STATE ROUTE 71

Freeway Upgrade/ Mission Boulevard Interchange Improvement Projects
In the City of Pomona, Los Angeles County

Initial Study/Environmental Assessment
Negative Declaration/Finding of No Significant Impact

June 2002
State Route 71
Freeway Upgrade and Interchange Improvement Project

From Interstate 10 to State Route 60 in Los Angeles County, California

07-LA-71-KP R0.84/7.24

INITIAL STUDY / ENVIRONMENTAL ASSESSMENT

State of California Department of Transportation

And

United States Department of Transportation
Federal Highway Administration

Pursuant to: 42 U.S.C. 4332 (2) (C)

Ronald J. Kosinski
Deputy District Director
California Department of Transportation, District 7

Dec 27, 2001
Date

Michael G. Ritchie
Division Administrator
Federal Highway Administrator

1/11/02
Date
FEDERAL HIGHWAY ADMINISTRATION
FINDING OF NO SIGNIFICANT IMPACT
FOR
SR-71 FREEWAY UPGRADE/ MISSION BOULEVARD INTERCHANGE
IMPROVEMENT PROJECT
In the
City of Pomona, Los Angeles County

The Federal Highway Administration (FHWA) has determined that the proposed State Route 71 Freeway Upgrade/ Mission Boulevard Interchange Improvement Project will have no significant impact on the human environment. This finding is based on the enclosed Environmental Assessment which has been independently evaluated by the FHWA and determined to adequately and accurately discuss the environmental issues and impacts of the proposed project. It provides sufficient evidence and analysis for determining that an environmental impact statement is not required. The FHWA takes full responsibility for the accuracy, scope, and content for the enclosed Environmental Assessment.

Cesar E. Perez
Senior Transportation Engineer

6/12/02
Date
NEGATIVE DECLARATION (CEQA)

Pursuant to: Division 13, Public Resources Code

Description

The California Department of Transportation (Caltrans), District 7 is proposing to upgrade State Route 71 to full freeway standards from Interstate 10 to State Route 60. The facility would be widened to three mixed flow lanes and one High Occupancy Vehicle (HOV) lane in each direction. This project also proposes to improve Mission Boulevard with a grade-separated partial cloverleaf interchange. This project is located in the City of Pomona, Los Angeles County. The proposed improvements to the facility will involve acquiring new right-of-way.

Determination

The California Department of Transportation (Caltrans) has prepared an Initial Study/Environmental Assessment. On the basis of this study, it is determined that the proposed action will not have a significant effect on the environment for the following reasons:

1. The proposed project will require the acquisition of both commercial and residential properties but adequate compensation will be provided for those acquisitions and relocation assistance will be provided for those displaced. Incorporation of these measures to minimize harm will prevent potentially adverse impact of the proposed project.
2. There will be no adverse effects on unique or significant natural features, including, but not limited to, plant life, animal life, or animal habitat or movement.
3. The proposed project will promote improved regional air quality.
4. The proposed project will not significantly affect natural vegetation, sensitive, endangered or threatened plant of animal species.
5. The proposed project will result in increased noise levels along its route, but with the addition of soundwalls these effects will be reduced to below mandated levels.
6. The proposed project will not significantly affect water quality, solid waste, or the consumption of energy and natural resources.
7. There will be no adverse effects on wetland, floodplain or agricultural areas.
8. The proposed project will not significantly affect land use, public facilities or other socio-economic features.
9. There will be no adverse impacts on local traffic as a result of the proposed project. However, a Traffic Management Plan will minimize the affect on local traffic during construction.

Ronald J. Kosinski
Deputy District Director
Division of Environmental Planning
California Department of Transportation, District 7

June 10, 2002
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SUMMARY

This Initial Study/Environmental Assessment (IS/EA) addresses the potential environmental impacts resulting from the upgrade of State Route 71 and the improvement of the Mission Boulevard Interchange project. This project proposes to add one High Occupancy Vehicle (HOV) lane in each direction of travel in the median of State Route 71 between Interstate 10 and State Route 60 in the City of Pomona, Los Angeles County, California. The other project in the corridor proposes to improve Mission Boulevard by constructing a new interchange. All of the alternatives with the exception of the No Action Alternative will require widening of the highway to accommodate the HOV lanes and associated improvements.

This IS/EA is a preliminary analysis of the proposed projects to determine whether a Negative Declaration/Finding of No Significant Impact (ND/FONSI) is appropriate or if there will be significant impacts, which would require the preparation of an Environmental Impact Report/Study (EIR/EIS). This IS/EA has been prepared in accordance with the California Environmental Quality Act (CEQA) and the National Environmental Policy Act (NEPA).

After review by various agencies and the public, Caltrans and the Federal Highway Administration in consultation with the City of Pomona have selected Alternative 2B as the recommended project. It has also been determined that project impacts can be mitigated to a level of non-significance allowing the approval of this ND/FONSI.

Changes have been made to this environmental document since the circulation of the draft environmental document. Public and Agency comments received during the circulation of the Draft IS/EA, the Public Hearing process, and subsequent agency consultations have resulted in refinements that have been incorporated in this final environmental document. A vertical line in the outside margin indicates changes in the document.
1-0 PURPOSE AND NEED FOR PROPOSED PROJECT

1-1 Introduction

In 1989 a Final Environmental Impact Statement (FEIS) was prepared by Parsons Brinkerhoff, which covered improvements along State Route 71 from Interstate 10 to State Route 91 in Los Angeles, San Bernardino, and Riverside Counties. This FEIS outlined the need to upgrade the existing State Route 71 facility. The need was characterized by operational and geometric deficiencies and the lack of Level of Service (LOS) consistent with a major freeway system in the Los Angeles region. However, due to funding issues, the improvements from Interstate 10 to State Route 60 were dropped from the original project. Caltrans District 8 is continuing to implement phases of the State Route 71 project described in the 1989 FEIS. Many of the segments have been constructed and are currently serving as operational improvements to State Route 71. Refer to Appendix A for locations of project segments.

On September 9, 2000, Governor Gray Davis adopted the Transportation Congestion Relief Program (TCRP), which provided funding for crucial transportation projects. The TCRP initiative specifically identified the funding required for the State Route 71 improvements included in this project (segment 1) from Interstate 10 to State Route 60.

Construction is proposed to begin on the Mission Boulevard interchange in November 2004. The freeway conversion project would be scheduled to start in June 2005 with a completion date of June 2009.

1-2 Purpose for the Project

State Route 71 is a northwest-southeast diagonally aligned facility servicing the residents and commuters of Los Angeles, San Bernardino Riverside and Orange counties. Project limits along State Route 71 extend from Interstate 10 to State Route 60. These modifications are located entirely within the City of Pomona, Los Angeles County (Figure 1.1).

The primary purpose of this project is to:

- Replace the at-grade, signalized intersection at Mission Boulevard/State Route 71 with a grade separated interchange.

- Upgrade State Route 71 from an expressway to full freeway standards between Interstate 10 and State Route 60. (Figure 1.2).

- Establish High Occupancy Vehicle Lanes (HOV) completing the gap that currently exists in this area.

- Reduce congestion and improve traffic safety on State Route 71 between Interstate 10 and State Route 60 to accommodate project traffic demand through year 2029.
Figure 1.1: Regional Location Map

Los Angeles County

Project Location

San Bernardino County

Riverside County

Orange County
1-3 Need for the Project

The California Department of Transportation (Caltrans) is proposing two related improvements to address congestion and safety problems on State Route 71. State Route 71 is only developed to current freeway standards in a short section between Interstate 10 and Holt Avenue, the rest is a mixture of expressway, freeway, and conventional highway.

State Route 71 experiences serious congestion while carrying substantial traffic volumes through the study area during peak hours. Travel demands and urban growth projections indicate that if no improvements are made, unacceptable levels of service will extend for longer periods of time over larger sections during peak periods.

There is a need to eliminate signalized intersections to reduce accidents and improve safety by implementing current Caltrans design standards. The following list is a summary of problems related to State Route 71:

- congestion, existing and future
- growth and the need for carpool incentives
• local circulation problems
• accidents
• rural designs in urban areas
• missing gap in freeway HOV system

Widening of State Route 71 is included in Governor Gray Davis' Transportation Congestion Relief Program (TCRP), which is designed to relieve congestion in some of California's most heavily traveled transportation corridors. This project would close the freeway gap that currently exists between Holt Avenue and Rio Rancho Road so that State Route 71 can better serve its purpose as a connecting link in the regional transportation system.

1-4 Operational Deficiencies

The existing route handles heavy commuter traffic originating in the communities of Pomona, Chino, Chino Hills, and Ontario destined for employment centers in Orange and Los Angeles Counties. Traffic demand on the existing facilities is expected to increase due to continued urbanization in the Inland Empire.

Existing traffic volumes on State Route 71 range from 56,000 to 63,000 vehicles per day south of Mission Boulevard. State Route 71 currently operates at a LOS E during the AM/PM peak hours between Interstate 10 and Mission Boulevard. Between Mission Boulevard and the Los Angeles/San Bernardino County the expressway operates at a LOS F during the AM/PM peak hours. Average Daily Traffic (ADT) south of Mission Boulevard is 63,000 vehicle per day. Projected ADT for the year 2030 is 210,000 vehicles per day. All the proposed alternatives maintain a minimum level of service (LOS) "F0" during peak periods for design year 2029. The projected Level of Service for the State Route 71 project after construction is "D".

Daily two way traffic volumes on Mission Boulevard range up to 25,000 vehicles per day at State Route 71. Peak hour directional volumes along Mission Boulevard approach 2,000 vehicles per hour. Mission Boulevard currently operates at LOS E during AM peak hours and LOS F during PM peak hours.

Figure 1.3.1 State Route 71 congestion due to signalized intersections and capacity problems.
Figure 1.3.2 Ninth Street Pedestrian overcrossing
1-5 Existing Facility

State Route 71 is a regional transportation facility traversing through the City of Pomona, Chino Hills, Chino and on into Orange County. The portion, which traverses through parts of Los Angeles and San Bernardino counties, begins at Interstate 210 in San Dimas and extends southeasterly through the City of Pomona to State Route 91. State Route 71 serves as a connecting link for major east-west corridors including Interstate 10, State Route 60, State Route 91, and Interstate 210, and serves an inland empire passageway for interregional travel between San Diego and the eastern portion of the Los Angeles area.

State Route 71 consists of two 3.6 meter (m) (12 feet) lanes in each direction and a 6.7 m (22 feet) median. Inside shoulders vary from 0.0 to 1.5 m (5 feet) and outside shoulders vary from 0 to 2.4 m (8 feet). At the Mission Boulevard intersection, a 70 m (230 feet) single left turn lane is provided along State Route 71 in the northbound direction and 100 m (328 feet) dual left turns lanes are provided in the southbound direction. Free right turn connectors provide access from State Route 71 to Mission Boulevard in both directions.

State Route 71 is improved to four to six lane standards between Interstate 210 and Holt Avenue just south of Interstate 10. From Holt Avenue to Rio Rancho Road, through the City of Pomona, State Route 71 is a four-lane expressway with several at-grade intersections including Second Street, Mission Boulevard, Ninth Street, Phillips Boulevard, North Ranch Road and Old Pomona Road. Mission Boulevard is a major east-west arterial through Pomona that runs from Temple Avenue to the west and continues into the Cities of Montclair and Ontario to the east. Mission Boulevard provides access into the city from State Route 57. State Route 71 also provides access to Pomona’s civic center and downtown areas. Within the project vicinity the route provides access to the Westmont residential area and the Contractor’s Warehouse and other commercial centers south of Mission Boulevard.

On the east side of State Route 71 within the project area, the width of Mission Boulevard is 34.1 m (111 feet) from curb to curb and consists of three lanes in each direction with a raised landscaped median. The width of the median is 7.3 m (23 feet) and the two inside lanes in each direction are 3.6 m (11 feet) wide. The outside lane in the eastbound direction 6.7 m (21 feet) with the outer 3.0 m (9.8 feet) acting as an acceleration/deceleration lane for vehicles accessing the Contractors Warehouse property (See Appendix B). In the westbound direction the outside lane in 5.5 m. West of State Route 71 the width of Mission Boulevard from curb to curb is 31.1 m (102 feet). The cross section is identical to that on the east side, but the width of the outside lane is the eastbound direction is 3.7 m (12 feet) instead of 6.7 m (21 feet).

1-6 Accident History

Safety

Traffic Accident Surveillance and Analysis System (TASAS) records dated 10-01-97 to 9-30-00 reveal the three-year accident rate for both northbound and southbound directions (combined). Table 1.1 indicates that the total accident rate, 1.48 accidents per million vehicles (acc/mvm) is more than the expected rate of 1.14 acc/mv, for a three-year period on a similar facility. The “Fatal + Injury” rate also exceeds the expected rate by 16 percent.
The 493 accidents that occurred on State Route 71 during the three-year study period were mostly rear end and sideswipe accidents. These two types of accidents are considered to be congestion-related accidents and account for 71% of the accidents within the project limits. The addition of new lanes in both directions and the removal of the existing at-grade, signalized intersections should reduce the number of rear-end and sideswipe accidents.

Table 1.1
TASAS Information

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<td>F (fatal) F + I (fatal + injuries) TOTAL All reported accidents</td>
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<td>0.011 0.550 1.48</td>
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2-0 DESCRIPTION OF PROPOSED PROJECT

2-1 Alternative Selected for Implementation

After considering all relevant issues and public comments, Caltrans has selected Alternative 2B, with the design variation as the preferred alternative. A complete description of this alternative can be found in section 2-4.

2-2 Alternative 1- No Action

This alternative would retain the existing State Route 71 facility. No improvements would be made to alleviate existing deficiencies or future traffic demand. Improvements on this facility would be limited to routine maintenance, and minor safety related enhancements. Current high accident rates along State Route 71 would likely increase as traffic volumes intensify due to the high rate of growth in the region.

This alternative does not promote the formation of carpools, vanpools, and other transit options, nor does it address anticipated congestion expected from projected increases in traffic volumes. The No Action alternative does not address the purpose and need for the proposed project. This alternative would not complete the gap in the HOV system on State Route 71 and is inconsistent with local and regional plans. No additional right-of-way would be required.

2-3 Alternative 2A - Fully Depressed Freeway

This alternative proposes to upgrade the expressway to full freeway standards, which include six mixed-flow lanes and two High Occupancy Vehicle (HOV) lanes (one in each direction).

The freeway profile would be depressed 9 to 10 meters (29 to 33 feet) below the existing grade around Mission Boulevard and would reach its maximum depth around Ninth Street. It would then begin to rise up to original grade near Old Pomona Road.

Overcrossings are proposed at Ninth Street and North Ranch Road. The overcrossing at North Ranch Road would extend across State Route 71 to Dudley Street. The profile grade of these overcrossings on State Route 71 would remain unchanged.

This alternative also proposes to permanently close access from intersections at Second Street, Ninth Street, Phillips Drive, North Ranch Road, and Old Pomona Road. The adjacent frontage road, Butterfield Road would be eliminated. In addition Second Street, Phillips Drive, and Old Pomona are proposed as cul-de-sacs. An overpass to be used by automobiles and pedestrians proposes to replace the existing pedestrian overcrossing that currently exists south of Ninth Street. The new overcrossing would maintain pedestrian and vehicle access to Westmont Elementary School from both sides of State Route 71.
Acquisition of private property would be required for this alternative. Soundwalls and retaining walls would also be required along sections of the project corridor. The estimated cost for this alternative is $150 million in 2001 dollars.

2-4  Alternative 2B: Half Depressed Freeway

Alternative 2A proposes to depress the existing freeway profile 4.5 meters in depth (15 feet) from Mission Boulevard reaching its maximum depth around Ninth Street. It would then begin to rise up to original grade near Old Pomona Road. An overcrossing is proposed at Ninth Street, which will act a replacement to the pedestrian overcrossing at Grier Street. The profile grade of the Mission Boulevard and Ninth Street overcrossings would be elevated above State Route 71.

This alternative would permanently close access from intersections at Second Street, Ninth Street, Phillips Drive, North Ranch Road, and Old Pomona Road. Butterfield Road would be reconstructed on the east side of the freeway. The side streets on the west side of State Route 71 would terminate into cul-de-sacs. This alternative proposes cul-de-sacs at Second Street, Phillips Drive, North Ranch Road and Old Pomona Road. Acquisition of private property will be required for this alternative. Soundwalls and retaining walls will also be required along various sections of the project corridor. The estimated cost for this alternative is $140 million in 2001 dollars.

The Caltrans Project Report identifies a Design Variation (Appendix H, layout 15) for this alternative. Comments from the Public Hearing indicated opposition to building a bridge across State Route 71 at North Ranch Road. Residents were concerned that increased traffic and speeds through their residential neighborhoods would be bothersome to their community. In addition, projected volumes for this bridge structure were relatively low which did not justify the cost of constructing the structure. Removal of the proposed overcrossing from consideration will also reduce some right-of-way impacts associated with this alternative.

This is the preferred alternative for the State Route 71 Freeway Upgrade and Mission Boulevard Improvement Project. Layouts for this Alternative are located in Appendix H.

2-5  Alternative 3: At-Grade Freeway

This proposal consists of upgrading the expressway to full freeway standards, which include six mixed flow lanes and two HOV lanes (one in each direction), with the freeway profile to remain at-grade. Overcrossings are proposed at Ninth Street and North Ranch Road to provide continued vehicle and pedestrian access across State Route 71. Construction of the Ninth Street Bridge would require a substantial amount of private property along Ninth Street in order to obtain the minimum vertical clearance necessary over the freeway. The overcrossing would heavily impact both sides of the proposed freeway. The Butterfield frontage road would remain intact, and adjacent streets would be directly connected to it. Soundwalls will also be required along various sections of the project corridor. The estimated cost for this alternative is $138 million in 2001 dollars.
2-6 Design Details Common Among Alternatives

Several features of the proposed freeway upgrade/interchange improvements would be identical among all the build alternatives. These features are identified and discussed below:

- The Mission Boulevard interchange would require the closure of existing State Route 71 access to and from Second Street and Pomona Boulevard, due to their proximity to Mission Boulevard. These existing ramps cannot be accommodated by any of the build alternatives due to the limited distance between Holt Avenue and Mission Boulevard.

- The East Spradra Over-head (OH) Bridge and the West Pomona OH Bridge would need to be modified (widened or replaced) to accommodate the addition of mixed-flow lanes.

- Eliminate non-standard hook ramps at Second Street. Construct an auxiliary lane on both sides of State Route 71 between Valley Boulevard and Mission Boulevard. These two interchanges are less than the minimum standard of 1.5 km (4921 feet) causing the need for an additional lane.

- Butterfield Road currently operates as a frontage road on both sides of State Route 71. 1:2 freeway sideslopes would require the closure and removal of Butterfield Road. Most streets that currently connect to Butterfield Road would be converted to cul-de-sacs, on both sides of the freeway.

- Cul-de-sacs are proposed at the following streets: Second Street, Brea Canyon Road, Buffington Street, Viajar Street, Fleming Street, Meserve Street, Denison Street, Grier Street, Jess Street, Wright Street, Smith Street, Palmer Street, Grand Avenue, Phillips Boulevard, Phillips Drive, Hunter Point Road, and Old Pomona Road. (Street locations can be found in Appendix I)

- Impacts to single-family dwellings would be unavoidable in all the build alternatives due to the additional right-of-way required to construct Mission Boulevard and the freeway to full standards.

All alternatives (2A, 2B and 3) propose the new freeway to be constructed underneath Mission Boulevard. Existing access to and from State Route 71 at Second Street, Philips Drive, and Old Pomona Road would be permanently closed. Overcrossings are proposed at Ninth Street and North Ranch Road.

2-7 Mission Boulevard Interchange Design Features

The Mission Boulevard Interchange proposal consists of removing the existing at-grade Mission Boulevard/State Route 71 intersection and constructing an interchange by grade separating Mission Boulevard over State Route 71. Six through lanes and two turning lanes are proposed for the overcrossing. This configuration would provide free-flow loop on-ramps in both the northeast and southeast quadrants allowing full ingress and egress on State Route 71. All alternatives presented for the State Route 71 projects are consistent with the Mission Boulevard interchange project.
The proposed northbound off-ramp would require realignment of Butterfield Road East between Ninth Street and Vejar Streets. Due to the space required in the southeast quadrant for the northbound loop-on ramp, the northbound off-ramp would also require the removal of a portion of the Contractors Warehouse lumber storage structure along the existing state right-of-way line.

The proposed project would also require taking a portion of the parking lot located at the northwest corner of Mission Boulevard and State Route 71. The owner of the building, Meruelo Living Trust, has plans to lease the building. See Appendix B for the Mission Boulevard layout.

2-8 Related Transportation Projects

The following are additional projects within the vicinity of the proposed corridor discussed in this document.

- **Pomona Maintenance Facility**- Caltrans plans to construct a 4.6 acre (1.86 hectares) Maintenance Facility at the southeast quadrant of the State Route 60/State Route 71 Interchange. This project is scheduled to be completed before the State Route 71 Freeway Upgrade project begins.

- **State Route 71 Pavement Rehabilitation**- Caltrans is considering plans to replace some of the existing pavement on State Route 71 prior to the Upgrade of the freeway and construction of Mission Boulevard.

- **Alameda Corridor East (ACE)**- A 35-mile rail corridor through the San Gabriel Valley between East Los Angeles and Pomona. Currently, the project is in the final design process.

- **City of Pomona**- The Redevelopment Agency plans to improve the Boyd Furniture Company and Tech Systems sites. Both these parcels exist along State Route 71 and have been reserved as dedications for Highway use.

- **State Route 57/State Route 60 Weave Improvement Project**- This project proposes to improve operational movements that currently exist along the common alignment of State Route 57/State Route 60. This project is currently in the design stage.

- **Pomona School District/City of Pomona**- A joint project that proposes a mixed-use development called The Village at Ganesha Hill. The project proposes developing a commercial center, a new elementary school, and a residential village.

The proposed State Route 71 Freeway improvements are consistent with all applicable state and local plans, and would not contribute to land use impacts not addressed in those plans. The project would provide short-term employment opportunities (construction) and contribute to an overall increased economic activity in the long term by improving accessibility to and from the project area. The disruption of traffic on the freeway that would result from project construction is a temporary occurrence and would not contribute to a cumulative impact.
3-0 AFFECTED ENVIRONMENT

The following sections briefly describe the area that would be affected by the proposed alternatives. Presented below are the baseline conditions against which the decision-makers and the public can review the effects of the alternatives. Additional information and details can be found in the respective technical studies (see list at beginning of Section 5.0) prepared for this project.

3-1 GEOLOGY AND SEISMICITY

Geologic Features
This section of State Route 71 is located in the extreme northeasterly Puente Hills region within California's Peninsular Ranges Geomorphic Province. The Peninsular Range Province is a well-defined geologic and physiologic unit that occupies the southwestern corner of California. Structurally, this province is characterized by elongated ranges and valleys whose general northwesterly trend is terminated abruptly on the north by the east-west trending Transverse Ranges. Locally, the existing expressway is situated entirely over Quaternary alluvial sediments consisting of slightly compact, to compact sandy silt with sparse lenses of fine to medium sand.

Seismicity
The project is located in a seismically active area, however the activity level is considered normal for this region. A fault is considered by the State of California to be active if geologic evidence indicates that movement on the fault has occurred in the last 11,000 years, and potentially active movement is demonstrated to have occurred in the last 2 million years.

There is no geological evidence that indicates an active fault in the project area. The nearest known active fault (under Alquist-Priolo Earthquake Zoning Act) is the Whittier Earthquake Zone and is located 13.6 kilometers (km) (8.5 miles) to the southwest at the end of the project.

The San Jose fault is located 4.8 km (3.0 miles) to the north of the proposed project. In 1988 and 1990 two earthquakes, the "Upland earthquakes" occurred (ML=4.6 and ML= 5.2, respectively), without ground rupture. Based on similar focal mechanisms and location, it is suggested that they occurred on the San Jose fault. This fault is considered to be a left-lateral strike-slip structure and has been studied by the U.S. Geological survey and Caltech to determine if there is evidence for potential future earthquakes.

The Chino Fault regionally cuts across the northeastern slope of the Puente-Chino Hills. Generally, this fault strikes N 40° W and dips 55° SW. It is apparently a right-reverse and is largely hidden beneath the alluvium but its trace has been inferred by geologists to be just south of Kilo Post (KP) 7.24, which is located at the end of the project near State Route 60.

Based on a regional study conducted by the U.S. Geological Survey (1985) using ground water levels measured from 1960 to 1975, concluded that the relative liquefaction susceptibility along the project is considered to be low to very low. The San Dimas Quadrangle issued by The Department of Conservation-Division of Mines & Geology shows that there is a potential for liquefaction along the project corridor. However, during the last two major earthquakes in this area (1971 San Fernando–Mm=6.62 and the 1994 Northridge–Mm=6.7) liquefaction did not occur within theses limits and/or the entire project limits.
3-2 WATER QUALITY

Constituents of roadway runoff consist of four basic categories: Particulate automotive emission, roadside litter including eroded pavement material, chemicals used in maintenance operations and spills due to accidents. Except for spills rain washes most of the pollutant load into downstream receiving waters. The amount of pollutants is a function of the traffic volume, roadway drainage area and storm intensity. The environmental response to the pollutants is dependant upon many variables. Foremost is the sensitivity of the receiving waters. Another item of importance is the change in volumes of runoff into the receiving waters, either increasing or decreasing. The proposed project will add very little additional impervious surfaces, but will not materially change the existing drainage patterns.

