CHAPTER 3 – COMMENTS AND COORDINATION

Early and continuing coordination with the general public and appropriate public agencies is an essential part of the environmental process. It helps planners determine the necessary scope of environmental documentation, the level of analysis required, and identify potential impacts and mitigation measures and related environmental requirements. Agency consultation and public participation for this proposed project have been accomplished through a variety of formal and informal methods, including: project development team (PDT) meetings, interagency coordination meetings, and a public participation meeting held on March 25, 2015. This chapter summarized the results of the California Department of Transportation's (Caltrans') and the City of Brea's (City's) efforts to fully identify, address, and resolve project-related issues through early and continuing coordination.

3.1 CONSULTATION AND COORDINATION WITH PUBLIC AGENCIES

During the preparation of the Initial Study (IS)/Proposed Mitigated Negative Declaration (MND) and Environmental Assessment (EA)/Finding of No Significant Impact (FONSI), monthly PDT meetings were held to discuss proposed project design, factors to be considered during the environmental study process, and scheduling issues. Staff from the Caltrans District 12, the City of Brea, Orange County Transportation Authority (OCTA), and several consulting firms attended these meetings. As part of the coordination necessary for the environmental study process, the following Federal, State, and local agencies were conferred:

3.1.1 CULTURAL RESOURCES

As part of the cultural investigation, a record search was conducted with the South Central Coastal Information Center (SCCIC) of the California Historical Resources Information System (CHRIS) located at California State University, Fullerton. In addition, additional specialized listings for cultural resources were consulted. The Native American Heritage Commission (NAHC) was contacted in December 2011 and letters were sent to Native American groups and individuals in December 2011. For those individuals and groups that did not respond to the letters, follow-up phone calls were conducted in January 2012 and again in April 2012. In addition, the California Department of Conservation Online Mapping System was searched for the locations of active and inactive oil wells in the project vicinity. The Brea Historical Society was contacted in April 2010 regarding cultural/historic resources.

3.1.2 HAZARDS/HAZARDOUS MATERIALS

As part of the Phase I Initial Site Assessment prepared for the proposed project, record searches were conducted with the California Department of Oil, Gas, and Geothermal Resources (DOGGR) Wildcat maps, Department of Toxic Substance Control (DTSC), Regional Water Quality Control Board (RWQCB), in January 2012. Record searches with the Orange County Orange County Health Care Agency and Brea Fire Department were conducted in February 2012.

3.1.3 BIOLOGICAL RESOURCES

Lists of special status species were generated from the California Department of Fish and Wildlife (CDFW) California Natural Diversity Database (CNDDB), California Native Plant Society (CNPS) Electronic Inventory, current listings for special status species from the United States Fish and Wildlife Service (USFWS), and Electronic Inventory, and the Information Planning and

Conservation System (IPAC) in December 2011. An updated record search in the IPAC database for federally-listed endangered, threatened, proposed, and candidate species and critical habitat in the vicinity of the proposed project was completed in August 2015 (Appendix G). Informal Section 7 consultation regarding the critical habitat for the California gnatcatcher (CAGN) at the north end of the proposed project was completed with the USFWS. The Biological Assessment (BA) for Build Alternative 7A (Preferred Alternative) found that the proposed project effects are not likely to adversely affect CAGN and its designated critical habitat areas within the BSA. The USFWS concurred that the proposed project is not likely to adversely affect CAGN and its designated critical habitat areas within the BSA on October 8, 2015 (Appendix H).

3.2 PUBLIC PARTICIPATION

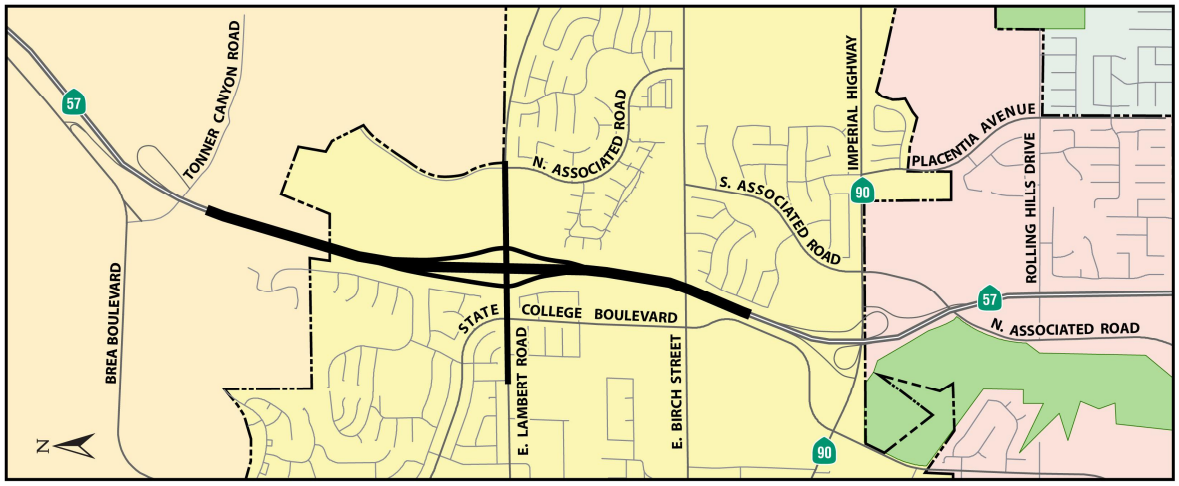
The Public Notice, provided below, was printed in three newspapers of general circulation: (1) Los Angeles Times on Monday March 2, 2015 and Tuesday March 3, 2015; (2) Unidos on Monday March 2, 2015 and Tuesday March 3, 2015; and (3) the La Habra/Brea Star Progress on Friday, March 6, 2015. Sixteen (16) people attended the public meeting. During the public meeting, five work stations highlighted the following areas: entire project process (preliminary engineering through construction); project alternatives; project right-of-way needs; existing and proposed soundwalls; and a comment station.

