+00
MWD San Diego Canal
Sta. 270+00 to 310+00
MWD Eastside Pipeline
Sta. 24+00 to 60+00
Substr. Job No. 2001-06-008

June 7, 2010

Mr. Rick Simon
Senior Program Manager
CH2MHILL
2280 Market Street, Suite 200
Riverside, CA 92501

Dear Mr. Simon:

State Route 79 — Geotechnical Report

On April 22, 2010, we received a copy of the geotechnical report (Preliminary Geotechnical Evaluation, Effect of Roadway Construction on Existing Metropolitan Water District Facilities, State Route 79 – Segments I, J, K and M, Riverside County, California) prepared by Ninyo & Moore and dated April 16, 2010 for the State Route 79 (SR79) realignment project in Riverside County.

The proposed SR79 alignment project will potentially impact Metropolitan’s Casa Loma Siphon (2nd Barrel), Casa Loma Canal, San Diego Canal and siphons, and Eastside Pipeline.

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We have reviewed the above submitted geotechnical report, and our site-specific comments and requirements are as follows:

1. We request that the relevant borings provided in the previously submitted preliminary geotechnical evaluation report prepared by Ninyo & More and dated June 8, 2007, “Metropolitan Water District Canal Crossing Sites, State Route 79 Realignment Project, Riverside County, California,” be added to the above report using different boring names or references.
2. The report does not provide ground motion parameters for the segments. Please provide the parameters in accordance with Metropolitan’s seismic design criteria discussed below under Metropolitan’s general comments. The criteria entail determining an earthquake magnitude and developing a design acceleration response spectrum at 5 percent damping. Please note that since the proposed road development will cross or run parallel with and close to Metropolitan’s pipeline/canal/siphon (collectively called herein the “conveyance system”) with varying distances to controlling faults, a site-specific design response spectrum must be developed and submitted for each critical location along the impacted reach of the Metropolitan conveyance system.
3. Section 7.1 (Stress Increase) on page 8 does not explain how the subsurface stresses were calculated for a three-dimensional loading configuration due to the proposed development, which consists of embankments, overcrossing structures, bridges, etc. Please note that stress calculations should be performed per the Metropolitan Geotechnical Guidelines (copy enclosed).
4. Section 7.2 (Settlement) on page 17 does not explain how the settlements were calculated, and the maximum depth of alluvium used in the settlement analysis was not provided. Please note that settlement calculations should also be performed per Metropolitan Geotechnical Guidelines.
5. The report does not provide any quantitative analyses of adverse impacts, if any, of the proposed CIDH piles on the conveyance system under static conditions and/or MCE events for each segment.

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- 6. In Figure 3 (Segment M), please cut Section I-I' perpendicular to the Casa Loma Siphon in accordance with the requirements of Item 16 below and our Geotechnical Guidelines.
- 7. In Figures 2 and 3 (Segment M) at the crossing point, please provide a longitudinal profile along the Casa Loma Canal and Casa Loma Siphon, showing the conveyance system and the existing ground surface and the proposed grading in accordance with our Geotechnical Guidelines.
- 8. Please provide a plan view of Segment M showing the conveyance system and the proposed bridges along SR79 and Sanderson Avenue, as well as locations and configurations of the CIDH piles supporting the proposed overcrossing structures and bridges.
- 9. Please provide two longitudinal profiles at Segment M; one along the proposed SR79 and the other one along Sanderson Avenue Bridge with their corresponding CIDH piles. The profiles must show the conveyance system, where it crosses, and the pile dimensions in terms of length, diameter, and embedment depth in accordance with our Geotechnical Guidelines.
- 10. In Figure 4 (Segment J), please cut Section M-M' perpendicular to both the San Diego Canal and siphons at Esplanade Avenue and the Eastside Pipeline alignments in accordance with the requirements of Item 16 below and our Geotechnical Guidelines.
- 11. In Figure 4 (Segment J) at the crossing point, please provide a plan view showing the proposed bridge and the conveyance system along with the locations and configurations of CIDH piles. In addition, please provide two longitudinal profiles; one along the San Diego Canal and siphons at Esplanade Avenue and the other one along the Eastside Pipeline. The profiles must show the corresponding conveyance system and the existing ground surface and the proposed grading along with the locations of the CIDH piles supporting the overcrossing structures and bridges in accordance with our Geotechnical

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Guidelines. The profiles must show the dimensions of the corresponding CIDH piles in terms of length, diameter, and embedment depth.

12. In Figure 5 (Segment K), please cut Sections W-W' and X-X' perpendicular to both the San Diego Canal and Eastside Pipeline. Please cut a few sections between Sections X-X' and Y-Y' which must cut through the siphon, connecting segments of the San Diego Canal located on the north and south of Esplanade Avenue, and the Eastside Pipeline. The sections must be plotted in accordance with the requirements of Item 16 below and our Geotechnical Guidelines.
13. Based on Figure 5 (Segment K) at the crossing point, please provide a plan view showing the proposed bridge and the conveyance system along with the locations and configurations of CIDH piles. In addition, please provide two longitudinal profiles; one along the San Diego Canal and the other one along the Eastside Pipeline. The profiles must show the corresponding conveyance system and the existing ground surface and the proposed grading along with locations of the CIDH piles supporting the overcrossing structures and bridges in accordance with our Geotechnical Guidelines.
14. Based on Figure 34 (Section BB-BB'), please provide a plan view of the proposed bridge at Section BB-BB' and the locations and configurations of the CIDH piles along with the conveyance system. In addition, please plot the proposed locations of the CIDH piles and their dimensions in terms of length, diameter, and embedment depth in Figure 34 in accordance with our Geotechnical Guidelines.
15. Please provide complete drawings for the overcrossing structures and bridges where they will be crossing or running parallel and close to the conveyance system.
16. Please note that the required sections at different crossing points must be cut where the lateral distance between the conveyance system and the proposed development is at a minimum, and the section must also be perpendicular to

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the conveyance system. In addition, the sections must be plotted in accordance with our Geotechnical Guidelines.

Besides the site-specific criteria stated above, the following are Metropolitan's general comments and requirements regarding the SR79 project:

17. Metropolitan's canal liners, pipelines with their inner mortar lining and outer mortar coating, and siphon (collectively called "conveyance system"), being close to or crossed by the proposed development, were designed for an almost flat ground condition, namely for a nominal vertical overburden pressure and a symmetrical horizontal earth pressure.

The conveyance system exists either at the ground surface (canals) or below (pipes and siphons). As such, the response of these structures is produced primarily by the ground deformation under free field conditions and, consequently, such structures are basically under deformation control. Furthermore, the unreinforced 4-inch-thick concrete liner in the Casa Loma Canal and San Diego Canal, ¼-inch-thick inner mortar lining and ¾-inch-thick mortar coating of the Eastside Pipeline, and the reinforced concrete structure of the Casa Loma Siphon behave as brittle material. As such, they are prone to develop cracks once under tension due to vertical and/or horizontal deflections. If due to adverse effects of the proposed development under static and/or dynamic conditions, the conveyance system is ruptured and loses its structural integrity (particularly the Eastside Pipeline which is under a maximum internal pressure of about 131 psi), it will potentially leak profusely compromising the continuity and reliability of the Metropolitan conveyance system.

Due to the proposed highway improvements, which include long and wide embankments and overcrossing structures/multispan bridges, the conveyance system, being susceptible to the ground deformations, will be subjected to asymmetrical horizontal loading conditions under both gravity and seismic events. Thus, the proposed development may have potential adverse effects on the affected reach of the conveyance system at the segments.

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To protect the structural integrity of the conveyance system, in addition to the requirements stated in our Geotechnical Guidelines, the analyses described below are required. Please note that these minimum analyses cannot be expected to cover all possible conditions encountered for the proposed development potentially affecting the conveyance system. Any adverse impacts to the Metropolitan conveyance system, as determined by Metropolitan, must be mitigated to the satisfaction of Metropolitan.

- 18. The Metropolitan seismic design criteria, as stated in our Geotechnical Guidelines, are in accordance with the 2007 CBC. The criteria entail determining an earthquake magnitude and developing a horizontal acceleration response spectrum at 5 percent damping. Based on the 2007 CBC, the response spectrum must be based on both probabilistic seismic hazard analysis (PSHA) and deterministic seismic hazard analysis (DSHA). The PSHA results must represent a seismic event with an average return period of about 2500 years (2 percent of probability of exceedance in 50 years). The DSHA results must be based on the median (50 percentile) acceleration from the controlling fault multiplied by 1.5. The controlling fault and its maximum considered earthquake (MCE) must also be determined.
- 19. For performing the site-specific PSHA and DSHA, at least three appropriate attenuation relationships must be selected and average acceleration values must be used to establish a site-specific response spectrum at 5 percent damping. The attenuation relationships must represent the subsurface condition at the site and the rupture mechanism (style of faulting) of the controlling fault(s). The DSHA and PSHA acceleration values must be compared and the lower ones must be selected as a design response spectrum at 5 percent damping. Please note that since the proposed road development will cross or run parallel and close to the conveyance system with varying distances to the controlling faults, a site-specific design response spectrum must be developed and submitted for each segment along the impacted reach of the Metropolitan conveyance system.
- 20. As discussed in our Geotechnical Guidelines, settlement/rebound analyses due to the proposed development must be performed at 10-foot intervals along the

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impacted reach of the conveyance system. The analysis results will be used to evaluate the adverse effects of the induced vertical deformations on the structural integrity of the conveyance system. The settlement/rebound analyses must consider the three-dimensional configuration of the proposed development, and must be conducted for points along the conveyance system at least 10 feet beyond both sides of any zero settlement/rebound points within the impacted reach of the conveyance system. Since the proposed development will support roadways, the analysis must include both dead and live loads. The results of settlement/rebound analyses must be presented in both tabular and graphic formats as discussed in our Geotechnical Guidelines.

- 21. Based on our Geotechnical Guidelines, lateral deformation analysis due to the proposed development must be performed at 10-foot intervals along the impacted reach of the conveyance system. The analysis results will be used to evaluate the adverse effects of the induced deformations on the structural integrity of the conveyance system due to the proposed development under gravity load as well as during and after the MCE event at the site.
- 22. Two- or three-dimensional nonlinear static and time history nonlinear dynamic analyses, using finite element/finite difference methodology, must be performed to assess the performance and to evaluate the structural integrity of the conveyance system due to the construction of the proposed development and during and after the MCE events. Criteria for analyzing lateral deformations and presenting the results must be the same as required for settlement/rebound analysis and in accordance with our Geotechnical Guidelines.
- 23. At least three horizontal acceleration time histories must be developed for use in time-domain nonlinear dynamic analysis for each segment. The design response spectrum at each segment must be used as the target for the spectral adjustment of the selected recorded time histories. The design response spectrum must be in accordance with Metropolitan’s seismic design criteria, discussed in Items 18 and 19. Development of the acceleration time histories for the project site must include the following:

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- At least three “seed” time histories must be selected based on the earthquake event controlling either PSHA or DSHA shaking conditions at the site, namely a moment magnitude from the controlling fault and its closest distance to the site. Other criteria that must be used as guidance in the selection of the seed recorded time histories are:
 - a. The subsurface condition at the recording station must be similar to that of the site, and
 - b. The rupture mechanism (strike-slip, thrust, etc.) must be similar to that of the controlling fault for the site.
 - The response spectra of the three selected seed time histories must be plotted along with the design response spectrum at 5 percent of damping.
 - The selected recordings must be modified in regard to the frequency content and amplitude so that the resulting response spectra generally follow the spectral shape and amplitudes of the target response spectrum.
 - The modified time histories must be base-line corrected such that at the end of the earthquake acceleration, velocity, and displacement values must all be zero.
 - Each base-line corrected acceleration time history along with its velocity and displacement time histories must be plotted separately on one sheet.
 - The response spectra of the base-line corrected acceleration time histories must be plotted along with the design response spectrum at 5 percent of damping on one sheet.
24. Each base-line corrected acceleration time history must be used with normal and reverse polarity as an outcropping motion in the time domain nonlinear dynamic analysis. As such, appropriate nonlinear constitutive models must be used to represent the nonlinear behavior of the foundation soils under drain and

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undrained conditions for both static and under the design MCE event. In addition, degradation of shear modulus due to induced shear strain must be used in both the static and dynamic analyses. The analysis must be carried out for a few seconds (a quiet zone) after cessation of shaking to let all excited elements stop vibrating due to viscous damping in the system and lack of the input acceleration. If the calculated displacements at a few locations at the conveyance system and the proposed development appear to be constant and stationary with time after the cessation of shaking (during the quiet zone), the system will be considered stable; otherwise, unstable and prone to flow slide and total failure. As such, appropriate remediation must be provided to completely protect the conveyance system.

25. As discussed before, the calculated deformations of the conveyance system due to the proposed development are caused by the weight and the horizontal/vertical inertia forces of the proposed development under the static condition and simultaneous effects of gravity/design ground acceleration, respectively. The analysis results must be separately plotted to show the calculated horizontal and vertical deformations of the conveyance system (centerline of the pipelines and siphons and bottom of the canals) versus time under both the existing conditions and the proposed development. For identification purposes, the corresponding input acceleration time history must be plotted separately at the top of the displacement time histories with the same time scale. In addition, the total horizontal force on each side of the conveyance system, particularly the pipelines and siphons, must be plotted versus time under both the existing conditions and the proposed development. Similarly for identification purposes, the corresponding input acceleration time history must be plotted separately at the top of the horizontal force time histories with the same time scale.
26. The adverse impacts of the proposed overcrossing structures and multispan bridges, to be supported by CIDH piles, must be evaluated under static and seismic conditions in accordance with Items 22 through 25.
27. As discussed in our Geotechnical Guidelines, geotechnical reports must be logically organized to convey the required information, and must be prepared as

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stand-alone documents. The geotechnical reports must be prepared as concisely as possible, but must completely describe the explorations, tests, and analyses conducted. The geotechnical reports must also clearly describe the geotechnical site conditions, and must state the results of the conducted geotechnical work performed and discuss the potential geotechnical impacts associated with the proposed development on the conveyance system. A discussion as to how the proposed development will impact and not impact the affected reach of the conveyance system must also be included. The geotechnical reports must provide recommendations for additional geotechnical studies or potential mitigation measures to minimize potential geotechnical-related impacts to the conveyance system, as appropriate for the findings of the geotechnical work performed.

We recommend a meeting to discuss in detail Metropolitan’s comments and requirements, as stated in this letter.

For any further correspondence with Metropolitan relating to this project, please make reference to the Substructures Job Number shown in the upper right-hand corner of the first page of this letter. Should you require any additional information, please contact Shoreh Zareh at (213) 217-6534.

Very truly yours,



Kieran M. Callanan, P.E.
Manager, Substructures Team

SZ/ly
DOC 2001-06-008

Enclosure

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Metropolitan Water District of Southern California

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SMW

Mr. Rick Simon
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bcc: M. Beikae
S. Zareh
Substructures Book
Substructures File

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OF SOUTHERN CALIFORNIA

SUBSTRUCTURES TEAM

Record of Submittals Received

Date: April 22, 2010

From: Rick Simon, PE
CH2MHILL
2280 Market St., Suite 200
Riverside, CA 92501

Project: SR-79 Realignment – Geotech Report
Subs. Job No. 2001-06-008

We received the following items:

Qty	Number	Description
1		Report

The materials were: ☒ delivered ☐ mailed ☐ faxed

Remarks: _____

NOTE:

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Metropolitan Water District of Southern California

GEOTECHNICAL GUIDELINES
Revision Date: 02/15/2013

1. Introduction

Metropolitan conveyance system, as defined below, is very sensitive to deformation and loading. Thus, its protection is of paramount importance to Metropolitan and any projects that occur in the vicinity or over it require a high level of technical analysis and review to ensure there are no adverse impacts to it compromising the continuity and reliability of the Metropolitan conveyance system. As such, the purpose of Geotechnical Guidelines is to provide a brief outline of the work to be performed to evaluate and determine the adverse impacts, if any, of various stages of project development on the structural integrity of the conveyance system. The guidelines require performing geotechnical/geological exploration and engineering analyses, providing geotechnical recommendations, and producing reports. Please note that these minimum requirements set forth in the guidelines cannot be expected to cover all possible conditions encountered for proposed developments. Any adverse impacts to the Metropolitan conveyance system, as determined by Metropolitan, will need to be mitigated to the satisfaction of Metropolitan.

2. Definition

Metropolitan’s tunnels, canals, pipes, siphons, cut-and-cover conduits, and their appurtenant structures (such as transitional structures, manholes, etc.) are called herein as “the conveyance system.”

3. Geotechnical Exploration and Testing

- 3.1

Sufficient and complete geotechnical exploration and testing shall be performed to adequately and fully characterize the subsurface ground and groundwater conditions beneath and adjacent to the conveyance system, and to provide suitable geotechnical information and data to substantiate parameters used and analysis/calculations performed, evaluate potential impacts and determine the adverse effects of the development on the impacted reach of the conveyance system.
- 3.2

The type of subsurface exploration, testing, and sampling methods utilized should be appropriate for the ground and groundwater conditions. Acceptable exploration methods would include hollow-stem auger, rotary wash, air rotary, or bucket-auger drilling, Cone Penetration Testing (CPT), and shallow trenches

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and test pits. Sampling methods could include Standard Penetration Tests (SPT), ring samplers, continuous core, and Shelby tube.

- 3.3 The number and spacing of explorations shall be as needed to provide the specified subsurface characterization as determined by the complexity and variability of the geotechnical site conditions, or needs of the required geotechnical analysis to be performed. Closely spaced explorations may be necessary if highly variable subsurface conditions are expected or encountered along the impacted reach of the conveyance system affected by the proposed development. Closely spaced explorations may also be needed if subsequent information is needed to complete or perform analyses.
- 3.4 Exploration shall be drilled/excavated as close as possible to the conveyance system impacted by the proposed development, but no closer than 10 feet to the outside faces of the conveyance system. All exploration methods and locations shall be staked in the field and approved by Metropolitan prior to mobilizing of field exploration equipment.
- 3.5 Exploration shall be drilled to a depth of at least 5 feet into bedrock or formational material in order to provide adequate information regarding subsurface stratigraphy below the bottom of the conveyance system. In areas of deep underlying bedrock or formational material, the minimum depth of exploration shall be at least 50 feet below the bottom elevation of the conveyance system.
- 3.6 Disturbed and relatively undisturbed samples shall be collected at a maximum of 5-foot intervals using sampling equipment compatible with the subsurface conditions encountered and the sample types needed for laboratory analyses. Sufficient samples shall be collected to fully and adequately characterize the subsurface conditions and provide enough samples to perform laboratory testing and substantiate soil properties and geotechnical design parameters. Acceptable sampler types would include, but are not limited to, SPT sampler, modified California ring sampler, Shelby tube sampler, Pitcher core sampler, and core barrel. Sampling intervals shall be reduced if more closely spaced data is required for evaluation. In addition to drive samples, bulk samples shall be collected at selected depths for index property testing. A minimum of one bulk sample shall be taken from every subsurface exploration, but consideration should be given to collecting additional samples as appropriate.
- 3.7 Groundwater depth measurements shall be taken and recorded when groundwater is encountered within subsurface explorations. Explorations shall be left open as required to allow the groundwater level to stabilize. The depth to groundwater shall be measured again, after the groundwater level in the

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exploration has stabilized. Both groundwater levels and the time and date of the measurements shall be noted on the exploration logs. For construction or developments that will require dewatering, consideration must be given to the installation of groundwater monitoring wells.

- 3.8
- Geophysical testing methods such as seismic refraction surveys and down-hole (up-hole) tests may be used to supplement exploratory borings and test pits to characterize subsurface conditions, especially to identify the depth to bedrock or formational material. Geophysical testing methods would also be appropriate if highly variable subsurface conditions are anticipated or to better define the subsurface conditions along the impacted reach of the conveyance system.
- 3.9
- Laboratory testing shall be performed on samples collected during the field explorations. The number and frequency of tests performed shall be sufficient to characterize the properties of the earth materials throughout the length of the conveyance system impacted by the proposed development and substantiate the geotechnical parameters utilized in analyses. The type of the tests performed will depend on the type and distribution of the earth materials encountered during field explorations, and the geotechnical input parameter requirements of the analysis needed to be conducted to evaluate potential adverse effects of the proposed development on the impacted reach of the conveyance system. All tests shall be conducted in accordance with industry accepted standards of practice. Appropriate tests would include, but not limited to, in-situ moisture content and dry density, grain size analyses (sieve, or sieve and hydrometer analyses), Atterberg Limits tests, strength testing (direct shear, unconfined compression, and tri-axial), consolidation testing, hydro-consolidation tests (collapse), and maximum dry density testing.

4. Required Geotechnical Analysis

Geotechnical analysis shall be required to support all planned development adjacent to the conveyance system. The type of required analysis will depend upon the type of development planned adjacent to or over the conveyance system, and the potential impacts to the conveyance system associated with the planned development. All geotechnical analysis conducted and submitted to Metropolitan shall be performed in accordance with industry accepted methodologies and standard geotechnical practice. Geotechnical analysis submitted shall clearly indicate, identify, and explain all assumptions, methods, procedures, and input parameters used. The results of the geotechnical analysis shall include all calculations and appropriate supporting documentation, and shall fully describe the findings and conclusions of the analysis as these results pertain to the impacted reach of the conveyance system.

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Minimum requirements for geotechnical analysis to be submitted to Metropolitan are provided in the following sections, which are classified by the type of development construction. Depending upon the type and extent of proposed development, and the potential adverse affects to the conveyance system, all applicable geotechnical analysis indicated herein shall be provided to Metropolitan for review.

4.1 **Embankments** – The following minimum requirements for geotechnical analysis pertain to all embankments, fills, roadways constructed above and adjacent to the conveyance system, including embankments supported by retaining structures. Four areas of concern associated with embankments shall be addressed by geotechnical analysis.

- Increased load imposed on the affected reach of the conveyance system, both horizontal and vertical under static and dynamic conditions.
- Induced deformation of the affected reach of the conveyance system, both settlement and lateral displacement under static and dynamic conditions.
- Induced instability of the affected reach of the conveyance system under static and dynamic conditions.
- Minimum clearances of installations and constructions.

Minimum requirements for geotechnical analysis and supporting documentation related to embankments are as follows:

4.1.1 Based upon the results of field explorations and laboratory testing, a geologic map shall be prepared of the impacted area of the conveyance system, at a scale appropriate for the project (preferred scale 1 inch = 40 feet). The map shall clearly indicate the location of the proposed development relative to the conveyance system with Metropolitan Station numbers, and the locations of all field explorations (borings, CPT's, testpits, seismic refraction lines, etc.). The geologic map shall also include reference to the vertical datum utilized. Observed geologic contacts, bedding, foliation, clay seams, joints, faults, shear zones, and other relevant geologic information shall be noted on geologic map, as appropriate. The horizontal limits of the geologic map shall extend at least 200 feet normal to, and on both sides of the conveyance system,

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and at least 200 feet beyond the limits of the proposed development along the conveyance system.

- 4.1.2 The proposed grading plan for the development shall also be submitted. This plan shall be prepared at the same scale with the same horizontal limits as the geologic map discussed above, showing both the existing and proposed grading topographic contour lines. The geologic map can be combined with the proposed grading plan provided that the required information can be clearly conveyed in the combined format.
- 4.1.3 One longitudinal profile along the conveyance system shall be prepared at the same scale as the grading plan, showing the affected reach of the conveyance system with Metropolitan Station numbers. The profile shall show existing grade and proposed finished grade surfaces, groundwater elevation, subsurface elevations and conditions, bedrock elevations, as well as locations of projected field explorations.
- 4.1.4 Transverse cross-sections normal to the conveyance system shall also be prepared. The transverse cross-sections shall be provided at a minimum spacing of 20-foot on center, referenced to Metropolitan Station numbers of the conveyance system, and shall show all information required above for the longitudinal profile, including scale used. The cross-sections shall also include the embankment location, height and configuration, and its minimum horizontal setback to the conveyance system. Adjustments can be made in the spacing of the transverse cross-sections depending upon the variability of the existing ground or finished grade surface, and subsurface conditions. However, if abrupt, drastic, or sudden changes occur in the conveyance system plan and profile as well as existing ground or proposed finished grade surfaces, and/or the subsurface stratigraphy along the conveyance system, then additional transverse cross-sections shall be prepared at such locations.
- 4.1.5 Stress analysis using formulas based on the theory of elasticity (such as Boussinesq, Westergaard, etc.) shall be conducted at 10-foot intervals along the impacted reach of the conveyance system to determine the total and incremental loads imposed on the conveyance system by the proposed embankment. The analysis shall consider both vertical and lateral imposed loading on the conveyance system, and shall consider the three-dimensional configuration of the grading for the proposed development and the conveyance system. If the embankment includes a roadway or other sources of traffic loading, the analysis shall include generated live and dead loads. The results of the increased induced-loading shall be presented in both tabular and graphical formats, and

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shall present the vertical and horizontal components separately. All results shall be presented relative to the Metropolitan Station numbers of the conveyance system.

- 4.1.6 Settlement/rebound analysis shall be performed at 10-foot intervals along the impacted reach of the conveyance system to evaluate induced vertical deformation to the conveyance system due to the proposed development. If the embankment includes a roadway, or other sources of traffic loading, the analysis shall include generated live and dead loads. The analysis shall be based on one-dimensional Terzaghi’s consolidation theory using representative consolidation test results performed on undisturbed samples collected from the foundation soil, underlying the conveyance system, during the field exploration. The settlement/rebound analysis shall consider the three-dimensional configuration of the grading for the proposed development and the conveyance system, and shall be conducted for points along the conveyance system at least 10 feet beyond both sides of any zero-settlement/rebound points within the impacted reach of the conveyance system. Settlement/rebound analysis due to hydro-consolidation and/or swelling of the foundation soil underlying the conveyance system caused by fluctuation of the groundwater or infiltration of surface water shall be performed. The results of settlement/rebound analysis loading shall be presented in both tabular and graphical formats. The tabular listing of the estimated settlement/rebound shall include the elevations of the bottom of the conveyance system, the alluvium/bedrock contact, groundwater, existing ground surface, and proposed finished grade surface. The table shall present results relative to Metropolitan Station numbers. The graphical representation of the settlement/rebound analysis shall show the estimated settlement/rebound values plotted against Metropolitan Station numbers.
- 4.1.7 Based on the results of the stress analysis (Item 4.1.5) performed on transverse cross-sections (Item 4.1.4 above), slope stability analysis using Spencer’s Method shall be performed on the most critical sections. The critical transverse sections shall be selected in terms of the maximum height of the fill for the proposed development as well as the minimum burial depth of the conveyance system and its minimum horizontal clearance from the toe of the proposed embankment slope. The slope stability analysis on each of the critical sections shall be performed initially for static loading conditions by identifying potential sliding blocks/failure surfaces with minimum factor of safety values that contain the impacted reach of the conveyance system. For each critical section, the identified potential failure plane/failure surface shall be

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plotted and labeled with the corresponding calculated static factor of safety and yield acceleration value. If the yield acceleration value for a critical cross-section is equal to, or lower than, the zero period peak horizontal ground acceleration (zero period acceleration = ZPA) discussed under “Seismic Design Criteria,” then a seismic deformation analysis using the simplified Makdisi-Seed method shall be performed; a seismic deformation analysis will not be required if the yield acceleration exceeds the ZPA value. The results of the slope stability analysis shall be presented in tabular form. The table shall present the estimated static factor of safety and seismically induced lateral deformation along the corresponding Metropolitan Station numbers for each critical section.

- 4.1.8 Based on the results of stress, settlement/rebound, and slope stability analyses results, critical sections shall be selected along the impacted reach of the conveyance system to perform more refined deformation analyses under both static and seismic loading conditions. Depending on the configuration of the proposed embankments and its proximity to the conveyance system, two- and/or three-dimensional nonlinear finite element/finite difference analysis shall be performed on the selected critical sections.

The analyses shall consist of three parts: 1) static (gravity) analysis to evaluate initial stresses in the foundation soil, before an input earthquake motion is applied; 2) dynamic analysis to evaluate responses and deformations of the conveyance system to the combination of gravity and the input earthquake motion; and 3) post-earthquake analysis to evaluate deformations of the conveyance system under the gravity load alone, following the effects of earthquake shaking on properties, stresses, and strains within the foundation soil.

The embankment/foundation soil, containing the conveyance system, in the section shall be discretized into homogeneous, isotropic triangular/quadrilateral elements and nodal points, resulting in a finite element/finite difference mesh. Each soil element shall be characterized by its geometry, total unit weight, Poisson’s ratio, effective shear strength (cohesion intercept and friction angle), undrained shear strength, residual shear strength (for liquefiable materials), maximum shear modulus, variation of normalized shear modulus with shear strain, and bulk modulus. For cases where soil degradation to a liquefiable or weakened state during or shortly after seismic shaking is required, excess pore water pressure and or/degradation parameters shall also be specified.

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The nonlinear behavior of the embankment/foundation soils shall be incorporated in the analysis by an appropriate nonlinear constitutive model representing the nonlinear behavior of the foundation soils under drain and undrained conditions for both static and under the design MCE event. In addition, degradation of shear modulus due to induced shear strain shall be used in both the static and dynamic analyses.

The structures, including piles, shall be modeled by nonlinear beam column elements. Each end of the element, located below the ground surface, shall be either connected to a nodal point or contained in an element in the foundation soil. Young’s modulus, section area, moment of inertia, and yield shear and moment shall be specified for each beam element.

For the static analysis, the nodal points located on lateral vertical boundaries of the mesh shall be set on vertical rollers and the nodal points located on the horizontal base of the mesh shall be fixed both in the horizontal and vertical directions.

For dynamic analysis, however, the lateral boundaries shall be connected to transmitting boundaries representing free-field conditions; and the base of the section shall be connected to a compliant base, representing a linear elastic half-space underlying the section. The compliant base prevents the trapping of seismic energy within the discretized system above the base and in effect simulates the application of the input motion at the surface of a hypothetical bedrock outcrop. The properties of the half-space shall be defined by its unit weight and shear wave velocity.

As discussed under “Seismic Design Criteria,” an ensemble of acceleration time histories shall be used with normal and reverse polarity as outcropping motions at the compliant base in the time domain nonlinear dynamic analysis. The analysis shall be carried out for a few second (a quiet zone - Part 3) after cessation of shaking to let all excited elements stop vibrating due to viscous damping in the system and lack of the input acceleration.

The above analyses shall be performed for both the existing conditions and the existing conditions with the proposed embankments.

The analysis results will be used to determine the adverse effects of the induced deformations on the structural integrity of the conveyance

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system due to the proposed embankments under gravity load as well as during and after the MCE event at the site. If the calculated displacements at a few locations at the conveyance system and the proposed embankments are appeared to be constant and stationary versus time after the cessation of shaking (during the quiet zone - Part 3), the impacted reach of the conveyance system and the proposed embankments will be considered stable, otherwise, unstable and prone to flow slide and total failure. If the difference between the calculated deformations of the conveyance system under the existing conditions and the existing conditions with the proposed embankments are larger than the allowable value for the conveyance system, appropriate mitigation measures to minimize potential geotechnical-related impacts to the conveyance system shall be submitted to Metropolitan for review and approval.

4.2 **Excavations** – The following minimum requirements for geotechnical analysis pertain to large open excavations, both temporary and permanent, made adjacent to the conveyance system, including reinforced slopes. Submittal requirements for shored excavations and pits constructed adjacent to the conveyance system, including permanent retaining walls, are covered in the next section. Three areas of concern associated with excavations shall be addressed by the geotechnical analysis.

- Induced instability of the conveyance system under static and dynamic conditions.
- Induced deformation of the conveyance system, both settlement and lateral displacement under static and dynamic conditions.
- Minimum clearances of installation and construction.

Minimum requirements for geotechnical analysis and supporting documentation related to excavations are as follows:

- 4.2.1 A geologic map and a proposed grading plan shall be submitted. The requirements for the preparation of the geologic map and grading plan shall be the same as those requirements previously indicated under “Embankments,” Items 4.1.1 and 4.1.2.
- 4.2.2 Transverse cross-sections normal to the conveyance system shall be prepared. The transverse cross-sections shall be provided at a minimum spacing of 20-foot on center, reference to Metropolitan Station numbers

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- of the conveyance system, and shall show all information previously indicated for the longitudinal profiles, including scale used, under “Embankments,” Item 4.1.3. The cross-sections shall also include the excavation location, depth, and configuration, and its minimum horizontal clearance to the conveyance system. Adjustments can be made in the spacing of the transverse cross-sections depending upon the variability of the existing ground or finished grade surface, and the subsurface conditions. However, if abrupt, drastic, or sudden changes occur in the existing ground or proposed finish grade surfaces, and/or the subsurface stratigraphy along the conveyance system, then additional transverse sections shall be prepared at such locations.
- 4.2.3 Stress analysis using formulas based on the theory of elasticity (such as Boussinesq, Westergaard, etc.) shall be conducted at 10-foot intervals along the impacted reach of the conveyance system to determine the total and incremental loads imposed on the conveyance system by the proposed excavation. The analysis shall consider both vertical and lateral imposed loading on the conveyance system, and shall consider the three-dimensional configuration of the proposed grading for the proposed development and the conveyance system. The results of the increased induced-loading shall be presented in both tabular and graphical formats, and shall present the vertical and horizontal components separately. All results shall be presented relative to the Metropolitan Station numbers of the conveyance system.
- 4.2.4 Settlement/rebound analysis shall be performed at 10-foot intervals long the impacted reach of the conveyance system to evaluate induced vertical deformation to the conveyance system due to the proposed excavations. The analysis shall be based on one-dimensional Terzaghi’s consolidation theory using representative consolidation test results performed on undisturbed samples collected from the foundation soil, underlying the conveyance system, during the field explorations. The settlement/rebound analyses shall consider the three-dimensional configuration of the proposed excavations and the conveyance system, and shall be conducted for points along the conveyance system at least 10 feet beyond both sides of any zero-settlement/rebound points within the impacted reach of the conveyance system. If the alluvium/bedrock contact is not encountered during the field exploration, a minimum alluvial thickness of 50 feet below the invert of the conveyance system shall be considered for the rebound analysis. Criteria for analyzing and presenting the results shall be the same as required for the settlement/rebound analysis under “Embankments,” Item 4.1.6.

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- 4.2.5 Based on the results of the stress analysis (Item 4.2.3) on transverse cross-section (Item 4.2.2), slope stability analysis shall be performed on the most critical sections. The requirements for the slope stability analysis shall be the same as the requirements under “Embankments,” Item 4.1.7 and “Seismic Design Criteria,” except the seismic deformation analysis may not be required per Metropolitan’s approval for temporary excavations/cut slopes.
- 4.2.6 If reinforced slopes (soil nails, soil anchors, and rock anchors) are proposed, transverse cross-sections normal to the face of the slope shall be prepared and complete design calculations shall be submitted. The transverse cross-sections shall be prepared as required in Item 4.2.2 above. The design calculations shall clearly indicate all loading conditions considered and design parameters utilized, and shall include stability analyses demonstrating both internal and external stability of the reinforced slope system, as well as global stability. Calculations shall also be submitted to substantiate nail/anchor design. The seismic design of all permanent reinforced slope systems shall incorporate Metropolitan’s “Seismic Design Criteria,” except the seismic design may not be required per Metropolitan approval for temporary slope systems.
- 4.2.7 For all excavations and based on the results of stress, settlement/rebound and slope stability analyses results, critical sections shall be selected along the impacted reach of the conveyance system to perform refined deformation analyses under both static and seismic loading conditions. Depending on the configuration of the proposed excavation and its proximity to the conveyance system, two- and/or three-dimensional nonlinear finite element/finite difference analyses shall be performed on the selected critical sections. The requirements for the deformation analyses shall be the same as the requirements under “Embankments,” Item No. 4.1.8, except the seismic deformation analysis may not be required per Metropolitan approval for temporary excavations/cut slopes. The above analyses shall be performed for both the existing conditions and the existing conditions with the proposed permanent excavations.

The analysis results will be used to determine the adverse effects of the induced deformations on the structural integrity of the conveyance system due to the proposed excavations under gravity load as well as during and after the MCE event at the site. If the calculated displacements at a few locations at the conveyance system and the proposed excavations are appeared to be constant and stationary versus

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time after the cessation of shaking (during the quiet zone - Part 3, Item 4.1.8), the impacted reach of the conveyance system and the proposed excavations will be considered stable, otherwise, unstable and prone to flow slide and total failure. If the difference between the calculated deformations of the conveyance system under the existing conditions and the existing conditions with the proposed excavations are larger than the allowable value for the conveyance system, appropriate mitigation measures to minimize potential geotechnical-related impacts to the conveyance system shall be submitted to Metropolitan for review and approval.

- 4.2.8 If dewatering is required or anticipated to be accomplished as part of the excavation, additional geotechnical submittal requirements shall apply. These requirements are presented under “Dewatering.”
- 4.2.9 In addition to the design information required herein, a description of the proposed sequence of construction shall be submitted for all excavations, including installation and decommissioning of reinforced slope system elements.

- 4.3 **Shored Excavations/Retaining Walls** – The following minimum requirements for geotechnical analysis pertain to shored excavations and pits constructed adjacent to the conveyance system, including permanent retaining walls. Four areas of concern associated with shoring/retaining structures shall be addressed by the geotechnical analysis.
- Structural integrity of shoring/retaining system under static and dynamic conditions.
 - Induced instability of the conveyance system under static and dynamic conditions.
 - Induced deformation of the conveyance system, both settlement and lateral displacement, under static and dynamic conditions.
 - Minimum clearance of installation and construction.

Minimum requirements for geotechnical analysis and supporting documentation related to shored excavations and retaining walls are as follows:

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- 4.3.1 A geologic map and a proposed grading plan shall be submitted. The requirements for the preparation of the geologic map and grading plan shall be the same as those requirements previously indicated under “Embankments,” Items 4.1.1 and 4.1.2.
- 4.3.2 Where shoring/retaining walls are proposed, transverse cross-sections normal to the face of the shoring/retaining wall shall be prepared. The transverse cross-sections shall be provided at a minimum spacing of 20 feet on center, reference to Metropolitan Station numbers of the conveyance system, and shall show all information previously indicated for the longitudinal profile, including scale used, under “Embankments,” Item 4.1.3. The cross-sections shall also include the location, depth, and configuration of the shoring/retaining walls, and its minimum horizontal clearance to the conveyance system. Adjustments can be made in the spacing of the transverse cross-sections depending upon the variability of the existing ground or finished grade surface, shoring/retaining wall configuration, and the subsurface conditions. However, if abrupt, drastic, or sudden changes occur in the existing ground or proposed finish grade surfaces and/or the subsurface stratigraphy along the conveyance system, then additional transverse sections shall be prepared at such locations.
- 4.3.3 Complete design calculations shall be submitted. The design calculations shall clearly indicate all loading conditions considered and design parameters utilized. Shoring design shall include calculations indicating the anticipated deformations of the shoring system, and the anticipated deformation of the adjacent supported conveyance system. Calculations for the retaining walls shall include stability analysis demonstrating both internal and external stability of the retaining system, as well as global stability. The seismic design of all permanent retaining systems shall incorporate Metropolitan’s “Seismic Design Criteria,” except the seismic design may not be required per Metropolitan approval for temporary shoring systems.
- 4.3.4 If the configuration of the shoring/retaining wall systems includes the use of slopes above the top of shoring/retaining walls, then the analyses requirements for “Excavations” shall also be addressed and submitted.
- 4.3.5 For shored excavations/retaining walls and based on slope stability analyses results, critical sections shall be selected along the impacted reach of the conveyance system to perform more refined deformation analyses under both static and seismic loading conditions. Depending on the configuration of the proposed development and its proximity to

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the conveyance system, two- and/or three-dimensional nonlinear finite element/finite difference analyses shall be performed on the selected critical sections. The requirements for the deformation analyses shall be the same as the requirements under “Embankments,” Item No. 4.1.8, except the seismic deformation analysis may not be required per Metropolitan approval for temporary shored excavations/retaining walls. The above analyses shall be performed for both the existing conditions and the existing conditions with the proposed retaining walls.

The analysis results will be used to determine the adverse effects of the induced deformations on the structural integrity of the conveyance system due to the proposed shored excavations/retaining walls under gravity load as well as during and after the MCE event at the site. If the calculated displacements at a few locations at the conveyance system and the proposed development are appeared to be constant and stationary versus time after the cessation of shaking (during the quiet zone - Part 3, Item 4.1.8), the impacted reach of the conveyance system and the proposed shored excavations/retaining walls will be considered stable, otherwise, unstable and prone to flow slide and total failure. If the difference between the calculated deformations of the conveyance system under the existing conditions and the existing conditions with the proposed shored excavations/retaining walls are larger than the allowable value for the conveyance system, appropriate mitigation measures to minimize potential geotechnical-related impacts to the conveyance system shall be submitted to Metropolitan for review and approval.

- 4.3.6 In addition to the design information required herein, a description of the proposed sequence of construction shall be submitted for all shoring/retaining systems, including installation and decommissioning of temporary shoring.
- 4.4 **Structures** – The following minimum requirements for geotechnical analysis pertain to all structures constructed above or adjacent to the conveyance system, including pile supported structures. Three areas of concern associated with structures shall be addressed by the geotechnical analysis.
- Increased load imposed on the conveyance system, both vertical and lateral under static and dynamic conditions.
 - Induced deformation of the conveyance system, both settlement and lateral displacement under static and dynamic conditions.

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- Minimum clearances of installation and construction.

Minimum requirements for geotechnical analysis and supporting documentation related to structures are as follows:

- 4.4.1 A geologic map and a proposed grading plan shall be submitted. The requirements for the preparation of the geologic map and grading plan shall be the same as those requirements previously indicated under “Embankments,” Items 4.1.1 and 4.1.2.
- 4.4.2 The proposed structure layout plan shall be submitted. This plan shall be prepared at the same scale as the grading plan and shall clearly show the locations and dimensions of proposed structures and their foundations, including pile foundations, relative to the conveyance system. Structural foundation plans clearly indicating foundation configurations, depths, and widths shall also be submitted.
- 4.4.3 Longitudinal and transverse cross-sections as required under “Embankments,” Items 4.1.3, and 4.1.4, shall be prepared. These profile and sections shall clearly show the locations, depths, and configuration of proposed structures, and their minimum vertical and horizontal clearances to the conveyance system.
- 4.4.4 Settlement/rebound analysis shall be performed at 10-foot intervals along the impacted reach of the conveyance system to evaluate induced vertical deformation to the conveyance system by structural loads. The settlement/rebound analysis shall be performed and reported as indicated under “Embankments,” Item 4.1.6.
- 4.4.5 Stress analysis shall be conducted at 10-foot intervals along the impacted reach of the conveyance system to determine the total and incremental loads imposed on the conveyance system by the proposed structures. The analysis shall consider both vertical and laterally imposed live and dead loads. In the case of pile foundations, the analysis shall include lateral pile analysis as well as determination of dragdown/uplift forces. The results of the increased induced-loading shall be presented in both tabular and graphical formats, and shall present the vertical and horizontal component separately. All results shall be presented relative to Metropolitan’s Station numbers of the conveyance system.
- 4.4.6 Lateral deformation analysis shall also be performed at 10-foot intervals along the impacted reach of the conveyance system to evaluate induced

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horizontal deformation to the conveyance system by proposed structures. Criteria for analyzing lateral deformation and presenting the results shall be the same as required for settlement analysis.

- 4.4.7 Based on the stress, deformation, and settlement/rebound analysis results, critical sections shall be selected along the impacted reach of the conveyance system to perform more detail and accurate deformation analyses under both static and seismic loading conditions. Depending on the configuration of the proposed structure and its proximity to the conveyance system, two- and/or three-dimensional nonlinear finite element/finite difference analyses shall be performed on the selected critical sections. The requirements for the deformation analyses shall be the same as the requirements under “Embankments,” Item 4.1.8. The above analyses shall be performed for both the existing conditions and the existing conditions with the proposed structures.

The analysis results will be used to determine the adverse effects of the induced deformations on the structural integrity of the conveyance system due to the proposed structures under gravity load as well as during and after the MCE event at the site, as discussed under “Seismic Design Criteria.” If the calculated displacements at a few locations at the conveyance system and the proposed structures are appeared to be constant and stationary versus time after the cessation of shaking (during the quiet zone – Part 3, Item 4.1.8), the impacted reach of the conveyance system and the proposed structures will be considered stable, otherwise, unstable and prone to flow slide and total failure. If the difference between the calculated deformations of the conveyance system under the existing conditions and the existing conditions with the proposed structures are larger than the allowable value for the conveyance system, appropriate mitigation measures to minimize potential geotechnical-related impacts to the conveyance system shall be submitted to Metropolitan for review and approval.

- 4.4.8 In addition to the design information required herein, if pile foundations are part of the structural design, a description of the proposed construction methods shall be submitted, which shall include provisions, as necessary, for unstable or caving ground conditions, and groundwater.
- 4.5 **Dewatering** – The following minimum requirements for geotechnical analysis pertain to dewatering required for development adjacent to the conveyance system, including temporary construction dewatering. Two areas of concern associated with dewatering shall be addressed by the geotechnical analysis.

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- Effectiveness of dewatering system.
- Dewatering-induced settlement of the conveyance system.

Minimum requirements for geotechnical analysis and supporting documentation related to dewatering are as follows:

- 4.5.1 The proposed dewatering plan shall be submitted. The plan shall include a description of the proposed dewatering system, as well as a drawing showing the layout and location of the system. This drawing shall be prepared at the same scale as the grading plan and other applicable development plans, and shall clearly show the locations of the dewatering systems elements, and the locations and dimensions of the proposed excavation/features that require the dewatering relative to the conveyance system.
- 4.5.2 Transverse cross-sections normal to the conveyance system shall be prepared at locations where dewatering systems are proposed. Transverse cross-sections shall be provided as required to illustrate the location and configuration of the excavation and proposed dewatering system, and shall show all information previously indicated for transverse profiles, including scale used, under “Embankments,” Item 4.1.4. The cross-sections shall include the location, depth, and configuration of the excavation requiring dewatering, and its minimum horizontal clearance to the conveyance system. The sections shall show existing grade and proposed finished grade surfaces, subsurface elevations and conditions, as well as locations of projected field explorations.
- 4.5.3 One longitudinal profile along the conveyance system shall be prepared at the same scale as the grading plan, showing the affected reach of the conveyance system with Metropolitan Station numbers. The profile shall illustrate the location and configuration of the excavation and proposed dewatering system, and shall show all information previously indicated for the longitudinal transverse profile, including scale used, under “Embankments,” Item 4.1.3. The profile shall show existing grade and proposed finished grade surfaces, subsurface elevations and conditions, as well as locations of projected field explorations.
- 4.5.4 Calculations supporting the basis for the dewatering plan shall be submitted. These calculations shall provide the basis for the depth, diameter, and number of dewatering wells, and shall include the anticipated drawdown analysis, including the methods, assumptions,

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and parameters used for this determination. The results of the anticipated drawdown analysis shall be graphically, showing the projected lowered groundwater surface relative to the conveyance system using both longitudinal and transverse cross-sections.

- 4.5.5 The means and methods that will be used to monitor and verify the dewatering operation shall be provided, including the location of proposed monitoring wells.
- 4.5.6 Details shall be provided for all dewatering wells and monitoring wells used in the dewatering systems. Submitted information shall include, but not limited to, diameter and depth of wells, pipe size and slot configuration, and backfill types and configuration.
- 4.5.7 Analysis shall be conducted to evaluate dewatering-induced settlement of the affected reach of the conveyance system caused by dewatering operation, which will depend on the magnitude of the drawdown and the extent of the cone of depression. The settlement analyses shall be conducted and presented in accordance with the requirements indicated under “Embankments,” Item 4.1.6.

4.6 Trenchless Utility Installations: The following minimum requirements for geotechnical analysis pertain to utility lines being installed adjacent and parallel to, or beneath the conveyance system using trenchless methods of construction, such as jacked casing, horizontal directional drilling, or micro-tunneling. Two areas of concerns associated with the installation of utility lines parallel and adjacent to and beneath the conveyance systems shall be addressed by the geotechnical analysis:

- Stability of excavation and its effect on stability/settlement of the conveyance system
- Effect of shoring system on the conveyance system

Minimum requirements for geotechnical analysis and supporting documentation related to trenchless utility installation adjacent to or beneath the conveyance systems are as follows:

- 4.6.1 A description of the proposed methods and equipment to be used for the installations shall be submitted. The description shall include, but not limited to, methods, procedures, and construction sequencing or

Attachment to Comment Letter L-3
Metropolitan Water District of Southern California

underground mining and excavation, underground excavation support, utility installation within excavation, grouting and backfilling, and protection and support of adjacent features including the conveyance system. The description shall also include installation sizes and dimensions as well as the maximum grout pressure for each foot of ground cover, the maximum grout pressure, and how the grouting pressure shall be controlled so as to avoid displacing and squeezing the ground overlying the jack casing. The proposed methods and procedures for underground mining and excavation shall be compatible with the anticipated ground conditions, and shall include appropriate provisions to maintain and control the stability of the excavation face to prevent loss of ground in advance of the underground excavation. Additionally, if the anticipated ground conditions exhibit characteristics associated with running or flowing ground, a contingency plan to handle such unstable ground shall be provided.

- 4.6.2 Plans of the proposed trenchless utility installations shall be submitted showing the location and configuration of the installation. This drawing shall be prepared at the same scale as the grading plan and other applicable development plans, and shall clearly show the locations of the utility installation, and the locations and dimensions of the proposed excavations/pits that will be used for the installation relative to the conveyance system.
- 4.6.3 Transverse cross-sections normal to the conveyance system shall be prepared at locations where the trenchless utility installations are proposed. Transverse cross-sections shall be provided as required to illustrate the location and configuration of the installation, and shall show all information previously indicated for transverse profiles, including scale used, under “Embankments,” Item 4.1.4. The cross-sections shall include working/receiving pit locations, depths, and the minimum vertical/horizontal clearances from the conveyance system.
- 4.6.4 Calculations shall be submitted to support the proposed trenchless utility installation. These calculations shall include, but not limited to, structural capacity of all casing and other underground excavation support elements, and required jacking/tunneling pressures. For the case of utility installation underneath the conveyance system, analyses shall be submitted evaluating load transfer from a jacked casing/ directional bore/micro-tunnel via skin friction onto the conveyance system.

Attachment to Comment Letter L-3
Metropolitan Water District of Southern California

- 4.6.5 Geotechnical analysis requirements previously indicated for shored excavation/retaining walls shall be submitted for all shored excavations and shoring systems required in conjunction with the trenchless utility installation. The required shoring calculations shall also demonstrate that the proposed shoring system can resist anticipated loads imposed onto the shoring from jacking or tunneling activities.
- 4.6.6 If dewatering is required or anticipated as part of the trenchless utility installation, the analyses requirements indicated under the “Dewatering” shall be submitted.

5. Seismic Design Criteria

The following briefly describes Metropolitan’s seismic design criteria shall be used to evaluate the adverse impacts, if any, of the proposed development on the structural integrity of the conveyance system.

- 5.1 Metropolitan’s seismic design criteria are in accordance with the IBC 2009. The criteria entail determining an earthquake magnitude and developing a horizontal acceleration response spectrum at 5 percent damping. Based on the IBC 2009, the response spectrum shall be based on both probabilistic seismic hazard analysis (PSHA) and deterministic seismic hazard analysis (DSHA). The PSHA results shall represent a seismic event with an average return period of about 2500 years (2 percent probability of exceedance in 50 years). The DSHA results shall be based on the median (50 percentile) acceleration from the controlling fault multiplied by 1.5. The controlling fault and its maximum considered earthquake (MCE) shall be determined. The maximum considered earthquake (MCE) shall be the smaller of the probabilistic earthquake (2 percent probability of exceedance in 50 years based on PSHA) and deterministic earthquake (1.5x median based on DSHA).
- 5.2 For performing the site-specific PSHA and DSHA, at least the three of the most current appropriate attenuation relationships shall be selected and average acceleration values shall be used to establish a site-specific response spectrum at 5 percent damping. The attenuation relationships shall represent the subsurface condition at the site and the rupture mechanism (style of faulting) of the controlling fault(s). The DSHA and PSHA acceleration values shall be compared and the lower ones shall be selected as a design response spectrum at 5 percent damping. Please note that if the proposed development cross or run parallel and close to the conveyance system with varying distances to the controlling faults, a site-specific design response spectrum shall be developed

Attachment to Comment Letter L-3
Metropolitan Water District of Southern California

and submitted to Metropolitan for review and approval for each segment along the impacted reach of the conveyance system.

- 5.3 At least three horizontal acceleration time histories shall be developed for use in time-domain nonlinear dynamic analysis for each segment. The design response spectrum at each segment shall be used as the target for the spectral adjustment of the selected recorded time histories. The design response spectrum shall be in accordance with Items 5.1 and 5.2 above. Development of the acceleration time histories for the project site shall entail the following:
- At least three “seed” time histories shall be selected based on the earthquake event controlling either PSHA or DSHA shaking conditions at the site, namely a moment magnitude from the controlling fault and its closest distance to the site. Other criteria which shall be used as guidance in the selection of the seed recorded time histories are:
 - 1) the subsurface condition at the recording station shall be similar to that of the site, and
 - 2) the rupture mechanism (strike-slip, thrust, etc.) shall be similar to that of the controlling fault for the site.
 - The response spectra of the selected three seed time histories shall be plotted along with the design response spectrum at 5 percent of damping.
 - The selected recordings shall be modified in regard to the frequency content and amplitude so that the resulting response spectra shall generally follow the spectral shape and amplitudes of the target response spectrum.
 - The modified time histories shall be base-line corrected such that at the end of the earthquake acceleration, velocity, and displacement values shall be all zero.
 - Each base-line corrected acceleration time history along with its velocity and displacement time histories shall be plotted separately on one sheet.
 - The response spectra of the base-line corrected acceleration time histories shall be plotted along with the design response spectrum at 5 percent of damping on one sheet.

6. Monitoring of Adjacent Conveyance System

Attachment to Comment Letter L-3
Metropolitan Water District of Southern California

Excavation: When the conveyance system is near a proposed excavation, it shall be monitored before, during, and after the proposed excavation to document any vertical and horizontal movements of the conveyance system due to the proposed excavation. A land surveyor shall monitor the conveyance system at the start and end of each workday on a daily basis during excavation or installation of shoring systems. Monitoring shall be performed at the same time(s) everyday that monitoring is performed. Interpreted survey data shall be made available to Metropolitan within 12 hours after readings are taken. The frequency of measurements shall be doubled or otherwise modified, as directed by Metropolitan, when measurements exceed the threshold values specified by Metropolitan’s Pipeline and Facility Design Team. The land surveyor shall immediately notify Metropolitan of any reading exceeding the threshold values. If excessive movement is taking place, the contractor shall modify construction and support procedures, as approved by Metropolitan, to minimize additional ground or shoring system displacement.

The results of measurements shall be tabulated. A report shall be prepared to tabulate the measured displacement levels. The report shall also include information such as measurement location, date, and depth of excavation. The highest measured displacement levels at each point and their relationship to the threshold values shall also be included in the report.

Pile/Sheetpile Driving Operation: When the conveyance system is near a proposed pile/sheetpile (hereon is called “pile”) driving operation, it shall be monitored before and during the proposed operation to document any measured peak particle velocity (ppv) at and close to the conveyance system. The monitoring system shall be capable of measuring ppv and frequency level as low as 0.009 in/sec and 0.5 Hz, respectively. The energy transferred to the pile by a hammer, hammer stroke and blow rate, the pile displacement, and both compressive and tensile stresses on the pile shall be simultaneously measured during vibration monitoring as a function of time using either a Saximeter or preferably a Pile Driving Analyzer (PDA). The vibration monitoring system shall undergo certified laboratory calibration conformance at least once a year. And at the time of measurement the vibration monitoring system shall have a certificate that is not expired.

For underground conveyance system (such as pipes, cut-and-cover conduits, and siphons) a downhole waterproof seismograph (e.g., a downhole three dimensional seismograph calibrated to measure ground velocities) shall be installed on the centerline of the conveyance system a maximum of 2 feet above its crown; and three seismographs shall be deployed and positioned on the existing ground surface at zero, 5, and 10 feet intervals from the centerline of the conveyance

Attachment to Comment Letter L-3
Metropolitan Water District of Southern California

system toward the pile being driven. If the conveyance system is at the ground surface (such as canals or transition structures) two seismographs shall be installed next to its concrete lining on both sides; and three seismographs shall be deployed and positioned on the existing ground surface at 5, 10, and 15 feet intervals from the edge of the canal closes to the pile being driven.

The seismographs shall be placed on a straight line normal to the axis of the conveyance system coinciding with the centerline of each pile. These seismographs shall provide ground vibrations at the conveyance system and a few locations at the ground surface to evaluate attenuation of the ground vibrations with distance from the source. The seismographs shall provide the ppv along longitudinal, transverse, and vertical directions of the conveyance system.

When measurements exceed the threshold values specified by Metropolitan, the person who is responsible for the vibration monitoring and analysis shall immediately notify Metropolitan of any ppv reading exceeding the threshold values. If excessive ppv is taking place, the contractor shall modify construction and support procedures, as approved by Metropolitan, to minimize additional ground or shoring system displacement.

The results of measurements shall be tabulated. A report shall be prepared to tabulate the measured vibration levels at the three axes and the associated frequencies. The report shall also include information such as measurement location, date, and source of vibration. The highest measured vibration levels for each axis and their relationship to the threshold values shall also be included in the report.

7. Report Requirements

The required geotechnical exploration, testing, and analysis shall be submitted in a formal report/letter for Metropolitan’s review. The presented geotechnical information shall be consistent with project plans and specifications. Geotechnical information submitted shall be signed, stamped and prepared under the supervision of either a Civil or geotechnical Engineer registered in the State of California, and when applicable, a Registered Geologist or Engineering Geologist, registered in the State of California.

Calculations supporting geotechnical design shall be signed and stamped by either a Civil, Geotechnical, or Structural Engineer registered in the State of California. All geotechnical parameters used in support of calculations shall be clearly referenced and substantiated by the performed geotechnical exploration and testing. Structural calculations do not need to be included as part of submitted

Attachment to Comment Letter L-3
Metropolitan Water District of Southern California


geotechnical reports, but sufficient documentation shall be provided with the calculations to identify their purpose and place within a development submittal.

All methods and procedures used for geotechnical analysis, including computer programs, shall be clearly described, referenced, and documented. All assumptions and limitations of analyses shall be fully explained. Results developed by computer programs shall include all input and output data generated, adequately annotated to fully explain the results.

Geotechnical reports/letters shall be logically organized to convey the required information, and shall be prepared as stand-alone documents. Geotechnical reports/letters shall be prepared as concisely as possible, but shall completely describe the explorations, tests, and analyses conducted. Geotechnical reports shall also clearly describe the geotechnical site conditions, and shall state the results of the conducted geotechnical work performed and discuss the potential geotechnical impacts associated with the proposed development on the conveyance system. A discussion as to how the proposed development will impact or not impact the affected conveyance system shall also be included. Geotechnical reports shall provide recommendations for additional geotechnical studies or potential mitigation measures to minimize potential geotechnical-related impacts to the conveyance system, as appropriate for the findings of the geotechnical work performed.

Comment from: City of San Jacinto


Comment Letter L-4



March 21, 2013

Ms. Cathy Bechtel
Riverside County Transportation Commission
PO Box 12008
Riverside, CA 92502

RECEIVED
MAR 25 2013
RIVERSIDE COUNTY
TRANSPORTATION COMMISSION


Dear Ms. Bechtel,

The City of San Jacinto is pleased to provide this letter in response to RCTC's circulation of the Draft EIR/EIS for the SR 79 Realignment project. The city is a major proponent of this project, and we look forward to construction of the new Highway 79. It is a vital piece of infrastructure for the ongoing development of our city and the entire San Jacinto Valley.

As you know, the City of San Jacinto has been actively involved in the planning process for this freeway facility over the past two decades. As noted in the DEIR, the City Council selected its locally preferred alternative a number of years ago. We would like to once again reiterate our preference for the more easterly alignment SR 79 within San Jacinto's corporate boundaries, identified in the DEIR as segments N, M, and K within Alternative 1b. This alignment has been identified in the city's general plan circulation element, and we have worked with local developers to protect the alignment of the future highway from new construction.

In the City's recent comment letter regarding the Mid County Parkway DEIR, we expressed a strong preference for work on the MCP beginning in San Jacinto, and the ultimate interchange of SR 79 and the MCP being built as part of the initial phase. We would like to reiterate that preference here. Construction of both facilities should be organized in such a way that the duration of impact to local residents and drivers as well as the amount of "throwaway" improvements are minimized.

We note that per the DEIR, the first phase of construction for SR 79 would be between Florida Ave and Sanderson Ave. Assuming it is built in this manner, would the existing portion of Sanderson Ave between Ramona Expressway and the new SR 79 become a part of the state highway's route? If so, would the city be expected to relinquish control of that portion of Sanderson Ave to Caltrans, only to get it back when the later phases of the realignment project were built? The City of San Jacinto would not support such an

L-4.1

L-4.2

595 S. San Jacinto Ave. | San Jacinto, CA 92583 | Ph (951) 654-7337 | Fax (951) 654-3728 | www.ci.san-jacinto.ca.us

Comment Letter L-4 - City of San Jacinto

Response To: City of San Jacinto

Response to L-4.1

The City's preference for the initial stages of construction to be in San Jacinto and at the same time as construction on Mid County Parkway has been included in the Project record. This option will be further considered during the design phase of the Project. The Project Team will work to ensure that impacts to the residents and “throwaway improvements” will be kept to the lowest level practicable.

Response to L-4.2

As part of the Preferred Alternative (Build Alternative 1b with Refinements), Sanderson Avenue would be realigned parallel to SR 79 and would end at a signalized T-intersection with Ramona Expressway (see Figure 2.2-7d). The City of San Jacinto would not be required to relinquish any portion of Sanderson Avenue to the Department during construction and would retain control of Sanderson Avenue from the city boundary at Esplanade Avenue to Ramona Expressway. Adoption as a state route would be a separate process, via submittal to the California Transportation Commission.

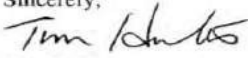
120 | K - 1

Appendix K Comments Received on the Draft EIR/EIS

Comment Letter L-4

arrangement – we need to retain control over our local roadways. It would be preferable for Phase One of construction to extend all the way north to Ramona Expressway.


Thank you for the opportunity to comment on the SR 79 Realignment project. We look forward to its successful completion in the coming years.

Sincerely,

Tim Hults
City Manager

4.2
cont.

Comment from: Regional Conservation Agency

Response To: Regional Conservation Agency



Regional Conservation Authority
Western Riverside County

Board of Directors

Marion Ashley
County of Riverside

Vice Chairman
Scott Miller
City of San Jacinto

Kevin Bash
City of Norco

Ben Benoit
City of Wiltona

John Benoit
County of Riverside

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City of Temecula

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Jim Hyatt
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Kevin Jeffries
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Natasha Johnson
City of Lake Elsinore

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City of Jurupa Valley

Shellie Milne
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City of Moreno Valley

Eugene Montanez
City of Corona

Harry Ramos
City of Murrieta

Adam Rush
City of Eastvale

Jeff Stone
County of Riverside

John Tavaglione
County of Riverside

Mark Yarbrough
City of Perris

Executive Staff

Charles Landry
Executive Director

3403 10th Street, Suite 320
Riverside, California 92501

P.O. Box 1667
Riverside, California 92502-1667

Phone: (951) 955-4700
Fax: (951) 955-8873
www.wrc-rca.org

Comment Letter L-5

April 1, 2013

Mr. Aaron Burton
Senior Environmental Planner
California Department of Transportation
P.O. Box 12008
San Bernardino, CA 92502-2208

RE: STATE ROUTE 79 DRAFT ENVIRONMENTAL IMPACT REPORT/DRAFT ENVIRONMENTAL IMPACT STATEMENT

Dear Mr. Burton:

The Western Riverside County Regional Conservation Authority (RCA) appreciates the opportunity to review and comment on the Draft Environmental Impact Report/Draft Environmental Impact Statement (DEIR/DEIS) for the State Route 79 Realignment Project.

The project proposes to realign 18 miles of State Route 79 in the cities of Hemet and San Jacinto and in unincorporated Riverside County beginning 1.26 miles south of Domenigoni Parkway and ending at the intersection of SR 79 and Gilman Springs Road and would consist of a limited access four-lane expressway. The RCA is submitting these comments on the DEIR/DEIS pertaining to the implementation and consistency of the Project with the Western Riverside County Multiple Species Habitat Conservation Plan (MSHCP). The California Department of Transportation and the Riverside County Transportation Commission are both Permittees under the MSHCP and pursuant to the Implementing Agreement are responsible for ensuring all project approvals are consistent with the MSHCP goals and policies.

The RCA offers the following comments:

1. The analysis and measures included addressing wildlife connectivity (Sec.3.3.1, Measures BIO-11 through BIO-27) are extensive and appropriately recognize how a large new roadway can affect wildlife movement directly and indirectly.

L-5.1

2. Various sections (3-634, 3-365, 3-648, 3-674) of the document refer the SKR HCP, the MSHCP and impacts to Stephens kangaroo rat (SKR). Please be aware that the MSHCP does not provide take for SKR with the fee area of the SKR HCP. Take within the SKR HCP is not automatic for non-member agencies however, the project may be able to obtain take coverage through an agreement with the SKR HCP implementing authority, the Riverside County Habitat Conservation Authority (RCHCA). SKR take within the City of San Jacinto is available from the MSHCP since the City is not a member of the RCHCA.

L-5.2

Response to L-5.1

Your comment regarding the analysis of the wildlife connectivity is noted. It should be noted that further coordination with the commenter has been conducted since the circulation of the DEIR and the submission of this comment.

Response to L-5.2

The U.S. Fish and Wildlife Service has extended to Caltrans the take coverage for SKR already provided to the RCHCA under their incidental take permit for the SKR HCP. Therefore, Section 7 of FESA would be used to extend take of this species for the entire Project. The text regarding the SKR HCP has been edited accordingly throughout the document.

Comment Letter L-5 - Regional Conservation Authority

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Ap

Appendix K Comments Received on the Draft EIR/EIS

Mr. Aaron Burton
Page 2
April 1, 2013

Comment Letter L-5

3. BIO-34 – Table 3.3.-3 indicates that the project will results in approximately 4 acres of MSHCP Riparian/Riverine impacts under any alternative. A Determination of Biologically Equivalent or Superior Preservation (DBESP) will need to be prepared to address mitigation for those impacts. We are look forward to working with you on suitable mitigation.

4. Table 3.3-3, BIO-28 – Please clarify the vernal pool impacts; the pool at Warren Rd and Esplanade Ave will be impacted by Alts 1a and 2b but avoided by Alt. 1b and 2a? Table 3.3-3 shows smaller impacts but still shows impacts under Alts 1b and 2a. Are these temporary or watershed impacts or impacts to other vernal pools? BIO-28 implies that all impacts to VP 0109, 0110 and 0111 will be avoided. Please address this issue in the Riparian/Riverine DBESP requested in comment #3.

5. BIO-35, BIO-38 and BIO-39 – Based on the mapping provided it wasn't clear if the conclusions regarding long term conservation value of MSHCP plants species is supported. This can be addressed in the required DBESP for MSHCP covered plants.

6. BIO-41 – Table 3.3-3 indicates that at least one pair of burrowing owls will be impacted therefore a DBESP should be prepared. Given that the phased and long term nature of the proposed project makes actual occupation at the time of construction difficult to predict, we recommend that the DBESP include various mitigation alternatives from avoidance to active relocation.

7. BIO-44 – The MSHCP permits (Federal and State) do not authorize raptor nest exclusion. Consultation with the U.S. Fish and Wildlife Service and the California Department of Fish and Wildlife is recommended.

L-5.3

L-5.4

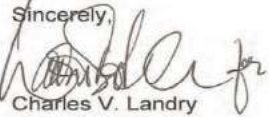
L-5.5

L-5.6

L-5.7

We appreciate the effort undertaken to evaluate the project's consistency with the MSHCP and the potential impacts to Covered Species and look forward to working with you on the mitigation plans.

Sincerely,



Charles V. Landry
Executive Director

cc: Karin Cleary-Rose, USFWS
Heather Pert, CDFW

2 of 2

Response to L-5.3

The Project is utilizing an Approved JD. Impacts and mitigation regarding jurisdictional waters of the State within the preferred alternative are presented in Section 3.3.2 of the Final EIR/EIS. When the project is ready to obtain a 401 permit, those same mitigation measures in the JD would apply to any other jurisdictional waters that are delineated in the update. A DBESP will be prepared in coordination with your agency.

Response to L-5.4

Alternative 1br, including the intersection of Warren Avenue and Esplanade Avenue, has been redesigned in order to meet freeway safety standards, and due to Caltrans mandatory design standards, impacts to vernal pools 0109, 0110 and 0111 are unavoidable. At that intersection there is a landfill in one corner and high quality vernal pools located within a MSHCP criteria cell in the other corner, and the alignment needs to weave between those two corners. Even with a bridge at the corner of the landfill, it cannot go over the parcel line into the boundary of the landfill. The only way to avoid impacts to vernal pools 0109, 0110 and 0111 would be to eliminate the SB off ramp which would require a new mandatory design exception to be prepared and approved by Caltrans. Per the Highway Design Manual, Section 502.2, “Isolated off-ramps or partial interchanges shall not be used because of the potential for wrong-way movements”. The vernal pools impacted by the SB off ramp do not contain listed species, and are low functioning vernal pools. Coordination took place with Caltrans District 8 regarding these pools, and these impacts were identified as not being critical. Coordination occurred with both Caltrans design and environmental on a solution for this SB off ramp. Mitigation for these impacts has been included in the Draft CMP attached in Appendix M of the Final EIR/EIS and is also discussed in the DBESP. Bio-28 has since been renumbered to Bio-27 and revised accordingly, text regarding avoidance of the vernal pool has been removed.

Response to L-5.5

A DBESP was prepared for the preferred alternative, 1br, which included the smooth tarplant, which has long term conservation value. The MSHCP Consistency Determination is included in the Final EIR/EIS. No other MSHCP covered plants will be impacted by 1br. Please refer to Appendix L of the Final EIR/EIS. Subsequent to receiving this comment letter, a DBESP was prepared, which included an assessment of long term conservation value plants. The DBESP was reviewed and approved by RCA on 09/30/2015.

Response to L-5.6

A DBESP that includes various measures to avoid and minimize impacts to burrowing owls was approved by RCA in September 2015. The Final EIR/EIS has been revised accordingly by incorporating relevant text from the DBESP. Please refer to Appendix L of the Final EIR/EIS.


Response to L-5.7

Revisions to BIO-44 have been made in coordination with USFWS, CDFW, and Caltrans. Text has been added that takes into account comments received from the wildlife agencies. Text has been added to BIO-44 to clarify that nests within the PIA would only be excluded (e.g., tree removal) during the non-breeding season following confirmation that a nest is inactive and no longer being used by a raptor. All activities will be done in coordination with wildlife agencies.

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Comment from: SCAQMD

Response To: SCAQMD



**South Coast
Air Quality Management District**

21865 Copley Drive, Diamond Bar, CA 91765-4178
(909) 396-2000 • www.aqmd.gov

Comment Letter L-6

E-MAILED: April 2, 2013 April 2, 2013

aaron_burton@dot.ca.gov
Mr. Aaron Burton, Senior Environmental Planner
Caltrans District 8
P.O. Box 12008
Riverside, CA 92502-2208

**Draft Environmental Impact Report/Environmental Impact Statement
(Draft EIR/EIS) for the Proposed State Route 79 Project
(Domenigoni Parkway to Gilman Springs Road)**

The South Coast Air Quality Management District (SCAQMD) appreciates the opportunity to comment on the above-mentioned document. The following comments are meant as guidance for the Lead Agency and should be incorporated into the Final CEQA document.

In the project description, the lead agency proposes to realign approximately 18 miles of State Route 79 (SR-79) occurring through the cities of Hemet, San Jacinto and in a portion of unincorporated Riverside County. The realigned highway would be a limited access, four-lane expressway, with two travel lanes in each direction divided by a median. Construction would begin in December 2015 and last approximately five years.

In the air quality analysis, the lead agency has analyzed daily project operational PM2.5 and PM10 impacts and localized CO impacts for 1-hour and 8-hour standards. In addition, regional construction emission impacts using the Sacramento Roadway Emissions Model were estimated and compared with the SCAQMD recommended daily significance thresholds. In addition to evaluating the above-mentioned air quality impacts, the SCAQMD recommends that the lead agency estimate localized air quality impacts to ensure that any nearby sensitive receptors are not adversely affected by the construction activities that are occurring in close proximity. It is noted in the Draft EIR that sensitive receptors are located within a quarter mile of the proposed project at various points along the proposed project's realignment route. SCAQMD guidance for performing a localized air quality analysis can be found on the SCAQMD web page.¹ Should the lead agency conclude after its analyses that construction localized air quality impacts exceed the SCAQMD daily significance thresholds, additional construction mitigation measures have been compiled by SCAQMD staff that can be implemented if the air quality impacts are determined to be significant.²

¹ <http://www.aqmd.gov/ceqa/handbook/LST/LST.html>
² http://www.aqmd.gov/ceqa/handbook/mitigation/MM_intro.html

L-6.1

Response to L-6.1

In lieu of a detailed localized air quality impact modeling for Project construction emissions, it is conservatively assumed that Project construction may have the potential to temporarily impact the sensitive receptors that are located within 1,000 feet of the construction site. However, with the minimization measures AQ-1 through AQ-14 proposed for the project(see Section 3.2.6.4) which include measures such as ensuring that construction equipment meet or exceed equivalent emissions performance to that of U.S.EPA Tier 4 standards for non-road engines, localized impacts to receptors within 1,000 feet of the project are expected to be greatly reduced. Please also refer to Appendix E, the Environmental Commitment Record, of the Final EIR/EIS for a list of all Air Quality minimization measures.

Appendix K Comments Received on the Draft EIR/EIS

Comment Letter L-6

Mr. Aaron Burton,
Senior Environmental Planner

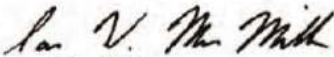
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April 2, 2013

Pursuant to Public Resources Code Section 21092.5, please provide the SCAQMD with written responses to all comments contained herein prior to the adoption of the Final Environmental Impact Report. The SCAQMD staff is available to work with the Lead Agency to address these issues and any other air quality questions that may arise. Please contact Gordon Mize, Air Quality Specialist – CEQA Section, at (909) 396-3302, if you have any questions regarding these comments.

L-6.2

Sincerely,



Ian MacMillan
Program Supervisor, Inter-Governmental Review
Planning, Rule Development & Area Sources

IM:GM
Attachment

RVC130212-02
Control Number

Response to L-6.2

SCAQMD's comment regarding receiving written responses to all SCAQMD comments prior to circulation of the Final EIR/EIS is acknowledged. Written responses have been provided as requested.

Comment Letter L-6

Mr. Aaron Burton,
Senior Environmental Planner

3

April 2, 2013

Construction Air Quality Mitigation Measures

❖ In the air quality analysis, the lead agency has determined that construction impacts will exceed the SCAQMD recommended regional daily significance threshold for NOx. Should the lead agency determine after further analysis that localized construction air quality impacts will also exceed other SCAQMD's daily significance thresholds for criteria pollutants, the AQMD staff recommends the following change and additional mitigation measures to reduce project impacts in addition to the measures proposed starting on page 3-376 in the Air Quality Section of the Draft EIR, if feasible:

Recommended Change:

Mitigation Measure AQ-1:

- Suspension of all construction equipment operations during ~~second~~first-stage smog alerts is required.

Recommended Additions:

- Apply non-toxic soil stabilizers according to manufacturers' specifications to all inactive construction areas (previously graded areas inactive for ten days or more).
- Sweep streets at the end of the day if visible soil is carried onto adjacent public paved roads (recommend water sweepers with reclaimed water).
- Use street sweepers that comply with SCAQMD Rules 1186 and 1186.1.
- Traffic speeds on all unpaved roads to be reduced to 15 mph or less; and
- Reroute construction haul trucks away from congested streets or sensitive receptor areas. Cease grading during periods when winds exceed (as instantaneous gusts) 25 mph.

For additional measures to reduce off-road construction equipment, refer to the mitigation measure tables located at the following website:
www.aqmd.gov/ccqa/handbook/mitigation/MM_intro.htm .

L-6.3

Response to L-6.3

The following mitigation measures were included in the Final EIR/EIS as recommended by SCAQMD in its comment letter dated April 2, 2013;

Revised AQ-1:

1. **AQ-1:** Suspension of all construction equipment operations during first stage smog alerts

Added new mitigation measures AQ-11 through AQ-14 :

2. AQ-11: **Construction Areas.** Apply nontoxic soil stabilizers according to manufacturers' specifications to all inactive construction areas (previously graded areas inactive for ten days or more).


AQ-12: **Street Sweeping.** Sweep streets at the end of the day if visible soil is carried onto adjacent public paved roads. Use street sweepers that comply with SCAQMD Rules 1186 and 1186.1.

AQ-13: **Traffic Speed Control.** Traffic speeds on all unpaved roads to be reduced to 15 miles per hour or less

AQ-14: **Grading.** Cease grading during periods when winds exceed (as instantaneous gusts) 25 miles per hour.

Comment from: City of Hemet

Response To: City of Hemet



Comment Letter L-7

City of Hemet

COMMUNITY DEVELOPMENT DEPARTMENT • 445 EAST FLORIDA AVENUE • HEMET, CALIFORNIA 92543 • (951) 765-2375

April 4, 2013

Aaron Burton, Senior Environmental Planner
California Department of Transportation
P.O. Box 12008
Riverside, CA 92502-2208

RE: COMMENTS ON PROPOSED SR 79 REALIGNMENT PROJECT DRAFT EIR/EIS

The City of Hemet appreciates the opportunity to review and comment on the Draft Environmental Impact Report (DEIR/DEIS) for the SR 79 Realignment Project. The City strongly supports the proposed project and encourages its funding and prioritization as a major transportation corridor for Western Riverside County, and its function as a critical circulation component benefiting the City of Hemet and the San Jacinto Valley. The following comments are offered for your consideration in the preparation of the Final EIR/EIS and in the ultimate selection of the future SR 79 alignment:

1. City of Hemet Preferred Alignment – As stated in the DEIR, the City continues to support Alignment 2B (Segments B, D, H, I, J, M and N) as ratified in the Hemet City Council Resolution No. 4216 adopted on May 13, 2008 and included as Attachment 1 to this letter. In addition, the City has included Alignment 2B as a component of our master circulation plan identified in the City's recent 2030 General Plan Update adopted in January, 2012. The route will greatly improve the existing traffic flow and congestion on Florida Avenue, Sanderson Avenue, San Jacinto Avenue, State Street, and Stetson Avenue in the City of Hemet, as well as accommodate the circulation needs of future development within the western portion of the City and the San Jacinto Valley. Alignment 2B is preferred in that the design best serves the circulation needs of the City of Hemet, it is the least costly and the most direct route of the alternatives, it requires the least amount of land area for construction and disturbs the least number of existing residential units. The environmental effects and visual impacts of the alignment are commensurate with the other alignment alternatives and in some areas it is more environmentally sensitive than other design options.

L-7.1

2. Design Option 2B1 (Lower Profile) and Metrolink Considerations – While the City understands and appreciates the desire to lower the profile of the roadway to lessen the visual effects and further reduce project costs, we are concerned that this design option may limit the viability of a future Metrolink extension to downtown Hemet and/or the potential for rail service to existing and future industrial properties in the West Hemet area. The proposed "near grade" crossing of SR79 and the San Jacinto Branch line would eliminate future Metrolink and freight service unless an overpass is constructed as part of the future Metrolink extension project, which may make it prohibitively expensive. The City's General Plan does identify another possible

L-7.2

Response to L-7.1

The issues noted in the comment, as well as the identification of a Locally Preferred Alternative, are all criteria considered during the process to identify the Preferred Alternative for the Final EIR/EIS. The process used to evaluate the alternatives and identify the preferred alternative for the Project is described in Chapter 2 of the Final EIR/EIS. As discussed in that Chapter, Alternative 1br was identified as the Preferred Alternative.

Response to L-7.2

Build Alternative 1br has been identified as the Preferred Alternative. The Preferred Alternative would include a bridge over the San Jacinto Branch Line.

127 | K - 1

Comment Letter L-7

SR79 DEIR COMMENTS
Page 2 of 5

Metrolink station in the vicinity of future Stetson Avenue and the rail line, which would have to be relocated to west of Hwy 79 if Design Option 2B1 is selected. Metrolink rail service to the City and the San Jacinto Valley has long been identified as a priority, particularly the provision of a Downtown Hemet station. With the recent approval of the Perris Valley Line and its planned operation in 2014, the City is anticipating that RCTC's plans for the San Jacinto Branch Line would now move forward, as identified in the RTP. Until the future plans for the rail line and station locations are known, the City requests that the option of a Downtown Hemet station not be precluded with the selection of the design alternative for the SR 79 project.

L-7.2
cont.

3. Design Option 2B1 (Lower Profile) and Roadway Considerations - This design option severs the east-west connection of Simpson Road and Olive Avenue on either side of the proposed SR79 alignment. The City's 2030 General Plan shows a realignment of Olive Avenue northerly to a connection with Calvert Avenue, and we recommend that this be considered as part of the ultimate project if this design option is selected. However, the City's General Plan Traffic Analysis projects that Simpson Road will have approximately 25,000 to 43,000 daily trips by 2030. Severing of this important east-west connection would severely impact the surrounding street network, in particular on re-aligned Stetson Avenue to the north and Domenigoni Parkway to the south. The City recommends that if this design option is selected, that the Simpson overpass be constructed as part of the SR 79 project, and not be a future cost burden to the City or the County to maintain this important east-west roadway connectivity.

L-7.3

Response to L-7.3

Build Alternative 1br has been identified as the Preferred Alternative and would include a bridge over Simpson Road and Olive Avenue.

4. Temporary Railroad Detours (Page 3-165) – The proposed mitigation allowing for temporary SR79 detours for up to eight (8) hours illustrates the problems with constructing an at grade crossing at this location with the San Jacinto Branch Line. The City would like the opportunity to explore additional mitigation options to preserve circulation if Design Option B1 is selected.

L-7.4

Response to L-7.4

Build Alternative 1br has been identified as the Preferred Alternative and would include a bridge over the San Jacinto Branch Line rather than an at-grade crossing.

5. Tres Cerritos Avenue Interchange (Page 3-77) – The City's 2030 General Plan shows the planned interchange at Tres Cerritos Avenue, however it also recognizes that this interchange may not be needed or desirable. The proximity of the interchange with one planned for West Florida Avenue and the opposition expressed by the local rural community to the west, make this interchange marginally beneficial. The traffic analysis performed for the City's 2030 General Plan build-out condition did not identify a need for this interchange to serve local circulation. Given the additional costs associated with providing the interchange and the resultant relocation of Warren Avenue, as well as the potential impacts to the rural neighborhoods to the west, the City would support the elimination of the Tres Cerritos Avenue interchange from the project.

L-7.5

Response to L-7.5

The process used to evaluate the alternatives and identify the preferred alternative for the Project is described in Chapter 2 of the Final EIR/EIS. As discussed in that Chapter, Alternative 1br was identified as the Preferred Alternative. The Tres Cerritos Avenue interchange is not included in Alternative 1br, it has been removed based on comments received.

6. Sanderson Avenue Interchange (Page 3-78) – The City supports the City of San Jacinto's preference for the eastern alignment with its interchange proposed at Sanderson Avenue. Sanderson Avenue is a major north-south corridor in the city. The proposed interchange in this location will facilitate future travel demands for quicker access to SR 79 and the future Mid-County Parkway.

L-7.6

Response to L-7.6

Hemet's support for the eastern alignment through San Jacinto has been included in the Project record.

Comment Letter L-7		
SR79 DEIR COMMENTS Page 3 of 5		
7. <u>Esplanade Avenue Interchange</u> – The City supports the alignment shown in Segment J for this interchange, but would like to work closely with RCTC and Cal Trans in the interim and ultimate design so that the least amount of impact to the surrounding properties is achieved. In addition, a pending commercial development for the SEC of Esplanade and Warren Road is being proposed (Hemet Plaza) in the near-term, and will need to be coordinated with future right of way needs.	L-7.7	
8. <u>Florida Avenue Interchange</u> – It has come to City staff's attention that residents in the Four Seasons development in Hemet are concerned with the proximity of the alignment to their development and are requesting that RCTC and Cal Trans examine the potential to shift the interchange further to the east, but still within the study area footprint. The City will continue to work with the agencies and the community to review any adjustments to the location of the interchange or design details that may be beneficial.	L-7.8	
9. <u>2030 General Plan</u> –The DEIR/EIS references the City's former 1992 General Plan. The City adopted its 2030 General Plan in January 2012. In doing so, the City's preferred alignment is shown on the Land Use and Circulation plans. The land use designations shown in the southwestern portion of the City's Planning Area includes Mixed Use and Business Park classifications in the area surrounding the proposed interchange with realigned Stetson Avenue (Future Street A) west of California Avenue. (See DEIR pages 3-16, 3-31, 2-215, 3-221) (See Attachment 2).	L-7.9	
10. <u>Pedestrian and Bike Paths (Page 3-61) and (Page 3-184)</u> – The 2030 Hemet General Plan has significantly expanded the proposed network of Pedestrian and Bike Paths for Domenigoni Parkway, Salt Creek, California Avenue, Stetson Avenue, Warrant Road, Florida Avenue, and Devonshire Avenue. (See Attachment 3). The City met with RCTC staff previously and determined that there would not be a conflict with these routes. We are providing for your reference for the Final EIR.	L-7.10	
11. <u>Accessibility and Land Use (Page 3-77)</u> – The reference regarding the accessibility and land uses surrounding Future Street A (Re-aligned Stetson Avenue) should indicate that the area has been planned for "higher" density development as indicated in Comment #9 above vs. "low" density development. The City agrees that the interchange in this location would encourage development.	L-7.11	
12. <u>Agricultural Lands Policy (Page 3-91)</u> – The City's 2030 General Plan modified it's policy towards agricultural lands as follows, and should be updated in the Final EIR:	L-7.12	
LU-2.8 <i>Agriculture as a Permitted use. Allow for the continued production and use of agricultural lands as interim uses preceding urban development, or as a long term use. (City of Hemet 2030 General Plan, page 2-94.)</i>		

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Response to L-7.7

Build Alternative 1br, has been identified as the Preferred Alternative for the Project, which includes Segment J. The Project Development Team will continue to work closely with the City to minimize or avoid impacts to surrounding properties, including the right-of-way needs of the proposed Hemet Plaza.

Response to L-7.8

The Florida Avenue interchange has been reviewed for its proximity to the San Diego Canal and the vernal pools that would be located between the interchange and the canal. There are vernal pools between the proposed alignment of SR 79 and the San Diego Canal that prohibits the new alignment to be moved any further to the east than it already is.

Response to L-7.9

The Final EIR/EIS incorporates the City of Hemet 2030 General Plan (January 2012), which was not available in time for use in the Draft EIR/EIS. The City's Locally Preferred Alternative was identified in Council Resolution No. 4216, dated May 13, 2008.

Response to L-7.10

Final EIR/EIS in section 3.16 has been updated with the most current Hemet General Plan information. There would be no permanent impacts to existing bike paths or sidewalks in the vicinity of the Build alternatives. In some cases, bike paths are designated in a general plan, but none of them have been built, nor are there current plans to build them. Temporary impacts to pedestrian and bicycle transportation associated with construction would also be mitigated with the implementation of the Transportation Management Plan (TMP). The TMP will address impacts and mitigation for non-vehicular transportation modes and will include coordination with Riverside County, the City of Hemet, and the City of San Jacinto to limit disruption to existing trails and bike paths during construction and identify detours, if necessary.

Response to L-7.11

The Hemet General Plan 2030 was published too close to the release of the Draft EIR/EIS to be included at that time. The entire Section 3.1.1 Land Use was rewritten to reflect the new General Plan and the result was included in the Partially Recirculated Draft EIR/EIS.

Response to L-7.12

The text under the heading, City of Hemet, page 3-91 of the Draft EIR/EIS, has been updated to the following: "The City of Hemet 2030 General Plan (Hemet 2012) includes a land use goal of providing for new development in compliance with Smart Growth Principles. To that end, the City has adopted a land use policy that will help minimize the impact of land development on existing agricultural uses by allowing agricultural operations to continue until development actually occurs. The policy pertaining to agriculture is as follows.LU-2.8 Agriculture as a Permitted Use. Allow for the continued production and use of agricultural lands as interim uses preceding urban development, or as a long term use."

Comment Letter L-7

SR79 DEIR COMMENTS
Page 4 of 5

13. General Plan Hillside Policies (Page 3-239) – The City acknowledges with the placement of the eastern alignment in the 2030 General Plan that the natural ridgeline of the West Hemet Hills in this location will be altered. The proposed cut with alignment 2B will lower the present ridgeline, but no future development will occur on the new ridgeline, and the alignment has less impact than the alternative Segment G alignment.

L-7.13
14. Visibility and Design – The City requests the addition of mitigation measures that would ensure that future development of the SR 79 alignment include the incorporation of decorative fencing and walls to enhance and improve the aesthetics of the proposed roadway at bridges and overcrossings in the City, and that the design be subject to the review and approval of the City of Hemet.

L-7.14
15. Views from Stony Mountain Ranch Neighborhood – The view analysis for Alignment 2B at Esplanade needs to include views from the adjacent residential neighborhood to the east of the intersection on Esplanade.

L-7.15
16. Heartland Specific Plan 88-01(Figure 3.1-5b) – the graphic for the land use plan of SP 88-01 is incorrect. (See Attachment 4.)

L-7.16
17. Roadway Conditions (Table 3.1-34, Page 3-170) – Although West Florida Avenue is within the City of Hemet jurisdiction, the roadway is currently a Cal Trans facility, and should be corrected in the Table.

L-7.17
18. 2035 Build Average Daily Traffic Volumes (Figure 3.1-32) - The projected traffic volumes shown in this exhibit vary considerably, and are less than, those contained in the City's 2030 General Plan traffic study. In addition, the DEIR exhibits lacks counts for 1) Warren Road from Florida Avenue to Esplanade Avenue, 2) Tres Cerritos Road east and west from the SR79 alignment, 3) Stetson Avenue, 4) Simpson Road west of the SR alignment. Harrison Street has been renamed as Mustang Way. (See Attachment 5.)

L-7.18
19. 2035 Average Daily Traffic Volumes (Table 3.1-37) – The Table does not have data for Warren Road from Devonshire Avenue to Esplanade Avenue.

L-7.19
20. 2035 Build Alternatives LOS (Table 1.2-2) – In the 2035 Build Scenario for the project as shown in Table 1.2-2, please explain why there is no improvement in LOS from the No Project Alternative for the Sanderson Ave/State Street and the State Street/San Jacinto road segments?

L-7.20

In conclusion, the City of Hemet appreciates the extensive amount of study and effort over the years from RCTC and Cal Trans to produce the proposed project design alternatives and the associated Draft EIR/EIS document. We look forward to working with you as the project moves into the final design and approval phases, and support opportunities to enhance the project's overall priority and funding in order to commence

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Response to L-7.13

The City's acknowledgement revising the 2030 General Plan due to the placement of the eastern alignment (Build Alternative 2b) is noted. The process used to evaluate the alternatives and identify the preferred alternative for the Project is described in Chapter 2 of the Final EIR/EIS. As discussed in that Chapter, Alternative 1br was identified as the Preferred Alternative.

Response to L-7.14

The City's concern about decorative fencing and walls will be addressed when the Corridor Landscape Plan is prepared as part of final design. The design of any walls or fences will be coordinated with the City. The Corridor Master Plan is described in the first two paragraphs of Section 3.1.7.4 and in Mitigation Measure VIS-1.The text in Section 3.1.7.4 has been expanded to specify consultation with authorized city representatives.

Response to L-7.15

Because it was not practicable to create simulations for every on-ramp or for every place the proposed highway would cross over a road, representative views were simulated to show the kinds of visual effects the Build alternatives would have on a range of situations in the Project area. The visual simulations in Figures 3.1-44 through 3.1-76 in Volume 1 of the Draft EIR/EIS have been determined to be adequate for this purpose, and no new simulations have been created.

Response to L-7.16

The Final EIR/EIS includes the graphic of the Heartland Specific Plan that was provided with this comment.

Response to L-7.17

The purpose of the "Jurisdiction" column in Table 3.1-34 (now table 3.1-27 in the Final EIR/EIS) was to identify where roadway segments are located (either City of Hemet, City of San Jacinto, or County of Riverside). The column header was changed to "Location", to avoid confusion. Additionally, the following footnote was added for clarification: "The location and roadway jurisdiction are the same, except for the State Routes 74 and 79 in locations where they are owned and operated by Caltrans."

Response to L-7.18

A Supplemental Traffic Analysis has been prepared using current traffic data, and the results are included in the Final EIR/EIS. The supplemental traffic report is also included as an appendix to the Final EIR/EIS. There were no major differences identified in the findings and conclusions of the supplemental traffic report from the previous traffic report. A summary of the updated analysis results is provided in Table 13 of the Supplemental Traffic Report.

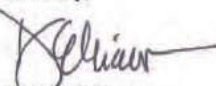
Regarding the differences in the forecasts versus the volumes in the City's General Plan, the roadway data were based on the travel demand model data that was available at the time. Plan updates (with the associated modeling)also occurred, and it is recognized that the City's General Plan was recently updated using the most current model, but the analysis in the SR 79 Draft EIR/EIS was based on the best information available when the analysis was conducted.

Regarding the missing count/forecast locations, the study area was developed in consultation with RCTC, the Department, and the local governments when the traffic analysis was first conducted. The original analysis incorporated local streets and intersections in both Hemet and San Jacinto that are representative of the area. Not every intersection was analyzed, but the intersections with the highest volumes and potentially largest impacts were included.

Comment Letter L-7

SR79 DEIR COMMENTS
Page 5 of 5

right of way acquisition and construction activities in the near term. Please contact our office should you have any questions or need any clarifications regarding the comments noted above.

Sincerely,

Deanna Elliano
City of Hemet
Community Development Director

- cc City of Hemet Mayor and Council
 Ronald E. Bradley, Interim City Manager
 Jorge Biagioni, City of Hemet Engineering Director
 Cathy Bechtel, RCTC
 David Bricker, Deputy District Director, Cal Trans Environmental Planning

- Attachments:
- 1. City of Hemet Resolution No. 4216
 - 2. City of Hemet 2030 General Plan Land Use Plan
 - 3. City of Hemet 2030 General Plan Bikeway Circulation Plan
 - 4. Heartland Specific Plan Land Use Exhibit
 - 5. City of Hemet 2030 General Plan Traffic Study Exhibits

Response to L-7.19

An inconsistency was noted in the roadway limits presented in the table. This portion of Warren Road with the forecast volumes of 17,000 for 2040 No-Build and 2,000 for 2040 Build should have been between Florida Avenue and Esplanade Avenue. All tables summarizing roadway ADTs and LOS have been updated to include the Warren Road between Florida Avenue and Esplanade Avenue.

Response to L-7.20

For the No Project Alternative, Sanderson Ave/State Street and the State Street/San Jacinto road segments, please refer to Table 1.2-2, (Table 3.1-40 in the Partially Recirculated EIR/EIS). As discussed in this table the volumes of the 2035 No Project Alternative and the Build Alternative are different, but the level of service (LOS) did not change. The volume on Sanderson Avenue between Ramona Expressway and Gilman Springs Road is more than 3 percent lower with the Build Alternative than the 2040 No Build. The volume on State Street between Ramona Boulevard and Ramona Expressway is slightly higher with the Build Alternative (less than 2 percent). On the four San Jacinto Street and San Jacinto Ave segments (between Florida Avenue and Main Street) the volumes are between 8 and 11 percent lower with the Build Alternative than the 2040 No Build. The LOS is based on the Riverside County - Link Volume Capacities/Level of Service for Riverside County Roadways. So although the volumes changed with the Build Alternative, in some cases it was not enough to trigger a change in LOS.

Attachment to Comment Letter L-7

City of Hemet



CITY OF HEMET
Hemet, California

RESOLUTION NO. 4216

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF HEMET, CALIFORNIA SELECTING THE CENTRAL ALIGNMENT OF RCTC'S REMAINING TWO ALTERNATIVES AS THE CITY'S PREFERRED ALTERNATIVE FOR HIGHWAY 79 AND TO DIRECT STAFF TO BEGIN THE PROCESS OF DE-DESIGNATING THE EASTERNMOST ALIGNMENT AS THE CITY'S PREFERRED ALTERNATIVE AS PART OF THE COMPREHENSIVE GENERAL PLAN UPDATE PROCESS

WHEREAS, the Riverside County Transportation Commission has been working cooperatively with Riverside County and the Cities of Hemet and San Jacinto and various State and Federal Regulatory Agencies to design and study locations for the expansion and improvement of State Highway 79; and,

WHEREAS, one of the alignment concepts advanced for purposes of study and possible environmental review was designated as the "Eastern-Alignment" and that in 1992 or thereafter the Hemet City Council amended its Comprehensive General Plan Update ("CGPU") to designate the "Eastern-Alignment" as its preferred alignment for Highway 79; and,

WHEREAS, the City of Hemet has been working cooperatively for several years with RCTC and State and Federal Regulatory Agencies to determine the most feasible alignment alternative for Highway 79 to study and design; and,

WHEREAS, since the City's selection of the "Eastern-Alignment" new information has come to light regarding existing development within the region, changed land use patterns, the need to expand Hemet-Ryan Airfield, increased construction costs, and environmental constraints which have had a detrimental impact on the feasibility of design, review, and construction of the "Eastern-Alignment," and;

WHEREAS, as part of a collaborative process to determine the most feasible alternative alignments of the Highway, to yield the greatest public benefit for the citizens of the Hemet / San Jacinto Valley, and to streamline the environmental review process for Highway 79, the City Council determines that it is in the best interests of the City to begin the process to de-designate the "Eastern-Alignment" as the City's preferred alignment by amending it's transportation element of its CGPU as part of the City's ongoing CGPU process; and,

CITY OF HEMET CITY COUNCIL RESOLUTION NO. 4216
HIGHWAY 79 PREFERREDALTERNATIVE

Attachment to Comment Letter L-7
City of Hemet

1 **WHEREAS**, the amendment of the transportation element of the City's CGPU
2 must be processed in accordance with Government Code § 65350 *et seq.*, and must be
3 reviewed under the California Environmental Quality Act (Public Resources Code
§ 21000 *et seq.*); and,

4 **WHEREAS**, the City Council desires to state its intention to de-designate the
5 Eastern-Alignment" of Highway 79 as the City's preferred alternative and to select a
6 new preferred alternative as part its CGPU process consistent with the laws of the State
of California and the conditions stated herein;

7 **NOW THEREFORE**, the City Council of the City of Hemet does hereby
8 **determine, declare and resolve as follows:**

9 **Section 1.** The City Council hereby directs the City Manager to include the de-
10 designation of the "Eastern-Alignment" of Highway 79 as part of the amendment to the
11 Transportation Element of the City's General being processed as part of the City's
CGPU and to take such steps as are necessary to comply with Government Code
12 § 65350 *et seq.*, and the California Environmental Quality Act (Public Resources Code
§ 21000 *et seq.*).

13 **Section 2.** That of the two remaining alternatives, the City Council selects the
14 central alignment (Corridor 2) as the City's preferred alternative based on information
received to date.

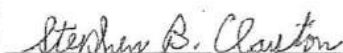
15 **Section 3.** The City Manager and/or his designee is hereby directed to work
16 cooperatively with RCTC as part of its Project Design Team process in order to continue
review of the final two alternatives and to present the City's preferred alternative.


17
18 **APPROVED AND ADOPTED** this 13th day of May, 2008.