3-3 HAZARDOUS MATERIALS

An Initial Site Assessment (ISA) was conducted for Mission Boulevard and State Route 71 to identify potential contaminant sources that may adversely affect the project area. Potential contaminant sources were identified by:

- Reviewing geologic and hydrologic data
- Reviewing federal and state databases that reported potential contaminant sources within the project area
- Reviewing of historical land use of the project area from aerial photographs
- Conduction of a site reconnaissance of the project area
- Reviewing public files from state regulatory agencies

State Route 71 findings:
The East Spadra overcrossing and the West Pomona overcrossing exhibits a potential for hazardous waste at these two bridge locations due to Asbestos Contain Materials (ACM) at the expansion filler joints. There is also a concern of an elevated concentration of Aerially Deposited Lead (ADL) along the unpaved area where the proposed railroad widening would take place. ADL generally exists along a heavily traveled highway or older highways due to vehicle emissions from leaded gasoline.

Mission Boulevard findings:
The southern quadrant bounded by State Route 71 from Mission Boulevard to Flemming Street consists of residential properties. Asbestos Contain Materials (ACM) may be present in the tile roofs of older houses within the area. The eastern quadrant is the present location of the Contrator’s Warehouse, a home improvement store used for lumber storage. No potential for hazardous waste exists at this area.

The northern quadrant bounded by State Route 71 from Second Street to Mission Boulevard is the former location of the U.S. Navy Bureau of Ordinance (NIROP) operated by General Dynamics. Soil remediation was conducted from 1994 to 1997. Records also showed that a Land Use Covenant was entered between the Department of Toxic Substances Control (DTSC) and the City of Pomona in November 1997. The Covenant prohibits the residential use of specified areas and prohibits excavation or removal of soil more than four feet below the ground surface with out DTSC approval.
The location of the proposed areas for acquisition is within the proximate location of the former Building 48. This building was mentioned to have residual chromium contamination left at the building area during the remediation process. Similar restrictions apply to the western quadrant bounded by State Route 71 from the railroad tracts to Mission Blvd. This area is in proximate location of Building 48 where residual arsenic, chromium and cadmium exist.

In general hazardous waste potential for aerially deposited lead may exist at the unpaved areas throughout the project site.

**Groundwater**
A review of the hydrogeologic information for the project area indicated that ground water flows in the south to southeasterly direction. The groundwater was recorded to be at an average depth of 38.7-m (127 feet) and to have Total Dissolved Solids (TDS) and a high nitrate condition. High Nitrates are most likely due to a common practice of spreading fertilizers a process commonly used in the 1940's when the area was used for agricultural purposes. The half-depressed section of the proposed project between Ninth Street and North Ranch Road may require dewatering. Regional groundwater contamination exists in the study area.

### 3-4 AIR QUALITY

The City of Pomona is located in the South Coast Air Quality Management District's (SCAQMD) jurisdictional boundaries. These boundaries include the urbanized portions of Los Angeles, Riverside, and San Bernardino Counties and all of Orange County. The basin is bounded by the Pacific Ocean to the west and the San Gabriel, San Bernardino, and San Jacinto Mountains to the north and east. Within the basin the climate is Mediterranean and characterized by mild, sunny winters with occasional rain and warm, dry summers. There can be pronounced differences in temperature, humidity, cloudiness, fog, rain, and sunshine over short distances. Prevailing wind direction is from the southwest, but from October to March, intermittent hot dry winds known as the “Santa Ana Winds” sweep in from interior desert regions.

The combination of topography, low mean pollutant/atmosphere mixing height (resulting from a prevalent inversion layer condition), abundant sunshine, and emissions from the second largest urban area in the United States gives the SCAB the most severe air pollution problem in the nation. The SCAB is a federal non-attainment area for ozone, carbon monoxide, and nitrogen dioxide and a moderate non-attainment area for respirable 10-micron diameter particulate matter (PM$_{10}$). The SCAB has met attainment goals for lead and sulfur dioxide. PM$_{2.5}$ non-attainment designation is currently under review by the Environmental Protection Agency (EPA). PM$_{2.5}$ non-attainment demonstration is currently in process. If the SCAB has been declared as non-attainment for PM$_{2.5}$, then a target date for attainment will be set.

Despite increases in population, industrial activity, and vehicle miles of travel, air quality trends have demonstrated a sustained reduction in pollutant concentrations between 1975 and 1993. These improved air quality levels and improving technology are the result of effective control strategies being developed under cooperation between the South Coast Air Quality Management District (SCAQMD) and the Southern California Association of Governments (SCAG) led by the U.S. EPA and the California Air Resources Board (CARB).
Air Quality Regulations and Planning

Air quality has been regulated at the federal level under the federal Clean Air Act (CAA) since 1970. This act authorizes the Environmental Protection Agency (EPA) to set National Ambient Air Quality Standards (NAAQS) for air pollutants of nationwide concern. The act also requires each state to submit a State Implementation Plan (SIP) detailing the state’s strategy for achieving the national standards. The California Clean Air Act (CCAA) requires all areas of the state to achieve and maintain the California Ambient Air Quality Standards (CAAQS) by the earliest practical date. These standards encompass the most common varieties of airborne materials, which can pose a health hazard to the most sensitive individuals in the population.

The project area is located in the South Coast Air Basin (SCAB), which is designated as non-attainment area for Ozone (O3), Carbon Monoxide (CO) and particulate matter (PM10) at the state as well as the federal level.

The EPA has identified six air pollutants as being of nationwide concern: carbon monoxide (CO), sulfur oxides (SOx), nitrogen oxides (NOx), ozone (O3), particulate matter (PM10), and lead (Pb). These pollutants are collectively referred to as criteria pollutants. The pollutant sources, effects on human health, and final deposition into the atmosphere vary considerably. For this proposed project, PM10 would be of concern during the project’s construction phase. CO is a colorless and an odorless gas, which in high concentrations can incapacitate the red blood cells and interfere with their ability to carry oxygen to body tissues. Particulate matter includes both liquid and solid particles of a wide range of sizes and composition. The principal health effect of the airborne particulate matter is on the respiratory system, although PM10 has been associated with carcinogenic effects. Particulate matter in the form of fugitive dust mainly results from demolition, excavating/grading, and the operation of earth moving equipment. The following sections provide a brief discussion of federal/state CAA amendments and SCAQMD’s air quality management strategy. In addition, Table 3.1 shows both Federal and State ambient air quality standards.

Federal Clean Air Act Planning Requirements

In November 1990, Congress enacted a series of amendments to the CAA intended to intensify air pollution reduction efforts across the nation. One of the primary goals of the 1990 CAA amendments was an overhaul of the planning provisions for those areas not currently meeting the NAAQS. The CAA identifies specific emission reduction goals, requires both a demonstration of reasonable further progress and an attainment demonstration, and incorporates more stringent sanctions for failure to attain or to meet interim milestones. The CAA requires air districts throughout the country to develop: (1) a Federal Implementation Plan for PM10 as required by Section 189(b)(2), and (2) a post-1966 Rate-of-Progress Plan as required in Section 182(2)(B).

California Clean Air Act Planning Requirements

The California Clean Air Act (CAL-CAA) was signed into law on September 30, 1968, became effective on January 1, 1989, and was amended in 1992. The CAL-CAA initiated its own ambient air quality standards, which are far more stringent than the NAAQS. The CAL-CAA requires, beginning on December 31, 1994 and every three years thereafter, that each air quality district in the state demonstrate the overall effectiveness of its Air Quality Management Plan (AQMP) to achieve a reduction in basin-wide air pollutant emissions of five percent or more per year (15 percent or more in a three-year period) for non-attainment pollutants or their precursors.
Table 3.1  Ambient Air Quality Standards

<table>
<thead>
<tr>
<th>Air Pollutant</th>
<th>State</th>
<th>National</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Standard</td>
<td>Primary</td>
</tr>
<tr>
<td>Ozone (O₃)</td>
<td>&gt;0.09 ppm, 1-hr. avg.</td>
<td>&gt;0.12 ppm, 1-hr. avg.</td>
</tr>
<tr>
<td></td>
<td>&gt;20 ppm, 1-hr. avg.</td>
<td>0.08 ppm, 1-hr. avg.</td>
</tr>
<tr>
<td>Carbon Monoxide (CO)</td>
<td>&gt;9.0 ppm, 8-hr. avg.</td>
<td>&gt;9 ppm, 8-hr. avg.</td>
</tr>
<tr>
<td></td>
<td>&gt;20 ppm, 1-hr. avg.</td>
<td>&gt;35 ppm, 1-hr. avg.</td>
</tr>
<tr>
<td>Nitrogen Dioxide (NO₂)</td>
<td>&gt;0.25 ppm, 1 hr. avg.</td>
<td>&gt;0.0534 ppm, annual avg.</td>
</tr>
<tr>
<td>Sulfur Dioxide (SO₂)</td>
<td>&gt;0.25 ppm 1-hr.</td>
<td>&gt;0.03 ppm, annual avg.</td>
</tr>
<tr>
<td></td>
<td>&gt;0.04 ppm, 24-hr. avg.</td>
<td>&gt;0.14 ppm, 24-hr. avg.</td>
</tr>
<tr>
<td>Suspended Particulate</td>
<td>&gt;50 μg/m³, 24-hr. avg.</td>
<td>&gt;150 μg/m³, 24-hr. avg.</td>
</tr>
<tr>
<td>Matter (PM₁₀)</td>
<td>&gt;30 μg/m³, AGM</td>
<td>&gt;50 μg/m³ AAM</td>
</tr>
<tr>
<td>Sulfates (SO₄)</td>
<td>&gt;25 μg/m³, 24-hr. avg.</td>
<td></td>
</tr>
<tr>
<td>Lead (Pb)</td>
<td>&gt;1.5 μg/m³, monthly avg.</td>
<td>&gt;1.5 μg/m³, calendar quarter</td>
</tr>
<tr>
<td>Hydrogen Sulfide (H₂S)</td>
<td>&gt;0.03 ppm, 1-hr. avg.</td>
<td></td>
</tr>
<tr>
<td>Vinyl Chloride</td>
<td>&gt;0.010 ppm, 24-hr. avg.</td>
<td></td>
</tr>
</tbody>
</table>

Visibility-Reducing
Particles
Insufficient amount to reduce prevailing visibility to less than 16 kilometers (10 miles) at relative humidity less than 70%, 1 observation

Note:  ppm = parts per million by volume
> = greater than
μg/m³ = micrograms per cubic meter
AAM = annual arithmetic mean
AGM = annual geometric mean

Source: SCAQMD 1997 Air Quality Data

Monitored Air Quality
Air pollutant levels in the SCAB are monitored by a network of sampling stations operated under the supervision of SCAQMD. The State Route 71/Mission Boulevard Project study area falls within vicinity of the Pomona/Walnut Monitoring Station located 2.7 miles (4.3 km) from the study area. The most recent four years (1996-1999) of published air quality data for the Pomona/Walnut monitoring Station are summarized in Table 3.2.
### LOCAL AIR QUALITY LEVELS MEASURED AT THE POMONA/WALNUT AMBIENT AIR MONITORING STATION

<table>
<thead>
<tr>
<th>Pollutant</th>
<th>California Standard</th>
<th>Federal Primary Standard</th>
<th>Year</th>
<th>Maximum Concentration</th>
<th>Days (Samples)</th>
<th>Rate/Federal Std. Exceeded</th>
</tr>
</thead>
<tbody>
<tr>
<td>CO</td>
<td>20 ppm for 1 hour</td>
<td>35 ppm for 1 hour</td>
<td>1996</td>
<td>8</td>
<td>0/0</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>1997</td>
<td>8</td>
<td>0/0</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>1998</td>
<td>10</td>
<td>0/0</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>1999</td>
<td>10</td>
<td>0/0</td>
<td></td>
</tr>
<tr>
<td></td>
<td>9.0 ppm for 8 hours</td>
<td>9 ppm for 8 hours</td>
<td>1996</td>
<td>5.0</td>
<td>0/0</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>1997</td>
<td>5.0</td>
<td>0/0</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>1998</td>
<td>7.3</td>
<td>0/0</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>1999</td>
<td>0.7</td>
<td>0/0</td>
<td></td>
</tr>
<tr>
<td>Ozone</td>
<td>0.09 ppm for 1 hour</td>
<td>0.12 ppm for 1 hour</td>
<td>1996</td>
<td>0.19</td>
<td>44/16</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>1997</td>
<td>0.16</td>
<td>30/7</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>1998</td>
<td>0.18</td>
<td>41/18</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>1999</td>
<td>0.14</td>
<td>19/2</td>
<td></td>
</tr>
<tr>
<td>NO₂</td>
<td>0.25 ppm for 1 hour</td>
<td>0.053 ppm² annual average</td>
<td>1996</td>
<td>0.18</td>
<td>0</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>1997</td>
<td>0.15</td>
<td>0</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>1998</td>
<td>0.15</td>
<td>0</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>1999</td>
<td>0.16</td>
<td>0</td>
<td></td>
</tr>
<tr>
<td>PM10</td>
<td>50 ug/m³ for 24 hours</td>
<td>159 ug/m³ for 24 hours</td>
<td>1996</td>
<td>100</td>
<td>24/0</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>1997</td>
<td>116</td>
<td>24/0</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>1998</td>
<td>87</td>
<td>16/0</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>1999</td>
<td>103</td>
<td>35/0</td>
<td></td>
</tr>
</tbody>
</table>

**Notes:**
1. Maximum concentration is measured over the same period as the California Standard.
2. At SRA # 9 Based on 58 samples in 1996, 60 samples in 1997, 57 samples in 1998 and 60 samples in 1999.
   - = Pollutant not measured
   a = No location exceeded the federal standard
   ug/m³ = microgram per cubic meter

**Source:** South Coast Air Quality Management District
Noise Standards
Traffic noise abatement requirements of the Federal Highway Administration (FHWA) are based on Title 23, Code of Federal Regulations, Part 772 (23 CFR, Part 772), “Procedures for Abatement of Highway Traffic and Construction Noise.” FHWA criterion has abatement requirements when noise effects will substantially increase the ambient noise levels of adjacent areas. Under CEQA, a substantial increase in noise will constitute a significant impact and must be mitigated or justification provided for not providing mitigation. Under FHWA regulations, noise abatement measures must be considered when the predicted noise levels “approach or exceed” the Noise Abatement Criteria (NAC) (Table 3.3) or when the predicted noise levels substantially exceed existing noise levels and it is reasonable and feasible to mitigate such exceedances. FHWA requirements are applicable to the proposed project.

<table>
<thead>
<tr>
<th>Activity Category</th>
<th>L_{eq}(h) for noisiest Traffic Hour (dBA)</th>
<th>Description of Activity</th>
</tr>
</thead>
<tbody>
<tr>
<td>A</td>
<td>57 (Exterior)</td>
<td>Land on which serenity and quiet are of extraordinary significance and serve an important public need; and where the preservation of those qualities is essential to serve its intended purposes.</td>
</tr>
<tr>
<td>B</td>
<td>67 (Exterior)</td>
<td>Picnic areas, recreation areas, playgrounds, active sports areas, parks, residences, motels, hotels, schools, churches, libraries, and hospitals.</td>
</tr>
<tr>
<td>C</td>
<td>72 (Exterior)</td>
<td>Developed lands, properties, or activities not included in Categories A or B.</td>
</tr>
<tr>
<td>D</td>
<td>--</td>
<td>Undeveloped lands.</td>
</tr>
<tr>
<td>E</td>
<td>52 (Interior)</td>
<td>Residences, motels, public meeting rooms, schools, churches, libraries, hospitals, and auditoriums.</td>
</tr>
</tbody>
</table>

Notes: The interior noise levels (activity) apply to:
- Indoor activities for those parcels where no exterior noise-sensitive land use or activities are identified, and
- Those situations where the exterior activities are either remote from the highway or shielded in some manner so that the exterior activities will not be affected by the noise, but the interior activities will. 

\[ L_{eq}(h) \] is the one-hour energy equivalent sound level.

Source: FHWA, 1982

Caltrans Noise Policy
Caltrans noise policy (developed to carry out FHWA noise abatement objectives) requires a determination to be made whether the proposed project will substantially increase the ambient (existing) noise levels in adjacent areas. If so, it may be considered a significant environmental impact, and must be mitigated. If noise abatement is found to be reasonable and feasible (in accordance with established criteria), sound barriers will be constructed. For purposes of noise analysis, when the predicted noise level reaches 1dBA less than the NAC, it is considered to be approaching the NAC for all land use categories. If traffic noise impacts have been identified, noise abatement must be considered and all reasonable and feasible noise abatement measures must be considered in the project. When a sound barrier is proposed as a noise abatement measure, it must achieve a “substantial reduction” (a minimum noise reduction of 5 dBA).
Existing Conditions
Traffic noise typically results from the interaction of the sources (moving vehicles) and the roadway. A considerable portion of traffic noise derives from the sound emitted by the combustion engines of these vehicles. From the source to the receiver noise varies both in level and frequency. Changes in noise levels are perceived as follows: 3 dBA barely perceptible, 5 dBA readily perceptible, and 10 dBA perceived as a doubling or halving of noise. The locations of the receptors and the existing noise levels at specific locations can be found on Tables 5.1 to 5.11 in Section 5-7, pages 41-52.

A number of descriptors have been devised by acousticians to rate noise on the basis of such things as annoyance, loudness, short term, long term and by statistical levels. All Caltrans highway traffic noise analysis is currently for the worst noise hour $L_{eq}(h)$ which is the equivalent steady state noise level in a defined period of time that would contain the same acoustic energy as the time varying sound level during the same period. In this descriptor the instantaneous noise energy levels are averaged over a period of time. The result is the average acoustic energy for that period of time, which is converted back to a decibel level.

Noise sensitive resources along the project corridor consist of single and medium density residential land uses with some commercial/industrial development north of Mission Boulevard and south of Old Pomona Road. The California Department of Transportation (Caltrans) uses the property immediately south of Mission Boulevard as a freeway maintenance station.

3-6 BIOLOGICAL RESOURCES

The project area is an urbanized freeway corridor with mature landscaping along portions of the freeway shoulder. Vegetation is limited to freeway landscaping and ornamental species including eucalyptus (*Eucalyptus sp.*), bottlebrush, pepper trees and large swaths of oleander (*Oleander sp.*).

Those areas not dominated by ornamental landscaping are composed of ruderal vegetation. Species in this community include mustard (*Bassica sp.*) and annual grasses. Mixed in with the ornamental landscape are a few natives. Near the State Route 71/Interstate 210 interchange, on the southbound side, are several sycamores (*Platanus racemosa*). On the southbound side between Valley Road and Pomona Boulevard, there are some mulefat (*Baccharis salicifolia*) on the slope.

California walnut (*Juglans californica*) is sporadic throughout the project area as is California coast live oak trees (*Quercus agrifolia*). Surrounding native plant communities indicate that prior to human encroachment coastal sage scrub and chaparral on the slopes historically inhabited many portions of the project area, with walnut woodlands in the valleys and drainages.

Just past North Ranch Road, going southbound, is a parallel drainage, which qualifies as a federal and state jurisdictional wetland. It is a narrow soft-bottomed drainage, measuring on average 5 feet wide, and probably exists due to road runoff and irrigation of nearby ornamentals. This stretches for approximately 0.7 mile, and is composed of cattails (*Typha sp.*), rabbitsfoot and curly dock (*Rumex crispus*). This drainage becomes concrete line just past Old Pomona Road, and loses its vegetative component. Approximately 0.5 mile of it appears to be beyond current Caltrans right-of-way fencing. Adjacent vegetation above the drainage is ruderal.
Proceeding northbound, between Old Pomona Road and North Ranch Road is a concrete v-ditch. On the opposite bank from this v-ditch is the highly invasive plant species, giant bamboo grass (*Arundo donax*). It is in dense linear clusters and stands between the v-ditch and a backyard wall in a residential neighborhood. Near Phillips Drive, on the upslope northbound side, there is a patch of California buckwheat (*Eriogonum fasciculatum*).

The California Department of Fish and Game (CDFG) Natural Diversity Database (NDDB) was searched in effort to identify threatened or endangered species that may inhabit the project area. The following species have been recorded in the project area and are assessed on an individual basis.

- **Coastal Cactus Wren** (*Campylorhynchus brunnicepillus couesi*)- State Species of Concern. This bird species are common on arid hillsides and valleys. Nests are built in thorny bushes and are used for both roosting and nesting. There are no areas with roosting habitat in the project area, nor is there enough open space to support this species. It is not expected within the project area.

- **Coastal California Gnatcatcher** (*Polioptila californica californica*)- State Species of Concern. This bird is an obligate of the coastal sage scrub plant community. Except for a small patch of buckwheat, this habitat no longer exists within the project impact area. This species is not expected within the project impact area.

- **Intermediate Mariposa Lily** (*Calochortus weedii var intermedius*) CA. Native Plant Society 1B This plant species is found in coastal sage scrub, chaparral, Valley grasslands, and on dry, rocky, open slopes. The only dry, rocky open slopes in the project area are composed of ruderal community species such as mustard, and annual grasses. The habitat for this species does not exist in the project area and is not expected to be impacted.

- **Many-Stemmed Dudleya** (*Dudleya multicaulis*) CA. Native Plant Society 1B – This plant occurs in heavy clay soils, in chaparral, coastal sage scrub, or Valley grassland plant communities. Soils are primarily loam or sandy in composition in the project area. This species was not seen during the field survey and is not expected to be impacted.

- **Plummer’s Mariposa Lily** (*Calochortus plummerae*) CA. Native Plant Society 1B – This plant is found in much the same habitat as the Intermediate Mariposa Lily. However, it prefers rocky and sandy sites. This species habitat no longer exists within the project area and is not expected to be impacted by this project.

- **Rayless Ragwort** (*Senecio aphanactis*) CA. Native Plant Society 2 – This species is found in dry, alkaline flats. This habitat does not exist within the project area and it is not expected to be impacted by this project.
The following permits would be required for this project:

- **Section 401, Clean Water Act (33 U.S.C. 1251-1376)** - Requires applicant for any federal permit conducting an activity which may result in discharge into waters of the United States, to obtain certification from the state that the discharge will comply with other provisions of the act.

- **Section 404, Clean Water Act (33 U.S.C. 1251-1376)** - Establishes a permit program for the discharge of dredged or fill material into waters of the United States.

- **Section 1601, California Fish and Game Code**. Requires agencies to notify the Department of Fish and Game of any project, which will divert, obstruct or change the natural flow or bed, channel or bank of any river, stream or lake.

### 3-7 LAND USE

The City of Pomona’s General Plan and Circulation Element were adopted in March 1976. The plan identifies the need to upgrade State Route 71 to full freeway standards in order to accommodate the anticipated growth in the region. The freeway alignment has been revised several times and development in surroundings communities will continue to put additional pressure on the current facility.

Although the General Plan does not specifically mention the Mission Boulevard/State Route 71 interchange, the proposed project is considered in compliance with its policies and goals. The proposed Mission Boulevard overcrossing and interchange improvements are also consistent with the Year 2000 Caltrans Route Concept Report for State Route 71.

The location and proximity to several regional freeways and rail corridors have shaped the formation and subsequent growth of surrounding communities. Overall, the corridor cities are relatively new and will continue to develop over the next few years.
Figure 3.1 Study Area Existing Land Use

- Major Roads
- State Highways
- Existing Land Use:
  - Agriculture
  - Commercial
  - Extraction
  - Industrial
  - Low Density Residential
  - Medium to High Density Residential
  - Open Space & Recreation
  - Public Facilities & Institutions
  - Rural Density Residential
  - Transportation & Utilities
  - Under Construction
  - Vacant
  - Water & Floodways
COMMUNITY SETTING

U.S. Census data for 1990 have been collected for several geographical units surrounding State Route 71 to portray the demographic characteristics of the projects' area's population. These figures were further refined to focus on the State Route 71 project area. Table 3.4 shows the demographic data for the study area. Figure 3.2 shows the census tracts surrounding the project area.