Many of the attendees asked questions at the work stations; Table 3.2-1, March 25, 2015 Public Meeting Summary of Issues Raised, provides a summary of the general questions received at the work stations related to the proposed project and the environmental process. In addition, three (3) attendees submitted written comment cards and two (2) attendees submitted verbal comments to the court reporter. The written and verbal comments are listed below in Section 3.3.1, List of Comments Received, and are responded to in greater detail in Section 3.3.2, Comments and Responses.

Table 3.2-1. March 25, 2015 Public Meeting Summary of Issues Raised

General Concern	Response Provided in IS/MND Section
What is the project?	Refer to Sections 1.0, Proposed Project, 1.4, Project Description
How is the project being funded?	Refer to Section 1.1, Introduction
What is the purpose of the project?	Refer to Section 1.2, Purpose and Need
Why is this project needed?	Refer to Section 1.2, Purpose and Need
When will the project be completed?	Refer to impact analyses, first reference to the dates is Section 2.2.3, Community Impacts
What are the anticipated noise levels after construction?	Refer to Section 2.3.7, Noise
How much noise will be generated by construction activities?	Refer to Section 2.3.7, Noise
Will the neighborhood in the southwest quadrant get a soundwall?	Refer to Section 2.3.7, Noise
Were biological resources considered?	Refer to Section 2.4, Biological Environment
Were hazards considered?	Refer to Section 2.3.5, Hazardous Waste/Hazards
Which alternative has been selected as the preferred alternative?	Refer to Section 1.5, Comparison of Alternatives
What was the mailing radius for noticing the IS/EA availability and the public meeting?	Refer to Section 5.0, Distribution List

Notice of Intent to Adopt a Mitigated Negative Declaration/ Finding of No Significant Impact and Notice of Availability for an Initial Study/Environmental Assessment Notice of Public Meeting for Proposed Improvements to the SR-57/Lambert Road Interchange



Esta información esta disponible en Español, por favor de llamar al (949) 724-2021

WHAT IS BEING PLANNED

California Department of Transportation (Caltrans), in cooperation with the City of Brea, proposes to improve the State Route (SR) 57/Lambert Road interchange from post mile (PM) 20.1 to PM 21.8. The SR-57/Lambert Road Interchange Improvement Project (proposed project) would improve traffic operations on SR-57 and Lambert Road, in the interchange area. Improvements would include widening the southbound SR-57 on- and off-ramps, lowering the Lambert Road profile to provide 15-foot standard vertical clearance under the Lambert Road Undercrossing, widening Lambert Road from 1,000 feet west of State College Boulevard to Pointe Drive, and reconfiguring the north and southbound SR-57 on- and off-ramp/Lambert Road intersections.

WHY THIS NOTICE?

Caltrans and the City of Brea are hosting a public meeting to provide the community with information about the Initial Study/Environmental Assessment for the proposed project. In this "open house" meeting you may attend anytime between 4:00 p.m. and 7:00 p.m. to view information, maps and descriptions of the project area. The SR-57/Lambert Road Interchange project team will be available to take your questions, comments and suggestions regarding the proposed improvements. The final decision on the project approval will be made pending the results of public input. NO DECISION ON THE PROJECT WILL BE MADE AT THIS MEETING.

WHEN AND WHERE?

March 25, 2015
4:00 p.m. to 7:00 p.m.
City of Brea Community Room A
1 Civic Center Circle
Brea, CA 92821

CAN'T ATTEND?

Visit http://www.dot.ca.gov/dist12/files/SR57LAM/ from March 2, 2015 to April 2, 2015 to view and comment on the IS/EA.

The document is also available for review and copying at the following locations during business hours:

	Caltrans District 12 Office 3347 Michelson Drive Suite #100 Irvine, CA 92612 (949) 724-2000	City of Brea City Hall 1 Civic Center Circle Brea, CA 92821 (714) 990-7600	Brea Branch Library 1 Civic Center Circle - Plaza Level Brea, CA 92821 (714) 671-1722
WHEN IS THE PUBLIC REVIEW/COMMENT PERIOD?	The IS/EA is available for public review/comment beginning March 2, 2015. The purpose of the public review and comment period is to afford interested parties the opportunity to provide their input on this proposed project. Comments will be accepted on the document until 5:00 p.m., April 2, 2015. Comments may be submitted in person at the public meeting, via email at D12SR57Lambert@dot.ca.gov, or mailed to the following address: California Department of Transportation 3347 Michelson Drive, Suite #100 Irvine, CA 92612 ATTEN: Paul Cochran – Environmental Analysis		
CONTACT/SPECIAL ACCOMMODATIONS	In compliance with the Americans with Disability Act of 1990, individuals who require special accommodation (American Sign Language or other language interpreter, accessible seating, documentation in alternate formats, etc.) please contact the Public Information Officer at (949) 724-2021 (Voice). TDD users may contact the California Relay Service TDD line at 1-800-735-2929 or Voice Line at 1-800-735-2929 (Voice) or 711. ***Esta información esta disponible en Español, por favor de llamar al (949) 724-2021***		