19
20
21 
22 Marc Searl, Mayor

23 **ATTEST:**

APPROVED AS TO FORM:

24
25 
26 Stephen B. Clayton, City Clerk

27 
28 Eric S. Vail, City Attorney

Attachment to Comment Letter L-7
City of Hemet

1 State of California)
2 County of Riverside)
3 City of Hemet)
4
5 I, Sarah McComas, Deputy City Clerk of the City of Hemet, do hereby certify
6 that the foregoing Resolution is the actual Resolution adopted by the City Council
7 of the City of Hemet and was passed at a regular meeting of the City Council on
8 the 13th day of May, 2008 by the following vote
9
10 AYES: Council Members Lowe, McBride and VanArsdale, Vice Mayor
11 Christie and Mayor Searl
12
13 NOES:
14
15 ABSTAIN:
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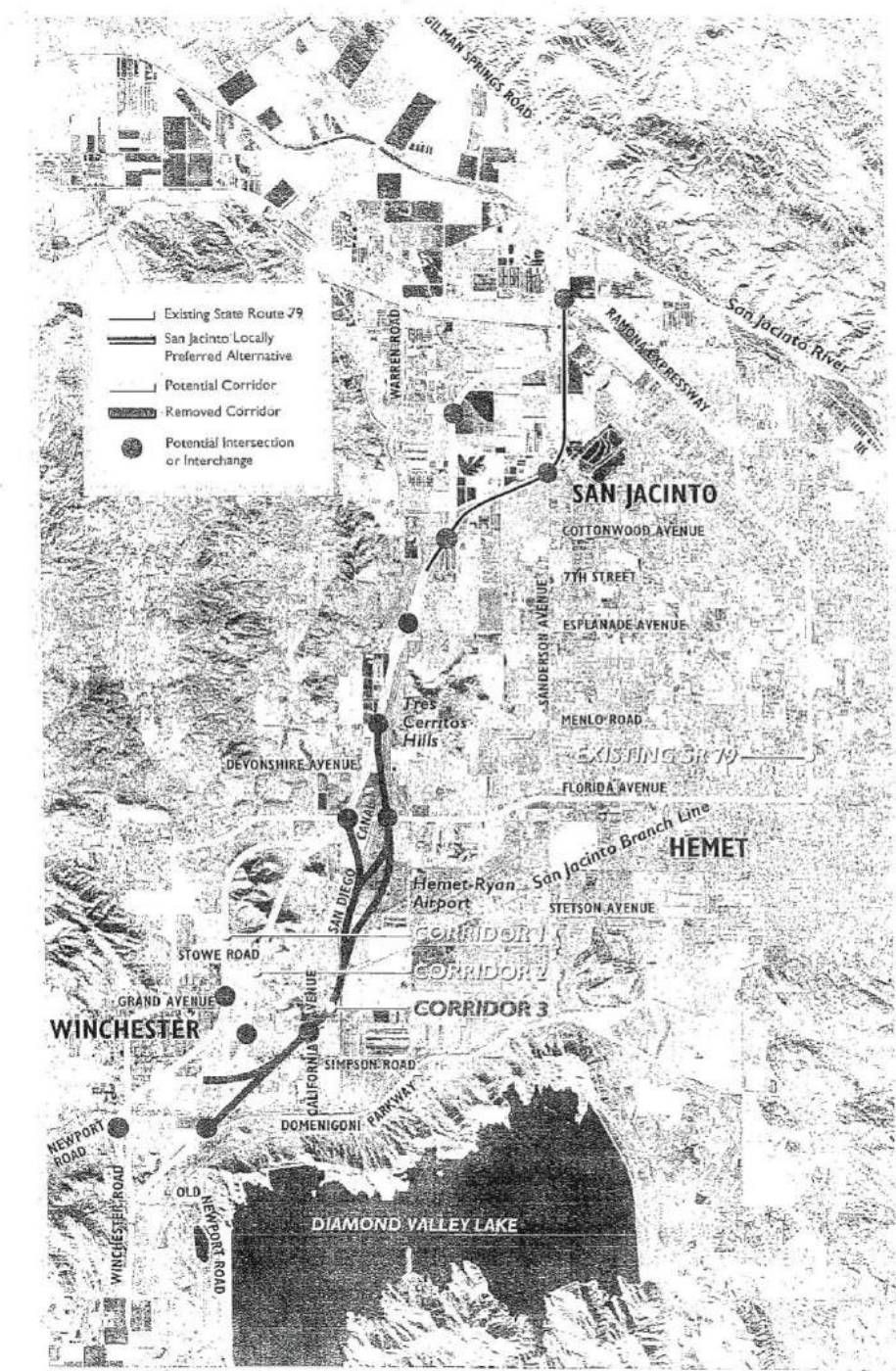

Sarah McComas, Deputy City Clerk

Attachment to Comment Letter L-7
City of Hemet

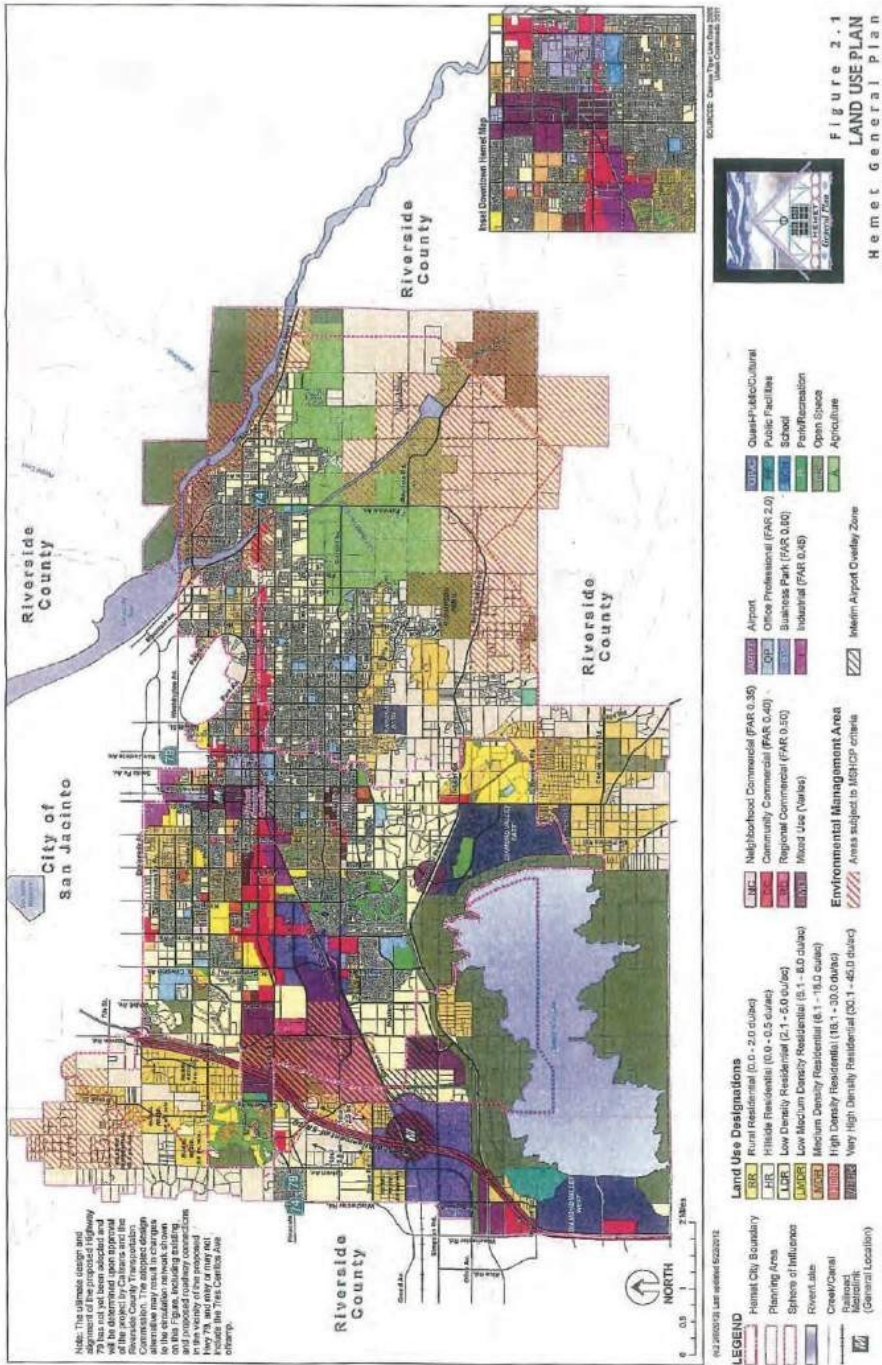
Exhibit A

City Council Meeting
of May 13, 2008

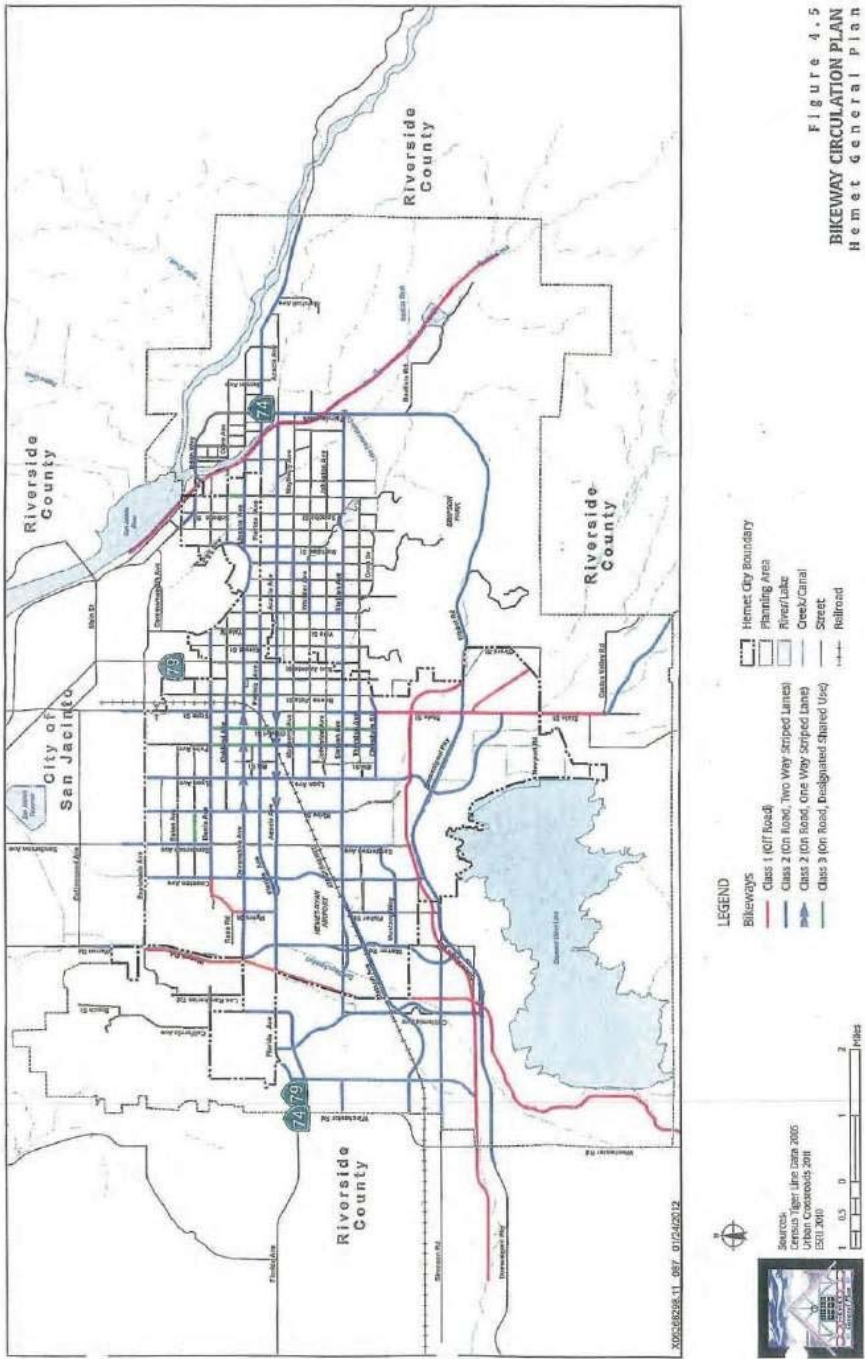
Attachment to Comment Letter L-7
City of Hemet



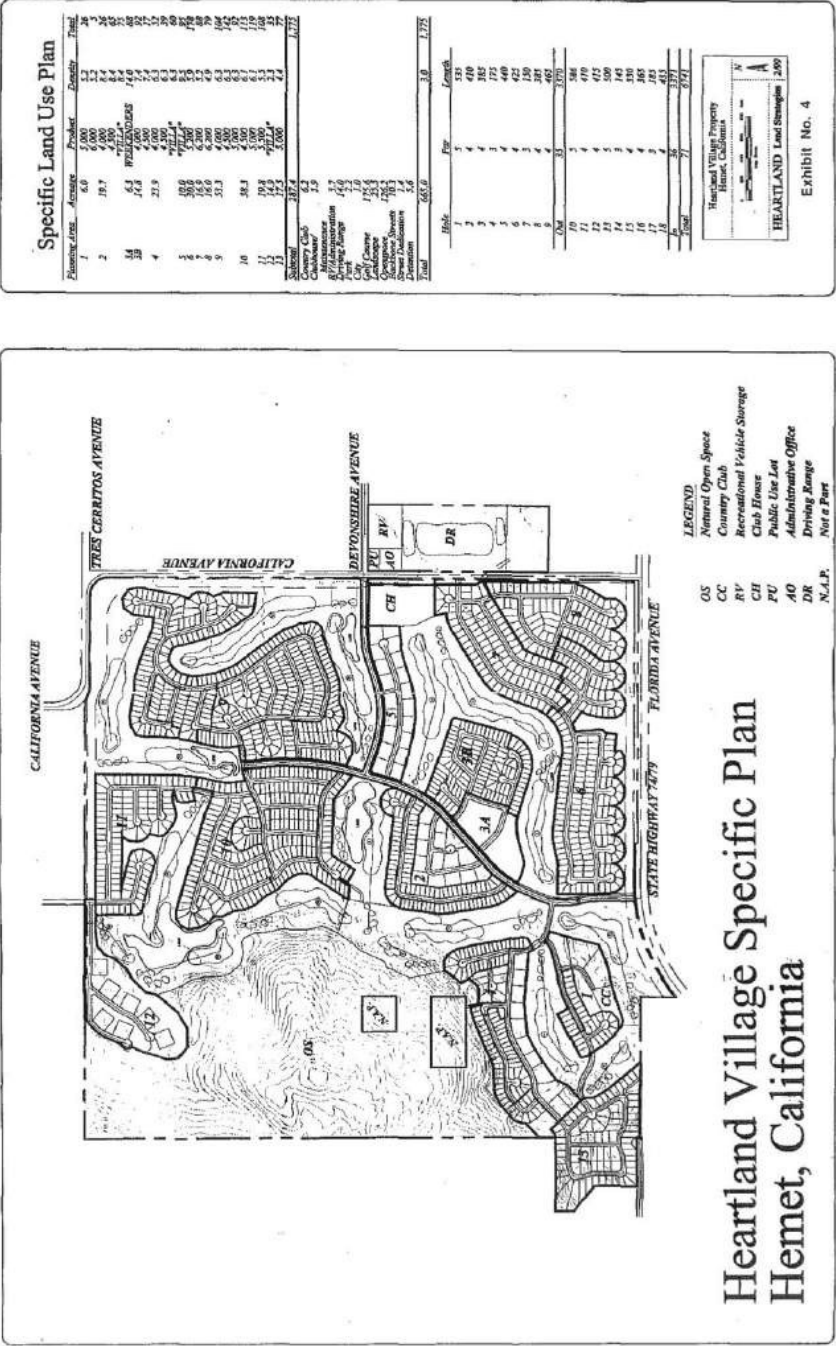
Attachment to Comment Letter L-7
City of Hemet

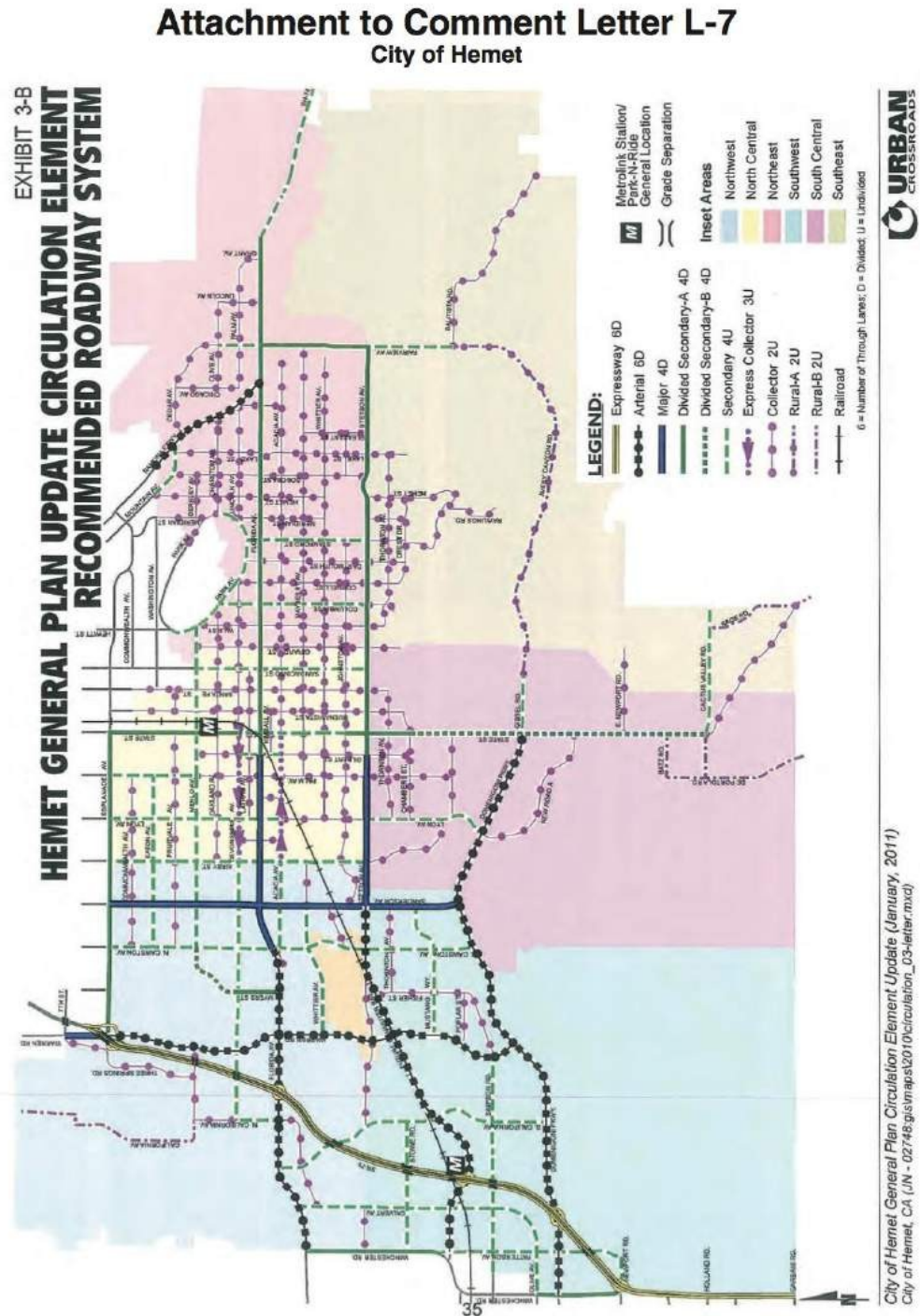


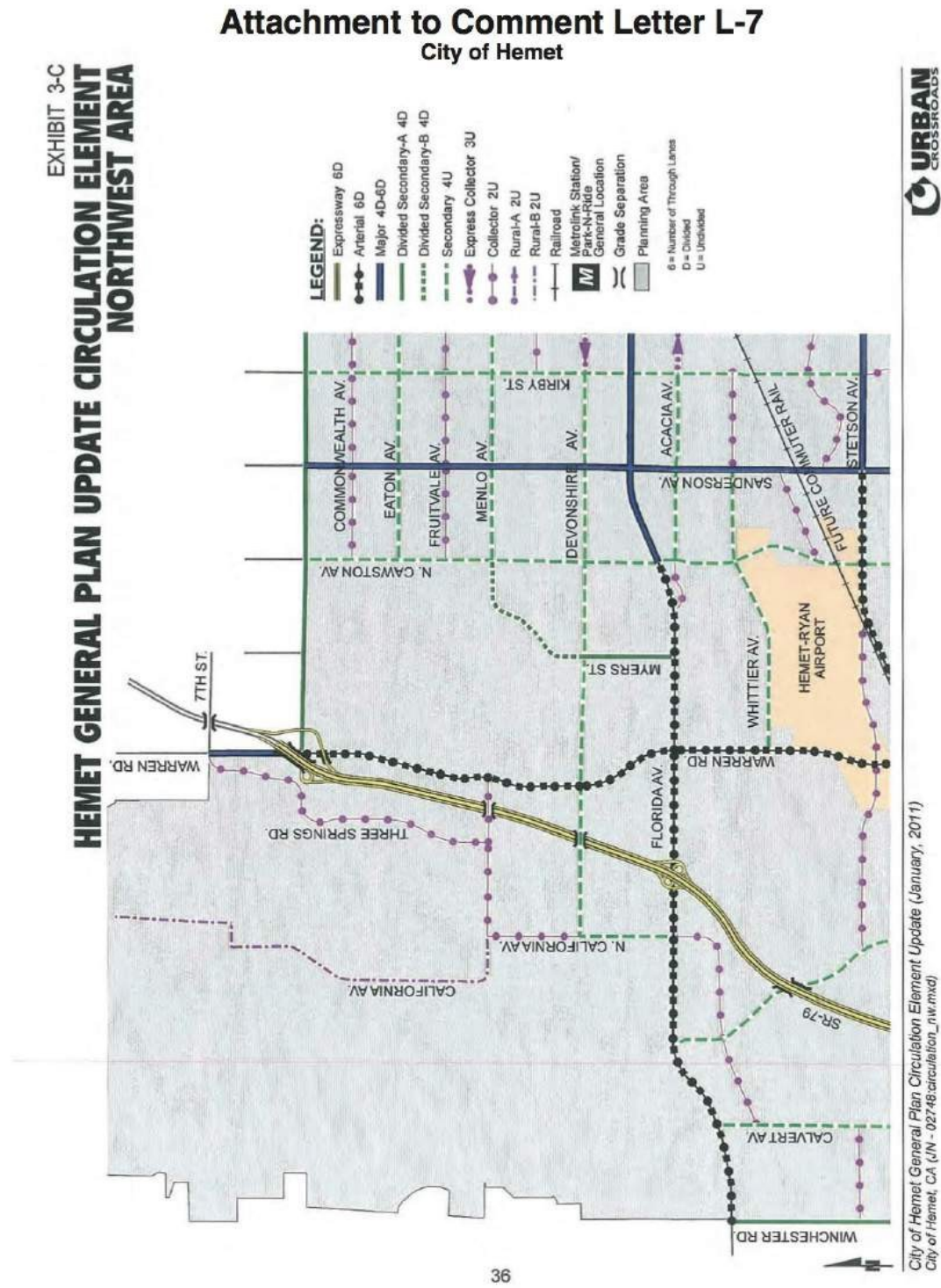
Attachment to Comment Letter L-7
City of Hemet



Attachment to Comment Letter L-7
City of Hemet

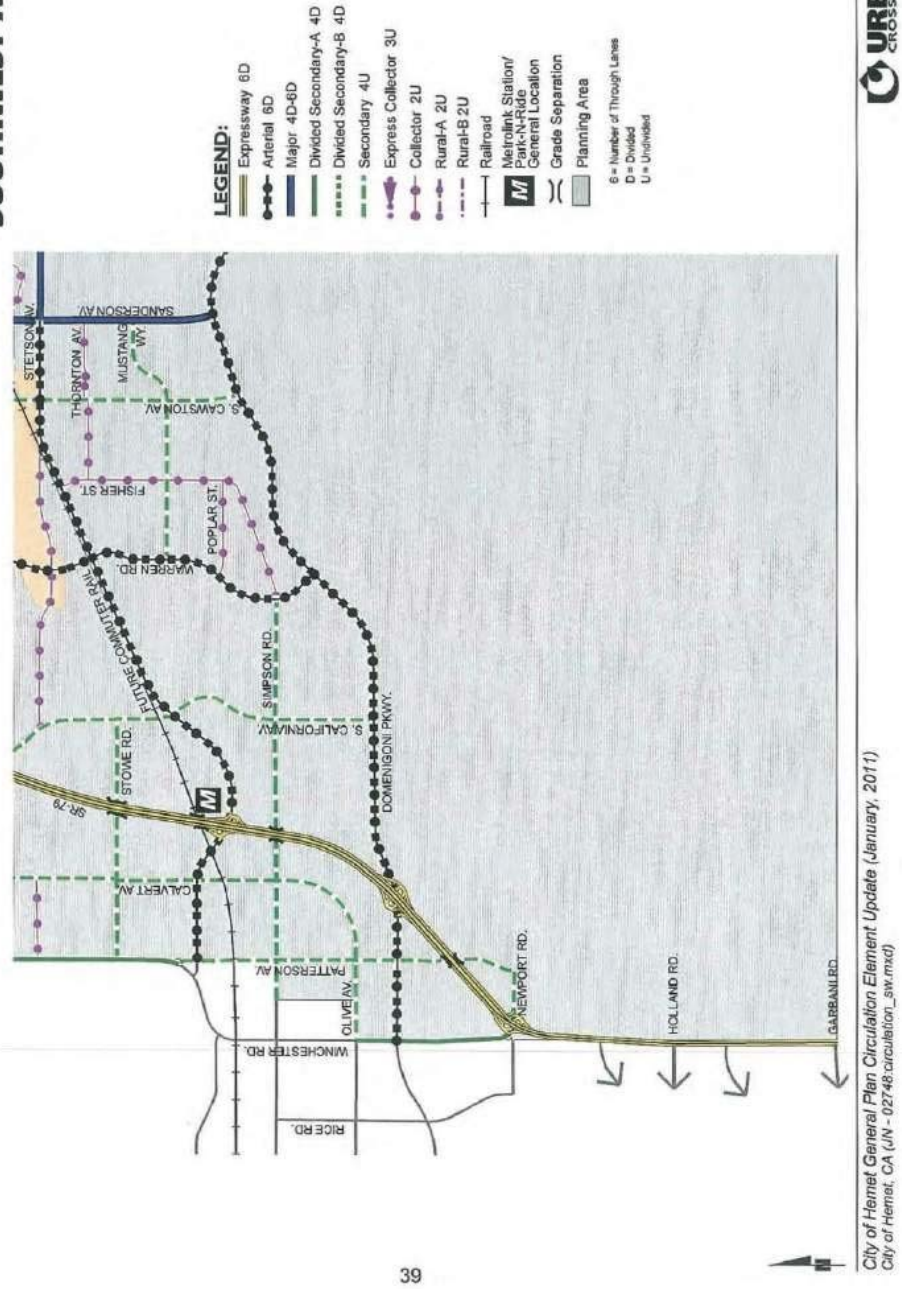






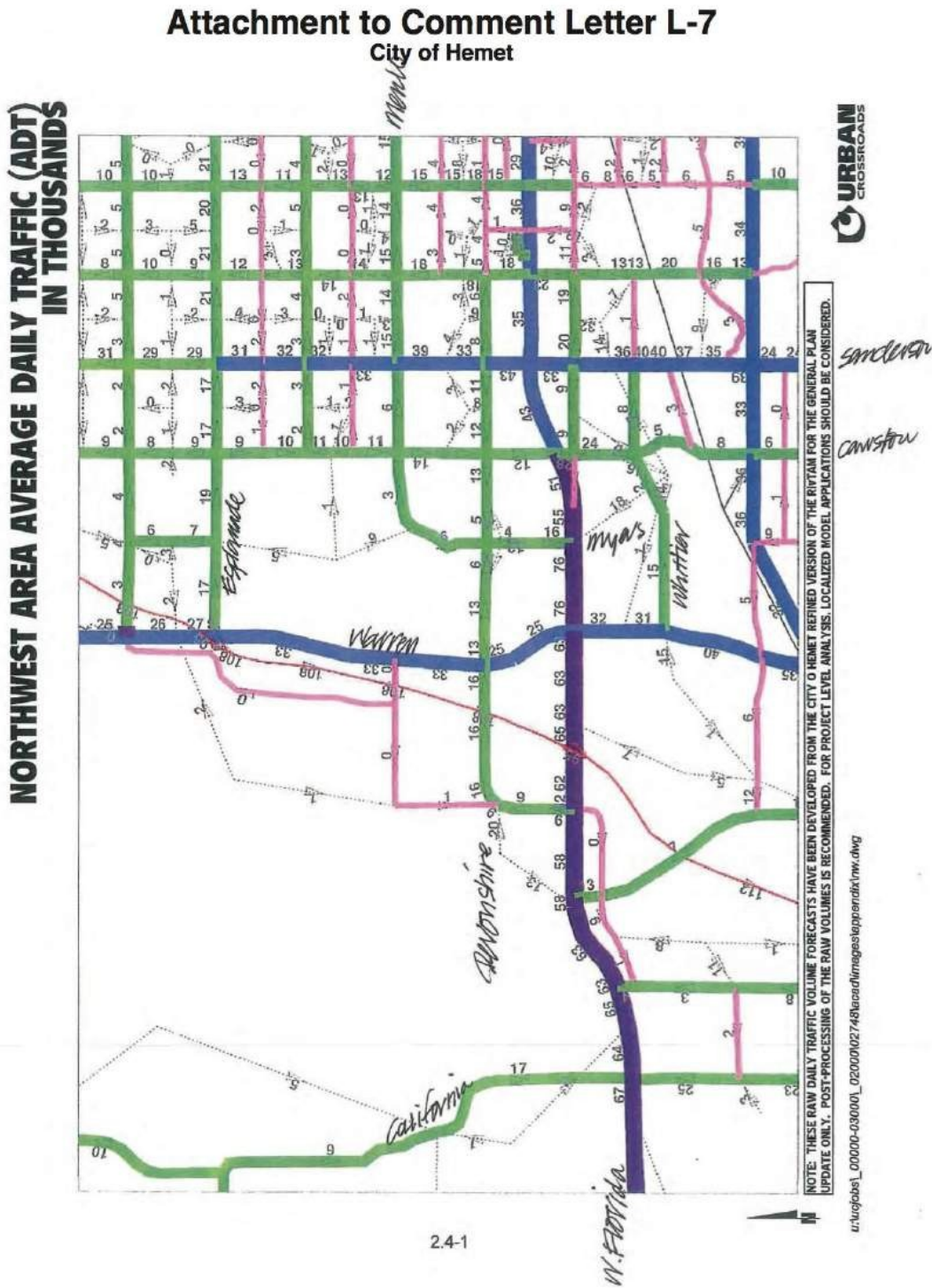
**HEMET GENERAL PLAN UPDATE CIRCULATION ELEMENT
SOUTHWEST AREA**

Attachment to Comment Letter L-7
City of Hemet



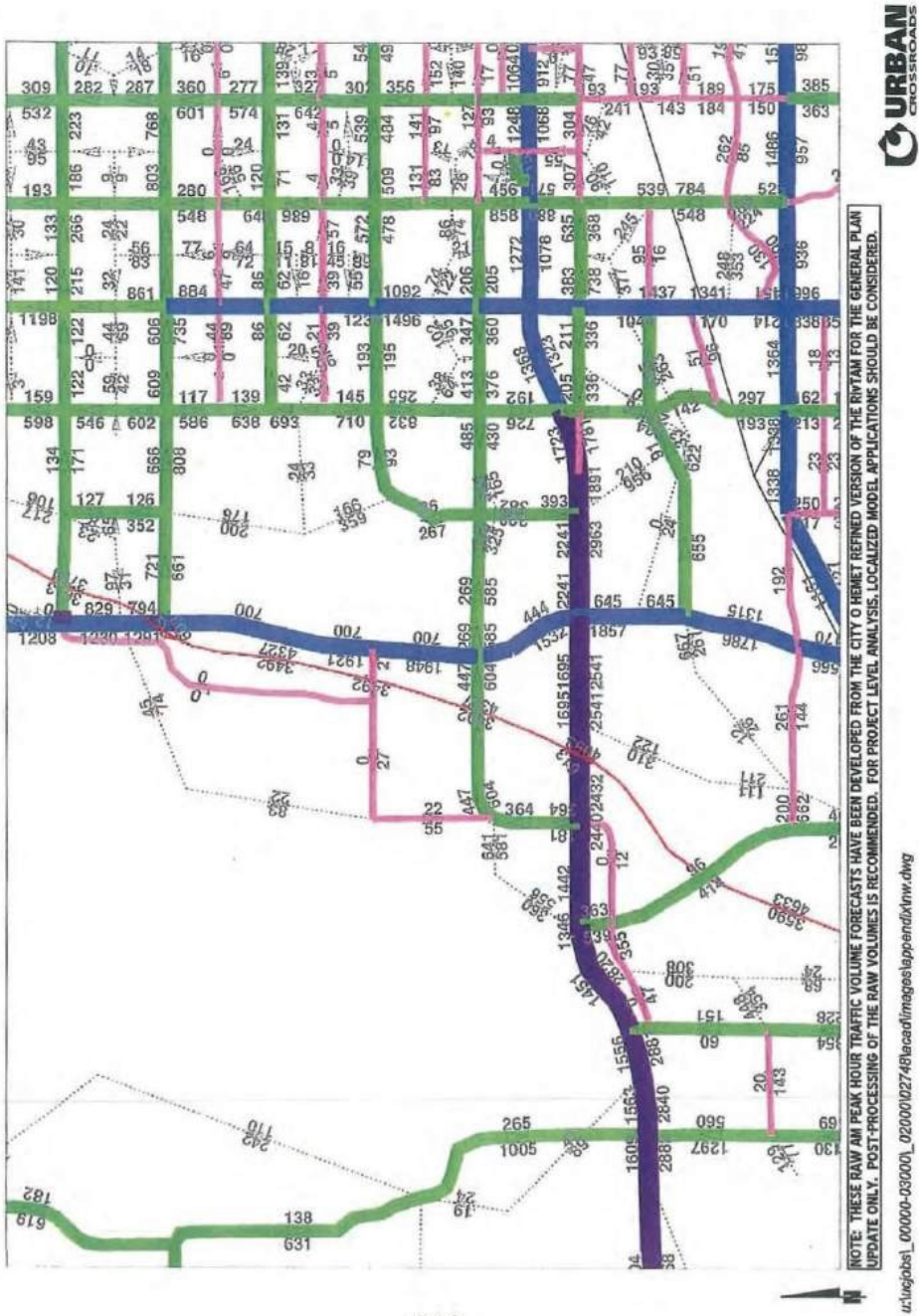
Attachment to Comment Letter L-7
City of Hemet





Attachment to Comment Letter L-7
City of Hemet

NORTHWEST AREA AM PEAK HOUR VOLUMES

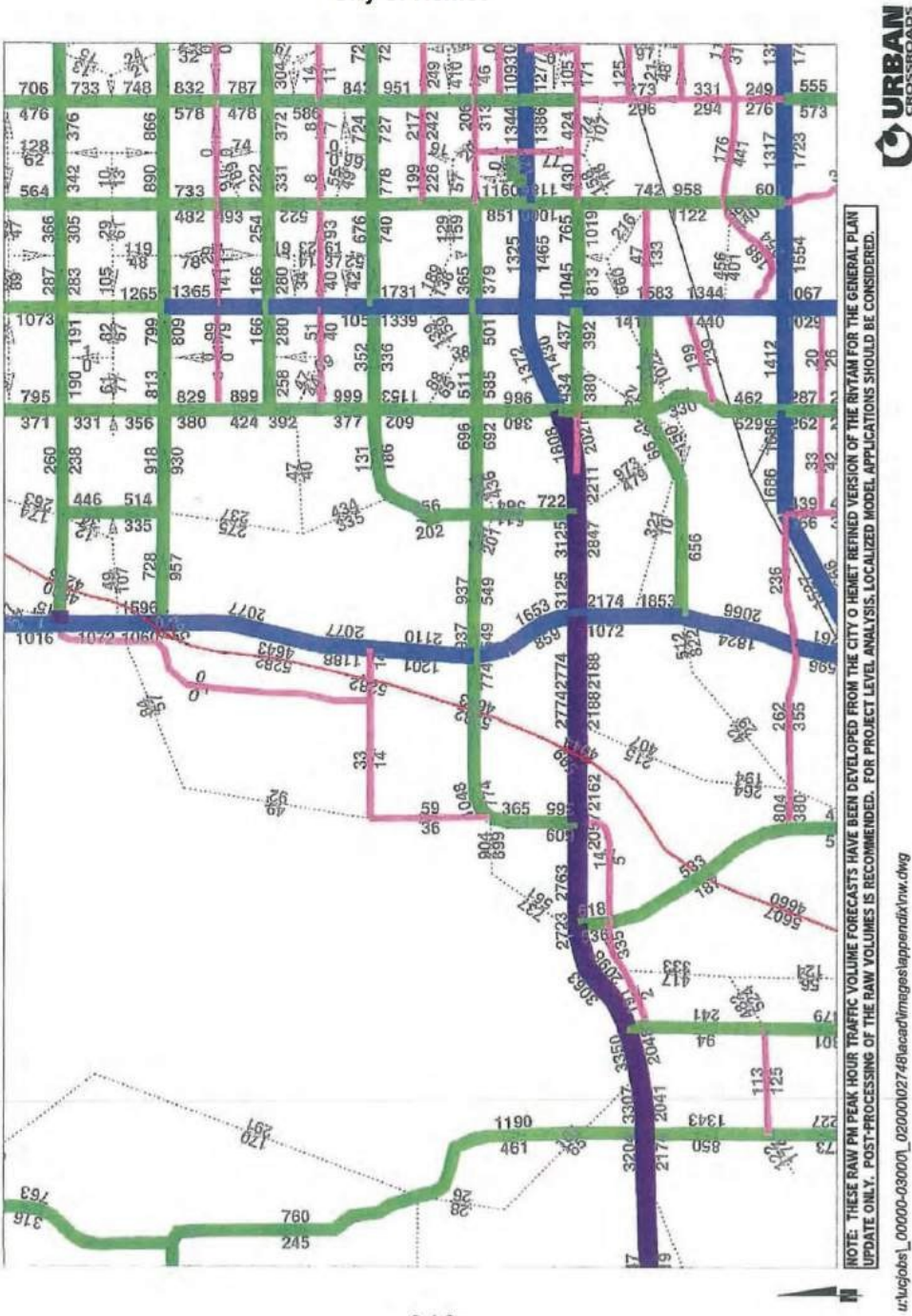


2.4-2

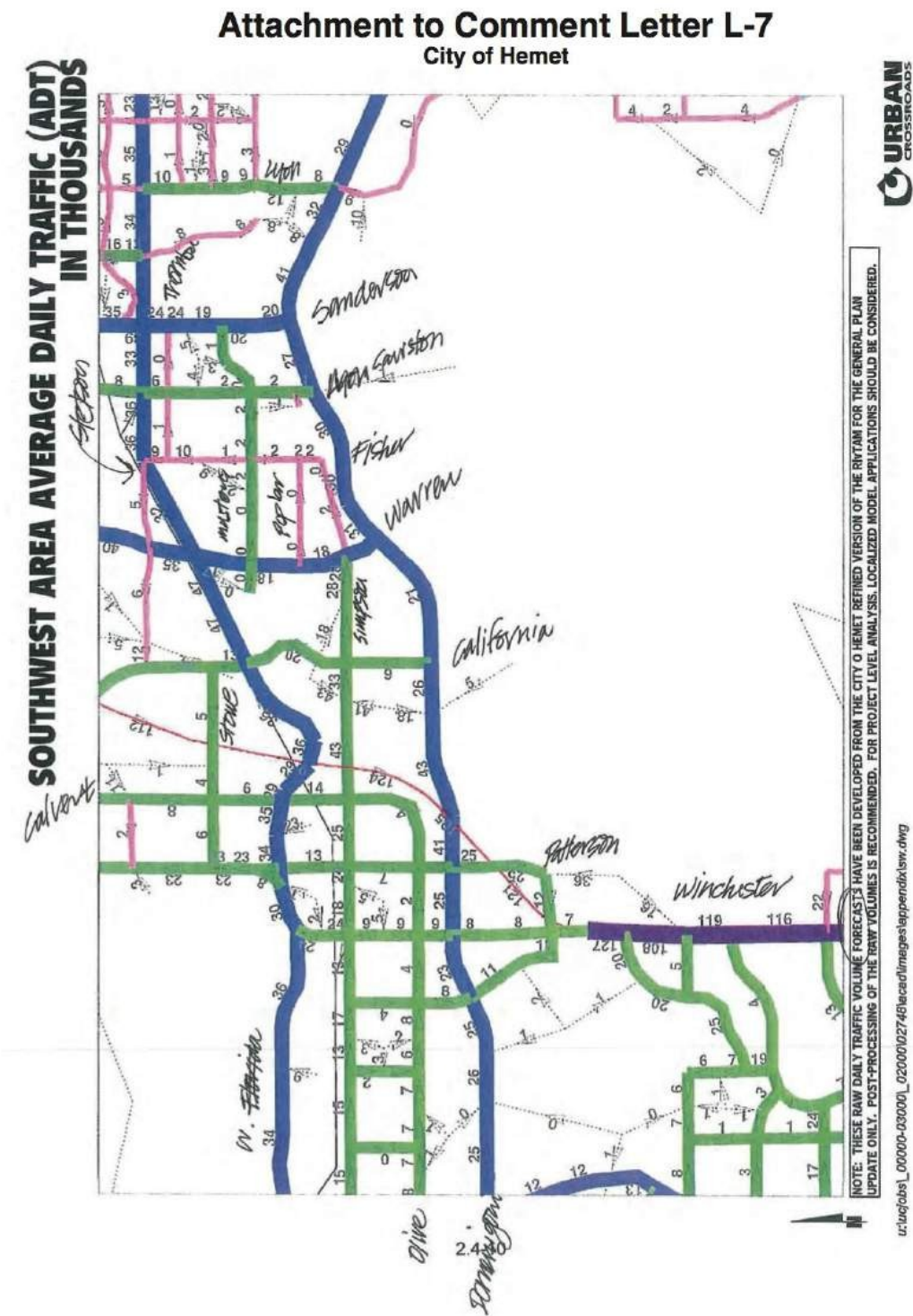


Attachment to Comment Letter L-7
City of Hemet

NORTHWEST AREA PM PEAK HOUR VOLUMES



2.4-3



Comment from: San Jacinto Unified School District

Comment Letter L-8

Response To: San Jacinto Unified School District

Board of Trustees
John I. Norman, President
Willie Hamilton, Clerk
Deborah Rex, Member
Rose Salgado, Member
John Schouten, Member



Shari L. Fox, Ed.D., District Superintendent
sfox@sanjacinto.k12.ca.us

District Administrative Office
2045 South San Jacinto Avenue
San Jacinto, CA 92583-5626
(951) 929-7700
Fax: (951) 658-3574
www.sanjacinto.k12.ca.us

March 13, 2013



Aaron Burton, Senior Environmental Planner
California Department of Transportation
P.O. Box 12008
Riverside, CA 92502-2208

Re: Response Letter: State 79 (SR-79) Realignment Project

Dear Mr. Burton,

The San Jacinto Unified School District received your letter dated February 7, 2013 regarding the State 79 Realignment Project. We have reviewed your maps and areas of realignment and our comments are as follows:

Build Alternatives 1a and 2a, Segment L, would traverse the southern one-quarter of our District's approved future high school site, located at the southwest corner of Ramona Expressway and Cawston Avenue (See Attached Map). We note that the DEIR identifies planned land uses (e.g., Figure 3.1-4a, *City of San Jacinto Planned Land Use*), but it missed the District's approved future high school site. The loss of this much of the property, plus the direct impacts from traffic, noise and air pollution would render this site unusable as a school site. The District has already undergone the timely and costly process of getting approvals of this site from the California Department of Education and Toxic Substances Control. Finding a suitable replacement site would be at great cost and effort. School sites must meet the most stringent siting standards from a health and safety standpoint, and finding replacement site may prove difficult. The District recommends Segment L be rejected in favor of Segment M to avoid this significant impact on the District. Alternatively, the District requests that Caltrans mitigate impact by providing planning assistance and funding to locate new school siting process. Alignment 1b doesn't look like a problem for the school; however, we would need to closely examine any potential impacts.

L-8.1

Should you have any questions or concerns please do not hesitate to contact our office at extension 4680.

Sincerely,

Michael Collins
Director of Facilities and Operations

Cc: Facilities and Operations Department

Diane Perez
Deputy Superintendent
dperez@sanjacinto.k12.ca.us
Fax (951) 652-6250

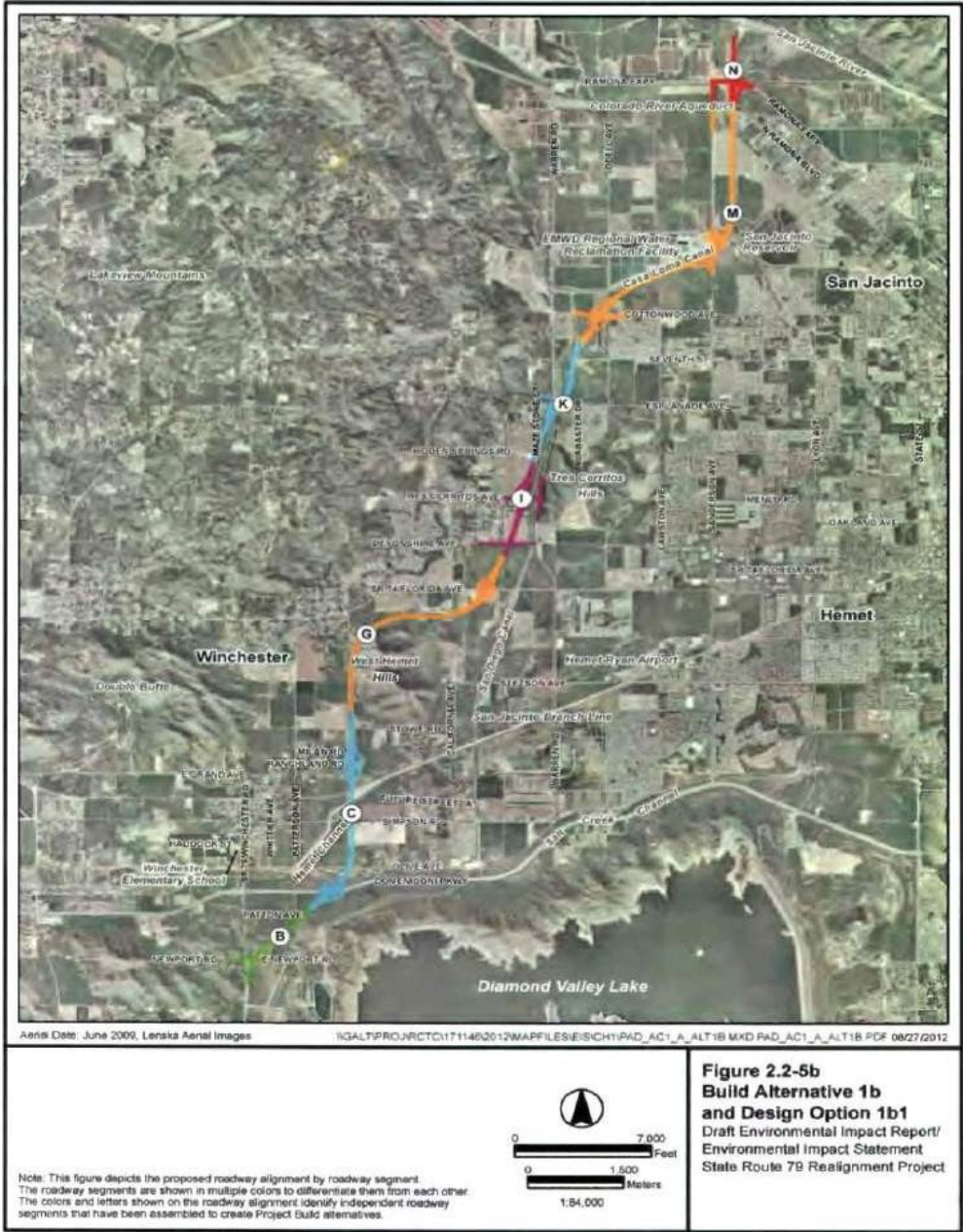
Richard De Nava, Asst. Superintendent
Business Services
rdenava@sanjacinto.k12.ca.us
Fax (951) 652-7350

Marianna Vinson, Asst. Superintendent
Educational Services
mvinson@sanjacinto.k12.ca.us
Fax (951) 929-2890

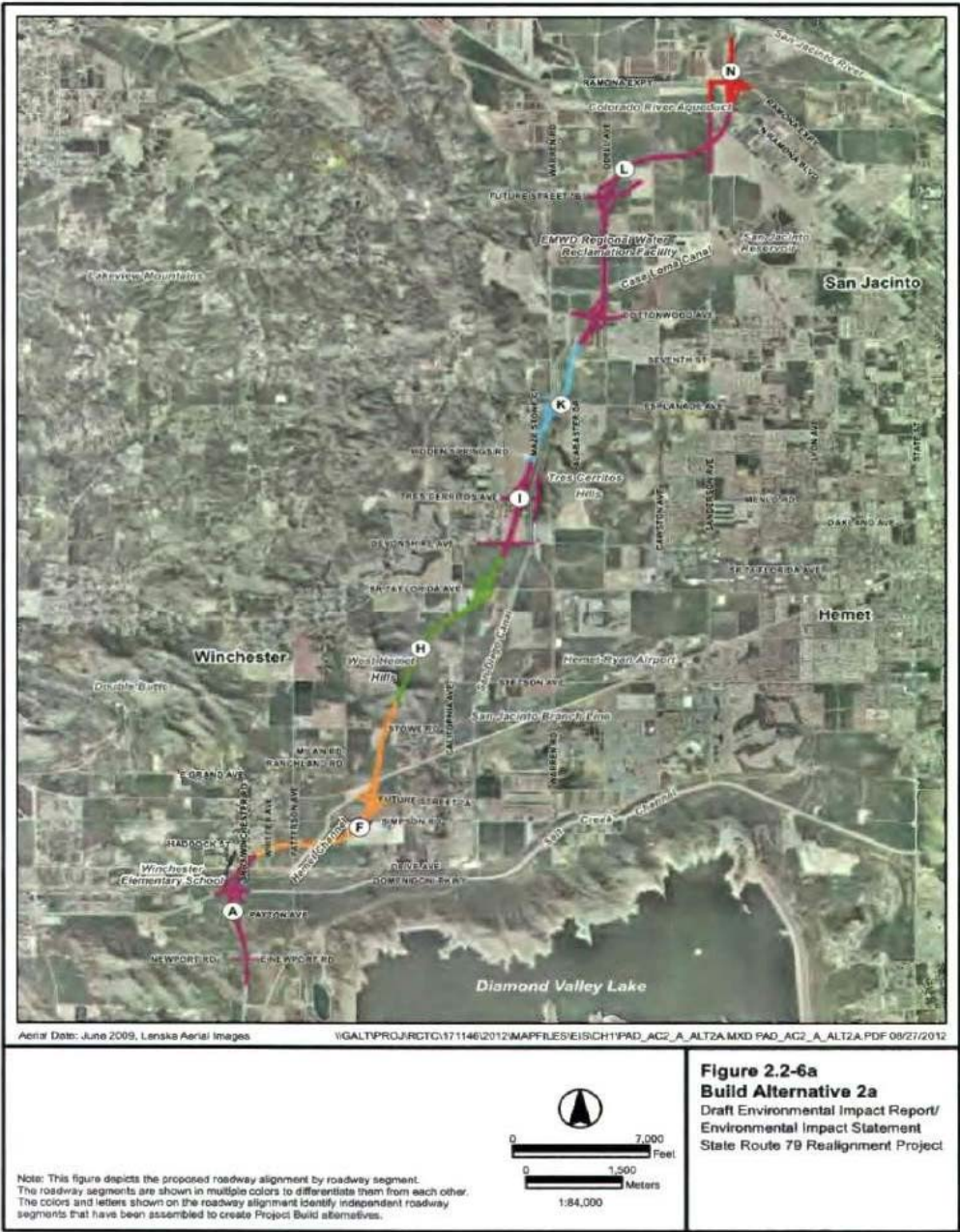
Response to L-8.1

Your support of the Project has been included in the Project record, along with your preference for Design Option 1b with the road through the hills instead of lowering the ridgeline. Your opposition to an off-ramp at Tres Cerritos Avenue, a bridge over the canal, or the relocation of Warren Road has also been included in the Project record and is no longer part of the Preferred Alternative. The process used to evaluate the alternatives and identify the preferred alternative for the Project is described in Chapter 2 of the Final EIR/EIS. As discussed in that Chapter, Alternative 1br was identified as the Preferred Alternative. The Tres Cerritos Avenue interchange is not included in the Preferred Alternative. The bridge over the canal at Tres Cerritos and the relocation of Warren Road at Tres Cerritos are also not included in the Preferred Alternative.

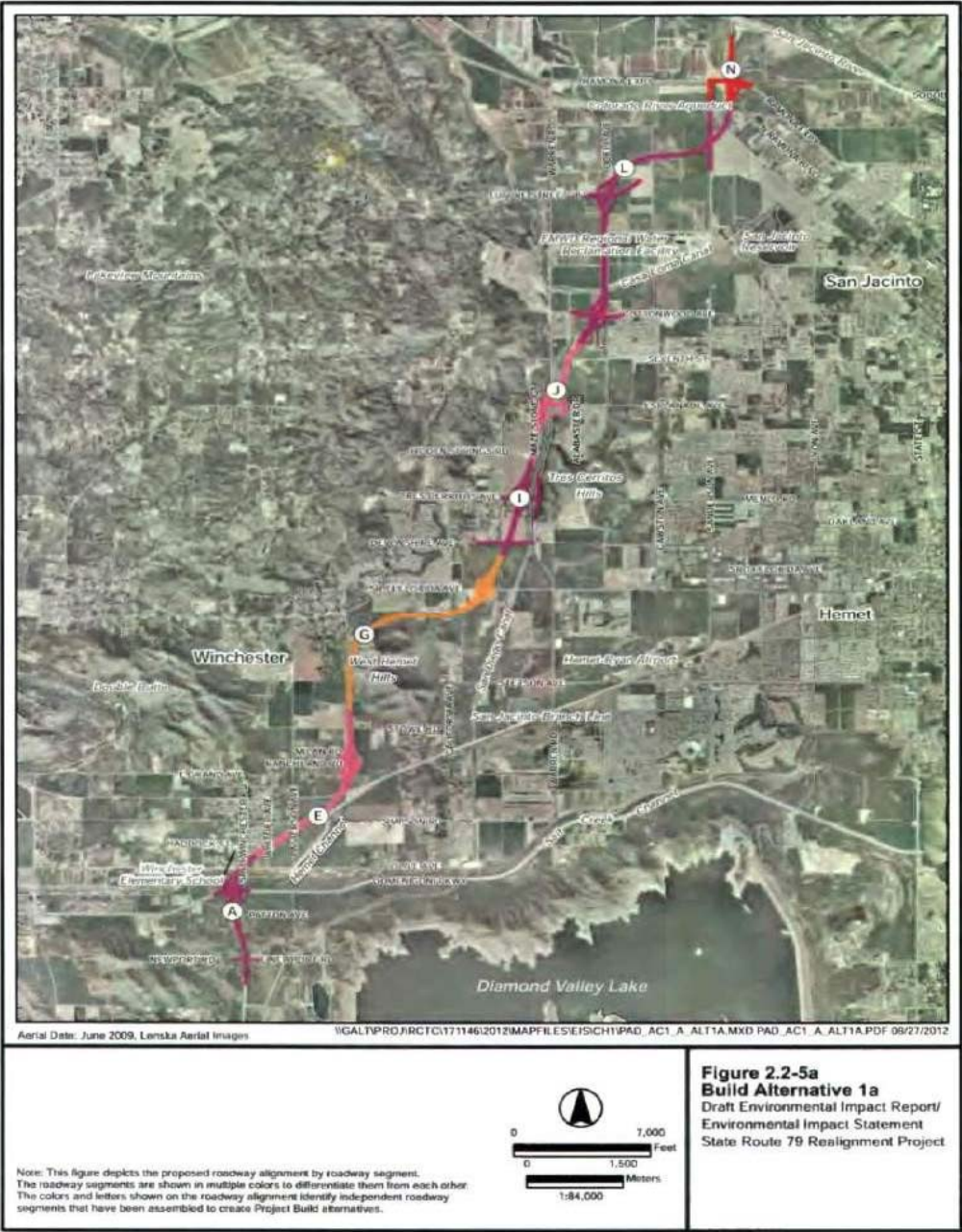
Attachment to Comment Letter L-8
San Jacinto Unified School District



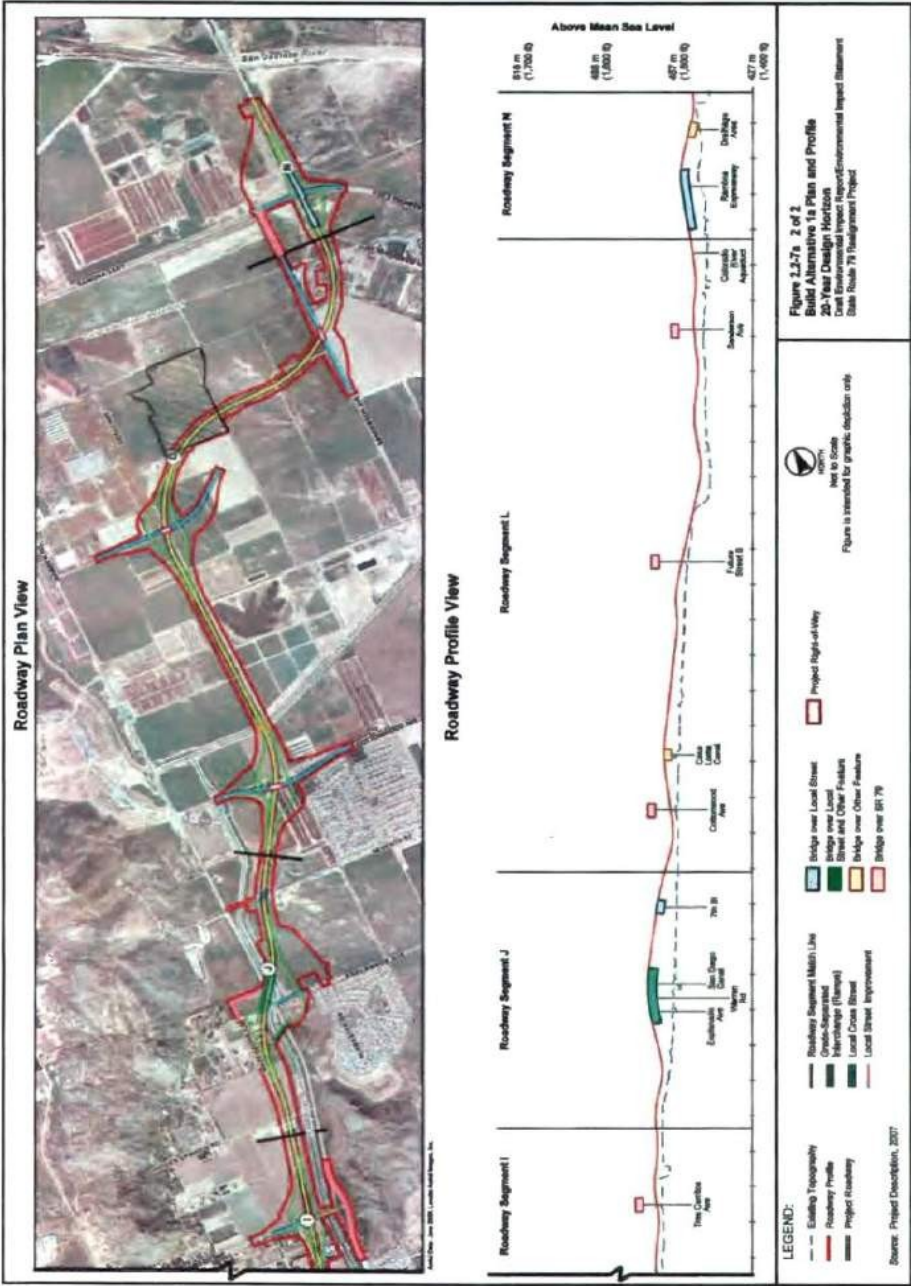
Attachment to Comment Letter L-8
San Jacinto Unified School District



Attachment to Comment Letter L-8
San Jacinto Unified School District



Attachment to Comment Letter L-8
San Jacinto Unified School District



Comment from: Endangered Habitats League

Response To: Endangered Habitats League

Comment Letter L-9

February 15, 2013

VIA U.S. AND ELECTRONIC MAIL

Aaron Burton, Senior Environmental Planner
Caltrans
P.O. Box 12008
Riverside, CA 92502-2208

**RE: Draft Environmental Impact Report/Environmental Impact Statement for
State Route 79 Realignment Project: Domenigoni Parkway to Gilman Spring Road
Riverside County, California Draft Environmental Impact Report/
Environmental Impact Statement (DEIR/DEIS)**

Dear Mr. Burton:

The Endangered Habitats League (EHL) appreciates the opportunity to comment on this project. EHL served on the Advisory Committees for the Community and Environmental Transportation Acceptability Process (CETAP) and Western Riverside County Multiple Species Habitat Conservation Plan (MSHCP).

As a major north-south corridor, SR 79 was an integral part of CETAP and MSHCP planning. Indeed, it was one of the "covered" infrastructure projects whose anticipated benefit from streamlined permitting supported the eventual adoption of the MSHCP. As a conservation group, we believe that, as a complex project with numerous impacts to endangered and otherwise sensitive species, major effects on wildlife movement, and cumulative and growth inducing impacts, SR 79's environmental review and mitigation is most meaningfully undertaken using the regional and habitat-based framework of the MSHCP. And as a supporter of the MSHCP, EHL expects the anticipated benefits of "tiering" and species coverage to be expeditiously realized in exchange for plan compliance.

The biological section of the DEIR/DEIS is thorough and appropriately focuses on MSHCP conformance. However, we suggest that the details of MSHCP conformance be made available at the earliest point prior to certification, so that there may be an opportunity for public review and comment.

Our main concern is that Caltrans coordinate early and effectively with the Western Riverside County Regional Conservation Authority (RCA), U.S. Fish and Wildlife Service, and California Dept. of Fish and Wildlife. This should be approached as a partnership endeavor, with good faith exploration of options and adoption of creative ways to advance environmental benefits and project objectives. Please let me know if EHL can assist in this process.

L-9.1

L-9.2

Comment Letter L-9 - Endangered Habitats League

Response to L-9.1

An MSHCP Equivalency Analysis has been prepared and reviewed which included MSHCP conformance by the RCA and wildlife agencies. The MSHCP Consistency and Determination of Biologically Equivalent or Superior Preservation (DBESP) for the Preferred Alternative was approved by RCA on September 30, 2015, The DBESP is included as an Appendix to the FEIR/FEIS.

Response to L-9.2

The Department and RCTC have continued to coordinate with the Western Riverside County Regional Conservation Authority, U.S. Fish and Wildlife Service, and California Department of Fish and Wildlife during ongoing resource agency meetings as the Project has proceeded into the Final EIR/EIS. This coordination will continue throughout final design and construction. Early coordination efforts have already been beneficial to sensitive biological resources in the area by eliminating an alternative that would have had negative impacts to vernal pools and wetlands (See Section 2.2.5.3 of the Draft EIR/EIS).

Appendix K Comments Received on the Draft EIR/EIS

Comment Letter L-9

I am also copying this letter to the Board of Supervisors and the Chair and Vice Chair of the RCA Board, simply to note that the MSHCP is doing its job as a framework for the permitting of regional infrastructure and that our collective continued commitment to successful assembly of the MSCHP reserve is essential.

Yours truly,


Dan Silver
Executive Director

cc: Regional Conservation Authority
Riverside County Transportation Department
Riverside County Transportation Commission
US Fish and Wildlife Service
California Dept. of Fish and Wildlife
Board of Supervisors

Comment from: Riverside County Flood Control and Water Conservation District

Response To: Riverside County Flood Control and Water Conservation District

WARREN D. WILLIAMS
General Manager-Chief Engineer



1995 MARKET STREET
RIVERSIDE, CA 92501
951.955.1200
FAX 951.788.9965
www.rcflood.org

Comment Letter L-10

RIVERSIDE COUNTY FLOOD CONTROL
AND WATER CONSERVATION DISTRICT

March 11, 2013

Mr. Aaron Burton
California Department of Transportation
Post Office Box 12008
Riverside, CA 92502-2208

Dear Mr. Burton:

Re: State Route 79 (SR-79)
Realignment Project
EA 08-494000/PN0800000784

This letter is written in response to the Notice of Availability of a Draft Environmental Impact Report/Environmental Impact Statement (DEIR/IS) and Notice of Public Hearing for the State Route 79 (SR-79) Realignment Project. The project will involve the realignment of State Route 79 from Domenigoni Parkway to Gilman Springs Road.

The District has the following comments/concerns that should be addressed:

1. The proposed project is located within the San Jacinto, Northwest Hemet, Southwest Hemet, West Hemet, and Hemet Master Drainage Plans (MDP). When fully implemented, these MDP facilities will provide flood protection to relieve those areas within the plan of the most serious flooding problems and will provide adequate drainage outlets. The DEIR/IS should address impacts to MDP facilities within the proposed project area. The MDP maps can be viewed online at www.rcflood.org. To obtain further information on the MDP and the proposed facilities, please contact Edwin Quinonez of the District's Planning Section at 951.955.1345.

L-10.1


2. Existing District facilities are located within the proposed project area and may be impacted. Any work that involves District right-of-way, easements or facilities will require an encroachment permit from the District. The construction of facilities within road right-of-way that may impact District storm drains should also be coordinated with us. To obtain further information on encroachment permits or existing facilities, contact Ed Lotz of the District's Encroachment Permit Section at 951.955.1266.

L-10.2

Thank you for the opportunity to provide input for the initial study. Please forward any subsequent environmental documents regarding the project to my attention at this office. Any further questions concerning this letter may be referred to Andy Leung at 951.922.8582 or me at 951.955.8581.

RECEIVED
MAR 13 2013
RIVERSIDE COUNTY
TRANSPORTATION COMMISSION

ACL:mcv
P8\151987

Very truly yours,

KRIS FLANIGAN
Senior Civil Engineer

Response to L-10.1

The master plan facilities are discussed in Section 3.2.1.2, Affected Environment and states the following, “Existing drainage facilities were identified and almost all storm water within the Project area is conveyed by overland flow or concentrates in unnamed roadside ditches before it infiltrates or discharges to a major drainage facility. There is only one existing drainage system within the San Jacinto Watershed, identified as Winchester Master Drainage Plan (MDP) Line F, which begins at Whittier Ave, crosses Winchester Road, and ends at Salt Creek Channel and is not impacted by the project.” If at the time of final design it is determined that other Master Plan Drainage Facilities will be affected, coordination with the Riverside County Flood Control and Water Conservation District will be performed.

Response to L-10.2

Any work that affects District facilities or storm drains will be coordinated with the Riverside County Flood Control and Water Conservation District during final design. This coordination has been included as a minimization measure in the Final EIR/EIS, please refer measure HYDRA-3.

Comment Letter L-10 - RCFWCDC

155 | K - 1

156 | K - 1

Comment from: City of Beaumont Planning Department

Comment Letter L-12

From:

info@sr79project.org

Sent:

Thursday, March 14, 2013 1:41 PM

To:

SWR 171146 SR79; inbox@geomail.info

Subject:

Contact Form Submission

Contact Form Submission

Comments: The City of Beaumont believes this project will be beneficial to the entire region in terms of providing a more efficient and modern roadway with these proposed improvements to Highway 79. One item that was noted in the Draft Impact Report page III:

"North of the Project limit, SR 79 crosses the San Jacinto River and enters Lamb Canyon. SR 79 is a four-lane expressway through Lamb Canyon to I-10 in Beaumont. Although this section is expected to be widen to six lanes in its ultimate concept, no project is currently proposed.."

The County of Riverside Transportation Dept. prepared a Preliminary Engineering Report for the Potrero Blvd Bypass in 2009 and the Bypass has been identified in numerous transportation plans. Our belief is there should be some discussion on how this project would effect this proposal and how the two would interelate.

Thank you,
City of Beaumont Planning Dept.
Email: ctracy@ci.beaumont.ca.us
Name: City of Beaumont Planning Dept.
Phone: (951) 769-8518
Mailing Address: 550 E. 6th Street
City, State: Beaumont, CA
Zip: 92223
Parcel Number:
CAPTCHA:

L-12.1

1

Comment Letter L-12 - City of Beaumont Planning Dept

Appendix K-1 Comments Received on the Draft EIR/EIS

Response To: City of Beaumont Planning Department

Response to L-12.1

A copy of the 2009 Preliminary Engineering Report was requested from the Riverside County Transportation Department. The County said "...the document is draft and is not available for public review. The project is in its early stages of development and subject to change...the environmental phase was not initiated either." The Potrero Boulevard Bypass project is not currently identified in the Southern California Association of Governments 2012-2035 Regional Transportation Plan. However, it is currently in the City of Beaumont's and the County of Riverside's Transportation Plans. Text has been added to the supplemental traffic analysis, available on the project website <http://sr79project.info/library-links/technical-reports>, identifying the Potrero Boulevard Bypass as a future project.

157 | K - 1

Comment from: Winchester Municipal Advisory Council (WMAC)

Response To: Winchester Municipal Advisory Council (WMAC)

Comment Letter CG-1

WINCHESTER MUNICIPAL ADVISORY COUNCIL (WMAC)
www.winchestermac.org

c/o Riverside County 3rd District
Supervisor Jeff Stone
37600 Sky Canyon Drive, Suite 505
Murrieta, CA 92563

March 25, 2013

Ms. Cathy Bechtel, Project Development Director
Riverside County Transportation Commission
PO Box 12008
Riverside, CA 92502-2208

RE: Comments to the Draft EIR, for State Route 79 Realignment Project: Domenigoni Parkway to Gilman Springs Road, Dated February 2013

Dear Ms. Bechtel,

We would like to take this opportunity to thank you and your staff, as well as Juan Perez and his staff for your attendance and presentation at our Winchester Municipal Advisory Council March 14, 2013 monthly meeting. A very good presentation was given by you and your team. After a break to study maps a Q & A was put into motion. Numerous questions were asked and answered. One of those in attendance asked that a vote be taken to see what alternative those in attendance preferred. A straw poll was taken for the seven alternatives.

$$\begin{aligned} 1a &= 0 \\ 1b &= 0 \\ 1ba &= 13 \end{aligned}$$
$$\begin{aligned} 2a &= 3 \\ 2b &= 3 \\ 2b1 &= 17 \end{aligned}$$

No Build = 10

Not everyone there responded. The Winchester MAC does not take a position on the preferred alignment. Our responsibility is to advise Supervisor Stone and RCTC as to the concerns, wishes and their (those in attendance) preferred alignment.

Good luck with the rest of the process.

Sincerely,

Dirk Meredith
Vice Chairman, Winchester MAC

Cc: Supervisor Jeff Stone, 3rd District

CG-1.1

Response to CG-1.1

The Project Development Team appreciates the comments provided by the Winchester Municipal Advisory Council and the Winchester Community throughout the planning process. Thank you for providing the results of your straw poll to consider along with other public opinions.

Comment from: Winchester Town Association
Comment Letter CG-2

Winchester Town Association

P. O. Box 122
Winchester, CA 92596

March 25, 2013

Ms. Cathy Bechtel, Project Development Director
Riverside County Transportation Commission
PO Box 12008
Riverside, CA 92502-2208

RE: Comments to the Draft EIR, for State Route 79 Realignment Project: Domenigoni Parkway to Gilman Springs Road, Dated February 2013

Dear Ms. Bechtel,

Winchester Homeowners Association has been a voice of our community since 1980. We recently in 2012 had the name officially changed to Winchester Town Association.

It is hard to believe that after all these years, studies, meetings, we are finally commenting on the Draft Environmental Impact Report for the State Route 79 Re-alignment Project.

We wish to thank you, your staff, and the county staff for keeping the Community of Winchester in this process over the years. Members of our community attended your public outreach meetings. The Winchester Town Association discussed the EIR and alignments at our March 7, 2013 general meeting. We also sent a mass mailing to the Winchester post office boxes and Rural Route 2, and our members to notice them of the Winchester Municipal Advisory Meeting on March 14, 2013. We appreciated the opportunity for our community to openly address you and your staff with their questions. It was a well attended meeting with over 70 people in attendance.

We are addressing our comments on that portion of the re-alignment from the southern limit of the project to Highway 74 – Florida Ave. The Community of Winchester continues to strive for potential cityhood. Any re-alignment of Winchester Road must include the following goals and objectives:

- Access must be provided from Winchester Road into and out of our town (VIA EXISTING WINCHESTER ROAD).
- East-West Road at Simpson must have full circulation.
- Contours and elevations using the lower roadway profiles allow for better esthetics and a less obvious community separator.
- Adequate flood control

CG-2.2

Response To: Winchester Town Association

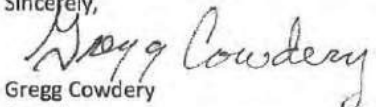
Response to CG-2.2

Build Alternative 1b with refinements (also called Build Alternative 1br), which has been selected as the preferred alternative, incorporates a variety of engineering modifications that respond to comment received since publication of the Draft EIR/EIS. Newport Road has been realigned to Winchester Road and a traffic signal at SR79 will be provided so access can be maintained into and out of the community of Winchester. A higher profile will be provided so the east-west circulation can be maintained on Simpson Road. The SR 79 alignment will bridge over Simpson Road. Aesthetics for the lower profile are noted. However, with the lower profile the connectivity of Simpson Road would be severed and cul-de-sacs would need to be provided. Adequate flood management would be included in any of the Build alternatives or design options. All Build alternatives and design options would retain east-west movement by providing a bridge over Stowe Road. Minimization and avoidance of air quality and noise impacts during and after construction is an integral part of the Project.

Comment Letter CG-2

- East/West Stowe Road access needed.
- During and after construction minimization of noise and air quality should be mitigated for adjacent residences and businesses
- Land Use comments. A land use study was recently completed by the County of Riverside for the Community of Winchester dated, September 2012. In this report there are several references to Highway 79 we have included pages from the Study that are attached. Highlights are:
 - Ensure that the Downtown has access from Winchester Road once the proposed re-alignment of Highway 79 is constructed.
 - The re-alignment of Highway 79 shall be designed so that access to Downtown via Winchester Road is not eliminated, as this is vital to the future success of the Downtown.
 - The proposed re-alignment of Highway 79 is a primary issue that will have significant and direct impact on the land uses and future development of the Community. Accordingly, the re-alignment alternatives were discussed and analyzed extensively at several community workshops. The results of the discussions are presented as policies contained in Section 7 Goals, Policies and Objectives of this Study.

We appreciate the opportunity to make these important comments regarding the re-alignment of Highway 79. Please continue to include our Association on your mailing list for notices and responses to comments. Should you have any questions, please do not hesitate to contact us.

Sincerely,

Gregg Cowdery
President
Winchester Town Association

Cc: Supervisor Jeff Stone
Winchester Municipal Advisory Council

Enclosures: 11 pages

CG-2.2
cont.

CG-2.3

CG-2.4

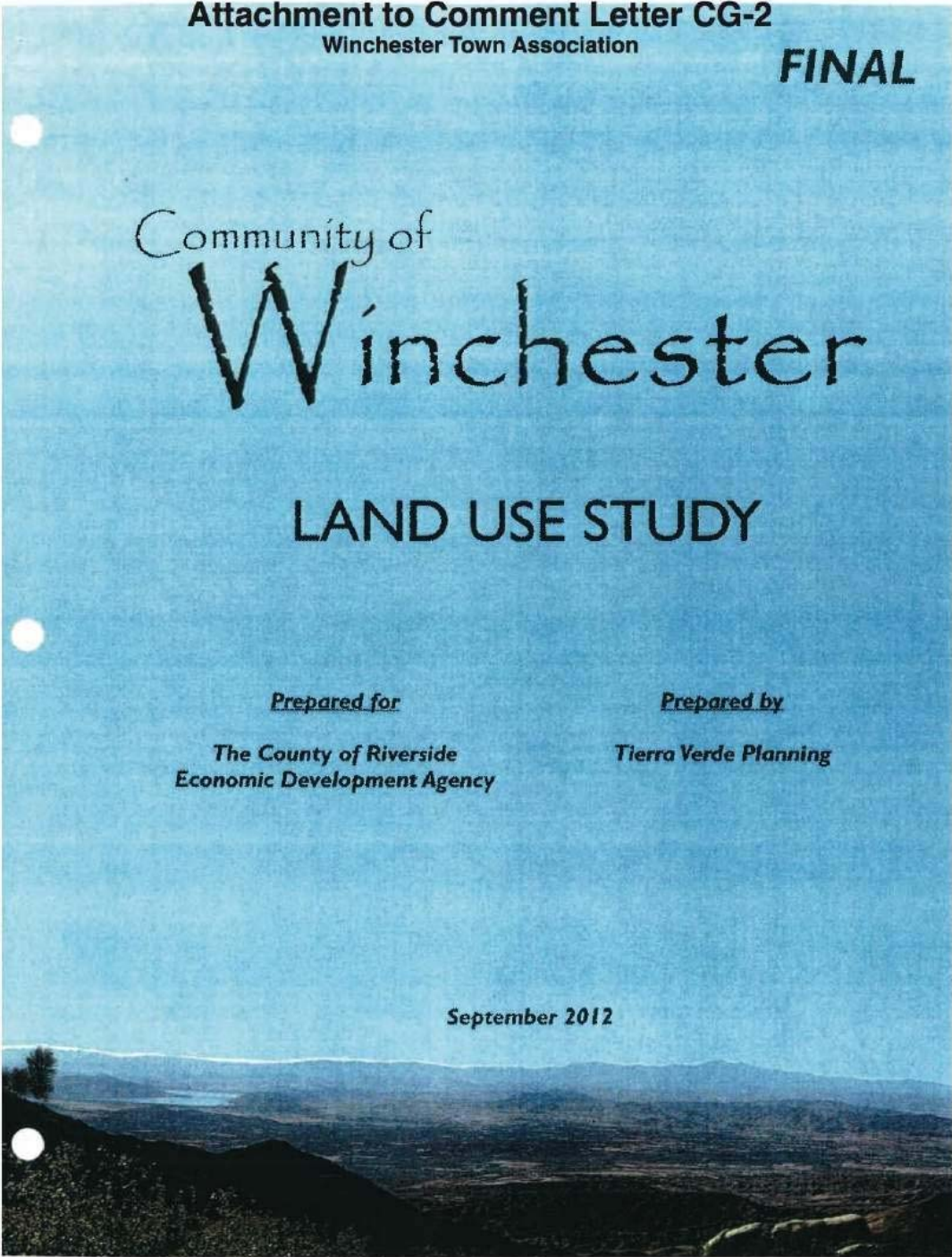
Response to CG-2.3

Consideration of the Community of Winchester Land Use Study has been incorporated in the Final EIR/EIS. The Project Development Team identified Build Alternative 1b with refinements that respond to comments on the Draft EIR/EIS as the Preferred Alternative.

The Preferred Alternative provides a robust linkage of the realigned SR 79 and the existing Winchester Road both at the signalized at-grade intersection near the existing Newport Road. The Preferred Alternative also provides a full interchange at Grand Avenue. This continues entry to and departure from the downtown core of Winchester onto the present SR 79 (Winchester Road).

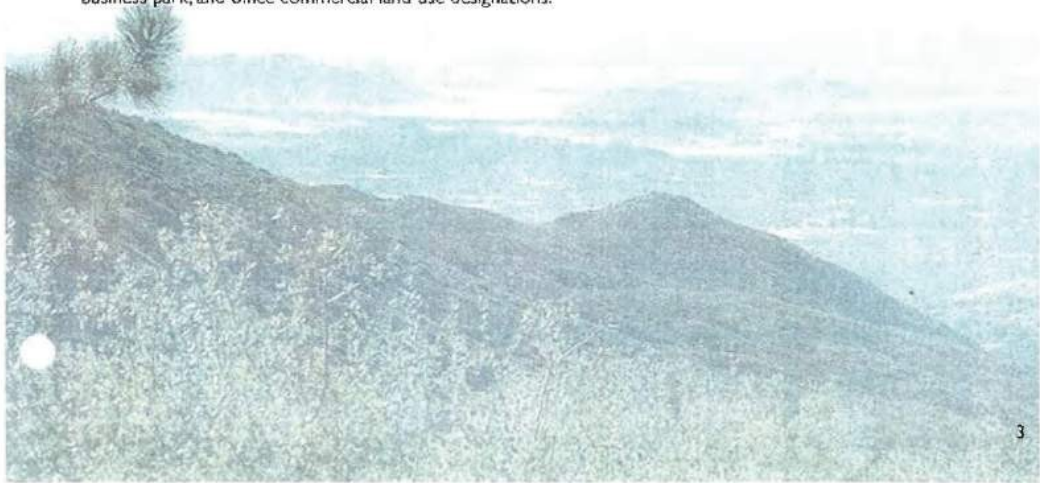
Response to CG-2.4

The Winchester Town Association's comments have been included in the Project record.



Attachment to Comment Letter CG-2
Winchester Town Association

- Develop Winchester as a destination place—creating a sense of identity and uniqueness that will attractive residents, businesses and tourists to the area.
- Create a Downtown that would be successful as a pedestrian oriented place which will have a region-wide draw and create opportunities for civic spaces, entertainment, and social interaction.
- ✖ • Ensure that the Downtown has access from Winchester Road once the proposed re-alignment of Highway 79 is constructed.
- Reduce street widths and speeds along Winchester and Simpson Roads once the re- alignment is constructed to create a more traditional, safe, and pedestrian oriented Downtown.
- Locate the Metrolink station in Downtown as identified in the RCIP.
- Identify necessary infrastructure needs to support the future development and build-out of the community.
- Protect legal non-conforming uses that would be created as a result of future land use changes.
- Create a viable employment base to reduce the length of commute times.
- Create additional open space, parks, trails and recreational uses including the re-use of Double Butte and improving Salt Creek.
- Develop the Metropolitan Water District west side properties condemned by Metropolitan Water District for the Diamond Valley Lake in accordance with the recreational amenities as presented to the community and the region during and after the EIR approval process.
- Create future employment opportunities by recommending industrial, business park, and office commercial land use designations.



Attachment to Comment Letter CG-2

Winchester Town Association

LAND USE STUDY



Existing Commercial Building

5.0 Winchester:
Character, Features and
Opportunities/
Constraints

Community Character

Today, the RCIP describes the existing community of Winchester as a small western-themed commercial core at the intersection of Highway 79 and Simpson Road within the Winchester Policy Area. This small and under-utilized community core is surrounded by small homes on large parcels and agricultural uses. This area, and the entire community, falls within the Highway 79 Policy Area.

One outcome of the workshop was the community's desire to maintain the character of the community when implementing the proposed land use intensifications as identified on the Area Plan Land Use Map, and the proposed modifications of this Study.

Physical Features

Physical environmental conditions can enhance a community and can also have the potential to limit an areas' long-term development capacity. As a result, a review of local conditions helped guide the land use recommendations of this Study. Common environmental issues include topography, biology, seismic, hydrology, geologic, and infrastructure, but also include features that are unique to an area or region.

There are several existing features that were taken into consideration while preparing this Study that will have a significant influence on future development. The primary features are State Route 79 (Winchester Road), and the proposed re-alignment of Highway 79, the existing grid pattern street system, lack of existing infrastructure, the existing Burlington Northern/Santa Fe rail line, Double Butte Mountains and the necessary remediation of this site, Diamond Valley Lake, and Salt Creek (reference Appendix A, Background Report, Figure 3, HV/WAP Physical Features).

These physical features and other community influences will be discussed in the following section, and describe how they will enhance or potentially limit the development capacity of the area.

Attachment to Comment Letter CG-2
Winchester Town Association

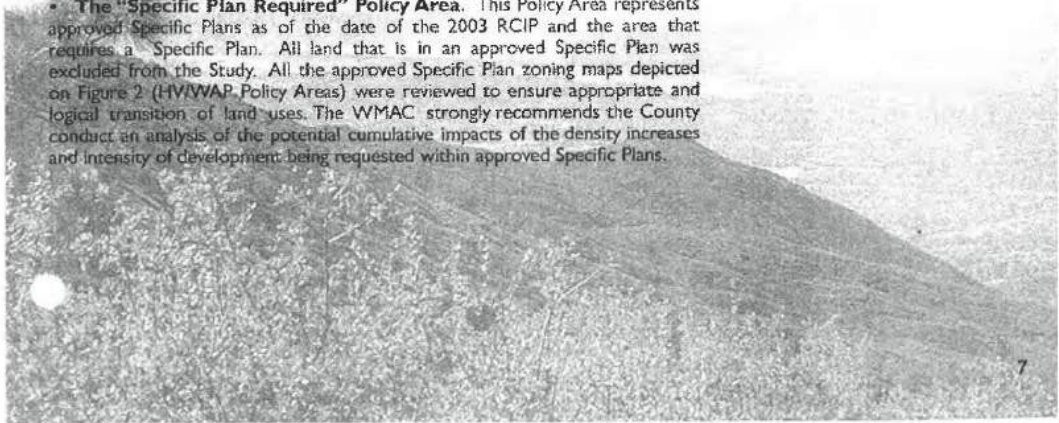
be implemented with the Community Center Overlay which eliminates the typical zoning that requires separation of land uses. The Study identified this area as the Downtown core and expanded the boundaries. The Study recommends this area to be developed as a more traditional, pedestrian oriented Downtown with mixed-use and transit oriented development. For revised Downtown boundaries, see Figure 7, Proposed Land Use Modifications.

• **The Diamond Valley Lake Policy Area.** This Policy Area is envisioned to be developed pursuant to one or more Specific Plan consisting of a variety of recreational opportunities and tourist-oriented facilities including hotels, restaurants, and commercial services to be developed in the future. It is the desire of the WMAC and the community that Metropolitan Water District fulfill this development commitment as presented in numerous meetings the District held during the EIR process, through the regional recreational working group formed for this purpose, and as described in the RCIP.

• **The Winchester Road/Newport Road Policy Area.** This Policy Area is located at the northeast corner of Highway 79 and Newport Road. This Policy Area is intended to direct the commercial uses to the low-lying area suitable for development, provided development can coexist with the proximity of the Diamond Valley Reservoir West Dam. The Policy Area does acknowledge that some destination type development may be possible if the scenic values of the area are maintained. The Study is recommending a portion of this area be modified to Commercial Tourist based on the proposed Highway 79 re-alignment.

• **The Highway 79 Policy Area.** This Policy Area addresses the transportation infrastructure capacity, which is a critical and necessary component to accommodate the land use densities contained in the Area Plan Land Use Map. The proposed re-alignment of Highway 79 is a primary issue that will have a significant and direct impact on the land uses and future development of the community. Accordingly, the re-alignment alternatives were discussed and analyzed extensively at several community workshops. The results of the discussions are presented as policies contained in Section 7 Goals, Policies and Objectives of this Study.

• **The "Specific Plan Required" Policy Area.** This Policy Area represents approved Specific Plans as of the date of the 2003 RCIP and the area that requires a Specific Plan. All land that is in an approved Specific Plan was excluded from the Study. All the approved Specific Plan zoning maps depicted on Figure 2 (HVI/WAP Policy Areas) were reviewed to ensure appropriate and logical transition of land uses. The WMAC strongly recommends the County conduct an analysis of the potential cumulative impacts of the density increases and intensity of development being requested within approved Specific Plans.



Attachment to Comment Letter CG-2
Winchester Town Association

LAND USE STUDY



Transit Station in Downtown

The Area Plan Land Use Concepts state:

"A transit station is to be incorporated into the fabric of Winchester and act as the northern anchor for the community. The transit station would act as the regional connection to the Diamond Valley Lake and its surrounding entertainment and recreational uses, as well as Temecula further to the south."

"A transit station should be incorporated into the Community Center. This transit station can be connected to the Winchester Transit Station through a transit system such as the Oasis Concept which is described in the Circulation Element of the General Plan."

Circulation

The Downtown area has an existing grid pattern street system that provides alternate routes for vehicles to avoid the major roads and highways. Overall, the community contains a regional circulation system that appears to be capable of supporting significant growth in the area. The continuing improvements to, and the re-alignment of, Highway 79 should provide more than adequate movement of vehicles within the valley (Figure 5, HV/VAP Circulation).

X The re-alignment of Highway 79 will also create future significant regional, community commercial and retail opportunities. The proposed Study has purposely located these types of land uses adjacent to, or in close proximity to, the freeway interchanges and major roadways.

The proximity of future interchanges also provides opportunities to create strong visual statements and clear connections to the Downtown. This can be accomplished through the use of entry monumentation, signage, landscaping (comprehensive streetscape design standards), and the construction of buildings with unique and/or iconic design elements near the gateways to the community.

Economic Development/Employment Opportunities

Providing services that meet the diverse needs of existing and future residents is dependent on a vigorous and healthy economy. Winchester needs a balance of land uses to support a diversity of businesses, an expanded employment base and more diverse housing choices. The Study capitalizes on the strengths of the community, and proposes efficient uses of land and resources that will help facilitate further economic sustainability.



Commercial Development with Trolley Service

The close proximity of the rail line to the Downtown creates opportunities for a transit center, passenger rail service for commuters, and transit oriented development. In addition, Winchester's close proximity to March Air Reserve Base (ARB) could serve as a future job center when the ARB is redeveloped. Located approximately 20 miles to northwest, this opportunity could create high end jobs with a short commute distance.

Because of the close proximity to both Hemet-Ryan and French Valley Airports, there are very positive possibilities for industrial growth and job creation. The area to the west of Hemet-Ryan, in particular, could support light industrial and business park uses that would be close enough to create positive economic opportunities in the Downtown. These uses could include service commercial, professional offices, lodging and restaurants. To support this potential economic opportunity, the Study is recommending light industrial, business park and

Attachment to Comment Letter CG-2
Winchester Town Association

LAND USE STUDY



Opportunity for Future College or University



Public Gathering Space



Community Park

commercial uses within the northeastern portion of the community (to the east of the Highway 79 re-alignment).

Winchester is far enough from large existing commercial centers in Hemet, French Valley, and Menifee that future retail uses could be viable as population growth reaches levels that can support neighborhood, community, and regional commercial centers. While it may be quite some time before some of the larger retail uses are realized, it is vital to plan for all levels of retail and commercial uses now to be properly prepared for the next 20-30 years.

Because there is so much vacant land in the planning area, there are opportunities to attract major public and/or private colleges and universities. There are currently limited opportunities in many of the nearby, more developed communities. Very few communities have the hundreds of acres of land available which is typically the requirement of higher educational institutions. It is important to keep in mind that it can take decades to attract, plan for, and construct major campuses. Therefore, consideration and appropriate land use planning now can accommodate these types of uses in the future, which would have a very beneficial economic outcome for Winchester.

Parks and Open Space

It is the community's desire to increase additional parks, trails and open space and recreational opportunities. One ideal brought up at the community workshop was to explore the possibility of redeveloping the closed landfill at Double Butte. Remediation would be required, but there appears to be opportunities around the land fill that could provide recreational uses to the community (i.e. a regional park, a local park, equestrian facilities, trails or bike paths, and other recreational uses). Reference Figure 6 HV/WAP Trails and Bikeway System for existing planned facilities within Winchester

The Study recommends a comprehensive recreational and open space assessment to identify the specific long-term needs of all age groups and types of users. Analysis of park needs including ball fields (both in door and out door), existing trails, and bicycle facilities should be conducted.

Constraints:

Highway 79 Re-alignment and Winchester Road

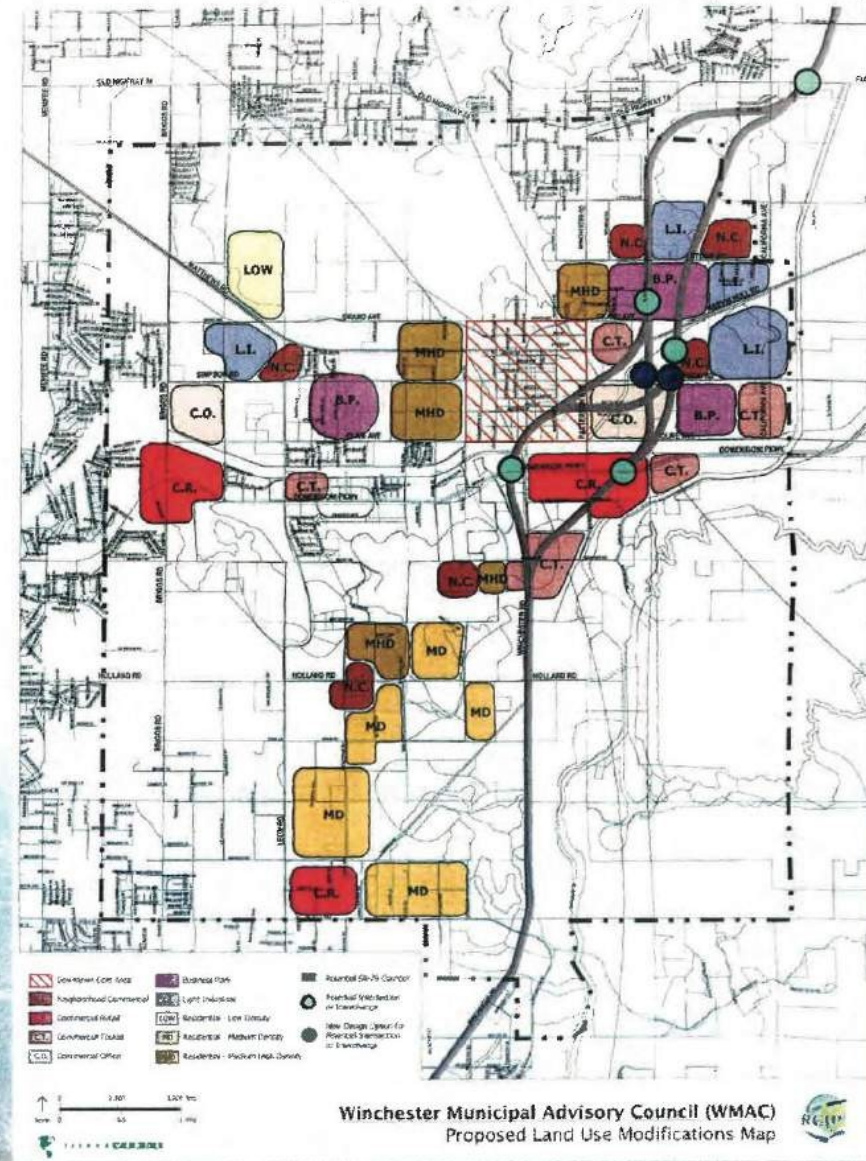
The re-alignment of Highway 79 has a significant impact on the proposed Study as a final alignment has not been selected as of the date of this Study (Figure 1, Highway 79 Re-alignment Alternatives). Therefore, one of the recommendations of this Study is to re-analyze the areas that will be immediately affected once a final alignment is chosen.

The re-alignment also has a potential to impact access to and through the Downtown. This Study recommends the re-alignment of Highway 79 to be designed so that it is outside of the Downtown boundaries to avoid bifurcating the southwest portion of the Downtown. It is the recommendation of the WMAC that access to the Downtown via Winchester Road be maintained once the final alignment is selected and constructed. It is also the recommendation of this Study that Winchester and Simpson Roads be reduced in speed limit and capacity through the Downtown with traffic re-routed to higher capacity roads. See Section 7 Goals, Policies and Objectives for additional circulation recommendations.

Attachment to Comment Letter CG-2

LAND USE STUDY

Figure 7 - Proposed Land Use Modifications Map



Attachment to Comment Letter CG-2
Winchester Town Association

LAND USE STUDY

7.3 Circulation Goals, Objectives and Policies

7.3.1 Circulation Goal:

Create a circulation system that can accommodate the Proposed Land Use Modifications Map as revised per this Study (Figure 7) and complies with the County wide target Levels of Service that facilitate the movement of vehicles, but also places a strong emphasis on safe and efficient pedestrian pathways and greater mobility choices.

Objectives:

1. Control traffic congestion through better management of demand, improvement to the roadway systems and traffic control devices.
2. Ensure that the circulation system creates a framework where people connect to the places they want to travel through an extensive, efficient and safe network of roadways, transit services, shuttles, bikeways, pedestrian trails and well-designed sidewalks.
3. Encourage the use of alternative modes of transportation to reduce reliance on the automobile, improve air quality and create a more walkable community.
4. Design streets with the complete street design concept: pedestrian, bicycle, transit and auto.
5. Retain the existing historical grid pattern street system within the Downtown core area.
6. Adopt traffic calming measures such as "choking" down street widths at key intersections, enhanced pavement, landscape pockets, etc., to slow traffic and enhance pedestrian safety.
7. Create pedestrian linkages throughout the community (e.g., sidewalks, trails, alleys or paseos).
8. Maximize the use of alleys and rear building entries to provide access and reduce congestion on the street system, and make deliveries more efficient.
9. Discourage the use of round-a-bouts in the Downtown core to ensure through traffic is routed to the arterials roadways at the perimeter of Downtown.

Policies:

The following policies have been developed to support the long-term spacing out of Winchester:

CLU 1.1: Once the Highway 79 re-alignment is approved, the proposed land uses may need to be re-analyzed (and possibly modified) to reduce any potential circulation and land use conflicts or changes as a result of the final re-alignment.

CLU 1.2: All of the proposed traffic improvements listed below are recommended to occur after the construction of Highway 79 re-alignment is completed. All improvements are subject to review and approval of the



Choking Down the Street



Enhanced Paving and Angled Paving

Attachment to Comment Letter CG-2
Winchester Town Association

Riverside County Transportation Department and would require the Riverside County Circulation Element to be amended.

- Because Grand Avenue will serve as one of the primary east/west roadways for through traffic, Simpson Road is recommended to be reduced to two lanes (secondary roadway) with reduced traffic speed in the Downtown. This would allow Simpson Road to become a "Main Street" in the Downtown, with wide sidewalks and traffic calming devices. In addition, this would divert through traffic out of the Downtown, and create a safer, more pedestrian oriented streetscape with a traditional Downtown "feel".
- Winchester Road should also be reduced to two lanes (secondary roadway) with reduced traffic speed. This would also give Winchester Road a more Main Street atmosphere and create a more pedestrian friendly streetscape. Also, angled parking is recommended on both Winchester and Simpson Roads.
- A crossing at the intersection of the new Highway 79 alignment and Olive Avenue should be considered. This is essential to accommodate the east/west movement of traffic between the Downtown and the future job centers located to the east.
- Extend Rice Road and Patterson Avenue as secondary roadways to the north to connect with Grand Avenue.
- Down-grade Patterson Avenue to a secondary roadway.
- Serious consideration should be given to over-crossings at Rice Road and Domenigoni Parkway, and Patterson Avenue and Domenigoni Parkway, if feasible.
- Designate the entire length of Beeler Road as a secondary roadway.

CLU 1.3: Require development projects to incorporate easy, convenient access to public transportation systems with consideration of both existing and long-term planned facilities.

CLU 1.4: Locate the future transit station in the Downtown core. This will connect Winchester to other parts of the County, support TOD, and improve the future economic viability of the Downtown.

CLU 1.5: Optimize the use of the alley system in the Downtown core area. The County should consider the re-acquisition of alleys wherever feasible, and require new development to incorporate alleys in the site design.



Train Station to Accomodate TOD



Local Trolley System

Attachment to Comment Letter CG-2

Winchester Town Association

LAND USE STUDY



CLU 1.6: Implement the use of round-a-bouts outside the Downtown core area. Round-a-bouts should be utilized on perimeter streets such as Olive Avenue, Grand Avenue, Patterson Avenue and Rice Road.

CLU 1.7: The re-alignment of Highway 79 shall be designed so that access to Downtown via Winchester Road is not eliminated, as this is vital to the future success of the Downtown.

CLU 1.8: The re-alignment of Highway 79 must be located outside of the Downtown so it does not divide the southwest portion of Downtown core.

CLU 1.9: Ensure an adequate supply of parking in the Downtown core area is provided without compromising the vision for a walkable Downtown. Plan for off-street parking facilities (i.e. structures, lots, park-n-rides or shuttle services) to support and enhance TOD concepts and encourage a walkable Downtown. On street parking should also be permitted throughout the Downtown.



CLU 1.10: Design roads or the future transit station to minimize noise impacts on surrounding residential and sensitive land uses to the extent feasible.



Attachment to Comment Letter CG-2

Winchester Town Association

LAND USE STUDY

SLU 1.8: Select land use designation so communities will be near public transportation infrastructure to reduce vehicle trips and encourage mobility alternatives.

SLU 1.9: Provide direct and safe connections for pedestrians, bicyclists, and drivers to key locations of a project, local destinations, and neighborhood centers.

8.0 Conclusion

Community leaders, residents and stakeholders were a positive influence on the outcome of the study. These participants are acknowledged for their hard work, commitment and involvement throughout this land use planning process. As a result of the community input and the land use analysis conducted, the following recommendations are provided to assist with the long-term, economic sustainability of Winchester:

1. Require LAFCO to take immediate steps and formally acknowledge the boundaries of the community of Winchester as identified by the WMAC and Area Plan Land Use Map.
2. Adopt the Proposed Land Use Modifications Map (Figure 7, Proposed Land Use Modifications) to provide a balance of land uses for the successful, long-term build-out of the community.
3. Adopt the goals, policies and objectives contained in Section 7 of this Study.
4. Prepare a Specific Plan for the Downtown core in order to ensure that the vision for the Downtown is achieved.
5. The WMAC strongly recommends that the County conduct an analysis of density increases and intensity of development currently being processed within approved Specific Plans.
6. Once the ultimate alignment of Highway 79 is selected, the County should re-analyze properties adjacent to the Highway to minimize any potential impacts or conflicts in land uses, and determine appropriate land uses as recommended in this Study.
7. Ensure the re-alignment of Highway 79 is designed so that the alignment is located outside of the Downtown to avoid dividing the southwest portion of the Downtown.
8. Prepare a Recreation Master Plan to identify the long-range open space and recreational needs of the community.
9. Require the County to pursue a variety of funding mechanisms to help construct the necessary infrastructure to support the proposed land uses in the Area Plan and the proposed modifications as a result of this Study.
10. County should actively pursue funding options to pay for the necessary infrastructure needed to support development throughout the community. Funding options may include but are not limited to state or federal grants, RDA replacement agencies, or other financial mechanisms that are currently available and funds that may become available in the future.

Comment from: Winchester Historical Society of Pleasant Valley

Comment Letter CG-3

Winchester Historical Society of Pleasant Valley

28030 Patterson Avenue

Winchester, California 92596

951-294-0899

Cathy Bechtel – Project Development Director

Riverside County Transportation Commission

Dear Cathy

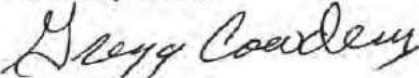
First off I would like to thank you for your efforts in helping the Community of Winchester to understand about the Highway 79 re-alignment.

The historical society and myself personally would like to go on record of favoring 2b1 for the following reasons:

1. The alignment offers a more business friendly environment with the 10 foot rise above current ground level
2. The alignment offers the opportunity for an underpass/overpass option at both Simpson and Olive Avenue which are both vital to the growth and prosperity of the community.
3. The alignment enhances the conceptual plan that the community recently completed with the aid of Supervisor Jeff Stone and Gary Thornhill. (See enclosed)
4. The alignment has the least impact on the Winchester Master Drainage Plan adopted by the County of Riverside in September 1987.
5. The placing of the proposed new interchange for the Stetson/Grand Avenue area has the least impact on already established homes
6. The alignment allows for entry into and departing from the downtown core of Winchester onto the present 79 which the community has always requested.

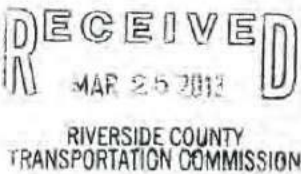
Thank you for your time and consideration in this vital matter to the community of Winchester.

Sincerely Yours,



Gregg Cowdery

President



Response To: Winchester Historical Society of Pleasant Valley

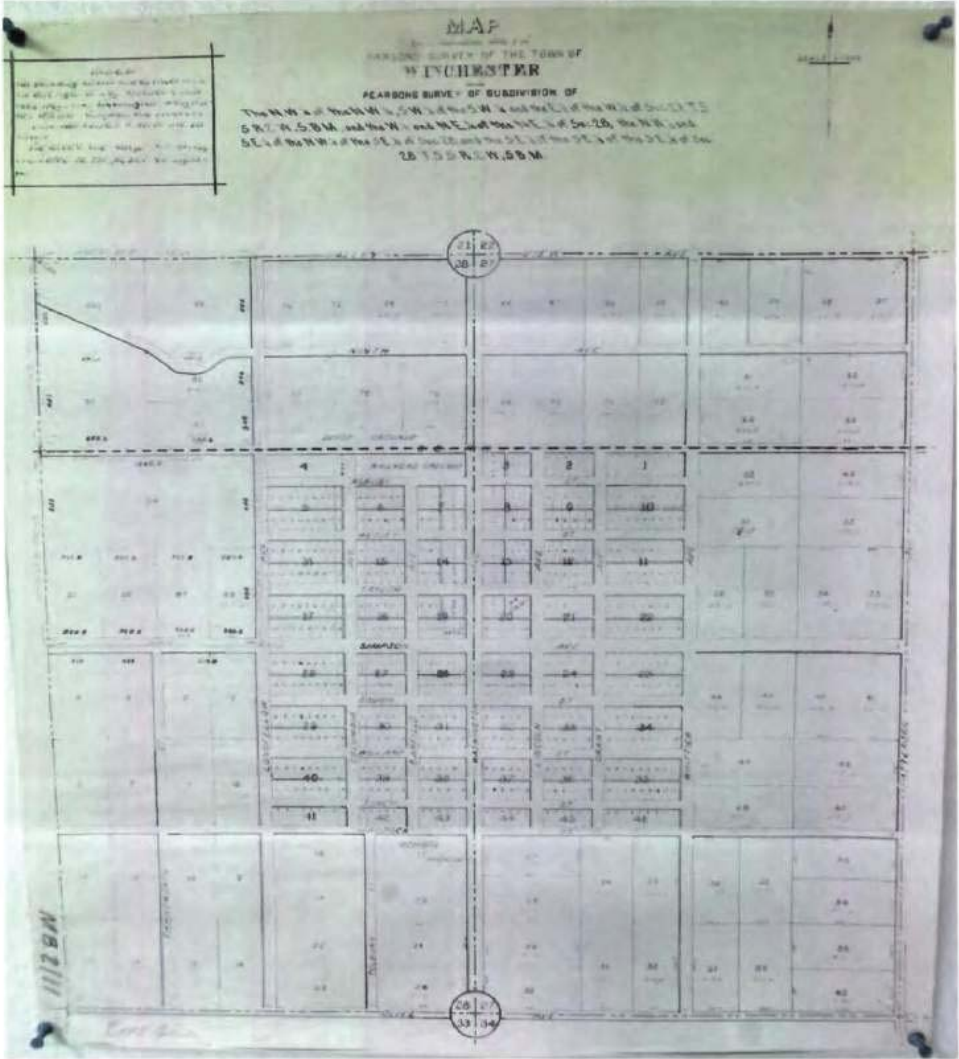
Response to CG-3.1


The historical society's preference for Design Option 2b1 and the reasons for that preference have been included in the Project record. The Project Development Team has identified Build Alternative 1br, which responds to comments on the Draft EIR/EIS, as the Preferred Alternative. The Preferred Alternative provides a robust linkage of the realigned SR 79 and the existing Winchester Road both at the signalized at-grade intersection near the existing Newport Road. The Preferred Alternative also provides a full interchange at Grand Avenue. This continues entry to and departure from the downtown core of Winchester onto the present SR 79 (Winchester Road) The Preferred Alternative will bridge over both Simpson Road and Olive Avenue and incorporates the engineering features necessary to be consistent with drainage requirements. The Preferred Alternative is consistent with the Community of Winchester Land Use Study prepared by the County of Riverside (September 2012).

CG-3.1

LAND USE STUDY

Attachment to Comment Letter CG-3
Winchester Historical Society of Pleasant Valley





CALIFORNIA 79

SR 79 REALIGNMENT PROJECT—DRAFT ENVIRONMENTAL IMPACT REPORT/ENVIRONMENTAL IMPACT STATEMENT

UN INFORME PRELIMINAR DE IMPACTO AMBIENTAL/UNA DECLARACIÓN DE IMPACTO AMBIENTAL PARA EL PROYECTO DE REALINEAMIENTO DE LA RUTA ESTATAL 79

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COMMENTS

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 All comment cards are due by March 25, 2013. **Thank you!**
 Favor de entregar el siguiente comentario al personal o enviar esta tarjeta con porte pagado
 (no necesita estampilla). Todas las tarjetas nos deben llegar a más tardar el 25 de marzo de 2013. **Gracias.**

My comments on the SR 79 Realignment Project are: (Mis comentarios sobre el Proyecto de Realineamiento de la Carretera Estatal 79 son):

*TRES CERRITOS AVENUE ON-OFF RAMPs -- I am totally
 "opposed" to that! I feel that will negatively impact the
 traffic on California, Delanshire, Tres Cerritos and Warren!
 It will destroy our tranquility.*

Name *Chris. Schantz*
 (Nombre)

Address *24515 Calif Ave #10*
 (Domicilio)


Representing
 (En representación de)

City *Hemet*
 (Ciudad)

Email
 (Email)

Zip Code *92545*
 (Código Postal)

I-1.1



**CALIFORNIA
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My comments on the SR 79 Realignment Project are: (Mis comentarios sobre el Proyecto de Realineamiento de la Carretera Estatal 79 son):

Our property is located in 23365 Warren Rd Hemet, CA. 92343. I would like to know how traffic will affect us. I would like to have a hard copy about this project or alternative map.

Name *Reece Deborah Walters family trust*
 (Nombre)

Address *3811 Casitas Ave*
 (Domicilio)


Representing
 (En representación de)

City *Altadena, CA*
 (Ciudad)

Email
 (Email)

Zip Code *91001*
 (Código Postal)

I-2.1



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COMMITTEE ON TRANSPORTATION

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My comments on the SR 79 Realignment Project are: (Mis comentarios sobre el Proyecto de Realineamiento de la Carretera Estatal 79 son:)

I PREFER:

2A or 2B

I LIVE IN FOUR SEASONS AND VERY CONCERNED ABOUT NOISE AND PROXIMITY TO THE FREEWAY. THESE PLANS (2A OR 2B) ARE BETTER BY FAR!!

Name <u>MARY D. CLEMENT</u>	Representing <u>Self</u>	Email <u>clementmary@live.com</u>
(Nombre)	(En representación de)	(Email)
Address <u>230 EAGLE LANE</u>	City <u>HEMET, CA</u>	Zip Code <u>92345</u>
(Domicilio)	(Ciudad)	(Código Postal)

I-3.1

Responses to Comments Cards Received at the Public Hearing on February 26, 2013

Response to Comment I-1.1

The Tres Cerritos interchange is not included in the Preferred Alternative, it has been abandoned based on comments received. Your opposition to the Tres Cerritos Avenue interchange has been included in the Project record.

Response to Comment I-2.1

The process used to evaluate the alternatives and identify the preferred alternative for the Project is described in Chapter 2 of the Final EIR/EIS. As discussed in that Chapter, Alternative 1br was identified as the Preferred Alternative. For traffic analysis and impacts, please see the Traffic Analysis for State Route 79 Realignment, July 2005 (revised January 2006 and November 2009) and the SR 79 Realignment Project Supplemental Traffic Report September 2014. All technical reports are available from the Project website at <http://sr79project.info/library-links/technical-reports>. During the circulation periods, hard copies of the technical reports were also made available at the Caltrans District 8 office, the RCTC office, the local library, and upon request.

Response to I-3.1

Your support for Alternatives 2a and 2b is noted. The process used to evaluate the alternatives and identify the preferred alternative for the Project is described in Chapter 2 of the Final EIR/EIS. As discussed in that Chapter, Alternative 1br was identified as the Preferred Alternative. Noise effects are detailed in Section 3.2.7 Noise and Vibration of the RDEIR/RDEIS and in the Supplemental Noise Study Report and Noise Abatement Decision Report, February 2015 that is available at: http://sr79project.info/uploads/2015documents/SR79_NoiseTechMemo_Rev%20-%20February%202015.pdf

During discussions with the residents of the Four Seasons community the following points were presented to examine the concerns that they presented:

- In the vicinity of the Florida and California Avenues, a noise barrier is proposed for further consideration. This barrier varies from 10 to 14-feet tall and, depending on the alternative, the barrier is roughly a mile long. Noise levels will be substantially reduced at the Donaldson Street subdivision and the Roseland Mobile Home Estates, since they are immediately adjacent to the proposed alignment of SR-79. Although noise barriers become less effective as distances increase, residual benefits can be expected at the communities further from the proposed alignment of SR-79.
- People in quiet areas notice equivalent noise increases more acutely than people in louder areas. The roadway would be audible. • Topography can affect noise distribution; reflection is a valid concept. Topography can also be a natural noise barrier.
- For any individual receptor, relative position and distance would be the key factors. Department noise policy specifies monitoring and modeling for all sensitive receptors within 152 meters (500 feet) of a roadway. The nearest Four Seasons residence (Playa Court) would be roughly 488 meters (1,600 feet) away from realigned SR 79.
- Reflected noise does not increase in intensity (except immediately adjacent to a hard reflective surface); it continues to degrade according to the doubling-of-distance principle.

- Using this principle, any traffic noise reflected from hillsides back to the Four Seasons community is not expected to rise to the level of a traffic-noise impact.



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My comments on the SR 79 Realignment Project are: (Mis comentarios sobre el Proyecto de Realineamiento de la Carretera Estatal 79 son:)


I prefer plan 2A or 2B. I live in 4 seasons home and very
concerned about noise & closeness to freeway 79. These plans are
better than 1A & 1B.

Name (Nombre)	Representing (En representación de)	Email (Email)
<u>TERRY CLEMENT</u>	<u>SELF</u>	<u>terryclement@live.com</u>
Address (Domicilio)	City (Ciudad)	Zip Code (Código Postal)
<u>230 EAGLE LN</u>	<u>HEMERET</u>	<u>92545</u>

I-4.1

Responses to Comments Cards Received at the Public Hearing on February 26, 2013

Response to Comment I-4.1
See response to I-3.1.



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My comments on the SR 79 Realignment Project are: (Mis comentarios sobre el Proyecto de Realineamiento de la Carretera Estatal 79 son:)

Buld it!

Name (Nombre)	Representing (En representación de)	Email (Email)
<u>Bob Hoffman</u>	<u>SELF</u>	<u>hbf@comcast.net</u>
Address (Domicilio)	City (Ciudad)	Zip Code (Código Postal)
<u>2600 Birch Rd</u>	<u>HEMERET</u>	<u>92544</u>

I-5.1

Response to Comment I-5.1
Your support of the SR 79 Realignment Project has been included in the Project record.



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My comments on the SR 79 Realignment Project are: (Mis comentarios sobre el Proyecto de Realineamiento de la Carretera Estatal 79 son:)

2A shows Hwy 68' + above exist Stowe Rd - Sound
will be a major factor especially if take brakes a-g
allowed for use on the South bound lane or down hill slope -
lower profile 30' would greatly reduce that concern. The current
design & the elevation noted will effect just where neighbors but a much
larger population & future population -

Name (Nombre)	Representing (En representación de)	Email (Email)
<u>Terry Dean</u>		<u>terrydean@aol.com</u>
Address (Domicilio)	City (Ciudad)	Zip Code (Código Postal)
<u>34150 Stowe Rd</u>	<u>Winchester</u>	<u>92596</u>

I-6.1

Response to Comment I-6.1
The profile of the proposed roadway has been designed to achieve appropriate grades and minimize rock cuts in adjacent areas. Profile elevations and brake usage were taken into account in the traffic noise analysis as elements in the Traffic Noise Model. Noise effects are detailed in Section 3.2.7 Noise and Vibration of the RDEIR/RDEIS and in the Supplemental Noise Study Report and Noise Abatement Decision Report, February 2015 that is available at: http://sr79project.info/uploads/2015documents/SR79_NoiseTechMemo_Rev%20-%20February%202015.pdf

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My comments on the SR 79 Realignment Project are: (Mis comentarios sobre el Proyecto de Realineamiento de la Carretera Estatal 79 son:)

In favor of Design 2b Design Option 2b1 without Tres Cerritos off ramp. (already
commented previously on a separate card re: Tres Cerritos off ramp)

Name SHARON DEUBER
(Nombre)

Representing FOUR SEASONS AS A
(En representación de) HOME OWNER

Email SHARON@DEUBER-ASSOCIATES
(Email) .COM

Address 585 PARNEVIA DRIVE
(Domicilio)

City HEMET
(Ciudad)

Zip Code 92545
(Código Postal)

I-7.1

Responses to Comments Cards Received at the Public Hearing on February 26, 2013

Response to Comment I-7.1

Your support for Alternatives 2b1 is noted. The process used to evaluate the alternatives and identify the preferred alternative for the Project is described in Chapter 2 of the Final EIR/EIS. As discussed in that Chapter, Alternative 1br was identified as the Preferred Alternative. The Tres Cerritos interchange has been removed from the Project, due to public comments received.

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My comments on the SR 79 Realignment Project are: (Mis comentarios sobre el Proyecto de Realineamiento de la Carretera Estatal 79 son:)

This is a much needed project. I prefer Build alternative 1b with road
through hills instead of lowering ridgeline. Also Design option 1b1.
I am not in favor of Tres Cerritos off ramp, bridge over canal, or
relocation of Warren Road. This will impact this quiet equestrian
area that is designated as 5 acre ranches in the Hemet
General Plan. Please delete this off ramp, bridge + relocation.

Name Kathy Smigun
(Nombre)

Representing
(En representación de)

Email ksmigun@hotmail.
(Email) .COM

Address 34515 California Ave #20
(Domicilio)

City Hemet
(Ciudad)

Zip Code 92545
(Código Postal)

I-8.1

Response to Comment I-8.1

Your support of the Project has been included in the Project record, along with your preference for Design Option 1b with the road through the hills instead of lowering the ridgeline, although it is not clear what is meant by lowering the ridgeline. Your opposition to an off-ramp at Tres Cerritos Avenue, a bridge over the canal, or the relocation of Warren Road has also been included in the Project record. The process used to evaluate the alternatives and identify the preferred alternative for the Project is described in Chapter 2 of the Final EIR/EIS. As discussed in that Chapter, Alternative 1br was identified as the Preferred Alternative. The Tres Cerritos Avenue interchange, bridge over the canal at Tres Cerritos, and the relocation of Warren Road are also not included in the Preferred Alternative.

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My comments on the SR 79 Realignment Project are: (Mis comentarios sobre el Proyecto de Realineamiento de la Carretera Estatal 79 son:)

We are in support of design option 2b.

Name Charity Yermier
(Nombre)

Representing Yermier Family
(En representación de) Farm

Email
(Email)

Address 5411 N Warren Rd
(Domicilio) San Jacinto

City San Jacinto
(Ciudad)

Zip Code 92582
(Código Postal)

I-9.1

Response to Comment I-9.1

Your support for Alternative 2b is noted. The process used to evaluate the alternatives and identify the preferred alternative for the Project is described in Chapter 2 of the Final EIR/EIS. As discussed in that Chapter, Alternative 1br was identified as the Preferred Alternative.

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My comments on the SR 79 Realignment Project are: (Mis comentarios sobre el Proyecto de Realineamiento de la Carretera Estatal 79 son:)

We are in favor of Alternative 2B Design

John B. Baker

Name (Nombre)	Representing (En representación de)	Email (Email)
Address (Domicilio)	City (Ciudad)	Zip Code (Código Postal)

I-10.1

Responses to Comments Cards Received at the Public Hearing on February 26, 2013

Response to Comment I-10.1

Your support for Alternatives 2b and 2b1 is noted. The process used to evaluate the alternatives and identify the preferred alternative for the Project is described in Chapter 2 of the Final EIR/EIS. As discussed in that Chapter, Alternative 1br was identified as the Preferred Alternative.

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My comments on the SR 79 Realignment Project are: (Mis comentarios sobre el Proyecto de Realineamiento de la Carretera Estatal 79 son:)

Why isn't there a Key View of Simpson Rd to the onramp?

Mike Hubbs

Name (Nombre)	Representing (En representación de)	Email (Email)
Address (Domicilio)	City (Ciudad)	Zip Code (Código Postal)

I-11.1

Response to Comment I-11.1

For a project of this scope, it is not practical to simulate every view. Instead, the standard, professionally accepted practice is to simulate a representative sample of sensitive views. In the case of the view of the project at Simpson Road, the view from KV 21 located nearby on Grand Avenue provides a simulation of a view in which the appearance of the project will be generally similar to its appearance at the crossing of Simpson Road.

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My comments on the SR 79 Realignment Project are: (Mis comentarios sobre el Proyecto de Realineamiento de la Carretera Estatal 79 son:)

The preferred route affects a lot of people in 204. The noise of trucks between two highways and the quality of air would be such that the quality of life would be very difficult. I feel more information on this project should be sent to everyone who is involved.

Joan Reed

Name (Nombre)	Representing (En representación de)	Email (Email)
Address (Domicilio)	City (Ciudad)	Zip Code (Código Postal)

I-12.1

Response to Comment I-12.1

Your support for Alternatives 2b or 2b1 is noted. The process used to evaluate the alternatives and identify the preferred alternative for the Project is described in Chapter 2 of the Final EIR/EIS. As discussed in that Chapter, Alternative 1br was identified as the Preferred Alternative. In the vicinity of the Florida and California Avenues, a noise barrier is proposed for further consideration. This barrier varies from 10 to 14-feet tall and, depending on the alternative, the barrier is roughly a mile long. Noise levels will be substantially reduced at the Donaldson Street subdivision and the Roseland Mobile Home Estates, since they are immediately adjacent to the proposed alignment of SR-79.

Pursuant to FHWA and Caltrans protocols, a series of noise evaluations were conducted by accredited specialists for all noise sensitive land uses within the project area. Three major evaluations were conducted to evaluate traffic noise. A Noise Study Report (NSR) was conducted to identify noise sensitive land uses and if traffic noise impacts are expected. A Noise Abatement Decision Report (NADR) was prepared to assess the reasonability and feasibility of noise abatement for those land uses predicted to experience a traffic noise impact. Finally, the project changes associated with Build Alternative 1br were investigated in an Updated NSR/NADR. The entire noise evaluation is summarized in Section 3.2.7 in the Draft EIS/EIR.

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My comments on the SR 79 Realignment Project are: (Mis comentarios sobre el Proyecto de Realineamiento de la Carretera Estatal 79 son:)

we need to save funds and repair Warren road no longer need
to develop this realignment the housing market is
down and will not get much better for years

Name (Nombre)
Address (Domicilio)

Representing (En representación de)
City (Ciudad)

Email (Email)
Zip Code (Código Postal)

fanny morgan
1272 Chagstone Dr
Henet
92545

I-13.1

Responses to Comments Cards Received at the Public Hearing on February 26, 2013

Response to Comment I-13.1

Repairing Warren Road would not address the issues specified in the Purpose and Need for the SR 79 Realignment Project. The purpose of the Project, included in Section 1.1.6 of the Final EIR/EIS, is to:

- Improve traffic flow for local and regional north-south traffic in the San Jacinto Valley
- Improve operational efficiency and enhance safety conditions by maintaining route continuity and upgrading the facility
- Allow regional traffic, including truck traffic, to adequately bypass local roads
- Reduce the diversion of traffic from state routes onto local roads

Additionally, changes in the housing market will not affect the need for the project.

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My comments on the SR 79 Realignment Project are: (Mis comentarios sobre el Proyecto de Realineamiento de la Carretera Estatal 79 son:)

WE NEED TO SAVE MONEY AND NOT HAVE A DEVELOPMENT NO LONGER
NEED. TAKE PORTION OF THE MONEY AND REPAIR WARREN ROAD.
THIS IS ALL THAT NEEDS TO BE DONE

Name (Nombre)
Address (Domicilio)

Representing (En representación de)
City (Ciudad)

Email (Email)
Zip Code (Código Postal)

JAMES MORGAN
1272 CHAGSTONE DR
HENET
92545

I-14.1

Response to Comment I-14.1

The need for the project still exists. See the response to Comment I-13.1

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My comments on the SR 79 Realignment Project are: (Mis comentarios sobre el Proyecto de Realineamiento de la Carretera Estatal 79 son:)

Building Alternative
Preference
2A or 1B

Name (Nombre)
Address (Domicilio)

Representing (En representación de)
City (Ciudad)

Email (Email)
Zip Code (Código Postal)

Ron and Linda Rhinehart
2605 California Ave
Henet
92545

I-15.1

Response to Comment I-15.1

Your support for Alternatives 2a and 1b is noted. The process used to evaluate the alternatives and identify the preferred alternative for the Project is described in Chapter 2 of the Final EIR/EIS. As discussed in that Chapter, Alternative 1br was identified as the Preferred Alternative.