<table>
<thead>
<tr>
<th>Jurisdiction (City)</th>
<th>Census Tract #</th>
<th>White %</th>
<th>Black %</th>
<th>Native American %</th>
<th>Asian %</th>
<th>Other %</th>
<th>Hispanic</th>
</tr>
</thead>
<tbody>
<tr>
<td>City of Pomona</td>
<td>4013.02</td>
<td>80</td>
<td>3</td>
<td>.11</td>
<td>15</td>
<td>3</td>
<td>15</td>
</tr>
<tr>
<td></td>
<td>4024.01</td>
<td>50</td>
<td>21</td>
<td>.09</td>
<td>6</td>
<td>21</td>
<td>61</td>
</tr>
<tr>
<td></td>
<td>4024.02</td>
<td>67</td>
<td>7</td>
<td>.4</td>
<td>6</td>
<td>17</td>
<td>42</td>
</tr>
<tr>
<td></td>
<td>4024.03</td>
<td>61</td>
<td>7</td>
<td>.9</td>
<td>3</td>
<td>22</td>
<td>52</td>
</tr>
<tr>
<td></td>
<td>4024.04</td>
<td>65</td>
<td>.78</td>
<td>0</td>
<td>28</td>
<td>2</td>
<td>.08</td>
</tr>
<tr>
<td></td>
<td>4025.01</td>
<td>49</td>
<td>5</td>
<td>.02</td>
<td>5</td>
<td>36</td>
<td>73</td>
</tr>
<tr>
<td></td>
<td>4025.02</td>
<td>51</td>
<td>5</td>
<td>.4</td>
<td>15</td>
<td>28</td>
<td>74</td>
</tr>
<tr>
<td></td>
<td>4029.01</td>
<td>62</td>
<td>6</td>
<td>.2</td>
<td>7</td>
<td>23</td>
<td>62</td>
</tr>
<tr>
<td></td>
<td>4029.02</td>
<td>59</td>
<td>8</td>
<td>.1</td>
<td>4</td>
<td>26</td>
<td>69</td>
</tr>
<tr>
<td></td>
<td>4030.00</td>
<td>42</td>
<td>13</td>
<td>.1</td>
<td>5</td>
<td>36</td>
<td>66</td>
</tr>
<tr>
<td></td>
<td>4033.11</td>
<td>62</td>
<td>25</td>
<td>.2</td>
<td>21</td>
<td>52</td>
<td>17</td>
</tr>
<tr>
<td>Los Angeles County</td>
<td>56.8</td>
<td>11.2</td>
<td>0.5</td>
<td>10.8</td>
<td>20.7</td>
<td>37.8</td>
<td></td>
</tr>
</tbody>
</table>

Notes: Percentages do not add up to 100% because the "Hispanic" category overlaps with other categories.
Source: U.S. Census Bureau, 1990

The project area is surrounded by a residential community and an industrial corridor that connects two major freeways, State Route 60 (Pomona Freeway) and Interstate 10 (San Bernardino Freeway). The population for the City of Pomona according to 2000 Southern California Association of Governments (SCAG) data was estimated to be 149,473 inhabitants. According to the 2000 Census, the number of households in Pomona is 37,855 and average household size is 3.82 persons. The average family size is 4.22. This is slightly higher for both the City of Los Angeles and the County of Los Angeles according to the 2000 Census.

The percentage of the population below the poverty level varies considerable among the census tracts in the study area along the State Route 71 corridor. Nine percent (9%) of the population in the study area as a whole was below the poverty level in 1990. Within the study area census tract 4024.04 has the lowest number of people below the poverty level at zero percent (0%), while census tracts 4025.01 and 4025.02 has the most people below the poverty level at twenty-three percent (23%). The proposed project is not anticipated to disproportionately impact any minority or low income populations as per Executive Order (E.O.) 12898 regarding environmental justice.

The Office of Management and Budgets prescribes the poverty thresholds used by the Census Bureau. Thresholds are revised annually to account for changes in the cost of living as reflected in the Consumer Price Index. They are not adjusted for regional variations in the cost of living. The poverty threshold varies by household size. In 2000, it ranged from $8,794 for a single-person household to $35,060 for a family with 9 or more persons. The poverty level for a family of four in 2000 was $17,603. This is well below the average for all census tracts in the project study area, which has an average income of $36,845 according to 1990 census data. Table 3.5 summarizes demographic variable within the study area.
### Table: 3.5: Study Area Demographic Variables

<table>
<thead>
<tr>
<th>Jurisdiction (City)</th>
<th>Census Tract #</th>
<th>Population</th>
<th>Median Household Income $</th>
<th>Below Poverty Level %</th>
<th>Disabled %</th>
</tr>
</thead>
<tbody>
<tr>
<td>Pomona</td>
<td>4013.02</td>
<td>7,775</td>
<td>77,876</td>
<td>3</td>
<td>2</td>
</tr>
<tr>
<td></td>
<td>4024.01</td>
<td>7,265</td>
<td>35,397</td>
<td>9</td>
<td>4</td>
</tr>
<tr>
<td></td>
<td>4024.02</td>
<td>5,335</td>
<td>36,784</td>
<td>9</td>
<td>6</td>
</tr>
<tr>
<td></td>
<td>4024.03</td>
<td>3,883</td>
<td>32,909</td>
<td>4</td>
<td>3</td>
</tr>
<tr>
<td></td>
<td>4024.04</td>
<td>1,245</td>
<td>23,929</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td></td>
<td>4025.01</td>
<td>4,774</td>
<td>19,964</td>
<td>23</td>
<td>5</td>
</tr>
<tr>
<td></td>
<td>4025.02</td>
<td>6,205</td>
<td>22,519</td>
<td>23</td>
<td>5</td>
</tr>
<tr>
<td></td>
<td>4029.01</td>
<td>6,730</td>
<td>33,488</td>
<td>10</td>
<td>7</td>
</tr>
<tr>
<td></td>
<td>4029.02</td>
<td>5,699</td>
<td>31,938</td>
<td>18</td>
<td>15</td>
</tr>
<tr>
<td></td>
<td>4030.00</td>
<td>6,216</td>
<td>30,088</td>
<td>13</td>
<td>11</td>
</tr>
<tr>
<td></td>
<td>4033.11</td>
<td>17,392</td>
<td>60,408</td>
<td>1</td>
<td>1</td>
</tr>
</tbody>
</table>

**Pomona Tract Totals**

<table>
<thead>
<tr>
<th>Population</th>
<th>Median Household Income $</th>
<th>Below Poverty Level %</th>
<th>Disabled %</th>
</tr>
</thead>
<tbody>
<tr>
<td>72,519</td>
<td>36,845</td>
<td>9%</td>
<td>6%</td>
</tr>
</tbody>
</table>

*Source: U.S. Census Bureau, 1990. Refer to Figure 3.1 for census tract locations.*

Community and informational meetings were held on the following dates for this project:
- October 8, 1998, Pomona CA
- August 31, 1999, Pomona CA
- October 17, 2000, Pomona CA
- November 1, 2000 Pomona CA
State Route 71 Census Tracts

Housing Characteristics

The size of single-family residences in the project area range from two-bedroom/one bathroom to four bedrooms/two bathrooms. The majority of the residences are three-bedroom/one bathroom, ranging in size from 1,120 square feet to 1,309 square feet. The average price/value of a single-family residence is between $103,000 to $148,000. The average price of a three bedroom single family residence is between $120,000 and $148,000. The majority of housing stock in the impacted area was built after 1940. The median age of the housing stock in the project area is 54 years. The median rent is between $800 and $1000. There are no multi-residential units in the project area.

Owner occupancy is higher in the City of Pomona and in the project area than the City and County of Los Angeles. This coupled with a low rental occupancy would indicate that the majority of residents in this neighborhood are homeowners. Also, the tenants are residents of single-family dwellings. According to the 2000 Census, the homeowner vacancy rate is 2.2% and 3.2% for the rental vacancy rate for the City of Pomona. This is consistent with the County and the City of Los Angeles, which are both less than 5%. Of the 13,336 total housing units in the project area, 801 were recorded to be vacant according to 1990 U.S. Census Data.
This indicates an overwhelming majority (99%) of the housing in the project area was occupied and that less than 1% was vacant. There is no indication of a sizeable change since the 1990 Census. The Census 2000 data is not available in enough detail to be used in all demographic categories. Projected census data through the year 2020 suggests that current housing statistics for homeownership in the project area will remain stable. Homeownership will continue to be dominant in the proposed project area.

3-9 COMMUNITY FACILITIES AND SERVICES

Public services and facilities include schools, fire stations, police stations, medical institutions, parks, and recreational facilities. A number of public services and facilities are located near the project corridor. Some of these facilities are:

- Los Angeles County Fairgrounds/Fairplex
- California State Polytechnic University, Pomona, University Theater
- DeVry Institute of Technology
- Metrolink Commuter Train Station
- Park and Ride Facility located at Chino Street and State Route 71
- Park and Ride Facility located at State Route 60 and Diamond Bar Blvd
- Palms Golf Course and Driving Range (Privately-Owned Facility)
- Westmont Elementary School

3-10 CIRCULATION AND SAFETY

The Congestion Management Program (CMP) is a state-mandated program that addresses regional traffic congestion by linking transportation, land use, and air quality decisions. It also sets county standards for traffic modeling, defining levels of service (LOS), and traffic data collection. Compliance with the requirements of the CMP became effective in June 1990 with the passage of Proposition 111, which provided for a 9-cent increase in the gasoline tax to pay for programs under the CMP. Each county transportation agency (e.g., MTA in Los Angeles County) must adopt its own CMP and annually monitor the performance of local jurisdictions in complying with its implementation requirements. Compliance with the CMP is required for local jurisdictions to receive funding under Proposition 111. Because State Route 71 travels through Los Angeles County, compliance with the Los Angeles CMP (1999; first adopted in 1992, revised in 1993, and updated biennially) is required. SCAG provides regional oversight by reviewing the CMPs that fall within its jurisdiction. It is responsible for determining whether the CMP is consistent with its Regional Mobility Element (RME). The CMP, by statute, has five elements:

- Level of Service (LOS) standards for highway segments and key roadway intersections.
- Transit standards for frequency and routing of transit service coordination among transit operators.
- A trip reduction and travel demand management program, promoting alternative travel modes during peak periods.
- A program to analyze the impacts of local land use decisions on the regional transportation system.
- A seven-year capital improvement program that supports the CMP circulation system.
Roadway capacity is measured by the number of vehicles that can pass over a given section of roadway during a specified period of time. This capacity is usually considered in terms of "Level of Service" (LOS), where different levels of service represent different levels of congestion. LOS is a good indicator of how well traffic moves through a given area.

The Highway Capacity Manual defines six levels of service, A through F, where 'A' represents free flow conditions and 'F' the most congested. Areas where traffic volumes exceed LOS F in a substantial way, Caltrans has developed a LOS classification, which includes levels F0 to F3. A freeway is considered by Caltrans to be congested when travel speeds of less than 35 miles per hour are experienced for more than 15 minutes (see table 3.6).
<table>
<thead>
<tr>
<th>Level of Service</th>
<th>Flow Conditions</th>
<th>Operating Speed (mph)</th>
<th>Technical Descriptors</th>
</tr>
</thead>
<tbody>
<tr>
<td>A</td>
<td><img src="image" alt="Flow Conditions" /></td>
<td>55+</td>
<td>Highest quality of service. Free traffic flow, low volumes and densities. Little or no restriction on maneuverability or speed. <strong>No delays.</strong></td>
</tr>
<tr>
<td>B</td>
<td><img src="image" alt="Flow Conditions" /></td>
<td>50</td>
<td>Stable traffic flow, speed becoming slightly restricted. Low restriction on maneuverability. <strong>No delays.</strong></td>
</tr>
<tr>
<td>C</td>
<td><img src="image" alt="Flow Conditions" /></td>
<td>45</td>
<td>Stable traffic flow, but less freedom to select speed, change lanes, or pass. Density increasing. <strong>Minimal delays.</strong></td>
</tr>
<tr>
<td>D</td>
<td><img src="image" alt="Flow Conditions" /></td>
<td>40</td>
<td>Approaching unstable flow. Speeds tolerable, but subject to sudden and considerable variation. Less maneuverability and driver comfort. <strong>Minimal delays.</strong></td>
</tr>
<tr>
<td>E</td>
<td><img src="image" alt="Flow Conditions" /></td>
<td>35</td>
<td>Unstable traffic flow with rapidly fluctuating speeds and flow rates. Short headways, low maneuverability and low driver comfort. <strong>Significant delays.</strong></td>
</tr>
<tr>
<td>F</td>
<td><img src="image" alt="Flow Conditions" /></td>
<td>25</td>
<td>Forced traffic flow. Speed and flow may drop to zero with high densities. <strong>Considerable delays.</strong></td>
</tr>
</tbody>
</table>
3-11 HISTORICAL/ARCHAEOLOGICAL RESOURCES

An Area of Potential Effect (APE) for archaeological resources was established to include current and proposed right-of-way within the project limits and any potential construction staging areas. Previous archaeological surveys have been completed within and near the project area, most of these surveys having been completed for the 1989 Final Environmental Impact Statement (FEIS). Two archaeological sites are located within 0.8 km (0.5 mile) for the project limits, including a historic ranch house located outside the project APE and a prehistoric archaeological site adjacent to the project, which has been destroyed by grading for a Chino Creek tributary channel. No investigations have been able to relocate this site since its original recordation in 1984. A Negative Archaeological Survey Report (NASR) determined that no archaeological sites are known to exist within, or adjacent to, the project area.

To identify historic resources, an Area of Potential Effect (APE) was established as extending one property beyond the existing facility and associated frontage roads. When additional right-of-way was required, the APE was enlarged to account for the right-of-way acquisitions and potential visual effects resulting from the removal of existing structures. The historic setting was researched through a number of lists, sources, and field surveys. There are 175 properties located within the proposed project's APE. These properties were evaluated for historic and architectural significance. None of the evaluated properties appear to be eligible for the National Register of Historic Places. In addition, these properties were evaluated in accordance with Section 15064.5 (a)(2) of the CEQA Guidelines. It was determined that there are no properties that qualify as historical resources for the purposes of CEQA.

Nine (9) bridges, constructed between 1926 and 1988, are located within the project's APE. All bridges were determined ineligible for the National Register of Historic Places in the Caltrans 1986 Historic Bridge Inventory. Despite the passage of time, the findings were determined to be valid. Three (3) of the bridges were reevaluated using the Bridge Evaluation Short Forms and determined ineligible for inclusion in the National Register of Historic Places. The remaining bridges, not yet fifty years of age, do not exhibit exceptional merit in architecture or engineering, nor are they associated with important persons or events in history. A Historic Property Survey Report (HPSR) has been prepared for the proposed project. A copy of the NASR and the HPSR were transmitted to the State Historic Preservation Office (SHPO) on October 17, 2001. The concurrecc letter can be found in Appendix I.

3-12 VISUAL

The Visual Quality Analysis (VQA) of the proposed project was performed according to criteria set forth in the Visual Impact Assessment for Highway Projects (USDOT, FHA, c. 1979). The visual quality was analyzed for each key viewpoint in terms of vividness, intactness and unity. Then the same viewpoints were analyzed for the proposed modifications using in part, photo simulations of the new construction in place.

The State Route 71 project area is located in a largely flat to slightly sloped but featureless area adjacent to mainly residential areas. Vegetation is mature and sparse and unappealing. The current traffic congestion visible from the homes adds to the negative visual quality of the area. Between Interstate 10 and Mission Boulevard, the freeway would not be altered by the improvement alternatives. From Mission Boulevard to State Route 60 the removal of single-family residences together with the widening of the roadway would alter the visual appearance
of the corridor directly adjacent to the highway. The freeway alternative may be at-grade, semi-depressed, or fully-depressed below-grade. An elevated freeway would be highly visible from neighborhoods both east and west of State Route 71, where direct line-of-sight views of the freeway would be created. A depressed freeway would minimize visual impacts on this portion of the route. Landscaping and soundwalls would partially screen the freeway from adjacent residential areas.
The Environmental Evaluation Checklist on the following pages is used to identify physical, biological, social, and economic factors, which might be affected by the proposed project. Background technical studies were performed in connection with this project to document the anticipated effects of the alternative, the results of which are summarized in this IS/EA.

In some cases, environmental factors listed in the checklist would not be affected because of the nature for the project. In other cases, background studies performed in connection with the proposed project clearly indicate that the project would not effect a particular item. A "NO" in the first column documents these findings. A "YES" answer in the first column indicates that a particular factor would be affected by the project and is followed by a response in the second column as to whether the effects significant. In some cases, even though no significant impacts have been identified, an asterisk signifies that a discussion had been included to document specific findings. Where the checklist refers to a resource that is not involved or associated with the project in any way, we have determined that there are no project-imposed effects.

This checklist was used to identify physical, biological, social and economic factors, which might be impacted by the proposed project. In many cases, the background studies performed in connection with this project clearly indicate the project will not affect a particular item. A "NO" answer in the first column documents this determination. Where there is a need for clarifying discussion, an asterisk ("**" in the second column) is shown next to the answer. The discussion is in the section following the checklist.
# ENVIRONMENTAL EVALUATION CHECKLIST

<table>
<thead>
<tr>
<th>PHYSICAL - Will the proposal (either directly or indirectly):</th>
<th>YES OR NO BEFORE MITIGATION</th>
<th>IF YES, IS IT SIGNIFICANT AFTER MITIGATION</th>
</tr>
</thead>
<tbody>
<tr>
<td>1. Applicable changes the topography or ground surface relief features?</td>
<td>YES</td>
<td>NO*</td>
</tr>
<tr>
<td>2. Destroy, cover, or modify any unique geologic or physical features?</td>
<td>NO</td>
<td></td>
</tr>
<tr>
<td>3. Result in the loss of availability of a known mineral resource or locally important mineral resource recovery site, that would be of value to the region and the residents of the state?</td>
<td>NO</td>
<td></td>
</tr>
<tr>
<td>4. Result in unstable earth surfaces or increase the exposure of people or property to geologic or seismic hazards?</td>
<td>NO*</td>
<td></td>
</tr>
<tr>
<td>5. Result in or be affected by soil erosion or siltation (whether by water or wind)?</td>
<td>NO*</td>
<td></td>
</tr>
<tr>
<td>6. Result in the increased use of fuel or energy in large amounts or in a wasteful manner?</td>
<td>NO*</td>
<td></td>
</tr>
<tr>
<td>7. Result in an increase in the rate of use of any natural resource?</td>
<td>NO</td>
<td></td>
</tr>
<tr>
<td>8. Result in the substantial depletion of any nonrenewable resource?</td>
<td>NO</td>
<td></td>
</tr>
<tr>
<td>9. Violate any published federal, state or local standards pertaining to hazardous waste, solid waste or litter controls?</td>
<td>NO</td>
<td></td>
</tr>
<tr>
<td>10. Modify the channel of a river or stream or the bed of the ocean or any bay, inlet or lake?</td>
<td>YES</td>
<td>NO*</td>
</tr>
<tr>
<td>11. Encroach upon a floodplain or result in or be affected by floodwaters or tidal waves?</td>
<td>NO</td>
<td></td>
</tr>
<tr>
<td>12. Adversely affect the quantity or quality of surface water, groundwater, or public water supply?</td>
<td>NO*</td>
<td></td>
</tr>
<tr>
<td>13. Result in the use of water in large amount or in a wasteful manner?</td>
<td>NO*</td>
<td></td>
</tr>
<tr>
<td>14. Affect wetlands or riparian vegetation?</td>
<td>YES</td>
<td>NO*</td>
</tr>
<tr>
<td>15. Violate or be inconsistent with federal, state or local water quality standards?</td>
<td>NO*</td>
<td></td>
</tr>
<tr>
<td>16. Result in changes in air movement, moisture or temperature, or any climatic conditions?</td>
<td>NO</td>
<td></td>
</tr>
<tr>
<td>17. Result in an increase in air pollutant emissions, adverse effects on or deterioration of ambient air quality?</td>
<td>NO*</td>
<td></td>
</tr>
<tr>
<td>18. Result in the creation of objectionable odors?</td>
<td>NO</td>
<td></td>
</tr>
<tr>
<td>19. Violate or be inconsistent with any federal, state or local air standards or control plans?</td>
<td>NO</td>
<td></td>
</tr>
<tr>
<td>20. Result in an increase in noise levels or vibration for adjoining areas?</td>
<td>YES</td>
<td>NO*</td>
</tr>
<tr>
<td>21. Result in any federal, state or local noise criteria being equaled or exceeded?</td>
<td>YES</td>
<td>NO*</td>
</tr>
<tr>
<td>22. Produce new light, glare or shadows?</td>
<td>NO*</td>
<td></td>
</tr>
</tbody>
</table>

---

32
<table>
<thead>
<tr>
<th>ENVIRONMENTAL EVALUATION CHECKLIST</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>BIOLOGICAL - Will the proposal (either directly or indirectly):</strong></td>
</tr>
<tr>
<td>23. Change in the diversity of species or number of any species of plants (including trees, shrubs, grass, microflora and aquatic plants)?</td>
</tr>
<tr>
<td>24. Reduction in the numbers of or encroachment upon the critical habitat of any unique, threatened or endangered species of plants?</td>
</tr>
<tr>
<td>25. Introduction of new species of plants into an area, or result in a barrier to the normal replenishment of existing species?</td>
</tr>
<tr>
<td>26. Reduction in acreage of any agricultural crop or commercial timber stand, or affect prime, unique or other farmland of state or local importance?</td>
</tr>
<tr>
<td>27. Removal or deterioration of existing fish or wildlife habitat?</td>
</tr>
<tr>
<td>28. Change in the diversity of species or number of species of animals (birds, land animals including reptiles, fish and shellfish, benthic organisms, insects or microfauna)?</td>
</tr>
<tr>
<td>29. Reduction in the numbers of or encroachment upon the critical habitat of any unique, threatened or endangered species of animals?</td>
</tr>
<tr>
<td>30. Conflict with any applicable habitat conservation plan, natural community conservation plan or other approved local, regional or state habitat plan?</td>
</tr>
<tr>
<td>31. Introduction of new species of animals into an area, or result in a barrier to the migration or movement of animals?</td>
</tr>
<tr>
<td><strong>SOCIAL AND ECONOMIC - Will the proposal (either directly or indirectly):</strong></td>
</tr>
<tr>
<td>32. Cause disruption of orderly planned development?</td>
</tr>
<tr>
<td>33. Be inconsistent with any elements of adopted community plans, policies or goals, or the California Urban Strategy?</td>
</tr>
<tr>
<td>34. Be inconsistent with a Coastal Zone Management Plan?</td>
</tr>
<tr>
<td>35. Affect the location, distribution, density, or growth rate of the human population of an area?</td>
</tr>
<tr>
<td>36. Affect lifestyles, or neighborhood character or stability?</td>
</tr>
<tr>
<td>37. Affect minority, elderly, handicapped, transit-dependent, or other specific interest groups?</td>
</tr>
<tr>
<td>38. Divide or disrupt an established community?</td>
</tr>
<tr>
<td>39. Affect existing housing, require the acquisition of residential improvements or the displacement of people or create a demand for additional housing?</td>
</tr>
<tr>
<td>40. Affect employment, industry or commerce, or require the displacement of businesses or farms?</td>
</tr>
<tr>
<td>41. Affect property values or the local tax base?</td>
</tr>
<tr>
<td>42. Affect any community facilities (including medical, educational, scientific, recreational, or religious institutions, ceremonial sites or sacred shrines)?</td>
</tr>
<tr>
<td>43. Affect public utilities, or police, fire, emergency or other public services?</td>
</tr>
<tr>
<td>44. Have substantial impact on existing transportation systems or alter present patterns or circulation or movement of people and or goods?</td>
</tr>
<tr>
<td>ENVIRONMENTAL EVALUATION CHECKLIST</td>
</tr>
<tr>
<td>-----------------------------------</td>
</tr>
<tr>
<td>45. Generate additional traffic?</td>
</tr>
<tr>
<td>46. Affect or be affected by existing parking facilities or result in demand for new parking?</td>
</tr>
<tr>
<td>47. Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?</td>
</tr>
<tr>
<td>48. Involve a substantial risk of an explosion or the release of hazardous substances in the event of an accident or otherwise affect overall public safety?</td>
</tr>
<tr>
<td>49. Result in alterations to waterborne, rail or air traffic?</td>
</tr>
<tr>
<td>50. Support large commercial or residential development?</td>
</tr>
<tr>
<td>51. Affect a significant archaeological or historic site, structure, object, or building?</td>
</tr>
<tr>
<td>52. Affect wild or scenic rivers or natural landmarks?</td>
</tr>
<tr>
<td>53. Affect any scenic resources or result in the obstruction of any scenic vista or view open to the public, or creation of an aesthetically offensive site open to public view?</td>
</tr>
<tr>
<td>54. Result in substantial impacts associated with construction activities (e.g., noise, dust, temporary drainage, traffic detours and temporary access, etc.)?</td>
</tr>
<tr>
<td>55. Result in the use of any publicly owned land from a park, recreation area, or wildlife and wildfowl refuge?</td>
</tr>
</tbody>
</table>

**MANDATORY FINDINGS OF SIGNIFICANCE**

| 56. Does the project have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major period of California history or prehistory? | NO*                          |                                         |
| 57. Does the project have the potential to achieve short-term, to the disadvantage of long-term, environmental goals? (A short-term impact on the environment is one that occurs in a relatively brief, definitive period of time while long-term impacts will endure well into the future.) | NO*                          |                                         |
| 58. Does the project have environmental effects, which are individually limited, but cumulatively considerable? Cumulatively considerable means that the incremental effects of an individual project are considerable when viewed in connection with other projects, the effects of other current projects, and the effects of probable future projects. It includes the effects of other projects, which interact with this project and, together, are considerable. | NO*                          |                                         |
| 59. Does this project have environmental effects, which will cause substantial adverse effects on human beings, either directly or indirectly? | NO*                          |                                         |
5-0 DISCUSSION OF ENVIRONMENTAL EVALUATION

Discussions in this section are based on technical studies conducted between January 2001 and September 2001. These studies are available for review at the Caltrans District 7 office, 120 South Spring Street, Los Angeles, CA 90012.