3.3 COMMENTS AND RESPONDING TO COMMENTS

The Draft IS/EA was circulated for public review beginning March 2, 2015 and ending April 2, 2015. As stated above, an "open house" public meeting was held on March 25, 2015 at the City of Brea Community Room A to solicit input from the community members. To date, no written comments have been received by Federal and local agencies on the Draft IS/EA. The Governor's Office of Planning and Research provided a letter acknowledging compliance with the State Clearinghouse review requirements for draft environmental documents; to date, no other written comments have been received by state agencies. Twenty-five (25) comments have been received by interested parties; comments on the Draft IS/EA were submitted either at the public meeting, or via letter or email. A copy of each numbered letter, email, or verbal comment and a lettered response to each comment is provided in this section.

3.3.1 LIST OF COMMENTS RECEIVED

3.3.1.1 Written Comments Received

State Agencies

1. Governor's office of Planning and Research, State Clearinghouse and Planning Unit, State Agency, April 2, 2015

Interested Parties

2. Hunt Braly, Poole & Shaffery, Interested Party, letter Dated March 24, 2015
3. Hunt Braly, Poole & Shaffery, Interested Party, letter Dated April 2, 2015
4. Nathan Lachman, Interested Party, email dated March 31, 2015
5. William Miller, Interested Party, email dated March 31, 2015
6. Juanita Luevano, Interested Party, email dated March 31, 2015
7. Tim and Judy Scott, Interested Parties, email dated April 1, 2015
8. Greg Verrecchia, Interested Party, email dated April 1, 2015
9. Ron and Shelley Gomez, Interested Parties, email dated April 1, 2015
10. Michelle and Benjamin Mauricio Cortes, Interested Parties, email dated April 1, 2015
11. Ed Alvarez, Interested Party, email dated April 1, 2015
12. Chris and Cherie Mathews, Interested Partied, email dated April 1, 2015
13. LCT David Dumond, Interested Party, email dated April 1, 2015
14. Dan and Ana Sotomayor, Interested Parties, email dated April 1, 2015
15. Bob and Cristina Naughton, Interested Parties, email dated April 1, 2015
16. Millie Omura, Interested Party, email dated April 1, 2015
17. Frank and Elaine Cerrato, Interested Parties, email dated April 2, 2015
18. Claude and Linda Pasquis, Interested Parties, email dated April 2, 2015
19. Terri Walworth, Interested Party, email dated April 2, 2015
20. Jacquelyn Guss, Interested Party,

a. email dated April 2, 2015

b. email dated April 2, 2015

21. Dan Kelley, Interested Party, email dated April 2, 2015
22. Tom Szynal, Interested Party, email dated April 2, 2015

3.3.1.2 Comment Cards

23. Barry Andrews, Interested Party, comment card received at the public meeting on March 25, 2015
24. Kerry Prindible, Interested Party, comment card received at the public meeting on March 25, 2015
25. Christopher and Kimberly Madden, Interested Parties, comment card received at the public meeting on March 25, 2015

3.3.1.3 Verbal Comments

26. Verbal Comments received by the court reporter at the public meeting, March 25, 2015

    a. Steven Vargas, Brea City Councilman, Interested Party

    b. Christie Russell, Interested Party

3.3.2 COMMENTS AND RESPONSES

The comments received (letters, emails, and oral comments) on the Draft IS/EA are addressed in their entirety in this section. Each comment contained in the letter, email, comment card, or received at the public meeting has been assigned a reference code. The responses to reference code comments follow each letter or verbal comment list. Of the 25 written comments and two (2) verbal comments, five topical themes were identified. These are topics where several interested parties had similar comments.

3.3.2.1 Topical Responses

The responses to the issues identified in multiple comments are provided below and cover five main topics:

1. Noticing Process for the Availability of the Draft IS/EA and the Public Meeting
2. Existing and Operational (Long-Term) Noise Levels, Including Noise Levels from Truck Traffic on SR-57 at Night, in the Southwest Quadrant of the Project
3. Request for a Soundwall in the Southwest Quadrant of the Project
4. Existing and Operational (Long-Term) Air Quality Concerns
5. Existing and Operational (Long-Term) Traffic and Level of Service

Specific comments related to these topics are addressed in the individual responses provided in Section 3.3.2.2, Written Responses, Section 3.3.2.3, Comment Card Responses, and Section 3.3.2.4, Verbal Comment Responses, below.