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My comments on the SR 79 Realignment Project are: (Mis comentarios sobre el Proyecto de Realineamiento de la Carretera Estatal 79 son:)

2B1, Less cost, City of Hemet Thinks this is better way, I've been in my home for 24 yrs, (aug 13-88)

city? is how many lane 2, 4, Freeway

Name (Nombre)	Representing (En representación de)	Email (Email)
Barbara Ragan		
Address (Domicilio)	City (Ciudad)	Zip Code (Código Postal)
34854 Lyn Ave	Hemet	92545

I-16.1

Responses to Comments Cards Received at the Public Hearing on February 26, 2013

Response to Comment I-16.1

Your support for Alternatives 2a and 2b is noted. The process used to evaluate the alternatives and identify the preferred alternative for the Project is described in Chapter 2 of the Final EIR/EIS. As discussed in that Chapter, Alternative 1br was identified as the Preferred Alternative. As stated in the Draft EIR/EIS, all Build alternatives would have four lanes (two in each direction).

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My comments on the SR 79 Realignment Project are: (Mis comentarios sobre el Proyecto de Realineamiento de la Carretera Estatal 79 son:)

The number of off ramps is excessive considering the area. The southern route is rural residential that goes and departs through Plan (for the sphere of influence) at Tres Cerritos rd. is designated for state - built homes, squatter ranches and 5 acre minimum land uses. An off ramp in this area is unnecessary because of its close proximity to Florida Avenue and 85 planade; (there are already 4 corner intersections). Tres Cerritos is an established high-end ranch area with the promise of more 5 acre estates. Why downgrade this beautiful area when with other off-ramps are less than 2 miles in each direction?

Name (Nombre)	Representing (En representación de)	Email (Email)
SHARON DEUBER	HOME OWNER VALUES @ FOUR SEASONS	SHARON@DEUBER550.COM
Address (Domicilio)	City (Ciudad)	Zip Code (Código Postal)
585 PARNEVIL DRIVE	HEMET	92545

I-17.1

Response to Comment I-17.1

Your opposition to the Tres Cerritos Avenue interchange has been included in the Project record. This interchange is not included in the Preferred Alternative.

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My comments on the SR 79 Realignment Project are: (Mis comentarios sobre el Proyecto de Realineamiento de la Carretera Estatal 79 son:)

TWO MAIN PROBLEMS
1. Tres Cerritos off goes thru RANCHES AND THIS RAMP WILL DESTROY RANCH AREA
2. Please keep ROAD NORTH of 74 AS LOW AS POSSIBLE

Name (Nombre)	Representing (En representación de)	Email (Email)
JERRY JACKELS	RANCHERS	JERRY@PICKAPART.ORG
Address (Domicilio)	City (Ciudad)	Zip Code (Código Postal)
35154 Tres Cerritos	Hemet	92545

I-18.1

Response to Comment I-18.1

The Tres Cerritos Avenue interchange is not included in the Preferred Alternative, it has been abandoned based on comments received. Your opposition to the Tres Cerritos Avenue interchange has been included in the Project record. The profile of SR 79 has been placed as low as it can go but still stay above the floodplain level for the surrounding area.

Responses to Comments Cards Received at the Public Hearing on February 26, 2013

Response to Comment I-19.1

Your support of Design Option 2b1 has been included in the Project record. Alternative 2b1 was not chosen as the preferred alternative due to impacts to culturally sensitive properties. The reasons alternatives were eliminated from discussion and analysis are summarized in Section 2.2.5 of the Final EIR/EIS. The process used to evaluate the alternatives and identify the preferred alternative for the Project is described in Chapter 2 of the Final EIR/EIS. As discussed in that Chapter, Alternative 1br was identified as the Preferred Alternative.

I-19.1



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My comments on the SR 79 Realignment Project are: (Mis comentarios sobre el Proyecto de Realineamiento de la Carretera Estatal 79 son.)

I believe Alternative 2b1 because it has the least impact on current homes. Many of these homes have history to the community for many years. It also looks like it would be the best possible route for traffic to go up Florida for tourism.

Name (Nombre)	Representing (En representación de)	Email (Email)
Address (Domicilio)	City (Ciudad)	Zip Code (Código Postal)



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My comments on the SR 79 Realignment Project are: (Mis comentarios sobre el Proyecto de Realineamiento de la Carretera Estatal 79 son):
Recommend 2B for 2B. Shorter, less curvature, less disruption of property
in and near Winchester, also structures.
2B and 2B1 also make for better connection to extend a freeway to
Pescadero or San Juan Capistrano.
Neutral about the 2 routes to San Jacinto


Name Nelson Dilworth	Representing self	Email home 951 925 8309
(Nombre)	(En representación de)	(Email)
Address 2097 Begonia Ct	City Hemet	Zip Code 92545
(Domicilio)	(Ciudad)	(Código Postal)

I-20.1

Responses to Comments Cards Received at the Public Hearing on February 27, 2013

Response to Comment I-20.1

Your preference for Build Alternative 2b or Design Option 2b1 because they would be shorter and have less impact on properties near Winchester has been included in the Project record. The process used to evaluate the alternatives and identify the preferred alternative for the Project is described in Chapter 2 of the Final EIR/EIS. Although the commenter is correct that Alternative 2b is slightly shorter (approximately 1 mile longer than Alternative 1br), other considerations led to the identification of Alternative 1br as the Preferred Alternative. In particular, and relevant to Alternative 2b, is the impact on the TCP.



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My comments on the SR 79 Realignment Project are: (Mis comentarios sobre el Proyecto de Realineamiento de la Carretera Estatal 79 son):
The best Route for this project that makes
the most sense for both for the people and the
most cost effective is 2B1.

Name Suzanne Gates	Representing Self	Email suzyscrapper@yahoo.com
(Nombre)	(En representación de)	(Email)
Address 28700 Patterson Ave	City Winchester Ca	Zip Code 92596
(Domicilio)	(Ciudad)	(Código Postal)

I-21.1

Response to Comment I-21.1

Your support for Alternatives 2b1 is noted. The process used to evaluate the alternatives and identify the preferred alternative for the Project is described in Chapter 2 of the Final EIR/EIS. As discussed in that Chapter, Alternative 1br was identified as the Preferred Alternative. Although the commenter is correct that Alternative 2b is the most cost effective Alternative, other considerations led to the identification of Alternative 1br as the Preferred Alternative. In particular, and relevant to Alternative 2b1, is the impact on the TCP. Additionally, 2b1 would result in cutting off some of the east-west roads that other commenters requested be maintained.



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My comments on the SR 79 Realignment Project are: (Mis comentarios sobre el Proyecto de Realineamiento de la Carretera Estatal 79 son):
We prefer route 2B2 as it will have least impact on our small ranch.

Name John Gates	Representing Self	Email john.gates@sbcglobal.net
(Nombre)	(En representación de)	(Email)
Address 28700 Patterson Ave	City Winchester	Zip Code 92596
(Domicilio)	(Ciudad)	(Código Postal)

I-22.1

Response to Comment I-22.1

Your support for Alternatives 2b1 is noted. The process used to evaluate the alternatives and identify the preferred alternative for the Project is described in Chapter 2 of the Final EIR/EIS. As discussed in that Chapter, Alternative 1br was identified as the Preferred Alternative.

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COMMENT CARD

MAR 01 2013

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(no necesita estampilla). Todas las tarjetas nos deben llegar a más tardar el 25 de marzo de 2013. **Gracias.**

My comments on the SR 79 Realignment Project are: (Mis comentarios sobre el Proyecto de Realineamiento de la Carretera Estatal 79 son:)

Which ever option is chosen, our property value will be seriously affected due to the close proximity to the roadway. Will we be compensated?

Several studies call into question the air quality near high volume traffic corridors. Additionally persons living in the area have more health issues as well as more serious health issues. What are you going to do to alleviate this problem and compensate home owners

Name Martin Richter

Representing Self

Email martin.richter55@gmail.com

Address 34808 Lyn Ave

City Hemet, Ca

Zip Code 92345

I-23.1

I-23.2

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MAR 01 2013

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(no necesita estampilla). Todas las tarjetas nos deben llegar a más tardar el 25 de marzo de 2013. **Gracias.**

My comments on the SR 79 Realignment Project are: (Mis comentarios sobre el Proyecto de Realineamiento de la Carretera Estatal 79 son:)

Option 2 appears to run down Lyn Ave in my front yard. What determines if my property will be purchased? How much yard and street will there be upon completion?

My home is presently upside down, how will you determine how much it will receive. I will require sufficient money to purchase similar accommodations if one can be found.

Name Martin Richter

Representing Self

Email martin.richter55@gmail.com

Address 34808 Lyn Ave

City Hemet, CA

Zip Code 92345

I-24.1

I-24.2

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(no necesita estampilla). Todas las tarjetas nos deben llegar a más tardar el 25 de marzo de 2013. **Gracias.**

My comments on the SR 79 Realignment Project are: (Mis comentarios sobre el Proyecto de Realineamiento de la Carretera Estatal 79 son:)

We live in four seasons - Hemet - our preference is 2 B 1

Name Patricia & Roger Arleich

Representing Homeowner

Email Ldy Genl617@AOL.com

Address 370 CASPER DR

City Hemet

Zip Code 92345

I-25.1

Responses to Comments Cards Received at the Public Hearing on February 27, 2013

Response to Comment I-23.1

If the Project must acquire all or part a property, the property owner will receive just compensation at a fair and equitable price. Property owners who's property is not acquired or directly impacted by the construction of the Project will not be compensated. RCTC and the Department must operate under strict guidelines when property must be acquired for transportation projects. The process is complex and designed to protect property owners. If a decision is made to acquire your property, discuss the process with a Project relocation advisor. For now, a summary of the Department's Relocation Assistance Program (RAP) is included in Appendix D of the Final EIR/EIS. Additional information is available from the following websites:
http://www.dot.ca.gov/hq/row/pubs/residential_english.pdf
http://www.fhwa.dot.gov/real_estate/owners_and_tenants/

Response to Comment I-23.2

Elevated vehicle and air toxic emissions often occur where traffic congestion is characterized by idling or slow moving vehicles. The Project has been designed to improve traffic conditions in the study area and, therefore, is expected to reduce congestion, which would improve air quality. The Project Build Alternative would have fewer vehicle miles traveled (VMT) and improved traffic conditions over the No Build Alternative, which would result in lower air pollutant emissions. Health impacts to nearby residents and other sensitive receptors would be related to Mobile Source Air Toxics (MSAT) emissions. As shown in Section 3.2.6.3 of the Draft EIR/EIS, in the project study area the MSAT emissions from the Project would be lower than the existing conditions or emissions in the future without the Project.

Response to Comment I-24.1

Alternative 1a or 1b or Design Option 1b1 would run south of and roughly parallel to Lyn Avenue. Build Alternative 2a or 2b or Design Option 2b1 would pass farther east, with the closest point being about 400 feet from Lyn Avenue. The process used to evaluate the alternatives and identify the preferred alternative for the Project is described in Chapter 2 of the Final EIR/EIS. As discussed in that Chapter, Alternative 1br was identified as the Preferred Alternative. During the final design of the selected alternative, the exact level properties impacts will be identified. Property areas and street access will also be determined, and property owners will be notified.

Response to Comment I-24.2

Preferred Alternative identified is 1br. Relocation assistance and compensation are complex processes that are best discussed with a Project relocation advisor after Caltrans determines whether it needs to acquire a property. A summary of the Department's Relocation Assistance Program (RAP) is included in Appendix D of the Final EIR/EIS. Additional information is available from the following websites:
http://www.dot.ca.gov/hq/row/pubs/residential_english.pdf
http://www.fhwa.dot.gov/real_estate/owners_and_tenants/

Response to Comment I-25.1

Your support for Alternatives 2b1 is noted. The process used to evaluate the alternatives and identify the preferred alternative for the Project is described in Chapter 2 of the Final EIR/EIS. As discussed in that Chapter, Alternative 1br was identified as the Preferred Alternative.

CALIFORNIA

79

SR 79 REALIGNMENT PROJECT—DRAFT ENVIRONMENTAL IMPACT REPORT/ENVIRONMENTAL IMPACT STATEMENT
UN INFORME PRELIMINAR DE IMPACTO AMBIENTAL/UNA DECLARACIÓN DE IMPACTO AMBIENTAL PARA
EL PROYECTO DE REALINEAMIENTO DE LA RUTA ESTATAL 79

www.sr79project.info

COMMENT CARD

Please hand this comment card to staff or mail this postage paid card.
All comment cards are due by March 25, 2013. **Thank you!**
Favor de entregar el siguiente comentario al personal o enviar esta tarjeta con porte pagado
(no necesita estampilla). Todas las tarjetas nos deben llegar a más tardar el 25 de marzo de 2013. **Gracias.**

My comments on the SR 79 Realignment Project are: (Mis comentarios sobre el Proyecto de Realineamiento de la Carretera Estatal 79 son:)

Sounds like a good project, could help out Community.

Name Martin Ramirez
(Nombre)

Representing
(En representación de)

Email Mr Ramirez 272006@gmail.com
(Email)

Address 555 E 3rd Street
(Domicilio)

City San Jacinto
(Ciudad)

Zip Code 92583
(Código Postal)

I-26.1

Response to Comment I-26.1

Your support has been included in the Project record.

CALIFORNIA

79

SR 79 REALIGNMENT PROJECT—DRAFT ENVIRONMENTAL IMPACT REPORT/ENVIRONMENTAL IMPACT STATEMENT
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My comments on the SR 79 Realignment Project are: (Mis comentarios sobre el Proyecto de Realineamiento de la Carretera Estatal 79 son:)

This project is going to be a win win for this valley. I am so happy to see this moving forward. Project looks really good.

Name Mark Bartel
(Nombre)

Representing City of San Jacinto
(En representación de)

Email M.Bartel@SanJacintoCA.us
(Email)

Address 459 Westminster Dr
(Domicilio)

City San Jacinto
(Ciudad)

Zip Code 92583
(Código Postal)

I-27.1

Response to Comment I-27.1

Your support has been included in the Project record.

CALIFORNIA

79

SR 79 REALIGNMENT PROJECT—DRAFT ENVIRONMENTAL IMPACT REPORT/ENVIRONMENTAL IMPACT STATEMENT
UN INFORME PRELIMINAR DE IMPACTO AMBIENTAL/UNA DECLARACIÓN DE IMPACTO AMBIENTAL PARA
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COMMENT CARD

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Favor de entregar el siguiente comentario al personal o enviar esta tarjeta con porte pagado
(no necesita estampilla). Todas las tarjetas nos deben llegar a más tardar el 25 de marzo de 2013. **Gracias.**

My comments on the SR 79 Realignment Project are: (Mis comentarios sobre el Proyecto de Realineamiento de la Carretera Estatal 79 son:)

I AM VERY OPPOSED TO THE TRES CERRITOS ON AND OFF RAMP. TRES CERRITOS IS A ONE LANE EACH WAY WHICH WOULD CAUSE SERIOUS TRAFFIC PROBLEMS. THE OTHER TWO ON AND OFF RAMPS IN THIS AREA ARE SUFFICIENT. (FLORIDIAN AND ESPAN IS PLANADE)

Name RICHARD SCHANTZ
(Nombre)

Representing
(En representación de)

Email
(Email)

Address 24515 CALIF AVE SP10
(Domicilio)

City HERMET
(Ciudad)

Zip Code 92545
(Código Postal)

I-28.1

Response to Comment I-28.1

Your opposition to the Tres Cerritos Avenue interchange has been included in the Project record. The Tres Cerritos Avenue interchange is not included in the Preferred Alternative.

Responses to Oral Comments

Oral Comments from the Public Hearing
on February 26, 2013

4

1 MR. JAECKELS: Jerry Jaeckels,
2 J-a-e-c-k-e-l-s and 35154 Tres Cerritos, T-r-e-s
3 C-e-r-r-i-t-o-s.

4 There's a couple issues that we have in the
5 community. If you drive down -- and I'll explain to you
6 and then you can put it in your own words. But if you
7 drive down --

8 COURT REPORTER: I'm taking it verbatim.

9 MR. JAECKELS: Okay. If you drive down to
10 Temecula and Murrieta Hot Springs from Domenigoni all
11 the way down, that was all built in -- at level, with no
12 off-ramps. And they did a beautiful job of that.

I-29.1

13 And now from Domenigoni to Ramona
14 Expressway, they're elevating this freeway. And if it's
15 a flooding problem, they could go up a little bit. But
16 they're way up in the air with this thing. Okay.

17 So it's going to be an ungodly sight with
18 the people living next to them.

19 So I'm against elevating that as high as
20 they want to elevate it.

21 Okay. Number 2, if you put -- if they put
22 an off-ramp down Tres Cerritos, on one side there's just
23 a hill there. So there's no advantage of an off-ramp
24 there.

I-29.2

25 On the other side there's a horse community,

Response to Comment I-29.1

Construction of the Project will not elevate the roadway any more than necessary to stay out of the floodplain and to provide the necessary clearance for roads to pass over or under one another. The visual effects of the road's design have been evaluated in detail in the Updated Visual Impact Assessment. All technical reports are available from the Project website at <http://sr79project.info/library-links/technical-reports>.

Response to Comment I-29.2

The Tres Cerritos Avenue interchange is not included in the Preferred Alternative. Access to SR 79 would be at Esplanade Avenue or Florida Avenue. At less than 1 mile from Florida Avenue, an interchange at Devonshire Avenue would be within the Department's minimum requirement for interchange spacing. Only a bridge over SR 79 would be built at Devonshire Avenue.

Oral Comments from the Public Hearing
on February 26, 2013

5

1 a big one. It's a very nice community.
2 And if they would take that off-ramp and
3 move it down to Devonshire -- which they have one at
4 Devonshire -- and eliminate the one at Tres Cerritos,
5 everybody in that community will be tickled to death.
6 And just don't put it in. We don't need it.
7 We will get off at Esplanade or Devonshire, and we'll be
8 fine without all the traffic going through that horse
9 community.
10 It's a nice quiet community. People drive
11 out there now just to look at the people's horses and
12 animals that they have. They park their car and walk
13 around the animals.
14 It won't happen once they put it on
15 Tres Cerritos. That will all go away. So the community
16 does not want an off-ramp at Tres Cerritos.
17 Should save them a lot of money. Don't put
18 it in. Nobody wants it, you know.
19 So anyway, that's it. Keep it down low and
20 don't put Tres Cerritos in. Please. Please.
21 Hopefully, you get a lot of reports on that.
22 Hopefully, they'll do something about that.
23 MR. RASNER: Reg Rasner, R-a-s-n-e-r, and I
24 have two properties on Los Rancherias,
25 R-a-n-c-h-e-r-i-a-s, and it's Los Rancherias. And my

I-29.2
cont.

I-29.3

Response to Comment I-29.3

Your opposition to the Tres Cerritos Avenue interchange has been included in the Project record. The Tres Cerritos Avenue interchange is not included in the Preferred Alternative. Your preference for a low- profile highway has also been included in the Project record.

Oral Comments from the Public Hearing on February 26, 2013	
1 property is at 24751 Los Rancherías and also 24661	
2 Los Rancherías.	
3 And I'm here to protest the off-ramp at	I-30.1
4 Tres Cerritos, same as Jerry, same as everyone in the	
5 community.	
6 It's fine to have an off-ramp at Esplanade,	
7 which travels in both directions and is a main route in	
8 the middle of the valley and also through Devonshire,	I-31.1
9 which is the street that takes the excess traffic away	
10 from Florida Avenue. And it goes both east and west.	
11 Tres Cerritos would only go west, which is ridiculous,	
12 into a community. That's it. Thank you.	
13 MR. FARM: Clifford, Last name is Farm,	
14 F-a-r-m. And 168 Leonard Way, Hemet 92545 is the zip.	
15 I would like to favor alternate 2B-1. And I	
16 believe that's the city's preferred alternate as well.	
17 It appears to me to be the least disruptive	
18 of the environment and of residents. It appears to be	I-31.1
19 probably the shortest route as well, which will save	
20 money.	
21 So looking at the overall picture, I think	
22 that that's definitely the best alternative. Anything	
23 else is going to take out a lot of residents and disrupt	
24 a lot of the people, which is not going to be good for	
25 the community. So I think that's about it.	

Response to Comment I-30.1

Your opposition to the Tres Cerritos Avenue interchange has been included in the Project record. The Tres Cerritos Avenue interchange is not included in the Preferred Alternative.

Response to Comment I-31.1

Your support for Alternatives 2b1 is noted. The process used to evaluate the alternatives and identify the preferred alternative for the Project is described in Chapter 2 of the Final EIR/EIS. As discussed in that Chapter, Alternative 1br was identified as the Preferred Alternative.

Oral Comments from the Public Hearing
on February 26, 2013

7

1 MS. MASON: Evelyn Mason, M-a-s-o-n, 34788
2 Lynn, L-y-n-n Avenue, Hemet.

3 How close will it be to my house on Lynn?

4 It's between California Avenue and Winchester. If it
5 comes too close, I won't be able to sleep at night
6 because of the freeway. I know Stetson is farther away
7 from me -- not Stetson but California Avenue. And, you
8 know, some of the traffic that goes through there even
9 wakes me up.

I-32.1

10 This is on Florida by 79. How close will it
11 be if you take that to me? It's right in my yard. It
12 looks like it's not very far. But even sometimes, like,
13 it wakes me up. And it's hard to get back to sleep.

14 If it's right -- this far from my house in
15 front of my house, can they just buy the house, and take
16 it too? I'd rather them to take the whole house,
17 because I'd have to move.

18 If there's any chance that the whole area of
19 Roseland is taken, then it would benefit us going on
20 across the fence. That's where we are. Across from
21 Roseland at 79 and Florida.

I-32.2

22 It has to be a little bit a way from my
23 house so you can rest. Because you know what, it's just
24 like a freeway across there. 79 has more people up and
25 down. You'd be surprised. There's too many people in

Response to Comment I-32.1

Lyn Avenue would be roughly parallel and adjacent to Build Alternative 1a or 1b or Design Option 1b1. With Build Alternative 2a or 2b or Design Option 2b1, the proposed roadway would be about 400 feet from Lyn Avenue at the closest point. Traffic noise impacts are expected. Noise barriers have been proposed with all of the Build alternatives and design options to provide substantial noise abatement. A retaining wall is proposed along Lynn Ave and a noise barrier along the alignment. The noise barrier height will vary between 10 and 14 feet and the length of the barrier will vary by alternative, up to a maximum of roughly a mile.

Response to Comment I-32.2

Caltrans must operate under strict guidelines when it acquires property for transportation projects. Caltrans or RCTC agent will contact the property owner if a decision is made to acquire property. A summary of the Department's Relocation Assistance Program (RAP) is included in Appendix D of the Draft EIR/EIS. Additional information is available from the following websites:http://www.dot.ca.gov/hq/row/pubs/residential_english.pdf
http://www.fhwa.dot.gov/real_estate/owners_and_tenants/

Oral Comments from the Public Hearing
on February 26, 2013

8

1 Hemet.

2 MS. KAELIN: Grace Kaelin, K-a-e-l-I-n, we

3 own -- the five of us -- own the 25 acres on the side of

4 the aqueduct. No address, it's raw land. But I have a

5 home address where I live, Four Seasons.

6 Where the property exists, you would need

7 the -- but it doesn't matter.

8 What my comment is, we are very happy with

9 the off-ramps where they are going to be placed on

10 Highway 74/Florida Avenue. And in relationship to our

11 25 acres, it will make it a very valuable place.

12 And since, we've been trying to sell it for

13 more than 33 years and all. But we couldn't sell it

14 because of all the -- you know, being underneath the

15 highway, habitat, conservation plan, and other things

16 that cropped up over the years.

17 So we couldn't -- where you couldn't sell

18 it, farm it, or do anything. And so I'm thinking that

19 this might get it sold. So that's my positive comment.

20 MR. MORGAN: James Morgan and my wife Tammy

21 Morgan, 1272 Cragstone, C-r-a-g-s-t-o-n-e, Hemet 92454.

22 Basically, my comment is I don't think it

23 needs to be done at any point with the economy the way

24 it is. Save money and repave Warren and call it done.

25 MR. TODD: Tim, T-I-m Todd T-o-d-d, 732

I-32.2
cont.

I-33.1

I-34.1

Response to Comment I-33.1

Your support of the Project, including an interchange at Florida Avenue, has been included in the Project record. The process used to evaluate the alternatives and identify the preferred alternative for the Project is described in Chapter 2 of the Final EIR/EIS. As discussed in that Chapter, Alternative 1br was identified as the Preferred Alternative.

Response to Comment I-34.1

Your support for the No Build Alternative is noted. The process used to evaluate the alternatives and identify the preferred alternative for the Project is described in Chapter 2 of the Final EIR/EIS. As discussed in that Chapter, Alternative 1br was identified as the Preferred Alternative.

Repairing Warren Road would not address the issues specified in the Purpose and Need for the SR 79 Realignment Project. Additionally, the economy does not change the need for the Project. The purpose of the Project, included in Section 1.1.6 of the Final EIR/EIS, is to:

- Improve traffic flow for local and regional north-south traffic in the San Jacinto Valley
- Improve operational efficiency and enhance safety conditions by maintaining route continuity and upgrading the facility
- Allow regional traffic, including truck traffic, to adequately bypass local roads
- Reduce the diversion of traffic from state routes onto local roads

Oral Comments from the Public Hearing on February 26, 2013	
1 Corrida, C-o-r-r-I-d-a Drive in Covina. And it's 91724.	
2 I prefer the route of I-A. That's it. And	
3 have it done tomorrow. I'm not going to be around long,	
4 and I want to drive on it.	
5 Well, I-A would take a corner off and	I-35.1
6 improve the value of my property. And I think, too, it	
7 would better serve the community on both sides going	
8 into Winchester and also into Hemet. It would be a	
9 better route to serve the area.	
10 MR. BROWNE: Kenneth Browne, B-r-o-w-n-e,	
11 1727 Sanderson.	
12 Okay. I have a concern about my water line.	
13 My water line runs -- I share a well with my neighbor.	
14 The water line would run under the highway.	I-36.1
15 So I don't know if it will be relocated or	
16 what could happen, you know, as far as if my water line	
17 breaks. I have a highway on top of it; how do I fix it?	
18 What's going to happen with that?	
19 And also, the drainage out there. Where the	
20 highway's going through, it will be behind my property.	
21 Yet, that area fills in with water on bad rains. And	I-36.2
22 with that much highway in that area, there's going to be	
23 less soil to absorb the water. So it will be flooded	
24 for a longer period of time.	
25 Other than that, my main thing is the water.	I-36.3

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Response to Comment I-35.1

Your support for Alternatives 1a is noted. The process used to evaluate the alternatives and identify the preferred alternative for the Project is described in Chapter 2 of the Final EIR/EIS. As discussed in that Chapter, Alternative 1br was identified as the Preferred Alternative.

Response to Comment I-36.1

While utility lines do exist within the construction zone, at this point in time it is not known if their relocation is required. If at all possible, protection of any utility is desirable over relocation, and the aforementioned lines are no different. However, should they need to be relocated, the selected contractor would have the requisite experience and resources to do so safely without interruption of service to the private owner or the community.

Response to Comment I-36.2

A storm drain system within the area described will be considered during the final design phase of the selected alternative. The system would consist of ditches, inlets, and pipes to convey the water to a regional drainage facility.

Response to Comment I-36.3

Access to water will be provided. An evaluation of options to relocate the line or provide alternate means of access to water will take place during the final design phase of the Preferred Alternative. While utility lines do exist within the construction zone, at this point in time it is not known if their relocation is required. If at all possible, protection of any utility is desirable over relocation, and the aforementioned lines are no different. However, should they need to be relocated, the selected contractor would have the requisite experience and resources to do so safely without interruption of service to the private owner or the community.

Oral Comments from the Public Hearing on February 26, 2013	
1 Have to have water to live. Project looks great. I	
2 just need to have water.	
3 We purchased a property off of that person,	I-36.3
4 and we lived there for years. The water was plumbed	cont.
5 from his well. So with it still being plumbed from his	
6 well, we won't have any water to access.	
7 MS. BROWNE: I'm Kenneth's wife. My	
8 concerns are about the sound and water. He's not as	I-37.1
9 worried about the sound. He's not there as much as I	
10 am.	
11 As long as it doesn't go straight through my	
12 house, I'll be good. I'm glad to see it's not going	I-37.2
13 through my neighbors house, just going straight through	
14 my property.	
15 MR. CECCHI: C.W. Cecchi, C-e-c-c-h-I, Hemet	
16 2433 Tulip Park. We're against this alternate, but the	
17 rest of them look good. It's the one by the coffee pot.	
18 We're for 2-A, because it looks neater. And	I-38.1
19 I don't know, I'm also for whatever is the cheapest	
20 route going. But I don't know. I just don't like the	
21 1-A alternate.	
22 MS. DUBER: Sharon Duber, D-u-b-e-r, 585	
23 Parnevik P-a-r-n-e-v-I-k Drive, Hemet 92545, Four	
24 Seasons.	
25 So as a resident in Four Seasons, we feel	I-39.1

- Response to Comment I-37.1
- Your concerns regarding sound and water have been added to the Project record. Please see responses to comments I-36-1 to I-36-3, in regards to water.
- Response to Comment I-37.2
- Your support of the Project as long as it does not go through your house or your neighbor's house has been included in the Project record. The process used to evaluate the alternatives and identify the preferred alternative for the Project is described in Chapter 2 of the Final EIR/EIS. As discussed in that Chapter, Alternative 1br was identified as the Preferred Alternative.
- Response to Comment I-38.1
- Your preference for Build Alternative 2a and your opposition to Build Alternative 1a have been included in the Project record. The process used to evaluate the alternatives and identify the preferred alternative for the Project is described in Chapter 2 of the Final EIR/EIS. As discussed in that Chapter, Alternative 1br was identified as the Preferred Alternative.

Oral Comments from the Public Hearing
on February 26, 2013

11

1 that it's one of the nicest communities, that upscale
2 community that's built in Hemet. And we don't want to
3 see that lifestyle on the west end compromised by a
4 freeway-like structure.

5 So our concern primarily is for a quiet
6 lifestyle. And also our concern is for the ranches
7 behind us, north in Reinhardt Canyon and the
8 Tres Cerritos area.

9 Hemet's general plan just came out in
10 January 2012. They designated that area behind us land
11 use, five-acre minimum on the floor, ten acres minimum
12 on the rural mountain sides, and is trying to preserve
13 the entire area -- and I'm trying to think in terms of
14 directionally.

15 That would be the northwest quadrant as
16 estate-type home sites and equestrian properties, very
17 expensive ranches in there.

18 So an off-ramp at Tres Cerritos makes no
19 sense at all, where there's an off-ramp at Florida and
20 another one at Esplanade, less than two miles in each
21 direction from Tres Cerritos.

22 So the Tres Cerritos off-ramp, basically, is
23 going to a rural, residential, land use area with
24 five-acre minimum equestrian properties, which makes no
25 sense to us.

I-39.1
cont.

I-39.2

Response to Comment I-39.1

Your concern that the Project could affect your lifestyle and nearby ranch properties has been included in the Project record. The process used to evaluate the alternatives and identify the preferred alternative for the Project is described in Chapter 2 of the Final EIR/EIS. As discussed in that Chapter, Alternative 1br was identified as the Preferred Alternative.

Response to Comment I-39.2

Your concern with the Tres Cerritos Avenue interchange has been included in the Project record. The Tres Cerritos Avenue interchange is not included in the Preferred Alternative, Alternative 1br was identified as the preferred alternative.

Oral Comments from the Public Hearing on February 26, 2013		
12		
1	We would be in favor of the fourth	
2	alternative that's being shown on the maps, which is	
3	2-B, design option 2B-1.	
4	We feel that if the highway is cut through	
5	the mountain that would be less impact from a noise	I-39.3
6	standpoint. And we wouldn't see a freeway type of	
7	elevation.	
8	At least that's what we would think by	
9	looking at it. And that would be, of course, without a	
10	Tres Cerritos off-ramp.	
11	Temecula has two off-ramps off of Interstate	
12	15, Rancho California Road and Winchester 79 North --	
13	actually, there's three: Winchester North, 79 South	
14	Redhawk, and Rancho California Road.	I-39.4
15	This proposal on all four options literally	
16	has five exit ramps within a seven-mile distance.	
17	Putting these off-ramps every mile to a mile	
18	and a half, we just feel that's excessive. And we would	
19	like to see them hone that more effectively.	
20	MR. HOVIVIAN: I live in the equestrian area	
21	off of Cerritos. There's a significant amount of	
22	wildlife back there in the mountain area. And just the	I-40.1
23	other day I witnessed four mountain lions, and we see	
24	bobcats regularly and red-tailed hawks.	
25	Just the amount of travel that this would	

Response to Comment I-39.3

Your support for Design Option 2b1 because of noise and visibility concerns has been included in the Project record, as well as your preference for no Tres Cerritos Avenue interchange. The Tres Cerritos Avenue interchange is not included in Alternative 1br, which was identified as the Preferred Alternative.

Noise effects are detailed in Section 3.2.7 Noise and Vibration of the Final EIR/EIS and in the Supplemental Noise Study Report and Noise Abatement Decision Report, February 2015. Details pertaining to visual impacts can be found in Section 3.1.7 of the Final EIR/EIS. Complete copies of technical studies and the Final EIR/EIS are available at: <http://sr79project.info/library-links>

Specific to visual impacts, the Preferred Alternative has least exposure overall when compared to other alternatives. Section 3.1.7 for more detail. Noise impacts both Alternatives are similar; however, feasible & reasonable noise barriers for 1br would reduce impacts to a greater number of residences when compared to 2b1. See section Section 3.2.7 for more detail.

Response to Comment I-39.4

The initial Project design calls for interchanges at Domenigoni Parkway, Florida Avenue, Sanderson Avenue, and Ramona Expressway. The other interchanges would be spaced at the Department minimum 1-mile spacing and can be built in the future when traffic warrants it as indicated in Section 2.2.1.2 Grade Separated Interchange of the FEIR/EIS.

Response to Comment I-40.1

The Tres Cerritos Avenue interchange is not included in the Preferred Alternative. The process used to evaluate the alternatives and identify the preferred alternative for the Project is described in Chapter 2 of the Final EIR/EIS. As discussed in that Chapter, Alternative 1br was identified as the Preferred Alternative.

Oral Comments from the Public Hearing on February 26, 2013			13
1	bring, if you put an off-ramp at Tres Cerritos, it will	I-40.1 cont.	
2	destroy not only the equestrian community, but the		
3	wildlife habitat.		
4	COURT REPORTER: And what is your name and		
5	address, please?		
6	MR. HOVIVIAN: Cash. My last name is		
7	Hovivian, H-o-v-I-v-I-a-n, Tres Cerritos, 35051		
8	Tres Cerritos, Hemet 92545. It's actually an		
9	unincorporated part of Riverside, but I use Hemet.		
10	It's close to Hemet where they're wanting to		
11	put an off-ramp there at Tres Cerritos in the equestrian	I-40.1 cont.	
12	area. And it would destroy the equestrian community.		
13	UNIDENTIFIED RESIDENT: I reside at Four		
14	Seasons, and I have several comments.		
15	First of all, there was really not enough		
16	public warning that this project was at this finished		
17	state so far. That originally we thought -- the		
18	residence of four seasons thought that the plan was to	I-41.1	
19	run, SR-79 down in downtown Hemet.		
20	Not enough warning. Not enough meetings.		
21	Two night meetings explaining the plan without adequate		
22	notice to every resident that lives within the vicinity		
23	and who are effected by the planned highway as to air		
24	quality, noise, and congestion, are not enough.		
25	Second point is the study -- the air quality	I-41.2	

I-b_Comments via Hearing Reporter_02-26-13

Response to Comment I-41.1

Formal public outreach began in 2004 with a series of Q&A Fact Sheets that were distributed to the public at critical points in the project development process. The first in the series of fact sheets showed that the easternmost corridor under consideration ran near Sanderson Avenue. By the 2005 fact sheet, this eastern corridor had been eliminated due to public concerns about impacts to homes, businesses, and schools. The fact sheets and other early public outreach efforts are available from the Project website at: <http://www.sr79project.info/library-links> The two public hearings on the Draft EIR/EIS were only the latest in a series of outreach efforts that have characterized the Project. Sections 5.3 and 5.4 of the Draft EIR/EIS include summaries of public outreach efforts prior to circulation of the Draft EIR/EIS.

14

I-41.5

Devonshire Avenue access may be restricted temporarily during bridge construction (approximately 9 to 12 months), but it is likely that temporary access would be designed to avoid the bridge construction. In addition to Devonshire Avenue, access would also be available via Florida Avenue, California Avenue, and Warren Road. A detailed Transportation Management Plan (TMP) will be prepared during the plans, specifications, and estimate (PS&E) phase of the Project, once staged construction and traffic-handling details have been developed. The TMP will be based on refinements to the construction sequencing and other construction activities. Specific improvements, detours, and measures to ensure public safety will be determined at that time. Community outreach will be conducted

throughout the construction of the Project and available from the Project website at: <http://www.sr79project.info/>.

Oral Comments from the Public Hearing
on February 26, 2013

15

1Because Devonshire Avenue is the -- is an

2egress street for thousands of residence. And in case

3of an emergency, as in a fire, the blocking of this

4egress could be a tragedy in the making.

5Many outsiders to this area don't realize

6that Reinhardt Canyon is closed every summer to visitors

7because of fire danger in the Box Canyon with no other

8exit.

9It's close by the -- who's the state fire

10department -- county fire officials. They close it

11every summer. So you get thousands of people that

12happen in there, and brush fires, it would be horrible.

13Next point, the residents of Four Seasons,

14Maze Stone Village offer the most for seniors with many

15having compromised lung-related problems.

16And to bring pollution into this area would

17be a tragedy in the making. And perhaps, I want to say,

18something perhaps will encourage many lawsuits, or

19whatever, CalPERS for bringing, you know, back --

20introducing emissions pollution in an area that air gets

21trapped, the environmental, or whatever, because of the

22structure of the Box Canyon, which is true.

23Our microclimate in here is different -- due

24to the microclimate types. That's it. I think I'm

25done.

I-41.5
cont.

I-41.6

Fb_Comments via Hearing Reporter_02-26-13

Response to Comment I-41.6

Regional and local air quality and air toxics impacts were evaluated in the Recirculated Draft EIR/Supplemental DEIS according to applicable federal, state, and local regulations and guidance. The analysis demonstrated that the Project conforms with the State Implementation Plan, and localized air pollutant impacts (hot spots) are not expected. Health impacts to nearby residents and other sensitive receptors would be related to MSAT emissions. Although quantitative health risks were not evaluated for the Project, a quantitative emissions burden analysis was performed to demonstrate the emissions trend in the Project study area. As shown in Section 3.2.6.3 of the Fianl EIR/EIS, MSAT emissions from the Project would be lower than existing conditions or without the Project in the future because the Project would improve traffic conditions and vehicles will be cleaner and more fuel efficient. In addition, according to the California Air Resources Board Air Quality Land Use Handbook (ARB, 2005), studies have been conducted for Southern California highways to evaluate health risks due to highway traffic. In these studies, an association between traffic-related emissions with adverse health effects was present up to 1,000 feet and was strongest within 300 feet of the highway.

Because the Four Seasons at Hemet community would be located more than 1,000 feet from the Project, exposure and risks associated with traffic-related emissions would be substantially the same as other areas that are farther away.

Oral Comments from the Public Hearing
on February 26, 2013

16

1 MR. COBE: Allan Cobe, C-o-b-e, 20400
2 Via Zaragoza, V-I-a Z-a-r-a-g-o-z-a, Yorba Linda,
3 California 92887-3207.
4 I prefer the alternate for Hemet and
5 San Jacinto 2-B alternative. I think that it's the most
6 straight line or shorter route, direct route. So I
7 think that's a plus.
8 And for all the reasons everybody mentions
9 noise, traffic, length of trip. That's about my input.
10 As long as I get 2-B. That's important for
11 me.
12 MR. COBE: (Dan) There's microns for
13 environmental, health issues, noise.
14 MR. COBE: (Allan) For our property it would
15 be visual -- beauty too -- visual acceptance, impact --
16 less negative impact from a visual standpoint.
17 MR. COBE: (Dan) Otherwise, you might tell
18 her, too, about the benefit of putting the public
19 comment online to the public. Because the more
20 disclosure you have, the better it is for people to make
21 good decisions and understand the reasoning.
22 ///
23 ///
24 ///
25

I-42.1

Response to Comment I-42.1

Your support for Alternatives 2b is noted. The process used to evaluate the alternatives and identify the preferred alternative for the Project is described in Chapter 2 of the Final EIR/EIS. As discussed in that Chapter, Alternative 1br was identified as the Preferred Alternative. Although there are some aspects of Alternative 2b that may be preferred by some, other considerations led to the identification of Alternative 1br as the Preferred Alternative. In particular, and relevant to Alternative 2b, is the impact on the TCP.

I-43.1

Response to Comment I-43.1

Your concern about environmental and health issues has been included in the Project record, although the specifics of your concerns are unclear.

I-42.2

Health impacts to nearby residents and other sensitive receptors would be related to MSAT emissions. As shown in Section 3.2.6.3, MSAT emissions in the study area from the Build alternatives would be lower than existing conditions because of improvement in level of service with the Build alternatives and the use of cleaner vehicles in the future. Terrain features and meteorological conditions would have the same effects on highway emissions with or without the Project. The Project is expected to improve traffic conditions and decrease vehicle emissions in the Project area, so air quality in the surrounding area would be expected to improve.

I-43.2

Response to Comment I-42.2

Your preference for Build Alternative 2b based on visual aesthetics has been included in the Project record. The process used to evaluate the alternatives and identify the preferred alternative for the Project is described in Chapter 2 of the Final EIR/EIS. As discussed in that Chapter, Alternative 1br was identified as the Preferred Alternative. Although there are some aspects of Alternative 2b that may be preferred by some, other considerations led to the identification of Alternative 1br as the Preferred Alternative. In particular, and relevant to Alternative 2b, is the impact on the TCP.

Response to Comment I-43.2

All public comments have been included in this appendix to the Final EIR/EIS

1 MS. STRAWN: Amy Strawn, S-t-r-a-w-n. I
2 live in Winchester. I just want one of the routes
3 that's furthest from my house. And I think it's one of
4 the B routes.

5 I don't care which one, just that it's
6 further away from my home, the clover leaf in
7 particular. I dont want the clover leaf by my house.
8 Both of the A patterns put the clover leaf close to my
9 home. That's it.

10 MS. LOONEY: Judith Looney, L-o-o-n-e-y, 570
11 Olacabal, O-l-a-c-a-b-a-l, Hemet.

12 I feel like this whole project is very, very
13 expensive. I think that if it needs to be done, it
14 could be done a whole lot cheaper and using a lot more
15 of the existing inner structure that's already here.

16 From my observation, I don't see the traffic
17 need for it, even in the future. And I am totally
18 against it. I think it's a very big waste of money when
19 the state can't provide money for teachers and policemen
20 and everything to spend money on something like this.

21 MS. CRAIG: Shirley Craig, C-r-a-i-g. I
22 would like to see the area from Esplanade to Devonshire
23 moved to the east, east side of the road. So that
24 you're not inhibiting those ranches or taking any land
25 from those ranches at all.

I-44.1

I-45.1

I-46.1

Response to Comment I-44.1

Your preference that the selected route be as far from your home as possible has been included in the Project record, as has your belief that that is one of the B routes. The process used to evaluate the alternatives and identify the preferred alternative for the Project is described in Chapter 2 of the Final EIR/EIS. As discussed in that Chapter, Alternative 1br was identified as the Preferred Alternative. Although there are some aspects of the other alternatives that may be preferred by some, other considerations led to the identification of Alternative 1br as the Preferred Alternative.

Response to Comment I-45.1

Your support for the No Build Alternative due to several concerns including its cost is noted. The process used to evaluate the alternatives and identify the preferred alternative for the Project is described in Chapter 2 of the Final EIR/EIS. As discussed in that Chapter, Alternative 1br was identified as the Preferred Alternative. Although the commenter questions the need for the project, no specific concerns with the purpose and need are raised and no further response is possible.

Response to Comment I-46.1

Your preference for an alignment east of the San Diego Canal and Warren Road has been included in the Project record. The process used to evaluate the alternatives and identify the preferred alternative for the Project is described in Chapter 2 of the Final EIR/EIS. As discussed in that Chapter, Alternative 1br was identified as the Preferred Alternative. One of the factors in choosing the Preferred Alternative was avoiding impacts to sensitive vernal pools in the project area. The alignment cannot be moved to the east because there are vernal pools located near Esplanade and Warren in the southeast corner, that are part of a preserve site. Coordination took place with the wildlife agencies to determine which alternative would be the least environmentally damaging. These vernal pools were taken into account during that coordination.

Oral Comments from the Public Hearing
on February 27, 2013

5

1 And that Tres Cerritos off-ramp, do away
2 with that. Because that's just not going to work there,
3 that five-acre neighborhood where all those ranches are.
4 That's the most beautiful area in Hemet, and
5 they certainly don't need to be taking anything away
6 from that area at all and have a freeway run through it.
7 Other than that, it's a great idea.
8 MS. LANDRY: Diane Landry, L-a-n-d-r-y, and
9 I live at 29825 Patterson Avenue and that's in
10 Winchester.
11 I chose the 1-B and the 2-B for the fact
12 that I didn't want it to go near the Winchester school
13 because it would kind of outline -- take away the whole
14 downtown of our area.
15 And having a retaining wall by a school
16 wouldn't be any fun for the children. And it kind of
17 makes it a little bit better route for me, as I'm
18 looking at it.
19 And more retaining walls near the home, like
20 where we're going to be at. If it's going to be four
21 lanes, something for sound barrier. I hear Winchester
22 Road and Domenigoni. But it's early in the morning,
23 never late in the day, always in the mornings. But when
24 it's going to be that close behind you, it can get
25 worse.

I-46.2

I-47.1

I-47.2

Response to Comment I-46.2

Your concern that the Tres Cerritos Avenue interchange would affect the community character has been included in the Project record. The Tres Cerritos Avenue interchange is not included in the Preferred Alternative. The process used to evaluate the alternatives and identify the preferred alternative for the Project is described in Chapter 2 of the Final EIR/EIS. As discussed in that Chapter, Alternative 1br was identified as the Preferred Alternative.

Response to Comment I-47.1

Your support for Alternatives 1b and 2b is noted. The process used to evaluate the alternatives and identify the preferred alternative for the Project is described in Chapter 2 of the Final EIR/EIS. As discussed in that Chapter, Alternative 1br was identified as the Preferred Alternative.

Response to Comment I-47.2

Pursuant to FHWA and Caltrans protocols, a series of noise evaluations were conducted by accredited specialists for all noise sensitive land uses within the project area. Three major evaluations were conducted to evaluate traffic noise. A Noise Study Report (NSR) was conducted to identify noise sensitive land uses and if traffic noise impacts are expected. A Noise Abatement Decision Report (NADR) was prepared to assess the reasonability and feasibility of noise abatement for those land uses predicted to experience a traffic noise impact. Finally, the project changes associated with Build Alternative 1br were investigated in an Updated NSR/NADR. The entire noise evaluation is summarized in Section 3.2.7 in the Draft EIS/EIR. Noise barriers were not found to be reasonable and feasible in this area.

The noise evaluation found that noise levels with Build Alternative 1br (including Design Option 1b1) would approach or exceed the NAC at nearly all studied locations. Based on the studies completed to date, the Department intends to incorporate noise abatement in the form of six noise barriers with average heights ranging between 8 and 14 ft. and a total length of 22,013 ft. Calculations indicate that these noise barriers will substantially reduce noise levels. Calculations based on preliminary design data indicate that feasible and reasonable barriers will substantially reduce noise levels for 369 to 432 residences at an estimated total cost of \$19.03 to \$22.11 million.

Oral Comments from the Public Hearing
on February 27, 2013

6

1 MR. CORDERO: George Cordero, C-o-r-d-e-r-o,
2 I live on 1481 North Sanderson Avenue 92545, in Hemet.
3 And in regards to the road coming through
4 the property southbound from Ramona Expressway, it
5 crosses over to Sanderson, whether or not there will be
6 any accessible entries underneath the road from one side
7 of the property to another for farming activity to bring
8 equipment back and forth to the farmland. There's a big
9 farm there for access.

I-48.1

10 MR. AND MRS. WUTZLER: Stacy and Erich
11 Wutzler, W-u-t-z-l-e-r, 1236 Cragstone Drive.
12 So one of the concerns that we have is that
13 on every plan or proposal, there's an off-ramp that's
14 gets off on Esplanade. And our neighborhood has only
15 two exits and an exit out on Esplanade. There's no
16 other way to get out of our neighborhood.

17 So my concern is that even that with no
18 highway there are still tons of skid marks when we try
19 to turn into our neighborhood. I mean, we've both
20 almost been hit, you know, we've only been there three
21 years.

I-49.1

22 So there's a lot of skid marks from people
23 just not paying attention. And I can see if traffic
24 increases, that the danger to us in our own neighborhood
25 of trying to get out or in is going to increase

Response to Comment I-48.1

There is not an accessible entry planned underneath the proposed SR 79 alignment for future farming equipment. The alignment is approximately 14' above existing ground, so a reinforced concrete box culvert could be added underneath the road for access to both sides of the property, but the clearance would only be approximately 10' high. This could be added with the final design package, if there measurable need.

Response to Comment I-49.1

There are no current plans to provide improvements at either Alabaster Avenue or Cinnabar Avenue as part of the Project. The Project will not have significant impacts on Esplanade Avenue and since it is a City of Hemet roadway, if there is a safety issue now or in the future, it would be the City's responsibility to provide the appropriate solution.

Oral Comments from the Public Hearing
on February 27, 2013

7

1 dramatically.

2 So I was wondering if they would widen the
3 street or add a turn pocket on Esplanade for our
4 neighborhood.

I-49.1
cont.

5 My preference is that we don't build it at
6 all. I don't think it's necessary, if you ask me. I
7 don't know about traffic going through. I don't think
8 our streets are clogged with people trying to get to
9 Temecula.

I-49.2

10 And then, with that being said, we choose,
11 if we don't have a choice, 2-B or 1-A. We are concerned
12 with noise. They don't feel that our neighborhood
13 warrants a sound wall. We object. To me it seems like
14 it's going to be noisy and add noise to our
15 neighborhood.

I-49.3

16 And the reason we moved out to the sticks,
17 basically, is because it's quiet out here. And we have
18 a beautiful view. I think the road is going to be
19 30 feet in the air, and that's going to ruin the view we
20 have of the neighborhood.

I-49.4

21
22 (Whereupon, at the hour of
23 8:00 p.m., the proceedings
24 were concluded.)

25 -oOo-

Response to Comment I-49.2

Your support for the No Build Alternative is noted. The process used to evaluate the alternatives and identify the preferred alternative for the Project is described in Chapter 2 of the Final EIR/EIS. As discussed in that Chapter, Alternative 1br was identified as the Preferred Alternative. Although the commenter questions the need for the project, no specific concerns with the purpose and need are raised and no further response is possible.

Response to Comment I-49.3

Noise barriers recommended in the Partially Recirculated Draft EIR/Supplemental Draft EIS are based on expected noise levels and the ability to abate that noise cost effectively. The noise barrier approval process includes a public outreach component. The support of the affected community is necessary prior to the installation of any noise barrier. The noise barrier outreach program began after the Alternative 1br was identified as the Preferred Alternative. A noise barrier was not found to be reasonable and feasible in this area.

Response to Comment I-49.4

Representative views were simulated to show the kinds of visual effects the Build alternatives would have on a range of situations in the Project area. Figures 3.1-43 through 3.1-76 in the Final EIR/EIS (Volume 1) show these visual simulations. Although the commenter discusses the view, so specific concern is raised and no further response is possible.

Comments Submitted via the Project Website
February 11 through March 25, 2013

From: info@sr79project.org
Sent: Monday, February 11, 2013 1:50 PM
To: SWR 171146 SR79; inbox@geomail.info
Subject: Contact Form Submission

Contact Form Submission
Comments: 2B Looks like the best route of the four options. I hope you will go with this option. | I-50.1
Email: mike@bisson.us
Name: Michael Bisson
Phone: 951-766-9225
Mailing Address: 820 Provance St
City, State: Hemet, CA
Zip: 92545
Parcel Number:
CAPTCHA:

Response to Comment I-50.1

Your support for Alternative 2b is noted. The process used to evaluate the alternatives and identify the preferred alternative for the Project is described in Chapter 2 of the Final EIR/EIS. As discussed in that Chapter and more fuel efficient as a result of federal mandates. In addition, the Project Build alternatives would have fewer vehicle miles traveled (VMT) and improved traffic conditions over the No Build Alternative, which would result in lower air pollutant emissions. Health impacts to nearby residents and other sensitive receptors would be related to MSAT emissions. As shown in Section 3.2.6.3 of the Recirculation Draft EIR/Supplemental Draft EIS, the MSAT emissions from the Project would be lower than the existing conditions or the emissions in the future without the Project.

The commenter does not raise any specific concerns and no further response is possible

Comments Submitted via the Project Website
February 11 through March 25, 2013

From: info@sr79project.org
Sent: Monday, February 11, 2013 1:50 PM
To: SWR 171146 SR79; inbox@geomail.info
Subject: Contact Form Submission

Contact Form Submission
Comments: 2B Looks like the best route of the four options. I hope you will go with this option. | I-50.1
Email: mike@bisson.us
Name: Michael Bisson
Phone: 951-766-9225
Mailing Address: 820 Provance St
City, State: Hemet, CA
Zip: 92545
Parcel Number:
CAPTCHA:

Response to Comment I-50.1

Your support for Alternative 2b is noted. The process used to evaluate the alternatives and identify the preferred alternative for the Project is described in Chapter 2 of the Final EIR/EIS. As discussed in that Chapter, Alternative 1br was identified as the Preferred Alternative.

Comments Submitted via the Project Website
February 11 through March 25, 2013

From:

info@sr79project.org

Sent:

Tuesday, February 12, 2013 2:34 PM

To:

SWR 171146 SR79; inbox@geomail.info

Subject:

Contact Form Submission

Contact Form Submission

Comments: By doing this realignment you are destroying one of the last beautiful equestrian areas in Hemet. It does not affect you so you probably don't care. Why not widen Warren Rd. on the side of the tract houses? They are not a nice area. Heaven forbid you should take out one of those "boxes" for a road. This is a quiet community where people ride their horses down the road. You will be taking beautiful horse ranches on your quest for a stupid road. What happened to the widening of Sanderson? That directly links into Lamb's Canyon. I only hope that the people who are affected will get lawyers and tie this up in court forever or that you will never get funding. It is bad enough that Devonshire was paved so that the short cutters use it for a freeway. They even drive over the double yellow. Using Tres Cerritos for an off ramp is even dumber. That would divide this beautiful area in half and you would never be able to ride your horse safely. Get a grip and take a look at this community! We all moved here for the horses and the quiet.

Email: goldngait@roadrunner.com

Name: Jeanene Bernardin

Phone: 951 325 5630

Mailing Address: 25185 Los Rancherias Rd.

City, State: Hemet, CA

Zip: 92545

Parcel Number: 082/004

CAPTCHA:

I-51.1

1

Response to Comment I-51.1

Your opposition to the project has been included in the Project record. The process used to evaluate the alternatives and identify the preferred alternative for the Project is described in Chapter 2 of the Final EIR/EIS. As discussed in that Chapter, Alternative 1br was identified as the Preferred Alternative. The Tres Cerritos Avenue interchange is not included in the Preferred Alternative.

The Eastern Alternative was eliminated because it would not address issues specified in the Purpose and Need for the Project. Discussion of the elimination of this option can also be found in Section 2.2.5 of the Final EIR/EIS. The purpose, included in Section 1.1.6 of the Final EIR/EIS, is to:

- Improve traffic flow for local and regional north-south traffic in the San Jacinto Valley
- Improve operational efficiency and enhance safety conditions by maintaining route continuity and upgrading the facility
- Allow regional traffic, including truck traffic, to adequately bypass local roads
- Reduce the diversion of traffic from state routes onto local roads

Comments Submitted via the Project Website
February 11 through March 25, 2013

From:

Sent:

To:

Subject:

info@sr79project.org

Thursday, February 14, 2013 6:02 PM

SWR 171146 SR79; inbox@geomail.info

Contact Form Submission

Contact Form Submission

Comments: Why can't Sanderson Ave be used? It's already a wide route which runs from route from Beaumont to Domenigoni Parkway. Business along this route will benefit with very little road improvements. To widen road from Esplanade to Winchester, it will cost much more.

Besides, the project will offer much less impact on very few businesses along the way.

Email: truongttadc@aol.com

Name: Minhchau Nguyen

Phone: 951-926-8948

Mailing Address: 560 N. San Jacinto St

City, State: Hemet

Zip: 92543

Parcel Number:

CAPTCHA:

I-52.1

I-52.2

1

Response to Comment I-52.1

Sanderson Avenue is part of the City of Hemet's and the City of San Jacinto's north-south local circulation routes. The SR 79 realignment would be a limited-access expressway and is planned for movement of regional traffic. When completed, it would be adopted as a state route. If Sanderson Avenue were used, all access to businesses and homes along Sanderson Avenue would eventually be removed.

The process used to evaluate the alternatives and identify the preferred alternative for the Project is described in Chapter 2 of the Final EIR/EIS. As discussed in that Chapter, Alternative 1br was identified as the Preferred Alternative. The use of Sanderson Avenue would not address issues specified in the Purpose and Need for the Project. The purpose, included in Section 1.1.6 of the Final EIR/EIS, is to:

- Improve traffic flow for local and regional north-south traffic in the San Jacinto Valley
- Improve operational efficiency and enhance safety conditions by maintaining route continuity and upgrading the facility
- Allow regional traffic, including truck traffic, to adequately bypass local roads
- Reduce the diversion of traffic from state routes onto local roads

Response to Comment I-52.2

The use of Sanderson Avenue would not meet the purpose and need of the Project. Sanderson Avenue is part of the City of Hemet's and the City of San Jacinto's north-south local circulation routes. The SR 79 realignment would be a limited-access expressway and is planned for movement of regional traffic. When completed, it would be adopted as a state route. If Sanderson Avenue were used, all access to businesses and homes along Sanderson Avenue would eventually be removed.

Comments Submitted via the Project Website
February 11 through March 25, 2013

From:

info@sr79project.org

Sent:

Friday, February 15, 2013 7:28 PM

To:

SWR 171146 SR79; inbox@geomail.info

Subject:

Contact Form Submission

Contact Form Submission

Comments: Hello

I am a resident of Winchester, CA. I have lived in my current location since 2000 but before that, I had resided in the area beginning in the early 1980's.

I live out here because I prefer the rural and remote style of living; if I wanted to live next to a free or in a crowded urban area, I would have moved to Orange County in the 70's....

Also, there a lot of residents in the area, who, like me cannot afford to move elsewhere and you putting this stupid highway right through where we live would displace us and leave us homeless.

Please select route Build Alternative 2B design option 2BI as it least impacts the homes of my family, friends and self.

Thank you
Diane M. Michna
33955 East Grand Ave/POBox 356
Winchester, CA 92596
Email: diane.michna@GMAIL.COM
Name: DIANE M MICHNA
Phone:
Mailing Address: POBOX 356
City, State: WINCHESTER
Zip: 92596
Parcel Number: i dont know, ask my dad he owns it
CAPTCHA:

I-53.1

I-53.2

I-53.3

1

Response to Comment I-53.1

Your concern about impacts to the rural nature of the community has been included in the Project record. Zoning and the potential for future development outside of the Project's right-of-way is the prerogative of the local government. The change from farmland to urban would occur with the local jurisdictions rezoning an area. Neither the Caltrans nor RCTC would initiate any rezoning. The Project’s effects on land use was analyzed in Section 3.1.1, effects on growth was analyzed in Section 3.1.2, effects on farmland was analyzed in Section 3.1.3, and on the community in Section 3.1.4. This comment does not raise any specific concerns with these analyses and so no further response is possible.

Response to Comment I-53.2

Caltrans' Relocation Assistance Program (RAP) ensures that persons displaced as a result of a transportation project are treated fairly, consistently, and equitably. Appendix D (Draft EIR/EIS Volume 1) includes a summary of the RAP. Additional information is available from the following websites:

- http://www.dot.ca.gov/hq/row/pubs/residential_english.pdf
- http://www.fhwa.dot.gov/real_estate/owners_and_tenants/

Response to Comment I-53.3

Your support for Alternative 2b1 is noted. Many factors determine the selection of the preferred alternative, for example the number of relocations required or the impacts to sensitive environmental resources. The process used to evaluate the alternatives and identify the preferred alternative for the Project is described in Chapter 2 of the Final EIR/EIS. As discussed in that Chapter, Alternative 1br was identified as the Preferred Alternative.

Comments Submitted via the Project Website
February 11 through March 25, 2013

From:

Sent:

To:

Subject:

info@sr79project.org

Tuesday, February 19, 2013 7:46 PM

SWR 171146 SR79; inbox@geomail.info

Contact Form Submission

Contact Form Submission

Comments: We own the 24 acre property located at the N/W/C of the proposed Cottonwood offramp of the realligned 79.

We wish to make sure we will have full left and right in and out access once the realignment is complete. Could you please send us some detailed drawings of how your realignment would affect our property.

Thanks

Email: steve@tfqdev.com

Name: Steve Grady

Phone: 619-491-9200

Mailing Address: 7938 Ivanhoe Ave

City, State: La Jolla

Zip: 92037

Parcel Number: 4320120-006-4

CAPTCHA:

I-54.1

Response to Comment I-54.1

The commenter does not raise any issues with the Project’s environmental impacts or the analysis in the environmental document and no further response is required. It is noted, however, that access into and out of this parcel can be included in the final design phase of this Project. During final design, properties that require acquisition or will be impacted in any way will be identified. Property areas and street access will also be determined, and property owners will be notified.

Comments Submitted via the Project Website

February 11 through March 25, 2013

From:

info@sr79project.org

Sent:

Wednesday, February 20, 2013 8:47 PM

To:

SWR 171146 SR79; inbox@geomail.info

Subject:

Contact Form Submission

Contact Form Submission

Comments: Thanks Cathy, I would like to suggest a route that I think would effect fewer people. I feel that the route is to near California and Florida Ave. Please go to google earth so that you can follow my route with a better understanding. Thanks.

Working South to North from Simpson Rd near the 79 in Winchester (this is where they show the starting point) Build the road going North from Simpson Rd. toward the Hemet Channel where the Railroad tracks are.

Travel just past the railroad tracks to Marvin Hull Road and veer right onto Marvin Hull Road, (Marvin Hull Road can be widened and used as part of the new 79 extension)

You are now on Marvin Hull Road paralleling the railroad tracks going in a North Easterly direction. Continue on Marvin Hull Road past California Rd toward the San Diego Channel.

Somewhere between California Rd. and the San Diego Channel turn North off of Marvin Hull Road toward Florida Ave.

The route would take you much closer to Warren road where there are far fewer houses that would have to contend with the bulging traffic congestion and noise.

This route appears to be shorter and is flat.

Please advise me.

Thanks,
Nick Orlandos
949-285-3915
Email: happydays5157@yahoo.com
Name: Nick Orlandos
Phone: 949-285-3915
Mailing Address: 8231 Caroustie ave.
City, State: Hemet, Ca
Zip: 92545
Parcel Number: Four Seasons
CAPTCHA:

I-55.1

1

Response to Comment I-55.1

Many alternatives have been considered for the SR 79 Realignment, as shown in Appendix J of the Final EIR/EIS (Exhibit H). A similar alternative that ran along Marvin Hull Road and north along the San Diego Canal (4SR and 1M) was carried forward for further analysis, but was ultimately eliminated from consideration. The reasons this and alternatives were eliminated from discussion and analysis are described in Section 2.2.5 of the Final EIR/EIS.

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Comments Submitted via the Project Website
February 11 through March 25, 2013

From: info@sr79project.org
Sent: Monday, February 25, 2013 4:31 PM
To: SWR 171146 SR79; inbox@geomail.info
Subject: Contact Form Submission

Contact Form Submission
Comments: I am the owner of property assessment #436170020-9, #436170018-8, #436170019-9 locates in the city of San Jacinto, two options of this project will take some area of my property. I need to figure out some questions which are

1. What are the advantages to each route option?

I-56.1

2. How much of my land would Caltrans take if any option was taken that is on my property? How can I find out the exact size and area on my property I will lose?

I-56.2

3. If option thru my property would there be any rezone of any part of my property to commercial?

I-56.3

Su-wen Hou
Email: vhouma@gmail.com
Name: Su-Wen Hou
Phone: 714-779-2498
Mailing Address: 19853 Red Roan Lane
City, State: CA
Zip: 92886
Parcel Number: #436170020-9, #436170018-8, #436170019-9
CAPTCHA:

Response to Comment I-56.1

The two Build alternatives that would be farther away from this property would be quieter, with less regional traffic, yet farther to travel to access the new SR 79 alignment to the north and south. The two Build alternatives that would run closer to the property could provide easy on/off access to SR 79 north and south, but may cause more regional traffic and noise.

The process used to evaluate the alternatives and identify the preferred alternative for the Project is described in Chapter 2 of the Final EIR/EIS. As discussed in that Chapter, Alternative 1br was identified as the Preferred Alternative.

The commenter does not raise any concerns with the Project’s environmental impacts or the analysis in the environmental document and no further response is required.

Response to Comment I-56.2

Build Alternative 1b with Refinements (1br) has been identified as the Preferred Alternative. During final design, properties that require acquisition will be identified. Property acquisition and relocation assistance and compensation are complex processes that are best discussed with a Project acquisition agent and/or relocation advisor after Riverside County Transportation Commission (RCTC) determines whether it needs to acquire a property. A summary of the RCTC's Relocation Assistance Program (RAP) is included in Appendix D of the Draft EIR/EIS. Additional information is available from the following websites:

http://www.dot.ca.gov/hq/row/pubs/residential_english.pdf
http://www.fhwa.dot.gov/real_estate/owners_and_tenants/

Response to Comment I-56.3

Zoning is a prerogative of local government, in this case the City of San Jacinto. Neither the Caltrans nor RCTC would initiate any rezoning.

Comments Submitted via the Project Website
February 11 through March 25, 2013

From:

info@sr79project.org

Sent:

Thursday, February 28, 2013 10:30 PM

To:

SWR 171146 SR79; inbox@geomail.info

Subject:

Contact Form Submission

Contact Form Submission

Comments: 2b is the best plan

where is the mid county parkway connector !!

how do you get to Riverside from hemet? almost impossible and dangerous on these "deathways" ... traffic roads with weird blind cars passing large trucks....

Email: greenhousefect@hotmail.com

Name: Big Sam

Phone:

Mailing Address:

City, State:

Zip: 92583

Parcel Number:

CAPTCHA:

I-57.1

I-57.2

I-57.3

1

Response to Comment I-57.1

Your support for Alternative 2b is noted. The process used to evaluate the alternatives and identify the preferred alternative for the Project is described in Chapter 2 of the Final EIR/EIS. As discussed in that Chapter, Alternative 1br was identified as the Preferred Alternative.

Response to Comment I-57.2

Information about the Mid County Parkway project is available at <http://midcountyparkway.org/>. The interchange with the realigned SR 79 would be designed by the Mid County Parkway project and would be in the vicinity of Sanderson Avenue.

Response to Comment I-57.3

Major roadway projects in western Riverside County, including the SR 79 Realignment and the Mid County Parkway, would improve traffic operations by providing limited-access highways that reduce the number of conflict points and the potential for accidents. The SR 79 Realignment would also provide a route that allows regional trucks to avoid local roads and separates local and regional traffic.

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Comments Submitted via the Project Website
February 11 through March 25, 2013

From: info@sr79project.org
Sent: Sunday, March 03, 2013 1:01 PM
To: SWR 171146 SR79; inbox@geomail.info
Subject: Contact Form Submission

Contact Form Submission
Comments: Cathy, you have 1800 to 2000 homes and a Golf Course near California and Florida. Why in the World would you even think of putting this road so close to those intersections... We already have a noisy Florida ave. where the noise bounces off of the hills into my front door. Why wouldn't you put it further East toward Warren Ave where there are no homes. Why would you do things that continue to lower property values thus receiving less tax revenue and causing the quality of life to be any less than a Mission Viejo , Irvine, or Laguna Niguel all whom have excellent community planning departments that have benefited their citizens. A city takes a solid step forward toward building a decent community and along you come with a freeway through it.
I know there is a bigger picture so build your road but please use all common sense available to do it right. You are not going to make everyone happy I know, but there is no reason you cannot build the road closer to Warren and away from the Four Seasons community who represent the bulk of the population in that area.
Will you please respond to me with the distance the new road will be from California and Florida Avenues.
Thanks
Nick Orlandos
949-285-3915
Email: happydays5157@yahoo.com
Name: Nick Orlandos
Phone: 949-285-3915
Mailing Address: 8231 Caroustie ave.
City, State: Hemet, Ca
Zip: 92545
Parcel Number: Four Seasons
CAPTCHA:

I-58.1
I-58.2
I-58.3
I-58.4
I-58.5

Response to Comment I-58.1

Many alternatives have been considered for the SR 79 Realignment, as shown in Appendix J of the Final EIR/EIS (Exhibit H). The reasons alternatives were eliminated from discussion and analysis are described in Section 2.2.5 of the Final EIR/EIS. Additionally, technical studies available from the Project website at <http://www.sr79project.info/library-links/technical-reports>, document the detailed process of identifying alternatives for a realigned SR 79.

Response to Comment I-58.2

Your concerns regarding the noise on Florida Avenue have been included in the Project record.

Pursuant to FHWA and Caltrans protocols, a series of noise evaluations were conducted by accredited specialists for all noise sensitive land uses within the project area. Three major evaluations were conducted to evaluate traffic noise. A Noise Study Report (NSR) was conducted to identify noise sensitive land uses and if traffic noise impacts are expected. A Noise Abatement Decision Report (NADR) was prepared to assess the reasonability and feasibility of noise abatement for those land uses predicted to experience a traffic noise impact. Finally, the project changes associated with Build Alternative 1br were investigated in an Updated NSR/NADR. The entire noise evaluation is summarized in Section 3.2.7 in the Final EIS/EIR.

No specific concerns are raised with this analysis so no further response is possible.

Response to Comment I-58.3

Your concerns have been included in the Project record. The city councils in both Hemet and San Jacinto have endorsed the Project and identified a Locally Preferred Alternative. The planning departments of both cities have included those Locally Preferred Alternatives in their general plans. Community impacts were analyzed in the environmental document. No specific concerns with the analysis are raised so no further response is possible.

Response to Comment I-58.4

Your support of the Project, but concern about the proximity to the Four Seasons at Hemet community, has been included in the Project record.

The process used to evaluate the alternatives and identify the preferred alternative for the Project is described in Chapter 2 of the Final EIR/EIS. As discussed in that Chapter, Alternative 1br was identified as the Preferred Alternative.

Response to Comment I-58.5

Although this comment does not raise an issue of environmental concern, it is noted that the Preferred Alternative, the SR 79 interchange at Florida Avenue, at its closest point, would be about 488 meters (1,601 feet, or 0.3 mile) from California Avenue.

Comments Submitted via the Project Website
February 11 through March 25, 2013

From:

info@sr79project.org

Sent:

Tuesday, March 05, 2013 2:09 AM

To:

SWR 171146 SR79; inbox@geomail.info

Subject:

Contact Form Submission

Contact Form Submission

Comments: I do not think that a new roadway is necessary at this time. It will negatively affect the environment, bringing pollution and noise to a now peaceful end of the valley. It will also negatively affect the beauty of the area...who wants to look at a huge hunk of cement over their heads!

It is amazing to me that we think more about the four legged animals of the earth than we do about the 2 legged ones. If we could just find a gnat catcher on Devonshire this whole thing would stop.

We need to be able to have clean air, more traffic will not allow this. The negative impact on the Senior citizens that live in the area would be an atrocity. Many have a hard time breathing now, imagine breathing in more toxins from the added traffic in the area.

It will not have a positive affect on Hemet's businesses, if anything it will take business away from Hemet and take directly to and from Temecula and Murrieta. If it is to benefit Hemet, why, then is the traffic being directed OUT of the town? Please reconsider this gross monstrosity of a plan.

I implore you not to build this roadway.

Thank you,
Janelle Budd
Email: jbuddd@prodigy.net
Name: Janelle
Phone: 9512233612
Mailing Address: 7874 Littler dr
City, State: hemet
Zip: 92545
Parcel Number:
CAPTCHA:

I-59.1

I-59.2

I-59.3

I-59.4

1

Response to Comment I-59.1

Your support for the No Build Alternative is noted. The No Build Alternative would not meet the purpose and need of the proposed Project. The process used to evaluate the alternatives and identify the preferred alternative for the Project is described in Chapter 2 of the Final EIR/EIS. As discussed in that Chapter, Alternative 1br was identified as the Preferred Alternative. Although the comment questions the need for the project, no specifics are provided and so no further response is possible.

Response to Comment I-59.2

Higher traffic volume does not necessarily mean higher emissions from a highway. As discussed in the Draft EIR/EIS, although traffic volume would increase after the Project is built, the traffic volume would increase regardless and the traffic conditions in the area would improve with the Project, which typically results in lower emissions. Health impacts to nearby residents and other sensitive receptors would be related to MSAT emissions. As shown in Section 3.2.6.3 of the Final EIR/EIS, MSAT emissions from the Build alternatives would be lower than existing conditions because of improvements in level of service and the use of cleaner vehicles in the future.

Response to Comment I-59.3

A goal of the Project is to reduce congestion and improve traffic flow. This would involve diverting some traffic from the principal commercial thoroughfares in Hemet and San Jacinto and onto the new, more direct alignment. Diverting regional traffic would improve conditions for pedestrians and local traffic, but could reduce the pass-by traffic on which some businesses depend. For businesses that do not depend on pass-by traffic, improved traffic conditions could increase patronage in local shops, resulting in a net benefit. The size of the Hemet-San Jacinto area would limit the potential for negative impacts on local businesses because the large economic base would continue to draw people to the area to purchase goods and services. A review of many bypass studies note that highway bypasses are seldom either devastating or the savior of a community business district (see the Environmental Consequences section of Section in the Final EIR/EIS). Shifting traffic from local routes can cause some existing businesses to turn over or relocate, but net economic impacts on the broader community are usually relatively small (positive or negative). A substantial amount of traffic would continue to use Florida Avenue and San Jacinto Street, which would provide a customer base for businesses that depend on pass-by traffic. Local businesses and residences along existing SR 79 would continue to be accessible, and the portion on Florida Avenue would continue to be designated as a state highway (SR 74).

Response to Comment I-59.4

Your support for the No Build Alternative is noted. The process used to evaluate the alternatives and identify the preferred alternative for the Project is described in Chapter 2 of the Final EIR/EIS. As discussed in that Chapter, Alternative 1br was identified as the Preferred Alternative.

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**Comments Submitted via the Project Website
February 11 through March 25, 2013**

Subject: Contact Form Submission

Date: Wednesday, March 6, 2013 1:10:04 PM Pacific Standard Time

From: info@sr79project.org

To: SWR 171146 SR79, inbox@geomail.info

Contact Form Submission

Comments: The proponents for the highway 79 extension project through Hemet Ca. are about to submit a request for final approval in a couple of weeks. We are not "no growers" and not interested in stopping the project for the sake of not in my back yard.

This project will affect many people in rural areas, but as far as a single group of people, our senior community, "Four Seasons of approx 1100 homes and another community of approximately 800 homes contiguous to Four Seasons, will be affected more than any one group.

We are concerned that the geography of this specific area presents extremely dangerous environmental concerns for the elderly with weakened immune systems in Four Seasons retirement community and the community next door with young developing children. Here is our concern.

Bordering the South end of our community and paralleling a four lane highway (Florida Ave at Four Seasons Ave. are hillsides that rise 500 feet above our community. The noise that reverberates off of those hillsides along with the smell of exhaust is very apparent.

The proposed 79 extension will be built 500 feet from our Eastern border at Florida Ave and California Ave. northward, paralleling the length our community and beyond. The problem is that on the western border of our community are hillsides that run the length of our community and beyond, and are 450-500 feet above our community. We pretty much are in a virtual bowl.

Our two concerns are obvious and apparent, and that is with the location so close to our Eastern Border the noise will reverberate all along the hills west of our community creating an Amphitheater effect by trapping the noise against the hills. And furthermore the amount of particulates that get trapped against those hills needs to be fully understood so as to protect the health of the 2500-3000 elderly that live right there. We have very hot temperatures in Hemet which causes the air to become stiller, hence the air becomes murky because dust and pollutants are no longer lifted from the surface. During a severe inversion, trapped air pollutants form a brownish haze can cause respiratory problems, especially in the elderly and children.

The most susceptible and overlooked population in the U.S. subject to serious health effects from air pollution may be those who live very near major regional transportation routes, especially highways. Policies that have been technology based and regional in orientation do not efficiently address the very large exposure and health gradients suffered by these populations. Add to that our geographical concerns and elderly people that have weakened immune systems.

It is interesting to note that the land to the east of us as far as you can see is undeveloped, but yet you want to build 500 feet from our community.

It is apparent that our politicians will not protect us so our only hope is the E.P.A. and or lawsuits. Please do not approve the building of this road until this has been fully addressed along with alternatives to the east of us. We are not asking for the World, just a little respect and concern.

Thanks
Nick Orlandos
949-285-3915

Response to Comment I-60.1

Your comments, which follow this introductory paragraph, are addressed individually in the following responses.

Response to Comment I-60.2

During discussions with the residents of the Four Seasons community the following points were presented to examine the concerns that they presented:

- People in quiet areas notice equivalent noise increases more acutely than people in louder areas
- Topography can affect noise distribution; reflection is a valid concept. Topography can also be a natural noise barrier.
- For any individual receptor, relative position and distance would be the key factors. Department noise policy specifies monitoring and modeling for all sensitive receptors within 152 meters (500 feet) of a roadway. The nearest Four Seasons residence (Playa Court) would be roughly 488 meters (1,600 feet) away from realigned SR 79.
- Given the distance, the traffic noise coming directly from the proposed highway is not expected to rise to the level of a traffic-noise impact to the Four Seasons at Hemet community.
- Reflected noise does not increase in intensity (except immediately adjacent to a hard reflective surface); it continues to degrade according to the doubling-of-distance principle.
- Using this principle, any traffic noise reflected from hillsides back to the Four Seasons community is not expected to rise to the level of a traffic-noise impact.
- The roadway would be audible. However, based on the design year projected peak hour traffic volumes, noise levels are not expected to constitute a traffic-noise impact; approaching or exceeding the Noise Abatement Criteria (66-67 A-weighted decibels [dBA]) for residential land uses.

Response to Comment I-60.3

Regional and local air quality and air toxics impacts were evaluated in the Recirculated Draft EIR/Supplemental EIS according to applicable federal, state, and local regulations and guidance. The analysis demonstrated that the Project conforms with the State Implementation Plan, and localized air pollutant impacts (hot spots) are not expected. Health impacts to nearby residents and other sensitive receptors would be related to MSAT emissions. As shown in Section 3.2.6.3, MSAT emissions from the Build alternatives would be lower than existing conditions because of improvement in level of service with the Build alternatives and the use of cleaner vehicles in the future. Terrain features and meteorological conditions would have the same effects on highway emissions with or without the Project. The Project is expected to improve traffic conditions and decrease vehicle emissions in the Project area.

Response to Comment I-60.4

Potential alignments for the Project have been studied extensively since 1991. Alternatives to the east were eliminated in 2005. For more information, see the 2005 Q&A Fact Sheet, which is available from the Project website at: http://www.sr79project.info/uploads/media_items/q-a-fact-sheet-2-october-2005-1.original.pdf. See also the responses to Comments I-40.1 and I-51.1.

The process used to evaluate the alternatives and identify the preferred alternative for the Project is described in Chapter 2 of the Final EIR/EIS. As discussed in that Chapter, Alternative 1br was identified as the Preferred Alternative.

Comments Submitted via the Project Website

February 11 through March 25, 2013

From:

info@sr79project.org

Sent:

Friday, March 08, 2013 6:27 PM

To:

SWR 171146 SR79; inbox@geomail.info

Subject:

Contact Form Submission

Contact Form Submission

Comments: Comment Letter and Mitigation Proposal

Below is a description of our problem... Clearly this will not work for about 5-6 thousand people of which approximately 3000 are the elderly. There is compromise everywhere in life accept in Congress and with my wife, LOL.

The proponent’s for the highway 79 extension project through Hemet Ca. are about to submit a request for final approval in a couple of weeks. We are not “no growers” and not interested in stopping the project for the sake of not in my back yard.

This project will affect many people in rural areas, but as far as a single group of people, our senior community, “Four Seasons of approx 1100 homes, and another community of approximately 800 homes contiguous to Four Seasons, will be affected more than any one group.

We are concerned that the geography of this specific area presents extremely dangerous environmental concerns for the elderly with weakened immune systems in Four Seasons retirement community and the community next door with young developing children. Here is our concern.

Bordering the South end of our community and paralleling a four lane highway (Florida Ave at Four Seasons Ave. are hillsides that rise 500 feet above our community. The noise that reverberates off of those hillsides along with the smell of exhaust is very apparent.

The proposed 79 extension will be built 500 feet from our Eastern border at Florida Ave and California Ave. northward, paralleling the length our community and beyond. The problem is that on the western border of our community are hillsides that run the length of our community and beyond, and are 450-500 feet above our community. We pretty much are in a virtual bowl.

Our two concerns are obvious and apparent, and that is with the location so close to our Eastern Border, the noise will reverberate all along the hills west of our community creating an Amphitheater effect, by trapping the noise against the hills. And furthermore the amount of particulates that get trapped against those hills needs to be fully understood so as to protect the health of the 2500-3000 elderly that live right there. We have very hot temperatures in Hemet which causes the air to become stiller, hence the air becomes murky because dust and pollutants are no longer lifted from the surface. During a severe inversion, trapped air pollutants form a brownish haze can cause respiratory problems, especially in the elderly and children.

It is understood that the proponent’s consultants have addressed these issues however in cases like these, assumptions are always made. All assumptions must be challenged for validity.

The most susceptible and overlooked population in the U.S. subject to serious health effects from air pollution may be those who live very near major regional transportation routes, especially highways. Policies that have been technology based and regional in orientation do not efficiently address the very large exposure and health gradients suffered by these populations.

Add to that our geographical concerns and elderly people that have weakened immune

I-61.1

I-61.2

I-61.3

Response to Comment I-61.1

During discussions with the residents of the Four Seasons community the following points were presented to examine the concerns that they presented:

- People in quiet areas notice equivalent noise increases more acutely than people in louder areas
- Topography can affect noise distribution; reflection is a valid concept. Topography can also be a natural noise barrier.
- For any individual receptor, relative position and distance would be the key factors. Department noise policy specifies monitoring and modeling for all sensitive receptors within 152 meters (500 feet) of a roadway. The nearest Four Seasons residence (Playa Court) would be roughly 488 meters (1,600 feet) away from realigned SR 79.
- Given the distance, the traffic noise coming directly from the proposed highway is not expected to rise to the level of a traffic-noise impact to the Four Seasons at Hemet community.
- Reflected noise does not increase in intensity (except immediately adjacent to a hard reflective surface); it continues to degrade according to the doubling-of-distance principle.
- Using this principle, any traffic noise reflected from hillsides back to the Four Seasons community is not expected to rise to thelevel of a traffic-noise impact.
- The roadway would be audible. However, based on the design year projected peak hour traffic volumes, noise levels are not expected to constitute a traffic-noise impact; approaching or exceeding the Noise Abatement Criteria (66-67 A-weighted decibels [dBA]) for residential land uses.

Response to Comment I-61.2

Regional and local air quality and air toxics impacts were evaluated in the Draft EIR/EIS according to applicable federal, state, and local regulations and guidance. The analysis demonstrated that the Project conforms with the State Implementation Plan, and localized air pollutant impacts (hot spots) are not expected. Health impacts to nearby residents and other sensitive receptors would be related to MSAT emissions. As shown in Section 3.2.6.3, MSAT emissions from the Build alternatives would be lower than existing conditions because of improvement in level of service with the Build alternatives and the use of cleaner vehicles in the future. Terrain features and meteorological conditions would have the same effects on highway emissions with or without the Project. The Project is expected to improve traffic conditions and decrease vehicle emissions in the Project area, so air quality in the surrounding area would be expected to improve.

The commenter states that assumptions were made and that those assumptions need to be challenged, but does not provide any specifics so no further response is possible.

Response to Comment I-61.3

Regional and local air quality and toxic impacts were evaluated in the Recirculated Draft EIR/Supplemental EIS according to applicable federal, state, and local regulations and guidance. The analysis demonstrated that the Project conforms with the State Implementation Plan, and localized air pollutant impacts (hot spots) are not expected. Health impacts to nearby residents and other sensitive receptors would be related to MSAT emissions. As shown in Section 3.2.6.3, MSAT emissions from the Build alternatives would be lower than existing conditions because of improvement in level of service with the Build alternatives and the use of cleaner vehicles in the future.

Terrain features and meteorological conditions would have the same effects on highway emissions with or without the Project. The Project is expected to improve traffic conditions and decrease vehicle emissions in the Project area, so air quality in the surrounding area would be expected to improve.

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Comments Submitted via the Project Website February 11 through March 25, 2013	
<p>systems will without doubt cause undo suffering. Especially those elderly with acute respiratory illnesses including heart conditions. Many residents, in order to address current health problems and to prevent acceleration of these medical issues is why they have moved away from heavily polluted areas, and to this retirement community in the first place.</p> <p>To say that common sense and compromise as it relates to the people of our community and the SR- 79 realignment project officials are alive and well, would be premature. Regardless of motives concerning the route of the project, there are some very real environmental and quality of life issues at hand.</p> <p>We are reasonable people and would like to mitigate the current proposal.</p> <p>It is interesting to note that the land to the east of us as far as you can see is undeveloped, but yet the proposed road is 500 feet from our community. Our only hope is CAL TRANS, the E.P.A., RCTC and or the COURTS. We would prefer cooperation and compromise by all.</p> <p>Please do not approve the building of this road until this has been fully addressed especially with obvious alternatives just to the east of us. Let's make this project a true win win. Please do not put a stick in our communities eye, Let's build Hemet together!</p> <p>MITIGATION PROPOSAL SR-79 HIGHWAY REALIGNMENT PROJECT</p> <p>Currently you have the new 79 crossing Florida Ave at California Ave, running parallel or North 500 feet from our community.</p> <p>Alternative</p> <p>As the new 79 comes around the hillside, angle it toward Florida Ave. so that is runs parallel with Florida Ave. going East. Take the new 79 along Florida Ave. east toward the San Diego channel as close you can up to flood control areas assuming that is one of the concerns. Somewhere between Ma Williams Homes and the San Diego Channel turn 79 North to its final destination. The little shrimp along this area will not be any more disturbed than they already have by Ma Williams homes The closer you can go to Warner Ave and turn North, the more land use to the West. Build your on and off ramps to the new 79 there with a new access road from Florida Ave to Devonshire. Leave California Ave for nearby residents and Golf Course access.</p> <p>This will probably impose Imminent Domain on Roseland Mobil Home Estates, WW Feed & Supply, and Ma Williams Homes along Florida Ave. if isn't in the plans already.</p> <p>Benefits of Mitigation</p> <p>If it is truly the goal of the City of Hemet to limit Imminent Domain Scenarios, then the entire area between Devonshire and Tres Cerritos and California Ave and Hyatt Avenue will be spared. If that is not your concern and your goal is to capture that land through Imminent Domain then you would of course drive the 79 spear through the heart of this community. In my opinion there will be plenty of land to develop in the future without destroying these people right now.</p> <p>In your current proposal you end up with a chunk of land to the east of the new 79 for city development and with our idea you end up with a chunk of land to the West of the new 79 for development that would serve not to cut off our community at the Western end.</p> <p>Potential health concerns are minimized and our community of Four Seasons and Del Monte Seville will not be so closely enveloped by noise and particulate pollution. Everyone will have room to breathe, the new and the old.</p> <p>Negatives?</p> <p>I CAN'T SEE ANY!!!!!!!!!!!!!!!!!!!!!!!!!!!!!!!!!!!!</p>	<p>I-61.3 cont.</p> <p>I-61.4</p> <p>I-61.5</p> <p>I-61.6</p>

Response to Comment I-61.4

Potential alignments for the Project have been studied extensively since 1991. Alternatives to the east were eliminated in 2005. For more information, see the 2005 Q&A Fact Sheet available at: http://www.sr79project.info/uploads/media_items/q-a-fact-sheet-2-october-2005-1.original.pdf. See also the responses to Comments I-40.1 and I-51.1.

Response to Comment I-61.5

Realigned SR 79 would cross Florida Avenue about 0.5 kilometers (0.3 mile) east of California Avenue. It would not impact California Avenue other than to move some through traffic from Florida Avenue to the realigned SR 79. For example, in 2040 without the Project, traffic on Florida Avenue between Winchester Road and Warren Road would average 63,200 vehicles a day. With the Project, that number would decrease to 32,100 vehicles, or roughly half the traffic that would be there otherwise. More comprehensive traffic data are available in Section 3.1.6 (Volume 1) of the Final EIR/EIS. As part of the alternatives selection process, 91 segments between Domenigoni Parkway and Gilman Springs Road were identified., and the reason each was retained or rejected, are detailed in several technical studies available from the Project website at: <http://www.sr79project.info/library-links/technical-reports>. Of particular interest might be Final Project Criteria and Alternatives Selection for Preliminary Agreement, June 2004, and Supplemental Information for Project Criteria and Alternatives Selection for Updated Preliminary Agreement, May 2005. Similar alignments compared to the one proposed were analyzed. Please refer to Section 2.2.5 for details on alternatives considered but eliminated.

Response to Comment I-61.6

Alternative 1br has been selected as the Preferred Alternative for the proposed SR 79 Realignment Project. During the design phase of the Project, the number of parcels affected would be determined, with the potential to range between 120-200 affected parcels. However, there will be only a small number of residential properties affected which may require acquisition and relocation. The impact parcel land uses vary from agricultural to commercial and industrial, and undeveloped land. The housing stock available in the neighboring communities will be sufficient for finding comparable replacement dwellings. Alternative alignments farther east of those in the Draft EIR/EIS were reviewed and eliminated in a number of early studies that are available from the Project website at: <http://www.sr79project.info/library-links/technical-reports>. The Project will comply with noise, air quality, and other requirements that protect the public health and welfare. The purpose of the project is not capture land, but is to achieve the objectives discussed in Section 1.1.6 of the Final EIR/EIS.

Comments Submitted via the Project Website
February 11 through March 25, 2013

A second Mitigation Proposal would be to ask for an additional 1000 feet of distance from California Ave or 1500 feet in total. Build a new access road from Devonshire to Florida ave between the driving range and the new 79 route for your on and off ramps. This seems very reasonable. Use that land from the driving range east to the new access road and 79 as a buffer area that has effective landscape, trees etc to help minimize road noise and pollution from gasoline and diesel vehicles that will be passing by day and night. We would also like noise walls along the corridor from Tres Cerritos to Florida Ave.

Benefits
You can still take out the Tres Cerritos Neighborhood with imminent domain We get some added protection with noise and pollution concerns and the area is a little more attractive..

Negatives
You are giving up a little land for the consideration of 5-6 thousand people. Should be a positive but maybe the city views as a negative.

Thank you
Nick Orlandos
949-285-3915
951-599-4651

Email: sorlandos@rocketmail.com
Name: Nicholas
Phone: 949-285-3915
Mailing Address: 8231 carnoustie ave
City, State: Hemet
Zip: 92545
Parcel Number: Four Seasons
CAPTCHA:

I-61.7

Response to Comment I-61.7

Shifting SR 79 1,000 feet to the east would position the alignment too close, or on top of, the San Diego Canal, which would not be acceptable to the Metropolitan Water District of Southern California (MWD). The process used to evaluate the alternatives and identify the preferred alternative for the Project is described in Chapter 2 of the Final EIR/EIS. As discussed in that Chapter, Alternative 1br was identified as the Preferred Alternative.

Pursuant to FHWA and Caltrans protocols, a series of noise evaluations were conducted by accredited specialists for all noise sensitive land uses within the project area. Three major evaluations were conducted to evaluate traffic noise. A Noise Study Report (NSR) was conducted to identify noise sensitive land uses and if traffic noise impacts are expected. A Noise Abatement Decision Report (NADR) was prepared to assess the reasonability and feasibility of noise abatement for those land uses predicted to experience a traffic noise impact. Finally, the project changes associated with Build Alternative 1br were investigated in an Updated NSR/NADR. The entire noise evaluation is summarized in Section 3.2.7 in the Final EIS/EIR.

The noise evaluation found that noise levels with Build Alternative 1br would approach or exceed the NAC at nearly all studied locations. Based on the studies completed to date, the Department intends to incorporate noise abatement in the form of six noise barriers with average heights ranging between 8 and 14 ft. and a total length of 22,013 ft. Calculations indicate that these noise barriers will substantially reduce noise levels. Calculations based on preliminary design data indicate that feasible and reasonable barriers will substantially reduce noise levels for 369 to 432 residences at an estimated total cost of \$19.03 to \$22.11 million.

Comments Submitted via the Project Website
February 11 through March 25, 2013

From: info@sr79project.org
Sent: Sunday, March 10, 2013 9:15 PM
To: SWR 171146 SR79; inbox@geomail.info
Subject: Contact Form Submission

Contact Form Submission
Comments: To whom it may concern,

We are the owners of 465-080-007 (160 acres) and 465-080-008 (77.29 acres) that are located at the intersection of California Ave and Stowe Rd.

We strongly oppose Build Alternative 2a and 2b because of the following reasons:

- 1. Our land will be cut in half by the highway and difficult to develop.
- 2. Our land will lose value because we are unable to build hillside residential homes according to current zoning.
- 3. BMP will take away the most valuable flat area of 465-080-007 (160 acres) and the land will become landlocked.

Please take these comments into consideration when making a decision.

Thank you,

Michael Hsiao
Email: shawrealty@gmail.com
Name: Michael Hsiao
Phone: 9495871786
Mailing Address: 27352 Compostela
City, State: Mission Viejo
Zip: 92692
Parcel Number:
CAPTCHA:

I-62.1

Response to Comment I-62.1

Your opposition to Alternatives 2a and 2b is noted. The process used to evaluate the alternatives and identify the preferred alternative for the Project is described in Chapter 2 of the Final EIR/EIS. As discussed in that Chapter, Alternative 1br was identified as the Preferred Alternative.

Comments Submitted via the Project Website
February 11 through March 25, 2013

From: info@sr79project.org
Sent: Sunday, March 10, 2013 9:23 PM
To: SWR 171146 SR79; inbox@geomail.info
Subject: Contact Form Submission

Contact Form Submission
Comments: To whom it may concern,

We are the owners of 465-080-007 (160 acres) and 465-080-008 (77.29 acres) that are located at the intersection of California Ave and Stowe Rd.

We strongly oppose Build Alternative 2a and 2b because of the following reasons:

1. Our land will be cut in half by the highway and difficult to develop.
2. Our land will lose value because we are unable to build hillside residential homes according to current zoning.
3. BMP will take away the most valuable flat area of 465-080-007 (160 acres) and the land will become landlocked.

Please take these comments into consideration when making a decision.

Thank you,

Aaron Lee
Email: shawrealty@gmail.com
Name: Aaron Lee
Phone: 9495871786
Mailing Address: P O Box 2841
City, State: Rancho Cucamonga, CA
Zip: 91729
Parcel Number: 465-080-007 & 465-080-008
CAPTCHA:

I-63.1

Response to Comment I-63.1

Your opposition to Alternatives 2a and 2b is noted. The process used to evaluate the alternatives and identify the preferred alternative for the Project is described in Chapter 2 of the Final EIR/EIS. As discussed in that Chapter, Alternative 1br was identified as the Preferred Alternative.

Comments Submitted via the Project Website
February 11 through March 25, 2013

From: info@sr79project.org
Sent: Sunday, March 10, 2013 9:26 PM
To: SWR 171146 SR79; inbox@geomail.info
Subject: Contact Form Submission

Contact Form Submission
Comments: To whom it may concern,

We are the owners of 465-080-007 (160 acres) and 465-080-008 (77.29 acres) that are located at the intersection of California Ave and Stowe Rd.

We strongly oppose Build Alternative 2a and 2b because of the following reasons:

1. Our land will be cut in half by the highway and difficult to develop.
2. Our land will lose value because we are unable to build hillside residential homes according to current zoning.
3. BMP will take away the most valuable flat area of 465-080-007 (160 acres) and the land will become landlocked.

Please take these comments into consideration when making a decision.

Thank you,

Jih Hsiung Yang
Email: shawrealty@gmail.com
Name: Jih Hsiung Yang
Phone: 9495871786
Mailing Address: 27352 Compostela
City, State: Mission Viejo
Zip: 92692
Parcel Number: 465-080-007 & 465-080-008
CAPTCHA:

I-64.1

Response to Comment I-64.1

Your opposition to Alternatives 2a and 2b is noted. The process used to evaluate the alternatives and identify the preferred alternative for the Project is described in Chapter 2 of the Final EIR/EIS. As discussed in that Chapter, Alternative 1br was identified as the Preferred Alternative.

Comments Submitted via the Project Website
February 11 through March 25, 2013

From: info@sr79project.org
Sent: Sunday, March 10, 2013 9:29 PM
To: SWR 171146 SR79; inbox@geomail.info
Subject: Contact Form Submission

Contact Form Submission
Comments: To whom it may concern,

We are the owners of 465-080-007 (160 acres) and 465-080-008 (77.29 acres) that are located at the intersection of California Ave and Stowe Rd.

We strongly oppose Build Alternative 2a and 2b because of the following reasons:

1. Our land will be cut in half by the highway and difficult to develop.
2. Our land will lose value because we are unable to build hillside residential homes according to current zoning.
3. BMP will take away the most valuable flat area of 465-080-007 (160 acres) and the land will become landlocked.

Please take these comments into consideration when making a decision.

Thank you,

Hsiu-Yun Hsiao
Email: kathleen.hsiao@gmail.com
Name: Hsiu-Yun Hsiao
Phone: 9495871786
Mailing Address: 27352 Compostela
City, State: Mission Viejo
Zip: 92692
Parcel Number: 465-080-007 7 465-080-008
CAPTCHA:

I-65.1

Response to Comment I-65.1

Your opposition to Alternatives 2a and 2b is noted. The process used to evaluate the alternatives and identify the preferred alternative for the Project is described in Chapter 2 of the Final EIR/EIS. As discussed in that Chapter, Alternative 1br was identified as the Preferred Alternative.

Comments Submitted via the Project Website
February 11 through March 25, 2013

From: info@sr79project.org
Sent: Sunday, March 10, 2013 9:32 PM
To: SWR 171146 SR79; inbox@geomail.info
Subject: Contact Form Submission

Contact Form Submission
Comments: To whom it may concern,

We are the owners of 465-080-007 (160 acres) and 465-080-008 (77.29 acres) that are located at the intersection of California Ave and Stowe Rd.

We strongly oppose Build Alternative 2a and 2b because of the following reasons:

1. Our land will be cut in half by the highway and difficult to develop.
2. Our land will lose value because we are unable to build hillside residential homes according to current zoning.
3. BMP will take away the most valuable flat area of 465-080-007 (160 acres) and the land will become landlocked.

Please take these comments into consideration when making a decision.

Thank you,

Hsiu- Chih Lin
Email: kathleen.hsiao@gmail.com
Name: Hsiu-Chih Lin
Phone: 9495871786
Mailing Address: 27352 Compostela
City, State: Mission Viejo
Zip: 92692
Parcel Number: 465-080-007 & 465-080-008
CAPTCHA:

I-66.1

Response to Comment I-66.1

Your opposition to Alternatives 2a and 2b is noted. The process used to evaluate the alternatives and identify the preferred alternative for the Project is described in Chapter 2 of the Final EIR/EIS. As discussed in that Chapter, Alternative 1br was identified as the Preferred Alternative.

Comments Submitted via the Project Website
February 11 through March 25, 2013

From: info@sr79project.org
Sent: Sunday, March 10, 2013 9:35 PM
To: SWR 171146 SR79; inbox@geomail.info
Subject: Contact Form Submission

Contact Form Submission
Comments: To whom it may concern,

We are the owners of 465-080-007 (160 acres) and 465-080-008 (77.29 acres) that are located at the intersection of California Ave and Stowe Rd.

We strongly oppose Build Alternative 2a and 2b because of the following reasons:

1. Our land will be cut in half by the highway and difficult to develop.
2. Our land will lose value because we are unable to build hillside residential homes according to current zoning.
3. BMP will take away the most valuable flat area of 465-080-007 (160 acres) and the land will become landlocked.

Please take these comments into consideration when making a decision.

Thank you,

Chuan Hsiung Hsiao
Email: shawrealty@gmail.com
Name: Chuan Hsiung Hsiao
Phone: 9495871786
Mailing Address: 27352 Compostela
City, State: Mission Viejo
Zip: 92692
Parcel Number: 465-080-007 & 465-080-008
CAPTCHA:

I-67.1

Response to Comment I-67.1

Your opposition to Alternatives 2a and 2b is noted. The process used to evaluate the alternatives and identify the preferred alternative for the Project is described in Chapter 2 of the Final EIR/EIS. As discussed in that Chapter, Alternative 1br was identified as the Preferred Alternative.

Comments Submitted via the Project Website
February 11 through March 25, 2013

From: info@sr79project.org
Sent: Sunday, March 10, 2013 9:38 PM
To: SWR 171146 SR79; inbox@geomail.info
Subject: Contact Form Submission

Contact Form Submission
Comments: To whom it may concern,

We are the owners of 465-080-007 (160 acres) and 465-080-008 (77.29 acres) that are located at the intersection of California Ave and Stowe Rd.

We strongly oppose Build Alternative 2a and 2b because of the following reasons:

1. Our land will be cut in half by the highway and difficult to develop.
2. Our land will lose value because we are unable to build hillside residential homes according to current zoning.
3. BMP will take away the most valuable flat area of 465-080-007 (160 acres) and the land will become landlocked.

Please take these comments into consideration when making a decision.

Thank you,

Levi Hsiao
Email: shawrealty@gmail.com
Name: Levi Hsiao
Phone: 9495871786
Mailing Address: 27352 Compostela
City, State: Mission Viejo
Zip: 92692
Parcel Number: 465-080-007 & 465-080-008
CAPTCHA:

I-68.1

Response to Comment I-68.1

Your opposition to Alternatives 2a and 2b is noted. The process used to evaluate the alternatives and identify the preferred alternative for the Project is described in Chapter 2 of the Final EIR/EIS. As discussed in that Chapter, Alternative 1br was identified as the Preferred Alternative.

Comments Submitted via the Project Website
February 11 through March 25, 2013

From: info@sr79project.org
Sent: Sunday, March 10, 2013 9:41 PM
To: SWR 171146 SR79; inbox@geomail.info
Subject: Contact Form Submission

Contact Form Submission
Comments: To whom it may concern,

We are the owners of 465-080-007 (160 acres) and 465-080-008 (77.29 acres) that are located at the intersection of California Ave and Stowe Rd.

We strongly oppose Build Alternative 2a and 2b because of the following reasons:

- 1. Our land will be cut in half by the highway and difficult to develop.
- 2. Our land will lose value because we are unable to build hillside residential homes according to current zoning.
- 3. BMP will take away the most valuable flat area of 465-080-007 (160 acres) and the land will become landlocked.

Please take these comments into consideration when making a decision.

Thank you,

Chiao-Chu Yang
Email: kathleen.hsiao@gmail.com
Name: Chiao-Chu Yang
Phone: 9495871786
Mailing Address: 27352 Compostela
City, State: Mission Viejo
Zip: 92692
Parcel Number: 465-080-007 & 465-080-008
CAPTCHA:

I-69.1

Response to Comment I-69.1

Your opposition to Alternatives 2a and 2b is noted. The process used to evaluate the alternatives and identify the preferred alternative for the Project is described in Chapter 2 of the Final EIR/EIS. As discussed in that Chapter, Alternative 1br was identified as the Preferred Alternative.

Comments Submitted via the Project Website February 11 through March 25, 2013

From: info@sr79project.org
Sent: Tuesday, March 12, 2013 3:38 PM
To: SWR 171146 SR79; inbox@geomail.info
Subject: Contact Form Submission

Contact Form Submission
Comments: Cathy Bechtel

Please read and accept this as my final revised comment and mitigation proposal. I do not know if this will be enough for the Emerging Hemet Community to give a thumbs up or a thumbs down for the no build option, as we are just getting organized. Sometimes the best interest in people can be overlooked by lofty goals. I am hoping that this is not your way or the Highway, (no Pun) LOL and that your commission is truly looking out for us.

Comment Letter and Mitigation Proposal Revision 03/12/2013, 11:30 AM

Below is a description of our problem... Clearly this will not work for about 5-6 thousand people in the Emerging Hemet Community, of which approximately 3000 are the elderly. There is compromise everywhere in life except in Congress and with my wife, LOL.

The proponent's for the highway 79 extension project through Hemet Ca. are about to submit a request for final approval in a couple of weeks. We are not "no growther's" and not interested in stopping the project for the sake of not in my back yard.

This project will affect many people in rural areas, but as far as a single group of people, our senior community, "Four Seasons of approx 1100 homes, and another community of approximately 800 homes contiguous to Four Seasons, will be affected more than any one group. Based on numbers alone, maximum consideration should be given.

We are concerned that the geography of this specific area presents extremely dangerous environmental concerns for the elderly with weakened immune systems in Four Seasons retirement community and the community next door with young developing children. Here is our concern.

Bordering the South end of our community and paralleling a four lane highway (Florida Ave at Four Seasons Ave. are hillsides that rise 500 feet above our community. The noise that reverberates off of those hillsides along with the smell of exhaust is very apparent.

The proposed 79 extension will be built 500 feet from our Eastern border at Florida Ave and California Ave. northward, paralleling the length our community and beyond. The problem is that on the western border of our community are hillsides that run the length of our community and beyond, and are 450-500 feet above our community. We pretty much are in a virtual bowl.

Our two concerns are obvious and apparent, and that is with the location so close to our Eastern Border, the noise will reverberate all along the hills west of our community creating an Amphitheater effect, by trapping the noise against the hills. And furthermore the amount of particulates that get trapped against those hills needs to be fully understood so as to protect the health of the 2500-3000 elderly that live right there.

In fact the Highway 79 RCTC report states, "future noise levels would approach or exceed the NAC at nearly all locations that were studied. Future traffic-noise levels at most locations would also exceed existing noise levels."

We have very hot temperatures in Hemet which causes the air to become stiller, hence the air becomes murky because dust and pollutants are no longer lifted from the surface. During a severe inversion, trapped air pollutants form a brownish haze can cause respiratory problems, especially in the elderly and children.

1

Response to Comment I-70.1

The Department and RCTC are working to provide solutions to the issues with the current proposed alignment of SR 79 that satisfy the needs of all residents in the San Jacinto Valley.

Response to Comment I-70.2

During discussions with the residents of the Four Seasons community the following points were presented to examine the concerns that they presented:

- People in quiet areas notice equivalent noise increases more acutely than people in louder areas
- Topography can affect noise distribution; reflection is a valid concept. Topography can also be a natural noise barrier.
- For any individual receptor, relative position and distance would be the key factors. Department noise policy specifies monitoring and modeling for all sensitive receptors within 152 meters (500 feet) of a roadway. The nearest Four Seasons residence (Playa Court) would be roughly 488 meters (1,600 feet) away from realigned SR 79.
- Given the distance, the traffic noise coming directly from the proposed highway is not expected to rise to the level of a traffic-noise impact to the Four Seasons at Hemet community.
- Reflected noise does not increase in intensity (except immediately adjacent to a hard reflective surface); it continues to degrade according to the doubling-of-distance principle.
- Using this principle, any traffic noise reflected from hillsides back to the Four Seasons community is not expected to rise to the level of a traffic-noise impact.
- The roadway would be audible. However, based on the design year projected peak hour traffic volumes, noise levels are not expected to constitute a traffic-noise impact; approaching or exceeding the Noise Abatement Criteria (66-67 A-weighted decibels [dBA]) for residential land uses.

Response to I-70.3

Pursuant to FHWA and Caltrans protocols, a series of noise evaluations were conducted by accredited specialists for all noise sensitive land uses within the project area. Three major evaluations were conducted to evaluate traffic noise. A Noise Study Report (NSR) was conducted to identify noise sensitive land uses and if traffic noise impacts are expected. A Noise Abatement Decision Report (NADR) was prepared to assess the reasonability and feasibility of noise abatement for those land uses predicted to experience a traffic noise impact. Finally, the project changes associated with Build Alternative 1br were investigated in an Updated NSR/NADR. The entire noise evaluation is summarized in Section 3.2.7 in the Final EIS/EIR.

The noise evaluation found that noise levels with Build Alternative 1br (including Design Option 1b1) would approach or exceed the NAC at nearly all studied locations. Based on the studies completed to date, the Department intends to incorporate noise abatement in the form of six noise barriers with average heights ranging between 8 and 14 ft. and a total length of 22,013 ft. Calculations indicate that these noise barriers will substantially reduce noise levels. Calculations based on preliminary design data indicate that feasible and reasonable barriers will substantially reduce noise levels for 369 to 432 residences at an estimated total cost of \$19.03 to \$22.11 million.

Comments Submitted via the Project Website February 11 through March 25, 2013	
Again the RCTC report states, " The CO protocol lists three criteria to determine whether a project would worsen air quality. Because the proposed project would change the location of the existing alignment in some locations, it was not possible to evaluate the criteria provided in the CO protocol for this question. Therefore, it was conservatively assumed that the project may have the potential to worsen air quality."	I-70.4 cont.
It is understood that the proponent's consultants have supposedly addressed these issues where in cases like these, assumptions are always made. All assumptions must be challenged for validity.	
The most susceptible and overlooked population in the U.S. subject to serious health effects from air pollution may be those who live very near major regional transportation routes, especially highways. Policies that have been technology based and regional in orientation do not efficiently address the very large exposure and health gradients suffered by these populations.	
Add to that our geographical concerns and elderly people that have weakened immune systems will without doubt cause undo suffering. Especially those elderly with acute respiratory illnesses including heart conditions. Many residents, in order to address current health problems and to prevent acceleration of these medical issues is why they have moved away from heavily polluted areas, and to this retirement community in the first place.	I-70.5
Again the reports admonition not mine, Conclusion: "All Build alternatives and both design options would result in high levels of adverse visual impacts. However, Design Option 1b1 or 2b1 would be marginally better in terms of visual character, visual quality, and degree of exposure and sensitivity" So it still looks like crap but let's build it anyway. REALLY? Marginally better!!!!	I-70.6
To say that common sense and compromise as it relates to the people of our community and the SR- 79 realignment project officials are alive and well, would be premature. Regardless of political motives concerning the route of the project, or the project itself, there are some very real environmental and quality of life issues at hand.	
We are reasonable people and would like to mitigate not litigate the current proposal. It should not be necessary to rally our community in having to pony up an assessment of \$30,000 a month or \$25 a month for each household to fight this in court.	I-70.7
It is interesting to note that the land to the east of us as far as you can see is undeveloped, but yet the proposed road is 500 feet from our community. Our only hope is CAL TRANS, the E.P.A., RCTC and or the COURTS. We would prefer cooperation and compromise by the first three.	
Please do not approve the building of this road until this has been fully addressed especially with obvious alternatives just to the east of us. Let's make this project a true win win. Please do not put a stick in our communities eye, Let's build Hemet together!	
MITIGATION PROPOSAL SR-79 HIGHWAY REALIGNMENT PROJECT	
Currently you have the new 79 crossing in front of the smaller of Double Butte's hills where it will cross Florida Ave at California Ave, running parallel or North 500 feet from our community.	
Alternative:	I-70.8
Adjust the new 79 to travel on the back side of the Double Butte hillside, angle it toward Florida Ave. going North East. Build the new 79 at an additional 1000 feet from the proposed distance of 500 feet from California Ave. or 1500 feet. Somewhere between Ma Williams Homes and the San Diego Channel turn the new79 North across Florida Ave. to its final destination. We would like sound walls wherever the new 79 is visible from Florida Ave to perhaps Tres Cerritos Ave. including behind the small Double Butte hillside.	I-70.9
2	

Response to Comment I-70.4

Regional and local air quality and air toxics impacts were evaluated in the Draft EIR/EIS according to applicable federal, state, and local regulations and guidance. The analysis demonstrated that the Project conforms with the State Implementation Plan, and localized air pollutant impacts (hot spots) are not expected. Health impacts to nearby residents and other sensitive receptors would be related to MSAT emissions. As shown in Section 3.2.6.3, MSAT emissions from the Build alternatives would be lower than existing conditions because of improvement in level of service with the Build alternatives and the use of cleaner vehicles in the future. Terrain features and meteorological conditions would have the same effects on highway emissions with or without the Project. The Project is expected to improve traffic conditions and decrease vehicle emissions in the Project area, so air quality in the surrounding area would be expected to improve.