- Initial Site Assessment
- Noise Study Report
- Geotechnical Report
- Hydraulic Study
- Negative Archeological Survey Report
- Visual Impact Analysis
- Historic Property Survey Report
- Traffic Assessment Data
- Natural Environmental Study Report
- Air Quality Analysis
- Water Quality Study
- Relocation Impact Study
- Route Concept Report for State Route 71
- 2000 High Occupancy Vehicle Report

5-1 PHYSICAL ENVIRONMENT (Questions 1, 2, 3, 4)
Alternative 2A, 2B and 3 would require changes to the topography immediately adjacent to the freeway as fill slopes and retaining walls are modified and constructed and the new overcrossings are constructed. Based on the review of several geologic/seismologic reports the potential for ground rupture is small and is not to be considered a substantial hazard for this project. No unique or geologic features are present in the project area. There would be no loss of mineral resources as a result of the project.

Measures to Minimize Harm:
Standard-engineering practices would be used to ensure seismic safety.

5-2 WATER QUALITY (Questions 5, 10, 12, 13, 15)
Groundwater at the project site flows toward the southeasterly direction. Groundwater was recorded to be at an average of 38.7m (127 feet). The Initial Site Assessment (ISA) describes the local ground water to have Total Dissolve Solids (TDS) and a high nitrate condition. The nitrate and TDS condition of the local groundwater is mentioned in the event that the half-depressed section of the freeway requires dewatering. Nitrate and TDS are required analytical parameters in the National Pollutant Discharge Elimination System (NPDES) requirements, if dewatering during construction is required. The ISA indicated that regional groundwater contamination exists at the site.

The proposed project would not result in the use of water in large amounts or in wasteful manner nor would it modify the channel of a river or stream or the bed of the ocean or any bay, inlet or lake. This project will not materially change existing drainage patterns. Runoff volumes are not expected to increase since there will be little increase in impervious area for surface runoff. Water quality controls during the construction of the projects are specified in Caltrans'
Standard Specifications. Storm water runoff during both construction and project operation should not be appreciably different from present conditions. During construction soil would be disturbed by such activities as grading, dumping, and compacting. Soil disturbances of these types usually entails removal of vegetative matter that would normally hold some of the soil particles in place. During storm events these loose soil particles may become suspended in water and flow toward drainage facilities and/or natural waterways.

Measures to Minimize Harm:
Obtain confirmation from the Regional Water Quality Control Board (RWQCB) recognizing the condition of the groundwater contamination as a regional problem and release Caltrans of any liability on future clean up.

In order to reduce the potential for erosion for Alternatives 2A and 2B, the timing of the work (slope cuts) should be done during the dry season (May 2-October 1). In addition, planting or hydroseeding of the slopes should immediately follow construction. The contractor must provide a comprehensive Storm Water Pollution Prevention Plan (SWPPP) or a Water Pollution Control Program (WPCP) depending on the amount of disturbed soil. The plan must be approved by the Resident Engineer and submitted for approval to the Regional Water Quality Control Board.

For both short-term (construction) and long-term (operational) water quality impacts, temporary, as well as permanent Best Management Practices (BMPs) will be identified during the project's final design stage, when there are sufficient engineering details available to warrant competent analysis. Caltrans is committed to implementing cost-effective temporary and permanent BMPs as identified during final design.

5-3 ENERGY (Question 6)
Energy consumption is measured in gallons per day of gasoline. Previous energy analyses performed for similar projects have shown that there would be a slight reduction in energy consumption between the build and the no build alternatives.

Measures to Minimize Harm: None Required

5-4 HAZARDOUS MATERIALS, SOLID WASTE AND NATURAL RESOURCES (Questions 7, 8, 9, 48)

Based on a review of the Initial Site Assessment prepared by IT Corporation, August 30, 2001 the potential for hazardous waste exist due to the following conditions:

1. Properties consist mainly of residential houses built from 1938-1965. Due to the age of the residential houses a potential for hazardous waste exists because of Asbestos Containing Material (ACM) from items such as tile roofs and lead based paint.

2. Concern for two parcels exist due to the present condition of the backyards. The property located at 1600 Jess Street was observed to have discarded automobile batteries lying in the yard. The property located at 1337 Clovis Street was observed to have an abandoned car and a pile of roofing material in the rear yard.
3. Possible ACM exists at the East Sprada overcrossing and the West Pomona overcrossing. Aerially Deposited Lead (ADL) may also be present along the unpaved areas where the widening will take place.

There will be no adverse effect on the local or regional physical environment by solid wastes generated during construction or operation of the proposed improvements. During construction, solid waste material may be generated. Normally, these materials are innocuous, but add to the growing amount of material entering landfills.

*Measures to Minimize Harm:*
Right-of-Way acquisitions should investigate lead-based paint on older residential homes. A limited site investigation at the two properties (1600 Jess Street and 1337 Clovis Street) should be conducted during the right-of-way acquisitions process to verify the impact of the refuse in the backyard to the soil. Conduct a site investigation to verify the presence of ACM at the bridge expansion filler joints on the East Sprada and West Pomona overcrossings. A lead site investigation is also recommended to verify the level of Aerially Deposited Lead (ADL) present in the soil along State Route 71 designated for widening.

Caltrans must contact the City of Pomona and DTSC to verify the Land Use Covenant imposed on the General Dynamics property and its impact on the State Route 71/Mission Boulevard project. A site investigation is needed for the City owned property proposed for dedication to Caltrans. This site investigation is recommended to further assess the present condition of the project limit based on historical use.

Waste materials from demolition, construction and facility waste removed from the construction area, excluding lead contaminated soil, would be disposed of in accordance with the Standard Specifications for solid waste removal, as listed in the California Administration Code. However, every attempt shall be made by the contractor(s) to reuse or recycle material, taking into consideration the feasibility, safety, and reasonableness of such actions.

### 5.5 BIOLOGICAL ENVIRONMENT (Questions 14, 23, 24, 27, 28)

A Natural Environmental Study Report (NESR) was prepared in July 2001 to identify potential impacts to natural resources. This consisted of evaluating the project in light of findings from a search of the California Natural Diversity Database (NDDB) and aerial photographs. The project is located in a highly urbanized and disturbed area. The NDDB indicates that this project will not have an impact to federal/state listed species.

**Wetlands**

A Wetlands Delineation of the small drainage (0.7 mile) near North Ranch Road is judged unnecessary due to its small size. Due to the riparian vegetation encountered, and the year round access to water, this wetlands can be assumed to be federally jurisdictional and will be mitigated as such. Wetland Delineation is done when there is a question as to wetland status, and/or sensitive biological resources are a concern.

- The small wetland located near North Ranch Road is the most substantial biological impact. This will be directly impacted as a result of the widening. Since it is a small drainage, and occurs due to the highway and the irrigation of ornamental landscaping, it is considered a less than significant impact. In addition, species diversity is low at this wetland site and would adversely affect existing fish or wildlife habitat;
Vegetation
All invasive plant species should be removed from the project area. This especially includes the giant bamboo grass stand between Old Pomona Road and North Ranch Road on the northbound side of State Route 71. The loss of a small number of mature walnuts, sycamores, and oaks is considered a biological impact, though less than significant in that the trees are not part of a larger compatible plant community.

Caltrans, with assistance from the U.S. Fish and Wildlife Service, has developed a policy to combat the introduction of invasive species into native ecosystems. This policy states that the Districts are encouraged to:

1. Use regionally appropriate native plant materials whenever possible, and
2. Avoid the use of non-native plant materials in areas near natural open space or wildlands, which may escape and colonize or hybridize with native species.

A list of exotic invasive species that should not be used as highway landscaping due to potential adverse effects on native ecosystems had also been developed (APPENDIX C). This policy should be followed when developing the landscaping palette for this project.

Measures to Minimize Harm:
Tree removal should be scheduled between March 1 and November 1 to avoid impacts to nesting birds. If this is not possible a pre-construction survey will need to be conducted if nesting bird species are found, removal will be delayed until these individuals have fledged in order to be in compliance with the federal Migratory Bird Treaty Act.

The North Ranch Road wetlands will require mitigation. Mitigation can be assumed to be at a 2:1 ratio, and will be off-site. It will require a transfer of funds to a nearby institution for wetlands restoration work. Likely candidates include the San Gabriel/Los Angeles River Watershed Group, or the County of Los Angeles for work at Frank G. Bonelli Park. This transfer of funds will be required prior to construction. Permits for this wetlands removal work will be required, and will include a 404 Nationwide permit from the U.S. Army Corps of Engineers, a 401 permit from the State Water Quality Control Board, and a 1601 Streambed Alteration Agreement from the California Department of Fish and Game.

The ornamental landscaping should be completely changed. Its over reliance on non-natives is not in line with current Caltrans policy. A substantial amount of native species should be included in the future plant palette for this section of State Route 71. This should include at least 30% use by planted area, of California Walnut, which was once a dominant form of vegetation in this area. A minimum of 10% of the planted area should be buckwheat and California sage. This would reduce water usage, and be inline with Caltrans policy of increased use of native plants.

All erosion Best Management Practices (BMPs) for work on slopes should be in place, especially during the rainy season. In addition construction will be scheduled according to the constraints stated above.

Removal of any Oak Trees within the project corridor will be in accordance with the City of Pomona Municipal Code, Chapter 18 (Parks and Recreation) No. 1673. Caltrans will follow all ordinances in respect to oak tree removal procedures and permit requirements required by the City of Pomona and will implement mitigation measures pursuant to the provisions of the City’s Oak Tree Ordinance.
5-6  AIR QUALITY (Questions 17, 19)
The implementation of any of the build alternatives would not appreciably increase emission levels within the project area. None of the build alternatives would cause or contribute to any new violation or increase the frequency or severity of existing violations of the air quality standards in the project area. The proposed project does not cause or contribute to new localized CO violations or increase the severity/frequency of existing violations in the area affected by the project.

FHWA currently requires qualitative PM$_{10}$ analysis for all non-exempt projects, in PM$_{10}$ non-attainment areas that must have localized impact analysis. This project is located in a PM$_{10}$ non-attainment area, so a qualitative analysis is required. PM$_{10}$ is not monitored at the Pomona/Walnut Monitoring station. The qualitative analysis used the PM$_{10}$ Air Quality Summaries for years 1997-1999 published by the Air Resources Board, and SCAQMD for the East Gabriel Valley 1 Station (Source Receptor Area #9). This station is closest to the project area that monitors PM$_{10}$. The summaries for this Monitoring Station showed no monitored violations of the federal standards during the three-year period. There is no reason to believe that this project will contribute in a hot spot fashion to any known violations. This project is unlikely to cause or experience a localized PM$_{10}$ problem. This project does not cause or contribute to any new localized PM$_{10}$ violation or increase the frequency or severity of any existing PM$_{10}$ violations in the area substantially affected by the project.

In addition the Federal Clean Air Act Amendments (CAAA'S) of 1990 require transportation plans, programs, and projects, which are funded by or approved under Title 23 U.S.C. or Federal Transit Act, conform with state or federal air quality plans. In order to be found in conformance, a project must come from approved transportation plans and programs such as the State Implementation Plan (SIP), the Regional Transportation Plan (RTP), and the Regional Transportation Improvement Program (RTIP).

The proposed project is consistent with the Southern California Association of Governments (SCAG) 1998 Regional Transportation Plan (RTP) that received U.S. DOT approval June 8, 1998; and SCAG’s 2001 RTP adopted May 5, 2001 and federally approved June 8, 2001. In addition, the proposed project is identified in the Governor’s Transportation Congestion Relief Plan (TCRP) approved July 6, 2000. The Proposed project is also included, (via FHWA approved administrative amendment May 31, 2001), in the federally approved (October 6, 2000), 2000/01-2005/06 RTIP prepared by SCAG. The RTIP is in accordance with all applicable SIPS and is consistent with the 1998 RTP.

Measures to Minimize Harm:  None Required

5-7  NOISE (Questions 20, 21)
A Traffic Noise Study Report has been conducted for all the build alternatives for both Mission Boulevard and the Freeway Upgrade project. The Report has been prepared to comply with the code of Federal Regulations Title 23 Part 772, (23CFR772).

Noise sensitive uses in the project area include single and medium density residential area. Commercial and Industrial uses are also included in the project area. The noise environment in the project area is dominated by traffic traveling State Route 71. Property walls do exist throughout the project limits and provide limited noise attenuation to nearby residences. The existing property walls were included in all noise models when the analysis was performed.
Based on the studies so far accomplished, Caltrans intends to incorporate noise abatement measures in the form of soundwalls on the edge of shoulder, right-of-way and private properties. Tables 5.1 through 5.11 summarize the Noise Analysis and shows respective lengths and average heights of noise barriers. Calculations based on preliminary design data indicate that the barriers(s) will reduce noise levels by 5 to 14 decibels (dBA) for approximately 289 residences and 5 to 7 decibels (dBA) for approximately 19 residences for the Mission Boulevard/Route 71 interchange project at an estimated cost of $4 million dollars. If during final design conditions have substantially changed, noise barriers might not be provided. The final decision of the noise barriers will be made upon completion of the project design and the public involvement process.

Construction impacts related to noise are listed under **Impacts Associated with Construction** section 5-20.

Noise impacts are determined by comparing noise levels for existing conditions with future predicted noise levels for the project. The key to this analysis is the predicted future year data. The traffic data used for this analysis was derived from studies supplied by Caltrans Los Angeles Regional Transportation Study (LARTS) traffic forecasting branch.

Activity Category C land uses within the limits under consideration includes, commercial and industrial properties. There are several commercial and industrial developments within the project limits, however, these developments had no frequent exterior human activity and therefore, no noise measurements were taken at these locations. Noise abatement is not normally considered reasonable per California Department of Transportation’s (Caltrans) Traffic Noise Analysis Protocol for New Highway Construction and Reconstruction Projects.

**Residential Areas**
All residential areas have been considered for noise abatement except for Site 6N (1470 Prospect) which has a predicated worst-hour traffic noise level of 64 dBA- \( L_{eq}(h) \). The predicted worst noise levels, soundwall locations and residential areas considered for abatement are listed on Table 5.1 through 5.11 and are shown on Layouts 3-23 in Appendix H.

**Hotels/Motels**
There are no hotels or motels within the project limits

**Schools**
There are no schools within the project limits

**Commercial and Industrial Developments**
There are several commercial and industrial developments with in the project limits. There were no developments that had frequent exterior human activity; therefore no noise measurements were taken at these locations. According to Protocol, noise abatement is not normally considered reasonable for commercial areas.
<table>
<thead>
<tr>
<th>Receiver</th>
<th>Location</th>
<th>Type of Development</th>
<th>Noise Abatement Category</th>
<th>Noise Level</th>
<th>Modeled Noise Level</th>
<th>Calibration</th>
<th>Existing Walls Private Property</th>
<th>State Property</th>
<th>Existing -Worst Hour Noise Level</th>
<th>Predicted Worst-Hour Noise Level</th>
<th>Noise Increase</th>
<th>Impact Type</th>
</tr>
</thead>
<tbody>
<tr>
<td>1S</td>
<td>2251 Valley Blvd.</td>
<td>Residence</td>
<td>B (67)</td>
<td>64</td>
<td>66</td>
<td>-2</td>
<td>-</td>
<td>-</td>
<td>64 m</td>
<td>74</td>
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<tr>
<td>1SA</td>
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<td>Residence</td>
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<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>E</td>
</tr>
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<td>2S</td>
<td>1704 Fleming St.</td>
<td>Residence</td>
<td>B (67)</td>
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<td>71</td>
<td>-4</td>
<td>-</td>
<td>-</td>
<td>67* f</td>
<td>-</td>
<td>-</td>
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<td>2SA</td>
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<td>Residence</td>
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<td>70</td>
<td>-4</td>
<td>-</td>
<td>-</td>
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<td>71</td>
<td>5</td>
<td>E</td>
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<tr>
<td>3S</td>
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<td>Residence</td>
<td>B (67)</td>
<td>68</td>
<td>72</td>
<td>-4</td>
<td>-</td>
<td>-</td>
<td>68* f</td>
<td>-</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>3SA</td>
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<td>Residence</td>
<td>B (67)</td>
<td>65</td>
<td>69</td>
<td>-4</td>
<td>-</td>
<td>-</td>
<td>65* f</td>
<td>74</td>
<td>9</td>
<td>E</td>
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<tr>
<td>4S</td>
<td>1637 Phillips Dr.</td>
<td>Residence</td>
<td>B (67)</td>
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<td>63</td>
<td>-2</td>
<td>1.5</td>
<td>-</td>
<td>61 m</td>
<td>70</td>
<td>9</td>
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<tr>
<td>5S</td>
<td>1619 Goldfield Ave.</td>
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<td>-</td>
<td>-</td>
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<td>E</td>
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<tr>
<td>6S</td>
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<td>-3</td>
<td>1.5</td>
<td>-</td>
<td>62 m</td>
<td>77</td>
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<td>E</td>
</tr>
<tr>
<td>7S</td>
<td>34 Hunter Point</td>
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<td>-</td>
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<td>-</td>
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<td>E</td>
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<tr>
<td>10S</td>
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<td>66</td>
<td>0</td>
<td>1.5</td>
<td>-</td>
<td>66 d</td>
<td>79</td>
<td>13</td>
<td>E</td>
</tr>
</tbody>
</table>

* Field measured noise level exceeded highest noise level recorded during 24-hour measurement.

See Appendix H for Map Locations
<table>
<thead>
<tr>
<th>Receiver</th>
<th>Location</th>
<th>Type of Development</th>
<th>Noise Abatement Category</th>
<th>Field Measured Noise Level</th>
<th>Modeled Noise Level</th>
<th>Calibration</th>
<th>Existing Walls</th>
<th>Existing-Worst Hour Noise Level</th>
<th>Predicted Worst Hour Noise Level</th>
<th>Noise Increase</th>
<th>Impact Type</th>
</tr>
</thead>
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* Field measured noise level exceeded highest noise level recorded during 24-hour measurement.

See Appendix H for Map Locations
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* Field measured noise level exceeded highest noise level recorded during 24-hour measurement.

See Appendix H for Map Locations
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* Existing noise levels were not modeled (for model calibration) because the existing Mission Boulevard/Route 71 intersection will be transformed into an interchange. The noise level will have no significance for the design of the soundwall which will be placed along the edge of shoulder of the future Mission Boulevard/Route 71 interchange.

See Appendix H for Map Locations
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* Field measured noise level exceeded highest noise level recorded during 24-hour measurement.

**Modeling was performed at selected sites within the project limits in order to present preliminary soundwall locations. Complete soundwall evaluation will be performed and be reevaluated if alternative 2A or 3 is chosen to be the preferred alternative.

See Appendix H for Map Locations
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Minimum requirement: 5 dBA reduction

ETW = Edge of Traveled Way
ES = Edge of Shoulder
R/W = Right of Way

See Appendix H for Map Locations
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Minimum requirement: 5 dBA reduction

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Minimum requirement: 5 dBA reduction

2.0 ft Soundwall height recommendation

ETW: Edge of Traveled Way
ES: Edge of Shoulder
RW: Right of Way

See Appendix H for Map Locations
### Table 5.8: Predicted Noise Reduction for Soundwalls — Alternative 2A (Southbound)

| Receiver | Noise Level $L_a\text{(dBA)}$ | Freeway STA | Reference Elevation | Soundwall Location | Soundwall Number | Predicted Noise Level (dBA) | Predicted Noise Reduction (dBA) | Predicted Noise Reduction (dBA) | Predicted Noise Reduction (dBA) | Predicted Noise Reduction (dBA) | Predicted Noise Reduction (dBA) | Predicted Noise Reduction (dBA) |
|----------|-------------------------------|-------------|---------------------|-------------------|------------------|-----------------------------|---------------------------------|---------------------------------|---------------------------------|---------------------------------|---------------------------------|---------------------------------|---------------------------------|
| 1S       | 74                            | 5           | ETW                 | ES of ramp        | SB-SW-1           | 69                           | 5                              | 67*                             | 67*                             | 65                             | 64                             | 63                             |
|          | 1080 To 11 To 1180            | 1080 To 1280 | ETW                 | ES                | SB-SW-2           | 69                           | 5                              | 67*                             | 67*                             | 65                             | 64                             | 63                             |
| 2SA**    | 67                            | 2680 To 3460 | R/W                 | R/W               | SB-SW-3           | 66                           | 0                              | 66                              | 66                              | 64                             | 64                             | 63                             |
| 4S       | 68                            | 3380 To 3680 | R/W                 | R/W               | SB-SW-4           | 65*                           | 4                              | 64*                             | 64*                             | 64                             | 64                             | 63                             |
| 5S       | 68                            | 3680 To 3780 | Private Prop        | Private Prop      | SB-SW-5           | 65*                           | 3                              | 64*                             | 64*                             | 64                             | 64                             | 63                             |
| 6S       | 75                            | 5780 To 5280 | R/W                 | R/W               | SB-SW-6           | 65*                           | 10                             | 63                              | 63                              | 62*                            | 62*                            | 61*                            |
| 7S       | 75                            | 5280 To 5280 | R/W                 | R/W               | SB-SW-6           | 65*                           | 5                              | 65                              | 65                              | 63                             | 62*                            | 61*                            |
| 8S       | 75                            | 5180 To 5180 | R/W                 | R/W               | SB-SW-6           | 65*                           | 8                              | 65                              | 65                              | 63                             | 62*                            | 61*                            |
| 9S       | 75                            | 5180 To 5180 | R/W                 | R/W               | SB-SW-6           | 65*                           | 7                              | 65                              | 65                              | 63                             | 62*                            | 61*                            |
| 10S      | 75                            | 5280 To 5680 | Private Prop        | Private Prop      | SB-SW-7           | 65*                           | 11                             | 65                              | 65                              | 63                             | 62*                            | 61*                            |

**Minimum requirement: 5 dBA reduction**

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* Lowest height that breaks the line-of-site between a 3.5m (11.5 ft) truck stack and a 1.5 m (5 ft) receptor.
* Highest soundwall does not meet FHWA's minimum requirement of 5 dBA reduction; therefore, no soundwall is recommended.

ETW = Edge of Travelled Way
ES = Edge of Shoulder
R/W = Right of Way

**Modeling was performed at selected sites within the project limits in order to present preliminary soundwall locations. Complete soundwall evaluation will be performed and be reevaluated if alternative 2A or 3 is chosen to be the preferred alternative.**

---

See Appendix H for Map Locations.
<table>
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<tr>
<th>Receiver</th>
<th>Predicted Worst Hour Noise Level (dBA)</th>
<th>Freeway STA</th>
<th>Elevation</th>
<th>Soundwall Location</th>
<th>Soundwall Number</th>
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Minimum requirement: 5 dBA reduction

Soundwall height recommendation

* Lowest height that breaks the line-of-site between a 3.5 m (11.5 ft) truck stack and a 1.5 m (5.0 ft) receptor

ETW = Edge of Travelled Way
ES = Edge of Shoulder
R W = Right of Way

**Modeling was performed at selected sites within the project limits in order to present preliminary soundwall locations. Complete soundwall evaluation will be performed if alternative 2A or 3 is chosen to be the preferred alternative.

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<th>Reference Elevation</th>
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Minimum requirement: 5 dBA reduction

* Soundwall height recommendation
* Lowest height that breaks the line-of-site between a 3.5m (11.5 ft) truck stack and a 1.5 m (5.0 ft) receptor

ETW: Edge of Traveled Way
ES: Edge of Shoulder
R/W: Right of Way

**Modeling was performed at selected sites within the project limits in order to present preliminary soundwall locations. Complete soundwall evaluation will be performed if alternative 2A or 3 is chosen to be the preferred alternative.