Topical Response 1: Noticing Process for the Availability of the Draft IS/EA and the Public Meeting

According to State CEQA Guidelines, Section 15072, the lead agency shall give notice by "*at least one of the following procedures to allow the public the review period provided under Section 15105:*

> *(1) Publication at least one time by the public agency in a newspaper of general circulation in the area affected by the proposed project. If more than one area is affected, the notice shall be published in the newspaper of largest circulation from among the newspapers of general circulation in those areas;*
>
> *(2) Posting of notice by the public agency on and off the site in the area where the project is to be located;*
>
> *(3) Direct mailing to the owners and occupants of property contiguous to the parcel or parcels on which the project is located. Owners of such property shall be identified as shown on the latest equalized assessment roll."*

In accordance with the State CEQA Guideline, the Notice of Intent to Adopt the Mitigated Negative Declaration/Finding of No Significant Impact and Notice of Availability for an Initial Study/Environmental Assessment and Notice of Public Meeting for Proposed Improvements to the SR-57/Lambert Road Interchange was posted at the Orange County Clerk's office for the 30-day review period. The notice was mailed to contiguous property shown on the latest equalized assessment roll; the distribution list can be reviewed in Chapter 5, Distribution List. The notice was also printed in three newspapers of general circulation: (1) Los Angeles Times on Monday March 2, 2015 and Tuesday March 3, 2015, the "newspaper of largest circulation;" (2) Unidos on Monday March 2, 2015 and Tuesday March 3, 2015, identified as the Spanish newspaper of largest circulation; and (3) the La Habra/Brea Star Progress on Friday, March 6, 2015, the "newspaper of general circulation in the area affected."

In addition, hard copies of the IS/EA, containing information about the public meeting on the page titled "General Information about this Document", were provided for public review at the Brea Library, City of Brea, and the Caltrans District 12 Office in Irvine. Fifteen hardcopies of the Draft IS/EA were hand-delivered to the Governor's Office of Planning and Research, State Clearinghouse and Planning Unit, for State agency circulation. An electronic copy of the Draft IS/EA, containing information regarding the public meeting on the page titled "General Information about this Document", was also posted on the following website: http://www.dot.ca.gov/dist12/files/SR57LAM/.

If further public meetings and workshops are conducted during the remaining CEQA/NEPA process and the remaining project outreach, the public's concerns regarding noticing will be taken into consideration and an investigation will be conducted regarding other modes of noticing and/or providing noticing in additional newspapers of general circulation or additional mailings.

Topical Response 2: Existing and Operational (Long-Term) Noise Levels, Including Existing Noise Levels from Truck Traffic on SR-57 at Night, in the Southwest Quadrant of the Project

The Draft IS/EA provided information regarding noise levels in Section 2.3.7. Information in Section 2.3.7 is based upon the Noise Study Report dated April 2013 and the Noise Abatement Decision Report (NADR) dated February 2014. Figure 2.3.7-2a provides the locations of the

short-term monitoring locations, the long-term 24-hour monitoring locations, and the modeled receptor locations. The neighborhood in the southwest quadrant of the project area, bounded by Lambert Road on the north, the former railroad right-of-way on the south, SR-57 on the east and State College Boulevard on the west, was analyzed within the Noise Study Report. The noise analysis for this area included short-term monitoring locations ST-6 and ST-7 and long-term monitoring location LT-1. The modeled receptors for the neighborhood included R-46 through R-61. In addition, Figure 1-5, Existing Wall Features, provides the location of the two existing soundwalls in this area, while Figure 2.3.7-2a depicts not only the two existing soundwalls but also the two existing retaining walls. The two soundwalls are described as follows:

1. Soundwall on the north end of the SR-57 southbound on-ramp (length - 390 feet, maximum height – 10 feet)
2. Soundwall along the southbound SR-57 on-ramp to approximately the former railroad right-of-way (length – 1,090 feet, maximum height – 6.3 feet)

Table 2.3.7-5, Predicted Traffic Noise Levels, dBA L_{eq}, provides the noise levels under Existing, Future No Build, Alternative 7A, and Alternative 9 conditions. Table 3.3.2-1, Southwest Quadrant Neighborhood Predicted Traffic Noise Levels, dBA L_{eq}, below, is an excerpt from Table 2.3.7-5 showing only the noise levels for the southwest quadrant neighborhood under Existing, Future No Build, Build Alternative 7A (Preferred Alternative), and Build Alternative 9 conditions. As shown in both Table 3.3.2-1, below, and Table 2.3.7-5, Build Alternative 7A (Preferred Alternative) and Build Alternative 9 result in a reduction in noise levels compared to the No Build Alternative.

It should be noted that a 6.3-foot-tall soundwall currently exists along the westerly edge of the southbound on-ramp. The soundwall was included as part of the predicted traffic noise study analysis for the existing condition, future no build condition, and Build Alternative 7A (Preferred Alternative) and Build Alternative 9 conditions. The soundwall will be relocated to accommodate Build Alternatives 7A (Preferred Alternative) and 9. Table 2.3.7-5, above, and Table 3.3.2-1, below, indicate that noise levels would be lower for Build Alternatives 7A and 9 than the modeled existing noise levels.

Under NEPA, a project is required to consider soundwall mitigation if the project area noise levels exceed the Noise Abatement Criteria (NAC) threshold of 67 dBA for a residential community. As noted in Table 2.3.7-5 and Table 3.3.2-1, below, 15 of 16 modeled receptors in the southwest quadrant neighborhood do not exceed the 67 dBA NAC. However, under both build alternatives, the provision of the replaced 6.3-foot soundwall reduces the noise to levels to below 67 dBA at all 16 locations.

Under CEQA, a project is only required to consider noise mitigation if the project causes significant noise increase over the existing level of noise. For this area of concern, the predicted noise levels are reduced in 15 of 16 modeled receptor locations and there is no change for the 16th receptor location. This project did not increase the noise significantly.