Response to Comment I-70.5

Elevated vehicle and air toxics emissions often occur where traffic congestion is characterized by idling or slow moving vehicles. The Project has been designed to improve traffic conditions in the study area and, therefore, is expected to reduce congestion, which would improve air quality. Although traffic volume would increase with the Project compared to existing conditions, emissions would be lower than the existing conditions because most vehicles that use the new roadway would be cleaner and more fuel efficient as a result of federal mandates. In addition, the Project Build alternatives would have fewer vehicle miles traveled (VMT) and improved traffic conditions over the No Build Alternative, which would result in lower air pollutant emissions. Health impacts to nearby residents and other sensitive receptors would be related to MSAT emissions. As shown in Section 3.2.6.3 of the Recirculated Draft EIR/Supplemental EIS, the MSAT emissions from the Project would be lower than the existing conditions or the emissions in the future without the Project.

Response to Comment I-70.6

This comment about visual impacts has been included in the Project record but does not raise any specific concerns and so no further response is possible.

Response to Comment I-70.7

The process used to evaluate the alternatives and identify the preferred alternative for the Project is described in Chapter 2 of the Final EIR/EIS. As discussed in that Chapter, Alternative 1br was identified as the Preferred Alternative.

A corridor to the east of those analyzed in the Draft EIR/EIS (the Eastern Corridor) was eliminated from consideration for a number of reasons, including the need to acquire a large number of homes and businesses, concern about airport operations, particularly during the fire season, avoiding the San Diego Canal, and impacts to sensitive environmental and cultural resources. The proposed interchange at Florida Avenue was moved as far east as possible while minimizing impacts to the Hemet Channel Floodplain (see Figure 3.2-4 [Volume 1 of the Draft EIR/EIS]). More information is available in the 2005 Project Q&A Fact Sheet, which is available from the Project website: http://www.sr79project.info/uploads/media_items/q-a-fact-sheet-2-october-2005-1.original.pdf

Response to Comment I-70.8

Your description of the realigned SR 79 paralleling Florida Avenue is accurate for Build Alternatives 1a and 1b. Build Alternative 1br has been identified as the Preferred Alternative. Alternative analysis balanced the constraints of the San Diego Canal, sensitive vernal pools, and the desire to have the Florida Avenue interchange moved

eastward.

Comments Submitted via the Project Website February 11 through March 25, 2013

"Feasibility of noise abatement is basically an engineering concern. A minimum 5 dBA reduction in the future noise level must be achieved for an abatement measure to be considered feasible." We believe that a 5dba reduction would easily occur with these minor changes especially with the adjustment to the South East side of the small Double Butte Hillside.

This is assuming that potential health concerns are at the very least somewhat minimized, and our community of Four Seasons and Del Monte Seville will be less singularly affected, and enveloped by particulate pollution. And assuming we are not out voted for a "no build alternative" Everyone will have a little more room to breathe, the new and the old.

Any need for, or cost considerations for, easily acquired fill dirt should not be a consideration as a trade off for the Health and Quality of life for the Emerging Hemet Community.

1

Positives: Noise, and visual esthetics will improve greatly. Hopefully air quality will be slightly better.

Negatives: Vernal pools can be argued that they are on both sides of Double Butte hillsides.

Throw a crumb of concern to the vernal pools of elderly people and young children across the street. Some day you may ask for our vote.

Thank you
Nick Orlandos
949-285-3915
951-599-4651

Email: happydays5157@yahoo.com
Name: Nick Orlandos
Phone: 949285-3915
Mailing Address: 8231 carnoustie ave
City, State: Hemet, Ca
Zip: 92545
Parcel Number: Four Seasons
CAPTCHA:

I-70.9
cont.

I-70.10

Response to Comment I-70.9

These concerns regarding noise barriers and other issues have been included in the Project record.

Pursuant to FHWA and Caltrans protocols, a series of noise evaluations were conducted by accredited specialists for all noise sensitive land uses within the project area. Three major evaluations were conducted to evaluate traffic noise. A Noise Study Report (NSR) was conducted to identify noise sensitive land uses and if traffic noise impacts are expected. A Noise Abatement Decision Report (NADR) was prepared to assess the reasonability and feasibility of noise abatement for those land uses predicted to experience a traffic noise impact. Finally, the project changes associated with Build Alternative 1br were investigated in an Updated NSR/NADR. The entire noise evaluation is summarized in Section 3.2.7 in the Final EIS/EIR.

The noise evaluation found that noise levels with Build Alternative 1br (including Design Option 1b1) would approach or exceed the NAC at nearly all studied locations. Based on the studies completed to date, the Department intends to incorporate noise abatement in the form of six noise barriers with average heights ranging between 8 and 14 ft. and a total length of 22,013 ft. Calculations indicate that these noise barriers will substantially reduce noise levels. Calculations based on preliminary design data indicate that feasible and reasonable barriers will substantially reduce noise levels for 369 to 432 residences at an estimated total cost of \$19.03 to \$22.11 million.

Regional and local air quality and air toxics impacts were evaluated in the Draft EIR/EIS according to applicable federal, state, and local regulations and guidance. The analysis demonstrated that the Project conforms with the State Implementation Plan, and localized air pollutant impacts (hot spots) are not expected. Health impacts to nearby residents and other sensitive receptors would be related to MSAT emissions. As shown in Section 3.2.6.3, MSAT emissions from the Build alternatives would be lower than existing conditions because of improvement in level of service with the Build alternatives and the use of cleaner vehicles in the future. Terrain features and meteorological conditions would have the same effects on highway emissions with or without the Project. The Project is expected to improve traffic conditions and decrease vehicle emissions in the Project area, so air quality in the surrounding area would be expected to improve.

Response to Comment I-70.10

Your opposition to all of the proposed Build alternatives has been included in the Project record.

Comments Submitted via the Project Website
February 11 through March 25, 2013

From: info@sr79project.org
Sent: Saturday, March 16, 2013 11:35 PM
To: SWR 171146 SR79; inbox@geomail.info
Subject: Contact Form Submission

Contact Form Submission
Comments: I'm Resident of Winchester Ca 92596, I'm in favor of the realignment 1b1, I think the low profile of the sr79 is the best for the Valley, Will be less expensive and can be build quickly. I-71.1
Email: frankarech@yahoo.com
Name: Francisco Arechiga
Phone: 619-300-2248
Mailing Address: 33785 Milan Rd
City, State: Winchester Ca
Zip: 92596
Parcel Number: 465320010-5 / 6
CAPTCHA:

Response to Comment I-71.1

Your support of Design Option 1b1 has been included in the Project record. The process used to evaluate the alternatives and identify the preferred alternative for the Project is described in Chapter 2 of the Final EIR/EIS. As discussed in that Chapter, Alternative 1br was identified as the Preferred Alternative.

Comments Submitted via the Project Website
February 11 through March 25, 2013

From: info@sr79project.org
Sent: Tuesday, March 19, 2013 11:05 AM
To: SWR 171146 SR79; inbox@geomail.info
Subject: Contact Form Submission

Contact Form Submission
Comments: Thanks for your time Cathy, I know that you know, this a terrible idea for the many retirees who have worked all of their lives to enjoy some peace and quiet. Will you please advise me today on how to go about getting an extension on the comment period for two weeks, The new route is a surprise to many of the elderly here and I think they deserve that consideration.
Email: happydays5157@yahoo.com
Name: Nick Orlandos
Phone: 949-285-3915
Mailing Address: 8231 carnoustie ave
City, State: Hemet Ca
Zip: 92545
Parcel Number: Four Seasons
CAPTCHA:

I-72.1

Response to Comment I-72.1

Although the deadline for review comments on the Draft EIR/EIS was March 25, 2013, formal comments were accepted for an additional two weeks in response to this request and others from the community. Comments on the Project will continue to be accepted until a decision is made and published in the Record of Decision (ROD).

Formal public outreach began in 2004 with a series of Q&A Fact Sheets that were distributed to the public at critical points in the project development process. The first in the series of fact sheets showed that the easternmost corridor under consideration ran near Sanderson Avenue. By the 2005 fact sheet, this eastern corridor had been eliminated due to public concerns about impacts to homes, businesses, and schools. The fact sheets and other early public outreach efforts are available from the Project website at: <http://www.sr79project.info/library-links> The two public hearings on the Draft EIR/EIS were only the latest in a series of outreach efforts that have characterized the Project. Sections 5.3 and 5.4 of the Draft EIR/EIS include summaries of public outreach efforts prior to circulation of the Draft EIR/EIS.

Comments Submitted via the Project Website
February 11 through March 25, 2013

From: info@sr79project.org

Sent: Tuesday, March 19, 2013 12:49 PM

To: SWR 171146 SR79; inbox@geomail.info

Subject: Contact Form Submission

Contact Form Submission

Comments: My husband and I attended the meeting on March 18, 2013 at the Four Seasons in Hemet. WE DONOT WANT THIS PROJECT TO PROCEED. NO BUILD. Why, you ask; 1. Air quality will be worse/ we have many seniors in this community who will be adversely affected. 2. NOISE-it is going be hold this noise due to the surrounding hills. 3. Really overpasses. This is rural quiet Hemet. Did I mention the height of the overpasses? This isn't Los Angeles!! 4. Property values? Who wants to live next to a large 40 foot overpass? They are just a delight to look at (what about the mountains and the winter snow caps?) 5. People driving THROUGH will completely pass this town!! What will that do to this community?

Progress for progresses sake at what expense?
TOO MUCH MONEY HAS ALREADY BEEN SPENT TO SEE IF THIS IS VIABLE.

On a huge diversion noted during this meeting Cathy. You are surrounded by your folks talking to a group of senior citizens (who still have very active minds and still contribute to society at high levels.) Many of us have held high positions in public places; managed people and contributed to society. The reactions from Bill Graham during this time was smirkey and extremely rude. If he were on my staff (he wouldn't be) I would apologize for his behaviors. During a frustrating presentation we who will have our lives changed by this development don't and didn't appreciate his snide comments to co-workers and grins. Does this affect any of your personal lives?

My last comment is about the COMMENT CARDS!! There weren't any!! My husband and I arrived 1st to this meeting. There weren't any handouts there as you had not arrived. When you said many times to pick up a comment card throughout your talk; we did not interrupt nor get up during this conversation. When leaving we were told by Eliza Echevarria that they were gone. Bill Graham approaced Eliza and myself as we were discussing this-INTERUPTED AND STATED HE WASN'T THE POLICE AND IT WAS TOO BAD!!! Eliza listened and stated she was sorry. Perhaps you should have passed cards out when you started the meeting so that the people who took the time to come had the necessary tools. As the director of this project this presentation while ugly to this community could have been better handled if ownership were taken by those in charge (I guess you).

There are very strong feelings in the Four Seasons community for using our existing Warren Road for a pass thru from Domengoni to Ramona Express Parkway which is already a very wide four lanes down to the entrance of Lamb Canyon. The city leaders have already thought about future traffic flows and did what needed to be done on Ramona Express. Now, without spending more un-necessary millions on a not needed ungly looking expressway, Warren Road, the straightest shot for our needs should be expanded to four lanes with space provided in reserve for six lanes. K-rails will be placed in the middle with lights placed at all major intersections where there are none now. These lights can be set to allow ease of passage during non-rush hour usage and then switch to rush hour conversion so all ways have merging access ease. I feel, from sitting through your meeting on the 18th at the Four Seasons Ballroom, that your group has not done your homework on using existing passages and instead want to ignore this and spend our hard earned tax dollars on a monstrosity that you can pat yourselves on the back for and receive accolades from the State. We the people of the city of hemet will have our demands met as we are the folks living here and we are the folks who will benefit the greatest from having an expanded warren Road. We will not lose visitors, commerce, trade, and growth and will not be embarassed by ungly highways, state greed, and pompous politics. Email: rsheandi4@aol.com Name: Robert / Sharon Phillips Phone: 951-926-6125 Mailing Address: 620 Olazabal Drive

I-73.1

I-73.2

I-73.3

I-73.4

I-73.5

I-73.6

I-73.7

I-73.8

I-73.9

I-73.10

1

Response to Comment I-73.1

Your support for the No Build Alternative is noted. The process used to evaluate the alternatives and identify the preferred alternative for the Project is described in Chapter 2 of the Final EIR/EIS. As discussed in that Chapter, Alternative 1br was identified as the Preferred Alternative. In general, the topics raised by this commenter were analyzed, but the commenter does not raise any specific concerns with the analysis.

Response to Comment I-73.2

Elevated vehicle and air toxics emissions often occur where traffic congestion is characterized by idling or slow moving vehicles. The Project has been designed to improve traffic conditions in the study area and, therefore, is expected to reduce congestion, which would improve air quality. Although traffic volume would increase with the Project compared to existing conditions, emissions would be lower than the existing conditions because most vehicles that use the new roadway would be cleaner and more fuel efficient as a result of federal mandates. In addition, the Project Build Alternative would have fewer vehicle miles traveled (VMT) and improved traffic conditions from the No Build Alternative, which would result in lower air pollutant emissions. Health impacts to nearby residents and other sensitive receptors would be related to MSAT emissions. As shown in Section 3.2.6.3 of the Final EIR/EIS, the MSAT emissions from the Project would be lower than the existing conditions or the emissions in the future without the Project.

Response to Comment I-73.3

Topography can affect noise distribution; reflection is a valid concept. Topography can also be a natural noise barrier. For any individual receptor, relative position and distance would be the key factors. See also the response to Comment I-60.2.

Response to Comment I-73.4

Overpasses would be no higher than needed to provide clearance for the road beneath, but they are required for a limited-access highway, which would be safer than at-grade intersections.

Response to Comment I-73.5

Your concern has been included in the Project record. Please refer to Section 3.1.4.2 of the Final EIR/EIS for a discussion of property values. Per that section, "In undeveloped zones, commercial land value may increase significantly as use changes from agricultural to commercial. In the case of residential property development in undeveloped zones, the value of a development on the town side of a bypass was found not to differ appreciably from that in the city at large unless the undeveloped property had poor highway access (WSTC 1980). The value of potential residential development on the other side of the bypass might be less because the undeveloped zone is perceived to be cut off from town (Portland 1999)." This comment does not raise any specific issue with this analysis, so no further response is possible.

Response to Comment I-73.6

A goal of the Project is to reduce congestion and improve traffic flow. This would involve diverting some traffic from the principal commercial thoroughfares in Hemet and San Jacinto and onto the new, more direct alignment. Diverting regional traffic would improve conditions for pedestrians and local traffic, but could reduce the pass-by traffic on which some businesses depend. For businesses that do not depend on pass-by traffic, improved traffic conditions could increase patronage in local shops, resulting in a net benefit. The size of the Hemet-San Jacinto area would limit the potential for negative impacts on local businesses because the large economic base would continue to draw people to the area to purchase goods and services. A review of many bypass studies note that highway bypasses are seldom either devastating or the savior of a community business district (see the Environmental Consequences section of Section 3.1.4 in the Draft EIR/EIS). Shifting traffic from local routes can cause some existing businesses to turn over or relocate, but net economic impacts on the broader community are usually relatively small (positive or negative). A substantial amount of traffic would continue to use Florida Avenue and San Jacinto Street, which would provide a customer base for businesses that depend on pass-by traffic.

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**Comments Submitted via the Project Website
February 11 through March 25, 2013**

City, State: Hemet Ca
Zip: 92545
Parcel Number:
CAPTCHA:

Local businesses and residences along existing SR 79 would continue to be accessible, and the portion on Florida Avenue would continue to be designated as a state highway (SR 74).

Response to Comment I-73.7

Your concern that too much money has already been spent on the SR 79 Realignment has been included in the Project record. The comment does not raise any issue related to the environmental document or the potential environmental impacts of the Project, so no further response is required.

Response to Comment I-73.8

We are sorry that there were not enough of them. All written comments, whether on a comment card, in a letter, or in an email, as well as verbal comments provided to the hearing reporter at the public hearings, have received the same careful consideration.

Response to Comment I-73.9

The purpose of the proposed Project, detailed in Section 1.2.1 of the Final EIR/EIS, is to:

- To improve traffic flow for local and regional north-south traffic in the San Jacinto Valley
- To improve operational efficiency and enhance safety conditions by maintaining route continuity and upgrading the facility
- To allow regional traffic, including truck traffic, to adequately bypass local roads
- To reduce the diversion of traffic from state routes onto local roads

Achieving the stated purpose of the Project would require a limited-access highway. Currently, Warren Road provides local access to adjacent homes and businesses. To convert Warren Road to a limited- access facility (even a partially limited-access facility such as one using K-rails) would require restricting access to the adjacent homes and businesses. K-rails would restrict access for local users while occasioning higher speeds, higher traffic volumes, and other operational and safety trade-offs. This is part of why the Department identified the need for a limited-access expressway on a new alignment to address the congestion and traffic problems on existing SR 79 between Newport Road to Gilman Springs Road.

Response to Comment I-73.10

As early as the Route Concept Report in 1992 (http://www.sr79project.info/uploads/media_items/route-concept-report-1992.original.pdf), the Department identified the need for a limited-access expressway on a new SR 79 alignment to address local traffic congestion and traffic problems on existing SR 79 from Newport Road to Gilman Springs Road. Conversion of Warren Road to a limited-access expressway would not be practicable because most or all of the homes and businesses along Warren Road would no longer have access and would need to be acquired. The same would hold true for Sanderson Avenue. Shifting traffic from local roads can cause some existing businesses to turn over or relocate, but net economic impacts on the broader community are usually relatively small (positive or negative). A substantial amount of traffic would remain on Florida Avenue and San Jacinto Street, which would provide a customer base for businesses that depend on pass-by traffic. More information is available in the Environmental Consequences part of Section 3.1.4 in the Draft EIR/EIS.

The process used to evaluate the alternatives and identify the preferred alternative for the Project is described in Chapter 2 of the Final EIR/EIS. As discussed in that Chapter, Alternative 1br was identified as the Preferred Alternative.

Comments Submitted via the Project Website
February 11 through March 25, 2013

From: info@sr79project.org
Sent: Tuesday, March 19, 2013 1:48 PM
To: SWR 171146 SR79; inbox@geomail.info
Subject: Contact Form Submission

Contact Form Submission

Comments: I believe this project is a huge overkill. I have been living in the Hemet valley since 1989 and know that the traffic through Lamb Canyon did not increase in those twenty-four years and the chances are it will not in the future. SR 79 realignment is supposed to connect No. 10 freeway through Lamb Canyon with existing SR 79 at Newport Road and eventually with No. 15 freeway. Drivers passing south through Hemet valley have now number of choices (Sanderson, Warren and State streets). The realignment would collect all the traffic and dump it into Murrieta and Temecula cities where it would create a nightmare for residents. Instead of solving problems, it creates new ones. This in a true freeway to nowhere.

Email: lhnandr@aol.com
Name: Andrej Lohnert
Phone: 951-766-0361
Mailing Address: 485 Vardon Cir.
City, State: Hemet, CA
Zip: 92545
Parcel Number: 455610011-9
CAPTCHA:

I-74.1

I-74.2

Response to Comment I-74.1

The Project’s need is discussed in the Final EIR/EIS, which includes more than just addressing future traffic conditions. Although the commenter disagrees with the projected future traffic conditions, they are based on growth identified in the general plans.

Response to Comment I-74.2

The purpose of the proposed Project, detailed in Section 1.2.1 of the Final EIR/EIS, is to:

- To improve traffic flow for local and regional north-south traffic in the San Jacinto Valley
- To improve operational efficiency and enhance safety conditions by maintaining route continuity and upgrading the facility
- To allow regional traffic, including truck traffic, to adequately bypass local roads
- To reduce the diversion of traffic from state routes onto local roads

Southbound traffic on Sanderson Avenue, Warren Road, and State Street currently uses SR 79 south of Florida Avenue to Murrieta and Temecula. The SR 79 Realignment Project in San Jacinto and Hemet would not affect traffic operations in Murrieta and Temecula because these cities are 25 to 30 miles away, via two separate freeways (I-215 and I-15).

Comments Submitted via the Project Website
February 11 through March 25, 2013

From: info@sr79project.org
Sent: Tuesday, March 19, 2013 6:36 PM
To: SWR 171146 SR79; inbox@geomail.info
Subject: Contact Form Submission

Contact Form Submission

Comments: My preference to this project is NO BUILD. While there are some advantages to having a freeway run through Hemet, I think the disadvantages far outweigh the benefits. It will completely change the "countryside" landscape of the ranch and horse properties that surround us on the west end of Hemet; it will bring greater pollution and noise from the increase of traffic; I believe it will also increase local traffic as well as significantly increase crime in Hemet which is already too high. For me personally, it will ruin the beautiful eastern and northeast views that I have of the landscape and mountains, particularly by elevating Devonshire over the freeway.

I-75.1
I-75.2
I-75.3
I-75.4
I-75.5

I would prefer the build to be further east, at street level, and with traffic signals (as opposed to exit/entrance ramps) rather than an elevated freeway. Or just widen Warren by 2 more lanes (less expensive) and redirect 79 to Warren.

I-75.6

Hemet and San Jacinto will not reap the benefits they believe they will - there is not enough industry or worthwhile retail in this area to draw people here...there has to be more beneficial projects to accomplish for \$1billion other than in Hemet.

I-75.7

Thank you for taking my comments into consideration.
Email: ginalg@verizon.net
Name: Virginia Gallagher
Phone: 951-541-3997
Mailing Address: 440 Vardon Circle
City, State: Hemet, CA
Zip: 92545
Parcel Number: 455610019-7
CAPTCHA:

Response to Comment I-75.1

Your support for the No Build Alternative is noted. The process used to evaluate the alternatives and identify the preferred alternative for the Project is described in Chapter 2 of the Final EIR/EIS. As discussed in that Chapter, Alternative 1br was identified as the Preferred Alternative.

Response to Comment I-75.2

Your concern that the Project would change the countryside character of your neighborhood has been included in the Project record. Community impacts were analyzed in the FEIR/FEIS. No specific concerns with this analysis are raised and so no further response is possible.

Response to Comment I-75.3

The air quality analysis for the Project compared existing emission levels to projected emissions with the Project (Build Alternatives) and without the Project (No Build). Terrain features and meteorological conditions would have the same effect on highway emissions with or without the Project. As shown in Section 3.2.6.3 of the Final EIR/EIS, the Project is expected to improve traffic conditions and decrease the vehicle emissions in the Project area, air quality would improve regardless of the terrain or meteorological conditions.

The roadway would be audible. However, based on the design year's projected peak hour traffic volumes, noise levels are not expected to constitute a traffic-noise impact – approaching or exceeding the Noise Abatement Criteria (66-67 dBA) for residential land uses. The entire noise evaluation is summarized in Section 3.2.7 in the Final EIS/EIR.

Response to Comment I-75.4

The Project would reduce traffic on local streets. For example, in 2040 without the Project, traffic on Florida between Winchester Road and Warren Road would average 63,200 vehicles a day. With the realignment, that would decrease to 32,400 vehicles, or roughly half the traffic that would be there otherwise. Traffic on Warren Road between Florida Avenue and Devonshire Avenue would decrease from 17,000 vehicles a day to 2,000 vehicles a day. More comprehensive traffic data are available in Section 3.1.6 Final EIR/ EIS. Your belief that the realigned highway would increase crime in Hemet has been included in the Project record, but no evidence supporting your belief was provided and no further response is possible.

Response to Comment I-75.5

Your concern that the Project would impact your views of the landscape has been included in the Project record. Visual impacts were analyzed in the FEIR/FEIS. No specific concerns with this analysis are raised and so no further response is possible.

Response to Comment I-75.6

Widening Warren Road and having traffic signals would not address the issues specified in the Purpose and Need for the SR 79 Realignment Project. The purpose of the Project, included in Section 1.1.6 of the Final EIR/EIS, is to:

- Improve traffic flow for local and regional north-south traffic in the San Jacinto Valley
- Improve operational efficiency and enhance safety conditions by maintaining route continuity and upgrading the facility
- Allow regional traffic, including truck traffic, to adequately bypass local roads
- Reduce the diversion of traffic from state routes onto local roads

The process used to evaluate the alternatives and identify the preferred alternative for the Project is described in Chapter 2 of the Final EIR/EIS. As discussed in that Chapter, Alternative 1br was identified as the Preferred Alternative.

Response to Comment I-75.7

Your concerns about limited benefits to the community and your belief in more beneficial investment opportunities have been included in the Project record. The comment does not raise any issue related to the environmental document or the potential environmental impacts of the Project, so no further response is required.

Comments Submitted via the Project Website
February 11 through March 25, 2013

From: info@sr79project.org
Sent: Wednesday, March 20, 2013 2:03 PM
To: SWR 171146 SR79; inbox@geomail.info
Subject: Contact Form Submission

Contact Form Submission
Comments: After listening to the presentation to our Four Seasons Development I have numerous concerns about the realignment of SR79. First of all it is my concern that the noise would be increased to a level which would affect the quality of our life here. I also have concerns about pollution as we sit in a beautiful valley surrounded by mountains and pollution would just sit here which in turn would create respiratory problems for many of our residents in this area. It seems to me that there is a much better route to take and we should not be jeopardizing human lives for the sake of some shrimp. It is also intended to bring business to the Hemet area - in speaking with neighbors they say that it will only make it easier to get to Temecula to do their shopping. I believe that this is a project that should not be built or should be made to look and feel like Winchester Road in Murrietta. We don't need or want a huge raised freeway in our backyard. Had I known about this I would have never moved here - that is another issue in itself.
Email: barbaraseder@yahoo.com
Name: Barbara Seder
Phone: (951) 599-4959
Mailing Address: 7585 Watson Circle
City, State: Hemet, CA
Zip: 92545
Parcel Number: 455610027-4
CAPTCHA:

I-76.1

I-76.2

I-76.3

1

Response to Comment I-76.1

People in quiet areas notice equivalent noise increases more acutely than people in louder areas;

- Topography can affect noise distribution; reflection is a valid concept. Topography can also be a natural noise barrier.
- For any individual receptor, relative position and distance would be the key factors. Department noise policy specifies monitoring and modeling for all sensitive receptors within 152 meters (500 feet) of a roadway. The nearest Four Seasons residence (Playa Court) would be roughly 488 meters (1,600 feet) away from realigned SR 79.
- Given the distance, the traffic noise coming directly from the proposed highway is not expected to rise to the level of a traffic-noise impact to the Four Seasons at Hemet community.
- Reflected noise does not increase in intensity (except immediately adjacent to a hard reflective surface); it continues to degrade according to the doubling-of-distance principle.
- Using this principle, any traffic noise reflected from hillsides back to the Four Seasons community is not expected to rise to the level of a traffic-noise impact.
- The roadway would be audible. However, based on the design year projected peak hour traffic volumes, noise levels are not expected to constitute a traffic-noise impact; approaching or exceeding the Noise Abatement Criteria (66-67 A-weighted decibels [dBA]) for residential land uses.

Although noise levels within a few hundred feet of a roadway might experience noise impacts, there would not be a comparable effect on more distant locations, such as the Four Seasons at Hemet community. The entire noise evaluation is summarized in Section 3.2.7 in the Final EIS/EIR.

Response to Comment I-76.2

Regional and local air quality and air toxics impacts were evaluated in the Recirculated Draft EIR/Supplemental EIS according to applicable federal, state, and local regulations and guidance. The analysis demonstrated that the Project conforms with the State Implementation Plan, and localized air pollutant impacts (hot spots) are not expected. Air quality analysis was not performed for a specific location or community because this level of analysis is not typically required under NEPA or CEQA for a transportation project. Health impacts to nearby residents and other sensitive receptors would be related to MSAT emissions . As shown in Section 3.2.6.3, MSAT emissions from the Build alternatives would be lower than existing conditions because of improvement in level of service with the Build alternatives and the use of cleaner vehicles in the future. Terrain features and meteorological conditions would have the same effects on highway emissions with or without the Project. The Project is expected to improve traffic conditions and decrease vehicle emissions in the Project area.

Response to Comment I-76.3

The purpose of the proposed Project does not include bringing business to Hemet. The purpose, included in Section 1.2.1 of the Final EIR/EIS, is to:

- Improve traffic flow for local and regional north-south traffic in the San Jacinto Valley
- Improve operational efficiency and enhance safety conditions by maintaining route continuity and upgrading the facility
- Allow regional traffic, including truck traffic, to adequately bypass local roads
- Reduce the diversion of traffic from state routes onto local roads

Comments Submitted via the Project Website
February 11 through March 25, 2013

From: info@sr79project.org
Sent: Wednesday, March 20, 2013 2:15 PM
To: SWR 171146 SR79; inbox@geomail.info
Subject: Contact Form Submission

Contact Form Submission
Comments: I attended the townhouse meeting at Four Seasons and have come to the conclusion that this project will only bring noise and polution to our community. I moved here because it was quiet and the air cleaner than i n most areas in Southern California. There has to be a better option than building a major expressway by my back door. Widening Warren to a four lane highway with strategically placed lights is more reasonable and more cost effective in my opinion. the other option is not to build at all. Most people I have spoken with who approve of this only want it to get to Temechula quicker. That does nothing for the town of Hemet.
Email: jrseder@wahoo.com
Name: Jim Seder
Phone: 951-599-4959
Mailing Address: 7585 Watson Cir
City, State: Hemet, Ca
Zip: 92545
Parcel Number: 455610027-4
CAPTCHA:

I-77.1

I-77.2

Response to Comment I-77.1

The air quality analysis for the Project compared existing emission levels to projected emissions with the Project (Build Alternatives) and without the Project (No Build). Terrain features and meteorological conditions would have the same effect on highway emissions with or without the Project. Because the Project is expected to improve traffic conditions and decrease the vehicle emissions in the Project area, air quality would improved regardless of the terrain or meteorological conditions. The roadway would be audible. However, based on the design year's projected peak hour traffic volumes, noise levels are not expected to constitute a traffic-noise impact – approaching or exceeding the Noise Abatement Criteria (66- 67 dBA) for residential land uses. The commenter does not raise any specific concerns with the analysis provided, and so no further response is possible.

Response to Comment I-77.2

As early as the Route Concept Report in 1992 (http://www.sr79project.info/uploads/media_items/route-concept-report-1992.original.pdf), the Department identified the need for a limited-access expressway on a new SR 79 alignment to address the local traffic congestion and traffic problems on existing SR 79 from Newport Road to Gilman Springs Road. Conversion of Warren Road to a limited-access expressway would not address the issues specified in the Purpose and Need for the SR 79 Realignment Project. The purpose of the Project, included in Section 1.1.6 of the Final EIR/EIS, is to:

- Improve traffic flow for local and regional north-south traffic in the San Jacinto Valley
- Improve operational efficiency and enhance safety conditions by maintaining route continuity and upgrading the facility
- Allow regional traffic, including truck traffic, to adequately bypass local roads
- Reduce the diversion of traffic from state routes onto local roads

Comments Submitted via the Project Website
February 11 through March 25, 2013

From: info@sr79project.org
Sent: Wednesday, March 20, 2013 5:19 PM
To: SWR 171146 SR79; inbox@geomail.info
Subject: Contact Form Submission

Contact Form Submission

Comments: I live at Four Seasons and have major concerns. They are:
1. Major increase in noise from traffic since I live across from the back gate and about 600 feet from an off/on ramp. There are many homes that will be effected.
2. Polution from traffic which will effect many older people with respiratory conditions in this Sr. community.
3. Devaluation of our property. Most of us consider this our final home and cannot afford to move away from here and buy something else. This will effect our assets greatly.
4. Congestion from on and off ramps that will be filtered to local streets which cannot handle traffic now.

I am totally opposed to this project based on my above comments.
Email: eortega412@aol.com
Name: Emilie Ortega
Phone: 951 926 7275
Mailing Address: 7721 Armour Dr
City, State: Hemet, Ca
Zip: 92545
Parcel Number:
CAPTCHA:

I-78.1
I-78.2

Note: This comment submission has been duplicated on the following page to accommodate all responses.

Response to Comment I-78.1

The noise from the Build Alternatives would result in higher noise levels (roughly the equivalent of a dishwasher heard from the next room) at Four Seasons. However, Build Alternative 1br has been identified as the Preferred Alternative. This alternative eliminates the interchange at Tres Cerritos Ave and the removal of the on/off ramps near the back gate of Four Seasons.

Pursuant to FHWA and Caltrans protocols, a series of noise evaluations were conducted by accredited specialists for all noise sensitive land uses within the project area. Three major evaluations were conducted to evaluate traffic noise. A Noise Study Report (NSR) was conducted to identify noise sensitive land uses and if traffic noise impacts are expected. A Noise Abatement Decision Report (NADR) was prepared to assess the reasonability and feasibility of noise abatement for those land uses predicted to experience a traffic noise impact. Finally, the project changes associated with Build Alternative 1br were investigated in an Updated NSR/NADR. The entire noise evaluation is summarized in Section 3.2.7 in the Final EIS/EIR.

Response to Comment I-78.2

Elevated vehicle and air toxics emissions often occur where traffic congestion is characterized by idling or slow moving vehicles. The Project has been designed to improve traffic conditions in the study area and, therefore, is expected to reduce congestion, which would improve air quality. Although traffic volume would increase with the Project compared to existing conditions, emissions would be lower than the existing conditions because most vehicles that use the new roadway would be cleaner and more fuel efficient as a result of federal mandates. In addition, the Project Build alternatives would have fewer vehicle miles traveled (VMT) and improved traffic conditions from the No Build Alternative, which would result in lower air pollutant emissions. Health impacts to nearby residents and other sensitive receptors would be related to MSAT emissions. As shown in Section 3.2.6.3 of the Final EIR/EIS, the MSAT emissions from the Project would be lower than the existing conditions or the emissions in the future without the Project.

Commenter does not raise any specific concerns with this analysis and further response is possible

Comments Submitted via the Project Website
February 11 through March 25, 2013

From: info@sr79project.org
Sent: Wednesday, March 20, 2013 5:19 PM
To: SWR 171146 SR79; inbox@geomail.info
Subject: Contact Form Submission

Contact Form Submission
Comments: I live at Four Seasons and have major concerns. They are:
1. Major increase in noise from traffic since I live across from the back gate and about 600 feet from an off/on ramp. There are many homes that will be effected.
2. Polution from traffic which will effect many older people with respiratory conditions in this Sr. community.
3. Devaluation of our property. Most of us consider this our final home and cannot afford to move away from here and buy something else. This will effect our assets greatly.
4. Congestion from on and off ramps that will be filtered to local streets which cannot handle traffic now.

I am totally opposed to this project based on my above comments.
Email: eortega412@aol.com
Name: Emilie Ortega
Phone: 951 926 7275
Mailing Address: 7721 Armour Dr
City, State: Hemet, Ca
Zip: 92545
Parcel Number:
CAPTCHA:

I-78.3
I-78.4
I-78.5

Response to Comment I-78.3

Build Alternative 1b with Refinements (1br) has been identified as the Preferred Alternative. During final design, properties that require acquisition will be identified. Property acquisition is based on fair market value and availability of comparable replacement housing in the vicinity. Property acquisition and relocation assistance and compensation are complex processes that are best discussed with a Project acquisition agent and/or relocation advisor after Caltrans determines whether it needs to acquire a property. A summary of the Department's Relocation Assistance Program (RAP) is included in Appendix D of the Final EIR/EIS. Additional information is available from the following websites: http://www.dot.ca.gov/hq/row/pubs/residential_english.pdf
http://www.fhwa.dot.gov/real_estate/owners_and_tenants/

Response to Comment I-78.4

The interchanges north and south of the Four Seasons at Hemet community, Florida Avenue and Esplanade Avenue, would serve the local traffic that currently uses these roads. Large increases in traffic volume are not expected on local streets as part of this Project.

Response to Comment I-78.5

Your support for the No Build Alternative is noted. The process used to evaluate the alternatives and identify the preferred alternative for the Project is described in Chapter 2 of the Final EIR/EIS. As discussed in that Chapter, Alternative 1br was identified as the Preferred Alternative.

Comments Submitted via the Project Website
February 11 through March 25, 2013

From: info@sr79project.org
Sent: Thursday, March 21, 2013 2:37 PM
To: SWR 171146 SR79; inbox@geomail.info
Subject: Contact Form Submission

Contact Form Submission
Comments: 3/21/13

My name is Leo Wesselink. I own property in the following proposed routes: 2a and 2bm
The parcel numbers are 465-260-005 and 465-260-006. I am requesting an extension to the March 25,2013 deadline to
return the comment cards or submit our comments on this website for review and
consideration. Please confirm my request as soon as possible as time is of the essence.

I-79.1

Thank You
-Leo Wesselink
Email: Leohayday@gmail.com
Name: Leo Wesselink
Phone: 951-232-2130
Mailing Address: 34475 Stowe Rd.
City, State: Winchester, Ca.
Zip: 92595
Parcel Number: 465-260-005; 465-260-006
CAPTCHA:

Response to Comment I-79.1

Although the deadline for review comments on the Draft EIR/EIS was March 25, 2013, formal comments were accepted for an additional two weeks in response to this request and others from the community.

Comments Submitted via the Project Website
February 11 through March 25, 2013

From: info@sr79project.org

Sent: Thursday, March 21, 2013 3:22 PM

To: SWR 171146 SR79; inbox@geomail.info

Subject: Contact Form Submission

Contact Form Submission

Comments: This freeway is unnecessary. As a twenty-four year resident of Hemet, I can tell that there is very little regional traffic passing through our town to other destinations. Existing traffic could be better streamlined by widening of Warren Rd. It would cost less money and it would not disrupt lives of so many residents as a proposed freeway.

Email: lhnandr@aol.com

Name: Stefania Lohnert

Phone: 951-766-0361

Mailing Address: 485 Vardon Cir.

City, State: Hemet, CA

Zip: 92545

Parcel Number: 455610011-9

CAPTCHA:

I-80.1

1

Response to I-80.1

Your support for the No Build Alternative is noted. The process used to evaluate the alternatives and identify the preferred alternative for the Project is described in Chapter 2 of the Final EIR/EIS. As discussed in that Chapter, Alternative 1br was identified as the Preferred Alternative. Rebuilding and widening Warren Road would not address the issues specified in the Purpose and Need for the SR 79 Realignment Project. The purpose, included in Section 1.2.1 of the Draft EIR/EIS, is to:

- Improve traffic flow for local and regional north-south traffic in the San Jacinto Valley
- Improve operational efficiency and enhance safety conditions by maintaining route continuity and upgrading the facility
- Allow regional traffic, including truck traffic, to adequately bypass local roads
- Reduce the diversion of traffic from state routes onto local roads

While the Commenter suggests that there is "very little" regional traffic passing through Hemet, SR 79 is a state highway for carrying through traffic. As the San Jacinto Valley continues to develop, SR 79 will carry even more regional traffic that is passing through the communities of Hemet and San Jacinto.

Comments Submitted via the Project Website
February 11 through March 25, 2013

From: info@sr79project.org

Sent: Thursday, March 21, 2013 6:02 PM

To: SWR 171146 SR79; inbox@geomail.info

Subject: Contact Form Submission

Contact Form Submission

Comments: I am very much opposed to this plan in its current form. Not enough attention has been give to the current residents in Four Seasons and how this will potentially corrupt the way of life that they purchased. I am still wondering how we were allowed to purchase (as short a time of 1 year .ago) and not have a disclaimer about the possibility of the new roadway. We need to investigate that. However, the years it will take just to put it in will great havoc and air problems for many of the residents who retired her to hopefully mitgate living in an otherwise congested and dirty air environment. There has not been enough studies created to determine the range of effect that this project will likely have. Do not know what impact the reverberation will have as well on our mountain range and you don't either. That should be a priority. thank you for taking my comments. Email: cheri.hamilton@roadrunner.com Name: Cheri Hamilton Phone: 951 599-0159 Mailing Address: 445 Vardon Circle City, State: Hemet, CA Zip: 92545 Parcel Number: CAPTCHA:

I-81.1

I-81.2

I-81.3

I-81.4

1

Response to Comment I-81.1

Your support for the No Build Alternative is noted. The process used to evaluate the alternatives and identify the preferred alternative for the Project is described in Chapter 2 of the Final EIR/EIS. As discussed in that Chapter, Alternative 1br was identified as the Preferred Alternative.

Public scoping and other meetings were held in 2004 and 2005. By council resolution, the City of Hemet identified a Locally Preferred Alternative in 2008.

Response to Comment I-81.2

Elevated vehicle and air toxic emissions often occur where traffic congestion is characterized by idling or slow moving vehicles. The Project has been designed to improve traffic conditions in the study area and, therefore, is expected to reduce congestion, which would improve air quality. The Project Build Alternative would have fewer vehicle miles traveled (VMT) and improved traffic conditions over the No Build Alternative, which would result in lower air pollutant emissions. Health impacts to nearby residents and other sensitive receptors would be related to Mobile Source Air Toxics (MSAT) emissions. As shown in Section 3.2.6.3 of the Draft EIR/EIS, in the project study area the MSAT emissions from the Project would be lower than the existing conditions or emissions in the future without the Project.

The commenter does not raise any specific concerns with the analysis and no further response is possible.

Response to Comment I-81.3

The studies prepared specifically to address the range of effects for the SR 79 Realignment Project are available from the Project website at <http://www.sr79project.info/library-links>. The list includes more than 50 studies dating to the early 1990s. The commenter does not raise any specific concerns with the analysis and no further response is possible.

Response to Comment I-81.4

Representatives of the Four Seasons contacted the SR-79 project team to discuss the impacts that the project might have on their community. Open meetings were arranged and held, summaries of public meetings can be found in Section 5.3.2 of the Final EIR/EIS. During discussions with the residents of the Four Seasons community the following points were presented to examine the concerns that they presented:

- People in quiet areas notice equivalent noise increases more acutely than people in louder areas
- Topography can affect noise distribution; reflection is a valid concept. Topography can also be a natural noise barrier.
- For any individual receptor, relative position and distance would be the key factors. Department noise policy specifies monitoring and modeling for all sensitive receptors within 152 meters (500 feet) of a roadway. The nearest Four Seasons residence (Playa Court) would be roughly 488 meters (1,600 feet) away from realigned SR 79.
- Given the distance, the traffic noise coming directly from the proposed highway is not expected to rise to the level of a traffic-noise impact to the Four Seasons at Hemet community.
- Reflected noise does not increase in intensity (except immediately adjacent to a hard reflective surface); it continues to degrade according to the doubling-of-distance principle.
- Using this principle, any traffic noise reflected from hillsides back to the Four Seasons community is not expected to rise to the level of a traffic-noise impact.
- The roadway would be audible. However, based on the design year projected peak hour traffic volumes, noise levels are not expected to constitute a traffic-noise impact; approaching or exceeding the Noise Abatement Criteria (66-67 A-weighted decibels [dBA]) for residential land uses.

Comments Submitted via the Project Website
February 11 through March 25, 2013

From: info@sr79project.org

Sent: Friday, March 22, 2013 10:38 PM

To: SWR 171146 SR79; inbox@geomail.info

Subject: Contact Form Submission

Contact Form Submission

Comments: I live in the Four Seasons neighborhood and bought there to get away from the traffic and live in a quiet healthy area. My husband and I use CPAP's for sleep apnea and my husband also uses an inhaler as well. Bringing a freeway with clover leaf on and off ramps so close to our area will negatively impact us. And would also impact our safety. We see how these on and off ramps are used by the homeless. They beg and live around them. I see fast food business' and gas stations being built near them and that would not be a good thing. Please, please do not do this to us. We bought here to live out our last years in a quiet and healthy area and this would change all of that.

Email: shirley.fiako@verizon.net

Name: Shirley Fialko

Phone: 951-325-5500

Mailing Address: 557 Pooley Drive

City, State: Hemet, CA

Zip: 92545

Parcel Number: 455600032-7

CAPTCHA:

I-82.1

I-82.2

1

Response to Comment I-82.1

Regional and local air quality and air toxics impacts were evaluated in the Recirculated Draft EIR/Supplemental DEIS according to applicable federal, state, and local regulations and guidance. The analysis demonstrated that the Project conforms with the State Implementation Plan, and localized air pollutant impacts (hot spots) are not expected. Health impacts to nearby residents and other sensitive receptors would be related to MSAT emissions. Although quantitative health risks were not evaluated for the Project, a quantitative emissions burden analysis was performed to demonstrate the emissions trend in the Project study area. As shown in Section 3.2.6.3 of the Fianl EIR/EIS, MSAT emissions from the Project would be lower than existing conditions or without the Project in the future because the Project would improve traffic conditions and vehicles will be cleaner and more fuel efficient. In addition, according to the California Air Resources Board Air Quality Land Use Handbook (ARB, 2005), studies have been conducted for Southern California highways to evaluate health risks due to highway traffic. In these studies, an association between traffic-related emissions with adverse health effects was present up to 1,000 feet and was strongest within 300 feet of the highway.

Because the Four Seasons at Hemet community would be located more than 1,000 feet from the Project, exposure and risks associated with traffic-related emissions would be substantially the same as other areas that are farther away.

Response to Comment I-82.2

Your concern that homeless persons would be found around businesses that might be built near the Project has been included in the Project record. The commenter does not present any evidence supporting this claim, and so no response is possible. Zoning and the potential for future development outside of the Project's right-of-way is the prerogative of the local government. Neither the Caltrans nor RCTC would initiate any rezoning.

Comments Submitted via the Project Website
February 11 through March 25, 2013

From: info@sr79project.org
Sent: Saturday, March 23, 2013 8:52 PM
To: SWR 171146 SR79; inbox@geomail.info
Subject: Contact Form Submission

Contact Form Submission
Comments: I am a 4 -Seasons resident, a 69 california resident and I am vehemently opposed to the project.Keep 79 hyw.through the unincorporated Winchester, Homeland,and out through open farmland to Ramona Expressway. Keep our valley free of excessive noise and air pollution as possible for all of our residents and visitors to enjoy; present and future! Let's not kid our selfs the whole reason for the push to build this is to attract a major warehousing complex in San Jacinto. Thus most of the traffic will be trucks ! Noise...noise pullution...pollution!!!

I-83.1

sincerely, Larry L. Wilson
455 Vardon Circle Hemet Ca. 92545
(951) 599-4456
Email: wlarmar10@yahoo.com
Name: larry wilson
Phone: 951 599-4456
Mailing Address: 455 vardon cir
City, State: hemet ca
Zip: 92545
Parcel Number:
CAPTCHA:

Response to Comment I-83.1

The purpose of the Project does not include attracting a warehouse complex to San Jacinto. The purpose of the Project, as discussed in Section 1.2.1 of the Draft EIR/EIS, is:

- To improve traffic flow for local and regional north-south traffic in the San Jacinto Valley
- To improve operational efficiency and enhance safety conditions by maintaining route continuity and upgrading the facility
- To allow regional traffic, including truck traffic, to adequately bypass local roads
- To reduce the diversion of traffic from state routes onto local roads

Diverting traffic to the west through Homeland would not address issues of north-south traffic in the San Jacinto Valley.

Pursuant to FHWA and Caltrans protocols, a series of noise evaluations were conducted by accredited specialists for all noise sensitive land uses within the project area. Three major evaluations were conducted to evaluate traffic noise. A Noise Study Report (NSR) was conducted to identify noise sensitive land uses and if traffic noise impacts are expected. A Noise Abatement Decision Report (NADR) was prepared to assess the reasonability and feasibility of noise abatement for those land uses predicted to experience a traffic noise impact. Finally, the project changes associated with Build Alternative 1br were investigated in an Updated NSR/NADR. The entire noise evaluation is summarized in Section 3.2.7 in the Final EIS/EIR.

Regional and local air quality and air toxics impacts were evaluated in the Draft EIR/EIS according to applicable federal, state, and local regulations and guidance. The analysis demonstrated that the Project conforms with the State Implementation Plan, and localized air pollutant impacts (hot spots) are not expected. Air quality analysis was not performed for a specific location or community because this level of analysis is not typically required under NEPA or CEQA for a transportation project. Health impacts to nearby residents and other sensitive receptors would be related to MSAT emissions. As shown in Section 3.2.6.3, MSAT emissions from the Build alternatives would be lower than existing conditions because of improvement in level of service with the Build alternatives. Terrain features and meteorological conditions would have the same effects on highway emissions with or without the Project. The Project is expected to improve traffic conditions and decrease vehicle emissions in the Project area, so air quality in the surrounding area would be expected to improve.

The commenter does not raise any specific concerns with this analysis, so no further response is possible.

Comments Submitted via the Project Website
February 11 through March 25, 2013

From:

info@sr79project.org

Sent:

Sunday, March 24, 2013 5:02 PM

To:

SWR 171146 SR79; inbox@geomail.info

Subject:

Contact Form Submission

Contact Form Submission

Comments: March 24, 2013

Dear Ms. Bechtel,

Your four alternate project maps do not show that Devonshire now goes through to Cawston in Hemet. Those of us in West Hemet in the Four Seasons, KB Homes, all the Ranchos in Tres Cerritos, etc. will be significantly impacted in a most negative way. Not only will our property values decline but it will take business away from Hemet rather than strengthening it. This will weaken our tax base which is already struggling to support our fire and police agencies.

I-84.1

What is the status of the funding for this project? Will it all be State funded or is there Federal money being anticipated? Also, what is the anticipated timeline for the project?

I-84.2

The information we have in the Four Seasons appears that our access out of our back gate onto Devonshire will be severely restricted and we will be forced to use Florida Avenue. Florida Avenue (79) has become a very dangerous roadway with mounting fatalities on that stretch of the roadway due to the downhill curve as one is driving east into the town of Hemet. The reverse, of course, is that you go up an inclining curve when you drive West on 79 (Florida) upon leaving the area. Why isn't something being done about this as it's a much more pressing issue in the opinion of many residents of West Hemet.

I-84.3

We are signing up for E-mail and look forward to getting as much information as possible about the SR79 Realignment Project.

Sharon Carow and Robert "Jeff" Carow
615 Parnevik Drive
Hemet, CA 92545

Email: snjcar.29@verizon.net
Name: Sharon & Jeff Carow
Phone: (951) 926-2512
Mailing Address: 615 Parnevik Dr.
City, State: Hemet, CA
Zip: 92545
Parcel Number: 455540032-2
CAPTCHA:

Response to Comment I-84.1

The aerial images used in the Draft EIR/EIS were acquired in June 2009, so they do not show development changes after that date. However, the Project is aware of the ongoing development and has incorporated it into the analysis. The Project would involve moving some traffic from the principal commercial thoroughfares in Hemet and San Jacinto to realigned SR 79. Moving traffic from local roads can cause some existing businesses to turn over or relocate, but net economic impacts on the broader community are usually relatively small (positive or negative). This topic is addressed at more depth in the Environmental Consequences portion of Section 3.1.4 in the Recirculated Draft EIR/Supplemental Draft EIS). The commenter does not raise any specific concerns with the analysis and no further response is possible.

Response to Comment I-84.2

A variety of sources have and will provide funding for the Project, including federal, state, and local sources, as described in Section 1.1.1.2 of the Final EIR/EIS. The current Project schedule is available on the Project website at <http://www.sr79project.info/schedule>.

Response to Comment I-84.3

During bridge construction, Devonshire Avenue access may be restricted temporarily (approximately 9 to 12 months), but it is likely that temporary access would be designed to detour around the bridge construction. A detailed Transportation Management Plan (TMP) will be prepared during the plans, specifications, and estimate (PS&E) phase of the Project once staged construction and traffic-handling details have been developed. The TMP will be based on refinements to construction sequencing and other construction activities. Specific improvements to local roads, detours, etc. will be determined at that time.

Florida Avenue traffic volumes would be reduced significantly (30 to 50 percent) between Winchester Road and Sanderson Avenue with the realignment, so traffic conditions would improve once the Project is open to the public.

1

248 | K - 1

Comments Submitted via the Project Website
February 11 through March 25, 2013

From: info@sr79project.org
Sent: Sunday, March 24, 2013 8:50 PM
To: SWR 171146 SR79; inbox@geomail.info
Subject: Contact Form Submission

Contact Form Submission
Comments: Good Morning, Ms. Bechtel,

Please reconsider the projected realignment of SR79. The money could be better utilized by widening Warren Road to accommodate trucks and heavy traffic. I did not move to Hemet (Four Seasons Development) to have heavy traffic and trucks rumbling past my home 24 hours a day. Certainly you will spoil the bucolic nature and the environment surrounding this community by proceeding with your current plans.

Or better yet, have the trucks continue to utilize I-215 and I-60. Then instead use the set-aside money for MAINTENANCE of SR74 from the I-215 east to East Hemet. This stretch of SR74 is in desperate need of repair. I realize that infrastructure care and maintenance is not high on the priority lists of the State and County, but it is something we require - and now!

Email: nsouth6@roadrunner.com
Name: Nancy South
Phone: 951-599-4910
Mailing Address: 138 Mayfair Lane
City, State: Hemet, CA
Zip: 92545
Parcel Number: 455530012-3
CAPTCHA:

I-85.1

Response to Comment I-85.1

The realignment of SR 79 would move regional traffic south of existing SR 79 (Florida Avenue), thus farther from your home on Mayfair Lane. Trucks that currently use Interstate 215 and State Route 60 would continue to use those routes. Trucks that currently use SR 79, but divert to Sanderson Avenue and Warren Road to avoid congestion or other problems on portions of SR 79 in San Jacinto and Hemet, would use realigned SR 79 instead of diverting to these local roads.

Using the project funds for the maintenance of SR 74 from the I-215 east to East Hemet, would not meet the purpose and need of the Project. The purpose of the Project, included in Section 1.1.6 of the Final EIR/EIS, is to:

- Improve traffic flow for local and regional north-south traffic in the San Jacinto Valley
- Improve operational efficiency and enhance safety conditions by maintaining route continuity and upgrading the facility
- Allow regional traffic, including truck traffic, to adequately bypass local roads
- Reduce the diversion of traffic from state routes onto local roads

Comments Submitted via the Project Website
February 11 through March 25, 2013

From: info@sr79project.org
Sent: Monday, March 25, 2013 12:38 AM
To: SWR 171146 SR79; inbox@geomail.info
Subject: Contact Form Submission

Contact Form Submission
Comments: The future of Winchester would be best served by realignment 2b1. It is further to the east from the future downtown core allowing for more developable land west of the realignment, allowing good access to the core via Grand Ave and Winchester Road. Access from Winchester Road into downtown Winchester is vital to the future of our community. Also Simpson being open either by an overpass or underpass at full build out is of great importance. The realignment may be a future line in the sand between the community of Winchester and our neighbor to the east, the realignment to the east would better serve Winchester in this regard. 2b1 is the straightest route, which a freeway/expressway should be, and the most cost effective. Access to Winchester via Winchester Road, further to the east of our core, straight line and more cost effective, 2b1 is the better choice. The one concern that I have is the concept of reverse condemnation. It is unfair to pick a preferred realignment and not have the funds to give relief to those directly affected by way of purchasing their property. I would think that this opens RCTC to litigation regarding same. I look forward to watching this very interesting process play itself out.

Email: calsurfers@msn.com
Name: Dirk Meredith
Phone: 951-570-0010
Mailing Address: P.O. Box 247
City, State: Winchester, CA
Zip: 92596
Parcel Number: 465320016-1
CAPTCHA:

I-86.1

I-86.2

Response to Comment I-86.1

Your support for Project Alternative 2b1 is noted. The process used to evaluate the alternatives and identify the preferred alternative for the Project is described in Chapter 2 of the Final EIR/EIS. As discussed in that Chapter, Alternative 1br was identified as the Preferred Alternative.

Response to Comment I-86.2

For information regarding relocation and community impacts, please refer to Section 3.1.2 of the Final EIR/EIS. To provide uniform and equitable treatment for persons whose property is acquired for public use, Congress passed the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, and amended it in 1987 (the "Uniform Act"). Rules for the Uniform Act were published in the Federal Register in 2005 and are reprinted each year in the Code of Federal Regulations (CFR), Title 49, Part 24. The Uniform Act rules govern acquisition of real property for the Project. If the Project must to acquire a property, or a portion of it, a qualified appraiser would make an appointment to inspect the property. The appraiser would be responsible for determining the initial fair market value of the property. The landowner, or a representative designated by the landowner, would be invited to accompany the appraiser when the appraiser inspects the property. Any unusual or hidden features of the property that the appraiser could overlook, such as those mentioned in this comment, could be pointed out at this time. The acquisition process is explained at:
http://www.fhwa.dot.gov/real_estate/practitioners/uniform_act/acquisition/real_property.cfm

CALIFORNIA

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EL PROYECTO DE REALINEAMIENTO DE LA RUTA ESTATAL 79

www.sr79project.info

COMMENT CARD

Please hand this comment card to staff or mail this postage paid card.
All comment cards are due by March 25, 2013. **Thank you!**
Favor de entregar el siguiente comentario al personal o enviar esta tarjeta con porte pagado
(no necesita estampilla). Todas las tarjetas nos deben llegar a más tardar el 25 de marzo de 2013. **Gracias.**

My comments on the SR 79 Realignment Project are: (Mis comentarios sobre el Proyecto de Realineamiento de la Carretera Estatal 79 son:)

No Build

Name Janelle Budd Representing _____ Email _____
(Nombre) (En representación de) (Email)
Address 7874 Little De City Hemet Zip Code 92545
(Domicilio) (Ciudad) (Código Postal)

I-87.1

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My comments on the SR 79 Realignment Project are: (Mis comentarios sobre el Proyecto de Realineamiento de la Carretera Estatal 79 son:)

No Build

Name Gerald Budd Representing _____ Email _____
(Nombre) (En representación de) (Email)
Address 7874 Little De City Hemet Zip Code 92545
(Domicilio) (Ciudad) (Código Postal)

I-88.1

CALIFORNIA

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My comments on the SR 79 Realignment Project are: (Mis comentarios sobre el Proyecto de Realineamiento de la Carretera Estatal 79 son:)

1. Puts a "freeway" through Hemet & San Jacinto...
Express lanes for big rig trucks from I-15
to I-10... then already have the 215 & 40.
2. will not help the Hemet business district.
3. will create just a pollution near homes.
4. why not widen existing 79 & 74 to accommodate
traffic - where's money coming from?

Name Michael Murphy Representing Self Email masterm@msn.com
(Nombre) (En representación de) (Email)
Address 545 Vaiden Circle City Hemet Zip Code 92545
(Domicilio) (Ciudad) (Código Postal)

I-89.1

I-89.2

I-89.3

I-89.4

Responses to Comments Cards Submitted at Public Meetings

Response to Comment I-87.1

Your support for the No Build Alternative is noted. The process used to evaluate the alternatives and identify the preferred alternative for the Project is described in Chapter 2 of the Final EIR/EIS. As discussed in that Chapter, Alternative 1br was identified as the Preferred Alternative.

Response to Comment I-88.1

Your support for the No Build Alternative is noted. The process used to evaluate the alternatives and identify the preferred alternative for the Project is described in Chapter 2 of the Final EIR/EIS. As discussed in that Chapter, Alternative 1br was identified as the Preferred Alternative.

Response to Comment I-89.1

Trucks that currently use Interstate 215 and State Route 60 to travel between I-15 and I-10 or other destinations would continue to use those routes. Trucks that currently use SR 79, but divert to Sanderson Avenue and Warren Road to avoid congestion or other problems on portions of SR 79 in San Jacinto and Hemet, would use realigned SR 79 instead of diverting to these local roads.

Response to Comment I-89.2

The Project would reduce congestion and improve traffic flow. This would involve removing some regional traffic from the principal commercial thoroughfares in Hemet and San Jacinto. For businesses that depend on pass-by customers, a substantial amount of traffic would continue to use Florida Avenue and San Jacinto Street and would provide a customer base. For businesses that do not depend on pass-by traffic, improved traffic conditions could increase patronage, resulting in a net benefit. Shifting traffic from local routes can cause some existing businesses to turn over or relocate, but net economic impacts on the broader community are usually relatively small (positive or negative). This is discussed in Section of the Final EIR/EIS. The commenter does not raise any specific concerns with the analysis and no further response is possible

Response to Comment I-89.3

The Project would improve traffic conditions and decrease the vehicle emissions in the Project area. Your home within the Four Seasons at Hemet community would be more than 305 meters (1,000 feet) away from the Project, and any incidental particulates from the roadway would be substantially at levels similar to other areas that would be farther away. These impacts were analyzed and the commenter does not raise any specific concerns with the analysis, so no further response is possible.

Response to Comment I-89.4

Caltrans' basic approach to the SR 79 realignment specifies a limited-access expressway. Converting an existing road such as Sanderson Avenue, San Jacinto Street, or Florida Avenue to a limited-access expressway would require acquisition of the large number of homes and businesses that line the current right-of-way and would cause severe disruption to local east-west traffic due to the closure of most local roads. A variety of federal, state, and local sources provide funding for the Project, as described in Section 1.1.1.2 of the Final EIR/EIS.

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COMMENT CARD

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My comments on the SR 79 Realignment Project are: (Mis comentarios sobre el Proyecto de Realineamiento de la Carretera Estatal 79 son:)

yes, please do this, we are congested by traffic from
other surrounding signs plus missing up our roads in
San Jacinto + Hemet, & not repairing our roads, the roads
are full of potholes & not being repaired.

Name: John Proshien
(Nombre)

Representing: City of Hemet
(En representación de)

Email:
(Email)

Address: 246 W. Mayflower
(Domicilio)

City: Hemet
(Ciudad)

Zip Code: 91544
(Código Postal)

I-90.1

Response to Comment I-90.1

Your support of the Project has been included in the Project record. The process used to evaluate the alternatives and identify the preferred alternative for the Project is described in Chapter 2 of the Final EIR/EIS. As discussed in that Chapter, Alternative 1br was identified as the Preferred Alternative.

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My comments on the SR 79 Realignment Project are: (Mis comentarios sobre el Proyecto de Realineamiento de la Carretera Estatal 79 son:)

THERE IS ALREADY TOO MUCH TRAFFIC ON WARREN RD & SANDERSON
WE NEED ANOTHER ROAD TO TAKE CARE OF THE EXCESS TRAFFIC

Name: Timothy W Howe
(Nombre)

Representing: CITY OF HEMET
(En representación de)

Email:
(Email)

Address: 3623 CLAREMONT ST
(Domicilio)

City: HEMET
(Ciudad)

Zip Code: 92545
(Código Postal)

I-91.1

Response to Comment I-91.1

The Project would move some of the regional traffic that now uses Warren Road and Sanderson Avenue to realigned SR 79. Your support has been included in the Project record. The process used to evaluate the alternatives and identify the preferred alternative for the Project is described in Chapter 2 of the Final EIR/EIS. As discussed in that Chapter, Alternative 1br was identified as the Preferred Alternative.

CALIFORNIA

79

SR 79 REALIGNMENT PROJECT—DRAFT ENVIRONMENTAL IMPACT REPORT/ENVIRONMENTAL IMPACT STATEMENT
UN INFORME PRELIMINAR DE IMPACTO AMBIENTAL/UNA DECLARACIÓN DE IMPACTO AMBIENTAL PARA
EL PROYECTO DE REALINEAMIENTO DE LA RUTA ESTATAL 79

www.sr79project.info

COMMENT CARD

Please hand this comment card to staff or mail this postage paid card.
All comment cards are due by March 25, 2013. **Thank you!**
Favor de entregar el siguiente comentario al personal o enviar esta tarjeta con porte pagado
(no necesita estampilla). Todas las tarjetas nos deben llegar a más tardar el 25 de marzo de 2013. **Gracias.**

My comments on the SR 79 Realignment Project are: (Mis comentarios sobre el Proyecto de Realineamiento de la Carretera Estatal 79 son:)

These highways will definitely relieve the congestion of surface roads
through San Jacinto and Hemet. I believe it will also benefit businesses
as well and our surface roads will not be so heavily damaged as they
are now. I live near Dominguez Parkway on S State St and there are
many homes and schools on the State St section and many cars speed through
that section from outside of Hemet/San Jacinto which causes a great danger
to our community and children. Please move forward with this plan.

Name: Wendy Jefferson
(Nombre)

Representing: Hemet
(En representación de)

Email:
(Email)

Address: 1536 S State St, Sp. 212
(Domicilio)

City: Hemet
(Ciudad)

Zip Code: 92543
(Código Postal)

I-92.1

Response to Comment I-92.1

Your support of the Project has been included in the Project record. The process used to evaluate the alternatives and identify the preferred alternative for the Project is described in Chapter 2 of the Final EIR/EIS. As discussed in that Chapter, Alternative 1br was identified as the Preferred Alternative.

CALIFORNIA

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My comments on the SR 79 Realignment Project are: (Mis comentarios sobre el Proyecto de Realineamiento de la Carretera Estatal 79 son:)

We Need This project ASAP. The congestion in Hemet & San Jacinto (you it Hecto San Jacinto) is terrible, plus the roads are all tore up & I can really tell what it Brute Sanderson & Warren how it affects my Shown (AAA) Car. More repairs & replacement parts - please please do finish link between I-215 & HI-79 to directly connect to MCP - less time, less smog, less congestion

Name *Amanda Hadden*
(Nombre)

Representing
(En representación de)

Email
(Email)

Address *1255 Avenida Floribunda*
(Domicilio)

City *San Jacinto*
(Ciudad)

Zip Code *92583*
(Código Postal)

I-93.1

Response to Comment I-93.1

Your support of the Project has been included in the Project record. The process used to evaluate the alternatives and identify the preferred alternative for the Project is described in Chapter 2 of the Final EIR/EIS. As discussed in that Chapter, Alternative 1br was identified as the Preferred Alternative. The proposed project is anticipated to be open to the public in the year 2020, with an approximate construction duration of 39 months.

CALIFORNIA

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My comments on the SR 79 Realignment Project are: (Mis comentarios sobre el Proyecto de Realineamiento de la Carretera Estatal 79 son:)

It's about time! Please fix the roads. I'm constantly dodging pot holes, and stuck in traffic all the time. It would make people lives so much better, for people who work and live in Hemet.

Name *SHARON PLAZA*
(Nombre)

Representing
(En representación de)

Email
(Email)

Address *14861 STANFORD ST*
(Domicilio)

City *MORENO VALLEY CA*
(Ciudad)

Zip Code *92553*
(Código Postal)

I-94.1

Response to Comment I-94.1

Your support of the Project has been included in the Project record. The process used to evaluate the alternatives and identify the preferred alternative for the Project is described in Chapter 2 of the Final EIR/EIS. As discussed in that Chapter, Alternative 1br was identified as the Preferred Alternative.

CALIFORNIA

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My comments on the SR 79 Realignment Project are: (Mis comentarios sobre el Proyecto de Realineamiento de la Carretera Estatal 79 son:)

Please We Need This Project. BECAUSE OF All The Congestion in Hemet & SAN JACINTO. PLEASE Help us Out in The Valley.

Name *SUPA JEAN HANNAHS*
(Nombre)

Representing
(En representación de)

Email
(Email)

Address *4045 Cougar Exp. RD*
(Domicilio)

City *Hemet*
(Ciudad)

Zip Code *92345*
(Código Postal)

I-95.1

Response to Comment I-95.1

Your support of the Project has been included in the Project record. The process used to evaluate the alternatives and identify the preferred alternative for the Project is described in Chapter 2 of the Final EIR/EIS. As discussed in that Chapter, Alternative 1br was identified as the Preferred Alternative.

CALIFORNIA

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My comments on the SR 79 Realignment Project are: (Mis comentarios sobre el Proyecto de Realineamiento de la Carretera Estatal 79 son:)

The Tres Cerritos Exchange is a waste of Tax Payers Money

Name Steve Con Representing Email

(Nombre) (En representación de) (Email)

Address 25496 Las Rancherías City Fremont, CA Zip Code 92611

(Domicilio) (Ciudad) (Código Postal)

I-96.1

Response to Comment I-96.1

Your concern that the Tres Cerritos Avenue interchange would be a waste of taxpayer money has been included in the Project record. The Tres Cerritos Avenue interchange is not included in the Preferred Alternative. The process used to evaluate the alternatives and identify the preferred alternative for the Project is described in Chapter 2 of the Final EIR/EIS. As discussed in that Chapter, Alternative 1br was identified as the Preferred Alternative.

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My comments on the SR 79 Realignment Project are: (Mis comentarios sobre el Proyecto de Realineamiento de la Carretera Estatal 79 son:)

Why do we need so many overpasses
This route should not be built

Name [Signature] Representing [Signature] Email

(Nombre) (En representación de) (Email)

Address [Signature] City Fremont Zip Code 94535

(Domicilio) (Ciudad) (Código Postal)

I-97.1

Response to Comment I-97.1

The Tres Cerritos Avenue interchange is not included in the Preferred Alternative. Access to SR 79 would be at Esplanade Avenue or Florida Avenue.

CALIFORNIA

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My comments on the SR 79 Realignment Project are: (Mis comentarios sobre el Proyecto de Realineamiento de la Carretera Estatal 79 son:)

On exit 4 of Tres Cerritos Ave, there is highly objectionable
It would serve few and would be extremely
detrimental to the safety & life style of the
Equestrian Community.

Name Masha Hovhian Representing All Email Masha.hovhian@gmail.com

(Nombre) (En representación de) (Email)

Address 35051 Tres Cerritos Ave. City Neenah Zip Code 92545

(Domicilio) (Ciudad) (Código Postal)

I-98.1

Response to Comment I-98.1

The Tres Cerritos Avenue interchange is not included in the Preferred Alternative. The process used to evaluate the alternatives and identify the preferred alternative for the Project is described in Chapter 2 of the Final EIR/EIS. As discussed in that Chapter, Alternative 1br was identified as the Preferred Alternative.

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My comments on the SR 79 Realignment Project are: (Mis comentarios sobre el Proyecto de Realineamiento de la Carretera Estatal 79 son:)

Negative for off ramp at Tres Cerritos Ave. It
would benefit Few and be extremely detrimental
to the ranch area life style and danger
to people and animals. Major expense, no grade work.

Name Patrick McMahon
(Nombre)

Representing self
(En representación de)

Email
(Email)

Address 4250 Amber Ridge
(Domicilio)

City Menet
(Ciudad)

Zip Code 92545
(Código Postal)

I-99.1

Response to Comment I-99.1

The Tres Cerritos Avenue interchange is not included in the Preferred Alternative. The process used to evaluate the alternatives and identify the preferred alternative for the Project is described in Chapter 2 of the Final EIR/EIS. As discussed in that Chapter, Alternative 1br was identified as the Preferred Alternative.

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My comments on the SR 79 Realignment Project are: (Mis comentarios sobre el Proyecto de Realineamiento de la Carretera Estatal 79 son:)

No to off ramp @ Tres Cerritos. Few would have need
to use it. It would endanger the rural
life style, human & equestrian.

Name Susan McMahon
(Nombre)

Representing self
(En representación de)

Email
(Email)

Address 4250 Amber Ridge W
(Domicilio)

City Menet
(Ciudad)

Zip Code 92545
(Código Postal)

I-100.1

Response to Comment I-100.1

The Tres Cerritos Avenue interchange is not included in the Preferred Alternative. The process used to evaluate the alternatives and identify the preferred alternative for the Project is described in Chapter 2 of the Final EIR/EIS. As discussed in that Chapter, Alternative 1br was identified as the Preferred Alternative.

CALIFORNIA

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My comments on the SR 79 Realignment Project are: (Mis comentarios sobre el Proyecto de Realineamiento de la Carretera Estatal 79 son:)

REMOVE TRUCK LANES ON 2 OFF RAMP ~~and 1st ramp~~
IT WOULD DISTURB THE EQUESTRIAN COMMUNITY

Name Fred Williams
(Nombre)

Representing _____
(En representación de)

Email _____
(Email)

Address 25123 Los Rancheros
(Domicilio)

City Hemet
(Ciudad)

Zip Code 92345
(Código Postal)

I-101.1

Response to Comment I-101.1

The Tres Cerritos Avenue interchange is not included in the Preferred Alternative. The process used to evaluate the alternatives and identify the preferred alternative for the Project is described in Chapter 2 of the Final EIR/EIS. As discussed in that Chapter, Alternative 1br was identified as the Preferred Alternative.

CALIFORNIA

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My comments on the SR 79 Realignment Project are: (Mis comentarios sobre el Proyecto de Realineamiento de la Carretera Estatal 79 son:)

THE TRES CERRITOS INTERCHANGE IS REDUNDANT

Name Bob Munk
(Nombre)

Representing _____
(En representación de)

Email _____
(Email)

Address 74960 California Ave
(Domicilio)

City Hemet Ca
(Ciudad)

Zip Code 92345
(Código Postal)

I-102.1

Response to Comment I-102.1

The Tres Cerritos Avenue interchange is not included in the Preferred Alternative. The process used to evaluate the alternatives and identify the preferred alternative for the Project is described in Chapter 2 of the Final EIR/EIS. As discussed in that Chapter, Alternative 1br was identified as the Preferred Alternative.

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My comments on the SR 79 Realignment Project are: (Mis comentarios sobre el Proyecto de Realineamiento de la Carretera Estatal 79 son:)

Remove the proposed interchange at Tres Cerritos, because
it will destroy the currently established equestrian area.
It is an area with low traffic volumes and has little development
potential.
Good project otherwise - prefer build alternative 1B, design option 1b1.

Name Cash Hoyivian
(Nombre)

Representing _____
(En representación de)

Email cashhoyivian@yahoo.com
(Email)

Address 35051 Tres Cerritos
(Domicilio)

City Hemet
(Ciudad)

Zip Code 92345
(Código Postal)

I-103.1

Response to Comment I-103.1

Your preferences for Design Option 1b1 and the removal of the Tres Cerritos Avenue interchange have been included in the Project record. The Tres Cerritos Avenue interchange is not included in the Preferred Alternative. The process used to evaluate the alternatives and identify the preferred alternative for the Project is described in Chapter 2 of the Final EIR/EIS. As discussed in that Chapter, Alternative 1br was identified as the Preferred Alternative.

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My comments on the SR 79 Realignment Project are: (Mis comentarios sobre el Proyecto de Realineamiento de la Carretera Estatal 79 son:)

I strongly oppose to bypass at Tres Cerritos Ave. No one would benefit by it. It would pose a threat to the birds and occupants in both life styles and safety.

Name (Nombre)

Sharon Coward

Representing (En representación de)

SELF

Email (Email)

Address (Domicilio)

33040 Catlin

City (Ciudad)

Hemet

Zip Code (Código Postal)

92545

I-104.1

Response to Comment I-104.1

Your opposition to the Tres Cerritos Avenue interchange has been included in the Project record. The Tres Cerritos Avenue interchange is not included in the Preferred Alternative. The process used to evaluate the alternatives and identify the preferred alternative for the Project is described in Chapter 2 of the Final EIR/EIS. As discussed in that Chapter, Alternative 1br was identified as the Preferred Alternative.

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My comments on the SR 79 Realignment Project are: (Mis comentarios sobre el Proyecto de Realineamiento de la Carretera Estatal 79 son:)

Please do make this happen for the travel on Sanderson is already so congested. So upon a new highway to be made is the best thing. Thank you!

Name (Nombre)

Mary Bickman

Representing (En representación de)

City Hemet

Email (Email)

Address (Domicilio)

43763 Angela Ave.

City (Ciudad)

Hemet, Ca

Zip Code (Código Postal)

92544

I-105.1

Response to Comment I-105.1

Your support of the Project has been included in the Project record. One benefit of the Project would be the removal of regional traffic from Sanderson Avenue. The process used to evaluate the alternatives and identify the preferred alternative for the Project is described in Chapter 2 of the Final EIR/EIS. As discussed in that Chapter, Alternative 1br was identified as the Preferred Alternative.

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My comments on the SR 79 Realignment Project are: (Mis comentarios sobre el Proyecto de Realineamiento de la Carretera Estatal 79 son:)

We need better roads in & out of our Valley

Name (Nombre)

Tom Quast

Representing (En representación de)

Email (Email)

Address (Domicilio)

462 W Main

City (Ciudad)

San Jacinto

Zip Code (Código Postal)

92583

I-106.1

Response to Comment I-106.1

Your support of better roads in and out of the San Jacinto Valley has been included in the Project record. The process used to evaluate the alternatives and identify the preferred alternative for the Project is described in Chapter 2 of the Final EIR/EIS. As discussed in that Chapter, Alternative 1br was identified as the Preferred Alternative.

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My comments on the SR 79 Realignment Project are: (Mis comentarios sobre el Proyecto de Realineamiento de la Carretera Estatal 79 son:)

Thank God it's about time it would be much safer for us with the road wider up & not so much potholes for us people in Hemet and lighten up traffic in our area and make more jobs for those involved. So lets get it done!

Name (Nombre) Sharon L. Ortiz

Representing (En representación de) San Jacinto

Email (Email)

Address (Domicilio) 1580 Atlas Peak Ln

City (Ciudad) San Jacinto, Ca

Zip Code (Código Postal) 92582

I-107.1

Response to Comment I-107.1

Your support of the Project has been included in the Project record. The process used to evaluate the alternatives and identify the preferred alternative for the Project is described in Chapter 2 of the Final EIR/EIS. As discussed in that Chapter, Alternative 1br was identified as the Preferred Alternative.

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My comments on the SR 79 Realignment Project are: (Mis comentarios sobre el Proyecto de Realineamiento de la Carretera Estatal 79 son:)

Yes- Please make this happen - it makes it easier for all traffic to go through - we need this - THANK YOU FOR MAKING THIS HAPPEN -

Name (Nombre) Millie Riquelme

Representing (En representación de) Lemet

Email (Email)

Address (Domicilio) 1802 Pueblo Dr.

City (Ciudad) Lemet, Cal.

Zip Code (Código Postal) 92545

I-108.1

Response to Comment I-108.1

Your support of the Project has been included in the Project record. The process used to evaluate the alternatives and identify the preferred alternative for the Project is described in Chapter 2 of the Final EIR/EIS. As discussed in that Chapter, Alternative 1br was identified as the Preferred Alternative.

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Favor de entregar el siguiente comentario al personal o enviar esta tarjeta con porte pagado (no necesita estampilla). Todas las tarjetas nos deben llegar a más tardar el 25 de marzo de 2013. **Gracias.**

My comments on the SR 79 Realignment Project are: (Mis comentarios sobre el Proyecto de Realineamiento de la Carretera Estatal 79 son:)

This project is long over due, and it will definitely help relieve traffic on our city streets and the safety of people living here and our travel time has been about our business as well. It will also be a more effective travel time for others between these points as well. Thanks, and please get this going.

Name (Nombre) Irene Yase

Representing (En representación de) City of San Jacinto

Email (Email) idyase@yphos.com

Address (Domicilio) 222 Purple Finch Ct

City (Ciudad) San Jacinto

Zip Code (Código Postal) 92582

I-109.1

Response to Comment I-109.1

Your support of the Project has been included in the Project record. The process used to evaluate the alternatives and identify the preferred alternative for the Project is described in Chapter 2 of the Final EIR/EIS. As discussed in that Chapter, Alternative 1br was identified as the Preferred Alternative.

CALIFORNIA

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SR 79 REALIGNMENT PROJECT—DRAFT ENVIRONMENTAL IMPACT REPORT/ENVIRONMENTAL IMPACT STATEMENT
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My comments on the SR 79 Realignment Project are: (Mis comentarios sobre el Proyecto de Realineamiento de la Carretera Estatal 79 son:)

Title Tres Cerritos is Excess 105

Name Jeff AL BRIC
(Nombre)

Representing
(En representación de)

Email
(Email)

Address 25136 Los Rancheros
(Domicilio)

City HMT
(Ciudad)

Zip Code 92545
(Código Postal)

I-110.1

Response to Comment I-110.1

The Tres Cerritos Avenue interchange is not included in the Preferred Alternative. The process used to evaluate the alternatives and identify the preferred alternative for the Project is described in Chapter 2 of the Final EIR/EIS. As discussed in that Chapter, Alternative 1br was identified as the Preferred Alternative.

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My comments on the SR 79 Realignment Project are: (Mis comentarios sobre el Proyecto de Realineamiento de la Carretera Estatal 79 son:)

To many off ramps, not needed please remove Tres Cerritos ramp

Name Jeff Specht
(Nombre)

Representing
(En representación de)

Email
(Email)

Address 590 Dorado Ave
(Domicilio)

City Hemet
(Ciudad)

Zip Code 92545
(Código Postal)

I-111.1

Response to Comment I-111.1

The Tres Cerritos Avenue interchange is not included in the Preferred Alternative. The process used to evaluate the alternatives and identify the preferred alternative for the Project is described in Chapter 2 of the Final EIR/EIS. As discussed in that Chapter, Alternative 1br was identified as the Preferred Alternative.

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My comments on the SR 79 Realignment Project are: (Mis comentarios sobre el Proyecto de Realineamiento de la Carretera Estatal 79 son:)

No need for so many off ramps
the Tres Cerritos is not needed

Name Joe
(Nombre)

Representing
(En representación de)

Email
(Email)

Address New Town Senior Pk
(Domicilio)

City Hemet
(Ciudad)

Zip Code 92545
(Código Postal)

I-112.1

Response to Comment I-112.1

The Tres Cerritos Avenue interchange is not included in the Preferred Alternative. The process used to evaluate the alternatives and identify the preferred alternative for the Project is described in Chapter 2 of the Final EIR/EIS. As discussed in that Chapter, Alternative 1br was identified as the Preferred Alternative.

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My comments on the SR 79 Realignment Project are: (Mis comentarios sobre el Proyecto de Realineamiento de la Carretera Estatal 79 son:)

Remove the Tres Cerritos interchange

Name Richard Fishbach Representing _____ Email _____
(Nombre) (En representación de) (Email)
Address 2304 La Rancheros City Hemet Ca. Zip Code 92545
(Domicilio) (Ciudad) (Código Postal)

I-113.1

Response to Comment I-113.1

Your opposition to the Tres Cerritos Avenue interchange has been included in the Project record. The Tres Cerritos Avenue interchange is not included in the Preferred Alternative. The process used to evaluate the alternatives and identify the preferred alternative for the Project is described in Chapter 2 of the Final EIR/EIS. As discussed in that Chapter, Alternative 1br was identified as the Preferred Alternative.

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My comments on the SR 79 Realignment Project are: (Mis comentarios sobre el Proyecto de Realineamiento de la Carretera Estatal 79 son:)

I feel the project for the Mid County Parkway is a wonderful opportunity to expand the income for our area plus giving us safer roads & travel throughout the area from San Jacinto to Romberg

Name Priscilla Chase Representing City of San Jacinto Email _____
(Nombre) (En representación de) (Email)
Address 1002 Blodgett St City San Jacinto Zip Code 92583
(Domicilio) (Ciudad) (Código Postal)

I-114.1

Response to Comment I-114.1

Your support of the Mid County Parkway is acknowledged.

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My comments on the SR 79 Realignment Project are: (Mis comentarios sobre el Proyecto de Realineamiento de la Carretera Estatal 79 son:)

Remove the Tres Cerritos OFF Ramp
low traffic volume

Name John Goodman Representing _____ Email _____
(Nombre) (En representación de) (Email)
Address 25080 California Ave City Hemet Ca 92545 Zip Code _____
(Domicilio) (Ciudad) (Código Postal)

I-115.1

Response to Comment I-115.1

Your preference for removal of the Tres Cerritos Avenue interchange has been included in the Project record. The Tres Cerritos Avenue interchange is not included in the Preferred Alternative. The process used to evaluate the alternatives and identify the preferred alternative for the Project is described in Chapter 2 of the Final EIR/EIS. As discussed in that Chapter, Alternative 1br was identified as the Preferred Alternative.

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My comments on the SR 79 Realignment Project are: (Mis comentarios sobre el Proyecto de Realineamiento de la Carretera Estatal 79 son:)

Bad Idea!! Please Remove Tres Cerritos

Name *B. Smith* Representing *Self* Email
(Nombre) (En representación de) (Email)
Address *24250 California Ave* City *Hemet* Zip Code *92343*
(Domicilio) (Ciudad) (Código Postal)

I-116.1

Response to Comment I-116.1

The Tres Cerritos Avenue interchange is not included the Preferred Alternative. The process used to evaluate the alternatives and identify the preferred alternative for the Project is described in Chapter 2 of the Final EIR/EIS. As discussed in that Chapter, Alternative 1br was identified as the Preferred Alternative.

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My comments on the SR 79 Realignment Project are: (Mis comentarios sobre el Proyecto de Realineamiento de la Carretera Estatal 79 son:)

For The Tres Cerritos interchange is not safe and waste of tax payer money

Name *Ricky Jones* Representing Email
(Nombre) (En representación de) (Email)
Address *25433 Las Rancheras* City *Hemet Ca.* Zip Code *92343*
(Domicilio) (Ciudad) (Código Postal)

I-117.1

Response to Comment I-117.1

Your opposition to the Tres Cerritos Avenue interchange because of safety and concern that it would be a waste of taxpayer money has been included in the Project record. The Tres Cerritos Avenue interchange is not included in the Preferred Alternative. The process used to evaluate the alternatives and identify the preferred alternative for the Project is described in Chapter 2 of the Final EIR/EIS. As discussed in that Chapter, Alternative 1br was identified as the Preferred Alternative.

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My comments on the SR 79 Realignment Project are: (Mis comentarios sobre el Proyecto de Realineamiento de la Carretera Estatal 79 son:)

*Remove The Tres Cerritos Interchange
Not Safe For The Equestrian Not Bldg*

Name *Doreen Williams* Representing Email
(Nombre) (En representación de) (Email)
Address *24250 California Ave* City *Hemet Ca.* Zip Code *92343*
(Domicilio) (Ciudad) (Código Postal)

I-118.1

Response to Comment I-118.1

Your opposition to the Tres Cerritos Avenue interchange because it would be incompatible with an equestrian area has been included in the Project record. The Tres Cerritos Avenue interchange is not included in the Preferred Alternative. The process used to evaluate the alternatives and identify the preferred alternative for the Project is described in Chapter 2 of the Final EIR/EIS. As discussed in that Chapter, Alternative 1br was identified as the Preferred Alternative.

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My comments on the SR 79 Realignment Project are: (Mis comentarios sobre el Proyecto de Realineamiento de la Carretera Estatal 79 son:)

New part of Hwy 79 STAYS Hwy, Not a Freeway with
off ramps. Also, please no exit at Tres Cerritos. This
will destroy the Horse Ranches west of Warren Ave.

Name Jerry Jaeckels
(Nombre)

Representing Horse Ranches
(En representación de)

Email
(Email)

Address 35154 Tres Cerritos
(Domicilio)

City Hemet
(Ciudad)

Zip Code 92545
(Código Postal)

I-119.1

Response to Comment I-119.1

Having SR 79 remain a highway and not a freeway would not address the issues specified in the Purpose and Need for the SR 79 Realignment Project. The purpose of the Project, included in Section 1.1.6 of the Final EIR/EIS, is to:

- Improve traffic flow for local and regional north-south traffic in the San Jacinto Valley
- Improve operational efficiency and enhance safety conditions by maintaining route continuity and upgrading the facility
- Allow regional traffic, including truck traffic, to adequately bypass local roads
- Reduce the diversion of traffic from state routes onto local roads

The design concept for the realigned SR 79 is a limited-access expressway, so on-ramps and off-ramps would be needed. The Tres Cerritos Avenue interchange is not included in the Preferred Alternative. The process used to evaluate the alternatives and identify the preferred alternative for the Project is described in Chapter 2 of the Final EIR/EIS. As discussed in that Chapter, Alternative 1br was identified as the Preferred Alternative.

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My comments on the SR 79 Realignment Project are: (Mis comentarios sobre el Proyecto de Realineamiento de la Carretera Estatal 79 son:)

New part of Hwy 79 stays Hwy, not a Freeway with
off ramps. Also, please NO exit at Tres Cerritos. This will
destroy the Horse Ranches west of Warren Ave.

Name Patricia K. Osera
(Nombre)

Representing Horse Ranch
(En representación de)

Email
(Email)

Address 35154 Tres Cerritos
(Domicilio)

City Hemet
(Ciudad)

Zip Code 92545
(Código Postal)

I-120.1

Response to Comment I-120.1

See response to I-119.1.

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My comments on the SR 79 Realignment Project are: (Mis comentarios sobre el Proyecto de Realineamiento de la Carretera Estatal 79 son:)

We are very concerned about Health Risks, Air Pollution, Sound Pollution and too
many off-ramps. 1) A health Risk Assessment should be done regarding particulate matter & smog.
2) The Profile of the Road in front of our 4-Season Community should be as low as
possible with minimal Height (if at all) to minimize the noise factor. The noise that
reverberates off the hillside is a concern. 3) The off-ramp at Tres Cerritos is not
needed. It's incredible that it is even a consideration. The Florida off-ramp is almost
next to it!! This Project has been poorly planned & changed since it's inception.

Name Jim & Betty Crave
(Nombre)

Representing ourselves & 4 Seasons
(En representación de)

Email JWC Supply @ aol.com
(Email)

Address 388 CASPER DRIVE
(Domicilio)

City HEMET
(Ciudad)

Zip Code 92545
(Código Postal)

I-121.1

I-121.2

I-121.3

Response to Comment I-121.1

Regional and local air quality and air toxics impacts were evaluated in the Draft EIR/EIS according the applicable federal, state, and local regulations and guidance. Operation of the Project is not expected to cause adverse or significant air quality impacts, as demonstrated in the Draft EIR/EIS. Health risks due to transportation project are mostly attributed to diesel particulate matter (PM) emissions. A microscale particulate matter (PM) hot spot analysis was performed according to U.S. Environmental Protection Agency and Federal Highway Administration (FHWA) guidance in effect at the time of the study. The PM hot spot analysis demonstrated that the project would not cause significant localized impacts of PM (including diesel PM. In addition, a mobile source air toxic (MSAT) analysis was performed following the FHWA's Interim Guidance Update on Air Toxic Analysis in NEPA Documents (FHWA, 2012), as discussed in Section 3.2.6.3. The analyses concluded that the project would have low potential of air toxic effects to the nearby receptors. A quantitative HRA analysis was not performed, as discussed in Unavailable Information for Project Specific MSAT Health Impacts Analysis of Section 3.2.6.3.

Response to Comment I-121.2

Representatives of the Four Seasons contacted the SR-79 project team to discuss the impacts that the project might have on their community. Open meetings were arranged and held, summaries of public meetings can be found in Section 5.3.2 of the Final EIR/EIS. During discussions with the residents of the Four Seasons community the following points were presented to examine the concerns that they presented:

- People in quiet areas notice equivalent noise increases more acutely than people in louder areas
- Topography can affect noise distribution; reflection is a valid concept. Topography can also be a natural noise barrier.
- For any individual receptor, relative position and distance would be the key factors. Department noise policy specifies monitoring and modeling for all sensitive receptors within 152 meters (500 feet) of a roadway. The nearest Four Seasons residence (Playa Court) would be roughly 488 meters (1,600 feet)

away from realigned SR 79.

- Given the distance, the traffic noise coming directly from the proposed highway is not expected to rise to the level of a traffic-noise impact to the Four Seasons at Hemet community.
- Reflected noise does not increase in intensity (except immediately adjacent to a hard reflective surface); it continues to degrade according to the doubling-of-distance principle.
- Using this principle, any traffic noise reflected from hillsides back to the Four Seasons community is not expected to rise to the level of a traffic-noise impact.
- The roadway would be audible. However, based on the design year projected peak hour traffic volumes, noise levels are not expected to constitute a traffic-noise impact; approaching or exceeding the Noise Abatement Criteria (66-67 A-weighted decibels [dBA]) for residential land uses.

Response to Comment I-121.3

The Tres Cerritos Avenue interchange has been abandoned due to comments received. The process used to evaluate the alternatives and identify the preferred alternative for the Project is described in Chapter 2 of the Final EIR/EIS. As discussed in that Chapter, Alternative 1brwas identified as the Preferred Alternative.

Response to Comment I-122.1

The Project would handle traffic that would pass through the valley whether or not the realignment is built. Forecasts show that air quality would improve, and no credible evidence exists that the Project would have any effect on crime. A goal of the Project is to reduce congestion and improve traffic flow. This would involve diverting some traffic from the principal commercial thoroughfares in Hemet and San Jacinto and onto the new, more direct alignment. Diverting regional traffic would improve conditions for pedestrians and local traffic, but could reduce the pass-by traffic on which some businesses depend. For businesses that do not depend on pass-by traffic, improved traffic conditions could increase patronage in local shops, resulting in a net benefit. The size of the Hemet-San Jacinto area would limit the potential for negative impacts on local businesses because the large economic base would continue to draw people to the area to purchase goods and services. A review of many bypass studies note that highway bypasses are seldom either devastating or the savior of a community business district (see the Environmental Consequences section of Section 3.1.4 in the Final EIR/EIS). Shifting traffic from local routes can cause some existing businesses to turn over or relocate, but net economic impacts on the broader community are usually relatively small (positive or negative). A substantial amount of traffic would continue to use Florida Avenue and San Jacinto Street, which would provide a customer base for businesses that depend on pass-by traffic. Local businesses and residences along existing SR 79 would continue to be accessible, and the portion on Florida Avenue would continue to be designated as a state highway (SR 74).

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COMMENT CARD

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(no necesita estampilla). Todas las tarjetas nos deben llegar a más tardar el 25 de marzo de 2013. **Gracias.**

My comments on the SR 79 Realignment Project are: (Mis comentarios sobre el Proyecto de Realineamiento de la Carretera Estatal 79 son:)

There is no way that the proposed by pass road will bring additional revenue to San Jacinto or to Hemet. The road will facilitate a quicker way to get to Temecula, San Diego and points South. It will bring additional traffic, pollution and crime to the valley.

Name Nick Hollaway

Representing _____

Email _____

Address 382 Casper Dr.

City Hemet, Ca.

Zip Code 92545

I-122.1

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My comments on the SR 79 Realignment Project are: (Mis comentarios sobre el Proyecto de Realineamiento de la Carretera Estatal 79 son:)

We moved to Four Seasons after 25 years in Alta Loma Ca. The main incentive was the rural atmosphere, open spaces the beautiful horse ranches so close by. We love waking up to chickens and donkeys at the nearby ranches. We would have never moved here had we known that our quality of life in retirement would be ruined with noise and pollution from a 4 lane, elevated by pass road.

Name (Nombre)	Representing (En representación de)	Email (Email)
Address (Domicilio)	City (Ciudad)	Zip Code (Código Postal)
<i>Tom Holloway</i>	<i>Hemet, Ca.</i>	<i>92545</i>
<i>382 Casper Dr.</i>		

I-123.1

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My comments on the SR 79 Realignment Project are: (Mis comentarios sobre el Proyecto de Realineamiento de la Carretera Estatal 79 son:)

I SUPPORT THIS PROJECT.

Name (Nombre)	Representing (En representación de)	Email (Email)
Address (Domicilio)	City (Ciudad)	Zip Code (Código Postal)
<i>JAMES LARKIN</i>	<i>HEMET</i>	<i>92544</i>
<i>3396 PRAIR AVENUE</i>		

I-124.1

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(no necesita estampilla). Todas las tarjetas nos deben llegar a más tardar el 25 de marzo de 2013. **Gracias.**

My comments on the SR 79 Realignment Project are: (Mis comentarios sobre el Proyecto de Realineamiento de la Carretera Estatal 79 son:)

Simpson is a major road between Hemet and Boise. We have on it 26 times a day. I want to be able to continue doing so. I know you like Grand, but we the residents like Simpson. I know that "down the road" the County will do a road study & may put in an overpass at Simpson but I want it down when Hwy 79 is built. If you wait & build the overpass later it will greatly hamper our becoming a city & easy access to & from Winchester is very important.

Name (Nombre)	Representing (En representación de)	Email (Email)
Address (Domicilio)	City (Ciudad)	Zip Code (Código Postal)
<i>Mary Kiser</i>	<i>Winchester</i>	<i>21096</i>
<i>3055 Broad Ln</i>		

I-125.1

Response to Comment I-123.1

During discussions with the residents of the Four Seasons community the following points were presented to examine the concerns that they presented:

- People in quiet areas notice equivalent noise increases more acutely than people in louder areas
- Topography can affect noise distribution; reflection is a valid concept. Topography can also be a natural noise barrier.
- For any individual receptor, relative position and distance would be the key factors. Department noise policy specifies monitoring and modeling for all sensitive receptors within 152 meters (500 feet) of a roadway. The nearest Four Seasons residence (Playa Court) would be roughly 488 meters (1,600 feet) away from realigned SR 79.
- Given the distance, the traffic noise coming directly from the proposed highway is not expected to rise to the level of a traffic-noise impact to the Four Seasons at Hemet community.
- Reflected noise does not increase in intensity (except immediately adjacent to a hard reflective surface); it continues to degrade according to the doubling-of-distance principle.
- Using this principle, any traffic noise reflected from hillsides back to the Four Seasons community is not expected to rise to the level of a traffic-noise impact.
- The roadway would be audible. However, based on the design year projected peak hour traffic volumes, noise levels are not expected to constitute a traffic-noise impact; approaching or exceeding the Noise Abatement Criteria (66-67 A-weighted decibels [dBA]) for residential land uses.

Regional and local air quality and air toxics impacts were evaluated in the Draft EIR/EIS according to applicable federal, state, and local regulations and guidance. The analysis demonstrated that the Project conforms with the State Implementation Plan, and localized air pollutant impacts (hot spots) are not expected. Air quality analysis was not performed for a specific location or community because this level of analysis is not typically required under NEPA or CEQA for a transportation project. Health impacts to nearby residents and other sensitive receptors would be related to MSAT emissions. As shown in Section 3.2.6.3, MSAT emissions from the Build alternatives would be lower than existing conditions because of improvement in level of service with the Build alternatives. Terrain features and meteorological conditions would have the same effects on highway emissions with or without the Project. The Project is expected to improve traffic conditions and decrease vehicle emissions in the Project area, so air quality in the surrounding area would be expected to improve. The comment does not raise any specific concerns with this analysis, and so no further response is possible.

Response to Comment I-124.1

Your support of the Project has been included in the Project record. The process used to evaluate the alternatives and identify the preferred alternative for the Project is described in Chapter 2 of the Final EIR/EIS. As discussed in that Chapter, Alternative 1br was identified as the Preferred Alternative.

Response to Comment I-125.1

Your comments and concerns have been noted for the Project record. The process used to evaluate the alternatives and identify the preferred alternative for the Project is described in Chapter 2 of the Final EIR/EIS. As discussed in that Chapter, Alternative 1br was identified as the Preferred Alternative. This alternative provides a bridge over Simpson Road so that east-west traffic can remain.

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My comments on the SR 79 Realignment Project are: (Mis comentarios sobre el Proyecto de Realineamiento de la Carretera Estatal 79 son:)

1. I prefer Route 261. I ~~do not~~ want an elevated route. It is absolutely detrimental to our future city plans for Winchester. We do not need a 30' wall separating Winchester from Hemet. The money you would save moving all that dirt is spending it on overpasses.

2. Having experienced the terrible traffic jams in Temecula on the I-15 Hwy w/ only 3 offramps, let me encourage you to make as many off ramps as you can.

3. Routes 1A & 2A are unacceptable. They would cut right through our township.

Name Mary Waller
(Nombre)

Representing _____
(En representación de)

Email marywaller@wildblue.net
(Email)

Address 30555 Phino Ln
(Domicilio)

City WINCHESTER
(Ciudad)

Zip Code 92596
(Código Postal)

I-126.1

I-126.2

I-126.3

Response to Comment I-126.1

Your support for Design Option 2b1 is noted. The process used to evaluate the alternatives and identify the preferred alternative for the Project is described in Chapter 2 of the Final EIR/EIS. As discussed in that Chapter, Alternative 1br was identified as the Preferred Alternative.

Response to Comment I-126.2

Your support for the Project with as many interchanges as practical has been included in the Project record. Locations of interchanges was determined based on the major streets and by meeting the Caltrans Highway Design Manual for a minimum of 1 mile spacing between interchanges. This project proposes seven locations where full on and off ramps will be provided along the 12.5 mile corridor. The process used to evaluate the alternatives and identify the preferred alternative for the Project is described in Chapter 2 of the Final EIR/EIS. As discussed in that Chapter, Alternative 1br was identified as the Preferred Alternative. Interchange locations are identified by Build alternative in Table 2.2-3 of the Final EIR/EIS.

Response to Comment I-126.3

Your opposition to Alternatives 1a, 1b and 2a is noted. The process used to evaluate the alternatives and identify the preferred alternative for the Project is described in Chapter 2 of the Final EIR/EIS. As discussed in that Chapter, Alternative 1br was identified as the Preferred Alternative. The project's community impacts were analyzed in the Final EIR/EIS. The commenter does not raise any specific concerns with this analysis and no further response is possible.

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My comments on the SR 79 Realignment Project are: (Mis comentarios sobre el Proyecto de Realineamiento de la Carretera Estatal 79 son:)

The extensive planning completed for the future City of Winchester downtown has not been considered in this EIR. The impacts on this area by ALIGNMENTS 1A, 2A and 2B will destroy the proposed City of Winchester. Riverside County Planning and funds were made available to conduct this downtown plan. HAVE YOU SEEN IT? IT WAS NOT ADDRESSED IN THE EIR.

Name Thomas C. Waller II, PE
(Nombre)

Representing WINCHESTER TOWN ASSOC.
(En representación de)

Email bigtom3rd@wildblue.net
(Email)

Address 30555 Phino Ln.
(Domicilio)

City WINCHESTER
(Ciudad)

Zip Code 92596
(Código Postal)

I-127.1

Response to Comment I-127.1

The Winchester Land Use Study was not available in time to be included in the Draft EIR/EIS. It was included in the Supplemental Draft EIR/ Partially Recirculated EIS, and is included in the Land Use section of the Final EIR/EIS. Your opposition to Alternatives 1a and 2a is noted. Based on comments received and consultation with community members, Alternative 1br has been selected as the preferred alternative. The process used to evaluate the alternatives and identify the preferred alternative for the project is described in Chapter 2 in the Final EIR/EIS, Identification of the Preferred Alternative.

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My comments on the SR 79 Realignment Project are: (Mis comentarios sobre el Proyecto de Realineamiento de la Carretera Estatal 79 son:)

Alignment 2B1 has been pushed west to avoid vernal pools (Fairy Shrimp). How can development along this route proceed if these environmental impacts caused the alignment to move? How can building industrial and/or commercial facilities be built on these areas?

Name TOM C. WALLER, PE
(Nombre)

Representing _____
(En representación de)

Email bigtom3rd@wildblue.net
(Email)

Address 30555 Phino Ln.
(Domicilio)

City WINCHESTER
(Ciudad)

Zip Code 92596
(Código Postal)

I-128.1

Response to Comment I-128.1

Providing development sites is not a goal of the Project. Public or private development in the region would be required to comply with applicable laws and regulations.

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My comments on the SR 79 Realignment Project are: (Mis comentarios sobre el Proyecto de Realineamiento de la Carretera Estatal 79 son:)

DESIGN OPTION 2B1 will be the least cost with a shorter schedule. Will involve less of a "property take", minimum cut thru the hills, a straight shot south and will skirt the proposed ultimate development of down town WINCHESTER. We are working and planning to become a City. Has any of the proposed routes taken this into account? Hemet's General Plan cannot encroach on the boundary established for the City of Winchester (future) thru our MAC. Why was Hemet's General Plan even considered?

Name (Nombre) Thomas C. Wauer III, PE

Representing (En representación de)

Email (Email) bigtom3rdewildblue.net

Address (Domicilio) 30555 PHOENIX LN.

City (Ciudad) WINCHESTER

Zip Code (Código Postal) 92596

I-129.1

Response to Comment I-129.1

Your preference for Design Option 2b1 has been included in the Project record. The process used to evaluate the alternatives and identify the preferred alternative for the Project is described in Chapter 2 of the Final EIR/EIS. As discussed in that Chapter, Alternative 1br was identified as the Preferred Alternative. The City of Hemet General Plan is the official document of an incorporated city. The City of Hemet 2035 General Plan, including city boundaries, sphere of influence, and planning area, has been incorporated in the Recirculated Draft EIR/Supplemental Draft EIS and Final EIR/EIS. The Community of Winchester has been considered and consulted throughout the environmental documentation process. The comments and concerns from the Community of Winchester have been included as part of the decision making and environmental documentation process. This comment does not raise any specific concerns with how the Hemet General Plan was addressed in the RDEIR/SEIS because it was submitted prior to the release of that document. It is assumed, however, that RDEIR/SEIS adequately addressed this concern and no further response is possible

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My comments on the SR 79 Realignment Project are: (Mis comentarios sobre el Proyecto de Realineamiento de la Carretera Estatal 79 son:)

As a resident of 4 Seasons Hemet I have serious concerns regarding noise reverberation and also air quality to our community. This is a large senior citizen community and I worry about the impact on our health and quality of life.

2B1 is my preference.

Name (Nombre) Kay Masonbrink

Representing (En representación de) 4 Seasons

Email (Email) Kmasonbrink@readrunner.com

Address (Domicilio) 7746 Dutra Dr

City (Ciudad) Hemet CA

Zip Code (Código Postal) 92545

I-130.1

Response to Comment I-130.1

Your support for Design Option 2b1 is noted. The process used to evaluate the alternatives and identify the preferred alternative for the Project is described in Chapter 2 of the Final EIR/EIS. As discussed in that Chapter, Alternative 1br was identified as the Preferred Alternative.

According to the California Air Resources Board Air Quality and Land Use Handbook (2005), studies conducted to evaluate health risks due to highway traffic show the strongest association within 300 feet of the highways. The Four Seasons at Hemet community would be more than 304.8 meters (1,000 feet) away from the Project, so particulate levels would be similar to other areas that are farther away (see Section 3.2.6 of the Partially Recirculated Draft EIR/EIS for more information). Similarly, although noise levels within a few hundred feet of a roadway might justify noise barriers, there would not be a comparable effect on more distant locations. This comment does not raise any specific concerns with that analysis and no further response is possible.

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My comments on the SR 79 Realignment Project are: (Mis comentarios sobre el Proyecto de Realineamiento de la Carretera Estatal 79 son:)

1) Must move further away from Four Seasons
2) Should realign from Expressway to 79 (w/ Hemet)
3) NO build is my preference
4) You are 10 years too late for this plan to work!!!
5) Too much noise for many emissions, too close!!!

Name (Nombre) Kathy Anderson

Representing (En representación de)

Email (Email) andersonk5346@readrunner.com

Address (Domicilio) 425 Garden Circle

City (Ciudad) Hemet

Zip Code (Código Postal) 92545

I-131.1

I-131.2

I-131.3

Response to Comment I-131.1

More than 80 alternatives have been considered for the SR 79 realignment, including Alternatives suggested by the Four Seasons community, are shown in Appendix J of the Draft EIR/EIS (Exhibit H). The reasons alternatives were eliminated from discussion and analysis are summarized in Section 2.2.5 of the Draft EIR/EIS.

Response to Comment I-131.2

Your support for the No Build Alternative is noted. The process used to evaluate the alternatives and identify the preferred alternative for the Project is described in Chapter 2 of the Final EIR/EIS. As discussed in that Chapter, Alternative 1br was identified as the Preferred Alternative.

Response to Comment I-131.3

According to the California Air Resources Board Air Quality and Land Use Handbook (2005), studies conducted to evaluate health risks due to highway traffic show the strongest association within 300 feet of the highways. The Four Seasons at Hemet community would be more than 304.8 meters (1,000 feet) away from the Project, so

particulate levels would be similar to other areas that are farther away (see Section 3.2.6 of the Partially Recirculated Draft EIR/EIS for more information). Similarly, although noise levels within a few hundred feet of a roadway might justify noise barriers, there would not be a comparable effect on more distant locations. The comment does not raise any specific concerns with this analysis so no further response is possible.

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My comments on the SR 79 Realignment Project are: (Mis comentarios sobre el Proyecto de Realineamiento de la Carretera Estatal 79 son:)

I prefer 1b1 - Do not destroy the beauty of the West Hemet Hills by cutting through them. We do not need more concrete jungles in So. Calif.

Name Linda Wortman

Representing

Email klw@ranchoroadrunner.com

(Nombre) (En representación de) (Email)

Address 26640 California Ave

City Hemet

Zip Code 92345

(Domicilio) (Ciudad) (Código Postal)

I-132.1

Response to Comment I-132.1

Your support for Design Option 1b1 is noted. The process used to evaluate the alternatives and identify the preferred alternative for the Project is described in Chapter 2 of the Final EIR/EIS. As discussed in that Chapter, Alternative 1br was identified as the Preferred Alternative. The alternative chosen as the Preferred Alternative, 1br, was chosen because it reduced the amount of cut and had the fewest impacts to the West Hemet Hills.

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My comments on the SR 79 Realignment Project are: (Mis comentarios sobre el Proyecto de Realineamiento de la Carretera Estatal 79 son:)

Greet. We love it.

Name Reynold Terrini

Representing

Email TRENTW192545@ymail.com

(Nombre) (En representación de) (Email)

Address 800 Bay Hill

City Hemet

Zip Code 92345

(Domicilio) (Ciudad) (Código Postal)

I-133.1

Response to Comment I-133.1

Your support of the Project has been included in the Project record. The process used to evaluate the alternatives and identify the preferred alternative for the Project is described in Chapter 2 of the Final EIR/EIS. As discussed in that Chapter, Alternative 1br was identified as the Preferred Alternative.

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My comments on the SR 79 Realignment Project are: (Mis comentarios sobre el Proyecto de Realineamiento de la Carretera Estatal 79 son:)

Why can't you just widen Warren Road?

Name Carol Schadege

Representing

Email JSCHADGE@Hotmail.com

(Nombre) (En representación de) (Email)

Address 138 Lapey

City Hemet

Zip Code 92345

(Domicilio) (Ciudad) (Código Postal)

I-134.1

Response to Comment I-134.1

Warren Road is a north-south local circulation route. The SR 79 realignment would be a limited-access expressway and is planned for movement of regional traffic. Widening Warren Road would not address the issues specified in the Purpose and Need for the SR 79 Realignment Project. The purpose of the Project, included in Section 1.1.6 of the Final EIR/EIS, is to:

- Improve traffic flow for local and regional north-south traffic in the San Jacinto Valley
- Improve operational efficiency and enhance safety conditions by maintaining route continuity and upgrading the facility
- Allow regional traffic, including truck traffic, to adequately bypass local roads
- Reduce the diversion of traffic from state routes onto local roads

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My comments on the SR 79 Realignment Project are: (Mis comentarios sobre el Proyecto de Realineamiento de la Carretera Estatal 79 son:)

This project is unnecessary. Instead of solving problems, it creates new ones. Drivers passing south through Hemet valley have now number of choices - Sanderson, Warren and State streets. The realignment would collect all the traffic and deposit it into Murrieta and Temecula cities, causing a nightmare for residents. It's a freeway to nowhere and wasting of taxpayers money. A billion dollars could be spent better.

Name (Nombre)ANDREJ LOHNERT

Representing (En representación de)Self

Email (Email)lhnandrd@aol.com

Address (Domicilio)485 Vardon Cir

City (Ciudad)Hemet

Zip Code (Código Postal)CA 92545

I-135.1

Response to Comment I-135.1

Southbound traffic on Sanderson Avenue, Warren Road, and State Street currently uses SR 79 south of Florida Avenue to Murrieta and Temecula. The Project in San Jacinto and Hemet would not affect traffic operations in Murrieta and Temecula. Furthermore, Sanderson Avenue, Warren Road, and State Street are not designed for or adequate to handle the volume of traffic, including truck traffic, that currently uses those local roads. The purpose of the Project, included in Section 1.1.6 of the Final EIR/EIS, is to:

- Improve traffic flow for local and regional north-south traffic in the San Jacinto Valley
- Improve operational efficiency and enhance safety conditions by maintaining route continuity and upgrading the facility
- Allow regional traffic, including truck traffic, to adequately bypass local roads
- Reduce the diversion of traffic from state routes onto local roads

Many alternatives have been considered for the SR 79 Realignment, as shown in Appendix J of the Final EIR/EIS (Exhibit H). The reasons alternatives were eliminated from discussion and analysis are described in Section 2.2.5 of the Final EIR/EIS.

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My comments on the SR 79 Realignment Project are: (Mis comentarios sobre el Proyecto de Realineamiento de la Carretera Estatal 79 son:)

if this has to be built - do not put it so close to Florida - move it further East - Please no elevation Not near Warren + Devonshire

Name (Nombre)

Representing (En representación de)

Email (Email)

Address (Domicilio)

City (Ciudad)

Zip Code (Código Postal)

I-136.1

Response to Comment I-136.1

The Project has balanced the constraints of the San Diego Canal, sensitive vernal pools, and the desire to have the Florida Avenue interchange moved eastward. In order for access to remain along Devonshire, a grade-separated structure will need to be built over the SR 79 alignment. The process used to evaluate the alternatives and identify the preferred alternative for the Project is described in Chapter 2 of the Final EIR/EIS. As discussed in that Chapter, Alternative 1br was identified as the Preferred Alternative.