See Appendix H for Map Locations

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Table 5.10: Predicted Noise Reduction for Soundwalls: Alternative 3 (Southbound)***

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*Note: The table above shows the predicted noise reduction for different soundwall heights and configurations. The minimum requirement is 5 dBA reduction. The height recommendation is based on breaking the line-of-site between a 3.5m (11.5 ft) truck stack and a 1.5 m (5.0 ft) receptor. The ETW refers to the edge of the traveled way, ES to the edge of the shoulder, and R/W to the right of way. Modeling was performed at selected sites to present preliminary soundwall locations, with a complete evaluation to be performed if alternative 2A or 3 is chosen to be the preferred alternative.**
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<td>ES</td>
<td>NB-SW-7</td>
<td>66*</td>
<td>7</td>
<td>67</td>
<td>9</td>
<td>66</td>
</tr>
<tr>
<td>4NA</td>
<td>77</td>
<td>*</td>
<td>ETW</td>
<td>ES</td>
<td>NB-SW-7</td>
<td>72*</td>
<td>5</td>
<td>69</td>
<td>8</td>
<td>68</td>
</tr>
<tr>
<td>3N</td>
<td>78</td>
<td>*</td>
<td>ETW</td>
<td>ES</td>
<td>NB-SW-7</td>
<td>71*</td>
<td>7</td>
<td>69</td>
<td>9</td>
<td>68</td>
</tr>
<tr>
<td>2N</td>
<td>70</td>
<td>60-20 To 69-20</td>
<td>ETW</td>
<td>ES</td>
<td>NB-SW-8</td>
<td>68</td>
<td>2</td>
<td>66</td>
<td>4</td>
<td>65*</td>
</tr>
<tr>
<td>1N</td>
<td>72</td>
<td>*</td>
<td>ETW</td>
<td>ES</td>
<td>NB-SW-8</td>
<td>70</td>
<td>2</td>
<td>69*</td>
<td>3</td>
<td>67*</td>
</tr>
</tbody>
</table>

Minimum requirement: 5 dBA reduction

Soundwall height recommendation

- Lowest height that breaks the line-of-site between a 3.5m (11.5 ft) truck stack and a 1.5 m (5.0 ft) receptor

ETW = Edge of Traveled Way
EE = Edge of Shoulder
R/W = Right of Way

*Modeling was performed at selected sites within the project limits in order to present preliminary soundwall locations. Complete soundwall evaluation will be performed will be reevaluated if alternative 2A or 3 is chosen to be the preferred alternative.

See Appendix H for Map Locations
5-8 LIGHT GLARE AND SHADOWS (Question 22)
The proposed project would result in the relocation and adjustment of freeway lighting to accommodate the proposed widening and soundwalls. This lighting would be diverted onto the freeway to prevent it from affecting nearby residences. Any negative influence from the Mission Boulevard overcrossing would be offset by a well-designed landscape, which would improve the visual quality of the whole area. The construction of soundwalls may increase the duration of shadows on adjacent residences and businesses.

Measures to Minimize Harm: None Required

5-9 NATURAL RESOURCES (Questions 25, 26, 29, 30, 31)
The proposed project will neither directly nor indirectly:

- Introduce new species of animals into an area, or result in a barrier to the migration or movement of animals;
- Result in the reduction in acreage of any agricultural crop or commercial timber stand, or affect prime, unique or other farmland of state or local importance;
- Change in diversity of species or number of species of animals (birds, land animals including reptiles, fish and shellfish, benthic organisms, insects or microfauna);
- Conflict with any applicable habitat conservation plan, natural community conservation plan or other approved local, regional or state habitat plan;

Measures to Minimize Harm: None Required

5-10 BE INCONSISTENT WITH ANY ELEMENTS OF ADOPTED COMMUNITY PLANS POLICIES OR GOALS (Question 33)
This project is consistent with the Southern California Association of Governments (SCAG) planning polices. In addition, the Federal Clean Air Act Amendments (CAAAS') of 1990 require transportation plans, programs, and projects, which are funded by or approved under Title 23 U.S.C. or Federal Transit Act, conform with state or federal air quality plans. In order to be found in conformance, a project must come from approved transportation plans and programs such as the State Implementation Plan (SIP), the Regional Transportation Plan (RTP), and the Regional Transportation Improvement Program (RTIP).

5-11 SOCIAL AND ECONOMIC ENVIRONMENT (Questions 32, 34-36, 45, 47, 49, 55)
The proposed project will neither directly nor indirectly:

- Cause disruption of orderly planned development;
- Be inconsistent with a Coastal Zone Management Plan;
- Affect the location, distribution, density, or growth rate of the human population in the area;
- Affect lifestyles, or neighborhood character or stability;
- Generate additional traffic
- Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands;
- Result in alterations to waterborne, rail or air traffic;
- Result in the use of any publicly owned land from a park, recreation area or wildlife and wildfowl refuge.

5-12 EFFECTS ON MINORITIES AND SPECIAL INTEREST GROUPS (Question 37)

The proposed project would require the displacement of single family residences on both sides of State Route 71. The Census Tract data for these displaced residents have been carefully reviewed and the proposed project is not anticipated to disproportionately impact any minority or low income populations as per Executive Order (E.O.) 12898 regarding environmental justice. There is sufficient and adequate replacement housing available in the City of Pomona and in the surrounding communities. The available housing stock appears to fulfill the requirements for residence types and for the estimated sales price range for residences that will be displaced by the proposed project. The displacement neighborhoods and relocation areas are comparable in terms of amenities, public utilities, public services, transportation and shopping. The market is expected to remain adequate through the time of displacement.

Executive Order 12898, Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations, signed by President Clinton on February 11, 1994, requires federal agencies to take the appropriate and necessary steps to identify and address “disproportionately high and adverse effects” of federal projects on the health or environment of minority and low-income populations to the greatest extent practicable and permitted by law.

Measure to Minimize Harm:
Implementation of the Relocation Assistance Act Benefits would offset any adverse effects that would occur as a result of the proposed project on minority groups, the elderly, handicapped, transit-dependent, or other special interest groups. State law establishes a uniform policy for the fair and equitable treatment of persons, as well as businesses, displaced as a direct result of programs or projects undertaken by a public entity. The Relocation Assistance Act shall be administered in a manner that is consistent with fair housing requirements and that ensures all persons of their rights under Title VI and Title VIII of the Civil Rights Act of 1968. A summary of this act can be found in Appendix D.

5-13 COMMUNITY DISRUPTION (Questions 38, 53)

Potential disruptive effects on existing residential areas adjacent to the State Route 71 corridor would be related to right-of-way acquisition, displacement of residences, modification of neighborhood access, the physical proximity of the improved roadway, and visual impacts resulting from the unobstructed direct line-of-sight between residences and the roadway. The freeway alternative may be at-grade, depressed 4.5 meters (15 feet), or depressed 9-10 meters (29-33 feet). The change to the visual quality of the depressed freeway after the proposed construction improves the existing views for all viewpoints. The deeper depressed freeway makes more contrast to the landform for the project, strengthening the spatial feeling, intactness and unity. The average vividness is higher with Alternative 2A (depressed 9-10 meters). For the analysis of traffic, air, noise, visual, and construction effect, refer to the appropriate section in this chapter. A screenline analysis was conducted at the intersections along State Route 71 to determine the feasibility of permanently closing access to these arterials from State Route 71. Based on the results of the volume peak hour traffic no adverse effect would occur if the intersections were permanently closed off.
Measures to Minimize Harm:
Potential adverse community impacts would be minimized through the following actions:

- Provide new roadside landscaping in areas where existing landscaping must be removed;
- Revegetation of cut and fill slopes with Sycamore and Oak trees;
- Choice of materials compatible in color and texture with the existing environment for retaining walls, sound walls, and other roadway structure;
- Phase construction of the project in order to divert traffic while maintaining access.

5-14 DISPLACEMENT AND EFFECTS ON HOUSING AND BUSINESSES (Questions 39, 40)
According to the Draft Relocation Impact Report for this project, single-family residential takes (partial and full) will be required for all the build alternatives. Partial commercial takes will only be required for alternative 2A and 2B. Table 5.12. and 5.13 shows the number of properties required for this project for each alternative. Most property takes occur along the State Route 71 corridor however, some properties would be required along both sides of Ninth Street for the Ninth street overcrossing and the North Ranch Road overcrossing.

The proposed project is not expected to result in any unusual residential relocation problems. There is sufficient and adequate replacement housing available in the City of Pomona and in the surrounding communities. The available housing stock appears to fulfill the requirements for residence types and for the estimated sales price range for residences that will be displaced by the proposed project. The displaced neighborhoods and relocation areas are comparable in terms of amenities, public utilities, and accessibility to public services, transportation and shopping. The market availability is expected to remain adequate through the time of displacement.

There are no business relocations required for the upgrade of State Route 71, however, there are partial acquisitions and dedications from the City of Pomona in regards to the Mission Boulevard/State Route 71 Interchange that will be constructed between Pomona Boulevard and Ninth Street. As part of the redevelopment of the Boyd Furniture Company and Tech Systems portions of both parcels have been reserved as dedications for Highway use. The City of Pomona currently owns the parcel along Tech Systems. This property will be reserved for highway use and will be transferred to Caltrans subject to all of Caltrans’ acquisition guidelines pertaining to right-of-way dedications. The Boyd Furniture Company also currently owned by the City of Pomona and is being leased to Boyd Furniture Company under a five-year lease. The portion of the parcel required for highway use has been identified and will be reserved by Pomona for transfer to Caltrans for the proposed interchange. The area within these parcels will be transferred to Caltrans at no cost since the City of Pomona already owns those parcels.

In addition to the dedications for highway use, a portion of the Contractors Warehouse will be required in order to construct the northbound off-ramp. This will require the removal of a portion of the existing lumber storage structure.
Table 5.12 Estimated Displacements

<table>
<thead>
<tr>
<th>Residential Owners - Single Family Residence (SFR)</th>
<th>Alternative 2A</th>
<th>Alternative 2B</th>
<th>Alternative 3</th>
</tr>
</thead>
<tbody>
<tr>
<td>Full Take</td>
<td>38</td>
<td>34</td>
<td>74</td>
</tr>
<tr>
<td>Partial Take</td>
<td>20</td>
<td>22</td>
<td>0</td>
</tr>
<tr>
<td>Residential Tenants - SFR</td>
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<td></td>
<td></td>
</tr>
<tr>
<td>Full Take</td>
<td>5</td>
<td>3</td>
<td>N/A</td>
</tr>
<tr>
<td>Partial Take</td>
<td>2</td>
<td>2</td>
<td>N/A</td>
</tr>
<tr>
<td>Total Households</td>
<td>65</td>
<td>61</td>
<td>74</td>
</tr>
<tr>
<td>Total Persons*</td>
<td>194.35</td>
<td>181.39</td>
<td>221.26</td>
</tr>
</tbody>
</table>

*Total Persons based on number of households x average of 2.99 persons per household (2000 U.S. Census).

Table 5.13 Estimated Displacements by Alternative

<table>
<thead>
<tr>
<th>Commercial</th>
<th>Alternative 2A</th>
<th>Alternative 2B</th>
<th>Alternative 3</th>
</tr>
</thead>
<tbody>
<tr>
<td>Full Take</td>
<td>0</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>Partial Take</td>
<td>3</td>
<td>3</td>
<td>0</td>
</tr>
<tr>
<td>Vacant Lot</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Full Take</td>
<td>0</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>Partial Take</td>
<td>47</td>
<td>47</td>
<td>47</td>
</tr>
<tr>
<td>Temporary Construction Easements</td>
<td>Residential</td>
<td>35</td>
<td>34</td>
</tr>
<tr>
<td>Total Impacts</td>
<td>150</td>
<td>145</td>
<td>121</td>
</tr>
</tbody>
</table>

Public agencies responsible for the acquisitions would be required to provide relocation assistance to displaced residents and compensate the property owners for the sale of the property in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1974, revised effective January 1, 1991 (Public Law 91-646 & 49 CFR Part 24). This law establishes a uniform policy for the fair and equitable treatment of residents, as well as businesses, displaced as a direct result of programs or projects undertaken by a public entity. The Relocation Assistance Act will be administered in a manner, which is consistent with the fair housing requirements and assures all persons their rights under Title VIII of the act of April 11, 1968 (Public Law 90-284), commonly known as the Civil Rights Act of 1968 and Title VI of the Civil Rights Act of 1964. As part of the relocation assistance, efforts will be made to find suitable replacement housing within the community if the tenant desires to remain (see Appendix D, E).

The State’s relocation program is adequate to successfully relocate all displacees. Special relocation issues associated with the project will be handled with: additional time to relocate, special advisory assistance, coordination with special services organization, Section 8 replacement housing and Last Resort Housing Program in the form of payments may be required to relocate displaced households.
Measures to Minimize Harm:
Occupants displaced by the proposed project would be entitled to receive relocation assistance pursuant to city, state, and federal policies, procedures, and requirements. Specifically, the Uniform Relocation Assistance and Real Property Act of 1974, revised effective January 1, 1991. This state law establishes a uniform policy for the fair and equitable treatment of persons, as well as businesses, displaced as a direct result of programs or projects undertaken by a public entity. The Relocation Assistance Act shall be administered in a manner that is consistent with fair housing requirements and that ensures all persons of their rights under Title VI and Title VIII of the Civil Rights Act of 1968.

5-15 PROPERTY VALUES (Question 41)
Acquisitions of properties would result in a loss of local property and sales tax revenues in the City of Pomona. No measures are directly available for losses in property and sales tax revenues. Improved access to the commercial and residential communities, when combined with reduced local street congestion and improved visibility of business signage should contribute to increased property values.

Measures to Minimize Harm:
No measures are directly available for losses in property and sales tax revenues. However, if excess property is resold and subsequently redeveloped, a portion of these losses would be recovered. As property values increase due to the proposed transportation improvements this will over time allow property and sales taxes to recover.

5-16 EFFECTS ON PUBLIC SERVICE AND UTILITIES (Questions 42, 43, 44)
Improvements along the State Route 71 may affect emergency response teams during the construction period. General increases in traffic congestion on local streets from construction activities would result in an increase response time for police, fire and paramedic services.

Construction of the proposed project would have minor impacts on bus service provided by Foothill Transit. Lines 191, 193, 195, 479, 480 and 482, which use State Route 71 would experience slight delays. After construction is completed, operation of the proposed project would result in improved access and route times. Implementation of the No-Build Alternative would result in heavy delays for buses by 2020.

There would be no adverse effect on utilities although some may need to be relocated temporarily or permanently for construction of the proposed project. This project will not affect community facilities including medical, educational, scientific, recreational, ceremonial or sacred shrines.

Measures to Minimize Harm:
As part of the project, Caltrans would endeavor to provide continued access for traffic when feasible, particularly emergency service vehicles. A Traffic Management Plan (TMP) shall be prepared to ensure continued access for emergency service vehicles as part of this project. Copies of the TMP would be forwarded to the appropriate businesses and agencies. Coordination with utility companies to ensure that community services are not disrupted for extended period during the construction phase of the project.
5-17 PARKING FACILITIES (Question 46)
The proposed project would not affect or be affected by existing parking facilities or result in the demand for new parking. There are currently four Park and Ride locations near the 57/10/210 Interchange, near the cities of Pomona and San Dimas. Park and Rides are not currently a part of the Department's long range strategy and is not included in the overall concept for State Route 71. However, if a suitable site can be identified for a Park and Ride location Caltrans would work with the appropriate local agencies to secure the property.

5-18 EFFECTS ON COMMERCIAL OR RESIDENTIAL DEVELOPMENT (Question 50)
The proposed project is part of a broader effort to improve traffic conditions in Southern California and would help stimulate economic conditions and residential expansion by improving the mobility of people and goods. The cumulative impacts associated with this project are consistent with the long-range policy goals of the Southern California Association of Governments (SCAG) and Caltrans Route Concept Report for State Route 71.

Measures to Minimize Harm: None Required

5-19 ARCHAEOLOGICAL AND HISTORIC RESOURCES (Question 51)
A Historic Property Survey Report (HPSR) was prepared to identify any impacts of the proposed project on archaeological resources or historic resources. The report indicates that no historic resources are known to exist within, or adjacent to, the project area. A copy of the concurrence letter can be found in Appendix I.

Measures to Minimize Harm:
Should cultural material be uncovered during any type of construction, it is Caltrans policy to discontinue work in the area of the find until the material can be evaluated by a Caltrans Archaeologist (Environmental Handbook, Volume 2, Chapter 7, Section 7-8). Work can only resume in that area with approval of the Caltrans Archaeologist.

5-20 IMPACTS ASSOCIATED WITH CONSTRUCTION (Question 54)
Impacts associated with construction will occur, but these inconveniences (i.e., delays in traffic, additional noise and dust) are temporary and not significant. Locations along the project route where retaining walls and sound walls are proposed to be constructed near the state right-of-way line may require temporary construction easements on adjacent properties. Detailed locations where these construction easements may be required will be determined during the Project Specifications and Estimates (PS&E) stage of the project.

Noise
During the construction phase of the project, noise from construction activities may intermittently dominate the noise environment in the immediate area of construction. Construction noise is regulated by Caltrans Standard Specifications, Section 7-1.011, "Sound Control Requirements". These requirements state that noise levels generated during construction shall comply with applicable local, state, and federal regulations and that all equipment shall be fitted with adequate mufflers according to the manufactures' specifications.
Measures to Minimize Harm: Implementing the following measures would minimize temporary construction noise impacts:

- All equipment shall have sound-control devices no less effective than those provided on the original equipment. No equipment shall have and unmuffled exhaust.

- When feasible, noise blankets shall be provided at the Ninth Street and Mission Boulevard overcrossings during construction.

- As directed by the Engineer, the contractor shall implement appropriate additional noise mitigation measures including, but not limited to, changing the location of stationary construction equipment, turning off idling equipment, rescheduling construction activity, notifying adjacent residents in advance of construction work, or installing acoustic barriers around stationary construction noise sources.

Air Quality

SR-71 Construction Activities

The construction of the SR-71 will take less than five years and will be constructed in segments. During the construction of the SR-71, there is a potential increase of PM$_{10}$ emissions at the project vicinity due to the operation of the construction equipment. Generally, the increase of PM$_{10}$ emissions occurs when construction activities occur during peak traffic hours. Thus, as recommended in the mitigation measures, construction activities should be scheduled during off-peak hours. Furthermore, to demonstrate that fugitive dust from construction equipment will have a less than significant impact on air quality, the following assumptions were made in the original air quality document:

- The construction activities will have medium activity level and operate eight-hours per day,
- The project site contains at worst-case moderate silt contents,
- The project site has semiarid climate, and
- The maximum disturbed area is three acres.

The fugitive dust emission factor for such a construction site used in this air quality analysis is derived from the Environmental Protection Agency's (EPA) AP-42 document, Section 13.2.3.3, *Heavy Construction Operations*, January 1995. Although the document provides an emission factor for total suspended particulate (TSP) emission only, which is substantially greater than PM$_{10}$ emissions, this emission factor was assumed to be the same in estimating PM$_{10}$ emissions as a worst-case scenario. The TSP emissions rate prescribed in the document is 1.2 tons per acre-month (30 days) of activity or approximately 80 pounds per acre-day. Daily fugitive dust emission from the project is calculated using the approved EPA emission rate multiplied by the active project site dimensions.

The combination of the PM$_{10}$ fugitive dust and PM$_{10}$ exhaust emissions from construction equipment are added together and compared to the SCAQMD daily threshold for PM$_{10}$ to determine whether the project has a significant impact on air quality.
The following significance thresholds for construction emissions have been established by the South Coast Air Quality Management District (SCAQMD):

- 2.5 tons per quarter or 75 pounds per day of Reactive Organic Compounds (ROC)
- 2.5 tons per quarter or 100 pounds per day of Nitrogen Oxides (NOx)
- 24.75 tons per quarter or 550 pounds per day of Carbon Monoxide (CO)
- 6.75 tons per quarter or 150 pounds per day of Particulate Matter (PM10)
- 6.75 tons per quarter or 150 pounds per day of Sulfur Oxides (SOx)

Projects in the South Coast Air Basin (SCAB) with construction related emissions that exceed any of the emission thresholds above are considered significant by SCAQMD. Although PM10 emissions is the only pollutant of concern, the other pollutants have been shown for reference purpose only and will not be discussed any further. Construction activities will occur in the following phases: preparation of the construction area, partial removal of the existing roadway, site grading activities, and asphalt paving. The phases are not indicative of the order of work. Most of the PM10 emissions will be generated during the grading activities, therefore this activity would present the worst-case scenario. It is assumed that a maximum of three acres will be graded and compacted at any given time.

The following equipment will be used eight-hours per day during the heaviest construction day: one scraper, one dozer, one loader, one backhoe excavator, one motor grader, and one compactor. Exhaust emissions from the construction equipment are illustrated in Table A. The exhaust emissions from the construction equipment are derived from SCAQMD's-CEQA Air Quality Handbook, 1993. As previously mentioned, fugitive dust emission from the construction activities will generate approximately 240 pounds of PM10 per day using EPA approved emission rate. Construction equipment exhaust will generate approximately 5.2 pounds per day as shown in Table A. A total of 245.2 pounds of PM10 emissions will be emitted per day from site grading activities without the implementation of mitigation measures to control fugitive dust. However, the implementation of mitigation measure such as watering active grading areas throughout the day will reduce the amount of fugitive dust generated by a minimal of 50%. This would reduce the amount of PM10 emissions generated to approximately 125.2 pounds per day, which is well below SCAQMD’s PM10 emissions threshold. Therefore, with the implementation of the proposed mitigation measures, PM10 emissions will remain well below SCAQMD’s threshold.

As shown above, PM10 emissions generated from the construction activities is well below the daily construction threshold established by SCAQMD, therefore PM10 emissions are considered not to have a significant impact on local air quality during the construction activities or during normal operation of SR-71.

**SR-71 Operational Activities**

The operation of SR-71, while construction activities are in effect, is not expected to change because the number of lanes is not expected to change during construction. The lanes will be redrawn around the construction area so that existing traffic flow will not be severely impacted during the construction of the proposed SR-71 freeway expansion. Therefore, PM10 combustion emissions from mobile on-road sources are not expected to increase, but will remain the same in the project vicinity.
The proposed SR-71 project is included in the Adopted 2001 Regional Transportation Improvement Program (RTIP) for Year 2000/2001-2005/2006, therefore emissions associated with the proposed SR-71 project have been included in the emission inventory for the region. The RTIP is designed to improve transportation for the region and also reduce overall emissions in the region for compliance purposes. Hence, the implementation of the proposed SR-71 project will not result in an increase in emissions, but potentially lower emission for the region.

Impacts due to the generation of fugitive dust and presence of other criteria pollutants will be less substantial. However, the following measures are generally accepted construction management practices used to mitigate the air quality impacts of a project.

### Table A

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<th>Source [1]</th>
<th>Parameter 1 (1)</th>
<th>Parameter 2 (2)</th>
<th>Parameter 3 (3)</th>
<th>Parameter 4</th>
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<td></td>
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<td></td>
<td>1.44</td>
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</tr>
</tbody>
</table>

**Notes:**

[1] Construction equipment engine hours were derived from Caltrans Performance Handboook Edition 26, October 1995. Hours of operation, idle, downtime, and standing hourly are assumed.


### Measures to Minimize Harm:

1. **Fugitive Dust Control**
   a. Apply Environmental Protection Agency (EPA) approved nontoxic chemical soil stabilizers to all inactive construction areas (i.e., previously graded area inactive for 5 days or more).
   b. Water active grading and parking area at least twice daily during dry season (May 1 through November 1).
   c. Enclose, cover, water twice daily or apply approved soil binders to exposed stockpiles.
   d. Suspend all excavation and grading operations when instantaneous wind speeds reach 40.2 kilometers per hour (25 miles per hour).
   e. Cover or maintain at least 0.6 meter (2 feet) of freeboard on all trucks hauling dirt, sand, silt, or other loose materials.
   f. Phasing and scheduling construction to avoid high ozone days, and possibly interrupting construction activities on days of elevated levels of smog (such as second stage smog alerts).
   g. Sweep paved streets at the end of the day if visible soil material is carried over to adjacent paved roads.
   h. Install wheel washers where vehicles enter and exit unpaved roads onto paved roads, or wash off mud from trucks leaving the site.
2. Vehicular Emissions Controls
   a. Maintain equipment and vehicle engines in good condition and in proper tune as per manufacturer’s specifications and per SCAQMD rules.
   b. Use electricity from existing nearby power lines rather than from temporary diesel- or gasoline-powered generators, to the extent feasible.
   c. Provide temporary traffic controls during all phases of construction activities that affect circulation on public roads around a construction zone to maintain traffic flow. The traffic control plan will be developed and included in the Plans Specifications and Estimates (PS&E).
   d. Schedule construction activities that affect traffic flow on the arterial system to off-peak hours.
   e. Utilize construction equipment that uses alternative clean fuels when feasible.

**Operational Mitigation.** Because the proposed project would not contribute to a violation of the CO standards and would have inconsequential, localized project effects, and because the project-level conformity requirements are satisfied, no mitigation for operation impacts is necessary. The mitigation measures listed above should offset any negative impacts should they occur.

**Construction Traffic**
During construction, there will be detours, lane and ramp closures, and other delays. A TMP will be prepared to give the traveling public advanced warning, guiding them through the construction zone in a safe and effective manner. Public information is important for the surrounding communities, so that they will have advanced warning of construction activities and planned lane and ramp closures.

*Measures to Minimize Harm:*
A Transportation Management Plan will be prepared for this project during the design stage since it anticipated that delays during construction would occur. In addition the following information sources will be made available:

- A project website will be available via the internet. This website will provide up to date information about project schedules, right-of-way, design issues, and construction activities. This website can be found at [http://www.dot.ca.gov/dist07/route71](http://www.dot.ca.gov/dist07/route71).
- Press releases to all local media, such as newspapers, local public cable television and radio, and Highway Advisory Radio (HAR) stations.
- Community meetings may be rescheduled to keep local residents informed on the status of the project.

**5-21 QUALITY OF THE ENVIRONMENT EFFECTS (Question 56)**
The proposed project would not adversely affect fish and wildlife populations, plant communities, or rare or endangered species. The proposed project is not expected to eliminate samples of California history or prehistory.