Table 3.3.2-1 Southwest Quadrant Neighborhood Predicted Traffic Noise Levels, dBA Leq

Receptor No.	Location	Noise Abatement Criteria	Modeled Existing[1]	Future No Build	Alternative 7A	Change from Existing Noise Level	Alternative 9	Change from Existing Noise Level
R-46	Woodland Avenue	B (67)	**66.1**	**66.1**	64.0	-2.14	63.9	-2.24
R-47	Woodland Avenue	B (67)	64.3	64.3	62.2	-2.14	62.2	-2.14
R-48	Woodland Avenue	B (67)	63.8	63.8	61.8	-2.04	61.8	-2.04
R-49	Woodland Avenue	B (67)	63.6	63.6	61.7	-1.94	61.6	-2.04
R-50	Woodland Avenue	B (67)	63.2	63.3	61.7	-1.54	61.7	-1.54
R-51	Woodland Avenue	B (67)	60.9	61.0	59.9	-1.04	59.9	-1.04
R-52	Woodland Avenue	B (67)	59.7	60.0	59.4	-0.34	59.5	-0.24
R-53	Avocado Street	B (67)	**67.9**	**67.8**	65.8	-2.14	65.8	-2.14
R-54	Woodland Avenue	B (67)	**66.0**	**66.1**	64.7	-1.34	64.7	-1.34
R-55	Woodland Avenue	B (67)	65.4	65.5	64.0	-1.44	64.0	-1.44
R-56	Woodland Avenue	B (67)	65.4	65.5	64.0	-1.44	64.0	-1.44
R-57	Woodland Avenue	B (67)	**66.0**	**66.1**	64.7	-1.34	64.7	-1.34
R-58	Redbud Street	B (67)	**66.2**	**66.3**	64.8	-1.44	65.0	-1.24
R-59	Papaya Place	B (67)	65.4	65.4	64.9	-0.54	64.9	-0.54
R-60	Guava Place	B (67)	65.6	65.8	64.4	-1.24	64.5	-1.14
R-61	Papaya Place	B (67)	64.0	64.1	64.0	0.0	64.0	0.0

Source: Table 2.3.7-5 Predicted Traffic Noise Levels, dBA, Leq; IS/EA, Section 2.3.7, Noise, page 2.3.7-15.
Bold: noise levels that approach or exceed the noise abatement criteria (NAC) under NEPA.

In addition, with respect to truck traffic noise in the early morning hours, receptor LT-1 was in place and collected 24 hours of noise data. It confirmed that the period of loudest traffic noise is between 6PM and 7PM. It's logical that heavy truck jake-brakes would be occurring between 3AM and 5AM because this would be the period of lightest traffic ("free-flow" conditions) where trucks would be at a high rate of speed coming down the southbound SR-57 grade. 3AM to 5AM also coincides the quietest period of time over the 24-hour period. The long-term 24-hour noise level measurement monitors are not able to identify noise generated from heavy truck jake-brakes; however, jake-brake noise would be averaged into the ambient noise levels.

Topical Response 3: Request for a Soundwall in the Southwest Quadrant of the Project

Under NEPA, a project is required to consider soundwall mitigation if the project area noise levels exceed the Noise Abatement Criteria (NAC) threshold of 67 dBA for a residential community. As noted in Table 2.3.7-5 and Table 3.3.2-1, above, 15 of 16 modeled receptors do not exceed the 67 dBA NAC. However, under both build alternatives, the provision of the replaced 6.3-foot soundwall reduces the noise to levels to below 67 dBA at all 16 locations. As such, a taller soundwall is not warranted for mitigation under NEPA.

Under CEQA, a project is only required to consider noise mitigation if the project causes significant noise increase over the existing level of noise. For this area of concern, the predicted noise levels are reduced in 15 of 16 modeled receptor locations and there is no change for the 16th receptor location. This project did not increase the noise significantly and therefore, a taller soundwall is not warranted for mitigation under CEQA.

It should be noted that a 6.3-foot-tall soundwall currently exists along the westerly edge of the southbound on-ramp. The soundwall was included as part of the predicted traffic noise study analysis for the existing condition, future no build condition, and future Build Alternative 7A (Preferred Alternative) and Build Alternative 9 conditions. The soundwall will be relocated to accommodate Build Alternatives 7A (Preferred Alternative) and 9. Table 2.3.7-5 and Table 3.3.2-1, above, indicate that noise levels would be lower for Build Alternatives 7A and 9 than the modeled existing noise levels.

Topical Response 4: Construction and Operational (Long-Term) Air Quality Concerns

Air quality impacts are discussed and analyzed in Section 2.3.6, Air Quality. Information in Section 2.3.6 is based upon the Air Quality Assessment prepared in January 2013. The National and California ambient air quality standards are provided in Table 2.3.6-1. As discussed in Section 2.3.6, the South Coast Air Quality Management District (SCAQMD) operates several air quality monitoring stations throughout the South Coast Air Basin (SCAB). The project site is located within Source Receptor Area (SRA) 16 (North Orange County). The communities within an SRA are expected to have similar climatology and subsequently, similar ambient air pollutant concentrations. The La Habra Monitoring Station is the closest monitoring station to the site (approximately 3.80 miles east) within SRA 16. This station monitors carbon monoxide (CO), nitrogen dioxide (NO_2), and ozone (O_3). The next closest monitoring station is the Anaheim Monitoring Station (approximately 6.7 miles south). This station monitors particulate matter 10 microns in diameter or less (PM_{10}), and particulate matter 2.5 microns in diameter or less ($PM_{2.5}$). The Costa Mesa Monitoring Station (approximately 18 miles southwest) was used to gather data

for SO_X.[25] The data collected at these stations is considered to be representative of the air quality experienced on-site.