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My comments on the SR 79 Realignment Project are: (Mis comentarios sobre el Proyecto de Realineamiento de la Carretera Estatal 79 son:)

Noise walls must be required from Florida to Tres Cerritos on the west side only. Eliminate Tres Cerritos on and off ramps.

Name (Nombre)Leonard Gleason

Representing (En representación de)

Email (Email)

Address (Domicilio)380 Cabrera Dr.

City (Ciudad)Hemet

Zip Code (Código Postal)92545

I-137.1

Response to Comment I-137.1

Noise barriers were considered for the subdivision on Warren Road, between Devonshire Avenue and Tres Cerritos Avenue. A barrier is not warranted because a noise impact is not expected. The distance to the proposed roadway would be relatively far, and the subdivision includes a masonry wall that would partially block traffic noise. Noise barriers were also considered for the homes in the Tres Cerritos/Hyatt area. A noise barrier there was not found to be reasonable because few homes would benefit. The cost to build a barrier to protect these sensitive receivers was estimated to be 1,375 percent above the reasonable allowance.

The Tres Cerritos Avenue interchange is not included in the Preferred Alternative. The process used to evaluate the alternatives and identify the preferred alternative for the Project is described in Chapter 2 of the Final EIR/EIS. As discussed in that Chapter, Alternative 1br was identified as the Preferred Alternative.

CALIFORNIA

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SR 79 REALIGNMENT PROJECT—DRAFT ENVIRONMENTAL IMPACT REPORT/ENVIRONMENTAL IMPACT STATEMENT
UN INFORME PRELIMINAR DE IMPACTO AMBIENTAL/UNA DECLARACIÓN DE IMPACTO AMBIENTAL PARA
EL PROYECTO DE REALINEAMIENTO DE LA RUTA ESTATAL 79

www.sr79project.info

COMMENT CARD

Please hand this comment card to staff or mail this postage paid card.
All comment cards are due by March 25, 2013. **Thank you!**
Favor de entregar el siguiente comentario al personal o enviar esta tarjeta con porte pagado
(no necesita estampilla). Todas las tarjetas nos deben llegar a más tardar el 25 de marzo de 2013. **Gracias.**

My comments on the SR 79 Realignment Project are: (Mis comentarios sobre el Proyecto de Realineamiento de la Carretera Estatal 79 son:)

We own 5 acres on Three Springs Rd.
It looks like the project will run down our street!
or so close - like 50 yards! what are your plans
for our landowners? Some homes there are brand new -
as well as well-established.

Name Tracy & Tony Troussat
(Nombre)

Address 8231 TRIPLETT LN
(Domicilio)

Representing
(En representación de)

City Hemet
(Ciudad)

Email tracytroussat@yahoo.com
(Email)

Zip Code 92545
(Código Postal)

I-138.1

Response to Comment I-138.1

The Project would not impact any of the properties on Three Springs Road, particularly since the Tres Cerritos Avenue interchange has been eliminated from consideration. RCTC and the Department must operate under strict guidelines when property must be acquired for transportation projects. The process is complex and designed to protect property owners. If a decision is made to acquire your property, discuss the process with a Project relocation advisor. For now, a summary of the Department's Relocation Assistance Program (RAP) is included in Appendix D of the Draft EIR/EIS. Additional information is available from the following websites:http://www.dot.ca.gov/hq/row/pubs/residential_english.pdf
http://www.fhwa.dot.gov/real_estate/owners_and_tenants/

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My comments on the SR 79 Realignment Project are: (Mis comentarios sobre el Proyecto de Realineamiento de la Carretera Estatal 79 son:)

I have a concern that we will not be able to get in and out of Hemet without
going to 74 or Domenigoni Pkwy. We need access to Hemet
at Simpson and Stow. Given that Stow will likely have access
to Hemet given its poor road condition it will not deteriorate
with traffic. Simpson does allow people to have access to
Hemet and Sun City and the small business to continue to
grow in Winchester. Winchester Elm has students on Simpson.

Name Suzette Diaz
(Nombre)

Address 21848 Orange Ct
(Domicilio)

Representing
(En representación de)

City Winchester
(Ciudad)

Email LECOOUNT2@YAHOO.COM
(Email)

Zip Code 92593
(Código Postal)

I-139.1

Response to Comment I-139.1

Domenigoni Parkway and SR 74 are the primary east-west routes. Traffic volume on SR 74 would be reduced significantly (30 to 50 percent) between Winchester Road and Sanderson Avenue by a realigned SR 79. Similarly, traffic volume on Domenigoni Parkway between Winchester Road and Sanderson Avenue would be reduced by 55 to 75 percent. Traffic conditions in this area would improve significantly with the Project. An interchange is proposed at Ranchland Avenue for additional access to Hemet and Sun City in the future Bridges will be built over Simpson Road and Stowe Road so east-west access to Winchester will remain.

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My comments on the SR 79 Realignment Project are: (Mis comentarios sobre el Proyecto de Realineamiento de la Carretera Estatal 79 son:)

I think the city of San Jacinto will
benefit from this project

Name Kristen Bartel
(Nombre)

Address 1228 Randree h:
(Domicilio)

Representing
(En representación de)

City San Jacinto
(Ciudad)

Email Kristen Bartel 219@
(Email)

Zip Code 92582
(Código Postal)

I-140.1

Response to Comment I-140.1

Your expectation that the Project will benefit the city of San Jacinto has been included in the Project record. The process used to evaluate the alternatives and identify the preferred alternative for the Project is described in Chapter 2 of the Final EIR/EIS. As discussed in that Chapter, Alternative 1br was identified as the Preferred Alternative.

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My comments on the SR 79 Realignment Project are: (Mis comentarios sobre el Proyecto de Realineamiento de la Carretera Estatal 79 son:)

I'm in favor of this project. I think it will
bring more business to our community & therefore
benefit in the long run. I also think it will cut off
commute time for both north and south traffic.
I prefer alternative 2B.

Name Nancy Urtado
(Nombre)

Representing N/A
(En representación de)

Email nancyurtado2006@yahoo.com
(Email)

Address 483 Lyle Drive
(Domicilio)

City Hemet
(Ciudad)

Zip Code 92545
(Código Postal)

I-141.1

Response to Comment I-141.1

Your support of the Project has been included in the Project record. The process used to evaluate the alternatives and identify the preferred alternative for the Project is described in Chapter 2 of the Final EIR/EIS. As discussed in that Chapter, Alternative 1br was identified as the Preferred Alternative.

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(no necesita estampilla). Todas las tarjetas nos deben llegar a más tardar el 25 de marzo de 2013. **Gracias.**

My comments on the SR 79 Realignment Project are: (Mis comentarios sobre el Proyecto de Realineamiento de la Carretera Estatal 79 son:)

1. I live near the project in Four Seasons Hemet and am in full support.
2. I prefer Alternative 2B as it appears to be the straightest, requiring
the least travel time.
3. This project is taking way too long to get completed. Cut the
red tape and proceed.

Name Steve Sanford
(Nombre)

Representing
(En representación de)

Email sanford.47@verizon.net
(Email)

Address 483 Lyle Drive
(Domicilio)

City Hemet
(Ciudad)

Zip Code 92545
(Código Postal)

I-142.1

Response to Comment I-142.1

Your support for Alternative 2b is noted. The process used to evaluate the alternatives and identify the preferred alternative for the Project is described in Chapter 2 of the Final EIR/EIS. As discussed in that Chapter, Alternative 1br was identified as the Preferred Alternative.

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My comments on the SR 79 Realignment Project are: (Mis comentarios sobre el Proyecto de Realineamiento de la Carretera Estatal 79 son:)

I think its a good idea

Name Roger Bartel
(Nombre)

Representing
(En representación de)

Email
(Email)

Address 1228 Rainteel Ln
(Domicilio)

City San Jacinto
(Ciudad)

Zip Code 92582
(Código Postal)

I-143.1

Response to Comment I-143.1

Your support of the Project has been included in the Project record. The process used to evaluate the alternatives and identify the preferred alternative for the Project is described in Chapter 2 of the Final EIR/EIS. As discussed in that Chapter, Alternative 1br was identified as the Preferred Alternative.

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My comments on the SR 79 Realignment Project are: (Mis comentarios sobre el Proyecto de Realineamiento de la Carretera Estatal 79 son:)

I think this project ^{will} benefit our city

Name Heidi Bartel
(Nombre)

Representing
(En representación de)

Email HeidiBartel@gmail.com
(Email)

Address 1228 Raintree Ln.
(Domicilio)

City San Jacinto
(Ciudad)

Zip Code 92582
(Código Postal)

I-144.1

Response to Comment I-144.1

Your support of the Project has been included in the Project record. The process used to evaluate the alternatives and identify the preferred alternative for the Project is described in Chapter 2 of the Final EIR/EIS. As discussed in that Chapter, Alternative 1br was identified as the Preferred Alternative

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My comments on the SR 79 Realignment Project are: (Mis comentarios sobre el Proyecto de Realineamiento de la Carretera Estatal 79 son:)

I am opposed to the planned SR-79 project that will impact the 4 Seasons community and the beauty of the Hemet community as well. I see the project will create noise & particulate pollution that is harmful to our community. Many of our residents have health issues that would be greatly affected by the added pollution that will be trapped in the "bowl" that we live in. We chose to live here because of the quiet, beauty that 4 Seasons offers. I fear our property values will diminish.

Name Judy Tetley
(Nombre)

Representing 4 Seasons
(En representación de)

Email judy.tetley@yahoo.com
(Email)

Address 7863 Littler Drive
(Domicilio)

City Hemet
(Ciudad)

Zip Code 92545
(Código Postal)

I-145.1

Response to Comment I-145.1

Regional and local air quality and air toxics impacts were evaluated in the Draft EIR/EIS according to applicable federal, state, and local regulations and guidance. The analysis demonstrated that the Project conforms with the State Implementation Plan, and localized air pollutant impacts (hot spots) are not expected. Air quality analysis was not performed for a specific location or community because this level of analysis is not typically required under NEPA or CEQA for a transportation project. Health impacts to nearby residents and other sensitive receptors would be related to MSAT emissions. As shown in Section 3.2.6.3, MSAT emissions from the Build alternatives would be lower than existing conditions because of improvement in level of service with the Build alternatives and the use of cleaner vehicles in the future. Terrain features and meteorological conditions would have the same effects on highway emissions with or without the Project. The Project is expected to improve traffic conditions and decrease vehicle emissions in the Project area, so air quality in the surrounding area would be expected to improve.

According to the California Air Resources Board Air Quality and Land Use Handbook (2005), studies conducted to evaluate health risks due to highway traffic show the strongest association within 300 feet of the highways. The Four Seasons at Hemet community would be more than 304.8 meters (1,000 feet) away from the Project, so particulate levels would be similar to other areas that are farther away (see Section 3.2.6 of the Partially Recirculated Draft EIR/EIS for more information). Similarly, although noise levels within a few hundred feet of a roadway might justify noise barriers, there would not be a comparable effect on more distant locations. Your opposition to the Project has been included in the Project record.

The comment does not raise any specific concerns with this analysis and so no further response is possible.

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My comments on the SR 79 Realignment Project are: (Mis comentarios sobre el Proyecto de Realineamiento de la Carretera Estatal 79 son:)

I live in 4 Seasons of Hemet & would like to provide some comments. Overall I honestly approve the project but with the following reservations & concerns. Like most I am concerned with noise. I personally support the Hemet alternative route through the Hemet Hills as long as the descent into Hemet does not require the use of Jake brakes by big rigs. No Jake brake or engine brake allowed signs should be used. Sound barriers should be revisited & serious consideration to place them from the interchange north ramp past Devonshire. Keep route as close to the canal as possible, eliminating Cerritos exit.

Name C. D. McLaughlin
(Nombre)

Representing Self
(En representación de)

Email dcmclaughlin@gmail.com
(Email)

Address 601 Zacharys Cir
(Domicilio)

City Hemet
(Ciudad)

Zip Code 92545
(Código Postal)

would help in that regard. Thanks

I-146.1

I-146.2

Response to Comment I-146.1

Your support for Alternatives 2a and 2b is noted. The process used to evaluate the alternatives and identify the preferred alternative for the Project is described in Chapter 2 of the Final EIR/EIS. As discussed in that Chapter, Alternative 1br was identified as the Preferred Alternative. The profile of the proposed roadway is designed to achieve appropriate grades to minimize rock cuts and allow safe truck use. Both the elevations and brake use were incorporated in the traffic noise analysis. The use of truck brakes would need to comply with local regulations.

Response to Comment I-146.2

Noise barriers would be warranted at the Florida Avenue interchange. The Tres Cerritos Avenue interchange is not included in the Preferred Alternative. The process used to evaluate the alternatives and identify the preferred

alternative for the Project is described in Chapter 2 of the Final EIR/EIS. As discussed in that Chapter, Alternative 1br was identified as the Preferred Alternative.

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My comments on the SR 79 Realignment Project are: (Mis comentarios sobre el Proyecto de Realineamiento de la Carretera Estatal 79 son:)

I live off California and I don't want the noise, traffic or pollution
in my backyard.
Plan has too many on & off ramps
Quality of air is a concern.
Should be more like Winchester and Domingon, not
like a freeway. Therefore no build!

Name Nancy WALTERS
(Nombre)

Representing Self
(En representación de)

Email NANUINCA@yahoo.com
(Email)

Address 578 Zaharias Circle
(Domicilio)

City Hemet
(Ciudad)

Zip Code 92545
(Código Postal)

I-147.1

Response to Comment I-147.1

Your preference for the No Build Alternative because of concerns about noise, air quality, and traffic, as well as the number of on-ramps and off-ramps, has been included in the Project record. The Tres Cerritos interchange was eliminated from the project, reducing the number of ramps. The process used to evaluate the alternatives and identify the preferred alternative for the Project is described in Chapter 2 of the Final EIR/EIS. As discussed in that Chapter, Alternative 1br was identified as the Preferred Alternative.

The noise, air quality, and traffic impacts were analyzed, but the comment does not raise any specific concerns with the analysis. No further response is possible.

Comment Letter I-148

MICHAEL F. ROWE
P.O. BOX 507
WINCHESTER, CALIF. 92596
PHONE # 951-926-2444
FAX # 951-926-8050

March 20, 2013

Cathy Bechtel
Riverside County Transportation Director
P.O. Box 12008
Riverside, Calif. 92502-2208



Re: SR 79 Realignment Project
DRAFT EIR-EIS

Ms. Bechtel

My comments on the SR 79 Realignment Project are as follows.

In general the current Realignment Alternatives do not fully mitigate and address the circulation of traffic through the Community of Winchester. Current alternatives eliminate/restrict circulation and access to and from the Community. Adequate and convenient access to and from community roads as well as to and from the ultimate 79 Realignment must be provided for in this Project.

I-148.1

Specifically:

1. At the Southerly connection with existing Winchester Rd/SR 79. The project must provide in all the alternatives, easy North/South connection on existing Winchester Rd./SR79 to and from the downtown area of the Community.

2. The current signalized intersection of Winchester Rd./SR79 and Domenigoni Parkway must be maintained at minimum in its current design or enhanced because of the traffic flow generated from the new intersection of Realigned SR 79 with existing Domenigoni Parkway. This current connection at Domenigoni Parkway is critical for ingress and egress from existing Winchester Rd. To Domenigoni Parkway.

I-148.2

3. At the realignments where they cross existing Olive Ave, provisions must be made in all alternatives for Olive Ave. to either go over or under the new roadway. Cutting off the ability of Olive to remain a passable east/west corridor road through the Community will adversely impact future development of the Community.

I-148.3

4. At the realignments where they cross existing Simpson Rd. provisions must be made in all alternatives for Simpson Rd. to either go over or under the new roadway. Cutting off the ability of Simpson to remain a passable east/west corridor road through the Community will adversely impact circulation, access to existing Downtown Businesses as well as future development of the Community.

I-148.4

Responses to Comment Letter I-148

Response to Comment I-148.1

Build Alternative 1b, with refinements, has been identified as the Preferred Alternative. One of those refinements provides a connection to SR79 at Winchester Road that would enhance circulation in the community. In addition, bridges will be built over Simpson Road and Stowe Road so that east west access to Winchester will remain as is. These refinement were discussed in the Partially Recirculated DEIR/SEIS, in part, in response to this and similar comments. The process used to evaluate the alternatives and identify the preferred alternative for the Project is described in Chapter 2 of the Final EIR/EIS. For detailed traffic information, please refer to Section 3.1.6.

Response to Comment I-148.2

The Preferred Alternative, which is Build Alternative 1br, would not require any changes to the existing intersection of Winchester Road and Domenigoni Parkway.

Response to Comment I-148.3

Olive Avenue would be bridged over SR 79 with the base condition of all Build alternatives (including the Preferred Alternative) and would remain an east-west route.

Response to Comment I-148.4

Simpson Road would remain open with the Preferred Alternative (Build Alternative 1b with Refinements) and with Build Alternative 1a, 1b, 2a, or 2b. Only Design Option 1b1 or 2b1, which is not the Preferred Alternative, would

have the impact noted in this comment.

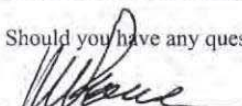
Comment Letter I-148

5. At the realignments where they cross existing Stowe Rd., provisions must be made in all alternatives for Stowe Rd.. to either go over or under the new roadway. Cutting off the ability of Stowe to remain a passable east/west corridor road through the Community will adversely impact circulation and future development of the Community.

6. Regardless of the alignment alternative selected the project has effectively inversely condemned the properties impacted by the future roads construction. Once an alignment is selected that will cast in concrete the properties that are being targeted for the road and render them of no marketable value other than acquisition to construction of the Project. It is imperative that Riverside County Transportation or others as needed, immediately begin acquisition of ALL lands impacted by the future construction project. Having been stated that it could take years before this roadway is actually built is NO justified excuse for not purchasing the right-of-way and holding the owners hostage until such time as it is decided to make acquisition. There will be significant liability to the State and County Agencies should fair and equitable purchases not be immediately made.

I appreciate the opportunity to comment on this project and anticipate that my comments and concerns will be addressed and mitigated in the Final EIR.

Should you have any questions or require clarification, please contact me.


Michael Rowe

cc. Juan Perez
79 Project
P.O. Box 51540, Riverside ca. 92517-9880

I-148.5

I-148.6

Response to Comment I-148.5

SR 79 would bridge over Stowe Road with all Build alternatives, including the Preferred Alternative, and Stowe Road would remain an east-west route. The process used to evaluate the alternatives and identify the preferred alternative for the Project is described in Chapter 2 of the Final EIR/EIS. As discussed in that Chapter, Alternative 1br was identified as the Preferred Alternative.

Response to Comment I-148.6

The planning process being implemented does not result in inverse condemnation. Once the project is approved, then the implementing agency can begin acquiring the necessary property. RCTC and the Department must operate under strict guidelines when property must be acquired for transportation projects. The process is complex and designed to protect property owners. If a decision is made to acquire your property, discuss the process with a Project relocation advisor. For now, a summary of the Department's Relocation Assistance Program (RAP) is included in Appendix D of the Final EIR/EIS. Additional information is available from the following websites: http://www.dot.ca.gov/hq/row/pubs/residential_english.pdf
http://www.fhwa.dot.gov/real_estate/owners_and_tenants/

Comment Letter I-149

Massoud Tajik
26541 Palisades Drive
Capistrano Beach, Ca. 92624
(949) 547-1188
mtajik@cox.net

March 19, 2013

To: Aaron Burton, Senior Environmental Planner
California Department of Transportation
P.O. Box 12008
Riverside, CA. 92502

Subject: Proposed SR 79 EIR/ EIS Review Comments
AP# 465-020-004 and 465-020-005

Thank you for the opportunity to attend the public hearing and to review the concept plans related to various alternatives proposed by RCTC for the extension of SR 79. Although I believe this is a good project and once completed will alleviate many of the deficiencies and issues with the current alignment of SR 79 through the cities of San Jacinto and Hemet, the two proposed alignments 1 & 2 will have a major impact on our 2 parcels 465-020-004 and 005. Our proposed development project has been on hold since 2005 when we were advised by Riverside County Planning Department that we could not process our plans unless we would set aside portions of our property for future SR 79 project. Due to the fact that RCTC was considering multiple alternatives at the time, we decided to hold off on processing our development project plans until such time that a single preferred alternative is selected to avoid unnecessary additional engineering and processing cost and time. We are anxious to re-start processing our development plans once a final alignment is selected. Here are some of our comments and concerns regarding both alignments 1 & 2:

- 1) Regardless of which alignment is selected, both alignments will take out a large section of the most desirable portion of our property.
- 2) Knowing that both proposed alignments 1 & 2 will go through our property, the noise level will be increased significantly and will have a major negative impact on the desirability of our parcel for future development. The current alternatives 1 & 2 show construction of soundwall along the SB direction of SR 79 only and not the NB direction adjacent to our parcel. This not only does not mitigate or minimize the noise level at our property but will redirect and further amplify the noise towards our parcel.
- 3) Traffic impact, circulation and access in and out of our property will also be a major concern due to the location of proposed SR 79 mainline and SR 74/ SR 79 interchange.

I-149.1

I-149.2

I-149.3

I-149.4

Responses to Comment Letter I-149

Response to Comment I-149.1

Alternative 1br was identified as the preferred alternative and parcel APN 465020005 will be impacted by the project.

Response to Comment I-149.2

A relocation advisor will contact you to discuss the acquisition process and your rights. RCTC and the Department must operate under strict guidelines when property must be acquired for a transportation project. The process is complex and designed to protect property owners. For more information about the real estate process, a summary of the Department's Relocation Assistance Program (RAP) is included in Appendix D of the Final EIR/EIS and review the Project Development Guide available at:

http://www.fhwa.dot.gov/real_estate/practitioners/right-of-way/corridor_management/

Response to Comment I-149.3

The Project noise study was based on the presence of noise-sensitive receivers that would be adjacent to the proposed roadways (within 500 feet). Noise policy identifies such potential sensitive receivers as existing developments (such as residences or other areas of frequent human use) and pending developments that have been planned and approved but not yet constructed. Areas that had no existing sensitive receivers or platted development plans did not need to be and were not modeled in the noise study, and sound walls are not proposed at those locations at this time.

Response to Comment I-149.4

Using data reported in the EIR/EIS (Tables 3.1-48 and 3.1-50), traffic volumes on Warren Road are projected to be reduced by 40 to 90 percent with the Project, and volumes on Winchester Road would be more than 90 percent lower with the Project. Florida Avenue volumes would also be reduced significantly (30 to 50 percent) between Winchester Road and Sanderson Avenue, so traffic conditions would improve significantly with the Project. Intersection operations at locations east and west of the California Avenue/Florida Avenue intersection would improve to level of service (LOS) C or better with the Project. Therefore, traffic volumes would be lower at California Avenue as well, and intersection operations would not deteriorate with the Project, but would likely improve.

Comment Letter I-149

Due to lack of traffic data and projected traffic volumes for California Ave and adjacent intersections, it is difficult to determine the extent of the impact at this time.

I-149.4
cont.

4) This project will have a major negative impact on the visual aesthetics of our property. Our parcel currently has beautiful views of the surrounding hills and mountains. The proposed SR 79 project proposes placing approximately 50 feet high embankment within the northerly portion of our property. This not only takes away the natural beauty of the surrounding area but also will reduce the natural lighting to the remaining parcel.

I-149.5

5) Air quality is another concern. With both proposed alignments 1 & 2 going through our parcel, and the proximity of proposed SR 74 interchange, the level of pollution will undoubtedly be increased significantly.

I-149.6


6) The current Riverside County land use designation for our property is R1, MDR (medium density residential). Our property is also in the sphere of influence of City of Hemet with MU (mixed use) land use designation which will allow high density residential developments. Construction of SR 79 through our property will make the remaining parcel undesirable for any type of residential development.

I-149.7

I hope this explains some of our concerns related to the impact of proposed SR 79 alignments on our property. If you have any questions or need additional clarification related to these comments, please do not hesitate to contact me.

I-149.8

Sincerely,


Massoud Tajik

Response to Comment I-149.5

Your concern about visual impacts has been included in the Project record. Please refer to Section 3.1.7, Visual/Aesthetics, of the Draft EIR/EIS for further discussion on the impact on the viewshed. The Corridor Master Plan and more detailed mitigation measures will be provided prior to the end of construction for each phase of the Project to reduce impacts.

Response to Comment I-149.6

Elevated vehicle and air toxics emissions often occur where traffic congestion is characterized by idling or slow moving vehicles. The Project has been designed to improve traffic conditions in the study area and, therefore, is expected to reduce congestion, which would improve air quality. Although traffic volume would increase with the Project compared to existing conditions due to the regional growth, emissions would be lower than the existing conditions because most vehicles that use the new roadway would be cleaner and more fuel efficient as a result of federal mandates. In addition, the Project Build alternatives would have fewer vehicle miles traveled (VMT) and improved traffic conditions over the No Build Alternative, which would result in lower air pollutant emissions. Health impacts to nearby residents and other sensitive receptors would be related to MSAT emissions. As shown in Section 3.2.6.3 of the Recirculation Draft EIR/Supplemental Draft EIS, the MSAT emissions from the Project would be lower than the existing conditions or the emissions in the future without the Project.

Response to Comment I-149.7

The Recirculated Draft EIR/Supplemental Draft EIS examines impacts to property using the updated land use and general plan data from affected communities. By policy, environmental impacts are studied at the community level, rather than for individual parcels and property owners.

RCTC and the Department must operate under strict guidelines when property must be acquired for transportation projects. The process is complex and designed to protect property owners. If a decision is made to acquire your property, discuss the process with a Project relocation advisor. For now, a summary of the Department's Relocation Assistance Program (RAP) is included in Appendix D of the Final EIR/EIS. Additional information is available from the following websites:

http://www.dot.ca.gov/hq/row/pubs/residential_english.pdf
http://www.fhwa.dot.gov/real_estate/owners_and_tenants/

Response to Comment I-149.8

Your more specific comments are addressed in responses to Comments I-149.1 through I-149.7 and in revisions to the Final EIR/EIS.

OSBORNE

22642 Lambert Street, Suite 404, Lake Forest, CA 92630
Phone: 949/888-3822 Fax 949/888-3820

RECEIVED
MAR 25 2011
RIVERSIDE COUNTY
TRANSPORTATION COMMISSION

I am sorry we didn't have the opportunity to meet and discuss the environmental issues associated with my property at 805 N. Sanderson, San Jacinto, CA 92582. I went to the open house with the one intention and that was to see what page in the draft EIR directed itself to my property. I talked to at least five of the staff members and all I was shown was an aerial shot that designated certain parts of my property as "Environmentally Sensitive".

My property is APN 436-170-016 and consists of 30 acres part of which fronts on Sanderson Ave. across from the EMWD sewage treatment facility. My property features a custom home, garage, lounge, outside kitchen, small waterfront park, custom built barn, covered round pen, lighted show arena, observation deck, eighteen stall mare motel, three turnouts, a small vineyard, seventy -two foot hay barn, five lakes and old growth trees (see attached). The property is also the wintering home for numerous waterfowl species as the property sits between the Audubon Society's ponds to the west, the 100 acre Riverside County flood control reservoir, and the EMWD discharge ponds to the east. Many of the bird species nest and have their young on the property. One of the lakes sits directly behind our home and covers almost five acres. This lake is home to not only a lot of waterfowl, but also four species of fish, crawdads, bullfrogs, turtles, water snakes just to name a few. The property is also home to numerous flora species. The other three lakes range in size from one acre to four acres and the water table in the lower part of the property is somewhere less than ten feet.

In other words, this property is an "environmental jewel" and the thought of the city, county or state selecting the 2B alternative would tell me someone has failed to do their homework. I would like to have the opportunity to sit with you and discuss alternatives that do not interfere with the natural benefit this property brings to so many. You can reach me on my cell at 949-422-9374. I look forward to your call.

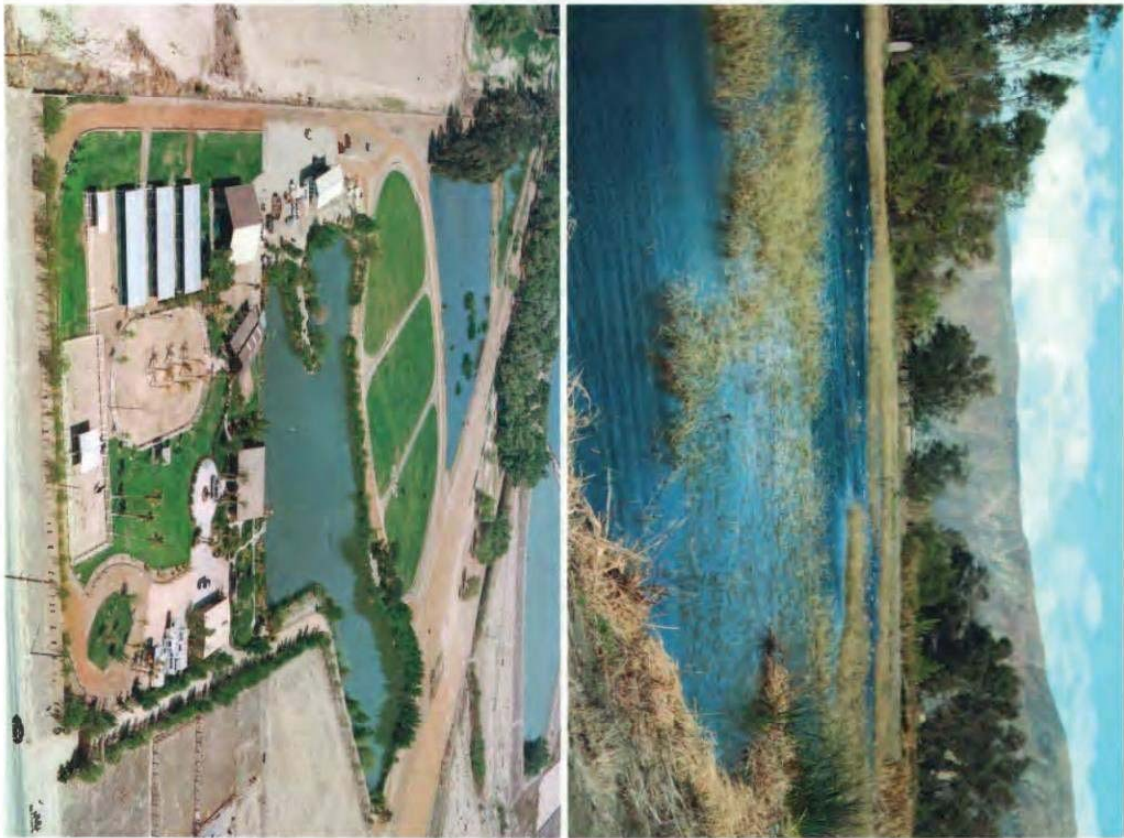
Robert E. Osborne
Owner

I-150.1

Response to Comment I-150.1

The Alternative 1br alignment does cross through APN 436-170-016. Detailed alternative analysis has balanced the constraints described. The process used to evaluate the alternatives and identify the preferred alternative for the Project is described in Chapter 2 of the Final EIR/EIS. As discussed in that Chapter, Alternative 1br was identified as the Preferred Alternative.

Attachment to Comment Letter I-150



Attachment to Comment Letter I-150



Attachment to Comment Letter I-150



Attachment to Comment Letter I-150



Attachment to Comment Letter I-150



Comment from: Zeny Ward

Comment Letter I-151

March 21, 2013

Karen Siegel
RCTC
PO Box 12008
Riverside Ca 92502

RE: SR79 Widening

Dear Madam,

This letter is to introduce myself to you as well as explain my concerns on the SR79 widening. I am the owner of the property in Winchester known as 33280 East Newport Road at the corners of East Newport and Winchester Roads. This property is in my Trust, as are my two sons Roger Ward and Marty Ward who are the beneficiaries. I am writing this letter to you on my behalf as well as my sons.

Recently I attended a community meeting where members of the transportation department presented to the public four alternatives for the SR 79 realignment project: 1a, 2a, 1b and 2b.

I am not an engineer so I do not understand every detail that was mentioned at the meeting, however, all four alternatives will impact my land I must write as my property will be devastated and access severely restricted under all realignments.

Riverside County has "reserved" my property for itself without paying for it for several years now. The county's GIS internet system says the land is in the SR79 realignment corridor and refers people to the county's transportation department for more information. The county then tells potential buyers that my land is needed for the SR79 realignment project.

The same is not on the property located across the street at the southwest corner of East Newport and Winchester Roads and the county did not tell buyers that the land was in the realignment corridor. That land sold in 2006 but this same buyer walked away from the offer on my property, a loss of \$13,500,000 which at that time was at the height of the real estate market. So as you see I have already been damaged due to this.

At this time I am hoping that after the completion of the widening of Winchester Road I will be able to develop the land and provide for myself and my family an income.
If the realignment affects my property in a negative way I will not be able to sell it or develop it. If this happens I will have no alternative but to seek damages from whomever is responsible.

I ask that you devise realignment "1a" with access to the community of Winchester as CH2M Hills Engineer confirmed that low profile alternatives could be developed for the "1a" alternative but that RCTC instead treated the Mac's preferences for "1b" alternatives as the communities preferred alternative and presented low profile for the "b" alternatives of the realignments.

Please note that when comment cards were submitted last time most of the people in the Winchester area favored the "1a" alternatives.

I-151.1

I-151.2

I-151.3

I-151.4

Comment Letter I-151 Zeny Ward

Response To: Zeny Ward

Response to I-151.1

The process used to evaluate the alternatives and identify the preferred alternative for the Project is described in Chapter 2 of the Final EIR/EIS. As discussed in that Chapter, Alternative 1br was identified as the Preferred Alternative. During final design, properties that require acquisition will be identified. Property areas and street access will also be determined, and property owners will be notified. Property acquisition and relocation assistance and compensation are complex processes that are best discussed with a Project acquisition agent and/or relocation advisor after Riverside County Transportation Commission (RCTC) determines whether it needs to acquire a property. A summary of the RCTC's Relocation Assistance Program (RAP) is included in Appendix D of the Draft EIR/EIS. Additional information is available from the following websites:

http://www.dot.ca.gov/hq/row/pubs/residential_english.pdf

http://www.fhwa.dot.gov/real_estate/owners_and_tenants/

Response to I-151.2

If the Project must acquire all or part a property, the property owner will receive just compensation at a fair and equitable price. RCTC and the Department must operate under strict guidelines when property must be acquired for transportation projects. The process is complex and designed to protect property owners. If a decision is made to acquire your property, discuss the process with a Project relocation advisor. For now, a summary of the Department's Relocation Assistance Program (RAP) is included in Appendix D of the Final EIR/EIS. Additional information is available from the following websites:http://www.dot.ca.gov/hq/row/pubs/residential_english.pdf

http://www.fhwa.dot.gov/real_estate/owners_and_tenants/

Response to I-151.3

RCTC and the Department must operate under strict guidelines when property must be acquired for transportation projects. The process is complex and designed to protect property owners. If a decision is made to acquire your property, discuss the process with a Project relocation advisor. For now, a summary of the Department's Relocation Assistance Program (RAP) is included in Appendix D of the Draft EIR/EIS. Additional information is available from the following websites:http://www.dot.ca.gov/hq/row/pubs/residential_english.pdf

http://www.fhwa.dot.gov/real_estate/owners_and_tenants/

Response to I-151.4

Your preference for Build Alternative 1a has been included in the Project record. In that Build alternative, the primary access to the community of Winchester from the south would have been from a rebuilt local street at Ranchland Road. Access from the north would have been unchanged. Winchester Road would have been blocked at the realigned SR 79. The Locally Preferred Alternatives shown in the Draft EIR/EIS are the alignments that were formally adopted by the cities of Hemet and San Jacinto. The design options, which this comment refers to as the low-profile alternatives, shown for Build Alternative 1b (Design Option 1b1) and Build Alternative 2b (Design Option 2b1), were developed in response to comments from the Winchester community in 2009. The Preferred Alternative (Build Alternative 1b with Refinements) would maintain local access at Winchester Road.

Appendix K Comments Received on the Draft EIR/EIS

Comment Letter I-151

No low profile alternatives were developed for the “1a” alignment to the West making it much more undesirable than the low profile alternatives for the “b” realignments to the East.

I favor alternative “1a” if it can be designed without impacting access to my property and without taking any part of it.
I am submitting this letter at this time before the deadline of March 25, 2013 to reserve my right to file claims and/or damages. I do wish a realignment which will be designed without impacting my property without any negative impacts.

Again, I am not against devising plans for the improvement of transportation in this area; however, I do not wish it to be at my expense.


Sincerely,

Zeny Ward
Trustee of the Ward Trust

CC:
Aaron Burton, Senior Environmental Planner

I-151.5

Response to I-151.5

Your comments and concerns have been noted for the Project record. The process used to evaluate the alternatives and identify the preferred alternative for the Project is described in Chapter 2 of the Final EIR/EIS. As discussed in that Chapter, Alternative 1br was identified as the Preferred Alternative. The preferred alternative has a higher profile with structures built to span over the existing east-west local streets and maintain connectivity to the community of Winchester. The lower profile, formally referred to as the design options, was in response to comments from the Winchester community in 2009 and is not part of the preferred alternative.

Comment from: Jannette Curti

Comment Letter I-152

March 25, 2013

Thank you for the 2 week extension as per William Graham on 3/21/13 of the 3/25/13 deadline to include comments on the SR79 Realignment Project. My comments are as follows:

I support Build Alternative 1B option 1B1. I believe this option would be best for me and everyone in Winchester. It creates the least amount of negative impact on the property owners affected by the route and the most positive impact on the community. There are several important advantages to this route over the other alternative, in particular to that area between Olive Ave. in the South to Florida Ave. in the North. The location of the on/off ramp would improve access to that area of Winchester. The alignment of the route with Stueber Ln. would keep the proposed Business Park in the one piece on the East Side of the route in the airport sphere of influence. It would not isolate that small section of Winchester that is West of California Ave. in the area north of the Hemet Channel. It also would create usable land on the West Side of the West Hemet Hills after removal of the material needed for the SR79 construction. Build Alternative 1B would also spare the rest of the West Hemet Hills from destruction as would be the case if 2A or 2B were chosen.

I-152.1

I oppose the Build Alternative 2A & 2B, in particular to that portion of the proposed route beginning at the connecting point at Winchester Rd. in the South to Florida Ave. in the North. The diagonal direction of the proposed route would go through our properties and those of several of our neighbors which would significantly damage the proposed land use change for the area that we have officially filed for and have been progressively working for since Feb. 2008. My neighbors and I are afraid that we will not be satisfactorily compensated for the potential value of our properties with location of 2A or 2B and more suitably located with Build Alternative 1B which would impact the least amount of our properties without dividing it.

I-152.2

The diagonal direction of the proposed routes 2A & 2B create difficulties in the development of the impacted properties. It also isolates that small portion of Winchester that is East of these proposed routes and West of California Ave. in the area North of the Hemet Channel. Also the impact of cutting a swath through the West Hemet Hills wide enough to achieve the correct grade will destroy these hills and leave an irreparable scar in the Winchester area forever.

I-152.3

I will not forfeit any of my legal right to oppose, object and challenge any plans or actions including but not limited to those not being discussed in the letter or being considered in the SR79 Realignment Project that may negatively impact the future value of my properties and also my neighbors properties now or in the future. I also retain the right to be satisfactorily compensated for any and all negative impact suffered as a result of the SR79 Realignment Project including all legal fees to protect these rights.

I-152.4

Thank you
Jannette Curti

Jannette Curti
APN#S
465-260-001

APN#'S
465-260-001
465-260-002
465-270-001
465-270-002

Comment Letter I-152 Jannette Curti

Response To: Jannette Curti

Response to I-152.1

Your support of Design Option 1b1 has been included in the Project record. The process used to evaluate the alternatives and identify the preferred alternative for the

Project is described in Chapter 2 of the Final EIR/EIS. As discussed in that Chapter, Alternative 1br was identified as the Preferred Alternative.

Response to I-152.2

Your opposition to Build Alternatives 2a and 2b has been included in the Project record. The process used to evaluate the alternatives and identify the preferred alternative for the Project is described in Chapter 2 of the Final EIR/EIS. As discussed in that Chapter, Alternative 1br was identified as the Preferred Alternative.

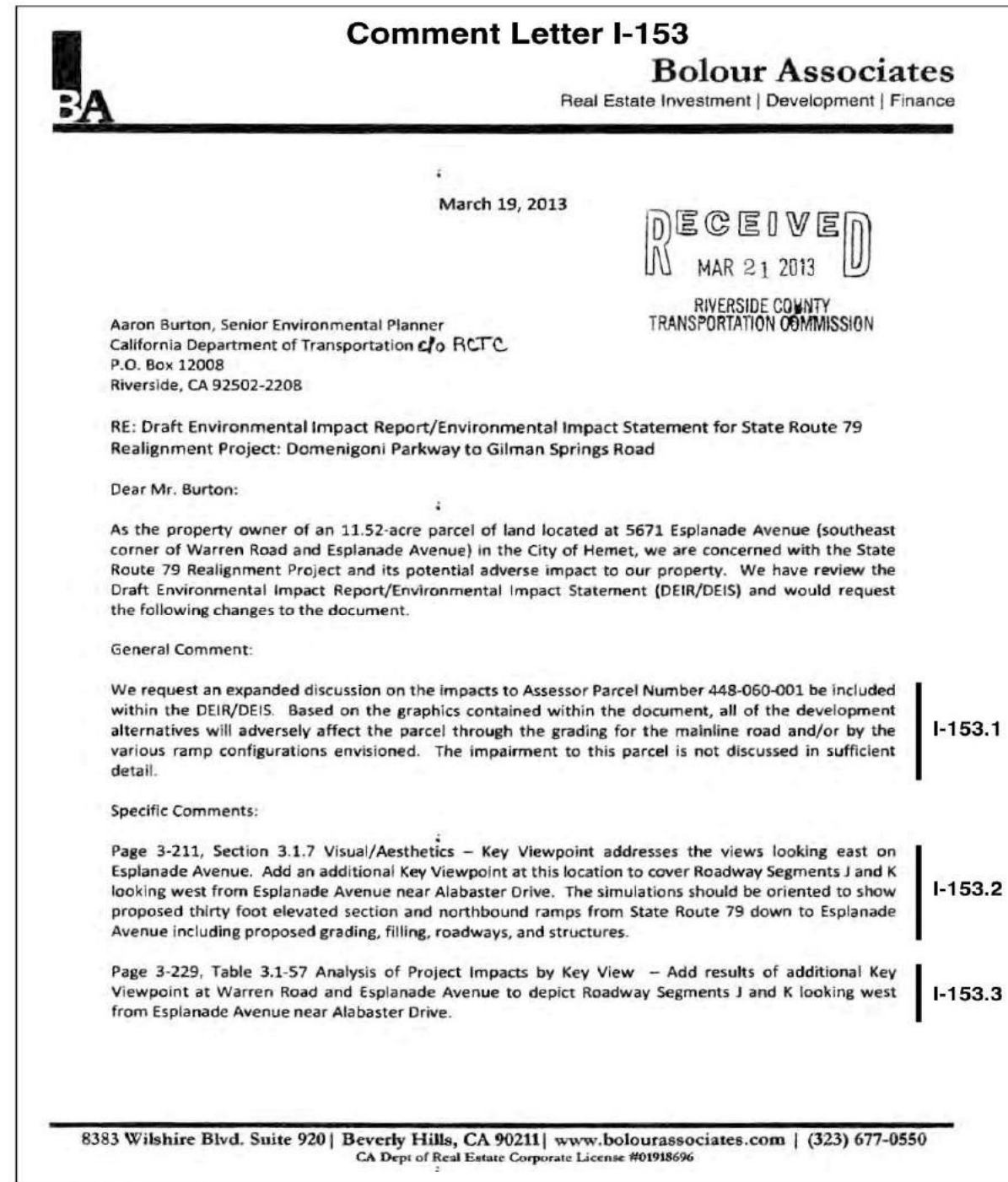
Response to I-152.3

If a project isolates a parcel and reasonable alternate access is not practicable, the owner is entitled to compensation, the same as any other property acquired for a project. The discussion in Section 3.1.7, Visual/Aesthetics, of the Draft EIR/EIS supports your concern with the impact on the viewshed. The Corridor Master Plan and more detailed mitigation measures that will be provided prior to the end of construction for each phase of the Project will reduce the impact.

Response to I-152.4

The rights of an owner of real property to be acquired for a federally funded program or project are discussed on the Federal Highway Administration Office of Real Estate Services website: www.fhwa.dot.gov/realestate. RCTC and the Department must operate under strict guidelines when property must be acquired for transportation projects. The process is complex and is designed to protect property owners. If a decision is made to acquire your property, discuss the process with a Project relocation advisor. For now, a summary of the Department's Relocation Assistance Program (RAP) is included in Appendix D of the Final EIR/EIS. Additional information is available from the following websites: http://www.dot.ca.gov/hq/row/pubs/residential_english.pdf
http://www.fhwa.dot.gov/real_estate/owners_and_tenants/

Comment from: Hemet Warren



Reponse to: Hemet Warren

Response to I-153.1

The concerns raised in this comment are not related to the project's environmental effects or the analysis in the document. No response required. However, if it becomes necessary to acquire a property for the Project, RCTC and the Department must operate under strict guidelines. The process is complex and is designed to protect property owners. If a decision is made to acquire a property, the owner should discuss the process with a Project relocation advisor. The rights of an owner of real property to be acquired for a federally funded program or project are discussed on the Federal Highway Administration Office of Real Estate Services website: www.fhwa.dot.gov/realestate.

Response to I-153.2

Because it was not practicable, nor required, to create simulations for every on-ramp or for every place the proposed highway would cross over a road, representative views were simulated to show the kinds of visual effects the Build alternatives would have on a range of situations in the Project area. The visual simulations in Figures 3.1-44 through 3.1-76 in Volume 1 of the Draft EIR/EIS have been determined to be adequate for this purpose, and no new simulations have been created. The commenter does not present any evidence that the areas of concern to the commenter are not adequately represented by the key viewpoints selected.

Response to I-153.3

A new simulation has not been created, and no changes have been made to Table 3.1-57.

BA

Comment Letter I-153

Bolour Associates

Real Estate Investment | Development | Finance

Page 3-233, Table 3.1-58 Analysis of Project Impacts by Roadway Segment – Add results of additional Key Viewpoint at Warren Road and Esplanade Avenue to depict Roadway Segments J and K looking west from Esplanade Avenue near Alabaster Drive.

I-153.4

Figure 3.1-12, Project Impacts to Existing Farmland - Extend callout box up to Esplanade Avenue to cover Segments J and K.

I-153.5

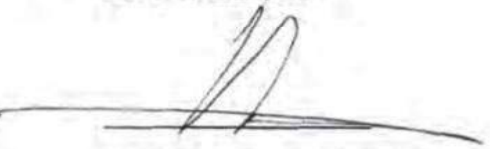
Figure 3.1-13, Project Impacts to Important Farmland - Extend callout box up to Esplanade Avenue to cover Segments J and K.

I-153.6

We appreciate the opportunity to submit comments and look forward to your responses.

Sincerely,

HEMET WARREN, LLC



By: Bolour Associates, LLC, Manager
Mark Bolour, CEO

-2-

8383 Wilshire Blvd. Suite 920 | Beverly Hills, CA 90211 | www.bolourassociates.com | (323) 677-0550
CA Dept of Real Estate Corporate License #01918696

Response to I-153.4

A new simulation has not been created, and no change has been made to Table 3.1-58.

Response to I-153.5

The callout box in Figure 3.1-12 has been extended to cover Segments J and K.

Response to I-153.6

The callout box in Figure 3.1-13 has been extended to cover Segments J and K.

290 | K - 1

Comment from: Judy Chow

Response To: Judy Chow

Comment Letter I-154

1701 Summer Lawn Way
Hacienda Heights, CA 91745

March 7, 2013

Mr. Aaron Burton
CALTRANS
P.O. Box 12008
Riverside, CA 92502-2208

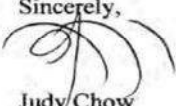
RECEIVED
MAR 11 2013
RIVERSIDE COUNTY
TRANSPORTATION COMMISSION

Dear Mr. Burton:

Thank you for your recent communication regarding the status of the SR 79 Realignment Project.

I am responding on behalf of the Chow Family, which has ownership interest in property near the project site. We have reviewed the information and maps on your website and are in favor of the LPA (locally preferred alternative) as identified by the City of Hemet.

We will continue to follow the progress of SR 79 with interest.

Sincerely,

Judy Chow

I-154.1

Comment Letter I-154 Judy Chow

Response to I-154.1

Your support of the City of Hemet's Locally Preferred Alternative has been included in the Project record, which at the time the comment was submitted was Alternative 2b. The process used to evaluate the alternatives and identify the preferred alternative for the Project is described in Chapter 2 of the Final EIR/EIS. As discussed in that Chapter, Alternative 1br was identified as the Preferred Alternative.

291 | K - 1

Comment from: Leo Wesselink

Response To: Leo Wesselink

Comment Letter I-155

March 25, 2013

Thank you for the 2 week extension as per William Graham on 3/21/13 of the 3/25/13 deadline to include comments on the SR79 Realignment Project. My comments are as follows:

I support Build Alternative 1B option 1B1. I believe this option would be best for me and everyone in Winchester. It creates the least amount of negative impact on the property owners affected by the route and the most positive impact on the community. There are several important advantages to this route over the other alternatives, in particular to that area between Olive Ave. in the South to Florida Ave. in the North. The location of the on/off ramp would improve access to that area of Winchester. The alignment of the route with Stueber Ln. would keep the proposed Business Park in one piece on the East side of the route in the airport sphere of influence. It would not isolate that small section of Winchester that is West of California Ave. in the area North of the Hemet Channel. It also would create usable land on the West side of the West Hemet Hills after removal of the material needed for the SR79 construction. Build Alternative 1B would also spare the rest of the West Hemet Hills from destruction as would be the case if 2A or 2B were chosen.

I oppose the Build Alternative 2A & 2B, in particular to that portion of the proposed route beginning at the connecting point at Winchester Rd. in the South to Florida Ave. in the North. The diagonal direction of the proposed route would go through our properties and those of several of our neighbors which would significantly damage the proposed land use change for the area that we have officially filed for and have been progressively working for since Feb. 2008. My neighbors and I are afraid that we will not be satisfactorily compensated for the potential value of our properties had the route been located in the more suitable location of Build Alternative 1B which would not go through our properties.

The diagonal direction of the proposed routes 2A & 2B create difficulties in the development of the impacted properties. It also isolates that small portion of Winchester that is East of these proposed routes and West of California Ave. in the area North of the Hemet Channel. Also the impact of cutting a swath through the West Hemet Hills wide enough to achieve the correct grade will destroy these hills and leave an irreparable scar that Winchester will have to live with forever.

I will not forfeit any of my legal rights to oppose, object and challenge any plans or actions including but not limited to those now being discussed in this letter or being considered in the SR79 Realignment Project that may negatively impact the future value of my properties and also my neighbors' properties now or in the future. I also retain the right to be satisfactorily compensated for any and all negative impact suffered as a result of the SR79 Realignment Project including all legal fees to protect these rights.

Thank-You,
Leo Wesselink

APN#’s
465-260-005
465-260-006

I-155.1

I-155.2

I-155.3

I-155.4

Comment Letter I-155 Leo Wesselink

Response to I-155.1

Your support of Design Option 1b1 has been included in the Project record. The process used to evaluate the alternatives and identify the preferred alternative for the Project is described in Chapter 2 of the Final EIR/EIS. As discussed in that Chapter, Alternative 1br was identified as the Preferred Alternative.

Response to I-155.2

Your opposition to Build Alternatives 2a and 2b has been included in the Project record. The process used to evaluate the alternatives and identify the preferred alternative for the Project is described in Chapter 2 of the Final EIR/EIS. As discussed in that Chapter, Alternative 1br was identified as the Preferred Alternative.

Response to I-155.3

If a project isolates a parcel and reasonable alternate access is not practicable, the owner is entitled to compensation, the same as any other property acquired for a project. The discussion in Section 3.1.7, Visual/Aesthetics, of the Draft EIR/EIS supports your concern with the impact on the viewshed. The Corridor Master Plan and more detailed mitigation measures that will be provided prior to the end of construction for each phase of the Project will reduce the impact.

Response to I-155.4

The rights of an owner of real property to be acquired for a federally funded program or project are discussed on the Federal Highway Administration Office of Real Estate Services website: www.fhwa.dot.gov/realestate. RCTC and the Department must operate under strict guidelines when property must be acquired for transportation projects. The process is complex and is designed to protect property owners. If a decision is made to acquire your property, discuss the process with a Project relocation advisor. For now, a summary of the Department's Relocation Assistance Program (RAP) is included in Appendix D of the Final EIR/EIS. Additional information is available from the following websites:http://www.dot.ca.gov/hq/row/pubs/residential_english.pdf
http://www.fhwa.dot.gov/real_estate/owners_and_tenants/

Comment from: Betty Wesselink

Response To: Betty Wesselink

Comment Letter I-156

March 25, 2013

Thank you for the 2 week extension as per William Graham on 3/21/13 of the 3/25/13 deadline to include comments on the SR79 Realignment Project. My comments are as follows:

I support Build Alternative 1B option 1B1. I believe this option would be best for me and everyone in Winchester. It creates the least amount of negative impact on the property owners affected by the route and the most positive impact on the community. There are several important advantages to this route over the other alternatives, in particular to that area between Olive Ave. in the South to Florida Ave. in the North. The location of the on/off ramp would improve access to that area of Winchester. The alignment of the route with Stueber Ln. would keep the proposed Business Park in one piece on the East side of the route in the airport sphere of influence. It would not isolate that small section of Winchester that is West of California Ave. in the area North of the Hemet Channel. It also would create usable land on the West side of the West Hemet Hills after removal of the material needed for the SR79 construction. Build Alternative 1B would also spare the rest of the West Hemet Hills from destruction as would be the case if 2A or 2B were chosen.

I-156.1

I oppose the Build Alternative 2A & 2B, in particular to that portion of the proposed route beginning at the connecting point at Winchester Rd. in the South to Florida Ave. in the North. The diagonal direction of the proposed route would go through our properties and those of several of our neighbors which would significantly damage the proposed land use change for the area that we have officially filed for and have been progressively working for since Feb. 2008. My neighbors and I are afraid that we will not be satisfactorily compensated for the potential value of our properties had the route been located in the more suitable location of Build Alternative 1B which would not go through our properties.

I-156.2

The diagonal direction of the proposed routes 2A & 2B create difficulties in the development of the impacted properties. It also isolates that small portion of Winchester that is East of these proposed routes and West of California Ave. in the area North of the Hemet Channel. Also the impact of cutting a swath through the West Hemet Hills wide enough to achieve the correct grade will destroy these hills and leave an irreparable scar that Winchester will have to live with forever.

I-156.3

I will not forfeit any of my legal rights to oppose, object and challenge any plans or actions including but not limited to those now being discussed in this letter or being considered in the SR79 Realignment Project that may negatively impact the future value of my properties and also my neighbors' properties now or in the future. I also retain the right to be satisfactorily compensated for any and all negative impact suffered as a result of the SR79 Realignment Project including all legal fees to protect these rights.

I-156.4

Thank-You,
Betty Wesselink

APN#'s
465-260-005
465-260-006

Comment Letter I-156 Betty Wesselink.

Response to I-156.1

Your support of Design Option 1b1 has been included in the Project record. The process used to evaluate the alternatives and identify the preferred alternative for the Project is described in Chapter 2 of the Final EIR/EIS. As discussed in that Chapter, Alternative 1br was identified as the Preferred Alternative.

Response to I-156.2

Your opposition to Build Alternatives 2a and 2b has been included in the Project record. The process used to evaluate the alternatives and identify the preferred alternative for the Project is described in Chapter 2 of the Final EIR/EIS. As discussed in that Chapter, Alternative 1br was identified as the Preferred Alternative.

Response to I-156.3

If a project isolates a parcel and reasonable alternate access is not practicable, the owner is entitled to compensation, the same as any other property acquired for a project. The discussion in Section 3.1.7, Visual/Aesthetics, of the Draft EIR/EIS supports your concern with the impact on the viewshed. The Corridor Master Plan and more detailed mitigation measures that will be provided prior to the end of construction for each phase of the Project will reduce the impact.

Response to I-156.4

The rights of an owner of real property to be acquired for a federally funded program or project are discussed on the Federal Highway Administration Office of Real Estate Services website: www.fhwa.dot.gov/realestate. RCTC and the Department must operate under strict guidelines when property must be acquired for transportation projects. The process is complex and is designed to protect property owners. If a decision is made to acquire your property, discuss the process with a Project relocation advisor. For now, a summary of the Department's Relocation Assistance Program (RAP) is included in Appendix D of the Final EIR/EIS. Additional information is available from the following websites:http://www.dot.ca.gov/hq/row/pubs/residential_english.pdf
http://www.fhwa.dot.gov/real_estate/owners_and_tenants/

Comment from: Drew Feldmann

Response To: Drew Feldmann

Comments Submitted via the Project Website
March 25 through April 8, 2013

From: info@sr79project.org

Sent: Monday, March 25, 2013 1:58 PM

To: SWR 171146 SR79; inbox@geomail.info

Subject: Contact Form Submission

Contact Form Submission

Comments: The San Bernardino Valley Audubon Society (SBVAS) is the local chapter of the National Audubon Society. In spite of our name, our chapter area covers all of Riverside and San Bernardino Counties except for the area west of the 15 and south of the San Gabriel Mountains. The chapter has about two thousand members in that area and about half of them live in Riverside County. Our missions are the protection of natural habitat for birds and other wildlife, and public education about the environment. We are a 501c(3) organization.

Having examined the proposed route for the State Route 79 Realignment Project from Domenigoni Parkway to Gilman Springs Road, our only area of concern is the wetlands located adjacent to the Eastern Municipal Water District San Jacinto Valley Regional Water Reclamation Facility at 770 North Sanderson Avenue in San Jacinto. These 60-acre wetlands are used by an estimated 120 species of birds, including species of concern such as tri-colored blackbirds, white-faced ibis, and white pelicans. Different species of birds are present at different times of the year, depending on migratory patterns. Given that these birds move between these wetlands and the larger wetlands in the San Jacinto Wildlife Area, located several miles to the northwest, we would much prefer that the alternative chosen in this area be the route to the east of Sanderson, not the route along Odell. The birds would therefore have one less major highway to cross moving between the wetlands.

Thank you for your consideration in this matter.
Drew Feldmann
Conservation Chair

Email: Drewf3@verizon.net
Name: Drew Feldmann
Phone: 909-881-6081
Mailing Address: PO Box 10973
City, State: San Bernardino CA
Zip: 92423-0973
Parcel Number:
CAPTCHA:

I-157.1

Response to I-157.1

Your preference for an alternative located east of Sanderson Avenue rather than along Odell Street has been included in the Project record. The Preferred Alternative (Build Alternative 1b with refinements) would be east of Sanderson Avenue.

I-157.1 - Comments from Website, Mar 25 through April 8

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Comment from: Lisa McCullough

Response To: Lisa McCullough

Appendix K: Comments Received on the Draft EIR/EIS

Comments Submitted via the Project Website

March 25 through April 8, 2013

From: info@sr79project.org

Sent: Monday, March 25, 2013 3:35 PM

To: SWR 171146 SR79; inbox@geomail.info

Subject: Contact Form Submission

Contact Form Submission

Comments: The SR-79 realignment project is very important to the economic development of the San Jacinto Valley. The City of San Jacinto is in great need of better transportation options across the valley. The Build Alternnative 2b, design option 2bI is the cooperative preferred alternative for the San Jacinto Valley. Please move this project forward improving transportation in our San Jacinto Valley!

Email: Lisagmc@earthlink.net

Name: Lisa McCullough

Phone: 951 4872698

Mailing Address: 912 E. Washington Ave

City, State: San Jacinto, CA

Zip: 92583

Parcel Number: 438600007

CAPTCHA:

I-158.1

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2 of 20

Response to I-158.1

Your preference for Design Option 2b1 has been included in the Project record. The process used to evaluate the alternatives and identify the preferred alternative for the Project is described in Chapter 2 of the Final EIR/EIS. As discussed in that Chapter, Alternative 1br was identified as the Preferred Alternative.

Comment from: Erik Good

Comments Submitted via the Project Website
March 25 through April 8, 2013

From: info@sr79project.org
Sent: Monday, March 25, 2013 3:59 PM
To: SWR 171146 SR79; inbox@geomail.info
Subject: Contact Form Submission

Contact Form Submission
Comments: We represent the San Jacinto Fund, LLC which owns the following five parcels in the City of San Jacinto:

436040006-5
436040008-7
436170001-2
436030001-9
436030002-0

We are concerned with alignment route B which would run directly through our property. The impact on the value of our real estate and our future ability to develop the property would be immense.

A few specific questions we would like addressed are:
1) how will our land be valued in the Right Of Way acquisition?
2) what all will be built on our land? There are overpasses shown, will the agencies be building those?
3) will the agencies be installing drainage improvements and utilities that will need to cross the hwy?

Thank you,
Erik Good
Alliance Commercial Partners
(949) 735-2001
Email: erikg@alliancecp.com
Name: Erik Good
Phone: 949-735-2001
Mailing Address: 2603 Main Street, #210
City, State: Irvine, CA
Zip: 92614
Parcel Number: 436040006-5
CAPTCHA:

I-159.1

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I-159.1 Comments from Website, Mar 25 through April 8

Response To: Erik Good

Response to I-159.1

The concerns raised in this comment are not related to the Project’s environmental effects or the analysis in the environmental document. No response is required. However the following information is provided. The Alternative 1br alignment does cross through APN 436-170-001 and 436-030-001, but doesn't touch the other three APN's.

- 1) If the Project must acquire all or part a property, the property owner will receive just compensation at a fair and equitable price. RCTC and the Department must operate under strict guidelines when property must be acquired for transportation projects. The process is complex and designed to protect property owners. If a decision is made to acquire your property, discuss the process with a Project relocation advisor. For now, a summary of the Department's Relocation Assistance Program (RAP) is included in Appendix D of the Final EIR/EIS. Additional information is available from the following websites:http://www.dot.ca.gov/hq/row/pubs/residential_english.pdf
http://www.fhwa.dot.gov/real_estate/owners_and_tenants/
- 2) The alignment of SR79 is planned to be built on the west side of the property and will include a roadside ditch along the east side of the alignment and culverts that will run under the road and drain to the west. In addition, retaining wall will be built to keep the slopes within the environmental footprint for the project.
- 3) As for any utilities, coordination will be developed during final design. If the Project must acquire all or part a property, the property owner will receive just compensation at a fair and equitable price.

Comment from: Bruce Thomas

Appendix K: Comments Received on the Draft EIR/EIS

Comments Submitted via the Project Website
March 25 through April 8, 2013

From: info@sr79project.org

Sent: Monday, March 25, 2013 3:59 PM

To: SWR 171146 SR79; inbox@geomail.info

Subject: Contact Form Submission

Contact Form Submission

Comments: The new highway will be a great way to get to and from the San Jacinto area, and I look forward to its completion. I believe it will also provide a safer alternative for commuters to and from Metrolink trains as well.

Email: bruce@rassupport.com

Name: Bruce Thomas

Phone: 951-750-9859

Mailing Address: 912 E Washington Ave

City, State: San Jacinto, CA

Zip: 92583

Parcel Number: 438600007

CAPTCHA:

I-160.1

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Response To: Bruce Thomas

Response to I-160.1

Your support of the Project has been included in the Project record. The process used to evaluate the alternatives and identify the preferred alternative for the Project is described in Chapter 2 of the Final EIR/EIS. As discussed in that Chapter, Alternative 1br was identified as the Preferred Alternative.

Comment from: William Muncie Jr

Response To: William Muncie Jr

Comments Submitted via the Project Website
March 25 through April 8, 2013

From: info@sr79project.org
Sent: Monday, March 25, 2013 4:40 PM
To: SWR 171146 SR79; inbox@geomail.info
Subject: Contact Form Submission

Contact Form Submission
Comments: My wife & I live in Four Seasons off of Florida Ave. & California St. We moved here because it is a private community of 1106 homes nestled in around Hemet Golf course & in an area where it would be quiet & peaceful. Now you wish to change that with the proposal of the SR-79 realignment project. You claim that this will improve the traffic situation on all of the surrounding streets. That is simply not true. I have looked at each of the four proposed alternatives for the SR-79 realignment. There are on and off ramps on at least three locations near our community. This will cause more congestion & probably additional traffic signals which will only serve to add more congestion. There will be additional noise and air pollution from all of this traffic. And once this project were to be completed, there will be requests from those companies and businesses that will want to have restaurants, gas stations and other stores that will add further congestion to our community. No thank you. Find another alternative route for your SR-79 proposal going east away from this community.
Email: amgysqt@earthlink.net
Name: William R Muncie Jr
Phone: 951-599-4972
Mailing Address: 7580 Watson Circle
City, State: Hemet, CA.
Zip: 92545
Parcel Number: Lot #41
CAPTCHA:

I-161.1

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I-161.1 Comments from Website Mar 25 through April 8

Response to I-161.1

Section 3.1.6, Traffic and Transportation/Pedestrian and Bicycle Facilities, in the Draft EIR/EIS details the substantial improvement in traffic conditions on virtually all the important roads in the Valley. The potential for future development outside of the Project's right-of-way is the prerogative of the local government. Neither the Caltrans nor RCTC would initiate any business development, the Project is being designed in response to planned and forecasted growth in the area. Please refer to Section 3.1.2 of the Final EIR/EIS for further discussion of growth impacts. The comment does not raise any specific concerns with this analysis and so no further response is possible.

Air quality and noise impacts were also analyzed in the Final EIR/EIS. The commenter did not raise any specific concerns with these analyses, and so no further response is possible.

Your opposition to the Project has been included in the Project record. The process used to evaluate the alternatives and identify the preferred alternative for the Project is described in Chapter 2 of the Final EIR/EIS. As discussed in that Chapter, Alternative 1br was identified as the Preferred Alternative.

Comment from: Robert Boening

Appendix K. Comments Received on the Draft EIR/EIS

Comments Submitted via the Project Website

March 25 through April 8, 2013

From:

info@sr79project.org

Sent:

Monday, March 25, 2013 5:47 PM

To:

SWR 171148 SR79; inbox@geomail.info

Subject:

Contact Form Submission

Contact Form Submission

Comments: Hello, I think that this realignment project will be disastrous for the small town feel of Winchester. It will effectively split the valley in half, with the eastern part, more than likely to become Hemet. This project is extremely expensive to the tax payers and what benefit would it provide? There are numerous other ways to provide traffic flow through the Hemet/San Jacinto valleys without the negative impacts that a full blown freeway would provide.

Please reconsider a simple widening of Warren Road from Domenigoni to the Ramona Expressway.

Thank you for your time.

Sincerely,

a concerned Winchester resident.

Email: drabnor@gmail.com

Name: Robert Boening

Phone: 9516345306

Mailing Address: 26851 Durango Court

City, State: Winchester, CA

Zip: 92596

Parcel Number:

CAPTCHA:

I-162.1

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6 of 20

Response To: Robert Boening

Response to I-162.1

Your belief that the realigned SR 79 would be disastrous for the small town feel of Winchester has been included in the Project record. Warren Road is a local north-south road and by widening it would only help the local community. The Purpose of the SR 79 project is to help move regional movement of vehicles throughout the entire valley and to divert the regional and truck traffic off of local roads and onto this new facility. Rebuilding and widening Warren Road would not address the issues specified in the Purpose and Need for the Project. The purpose, included in Section 1.2.1 of the Draft EIR/EIS, is to:

- Improve traffic flow for local and regional north-south traffic in the San Jacinto Valley
- Improve operational efficiency and enhance safety conditions by maintaining route continuity and upgrading the facility
- Allow regional traffic, including truck traffic, to adequately bypass local roads
- Reduce the diversion of traffic from state routes onto local roads

An extensive series of studies have reviewed alternatives and determined that the Project is necessary and that it is the most appropriate way to address the purpose. Many of these studies are available from the Project website at <http://www.sr79project.info/library-links>. The commenter has not raised specific concerns with these studies or the purpose and need and no further response is possible.

The commenter is also concerned about community impacts, which were analyzed in the Final EIR/EIS. The commenter, however, does not raise specific concerns with this analysis and no further response is possible.

Comment from: Dirk Meredith

Comments Submitted via the Project Website
March 25 through April 8, 2013

From: info@sr79project.org
Sent: Monday, March 25, 2013 7:50 PM
To: SWR 171146 SR79; inbox@geomail.info
Subject: Contact Form Submission

Contact Form Submission
Comments: Ms. Bechtel,

This is an addendum to my comments sent 3/24/13.

Upon futher reflection there are a number of impacts that either realignment will have on my property.
If 2b1 is chosen, the one I prefer, or 2b then I will some day give up property on my south end to the widening of Grand Ave. If 1b or 1b1 are chosen, neither of which I prefer, then I will give up land on my north end to the widening of Ranchland. If 1b is chosen then I could loose my land altogether or end up with a 35 foot embankment on my east property line. Major negative impacts.
How do you give back the lose of our view?
How do you medigate the noise? The lose of our peace and quite. A sound wall, a row of trees?
What about the air pollution that will result from the freeway? Diesel fumes, gasoline fumes, dust?
What about the runoff from this road? How will the runoff be treated? Will sufficent storm drains be in place to carry the runoff to salt creek?
Please consider these questions and I look forward to your future response.
Thank you.
Email: calsurfers@msn.com
Name: Dirk Meredith
Phone: 951-570-0010
Mailing Address: P.O. Box 247
City, State: Winchester, CA
Zip: 92596
Parcel Number: 465320016-1
CAPTCHA:

I-163.1

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Response To: Dirk Meredith

Response to I-163.1

None of the Project alternatives includes widening of Grand Ave. Any Build alternative would alter the view, as discussed in Section 3.1.7, Visual/Aesthetics, of the Draft EIR/EIS. The mitigation measures discussed in that section will minimize, but not eliminate, this impact. The commenter does not raise any specific concerns with the analysis or measures and no further response is possible. Any associated changes in noise levels, air quality, or runoff are carefully regulated and will not be significant, as discussed in Section 3.2.2, Water Quality and Storm Water Runoff, Section 3.2.6, Air Quality, and Section 3.2.7, Noise and Vibration, of the Draft EIR/EIS. The commenter does not raise any specific concerns with these analyses and no further response is possible.

Comment from: Sandy Fleming

Appendix K Comments Received on the Draft EIR/EIS

Comments Submitted via the Project Website
March 25 through April 8, 2013

From: info@sr79project.org

Sent: Monday, March 25, 2013 8:00 PM

To: SWR 171146 SR79; inbox@geomail.info

Subject: Contact Form Submission

Contact Form Submission

Comments: The Winchester area of the realignment is one of the last few affordable areas in southern California where you can have a home and some land. This project will take away a portion of my land and leave me a home that's directly adjacent to a freeway. I realize that the project is long term, but I don't see the need or the advantage to it. Drivers traveling on the proposed realignment will still have to navigate either through the Temecula/Murrieta area or through the Menifee area to reach it. Both routes are time consuming with all the lights and heavy traffic. Although taking the I215 to the I60 is a longer route, wouldn't it take less time for those commuters, especially if those routes were widened instead. And think of all the additional drivers it would help if those routes were widened. Bottom line = don't build the proposed route.

Email: cliffandsandy@hotmail.com

Name: Sandy Fleming

Phone: 951-249-1880

Mailing Address: 29600 Patterson Ave

City, State: Winchester, CA

Zip: 92596

Parcel Number: 465190062-1

CAPTCHA:

I-164.1

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Response To: Sandy Fleming

Response to I-164.1

The purpose of the Project, included in Section 1.2.1 of the EIR/EIS, is to:

- Improve traffic flow for local and regional north-south traffic in the San Jacinto Valley
- Improve operational efficiency and enhance safety conditions by maintaining route continuity and upgrading the facility
- Allow regional traffic, including truck traffic, to adequately bypass local roads Reduce the diversion of traffic from state routes onto local roads
- Most of the traffic on realigned SR 79 would be the traffic that currently travels on existing SR 79 or local streets such as Warren Road and Sanderson Avenue, not traffic coming from Menifee.

The commenter does not raise any specific concerns with the purpose and need and no further response is possible.

Comment from: Cliff Fleming

Response To: Cliff Fleming

Comments Submitted via the Project Website
March 25 through April 8, 2013

From: info@sr79project.org
Sent: Monday, March 25, 2013 8:57 PM
To: SWR 171146 SR79; inbox@geomail.info
Subject: Contact Form Submission

Contact Form Submission
Comments: Dear Cathy,
I am a Resident living at the corner of Patton and Patterson in rural Winchester. I am also President of Inland Empire Navhda we are a non-profit organization with 46 members in our local Chapter. We enjoy getting together and training our dogs on my 5 acres and neighbor's field. I have worked hard fencing, remodeling and building this property to be enjoyed by my family and our club members. Unfortunately both (B) proposals cut thru my property.
It is really hard to find property like this that still has open areas and not be so far out that it can't be enjoyed by people that live and work in the area.
Don't build B Proposals.

Cliff Fleming
Email: cliffandeandy@hotmail.com
Name: Cliff Fleming
Phone: 951-526-9311
Mailing Address: 29600 Patterson Ave
City, State: Winchester, Ca.
Zip: 92596
Parcel Number:
CAPTCHA:

I-165.1

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I-0-1 - Comments from Website, Mar 25 through April 8

Response to I-165.1

Your opposition to Build Alternatives 1b and 2b and Design Options 1b1 and 2b1 has been included in the Project record. The process used to evaluate the alternatives and identify the preferred alternative for the Project is described in Chapter 2 of the Final EIR/EIS. As discussed in that Chapter, Alternative 1br was identified as the Preferred Alternative.

If the Project must acquire all or part a property, the property owner will receive just compensation at a fair and equitable price. RCTC and the Department must operate under strict guidelines when property must be acquired for transportation projects. The process is complex and designed to protect property owners. If a decision is made to acquire your property, discuss the process with a Project relocation advisor. For now, a summary of the Department's Relocation Assistance Program (RAP) is included in Appendix D of the Final EIR/EIS. Additional information is available from the following websites:http://www.dot.ca.gov/hq/row/pubs/residential_english.pdf
http://www.fhwa.dot.gov/real_estate/owners_and_tenants/

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Comment from: Patricia Stocking

Appendix K Comments Received on the Draft EIR/EIS

Comments Submitted via the Project Website
March 25 through April 8, 2013

From: info@sr79project.org
Sent: Monday, March 25, 2013 9:27 PM
To: SWFR 171146 SR79; inbox@geomail.info
Subject: Contact Form Submission

Contact Form Submission
Comments: I am opposed to the sr79 project ,(phase 1 in particular) for the following reasons.
1.Your air quality study is based on data from the Perris and Lake Elsinore area. Having lived in that area for almost 20 years and now living in 4 seasons, Hemet, I have experienced much differing air quality in Hemet.In the area around the 4 seasons and Rinehart canyon, there seems to often be air inversion that traps the air as evidenced by the frequent smell of manure that lingers in this area from the nearby cow pastures. I grow vegetables and have become aware of a microclimate unlike other parts of Hemet where I have lived. You probably aren't aware of these differences that tend to trap and isolate pollutants (smells) and lower the area temperatures.It can thus follow that pollutants from planned sr79 will bring pollutants that will be trapped in the 4 seasons community and vicinity of Rinehart canyon which is a box canyon surrounded by rocky hillsides. The sr 79 expressway perched 49 ft in the air running parallel to Florida would likely create auto and truck pollutants that would pass over KB Homes into 4 seasons. Many of our 4 seasons residents have moved to this locale to escape the pollutants of city living. Your project would likely subject our elderly with compromised pulmonary problems to additional breathing difficulties. I myself know several people with COPD and they are upset with the prospect of sr79 so close to our community.
2.4seasons is situated in the mouth of a box canyon and rocky hillsides which transmits, amplifies and echoes sounds. This noise pollution would threaten the welfare OF ELDERLY CITIZENS WHO CHOSE TO LIVE OUT THEIR YEARS IN A QUIET AREA.
3.Missing from your study appears to be any consideration of the effect of the project on the migratory birds that annually visit the fields bordered by Florida, Warren and California.
4. Your study appears not to have any mention of 100 years rain, which could recreate the huge valley lake that existed years ago. I've been in a 100 years rain, which nearly destroyed my home, in another state. Yes with the erratic weather pattern we've seen the past years, this could happen! I think that you have to address this possibility.5.Your study does not seem to address the safety requirements of your planned 40 ft high elevated Devonshire bridge over the expressway in case of a 7 point or greater earthquake. The 2 lane road you plan to elevate is not adequate to carry the cars exiting out of 4 seasons and the canyon behind.It is probably the egress road with the most traffic.
6. The sr79 project leaks business out of the city of Hemet because cars are expressed through, bypassing the city. Hemet has a increasing crime problem because there is not enough financial support from businesses to hire an adequate number of police and fire personnel.In fact, fire station number 3 may be closed due to lack of funds. This station is about 5 minutes from 4 seasons on Devonshire .Again this leakage problem does not benefit the city of Hemet, which is responsible for our police and fire protection.
7.It may be predictable that 4 seasons property values will plunge due to an expressway approved to be built or built years from now. Once Sr79 is approved by the state, the 4 seasons property owner/seller must disclose the coming of this project. Truthfully most seniors and elderly do not want to live next to a noisy, pollutant causing expressway. Most of our residents do not need an expressway to commute to work or to travel. For once in our lifetimes we have TIME. Therefore the sr79 project would not be an asset, rather it would be harmful to the health and welfare of 4 seasons residents, and would likely cause them to suffer financial losses due to property devaluation of 4 seasons and surrounding properties.
Email: stockin2981@verizon.net
Name: patricia stocking
Phone: 9529260562
Mailing Address: 7849 January Dr.
City, State: hemet
Zip: 92545
Parcel Number: 455520031-9
CAPTCHA:

I-166.1

I-166.2

I-166.3

I-166.4

I-166.5

I-166.6

I-166.7

I-166.8

Response To: Patricia Stocking

Response to I-166.1

Your opposition to the Project has been included in the Project record. The process used to evaluate the alternatives and identify the preferred alternative for the Project is described in Chapter 2 of the Final EIR/EIS. As discussed in that Chapter, Alternative 1br was identified as the Preferred Alternative.

Response to I-166.2

There are no regional air quality monitoring stations in Hemet or elsewhere in the San Jacinto Valley. Perris and Lake Elsinore are the nearest regional monitoring stations, and they provide reliable and representative data about regional air quality in the valley, including Hemet. As shown in Section 3.2.6, Air Quality, in the Draft EIR/EIS, the Project would not cause or contribute to any new localized PM10 or PM2.5 violations, and it would not delay timely attainment of the PM10 or PM2.5 National Ambient Air Quality Standards. Regional Mobile Source Air Toxics emissions are anticipated to improve by 2040 because of USEPA national control programs. At the Project level, all Build alternatives would have lower emissions than the No Build Alternative because of improved levels of service.

Response to I-166.3

Noise levels decrease rapidly with distance from the source, and reflected noise does not increase in intensity but continues to decay with distance. The nearest Four Seasons residence would be more than 488 meters (1,600 feet) from the Project. Although roadway noise would be audible, noise levels from the Project would not constitute a noise impact (levels greater than 66-67 dBA). The noise barrier proposed south of Florida Road (2B-H1, which is proposed for the Preferred Alternative) will attenuate traffic noise levels at the Four Season community.

Response to I-166.4

Draft EIR/EIS Section 3.3.1, Natural Communities, discusses biological communities rather than individual plant or animal species. The section includes information about wildlife corridors (habitat areas used by wildlife for seasonal or daily migration). Table 3.3-7, Potential Special-Status Wildlife in the Project Study Area, lists 25 birds that nest or winter in the study area. All proposed project alternatives must comply with the federal Migratory Bird Treaty Act, as such, impacts to bird species were analyzed as part of the environmental documentation process.

Response to I-166.5

An extreme rain event can create a potential for rapid runoff and flooding. Section 3.2.1, Hydrology and Floodplain, and Section 3.2.2, Water Quality and Storm Water Runoff, of the Draft EIR/EIS address runoff and flooding. The potential for extreme storm events is a standard measure taken into account during the design phase of the selected alternative. Comment does not raise any specific concerns with this analysis and no further analysis is possible.

Response to I-166.6

The Project will conform to current Department Bridge Design Specifications and American Association of State Highway and Transportation Officials (AASHTO) seismic design standards, which will minimize the potential for

impacts from seismic ground shaking. Four Seasons Boulevard and California Avenue would provide alternate means of egress.

Response to I-166.7

Highway bypasses are seldom either devastating or the savior of a community business district. The Project would reduce congestion and remove some traffic from the principal commercial thoroughfares in Hemet, thus improving conditions for pedestrians and local traffic, but this could reduce the pass-by traffic on which some businesses depend. The size of the Hemet-San Jacinto area would limit the potential for negative impacts on local businesses because the large economic base would continue to draw people to the area to purchase goods and services. Shifting traffic from local routes can cause some existing businesses to turn over or relocate, but net economic impacts on the broader community are usually relatively small (positive or negative). A substantial amount of traffic would remain on Florida Avenue and San Jacinto Street, which would provide a customer base for businesses that depend on pass-by traffic.

Response to I-166.8

Although your concern about the impact on property values has been included in the Project record for consideration by Project decision makers, it does not address the project’s environmental impacts or the analysis in the environmental document, so no response is required. Additionally, there is no credible evidence that the Project would impact property values, particularly because Four Seasons would be at least a quarter of a mile from the Project.

Comment from: Thomas Johnson

Response To: Thomas Johnson

Appendix K: Comments Received on the Draft EIR/EIS

Comments Submitted via the Project Website
March 25 through April 8, 2013

From: info@sr79project.org

Sent: Monday, March 25, 2013 10:51 AM

To: SWR 171146 SR79; inbox@geomail.info

Subject: Contact Form Submission

Contact Form Submission

Comments: There was an emphasis in the presentation on the straightest path for the route and concerns about angel shrimp, but with a large concentration of senior communities there was not enough concern about the delicate health of many of the senior residents. Many of these people moved out to this community for healthier environment and now the plan takes a highway straight through the area. Why can't the route go farther to the East? Why can't you build a road more like 79 below Domenigoni? There are not any interchanges and overpasses in the segment from Murrietta to Domenigoni. It looks like this would put up the cost. The proposed segment will probably make this route appealing to large trucks which will increase sound and pollution more than presented in the draft. California traffic is a reason folks give for leaving the state especially as the grow older. Why do we want to increase the traffic in an area which has less traffic. This is not just going to separate regional and local traffic, it is going to significantly increase the traffic. Please give seniors a break!

Email: trjohn42@gmail.com
Name: Thomas Johnson
Phone: 951-926-2537
Mailing Address: 505 Vardon Circle
City, State: Hemet, CA
Zip: 92345-8827
Parcel Number: MB381/089 Tr 28286-13
CAPCHA:

I-167.1

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12 of 20

Response to I-167.1

The Preferred Alternative has been located as far to the east as practicable and would be more than a quarter of a mile from the Four Seasons at Hemet community. As early as the Route Concept Report in 1991 (http://www.sr79project.info/uploads/media_items/route-concept-report-1992.original.pdf), the Department identified the need for a limited-access expressway to address the existing and growing local traffic congestion and traffic problems on SR 79 from Newport Road to Gilman Springs Road. The purpose of the Project includes reducing the diversion of traffic from state routes onto local roads, but analyses show that neither noise nor air quality impacts would be significant. The commenter does not raise any specific concerns with the analysis and no further response is possible.

Comment from: Sandy Mann

Response To: Sandy Mann

Comments Submitted via the Project Website
March 25 through April 8, 2013

From: info@sr79project.org

Sent: Wednesday, March 27, 2013 9:53 PM

To: SWR 171146 SR79; inbox@geomail.info

Subject: Contact Form Submission

Contact Form Submission

Comments: I am retired and live in Hemet. I am absolutely amazed and excited about the development of this Parkway. I Probably have nothing of value to contribute to the Project except enthusiasm.

However, I did want to let you know that there are people in favor of the development.

Email: boltmann2@gmail.com

Name: Sandy Mann

Phone:

Mailing Address: 7608 Whitworth Drive

City, State: Hemet, CA

Zip: 92545

Parcel Number:

CAPTCHA:

I-168.1

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I-168.1 - Comments from Website, Mar 25 through April 8

Response to I-168.1

Your support of the Project has been included in the Project record. The process used to evaluate the alternatives and identify the preferred alternative for the Project is described in Chapter 2 of the Final EIR/EIS. As discussed in that Chapter, Alternative 1br was identified as the Preferred Alternative.

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Comment from: Michael Naumowich

Response To: Michael Naumowich

Appendix K Comments Received on the Draft EIR/EIS

Comments Submitted via the Project Website

March 25 through April 8, 2013

From: info@sr79project.org

Sent: Saturday, March 30, 2013 8:01 PM

To: SWR 171148 SR79; inbox@geomail.info

Subject: Contact Form Submission

Contact Form Submission

Comments: Michael Naumowich 9256 Stephenson Lane, Four Seasons, Hemet, CA 92545, 951-223-3424. Cathy; Thank you for your hard work and conscientious effort in seeing this project through to finish. I am aware that a number of my neighbors are in opposition to the project. However, I for one am in favor of your plans for the new SR79. As you explained to me at the last meeting; The new road will be 1500ft from our back gate and the elevation is only 15 to 30ft. I do not see traffic noise as a real problem. Nor do I understand the health concerns.

Good luck.

Email: mna@roadrunner.com

Name: Michael Naumowich

Phone: 951-223-3424

Mailing Address: 9256 Stephenson Lane

City, State: Hemet, CA

Zip: 92545

Parcel Number:

CAPTCHA:

I-169.1

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Response to I-169.1

Your support of the Project has been included in the Project record. The process used to evaluate the alternatives and identify the preferred alternative for the Project is described in Chapter 2 of the Final EIR/EIS. As discussed in that Chapter, Alternative 1br was identified as the Preferred Alternative.

Comment from: Dee Hydinger

Comments Submitted via the Project Website
March 25 through April 8, 2013

From: info@sr79project.org
Sent: Monday, April 08, 2013 8:32 PM
To: SWR 171146 SR79; inbox@geomail.info
Subject: Contact Form Submission

Contact Form Submission
Comments: I own one of the few businesses affected by this highway. Any one of your alternatives may take only part of my property, but any partial loss will affect my entire business in that it will put me out of business. I'm sure that has not been taken into account but absolutely should be.
Email: ddinger@live.com
Name: Dee Hydinger
Phone: 951-345-0817
Mailing Address: 206 Puryk Way
City, State: Hemet, CA
Zip: 92345
Parcel Number:
CAPTCHA:

I-170.1

Response To: Dee Hydinger

Response to I-170.1

If it becomes necessary for the Project to acquire a property, or a portion of it, an appraiser will make an appointment to inspect the property. The appraiser is responsible for determining the initial fair market value of the property, or if a partial take will leave a viable property. The property owner, or a designated representative, will be invited to accompany the appraiser when the appraiser inspects the property. Any unusual or hidden features of the property that the appraiser could overlook, such as those mentioned in the comment, can be pointed out at that time. The acquisition process is explained at:

http://www.fhwa.dot.gov/real_estate/practitioners/uniform_act/acquisition/real_property.cfm.

The effects on the businesses within the area of potential effect were analyzed and considered in the community impact section of the Final EIR/EIS. The commenter does not raise any specific concern with that analysis and so no further response is possible.

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Comment from: Dee Hydinger

Response To: Dee Hydinger

Appendix K. Comments Received on the Draft EIR/EIS

Comments Submitted via the Project Website

March 25 through April 8, 2013

From: info@sr79project.org

Sent: Monday, April 08, 2013 8:34 PM

To: SWR 171146 SR79; inbox@geomail.info

Subject: Contact Form Submission

Contact Form Submission

Comments: I did not see a study of the health effects this freeway so close to residential areas would impact humans.

Email: ddinger@live.com

Name: Dee Hydinger

Phone: 951-345-8817

Mailing Address: 206 Furyk Way

City, State: Hemet, CA

Zip: 92545

Parcel Number:

CAPTCHA:

I-171.1

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Response to I-171.1

Health impacts to nearby residents and other sensitive receptors would be related to Mobile Source Air Toxics (MSAT) emissions. As shown in Section 3.2.6.3 of the Draft EIR/EIS, the MSAT emissions from the Project would be lower than existing conditions or in the future if the Project Is not built.

Comment from: Dee Hydinger

Comments Submitted via the Project Website
March 25 through April 8, 2013

From: info@sr79project.org
Sent: Monday, April 08, 2013 8:37 PM
To: SWR 171146 SR79; inbox@geomail.info
Subject: Contact Form Submission

Contact Form Submission
Comments: Believe there need to be more noise studies conducted since this freeway, especially at some of its heights (50'+), is so close to established residential communities.
Email: ddinger@live.com
Name: Dee Hydinger
Phone: 951-345--0817
Mailing Address: 206 Furyk Way
City, State: Hemet, CA
Zip: 92545
Parcel Number:
CAPTCHA:

I-171.2

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I-171 Comments from Website, Mar 25 through April 8

Response To: Dee Hydinger

Response to I-171.2

Your preference for additional noise studies has been included in the Project record.

Pursuant to FHWA and Caltrans protocols, a series of noise evaluations were conducted by accredited specialists for all noise sensitive land uses within the project area. Three major evaluations were conducted to evaluate traffic noise. A Noise Study Report (NSR) was conducted to identify noise sensitive land uses and if traffic noise impacts are expected. A Noise Abatement Decision Report (NADR) was prepared to assess the reasonability and feasibility of noise abatement for those land uses predicted to experience a traffic noise impact. Finally, the project changes associated with Build Alternative 1br were investigated in an Updated NSR/NADR. The entire noise evaluation is summarized in Section 3.2.7 in the Final EIS/EIR.

The commenter does not raise specific concerns or provide evidence supporting the need for additional studies. No further response is possible.

Comment from: Dee Hydinger

Appendix K. Comments Received on the Draft EIR/EIS

Comments Submitted via the Project Website
March 25 through April 8, 2013

From: info@sr79project.org

Sent: Monday, April 08, 2013 8:43 PM

To: SWR 171146 SR79; inbox@gsomail.info

Subject: Contact Form Submission

Contact Form Submission

Comments: Only two exits are indicated for the City of Hemet. One, Tres Cerritos, leads to either a select few ranches or (going towards Hemet) deadends into a mountain. The only other exit, Florida Avenue, is already a heavily congested route into and out of the city. Has there been research conducted in similar situations? Seems like it will serve to only cut off Hemet, its citizenry and its businesses. And if people do decide to exit at Hemet, they basically only have the one choice. Believe there needs to be at least an exit at Statson, but that would only be possible if the freeway takes a more due-south direction after it crosses Florida Avenue. If the airport is not expanding to the west, is that feasible?

Email: ddinger@live.com

Name: Dee Hydinger

Phone: 951-345-0817

Mailing Address: 206 Furyk Way

City, State: Hemet, CA

Zip: 92545

Parcel Number:

CAPTCHA:

I-171.3

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Response To: Dee Hydinger

Response to I-171.3

Access at Florida Avenue and Esplanade Avenue would adequately serve the central portion of the Project area (the Tres Cerritos Avenue interchange is not included in the Preferred Alternative). The preferred alternative also includes an interchange at Grand Avenue in 2040. Other interchanges would serve areas north and south of the central portion of the Project.

Comment from: Dee Hydinger

Response To: Dee Hydinger

Comments Submitted via the Project Website
March 25 through April 8, 2013

From: info@sr79project.org

Sent: Monday, April 08, 2013 8:52 PM

To: SWR 171146 SR79; inbox@geomail.info

Subject: Contact Form Submission

Contact Form Submission

Comments: Understand that the deadline to comment was extended to today, April 8, 2013. However, I saw no update of that in this website - a little disconcerting.

I also understand that the RCTC may feel that plenty of people have been made aware of this DEIR. That is not the case which is also disconcerting. Many I've talked with still know nothing of this; others I've recently talked with still do not understand how it will impact them. Either they're not aware of how close it comes to a particular community or of its elevated structure, etc. As daunting a task as I'm sure this is, I still believe there has not been enough public information. I believe the time for public review that was allowed for the Mid-County Parkway was 90 days. We were not given that. That might have helped some.

Email: ddinger@live.com

Name: Dee Hydinger

Phone: 951-345-0817

Mailing Address: 206 Furyk Way

City, State: Hemet, CA

Zip: 92545

Parcel Number:

CAPTCHA:

I-171.4

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I-3-1, Comments from Website, Mar 25 through April 8

Response to I-171.4

Your concern has been noted. Formal public outreach began in 2004 with a series of Q&A Fact Sheets that were distributed to the public at critical points in the project development process. The fact sheets and other early public outreach efforts are available from the Project website at: <http://www.sr79project.info/library-links> The two public hearings on the Draft EIR/EIS were only the latest in a series of outreach efforts that have characterized the Project. Sections 5.3 and 5.4 of the Draft EIR/EIS include summaries of public outreach efforts prior to circulation of the Draft EIR/EIS.

Comment from: Dee Hydinger

Response To: Dee Hydinger

Appendix K Comments Received on the Draft EIR/EIS

Comments Submitted via the Project Website
March 25 through April 8, 2013

From:info@sr79project.org

Sent:Monday, April 08, 2013 8:55 PM

To:SWR 171146 SR79; inbox@geomail.info

Subject:Contact Form Submission

Contact Form Submission

Comments: Concerned about the visual impact this will have on our area. The SR79 from Domenigoni Parkway to Temecula has been beautifully landscaped as has many of California's freeways. Believe this will have a negative impact on our community which poor little old Hemet just doesn't need.

Email: ddinger@live.com

Name: Dee Hydinger

Phone: 951-345-0817

Mailing Address: 206 Furyk Way

City, State: Hemet, CA

Zip: 92545

Parcel Number:

CAPTCHA:

I-171.5

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Response to I-171.5

The proposed location of SR 79 near Florida Avenue and California Avenue has been reviewed along with many other alternatives that were ultimately eliminated from consideration. The 0.80-kilometer (0.5-mile) radius would put the realignment east of the canal, in an area that is environmentally sensitive and caused the elimination of several earlier alternatives.

Comment Letter I-172
Nick Orlandos, Resident of Four Seasons at Hemet



COMMENT LETTER
MITIGATION PROPOSAL
SR-79 REALIGNMENT
PROJECT

FOUR SEASONS RESIDENT
FOUR SEASON’S PETITION

Note: Comments and responses begin on page 3 of 48.

Comment Letter I-172
Nick Orlandos, Resident of Four Seasons at Hemet

CONTENTS

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- 2. Summary of meeting
- 3. Comment letter & mitigation proposal
- 4. Maintaining the current noise levels as much as possible
- 5. Route change suggestions with benefits for many
- 6. The Merits on the changes desired
- 7. Evaluating toxic exposures with current studies
- 8. Pollution extends further than previously thought
- 9. Distinguished professor’s summary analysis
- 10. Comments Four seasons petitions



Comment Letter I-172
Nick Orlando, Resident of Four Seasons at Hemet

Cathy Bechtel and the SR-79 Realignment Team

Enclosed in this notebook are some very important issues concerning the building of SR-79 near the area know as Four Seasons. The building of this road will affect the lives of not only thousands of people today, but countless more for generations to come.

The changes I am asking you and your team to address may seem too minor for some, but could be workable for most. To others the changes will not be enough for their no build stance. I have tried to strike a balance between these two groups. I have tried to respect the rights of the people who do want the road built, and I have given great thought on what reasonable changes, the professionals planning the road would consider. I feel strongly that the changes we are asking for are not frivolous, and to the contrary will have positive and measurable effects on our community, and the city of Hemet as a whole.

With respect to the people who think it is too little and not enough, I would say to them, that it would lower the increase of local traffic noise as high as 50% (see report). It would push back from line of sight the mammoth over pass or interchange of steel and concrete that would be built in plain view of our community. New studies are showing that people living in homes near heavily travelled roads as far as 2000 meters, just over a mile, are more affected by particulate matter than once believed (see report). If we could adjust the distance of the interchange to 1/2 mile instead of ¼ mile (the length of a high school running track) it could be like an insurance policy for many people. For an elderly community that could prove to be significant.

Cathy, I can't help but remember what you said at our meeting last week that gave me some encouragement. You said, "Changes could be made, it would just be harder." Its funny how doing the right things in life are always harder. And in my 61 years on this planet that has never changed.

The following signatures submitted represent a "NO BUILD" for the CURRENT ROUTE DESIGNS ONLY. It does not represent a "NO BUILD AT ALL." While collecting signatures I expressed the need for a road that could benefit Hemet sometime in the future. The interchange location along with the 1A and 2A designs were especially met with high levels of consternation when speaking to the residents of Four Seasons. Many of the residents were visibly alarmed, because they remembered previous publications that put the route near Warren Road.

We appreciate the two week extension that you have allowed us. It has still been difficult getting the word out to everyone so we will continue to get signatures and work hard to organize and make the KB homes aware of what could be in store for them as well. I hope we will be able to have a town hall meeting at Four Season's very soon to deliver some good news.

Sincerely
Nick Orlando

Comment Letter I-172
Nick Orlando, Resident of Four Seasons at Hemet

Cathy Bechtel,

Thank you for inviting us to your office last week. I would like to summarily review what we discussed at that meeting.

Our community's (Four Seasons & Kb Homes) are exceedingly concerned about the **20 %** increase in the projected noise levels at Florida and California Avenues, that are likely according to your study.

I-172.1

We discussed engineering the **interchange** on Florida Ave. in a comparable manner to what you have planned for Tres Cerritos, and Esplanade Avenues, approximately **1200-1500** feet east of your currently planned location near California Avenue, and closer to the channel on Florida Avenue.

I-172.2

We determined that this would approximately double the distance in feet eastward from the currently planned location. We discussed how my research showed that when the source of noise was moved twice the distance from the location the noise was originally measured, the sound intensity level decreases with the doubling of the distance by (–)6 dB. In other words the noise level would drop by approximately **50%**, at that location.

I-172.3

We discussed **"Particulate Matter"**, and its effects on human beings living near heavily traveled roads. Our consensus was that you may have a legal right to build at these distances. However, every foot you can move the road away from a populated area, there would be a net plus affect on the physical and emotional well being of that population.

I-172.4

We discussed trying to keep the SR-79 realignment project at least a ½ mile radius from Florida Avenue, near California Ave. I have not had an Engineering Study done to date, but will rely at this time on your assessment with respect to our recommendations.

I-172.5

We briefly discussed our neighborhoods disagreement about building an interchange at Tres Cerritos, and how it serves no real purpose for the community.

I-172.6

I have enclosed approximately 630 PLUS "NO BUILD" signatures based on the current distances the proposed routes take in relation to our homes. We feel that by making these small adjustments, our acceptance of the road, with these considerations, could go a long way for a smooth process in its building, and a happier and healthier neighborhood.

I-172.7

Sincerely
Nick Orlando
949-285-3915

Response to I-172.1

In the Draft EIR/EIS, Tables 3.2-40 through 3.2-43 for Build Alternatives 1a, 1b, 2a, and 2b, respectively, show that a sound wall would be reasonable and feasible to protect a location south of Florida Avenue and east of California Avenue. The modeled and measured noise receiver locations are varying distances from the highway alignments and are southeast of the intersection of Florida Avenue and California Avenue. Baseline noise levels and increases in the residential areas that are northwest of Florida Avenue and California Avenue (e.g., Four Seasons at Hemet and KB Homes) would be less than in areas southeast of the intersection.

Response to I-172.2

The Project has balanced the constraints of the San Diego Canal, sensitive vernal pools, and the desire to have the Florida Avenue interchange moved eastward. Build Alternative 1b with refinements has been identified as the Preferred Alternative. The modifications include moving the interchange closer to the canal than initially. This is as close to the canal as feasible.

Response to I-172.3

This characterization of sound level intensity decreasing with distance is correct.

Response to I-172.4

Comment is acknowledged.

Response to I-172.5

The proposed location of SR 79 near Florida Avenue and California Avenue has been reviewed along with many other alternatives that were ultimately eliminated from consideration. The 0.80-kilometer (0.5-mile) radius would put the realignment east of the canal, in an area that is environmentally sensitive and caused the elimination of several earlier alternatives.

The Preferred Alternative is Build Alternative 1b with refinements.

Response to I-172.6

The Tres Cerritos Avenue interchange is not included in the Preferred Alternative.

Response to I-172.7

These petitions have been included in the Project record.

Comment Letter I-172
Nick Orlandos, Resident of Four Seasons at Hemet

SR-79 Project and Impact on Specific West Hemet Communities

Below is a description of our problem... Clearly there must be a better way to lessen the exposure from the SR-79 Realignment Project for about 5-6 thousand people in the **Emerging Hemet Community**. It sounds like we are a community that does not exist yet, but there are approximately 3000 elderly and/or retired in The Four Seasons community of 1100 homes. There is another community contiguous to that with 2500 to 3000 people with small children.

These two communities are set to carry the maximum burden for noise, pollution, and traffic, all with less than desirable landscape appeal, because of the RCTC (Riverside County Transportation Commission) and the City of Hemet official's route selection. We will be affected more than any other geographical location as far as the human element is concerned.

The proponent's for the highway SR-79 extension project through Hemet CA are about to submit a request for final approval in a couple of weeks. We are not "no growther's" and not interested in stopping the project for the sake of "not in our back yard".

We are concerned that the geography of this specific area presents extremely dangerous environmental concerns for the elderly with weakened immune systems in the Four Seasons retirement community and the community next door with young developing children.

Here Are Some of Our Concerns

Bordering the south end of our community and paralleling a four lane highway (Florida Ave. at Four Seasons Ave. are hillsides that rise 500 feet above our community.) The noise that reverberates from Florida Ave. off of those hillsides along with the smell of exhaust into our community is very apparent, especially in certain weather conditions.

The proposed SR-79 extension will be built 1350 feet from our eastern border at Florida Ave. and California Ave. northward, paralleling the length of our community and beyond. The problem is that on the western border of our community are hillsides that run the length of our community and beyond, and are 450-500 feet above our community. We pretty much are in a virtual bowl.

Our two concerns are obvious and apparent, and that is with the location so close to our Eastern Border, the noise will reverberate all along the hills west of our community creating an *Amphitheater* effect, by trapping the noise against the hills and reverberating back into our community.

In fact the Highway SR-79 RCTC report states, "future noise levels would approach or exceed the NAC at nearly all locations that were studied. Future traffic-noise levels at most locations would also exceed existing noise levels."

Response to I-172.8

Consideration of the discussions with residents of the Four Seasons at Hemet community yielded the following points:

- People in quiet areas notice equivalent noise increases more acutely than people in louder areas
- Topography can affect noise distribution; reflection is a valid concept. Topography can also be a natural noise barrier.
- For any individual receptor, relative position and distance would be the key factors. Department noise policy specifies monitoring and modeling for all sensitive receptors within 152 meters (500 feet) of a roadway. The nearest Four Seasons residence (Playa Court) would be roughly 488 meters (1,600 feet) away from realigned SR 79.
- Given the distance, the traffic noise coming directly from the proposed highway is not expected to rise to the level of a traffic-noise impact to the Four Seasons at Hemet community.
- Reflected noise does not increase in intensity (except immediately adjacent to a hard reflective surface); it continues to degrade according to the doubling-of-distance principle.
- Using this principle, any traffic noise reflected from hillsides back to the Four Seasons community is not expected to rise to the level of a traffic-noise impact.
- The roadway would be audible. However, based on the design year projected peak hour traffic volumes, noise levels are not expected to constitute a traffic-noise impact – approaching or exceeding the Noise Abatement Criteria (66-67 A-weighted decibels [dBA]) for residential land uses.

I-172.8

Comment Letter I-172
Nick Orlando, Resident of Four Seasons at Hemet

SR-79 Project and Impact on Specific West Hemet Communities

In addition, the amount of particulates that get trapped against those hills needs to be fully understood so as to protect the health of the 2500-3000 elderly that live right there.

We have very hot temperatures in Hemet which causes the air to become more still; hence the air becomes murky because dust and pollutants are no longer lifted from the surface. During a severe inversion, trapped air pollutants form a brownish haze and can cause respiratory problems, especially in the elderly and children.

References in this document refer to the DRAFT ENVIRONMENTAL IMPACT REPORT/ ENVIRONMENTAL IMPACT STATEMENT February 2013 3-721 State Route 79 Realignment Project. (Referred to as RCTC Draft EIR) You may locate these at <http://sr79project.info/>

In the RCTC Draft EIR, "The CO "carbon omissions" protocol lists three criteria to determine whether a project would worsen air quality. Because the proposed project would change the location of the existing alignment in some locations, it was not possible to evaluate the criteria provided in the CO protocol for this question. Therefore, it was conservatively assumed that the project may have the potential to worsen air quality."

The RCTC Draft EIR states, "With light average wind speeds, the atmosphere of the Basin has a limited capability to disperse air contaminants horizontally, and vertical dispersion of pollutants is hampered by the presence of a persistent inversion layer (typically 0.6 km [1 mi] or less above sea level). During periods of limited horizontal and vertical mixing, pollutants released to the atmosphere at or near ground level are trapped. The pollutants accumulate and tend to form a uniform mixture between the ground and the base of the inversion layer."

The proposed Project is located in an area designated as nonattainment of the California ozone air quality standards. Construction of the Project would result in elevated NOx emissions exceeding SCAQMD's (South Coast Air Quality Management District) level of concern, even with minimization measures. Construction emissions of NOx would contribute to cumulative adverse effects on air quality.

What is NOx or Nitrogen Dioxide?

It is a reddish-brown gas with a pungent and irritating odor. It transforms in the air to form gaseous nitric acid and toxic organic nitrates. NO₂ or NOx also plays a major role in atmospheric reactions that produce ground-level ozone, a major component of smog. It is also a precursor to nitrates, which contribute to the increased respiration of particle levels in the atmosphere.

I-172.9

Response to I-172.9

The Draft EIR/EIS acknowledged the unavoidable impacts from NOX emissions during construction. Construction impacts would be temporary and would last less than 4 years for the entire Project. Once the Project is built, the realigned corridor is expected to have improved traffic conditions, which would result in long-term regional air quality benefits. Nevertheless, every effort will be made to minimize air quality impacts during construction, and additional mitigation measures have been included in the Final EIR/EIS to further reduce emissions. Section 3.2.6.4, Avoidance, Minimization, and/or Mitigation Measures, discusses the measures.

Comment Letter I-172
Nick Orlando, Resident of Four Seasons at Hemet

SR-79 Project and Impact on Specific West Hemet Communities

"Therefore, construction of the Project **is expected to contribute to existing violations of the ozone standards.** This impact would be temporary because it **would only occur during construction. However the proposed construction schedule of the Project is expected to require several years.**" (Several years is a lifetime for many residents in Hemet.)

I-172.10

The Project would incorporate both standard practices and mitigation measures during construction to lessen the impact on air quality. During this time frame, it is expected that other reasonably foreseeable projects may also be constructed in the San Jacinto Valley. Based on the size and number of the development projects (commercial, residential, and industrial) shown in Figure 3.6-1 and listed in Appendix H and the infrastructure projects listed in Table 3.6-2 (page 3-704), several of them could be in construction at the same time as the Project **and also be contributing to this cumulative impact.** When considering the other large infrastructure projects, based on the anticipated schedule, only the Mid County Parkway Project may overlap in construction schedules in the vicinity of the proposed Project. If these circumstances were to occur, **the impacts of all these projects when combined would result in an adverse cumulative impact to air quality.**

What Does Nonattainment Mean

The US Environmental Protection Agency (EPA) has set National Ambient Air Quality Standards (NAAQS) for six common air pollutants, also called "criteria" pollutants. The criteria pollutants are carbon monoxide, nitrogen dioxide, ozone, lead, particulate matter and sulfur dioxide. NAAQS are often referred to as federal health standards for outdoor air.

The Clean Air Act, which was passed in 1970 and last amended in 1990, requires the EPA to set NAAQS for pollutants that cause adverse effects to public health and the environment. The **Clean Air Act established primary** and secondary air quality standards. **Primary standards protect public health, including the health of "sensitive" populations such as asthmatics, children, and the elderly.** The primary standard is often referred to as the health standard. Secondary standards protect public welfare, including protection against decreased visibility, damage to animals, crops, vegetation, and buildings. Standards are reviewed periodically to ensure that they include the most recent scientific information.

Nonattainment areas are regions within the country where the concentration of one or more criteria pollutants exceeds the level set as the federal air quality standards.

So what the RCTC is saying is that we already have poor air quality, and they will make it worse. The county should be working toward Primary Standards to protect public health, including the health of "sensitive" populations such as asthmatics, children, and the elderly, and our city leaders should be leading that fight. That road will be built to handle 64,000 vehicles per day traveling from Temecula to

I-172.11

Response to I-172.10

The Draft EIR/EIS acknowledged the unavoidable impacts from NOX emissions during construction. Construction impacts would be temporary and would last less than 4 years for the entire Project. Once the Project is built, the realigned corridor is expected to have improved traffic conditions, which would result in long-term regional air quality benefits. Nevertheless, every effort will be made to minimize air quality impacts during construction, and additional mitigation measures have been included in the Final EIR/EIS to further reduce emissions. Section 3.2.6.4, Avoidance, Minimization, and/or Mitigation Measures, discusses the measures.

Response to I-172.11

As discussed in the Draft EIR/EIS, although traffic volume would increase after the Project is built when compared to existing conditions and the No Build Alternative, traffic conditions in the area would improve because the Project would reduce traffic congestion and increase vehicle speeds, which typically results in lower emissions and is beneficial to regional air quality.

Health impacts to nearby residents and other sensitive receptors would be related to mobile source air toxics (MSAT) emissions. As shown in Section 3.2.6.3 of the Draft EIR/EIS, MSAT emissions from the Build alternatives would be lower than existing conditions because of improvements in level of service and the use of cleaner vehicles in the future.

Comment Letter I-172

Nick Orlando, Resident of Four Seasons at Hemet

SR-79 Project and Impact on Specific West Hemet Communities

Beaumont. It can only serve to worsen the quality of life in Hemet.

I-172.11
cont.

Studies have shown “Short-term exposure to fine particulate pollution exacerbates existing pulmonary and cardiovascular disease and long-term repeated exposures increases the risk of cardiovascular disease and death.” **Heart rate variability, a risk factor for future cardiovascular outcomes, is altered by construction and traffic-related pollutants particularly in older people and people with heart disease.**

It is understood that the proponent’s consultants have addressed these issues where in cases like these, assumptions are always made, and maybe skewed in favor of the project. All assumptions must be challenged for the health of our community. There are no do over’s when it comes to spending a billion dollars (estimated project cost) on steel and concrete.

The most susceptible and overlooked population in the U.S. subject to serious health effects from air pollution may be those who live very near major regional transportation routes, especially highways. Policies that have been technology based and regional in orientation **do not** efficiently address the very large exposure and health gradients suffered by these populations.

Add to that our specific geographical concerns and elderly people that have weakened immune systems will without doubt cause undo suffering. Especially those elderly with acute respiratory illnesses including heart conditions. Many residents, in order to address current health problems and to prevent acceleration of these medical issues, have moved away from heavily polluted areas and to this retirement community.

Concerning the environmental appeal or aesthetics to the community, their conclusion is:

“All Build alternatives and both design options would result in **high levels of adverse visual impacts. However,** Design Option 1b1 or 2b1 would be **marginally better** in terms of visual character, visual quality, and degree of exposure and sensitivity” So it still looks adverse on both counts but let’s build it anyway. REALLY? Marginally better!!!!

To say that common sense and compromise as it relates to the people of our community and the SR-79 realignment project officials are alive and well, would be premature. Regardless of **political** motives concerning the route of the project, or the project itself, there are some very real environmental and quality of life issues at hand.

It is interesting to note that the land to the east of us as far as you can see is undeveloped, but yet the proposed road is 1350 feet from our community. Our only hope is CAL TRANS, the EPA, RCTC and or the COURTS. We would prefer cooperation and compromise by the first three.