*Measures to Minimize Harm: None Required*
5-22 SHORT-TERM EFFECTS (Question 57)

The project would have short-term construction impacts; however, the project is intended to meet the long-term environmental goals of improving traffic flow conditions and improving regional air quality via increased auto occupancy.

*Measures to Minimize Harm:* None Required

5-23 CUMULATIVE EFFECTS (Question 58)

The project would have short-term construction impacts that would not contribute to a cumulative adverse effect on the broader area. When taken into its operational context, the proposed project, acting in concert with related transportation projects is expected to have the beneficial effects of aiding the reduction in air emissions and improving transportation efficiency.

*Measures to Minimize Harm:* None Required

5-24 SUBSTANCIAL ADVERSE EFFECT ON HUMAN BEINGS (Question 59)

The project would result in temporary construction impacts related to noise, air quality, and local traffic disruption as discussed in previous sections. These effects would be temporary and would not cause substantial negative effects on human beings.

*Measures to Minimize Harm:* None Required
6-0 CONSULTATION AND COORDINATION

6-1 SCOPING PROCESS

The California Environmental Quality Act (CEQA) and the National Environmental Policy Act (NEPA) do not require an Initial Study/Environmental Assessment (IS/EA) to include formal scoping procedures. However, in light of the connectivity of this project and its regional significance, efforts were undertaken to ensure that the concerns of the cities involved and other parties were incorporated into the project development process.

Early coordination with the general public and appropriate agencies is encouraged in the environmental review process in order to determine the scope of the environmental document, the level of analysis, and related environmental requirements. Agency consultation and public participation for this study have been accomplished through a variety of formal and informal methods, including project development team meetings, interagency coordination and integration meetings, public information meetings, interviews and briefings with community leaders, agencies and elected officials, a media relations program, public information repositories, newsletters, open houses, and a planned public hearing following the circulation of this document.

A formal scoping process was conducted for this project in effort to solicit public concerns and ensure early consultation. Letters informing elected officials and government agencies of the scoping process were mailed on January 26, 2001. In addition, public scoping advertisements were published in the following newspapers.

<table>
<thead>
<tr>
<th>Publication</th>
<th>Date Published</th>
</tr>
</thead>
<tbody>
<tr>
<td>Los Angeles Times</td>
<td>January 31, 2001</td>
</tr>
<tr>
<td>Inland Valley Daily Bulletin</td>
<td>January 31, 2001</td>
</tr>
<tr>
<td>Westside Story</td>
<td>February 1, 2001</td>
</tr>
<tr>
<td>La Opinion</td>
<td>February 3, 2001</td>
</tr>
<tr>
<td>La Voz</td>
<td>February 8, 2001</td>
</tr>
</tbody>
</table>

Comments were received during this scoping period until March 5, 2001. Comments were received during this scoping period from members of the public, public agencies, and elected officials. Issues raised in these comments included the following:

- Recommendation to build the freeway to help alleviate congestion that occurs along State Route 71 due to the signalized intersections.
- Concerns about the northeast corner of the Mission Blvd and State Route 71 intersection, which might reduce the size of the lot, and how it is going to be rezoned.
- The need for a Park-and-Ride lot along State Route 71.
- Traffic management plans, temporary bridge height clearances, closure notifications
- Impacts to six Foothill Transit lines

These concerns have been addressed in the appropriate sections of this IS/EA.
Other Coordinating Efforts
Caltrans project managers and project engineers have also been coordinating with the City of Pomona throughout the 2000/01-year in effort to agree on an alternative that would improve existing safety operations along State Route 71 while providing accessible and safe freeway ramps for the residents of Pomona. As a part of this local coordination effort, community and informational meetings were held on the following dates for this project.

October 8, 1998, Pomona CA
August 31, 1999, Pomona CA
October 17, 2000, Pomona CA
November 1, 2000 Pomona CA

The purpose of the above meetings was to present the design alternatives, to gather information about the communities' concerns and needs, to raise a general awareness, and to obtain their support for the project.

6-2 PUBLIC COMMENT PERIOD FOR THE IS/EA

The IS/EA document was circulated for public comment beginning January 18, 2002. The comment period was closed on March 6, 2002. An opportunity for a public hearing was offered on February 20, 2002, and a community meeting was held on February 21, 2002. Notice of this hearing/meeting was placed in appropriate local newspapers. Copies of this IS/EA document were available for review at the Caltrans District 7 office. Copies were also available at the Pomona Public Library and at the Chino Hills library.

On February 20, 2002, a public hearing was conducted at the Westmont Community Center, beginning at 6:00 p.m. and ending at 8:00 p.m. A total of 106 participants attended the event. An public hearing format was followed in which displays of project maps and drawings were displayed and project staff were available to address questions or concerns. The entering visitor was greeted at a sign-in table and was offered and agenda sheet, project information sheet, a listing of frequently asked questions, and a comment card, to be used if the person wished to offer formal comments. A court reporter was present to receive formal comments.
Notice of Public Hearing
Study results available on plans for freeway upgrade and interchange improvement on State Route 71 in the City of Pomona.

What is Being Planned?
The California Department of Transportation (Caltrans), District 7, are proposing to upgrade State Route 71 to freeway standards and construct a new interchange at Mission Boulevard in the City of Pomona, Los Angeles County. The proposed project's right-of-way requirements would involve residential relocations.

Why This Notice?
Caltrans has studied the potential effects this project may have on the environment. Our studies indicate that the proposed project will not significantly affect the quality of the environment. The study that explains these findings is called an Initial Study/Environmental Assessment (IS/EA) which should lead to a Negative Declaration / Finding of No Significant Impact.

What is Available?
You may review or obtain the Draft Initial Study/Environmental Assessment at the Caltrans District 7 Office located at 120 S. Spring Street, Los Angeles, CA 90012 Monday through Thursday from 8:00 a.m. to 4:00 p.m. Maps and other information are also available. There are also copies of the study available at the Pomona Public Library located at 625 S. Garey Ave., Pomona, CA 91762 and the Chino Hills Library located at 2003 Grand Ave., Chino Hills, CA 91709.

Where You Can Find
Have the potential impacts been addressed? Do you have information that should be included? If you wish to make a comment on the study, you may submit your written comments until March 6, 2002 to:
Mr. Ronald Kosinski, Deputy District Director
Division of Environmental Planning (SR-71)
CALTRANS
120 S. Spring Street
Los Angeles, CA 90012

If you have any questions regarding this project, please contact Gary Iverson, Caltrans (213) 897-3818.

When and Where
The Public Hearing for this proposed project is scheduled for February 20, 2002 from 6 p.m. to 9 p.m. at Westminster Community Center, located at 1800 W. Ninth Street, Pomona. There will also be a Community Meeting on February 21, 2002 from 6 p.m. to 8 p.m. at Diamond Ranch High School located at 100 Diamond Ranch Drive, Diamond Bar. Individuals who require special accommodation (American Sign Language interpreter, accessible seating, documentation in alternate formats, etc.) are requested to contact the District 7 Environmental Planning Office at (213) 897-3643 at least 7 days prior to the scheduled hearing date. TDD users may contact the California Relay Service Line at 1-800-735-2929 or Voice Line at 1-800-735-2922.

Thank you for your interest!
6-3  PUBLIC HEARING

A public hearing was held on February 20, 2002 at the Westmont Community Center, in the City of Pomona. A community meeting was held on February 21, 2002 at Diamond Ranch High School, in the City of Diamond Bar. These meetings were held to give the public an opportunity to become familiar, ask questions and make comments on the various aspects of the proposed project. As part of the circulation process, letters to elected officials, government agencies, and other interested parties were sent out on January 18, 2002. Additionally, a Public Notice was published in the Los Angeles Times Inland Empire Edition (January 18, 2002), the Asian Journal (January 23, 2002), the Inland Valley Daily Bulletin (January 21, 2002), La Voz (January 17, 2002), Westside Story (January 24, 2002), La Opinion (January 21, 2002). General issues of the comments and questions made at the hearing consisted of:

- Access to Phillips Ranch area
- Funding, scheduling and soundproofing
- Traffic on Ninth Street
- Selection of preferred alternative
- Property acquisition, fair market value, property values
- What properties will be acquired for the project
- Purpose of the No-Action alternative
- Frontage Road along SR-71
- Construction detours
- Keeping Phillips Drive open

These issues were addressed at the hearing and can be found in the Official Transcripts from the hearing located in the Record of Public Hearing. The Record of Public Hearing is available for review from 8:00 A.M. to 5:00 P.M. at Caltrans District 7 Office, 120 South Spring Street, Los Angeles, CA 90012.

6-4  WRITTEN COMMENTS AND RESPONSES

A total of 22 comment letters were received during the comment period. Copies of the letters and the responses to the comments raised are provided on the following pages. Comments were received from the following:

- Automobile Club of Southern California
- U.S. Environmental Protection Agency
- South Coast Air Quality Management District (AQMD)
- County of Los Angeles, Department of Public Works
- County of Los Angeles, Fire Department
- City of Pomona
- City of Chino Hills
- Southern California Association of Governments (SCAG)
- City of Chino
- Betty Shisey
- Christine Abedine
- Alfredo Flores Rodriguez
• Karen Clark
• Joseph and Gina Sanchez
• Maria Mobarak
• Wesley K. C. Ching
• Michael and Margarita Mejia
• Mary Beth Blackett
• Robert Zunde
• Charles Palminteri
• Leslie C. Hedges
• Meruelo Living Trust
This letter is identified as AAA.

AAA 1: Text reflecting the LOS has been added to Section 1-4 of this document.

AAA 2: Caltrans does not predict accidents. However, by eliminating the signalized intersections along this stretch of highway it should improve the stop and go queuing that leads to accidents.
March 7, 2002

Mr. Ronald Kowalski
Division of Environmental Planning (SER-714)
California Department of Transportation
120 South Spring Street
Los Angeles, CA 90012

Dear Mr. Kowalski:

The Environmental Protection Agency (EPA) has reviewed the draft Initial
Study Environmental Assessment (IS-EA) for the proposed widening of State Route 71 to an
8-lane transportation facility with High Occupancy Vehicle lanes, in the city of Pomona,
Los Angeles County, California. Our review is pursuant to the National Environmental Policy
Act (NEPA), Council on Environmental Quality (CEQ) regulations (40 CFR Parts 1508-1506),
and Section 309 of the Clean Air Act.

The Federal Highway Administration (FHWA) and Caltrans propose to upgrade State
Route (SR) 71 to full freeway standards from Interstate 10 (I-10) to SR 60. The existing 2-lane
exits/entries would be widened to include three mixed flow lanes and one high occupancy vehicle
(HOV) lane in each direction, and would have limited access. The project also proposes to
improve Mission Boulevard by constructing a grade separated partial cloverleaf interchange.
The project alternatives include no-build, and three build alternatives which all widen the road
to 8 lanes and include the new interchange at Mission Boulevard, but vary in the extent to which
the flows will be constructed below the ground surface level. No preferred alternative is
identified in the IS-EA.

Although the IS-EA addresses many pertinent impacts, EPA believes that the project
purpose is not currently defined and that an appropriate range of alternatives is not evaluated.
Further, there is no explanation why a decreased freeway design is considered, nor the
varying amounts of grading and dirt removal that would be involved with the construction of
each alternative. The IS-EA fails to compare the adverse impacts of the 'no-build' alternative with
the three build alternatives on local land and also fails to assess the extent to which the various
project alternatives meet the project purpose. The indirect effect of potentially increased traffic
on Mission Boulevard is not assessed. Additionally, the IS-EA does not adequately describe the
potential air quality impacts from project construction which may be substantial in this near-
attainment area.

Sincerely,

Lisa B. Hauf, Manager
Federal Activities Office

Attachment: EPA's detailed comments
cc: Cesar Perez, Federal Highway Administration, Sacramento
Susan DeSaddi, Corps of Engineers, Los Angeles
EPA 1: Text of the IS/EA has been revised to use the recommended language.

EPA 2: A Transportation System Management (TSM) was eliminated early in the planning process as a stand-alone alternative because it did not improve the non-standard geometric features, safety of at-grade intersections nor did it address the future Level of Service (LOS) of “F3” for State Route 71. The HOV lanes will enhance the operational efficiency of the existing facility and shift transportation uses to higher capacity modes such as transit. The proposed project is segment 1 of a series of 5 segments for improvements on State Route 71 from Interstate 10 to State Route 91. According to the Route Concept Report dated June 2000 for State Route 71, the improvements need consist of widening and adding High Occupancy Vehicle (HOV) lanes. Three of the five segments are currently constructed and are in full operation and one is under construction.

EPA 3: The affects of the semi-depressed freeway versus the full-depressed freeway involve constructability and cost of the project. While the three alternatives do not affect traffic flow, factors such as earthwork, right-of-way acquisition, and displacement of people and materials vary for each option. Each of the three build alternatives satisfies the traffic model and projected volumes. The limits of the study area and the fact that the other four segments of State Route 71 have been completed or near completions with similar alternatives therefore limiting the alternatives analysis.
EPA continued

The dirt excavated from the area where the freeway will be depressed will either be taken to locations where fill is required for freeway element construction, disposed of on nearby vacant naval lands or dirt pits or sent to a landfill to be used as cover.

EPA 5: This project is part of the Transportation Congestion Relief Program (TCRP) which was designed to reduce congestion on some of California's most heavily traveled freeways. Currently, State Route 71 operates as a signalized expressway for a distance of 3 miles. This contributes to considerable delays to traffic and safety hazards to pedestrians trying to cross the expressway. By eliminating the signalized intersections you reduce the stop-and-go action which contributes to delays and traffic accidents.

EPA 6: Caltrans District 7 has the most extensive HOV program in the nation having been in operation in Los Angeles County since January 1973. It is a familiar sight for Southland motorists. District 7 has plans to add carpool lanes to virtually every freeway in the Los Angeles area by the year 2010.

The purpose of the HOV program is to reduce congestion by using the capacity of the freeway system more efficiently, and to increase mobility in the region. The result is reduced congestion, improved air quality, energy conservation, increased mobility and efficiently of all trips. Currently, all HOV facilities in Southern California are operated on a 24-hour basis and there are no plans to alter these hours. Any future decision to alter operation times would have to be made by Caltrans and the Federal Highway Administration after consideration of public input. Most likely, this policy change would be considered on a regional basis to maintain consistency among HOV facilities.
EPA 7: A constructability review meeting was held on October 20, 1999 at Caltrans District 7 offices for this project. Comments were received from right-of-way, construction, electrical, and project development staff. A construction staging review of the project has been performed to determine whether the flow of traffic along both Mission Boulevard and State Route 71 can be maintained during the construction of the new interchange. It was determined from this review that construction of the interchange can be successfully staged. General staging requirements for the construction of the interchange would apply to all the alternatives.

Preliminary evaluation of the Route 71/Mission Boulevard interchange concepts indicates that a Traffic Management Plan (TMP) will be required to minimize the delays and disruption during construction. Implementation of any of the alternatives will involve construction strategies i.e. phased or staged. The exact stage construction sequencing for implementation of this project will be identified in final design. In addition to the stage construction strategy, other traffic management measures may be considered to improve the traffic circulation during construction include:

- Alternate route strategies
  - Detour routes
  - Traffic control improvements
  - Street improvements

- Incident management measures
  - Tow service
  - Construction zone enhanced enforcement program (COZEEP)
  - Call boxes

- Demand management strategies
  - Transit service improvement
  - Park and ride lots and ridesharing marketing

- Public awareness measures
  - Brochures and mailers
  - Media releases, telephone hotline
  - Public information center

Implementation of the above strategies will help to minimize impacts of construction for State Route 71 and Mission Boulevard. In addition, one of the most important elements of the TMP process is coordination and communication among all the agencies that are involved with this project. Implementation of the TMP is a team effort and the success of it lies in the consensus that is forged between the agencies and the affected communities.
severely frequency of existing violations in the area affected by the project. Similarly, there are no data or analyses provided to support the conclusion that there will be no localized particulate matter (PM10) violations.

The SEPA indicates that overall project construction is expected to be completed in just less than five years. Even though the Conformance Rule does not require a hot spot analysis of PM10 emissions for construction impacts of less than 5 years in duration (40 CFR 93.123(c)(6)), we believe that air quality impacts from construction activities may be substantial. Additional vehicular emissions can be expected from the extensive excavation requirements from constructing the depressed freeway, as well as the Mission Boulevard interchange. Compounded traffic congestion is expected during project construction period, which would result in elevated exhaust emissions. How might these effects be minimized or avoided during days of unhealthy air quality, (smog alerts), which occur periodically in this region?

EPA disagrees with the unsubstantiated statement on page 59 that, “Because the proposed project would not contribute to a violation of the CO standards and would have no localized project effects, and because the project-level conformance requirements are satisfied, no mitigation for operational impacts is necessary.” EPA recommends the implementation of additional, more rigorous mitigation measures than those listed on page 59, such as the use of construction equipment that uses alternative clean fuels, planning and scheduling construction to avoid high ozone days, and possibly interrupting construction activity on days of elevated levels of ozone (such as second stage smog alerts). The latter two measures were included in Midwest Air Quality regional impact statement for the Riverside I-215 Improvement Project (November 2001). We recommend that Caltrans reissue this issue, evaluate the potential sources of emissions and other minute particulate matter during construction activities, and propose the implementation of appropriate mitigation measures.

**Impacts to Water Quality**

Adding new lanes to an existing facility will result in a greater surface area collecting freeway stormwater and also increased vehicle miles traveled (VMT) contributing greater quantities of vehicular pollutants into the stormwater. While additional may only be incremental and not significant in light of existing degraded water quality conditions, it should be assessed. The SEPA indicates on page 13 that the proposed project will add “very little” additional impervious surfaces and will not materially change the existing drainage patterns, but there is no information provided to justify this statement.

Another factor to consider in this area are potential impacts to Clean Water Act Section 303(d) listed waters. Such a classification indicates that the receiving waters have an allocated total minimum daily load (TMDL) requirement for specific pollutant, as designated by the Regional Water Quality Control Board. The SEPA does not identify into which waterway the stormwater from SR 71 drains and its status with respect to Section 303(d); however, if the

EPA 8: Refer to Section 5-20, Air Quality.

EPA 9: The Caltrans Water Quality Study dated, May 24, 2001 indicates that the proposed project will contribute to a negligible amount of impervious surface. The study concludes that the proposed project will have a minimal effect on the hydrologic sub areas (405.51, 481.21, and 801.21) and does not "materially change" the existing drainage patterns in the San Gabriel and San Bernardino Watershed. The total project area compared to the watershed area ratio is relatively small, it comprises less than 1 percent. This ratio is the paved to unpaved area in relation to the watersheds. Furthermore, since the proposed project consists of upgrading the segment on State Route 71 to full freeway standards, median material that consists of compacted base material will be used. Compacted base material is 90 percent impervious (Caltrans Highway Design Manual) while pave areas are considered to be 90 to 100 percent impervious, therefore the proposed project will not affect percolation within the watershed basins.

Hydraulic studies are currently being conducted to determine a feasible location to discharge stormwater. Where there is, or is proposed to be, a storm drain system with a drainage pipe or collection ditch discharging into either a receiving water or a downstream storm drain system owned by others, treatment Best Management Practices (BMP's) will be considered and installed, where feasible.

Caltrans storm water program also provides guidelines and regulations on storm water from Caltrans roadways. These include Caltrans Storm Water Management Plan (SWMP) and Stormwater Pollution Prevention Plan (SWPPP). The SWMP
EPA continued

receiving water is listed, it should be disclosed in the IS/EA and potential mitigation measures to minimize adverse impacts to water quality identified.

The IS/EA indicates that a 0.7 mile linear stretch of a small drainage that will be directly impacted by the proposed project (presumably by each of the build alternatives). The aerial extent of this impacted water is not estimated, nor is the type of Section 404 authorization predicted. If the impacted area of waters of the U.S. is extensive enough to require authorization under an individual permit by the Corps of Engineers, the IS/EA should characterize the function and quality of the jurisdictional area, and consider practicable measures that can be taken to avoid or minimize impacts to that resource. Even though there is an estimate of the extent of impacts as required mitigation, the IS/EA properly identifies what the potential mitigation might be to address these impacts.

Pollution Prevention

The Resource Conservation and Recovery Act (RCRA) Section 609, requires federal, state, local agencies and their contractors that use appropriated federal funds to purchase EPA-designated recycled materials, including EPA-designated construction and landscaping products. For further details, see EPA's website at [http://www.epa.gov].

We encourage FHWA and Caltrans to explore all opportunities to reuse and recycle demolition, construction and facility waste. We recommend that the IS/EA contain firm commitments to minimize construction waste by reusing and recycling solid waste as much as feasible.

allows Caltrans to be in compliance with the National Pollutant Discharge Elimination System (NPDES) permit for storm water discharges.

A database search of the Clean Water Act Section 1998 303d list does not indicate Chino Creek as a waterbody of concern.

EPA 10: Please refer to Section 3-6 and 5-5 of the IS/EA.

EPA 11: Section 5-4 of the IS/EA contains mitigation measures to reuse or recycle wast 4er material when feasible. The contractor bid package will include reference to the EPA designated materials and the EPA website and encourage their use.
AQMD 1: The assessment of PM$_{10}$ emissions was conducted assuming a worst-case scenario during the construction of the state route 71 (SR-71) expansion and the operation of the SR-71 during the proposed freeway expansion activities. Language has been added to the IS/EA to show rational for non-significance from both construction and operational activities. The results indicate a slight decrease in PM10 for the State Route 71 freeway compared to the No Build Alternative. Please refer to Section 5-20 for further information.
AQMD 2  As shown above in response to comment number one, construction activities will have less than significant impact on air quality with the implementation of the required mitigation measures. Table A has been added to Section 5-20 of the IS/EA to illustrate the reduction of emissions when compared to project construction without measures.
COUNTY OF LOS ANGELES
DEPARTMENT OF PUBLIC WORKS

March 4, 2002

Mr. Ronald Kosinski
Department of Transportation
125 South Spring Street
Los Angeles, CA 90012

Dear Mr. Kosinski:

RESPONSE TO AN INITIAL STUDY
STATE ROUTE 71 - INTERSTATE 10 TO
STATE ROUTE 60 FREEWAY UPGRADE
INTERCHANGE IMPROVEMENT PROJECT

Thank you for the opportunity to provide comments on an Initial Study for the proposed State Route 71 - Interstate 10 to State Route 60 Freeway Upgrade Interchange Improvement project. We have reviewed the submittal and offer the following comments:

Land Development (Transportation Planning)
We have reviewed the subject document and have no comments.

If you have any questions, please contact Mr. Hubert Seto at (626) 458-4349.

Watershed Management

The proposed project should include investigation of watershed management opportunities to maximize capture of local rainfall on the project site, eliminate incremental increases in flows to the storm drain system, and provide filtering of flows to capture contaminants originating from the project site.

This project includes the construction of an eight-lane facility, which includes two high occupancy vehicle lanes, and would include redesigning the Mission Boulevard interchange on State Route 71. Based on our review, we feel that Watershed Management Division's comment is sufficient to cover our concerns.

LACoPW: Comment noted. An investigation of watershed management opportunities to maximize capture of local rainfall on the project site, eliminate incremental increases in flow to the storm drain system, and provide filtering of flows to capture contaminants originating from the project site will be conducted during final design.

Rod H. Kubomoto
Assistant Deputy Director
Watershed Management Division

MM 6/0 85-3071

Mr. Ronald Kosinski
March 4, 2002
Page 2

If you have any questions regarding the above comments or the environmental review process of Public Works, please contact Ms. Massie Munroe at the address on the first page or at (626) 458-4350.

Very truly yours,

JAMES A. NOYES
Director of Public Works

Rod H. Kubomoto
Assistant Deputy Director
Watershed Management Division

MM 6/0 85-3071

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LACoFD 1: The City of Pomona also has an Oak Tree Ordinance, which is more stringent than the County of Los Angeles. Caltrans will follow all ordinances in respect to oak tree removal procedures and permit requirements required by the City of Pomona and will implement mitigation measures pursuant to the provisions of the City's Oak Tree Ordinance.
LACoFD 2: The development of traffic management plans have been identified as mitigation measures for impacts to traffic circulation during construction. Proactive communication between Caltrans and emergency service providers operating within the corridor will facilitate appropriate detour routes and provide adequate means of access to their service areas, with an acceptable amount of delay expected.

LACoFD 3: Comment Noted. If temporary bridges are to be used in construction they will be designed, constructed and maintained to support a live load of at least 75,000 pounds. Bridges will also have a minimum vertical clearance of 13'6" throughout construction.

LACoFD 4: Coordination of water service disruptions will be done during the PS&E stage of project design.

LACoFD 5: Please refer to Sections 3, 4 and 5 in the IS/EA for analysis and evaluations of these areas.
Comments on Draft Initial Study/Environmental Assessment for the STATE ROUTE 71-INTERSTATE 10 TO STATE ROUTE 60 FREEWAY UPGRADE/INTERCHANGE IMPROVEMENT PROJECT

Comment 1: Description of Proposed Project—Alternative 1—No Action (p. 8)
The City cannot support Alternative 1. Taking no action to relieve congestion and reduce accident rates is not acceptable.