Air quality data for CO, O_3, NO_2, sulfur dioxide (SO_2), PM_{10}, and $PM_{2.5}$ from 2009 to 2011 is provided in Table 2.3.6-2, Local Air Quality Levels. Table 2.3.6-3, Criteria Air Pollutants, briefly describes the health and atmospheric effects and typical sources of O_3, CO, PM_{10}, $PM_{2.5}$, NO_2, SO_2, and lead (Pb). The attainment status for each of these pollutants is provided in Table 2.3.6-4, Attainment Status, in the IS/EA. Table 2.3.6-4 shows that the project is in an area of federal nonattainment for O_3 (8-hour), PM_{10}, and $PM_{2.5}$. The project is located in an area of state nonattainment for O_3 (1-hour and 8-hour), PM_{10}, $PM_{2.5}$, and NO_2. The following paragraphs summarize the impacts analyzed in Section 2.3.6.

The proposed project was submitted to stakeholders at a Transportation Conformity Working Group (TCWG) meeting on March 27, 2012, pursuant to the interagency consultation requirement of 40 CFR 93.105 (c)(1)(i). The U.S. Environmental Protection Agency (U.S. EPA), California Air Resources Board (CARB), SCAQMD, and other interagency consultation participants that were present at the TCWG meeting concurred that the project is not a project of air quality concern (POAQC). The project would not add diesel truck capacity, and the project would not be a major truck traffic generator. Additionally, the proposed project would reduce congestion. Therefore, the proposed project would not be considered a POAQC and would be considered exempt under 40 CFR 93.126, as it would not create a new, or worsen an existing, $PM_{2.5}$ or PM_{10} violation.

A CO hot-spot screening analysis was conducted per the 1997 Transportation Project-Level Carbon Monoxide Protocol (CO Protocol) developed by the Institute of Transportation Studies at the University of California, Davis. The analysis concluded that implementation of the proposed project would provide better flow for both truck traffic and general traffic traveling through the project area. Additionally, the proposed project does not involve parking lots, and therefore would not increase the number of vehicles operating in cold start mode. As a result, the proposed project has sufficiently addressed the potential CO impact, project impacts would not be adverse, and no further analysis or mitigation is needed.

In order to further minimize construction-related emissions, all construction vehicles and equipment would be required to be equipped with state-mandated emission control devices pursuant to state emission regulations and standard construction practices. After construction of the proposed project is complete, all construction-related impacts would cease. Short-term construction particulate matter emissions would be further reduced through the implementation of dust suppression measures outlined within SCAQMD Rule 403. Caltrans Standard Specifications for Construction (Section 14-9 [Air Quality]) would also be adhered to. The proposed project would comply with any state, federal, and/or local rules and regulations developed as a result of implementing control and mitigation measures proposed as part of their respective State Implementation Plans (SIPs). Therefore, project construction is not anticipated to violate state or federal air quality standards or contribute to the existing air quality violations in the SCAB.

According to the SIP, the project applicant is required to include specifications, estimates, and control measures in its final plans that would limit PM_{10} emissions during construction. Since PM_{10} emissions primarily occur during the grading phase of construction, the SCAQMD has established Rule 402 and Rule 403. During construction, the property owner, developer, and contractors are

[25] Although not located in SRA 16, the Costa Mesa Monitoring Station is the closest station to the project that monitors SO_X.

required to comply with regional rules, which assist in reducing short-term construction-related air pollutant emissions. Rule 402 requires that air pollutant emissions not be a nuisance off-site. Rule 403 requires that fugitive dust be controlled with the best available control measures in order to reduce dust so that it does not remain visible in the atmosphere beyond the property line of the proposed project. Compliance with SCAQMD Rules 402 and 403 would ensure impacts are not adverse in regards to PM_{10} emissions during construction of either Build Alternative 7A (Preferred Alternative) or Build Alternative 9.

Mobile source air toxics (MSAT) were also analyzed in Section 2.3.6. Table 2.3.6-5, MSAT Emissions, presents the estimated MSAT emissions from traffic within the project study area. The data indicates that MSAT emissions would not vary significantly between future No Build and Build Alternatives 7A and 9. The purpose of the proposed interchange modification is to provide better traffic flow for both truck traffic and general traffic traveling through the project area. This project would not result in any meaningful changes in traffic volumes, vehicle mix, location of the existing facility, or any other factor that would cause an increase in emissions impacts relative to the No Build scenario. Moreover, U.S. EPA regulations for vehicle engines and fuels would cause overall MSATs to decline significantly over the next 20 years. FHWA predicts MSATs will decline in the range of 57 percent to 87 percent, from 2000 to 2020, based on regulations now in effect. This would both reduce the background level of MSATs as well as the possibility of even minor MSAT emissions from this project.

The IS/EA found that no avoidance, minimization, and/or mitigation measures are required for operational air quality impacts, as the project would not produce substantial operational air quality emissions. For construction related air quality impacts, in addition to implementing all applicable Best Available Control Measures from the SCAQMD Rule 403 and Rule 403.1, three avoidance and minimization measures are required to reduce and otherwise address particulate emissions during construction. These measures include requiring the project to have a dust control plan prior to the start of construction; compliance with State Vehicle Code Section 23114, with special attention to sections regarding the prevention of such material spilling onto public streets and roads; and compliance with Caltrans Standard Specifications for Construction (Sections 14-9 [Air Quality]).