Comment Letter I-172	
Nick Orlando, Resident of Four Seasons at Hemet	
SR-79 Project and Impact on Specific West Hemet Communities	
Please do not approve the building of this road until this has been fully addressed especially with obvious alternatives just to the east of us. Let's make this project a true win-win. Please do not put a stick in our community's eye, let's build Hemet together!	I-172.12
<u>Mitigation Proposal SR-79 Highway Realignment Project</u>	
Currently you have the new SR-79 crossing in front of the smaller of Double Butte's hills where it will cross Florida Ave. at California Ave., running parallel or north 1350 feet from our community.	
<u>Alternative</u>	
Adjust the new SR-79 to travel closer to the smaller of the Double Butte hillsides, angle it toward Florida Ave. going northeast. Build the new SR-79 interchange an additional 1200 to 1350 feet from the proposed distance of 1350 feet from California Ave. or 2700 feet approximately. Somewhere near the San Diego Channel turn the new SR-79 road north, across Florida avenue to its final destination.	I-172.13
"Feasibility of noise abatement is basically an engineering concern as I have read. A minimum 5 decibel reduction in the future noise level must be achieved for an abatement measure to be considered feasible." We believe that a 5 dBA reduction would easily occur with these minor changes especially with the adjustment of the interchange.	I-172.14
Positives: <i>Noise</i> , and <i>visual</i> esthetics will improve greatly. Hopefully air quality will be slightly better.	
Negatives: Vernal pools can be argued that they are on both sides of Double Butte hillsides, and can be mitigated with proper drainage, Etc.	
Thank you,	
Nick Orlando 949-285-3915 951-599-4651	

Response to I-172.12

The potential alignments have been extensively studied since 1991. Alternatives to the east were eliminated in 2005. Section 2.2.5 of the Draft EIR/EIS describes the process undertaken and the alternatives considered but eliminated. Appendix J provides still more information. For more information, see the 2005 Q&A Fact Sheet, which is available from the Project website at:

http://www.sr79project.info/uploads/media_items/q-a-fact-sheet-2-october-2005-1.original.pdf

Response to I-172.13

The Preferred Alternative is Build Alternative 1b with refinements. The interchange with Florida Avenue has been moved to the east without affecting sensitive vernal pools and causing additional mitigation with the resource agencies.

Response to I-172.14

A minimum 5-dBA reduction is required for abatement measures such as noise barriers to be feasible. Noise barriers would be feasible in the area south of Florida Avenue and east of California Avenue. The noise barriers would be in the same location regardless of Build alternative, but the labels differ according to alternative. These labels are 1A-G1, 1B-G2, 2A-H1, and 2B H1. In all cases, the number of properties protected would be sufficient to make the barriers reasonable.

Comment Letter I-172
Nick Orlando, Resident of Four Seasons at Hemet

With the above adjustments can we maintain Suburban area Daytime Noise Levels ?

Our current noise level according to RCTC at California and Florida Avenue's is 53 decibels. I am unaware if the multiple source calculation was used to take into account the traffic of Florida Avenue, which could actually raise their 53 decibel assessment. However 53 decibels is consistent with an outdoor noise level of a **Suburban area in the daytime**. After building the freeway the noise will increase in volume by approximately **20 % to 63 decibels per RCTC**. That noise level would be consistent with a **Commercial Urban Area in the daytime**. Noise levels are already unbearable for all of the KB homes along Florida Avenue and affect negatively hundreds of Four Seasons residents that reside more than a ¼ mile North of Florida Avenue. Many complain already that having a basic barbeque in their backyard cannot be enjoyed because of the loud traffic on Florida Avenue. Even a 1% increase would be unfair to all homeowners that are affected. The topography and weather patterns make it sound much louder than what has been measured. RCTC expects noise levels to rise to 68 decibels during construction

According to RCTC's chart we are currently at about 53 decibels. The graph I have furnished you shows that by moving the freeway at least ½ mile from Florida and California Avenues, or an extra ¼ mile, we can lower the decibel level by 6 decibels. With the proposed SR79 at that distance we would have a decibel reading at California Avenue of 57 which would cut the noise level by **50%** of the currently proposed locations. That would still be about a 10% increase in current noise levels, but would be **much closer to a Suburban area noise level. So the answer is yes we can maintain our current noise levels with some minor adjustments to the road.** The RCTC is probably not required, but I do not think the noise study took into consideration the unique topography of the area, with its propensity to carry and trap sound waves further in distance and lasting longer than on flat open spaces.

I-172.15

Reference distance r_1 from sound source	Sound level L_1 at reference distance r_1
1350 m or ft	63 dBSPL
Another distance r_2 from sound source	Sound level L_2 at another distance r_2
2700 m or ft	57 dBSPL

-6 decibels

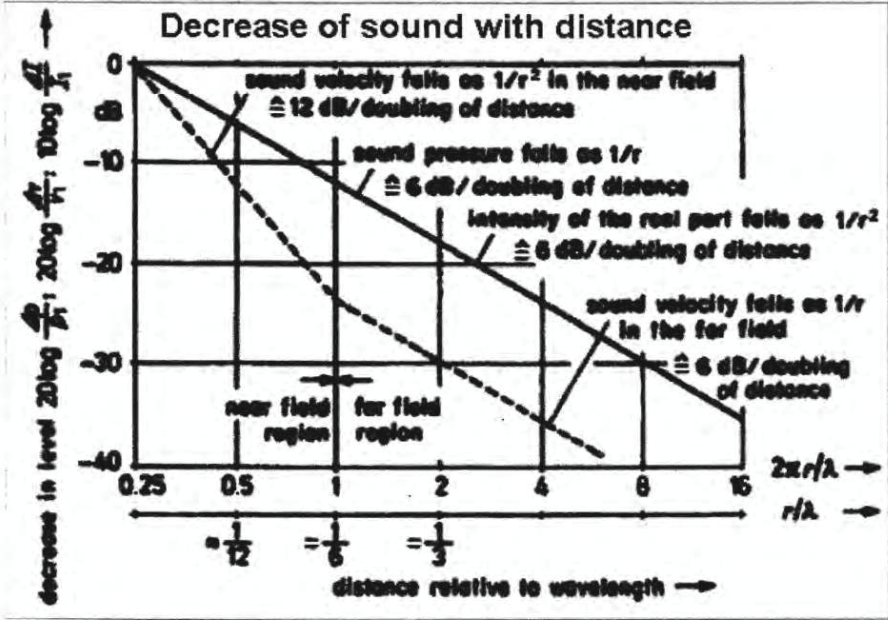
Response to I-172.15

In the Draft EIR/EIS, Tables 3.2-40 through 3.2-43 for Build Alternatives 1a, 1b, 2a, and 2b, respectively, show that a noise barrier would be reasonable and feasible at a location south of Florida Avenue and east of California Avenue. The modeled and measured noise receiver locations are varying distances from the proposed highway alignments and are southeast of the intersection of Florida Avenue and California Avenue. Noise levels from the Project in the residential areas that are northwest of Florida Avenue and California Avenue would be less than the levels to the southeast.

Comment Letter I-172
Nick Orlando, Resident of Four Seasons at Hemet

Calculation of the sound level L_2 we find at the distance r_2 .		
Reference distance r_1 from sound source 1350 m or ft	Sound level L_1 at reference distance r_1 63 dBSPL	Search for L_2
Another distance r_2 from sound source 2750 m or ft	Sound level L_2 at another distance r_2 56.98 dBSPL	
		Sound level difference $\Delta L = L_1 - L_2$ 6.02 dB

Sound pressure and sound power



Comment Letter I-172
Nick Orlando, Resident of Four Seasons at Hemet



Source: URS Corporation, 2008

Comment Letter I-172

Nick Orlandos, Resident of Four Seasons at Hemet

State Route 79 Realignment Project

Projected Noise Levels Between California Avenue and Tres Cerritos Avenue

Results in A-Weighted Decibels (dBA) for the Peak Noise Hour in Equivalent Sound Levels (Leq)

Receiver I.D.	Location	Predicted Existing Noise Levels	Predicted 2035 Noise Levels without Project	Predicted 2035 Noise Levels with Project	Predicted 2035 Noise Levels with Project and Noise Barriers			
					8 feet	10 feet	12 feet	14 feet
I1.1	Hyatt Avenue - First Row	41	46	71	65	63	62	61
I1.2	Hyatt Avenue - Second Row	39	44	68	62	61	60	58
I1.3	Hyatt Avenue - Second Row	39	44	68	64	63	62	62
I1.4	Hyatt Avenue - Second Row	39	45	68	63	62	60	59
I2.1	Warren Road - First Row	62	68	72	66	65	61	60
I2.2	Warren Road - First Row	61	68	73	67	66	63	62
I2.3	Warren Road - Second Row	54	60	66	63	63	61	60
I2.4	Warren Road - Second Row	54	60	66	62	62	59	58
R-101	Roseland - First Row	62	64	70	64	63	62	61
R-102	Roseland Mobile Home Estates	53	55	68	64	63	63	62
R-103	Roseland Mobile Home Estates	57	58	69	65	64	63	63
R-104	Roseland Mobile Home Estates	62	64	69	66	65	64	64
R-105	Roseland Mobile Home Estates	62	64	70	67	66	65	65
R-18	Donald Street - Third Row	53	54	68	65	64	64	63
R-19	Donald Street - Third Row	53	54	68	64	64	63	63
R-20	Shannon Drive - Second Row	53	54	69	65	65	64	64
G1.2	Donald Street - Second Row	50	52	67	63	61	61	60
G1.3	Lyn Avenue - First Row	50	51	67	62	61	60	60
G1.4	Lyn Avenue - First Row	50	51	68	62	62	61	61
G1.5	Donald Street - Second Row	50	52	67	63	62	62	61
G1.6	Lyn Avenue - First Row	50	51	69	65	64	64	63
G1.7	Roseland - First Row	51	53	68	63	62	61	60
G1.8	California Avenue	53	54	68	65	64	63	63
G1.9	Roseland - Adjacent to Florida Avenue	76	78	77	72	69	67	65
G1.10	Roseland Mobile Home Estates	53	54	68	64	63	62	62
G1.11	Roseland Mobile Home Estates	57	58	68	64	63	62	62
G1.12	Roseland - First Row	53	55	68	64	63	62	62
G1.13	Roseland - First Row	62	64	71	65	63	62	62
G1.14	Roseland - Adjacent to Florida Avenue	68	68	73	66	65	64	63
G1.15	Roseland - Adjacent to Florida Avenue	65	67	73	67	66	65	65
G1.16	Roseland - Adjacent to Florida Avenue	65	67	72	69	68	68	68

Comment Letter I-172	
Nick Orlandos, Resident of Four Seasons at Hemet	
ROUTE CHANGE SUGGESTIONS	
My crude lines and key that I have incorporated on the following map shows approximate re –routing suggestions. It represents a higher regard for the people in the community.	
You have demonstrated that you are willing to move mountains to put this project on our front door step, and it might possibly be reasonable to some if it were not for the fact of having so much vacant land all around us to work with. You say that all the other routes have problems, so apparently it is no problem to make it our problem.	
The letters ABCD on the map on the next page clearly shows the people who would benefit with some minor adjustments to the routing.	
Would it then be <i>ideal</i> for most of us? NO! Not ideal. But it would help. Routing 1A and 2A is a complete disaster. Destroying half the mountain and running the road across the face of our community is highly destructive and insulting to all of us, to say the least.	
F or G on my map is by far a smarter way to go, if you consider all of the people, plants, mammals, vernal pools, raptors, and geographical destruction that you say you want to avoid.	I-172.16
Build the road on concrete pylons along the channel from Stowe Road and you will have less destruction to everyone and everything. You guys are smart, build it smarter not easier.	I-172.17
As I get a better feel for this project, I am curious as to who owns the unimproved property on the East and West sides of the canal, and just North and South of Florida Avenue. Just Curious.	I-172.18

Response to I-172.16

Build Alternative 1b with refinements has been identified as the Preferred Alternative by the Project Development Team (PDT).

Potential alignments for the Project have been studied extensively since 1991.

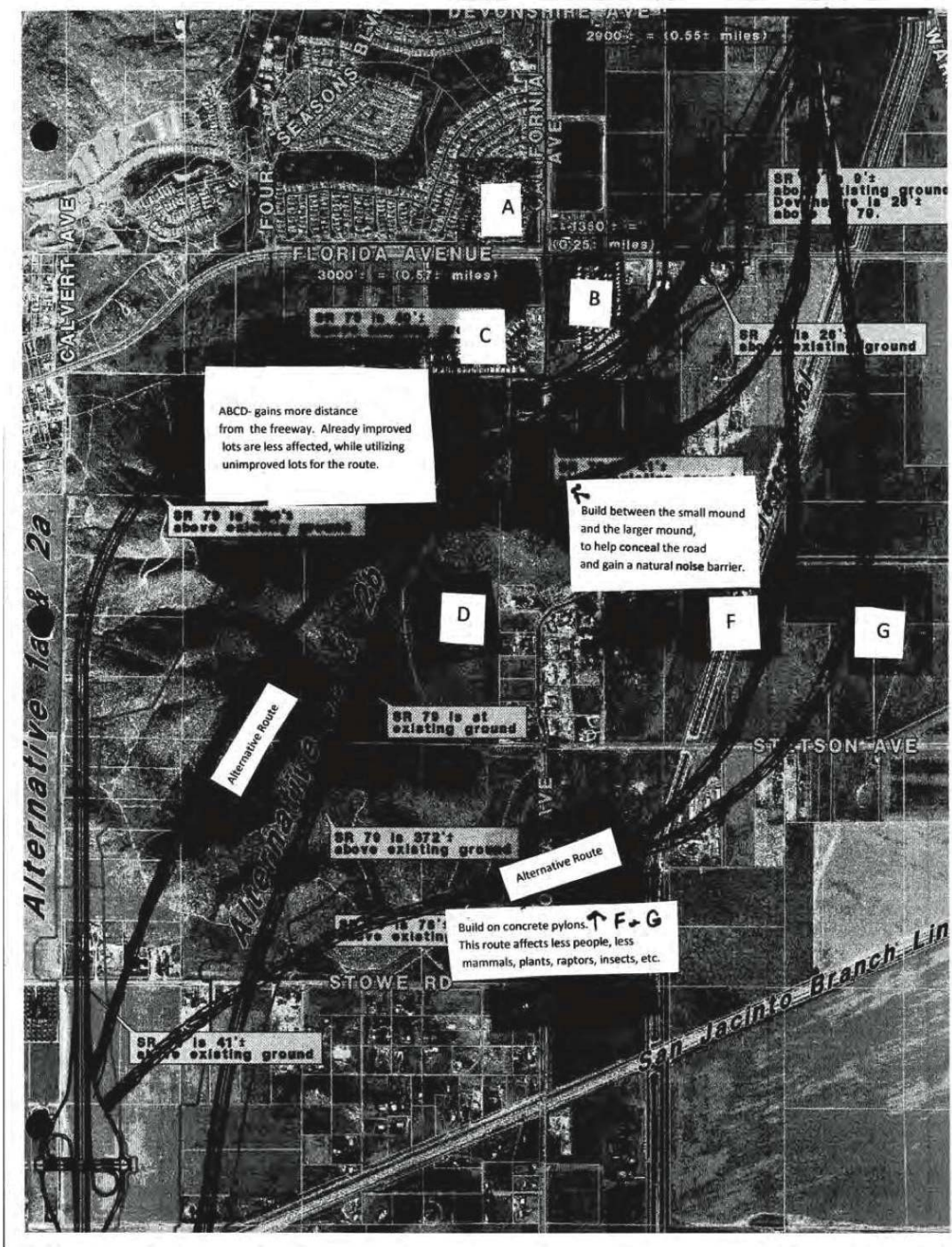
Response to I-172.17

Potential alignments considered through this area are shown in Appendix J, Alternatives Evaluated for the Project, in Volume 2 of the Draft EIR/EIS. As currently designed, the SR 79 realignment (Build Alternatives 2a and 2b and Design Option 2b1) would be about 1.6 kilometers (1 mile) from the canal after crossing Stowe Road. Running an alignment along the canal would violate Metropolitan Water District of Southern California (MWD) restrictions on building near this valuable source of drinking water, and the material from the hill that is needed to build embankment for the entire length of the Project would not be available.

Response to I-172.18

Ownership of parcels is public data that is available from Riverside County.

Comment Letter I-172
Nick Orlando, Resident of Four Seasons at Hemet



Comment Letter I-172
Nick Orlandos, Resident of Four Seasons at Hemet

What are the merits of establishing a 2640 foot perimeter around Florida and California Avenues instead of the current 1350 feet with the SR-79 road realignment? And are they reasonable enough for the Four Season’s board to act on this community’s behalf, and speaking with one voice for these minor changes.

I-172.19

Our concern over particulate pollution and noise were and are warranted. The stance of the RCTC is that they have followed all guide lines in preparation to present their plan to the many agencies needed for final approval. I congratulate them on their hard work. This was no small task indeed.

That does not mean however that they are not willing to make some changes that have merit and warrant a change. It also does not mean the agencies needed for approval will not look at our concerns. For instance the RCTC agreed that for every 500 feet you live from a freeway the more time particulate matter has to dissipate. This would have a net positive affect in decreasing the concentrations of particulate matter that people near heavily travelled roadways have to breathe each day.

(It is much like putting a drop of dye in a bathtub. As it progresses outward and is absorbed by the water, it will have less and less effect on the environment as a whole.)

You can see now that 500, 1000, and 1500 feet become very important with respect to particulate pollution in a neighborhood of children and or elderly whose immune systems are more susceptible of being influenced by this pollution, and this is not to mention the potential for CO hot spots that may occur because of a combination of our topography and the vicinity of the interchange. I think we must also be concerned with the years of construction that will raise the NOx levels in our community. If we could get a little more distance from the interchange, it would, with current scientific data have the potential for lessening the damaging effects of pollution on the children and elderly in the Four Seasons and KB community’s.

I-172.20

Even though all guidelines may have been met, can the RCTC improve on their current routes to benefit the people in the Four Seasons and KB community’s? Can the interchange that is slated for Florida Avenue be moved East and closer to the San Diego Channel, 1000 plus feet from the current location? This would effectively give the residents most affected by the interchange approximately ¼ mile of distance from the interchange instead of ½ mile. Twice the distance! This would help to dissipate the toxins in a topographically sensitive location, with 500 foot high hillsides that back up to the community’s of Four Seasons and KB homes.

I-172.21

Response to I-172.19

This would put the SR 79 alignment on top of the San Diego Canal, which would not be accepted by MWD. See also the response to Comment I-172.17.

Response to I-172.20

The Preferred Alternative is Build Alternative 1b with refinements include increasing the loop ramp radii at Florida Avenue and moving the interchange to the east without impacting the vernal pools and San Diego canal.

NOX emission impacts from construction would be temporary, and additional mitigation has been proposed in the Final EIR/EIS to further reduce these emissions.

CO emissions are expected to be the highest at congested intersections when a large number of vehicles are idling. The Draft EIR/EIS demonstrated that even the worst-case intersections in the Project area would not cause violations of air quality standards.

Response to I-172.21

The Preferred Alternative has been refined to move the realigned SR 79 closer to the San Diego Canal and farther from the Four Seasons at Hemet community. This is the maximum shift possible without affecting sensitive vernal pools and causing additional mitigation with the resource agencies.

Comment Letter I-172
Nick Orlandos, Resident of Four Seasons at Hemet

Air Resource Board

Who is Affected?

The elderly and those with heart and/or lung diseases are particularly at risk to the harmful effects from particulate matter exposure. Particulate matter data analysis from Air Resource Board’s Children’s Health Study shows health effects in children, as well. This study concluded that in communities with high particulate matter levels, children’s lungs developed more slowly and did not move air as efficiently as children’s lungs in clean air communities. Children and infants inhale more air per pound of body weight than adults. This is because they breathe faster, spend more time outdoors and have smaller body sizes so they are more susceptible to harm from inhaling particulate matter pollutants. Additionally, children’s immature immune systems may cause them to be more susceptible to particulate matter than healthy adults.

“So my question is how much worse can a pollution source be with its negative effects, if it were to stagnate up against a natural amphitheatre type location where elderly specific communities of people, and children nearby lived?”

I-172.22

Response to I-172.22

The National Ambient Air Quality Standards (NAAQS) and state standards are set at a level that protects public health with a margin of safety. They are subject to periodic review and revision.

Attachment
Nick Orlandos Comment Letter, Mitigation Proposal, SR 79 Realignment Project
Four Seasons Resident, Four Season's Petition

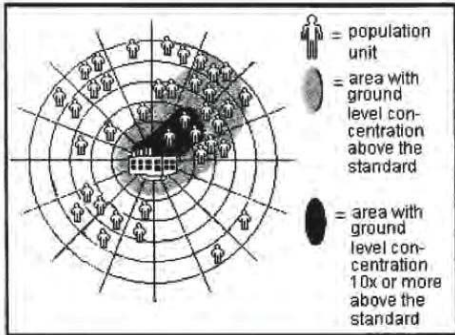
Evaluating Exposures to Toxic Air Pollutants: A Citizen's Guide

The concentration of a pollutant decreases as it travels from the site of release because the pollutant spreads out. The amount of this dilution, or dispersion, in the air depends on weather – especially wind direction and speed. Dispersion also depends on the terrain, whether it is on flat or mountainous land or in a valley.

Other factors can affect the concentration, or level of a pollutant at a given location. The amount of a pollutant at any one location can vary over time depending on the pattern of releases. For example, industrial processes can release some pollutants only at certain times and other pollutants continuously. The location of the release affects the concentration -- a pollutant can be released from smoke stacks high in the air or can leak from equipment or storage tanks near the ground. The ground-level concentration near a facility is generally lower when a pollutant is released from high stacks because the pollutant is more diluted when it reaches the ground. Other factors that affect concentration include the temperature and speed of the gas released through the smoke stack and the location of places in the facility where it is released.

What Is the Concentration of a Pollutant at Different Distances from the Source?

Using a technique called dispersion modeling, engineers can estimate the concentration of a pollutant at different distances and directions from the source. The computer model is used to calculate these estimates from information about the amount of pollutant released, the weather and terrain around the source, and other factors that affect the concentration of the pollutant.



For a point source, researchers estimate the number of people living in various areas surrounding the site of release with a computer model that uses census information for wider and wider rings around the point source. For an area source, the computer model uses census information to estimate the population living in the area of interest. Where warranted, census estimates can be adjusted to reflect daily and seasonal population movements.

Using dispersion and population information in models, agencies can estimate the number of people exposed to varied concentrations of a chemical. To aid decision makers, these models can compare exposures to some selected benchmark, such as a state pollution standard or a level with a known health effect. For example (see figure below), someone standing at the northeast fence line of a factory's property might be exposed to 10 times the state standard while someone living a little further from the

Attachment
Nick Orlandos Comment Letter, Mitigation Proposal, SR 79 Realignment Project
Four Seasons Resident, Four Season’s Petition

factory might be exposed to 2 times the standard. Someone living to the southwest may be exposed to very low levels below the state standard.

SUMMING IT ALL UP

- Assessing people's exposure to pollutants is one step of a risk assessment.
- Exposure assessment has four steps:
 1. Identify pollutants that may be released.
 2. Estimate the amount of pollutants released from all sources, or the source of particular concern, using air samples or emission models.
 3. Estimate concentrations of pollutants in air in the geographic area of concern by using dispersion models with information about emissions, source locations, weather, and other factors.
 4. Estimate the number of people exposed to different concentrations of the pollutant at different geographic locations.

Attachment

Nick Orlandos Comment Letter, Mitigation Proposal, SR 79 Realignment Project
Four Seasons Resident, Four Season’s Petition

Freeway Pollution Extends Further than Previously Thought

If you live within a mile and a half of a major freeway, listen up: freeway pollution is probably seeping into your home and compromising the health of you and your family. A new study out of California indicates that, especially in the predawn hours, freeway pollution can extend as far as 1.5 miles away. This news serves to highlight increasing concerns that doctors, scientists and researchers have regarding air pollution and the daily exposure that people have to it. It also demonstrates that the problem exists for more than just those living within sight of a major freeway, and that more people are affected than previously believed.

About the Freeway Air Pollution Study

The study in question was conducted by researchers at UCLA, the University of Southern California and the California Air Resources Board. Their findings were published recently in an issue of Atmospheric Environment, a prominent scientific journal. The primary person in charge of the study was Dr. Arthur Winer, a member of UCLA’s School of Public Health. He and his team conducted the primary research to gauge how far afield freeway air pollution actually went by taking a close look at local freeway Interstate 10 in Santa Monica.

Using an electric car that doesn’t emit its own pollution, researchers used special equipment to measure the presence of various kinds of air pollution. Of primary concern were ultrafine particles (UFP) which can easily make their way into nearby homes. The researchers examined the air near the freeway in both the winter and the summer, and focused their attention on the predawn hours between 4am and 7am. What they discovered was incredibly surprising, and raises a lot of additional concerns about air quality in and around America’s freeways.

Results showed that, despite the lower volume of traffic during that early time of day, pollution extended ten times further than previously believed. Indeed, researchers measured air pollution from freeway traffic as far as 1.5 miles away. The weather patterns unique to the predawn hours contribute to this effect, bottling up pollution and making it more highly concentrated. The problem was also shown to be worse in the winter, when the sun rises later. Although researchers expected to find a certain level of air pollution, the extent of it – and how far it extended – surprised them a great deal and flied in the face of previous beliefs about highway air pollution.

Ramifications of the Study

The California study highlights the fact that people are exposed to more air pollution than they realize, even while in their homes. Ultrafine particles easily slip through cracks in the home, and if you live within a mile and a half of a major freeway, the problem is probably worse than you thought. This pollution exposes the inhabitants of a home to increased health problems, and can exacerbate existing respiratory conditions. Even if you can’t see or hear the freeway from where you live, there’s a good chance that its pollution is affecting the health of you and your family.

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Nick Orlandos Comment Letter, Mitigation Proposal, SR 79 Realignment Project
Four Seasons Resident, Four Season’s Petition

Arthur Winer, PhD



Professor Emeritus
Office: (310) 206-5296

amwiner@ucla.edu

Mailing Address: UCLA School of Public Health
650 Charles E. Young Drive South 61-295A CHS
Los Angeles, CA 90095
Specialties:
Air Pollution
Exposure Assessment
Atmospheric Chemistry
Biographical Information:

Dr. Arthur M. Winer is Distinguished Professor of Environmental Health Sciences and a core faculty member in the UCLA Environmental Science and Engineering Program, of which he was the Director between 1989 and 1997. Dr. Winer is an atmospheric chemist who has published more than 200 peer-reviewed journal articles and book chapters on a wide range of atmospheric chemistry, air pollution and exposure ass

UCLA Institute of Environment and Sustainability

July 1998 – Present (14 years 9 months) UCLA Institute of the Environment and Sustainability

Attachment

Nick Orlandos Comment Letter, Mitigation Proposal, SR 79 Realignment Project
Four Seasons Resident, Four Season’s Petition

Dr. Arthur M. Winer is Distinguished Professor of Environmental Health Sciences in UCLA's School of Public Health. Prior to joining the faculty at UCLA in 1989, he spent 18 years at the UC Riverside, where he served as Assistant Director of the Statewide Air Pollution Research Center. He is the author or co-author of 200 peer-reviewed journal articles on a wide range of air pollution and exposure assessment topics. His teaching activities focus on the atmospheric transport and transformations of airborne chemicals, and their influence on regional and global air pollution problems such as photochemical smog, accumulation of greenhouse gases, stratospheric ozone depletion, human exposure to toxic air contaminants, and the inter-relationships between energy, sustainability and air pollution issues.

Arthur Winer, Ph.D.'s Education

University of California, Berkeley

Post Doctoral Fellow, Physical Chemistry

1970 – 1971

The Ohio State University

Ph.D., Physical Chemistry

1964 – 1969

University of California, Los Angeles

B.S., Chemistry

1960 – 1964

Arthur Winer, Ph.D.'s Additional Information

Interests:

Air pollution research

Groups and Associations:

American Association for the Advancement of Science, International Society of Exposure Analysis, Americian Chemical Society

Honors and Awards:

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Nick Orlandos Comment Letter, Mitigation Proposal, SR 79 Realignment Project
Four Seasons Resident, Four Season’s Petition

Commendations from President Clinton and Congress, 1998
ISI Highly Cited Researcher in Environmental Field, 2003
Carl Moyer Award for Scientific Leadership and Technical Excellence, Coalition for Clean Air, 2004
American Lung Association Clean Air Award, 2004
Haagen-Smit A

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Summary

- We have discovered a wide impact area, up to 2,000 m Down wind and 600 m upwind, of a major freeway during pre-sunrise hours • Pollutant concentrations pre-sunrise are higher than daytime despite lower traffic volumes.
- Results raise significant implications for human exposure and health given that most people are in their homes prior to sunrise and outdoor pollutants can penetrate indoor environments

Comment Letter I-172, Nick Orlando, Resident of Four Seasons at Hemet

Responses to Comment Letter I-172,
Nick Orlando Comment Letter, Mitigation Proposal, SR 79 Realignment Project
Four Seasons Resident, Four Season’s Petition

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APPROX. 6/1/2024 9

NO BUILD SR79 REALIGNMENT PROJECT
FOR THE HEALTH AND WELFARE OF FOUR SEASONS COMMUNITY RESIDENTS

As community residents we are asking for a No Build signature for the SR79 realignment project based on the current designed routes. Our purpose is to prevent excessive noise, pollution, and traffic; and with the potential for a reduction in property values , work to preserve the aesthetic appeal of the surrounding area. The community is surrounded by hillsides up to 500 feet high which could result in reverberation of additional noise back onto our retirement community. The added pollution from a freeway so close to our retirement community, may also trap more pollutants against our hillsides with less time to disperse into the atmosphere. We are also concerned that portions of the freeway will be as high as 40 feet and only 1350 feet from California and Florida Avenue's, with a major interchange. Furthermore the second route would include, running the full length of Florida Avenue from approximately Winchester Road East across our community's front gate at approximately 49 ft high and approximately 1350 feet south across Florida Avenue. This road will be designed to eventually handle approximately 64,000 vehicles a day.

I-172.23

NAME	ADDRESS
<u>Corigan Smith</u>	<u>8707 Stephenson Ln.</u>
<u>Annabell Johnston</u>	<u>258 Strickland Ln.</u>
<u>Michael E. Smith</u>	<u>8707 Stephenson Lane</u>
<u>John P. Parnell</u>	<u>425 Parnell</u>
<u>Joe DeFrancesco</u>	<u>4135 Vardon</u>
<u>Branda DeFrancesco</u>	<u>435 Vardon</u>
<u>Don J. Wynn</u>	<u>7695 GIBSON CIR.</u>
<u>Gordon Best</u>	<u>486 Lyle Dr.</u>
<u>Diane Best</u>	<u>486 Lyle Dr.</u>
<u>Jennifer S. Jones</u>	<u>491 Lyle Dr.</u>
<u>Henry P. Jones</u>	<u>440 Vardon Circle</u>
<u>FRANCIS CONNOR</u>	<u>440 Vardon Circle</u>
<u>Ellen Chaney</u>	<u>9169 STEPHENSON LANE</u>
<u>Pamela Chaney</u>	<u>9169 Stephenson Lane</u>

Response to Comment I-172.23:

This comment is the opening to one of two similar petitions advocating selection of the No Build alternative. The petition is included in the Project record. The "No Build" Alternative would neither satisfy the Project purpose nor fulfill the identified need (Draft EIR/EIS Section 1.2). With a Build Alternative, air quality would improve because the Project would reduce or eliminate congestion at many intersections (Section 3.2.6) . Noise levels would increase, but with noise barriers, would remain below thresholds that constitute a significant impact. Although hard surfaces such as adjacent mountains can reflect noise, they would not increase the intensity. Reflected noise continues to degrade following the doubling with distance principle. The nearest Four Seasons residence would be at least 487 meters (1,600 feet) from the Project. The project team has balanced a number of competing constraints to arrive at Alternative 1br as the Preferred Alternative. The process used to evaluate the alternatives and identify the preferred alternative for the project is described in Chapter 2 of the Final EIR/EIS.

All of the topics raised in the preamble were addressed in the in the draft and recirculated documents, but the comment does not raise any specific concerns with the analysis so no further response is possible.

Comment Letter I-172, Nick Orlando, Resident of Four Seasons at Hemet

Responses to Comment Letter I-172,
Nick Orlando Comment Letter, Mitigation Proposal, SR 79 Realignment Project
Four Seasons Resident, Four Season’s Petition

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12

NO BUILD SR79 REALIGNMENT PROJECT
FOR THE HEALTH AND WELFARE OF FOUR SEASONS COMMUNITY RESIDENTS

As community residents we are asking for a No Build signature for the SR79 realignment project based on the current designed routes. Our purpose is to prevent excessive noise, pollution, and traffic; and with the potential for a reduction in property values , work to preserve the aesthetic appeal of the surrounding area. The community is surrounded by hillsides up to 500 feet high which could result in reverberation of additional noise back onto our retirement community. The added pollution from a freeway so close to our retirement community, may also trap more pollutants against our hillsides with less time to disperse into the atmosphere. We are also concerned that portions of the freeway will be as high as 40 feet and only 1350 feet from California and Florida Avenue's, with a major interchange. Furthermore the second route would include, running the full length of Florida Avenue from approximately Winchester Road East across our community's front gate at approximately 49 ft high and approximately 1350 feet south across Florida Avenue. This road will be designed to eventually handle approximately 64,000 vehicles a day.

NAME	ADDRESS
Elizabeth Barr	389 Cabrera Dr, Hemet, CA 92545
Paul Barr	389 Cabrera Dr, Hemet, CA 92545
Miriam Dadey	8771 Mann Lane, Hemet, 92545
Pat Dadey	8771 Mann Lane Hemet 92545
THOMAS MARASON	135 McCARRON WAY, Hemet 92545
JOAN MARASON	135 McCARRON WAY Hemet 92545
ANITA SAUNDERS	8401 MARYAMA DR, HEMET, 92545
Dan Saunders	8401 MARYAMA DR., HEMET, CA 92545
John Bailey	495 JARDON CIRCLE Hemet 92545
Dolores Bailey (DOE)	495 JARDON CIR Hemet 92545
Denise Wright	8275 BOGEY AVE Hemet 92545
Leo Bodwin	204 GAMEZ WAY 92545
IRA MARCUS	9183 Stephenson Way

Comment Letter I-172, Nick Orlando, Resident of Four Seasons at Hemet

Responses to Comment Letter I-172,
Nick Orlando Comment Letter, Mitigation Proposal, SR 79 Realignment Project
Four Seasons Resident, Four Season’s Petition

NO BUILD SR79 REALIGNMENT PROJECT
FOR THE HEALTH AND WELFARE OF FOUR SEASONS COMMUNITY RESIDENTS

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NAME <u>Allan La Fle</u>	ADDRESS <u>358 Chichi Cir, Hemet 92545</u>
<u>ADDIS + Cookie Scott</u>	<u>251 OAK VALLEY LN. Hemet 92545</u>
<u>Jo & Raymond Hume</u>	<u>8145 DEAKI DR Hemet 92545</u>
<u>Richard & Audrey Lunde</u>	<u>8241 Parry Dr - Hemet, CA 92545</u>
<u>Tom Moore</u>	<u>8765 Mann Ln Hemet 92545</u>
<u>Bonnie Moore</u>	<u>8765 Mann Lane 92545</u>
<u>Rita Cooper</u>	<u>188 Inkster Way 92545</u>
<u>Jerome Cooper</u>	<u>188 Inkster Way Hemet 92545</u>
<u>MARY CLEMENT</u>	<u>230 EAGLE LN. HEMET, CA 92545</u>
<u>JERRY CLEMENT</u>	<u>230 EAGLE LN. HEMET, CA 92545</u>
<u>TANICE DEPEW</u>	<u>202 HOCH Way, Hemet CA 92545</u>
<u>Betty Fowler</u>	<u>202 HOCH Way, Hemet CA 92545</u>
<u>Jack BERCHIATTI</u>	<u>8771 STEPHENSON LN, HEMET 92545</u>
<u>Dorothy BERCHIATTI</u>	<u>8771 STEPHENSON LN, HEMET</u>

Comment Letter I-172, Nick Orlando, Resident of Four Seasons at Hemet

Responses to Comment Letter I-172,
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Four Seasons Resident, Four Season’s Petition

NO BUILD SR79 REALIGNMENT PROJECT
FOR THE HEALTH AND WELFARE OF FOUR SEASONS COMMUNITY RESIDENTS

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NAME <u>Sharon Hayes</u>	ADDRESS <u>669 Price Road Hemet CA 92545</u>
<u>Meralin Conkey</u>	<u>8330 Singh Ct. Hemet 92545</u>
<u>Paddy M. Crider</u>	<u>8310 Singh Ct Hemet 92545</u>
<u>Bob Crider</u>	<u>8310 J. McH Ct " "</u>
<u>Susan M. Musello</u>	<u>8275 Singh Ct. Hemet, CA 92545</u>
<u>John M.</u>	<u>8275 Singh Ct. Hemet, CA 92545</u>
<u>Charles DeJoy</u>	<u>8260 SINGH Ct. Hemet, CA 92545</u>
<u>Robert St John</u>	<u>8305 Singh Ct Hemet 92545</u>
<u>Sandra St John</u>	<u>8305 Singh Ct Hemet 92545</u>
<u>Charles McManis</u>	<u>8345 Singh Ct Hemet 92545</u>
<u>RITA F. Wolf</u>	<u>680 Wende Dr. Hemet CA 92545</u>
<u>Lynda Bax</u>	<u>8601 Stephenson Ln Hemet 92545</u>
<u>Carol Weber</u>	<u>248 Four Seasons Hemet 92545</u>
<u>Becki Kenney</u>	<u>201 Garnez Way, Hemet 92545</u>

Comment Letter I-172, Nick Orlando, Resident of Four Seasons at Hemet

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NO BUILD SR79 REALIGNMENT PROJECT
FOR THE HEALTH AND WELFARE OF FOUR SEASONS COMMUNITY RESIDENTS

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NAME <u>Rowan McNeil</u>	ADDRESS <u>610 Olagabal Dr. Hemet</u>
<u>Mona M. McQuig</u>	<u>188 Lehman Way, Hemet</u>
<u>JE O'Hara</u>	<u>201 Eagle Ln, Hemet</u>
<u>J O'Hara</u>	<u>201 Eagle Ln, Hemet</u>
<u>Jim O'Kelly</u>	<u>225 Eagle Ln, Hemet</u>
<u>Jeanette LaBalle</u>	<u>225 Eagle Ln, Hemet</u>
<u>Ed</u>	<u>274 Park Ln, Hemet</u>
<u>Wm. Brown</u>	<u>274 Park Ln, Hemet</u>
<u>ROBERT F. JENKIN</u>	<u>297 EAGLE LN, HEMET</u>
<u>DIANE H JENKIN</u>	<u>297 EAGLE LN. HEMET</u>
<u>Billie L. Hubbard</u>	<u>248 Eagle Lane Hemet</u>
<u>Margie Culpay</u>	<u>8190 Parry Dr Hemet</u>
<u>CLIFFORD BROWN</u>	<u>8118 Parry Dr Hemet</u>
<u>Gloria Brown</u>	<u>8118 Parry Dr</u>

Comment Letter I-172, Nick Orlando, Resident of Four Seasons at Hemet

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NO BUILD SR79 REALIGNMENT PROJECT
FOR THE HEALTH AND WELFARE OF FOUR SEASONS COMMUNITY RESIDENTS

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NAME <u>Maria Caraus</u>	ADDRESS <u>658 Zaharaa Cir</u>
<u>Brenda J Buus</u>	<u>6607 Zaharaa Cir</u>
<u>Mark Muttcher</u>	<u>645 Zaharaa Cir</u>
<u>DON HEGG</u>	<u>468 OLAZABAL DR.</u>
<u>DONNA HEGG</u>	<u>468 OLAZABAL DR</u>
<u>CAROL CLAY WILSON</u>	<u>456 OLAZABAL DR</u>
<u>Kay Biederman</u>	<u>439 Olazabal Dr.</u>
<u>Jennifer Massie</u>	<u>493 Olazabal Dr.</u>
<u>Nanci Mosland</u>	<u>520 OLAZABAL DR.</u>
<u>Margelene Dennis</u>	<u>555 Olazabal Dr.</u>
<u>Gene A. Hagg</u>	<u>580 OLAZABAL DR.</u>
<u>Clita Colston</u>	<u>590 OLAZABAL DR.</u>
<u>Anthony Colston</u>	<u>590 OLAZABAL DR.</u>
<u>Judith McPhail</u>	<u>610 OLAZABAL DR.</u>

Comment Letter I-172, Nick Orlando, Resident of Four Seasons at Hemet

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NO BUILD SR79 REALIGNMENT PROJECT
FOR THE HEALTH AND WELFARE OF FOUR SEASONS COMMUNITY RESIDENTS

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NAME	ADDRESS
<u>PATRICK HOBAN</u>	<u>146 LANZEN Way, Hemet, CA</u>
<u>Ed Wether</u>	<u>7788 GIBSON CL, Hemet CA</u>
<u>Sharon Schneider</u>	<u>7880 Hogan Circle Hemet, CA</u>
<u>Mauri Schneider</u>	<u>7880 Hogan Cir Hemet, CA</u>
<u>Jack Kaplan</u>	<u>7835 Hogan Cir, Hemet, CA</u>
<u>Jan Cavanaugh</u>	<u>826 Pavin Ln., Hemet, CA</u>

Comment Letter I-172, Nick Orlando, Resident of Four Seasons at Hemet

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NO BUILD SR79 REALIGNMENT PROJECT
FOR THE HEALTH AND WELFARE OF FOUR SEASONS COMMUNITY RESIDENTS

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NAME <u>Gordon Burnum</u>	ADDRESS <u>8320 PINELANE</u>
<u>Nelson Landers</u>	<u>8096 MICKELSON WAY HEMET</u>
<u>Michael Helles</u>	<u>198 HOGG WAY HEMET</u>
<u>Carol Schoddegg</u>	<u>138 Lopez Way Hemet</u>
<u>Lillian Hansen</u>	<u>8763 Duval Dr Hemet 92545</u>
<u>Mary Collier</u>	<u>7945 Doyle Cir, Hemet 92545</u>
<u>Deid & Theresa Tarpening</u>	<u>589 Podley Dr. Hemet</u>
<u>Vern & Jean Robinson</u>	<u>379 BURNETT Hemet</u>
<u>Larry & Marilyn Miles</u>	<u>440 Lemell Dr. Hemet</u>
<u>John & Christina Barker</u>	<u>8680 STEPHENSON LN. HEMET</u>
<u>Dennis Copeland</u>	<u>7980 Bay Hill Ave Hemet</u>
<u>Larry Potter</u>	<u>8135 Talley Hemet</u>
<u>Rae Nell Pope</u>	<u>8021 Mickelson Way Hemet</u>
<u>Nick & Pam Holloway</u>	<u>382 Casper Dr. Hemet 92545</u>

Comment Letter I-172, Nick Orlandos, Resident of Four Seasons at Hemet

Comment Letter I-172, Nick Orlandos, Resident of Four Seasons at Hemet

As community members we are asking for a No Build signature for the SR79 realignment project based on current designs. Our purpose is to prevent excessive noise, pollution, traffic and the reduction of property values. The community is surrounded by hillsides up to 500 feet high which would result in reverberation of noise back onto our communities. The added pollution from a freeway so close to our community would trap the pollutants against our hillsides. The proposed routes by RCTC will not take that into consideration for their route decision. We are also concerned that portions of the freeway will be as high as 40 feet and only 500 feet from California Ave. There will be a major interchange on Florida Ave and California Ave. This road will handle 64,000 vehicles a day and will diminish the small town appeal that our community enjoys today.

NAME _____ ADDRESS _____

Richard Sloss

8130 Bay Hill

I-172.24

**Responses to Comment Letter I-172,
Nick Orlandos Comment Letter, Mitigation Proposal, SR 79 Realignment Project
Four Seasons Resident, Four Season's Petition**

Response to Comment I-172.24:

This comment is the preamble to one of two similar petitions advocating selection of the No Build alternative. The petition has been included in the Project record. The "No Build" Alternative would not satisfy the Project purpose or fulfill the identified need (Draft EIR/EIS Section 1.2). Air quality would improve because the Project would reduce or eliminate congestion at many intersections (Section 3.2.6). Noise levels would increase, but with noise barriers, would remain below thresholds that constitute a significant impact. Although hard surfaces such as adjacent mountains can reflect noise, they would not increase the intensity. Reflected noise continues to degrade following the doubling with distance principle. The nearest Four Seasons residence would be at least 487 meters (1,600 feet) from the Project. The project team has balanced a number of competing constraints to arrive at Alternative 1br as the Preferred Alternative. The process used to evaluate the alternatives and identify the preferred alternative for the project is described in Chapter 2 of the Final EIR/EIS.

Comment Letter I-172, Nick Orlando, Resident of Four Seasons at Hemet

Responses to Comment Letter I-172,
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NO BUILD SR79 REALIGNMENT PROJECT
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NAME	ADDRESS
<u>[Signature]</u>	<u>3880 RIVER DR, Hemet 92545</u>
<u>[Signature]</u>	<u>201 Garney Way Hemet 92545</u>
<u>Donna Brubaker</u>	<u>234 Cog Hill, Hemet 92545</u>
<u>David C. Burt</u>	<u>234 Cog Hill - Hemet 92545</u>
<u>[Signature]</u>	<u>600 OLIVAR DR Hemet CA 92545</u>
<u>[Signature]</u>	<u>600 Olivarez Dr. Hemet CA 92545</u>
<u>[Signature]</u>	<u>195 Hoch way Hemet Ca 92545</u>
<u>[Signature]</u>	<u>195 Hoch way Hemet Ca 92545</u>
<u>[Signature]</u>	<u>650 Wier Dr. Hemet CA 92545</u>
<u>Cornie Mancys</u>	<u>650 Wier Dr Hemet CA 92545</u>
<u>Ann Jaylor</u>	<u>206 Hoch Way, Hemet, CA 92545</u>
<u>Mike Jaylor</u>	<u>206 Hoch Way Hemet Ca 92545</u>
<u>Gary Cole Weaver</u>	<u>182 Foryk Way Hemet</u>
<u>Nancy Wartes</u>	<u>578 Zaharias Circle Hemet CA 92545</u>

Comment Letter I-172, Nick Orlando, Resident of Four Seasons at Hemet

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Four Seasons Resident, Four Season’s Petition

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NO BUILD SR79 REALIGNMENT PROJECT
FOUR SEASONS HOMEOWNERS ASSOCIATION
HEALTH AND WELFARE OF FOUR SEASONS COMMUNITY

As community members we are asking for a No Build signature for the SR79 realignment project based on current designs. Our purpose is to prevent excessive noise, pollution, traffic and the reduction of property values. The community is surrounded by hillsides up to 500 feet high which would result in reverberation of noise back onto our communities. The added pollution from a freeway so close to our community would trap the pollutants against our hillsides. The proposed routes by RCTC will not take that into consideration for their route decision. We are also concerned that portions of the freeway will be as high as 40 feet and only 500 feet from California Ave. There will be a major interchange on Florida Ave and California Ave. This road will handle 64,000 vehicles a day and will diminish the small town appeal that our community enjoys today.

NAME	<u>Donna K. Goss</u>	ADDRESS	<u>602 PARNEUR DR, HEMET 92345</u>
	<u>Mary C. Goss</u>		<u>" "</u>
	<u>Lili Maloney</u>		<u>602 Parneur Dr, Hemet, 92345</u>
	<u>Carol W. Kindley</u>		<u>7832 Hagen Circle</u>
	<u>Tom McKindley</u>		<u>" "</u>
	<u>Mary D. Ford</u>		<u>4027 Towell Dr</u>
	<u>Kent A Ford</u>		<u>" " "</u>
	<u>Betty Crase</u>		<u>388 Casper, Hemet 92345</u>
	<u>Paula New</u>		<u>1942 Trevino Ave</u>
	<u>Debra Diefel</u>		<u>1879 RAWLS DR</u>
	<u>Linda Duffley</u>		<u>7879 Rawls Dr.</u>
	<u>Linda Duffley</u>		<u>7788 Gibson Hemet</u>
	<u>Mike Smith</u>		<u>8181 Casper Dr - Hemet</u>
	<u>M. Swinney</u>		<u>484 Towell Dr.</u>
	<u>Bill Swinney</u>		<u>484 Towell Dr.</u>

due at Lodge by ^{before} April

Comment Letter I-172, Nick Orlando, Resident of Four Seasons at Hemet

Responses to Comment Letter I-172,
Nick Orlando Comment Letter, Mitigation Proposal, SR 79 Realignment Project
Four Seasons Resident, Four Season’s Petition

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NO BUILD SR79 REALIGNMENT PROJECT
FOR THE HEALTH AND WELFARE OF FOUR SEASONS COMMUNITY RESIDENTS

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NAME <u>Thomas F. Jopp</u>	ADDRESS <u>8924 MARCY AVE</u>
<u>Susan L. Jopp</u>	<u>8924 MARCY AVE</u>
<u>Cynthia Huling</u>	<u>8250 CAMPBELL CT.</u>
<u>Willis W. Hulings</u>	<u>8250 CAMPBELL COURT</u>
<u>John R. Jopp</u>	<u>505 VARDON CIRCLE</u>
<u>Helen Johnson</u>	<u>505 Vardon Circle</u>
<u>Barry Phillips</u>	<u>620 Olazabal Dr</u>
<u>MS Phillips</u>	<u>620 OLAZABAL DR</u>
<u>Leanda Jones</u>	<u>8669 Stephenson Lane</u>
<u>Barry F. Jones</u>	<u>8669 Stephenson Lane</u>
<u>Dafne W. Jones</u>	<u>215 FIRESTONE LN</u>
<u>John F. Jones</u>	<u>127 Lopez Way</u>
<u>Timothy Falconer</u>	<u>7807 Gibson Circle</u>
<u>Diane Falconer</u>	<u>7807 Gibson Circle</u>

Comment Letter I-172, Nick Orlandos, Resident of Four Seasons at Hemet

**Responses to Comment Letter I-172,
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NO BUILD SR79 REALIGNMENT PROJECT
FOUR SEASONS HOMEOWNERS ASSOCIATION
HEALTH AND WELFARE OF FOUR SEASONS COMMUNITY

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NAME	ADDRESS
MARY HUGHES	668 ZAHAVIA CIRCE
Alice L. Hatcher	7555 Whitworth Dr.
JAMES F. HATCHER	7555 WHITWORTH DR.
Wendy Farley	577 Zahavias Circle
Mike Farley	577 Zahavias Circle
Dawn Miller	7877 Litter Dr.
Earlie Goding	261 Stricker Lane.
STEVE ARIANO	264 FOUR SEASONS BLVD

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NAME	ADDRESS
Dave Scott	160 Lehman Way
Celine McCann	175 Lehman Way
Bernadette Kretsch	174 Lehman Way
Sharon Caldwell	164 Lehman Way
W. E. Egle	8915 Stephens Lane
Jim Baker	163 CEMMAN RD
Irene Becker	163 Lehman Way

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NAME <u>JOHN RANERY</u>	ADDRESS <u>409 CASPER</u>
<u>Emma Boelch</u>	<u>496. CASPER DR</u>
<u>Margie Grimes</u>	<u>7579 Whitworth Dr.</u>
<u>F.H. Grimes</u>	<u>7579 Whitworth Dr.</u>
<u>A.J. Joy</u>	<u>495 CASPER DR</u>
<u>C. Shaffer</u>	<u>7596 WHITWORTH DR</u>
<u>John Mann</u>	<u>7608 WHITWORTH DR</u>
<u>David K. Brubaker</u>	<u>234 COG HILL LN</u>
<u>Dennis Roberts</u>	<u>594 Zaharias Cir</u>
<u>ALLeta Roberts</u>	<u>594 Zaharias Cir</u>
<u>Michael Hirschbein</u>	<u>602 Zaharias Circle</u>
<u>Sandi Hirschbein</u>	<u>602 Zaharias Circle</u>
<u>NAMES MED. II</u>	<u>610 ZAHARIAS CIRCLE</u>
<u>Glenn Haerman</u>	<u>625 Zaharias Cir</u>

Comment Letter I-172, Nick Orlando, Resident of Four Seasons at Hemet

Responses to Comment Letter I-172,
Nick Orlando Comment Letter, Mitigation Proposal, SR 79 Realignment Project
Four Seasons Resident, Four Season’s Petition

NO BUILD SR79 REALIGNMENT PROJECT
FOR THE HEALTH AND WELFARE OF FOUR SEASONS COMMUNITY RESIDENTS

As community residents we are asking for a No Build signature for the SR79 realignment project based on the current designed routes. Our purpose is to prevent excessive noise, pollution, and traffic; and with the potential for a reduction in property values , work to preserve the aesthetic appeal of the surrounding area. The community is surrounded by hillsides up to 500 feet high which could result in reverberation of additional noise back onto our retirement community. The added pollution from a freeway so close to our retirement community, may also trap more pollutants against our hillsides with less time to disperse into the atmosphere. We are also concerned that portions of the freeway will be as high as 40 feet and only 1350 feet from California and Florida Avenue’s, with a major interchange. Furthermore the second route would include, running the full length of Florida Avenue from approximately Winchester Road East across our community’s front gate at approximately 49 ft high and approximately 1350 feet south across Florida Avenue. This road will be designed to eventually handle approximately 64,000 vehicles a day.

NAME <u>CRAIG Rice</u>	ADDRESS <u>8815 MAIN LANE</u>
<u>LES COY</u>	<u>201 GAMEZ WAY</u>
<u>Erwin C. Benge</u>	<u>8135 BOGEY AVE</u>
<u>James R. Brown</u>	<u>8757 STEPHENSON LANE</u>
<u>Shelene M. Brown</u>	<u>8757 STEPHENSON LANE</u>
<u>Lelia W. Smith</u>	<u>8060 Mickelson Way</u>
<u>James Nelson</u>	<u>8076 Mickelson Way</u>
<u>Antoinette Nelson</u>	<u>8076 Mickelson Way</u>
<u>Mary J. Bandy</u>	<u>8051 Mickelson Way</u>
<u>Theresa Slack</u>	<u>8061 MICKELSON WAY</u>
<u>Paul Cucylin</u>	<u>8031 Mickelson Way</u>
<u>Shirley Pitt</u>	<u>795 Mickelson</u>
<u>Kirk Pitt</u>	<u>7951 Mickelson Way</u>
<u>Arthur C. Pitt</u>	<u>7941 Mickelson Way</u>

Comment Letter I-172, Nick Orlando, Resident of Four Seasons at Hemet

Responses to Comment Letter I-172,
Nick Orlando Comment Letter, Mitigation Proposal, SR 79 Realignment Project
Four Seasons Resident, Four Season’s Petition

NO BUILD SR79 REALIGNMENT PROJECT
FOR THE HEALTH AND WELFARE OF FOUR SEASONS COMMUNITY RESIDENTS

As community residents we are asking for a No Build signature for the SR79 realignment project based on the current designed routes. Our purpose is to prevent excessive noise, pollution, and traffic; and with the potential for a reduction in property values , work to preserve the aesthetic appeal of the surrounding area. The community is surrounded by hillsides up to 500 feet high which could result in reverberation of additional noise back onto our retirement community. The added pollution from a freeway so close to our retirement community, may also trap more pollutants against our hillsides with less time to disperse into the atmosphere. We are also concerned that portions of the freeway will be as high as 40 feet and only 1350 feet from California and Florida Avenue’s, with a major interchange. Furthermore the second route would include, running the full length of Florida Avenue from approximately Winchester Road East across our community’s front gate at approximately 49 ft high and approximately 1350 feet south across Florida Avenue. This road will be designed to eventually handle approximately 64,000 vehicles a day.

NAME <u>Corrie Stephen</u>	ADDRESS <u>7931 MICHELSON WAY</u>
<u>John Jackson</u>	<u>7911 Michelson Way</u>
<u>Sharon Chambers</u>	<u>7849 Couples Way</u>
<u>J.R. Darby</u>	<u>7849 Couples Way</u>
<u>Ray Brown</u>	<u>7849 Couples Way</u>
<u>Lynn White</u>	<u>7847 Couples Way</u>
<u>Sandy Cass</u>	<u>7850 Couples Way</u>
<u>Mervin D. Cass</u>	<u>7850 Couples Way</u>
<u>Dorenda Ogden</u>	<u>7825 Couples Way</u>
<u>Rudy L. Smith</u>	<u>7825 Couples Way</u>
<u>Bob R. Lane</u>	<u>7930 Michelson Way</u>
<u>Pat Stansberry</u>	<u>286 Daugherty Lane</u>
<u>Mary E. Thonke</u>	<u>7689 Couples Way</u>
<u>Cliff Smith</u>	<u>7681 Couples Way</u>

Comment Letter I-172, Nick Orlando, Resident of Four Seasons at Hemet

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NO BUILD SR79 REALIGNMENT PROJECT
FOR THE HEALTH AND WELFARE OF FOUR SEASONS COMMUNITY RESIDENTS

As community residents we are asking for a No Build signature for the SR79 realignment project based on the current designed routes. Our purpose is to prevent excessive noise, pollution, and traffic; and with the potential for a reduction in property values , work to preserve the aesthetic appeal of the surrounding area. The community is surrounded by hillsides up to 500 feet high which could result in reverberation of additional noise back onto our retirement community. The added pollution from a freeway so close to our retirement community, may also trap more pollutants against our hillsides with less time to disperse into the atmosphere. We are also concerned that portions of the freeway will be as high as 40 feet and only 1350 feet from California and Florida Avenue's, with a major interchange. Furthermore the second route would include, running the full length of Florida Avenue from approximately Winchester Road East across our community's front gate at approximately 49 ft high and approximately 1350 feet south across Florida Avenue. This road will be designed to eventually handle approximately 64,000 vehicles a day.

NAME	ADDRESS
BRICE A. SMITH	7691 COUPERS WAY
Arie Groenendyk	7705 Couples Way.
Maria Groenendyk	7705 Couples Way
Pat W	7715 Couples Way
Robin Rickert	625 Olazabal Dr.
Shirley Steiger	8305 Carroustic Ave.
Howard Buzdett	59.5 PARNEVILK
Scottia Singer	8240 Pavin Lane
Lavera Lane	255 Stricker Lane
Susan Pieri	7891 Little Dr. HE
Melika O'Brien	565 Poolay Dr.
Carol Pace	8175 Faldo Ave.
Susan DeMammil	271 Stricker Lane
Wanda Z. Alsea	8270 Pavin Ln

Comment Letter I-172, Nick Orlandos, Resident of Four Seasons at Hemet

**Responses to Comment Letter I-172,
Nick Orlandos Comment Letter, Mitigation Proposal, SR 79 Realignment Project
Four Seasons Resident, Four Season's Petition**

**NO BUILD SR79 REALIGNMENT PROJECT
FOR THE HEALTH AND WELFARE OF FOUR SEASONS COMMUNITY RESIDENTS**

As community residents we are asking for a **No Build signature for the SR79 realignment project** based on the current designed routes. Our purpose is to prevent excessive noise, pollution, and traffic; and with the potential for a reduction in property values, work to preserve the aesthetic appeal of the surrounding area. The community is surrounded by hillsides up to 500 feet high which could result in reverberation of additional noise back onto our retirement community. The added pollution from a freeway so close to our retirement community, may also trap more pollutants against our hillsides with less time to disperse into the atmosphere. We are also concerned that portions of the freeway will be as high as 40 feet and only 1350 feet from California and Florida Avenue's, with a major interchange. Furthermore the second route would include, running the full length of Florida Avenue from approximately Winchester Road East across our community's front gate at approximately 49 ft high and approximately 1350 feet south across Florida Avenue. This road will be designed to eventually handle approximately 64,000 vehicles a day.

NAME _____

ADDRESS

Dally Heintz

8180 Parin Lane

Richard M. Liberman

260 Firestone Ln. Heald Co.

James Butler

400 Biron et Hémat Ca



35051 TRES CERRITOS NUS

[Signature]

7775 Couples Way Hemet, CA

Comment Letter I-172, Nick Orlando, Resident of Four Seasons at Hemet

Responses to Comment Letter I-172,
Nick Orlando Comment Letter, Mitigation Proposal, SR 79 Realignment Project
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18 signature
this sheet

NO BUILD SR79 REALIGNMENT PROJECT
FOUR SEASONS HOMEOWNERS ASSOCIATION
HEALTH AND WELFARE OF FOUR SEASONS COMMUNITY

As community members we are asking for a No Build signature for the SR79 realignment project based on current designs. Our purpose is to prevent excessive noise, pollution, traffic and the reduction of property values. The community is surrounded by hillsides up to 500 feet high which would result in reverberation of noise back onto our communities. The added pollution from a freeway so close to our community would trap the pollutants against our hillsides. The proposed routes by RCTC will not take that into consideration for their route decision. We are also concerned that portions of the freeway will be as high as 40 feet and only 500 feet from California Ave. There will be a major interchange on Florida Ave and California Ave. This road will handle 64,000 vehicles a day and will diminish the small town appeal that our community enjoys today.

NAME	ADDRESS
John Baginski	7818 Hogan Circle Hemet CA 92545
AK. Kubiak	7840 Hogan Cir. Hemet. CA 92545
Eric Kubiak	7840 Hogan Cir. Hemet. CA 92545
X2 Tom & Carol Fisher	7872 Hogan Cir. Hemet. CA 92545
X2 Sherry & Larry Hawkins	7890 Hogan Circle 92545
Jane Coover	7885 Hogan Cir. Hemet 92545
Diane Coover	7885 Hogan Circle Hemet 92545
James Blaser	7837 Hogan Circle Hemet 92545
Marta G. Estes	7837 HOGAN CIR, HEMET 92545
Rhonda Jones	7821 Hogan Cir. Hemet 92545
Michael Waite	7821 HOGAN CIR HEMET 92545
Peggy Neuglin	500 TEWELL, Hemet 92545
Carl R. Menden	7853 HOGAN Cir. Hemet 92545
Meagan Middleton	468 TEWELL DR. 92545
Johnnie Smerman	7800 Hogan Cir 92545
Juanne Trimmer	7800 Hogan Cir 92545

Comment Letter I-172, Nick Orlando, Resident of Four Seasons at Hemet

Responses to Comment Letter I-172,
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NO BUILD SR79 REALIGNMENT PROJECT
FOUR SEASONS HOMEOWNERS ASSOCIATION
HEALTH AND WELFARE OF FOUR SEASONS COMMUNITY

16 signatures
this sheet

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As community members we are asking for a No Build signature for the SR79 realignment project based on current designs. Our purpose is to prevent excessive noise, pollution, traffic and the reduction of property values. The community is surrounded by hillsides up to 500 feet high which would result in reverberation of noise back onto our communities. The added pollution from a freeway so close to our community would trap the pollutants against our hillsides. The proposed routes by RCTC will not take that into consideration for their route decision. We are also concerned that portions of the freeway will be as high as 40 feet and only 500 feet from California Ave. There will be a major interchange on Florida Ave and California Ave. This road will handle 64,000 vehicles a day and will diminish the small town appeal that our community enjoys today.

NAME	ADDRESS
J. Brunetti	7819 Hagen Circle Hemet CA 92545
William Bernath Jr	1850 Hagen Circle
Robert Miller	7867 Hagen Circle
Helen Miller	7803 Hagen Circle
Harold Miller	" " "
John Harrington	446 TEWELL
Jeanne Anne Harrington	" "
Randy J. Miles	420 TEWELL DR. HEMET, CA.
Hemel Grove	422 Tewell Dr. "
Mark D. Gard	404 Tewell Dr.
Robert H. Matting	372 Tewell Dr.
Angela Hartley	" "
John T. Hartley	7823 GIBSON CIR.
John T. Hartley	7839 Gibson Cir.
John T. Hartley	7756 Gibson Cir.
John T. Hartley	7740 Gibson Cir.

Comment Letter I-172, Nick Orlandos, Resident of Four Seasons at Hemet

**Responses to Comment Letter I-172,
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NO BUILD SR79 REALIGNMENT PROJECT
FOUR SEASONS HOMEOWNERS ASSOCIATION
HEALTH AND WELFARE OF FOUR SEASONS COMMUNITY

4 signatures

this sheet

As community members we are asking for a No Build signature for the SR79 realignment project based on current designs. Our purpose is to prevent excessive noise, pollution, traffic and the reduction of property values. The community is surrounded by hillsides up to 500 feet high which would result in reverberation of noise back onto our communities. The added pollution from a freeway so close to our community would trap the pollutants against our hillsides. The proposed routes by RCTC will not take that into consideration for their route decision. We are also concerned that portions of the freeway will be as high as 40 feet and only 500 feet from California Ave. There will be a major interchange on Florida Ave and California Ave. This road will handle 64,000 vehicles a day and will diminish the small town appeal that our community enjoys today.

NAME ADDRESS

~~William Callahan~~
Jack Steiner
Myrna Steiner
Mark D. Kellogg

7740 Gibson Cir.
7724 Gibson Cir
7724 Gibson Cir
7531 Hagan Cir.

Comment Letter I-172, Nick Orlando, Resident of Four Seasons at Hemet

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NO BUILD SR79 REALIGNMENT PROJECT
FOUR SEASONS HOMEOWNERS ASSOCIATION
HEALTH AND WELFARE OF FOUR SEASONS COMMUNITY

As community members we are asking for a No Build signature for the SR79 realignment project based on current designs. Our purpose is to prevent excessive noise, pollution, traffic and the reduction of property values. The community is surrounded by hillsides up to 500 feet high which would result in reverberation of noise back onto our communities. The added pollution from a freeway so close to our community would trap the pollutants against our hillsides. The proposed routes by RCTC will not take that into consideration for their route decision. We are also concerned that portions of the freeway will be as high as 40 feet and only 500 feet from California Ave. There will be a major interchange on Florida Ave and California Ave. This road will handle 64,000 vehicles a day and will diminish the small town appeal that our community enjoys today.

NAME <u>Tom Olson</u>	ADDRESS <u>333 Harrington CT</u>
<u>David L. Tree</u>	<u>192 FURYK WAY</u>
<u>Maggie Aguirre</u>	<u>7914 Mickelson Wy</u>
<u>Damaso Amis</u>	<u>8237 DOVAL LN</u>
<u>Rilda Rinas</u>	<u>8237 DORAL LN</u>
<u>Myra Lopez</u>	<u>231 Firestone Ln</u>
<u>Will St 1</u>	<u>235 FIRESTONE LN</u>
<u>Diana Delmore</u>	<u>239 FIRESTONE LN</u>
<u>Jennie O'Ball</u>	<u>251 Firestone Ln</u>
<u>Charles Forsyth</u>	<u>248 FIRESTONE LANE</u>
<u>Mary Forsyth</u>	<u>248 Firestone Ln</u>
<u>Elsa Doherty</u>	<u>243 Firestone Ln</u>
<u>George Doherty</u>	<u>243 Firestone Ln</u>
<u>Elizabeth Sweeting</u>	<u>259 Firestone Lane</u>
<u>Sally Mc Aleister</u>	<u>263 Firestone Lane</u>
<u>Nick Mc Aleister</u>	<u>263 Firestone Lane</u>

Comment Letter I-172, Nick Orlando, Resident of Four Seasons at Hemet

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NO BUILD SR79 REALIGNMENT PROJECT
FOUR SEASONS HOMEOWNERS ASSOCIATION
HEALTH AND WELFARE OF FOUR SEASONS COMMUNITY

As community members we are asking for a No Build signature for the SR79 realignment project based on current designs. Our purpose is to prevent excessive noise, pollution, traffic and the reduction of property values. The community is surrounded by hillsides up to 500 feet high which would result in reverberation of noise back onto our communities. The added pollution from a freeway so close to our community would trap the pollutants against our hillsides. The proposed routes by RCTC will not take that into consideration for their route decision. We are also concerned that portions of the freeway will be as high as 40 feet and only 500 feet from California Ave. There will be a major interchange on Florida Ave and California Ave. This road will handle 64,000 vehicles a day and will diminish the small town appeal that our community enjoys today.

NAME	ADDRESS
<u>Rachy Cardenas</u>	<u>475 Dartmouth Circle Hemet</u>
<u>Shirley Jimenez</u>	<u>465 Van Horn Cir Hemet</u>
<u>MICHELE SHERIDAN</u>	<u>7835 HAGEN CIR, HEMET 92545</u>
<u>Vincent Helm</u>	<u>8597 Stephenson Ln Hemet 92544</u>
<u>JOHN TARABOCCA</u>	<u>468 YARDON CIR. HEMET CA 92545</u>
<u>Angela Chin</u>	<u>7854 Gibson Circle, Hemet CA 92545</u>
<u>Boon Chun</u>	<u>7854 Gibson Cir. Hemet Co 92545</u>
<u>Dee Hydingers</u>	<u>206 Fureyk Way, Hemet, CA 92545</u>
<u>JoAnn Sopata</u>	<u>8484 Maruyama Dr Hemet CA 92545</u>
<u>Shirley FIALKO</u>	<u>557 POOLEY DR. Hemet, CA 92545</u>
<u>John Fialko</u>	<u>557 Pooley Dr. Hemet, Ca 92545</u>
<u>Debra Brown</u>	<u>214 EAGLE LN., Hemet, CA 92545</u>
<u>Ronda Turley</u>	<u>7795 COUPLES WAY, HEMET CA 92543</u>
<u>KEITH DYKSTRA</u>	<u>7955 BOBEY AVE</u>

Comment Letter I-172, Nick Orlando, Resident of Four Seasons at Hemet

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NO BUILD SR79 REALIGNMENT PROJECT
FOUR SEASONS HOMEOWNERS ASSOCIATION
HEALTH AND WELFARE OF FOUR SEASONS COMMUNITY

As community members we are asking for a No Build signature for the SR79 realignment project based on current designs. Our purpose is to prevent excessive noise, pollution, traffic and the reduction of property values. The community is surrounded by hillsides up to 500 feet high which would result in reverberation of noise back onto our communities. The added pollution from a freeway so close to our community would trap the pollutants against our hillsides. The proposed routes by RCTC will not take that into consideration for their route decision. We are also concerned that portions of the freeway will be as high as 40 feet and only 500 feet from California Ave. There will be a major interchange on Florida Ave and California Ave. This road will handle 64,000 vehicles a day and will diminish the small town appeal that our community enjoys today.

NAME	Robert L. Kapeller	ADDRESS	439 Olajabal
	Kay Bledarren		439 Olajabal
	Victoria Danner		508 Tewari Dr
	Linda Hendrickson		8331 Maryanna Dr.
	Stan Hendrickson		" " " "
	Robert Bernier		585 ZAHARIAS CIRCLE
	Priscilla Wang		180 Funk Way Hemet
	Lenny Ferguson		257 STRICKER AVE HEMET
	Jim F. Konecny		8340 PAVIN HEMET
	Mr. E. Hastings		8149 Dorol Ln Hemet
	Melanie Hastings		8149 Dorol Ln, Hemet
	Robert Van Bogaert		209 Firestone Lane
	Betty L. Braden		215 Firestone Ln, Hemet 92545
	Doris Brown		219 Firestone Ln Hemet 92545
	Samuel L. Staub		8821 Dorol Ln. 92545

Comment Letter I-172, Nick Orlando, Resident of Four Seasons at Hemet

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NO BUILD SR79 REALIGNMENT PROJECT
FOUR SEASONS HOMEOWNERS ASSOCIATION
HEALTH AND WELFARE OF FOUR SEASONS COMMUNITY

As community members we are asking for a No Build signature for the SR79 realignment project based on current designs. Our purpose is to prevent excessive noise, pollution, traffic and the reduction of property values. The community is surrounded by hillsides up to 500 feet high which would result in reverberation of noise back onto our communities. The added pollution from a freeway so close to our community would trap the pollutants against our hillsides. The proposed routes by RCTC will not take that into consideration for their route decision. We are also concerned that portions of the freeway will be as high as 40 feet and only 500 feet from California Ave. There will be a major interchange on Florida Ave and California Ave. This road will handle 64,000 vehicles a day and will diminish the small town appeal that our community enjoys today.

NAME	Jay Jausser	ADDRESS	8231 Triplett Ln.
	Jay Jausser		8211 Triplett Ln
	Richard Robinson		260 Firestone
	Rae Hopkins		167 KETMAN WAY
	Jim LESLIE		7686 Couples Way
	Marcia L Leslie		7686 Couples Way, Hemet
	Barbara Wells		224 Four Seasons Blvd.
	HENRY BLAETTER		8316-PARRY DRIVE Hemet
	Sharon Bluetter		8316 Parry Dr Hemet
	Sharon Nestor		605 Parneir Dr Hemet
	Jackie Letta		626 Zaharias Circle, Hemet
	Jackie Wymanski		8965 Stephenson Ln
	Deck Wymanski		" " "
	Penny Wymanski		8855 Stephenson Ln
	Ed Wymanski		" "

Comment Letter I-172, Nick Orlando, Resident of Four Seasons at Hemet

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NO BUILD SR79 REALIGNMENT PROJECT
FOUR SEASONS HOMEOWNERS ASSOCIATION
HEALTH AND WELFARE OF FOUR SEASONS COMMUNITY

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NAME	ADDRESS
<u>[Signature]</u>	<u>8221 DORAL LANE 92545</u>
<u>Nelam Mangone</u>	<u>8189 Doral Lane 92545</u>
<u>[Signature]</u>	<u>8077 DORAL AVE 92545</u>
<u>[Signature]</u>	<u>224 GLENVIEW LANE</u>
<u>L.G. MULHOLLAND</u>	<u>224 GLENVIEW LN</u>
<u>[Signature]</u>	<u>232 GLENVIEW LN</u>
<u>[Signature]</u>	<u>236 Glenview Ln</u>
<u>[Signature]</u>	<u>236 Glenview Ln</u>
<u>[Signature]</u>	<u>240 GLENVIEW LN</u>
<u>[Signature]</u>	<u>240 GLENVIEW LN</u>
<u>Marcel H. Flores</u>	<u>244 Glenview Ln</u>
<u>[Signature]</u>	<u>256 Glenview Ln</u>
<u>[Signature]</u>	<u>256 Glenview LN</u>
<u>[Signature]</u>	<u>8233 Doral Lane</u>
<u>Jacquie Dalbrath</u>	<u>8199 Carmustie Avenue</u>

Comment Letter I-172, Nick Orlando, Resident of Four Seasons at Hemet

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NO BUILD SR79 REALIGNMENT PROJECT
FOUR SEASONS HOMEOWNERS ASSOCIATION
HEALTH AND WELFARE OF FOUR SEASONS COMMUNITY

As community members we are asking for a No Build signature for the SR79 realignment project based on current designs. Our purpose is to prevent excessive noise, pollution, traffic and the reduction of property values. The community is surrounded by hillsides up to 500 feet high which would result in reverberation of noise back onto our communities. The added pollution from a freeway so close to our community would trap the pollutants against our hillsides. The proposed routes by RCTC will not take that into consideration for their route decision. We are also concerned that portions of the freeway will be as high as 40 feet and only 500 feet from California Ave. There will be a major interchange on Florida Ave and California Ave. This road will handle 64,000 vehicles a day and will diminish the small town appeal that our community enjoys today.

NAME	ADDRESS
<u>Nigel Turner</u>	<u>8281 Carnoustie ave</u>
<u>Ricardo Farnsworth</u>	<u>Hemet</u>
<u>Michelle Haylett</u>	<u>370 COGHILL LN Hemet, CA</u>
<u>John Kuntz</u>	<u>8335 CARNOSTIE AVE, Hemet, CA 92341</u>
<u>Carrie Anderson</u>	<u>8335 CARNOSTIE, Hemet, CA 92345</u>
<u>Larry Miller</u>	<u>8395 CARNOSTIE, Hemet</u>
<u>Umar Ceballos</u>	<u>8217 Carnoustie Hemet 92545</u>
<u>Angele Gamble</u>	<u>8181 Carnoustie, Hemet 92546</u>
<u>Dana Singh</u>	<u>8161 Carnoustie Hemet 92545</u>
<u>Karl Basowski</u>	<u>8151 Carnoustie Hemet 92545</u>
<u>Anne Balcernejar</u>	<u>8125 Carnoustie Hemet 92545</u>
<u>John W. W. W.</u>	<u>8051 Carnoustie Hemet 92545</u>
<u>Dayton W. W.</u>	<u>274 Cog Hill Hemet</u>
<u>Rich W. W.</u>	<u>8231 CARNOSTIE AVE</u>
<u>Dalton Martin</u>	<u>8231 CARNOSTIE AVE Hemet</u>

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NO BUILD SR79 REALIGNMENT PROJECT
FOUR SEASONS HOMEOWNERS ASSOCIATION
HEALTH AND WELFARE OF FOUR SEASONS COMMUNITY

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NAME	James Branca	ADDRESS	7785 Couplet Way
	Jay Branca		7785 Couplet Way
	Jonnie Harper		215 Baugh Lane
	Donald R. Harper		215 BAUGH LANE
	Jackie Rees		236 Corner Ln
	Don Lewis		531 Casper Dr

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NO BUILD SR79 REALIGNMENT PROJECT
FOUR SEASONS HOMEOWNERS ASSOCIATION
HEALTH AND WELFARE OF FOUR SEASONS COMMUNITY

As community members we are asking for a No Build signature for the SR79 realignment project based on current designs. Our purpose is to prevent excessive noise, pollution, traffic and the reduction of property values. The community is surrounded by hillsides up to 500 feet high which would result in reverberation of noise back onto our communities. The added pollution from a freeway so close to our community would trap the pollutants against our hillsides. The proposed routes by RCTC will not take that into consideration for their route decision. We are also concerned that portions of the freeway will be as high as 40 feet and only 500 feet from California Ave. There will be a major interchange on Florida Ave and California Ave. This road will handle 64,000 vehicles a day and will diminish the small town appeal that our community enjoys today.

NAME	ADDRESS
Jennifer Seibach	474 Vardon Cir
Shelly Hawkins	513 Vardon Cir
Nancy Hawkins	513 Vardon Cir
Colleen Vandell	435 VARDON CIR
Blaine Ponticelli	267 Sticker Cir
Liliana Johnson	529 Vardon Cir
Daniel Johnson	529 Vardon Cir

Comment Letter I-172, Nick Orlando, Resident of Four Seasons at Hemet

Responses to Comment Letter I-172,
Nick Orlando Comment Letter, Mitigation Proposal, SR 79 Realignment Project
Four Seasons Resident, Four Season’s Petition

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NO BUILD SR79 REALIGNMENT PROJECT
FOUR SEASONS HOMEOWNERS ASSOCIATION
HEALTH AND WELFARE OF FOUR SEASONS COMMUNITY

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NAME	Bob Vargo	ADDRESS	8261 Triplett Ln. Hemet 92545
	Mari Kern		8077 Doris Lane Hemet CA 92545
	Maggie Dietz		7844 Couples Way 91845
	Marietta Ruppner		327 Harrington Ct.
	Anton Ruppner		327 Harrington Ct
	Yundell Montano		173 Janzen Way

Comment Letter I-172, Nick Orlandos, Resident of Four Seasons at Hemet

**Responses to Comment Letter I-172,
Nick Orlandos Comment Letter, Mitigation Proposal, SR 79 Realignment Project
Four Seasons Resident, Four Season's Petition**

[illegible]

Comment Letter I-172, Nick Orlando, Resident of Four Seasons at Hemet

Responses to Comment Letter I-172,
Nick Orlando Comment Letter, Mitigation Proposal, SR 79 Realignment Project
Four Seasons Resident, Four Season’s Petition

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NO BUILD SR79 REALIGNMENT PROJECT
FOUR SEASONS HOMEOWNERS ASSOCIATION
HEALTH AND WELFARE OF FOUR SEASONS COMMUNITY

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NAME	Judith McLean	ADDRESS	601 Zaharias Cir Hemet
	Susan Andrews		477 Zaharias Cir Hemet
	Myma H. James		8086 Mickelson way Hemet
	Mary Alice Hayer		416 Tevell Drive Hemet
	Michael E. Purcell		465 Life St. Hemet
	Euro on Reese		455 3rd Dr. Hemet
	Barbara J. Cameron		8170 PAVIN Lane Hemet
	Karen Byrd		8384 MACYMA DR, Hemet-
	Georgia Farmer		7665 Armour Dr. Hemet
	Dorothy Ball		7685 Armour Dr. Hemet
	Dana Dixon		7704 Armour DR. Hemet

Comment Letter I-172, Nick Orlando, Resident of Four Seasons at Hemet

Responses to Comment Letter I-172,
Nick Orlando Comment Letter, Mitigation Proposal, SR 79 Realignment Project
Four Seasons Resident, Four Season’s Petition

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NO BUILD SR79 REALIGNMENT PROJECT
FOUR SEASONS HOMEOWNERS ASSOCIATION
HEALTH AND WELFARE OF FOUR SEASONS COMMUNITY

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NAME	ROBERT SCALES	ADDRESS	632 PARNEVIK DR
	Kay Scales		632 Parnevik Dr.
	Barbara		440 Langer Ct.
	Donna Mercer		440 Langer Court
	Fatsy Hall		8737 Duval Ln
	Carole Barber		8825 Mann Ln
	Esmeralda Rice		8815 Mann Lane
	Denise Marten		248 Glenview Ln.
	Arue Martin		248 Glenview LN.

Comment Letter I-172, Nick Orlando, Resident of Four Seasons at Hemet

Responses to Comment Letter I-172,
Nick Orlando Comment Letter, Mitigation Proposal, SR 79 Realignment Project
Four Seasons Resident, Four Season’s Petition

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NO BUILD SR79 REALIGNMENT PROJECT
FOUR SEASONS HOMEOWNERS ASSOCIATION
HEALTH AND WELFARE OF FOUR SEASONS COMMUNITY

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NAME	ADDRESS
MARIE ECKERT	7692 Dutra Drive, Hemet, CA
MICHAEL C. ECKERT JR.	7692 DUTRA DR. / HEMET CA 92545
Michael C. Eckert Jr.	
Evelyn Smith	7718 Dutra Dr. - Hemet, CA
Don Smith	
Carl S. Rando	7704 Dutra Dr, Hemet, Ca
Randa Corbett	7711 Dutra Dr. Hemet, Ca

Comment Letter I-172, Nick Orlando, Resident of Four Seasons at Hemet

Responses to Comment Letter I-172,
Nick Orlando Comment Letter, Mitigation Proposal, SR 79 Realignment Project
Four Seasons Resident, Four Season’s Petition

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NO BUILD SR79 REALIGNMENT PROJECT
FOUR SEASONS HOMEOWNERS ASSOCIATION
HEALTH AND WELFARE OF FOUR SEASONS COMMUNITY

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NAME <u>BILLY FORD</u>	ADDRESS <u>267 FIRESTONE LN.</u>
<u>KAREN FORD</u>	<u>267 FIRESTONE LN.</u>
<u>JOHN C HERNANDEZ</u>	<u>269 FIRESTONE LN</u>
<u>David I Soto</u>	<u>8118 Hazeltine Ln</u>
<u>Bernardo Cuengco</u>	<u>8088 HAZELTINE LN</u>
<u>SHARON CUENGCO</u>	<u>8088 HAZELTINE LN</u>
<u>Alia Gregerson</u>	<u>8038 Hazeltine Lane</u>
<u>Richard W. Korkin</u>	<u>8008 Hazeltine Lane</u>
<u>Karen D. Koski</u>	<u>8008 Hazeltine Lane</u>
<u>Duane Smith</u>	<u>8061 " "</u>
<u>SUSAN</u>	<u>" "</u>
<u>John Lewis</u>	<u>8071 HAZELTINE LN</u>
<u>Seija</u>	<u>" " "</u>
<u>Ken Head</u>	<u>8081 HAZELTINE LN</u>
<u>Carol Head</u>	<u>8081 Hazeltine Lane</u>

Comment Letter I-172, Nick Orlando, Resident of Four Seasons at Hemet

Responses to Comment Letter I-172,
Nick Orlando Comment Letter, Mitigation Proposal, SR 79 Realignment Project
Four Seasons Resident, Four Season’s Petition

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NO BUILD SR79 REALIGNMENT PROJECT
FOUR SEASONS HOMEOWNERS ASSOCIATION
HEALTH AND WELFARE OF FOUR SEASONS COMMUNITY

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NAME	ADDRESS
Vance K. Hughes	7840 January Dr, 92545
Marijose Comer	7888 Littler Dr 92545
Donald L. Ortiz	7721 ARMOUR DR. 92545
Emilie L. Ortega	7721 ARMOUR DR. 92545
Richard H. English	511 CASPER DR 92545

Comment Letter I-172, Nick Orlando, Resident of Four Seasons at Hemet

Responses to Comment Letter I-172,
Nick Orlando Comment Letter, Mitigation Proposal, SR 79 Realignment Project
Four Seasons Resident, Four Season’s Petition

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As community members we are asking for a No Build signature for the SR79 realignment project based on current designs. Our purpose is to prevent excessive noise, pollution, traffic and the reduction of property values. The community is surrounded by hillsides up to 500 feet high which would result in reverberation of noise back onto our communities. The added pollution from a freeway so close to our community would trap the pollutants against our hillsides. The proposed routes by RCTC will not take that into consideration for their route decision. We are also concerned that portions of the freeway will be as high as 40 feet and only 500 feet from California Ave. There will be a major interchange on Florida Ave and California Ave. This road will handle 64,000 vehicles a day and will diminish the small town appeal that our community enjoys today.

NAME	ADDRESS
Roger Arlich	370 Casper Dr. Hemet Ca 92545
Bob Stratus	400 Casper Dr, Hemet, ca 92545
Roger Callin	379 Casper Dr. Hemet CA 92545
JOE DEPIETRI	7869 ARMOUR DR. HEMET
STEPHEN LERO	7821 ARMOUR DR. HEMET
Chris Coate	7839 ARMOUR DR
TIMOTHY DA SILVA	7701 ARMOUR DR, Hemet CA 92545
Shirley M Kendrick	7675 ARMOUR DR Hemet CA 92545
Rossie E Miller	7680 ARMOUR DR Hemet Ca 92545
Charles E Johnson	7704 Armour Ave 92545
Uinda Allen	7740 Armour Dr 92545
William W. Johnson	7889 January Dr, 92545
JoAnn Church	7820 January Dr 92545
Ruby Weaver	7889 January Dr. 92545
Kelly C Collins	532 TEWELL DR 92545

Comment Letter I-172, Nick Orlando, Resident of Four Seasons at Hemet

Responses to Comment Letter I-172,
Nick Orlando Comment Letter, Mitigation Proposal, SR 79 Realignment Project
Four Seasons Resident, Four Season’s Petition

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NAME	Darwin Yeager	ADDRESS	7909 January Dr. Hemet, Ca. 92545
	Shira Schaefer		7869 January Dr. Hemet
	Mr Henry & Edwina Bell		7900 January Dr Hemet Ca 92545
	Quinn Hawley & Candace Hawley		8315 Parry Dr. Hemet CA 92545
	John L. Curtis		7889 January Dr. Hemet 92545
	Elizabeth Hulme		415 Vardon Cir. Hemet 92545
	Jeanne Linder		8070 Michelons Way, Hemet 92545
	Joanne Pearce		5115 Boggy Ave
	David Ferguson		8747 Duval Lane, Hemet, CA 92545
	Donna Holland		7950 Doyle Cir Hemet, Ca 92545
	Lucia M. Weber		8154 Parry Dr., Hemet, CA 92545.
	Andie Lohmert		485 Vardon Cir., Hemet CA 92545
	Myrna Schmidt		8850 Duval Lane, Hemet, CA 92545
	Sondra Iannotti		7832 LITTLER Dr Hemet Ca 92545
	RANDY HALE		2860 LITTLER DR Hemet CA 92545
	JAMES SIMON		519 CASPER DR HEMET CA 92545

Comment Letter I-172, Nick Orlando, Resident of Four Seasons at Hemet

Responses to Comment Letter I-172,
Nick Orlando Comment Letter, Mitigation Proposal, SR 79 Realignment Project
Four Seasons Resident, Four Season’s Petition

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NO BUILD SR79 REALIGNMENT PROJECT
FOUR SEASONS HOMEOWNERS ASSOCIATION
HEALTH AND WELFARE OF FOUR SEASONS COMMUNITY

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NAME	ADDRESS
<u>TAMM MINZA</u>	<u>489 ASHER DR. Hemet 92545</u>
<u>KAREN LANDIA</u>	<u>488 CASPER DR Hemet 92545</u>
<u>JAMES MOORE</u>	<u>220 FOUR SEASONS DR</u>
<u>R. J. Taylor.</u>	<u>Hemet, CA 92545</u>
	<u>7603 WHITWORTH DR.</u>
<u>David L. Gaudin</u>	<u>560 Tewell DR. 92545</u>
<u>Sharon Carow</u>	<u>615 Parnvik Dr. 92545</u>
<u>Kurt Hall</u>	<u>368 BJORNT CT 92545</u>
<u>Paul Guber</u>	<u>8010 Trevino</u>
<u>Julio + Ana Diaz</u>	<u>7990 Trevino ave Hemet</u>
<u>SEANETTE DORDEN</u>	<u>347 CHI CHI CIR. Hemet</u>
<u>Marglin Gredan</u>	<u>333 Chi Chi Cir. Hemet</u>
<u>John Bragman</u>	<u>326 Chi Chi Cir. Hemet</u>
<u>John-Emig Mangano</u>	<u>7926 Trevino Ave Hemet</u>
<u>Freddie Villal</u>	<u>466 Casper Dr Hemet Ca 92545</u>
<u>Patricia Stocking</u>	<u>7849 January Dr Hemet 92545</u>

Comment Letter I-172, Nick Orlando, Resident of Four Seasons at Hemet

Responses to Comment Letter I-172,
Nick Orlando Comment Letter, Mitigation Proposal, SR 79 Realignment Project
Four Seasons Resident, Four Season’s Petition

NO BUILD SR79 REALIGNMENT PROJECT
FOUR SEASONS HOMEOWNERS ASSOCIATION
HEALTH AND WELFARE OF FOUR SEASONS COMMUNITY

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NAME <u>Norma Eihlar</u>	ADDRESS <u>7540 Watson Cir</u>
<u>Frank Eihlar</u>	<u>7540 Watson Cir.</u>
<u>Michael Murphy</u>	<u>545 Vardon Circle</u>
<u>Harry Perillon</u>	<u>445 Vardon Circle</u>
<u>Varilyn Wilson</u>	<u>445 Vardon Circle</u>
<u>Michael Smith</u>	<u>545 VARDON CIRCLE</u>
<u>William Munn</u>	<u>7580 WATSON CIRCLE</u>
<u>Barbara Seder</u>	<u>7585 Watson Circle</u>
<u>Jim Seder</u>	<u>7585 WATSON CIRCLE</u>
<u>Frank J. Healy</u>	<u>735 VARDON CIRCLE</u>
<u>Mike [unclear]</u>	<u>7711 VOTHA DR.</u>
<u>NANCY WATERS</u>	<u>578 Zaharias Circle</u>
<u>Ch. Koster</u>	<u>7820 LITTLER DR</u>
<u>Suzanne Corum</u>	<u>7835 Littler Dr</u>
<u>Kenneth Corum</u>	<u>7835 Littler Dr</u>

Comment Letter I-172, Nick Orlandos, Resident of Four Seasons at Hemet

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NAME Norm Andres ADDRESS 24835 Reims Ct. Hemet, Ca 92344

Kaybee Homes + other community members of Hemet

**Responses to Comment Letter I-172,
Nick Orlandos Comment Letter, Mitigation Proposal, SR 79 Realignment Project
Four Seasons Resident, Four Season's Petition**

Comment Letter I-172, Nick Orlandos, Resident of Four Seasons at Hemet

**Responses to Comment Letter I-172,
Nick Orlandos Comment Letter, Mitigation Proposal, SR 79 Realignment Project
Four Seasons Resident, Four Season's Petition**

NO BUILD SR79 REALIGNMENT PROJECT
FOUR SEASONS HOMEOWNERS ASSOCIATION
HEALTH AND WELFARE OF FOUR SEASONS COMMUNITY

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Comment Letter I-172, Nick Orlando, Resident of Four Seasons at Hemet

Responses to Comment Letter I-172,
Nick Orlando Comment Letter, Mitigation Proposal, SR 79 Realignment Project
Four Seasons Resident, Four Season’s Petition

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NO BUILD SR79 REALIGNMENT PROJECT
FOUR SEASONS HOMEOWNERS ASSOCIATION
HEALTH AND WELFARE OF FOUR SEASONS COMMUNITY

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NAME	Kathy Thuman	ADDRESS	572 Towell Dr.
	Sumaine Barber		7842 Couples Way
	Kyle Robinson		197 Janyen Way
	Gerald Budd		7874 LITTER DR.
	Janelle Budd		7874 LITTER DR.
	Jill Barber		7842 couples Way
	John Polak		7985 DOYLE CIRCLE
	Ellen Nash		7985 Doyle Circle
	Michael Thuman		572 Towell Dr
	Barbara Cole		
	Brenda Buller		8225 FALDO AVE
	John R. Huth		7620 Whitworth
	Sherry H. Huth		7620 Whitworth
	Rich W. Huth		270 STRICKLAND LN
	Francine Birch		8041 Lagoon Pine-Sage

Comment Letter I-172, Nick Orlando, Resident of Four Seasons at Hemet

Responses to Comment Letter I-172,
Nick Orlando Comment Letter, Mitigation Proposal, SR 79 Realignment Project
Four Seasons Resident, Four Season’s Petition

<http://us-mg5.mail.yahoo.com/neo/launch?.rand=100b1u19s43>

FOUR SEASONS HOMEOWNERS ASSOCIATION
HEALTH AND WELFARE OF FOUR SEASONS COMMUNITY

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NAME	ADDRESS
<u>Esher Nazari</u>	<u>8747 Duval Lane Hemet 92545</u>
<u>ANN KUJO</u>	<u>8820 Mann Lane Hemet 92545</u>
<u>Youngsun KO</u>	<u>8810 Mann Ln. Hemet 92545</u>
<u>Kathy Buehler</u>	<u>8786 Mann Ln., Hemet 92545</u>
<u>D. King</u>	<u>8786 Mann Ln., Hemet 92545</u>
<u>Harren Stevens</u>	<u>8760 Mann Ln. Hemet 92545</u>
<u>Allison Davis</u>	<u>8710 Mann Ln. Hemet CA 92545</u>
<u>Nancy Bort</u>	<u>120 Mayfair Ln Hemet 92545</u>
<u>Bette Bowen</u>	<u>130 Mayfair, Hemet, CA 92545</u>
<u>Nancy South</u>	<u>138 Mayfair, Hemet, CA 92545</u>
<u>Beverly Hansen</u>	<u>142 Mayfair Ln, CA 92545</u>
<u>Beatriz Korb</u>	<u>7820 Little Dr. Hemet CA 92545</u>
_____	_____
_____	_____
_____	_____
_____	_____

Comment Letter I-172, Nick Orlando, Resident of Four Seasons at Hemet

Responses to Comment Letter I-172,
Nick Orlando Comment Letter, Mitigation Proposal, SR 79 Realignment Project
Four Seasons Resident, Four Season’s Petition

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NO BUILD SR79 REALIGNMENT PROJECT
FOUR SEASONS HOMEOWNERS ASSOCIATION
HEALTH AND WELFARE OF FOUR SEASONS COMMUNITY

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NAME	<u>Kathy Jones</u>	ADDRESS	<u>7921 Mickelson Wy Hemet 92545</u>
	<u>Martha Engle</u>		<u>241 Glenview Ln, Hemet 92545</u>
	<u>Mary Sue Day</u>		<u>9242 Stephenson, Hemet</u>
	<u>Roy & Jackie Little</u>		<u>626 Zebulon Circle, Hemet</u>
	<u>Ed Waller</u>		<u>1688 Couples Way Hemet</u>
	<u>Robert R. Rutledge</u>		<u>3211 Maryanna Dr. Hemet 92545</u>

Comment Letter I-172, Nick Orlando, Resident of Four Seasons at Hemet

Responses to Comment Letter I-172,
Nick Orlando Comment Letter, Mitigation Proposal, SR 79 Realignment Project
Four Seasons Resident, Four Season’s Petition

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"NO BUILD" SR79 REALIGNMENT PROJECT PETITION
FOUR SEASONS HOMEOWNERS ASSOCIATION
HEALTH AND WELFARE OF FOUR SEASONS COMMUNITY

As community members we are asking for a No Build signature for the SR79 realignment project based on current designs. Our purpose is to prevent excessive noise, pollution, traffic and the reduction of property values. The community is surrounded by hillsides up to 500 feet high which would result in reverberation of noise back onto our communities. The added pollution from a freeway so close to our community would trap the pollutants against our hillsides. The proposed routes by RCTC will not take that into consideration for their route decision. We are also concerned that portions of the freeway will be as high as 40 feet and only 500 feet from California Ave. There will be a major interchange on Florida Ave and California Ave. This road will handle 64,000 vehicles a day and will diminish the small town appeal that our community enjoys today.

NAME (print & sign)

CYNTHIA ELLINGWORTH

ADDRESS

8105 Falso Ave., Hemet, Ca 92545

Donna McLaughlin

659 Wells, Hemet, 92545

Sharon Sims

531 Casper Dr Hemet 92545

Sandy St John

8305 Singh Ct Hemet 92545

MERRILYN MILES

440 TEWELL DR Hemet 92545

Jay & Karen Robinson

197 JANZEN Way 92545

C.L. Chase

671 Zankaris 92545

William J. Canto

264 Glenview Ave 92545

Karen L. Brown

8259 PARRY DR. 92545

RUSSELL L. BROWN

8259 PARRY DR 92545

MAY CHABROS

215 EAGLELANE 92545

J. CHABROS

215 EAGLELANE 92545

UNOA NEGRET
HENRY NEGRET

639 PRICE DR HEMET 92545

639 PRICE DR HEMET

7950 DOYLE CIRCLE HEMET 92545

Mike & Donna Noland

625 PARANIK DR Hemet, CA 92545

Cecil W PRAZIER

8189 OZAKI DR. Hemet, Ca 92545

Greg Rockvam

8500 MARUYAMA DR Hemet 92545

GERALD E. LENKE

Comment Letter I-172, Nick Orlando, Resident of Four Seasons at Hemet

Responses to Comment Letter I-172,
Nick Orlando Comment Letter, Mitigation Proposal, SR 79 Realignment Project
Four Seasons Resident, Four Season’s Petition

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"NO BUILD" SR79 REALIGNMENT PROJECT PETITION
FOUR SEASONS HOMEOWNERS ASSOCIATION
HEALTH AND WELFARE OF FOUR SEASONS COMMUNITY

As community members we are asking for a No Build signature for the SR79 realignment project based on current designs. Our purpose is to prevent excessive noise, pollution, traffic and the reduction of property values. The community is surrounded by hillsides up to 500 feet high which would result in reverberation of noise back onto our communities. The added pollution from a freeway so close to our community would trap the pollutants against our hillsides. The proposed routes by RCTC will not take that into consideration for their route decision. We are also concerned that portions of the freeway will be as high as 40 feet and only 500 feet from California Ave. There will be a major interchange on Florida Ave and California Ave. This road will handle 64,000 vehicles a day and will diminish the small town appeal that our community enjoys today.

NAME (print & sign)	ADDRESS
Kathy Brown	Kathy Brown 8195 Fall Ave 92545
Betty Barr	Betty Barr (CE) email 389 Cabrera 92545
Paul Barr	Paul Barr (CE) email 389 Cabrera 92545
Shirley VARNADO	Shirley Varnado 649 PRICE 92545
LAURENCE VARNADO	Laurence Varnado 649 PRICE DC 92545
Dee Penzo	Dee Penzo 406 JOIN CT
Fred Penzo	Fred Penzo 406 JOIN CT
JEANNINE GRIDLEY	Jeannine Gridley 420 CASPER DR. 92545
MILA BOBROW	Mila Bobrow 204 GAMEZ WAY 92545
Dena Cohen	Dena Cohen 9284 STEPHENSON XAN 92545
Marion Bassett	Marion Bassett 380 MARCIN DR. 92545
MARILYN FIELDS	Marilyn Fields 8245 BOGEY AV 92545
JERRY FIELDS	Jerry Fields "
LOIS COPELAND	Lois Copeland 7980 BAY HILL AVE
Joe Let	Joe Let 459 LARSEN DR 92545
John Let	John Let 459 LARSEN DR 92545
Sandi Hrusa	Sandi Hrusa

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NAME (print & sign)	Geraldine Cometa	ADDRESS	7729 Dutra Dr. Hemet, 92545
	DAVID C. Cometa		7729 Dutra Dr Hemet, 92545
	Kathy Sitter		8135 Faldo Hemet 92545
	Rick Sitter		8135 Faldo Hemet 92545
	Steve Wallace		8235 Faldo Ave Hemet 92545
	Barb Wallace		8235 Faldo Ave Hemet 92545
	Ann Baranch		348 Casper Hemet 92545
	Rosemary Luscombe		347 Harrington Ct. Hemet CA
	Carol Andersen		7970 Duple C. Hemet CA
	Phyllis W. Duronset		320 Jernell Dr Hemet 92545
	JIM GATES		366 GARCIA DR 92545
	PAT FORD		366 GARCIA DR 92545
	Angelo La Porza		252 Glenview W.
	Sonia La Porza		8245 Faldo Ave.
	Kevanne Snider		8245 Faldo Ave 92545
	KEVIN SNIDER		
	Barbara Hughes		581 Pooley
	Robert Hughes		581 Pooley
	Bob Allen		581 Pooley

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NAME	Judith Telford	ADDRESS	7863 Little Dr Hemet, CA 92545
	Shirley B		348 CASPER DR Hemet, CA 92542
	John A. Lucade		3472 Harrington CT " " "
	Mollie Jones		391 Bjorn Ct Hemet, Ca 92545
	Daniel Jones		391 Bjorn Ct Hemet Ca 92545
	Marlene Conner		222 Sunny Way Hemet, Ca 92545
	Jeanne Kline		226 Eagle Ln. Hemet CA 92545
	Edna V. Reis		426 Eagle Lane Hemet, CA 92545
	Ralph J. Gentile		180 Jansen Way Hemet CA 92545
	Linda Gentile		180 Jansen Way Hemet CA 92545
	Sandra Stinnett		4839 Gibson Circle 92545
	Diana Naulis		7834 Gibson Circle 92545
	CAROL WAKEFIELD		7791 GIBSON CR. 92545
	Ginny Cole-Weaver		182 Foryk Way
	Theresa Currie		8211 Triplett Lane CA 92545

Comment Letter I-172, Nick Orlando, Resident of Four Seasons at Hemet

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NAME (print & sign)	ADDRESS
Marilyn Rhyme- Marilyn Rhyme	8255 Bogey 92545
Jim Rhyme- Jim Rhyme	8255 Bogey 92545
Josephine Damiano Josephine Damiano	8240 PALDO AVE, HEMET, 92545
SARINA TRUEBA Sarina Trueba	8240 PALDO AVE, HEMET 92545
Fred Gordo	440 GRACIE HART 92545
ANNA GORDON Anna Gordon	440 Gracie Dr. Hemet 92545
WALTER GARRISON	8215 Faldo AV Hemet 92545
Rosemary Garrison	8215 Faldo Ave Hemet 92545
ROSEMARY JONES	
LAWRENCE IANNOTTI	7832 LITTIER Dr. Hemet Ca 92545
LOIS A. COWAN Lois Cowan	8897 STEPHENSON LN. HMT. 92545
Jerry Huntington Jerry Huntington	513 Vardon Cir, Hemet 92545
Lucille Gaud	8210 Campbell Ct Hemet 92545
Gerald Gaud	8210 Campbell Ct Hemet 92545
already signed	7863 Litter Hemet 92545
Linda Adkins Linda Adkins	640 Olazabel Dr Hemet 92545
Joyce E. Hutchinson Joyce E. Hutchinson	1025 SUNWEST DR #205 92545

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Comment Letter I-172, Nick Orlando, Resident of Four Seasons at Hemet

Responses to Comment Letter I-172,
Nick Orlando Comment Letter, Mitigation Proposal, SR 79 Realignment Project
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NAME (print & sign)	ADDRESS
Anton Ruppner <i>Anton Ruppner</i>	327 Harrington Ct. Hemet 92344
Gerardo Edwards <i>Gerardo Edwards</i>	7924 Mickelson Way Hemet 92545
Marilyn Edwards <i>Marilyn Edwards</i>	7924 Mickelson Way Hemet 92545
Debra Kosate	675 Zaharias Cir Hemet 92545
John M. Muskallo	8275 Singh Ct. Hemet 92545
Janet Langman	134 Gayfair Ln Hemet 92545
DAVE JONES	8830 Duval Ln Hemet 92545
Ross Brunetto <i>Ross Brunetto</i>	8573 Stephenson
Catherine Brunetto <i>Catherine Brunetto</i>	8573 Stephenson
FRAN ROBERTSON <i>FRAN ROBERTSON</i>	315 Chi Chi Cir
ES Spina	508 Casper.
Mary Gallaugh	8444 Mary King Dr Hemet, OR 92545
Chris Pouders	Lehman Way, Hemet
LARRY COVER	7468 HOGAN CIRCLE Hemet
Nick & Pam Holloway	382 CASPER DR.
Arville Ellingworth <i>Arville Ellingworth</i>	8105 Folds Ave. 92545

Comment Letter I-172, Nick Orlando, Resident of Four Seasons at Hemet

Responses to Comment Letter I-172,
Nick Orlando Comment Letter, Mitigation Proposal, SR 79 Realignment Project
Four Seasons Resident, Four Season’s Petition

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NAME <u>John Mackulsky</u>	ADDRESS <u>7788 RAWLS DR. HEMET, CA 92545</u>
<u>JAMES FUTCHER</u>	<u>2615 WATSON ST. HEMET CA 92545</u>
<u>MIKE MURPHY</u>	<u>7911 RAWLS DR. HEMET CA 92545</u>
<u>Emile Wray</u>	<u>7895 Rawls Dr. Hemet CA 92545</u>
<u>Anthony Leone</u>	<u>405 Byron Ct Hemet 92545</u>
<u>Ed Hemminger</u>	<u>399 Byron Ct Hemet 92545</u>
<u>Michele Tr</u>	<u>816 O'NEARA Ave.</u>

Comment Letter I-172, Nick Orlandos, Resident of Four Seasons at Hemet

**Responses to Comment Letter I-172,
Nick Orlandos Comment Letter, Mitigation Proposal, SR 79 Realignment Project
Four Seasons Resident, Four Season's Petition**

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**NO BUILD SR79 REALIGNMENT PROJECT
FOUR SEASONS HOMEOWNERS ASSOCIATION
HEALTH AND WELFARE OF FOUR SEASONS COMMUNITY**

Comment Letter I-172, Nick Orlando, Resident of Four Seasons at Hemet

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NAME <u>Nick Orlando</u>	ADDRESS <u>144 Lopez Way</u>
<u>Mary R. Nelson</u>	<u>144 Lopez Way</u>
<u>Jim Douglas</u>	<u>134 Lopez Way</u>
<u>Charles E. Ball</u>	<u>164 Leonard Way</u>
<u>Shirley R. Waller-Bell</u>	<u>164 Leonard Way</u>
<u>Carol Scadys</u>	<u>138 Lopez Way</u>
<u>Don Leatherman</u>	<u>8683 Stephenson Ln</u>
<u>Judy South</u>	<u>8683 Stephenson Ln</u>
<u>Shirley Hilbert</u>	<u>516 Tewell Dr</u>
<u>Gordon Hill</u>	<u>516 Tewell Dr</u>
<u>Patricia S. Logan</u>	<u>8727 Naval Lane</u>

CALIFORNIA

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SR 79 REALIGNMENT PROJECT—DRAFT ENVIRONMENTAL IMPACT REPORT/ENVIRONMENTAL IMPACT STATEMENT
UN INFORME PRELIMINAR DE IMPACTO AMBIENTAL/UNA DECLARACIÓN DE IMPACTO AMBIENTAL PARA EL PROYECTO DE REALINEAMIENTO DE LA RUTA ESTATAL 79

www.sr79project.info

COMMENT CARD

Please hand this comment card to staff or mail this postage paid card.
All comment cards are due by March 25, 2013. **Thank you!**
Favor de entregar el siguiente comentario al personal o enviar esta tarjeta con porte pagado
(no necesita estampilla). Todas las tarjetas nos deben llegar a más tardar el 25 de marzo de 2013. **Gracias.**

My comments on the SR 79 Realignment Project are: (Mis comentarios sobre el Proyecto de Realineamiento de la Carretera Estatal 79 son:)

No build

Name (Nombre)
Norma Eibler

Representing (En representación de)
self

Email (Email)
neubler@gmail.com

Address (Domicilio)
7540 Watson Cir.

City (Ciudad)
Henriev

Zip Code (Código Postal)
92545

CALIFORNIA

79

SR 79 REALIGNMENT PROJECT—DRAFT ENVIRONMENTAL IMPACT REPORT/ENVIRONMENTAL IMPACT STATEMENT
UN INFORME PRELIMINAR DE IMPACTO AMBIENTAL/UNA DECLARACIÓN DE IMPACTO AMBIENTAL PARA EL PROYECTO DE REALINEAMIENTO DE LA RUTA ESTATAL 79

www.sr79project.info

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My comments on the SR 79 Realignment Project are: (Mis comentarios sobre el Proyecto de Realineamiento de la Carretera Estatal 79 son:)

Do Not Build Too Many Environmental Issues

Name (Nombre)
Mike Murphy

Representing (En representación de)
SELF

Email (Email)
CORVETTEMURPH@yahoo.com

Address (Domicilio)
7911 RANIS DR

City (Ciudad)
HENRIEV

Zip Code (Código Postal)
92545



SR 79 REALIGNMENT PROJECT—DRAFT ENVIRONMENTAL IMPACT REPORT/ENVIRONMENTAL IMPACT STATEMENT
UN INFORME PRELIMINAR DE IMPACTO AMBIENTAL/UNA DECLARACIÓN DE IMPACTO AMBIENTAL PARA
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My comments on the SR 79 Realignment Project are: (Mis comentarios sobre el Proyecto de Rediseño de la Carretera Estatal 79 son:)

No Build

Name (Nombre)	ERINIE WAY	Representing (En representación de)	Self	Email (Email)	
Address (Domicilio)	7895 ROWLE DR HEMET, CA 92345	City (Ciudad)	Hemet	Zip Code (Código Postal)	



SR 79 REALIGNMENT PROJECT—DRAFT ENVIRONMENTAL IMPACT REPORT/ENVIRONMENTAL IMPACT STATEMENT
UN INFORME PRELIMINAR DE IMPACTO AMBIENTAL/UNA DECLARACIÓN DE IMPACTO AMBIENTAL PARA
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(no necesita estampilla). Todas las tarjetas nos deben llegar a más tardar el 25 de marzo de 2013. **Gracias.**

My comments on the SR 79 Realignment Project are: (Mis comentarios sobre el Proyecto de Rediseño de la Carretera Estatal 79 son:)

Do Not Build - too many environmental hazards.

Name (Nombre)	Frank E. Eikler	Representing (En representación de)	Self	Email (Email)	frank.eikler@gmail.com
Address (Domicilio)	7540 Watson Cir	City (Ciudad)	Hemet	Zip Code (Código Postal)	92345

Comment from: Harold Townend

Response To: Harold Townend

Comment Letter I-173



April 8, 2013

RCTC-Attn. Cathy Bechtel
PO Box 51540
Riverside, CA 92517-9880

Dear Ms. Bechtel:

After listening to our residents' concerns and having nearly 600 voice their opinions through a No Build SR79 Realignment Petition, the Board of Directors of Four Seasons at Hemet Community Association are of the opinion that as a result of the proximity to Four Seasons, the proposed routes presented in the DEIR will produce significant increases to noise, pollution and traffic which will seriously impact the health of Residents in our senior community.

I-173.1

We believe a route should be designed further east and closer to the San Diego Canal as it goes north crossing Florida and proceeding through Devonshire and Tres Cerritos. It appears that the proposed highway is within 500 feet of the canal at both Tres Cerritos and Esplanade. Accordingly, it would be reasonable to conclude it could be within 500 feet of the canal at Florida. By moving it closer to the canal it would increase the distance from our community by nearly 1300 feet, thus providing for a reduced impact of the aforementioned noise, pollution and traffic. We are aware of environmental concerns with this proposed adjustment to the route, just as there were with four alternative routes presented. We are confident that these environmental concerns can be mitigated.

I-173.2

Furthermore, we recommend against an interchange at Tres Cerritos. On the east there are hills with no homes and no planned development, and to the west are ranch homes on 5+ acre sites and a general plan, supported by the City of Hemet, for future development of 5+ acre estate ranch homes. Therefore, the present and future population to the east and west does not seem to justify an interchange at Tres Cerritos. In addition, the City of Hemet does not recommend this interchange be built.

I-173.3

237 FOUR SEASONS BLVD. HEMET, CA 92545 • PHONE: 951-325-8188 • FAX: 951-325-8189

Response to I-173.1

The Project would reduce traffic on local streets. For example, in 2040 without the Project, traffic on Florida between Winchester Road and Warren Road would average 63,200 vehicles a day. With the realignment, that would decrease to 32,400 vehicles, or roughly half the traffic that would be there otherwise. Traffic on Warren Road between Florida Avenue and Devonshire Avenue would decrease from 17,000 vehicles a day to 2,000 vehicles a day. More comprehensive traffic data are available in Section 3.1.6 Partially Recirculated Draft EIR/Supplemental Draft EIS. Please also see the Traffic Analysis for State Route 79 Realignment, July 2005 (revised January 2006 and November 2009) and the SR 79 Realignment Project Supplemental Traffic Report September 2014. All technical reports are available from the Project website at <http://sr79project.info/library-links/technical-reports>.