Comment 2: Description of Proposed Project—Alternative 3—At Grade Freeway (p. 9)
The City cannot support Alternative 3. Building an at-grade freeway would require residential displacement of more households than either Alternative 2A or 2B. Furthermore, the visual and noise impacts of an at-grade freeway would be unacceptably great.

Comment 3: Description of Proposed Project—Mission Boulevard Interchange Design Features (pp. 10 & 68)
The Draft IS/EA includes an interchange design in which the northwest free-flow loop on-ramp approaches upon an existing parking area at the Tech Systems site. To conserve parking space, the City requests that an alternative design be adopted in which the northwest loop on-ramp is compressed in the manner depicted in the attached drawing. Regarding the southeast loop on-ramp, the City prefers the design that is also included in the attached drawing and requests that this design be adopted.

Comment 4: Discussion of Environmental Evaluation—Noise (p. 40)
Paragraph 1 includes the statement that Caltrans intends to employ sound walls as a noise abatement measure, but concludes with the following: "If during final design conditions have substantially changed, noise barriers might not be provided. The final decision of the noise barriers will be made upon completion of the project and the public involvement process." Consequently, questions remain regarding the measures that will actually be implemented to mitigate noise impacts.

The City requests that Caltrans make a commitment to provide soundwalls and landscaping in all project areas that abut residences for the purpose of mitigating noise and visual impacts to below a level of significance.

To be deemed adequate, the Draft IS/EA must be revised to include enough detail regarding proposed noise mitigation measures to demonstrate that the measures will actually reduce noise impacts to below a level of significance.

Comment 5: Discussion of Environmental Evaluation—Light Glare and Shadows (p. 83)
The very brief discussion of light glare and shadows indicates that freeway lighting will be diverted onto the freeway away from residences and that landscaping will be employed to improve the visual quality of the Mission Boulevard interchange. However, no specific measures are described and no graphics provided so as to enable the City to evaluate the adequacy of the proposed mitigation.

The City requests that Caltrans make a commitment to provide measures that will shield residences from glare along SR 71 and in the vicinity of the Mission Boulevard interchange so that impacts from lighting will be mitigated to below a level of significance.

To be deemed adequate, the Draft IS/EA must be revised to include enough detail regarding proposed light glare mitigation measures to demonstrate that the measures will actually reduce light glare impacts to below a level of significance.

Pomona 1: Comment noted. The No-Action alternative is not recommended.

Pomona 2: Caltrans acknowledges the city's support for alternative 2A and 2B. Alternative 2B has been selected as the recommended alternative.

Pomona 3: Caltrans traffic engineers will consider the design to compress the ramps in this location. Please also refer to page 83 of this document.

Pomona 4: Caltrans is committed to providing noise attenuation measures up to the maximum wall height permitted (5.0 m), if the resultant noise level can be reduced by a minimum of 5 dBA. During final design of the project, additional noise readings will be taken at the locations noted in tables 5.1-5.11 to determine exact locations and heights of proposed soundwalls. It is Caltrans' policy to construct soundwalls as soon as possible on all projects as found to be reasonable and feasible. This fact is clearly demonstrated throughout the region.

Caltrans will work in conjunction with Pomona to determine replacement plantings for the areas disturbed by construction and will be considered part of the project.

Pomona 5: Lighting will be considered as part of final design. Caltrans will work in conjunction with Pomona to determine replacement plantings for the areas disturbed by construction only and will be considered part of the project.
Pomona 6: It is anticipated that stage construction detours and lane closures would be required for both directions of traffic during construction. A Transportation Management Plan (TMP) is required for this project. The TMP will identify ways to minimize traffic to pedestrians and residential areas during construction. The TMP will be finalized during the Plans, Specifications, and Estimate (PS&E) phase after consultation with the City of Pomona.

Pomona 7: Caltrans is committed to mitigate construction impacts to below a level of significance. More specifics will be provided during final design as the details of the construction process and mitigation measures are more fully developed. Caltrans will keep the City of Pomona informed of the progress as this information is developed.

Pomona 7A: All city streets as well as commercial and residential driveways will remain in service through the construction period. Therefore, traffic circulation will be as near as normal as possible to provide unhampered waste pickup. Municipal solid waste disposal programs would not be hampered should the project be constructed. In addition, as stated in Section 5-16, a Traffic Management Plan (TMP) will be prepared for this project and will be distributed to all appropriate agencies. The TMP will help minimize traffic congestion while constructing the new freeway and will be prepared in conjunction with the City of Pomona.

Pomona 7B: See response to 7A.

Pomona 7C: Text has been added to Section 5-20 in this IS/EA to use noise blankets on overcrossings when feasible.

Pomona 7D: Coordination of street sweeping activities will be done during the PS&E stage of project design, and be implemented to ensure these impacts do not negatively impact the local area.

Pomona 7E: A roadway survey will be conducted before
and after construction to determine if pavement damages have occurred upon local streets used as detours. Repaving will be done as deemed necessary in conjunction with the City of Pomona.

**Pomona Map:** Caltrans acknowledges this is the design the City would prefer for Mission Boulevard. However, this design does not accommodate the horizontal clearance required for freeway implementation thus not meeting the purpose and need for the project. Caltrans engineers will evaluate this design option during final design, as well as the other design variations that were presented to Mr. Ahmad Ansari at the March 26, 2002 meeting. Caltrans is committed to working with the City of Pomona to implement a design for Mission Boulevard that will accommodate the proposed widening of SR-71, minimize property “takes”, meet safety standards, is acceptable to other Caltrans “partners”, and fulfills the purpose and need for the project.
February 28, 2002

Mr. Ronald Kosinski, Deputy District Director
Division of Environmental Planning (SR 71)
Department of Transportation
120 South Spring Street
Los Angeles, California 90012

Subject: Comments on Initial Study/Environmental Assessment for State Route 71 - Interstate 10 to State Route 60 - Freeway Upgrade/Interchange Improvement Project

Dear Mr. Kosinski,

The City of Chino Hills received the subject Initial study/environmental assessment and appreciates the opportunity to provide comments on the project. The City of Chino Hills views this project as being a high priority project to address traffic congestion within the region and, therefore, we offer the following comments:

1. The City of Chino Hills fully supports the concept of a Transportation Management Plan (TMP) to address traffic impacts during construction. However, the TMP must be a comprehensive public information program to inform commuters of the time and duration of lane closures as well as identify alternate routes during peak commute periods. At a minimum, regular daily updates should be provided within local daily newspapers as well as through the proposed project website. Regularly scheduled meetings with local jurisdictions and law enforcement agencies should also be held at the beginning of the project and throughout construction.

2. The subject document does not address the potential impact of traffic using alternate routes around the construction zone. Given the long construction schedule for this project the "short term" impact of congestion is likely more pronounced than for most projects. The environmental document should address impacts on surrounding roadways by identifying potential alternate routes and recommend appropriate mitigation. One potential alternate route that could impact

Chino Hills: 1: The development of traffic management plans has been identified as mitigation for impacts to traffic circulation during construction. Proactive communication between Caltrans and emergency service providers operating within the corridor will facilitate appropriate detour routes and provide adequate means of access to their service areas, with an acceptable amount of delay expected.

It is intended that sufficient communication will be conducted between Caltrans and emergency service providers operating within the corridor such that appropriate detour routes can be established and the providers will have adequate means of access to their service areas, with an acceptable expected amount of delay.

Chino Hills 2: The implementation of the Traffic Management Plan (TMP) and the Stage Construction plans will minimize traffic congestion during construction and will be developed in the final design phase of the project. Traffic circulation and patterns will be analyzed and action will be taken to minimize the amount of traffic delays due to construction. Caltrans will work with the City of Chino Hills to ensure that traffic congestion is minimized to the fullest extent possible. Signs and other information will be available to warn drivers of detours, construction delays and road closures.

Caltrans will continue to keep the City of Chino Hills informed as the project progresses.
Chino Hills continued.

Chino Hills is trips that may choose to use Grand Avenue or Chino Hills Parkway to by pass the Chino Valley Freeway. Consideration should also be given to the need for enhanced traffic enforcement on alternate routes during construction to minimize traffic intrusion in those routes.

3. Project construction should be expedited to minimize impacts on the large volume of commuters that currently use this roadway. The long construction schedule and limited funding for this project acts to increase impacts to the transportation system and the environment.

On a separate matter, signage on the San Bernardino Freeway (I-10) and the Orange Freeway (Route 57) continues to inaccurately reference SR-71 as the Corona Expressway. Please correct signage to reflect the proper name of the subject roadway - Chino Valley Freeway, as it is confusing to motorists that are unfamiliar to the area that are using up to date maps.

Thank you for the opportunity to comment on this project. If you have any questions regarding our comments, please feel free to call me at (909) 364-2741.

Sincerely,

Jeffrey W. Collier
Community Development Director

cc: Mayor and City Council
Douglas M. Le Belle, City Manager

Chino Hills 3: Comment Noted.
Has been notified about the sign. Caltrans also has a website that you can report construction and maintenance problems, which can be accessed at http://www.dot.ca.gov/contacts.htm
February 26, 2002
Mr. Ronald Kosinski
Page 2

COMMENTS ON THE INITIAL STUDY / ENVIRONMENTAL ASSESSMENT FOR THE STATE ROUTE 71 - INTERSTATE 10 TO STATE ROUTE 60 FREEWAY UPGRADE / INTERCHANGE UPGRADE IMPROVEMENT PROJECT
SCAG NO. 1 20020017

PROJECT DESCRIPTION

The proposed Project considers the construction and upgrade to State Route 71 to full freeway standards from Interstate 10 to State Route 60. The facility would be widened to three mixed flow lanes and on high occupancy vehicle (HOV) lane in each direction. The Project also proposes to improve Mission Boulevard with a grade separated partial cloverleaf interchange. The proposed Project is located in the City of Pomona, Los Angeles County. The proposed improvements will also involve the acquisition of new right-of-way.

INTRODUCTION TO SCAG REVIEW PROCESS

The document that provides the primary reference for SCAG's project review activity is the Regional Comprehensive Plan and Guide (RCPG). The RCPG chapters fall into three categories: core, ancillary, and bridge. The Growth Management (adopted June 1994), Regional Transportation Plan (adopted April 2001), Air Quality (adopted October 1995), Hazardous Waste Management (adopted November 1994), and Water Quality (adopted January 1996) chapters constitute the core chapters. These core chapters respond directly to federal and state planning requirements. The core chapters constitute the base on which local governments construct consistency of their plans with applicable regional plans under CEQA. The Air Quality and Growth Management chapters contain both core and ancillary policies, which are differentiated in the comment portion of this letter. The Regional Transportation Plan (RTP) constitutes the region's Transportation Plan. The RTP policies are incorporated into the RCPG.

Ancillary chapters are those on the Economy, Housing, Human Resources and Services, Finance, Open Space and Conservation, Water Resources, Energy, and Integrated Solid Waste Management. These chapters address important issues facing the region and may reflect other regional plans. Ancillary chapters, however, do not contain actions or policies required of local government. Hence, they are entirely advisory and establish no new mandates or policies for the region.
Bridge chapters include the Strategy and Implementation chapters, functioning as links between the Core and Ancillary chapters of the RCPG.

Each of the applicable policies related to the proposed project are identified by number and reproduced below in italics followed by SCAG staff comments regarding the consistency of the Project with those policies.

GENERAL SCAG STAFF COMMENTS

1. The IS/EA Includes a short discussion on the RTP and RTIP in regards to the proposed Project. The proposed Project is included in SCAG’s 2001/02 – 2005/06 RTP.

2. The Final IS/EA should address the relationships (consistency with core policies and support of ancillary policies) to SCAG’s Regional Comprehensive Plan and Guide and discuss any inconsistencies between the proposed project and applicable regional plans.

CONSISTENCY WITH REGIONAL COMPREHENSIVE PLAN AND GUIDE POLICIES

The Growth Management Chapter (GMC) of the Regional Comprehensive Plan and Guide contains a number of policies that are particularly applicable to the State Route 71 - Interstate-10 to State Route 80 Freeway Upgrade/Interchange Improvement Project.

3.01.1 The population, housing, and jobs forecasts, which are adopted by SCAG’s Regional Council and that reflect local plans and policies, shall be used by SCAG in all phases of implementation and review.

3.03 The timing, financing, and location of public facilities, utility systems, and transportation systems shall be used by SCAG to implement the region’s growth management policy.

The Regional Transportation Plan (RTP) also has policies pertinent to this proposed project. This chapter links the goal of sustaining mobility with the goals of fostering economic development, enhancing the environment, reducing energy consumption, promoting transportation-friendly development patterns, and encouraging fair and equitable access to residents affected by socio-economic, geographic and commercial limitations. Among the relevant policies of this chapter are the following:

February 28, 2002
Mr. Robert Komatsu
Page 4

4.01 Transportation investments shall be based on SCAG’s adopted Regional performance indicators.

4.02 Transportation investments shall mitigate environmental impacts to an acceptable level.

SCAG staff comments: The IS/EA identifies environmental impacts and details the measures mitigates these impacts. Pages 31 through 81 provide an environmental evaluation and recommended mitigation measures. The Project is consistent with this core RTP policy.

4.03 Major Investment Studies and other studies of regional transportation facilities shall include consideration of freight movement.

4.04 Transportation Control Measures shall be a priority.

4.15 Maintaining and operating the existing transportation system will be a priority over expanding capacity.

SCAG staff comments: The Draft IS/EA In Section 1 (Purpose and Need for Project) discusses the need for the proposed Project and proposed improvements, which will help to maintain and operate the existing transportation system. The Project is supportive of this core RTP policy.

GMC POLICIES RELATED TO THE RCPG GOAL TO IMPROVE THE REGIONAL QUALITY OF LIFE

The Growth Management goals to attain mobility and clean air goals and to develop urban forms that enhance quality of life, that accommodate a diversity of lifestyles, that preserve open space and natural resources, and that are aesthetically pleasing and preserve the character of communities, enhance the regional strategic goal of maintaining the regional quality of life. The evaluation of the proposed project in relation to the following policies would be intended to provide direction for planning implementation, and does not apply to regional mandates.

3.18 Encourage planned development in locations least likely to cause environmental impacts.

SCAG staff comments: The Project is proposed in a manner, which will minimize environmental impacts. Mitigation measures included in the IS/EA are recommended to address identified impacts. The Project is supportive of this
ancillary RCPG policy.

3.20 Support the protection of vital resources such as wetlands, groundwater recharge areas, woodlands, production lands, and land containing unique and endangered plants and animals.

SCAG staff comments. The ISEA in Section 5.5 includes discussions on the Project's impact on biological resources. Mitigation measures are recommended for tree removal, wetlands and the use of native plants for landscaping purposes.

The Project is supportive of the ancillary RCPG policy.

3.21 Encourage the implementation of measures aimed at the preservation and protection of recorded and unrecorded cultural resources and archaeological sites.

3.22 Discourage development, or encourage the use of special design requirements, in areas with steep slopes, high fire, flood, and seismic hazards.

3.23 Encourage mitigation measures that reduce noise in certain locations, measures aimed at preservation of biological and ecological resources, measures that would reduce exposure to seismic hazards, minimize earthquake damage, and to develop emergency response and recovery plans.

SCAG staff comments. The ISEA acknowledges that the proposed Project would have noise impacts on some surrounding uses. Mitigation measures are recommended to address noise impacts on adjacent uses and construction. The Project is supportive of the ancillary RCPG policy.

AIR QUALITY CHAPTER CORE ACTIONS

The Air Quality Chapter core actions related to the proposed project includes:

5.07 Determine specific programs and associated actions needed (e.g., indirect source rules, enhanced use of telecommunications, provision of community-based shuttle services, provision of demand management-based programs, or vehicle-miles-traveled/demotion fees) so that options to command and control regulations can be assessed.

5.11 Through the environmental document review process, ensure that plans at all levels of government (regional, air basin, county, subregional and local) consider air quality, land use, transportation, and economic relationships to ensure comprehensive and measurable benefits.

WATER QUALITY CHAPTER RECOMMENDATIONS AND POLICY OPTIONS

The Water Quality Chapter core recommendations and policy options relate to the two water quality goals: to restore and maintain the chemical, physical and biological integrity of the nation's water; and, to achieve and maintain water quality objectives that are necessary to protect all beneficial uses of all waters.

11.07 Encourage water reclamation throughout the region where it is cost-effective, feasible, and appropriate to reduce reliance on imported water and wastewater discharges. Current administrative impediments to increased use of wastewater should be addressed.

CONCLUSIONS

1. As noted in the staff comments, the proposed State Route 71 - Interstate 10 to State Route 60 Freeway Upgrade/Interchange Improvement Project Draft Initial Study/Environmental Assessment is consistent with or supports some of the core and ancillary policies in the Regional Comprehensive Plan and Guide and Regional Transportation Plan.

2. As noted in the General Staff Comments, the Final ISEA should address the relationships (consistency with core policies and support of ancillary policies) to SCAG’s Regional Comprehensive Plan and Guide and Regional Transportation Plan and discuss any inconsistencies between the proposed project and applicable regional plans.

3. All feasible measures needed to mitigate any potentially negative regional impacts associated with the proposed project should be implemented and monitored, as required by CEQA.

SCAG 1: Comments noted. The State Route 71 Freeway Upgrade/Mission Boulevard Improvement Project is identified in Southern California Association of Government's 2001 Regional Transportation Plan and the 2000/01-2005/06 Regional Transportation Improvement Program. It is consistent with SCAG’s RCPG, RTP, and RTIP.
April 10, 2002

Mr. Ronald J. Kosinski, Deputy District Director
Division of Environmental Planning (SR 71)
Department of Transportation
120 South Spring Street
Los Angeles, California 90012

Subject:      SR-71 at Mission Boulevard, Initial Study/Environmental Assessment

Dear Mr. Kosinski:

This will acknowledge receipt of the above-referenced environmental document, and to
also apologize for the late response. We have reviewed the study and offer the following
general comment.

The City of Chino continues to be very supportive of all efforts to complete the final
segments of SR 71 to full freeway status. The proposed Mission Boulevard Interchange
improvements are a step in that direction. Therefore, we do not have any substantive
comments on the project at this time.

Thank you for the opportunity to comment on the environmental report. We would
appreciate being kept informed as the project develops. Please feel free to contact me
directly at (909) 564-8367 should you have any questions.

Sincerely,

Thomas A. Duarte, T.E.
Transportation Manager

TAD, P:

Chino:  Comments noted. Caltrans will continue to keep
the City of Chino informed as the project progresses.

[City of Chino logo]

City of Chino

[Address and contact information]
Ms. Betty Shisey of 1748 Buffington, Pomona (Westmont area) wants to know the status of the meeting held sometime last week (2/20?) regarding the above. Would like to receive any information you may have. Please call her at (909) 629-2437. Thank you for your assistance.

Elvie Santos
Deputy City Clerk
City of Pomona
evilie_santos@ci.pomona.ca.us

Shisey: Copies of the Project Information Sheet and the Frequently Asked Questions handouts, which were distributed at the public hearing/community meeting, were mailed to the resident on March 6, 2002.

Abedine: Due to the comments we received during the public comment period the North Ranch Road overcrossing has been rejected from the list of alternatives. The only proposed overcrossing will be at Mission Boulevard and Ninth Street. All other streets within the project limits will be closed as cul-de-sacs.
Rodriguez: Per your request we will send all pertinent information regarding this project in Spanish. We have a few Right-of-Way publications, which are available in Spanish and have since been mailed to you.

The Department currently does not have a toll free number for the public to access. However, our Public Relations office can be reached at (213) 897-3800, Monday-Friday from 8 a.m-5 p.m. They will be able to answer your questions and direct your comments to the appropriate department.

A right-of-way agent will be assigned to the project area. Once an agent has been assigned and has contacted you then you can notify them that you would like to proceed in Spanish. This part of the appraisal process is not scheduled to begin until 2004.
Clark: Caltrans acknowledges your support for the project

Sanchez: Caltrans acknowledges your support for Alternatives 2A and 2B. The implementation of the Traffic Management Plan (TMP) and the Stage Construction plans will mitigate traffic congestion during construction and will be developed in the design phase of the project. Traffic circulation and patterns will be analyzed and action will be taken to minimize the amount of traffic delays due to construction. Caltrans will work with the City of Pomona to ensure that traffic congestion is minimized to the fullest extent possible. Advance notice in the form of signs and other information will be available to warn drivers of detours, construction delays and road closures.

According to Pomona’s Public Works Department, Village Loop is currently under design and is scheduled to award construction in Spring 2002. Construction is anticipated to begin summer 2002.
Mobarak: Soundwalls on State Route 60 is not part of the scope of work for this project. Caltrans has no plans at this time to build a soundwall along that stretch of freeway. Your request has been forwarded to the Caltrans Noise Investigation Unit for further review.

Ching: Traffic volumes on North Ranch Road and Phillips Drive are relatively low and would not justify constructing a frontage road in this area. Vehicles turning from SR-71 onto North Ranch Road totaled 66 vehicles in the AM peak hour and 121 vehicles in the PM peak hour. In addition, the existing slope terrain would require constructing two large retaining walls on either side of the road. These walls would increase the project cost without justification. Motorist will be able to use the North Ranch Road exit as an alternate route to enter the Phillips Ranch area.
Mejia:  Comment noted.

Blackett:  Currently, there are three fire stations servicing the neighborhoods along State Route 71. Fire Station #181, located at 590 South Park Avenue near the civic center; Station #188, located at 18 Village Loop Road; and Station #186, located at 1980 West Orange Grove Ave. These three fire stations will provide sufficient fire protection to the Westmont area. According to the City of Pomona there are no plans to open a road at Storrs Place.
February 25, 2002

California Department of Transportation, District 7
126 S. Spring Street
Los Angeles, CA 90012

RE: 71 Freeway Project
Page 1 of

To whom it may concern,

I recently had the opportunity to attend one of your informational meetings regarding the 71 Freeway project. I am pleased to hear that this roadway will finally be completed. However, I do have a few concerns, which I would like to express:

A. As a resident of Phillips Ranch, I see no reason to have a bridge at North Ranch Road. Not only would it disrupt the flow of neighboring streets that would have to be closed off with cul-de-sacs, it would also create additional traffic and congestion for non-residents. This community has already been affected greatly by your misunderstanding that a connector ramp from the south 71 to the west 60 would not get much use. Please, no bridge and no more access points!

B. The paperwork I received addresses some landscape issues. However, I was told that the freeway landscaping will be handled as a separate financial issue and will not proceed until additional monies are approved. Currently, the west side of the 71 is heavily planted with numerous trees. It is my hope that you will consider saving a number of these trees and using them in the landscape design from the 60 Freeway north to at least Mission Blvd. Please do not leave the area barren for weed growth.

C. As for sound walls, I would like to see you consider using some type of decorative block walls along with vine type plantings that will inhibit the amount of graffiti that can be applied. Please, no concrete panels or colored cinder block. It would be nice if you would at least continue the same look that is currently along the 71 south of the 60 Freeway.

Sincerely,

Robert Zunde
43 Sundance Dr.
Phillips Ranch, CA 91766

Zunde A: The North Ranch Road overcrossing has been removed from the list of alternatives due to the comments we received during the public comment period. The only proposed overcrossing will be Mission Boulevard and the Ninth Street Bridge. All other streets along SR-71 will be cul-de-sacs.

Zunde B: Caltrans plans to provide new roadside landscaping in areas where existing landscaping will be removed once construction of the project has been completed. Caltrans will make every attempt to incorporate the trees that already exist into the project. However, in some cases it may be necessary to remove some trees in order to accommodate the new freeway. Section 5-5 of the IS/EA identifies mitigation measures for highway plantings.

Zunde C: Caltrans will work with Pomona to determine a choice of materials compatible in color and texture with the existing environment for retaining walls, sound walls, and other roadway structure.
February 28, 2002

Ronald J. Kosinski Deputy Director
Division of Environmental Planning (SR 71)
Department of Transportation (Caltrans)
120 S. Spring Street
Los Angeles CA 90012

Dear Mr. Kosinski,

We the residents of Phillips Ranch are in favor of the planned improvements to SR 71. But without an on ramp from southbound SR 71 to westbound SR 60 and westbound SR 60 to northbound SR 71, our area will be used as a freeway detour. Please take the time to monitor the problem we now have. Please respond.

Sincerely,

Charles Palminteri
20 Navajo Trail
Phillips Ranch CA 91766
909-822-2019

February 28, 2002

Ronald J. Kosinski Deputy Director
Division of Environmental Planning (SR 71)
Department of Transportation (Caltrans)
120 S. Spring Street
Los Angeles CA 90012

Dear Mr. Kosinski,

We the residents of Phillips Ranch are in favor of the planned improvements to SR 71. But without an on ramp from southbound SR 71 to westbound SR 60 and westbound SR 60 to northbound SR 71, our area will be used as a freeway detour. Please take the time to monitor the problem we now have. Please respond.