Topical Response 5: Existing and Operational (Long-Term) Traffic and Level of Service

Traffic impacts are discussed and analyzed in Section 2.2.5, Traffic and Transportation/Pedestrian and Bicycle Facilities. Information in Section 2.2.5 is based upon the Traffic Study prepared in July 2012. When evaluating traffic impacts, existing conditions are identified, mainly in terms of the roadway or intersection level of service (LOS). As discussed in Section 2.2.5, in the northbound direction, SR-57 exceeds the 1,600 vehicles per hour per lane for the high occupancy vehicle (HOV) lanes during both the AM and PM peak hours. In the southbound direction, SR-57 operates at LOS E during the AM peak hours between Lambert Road to south of Tonner Canyon Road, while the HOV lanes exceed the 1,600 vehicles per hour per lane for the HOV lanes during the PM peak hours. The results of the merge/diverge analysis for existing conditions can be found in Table 2.2.5-6, Ramp Merge/Diverge Analysis Summary – Existing (2011) Conditions. The following ramps have merge/diverge areas at LOS E, based on existing conditions: Lambert northbound diverge (PM peak hours) and Lambert southbound diverge (AM peak hours). A summary of the existing intersection LOS is provided in Table 2.2.5-8, Existing (2011) Conditions ICU and Delay Summary. All intersections achieve the performance standard.

The Traffic Study and Section 2.2.5 provide a comparison between existing and the year 2040 average daily trip (ADT) volumes is given in Table 2.2.5-9, ADT Volumes – Existing (2011) and 2040 Conditions. The mainline volume increase between 2011 and 2040 is approximately 33 percent. The 2040 traffic volumes forecasts for the interchange show an overall increase of approximately 27 percent as compared to existing traffic volumes. The AM peak hour shows an increase of approximately 28 percent over the existing counts and the PM peak hour shows an approximately 26 percent increase.

As described in the Traffic Study, the following assumptions and data sources were used to determine year 2040 traffic volumes and LOS.

- For the freeway volumes, year 2035 traffic volumes were prepared by the Orange County Transportation Authority (OCTA) using the Orange County Traffic Analysis Model (OCTAM) Version 3.3. Due to the difference between the OCTAM 3.3 horizon year of 2035 and the project study horizon year of 2040, volumes for the freeway mainline segments were increased to reflect 2040 conditions.
- Volumes for the study area intersections were derived from the Brea Area Traffic Analysis Model (BATM). This used land use projections based on the current General Plan for the City. A nominal one percent growth is then applied to the BATM 2035 volumes to derive 2040 volumes.
- To derive the Lambert Interchange No Build volumes, the BATM was used, with geometric constraints consistent with the existing conditions applied at the interchange intersections. These resulted in volumes that are similar in magnitude to existing, which generally represents the capacity of the existing interchange. The resulting diversion (primarily to the SR-57/Imperial Highway interchange) shows the impacts of the No-Build Alternative (or the beneficial effects of the Build Alternative).

As discussed in Section 2.2.5, the 2040 freeway mainline operation impact analysis results for the No Build and Build Alternatives 7A and 9 are summarized in Table 2.2.5-12. The results are the same for both Build Alternatives, as well as the No Build Alternative. Compared to existing conditions, the 2040 analysis includes two additional SR-57 auxiliary lanes in the northbound direction south of the interchange (recently constructed as part of the SR-57 Northbound Widening Project) and an additional SR-57 auxiliary lane in the southbound direction north of the interchange. The forecast mainline volumes are demand volumes which exceed the capacity for both mainline and HOV segments. Queues would form because the demand volume cannot be served, resulting in congestion occurring outside of the peak hours.

With respect to the ramp and ramp-freeway junctions, Table 2.2.5-13 shows an acceptable LOS at all ramps, with the exception of the Lambert Road southbound off-ramp with respect to the No Build Alternative. Under the No Build Alternative, the Lambert Road southbound off-ramp would operate at unacceptable LOS during the AM peak hour. Build Alternative 7A (Preferred Alternative) exhibits the best performance for the northbound on-ramps. Table 2.2.5-14 shows an improved LOS for Build Alternatives 7A and 9.

With respect to intersection operations, Table 2.2.5-15 shows that under both Build Alternatives, the LOS at the ramp intersections would improve. The intersections at State College Drive and Lambert Road would remain LOS E under Build Alternative 9; however, the delay would decrease by 1.3 seconds per vehicle as compared to the Year 2040 No Build Alternative. Additionally, there are three locations where, although LOS is below the acceptable criteria, the capacity utilization

measures decrease, resulting in slightly less delay; refer to Table 2.2.5-16. This is considered a beneficial effect of both Build Alternatives.

As stated in Section 2.2.5, the queuing analysis results show that the available ramp storage would accommodate the future demand under Build Alternatives 7A and 9. Lambert Road would experience some queues that exceed the storage capacity under both Build Alternatives. For the off-ramps, the results show that there is no potential for vehicle queuing to extend back to the freeway mainline. The 2040 traffic volumes would not exceed the volume that can be serviced by a 900 vehicles per hour per lane (vph/lane) metered lane for both Build Alternatives (refer to Table 2.2.5-19).