According to the California Air Resources Board Air Quality and Land Use Handbook (2005), studies conducted to evaluate health risks due to highway traffic show the strongest association within 300 feet of the highways. The Four Seasons at Hemet community would be more than 304.8 meters (1,000 feet) away from the Project, so particulate levels would be similar to other areas that are farther away (see Section 3.2.6 of the Partially Recirculated Draft EIR/EIS for more information).

Similarly, although noise levels within a few hundred feet of a roadway might justify noise barriers, there would not be a comparable effect on more distant locations, such as the Four Season community. The project changes associated with Build Alternative 1br were investigated in an Updated NSR/NADR. The entire noise evaluation is summarized in Section 3.2.7 in the Final EIS/EIR.

The comment does not raise any specific concerns with the analyses on these topics and so no further response is possible.

Response to I-173.2

Providing an alignment along the canal would violate Metropolitan Water District of Southern California (MWD) restrictions on building near this valuable source of drinking water. The process used to evaluate the alternatives and identify the preferred alternative for the Project is described in Chapter 2 of the Final EIR/EIS. As discussed in that Chapter, Alternative 1br was identified as the Preferred Alternative.

Response to I-173.3

The Preferred Alternative does not include an interchange at Tres Cerritos Avenue. The process used to evaluate the alternatives and identify the preferred alternative for the Project is described in Chapter 2 of the Final EIR/EIS. As discussed in that Chapter, Alternative 1br was identified as the Preferred Alternative.

Appendix K Comments Received on the Draft EIR/EIS

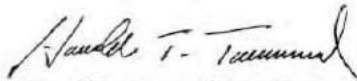
Comment Letter I-173

RCTC –Attn. Cathy Bechtel
Re: Comments on SR79 Realignment Project
April 8, 2013 Page Two

A large number of our residents signed a petition, which has been presented to you by Nick Orlandos (a concerned homeowner of Four Season Hemet) asking for a NO Build for the current SR79 alignment project, based on the current designed routes. Therefore, we ask the RCTC to seriously consider recommending a fifth alternative route closer to and paralleling the San Diego Canal.

I-173.4

Respectfully Submitted by the Four Seasons at Hemet Board of Directors.



Harold T. Townend, President


Cc: Deanna Eliano, Director of Community Development, City of Hemet
Larry Smith, RCTC Member from the City of Hemet

Response to I-173.4

The alignment has moved as far east, closest to the canal, as it can without impacting existing vernal pools. Vernal pools are a sensitive biological resource and if impacted, the project would not be able to acquire the permits needed to build the project.

The "No Build" Alternative would not satisfy the Project purpose or fulfill the identified need (Draft EIR/EIS Section 1.2). Build Alternative 1br has been identified as the Preferred Alternative by the Project Development Team. This required balancing a number of competing concerns including protection of drinking water. The evaluation process is described in Chapter 2 of the Final EIR/EIS.

Comment from: Pechanga Band of Luiseño Indians



Comment Letter T-1

PECHANGA CULTURAL RESOURCES
Temecula Band of Luiseño Mission Indians

Post Office, Box 2183 • Temecula, CA 92593
Telephone (951) 308-9295 • Fax (951) 506-9491

March 25, 2013

VIA E-MAIL and USPS

Mr. Aaron Burton
Senior Environmental Planner
California Department of Transportation
P. O. Box 12008
Riverside, CA 92502-2208

Re: Pechanga Tribe Comments on the Notice of Availability of a Draft Environmental Impact Report/Environmental Impact Statement for the State Route 79 Realignment Project, EA 08-494000, PN 0800000784

Dear Mr. Burton:

This comment letter is written on behalf of the Pechanga Band of Luiseño Indians (hereinafter, “the Tribe”), a federally recognized Indian tribe and sovereign government. The Tribe formally requests to be notified and involved in the entire CEQA/NEPA/Section 106 environmental review process for the duration of the above referenced project (the “Project”). Please add the Tribe to your distribution list(s) for public notices and circulation of all documents, including environmental review documents, archaeological reports, and all documents pertaining to this Project. The Tribe further requests to be directly notified of all public hearings and scheduled approvals concerning this Project. Please also incorporate these comments into the record of approval for this Project.

The Tribe submits these comments concerning the Project's potential impacts to cultural resources in conjunction with the environmental review of the Project. The Tribe understands the process Caltrans is proposing – which is to defer assessment and mitigation until the Preferred Alternative is chosen – in order to address the potential impacts to cultural sites on whichever alignment is chosen. However, we are concerned that Caltrans’ decision to evaluate and mitigate cultural resources in the final environmental document may remove much of the Tribe’s ability to review and comment on the potential impacts to our cultural resources. Therefore, the Tribe requests that a process be developed with Caltrans and the archaeological consultant, in which the Tribe is provided the opportunity to participate in the fieldwork necessary to test the cultural sites, including any original assessments, Phase II assessments or similar, to provide information about site context and traditional landscapes and tribal values, to comment on any interim draft documents before they are released for public review and continue to consult with Caltrans through the preparation of the FEIR/EIS, including the inclusion of

Chairperson:
Germaine Arenas

Vice Chairperson:
Mary Bear Magee

Committee Members:
Evie Gerber
Darlene Miranda
Bridgett Barcello Maxwell
Aurelia Marruffo
Richard B. Searce, III

Director:
Gary DuBois

Coordinator:
Paul Macarro

Cultural Analyst:
Anna Hoover

Sacred Is The Duty Trusted Unto Our Care And With Honor We Rise To The Need

Comment Letter T-1 - Pechanga Band of Luiseño Indians

Response To: Pechanga Band of Luiseño Indians

Response to T-1.1

The Tribe has been and will continue to be invited to consult in the entire CEQA/NEPA/Section 106 environmental review process for the duration of the Project. The Tribe is currently on all distribution lists for public notices and circulation of all documents, including environmental review documents, archaeological reports, and other Project documents. The Tribe will continue to be notified of all public hearings and scheduled Project approvals. All Tribal comments have been included in the Project record.

Response to T-1.2

Your concern that the evaluation of cultural resources will be deferred until the Preferred Alternative has been identified, resulting in the Tribe having less of an ability to review and comment on the potential impacts to cultural resources, has been included in the Project record. For that reason, subsequent to the circulation of the Draft EIR/EIS, additional consultation under Section 106 has occurred, with evaluation of all cultural resources on all proposed alternatives. In consultation with Pechanga and other interested parties, historic properties have been identified, and a Finding of Adverse Effect has been rendered. A Memorandum of Agreement (MOA) between the California Department of Transportation and the California State Historic Preservation Officer to address adverse effects of the preferred alternative on historic properties has been negotiated, with tribal input, and signed. The results of the Section 106 process have been published in the RDEIR/SDEIS to allow for public disclosure and additional tribal and public comment. See also the response to T-1.1.

Response to T-1.3

See the response to T-1.2. The Tribe has been fully involved in consultation, including participation in fieldwork to assess sites; input on site context, traditional landscapes, traditional cultural properties, and tribal values; review of all draft documents pertaining to Native American resources; and input on preservation, avoidance, and mitigation that have been incorporated into the Section 106 MOA and the Final EIR/EIS. Tribal input on impacts from the Preferred Alternative to cultural resources has been obtained through formal consultation and incorporated into the MOA and Final EIR/EIS.

Comment Letter T-1

Pechanga Comment Letter to Caltrans
Re: Pechanga Tribe Comments on the DEIR/EIS for SR79 Realignment
March 25, 2013
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appropriate preservation, avoidance and if needed, mitigation measures. The Tribe also requests that this process be memorialized in the Project mitigation measures to ensure that Caltrans has legal accountability for properly assessing the Preferred Alternative’s definite impacts to cultural resources and that the Tribe be involved in the process. Additional information is provided below.

T-1.3
cont.

THE CA DEPARTMENT OF TRANSPORTATION (CALTRANS) MUST INCLUDE INVOLVEMENT OF AND CONSULTATION WITH THE PECHANGA TRIBE IN ITS ENVIRONMENTAL REVIEW PROCESS

It has been the intent of the Federal Government¹ and the State of California² that Indian tribes be consulted with regard to issues which impact cultural and spiritual resources, as well as other governmental concerns. The responsibility to consult with Indian tribes stems from the unique government-to-government relationship between the United States and Indian tribes. This arises when tribal interests are affected by the actions of governmental agencies and departments. In this case, it is undisputed that the project lies within the Pechanga Tribe’s traditional territory. Therefore, in order to comply with CEQA/NEPA and other applicable Federal and California law, it is imperative that Caltrans consult with the Tribe in order to guarantee an adequate knowledge base for an appropriate evaluation of the Project effects, as well as generating adequate avoidance and if necessary, mitigation measures.

T-1.4

The requirements of Section 106 of the National Historic Preservation Act, set forth in 36 CFR Part 800, clearly requires consultation with Indian tribes, regardless of the location of the project (36 CFR 800.2(c)). The regulations go on to state that the agency official shall ensure that consultation provides an Indian tribe “a reasonable opportunity to identify its concerns about historic properties, advise on the identification and evaluation of historic properties, including those of traditional religious and cultural importance, articulate its views on the undertaking’s effects on such properties, and participate in the resolution of adverse effects.” *Id.* Further, consultation must occur early in the planning process in order to “identify and discuss relevant preservation issues and resolve concerns about the confidentiality of information on historic properties.” *Id.*

T-1.5

Caltrans had consulted with the Tribe several times on this Project as outlined in the DEIR/EIS. The Tribe requests that Caltrans continue to include the Tribe as a partner in the identification and evaluation of cultural resources impacted by the Project immediately upon selection of the Preferred Alternative, and ultimately in developing any avoidance and mitigation measures to address those impacts.

T-1.6

¹See e.g., Executive Memorandum of April 29, 1994 on Government-to-Government Relations with Native American Tribal Governments, Executive Order of November 6, 2000 on Consultation and Coordination with Indian Tribal Governments, Executive Memorandum of September 23, 2004 on Government-to-Government Relationships with Tribal Governments, and Executive Memorandum of November 5, 2009 on Tribal Consultation.
² See California Public Resource Code §5097.9 et seq.; California Government Code §§65351, 65352.3 and 65352.4

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Response to T -1.4

The California Department of Transportation (Caltrans) and Federal Highway Administration (FHWA) have been consulting with the Tribe since 2005, in compliance with CEQA, NEPA, and Section 106 of the National Historic Preservation Act. The agencies have provided the Tribe a reasonable opportunity to identify its concerns about historic properties, advise on the identification and evaluation of historic properties, including those of traditional religious and cultural importance, articulate its views on the Project's effects on such properties, and participate in the resolution of adverse effects through the Section 106 process. Tribal input on impacts from the Preferred Alternative to cultural resources has been obtained through formal consultation and incorporated into the MOA and Final EIR/EIS.

Response to T-1.5

The Tribe's comment regarding consultation with Indian tribes, regardless of the location of the Project, has been noted. See also responses to T-1.3 through T-1.4.

Response to T-1.6

See responses to Comments T-1. 2 through T-1.4. Following circulation of the Draft EIR/EIS, during the Section 106 process, a Traditional Cultural Property (TCP) was identified within the locally preferred alternative. As a result, in consultation with the Tribe, Alternative 1br was designed to reduce direct impacts to the TCP. The Section 106 MOA, developed in consultation with the Tribe, provides additional mitigation measures to address Project impacts on historic properties.

Comment Letter T-1	
<p>Pechanga Comment Letter to Caltrans Re: Pechanga Tribe Comments on the DEIR/EIS for SR79 Realignment March 25, 2013 Page 3</p>	
<p><u>PECHANGA CULTURAL AFFILIATION TO PROJECT AREA</u></p>	
<p>The Pechanga Tribe asserts that the Project area is part of Luiseño, and therefore the Tribe's, aboriginal territory as evidenced by the existence of Luiseño place names, <i>tóota yixélvál</i> (rock art, pictographs, petroglyphs), and an extensive Luiseño artifact record in the vicinity of the Project. This culturally sensitive area is affiliated with the Pechanga Band of Luiseño Indians because of the Tribe's cultural ties to this area as well as extensive history with both this Project and other projects within the area.</p>	T-1.7
<p>The Pechanga Tribe's knowledge of our ancestral boundaries is based on reliable information passed down to us from our elders; published academic works in the areas of anthropology, history and ethno-history; and through recorded ethnographic and linguistic accounts. Of the many anthropologists and historians who have presented boundaries of the Luiseño traditional territory, few have excluded the Project area from their descriptions (Sparkman 1908; Kroeber 1925; White 1963; Harvey 1974; Oxendine 1983; Smith and Freers 1994), and such territory descriptions correspond almost identically with that communicated to the Pechanga people by our elders. While historic accounts and anthropological and linguistic theories are important in determining traditional Luiseño territory, the most critical sources of information used to define our traditional territories are our songs, creation accounts, and oral traditions.</p>	
<p>The Pechanga Tribe has a specific legal and cultural interest in this Project as the Tribe is culturally affiliated with the geographic area, which comprises the Project property. The Tribe has been named the Most Likely Descendent (Cal. Pub. Res. C. §5097.98) on Projects in the nearby vicinity of the proposed Project and has specific knowledge of cultural resources and sacred places near the proposed Project. The Tribe has submitted information regarding cultural affiliation to Caltrans in previous comment letters for this Project.</p>	T-1.8
<p>The Tribe welcomes the opportunity to meet with the Caltrans to further explain and provide documentation concerning our specific cultural affiliation to lands within your jurisdiction if so desired.</p>	
<p><u>TRIBAL CONCERNS WITH THE DEIR/EIS</u></p>	
<p>The proposed Project and alternatives are located in a highly sensitive region of Luiseño territory and the Tribe knows that the possibility for impacting known resources and recovering subsurface resources during ground-disturbing activities is high. The Tribe has over thirty-five (35) years of experience in working with various types of construction projects throughout its territory. The combination of this knowledge and experience, along with the knowledge of the</p>	T-1.9
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Comment Letter T-1 - Pechanga Band of Luiseño Indians

Response to T-1.7

It is noted that the Project area is within what has been documented historically as Luiseño territory and the Tribe's documented aboriginal territory. Thus, the agencies have consulted and will continue to consult the Tribe, regarding their cultural interest in the Project area.

Response to T-1.8

See response to Comment T-1.7.

Response to T-1.9

FHWA and Caltrans have continued to consult the Tribe regarding known resources and the potential for subsurface resources during Section 106 consultation and negotiation of a MOA.

Comment Letter T-1	
Pechanga Comment Letter to Caltrans Re: Pechanga Tribe Comments on the DEIR/EIS for SR79 Realignment March 25, 2013 Page 4	
culturally-sensitive areas and oral tradition, is what the Tribe relies on to make fairly accurate predictions regarding the likelihood of subsurface resources in a particular location.	T-1.9 cont.
As Caltrans knows, both NEPA and CEQA require an agency to evaluate the environmental impacts of a project prior to any decision-making with regard to the project. In fact, FHWA reminds its practitioners that NEPA “calls for an examination and consideration of impacts of the proposed action on sensitive resources.” CEQA itself is not just a procedural process but a substantive mandate to refrain from approving projects with significant effects if there are alternatives or mitigation measures which can lessen or avoid the effects. [Mountain Lion Foundation v. Fish & Game Commission (1997) 16 Ca. 4th 105.] Moreover, courts tend to disfavor deferred mitigation for projects. [See, Defend the Bay v. City of Irvine (4th Dist. 2004) 119 Cal. App. 4th 1428.] Determining appropriate mitigation or even whether there are any impacts, necessarily requires evaluation. Thus, both the law and public policy guiding NEPA and CEQA disfavor deferring evaluation and mitigation.	T-1.10
With that framework in mind, the Tribe understands that evaluation of all the potential alternatives presented here would be costly and time-consuming and create unwarranted impacts to cultural resources. However, we are deeply concerned with Caltrans’ decision to evaluate and address potential avoidance and/or mitigation of cultural resources in the final environmental document, thereby removing much of the Tribe’s ability to review and comment on the potential impacts to cultural resources early on in this Project. This approach greatly jeopardizes the wealth of located cultural material in the Project area and if Caltrans must proceed in this fashion, we strongly urge that some alternative, binding process be developed to ensure that cultural concerns are addressed adequately and appropriately in the final environmental document. As the DEIR/EIS notes, each alternative, except the No Project Alternative, would impact at least 14 or more cultural sites. Caltrans must take its obligations to Tribes seriously as this Project progress, which must include early and frequent consultation as the Preferred Alternative is chosen and the assessment of impacts to cultural resources is completed.	T-1.11
Because we are sensitive to the situation faced by Caltrans’ on this Project and in keeping with the spirit and intent of federal and state environmental laws, the Tribe would request that Caltrans develop a process similar to that used for the Mid-County Parkway project in which tribes are provided interim draft EIR/EISs, draft HPSRs, draft cultural resources studies, etc. for review and comment well before the final document is completed. We suggest for clarity of Caltrans’ obligations, that a time frame be named in the DEIR/EIS for consulting with Tribes once the Preferred Alternative is chosen. We suggest that within 30 days of choosing the alternative, Caltrans must contact the Tribes for consultation and evaluation of the chosen alignment’s impacts to cultural resources. Tribal consultation and input on this Project and the effects it will have on cultural resources is vital to ensuring that the proposed alignment minimizes or eliminates impacts to cultural resources as is required by law. We look forward to working closely with Caltrans staff and the archaeological consultant to ensure that such a process includes tribal input and acknowledges tribal values and concerns. We further request to	T-1.12 T-1.13
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Response to T -1.10

The Tribe's comment regarding deferring evaluations and mitigation has been noted. See response to T-1.2 and T-1.6 addressing the actions that have been taken to ensure that significant effects to historic properties has been reduced to the extent feasible and that other actions are identified in the Section 106 MOA to further mitigate adverse effects.

Response to T-1.11

See responses to T-1.2 through T-1.4 and T-1.6.

Response to T-1.12

See responses to Comment T-1. 2.

Response to T-1.13

See response to Comment T-1. 4.

Comment Letter T-1	
<p>Pechanga Comment Letter to Caltrans Re: Pechanga Tribe Comments on the DEIR/EIS for SR79 Realignment March 25, 2013 Page 5</p>	
participate in all archaeological surveys and excavations and any other earthmoving operation that could impact cultural resources.	T-1.13 cont.
<p>PROJECT MITIGATION MEASURES</p> <p>Although the mitigation measures provided are intended to be a starting point for future measures once the Preferred Alternative is chosen, the Tribe is concerned with the lack of tribal involvement. As is indicated in the HPSR and the DEIR/EIS, there are numerous cultural sites that will be impacted (i.e. directly or indirectly through visual, cumulative impacts, etc) and must be appropriately monitored during earthmoving activities. Therefore, the Tribe recommends that the proposed mitigation measures be modified to include tribal involvement and to allow for further refinement in the Final EIR/EIS, in addition to any specific measures needed once the alignment is chosen.</p>	T-1.14
<p>CR-1 Cultural Materials Discovered during Construction. If cultural materials are discovered during construction, all earth-moving activity within and around the immediate discovery area will be diverted until a qualified archaeologist can assess the nature and significance of the find <u>in consultation with the Tribe.</u></p>	T-1.15
<p>CR-2 Archaeological Monitor Requirement. <u>Prior to beginning project construction, Caltrans shall retain a Qualified archaeological monitor to monitor ground-disturbing activities in an effort to identify any unknown archaeological resources, to ensure that ESA's are maintained, to document monitoring and earthmoving activities and to . The qualified archaeological monitor shall have the authority to stop and redirect grading activities.</u></p>	T-1.16
<p>CR-3 Tribal Monitor Requirement. <u>At least 30 days prior to beginning project construction, Caltrans shall contact the Pechanga Tribe to notify the Tribe of grading, excavation and the monitoring program, and to develop a Cultural Resources Treatment and Monitoring Agreement. The Agreement shall address the treatment of known cultural resources, the designation, responsibilities, and participation of professional Native American Tribal monitors during grading, excavation and ground disturbing activities; project grading and development scheduling; terms of compensation for the monitors; and treatment and final disposition of any cultural resources, sacred sites, and human remains discovered on the site.</u></p>	T-1.17
<p>CR-2-CR-4 Discovery of Human Remains. If human remains are discovered, State Health and Safety Code Section 7050.5 states that further disturbances and activities shall cease in any area or nearby area suspected to overlie remains, and the county coroner contacted. Pursuant to Public Resources Code Section 5097.98, if the remains are thought to be Native American, the coroner will notify the NAHC, who will then notify the most</p>	T-1.18
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Comment Letter T-1 - Pechanga Band of Luiseño Indians

Response to T-1.14

The FHWA and Caltrans have continued to consult with the Tribe throughout the Section 106 process to identify historic properties, assess the effects of the Project's Preferred Alternative (1br) on those historic properties, and determine the necessary and appropriate measures to avoid, minimize, and mitigate adverse effects. Those measures have been formalized in a Finding of Effect document and in the Section 106 MOA, as documented in the Final EIR/EIS.

Response to T-1.15

The requested provisions of this measure have been included in the Section 106 MOA and the accompanying Monitoring and Post-Review Discovery Plan (Attachment E of the MOA).

Response to T-1.16

The requested provisions of this measure have been included in the Section 106 MOA and the accompanying Monitoring and Post-Review Discovery Plan (Attachment E of the MOA) and the ESA Action Plan (Attachment F of the MOA).

Response to T-1.17

The requested provisions of this measure have been included in the Section 106 MOA and the accompanying Monitoring and Post-Review Discovery Plan (Attachment E of the MOA). As well, the Monitoring and Post-Review Discovery Plan commits to development of a Monitoring Agreement with the Tribe to specify scheduling, levels of effort, locations, and compensation for monitoring during Project construction.

Response to T-1.18

It is Caltrans' standard policy to follow the procedures in the Public Resources Code, as detailed in this comment, if human remains are discovered outside a formal cemetery. These procedures, to be followed during construction, are detailed in the Monitoring and Post-Review Discovery Plan (Attachment E of the MOA).

Pechanga Comment Letter to Caltrans
Re: Pechanga Tribe Comments on the DEIR/EIS for SR79 Realignment
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T-1.18
cont.

T-1.19

T-1.20

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The overall provisions of this measure have been included in the ESA Action Plan (Attachment F of the MOA). An ESA designation will not be needed for CA-RIV-6907/H, as that site is not within the impact areas of the Preferred Alternative 1br. Nonetheless, other archaeological sites (components of a Potential Prehistoric Archaeological District) and portions a TCP that fall within the impact area of Alternative 1br will be protected and monitored as ESAs, as detailed in the ESA Action Plan (Attachment F of the MOA). Provisions in the ESA Action Plan include ESA fencing, professional monitoring, and Native American participation to ensure protection of archaeological resources and the TCP during construction.

Subsequent to the publication of the Draft EIR/EIS, FHWA and Caltrans have continued to consult with the Tribe throughout the Section 106 process to identify historic properties, assess the effects of all Project Alternatives on those historic properties, and determine the necessary and appropriate measures to avoid, minimize, and mitigate adverse effects. Those findings were presented in a Supplemental HPSR (Delu and Eddy 2014), on which the Tribe had the opportunity to comment. A Finding of Adverse Effect, with concurrence from SHPO on March 2, 2015, documented the direct and indirect effects of each alternative on identified historic properties. A Section 4(f) analysis was also conducted to demonstrate that Alternative 1br is the prudent and feasible alternative that minimizes effects to historic properties most effectively.

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Comment Letter T-1

Pechanga Comment Letter to Caltrans
Re: Pechanga Tribe Comments on the DEIR/EIS for SR79 Realignment
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Page 7

The Pechanga Tribe looks forward to working together with Caltrans in protecting the invaluable Pechanga cultural resources found in the Project area. Please contact me at 951-770-8104 or at ahoover@pechanga-nsn.gov once you have had a chance to review these comments so that we can begin drafting the proposed protocols. Thank you.

T-1.21

Sincerely,



Anna Hoover
Cultural Analyst

Cc Pechanga Office of the General Counsel
Brenda Tomaras, Tomaras & Ogas, LLP
Gary Jones, Caltrans District 8

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Comment Letter T-1 - Pechanga Band of Luiseno Indians


Response to T-1.21

The FHWA and Caltrans will continue to consult with the Tribe throughout the implementation of the Section 106 MOA.

Comment from: Soboba Band of Luiseño Indians

Response To: Soboba Band of Luiseño Indians

Comment Letter T-2



Soboba Band of Luiseño Indians

P.O. BOX 487 · SAN JACINTO, CA 92581 · TELEPHONE (951) 654-2765

By U.S. Mail and Email (CBechtel@RCTC.org)

March 21, 2013

Cathy Bechtel, Project Development Director
Riverside County Transportation Commission
P.O. Box 12008
Riverside, CA 92502-2208

Re: SR 79 Realignment Draft EIR/EIS
Comments of the Soboba Band of Luiseño Indians

Dear Ms. Bechtel:

The Soboba Band of Luiseño Indians, a federally recognized Indian Tribe located in the San Jacinto Valley of Riverside County, California, submits the following comments on the draft Environmental Impact Report / Environmental Impact Statement concerning the SR 79 Realignment Project, released February 8, 2013.

REALIGNMENT ALTERNATIVES IN THE VICINITY OF DOMENIGONI PARKWAY

Soboba is the owner of 128 acres of vacant land east of Winchester Road on the north and south sides of Domenigoni Parkway, which it acquired in late 2011 by virtue of a federal law approving the Soboba Settlement Agreement, Pub. L. 110-297 (2008). A map of the property with identifying APN's is attached to these comments.

The property is located in the Planning Area of the City of Hemet, which has designated it for mixed use development. See Hemet General Plan 2030 2.6.6 ("Mixed-Use Area #3 . . . serves as the 'Gateway' to the City along Domenigoni Parkway as well as a major regional center. It is anticipated that the site will be owned in total by the Soboba Band of Luiseño Indians and will develop into a retail, office, and residential project"). Similarly, the Winchester Municipal Advisory Council has tentatively designed the area for the community's largest

Comment Letter T-2 - Soboba Band of Luiseño Indians

Comment Letter T-2

Cathy Bechtel, Project Development Director
March 21, 2013
Page 2 of 3

commercial/retail development. See Draft Land Use Study, August 1, 2012, at 20 (available at <http://www.winchestermac.org>). The Tribe plans to use the site as the location of a major commercial and retail center, potentially including a hotel, recreational amenities and other facilities.

The Soboba Band of Luiseño Indians requests that environmental planning and design of the SR 79 realignment in the vicinity of Winchester Road and Domenigoni Parkway take into account the Tribe's ownership and intended use of the settlement property, which has been endorsed by both the City of Hemet and the Community of Winchester. Accordingly, the interchange of the realigned SR 79 and Domenigoni Road:

- 1. must not infringe in any way on the Tribe's property, which the Tribe will strongly resist as the entire tract is required for the planned mixed use development;
- 2. must be planned to accommodate substantial increased traffic due to the contemplated development of the Tribe's property; and,
- 3. must be located east of the Tribe's property to facilitate access to it, as well as to avoid severing its connection with the Community of Winchester.

With respect to the third item, although two of the realignment alternatives intersect Domenigoni Parkway east of the Tribe's property – Build Alternatives 1b and 2b – the Tribe's preferred alternative for reasons pertaining to cultural resources protection and preservation (explained immediately below) is Build Alternative 1b (incorporating roadway segments C and G).

CULTURAL RESOURCES

In order to prevent the likelihood of disturbing Native American human remains, the Soboba Tribe disfavors realignment alternatives intersecting Domenigoni Parkway to the west of the Tribe's property – Build Alternatives 1a and 2a. These alternatives present a strong likelihood for the unintentional discovery of human remains because human remains were discovered on a project in the vicinity of these realignment alternatives in the past. For this reason, the Tribe prefers Build Alternative 1b incorporating roadway segment C.

The Soboba Tribe prefers roadway segment G because it avoids unnecessary impacts to any culturally significant landmarks in the West Hemet Hills that may be of importance to the Tribe. Roadway segment H in Build Alternative 2b would drastically alter the geographic appearance of the hills and cause significant disturbance to cultural resources. These impacts can be minimized and avoided by incorporating roadway segment G in Build Alternative 1b.

T-2.1

T-2.2

T-2.3

Response to T-2.1

The Soboba Band's preference that the interchange at Domenigoni Parkway satisfy the three criteria specified has been included in the Project record. Build Alternative 1br has been identified as the Preferred Alternative by the Project Development Team (PDT) and would not infringe on the Tribe's property.

Response to T-2.2

The Soboba Tribe's preference for Build Alternative 1b, incorporating Roadway Segment C, has been included in the Project record. Build Alternative 1br has been identified as the Preferred Alternative and would not infringe on the sensitive area identified by the Tribe. No Native American human remains are expected to be affected by the Project. Provisions for treatment of currently unknown cultural resources or human remains discovered in the Preferred Alternative are included in the Section 106 MOA. It is Caltrans' standard policy to follow the procedures in the Public Resources Code, if human remains are discovered outside a formal cemetery. These procedures, to be followed during construction, are detailed in the Monitoring and Post-Review Discovery Plan (Attachment E of the MOA).

Response to T-2.3

As part of the Section 106 process for compliance with the National Historic Preservation Act, formal FHWA and Caltrans consultation with the Native American tribes has been ongoing since 2005. The West Hemet Hills had not been identified by any Native American tribe as a culturally significant landmark when the Draft EIR/EIS was circulated. Following circulation of the Draft EIR/EIS, during the Section 106 process, a Traditional Cultural Property (TCP) was identified within the locally preferred alternative 2b, incorporating roadway segment H. As a result, and in consultation with the Tribe, Alternative 1br was designed to reduce direct impacts to the TCP. As well, the Section 106 MOA, developed in consultation with the Tribe, provides additional mitigation measures to address Project impacts on historic properties. See also responses to T-1.2 through T-1.4.

Comment Letter T-2

Cathy Bechtel, Project Development Director
March 21, 2013
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There does exist a strong likelihood for the discovery of archeological features and artifacts along the Soboba Tribe's preferred Build Alternative 1b, as well as throughout the remainder of the realignment regardless of which alternative is selected. The Tribe proposes that the following mitigation measures be implemented for the project in order to reduce the impact of the project on the Tribe's cultural resources and prehistoric burials:

- Complete avoidance and preservation in place of burials and any recovered artifacts or other cultural resources deposits;
- Approval and completion of a cultural preservation location prior to commencement of any construction for use where preservation in place is not possible;
- Determination of sensitive areas through consultation among the Soboba Tribe, the archaeological consultant for the project, and the Riverside County Transportation Commission;
- Elevated roadway in sensitive areas;
- Completion of shovel test pits in sensitive areas; and,
- Required tribal monitoring by the Soboba Tribe in sensitive areas.

As the project develops and additional surveys are completed, the mitigation measures enumerated above may require modification, and additional measures may be necessary in order to protect the Tribe's cultural resources. The Tribe will continue to consult with the action agencies and monitor the ground disturbing aspects of the project to ensure that its cultural resources are protected to the greatest extent possible.

Thank you very much for your consideration of the Soboba Tribe's comments. Please do not hesitate to contact me, the Soboba Legal Department or Joe Ontiveros, Soboba Cultural Program Director, if you have questions or need additional information. You may reach anyone of us by calling 951-654-2765.

Sincerely,


Rosemary Morillo, Chairwoman
Soboba Band of Luiseño Indians

Enclosure: Map of Soboba settlement property

T-2.4

T-2.5

Response to T-2.4

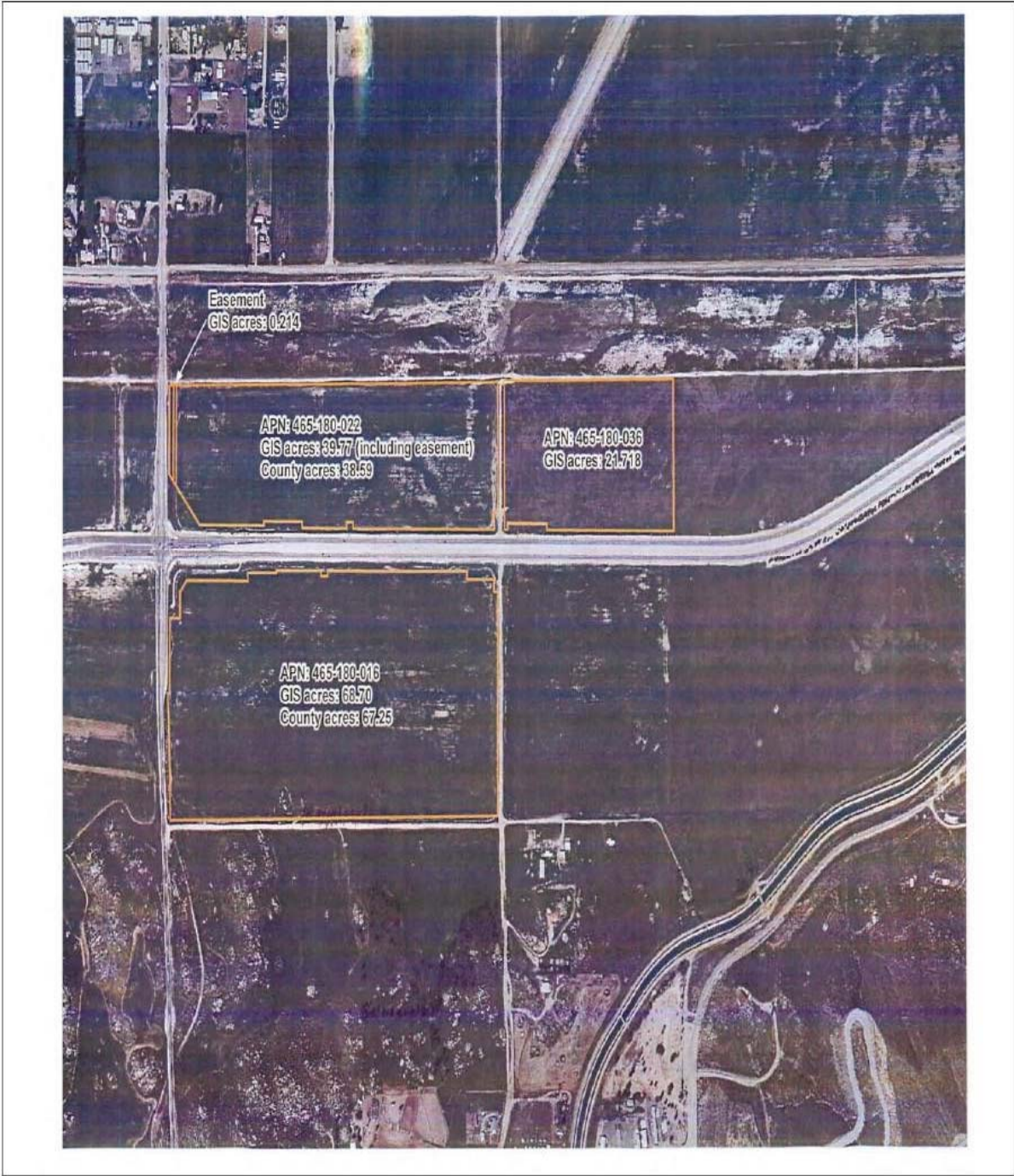
Avoidance, minimization, and mitigation measures have been developed in consultation with the Tribe, and formalized in the Section 106 MOA and the Final EIR/EIS. Measures include:

- Avoidance of burials and archaeological deposits and artifacts, to the extent feasible
- Provisions for relocation of sensitive cultural features; curation of all recovered artifacts, except items of cultural patrimony
- Identification of archaeologically sensitive areas, in consultation with the Tribe Establishing ESAs to be fenced for protection from construction impacts Native American and professional archaeological monitoring at ESAs and other
- identified culturally sensitive areas
- Documentation of known archaeological features prior to their destruction or relocation
- Recovery of significant archaeological deposits discovered during construction

Response to T-2.5

The FHWA and Caltrans will continue to consult with the Tribe throughout the implementation of the Section 106 MOA. To ensure that Project impacts to historic properties are avoided, minimized, and/or mitigated

Attachment to Comment Letter T-2





UNITED STATES ENVIRONMENTAL PROTECTION AGENCY
REGION IX
75 Hawthorne Street
San Francisco, CA 94105

2.F-1

October 2, 2015

Aaron Burton
Senior Environmental Planner
Caltrans, District 8 Division of Environmental Planning
P.O. Box 12008
Riverside, CA 92502-2208

Subject: EPA comments on the Supplemental Draft Environmental Impact Statement for the State Route 79 Project, Riverside County, California (CEQ# 20150236)

Dear Mr. Burton:

The U.S. Environmental Protection Agency (EPA) has reviewed the Supplemental Draft Environmental Impact Statement (SDEIS) for the State Route 79 Project (SR 79), Riverside County, California. Our comments are provided pursuant to the National Environmental Policy Act (NEPA), the Council on Environmental Quality's (CEQ) NEPA Implementing Regulations (40 CFR 1500-1508), and Section 309 of the Clean Air Act. We previously reviewed the Draft Environmental Impact Statement (DEIS) for the project and provided comments in a March 22, 2013 letter. We rated the DEIS as EC-2, *Environmental Concerns, Insufficient Information* due to impacts to aquatic resources and a need for further assess impacts on cultural resources. This Supplemental Draft Environmental Impact Statement (SDEIS) is a limited-scope document that provides additional information on cultural resources, visual impacts, air quality, and noise, as well as updated information on land use and traffic. We are rating the limited scope of actions assessed in this SDEIS as LO, *Lack of Objections* (see attached *Summary of EPA Rating Definitions*). We commend Caltrans for the additional work that has been done to avoid and minimize impacts to cultural resources in consultation with local tribes, and we recommend that any further consultation and resulting avoidance measures be documented in the FEIS.

The development of the SDEIS followed the National Environmental Policy Act and Clean Water Action Section 404 Integration Process for Federal Aid Surface Transportation Projects in California Memorandum of Understanding (NEPA/404 MOU). EPA is a participant in the SR 79 Resource Agency Workgroup which provides an interagency forum for early feedback during development of the project and facilitates the NEPA/404 MOU process. For the next step in the NEPA/404 MOU checkpoint process EPA is available to continue coordination with the Resource Agency Workgroup to complete the conceptual mitigation plan and discuss additional avoidance and minimization measures through further project design refinements.

2.F-1.1

2.F-1.2

Responses to Comment Letter 2.F-1 United States Environmental Protection Agency Region IX

Response to Comment 2.F-1.1

The following avoidance, minimization, and mitigation measures have been included in the FEIR/FEIS and will be included in the Environmental Commitment Record (Appendix D). These measures are stipulated in the Memorandum of Agreement (MOA) negotiated under Section 106 consultation. The MOA has been reviewed by the Tribes and Caltrans, It was submitted on October 21, 2015 to the SHPO and signed by Caltrans and SHPO on March 25, 2016. The first four measures, CR-1 through CR-4, were first published in the recirculated DEIS/SEIS:

- CR-1 Provisions for Treatment of Cultural Materials Discovered during Construction.
- CR-2 Provisions for Archaeological and Native American Monitoring.
- CR-3 Protocols in the Event of Discovery of Human Remains.
- CR-4 Establishment of Environmentally Sensitive Areas

The following additional five measures were developed during preparation and negotiation of the Section 106 MOA and are included there, as well as in the FEIR/FEIS:II-

- CR-5 Preparation of a Historic Context for the Potential Prehistoric Archaeological District (PPAD).
- CR-6 Spatial and Visual Analysis of Elements of the PPAD.
- CR-7 Photogrammetric Documentation of Elements of the PPAD.

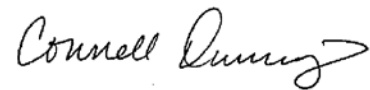
Response to Comment 2.F-1.2

Subsequent to the Draft EIR/EIS, Checkpoint 3 of the NEPA/404 MOU process was completed, and EPA concurred with the Conceptual Mitigation Plan for the Project. A qualitative assessment was prepared using the mitigation ratio checklist guidelines in January 2016, and the EPA concurred with the findings during a Resource Agency Meeting on March 16, 2016.

Thank you for the opportunity to comment on the SDEIS. We look forward to continued coordination on this project. When the FEIS is released for public review, please send one hard copy and one compact disc to the address above (mail code: ENF 4-2). If you have any questions, please contact Clifton Meek, the lead reviewer for this project, at 415-972-3370 or meek.clifton@epa.gov.

2.F-1.3

Sincerely,



Connell Dunning, Transportation Team Supervisor
Environmental Review Section
Enforcement Division

Enclosures:

- Summary of EPA Rating Definitions

Cc via email: Gustavo Quintero, Riverside County Transportation Commission
Brenda Powell-Jones, Caltrans
John Chisholm, Caltrans


Responses to Comment Letter 2.F-1
United States Environmental Protection Agency Region IX

Response to Comment 2.F-1.3
One hard copy and one CD will be sent to the requested address when the FEIR/EIS is released for public review.

Responses to Comment Letter 2.F-2
FEMA

2.F-2

U.S. Department of Homeland Security
FEMA Region IX
1111 Broadway, Suite 1200
Oakland, CA. 94607-4052



FEMA

October 15, 2015

RECEIVED
OCT 20 2015
BECHTEL INFRASTRUCTURE CORPORATION

Aaron Burton
California Department of Transportation
P. O. Box 12008
Riverside, California 92502-2208

Dear Mr. Burton:

This is in response to your request for comments regarding Public Notice – NOI to Adopt Partially Recirculated Draft Environmental Report/Supplemental Draft Environmental Impact Statement and Announcement of Public Hearing for State Route 79 Realignment Project (Domenigoni Parkway to Gilman Springs Road).

Please review the current effective countywide Flood Insurance Rate Maps (FIRMs) for the County of Riverside (Community Number 060245) and City of San Jacinto (Community Number 065056), Maps revised August 18, 2014. Please note that the City of San Jacinto, Riverside County, California is a participant in the National Flood Insurance Program (NFIP). The minimum, basic NFIP floodplain management building requirements are described in Vol. 44 Code of Federal Regulations (44 CFR), Sections 59 through 65.

A summary of these NFIP floodplain management building requirements are as follows:

- All buildings constructed within a riverine floodplain, (i.e., Flood Zones A, AO, AH, AE, and A1 through A30 as delineated on the FIRM), must be elevated so that the lowest floor is at or above the Base Flood Elevation level in accordance with the effective Flood Insurance Rate Map.
- If the area of construction is located within a Regulatory Floodway as delineated on the FIRM, any **development** must not increase base flood elevation levels. **The term development means any man-made change to improved or unimproved real estate, including but not limited to buildings, other structures, mining, dredging, filling, grading, paving, excavation or drilling operations, and storage of equipment or materials.** A hydrologic and hydraulic analysis must be performed prior to the start of development, and must demonstrate that the development would not cause any rise in base flood levels. No rise is permitted within regulatory floodways.

2.F-2.1
2.F-2.2
2.F-2.3

www.fema.gov

Response to Comment 2.F-2.1

The current Flood Insurance Rate Maps have been reviewed and the portions of the existing floodplain within the project area are shown in the DEIR, the Technical Memorandum Floodplain Evaluation Report and in the FEIR. It is noted that the City of San Jacinto is a participant of the National Flood Insurance Program and the minimum, basic NFIP floodplain management building requirements describe in Vol. 44 code of Federal Regulations (44 CFR), Sections 59 through 65 have been reviewed.

As this comment does not raise any specific concerns with the analysis contained in the PRDEIR/SEIS, it is assumed that this is for informational purposes only and no further response is possible or required.

Response to Comment 2.F-2.2

It is noted that all buildings constructed within a riverine floodplain must be elevated so that the lowest floor is at or above the Base Flood Elevation on the effective FIRM map. No buildings are proposed as part of the project. As this comment does not raise any specific concerns with the analysis contained in the PRDEIR/SEIS, it is assumed that this is for informational purposes only and no further response is possible or required.

Response to Comment 2.F-2.3

The compliance with FEMA regulations and guidelines will be an integral part of the final design of the selected alternative and will be based on a detailed hydraulic analysis.

Responses to Comment Letter 2.F-2
FEMA

Aaron Burton
Page 2
October 15, 2015

- Upon completion of any development that changes existing Special Flood Hazard Areas, the NFIP directs all participating communities to submit the appropriate hydrologic and hydraulic data to FEMA for a FIRM revision. In accordance with 44 CFR, Section 65.3, as soon as practicable, but not later than six months after such data becomes available, a community shall notify FEMA of the changes by submitting technical data for a flood map revision. To obtain copies of FEMA's Flood Map Revision Application Packages, please refer to the FEMA website at <http://www.fema.gov/business/nfip/forms.shtm>.

2.F-2.4

Please Note:

Many NFIP participating communities have adopted floodplain management building requirements which are more restrictive than the minimum federal standards described in 44 CFR. Please contact the local community's floodplain manager for more information on local floodplain management building requirements. The San Jacinto floodplain manager can be reached by calling Krystie Rightmire, Administrator, at (951) 654-3592. The Riverside County floodplain manager can be reached by calling Deborah deChambeau, Senior Civil Engineer, at (951) 955-1265.

2.F-2.5

If you have any questions or concerns, please do not hesitate to call Frank Mansell of the Mitigation staff at (510) 627-7191.

Sincerely,

Gregor Blackburn
for

Gregor Blackburn, CFM, Branch Chief
Floodplain Management and Insurance Branch

cc:
Krystie Rightmire, Administrator, City of San Jacinto
Deborah deChambeau, Senior Civil Engineer, Riverside County
Garret Tam Sing/Salomon Miranda, State of California, Department of Water Resources,
Southern Region Office
Frank Mansell, NFIP Planner, DHS/FEMA Region IX
Alessandro Amaglio, Environmental Officer, DHS/FEMA Region IX

www.fema.gov

Response to Comment 2.F-2.4

Each Build alternative and design option under consideration could encroach on a floodplain. The proposed encroachment associated with any of the Build alternatives or design options would be minimized by the selection, design, and construction of appropriate hydraulic structures and drainage facilities. Although no significant floodplain encroachment has been identified, Measure HYDRA-1 through 3 are proposed as part of the project to prevent significant adverse impacts to the floodplains and document any changes made to the floodplains by the Project. Specifically, a Letter of Map Revision for any changes to existing Special Flood Hazard Areas will be submitted to FEMA as outlined in Measure HYDRA -2 Complete a Letter of Map Revision. This measure states that the Design Engineer shall complete a Conditional Letter of Map Revision (CLOMR) after the design has been finalized and shall complete a Letter of Map Revision (LOMR) after construction is finished. Build Alternative 1br would result in a 0.85 ft change in water surface elevation in the immediate vicinity of the Sanderson Avenue Bridge of the San Jacinto River floodplain. The impact would be localized and would be minimal compared to the overall floodplain and would also be less than the allowable 1.0 ft increase specified in Federal Emergency Management Agency (FEMA) guidelines. As such, the impact to the floodplain would not be significant.

Response to Comment 2.F-2.5

It is noted that many NFIP participating communities have adopted floodplain management building requirements which are more restrictive than the minimum federal standards described in 44 CFR. The local floodplain administrators will be contacted during design of the project and coordination will occur as outlined in Mitigation HYDRA-3 Coordinate with Riverside County Flood Control and Water Conservation District (RCFC&WCD). Any work that affects District facilities or storm drains will be coordinated with the RCFC&WCD during final design. An encroachment permit from the RCFC&WCD shall be obtained for any construction that impacts their facilities.

Responses to Comment Letter 2.L-1
Southern California Edison



Louis B. Davis
Local Public Affairs
24487 Prielipp Drive
Wildomar, CA 92595

October 8, 2015

2.L-1

California Department of Transportation, District 08
Aaron Burton
P.O. Box12008
Riverside, CA 92502-2208
Aaron.Burton@dot.ca.gov
www.sr79project.info

RE: State Route 79 Realignment Project (RDEIR/SDEIS)

Dear Mr. Burton:

Southern California Edison (SCE) appreciates the opportunity to review and provide comments on the Recirculated Draft Environmental Impact Report/Supplemental Draft Environmental Impact Statement (RDEIR/SDEIS) for the State Route 79 Realignment Project: Domenigoni Parkway to Gilman Springs Road. SCE understands the Caltrans, in cooperation with the U.S. Army Corps of Engineers, Riverside County Transportation Commission, the Cities of Hemet and San Jacinto, and the County of Riverside is proposing to realign approximately 18 miles of existing State Route 79 (SR 79). The realigned highway would be approximately 12 miles long and constructed as a limited access, four-lane expressway, with two travel lanes in each direction separated by a median. Refinements to Build Alternative 1b were created to mitigate impacts to a cultural property.

Potential Impacts to SCE's Facilities

SCE maintains and operates a network of transmission, distribution, and electrical facilities within the project area for the SR 79 Realignment. The SR 79 Realignment Project would cross a number of SCE's existing 115 kilovolt (kV) subtransmission lines, which are illustrated as dashed green lines in the attached figure. The realignment and widening of SR 79 may impact SCE's vertical and horizontal clearance requirements, as well as require the modification and relocation of SCE subtransmission. SCE is especially concerned about the improvements of the following interchanges:

- Ramp Radii at Ramona Expressway
- Sanderson Avenue Interchange
- Esplanade Avenue Interchange
- Grand Avenue Intersection

2.L-1.1

Figure 3.1-1c in the RDEIR/SDEIS identifies a utility relocation area along SR 79 (Sanderson Avenue), which is the northern part of the project. However, it does not include a discussion about potential utility impacts and relocations at the Esplanade Avenue and Grand Avenue interchanges. Figure 3.1-33 A provides a view of Grand Avenue and contains SCE's subtransmission line on the left hand side of the photos; however, the subtransmission line was removed in Figure 3.1-33 B. The simulated view of Esplanade Avenue (Figure 3.1-37 B) contains an elevated structure. The increased ground elevation may impact the vertical and horizontal clearance of SCE's existing subtransmission lines and require modification or relocation. Therefore, the subtransmission line may not be accurately depicted in the simulation.

2.L-1.2

Response to Comment 2.L-1.1

During the design phase of the project, the SR 79 team will coordinate with SCE on the alteration, or relocation of facilities and services in the project direct impact area, in order to avoid or minimize any impacts to SCE facilities.

Response to Comment 2.L-1.2

In both views, the transmission structure issues SCE has identified have relatively little effect on the determination of the visual effects of the proposed freeway segment on the view because of the relatively small mass of these transmission features in relationship to the substantially greater mass and visual dominance of the new freeway elements and thus do not change the conclusions about the project's visual impacts in these areas.

Responses to Comment Letter 2.L-1
Southern California Edison

October 8, 2015
SR 79 Realignment RDEIR/SDEIS
Page 2 of 3

Regulatory Requirements

SCE is subject to the California Public Utilities Commission's (CPUC) General Order (GO) 95 and 131-D. GO 95 establishes rules and regulations for the overhead line design, construction, and maintenance, which includes vertical and horizontal clearance from thoroughfares and the ground. The modification or relocation of subtransmission lines that operate above 50 kV may be subject to CPUC's GO 131-D¹. As a state agency, the CPUC is also required to comply with the requirements of the California Environmental Quality Act (CEQA). If the proposed project requires modification or relocation of a subtransmission line, it should be addressed in the RDEIR/SDEIS.

2.L-1.3

Project Plan Review

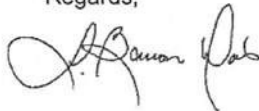
SCE requests submittal of five (5) sets of the SR 79 Realignment Project plans depicting SCE's facilities and associated land rights to the location below. The proposed improvements should not impose constraints on SCE's ability to access, maintain, and/or operate its current and future facilities. Any proposed use of SCE's easement will be reviewed on a case-by-case basis by SCE. Approvals or denials will be in writing based upon review of the maps provided by the developer and compatibility with SCE right-of-way constraints and rights.

2.L-1.4

Real Properties Department
Southern California Edison Company
2131 Walnut Grove Avenue, G.O.3 – Second Floor
Rosemead, CA 91770

If you have any questions regarding this letter, please contact me at Louis.Davis@sce.com or (951) 249-8468.

Regards,



Louis Davis
Local Public Affairs Region Manager
Southern California Edison Company

cc: Carolyn Hensley, SCE
Karen Cadavona, SCE

¹ <http://docs.cpuc.ca.gov/PUBLISHED/Graphics/589.PDF>

Response to Comment 2.L-1.3

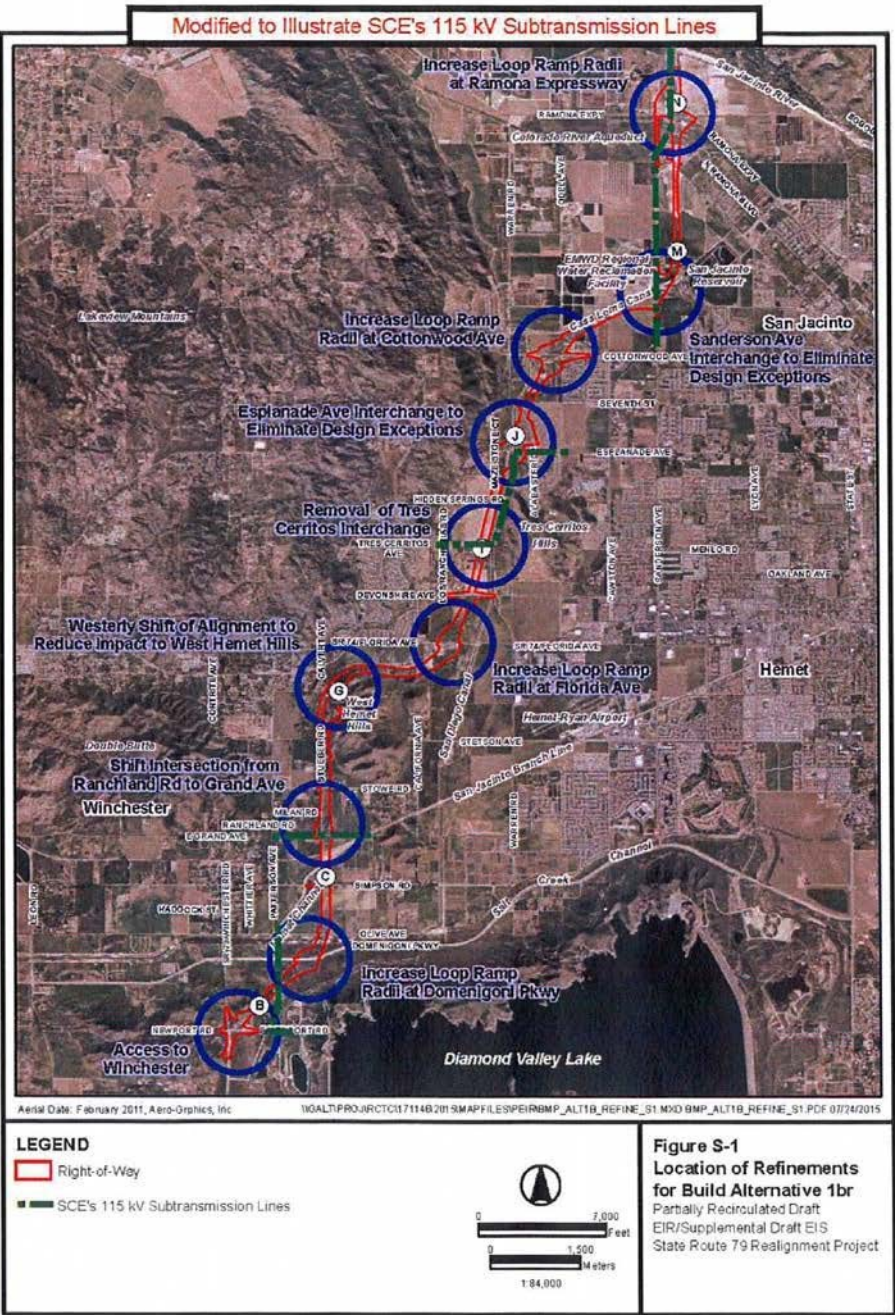
The full extent of utility relocations will not be understood until final design of the Project. To the extent that utility relocations will occur within the area of effect studied in the Final EIR/EIS, they have been analyzed in the Final EIR/EIS. If at the final design of the Project it is determined that some utilities will need to be relocated outside the area analyzed, then Caltrans will coordinate with the CPUC to ensure that CEQA is complied with for those relocations. Caltrans is expected to adhere to the rules and regulations of the CPUC for overhead line design for vertical and horizontal clearances within our ROW, discussion of this can be found in Section 3.1.5.2 of the Final EIR/EIS. The SR 79 project team will continue to coordinate with SCE during the final design phase of the Project. Please refer to Appendix E, measure UTIL-1 for further information regarding coordination with utility owners and operators.

Response to Comment 2.L-1.4

The SR 79 project team will coordinate with SCE to ensure that the proposed improvements would not impose constraints on SCE's facilities to access, maintenance, and/or operation of its current and future facilities.

Responses to Comment Letter 2.L-1
Southern California Edison

October 8, 2015
SR 79 Realignment RDEIR/SDEIS
Page 3 of 3



Responses to Comment Letter 2.L-2
Metropolitan Water District of Southern California



2.L-2

October 8, 2015

Aaron Burton
Branch Chief
State of California Department of Transportation
P.O. Box 12008
Riverside, CA 92502-2208
e-mail AARON.BURTON@DOT.CA.GOV

Dear Mr. Burton,

Partially Recirculated Draft Environmental Impact Report/Supplemental Draft Environmental Impact Statement and Draft Section 4(f) Evaluation for the State Route 79 Realignment Project

The Metropolitan Water District of Southern California (Metropolitan) has reviewed the *Partially Recirculated Draft Environmental Impact Report/Supplemental Draft Environmental Impact Statement [RDEIR/SDEIS] and Draft Section 4(f) Evaluation* for the State Route 79 Realignment Project, located in western Riverside County, California. The RDEIR/SDEIS provides significant new information that was not available when the Draft Environmental Impact Report/Environmental Impact Statement (Draft EIR/EIS) was circulated for public review in February 2013. The new information addresses modifications to Build Alternative 1b as a result of public, local agency, and Native American tribe comments and coordination regarding cultural resources and Section 4(f) resources. The Riverside County Transportation Commission (RCTC) is the lead agency under the California Environmental Quality Act (CEQA) and the California Department of Transportation (Caltrans) is the designated lead agency, representing the Federal Highway Administration, under the National Environmental Policy Act (NEPA). Metropolitan is providing comments on the RDEIR/SDEIS as an affected public agency and responsible agency, as defined in the State of California Public Resources Code, Section 21069.

Metropolitan previously commented on the Notice of Preparation/Notice of Intent for the Draft EIR/EIS for the proposed project on October 13, 2004, and on the Notice of Availability of the Draft EIR/EIS on March 25, 2013. In those comment letters, Metropolitan expressed concerns about the potential impacts of the proposed project to Metropolitan facilities, rights-of-way, permanent easements, and fee property. Those prior comment letters are attached for your information and reference, and Metropolitan looks forward to continued coordination with RCTC and Caltrans to ensure protection of Metropolitan's facilities and property in the project area as described therein. Additional comments specific to information presented in the RDEIR/SDEIS are provided below.

THE METROPOLITAN WATER DISTRICT OF SOUTHERN CALIFORNIA

Aaron Burton
Page 2
October 8, 2015

- The RDEIR/SDEIS identifies visual impacts to the Clayton A. Record, Jr. Viewpoint and the North Hills Trail (Section 4.2.3, Unavoidable Significant Environmental Effects). These features of Metropolitan’s Diamond Valley Lake provide low-impact public access, including opportunities for appreciation of the surrounding natural areas associated with the Southwestern Riverside County Multi-Species Reserve. Metropolitan concurs that the intended uses of these public access features could be significantly degraded by visual impacts of the proposed project. Metropolitan also concurs that mitigation for potential adverse visual impacts would be appropriate and requests the opportunity to review and provide input to any measures to avoid or minimize those impacts (measures VIS-1 through VIS-29, Section 3.1.7.1, Avoidance, Minimization, and/or Mitigation Measures).
- Figure 2.1-3b (Domenigoni Parkway Build Alternative 1b with Refinements) shows that the loop ramp radii were increased at the interchange at Domenigoni Parkway and State Route 79. This modification would encroach onto Metropolitan property north and south of Domenigoni Parkway. As described in Table 2.1-1 (Comparison of Build Alternative 1b and Build Alternative 1b with Refinements), the design “has been updated to exceed the Caltrans Highway Design Manual (HDM) minimum standards and allow for additional driver comfort and safety.” Metropolitan requests that RCTC and Caltrans consider all feasible design alternatives that would avoid or minimize disturbance of Metropolitan property at this interchange location.
- Metropolitan understands that a Memorandum of Agreement (MOA) among Caltrans, the State Historic Preservation Officer, and interested Native American tribes, and a Monitoring and Post-Review Discovery Treatment Plan (treatment plan) will be prepared to resolve adverse effects to cultural resources. The RDEIR/SDEIS states that specific avoidance, minimization, and mitigation measures developed in the MOA and treatment plan will be included in the Final EIR/EIS. Metropolitan looks forward to consulting with RCTC and Caltrans on the appropriate disposition of any cultural materials that may be found on Metropolitan property.
- Metropolitan’s review of the proposed project and its impacts on Metropolitan’s facilities was based on conceptual design plans. Additional analyses are required to evaluate and mitigate all potential adverse impacts to Metropolitan’s facilities, and those analyses must be substantiated by sufficiently detailed geotechnical exploration and lab testing. Please refer to Metropolitan’s previous comment letters (attached) regarding analysis requirements.

2.L-2.1

2.L-2.2

2.L-2.3

2.L-2.4

Responses to Comment Letter 2.L-2
Metropolitan Water District of Southern California

Response to Comment 2.L-2.1

Thank you for your comment. The final plans for implementation of the minimization measures VIS-1 through VIS-29, cannot be developed fully until final design of the Project. MWD will continue to be consulted throughout the design phase of the Project, to avoid and minimize any impacts to MWD owned properties. Please refer to Appendix E, minimization measure UTIL-1 for further information regarding coordination efforts.

Response to Comment 2.L-2.2

RCTC and Caltrans would review and consider all feasible design alternatives during final design and would coordinate with MWD at this location.

Response to Comment 2.L-2.3

The Memorandum of Agreement prepared under Section 106 (36 CFR 800) has provisions for disposition of recovered archaeological material from both public and private land. Metropolitan Water District, will maintain full control over treatment and disposition of artifacts on their land. For further information a copy of the MOA can be found in Appendix O of the Final EIR/EIS.

Response to Comment 2.L-2.4

The concern raised by this comment is primarily an engineering and design issue and cannot be addressed until further design of the Project is performed. Additional analyses will be performed during final design to alleviate any adverse impacts to Metropolitan's facilities and geotechnical exploration and lab testing would be completed as part of the design process.

THE METROPOLITAN WATER DISTRICT OF SOUTHERN CALIFORNIA

Aaron Burton
Page 3
October 8, 2015

- Although not addressed in the RDEIR/SDEIS, all of the four alignment alternatives would potentially impact Metropolitan’s San Diego Canal, Inland Feeder Pipeline, and Eastside Pipeline. Please refer to Metropolitan’s previous comment letters (attached) regarding these facilities. **2.L-2.5**
- On page 3-335, San Diego Aqueduct should be changed to Colorado River Aqueduct **2.L-2.6**

Thank you for the opportunity to continue to provide input to your planning, environmental clearance, and design process. Please contact me at (213) 217-6696, or dwest@mwdh2o.com, if you have questions or need assistance in addressing our comments in this letter or in prior correspondence. Please continue to coordinate directly with Metropolitan’s Substructures manager, Kieran Callanan, for submittal and review of design information pertaining to the use of, and impacts to, Metropolitan’s property and facilities. Mr. Callanan may be reached at (213) 217-7474, or at kcallanan@mwdh2o.com. **2.L-2.7**

Very truly yours,



Deirdre West
Manager, Environmental Planning Team

WP:rdl
Environmental Planning&Compliance\COMPLETED JOBS\October 2015\Job No. 20151009EXT

Enclosures

Responses to Comment Letter 2.L-2
Metropolitan Water District of Southern California

Response to Comment 2.L-2.5
The concern raised by this comment is primarily an engineering and design issue and cannot be addressed until further design of the Project is performed. Coordination with MWD would occur during final design to address any impacts to your facilities, per Section 3.1.5.3 of the Final EIR/EIS and minimization measure UTIL-1. All of the design elements of this Project have conformed to the requirements provided to the SR 79 Project Development Team in letters from MWD. To the extent that effects to MWD facilities are known at this time, they have been analyzed in the Final EIR/EIS. If during further design it is determined that additional impacts will occur, Coordination with MWD will occur to ensure that those effects are addressed and CEQA and other requirements are complied with.

Response to Comment 2.L-2.6
The wording was changed on page 3-335 to Colorado River Aqueduct.

Response to Comment 2.L-2.7
We will coordinate directly with Metropolitan's Substructures manager, Kieran Callanan, for submittal and review of design information pertaining to the use of, and impacts to, Metropolitan's property and facilities.

2.L-3

Michael Lloyd / City of Moreno Valley

The City of Moreno Valley appreciates the opportunity to provide comments on the SR-79 Realignment Project RDEIR/SDEIR. The Supplemental Traffic Report dated September 2014 does not include any 24-hour segment analysis of Gilman Springs Road to the northwest of SR-79. As noted in the SR-79 Realignment Project Description, the purpose of the project is to separate regional traffic from local traffic and accommodate regional growth within the San Jacinto valley. Gilman Springs Road provides regional connectivity between SR-60 and the San Jacinto valley. Therefore, it would be prudent to perform analyses of Gilman Springs Road to assess any impacts that the project may have on the roadway, consistent with analyses conducted for roadways such as Ramona Expressway west of Warren Road, Florida Avenue east of San Jacinto Street, and SR-74 west of Winchester Road. Furthermore, it is unclear why traffic volumes at the Sanderson Avenue (SR-79)/Gilman Springs Road interchange dramatically decreased from the existing 2014 counts to the year 2020 and 2040 projections. Given the anticipated growth in the San Jacinto valley, it is surprising that traffic volumes in the AM and PM peak periods are projected to significantly decrease over time. It is understandable that the model would shift some traffic from Gilman Springs Road to Ramona Expressway/Mid-County Parkway, however, the level of model validation/reasonableness conducted specific to Gilman Springs Road is unclear. Since the project's northern limit as defined in the FTIP and RTP is Gilman Springs Road, it is imperative that Gilman Springs Road be fully evaluated and the model projections for Gilman Springs Road be thoroughly scrutinized.

2.L-3.1

Responses to Comment Letter 2.L-3
City of Moreno Valley

Response to Comment 2.L-3.1

The Commenter is raising two questions – about the extent of analysis that was conducted for Gilman Springs Road, and about the forecasts for that road. These points are related, and will be discussed together.

The study area was developed in consultation with RCTC, Caltrans and the local governments back when the traffic analysis was first conducted. It was developed to incorporate roadway segments and intersections on local streets in both Hemet and San Jacinto that are representative of the area. Not every intersection and segment was analyzed, but the ones with the highest volumes and potentially biggest impacts were included.

The EIR/EIS includes traffic analysis of 30 intersections and 55 roadway segments. Both intersections and segments are analyzed, depending on the nature of the road. For Gilman Springs Road, the critical portion in the study area is the interchange with SR 79. The key elements of the interchange are the ramp terminal intersections. These two intersections were analyzed for existing, No Build and Build scenarios.


Table 3.1-41 includes traffic projections for the interchange in lines 20 and 21. The projected level of service (LOS) based on delay, improves from existing conditions to 2040. However, the primary reason for the improvement is the change from unsignalized intersections for existing conditions to traffic signals in 2040. Traffic signals have much higher capacity than unsignalized intersections, so operations improve.

Since the operations at the Gilman Springs Road/SR 79 interchange are LOS A and B, it was determined that there was no need to study Gilman Springs further north, towards SR 60 and Moreno Valley. That conclusion addresses the first part of the commenter’s question.

The second part of the question is related to the decrease in traffic volumes at the Sanderson Avenue-SR 79/Gilman Springs Road interchange. First, note that the traffic volumes on SR 79 south of Gilman Springs Road only have a minor increase with the Project. Per Figure 3.1-22, the 2040 projected daily volume is 53,600 in the No Build scenario. The most comparable in Figure 3.1-25 has a volume of 56,400 vehicles/day. More to the point of the comment, traffic volumes are projected to decrease at the interchange (see Figures 3.1-27, 3.1-31, 3.1-34, 3.1-39, and 3.1-43). Two things drive the interchange traffic volumes; the through traffic on Gilman Springs Road and the SR 79/Sanderson Avenue ramp volumes. The construction of Mid-County Parkway (MCP) which will serve as an alternative to SR 60, affect both the through volumes and the ramp volumes. MCP will reduce traffic on Gilman Springs Road, especially to the west of SR 79/Sanderson Avenue. (Not all of the volumes increase. For example, the combined AM and PM peak westbound volumes east of SR 79/Sanderson Avenue are 934 vehicles per hour (vph) in 2014, 970 vph in 2020, and 1550 vph in 2040.) Overall, the marked changes in traffic patterns at the Sanderson Avenue-SR 79/Gilman Springs Road interchange are consistent with the expected changes in regional travel patterns associated with MCP.

Responses to Comment Letter 2.L-4
Riverside County Flood Control and Water Conservation District

WARREN D. WILLIAMS
General Manager-Chief Engineer



1995 MARKET STREET
RIVERSIDE, CA 92501
951.955.1200
FAX 951.788.9965
www.rcflood.org

RIVERSIDE COUNTY FLOOD CONTROL
AND WATER CONSERVATION DISTRICT

2.L-4

October 6, 2015

Sent via Email: Alicia.Cannon@CH2M.com

Ms. Alicia Cannon, P.E.
CH2M
1770 Iowa Avenue, Suite 200
Riverside, CA 92507

Dear Ms. Cannon:

Re: Comments on the Recirculated Draft EIR/
Supplemental Draft EIS for the
State Route 79 Realignment Project:
Domenigoni Parkway to Gilman Springs Road

The District is submitting this letter in response to the Notice of Intent to Adopt a Partially Recirculated Draft EIR/Supplemental Draft EIS for the State Route 79 Realignment Project: Domenigoni Parkway to Gilman Springs Road.

It is our understanding that the California Department of Transportation (Caltrans), in cooperation with the U.S. Army Corps of Engineers, Riverside County Transportation Commission, City of Hemet, City of San Jacinto, and County of Riverside is proposing to realign approximately 18 miles of existing State Route 79 (SR 79) in the cities of Hemet and San Jacinto and unincorporated Riverside County. The Project would begin 1.26 miles south of Domenigoni Parkway and end south of Gilman Springs Road. The realigned highway would be approximately 12 miles long and constructed as a limited access, four-lane expressway, with two travel lanes in each direction separated by a median.

The District has the following comments on the project:

1. The proposed SR 79 alignment crosses several flood control channels, either existing or proposed, as shown on the attached exhibit. For your convenience, we are providing shapefiles that include the District's existing and proposed facilities.

2.L-4.1

2. Please be advised that any work that involves District easements, right of way, or facilities will require an encroachment permit (EP) and/or temporary construction easement (TCE) from the District.

2.L-4.2

3. Prior to issuing an EP and/or TCE, the District will need to ensure that the provisions of CEQA have been met for those portions of the project that occur within our right of way. As such, to facilitate the District's CEQA approval process, the District should be listed in the EIR/EIS as a Responsible Agency.

2.L-4.3

4. In order for the District to utilize the City's CEQA document to issue an EP and/or TCE for the project, the EIR/EIS must fully address all District-related information and/or requirements for the District to make an informed decision. The District has unique compliance obligations related to the Western Regional Multiple Species Habitat Conservation Plan (MSHCP). Therefore, applicable sections of the MSHCP should be addressed in the CEQA analysis (Sections 6.1.2, 6.1.3, 6.1.4, 6.3.2, 7.3.7, 7.5.3 and Appendix C BMPs).

2.L-4.3

Response to Comment 2.L-4.1
The shapefiles of the existing and proposed District facilities has been received.

Response to Comment 2.L-4.2
The SR 79 Project Team will meet CEQA requirements for the project for portion of the project that occur within our right of way. Your organization is listed as a responsible agency.

Response to Comment 2.L-4.3
Applicable sections of the MSHCP (Sections 6.1.2, 6.1.3, 6.1.4, 6.3.2, 7.3.7, 7.5.3 and Appendix C BMPs) are addressed throughout Section 3.3 of the EIR/EIS for impacts to MSHCP resources within the study area of the Project. All minimization measures required by the MSHCP have also been included. The commenter does not raise any specific concerns with how these sections of the MSHCP were addressed and no further response is possible.

Responses to Comment Letter 2.L-4
Riverside County Flood Control and Water Conservation District

Response to Comment 2.L-4.4
The Final EIR/EIS, including applicable technical studies, the Notice of Determination, proof of payment for the CDFW filing fees, and copies of the 401, 404 and 1602 permit will be submitted to your agency with the application for an EP and/or TCE.

Ms. Alicia Cannon

Re: Comments on the Recirculated Draft EIR/
Supplemental Draft EIS for the
State Route 79 Realignment Project:
Domenigoni Parkway to Gilman Springs Road

-2-

October 6, 2015

5. When submitting an application to the District for an EP and/or TCE, the following documents related to the environmental review will be required:


• The final and adopted CEQA documents, including applicable technical studies, the Notice of Determination, and proof of payment for the CDFW filing fees; and

• Permits from federal or state agencies required for the project such as the Corps of Engineers 404, Regional Board 401, or California Department of Fish and Wildlife 1602.

2.L-4.4

If you have any questions or need additional information please contact Joan Valle at 951.955.8856 or me at 951.955.8581.

Very truly yours,



KRIS FLANIGAN
Engineering Project Manager

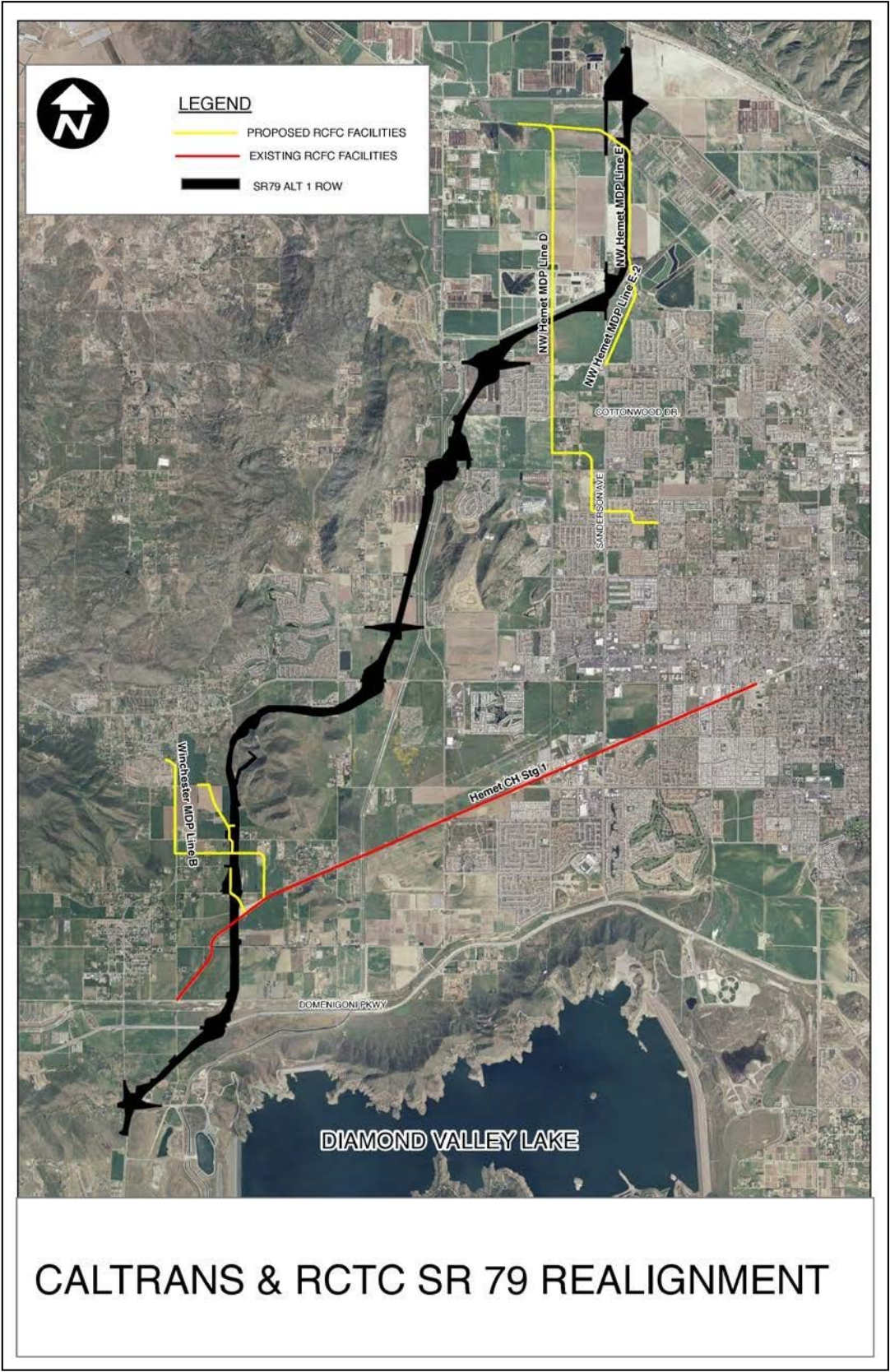
Attachment

cc: Mekbib Degaga
Zully Smith
Komy Ghods
Edwin Quinonez

JMV:mev
P8\200179

13 | K - 2

Riverside County Flood Control and Water Conservation District





P3003-CI-00244

2.L-5

Board of Directors

President
Randy A. Record

Vice President
David J. Slawson

Directors
Joseph J. Kuebler, CPA
Philip E. Paule
Ronald W. Sullivan

General Manager
Paul D. Jones II, P.E.

Treasurer
Joseph J. Kuebler, CPA

**Chairman of the Board,
The Metropolitan Water
District of So. Calif.**
Randy A. Record

Legal Counsel
Lemieux & O'Neill

October 26, 2015

Mr. Aaron Burton
Senior Environmental Planner
Caltrans, District 8 Division of Environmental Planning
P.O. Box 12008
Riverside, CA 92502-2208

Attention: Aaron Burton

Subject: Notice of Availability of a Partially Recirculated Draft
Environmental Impact Report/Supplemental Draft Environmental
Impact Statement for State Route 79 Realignment Project:
Domenigoni Parkway to Gilman Springs Road

Dear Mr. Burton

Eastern Municipal Water District (EMWD) thanks you for the opportunity to review the Notice of Availability of a Partially Recirculated Draft Environmental Impact Report/Supplemental Draft Environmental Impact Statement for State Route 79 Realignment Project: Domenigoni Parkway to Gilman Springs Road as described in the attached Department of Transportation copy of Notice of Availability, dated August 21, 2015 (Attachment A).

EMWD understands the proposed SR 79 Realignment would be a divided limited-access expressway with four travel lanes (two lanes in each direction). Almost all realignment would be new construction, in areas where no such highway exists. Common design features include at-grade intersections, grade separated interchanges (ramps), bridges, aqueduct crossings, drainage facilities, and local street improvements. Unique design features include utility relocation areas and connections to Hemet Channel. Ground disturbing activity associated with the Project is expected to include grading, cutting, filling, and potentially blasting.

With a view to reduce impacts to Eastern's existing facilities, Eastern reviewed the four build alternatives and two design options that were evaluated in the Draft Environmental Impact Report/Draft Environmental Impact Statement (DEIR/DEIS). The following build alternatives and design options are supported by Eastern: (1) Build Alternative 1a (Attachment B); (2) Build Alternative 1b with Design Option 1b1 (Attachment B), and (3) Build Alternative 2a (Attachment C). These selections should result in fewer impacts on Eastern's facilities, in comparison with other build alternatives and design options.

2.L-5.1

Mailing Address: Post Office Box 8300 Perris, CA 92572-8300 Telephone: (951) 928-3777 Fax: (951) 928-6177
Location: 2270 Trumble Road Perris, CA 92570 Internet: www.emwd.org

Response to Comment 2.L-5.1

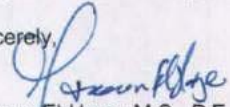
At the location of the EMWD facility we actually chose to leave Sanderson at grade and realign SR 79 further to the southeast and take it up and over Sanderson. This causes a lot less impacts to their facility than any of our other alternatives did in the DEIR/EIS.

Mr. Aaron Burton
October 26, 2015
Page 2

Please note that EMWD has major transmission pipelines that traverse the proposed project alignment alternative (Attachment D, Figure 4.4-1), which may be impacted by the proposed project. To ensure the proposed project will proceed with adequate consideration of EMWD's existing facilities and easements, we suggest to the project proponent to collaborate with EMWD staff by submitting planning level and preliminary design drawings of the proposed improvements, once they are available. The Plan Review process will help evaluate potential impacts on EMWD's facilities and identify proposed resolutions if utility conflicts are identified. To that end, once the proposed project has reached greater definition, please contact Armando Arroyo, Senior Civil Engineer, Plan Check section, at (951) 928-3777, ext. 4480.

2.L-5.2

Sincerely,


Maroun El-Hage, M.S., P.E.
Senior Civil Engineer, New Business Department
(951) 928-3777 ext. 4468
El-hagem@emwd.org

Attachments:

- Attachment A
- Attachment B
- Attachment C
- Attachment D (Figure 4.4-1)

ME:emn

Response to Comment 2.L-5.2


The concern raised by this comment is primarily an engineering and design issue and cannot be addressed until further design of the Project is performed. During the final design of the selected alternative, the SR 79 project team will coordinate with EMWD to ensure that the proposed improvements would not impose constraints on EMWD's facilities to access, maintenance, and/or operation of its current and future facilities.

STATE OF CALIFORNIA—CALIFORNIA STATE TRANSPORTATION AGENCY

DEPARTMENT OF TRANSPORTATION
DIVISION OF ENVIRONMENTAL PLANNING
464 WEST FOURTH STREET, MS 829
SAN BERNARDINO, CA 92401-1400
PHONE (909) 383-2841
FAX (909) 388-7048
TTY 711
www.dot.ca.gov/dise2

Attachment A

EDMUND G. BROWN Jr., Governor



*Serious drought.
Help save water!*

August 21, 2015

Responsible Agencies, Review Agencies
Trustee Agencies and individuals interested
in the SR 79 Realignment Project

**SUBJECT: NOTICE OF AVAILABILITY OF A PARTIALLY RECIRCULATED DRAFT
ENVIRONMENTAL IMPACT REPORT/SUPPLEMENTAL DRAFT
ENVIRONMENTAL IMPACT STATEMENT**

The Riverside County Transportation Commission (RCTC), in cooperation with the California Department of Transportation (Caltrans), proposes to realign approximately 18 miles of existing State Route 79 (SR 79) in the Cities of Hemet and San Jacinto and unincorporated Riverside County. The Project would begin 1.26 miles south of Domenigoni Parkway and end at the intersection of SR 79 and Gilman Springs Road. The realigned highway would be a limited access, four-lane expressway, with two travel lanes in each direction separated by a median.

This Partially Recirculated Draft Environmental Impact Report/Supplemental Draft Environmental Impact Statement (RDEIR/SDEIS) for the proposed SR 79 Realignment project provides new information relevant to the proposed project, information that was not available when the Draft EIR/EIS was circulated for public review and comment in February 2013. The Federal Highway Administration (FHWA) NEPA regulations and CEQA Guidelines specify that the lead agency must recirculate an EIR/EIS when there is significant new information added to the project analysis after public notice of the Draft EIR/EIS. The RDEIR/SDEIS includes five Build alternatives, two design options and a No Build Alternative.

Refinements to Alternative 1b comprise significant new information to minimize impacts as a result of public, local agency, and Native American tribe comments and coordination regarding Cultural Resources and Section 4(f) resources. Caltrans, as the Lead Agency, made the decision to disclose this new information to the public by preparing and circulating this RDEIR/SDEIS. The CEQA Guidelines (15088.5(c)) allow for the lead agency to recirculate an environmental document that has been modified and address the new information that is the basis for the recirculation. Under FHWA regulation 23 CFR 771.130(a)(2), a draft EIS may be supplemented if there is new information relevant to environmental concerns. This RDEIR/SDEIS only includes sections from Chapter 3.0, including land use, traffic, visual, cultural resources, Section 4(f) resources, air quality, and noise, cumulative Impacts and portions of other chapters (Chapter 4.0, CEQA Evaluation; and Chapter 5.0,) that are modified as the result of the new information.

The RDEIR/SDEIS and other project information are available for review at Caltrans, 464 W. 4th Street, San Bernardino, CA 92401, on weekdays from 9:00 a.m. to 3:00 p.m. It is also available for review at the following locations:

- Riverside County Transportation Commission, 4080 Lemon Street, Third Floor, Riverside, CA 92501. Monday through Thursday from 9:00 a.m. to 5:00 p.m.

*"Provide a safe, sustainable, integrated and efficient transportation system
to enhance California's economy and livability"*

17 | K - 2

Attachment A

August 21, 2015
Page 2

- Hemet Library, 300 E. Latham Avenue, Hemet, CA 92543, 9:00 a.m. to 7:00 p.m. (W-Th) & 9:00 a.m.- 7:00 p.m.(F-Sa)
- San Jacinto Public Library, 500 Idyllwild Dr., San Jacinto, CA 92583, 7:30 a.m. to 7:00 p.m. (M-Th)
- Electronic copy online at <http://sr79project.info/>

A public hearing is scheduled for Thursday, September 10, 2015 from 3 p.m. to 8 p.m. at:

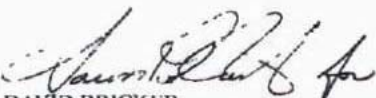
Valle Vista Community Center
43935 E. Acacia Ave.
Hemet, CA 92544

We welcome your comments on the proposed SR 79 Realignment Project. If unable to attend the public hearing, and if you have any comments regarding the proposed Project, please send your written comments to Caltrans or email to <http://sr79project.info/> by the deadline of Monday, October 5, 2015 to:

Aaron Burton
Senior Environmental Planner
Caltrans, District 8 Division of Environmental Planning
P.O. Box 12008
Riverside, CA 92502-2208

If you have any questions, please contact Aaron Burton at (909) 383-2841. Thank you for your interest in this transportation project.



Sincerely,



DAVID BRICKER
Deputy District Director

Enclosures:
Public Notice
RDEIR/SDEIS CD

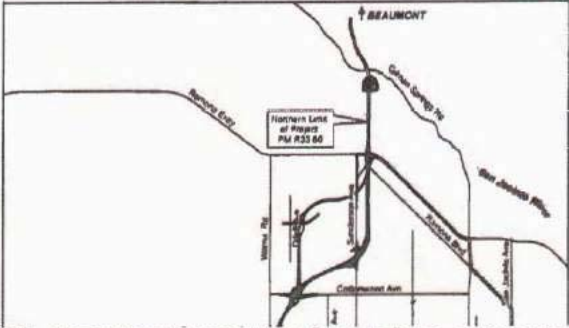
*Provide a safe, sustainable, integrated and efficient transportation system
to enhance California's economy and livability.*



Riverside County Transportation Commission

PUBLIC NOTICE

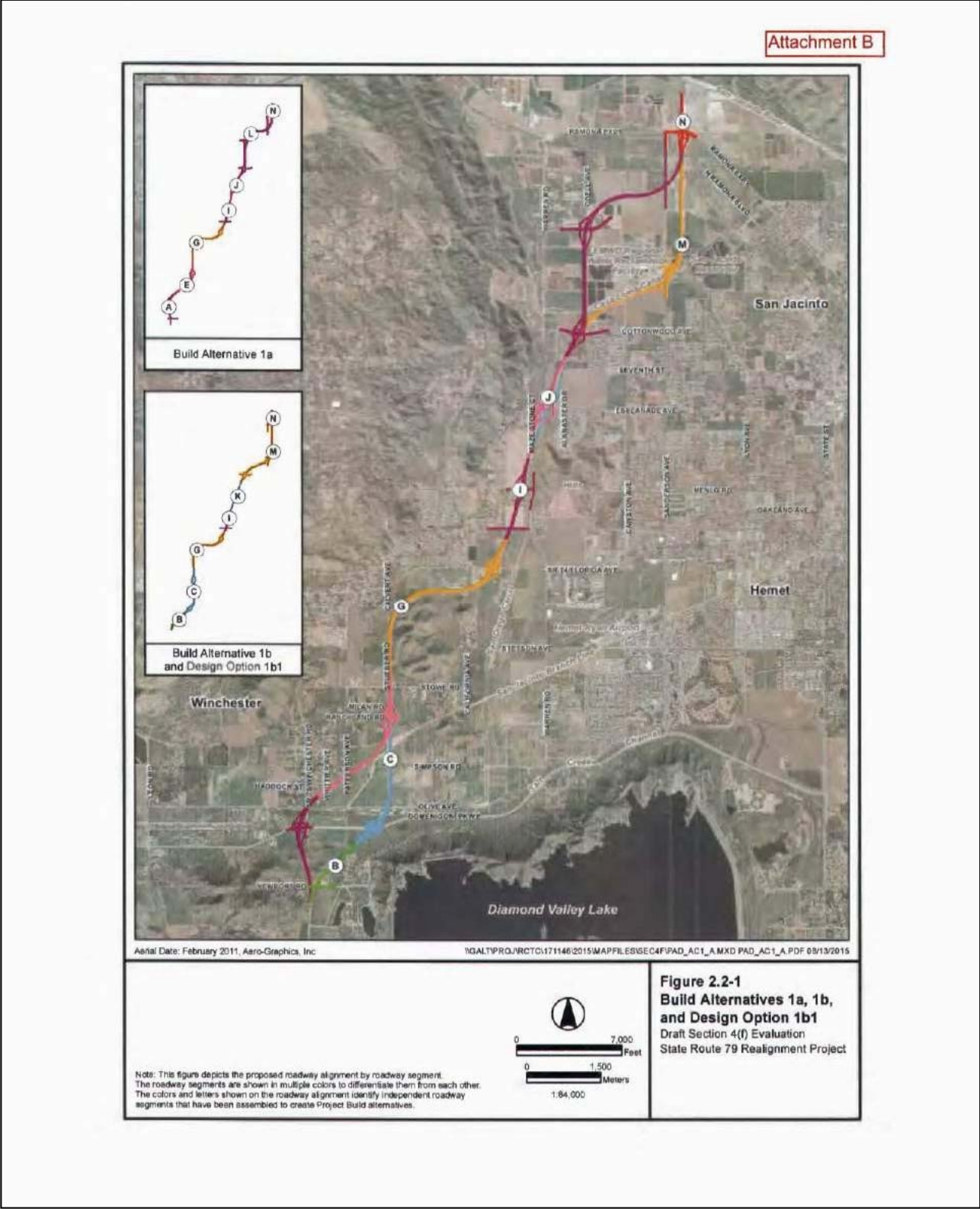
Notice of Intent to Adopt a Partially Recirculated Draft Environmental Impact Report/ Supplemental Draft Environmental Impact Statement
Announcement of Public Hearing
Partially Recirculated Draft Environmental Impact Report/Supplemental Draft Environmental Impact Statement Available for
State Route 79 Realignment Project: Domenigoni Parkway to Gilman Springs Road



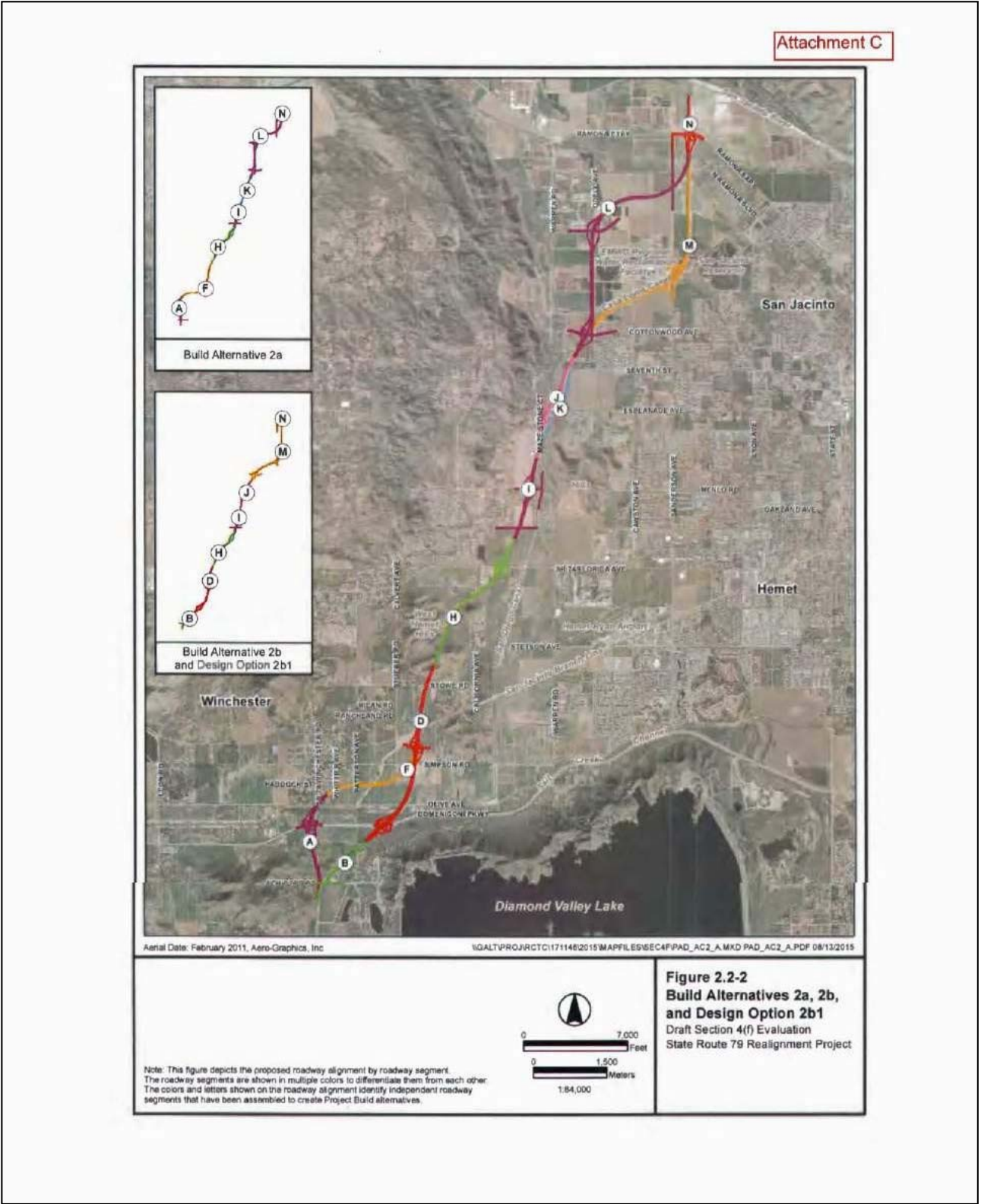
Riverside, CA 92501, Monday through Thursday from 8 a.m. to 5 p.m.; during business hours at the Hemet Public Library, 300 E. Latham Avenue, Hemet, CA 92543; and the San Jacinto Public Library, 500 Idyllwild Drive, San Jacinto, CA 92583.
An electronic copy is available online at <http://www.sr79project.info/>.

Where You Come In	Have the potential impacts been addressed? Do you have information that should be included? Your comments will be part of the public record. If you wish to comment on the Partially Recirculated Draft Environmental Impact Report/Supplemental Draft Environmental Impact Statement, submit your written comments by August 17, 2015 to Aaron Burton, California Department of Transportation, P.O. Box 12008, Riverside, CA 92502-2208 or contact us through our website at www.sr79project.info/ contact.
When and Where	A Public Hearing for the Partially Recirculated Draft Environmental Impact Report/Supplemental Draft Environmental Impact Statement will be held on Thursday, September 10, 2015 from 3 p.m. to 8 p.m. at Valle Vista Community Center, 43935 E. Acacia Avenue, Hemet, CA 92544 in the gym.
Contact	Individuals who require special accommodations (American Sign Language interpreter, accessible seating, documentation in alternate formats, etc.) are requested to contact Caltrans District 8, Aaron Burton at (951) 824-8706 prior to the scheduled open house hearing date. TDD users may contact the California Relay Service TTY line at 1 (800) 735-2929 or Voice Line at 1 (800) 735-2922. For more information about this study or any transportation matter, call District 8 Public Affairs at (866) 383-4631 or (909) 383-4631.

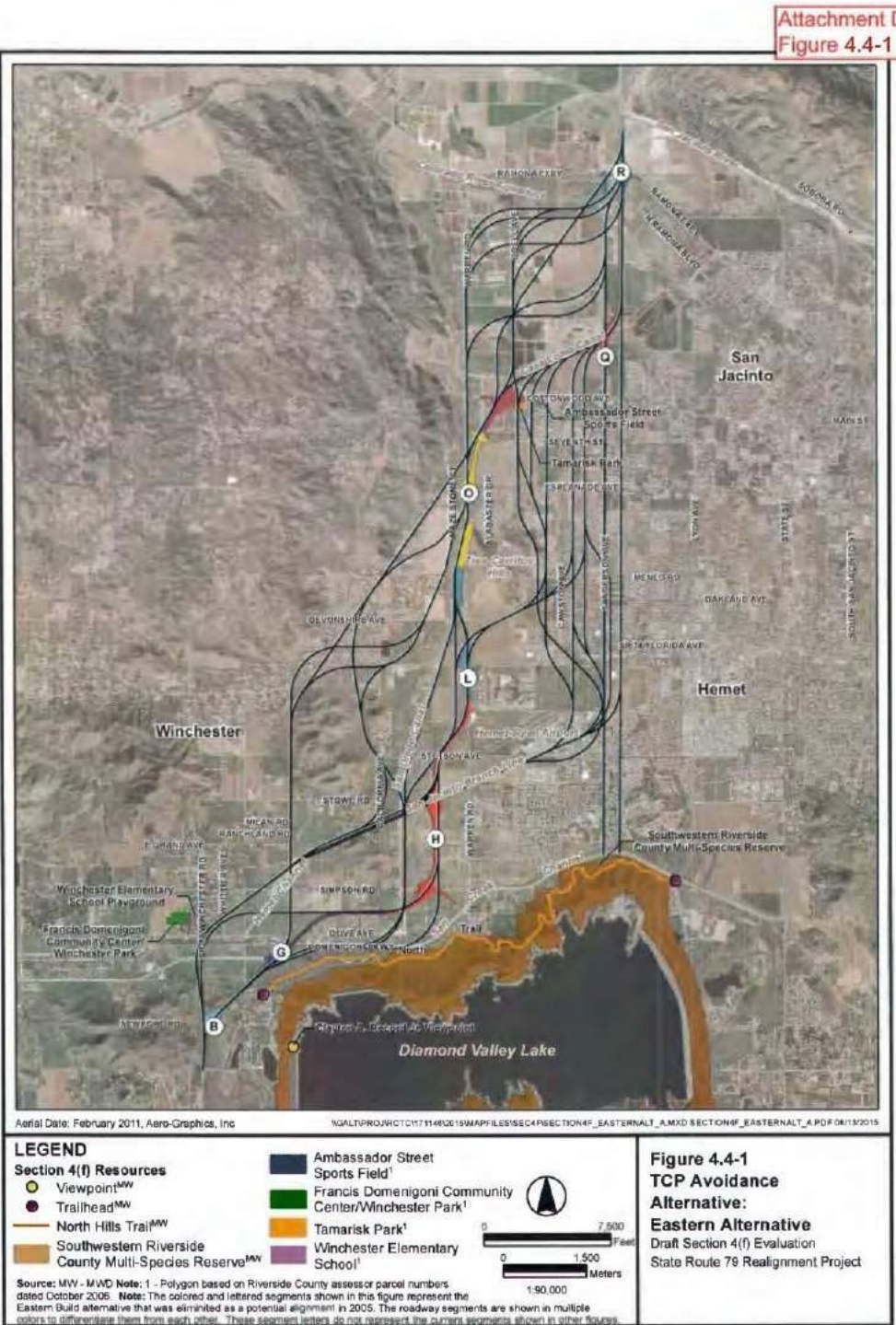
Attachment A



Responses to Comment Letter 2.L-5
Eastern Municipal Water District



Responses to Comment Letter 2.L-5
Eastern Municipal Water District



Gregg Cowdery / Winchester Historical Society

On a section of the proposed route between Domenigoni Parkway and Newport Rd. are remnants of the old San Jacinto and Pleasant Valley irrigation district. We are requesting that any artifacts of said district be donated to the local museum in Winchester.

2.CG-1.1

**Responses to Comment Letter 2.CG-1
Winchester Historical Society**

Response to Comment 2.CG-1.1

There are provisions in the Memorandum of Agreement, developed under Section 106, to consider transfer of certain historical artifacts (depending on their research value) to museums or educational institutions where they would be displayed or used for educational purposes. A local museum has the potential to be considered.

Gregg Cowdery / Winchester Historical Society

My concern is that the proposed off ramp at Grand Ave. drops off onto a present day dirt road with no real plans to fund a potential 6 lane road from there to the 210 fwy. We realize it is in county territory and not in any city limits and will be a county project at this time. Who will fund this future road expansion project?

2.CG-2.1

On a section of the proposed route between Domenigoni Parkway and Newport Rd. are remnants of the old San Jacinto and Pleasant Valley irrigation district. We are requesting that any artifacts of said district be donated to the local museum in Winchester.

2.CG-2.2

Responses to Comment Letter 2.CG-2
Winchester Historical Society

Response to Comment 2.CG-2.1

The interchange at Grand Avenue will be built in the Planning Horizon phase of the project, prior to the year 2040. It will not be built in the initial phase of the project as traffic doesn't warrant it and the area is not yet developed. This could be built as a future project by RCTC, Riverside County or the local city depending on jurisdiction and need at the time of the build-out.

Response to Comment 2.CG-2.2

There are provisions in the Memorandum of Agreement, developed under Section 106, to consider transfer of certain historical artifacts (depending on their research value) to museums or educational institutions where they would be displayed or used for educational purposes.



P3003-CI-00238

2.CG-3

Patricia Castillo, Capital Projects Manager
Riverside County Transportation Commission
PO Box 12008
Riverside, CA 92502-2208

Regarding: Comments on Highway 79 RDEIR/SDEIS

Dear Patricia Castillo:

The Four Seasons Home Owners Association is a 55+ community consisting of approximately 1100 homes. The proposed SR 79 1br realignment will run parallel to our community, approximately 1000 feet south of our front gate. This proximity to our homes will have a very negative impact on our quality of life. There are several issues that need to be mitigated before we can support Realignment 1br. The following issues are a major concern:

- Noise – The noise from trucks and cars for 24 hours 7 days a week will obviously impact our quiet life style. 2.CG-3.1
- Visual –As we understand the highway will be built up as it goes by our community. It does not enhance our lives to see guard rails and traveling trucks cars. An irrigated landscaping that hides these features would help. Furthermore, it has been proposed that a 16 foot high sound barrier wall will be constructed as the highway passes our community. At best this would be an eyesore. 2.CG-3.2
- Traffic – We anticipate the traffic in the area will increase and would expect proper infrastructure to handle this increased traffic. 2.CG-3.3

In light of the recent developments with respect to Realignments 1a, 1b, and 1br, we would like to support realignments 2a or 2b. It appears these alignments are more acceptable for our community.

On behalf of the Board of Directors

Sincerely,

Hal Townend, President

Cc: Deanna Eliano, City of Hemet Community Development Director
Patricia Castillo, Capital Projects Manager, RCTC

RECEIVED
OCT 06 2015
BECHTEL INFRASTRUCTURE
CORPORATION

237 FOUR SEASONS BLVD. HEMET, CA 92545 • PHONE: 951-325-8188 • FAX: 951-325-8189

Responses to Comment Letter 2.CG-3

Four Seasons Home Owners Association

Response to Comment 2.CG-3.1

The noise from the Build Alternatives would result in higher noise levels (roughly the equivalent of a dishwasher heard from the next room) at Four Seasons. Build Alternative 1br has been identified as the Preferred Alternative, and was developed to address the issues raised by stakeholders during the Public Involvement/Agency Coordination process, including meetings with the Four Seasons Community.

Pursuant to FHWA and Caltrans protocols, a series of noise evaluations were conducted by accredited specialists for all noise sensitive land uses within the project area. Three major evaluations were conducted to evaluate traffic noise. A Noise Study Report (NSR) was conducted to identify noise sensitive land uses and if traffic noise impacts are expected. A Noise Abatement Decision Report (NADR) was prepared to assess the reasonability and feasibility of noise abatement for those land uses predicted to experience a traffic noise impact. Finally, the project changes associated with Build Alternative 1br were investigated in an Updated NSR/NADR. The entire noise evaluation is summarized in Section 3.2.7 in the Final EIS/EIR.

This comment does not raise any specific concerns with this analysis and so no further response is possible.

Response to Comment 2.CG-3.2

The concerns stated about the potential effects about the project on views from Four Seasons are understandable. The area in which the project-related modifications would take place (the project impact area) would be 1,700 feet (approximate 0.3 mile) from the gate. For the most part, the proposed elevated roadway segment would be readily visible to Four Seasons residents only when they are on their way out of the community driving south on 4 Seasons Boulevard from the front gate toward SR 79. In this view, a small segment of the elevated roadway will be seen in the distance. The breadth of this view will be limited by the walls and landscaping that line both sides of 4 Seasons Boulevard. From within the Four Seasons Community, views toward the elevated roadway segment will be blocked by homes, walls, and landscaping. Even for those homes located on the southern edges of the community closest to SR-79, views toward the elevated roadway segment will be substantially blocked by the solid block perimeter wall that surrounds the community and by the extensive tree planting in the landscape strip between the wall and the edge of SR-79. The corridor landscape plan that will be prepared for the project will respond to the suggestion that "An irrigated landscaping that hides these features would help." The landscaping and other measures that will be implemented will address the concerns expressed about the sound wall by partially screening the wall and by visually integrating it into the view.

Response to Comment 2.CG-3.3

Traffic volumes under both the No Build and Build (Alternative 1br) conditions are summarized in Section 3.1.6 of the Final EIR/EIS. Large increases in traffic volumes are not expected on local streets as part of this Project. In fact, the Project would markedly reduce traffic on many local streets, as it would shift to the new SR 79 alignment. For example, traffic volumes on Warren Road are projected to be reduced by 40 to 90 percent with the Project, and volumes on Winchester Road would be more than 90 percent lower with the Project. Florida Avenue volumes would also be reduced significantly (30 to 50 percent) between Winchester Road and Sanderson Avenue, so traffic conditions would improve significantly with the Project. Also, intersection operations at locations along Florida Avenue and Winchester Road would improve to level of service (LOS) C or better with the Project.

Response to Comment 2.CG-3.4

Your preference for Project alternatives 2a and 2b has been included in the Project record. The process used to evaluate the alternatives and identify the preferred alternative for the project is described in Chapter 2, Identification of the Preferred Alternative in the Final EIR/EIS. As discussed in that section, Alternative 1br was identified as the preferred alternative.

**Comments Submitted via the Project Website
August 21 Through October 8, 2015**

Mike Woodward

I would like to know if this is going to affect where I live. From what I can tell by looking at the photo that you have at this site- <http://www.rctc.org/projects/state-route-79/sr-79-realignment-project>. It appears to me that it is going right through where I live. California and Shannon Dr. Hemet Ca. Thank you for any information you can give me on this.

2.I-1.1

Responses to Comments Submitted via the Project Website, August 21 through October 8, 2015

Response to Comment 2.I-1.1:

The SR 79 alignment is south of the intersection of Shannon Dr and California Ave and there are no impacts to the properties at this intersection. The project proposes a retaining wall along the south side of Lyn Ave. In addition, the SR 79 alignment would bridge over California Ave near the intersection of California Ave and Lyn Ave.

During final design, properties that require acquisition will be identified. Property areas and street access will also be determined, and property owners will be notified. Property acquisition and relocation assistance and compensation are complex processes that are best discussed with a Project acquisition agent and/or relocation advisor after Riverside County Transportation Commission (RCTC) determines whether it needs to acquire a property. A summary of the RCTC's Relocation Assistance Program (RAP) is included in Appendix D of the Draft EIR/EIS. Additional information is available from the following websites: http://www.dot.ca.gov/hq/row/pubs/residential_english.pdf http://www.fhwa.dot.gov/real_estate/owners_and_tenants/

**Comments Submitted via the Project Website
August 21 Through October 8, 2015**

Mike Woodward

I would like to know if I am going to have to relocate.
I have asked this question before and received no reply at all. I live in Hemet, cross streets
are California and Shannon Dr. Please reply. Thank You

2.I-2.1

**Responses to Comments Submitted via the Project Website, August 21 through
October 8, 2015**

Response to Comment 2.I-2.1:

During final design, properties that require acquisition will be identified. Property areas and street access will also be determined, and property owners will be notified. Property acquisition and relocation assistance and compensation are complex processes that are best discussed with a Project acquisition agent and/or relocation adviser after Riverside County Transportation Commission (RCTC) determines whether it needs to acquire a property. A summary of RCTC's Relocation Assistance Program (RAP) is included in Appendix D of the Draft EIR/EIS. Additional information is available from the following websites:

http://www.dot.ca.gov/hq/row/pubs/residential_english.pdf

http://www.fhwa.dot.gov/real_estate/owners_and_tenants/

**Comments Submitted via the Project Website
August 21 through October 8, 2015**

Nancy Walton

I think this project will help our communities regain their once proud past & boost the area's economy.

2.I-3

2.I-3-1

Responses to Comments Submitted via the Project Website, August 21 through October 8, 2015

Response to Comment 2.I-3.1:

Your support for the Project has been included in the Project record. The process used to evaluate the alternatives and identify the preferred alternative for the Project is described in Chapter 2 of the Final EIR/EIS. As discussed in that Chapter, Alternative 1br was identified as the Preferred Alternative.

**Comments Submitted via the Project Website
August 21 Through October 8, 2015**

Kathye Caines	2.I-4
This valley is so isolated realignment will bring us to the table with investors	2.I-4-1

**Responses to Comments Submitted via the Project Website, August 21 through
October 8, 2015**

Response to Comment 2.I-4.1:

Your support for the Project has been included in the Project record. The process used to evaluate the alternatives and identify the preferred alternative for the Project is described in Chapter 2 of the Final EIR/EIS. As discussed in that Chapter, Alternative 1br was identified as the Preferred Alternative.

Comments Submitted via the Project Website August 21 Through October 8, 2015	
Joyce Newsom	
Money well spent. If this project brings in business and provides jobs the cities of San Jacinto and Hemet will benefit.	2.I-5.1

Responses to Comments Submitted via the Project Website, August 21 through October 8, 2015

Response to Comment 2.I-5.1:

Your support for the Project has been included in the Project record. The process used to evaluate the alternatives and identify the preferred alternative for the Project is described in Chapter 2 of the Final EIR/EIS. As discussed in that Chapter, Alternative 1br was identified as the Preferred Alternative.

Comments Submitted via the Project Website August 21 Through October 8, 2015	
Sandra oceguela	2.1-6.1

Responses to Comments Submitted via the Project Website, August 21 through October 8, 2015

Response to Comment 2.1-6.1:

Your involvement in the comment period has been included in the Project record.

2.I-7

CALIFORNIA

79

SR 79 REALIGNMENT PROJECT—PARTIALLY RECIRCULATED DRAFT ENVIRONMENTAL IMPACT REPORT/
SUPPLEMENTAL DRAFT ENVIRONMENTAL IMPACT STATEMENT
PROYECTO DE REALINEAMIENTO DE LA CARRETERA ESTATAL 79—RECIRCULACIÓN PARCIAL DEL INFORME PRELIMINAR
DE IMPACTO AMBIENTAL/DECLARACIÓN PRELIMINAR DE IMPACTO AMBIENTAL COMPLEMENTARIA
www.sr79project.info

Please hand this comment card to staff or mail this postage paid card.
All comment cards are due by **October 8, 2015**. Thank you!
Favor de entregar el siguiente comentario al personal o enviar esta tarjeta con porte pagado
(no necesita estampilla). Todas las tarjetas nos deben llegar a más tardar el **8 de octubre de 2015**. Gracias.

COMMENT CARD
TARJETA DE COMENTARIOS

My comments on the SR 79 Realignment Project are: (Mis comentarios sobre el Proyecto de Realineamiento de la Carretera Estatal 79 son):


2.I-7

Name: HAYTHAM ABDELKARIM Representing: APN 431130015 Email: _____
(Nombre) (En representación de) (Email)
Address: 5340 Lechman Dr City: Riverside CA Zip Code: 92507
(Domicilio) (Ciudad) (Código Postal)

Responses to Comment Cards Submitted at the Public Hearing on September 10th 2015

Response to Comment 2.I-7.1
Your involvement in the comment period has been included in the Project record.