Sincerely,

Charles Palminteri
20 Navajo Trail
Phillips Ranch CA 91766
909-822-2019

Some of the names and addresses mentioned in the letter include:
- S. H. Lopez, 21 Navajo Trail, Pomona, CA 91718
- R. Kelly, 21 North Shore Drive, Pomona
- E. Montalvo, 27 North Shore Dr, Pomona
- M. Ochoa, 21 North Shore, La Puente
- A. Rodriguez, 15 North Shore, La Puente
- M. Chavez, 25 North Shore, La Puente
- J. M. Delgado, 17 North Shore, La Puente
Mr. Palminteri continued

Palminteri: Caltrans is aware of the missing connectors from the freeway system. At this time, there is no funding or plans for building those connectors. Traffic analyses showed that traffic volumes for the ramps are too low at this time to justify building the connectors. Ramps connecting the northbound SR-71 to eastbound SR-60 were designed, but not built due to a conflict with the sign at Pomona Towne Center.
Hedges 1. Soundwalls will be designed during the final design stage. At that time exact wall locations will be determined as well as construction details showing how the new walls will tie into your existing property walls. Caltrans will keep residents informed regarding easements and design features as the project progresses to the final design phase.

Hedges 2. The property in question is located at 4 Sage Canyon Road. This property is the second house from the corner of Sage Canyon and North Ranch Road. The house is around the bend from the houses that are parallel to the State Route 71 Expressway. Therefore, there will not be a sound wall directly behind the property owner's house. There will be a sound wall constructed behind the houses located on Hunter Point Road. Overall, the view of the property owner will not change very much. Because the location of the property with respect to the soundwall, and the elimination of the North Ranch Road bridge structure, the slope and landscaping behind this property owner's house will not change significantly.

Hedges 3. Neighborhoods are unique and property values are dependent on market supply and demand. A soundwall could be considered as an enhancement to your property making a difference for a lot of people who will benefit from a decrease in noise from the freeway. Depending on the exact location of your property, and the positioning and height of the soundwall, it may partially obstruct your current view. However, most property owners prefer a reduction in noise.

Hedges 4. The implementation of the Traffic Management Plan (TMP) and the Stage Construction plans will mitigate traffic congestion during construction and will be developed in the design phase of the project. Traffic circulation and patterns will be analyzed and action will be taken to minimize the amount of traffic delays due to construction. Caltrans will work with the City of Pomona to ensure that traffic congestion is minimized to the fullest extent possible. Signs and other information will be available to warn drivers of detours, construction delays and road closures.
Meruelo Living Trust
761 Terminal Street, 2nd floor
Los Angeles, CA 90021
(213) 627-5045; fax (213) 627-5979

March 5, 2002

Mr. Ronald Konwinski, Deputy District Director, F/L
Division of Environmental Planning (SR 71)
Department of Transportation
130 S. Spring Street
Los Angeles, CA 90012

Re: SR 71
Initial Study/Environmental Assessment

Dear Sirs:

The Meruelo Living Trust ("MLT") is the property owner at 1875 W. Mission Boulevard,
Pomona, CA 91766. The property is located at the northwest corner of the intersection of
SR 71 and Mission Boulevard and further identified as the Tech Systems site. It has an
assessor's parcel number of 8707-019-004. The following represents MLT's comments
regarding this project.

The proposed ramp at Mission Blvd. as designed does involve a taking of a portion of our
property. The SR 71 is currently reflected in the Initial Study/Environmental Assessment
(see page 1). MLT is currently marketing the existing building and property for lease. A
partial take of our property may affect our ability to attract occupants to our property. Our
proposed uses for the existing building are for retail, entertainment and office.

The current design of the Mission Boulevard off ramp eliminates the current driveway
entrance to our property. We request that the project show a new driveway entrance and
potential traffic signal at Mission and Westmont Street.

The "AT GRADE" option is the most preferable to MLT because:

1. The AT GRADE option provides the best exposure to our property from SR 71 and
   Mission Boulevard. Retail, entertainment and office uses benefit from exposure to cars
   traveling North and South bound on SR 71. The proposed bridge elevating Mission Blvd.
   could obstruct sight lines for cars traveling North bound if they were traveling below grade.

2. The AT GRADE option will take the least amount of time to construct and
   complete. The proposed project will have a "chilling effect" on MLT's ability to
   attract occupants to our building. The current proposed schedule of project
   completion in June 2009 is already long enough. Any additional construction
   aspects, such as digging 40' below grade and finding environmentally hazardous
   substances, will only cause project completion delays beyond June 2009.

Thank you for your consideration of our comments.

Sincerely,

Richard Meruelo
Meruelo Living Trust

Meruelo 1  Text has been added to section 2-7 of the IS/EA to reflect that a portion of your property would be required for this project.

Meruelo 2  The Project Report incorporates a driveway with a left turn pocket across from Westmont Street. Caltrans engineers will evaluate the proposed driveway during the Plans, Estimate and Specifications (PS&E) stage.

The justification for the installation of a traffic signal at an intersection is based on warrants stated in the Traffic Design Manual and in the Manual on Uniform Traffic Control Devices published by the Federal Highway Administration (FHWA). Delay, congestion, approach conditions, driver confusion, future land use or other evidence of the need for right of way assignment beyond that which could be provided by stop signs
must be demonstrated. Once the project has been completed Caltrans traffic engineers will evaluate the location in question to determine if the intersection warrants a traffic signal.

Meruelo 3  Comment noted. The City of Pomona and the community at large will not support an at-grade freeway. In addition, implementation of Alternative 3 would have unacceptably great impacts to the community.

Meruelo 4  Comment Noted. Freeway construction times of all three alternatives would be very close to the same. For the at grade alternative, the contractor may save some time because there would be less dirt to excavate. However, more extensive construction work would be needed to build the Ninth Street overcrossing which would eliminate any time saved from lesser roadway excavation.

Alternative 2B, the preferred alternative requires excavating a maximum of 15 feet in depth for the depressed section of SR-71. None of the project alternatives ever proposed excavating more than 32 feet in depth.
7-0 LIST OF PREPARERS

Ronald Kosinski, Deputy Director, Division of Environmental Planner
Gary Iverson, Senior Environmental Planner
Dawn Kukla, Environmental Planner
Barbara Sylvia, Environmental Planner (Archeologist)
Kelly Ewing, Associate Environmental Planner (Architectural Historian)
Paul Caron, Senior Environmental Planner (Biological Resources)
Steve Chan, Senior Transportation Engineer, (Hazardous Waste)
Ruben Decastro, Transportation Engineer (Hazardous Waste)
Jin Lee, Senior Transportation Engineer (Noise Investigations)
Arpi Kilidjian, Transportation Engineer (Noise Investigations)
Curtis Johnson, Associate Landscape Architect (Visual Impact Analysis)
Yi Su, Landscape Architect (Visual Impact Analysis)
Ralph Sasaki, Senior Transportation Engineer (Hydraulics)
Gustavo Ortega, Senior Engineering Geologist (Geotechnical Analysis)
Shirley Pak, Transportation Engineer (Water Quality Analysis)
Fouad Abdelkerim, Senior Transportation Engineer (Air/Energy/Water Quality)
Lorna Foster, Right-of-Way, Relocation Impact Analysis

Caesar Resler, Senior Transportation Engineer, Office of Project Development B
Paul Crispi, Transportation Engineer, Office of Project Development B
Peter Dinh, Transportation Engineer, Office of Project Development B

Dave Gilstrap, Traffic Forecasting
Clive Russel, Traffic Operations
APPENDICES
APPENDIX A- State Route 71 Segment Map

Segment 1
PM R0.3/R1.5
Jct. I-101-210 to Holt Ave
Los Angeles Co.

Segment 2
PM R1.5/R4.8
Holt Ave to LAS/Bd Co. Line
Los Angeles Co.

Segment 3
PM 0.0/R5.0
LAS/Bd Co. Line to Soquel Cyn Rd
San Bernardino County

Segment 4
PM R5.0/R6.7
Soquel Cyn Rd to 1 Mi. N. of Pine
San Bernardino County

Segment 4a
PM R5.7/R8.4
1 Mi. N. of Pine to SBd/RIV Co. Line
San Bernardino County

Segment 5
PM 0.0/G3.0
SBd/RIV Co. Line to Jct. SR-91
Riverside County

MAP NOT TO SCALE
APPENDIX C - EXOTIC PLANT SPECIES

Exotic invasive species that are not native to California that should not be used for planting on California Department of Transportation right-of-ways due to potential adverse effects on native ecosystems.

<table>
<thead>
<tr>
<th>Scientific Name</th>
<th>Common Name</th>
<th>Family</th>
</tr>
</thead>
<tbody>
<tr>
<td>Aiptzia cordifolia</td>
<td>dew plant</td>
<td>Aizoaceae</td>
</tr>
<tr>
<td>(So. Africa)</td>
<td></td>
<td></td>
</tr>
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<td>capeweed</td>
<td>Astersaceae</td>
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<td>(So. Africa)</td>
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<td>Cistus spp.</td>
<td>rock rose</td>
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<td>(Europe)</td>
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</tr>
<tr>
<td>Cytisus spp.</td>
<td>Scotish or Spanish broom</td>
<td>Fabaceae</td>
</tr>
<tr>
<td>(Europe)</td>
<td></td>
<td></td>
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<td>(no. Cal-hybridizes w/so. Cal sea dahlia)</td>
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APPENDIX D: SUMMARY OF RELOCATION BENEFITS

I. IMPORTANT RELOCATION ASSISTANCE INFORMATION

The following explanation is general in nature and is not intended to be a complete statement of Federal and State relocation laws and regulations. Any questions concerning relocation should be addressed to Caltrans Right-of-Way.

Any persons displaced will be assigned to a relocation advisor, who will work closely with each displacee in order to see that all payments and benefits are fully utilized, and that all regulations are observed, thereby avoiding the possibility of displaces jeopardizing or forfeiting any of their benefits of payments. At the time of the first written offer to purchase the property, owner-occupants are given a detailed explanation of the State's relocation services. Tenant occupants of properties to be acquired are contacted soon after the first written offer to purchase, and also are given a detailed explanation of the Caltrans Relocation Program. To avoid loss of possible benefits, no individual, family, business, farm, or nonprofit organization should commit to purchase or rent a replacement property without first contacting a Caltrans relocation advisor.

II. RELOCATION ASSISTANCE ADVISORY SERVICES

The California Department of Transportation will provide relocation advisory assistance to any person, business, farm or non-profit organization displaced as a result of the Department's acquisition of real property for public use. The Department will assist displaces in obtaining replacement housing by providing current and continuing information on the availability and prices of houses for sale and rental units that are comparable, "decent, safe and sanitary." Non-residential displaces will receive information on comparable properties for lease or purchase. For information on business, farm and non-profit organization relocation, refer to Section IV.

Residential replacement dwellings will be in equal or better neighborhoods, at prices within the financial means of the individuals and families displaced, and reasonably accessible to their places of employment. Before any displacement occurs, comparable replacement dwellings will be offered to displaces that are fair housing open to all persons regardless of race, color, religion, sex, national origin, and consistent with the requirements of Title VIII of the Civil Rights Act of 1968. This assistance will also include supplying information concerning federal and state assisted housing programs and any other appropriate services being offered by public and private agencies in the area.

Persons who are eligible for relocation payment(s) and who are legally occupying a property required for the project will not be asked to move without first being given 90 days written notice, and not unless at least one decent, safe, and sanitary replacement residence, available on the market, is offered to them by Caltrans.

III. RESIDENTIAL RELOCATION PAYMENTS PROGRAM

The Relocation Payments Program will help eligible residential occupants by paying certain costs and expenses. These costs are limited to those necessary for, or incidental to, purchasing or renting the replacement dwelling and actual reasonable moving expenses to a new location within 50 miles of the displaces' property. Any actual moving costs in excess of the 50-mile limit will be the responsibility of the displaces. The Residential Relocation Program is summarized below:
Moving Costs
Any displaced person, who was lawfully in occupancy of the acquired property regardless of the length of occupancy in the acquired property, will be eligible for reimbursement of the moving costs. Displacees will receive either the actual reasonable costs involved in moving themselves and personal property up to a maximum of 50 miles, or a fixed payment based on a fixed moving cost schedule which is determined by the number of furnished or unfurnished rooms in the displacement dwelling.

Replacement housing Payment- 180 day Owner Occupants
In addition to moving and related expense payments, eligible homeowners may be entitled to payments for increased costs of replacement housing.

Homeowners who have owned and occupied their properties for 180 days prior to the date of the first written offer to purchase the property, may qualify to receive a price differential payment and may qualify to receive reimbursement for certain nonrecurring costs incidental to the purchase of the replacement property. An interest differential payment is also available if the loan rate for the mortgage on the replacement dwelling is higher than the loan rate on the displacement dwelling, subject to certain limitations.

The maximum combination of these supplemental payments that the owner-occupant can receive is $22,500. If the total entitlement (without the moving payments) is in excess of $22,500, the Last Resort Housing Program will be applied. Refer to synopsis of Last Resort Housing below.

Replacement Housing Payment – 90 day Occupant
Tenants who have occupied the property to be acquired by Caltrans for 90 days or more and owner-occupants of 90 to 179 days prior to the date of the offer to purchase may qualify to receive a rental differential payment. This payment is made when Caltrans determines that the cost to rent a comparable "decent, safe and sanitary" replacement dwelling would be more than the present rent of the acquired dwelling. As an alternative, the tenant may qualify for a down payment benefit designed to assist in the purchase of a replacement property and the payment of certain costs incidental to the purchase, subject to certain limitations noted under the "Down Payment" section below. The maximum payment to any tenant of 90 days or more and any owner-occupant of 90-179 days, in addition to moving expenses, will be $5,250. If the total entitlement for rental supplement exceeds $5,250, the Last Resort Housing Program will be used. A 90 day occupant may choose to convert their Rent Differential to a Don Payment to aid in purchasing a replacement property. The down payment and incidental expenses cannot exceed the maximum payment of $5,250. The one-year eligibility period in which to purchase and occupy a "decent, safe, and sanitary" replacement dwelling will apply. Please refer to Last Resort Housing clarification below.

The displaced person must rent and occupy a "decent, safe and sanitary" replacement dwelling within one year from the date the department takes legal possession of the property, or from the date the displacee vacates the department-acquired property, whichever is later.

Down Payment
The down payment option has been designed to aid owner-occupants of 90 to 179 days and tenants with no less than 90 days of continuous occupancy prior to the Department's first written offer. The down payment and incidental expenses cannot exceed the
maximum payment of $5,250. The one year eligibility period during which to purchase and occupy a "decent, safe and sanitary" replacement dwelling will apply.

**Last Resort Housing**
Federal regulations (49 CFR 25) contain the policy and procedure for implementing the Last Resort Housing Program on federal aid projects. Caltrans, in order to maintain uniformity in the program, has also adopted these federal guidelines on non-federal-aid projects. Last Resort Housing benefits are, except for the amounts of payments and the methods in making them, the same as those benefits for standard relocation as explained above. Last Resort Housing has been designed primarily to cover situations where available comparable replacement housing, or when their anticipated replacement housing payments exceed the $5,250 and $22,500 limits of standard relocation procedures. In certain exceptional situations, last resort housing may also be used for tenants of less than 90 days.

**Other Relocation Information**
After the first written offer to acquire the property has been made, Caltrans will, within a reasonable length of time, personally contact the displacedes to garner important information relating to: preferences in areas of relocation; the number of people to be displaced and the distribution of adults and children (according to age and gender); location of schools and employment; special arrangements necessary to accommodate disabled family members; and the financial ability to relocate into a comparable replacement dwelling which will house all members of the family decently.

The above explanation is general in nature and is not intended to be a complete explanation of relocation regulations. Any questions concerning relocation should be addressed to Caltrans. Any persons to be displaced will be assigned to a relocation advisor, who will work closely with each displaced household in order to see that all payments and benefits are fully utilized, and that all regulations are observed, thereby avoiding the possibility of displacedes jeopardizing or forfeiting any of their benefits or payments.

**IV. THE NONRESIDENTIAL RELOCATION ASSISTANCE PROGRAM**
The Nonresidential Relocation Assistance Program provides assistance to businesses, farms and non-profit organizations in locating suitable replacement property and reimbursement for certain costs involved in relocation. The Relocation Advisory Assistance Program will provide current lists of properties offered for sale or rent, suitable for particular business's specific relocation needs. The types of payments available to eligible businesses, farms and non-profit organizations are moving, searching, and reestablishment expenses. Moving expenses may include the following actual, actual reasonable costs:

- The relocation of inventory, machinery, office equipment, and similar business-related personal property; dismantling, disconnecting, crating, packing, loading, insuring, transporting, unloading, unpacking, and reconnecting personal property.

- Loss of tangible personal property provides payment to relocate for "actual direct" losses of personal property that the owner elects not to move.
• Expenses related to searching for a new business site can be reimbursed up to $1,000 for actual reasonable cost incurred.

Reestablishment Expenses
Reestablishment expenses relating to the operation of the business at the new location, up to $10,000 for reasonable expenses actually incurred.

In Lieu Payment
A fixed payment in lieu of moving and searching payments, and reestablishment payment, may be available to businesses that meet certain eligibility requirements. This payment is an amount equal to the average annual net earnings for the last two taxable years prior the relocation and may not be less than $2,000, nor more than $20,000.

V. ADDITIONAL INFORMATION

Relocation Payments
Reimbursement for moving costs and replacement housing payments are not considered income for the purpose of the Internal Revenue Code of 1954, or resources for the purpose of determining the extent of eligibility of the displacee for assistance under the Social Security Act, local “Section 8” housing programs, or other federal assistance programs.

Right to Appeal
Any person, business, farm or nonprofit organization, which has been refused a relocation payment by the Caltrans relocation agent or believes that the payment offered by the agency are inadequate, may appeal for a special hearing of their complaint. No legal assistance is required. Information about the appeal procedure is available from your relocation agent.

The information above is not intended to be a complete statement of all of the Department's laws and regulations. At the time of the first written offer to purchase, owner-occupants are given a more detailed explanation of the state's relocation services. Tenant occupants of properties to be acquired are contacted immediately after the first written offer to purchase, and also given a more detailed explanation of the Department's relocation programs.
July 26, 2000

TITLE VI
POLICY STATEMENT

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

JEFF MORALES
Director
APPENDIX F

The following is a list of agencies, elected representatives, and private groups that were recipients of copies of this document.

Federal
U.S. Senator Dianne Feinstein
U.S. Senator Barbara Boxer
Congressman Gary Miller
Department of the Interior
Federal Railroad Administration

State
Senator Nell Soto
Senator Bob Margett
Senator Robert Pacheco
Assemblymember Gloria McLeod
California Transportation Commission
Dept. of Conservation
Dept. of Fish and Game
Dept. of Health Services
Dept. of Housing/Community Development
Dept. of Parks and Recreation
Dept. of Water Resources

Regional
South Coast Air Quality Management District
Southern California Association of Governments

Los Angeles County
Gloria Molina 1st District Supervisor
Don Knabe, 4th District Supervisor
County of LA, Candid Neal, Planning Division
Pomona City Council
Edward Cortez, Mayor of Pomona
City of Pomona, Department of Public Works
City of Pomona, Mayor Edward Cortez,
City of Pomona, David Nelson
Metropolitan Transportation Agency

San Bernardino County
Board of Supervisors
Public Works
Planning Commission
Parks Department
San Bernardino Associated Governments
Fred Aguiar, 4th District Supervisor
Gwen Norton-Perry, Mayor of Chino Hills
Eunice Ulloa, Mayor of Chino

U.S. Environmental Protection Agency
U.S. Army Corps of Engineers
U.S. Fish and Wildlife Service
U.S. Dept of Health and Human Services

Energy Commission
Highway Patrol
Native American Heritage Commission
Public Utilities Commission
Railroad Operations and Safety Branch
State Lands Commission
State Clearing House
University of California
Water Quality Control Board
Water Resources Control Board
Interested Parties
Automobile Club of Southern California
Bernard Marquez
Brian T. Clayton
California Wildlife Federation
California Institute of Public Transportation
Carlos Ceballos
Celia Muug
City of Diamond Bar, Mayor Wen Chang
David Lugar
Edwards Residence
Foothill Transit
Juan Duarte
Expo Outlet Center

Gary and Tammy Schaal
Charlene Smith
David Fisher
The Bond Residence
Robert Zunde
Leslie Hedges
Betty Shisey
Blanca Sanchez
Anthony Auros
Mary Blackett
Betty Shisey

Mike Hillman
Orange County Transportation Agency
Pat McGowen
Raquel Salcedo
R. Rachel Madriged
Rudy Fernandez
Sierra Club
Tressie Farris
Woods Residence
Wyndham Residence
Juan Anayortega
Contractors Warehouse
General Dynamics

Arlene Costa
Meruelo Living Trust
Maria Mobarak
Charles Palminteri
Wesley Ching
Dennis Eckel
Richard Meruelo
Alfredo Rodriguez
The Mejia Residence
Christine Abedine
Sanchez Residence

<Army Corps>
800 North Los Angeles Blvd
LA CA 90012

To U.S. Senate
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<tr>
<th>Acronym</th>
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Alternative 2B
Half Depressed Freeway Layouts
with Soundwall locations
ALTERNATIVE 2B - HALF DEPRESSED FREeway

ROUTE 210 TO ROUTE 71 CONNECTOR

ALL DIMENSIONS IN METERS UNLESS OTHERWISE SHOWN

L-1
ALTERNATIVE 2B - HALF DEPRESSED FREEWAY
ALTERNATIVE 2B - HALF DEPRESSED FREEWAY
ALTERNATIVE 2B - HALF DEPRESSED FREEWAY

GENERAL DYNAMICS

PROPOSED R/W

EXISTING R/W

MISSION

EXIST R/W

FULL LINE

CONTRACTORS WAREHOUSE

MATCH LINE SHEET L-12

ALL DIMENSIONS ARE IN METERS UNLESS OTHERWISE SHOWN
ALTERNATIVE 2B - HALF DEPRESSED FREWAY
SHPO Concurrence Letter
23 May 2002

In Reply Refer To
FHWA011019B

Michael G. Ritchie
Division Administrator
California Division
Federal Highway Administration
980 Ninth Street, Suite 400
Sacramento, California 95814-2724

RE: HDA-CA, File No. 07-LA-71, KP 0.837-KP 7.242, Document No. P39776 [Further Section 106 Consultation on the Proposed Upgrade of State Route 71 between State Route 60 and Interstate Route 10 to Full Freeway Standards and to Construct a New Interchange at Mission Boulevard, City of Pomona, Los Angeles County]

Dear Mr. Ritchie,

This letter is a response to your request that I review the 14 March 2001 Negative Archaeological Survey Report (Negative ASR) for the subject undertaking. Your request and my comments here are made pursuant to 36 CFR Part 800, the regulations that implement Section 106 of the National Historic Preservation Act of 1966 (16 U.S.C. 470f), as amended.

You state in your letter of 15 April 2002 that you are submitting supplementary information in response to the questions that I posed in my letter of 27 November 2001 on the methodology that the FHWA chose to identify historic properties in the undertaking’s area of potential effects (APE) and on the extent of previous survey coverage in the APE. You then request that I expeditiously review the supplementary information and concur that the project’s APE is defined appropriately, that the FHWA’s correspondence with local organizations and tribal groups has been adequate, that cultural resource studies conducted to date are adequate, that no properties appear to be eligible for inclusion in the National Register of Historic Places (National Register), and that the proposed project will have no effect on historic properties.

The Negative ASR is the same document that the FHWA submitted to me on 17 October 2001 as an attachment to the September 2001 Historic Property Survey Report for the Full Freeway Upgrade and New Interchange at Route 71 in the City of Pomona, Los Angeles County, CA (HPSR). I am unclear why the FHWA appears to consider the document to be supplementary information. However, on the basis of my review of a 13 December 2001 letter from Gary Iverson, Senior District Archaeologist, California Department of Transportation (Caltrans) District 7 to you (Subject: Response to State Historic Preservation Officer’s Comments on Project HPSR) that Ron Kosinski, Deputy Director, Caltrans District 7 faxed to me on 22 May
2002, I will not object to the FHWA's opinion that the agency's effort to identify historic properties is adequate despite my ongoing concern. The 13 December 2001 Caltrans letter slightly expands the descriptions of the Sources Consulted and Field Methods sections of the Negative ASR and relates that the primary basis for the FHWA's effort to identify historic properties is McLaughlin's 1984 Archaeological and Historical Resources: Highway 71 (Historic Property Survey Report) and another pedestrian survey of 1985 that the FHWA does not reference. The letter further relates that the results of the pedestrian survey of "all accessible open areas within the project Area of Potential Effects" in the Negative ASR provides information that supplements the above 17 and 18 year old reports.

I now concur that the FHWA's efforts to involve the public and to identify other consulting parties, and to determine and document the undertaking's APE are adequate. I further concur, in consideration of my comments above and in my letter of 27 November 2001, that the undertaking will affect no historic properties pursuant to 36 CFR § 800.4(d)(1).

Please direct any questions or concerns that you may have to Project Review Unit archaeologist Mike McGuirt at 916.653.8920 or at mmcguirt@ohp.parks.ca.gov.

Sincerely,

Dr. Knox Molton
State Historic Preservation Officer

WKM:mdm