2.I-8



SR 79 REALIGNMENT PROJECT—PARTIALLY RECIRCULATED DRAFT ENVIRONMENTAL IMPACT REPORT/
SUPPLEMENTAL DRAFT ENVIRONMENTAL IMPACT STATEMENT

PROYECTO DE REALINEAMIENTO DE LA CARRETERA ESTATAL 79—RECIRCULACIÓN PARCIAL DEL INFORME PRELIMINAR
DE IMPACTO AMBIENTAL/DECLARACIÓN PRELIMINAR DE IMPACTO AMBIENTAL COMPLEMENTARIA

www.sr79project.info

Please hand this comment card to staff or mail this postage paid card.
All comment cards are due by **October 8, 2015**. Thank you!
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(no necesita estampilla). Todas las tarjetas nos deben llegar a más tardar el **8 de octubre de 2015**. Gracias.

COMMENT CARD
TARJETA DE COMENTARIOS

My comments on the SR 79 Realignment Project are: (Mis comentarios sobre el Proyecto de Realineamiento de la Carretera Estatal 79 son:)

We bought the land lot 16.8 Acs in 2004, it was Agriculture zoning. For years later they changed zoning to commercial that when we start working to develop our land we had plan to develop commercial shopping center along with storage units and RV park and we couldn't get any where because of 79 Hwy, so we were waiting for some thing to come because we able to develop part of the land.

Name (Nombre)	Representing (En representación de)	Email (Email)
ATTALLAH ARLOHARIL	APN 431130015	Abel 7236@yahoo.com
Address (Domicilio)	City (Ciudad)	Zip Code (Código Postal)
5867 Dora Ct	Riverside, CA	92506

2.I-8

Responses to Comment Cards Submitted at the Public Hearing on September 10th 2015


Response to Comment 2.I-8.1

The process used to evaluate the alternatives and identify the preferred alternative for the Project is described in Chapter 2 of the Final EIR/EIS. As discussed in that Chapter, Alternative 1br was identified as the Preferred Alternative. Additionally, the Project’s community impacts were analyzed. The comment does not raise concerns with this or any other analysis, so no further response is possible

During final design, properties that require acquisition will be identified. Property areas and street access will also be determined, and property owners will be notified. Property acquisition and relocation assistance and compensation are complex processes that are best discussed with a Project acquisition agent and/or relocation advisor after Riverside County Transportation Commission (RCTC) determines whether it needs to acquire a property. A summary of the RCTC's Relocation Assistance Program (RAP) is included in Appendix D of the Draft EIR/EIS. Additional information is available from the following websites:

http://www.dot.ca.gov/hq/row/pubs/residential_english.pdf http://www.fhwa.dot.gov/real_estate/owners_and_tenants/

2.I-9



SR 79 REALIGNMENT PROJECT—PARTIALLY RECIRCULATED DRAFT ENVIRONMENTAL IMPACT REPORT/
SUPPLEMENTAL DRAFT ENVIRONMENTAL IMPACT STATEMENT

PROYECTO DE REALINEAMIENTO DE LA CARRETERA ESTATAL 79—RECIRCULACIÓN PARCIAL DEL INFORME PRELIMINAR
DE IMPACTO AMBIENTAL/DECLARACIÓN PRELIMINAR DE IMPACTO AMBIENTAL COMPLEMENTARIA

www.sr79project.info

Please hand this comment card to staff or mail this postage paid card.
All comment cards are due by **October 8, 2015**. Thank you!
Favor de entregar el siguiente comentario al personal o enviar esta tarjeta con porte pagado
(no necesita estampilla). Todas las tarjetas nos deben llegar a más tardar el **8 de octubre de 2015**. Gracias.

COMMENT CARD
TARJETA DE COMENTARIOS

My comments on the SR 79 Realignment Project are: (Mis comentarios sobre el Proyecto de Realineamiento de la Carretera Estatal 79 son:)

ALL CD'S TECHNICAL REPORTS

Name (Nombre)	Representing (En representación de)	Email (Email)
DEANIS CUTSCHALL	SELF	CUTSCHALL@YAHOO.COM
Address (Domicilio)	City (Ciudad)	Zip Code (Código Postal)
34914 SHANNON DR	HUNNET	92545

2.I-9

Response to Comment 2.I-9.1

The comment does not raise any concerns and no further response is possible. Project information, however, can be found online at <http://sr79project.info>

Responses to Comment Cards Submitted at the Public Hearing on September 10th 2015

Response to Comment 2.I-10.1
Your participation in the comment period has been included in the Project record.

2.I-10

CALIFORNIA

79

SR 79 REALIGNMENT PROJECT—PARTIALLY RECIRCULATED DRAFT ENVIRONMENTAL IMPACT REPORT/
SUPPLEMENTAL DRAFT ENVIRONMENTAL IMPACT STATEMENT
PROYECTO DE REALINEAMIENTO DE LA CARRETERA ESTATAL 79—RECIRCULACIÓN PARCIAL DEL INFORME PRELIMINAR
DE IMPACTO AMBIENTAL/DECLARACIÓN PRELIMINAR DE IMPACTO AMBIENTAL COMPLEMENTARIA
www.sr79project.info

COMMENT CARD

TARJETA DE COMENTARIOS

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My comments on the SR 79 Realignment Project are: (Mis comentarios sobre el Proyecto de Realineamiento de la Carretera Estatal 79 son):

2.I-10.1

Name Roger Duerr / Parnan Representing APN 431130015 Email roger@jewelland.com
(Nombre) (En representación de) (Email)
Address _____ City _____ Zip Code _____
(Domicilio) (Ciudad) (Código Postal)

2.I-11

CALIFORNIA

79

SR 79 REALIGNMENT PROJECT—PARTIALLY RECIRCULATED DRAFT ENVIRONMENTAL IMPACT REPORT/
SUPPLEMENTAL DRAFT ENVIRONMENTAL IMPACT STATEMENT
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COMMENT CARD

TARJETA DE COMENTARIOS

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(no necesita estampilla). Todas las tarjetas nos deben llegar a más tardar el **8 de octubre de 2015**. Gracias.

My comments on the SR 79 Realignment Project are: (Mis comentarios sobre el Proyecto de Realineamiento de la Carretera Estatal 79 son):

2.I-11.1

Name William Hull Representing _____ Email whull2424@aol.com
(Nombre) (En representación de) (Email)
Address 1062 Ron Circle City Hemet Zip Code 92545
(Domicilio) (Ciudad) (Código Postal)

I have much appreciation for the progress that has been made. The design implemented/improvement look good and reasonable. Those of us who live along Sanderson are wishing the project would speed up. People traveling from Phla Springs + Coachella Valley use this route through Hemet to get to I-15 + South + visa-versa. So the planned route for the new 79 is much needed.

Response to Comment 2.I-11.1
Thank you for the support of the project. The process used to evaluate the alternatives and identify the preferred alternative for the Project is described in Chapter 2 of the Final EIR/EIS. As discussed in that Chapter, Alternative 1br was identified as the Preferred Alternative.

Responses to Comment Cards Submitted at the Public Hearing on September 10th 2015

2.I-12

CALIFORNIA

79

SR 79 REALIGNMENT PROJECT—PARTIALLY RECIRCULATED DRAFT ENVIRONMENTAL IMPACT REPORT/
SUPPLEMENTAL DRAFT ENVIRONMENTAL IMPACT STATEMENT

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DE IMPACTO AMBIENTAL/DECLARACIÓN PRELIMINAR DE IMPACTO AMBIENTAL COMPLEMENTARIA

www.sr79project.info

COMMENT CARD

TARJETA DE COMENTARIOS

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(no necesita estampilla). Todas las tarjetas nos deben llegar a más tardar el **8 de octubre de 2015**. Gracias.

My comments on the SR 79 Realignment Project are: (Mis comentarios sobre el Proyecto de Realineamiento de la Carretera Estatal 79 son:)

Please change name associated with this address

Name (Nombre)

James Taliaferro

Representing (En representación de)

Email (Email)

Address (Domicilio)

1428 Turnstone Ct

City (Ciudad)

Hemet

Zip Code (Código Postal)

92545-2147

2.I-12.1

Response to Comment 2.I-12.1

Your participation in the comment period has been included in the Project record. The name associated with this address will be changed.

2.I-13

CALIFORNIA

79

SR 79 REALIGNMENT PROJECT—PARTIALLY RECIRCULATED DRAFT ENVIRONMENTAL IMPACT REPORT/
SUPPLEMENTAL DRAFT ENVIRONMENTAL IMPACT STATEMENT

PROYECTO DE REALINEAMIENTO DE LA CARRETERA ESTATAL 79—RECIRCULACIÓN PARCIAL DEL INFORME PRELIMINAR
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www.sr79project.info

COMMENT CARD

TARJETA DE COMENTARIOS

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(no necesita estampilla). Todas las tarjetas nos deben llegar a más tardar el **8 de octubre de 2015**. Gracias.

My comments on the SR 79 Realignment Project are: (Mis comentarios sobre el Proyecto de Realineamiento de la Carretera Estatal 79 son:)

1BR IS A VERY ACCEPTABLE ROUTE FOR TRAFFIC PASSING BY
THE NEIGHBORHOOD THAT I LIVE IN.
* STONEY MOUNTAIN RANCH
C INTERSECTION OF WARREN RD
'AND ESPLANADE AVE.
IT WILL ADDRESS THE A.M. AND P.M. NOISE AND TRAFFIC STOP

Name (Nombre)

JAMES J. TALIAFERRO

Representing (En representación de)

Email (Email)

jimmyt@xysam@hotmail.com

Address (Domicilio)

1428 TURNSTONE CT

City (Ciudad)

HEMET

Zip Code (Código Postal)

92545

2.I-13.1

Response to Comment 2.I-13.1

Your support for the Project Alternative 1br has been included in the Project record. The process used to evaluate the alternatives and identify the preferred alternative for the Project is described in Chapter 2 of the Final EIR/EIS. As discussed in that Chapter, Alternative 1br was identified as the Preferred Alternative.

**Comments Submitted via the Project Website
August 21 Through October 8, 2015**

Chuck Wright

My preferred route is the most easterly route (1Br) because it leaves most of Winchester Road uninhibited and it does not take away the intersection of Winchester Road and Simpson -

2.I-14.1

Responses to Comments Submitted via the Project Website, August 21 through October 8, 2015

Response to Comment 2.I-14.1:

Alternative 1br was chosen as the Preferred Alternative. This alignment of SR 79 will bridge over existing Simpson Rd so that the east-west access will remain and not have any impacts to existing conditions. The process used to evaluate the alternatives and identify the preferred alternative for the Project is described in Chapter 2 of the Final EIR/EIS.

Comments Submitted via the Project Website August 21 Through October 8, 2015	
Arnold Franco	
The proposal 1BR is the proposal that least affects my family's properties. We have another address that we own and it is 32775 Newport Rd. If proposal 1BR is not selected then please present a buyout offer to my family for both 10 acre properties (32175 and 32775). Please contact me at (951)443-8608.	2.I-15.1

Responses to Comments Submitted via the Project Website, August 21 through October 8, 2015

Response to Comment 2.I-15.1:

The comment does not raise any concerns about the Project’s environmental effects or the analysis in the environmental document, and no further response is required. It is noted, however, that both of your parcels are located east of Diamond Valley Lake while the project will intersect Newport Road west of Diamond Valley Lake.

The process used to evaluate the alternatives and identify the preferred alternative for the Project is described in Chapter 2 of the Final EIR/EIS. As discussed in that Chapter, Alternative 1br was identified as the Preferred Alternative.

**Comments Submitted via the Project Website
August 21 Through October 8, 2015**

Hector and Gloria Ramirez

We like alternative 1br because it does not effect our property on Olive street off of
Winchester and avoids the verizon cell tower (the cell tower is your source of income)
We also own property on Newport Rd (10 acres) and are concerned about noise from the
new highway

2.I-16.1

2.I-16.2

**Responses to Comments Submitted via the Project Website, August 21 through
October 8, 2015**

Response to Comment 2.I-16.1:

We acknowledge your comment. Build Alternative 1br was developed to address the issues raised during the Public Involvement/Agency Coordination process.

Response to Comment 2.I-16.2:

Under Build Alternative 1br, the Newport Road overpass was changed to an at-grade traffic signal. Newport Road will also be realigned to Winchester Road to provide direct access to the community of Winchester. The changes proposed will not affect the noise analysis in this area. In fact, this change will tend to reduce traffic noise in the area. The commenter does not raise any specific concerns with that analysis and no further response is possible.

**Comments Submitted via the Project Website
August 21 Through October 8, 2015**

Trinidad Barreto

According to the realignment plan me and my family will be directly affected with the threat of taking our property (35-year resident) of approximately 2 acres at market value which is currently under \$300,000, please consider the economical hardship and emotional loss that my family and our neighbors will endure. In order to acquire a property of at least 2 acres in a safe neighborhood away from Hemet, we would need a greater amount. I propose that you shift the highway project lines east of my property to increase the value of this property allowing for fair compensation.
Thank you for your time,

Trini

2.I-17.1

Responses to Comments Submitted via the Project Website, August 21 through October 8, 2015

Response to Comment 2.I-17.1:

The process used to evaluate the alternatives and identify the preferred alternative for the Project is described in Chapter 2 of the Final EIR/EIS. As discussed in that Chapter, Alternative 1br was identified as the Preferred Alternative.

Potential impacts to the community are discussed in Section 3.1.4 of the Final EIR/EIS. During final design, properties that require acquisition will be identified. Property areas and street access will also be determined, and property owners will be notified. Property acquisition and relocation assistance and compensation are complex processes that are best discussed with a Project acquisition agent and/or relocation advisor after Riverside County Transportation Commission (RCTC) determines whether it needs to acquire a property. A summary of the RCTC's Relocation Assistance Program (RAP) is included in Appendix D of the Final EIR/EIS. Additional information is available from the following websites:

http://www.dot.ca.gov/hq/row/pubs/residential_english.pdf

http://www.fhwa.dot.gov/real_estate/owners_and_tenants/

**Comments Submitted via the Project Website
August 21 Through October 8, 2015**

Dennis Williams

We do not want to move. Our business has been established in this community for over 45 years. We have been at the present location for 15 years and immediately across Highway 74 for another 15 years, over 30 years total. If we had our choice the road would be moved east of our property. Over the years our gross sales has been 5-10 million dollars, not withstanding the great recession. We would like to make more comments after we speak to our attorney.

2.I-18.1

Responses to Comments Submitted via the Project Website, August 21 through October 8, 2015

Response to Comment 2.I-18.1:

Your preference to not have to move is included in the project record. The process used to evaluate the alternatives and identify the preferred alternative for the Project is described in Chapter 2 of the Final EIR/EIS. As discussed in that Chapter, Alternative 1br was identified as the Preferred Alternative. Relocation and community impacts were analyzed in the Final EIR/EIS. No specific concerns will the analysis are raised and so no further response is possible.

During final design, properties that require acquisition will be identified. Property areas and street access will also be determined, and property owners will be notified. Property acquisition and relocation assistance and compensation are complex processes that are best discussed with a Project acquisition agent and/or relocation advisor after Riverside County Transportation Commission (RCTC) determines whether it needs to acquire a property. A summary of the RCTC's Relocation Assistance Program (RAP) is included in Appendix D of the Draft EIR/EIS. Additional information is available from the following websites: http://www.dot.ca.gov/hq/row/pubs/residential_english.pdf http://www.fhwa.dot.gov/real_estate/owners_and_tenants/

Comments Submitted via the Project Website
August 21 Through October 8, 2015

Jeff Watland

I Live in the Stoney Mountain Ranch homes off of Esplanade and Warren Roads. My concerns are:

1 The noise level of traffic. No noise barriers are proposed. Being an access to the freeway Warren and Esplanade will have increased traffic besides that of the freeway. I think any access as well as traffic from the freeways should include noise barriers.

2.I-19.1

2 At the present, I have a beautiful view of the west. I chose my home because of the view face Warren road, which will now have a view of a freeway, and an overpass.

2 I have a beautiful view of the mountains to the west looking towards Warren Rd. The view is why I purchased my home.

2.I-19.2

I don't know how you can improve my view unless you moved the freeway to the west.

Sound barriers seem like they would improve noise quality.

Responses to Comments Submitted via the Project Website, August 21 through October 8, 2015

Response to Comment 2.I-19.1:

As presented in the Noise Study Report/Noise Abatement Decision Report, the nearest homes in the existing residential subdivision (Stoney Mountain Ranch) along Esplanade Avenue are over 600 feet from the proposed highway lanes associated with all of the proposed Build Alternatives. Department noise policy specifies monitoring and modeling for all sensitive receptors within 500 feet of a roadway. Nevertheless, noise modeling was conducted in this area because Esplanade Road will experience higher traffic volumes and the proposed SR-79 northbound off-ramp will be in the general vicinity. Modeling determined that the proposed SR-79 highway will not generate noise levels that would constitute a traffic noise impact within the Stoney Mountain Ranch. Consequently, noise barriers along SR-79 were not considered further. Noise modeling found that the predominant noise source, affecting the Stoney Mountain Ranch community, will come from Esplanade Avenue. A traffic noise impact is expected to occur among the first row of houses along Esplanade Avenue. Consequently, a noise barrier along Esplanade Avenue was evaluated. Because of the intersection of Alabaster Avenue, the modeled noise barrier consisted of two segments. For a noise barrier to be considered for further consideration, it must be both Feasible and Reasonable. Modeling found that a barrier could reduce noise levels, for the first row of homes, sufficient to be considered Feasible. However, the cost to construct that barrier is too high to be considered Reasonable. The entire noise evaluation is summarized in Section 3.2.7 in the Final EIS/EIR. The commenter raises no specific concerns with this analysis, and so no further response is possible.

Response to Comment 2.I-19.2:

As presented in this environmental document, it is true that as the alignment of Alternative 1br travels north along Warren Road, the roadway will become elevated, reaching a height of approximately 30-feet at the crossing of Esplanade Avenue. In this area, the elevated roadway will be located approximately one quarter of a mile to the west of the subdivision to the south of Esplanade Avenue and east of Warren Road within which the commenter's home is located. The commenter presents no evidence to support the claim that views from his house toward the hills to the west will be diminished. Based on evaluation of sightlines from this subdivision toward the hills to the west, we have determined that from within this subdivision, views toward the elevated freeway segment and overpass will be screened by the residential structures in the foreground of the view. As a consequence the elevated freeway will have little to no effect on the views over the rooftops of the nearby homes toward the mountains to the west, which will remain essentially the same as they are now. The commenter raises no specific concerns with this analysis, and so no further response is possible.

**Comments Submitted via the Project Website
August 21 Through October 8, 2015**

Kelly Williams-Walsh / Ma Williams Manufactured Homes, Inc.

I am submitting a similar comment as my dad Dennis Williams, who also is my business partner at Ma Williams Manufactured Homes, Inc. We do not want to move. Our business has been established in this community for over 45 years. We have been at the present location for 15 years and immediately across Highway 74 for another 15 years, over 30 years total. If we had our choice the road would be moved east of our property. Over the years our gross sales has been 5-10 million dollars, not withstanding the great recession. We would like to make more comments after we speak to our attorney.

2.I-20.1

Responses to Comments Submitted via the Project Website, August 21 through October 8, 2015

Response to Comment 2.I-20.1:

Your concerns have been included in the Project record. The Project’s impacts on the community and those associated with relocation were analyzed. This comment does not raise any specific concerns with that analysis and so no further response is possible. During final design, properties that require acquisition will be identified. Property areas and street access will also be determined, and property owners will be notified. Property acquisition and relocation assistance and compensation are complex processes that are best discussed with a Project acquisition agent and/or relocation advisor after Riverside County Transportation Commission (RCTC) determines whether it needs to acquire a property. A summary of the RCTC's Relocation Assistance Program (RAP) is included in Appendix D of the Draft EIR/EIS. Additional information is available from the following websites:
http://www.dot.ca.gov/hq/row/pubs/residential_english.pdf http://www.fhwa.dot.gov/real_estate/owners_and_tenants/

**Comments Submitted via the Project Website
August 21 Through October 8, 2015**

Dennis Williams / Land Home Construction, Inc.

This comment is in addition to Ma Williams Manufactured Homes, Inc. previous comments regarding the relocation of our business. Land Home Construction, Inc. is a second corporation with both an A1 and B1 licenses located at the 35325 Highway 74 location. This corporation works in conjunction with Ma Williams Manufactured Homes, Inc. performing onsite improvements for new home projects for mutual clientele as well as other construction related endeavors.

2.I-21.1

Responses to Comments Submitted via the Project Website, August 21 through October 8, 2015

Response to Comment 2.I-21.1:

Your concerns have been included in the Project record. During final design, properties that require acquisition will be identified. The Project’s impacts on the community and those associated with relocation were analyzed. This comment does not raise any specific concerns with that analysis and so no further response is possible. Property areas and street access will also be determined, and property owners will be notified. Property acquisition and relocation assistance and compensation are complex processes that are best discussed with a Project acquisition agent and/or relocation advisor after Riverside County Transportation Commission (RCTC) determines whether it needs to acquire a property. A summary of RCTC's Relocation Assistance Program (RAP) is included in Appendix D of the Draft EIR/EIS. Additional information is available from the following websites:

http://www.dot.ca.gov/hq/row/pubs/residential_english.pdf http://www.fhwa.dot.gov/real_estate/owners_and_tenants/

Comments Submitted via the Project Website August 21 Through October 8, 2015	
<p>Kelly Williams-Walsh / Land Home Construction, Inc.</p> <p>As a principle in this corporation, I am making a similar comment as the one submitted by my dad and business partner Dennis Williams. This comment is in addition to Ma Williams Manufactured Homes, Inc. previous comments regarding the relocation of our business. Land Home Construction, Inc. is a second corporation with both an A1 and B1 licenses located at the 35325 Highway 74 location. This corporation works in conjunction with Ma Williams Manufactured Homes, Inc. performing onsite improvements for new home projects for mutual clientele as well as other construction related endeavors.</p>	2.I-22.1

Responses to Comments Submitted via the Project Website, August 21 through October 8, 2015

Response to Comment 2.I-22.1:

Your concerns have been included in the Project record. During final design, properties that require acquisition will be identified. Property areas and street access will also be determined, and property owners will be notified. Property acquisition and relocation assistance and compensation are complex processes that are best discussed with a Project acquisition agent and/or relocation advisor after Riverside County Transportation Commission (RCTC) determines whether it needs to acquire a property. A summary of the RCTC's Relocation Assistance Program (RAP) is included in Appendix D of the Draft EIR/EIS. Additional information is available from the following websites:
http://www.dot.ca.gov/hq/row/pubs/residential_english.pdf http://www.fhwa.dot.gov/real_estate/owners_and_tenants/

**Comments Submitted via the Project Website
August 21 Through October 8, 2015**

GLEN VAN DAM

We have been receiving material regarding this project for 15 years. It has negatively affected out property value and business decisions. You promised in 2013 to decide on a build alternative or no-build alternative by summer 2014. Now it is pushed to 2016. Of course, there is no reason to believe that your date of 2016 will accomplish anything either. Our dairy farm needs better clarity regarding this project.

2.I-23.1

Responses to Comments Submitted via the Project Website, August 21 through October 8, 2015

Response to Comment 2.I-23.1:

The process used to evaluate the alternatives and identify the preferred alternative for the Project is described in Chapter 2 of the Final EIR/EIS. As discussed in that Chapter, Alternative 1br was identified as the Preferred Alternative.

The project schedule was extended in order to further study and incorporate comments made by agencies and the public, which is a critical component of the environmental process. Sections 5.3 and 5.4 of the Final EIR/EIS include summaries of public outreach efforts.

During final design, properties that require acquisition will be identified. Property areas and street access will also be determined, and property owners will be notified. Property acquisition and relocation assistance and compensation are complex processes that are best discussed with a Project acquisition agent and/or relocation advisor after Riverside County Transportation Commission (RCTC) determines whether it needs to acquire a property. A summary of the RCTC's Relocation Assistance Program (RAP) is included in Appendix D of the Draft EIR/EIS. Additional information is available from the following websites: http://www.dot.ca.gov/hq/row/pubs/residential_english.pdf http://www.fhwa.dot.gov/real_estate/owners_and_tenants/

Comments Submitted via the Project Website August 21 Through October 8, 2015	
<p>Craig Davis / Land Home Construction, Inc.</p> <p>As a principle and RMO for the General Contractors License in this corporation, I am making a similar comment as those submitted by my business partners Dennis Williams and Kelly Williams-Walsh.</p> <p>This comment is in addition to Ma Williams Manufactured Homes, Inc. previous comments regarding the relocation of our business. Land Home Construction, Inc. is a second corporation with both an A1 and B1 licenses located at the 35325 Highway 74 location. This corporation works in conjunction with Ma Williams Manufactured Homes, Inc. performing onsite improvements for new home projects for mutual clientele as well as other construction related endeavors.</p>	2.I-24.1

Responses to Comments Submitted via the Project Website, August 21 through October 8, 2015

Response to Comment 2.I-24.1:

Your concerns have been included in the Project record. The process used to evaluate the alternatives and identify the preferred alternative for the Project is described in Chapter 2 of the Final EIR/EIS. As discussed in that Chapter, Alternative 1br was identified as the Preferred Alternative.

During final design, properties that require acquisition will be identified. Property areas and street access will also be determined, and property owners will be notified. Property acquisition and relocation assistance and compensation are complex processes that are best discussed with a Project acquisition agent and/or relocation advisor after Riverside County Transportation Commission (RCTC) determines whether it needs to acquire a property. A summary of the RCTC's Relocation Assistance Program (RAP) is included in Appendix D of the Draft EIR/EIS. Additional information is available from the following websites: http://www.dot.ca.gov/hq/row/pubs/residential_english.pdf http://www.fhwa.dot.gov/real_estate/owners_and_tenants/

Comments Submitted via the Project Website
August 21 Through October 8, 2015

Daniel Koby

Danial is here with Carlos

The property adjacent to four seasons blvd - parcel # 465040018/019/020 is in the Riverside county General plan for mixed use and medium high density residential development and a proposed extension of 4 seasons blvd (Hemet general circulation plan) through this property and beyond sr 79 into West Hemet hills - how will the project accommodate the road extension - How is it going to tie into the domenigoni parkway or into Steson?

2.I-25.1

Will Lynn ave become a frontage road?

2.I-25.2

Is there a sound wall for the for the property discussed above because it is proposed for residential development? If a sound wall is ever proposed what is the design criteria

2.I-25.3

Responses to Comments Submitted via the Project Website, August 21 through
October 8, 2015

Response to Comment 2.I-25.1:

Alternative 1br would skirt the southern edge of parcels 465040018/019/020. The City of Hemet's general plan has plans for a north south connection between SR 74/Florida Ave and Domenigoni Pkwy. This connection, per the general plan, shows the road along future California Ave and then curves to the west along the north side of Hemet Hills. Alternative 1br has provided a future bridge at California Ave as part of the project so that this north south connection could connect at California Ave instead of at Four Seasons Blvd.

This was coordinated with the city of Hemet.

Response to Comment 2.I-25.2:

Frontage roads are not anticipated as part of the SR 79 realignment. The Project right-of-way (ROW) with Alternative 1br would be coterminous with Lyn Avenue.

Response to Comment 2.I-25.3:

As presented in the environmental document, noise impacts and barriers were evaluated for all existing areas of frequent human use and for all such areas within the site approval process prior to the project's date of public knowledge. Build Alternative 1br will run south and parallel to Lyn and a retaining wall is proposed along the south side of Lyn Ave and a soundwall along the north side of proposed SR 79 to mitigate for the noise. The noise barrier will vary between 10 and 14 feet in height and will be approximately 4000 feet in length along the alignment.

Noise effects are detailed in Section 3.2.7 Noise and Vibration of the Final EIR/EIS and in the Supplemental Noise Study Report and Noise Abatement Decision Report, February 2015 that is available at:

http://sr79project.info/uploads/2015documents/SR79_NoiseTechMemo_Rev%20-%20February%202015.pdf". This comment does not raise any specific concerns with this analysis and so no further response is possible.

**Comments Submitted via the Project Website
August 21 Through October 8, 2015**

William Hull

I see many benefits from this project. 1. Routing traffic from Coachella Valley to get to I-15 and south and visa-versa will relieve a lot of traffic and noise through Hemet. 2. Preparing for the future with better roads. 3. Work provided by the project. 4. A sensible route design coming together as 1br. 5. Designing wide enough land acquisition to make possible lane expansion as future requires. I hope this whole project can be speeded up. I hope whoever is the final say can get things going and "shovel ready" soon and very soon. Thank you.

2.I-26.1

**Responses to Comments Submitted via the Project Website, August 21 through
October 8, 2015**

Response to Comment 2.I-26.1:

Your support for the Project has been included in the Project record. The process used to evaluate the alternatives and identify the preferred alternative for the Project is described in Chapter 2 of the Final EIR/EIS. As discussed in that Chapter, Alternative 1br was identified as the Preferred Alternative.

**Comments Submitted via the Project Website
August 21 Through October 8, 2015**

Ron Cordero

Alternative 1br is the only viable option. We were told that the freeway would be constructed OVER Devonshire and Florida, with NO sound walls. The hills to the west of that location act as sound reflectors. Sound from the freeway will be amplified if no sound barriers are built.

2.I-27.1

Responses to Comments Submitted via the Project Website, August 21 through October 8, 2015

Response to Comment 2.I-27.1:

The process used to evaluate the alternatives and identify the preferred alternative for the Project is described in Chapter 2 of the Final EIR/EIS. As discussed in that Chapter, Alternative 1br was identified as the Preferred Alternative.

As part of Build Alternative 1br, Devonshire Avenue will be constructed as an overpass over SR-79. As discussed in the Noise Study Report/Noise Abatement Decision Report, noise impacts and barriers were evaluated for all existing areas of frequent human use. The commenter does not raise any specific concerns with the analysis, and no further response is possible. It should be noted, however, that the hills will not amplify the sound from the freeways. Topography can affect noise distribution; reflection is a valid concept. Topography can also be a natural noise barrier. Reflected noise does not increase in intensity (except immediately adjacent to a hard reflective surface); it continues to degrade according to the doubling-of-distance principle.

**Comments Submitted via the Project Website
August 21 Through October 8, 2015**

Erika Griffiths

I am most concerned about how this project is going to affect my property and the lives of my family and me. I live near the intersection of Esplanade and Alabaster. As it stands already, my son is not able to leave his window open at night due to traffic noise from Esplanade and Warren. I am worried that the noise, traffic, and air pollution is going to dramatically increase with this hwy coming so close to my residence. The other main issue, is- how is this project going to affect my property values? No one wants to live near a busy freeway. I have asked and found that there will be no compensation given for property owners who may be affected in the ways I feel I will be. I was told that there was no way to know the financial impact and I would have to get an appraisal done after the project is completed in my area. Well, if my property value drops thousands to tens of thousands of dollars, what I am to do? So again- my concern is due to the proximity of the project to my home. Property value reduction, noise, traffic, and air pollution. Thank you for your time.	2.I-28.1
	2.I-28.2
	2.I-28.3

Responses to Comments Submitted via the Project Website, August 21 through October 8, 2015

Response to Comment 2.I-28.1:

As presented in the environmental document, traffic noise impacts were identified at nearly all residential land uses within 500 feet of the proposed highway. Noise barriers were evaluated in all areas with traffic noise impacts. In the vicinity of Esplanade Avenue and Alabaster Avenue, the primary noise source is predicted to come from Esplanade Avenue. Noise Barriers were not found to be Reasonable and Feasible. Noise effects near Esplanade Avenue and Alabaster Avenue are detailed in Section 3.2.7 Noise and Vibration of the RDEIR/RDEIS and in the Supplemental Noise Study Report and Noise Abatement Decision Report, February 2015 that is available at:

http://sr79project.info/uploads/2015documents/SR79_NoiseTechMemo_Rev%20-%20February%202015.pdf

Regional and local air quality and air toxics impacts were evaluated in the Draft EIR/EIS according to applicable federal, state, and local regulations and guidance. The analysis demonstrated that the Project conforms with the State Implementation Plan, and localized air pollutant impacts (hot spots) are not expected. Air quality analysis was not performed for a specific location or community because this level of analysis is not typically required under NEPA or CEQA for a transportation project. Health impacts to nearby residents and other sensitive receptors would be related to MSAT emissions. As shown in Section 3.2.6.3, MSAT emissions from the Build alternatives would be lower than existing conditions because of improvement in level of service with the Build alternatives and the use of cleaner vehicles in the future. Terrain features and meteorological conditions would have the same effects on highway emissions with or without the Project. The Project is expected to improve traffic conditions and decrease vehicle emissions in the Project area, so air quality in the surrounding area would be expected to improve.

The commenter does not raise any specific concerns with the analyses presented in the environmental document, and not further response is possible.

Response to Comment 2.I-28.2:

Your concerns have been noted. Unfortunately, compensation is not paid to property owners whose parcels are not physically impacted by the project. Research projects have been conducted in an effort to determine how greatly residential property values are affected due to highway and freeway projects. Results have been consistently inconclusive mainly due to the many economic factors that contribute to property value. Please refer to the following reference to this recent study:

http://www.dot.ca.gov/ser/vol4/downloads/chap_appdx/AppendixD_PropertyValues_21102011.pdf

Response to Comment 2.I-28.3:

Your concerns have been noted. Unfortunately, compensation is not paid to property owners whose parcels are not physically impacted by the project. Research projects have been conducted in an effort to determine how greatly residential property values are affected due to highway and freeway projects. Results have been consistently inconclusive mainly due to the many economic factors that contribute to property value. Please refer to the following reference to this recent study:

http://www.dot.ca.gov/ser/vol4/downloads/chap_appdx/AppendixD_PropertyValues_21102011.pdf

**Comments Submitted via the Project Website
August 21 Through October 8, 2015**

Alan E. Koby

SR-79 Realignment Project Team Members, Good meeting with you yesterday at the Public Hearing at the Valle Vista Community Center in Hemet, CA. Per our discussions, please find email attachment pertaining to subject saved in PDF format today from the City of Hemet website. The email attachment contains our own added yellow sticky note which points out the base area of our property and; 1) a green dashed line in this area representing a roadway yet to be named: starting at the intersection Four Seasons Blvd. & Florida Ave. (SR 79) and ending at the Domenigoni Parkway; 2) a purple dotted line in this area representing a roadway yet to be named: starting at the intersection of California Ave. & Florida Ave. (SR 79) and ending at Calvert Ave. Please provide further details on how the SR 79 Build Alternative 1 br addresses the City of Hemet Roadway Circulation Master Plan pertaining to these yet to be named roadways ? Sincerely, Dan, Alan Contact Info: Daniel Koby Alan E. Koby 20400 Via Zaragoza Yorba Linda, CA 92887-3207 Phone Direct Line: (714) 777-5533 Email : alankoby@aol.com

2.I-29.1

Responses to Comments Submitted via the Project Website, August 21 through October 8, 2015

Response to Comment 2.I-29.1:

The SR 79 project team has coordinated with the City of Hemet to provide a north/south access point at California Ave instead of curving the alignment to the west and connecting to Four Seasons. The project has a bridge that goes over California Ave so that connectivity to the north and south can continue to Florida Ave to the north and Domenigoni Pkwy to the south. Any future unnamed roadways indicated within the Project documents have the potential to be further considered during the design phase of the selected alternative, and would be consistent with any local requirements and circulation plans. Consistency with local plans was analyzed as part of the environmental document.

**Comments Submitted via the Project Website
August 21 Through October 8, 2015**

Andre Lohnert

Congratulations! What a great idea, to spend 1 billion dollars to build a freeway that starts five miles from Interstate 10 and ends five miles from Interstates 215 and 15. Even if there was enough traffic going south through Hemet valley, it would only be damped on the outskirts of Murrieta and Temecula and cause headaches for residents of those cities. I wonder how much of already spent twenty million dollars went to Caltrans employees' relatives acting as "consultants" with this project. It is also an unbelievable job security for planners to keeps this thing alive for twelve years. I hope somebody with brain will eventually put a stop to this nonsense.

2.I-30.1

Responses to Comments Submitted via the Project Website, August 21 through October 8, 2015

Response to Comment 2.I-30.1:

Your opposition to the Project has been included in the Project record. Traffic on Sanderson Avenue, Warren Road, and State Street currently uses SR 79 south of Florida Avenue to Murrieta and Temecula. The Project in San Jacinto and Hemet would not affect traffic operations in Murrieta and Temecula because this project is not expected to generate additional traffic in those communities. The purpose of this project is to reduce the diversion of traffic from state routes onto local roads and to allow regional traffic, including truck traffic, to adequately bypass local roads.

Stefania Lohnert

This proposed freeway would be built within a near proximity to at least three existing retirement senior communities/retirement homes, three elementary schools, two high schools and numerous pre-schools and childrens' playgrounds, some of them only few hundred feet away from cancer producing pollutants that freeway traffic generates. If health impact studies were ever made it seems Caltrans must have either disregarded those with negative results or only approached those companies that guarantied positive outcome. This realignment project should have never been considered and must be scrapped. The widening of Warren Road would be suficient to accomodate all existing and projecting traffic for next fifty years.

2.I-31.1

2.I-31.2

Responses to Comments Submitted via the Project Website, August 21 through October 8, 2015

Response to Comment 2.I-31.1:

Health impacts to residents and other sensitive receptors in the Project area would be related to Mobile Source Air Toxics (MSAT) emissions. As shown in Section 3.2.6.3 of the Final EIR/EIS the overall MSAT emissions from the Project in the area would be lower than the existing conditions or emissions in the future without the Project due to the implementation of stringent vehicle emission standards, and people use cleaner and more fuel efficient vehicles in the future years. In addition, the Project Build Alternative would have fewer vehicle miles traveled (VMT) and improved traffic conditions over the No Build Alternative in the project area, which would result in lower air pollutant emissions.

There may be localized areas where VMT would increase, and others where VMT would decrease. Therefore it is possible that localized increases and decreases in MSAT emissions may occur. The localized increases in MSAT emissions would likely be most pronounced along the realigned SR 79 roadway sections. However, even if these increases occur, they will be substantially reduced in the future due to implementation of the U.S. EPA vehicle and fuel regulations.

Response to Comment 2.I-31.2:

Widening Warren Road would not address the issues specified in the Purpose and Need for the Project. Discussion of the elimination of this option can also be found in Section 2.2.5 of the Final EIR/EIS. The purpose, included in Section 1.1.3 of the Final EIR/EIS, is to:

- Improve traffic flow for local and regional north-south traffic in the San Jacinto Valley
- Improve operational efficiency and enhance safety conditions by maintaining route continuity and upgrading the facility
- Allow regional traffic, including truck traffic, to adequately bypass local roads
- Reduce the diversion of traffic from state routes onto local roads

**Comments Submitted via the Project Website
August 21 Through October 8, 2015**

barbara seder

I believe this realignment project will result in increased pollution and noise to our homes. I stand firmly against this project. I did not receive the notice of the meeting in a timely manner, therefore, was unable to attend the meeting.

2.I-32.1

Responses to Comments Submitted via the Project Website, August 21 through October 8, 2015

Response to Comment 2.I-32.1:

We acknowledge your position. As presented in the environmental document, traffic noise impacts will occur as a result of the project. Where ever impacts were identified, abatement measures were investigated. Several noise barriers are recommended for further consideration. The meeting notification process conformed to state and federal requirements. The project team is available to discuss this project, through the project website. We encourage you to contact us. Finally, we think it's important to mention why the project is being investigated. The purpose of the proposed action is to provide a transportation facility that will effectively and efficiently accommodate regional north-south movement of people and goods between Domenigoni Parkway and Gilman Springs Road. The Project will:

- Improve traffic flow for local and regional north-south traffic in the San Jacinto Valley.
- Improve efficiency and safety by maintaining route continuity and upgrading the facility.
- Allow regional traffic, including truck traffic, to bypass local roads.
- Reduce diversion of traffic from state routes onto local roads. The existing SR-79 facility has inadequate capacity to accommodate both local and regional travel demand associated with the projected growth in the San Jacinto Valley.

No specific concerns with this analysis are identified and so no further response is possible.

Formal public outreach began in 2004 with a series of Q&A Fact Sheets that were distributed to the public at critical points in the project development process. The first in the series of fact sheets showed that the easternmost corridor under consideration ran near Sanderson Avenue. By the 2005 fact sheet, this eastern corridor had been eliminated due to public concerns about impacts to homes, businesses, and schools. The fact sheets and other early public outreach efforts are available from the Project website at: <http://www.sr79project.info/library-links>. The two public hearings on the Draft EIR/EIS were only the latest in a series of outreach efforts that have characterized the Project. Sections 5.3 and 5.4 of the Draft EIR/EIS include summaries of public outreach efforts prior to circulation of the Draft EIR/EIS.

Responses to Comments Submitted via the Project Website, August 21 through October 8, 2015

Peak Emerald Acres, LLC

9595 Wilshire Blvd., Suite 700

Beverly Hills, CA 90212

2.I-33

September 22, 2015

Ms. Patti Castillo
Mr. Gustavo Quintero
Riverside County Transportation Commission
4080 Lemon Street – 3rd. Floor
Riverside, CA 92502

Re: SR-79 Realignment Project: Comments Concerning the Draft EIR/EIS and its Failure to Take into Account the Emerald Acres Development (APN: 465-040-005, 016: 465-050-005, 006) in the County of Riverside Near Hemet

Dear Ms. Castillo and Mr. Quintero:

Peak Emerald Acres, LLC ("Peak") submits this letter to comment on the RCTC's draft EIR/EIS concerning the RCTC's SR-79 Realignment Project. That Draft EIS/EIR was presented at a public meeting at the Valle Vista Community Center in Hemet on September 10, 2015.

As you will recall, over the past several years Peak representatives have had numerous meetings with the RCTC and presented the RCTC with details regarding Peaks planned development of the 333-acre parcel Peak owns immediately south of Florida Avenue and east of Calvert Avenue in an unincorporated portion of the County of Riverside near Hemet (see Vicinity Map). As part of its development planning, Peak has submitted Tentative Map No. 36452 to the County for approval. That Tentative Map is for "Emerald Acres," a 534-residential-unit, Master Planned Community that includes four distinct residential Villages plus a 4.5-acre commercial lot adjacent to Florida Avenue. (See Illustrative Site Plan)

The main north-south spine road for Emerald Acres traverses the Peak's property from south to north from the intersection of Stetson Road at the southeastern boundary of the property and provides a connection through to Florida Avenue both from a connection at Calvert Avenue. and to the east of the Emerald Acres commercial lot adjacent to Florida Avenue. This north-south link is a critical backbone transportation network for Emerald Acres.

Yet, the RCTC's Draft EIS/EIR ignores this critical transportation link. In fact, the Draft EIS/EIR ignores Peak's development altogether.

Ms. Patti Castillo
Mr. Gustavo Quintero
Riverside County Transportation Commission
September 22,2015

Specifically, Peak has received plan and profile data for the Build Alternative 1b from the RCTC (as part of Peak's efforts to coordinate the planning of its Emerald Acres development with the RCTC) and has plotted Emerald Acres' spine road where it would cross the alignment of Highway 79 at the north end of Peak's property (see Illustrative Site Plan – Red Lines depict the proposed RCTC alignment for Highway 79). From this, Peak can see the RCTC has completely ignored this major spine road. If the RCTC had considered this spine road, then the RCTC would necessarily be showing a bridge over that road But the RCTC does not do this.

2.I-33.1

Accordingly, Peak wants to again bring to the RCTC's attention the fact that the proposed Highway 79 realignment project will impact Peak's development, and Peak asks that the RCTC's plans and associated EIS/EIR recognize the existence of the Emerald Acres community and its submitted Tentative Map and be designed with that community in mind, including by designing in an appropriate bridge over the spine road.

2.I-33.2

Should the RCTC have any inquiries on this or on Peak's submitted Tentative Map plans, please do not hesitate to contact us.

Sincerely,

Peak Emerald Acres, LLC



John Sherritt
Ph: 760-415-0269
Email: John@Ainslie.co

Responses to Comments Submitted via the Project Website, August 21 through October 8, 2015

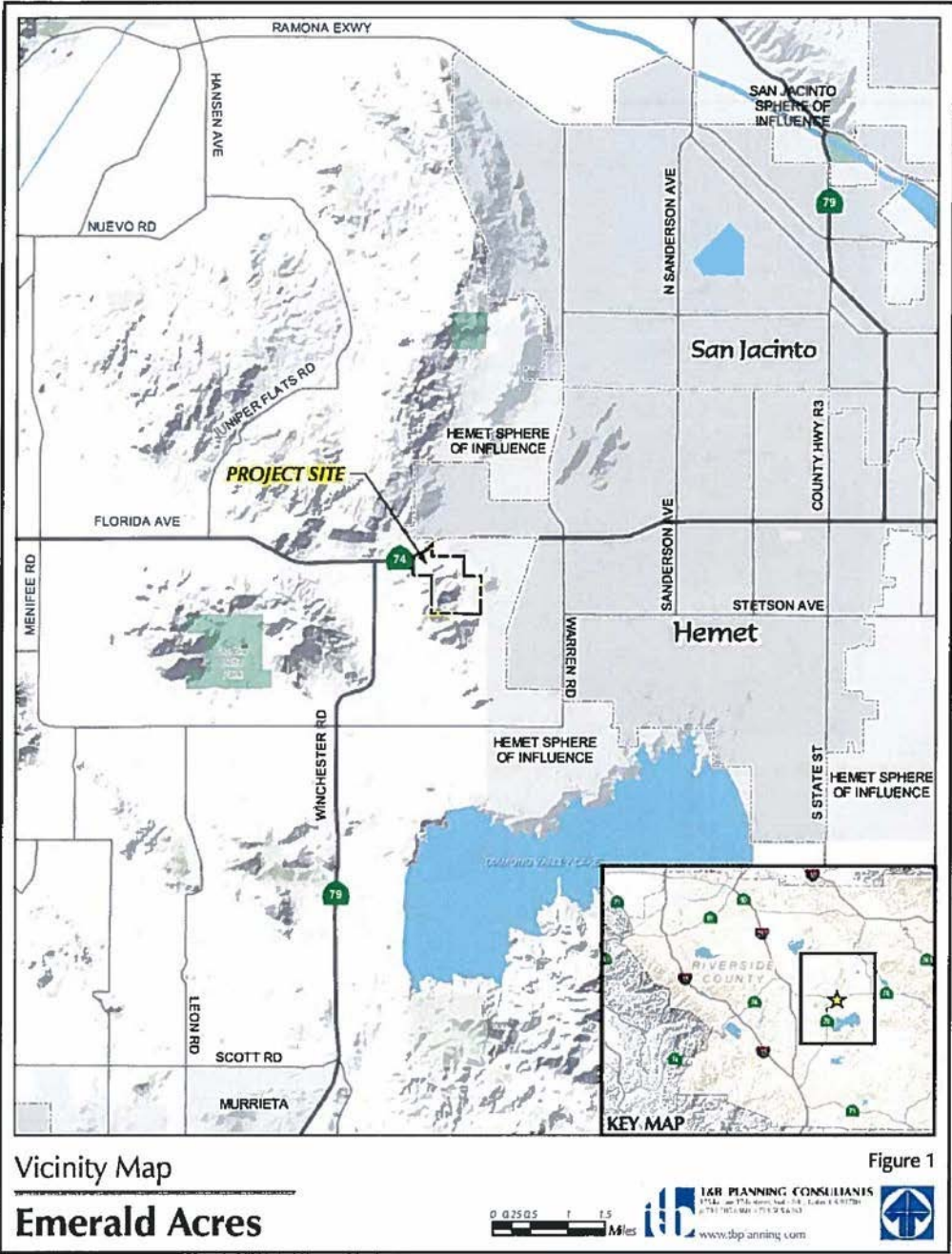
Response to Comment 2.33.1:

The Preferred Alternative has been modified to reduce impacts to the West Hemet Hills. If the Emerald Acres development is completed before construction begins, this project would be responsible to adjust the alignment to be consistent with the development and would build a bridge if needed.

Response to Comment 2.33.2:

The SR 79 Realignment project has continued to coordinate with local developments and has made modifications to the design if developments have been approved. Without approval of a tract map the project has to move forward until approval is received. The SR 79 Project has the capability of providing a bridge over this spine road if the development is approved prior to the final design of the SR 79 project. Emerald Acres is recognized in Appendix H of in Vol. 2 of the FED, it mentions that this development was part of the studies and refers to it as SP 05-01.

Responses to Comments Submitted via the Project Website, August 21 through October 8, 2015





Responses to Comments Submitted via the Project Website, August 21 through October 8, 2015

Kathy Smigun 2.I-34

I am mailing this letter today but am attaching a PDF copy to this so that I can make sure it arrives in time. Thank you.

Responses to Comments Submitted via the Project Website, August 21 through October 8, 2015

Kathy Smigun
24515 California Ave, Spc 20
Hemet CA 92545

October 5, 2015

Aaron Burton
CALTRANS
P O Box 12008
Riverside CA 92502-2208

Re: DEIR/Supplemental Impact Statement for State Route 79 Realignment Project

Residents in Reinhardt Canyon and Four Seasons have been attending the Public Hearings for the SR79 Realignment Project and appreciate the time the staff has spent to inform the public.

We are appreciative of the fact that the Tres Cerritos interchange has been deleted from the project. That interchange would have adversely impacted the equestrian ranches north and west of Tres Cerritos.

At the meeting of the County of Riverside Planning Commission at the Simpson Center in Hemet on May 13, 2015, we were advised that route option 1br was now the preferred route, which places highway 79 in an elevated position along the north side of the hills to the south of Florida Avenue. I brought up the noise problem with this route at that meeting, stating that the traffic noise will impact the residents in Four Seasons, Reinhardt Canyon and the ranches in the area. Traffic will cut diagonally from the Warren Road area across Florida Avenue to the hills and then travel west along the north hillsides. This route will generate noise and impact the tranquility that we now have in this area. The prevailing winds come from the southwest and blow to the north which carry the traffic noise.

If this route cannot be changed to behind the hills, can noise abatement barriers be built into the project to reduce the impact on residents? We moved to this area precisely for the peace and quiet.

Sincerely,

Kathy Smigun
Email: ksmigun@hotmail.com
Phone: 951/923-4146

2.I-34.1

2.I-34.2

Response to Comment 2.I-34.1:
Your support for the elimination of the Tres Cerritos has been included in the project record.

Response to Comment 2.I-34.2:
While topography can affect noise distribution, it is not expected to produce a significant noise effect for homes as distant as Maze Stone Village. For any individual noise receptor, relative position and distance are key factors. Caltrans noise policy specifies monitoring and modeling for all sensitive receptors within 152 meters (500 feet) of a roadway. The nearest Maze Stone Village residence would be more than 2,150 meters (7,050 feet) away from realigned SR 79. Traffic noise levels this distant from the highway alignment are not expected to constitute a traffic noise impact (approaching or exceeding the Noise Abatement Criteria of 67 dBA for residential land uses). While any traffic noise reflected from hillsides back to the Maze Stone Village community is not expected to rise to the level of a traffic-noise impact, the roadway would be audible. Based on the design year's projected peak hour traffic volumes, noise levels are not expected to constitute a traffic-noise impact – approaching or exceeding the Noise Abatement Criteria (66-67 A-weighted decibels [dBA]) for residential land uses. Thus, the Noise Study Report/Noise Abatement Decision Report concluded that noise abatement barriers are not warranted due to the minor nature of the change and distance between the design elements and while taking into consideration topography.

Wind does not carry traffic noise as suggested by the comment. According to the Technical Noise Supplement to the Traffic Noise Analysis Protocol (September 2013), the effects of wind on noise are mostly confined to noise paths close to the ground because of what is called the wind shear phenomenon. Present policies and standards ignore the effects of wind on noise levels. Unless wind conditions are specifically identified, noise levels are always assumed to be for zero wind. The Noise Study Report/Noise Abatement Decision Report analyses assumed zero-wind conditions.

Massoud Tajik

26541 Palisades Drive
Dana Point, Ca., 92624
(949) 547-1188
mtajik@cox.net

October 2, 2015

To:

Aaron Burton, Senior Environmental Planner
Caltrans district 8
Po Box 12008
Riverside, Ca. 92502-2208

Subject:

SR 79 Draft EIR/Supplemental draft EIS
AP# 465-020-004 and 465-020-005

2.I-35

Thank you for the opportunity to attend the public hearing on September 10, 2015 in the City of Hemet and review the exhibits for the proposed SR79 and discuss the project with the staff.

The following are some of the issues we are most concerned about related to the impact of this realignment project on our property:

1. Noise - our property is currently zoned Residential R-4 and with the latest SR 79 (1b) alignment going through the northerly portion of our proptry, there will be an increased level of noise which will have a very negative impact on the desirability and the value of our property for residential development. The exhibits available at the public hearing did not show any sound walls planned along the NB SR 79, adjacent to our property but only is proposed along the SB direction. This not only does not mitigate the noise issue related to our property but could potentially amplify it further by placing the wall on the other side of the highway only.

2.I-35.1

2. Traffic - due to the lack of adequate information on projected traffic volumes and traffic demands on California Ave, it is difficult to determine the extent of impact of additional traffic on our property.

2.I-35.2

3. View - our parcel currently benefits from scenic views of surrounding hills and mountains. The SR 79 project propose raising the roadway grade adjacent to our property approximately 45-50 feet, blocking some of the surrounding scenic views and the natural lighting available currently.

2.I-35.3

4. Drainage - Due to lack of adequate drainage information available at the public hearing, we cannot determine the impact of drainage from proposed freeway and the upstream areas on our property at this time.

2.I-35.4

Responses to Comments Submitted via the Project Website, August 21 through October 8, 2015

Response to Comment 2.I-35.1:

Noise impacts and barriers were evaluated for all existing areas of frequent human use and for all such areas within the site approval process prior to the Project's date of public knowledge. Most of the land uses protected by the noise barriers recommended for further consideration, do not currently exist. That is not the case in the vicinity of Florida Avenue. In the vicinity of Florida Avenue, noise barriers were investigated around the Donaldson Avenue Subdivision/Roseland Mobile Home Estates (a noise barrier was found to be feasible/reasonable) and in the vicinity of Calvert Avenue (a noise barrier was not found to be feasible/reasonable). The entire noise evaluation is summarized in Section 3.2.7 in the Final EIS/EIR.

Response to Comment 2.I-35.2:

Using data reported in the EIR/EIS (Tables 3.1-48 and 3.1-50), traffic volumes on Warren Road are projected to be reduced by 40 to 90 percent with the Project, and volumes on Winchester Road would be more than 90 percent lower with the Project. Florida Avenue volumes would also be reduced significantly (30 to 50 percent) between Winchester Road and Sanderson Avenue, so traffic conditions would improve significantly with the Project. Intersection operations at locations east and west of the California Avenue/Florida Avenue intersection would improve to level of service (LOS) C or better with the Project. Therefore, traffic volumes would be lower at California Avenue as well, and intersection operations would not deteriorate with the Project, but would likely improve.

For traffic analysis and impacts, please see the Traffic Analysis for State Route 79 Realignment, July 2005 (revised January 2006 and November 2009) and the SR 79 Realignment Project Supplemental Traffic Report September 2014. All technical reports are available from the Project website at <http://sr79project.info/library-links/technical-reports>.

Response to Comment 2.I-35.3:

Construction of an elevated roadway segment in this area would block views toward the hills to the northwest from the portions of this property in close proximity to it. Planned landscape treatment of the slopes of the elevated roadway's berm, would, over time, improve the appearance of the elevated road segment as seen from nearby views. This analysis was provided in the environmental document. The commenter does not raise any specific concerns with the analysis and so no further response is possible.

Response to Comment 2.I-35.4:

As discussed in Section 2.2.1.21 of the Draft Final EIR/EIS, all Build alternatives include drainage facilities that result in less than significant effects to water quality, maintain onsite drainage, and direct offsite storm water away from the Project during operation. This comment does not raise any specific concerns with this conclusion, and so no further response is possible. All of the Project’s drainage facilities would be inside the Project right-of-way (ROW) except for connections to existing flood control facilities. Discussion of this can be found in "Connections to Hemet Channel outside the Project ROW" in the Final EIR/EIS section 2.2.1.3, Unique Features of Build Alternatives page 2-19.

62 | K - 2

5. Utilities - It is not clear how the construction of the proposed freeway along the northerly portion of our property will impact the existing utilities at our near our property. Additionally, the construction of proposed freeway and placement of high fill embankment on the northerly portion of our parcel may limit our ability to utilize most efficient and economical options for serving the parcel with sewer.


2.I-35.5

6. Access – with the project plans, construction staging, traffic control and detour plans not being developed and available for review at this time, the extent of impact of this project on access to and from our property, both during and after the construction, is not clear.

2.I-35.6

This summarizes some of the concerns and issues we have related to the impact of the proposed SR79 on our parcel at this time. Please do not hesitate to contact me if you need additional clarification on any of the issues listed here.

Regards,



Massoud & Linda Tajik, Owners
Fakhri Samini, Owner

Cc: Fakhri Samini

Responses to Comments Submitted via the Project Website, August 21 through October 8, 2015

Response to Comment 2.I-35.5:

As presented in the environmental document, the Project would permanently relocate cable television, electricity, natural gas, sewer, telephone, and water utilities to local streets or designated utility corridors outside the Project ROW. The Project has been closely coordinated with federal, state, regional, and local agencies, including Riverside County. The Project design would incorporate existing utilities to the extent feasible, including extension of existing lines as necessary, for Project use. Implementation of the measures discussed in the Final EIR/EIS Section 3.1.5.3, Avoidance, Minimization, and/or Mitigation Measures (page 3-165), would address these impacts.

Response to Comment 2.I-35.6:

Access to and from properties will be maintained throughout construction. A detailed Transportation Management Plan (TMP) will be prepared during the plans, specifications, and estimate (PS&E) phase of the Project, once staged construction and traffic-handling details have been developed. During final design, properties that require acquisition will be identified. Property areas and street access will also be determined, and property owners will be notified. Property acquisition and relocation assistance and compensation are complex processes that are best discussed with a Project acquisition agent and/or relocation advisor after Riverside County Transportation Commission (RCTC) determines whether it needs to acquire a property. A summary of RCTC's Relocation Assistance Program (RAP) is included in Appendix D of the Draft EIR/EIS. Additional information is available from the following websites:

http://www.dot.ca.gov/hq/row/pubs/residential_english.pdf
http://www.fhwa.dot.gov/real_estate/owners_and_tenants/

Michael Mathews / Bolour Associates	2.I-36
Please see the attached Memo	

Responses to Comments Submitted via the Project Website, August 21 through October 8, 2015



October 6, 2015

Aaron Burton, Senior Environmental Planner
California Department of Transportation
P.O. Box 12008
Riverside, CA 92502-2208

RE: Partially Recirculated Draft Environmental Impact Report/Supplemental Draft Environmental Impact Statement and Draft Section 4(f) Evaluation for State Route 79 Realignment Project: Domenigoni Parkway to Gilman Springs Road

Dear Mr. Burton:

As the property owner of an 11.52-acre parcel of commercially designated land located at 5671 Esplanade Avenue (southeast corner of Warren Road and Esplanade Avenue) in the City of Hemet, we are concerned with the State Route 79 Realignment Project and its significant adverse impact to our property. We have review the Partially Recirculated Draft Environmental Impact Report/Supplemental Draft Environmental Impact Statement (RDEIR/SDEIS) and would request the following changes to the document.

General Comments:

We continue to request an expanded discussion on the impacts to Assessor Parcel Number 448-060-001 be included within the RDEIR/SDEIS. Based on the graphics contained within the recirculated document, all of the development alternatives, including Build Alternative 1b with Refinements (1br) as depicted on Figure 2.1-3h, will have a significant adverse affect on the parcel through the grading for the mainline road and/or by the various ramp configurations envisioned. The impairment and the appearance of a full take of this parcel are not discussed in sufficient detail. There is no discussion as to the viability of the parcel for interim or future development or the potential for remnant land to be available for development. With the project completion to be 2040, it leaves our parcel hostage for potentially as long as 25 years since the City of Hemet is unwilling to process a development application, as they have presently placed the freeways ramps on their General Plan Circulation Element maps.

2.I-36.1

The document identifies that the interchange at Esplanade Avenue has been revised to eliminate the mandatory design exception, but the document does not describe in any detail what the mandatory design exceptions are, so it is impossible for a layperson to grasp or understand the difference at this location between the original document and this recirculated version.

2.I-36.2

Responses to Comments Submitted via the Project Website, August 21 through October 8, 2015

Response to Comment 2.I-36.1:

The process used to evaluate the alternatives and identify the preferred alternative for the Project is described in Chapter 2 of the Final EIR/EIS. As discussed in that Chapter, Alternative 1br was identified as the Preferred Alternative.

The concern about the potential take of a parcel is not in and of itself an environmental impact. Thus no further response is required. Please be aware, however, that the viability of any parcel, including Parcel 448-060-001, for interim or future development, the potential for any remnant land to be available for development, and the other parcel specific analysis that you suggest cannot be developed for any parcel at this time. That analysis requires the completion of more detailed engineering, which will occur during the design phase of the Project, not through the environmental documentation process. To provide uniform and equitable treatment for persons whose property is acquired for public use such as a transportation project, Congress passed the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, and amended it in 1987 (the Uniform Act). Rules for the Uniform Act were published in the Federal Register in 2005 and are reprinted each year in the Code of Federal Regulations (CFR), Title 49, Part 24. The Uniform Act rules govern acquisition of real property for the Project, including Parcel 448-060-001 if that is necessary. If the Project must to acquire a property, or a portion of it, a qualified appraiser would make an appointment to inspect the property. The appraiser would be responsible for determining the initial fair market value of the property. The landowner, or a representative designated by the landowner, would be invited to accompany the appraiser when the appraiser inspects the property. Any unusual or hidden features of the property that the appraiser could overlook, such as those mentioned in this comment, could be pointed out at this time. The acquisition process is explained at:

http://www.fhwa.dot.gov/real_estate/practitioners/uniform_act/acquisition/real_property.cfm.

Response to Comment 2.I-36.2:

Caltrans has design standards that have to be met when designing a freeway. There are two types of design standards called Mandatory and Advisory. Mandatory design standards are those considered most essential to achievement of overall design objectives. Many pertain to requirements of the law or regulations. Advisory standards are important also, but allow greater flexibility in application to accommodate design constraints or be compatible with local conditions. At Esplanade Ave, the design shown in the Draft EIR/EIS had the southbound loop off ramp tie directly into Esplanade Ave. This is a mandatory design standard for access control. During the preparation of the final design for the Final EIR/EIS, Caltrans requested for this ramp to be re-designed so that direct access onto Esplanade was eliminated. The southbound off ramp now comes off and ties into Esplanade along the north side of the road in a diamond shape interchange. This eliminated the mandatory design standard, but incurred an advisory design standard for super elevation transition along the horizontal curves. This was acceptable by Caltrans and they approved the fact sheets for the project.

Specific Comments:

In the discussion within Chapter 3, 3.1 Human Environment regarding the permanent impacts of the project alternatives it does not appear that the proper amount of impacted acreage has been accounted for within Table 3.1-4 (page 3-26) for the City of Hemet. Our commercial parcel alone is 11.52 acres. Table 3.1-4 under the 1br alternative has a total of 10.1 affected acres cited. The total number of permanently affected acres should be recalculated for commercial uses for all of the alternative scenarios.

2.I-36.3

Under Section 3.1.7 Visual/Aesthetics, the document addresses the impact along Esplanade looking east from the west side of the mainline. The document fails to address the viewshed from Esplanade looking west which would demonstrate the adverse impacts to our parcel in addition to the neighborhood to our immediate east identified as Stoney Mountain Ranch. The document is incorrect in the characterization that "these changes would be seen by some (although relatively few) residents." The visual impacts are far greater in an east looking west direction to many more existing residents yet there is no detailed analysis of this adverse impact.

2.I-36.4

We reiterate that an additional Key Viewpoint needs to be added at this location to cover Roadway Segments J and K looking west from Esplanade Avenue near Alabaster Drive. The simulations should be oriented to show proposed thirty foot elevated section and northbound ramps from State Route 79 down to Esplanade Avenue including proposed grading, filling, roadways, and structures. The results of the additional analysis should be added to the tables addressing project impacts by key view and by roadway segments.

2.I-36.5

Section 3.2.7 Noise and Vibration, in the revised document contains a discussion related to the northbound on-ramps, but there is no discussion of the impacts to our parcel as a result of the northbound off-ramp and noise associated with braking when egressing down the grade to the terminus of the off ramp. Further, there are no proposed noise barriers to be constructed adjacent to the downgrade ramps to Esplanade Avenue. The impact to our parcel as well as the adjacent residential uses needs to be evaluated as existing residential units are closer than those directly north in the City of San Jacinto where noise barriers are proposed.

2.I-36.6

We appreciate the opportunity to submit comments and look forward to your responses.

Sincerely,

Michael Mathews
Director of Development
Bolour Associates Inc.
323.677.0550 x106

Responses to Comments Submitted via the Project Website, August 21 through October 8, 2015

Response to Comment 2.I-36.3:

Table 3.1-4 (page 3-26) identifies the acreage inside the right-of-way (ROW) line that would be required for the project. In many cases this is only part of a parcel. Zoning of the area outside the ROW would be unchanged and the owner may decide to proceed with development on the remaining portion of the parcel.

RCTC and the Department must operate under strict guidelines when property must be acquired for transportation projects. The process is complex and designed to protect property owners. If a decision is made to acquire your property or a portion of it, discuss the process with a Project relocation advisor. For now, a summary of the Department's Relocation Assistance Program (RAP) is included in Appendix D of the Final EIR/EIS. Additional information is available from the following websites:

http://www.dot.ca.gov/hq/row/pubs/residential_english.pdf http://www.fhwa.dot.gov/real_estate/owners_and_tenants/

Response to Comment 2.I-36.4:

It is true that the proposed elevated freeway alternatives would be visible in the foreground views toward the west from the commenter's property and will partially block views toward the hills. At present, there are no residences on this property and no activities occur there that would place viewers on the site. The statement in the visual analysis that "these changes would be seen by some (although relatively few) residents." Is not incorrect. In addition to there being no viewers on the commenter's property, in the Stoney Mountain Ranch Subdivision, to the east, resident views toward the elevated freeway segments will be limited by the distance (a quarter mile and more) and by the residential structures in the foreground of the view. As a consequence from much of this subdivision, the elevated freeway will have little to no effect on the views over the rooftops of the nearby homes toward the mountains to the west, which will remain essentially the same as they are now.

Response to Comment 2.I-36.5:

Review of the existing set of simulations and of mapped data and air photos has provided a sufficient basis for evaluating the potential aesthetic effects of the Roadway Segments being considered in the this area.

Response to Comment 2.I-36.6:

The nearest homes in the existing residential subdivision (Stoney Mountain Ranch) along Esplanade Avenue are over 600 feet from the proposed highway lanes associated with all of the proposed Build Alternatives. Department noise policy specifies monitoring and modeling for all sensitive receptors within 500 feet of a roadway. Nevertheless, noise modeling was conducted in this area because Esplanade Road will experience higher traffic volumes and the proposed SR-79 northbound off-ramp will be in the general vicinity. Modeling determined

that the proposed SR-79 highway will not generate noise levels that would constitute a traffic noise impact within the Stoney Mountain Ranch. Consequently, noise barriers along SR-79 were not considered further. Noise modeling found that the predominant noise source, affecting the Stoney Mountain Ranch community, will come from Esplanade Avenue. A traffic noise impact is expected to occur among the first row of houses along Esplanade Avenue. Consequently, a noise barrier along Esplanade Avenue was evaluated. Because of the intersection of Alabaster Avenue, the modeled noise barrier consisted of two segments. For a noise barrier to be considered for further consideration, it must be both feasible and reasonable. Modeling found that a barrier could reduce noise levels, for the first row of homes, sufficient to be considered feasible. However, the cost to construct that barrier is too high to be considered reasonable.

<div>ERMIE OBIEN / Great Pacific Development Corporation</div> <div>Please remove us from your mailing list. We no longer own the 116 acres affected by the 79 Project, as it was sold more than a year ago and now has a new owner of record. Thanks for you immediate attention. GREAT PACIFIC DEV CORPORATION / ZOILO DEGUZMAN / ERMIE OBIEN / SUSAN DEGUZMAN</div>	<div>2.I-37</div> <div>2.I-37.1</div>
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Responses to Comments Submitted via the Project Website, August 21 through October 8, 2015

Response to Comment 2.I-37.1:

We will remove you from the mailing list

Responses to Oral Comment 2.PT-

1	HEMET, CALIFORNIA, THURSDAY, SEPTEMBER 10, 2015	
2	3:00 P.M.	
3	-000-	
4		
5	MR. WILLIAMSON: J.R. Williamson, WW Feed and	
6	Supply, 26120 Cordova Drive, Hemet.	
7	And this is ridiculous to have this meeting	
8	that involves West Hemet all the way in East Hemet.	
9	That's the way the County and the State likes to spend	2.PT
10	money. They send us all the way out here for comments	-A.1
11	for something in West Hemet.	
12	*****PUBLIC COMMENT*****	
13	MS. WHITE: Duane and Tracy White, 34309 North	
14	Haven Drive, Winchester, California 92596.	
15	We want it as far away from Lyn Avenue as	2.PT-1.1
16	possible.	
17	*****PUBLIC COMMENT*****	
18	MR. JAECKELS: Jerry Jaeckels, J-a-e-c-k-e-l-s.	
19	MS. WALES: And Candy Wales, W-a-l-e-s.	
20	MR. JAECKELS: And my address is 35154 Tres	
21	Cerritos Avenue, Hemet.	
22	And the new proposed lbr looks really good to	
23	us.	
24	*****PUBLIC COMMENT*****	
25	MR. KACZMAREK: John Kaczmarek,	

Response to Comment 2.PT-A.1

Your complaint that the public hearing for the Project was located in East Hemet has been included as part of the Project Record. The location of the hearing was based on the schedule and availability of venues accessible, at the time the hearing was planned. The location of the meeting also took into account that SR79 is a regional route and East Hemet is part of the region as well.

Response to Comment 2.PT-1.1

Your preference for an alternative as far from Lyn Avenue as possible is included in the project record. Alternative 1br, the Preferred Alternative, would pass immediately south of Lyn Avenue. No reason for the commenter’s preference is provided and no further response is possible.

Responses to Oral Comment 2.PT-

1	HEMET, CALIFORNIA, THURSDAY, SEPTEMBER 10, 2015
2	3:00 P.M.
3	-000-
4	
5	MR. WILLIAMSON: J.R. Williamson, WW Feed and
6	Supply, 26120 Cordova Drive, Hemet.
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10	money. They send us all the way out here for comments
11	for something in West Hemet.
12	*****PUBLIC COMMENT*****
13	MS. WHITE: Duane and Tracy White, 34309 North
14	Haven Drive, Winchester, California 92596.
15	We want it as far away from Lyn Avenue as
16	possible.
17	*****PUBLIC COMMENT*****
18	MR. JAECKELS: Jerry Jaeckels, J-a-e-c-k-e-l-s.
19	MS. WALES: And Candy Wales, W-a-l-e-s.
20	MR. JAECKELS: And my address is 35154 Tres
21	Cerritos Avenue, Hemet.
22	And the new proposed 1br looks really good to
23	us.
24	*****PUBLIC COMMENT*****
25	MR. KACZMAREK: John Kaczmarek,

Response to Comment 2.PT-2.1
Thank you for support of the project. The process used to evaluate the alternatives and identify the preferred alternative for the Project is described in Chapter 2 of the Final EIR/EIS. As discussed in that Chapter, Alternative 1br was identified as the Preferred Alternative.

1	K-a-c-z-m-a-r-e-k, 34949 Donald Street.	
2	And if I could put input on these five maps, I	
3	would highly prefer 2a or 2b1. Because we actually live	
4	right where one of the -- the 1a and 1b sweep right past	2.PT
5	our place. The 2a and the 2b1, they're off and are	-3.1
6	further away from us. So all we want to do is put our	
7	vote in or put our input in that we would certainly want	
8	the road further away if there is any chance to get that	
9	proposal in.	
10	*****PUBLIC COMMENT*****	
11	MS. MASON: I'm Joanne Mason. And I live on	
12	Lyn, 34788 Lyn Avenue in Hemet.	
13	And I would prefer the same as him because it	
14	would just go right down Lyn otherwise, and I would	
15	prefer it a ways further off.	
16	*****PUBLIC COMMENT*****	
17	MS. BEILEY: Wilma Beiley, B-e-i-l-e-y, 34949	
18	Donald Street, Hemet. We have two possibilities if a	
19	change is being considered --	
20	MR. DUKE: She happens to live right next to	
21	where it's coming through. She lives here (indicating),	
22	and it's coming in here. It'll be here (indicating).	
23	MS. BEILEY: So the change is 1b.	
24	MR. DUKE: So you want either 1b or 2b.	
25	MR. BEILEY: Uh-huh.	

Responses to Oral Comment 2.PT-

Response to Comment 2.PT-3.1
Your support for Alternatives 2a and 2b1 is noted. The process used to evaluate the alternatives and identify the preferred alternative for the Project is described in Chapter 2 of the Final EIR/EIS. As discussed in that Chapter, Alternative 1br was identified as the Preferred Alternative.

Responses to Oral Comment 2.PT-

1	K-a-c-z-m-a-r-e-k, 34949 Donald Street.	
2	And if I could put input on these five maps, I	
3	would highly prefer 2a or 2b1. Because we actually live	
4	right where one of the -- the 1a and 1b sweep right past	
5	our place. The 2a and the 2b1, they're off and are	
6	further away from us. So all we want to do is put our	
7	vote in or put our input in that we would certainly want	
8	the road further away if there is any chance to get that	
9	proposal in.	
10	*****PUBLIC COMMENT*****	
11	MS. MASON: I'm Joanne Mason. And I live on	
12	Lyn, 34788 Lyn Avenue in Hemet.	
13	And I would prefer the same as him because it	2.PT
14	would just go right down Lyn otherwise, and I would	-4.1
15	prefer it a ways further off.	
16	*****PUBLIC COMMENT*****	
17	MS. BEILEY: Wilma Beiley, B-e-i-l-e-y, 34949	
18	Donald Street, Hemet. We have two possibilities if a	
19	change is being considered --	
20	MR. DUKE: She happens to live right next to	
21	where it's coming through. She lives here (indicating),	
22	and it's coming in here. It'll be here (indicating).	
23	MS. BEILEY: So the change is 1b.	
24	MR. DUKE: So you want either 1b or 2b.	
25	MR. BEILEY: Uh-huh.	

Response to Comment 2.PT-4.1
Your preference for Alternatives 2a and the 2b1 because they are further away from you is included in the project record. The process used to evaluate the alternatives and identify the preferred alternative for the Project is described in Chapter 2 of the Final EIR/EIS. As discussed in that Chapter, Alternative 1br was identified as the Preferred Alternative.

Responses to Oral Comment 2.PT-

1	K-a-c-z-m-a-r-e-k, 34949 Donald Street.	
2	And if I could put input on these five maps, I	
3	would highly prefer 2a or 2b1. Because we actually live	
4	right where one of the -- the 1a and 1b sweep right past	
5	our place. The 2a and the 2b1, they're off and are	
6	further away from us. So all we want to do is put our	
7	vote in or put our input in that we would certainly want	
8	the road further away if there is any chance to get that	
9	proposal in.	
10	*****PUBLIC COMMENT*****	
11	MS. MASON: I'm Joanne Mason. And I live on	
12	Lyn, 34788 Lyn Avenue in Hemet.	
13	And I would prefer the same as him because it	
14	would just go right down Lyn otherwise, and I would	
15	prefer it a ways further off.	
16	*****PUBLIC COMMENT*****	
17	MS. BEILEY: Wilma Beiley, B-e-i-l-e-y, 34949	
18	Donald Street, Hemet. We have two possibilities if a	
19	change is being considered --	
20	MR. DUKE: She happens to live right next to	
21	where it's coming through. She lives here (indicating),	
22	and it's coming in here. It'll be here (indicating).	
23	MS. BEILEY: So the change is 1b.	
24	MR. DUKE: So you want either 1b or 2b.	2.PT
25	MR. BEILEY: Uh-huh.	-5.1

Response to Comment 2.PT-5.1
Your support for Alternatives 1b and 2b is noted. The process used to evaluate the alternatives and identify the preferred alternative for the Project is described in Chapter 2 of the Final EIR/EIS. As discussed in that Chapter, Alternative 1br was identified as the Preferred Alternative.

1	MR. DUKE: That would be the route she would	2.PT -5.1 (cont.)
2	prefer.	
3	MS. BEILEY: 1b or 2b, that's my preference.	
4	*****PUBLIC COMMENT*****	
5	MR. DUKE: My name is Bob Duke. I live in	
6	Romoland.	
7	I'm in and out of Hemet a lot, and I'm over at	
8	their place a lot. So my choices would also be 1b or 2b.	
9	Those two would be the better one for us, I think.	
10	Because it moves it further away from where people are	
11	living.	
12	The route that they're leaning towards follows	
13	Lyn Street. It follows Lyn, and that's where these	
14	people live, along Lyn, some of them. So that means	
15	there is going to have to be sound walls and all of that	
16	stuff. This is a good meeting.	
17	*****PUBLIC COMMENT*****	
18	MR. MEREDITH: Dirk Meredith, the street	
19	address is 33870 East Grand Avenue, Winchester,	
20	California, 92596.	
21	My property is going to be taken. And the work	
22	that they're going to do at Grand Avenue, I'm going to be	
23	lost to an on-ramp or off-ramp, I can't remember which.	
24	My comment is that I think that RCTC, when they	
25	get through all of the documents and get their	

Responses to Oral Comment 2.PT-

Responses to Oral Comment 2.PT-

1	MR. DUKE: That would be the route she would	
2	prefer.	
3	MS. BEILEY: 1b or 2b, that's my preference.	
4	*****PUBLIC COMMENT*****	
5	MR. DUKE: My name is Bob Duke. I live in	
6	Romoland.	
7	I'm in and out of Hemet a lot, and I'm over at	
8	their place a lot. So my choices would also be 1b or 2b.	2.PT
9	Those two would be the better one for us, I think.	-6.1
10	Because it moves it further away from where people are	
11	living.	
12	The route that they're leaning towards follows	
13	Lyn Street. It follows Lyn, and that's where these	2.PT
14	people live, along Lyn, some of them. So that means	-6.2
15	there is going to have to be sound walls and all of that	
16	stuff. This is a good meeting.	
17	*****PUBLIC COMMENT*****	
18	MR. MEREDITH: Dirk Meredith, the street	
19	address is 33870 East Grand Avenue, Winchester,	
20	California, 92596.	
21	My property is going to be taken. And the work	
22	that they're going to do at Grand Avenue, I'm going to be	
23	lost to an on-ramp or off-ramp, I can't remember which.	
24	My comment is that I think that RCTC, when they	
25	get through all of the documents and get their	

Response to Comment 2.PT-6.1
Your support for Alternatives 1b and 2b is noted. The process used to evaluate the alternatives and identify the preferred alternative for the Project is described in Chapter 2 of the Final EIR/EIS. As discussed in that Chapter, Alternative 1br was identified as the Preferred Alternative.

Response to Comment 2.PT-6.2
Soundwalls are proposed along the north side of the alignment, which is along the south side of Lyn Ave, to protect the existing homes from the noise.

Responses to Oral Comment 2.PT-

1	MR. DUKE: That would be the route she would
2	prefer.
3	MS. BEILEY: 1b or 2b, that's my preference.
4	*****PUBLIC COMMENT*****
5	MR. DUKE: My name is Bob Duke. I live in
6	Romoland.
7	I'm in and out of Hemet a lot, and I'm over at
8	their place a lot. So my choices would also be 1b or 2b.
9	Those two would be the better one for us, I think.
10	Because it moves it further away from where people are
11	living.
12	The route that they're leaning towards follows
13	Lyn Street. It follows Lyn, and that's where these
14	people live, along Lyn, some of them. So that means
15	there is going to have to be sound walls and all of that
16	stuff. This is a good meeting.
17	*****PUBLIC COMMENT*****
18	MR. MEREDITH: Dirk Meredith, the street
19	address is 33870 East Grand Avenue, Winchester,
20	California, 92596.
21	My property is going to be taken. And the work
22	that they're going to do at Grand Avenue, I'm going to be
23	lost to an on-ramp or off-ramp, I can't remember which.
24	My comment is that I think that RCTC, when they
25	get through all of the documents and get their

Response to Comment 2.PT-7.1
Your concern has been included in the Project record. There are many factors that contribute to the process and timing of right of way acquisitions and funding schedules. RCTC is committed to making efforts to streamline this process to make this as smooth as possible.

1	environmental and finally get approval from the Feds to	
2	build the road, that they should buy the entire right of	
3	way for the project, not do it in segments. Go ahead and	
4	buy the entire right of way, so those of us who are going	2.PT
5	to lose our homes can get on with our lives and can move	7.1
6	on down the road rather than being hung up here for	(cont)
7	20 years, which would make me 80 years old -- 81,	
8	82 years old. I would rather see it happen, the final	
9	designs done, so that those of us that are in the	
10	position can go ahead and sell our homes and be on our	
11	way.	
12	So my comment is RCTC should buy the entire	
13	right of way when the project is finally approved.	
14	*****PUBLIC COMMENT*****	
15	MR. CASTANEDA: Eddie Castaneda,	
16	C-a-s-t-a-n-e-d-a. My address is 464 4th Street,	
17	San Bernardino, 92401. That's my work address. I'm with	
18	Caltrans.	
19	MR. KOBY: And my name is Daniel, D-a-n-i-e-l,	
20	middle initial is D, last name is K-o-b-y. The address	
21	is 20400 Via Zaragoza, V-i-a Z-a-r-a-g-o-z-a, Yorba	
22	Linda, California 92887-3207. The e-mail address would	
23	be -- address it to my brother. His name is	
24	Alankoby@aol.com.	
25	We want to go on record. You know, we're not	

Responses to Oral Comment 2.PT-

Responses to Oral Comment 2.PT-

1	interested in being critical. We just want some clarity,	
2	myself, these other people that have spent millions of	
3	dollars on this. And we've had property under contract,	
4	and we worked with different agencies and worked with the	
5	County, the county supervisor, and now he's left for the	
6	legislature, Jeff Stone, and Ron Goldman. And I've got	
7	to think of the other two guys in the Planning	
8	Department. One of them I think is retired.	
9	But anyway, we worked with them all. And they	
10	all have been great guys. But the plan has been evolving	
11	and changing. So what we would like to do is, we think	
12	Caltrans is doing a fine job, okay. Now, the problem	
13	that we have is that there is not enough coordination	
14	between Caltrans, the County, the general circulation	
15	plan for the City of Hemet and now, what they call the	
16	Winchester Municipal District, what they're forming, the	
17	community --	
18	MR. CASTANEDA: Are you referring to the area	
19	plan?	
20	MR. KOBY: Yes, yes. So that has changed	
21	again. Because Hemet before had an interest for	
22	annexation all the way to Calvert. Now, they changed it	
23	to California. So we'd like to know, that area between	2.PT
24	California and Calvert, who is going to be the	-8.1
25	responsible determining coordinator/project manager to	

Response to Comment 2.PT-8.1
Coordination between Caltrans, the County other interested agencies has been ongoing and will continue throughout the design process. The responsibility for coordination of the alignment, bridges and any ingress or egress points is currently under the jurisdiction of Riverside County and they will be.

Responses to Oral Comment 2.PT-

1	coordinate this area for efficiency for bridges, for	2.PT
2	ingress and egress, for height.	-8.1
3	You know, we're trying to save the County	(cont.)
4	money. Because when they do all of these drafts and they	
5	say, "Okay, this is going to be at a certain height,"	
6	they've got grading issues that they have. You have to	
7	have certain clearances for the roads. And the	
8	topography is not flat. It's kind of hilly. And so we	
9	know that you can do grading and everything. But where	2.PT
10	are they going to start the bridge, and where are they	-8.2
11	going to end it? Do they have a plan for a bridge? How	
12	are they going to go ahead and address these issues?	
13	The other thing is, we're talking about the	
14	sound walls. The sound walls, you know, they have them	
15	to the west of us and to the east of us. Behind our	
16	property -- and I can give you the APN Numbers,	2.PT
17	465040018, -019, and -- 020. So there's no sound wall	-8.3
18	there, and we don't understand it. Because our zoning --	
19	we completed our zoning to comply with the 2020 Plan,	
20	which has been active for many, many years now. And we	
21	have, you know, medium height density residential in the	
22	back over there.	
23	Now, we don't have any problem doing the	
24	grading to preserve the Indians' heritage for the	
25	property. We understand that. But how you -- why wasn't	

Response to Comment 2.PT-8.2

Circulation of the surrounding area has been coordinated with Riverside County and the City of Hemet. A bridge will be placed at California Ave for the future north south connection along California Ave from Florida to Domenigoni Pkwy.

Response to Comment 2.PT-8.3

Noise impacts and barriers were evaluated for all existing areas of frequent human use and for all such areas within the site approval process prior to the project's date of public knowledge. Most of the land uses protected by the noise barriers recommended for further consideration, do not currently exist. That is not the case in the vicinity of Florida Avenue. In the vicinity of Florida Avenue, Noise barriers were investigated in the vicinity of the Donaldson Avenue Subdivision/Roseland Mobile Home Estates (a noise barrier is found to be feasible/reasonable) and in the vicinity of Calvert Avenue (a noise barrier is not found to be feasible/reasonable).

1	there, on your website, this sound wall for residential?	
2	What was the determining factor on that? And what's the	
3	height going to be? And is it going to be consistent, or	
4	is it going to follow the terrain? Are they going to go	
5	ahead and put a certain grade on it and say it's going to	2.PT
6	be even all the way across? Or are they going to say,	-8.4
7	"Well, it's going to be a 12- or 15-foot height, and it's	
8	going to follow the topography"? These are issues.	
9	And not only that, how are they going to	
10	coordinate the circulation plan from Four Seasons	2.PT-8.5
11	Boulevard down to Stetson and down to Domenigoni	
12	Expressway? I mean, these are important issues, not only	
13	from an environmental standpoint but from a practical	
14	standpoint. Are they going to have a bridge there? And	
15	what are the coordinates of that bridge? How long is the	
16	bridge going to be? What is the height? What is going	
17	to be the clearance for the road underneath that?	2.PT
18	Is there going to be a road underneath there?	-8.6
19	Are they still going to have Lyn Avenue there underneath	
20	the proposed Expressway? I mean, I'm doing most of the	
21	talking, and I just wanted to get out some points here.	
22	But I would like his take.	
23	Is there any other points that you think should	
24	be addressed with your coordination?	
25	I mean, he suggested -- and I really appreciate	

Responses to Oral Comment 2.PT-

Response to Comment 2.PT-8.4

Noise impacts and barriers were evaluated for all existing areas of frequent human use and for all such areas within the site approval process prior to the project's date of public knowledge. Most of the land uses protected by the noise barriers recommended for further consideration, do not currently exist. That is not the case in the vicinity of Florida Avenue. In the vicinity of Florida Avenue, Noise barriers were investigated in the vicinity of the Donaldson Avenue Subdivision/Roseland Mobile Home Estates (a noise barrier is found to be feasible/reasonable) and in the vicinity of Calvert Avenue (a noise barrier is not found to be feasible/reasonable). In the vicinity of the Florida and California Avenues, the barrier varies from 10 to 14-feet tall and, depending on the alternative, the barrier is roughly a mile long. Noise levels will be substantially reduced at the Donaldson Street subdivision and the Roseland Mobile Home Estates, since they are immediately adjacent to the proposed alignment of SR-79.

Response to Comment 2.PT-8.5

The City of Hemet's General Circulation Plan shows a north/south connection along California Ave, from Domenigoni Pkwy to Florida Ave. On the Hemet's circulation plan the connection at Florida Ave is shown at Four Seasons Blvd. This project has coordinated this connection with the City of Hemet to provide the connection at California Ave and the project has provided a bridge over California Ave for the future connectivity.

Response to Comment 2.PT-8.6

The bridge is proposed to be built at California Ave and will be approximately 400' long. It will be approximately 48' above existing ground with a vertical clearance over future California Ave of about 40'. A retaining wall will be built along the south side of Lyn Ave so that existing Lyn Ave will not be affected.

1 what he said. You know, they're responsible for one
2 facet of it, and then the County is responsible for
3 another facet. And what I would like to do is bring
4 together all the facets and work together as a team to
5 accomplish -- better coordinate for efficiency, for
6 money, for practicality, you know so we can address these
7 issues.

8 Who's going to be responsible? Is it going to
9 be Winchester because Hemet has changed their sphere of
10 influence, and they're only going now as far as
11 California? Or is this just a vacant piece of property,
12 and they'll have to deal with the issue at some other
13 time?

14 MR. CASTANEDA: And so to wrap up, if it's
15 Winchester, it will be the County.

16 MR. KOBY: Okay. Well, I know, but we would
17 like to know who in the County that we should be
18 coordinating. We need people, names, not just an entity
19 itself, saying the County or RCTC.

20 MR. CASTANEDA: Your county supervisor, Chuck
21 Washington, he's the designated supervisor for that area.
22 So he would be a good starting point.

23 MR. KOBY: And who else should be in that
24 meeting? I would like a list of all the people who
25 should be in that's meeting. And I know that he's been

2.PT
-8.7

Responses to Oral Comment 2.PT-

Response to Comment 2.PT-8.7

Formal public outreach began in 2004 with a series of Q&A Fact Sheets that were distributed to the public and local agencies at critical points in the project development process, which were revised based on public comments and resubmitted in 2005. The fact sheets and other early outreach efforts are available from the Project website at: <http://www.sr79project.info/library-links>. The two public hearings on the Draft EIR/EIS, and one held for the Partially Recirculated DEIR/SDEIS, were only the latest in a series of outreach efforts that have characterized the Project. Sections 5.3 and 5.4 of the Final EIR/EIS include summaries of public and local agency outreach efforts prior to circulation of the Draft EIR/EIS. Additionally a Notice of Availability (NOA) for the Draft EIR/EIS was published February 8, 2013 and a NOA for the Partially Recirculated DEIR/SDEIS was published on August 21, 2015.

Responses to Oral Comment 2.PT-

1	very good at coordinating. And so if he can get the
2	names of the people that he would suggest would be
3	important, not just the top people but the other that are
4	the decision makers that are going to allow the facts --
5	to present it to the decision makers for the height of
6	the bridges, pass the circulation plan, the sound walls.
7	And then also, and I understand this is not a
8	final, this is a draft, that they have some flexibility
9	in moving that alignment because the curvature for
10	safety. And we just want to know, is this the maximum
11	point that's going to the north? Is that at the maximum
12	point for their alignment, or do they have greater
13	flexibility?
14	Because years ago, when the environmentalists
15	were out there, we were on the property with them, and
16	they went further to the north. But in conversation,
17	they said, no, that it was limited to this point only.
18	And so we're -- the reason we're asking the question is
19	to have better clarity what's going to happen to Lyn
20	Avenue and the back of the property there that's -- there
21	is an easement there for access that goes to Calvert,
22	goes behind the adjacent property, which is three
23	parcels. And it was originally owned by Randy Blanchard.
24	And I think there has been a foreclosure on that
25	property, and it's now, lender-owned.

2.PT
-8.8

Response to Comment 2.PT-8.8
This is the maximum point the alignment will move to the north in order to meet the purpose and need of the project as defined in Section 1.1.3 of the Final EIR/EIS.

2.PT
-8.9

Response to Comment 2.PT-8.9
The concern about Lyn Avenue is unclear and no further response is possible. However, as general background information, a retaining wall will be built along the south side of Lyn Ave so that existing Lyn Ave will not be affected, and the properties along the north side can remain as is. There is no existing access to Calvert Ave and the project does not support a new access to Calvert Ave with Build Alternative 1br.

1	And we would like to see how that alignment is	2.PT -8.10
2	how they're going to go ahead and address that. Or are	
3	they going to erase it? Because it goes right on top of	
4	the Expressway. They don't show Lyn Avenue. It just	
5	disappears. And if it disappears, all we would like to	
6	do is say, okay, recognize that. So thank you so much.	
7	So for any meetings, my direct phone number is	
8	714-777-5533. They can reach me by phone. I'm not	
9	always in California. I spend a good deal of time -- I	
10	flew here special for this meeting. I spend a good deal	
11	of time between here, Arizona, Montana, Utah and Idaho.	
12	So I'm not always available, but I will attend	
13	the meetings. I will make the meetings. And I	
14	appreciate the cooperation on this, and I'm looking	
15	forward to working with you and Gustavo and Patty	
16	Castillo and all those that have put a lot of hard work	
17	into this and the engineering people that also have given	
18	comments.	
19	And the other thing is, I think that -- I would	
20	like, if possible, John Teret (phonetic) to give his	
21	comments here. Because a part of this environmental	
22	impact has a lot to do with the environment. And so when	
23	they're talking about the -- he was talking about where	
24	that alignment comes down California, and that property	
25	is actually under the control and, I believe, the	

Responses to Oral Comment 2.PT-

Response to Comment 2.PT-8.10
The alignment of the alternatives, including the preferred alternative, was provided in the environmental document. The concern about Lyn Avenue disappearing is unclear. The project does not design or provide for the extension of Lyn Ave to the west, but modifications can be made during final design to move the retaining wall closer to the SR79 alignment and provide room that a frontage road could be built by the County or City in the future. A retaining wall will be built along the south side of Lyn Ave so that existing Lyn Ave will not be affected, and the properties along the north side can remain as is.

1	ownership of the Metropolitan Water District.	
2	These things, not only do we need the	
3	engineers, but we need the people responsible for	2.PT
4	influencing the environmental impact and also with the	-8.11
5	tribe as to whether this is going to meet their	
6	requirements, moving that road further to the north.	
7	So I think that we should try to get a bigger	
8	group of people and maybe just address these issues. And	
9	not that you need a lot of people to have a good meeting,	
10	but so we can get some clarity and we address all of the	
11	important issues.	
12	And if you have anybody else that you think	
13	should attend that meeting, it would be greatly	
14	appreciated.	
15	*****PUBLIC COMMENT*****	
16	MR. ABDELKARIM: APN 431130015. My address is	
17	5340 Lochmoor, L-o-c-h-m-o-o-r, Drive, Riverside,	
18	California 92507. It's SJ Cottonwood Commercial	
19	Partners. My name is Haytham Abdelkarim, H-a-y-t-h-a-m	
20	A-b-d-e-l-k-a-r-i-m.	
21	We got this property way back. We kind of	
22	started something to build in the back of our property,	
23	adjacent to the water, the canal, like a storage	
24	specifically for RVs because of the Diamond Lake. And we	
25	were going to follow up after that with a commercial	

Responses to Oral Comment 2.PT-

Response to Comment 2.PT-8.11
The environmental document provided an evaluation of the alternatives and presented data, including supporting technical reports and coordination with stakeholders as well. Also, many alternatives have been considered for the SR 79 Realignment, as shown in Appendix J of the Final EIR/EIS (Exhibit H). The reasons this and other alternatives were eliminated from discussion and analysis are described in Section 2.2.5 of the Final EIR/EIS.

Responses to Oral Comment 2.PT-

1	center, down the road, of course.	
2	But of course, the economy and everything else,	
3	we kind of did not follow up on it. And we just didn't	
4	know what to do and waiting for a good time with loans	
5	and stuff like that. Then of course we started getting	
6	the letters of this Highway 79. And we are going to get	
7	a highway, which is good, we thought.	
8	Unfortunately, this is going to consume our	
9	property. It's gone. It leaves a little bit next to the	
10	canal. And next to us, there is another parcel. If we	
11	get access of the highway, we have to go through our	
12	neighbor. And that only leaves about maybe five to six	
13	acres out of the 17 acres. And we don't know what we can	
14	do to see if we can develop our property or if this is	2.PT
15	gone now. I mean this is final, the way it is, the way	-9.1
16	the highway is going to go through?	
17	And if that's the case, the on-ramp/off-ramp,	
18	could it be moved elsewhere? Because there is another	
19	property on the other side. It may not affect it as much	2.PT
20	as it affects us. Or if we can get advance say of the	-9.2
21	property, whatever we can do. Because the way it is,	
22	it's a destruction of the property, the way it is right	
23	now. Because it goes through it. It leaves very little	
24	land, and it's landlocked. And the few acres that leaves	
25	for us, there's no access over there, the way we	

Response to Comment 2.PT-9.1

The comment does not raise any specific concerns with the environmental effects of the project or the analysis in the environmental document and no further response is required. However , properties that require acquisition will be identified. Property areas and street access will also be determined, and property owners will be notified. Property acquisition and compensation are complex processes that are best discussed with a Project acquisition agent after RCTC determines whether it needs to acquire a property.

Response to Comment 2.PT-9.2

The alignment and design of the Cottonwood interchange is located to align with the existing development at the SE corner of the interchange and to provide an alignment that ties in to existing ground prior to the San Diego Canal.

If the Project must acquire all or part a property, the property owner will receive just compensation at a fair and equitable price. RCTC and the Department must operate under strict guidelines when property must be acquired for transportation projects. The process is complex and designed to protect property owners. If a decision is made to acquire your property, discuss the process with a Project relocation advisor. For now, a summary of the Department's Relocation Assistance Program (RAP) is included in Appendix D of the Final EIR/EIS. Additional information is available from the following websites: http://www.dot.ca.gov/hq/row/pubs/residential_english.pdf http://www.fhwa.dot.gov/real_estate/owners_and_tenants/

Responses to Oral Comment 2.PT-

Response to Comment 2.PT\$-9.3
During final design, properties that require acquisition will be identified. Property areas and street access will also be determined, and property owners will be notified. Property acquisition and relocation assistance and compensation are complex processes that are best discussed with a Project acquisition agent and/or relocation advisor after Riverside County Transportation Commission (RCTC) determines whether it needs to acquire a property. A summary of the RCTC's Relocation Assistance Program (RAP) is included in Appendix D of the Draft EIR/EIS. Additional information is available from the following websites:
http://www.dot.ca.gov/hq/row/pubs/residential_english.pdf
http://www.fhwa.dot.gov/real_estate/owners_and_tenants/

1	understood it. There is no access unless we get some	
2	from our neighbor. And our neighbor probably won't have	
3	the access. I'm not sure if he gets access of the	
4	highway.	
5	So that's where we stand with this parcel, and	
6	it's an 11-year investment. We have been sitting on it	2.PT
7	and sitting on it and sitting on it and paying taxes and	-9.3
8	taxes. And it doesn't look good. So what can you do?	
9	What should we do? What should we request?	
10	*****PUBLIC COMMENT*****	
11	MR. JAFFE: Allan, A-l-l-a-n, Jaffe, J-a-f-f-e.	
12	358 Chi Chi Circle, Hemet, California 92545.	
13	I live in Four Seasons. That's the Chi Chi	
14	address, Four Season, a senior community of some 1106	
15	homes. The main gate of Four Seasons is approximately	
16	1,000 feet away from the parallel SR-79 1br route,	
17	suggesting then that we're going to have some issues with	
18	sound because the roadway itself is slightly elevated.	
19	It's within a thousand feet of the main gate of Four	
20	Seasons.	
21	We're going to have some issues just with	
22	visual attractiveness. Because when you exit the main	
23	gate, when you exit Four Seasons, you're going to easily	
24	see the elevated or raised roadway. Today, when you exit	
25	the gate and look south, we see nothing but pasture land,	

Responses to Oral Comment 2.PT-

Response to Comment 2.PT-10.1

The noise impacts were presented in the environmental document. The commenter does not raise any specific issues with the analysis, so no further response is possible. To summarize the information already provided, in the vicinity of the Florida and California Avenues, a noise barrier is proposed for further consideration. This barrier varies from 10 to 14-feet tall and, depending on the alternative, the barrier is roughly a mile long. Noise levels will be substantially reduced at the Donaldson Street subdivision and the Roseland Mobile Home Estates, since they are immediately adjacent to the proposed alignment of SR-79. Although noise barriers become less effective as distances increase, residual benefits can be expected at the communities further from the proposed alignment of SR-79. Further, during discussions with the residents of the Four Seasons community the following points were presented to examine the concerns that they presented:

- People in quiet areas notice equivalent noise increases more acutely than people in louder areas
- Topography can affect noise distribution; reflection is a valid concept. Topography can also be a natural noise barrier.
- For any individual receptor, relative position and distance would be the key factors. Department noise policy specifies monitoring and modeling for all sensitive receptors within 152 meters (500 feet) of a roadway. The nearest Four Seasons residence (Playa Court) would be roughly 488 meters (1,600 feet) away from realigned SR 79.
- Given the distance, the traffic noise coming directly from the proposed highway is not expected to rise to the level of a traffic-noise impact to the Four Seasons at Hemet community.
- Reflected noise does not increase in intensity (except immediately adjacent to a hard reflective surface); it continues to degrade according to the doubling-of-distance principle.
- Using this principle, any traffic noise reflected from hillsides back to the Four Seasons community is not expected to rise to the level of a traffic-noise impact.
- The roadway would be audible. However, based on the design year projected peak hour traffic volumes, noise levels are not expected to constitute a traffic-noise impact; approaching or exceeding the Noise Abatement Criteria (66-67 A-weighted decibels [dBA]) for residential land uses.

Response to Comment 2.PT-10.2

As presented in the environmental document, it is true that the elevated roadway segment will be visible to Four Seasons residents as they drive out the front gate of the community on 4 Seasons Boulevard, toward SR-79. However, the degree of impact to this view will be moderated by a number of factors. One is that the elevated roadway segment will be 1,700 feet (approximately 0.3 mile from the main gate and 1,300 feet (approximately one quarter mile) from the point that 4 Seasons Boulevard intersects with SR-79). In addition, on 4 Seasons Boulevard between the main gate and SR-79, the view looking south toward the elevated roadway segment will be constrained by the walls and trees that border the boulevard so that only a relatively small segment of the elevated roadway will be visible in the distance. An additional factor to consider is that over time, as the proposed plantings on the slopes of the roadway berms grow and mature, the berms will, to some degree, be visually integrated into their landscape backdrop. The comment does not raise any specific concerns with this analysis and no further response is possible.

1	understood it. There is no access unless we get some	
2	from our neighbor. And our neighbor probably won't have	
3	the access. I'm not sure if he gets access of the	
4	highway.	
5	So that's where we stand with this parcel, and	
6	it's an 11-year investment. We have been sitting on it	
7	and sitting on it and sitting on it and paying taxes and	
8	taxes. And it doesn't look good. So what can you do?	
9	What should we do? What should we request?	
10	*****PUBLIC COMMENT*****	
11	MR. JAFFE: Allan, A-l-l-a-n, Jaffe, J-a-f-f-e.	
12	358 Chi Chi Circle, Hemet, California 92545.	
13	I live in Four Seasons. That's the Chi Chi	
14	address, Four Season, a senior community of some 1106	
15	homes. The main gate of Four Seasons is approximately	2.PT
16	1,000 feet away from the parallel SR-79 1br route,	-10.1
17	suggesting then that we're going to have some issues with	
18	sound because the roadway itself is slightly elevated.	
19	It's within a thousand feet of the main gate of Four	
20	Seasons.	
21	We're going to have some issues just with	
22	visual attractiveness. Because when you exit the main	
23	gate, when you exit Four Seasons, you're going to easily	2.PT
24	see the elevated or raised roadway. Today, when you exit	-10.2
25	the gate and look south, we see nothing but pasture land,	

1	very rural, very attractive. Not so here.	2.PT-10.2 (cont.)
2	A major interchange will be within just a few	
3	hundred yards of Four Seasons on Florida. Specifically,	
4	I'm talking about the interchange that is positioned just	
5	east of California and before Warren. That's a way for	2.PT
6	people traveling on SR-79 lbr to be able to exit or entry	-10.3
7	onto Florida, the main street of Hemet. My thought is	
8	that's going to produce more traffic, not surprisingly,	
9	more congestion.	
10	But it's not certain to me that SR-79 in any of	
11	its five variations will have a positive influence on the	
12	commerce, the retail trade, in Hemet/San Jacinto. My	2.PT
13	sense of it is that people will see SR-79 as an	-10.4
14	opportunity to get to Temecula. Temecula is the home of	
15	big-box stores. People wanting variety, people wanting	
16	price and style today go to Temecula. SR-79 will make it	
17	even easier for them to do so.	
18	So I have concerns about the project in total,	
19	mainly having to do with the impact on small business in	
20	Hemet/San Jacinto. And I have some issues with the	
21	project, specifically lbr, in terms of the impact where I	
22	live in Hemet in terms, again, repeating myself: traffic	
23	congestion, noise, potentially pollution for all the	
24	additional traffic that it will send upon us. Right now,	
25	it's nice and clean, nice and quiet.	

Responses to Oral Comment 2.PT-

Response to Comment 2.PT-10.3

SR 74 (Florida Avenue) and Domenigoni Parkway are the primary east-west routes. Traffic volumes on SR 74 would be reduced significantly (30 to 50 percent) between Winchester Road and Sanderson Avenue by a realigned SR 79. Similarly, traffic volumes on Domenigoni Parkway between Winchester Road and Sanderson Avenue would be reduced by 55 to 75 percent. Traffic conditions in this area would improve significantly with the Project.

Response to Comment 2.PT-10.4

A goal of the Project is to reduce congestion and improve traffic flow. This would involve diverting some traffic from the principal commercial thoroughfares in Hemet and San Jacinto and onto the new, more direct alignment. Diverting regional traffic would improve conditions for pedestrians and local traffic, but could reduce the pass-by traffic on which some businesses depend. For businesses that do not depend on pass-by traffic, improved traffic conditions could increase patronage in local shops, resulting in a net benefit. The size of the Hemet-San Jacinto area would limit the potential for negative impacts on local businesses because the large economic base would continue to draw people to the area to purchase goods and services. A review of many bypass studies note that highway bypasses are seldom either devastating or the savior of a community business district (see the Environmental Consequences section of Section 3.1.4 in the Final EIR/EIS). Shifting traffic from local routes can cause some existing businesses to turn over or relocate, but net economic impacts on the broader community are usually relatively small (positive or negative). A substantial amount of traffic would continue to use Florida Avenue and San Jacinto Street, which would provide a customer base for businesses that depend on pass-by traffic. Local businesses and residences along existing SR 79 would continue to be accessible, and the portion on Florida Avenue would continue to be designated as a state highway (SR 74).

Responses to Oral Comment 2.PT-

1	*****PUBLIC COMMENT*****
2	MR. HULL: William Hull, 1062 Ron Circle,
3	Hemet, 92545.
4	I've lived here in Hemet since 2000, so I'm
5	relatively a newcomer by some people's standards,
6	15 years here. And I've been interested in this. I've
7	come to more than one meeting about the Ramona Expressway
8	going west. And then, of course, I'm interested in the
9	79 realignment partly because I live right next to
10	Sanderson Avenue. And all the traffic that comes from
11	Indio, Coachella Valley, if they want to go to San Diego,
12	you've got to go through Hemet because it's stupid to go
13	all the way around the 215 and down that way. So we get
14	all that traffic that comes by, the trucks, cars and
15	everything imaginable. It's good for business all right,
16	but not for noise. So I think this is really a step in a
17	good direction.
18	And as I looked, this 1b I think is the one
19	that looks like it makes sense here, the 1b alternate.
20	It looks like it would route itself well. I just wish
21	they would get with it. How long will it be before they
22	start digging?
23	When I first came to the area, and following
24	route 79, I found that when I came to Ramona Expressway,
25	I went way east. And then I think it was San Jacinto

2.PT
-11.1

Response to Comment 2.PT-11.1
The steps need to start project construction are to ensure that environmental impacts, design and capital outlay project right-of-way and construction estimates are evaluated. Much of the engineering detail, analyses and possible additional studies, fact sheet for exceptions to design standards, and other approvals are completed at several phases up to construction.

Responses to Oral Comment 2.PT-

1	Avenue or something like that, I finally was able to turn
2	south. And you go through San Jacinto down to Florida
3	Avenue and then go back west on Florida Avenue until we
4	came back to Winchester, I guess it was. And then we'd
5	go south on Winchester to get down to Temecula.
6	And that to me was -- I don't know who designed
7	that or how that happened, but that was crazy. So I'm
8	glad that this is a move to correct that situation. So
9	much of the traffic now comes by our place on Sanderson.
10	So I'm looking forward to this change here that would
11	improve everything.
12	So I'm very favorable, and I hope they move
13	along and get the tractors going. Great improvement.
14	Good to see that. Any time they can improve our
15	roadways, that's good.
16	And it looks to me by the design that they're
17	purchasing enough land to have a good wide barrier in
18	between for future so that we've got a future possibility
19	of another lane or two to add to the two lanes that
20	they're putting in. It makes sense. While we're at it,
21	let's buy enough land for the future. Because we're not
22	all getting rid of our cars, whether they like it or not.
23	*****PUBLIC COMMENT*****
24	MS. IPARAGUIRRE: Jenny Iparaguirre,
25	I-p-a-r-a-g-u-i-r-r-e, 775 North Sanderson, San Jacinto.

1	Avenue or something like that, I finally was able to turn
2	south. And you go through San Jacinto down to Florida
3	Avenue and then go back west on Florida Avenue until we
4	came back to Winchester, I guess it was. And then we'd
5	go south on Winchester to get down to Temecula.
6	And that to me was -- I don't know who designed
7	that or how that happened, but that was crazy. So I'm
8	glad that this is a move to correct that situation. So
9	much of the traffic now comes by our place on Sanderson.
10	So I'm looking forward to this change here that would
11	improve everything.
12	So I'm very favorable, and I hope they move
13	along and get the tractors going. Great improvement.
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15	roadways, that's good.
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18	between for future so that we've got a future possibility
19	of another lane or two to add to the two lanes that
20	they're putting in. It makes sense. While we're at it,
21	let's buy enough land for the future. Because we're not
22	all getting rid of our cars, whether they like it or not.
23	*****PUBLIC COMMENT*****
24	MS. IPARAGUIRRE: Jenny Iparaguirre,
25	I-p-a-r-a-g-u-i-r-r-e, 775 North Sanderson, San Jacinto.

Responses to Oral Comment 2.PT-

Responses to Oral Comment 2.PT-

2.PT
-12.1

Response to Comment 2.PT-12.1
Whether or not the project will traverse your property requires a final decision on the alignment. This decision will be announced in the Notice of Decision/Record of Decision that will be prepared following approval of the Final EIR/EIS. The property acquisition process will start following that decision.

1 I would like to know if they're going through
2 my property or not and make up their mind. Because I
3 want to sell my 11 acres. But with them so unstable, I
4 don't know what to do. I can't sell it because people
5 see this.
6 So are they taking it, or are they not? That's
7 what I'd like to know. If they take it and take it soon
8 and give me enough money, that don't matter. Because I
9 want to sell it. But if I put it on the market, I won't
10 be able to sell it if they're going to do this.
11 805 Sanderson, that's my neighbor, and he has a
12 horse ranch there. And it was in escrow three times, and
13 it fell out three times. It's 29 acres. 805 is the
14 address, his address. He's my neighbor. He was going to
15 sell that, but his kept falling out. So it must have
16 because of this probably.
17 I would just like to know if they're going to
18 take it or not, that's all, if they will ever give me
19 that information or not.
20 (Proceedings concluded at 8:00 p.m.)
21
22
23
24
25

Responses to Comment Letter 2.T-1

AGUA CALIENTE BAND OF CAHUILLA INDIANS

TRIBAL HISTORIC PRESERVATION

2.T-1

02-002-2013-001

August 31, 2015

[VIA EMAIL TO:aaron_burton@dot.ca.gov]
Caltrans
Mr. Aaron Burton
P.O. Box 12008
Riverside, CA 92502

Re: SR 79 Realignment Project Recirculated Environmental Impact Report/Environmental Impact Statement


Dear Mr. Aaron Burton,

The Agua Caliente Band of Cahuilla Indians (ACBCI) appreciates your efforts to include the Tribal Historic Preservation Office (THPO) in the SR-79 Realignment Project project. The project area is not located within the boundaries of the ACBCI Reservation. However, it is within the Tribe's Traditional Use Area (TUA). For this reason, the ACBCI THPO requests the following:

*At this time ACBCI has no concerns and defers to Soboba. This letter shall conclude our consultation efforts.

Again, the Agua Caliente appreciates your interest in our cultural heritage. If you have questions or require additional information, please call me at (760)699-6829. You may also email me at keskew@aguacaliente.net.

Cordially,



Katie Eskew
Archaeologist
Tribal Historic Preservation Office
AGUA CALIENTE BAND
OF CAHUILLA INDIANS

5401 DINAH SHORE DRIVE, PALM SPRINGS, CA 92264

T 760/699/6800 F 760/699/6924 WWW.AGUACALIENTE-NSN.GOV

2.T-1-1

Response to Comment2.T-1.1
Caltrans/FHWA has been consulting with the Soboba Band regarding cultural resource issues during the Section 106 process, and will continue consultation throughout the implementation of the stipulations in the Memorandum of Agreement.