3.3.2.2 Written Reponses

Comment 1: Governor's office of Planning and Research, State Clearinghouse and Planning Unit, April 2, 2015

STATE OF CALIFORNIA
Governor's Office of Planning and Research
State Clearinghouse and Planning Unit

Edmund G. Brown Jr.
Governor

Ken Alex
Director

April 2, 2015

Paul Cochran
California Department of Transportation, District 12
3347 Michelson Drive, Suite 100
Irvine, CA 92612

Subject: State Route 57/Lambert Road Interchange Improvement Project
SCH#: 2015031005

Dear Paul Cochran:

The State Clearinghouse submitted the above named Mitigated Negative Declaration to selected state agencies for review. The review period closed on April 1, 2015, and no state agencies submitted comments by that date. This letter acknowledges that you have complied with the State Clearinghouse review requirements for draft environmental documents, pursuant to the California Environmental Quality Act. 1-A

Please call the State Clearinghouse at (916) 445-0613 if you have any questions regarding the environmental review process. If you have a question about the above-named project, please refer to the ten-digit State Clearinghouse number when contacting this office.

Sincerely,

Scott Morgan
Director, State Clearinghouse

1400 TENTH STREET P.O. BOX 3044 SACRAMENTO, CALIFORNIA 95812-3044
TEL (916) 445-0613 FAX (916) 323-3018 www.opr.ca.gov

Document Details Report
State Clearinghouse Data Base

SCH#	**2015031005**
Project Title	State Route 57/Lambert Road Interchange Improvement Project
Lead Agency	Caltrans #12
Type	**MND** Mitigated Negative Declaration
Description	Caltrans, in cooperation with the City of Brea (City), proposes to improve the SR 57/Lambert Road interchange from post mile 20.1 to PM 21.8. The proposed project would improve traffic operations on SR-57 and Lambert Road, in the interchange area. Improvements would include widening the southbound SR-57 median shoulder, reconfiguring the northbound and southbound SR-57 on- and off-ramps, lowering the Lambert Road profile to provide 15-foot standard vertical clearance under the Lamber Road Undercrossing and widening Lambert Road from 1,000 feet west of State College Blvd to Pointe Drive, and reconfiguring the north and southbound SR-57 on- and off-ramp/Lambert Road intersections.

Lead Agency Contact

Name	Paul Cochran		
Agency	California Department of Transportation, District 12		
Phone	949 724 2861	*Fax*	
email			
Address	3347 Michelson Drive, Suite 100		
City	Irvine	*State* CA	*Zip* 92612

Project Location

County	Orange			
City	Brea			
Region				
Lat / Long	33° 55' 28.6" N / 117° 52' 48.7" W			
Cross Streets	SR-57, Lambert Road, State College Blvd, N. Associated Drive			
Parcel No.				
Township	*Range*	*Section*	*Base*	SBB&M

Proximity to:

Highways	SR-57
Airports	
Railways	
Waterways	8 drainage features, Fullerton Creek
Schools	
Land Use	

Project Issues	Aesthetic/Visual; Air Quality; Archaeologic-Historic; Biological Resources; Flood Plain/Flooding; Geologic/Seismic; Noise; Population/Housing Balance; Public Services; Soil Erosion/Compaction/Grading; Toxic/Hazardous; Traffic/Circulation; Vegetation; Water Quality; Growth Inducing; Landuse; Cumulative Effects
Reviewing Agencies	Resources Agency; Department of Fish and Wildlife, Region 5; Department of Parks and Recreation; Department of Water Resources; California Highway Patrol; Caltrans, Division of Transportation Planning; Air Resources Board, Transportation Projects; Regional Water Quality Control Board, Region 8; Department of Toxic Substances Control; Native American Heritage Commission

Date Received 03/02/2015 *Start of Review* 03/02/2015 *End of Review* 04/01/2015

Note: Blanks in data fields result from insufficient information provided by lead agency.

Response to Comment 1: Governor's office of Planning and Research, State Clearinghouse and Planning Unit, April 2, 2015

1-A The participation of the State Clearinghouse in the public review process of this document is appreciated. The State Clearinghouse distributed the Draft IS/EA to selected agencies for review, in compliance with State Clearinghouse review requirements (30-day public circulation period) for draft environmental documents and pursuant to the California Environmental Quality Act (CEQA). No state agencies submitted comments to the State Clearinghouse by the close of the public circulation period. This information is included in the record.

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Comment 2: Hunt Braly, Poole & Shaffery, LLP, March 24, 2015

Cochran, Paul A@DOT

From: Hunt C. Braly [hbraly@pooleshaffery.com]
Sent: Wednesday, March 25, 2015 12:49 PM
To: D12SR57Lambert@DOT
Subject: Comment on State Route 57/Lambert Road Interchange Improvement Project
Attachments: CE.CA.Dept.Trans.03.24.15.pdf

Dear Mr. Cochran,

Attached please find my comment letter dated March 24, 2014. I will also be attending the public meeting this afternoon.

Please confirm receipt.

Hunt

Hunt C. Braly
Partner
Direct: 661.287.3631 ■ Cell: 805.373.5849 ■ hbraly@pooleshaffery.com

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ATTORNEYS AT LAW

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1

POOLE SHAFFERY
ATTORNEYS AT LAW

Writer's Email: hbraly@pooleshaffery.com

March 24, 2015

Sent Via U.S. Mail and Email: D12SR57Lambert@dot.ca.gov

California Department of Transportation
3347 Michelson Drive, Suite #100
Irvine, CA 92612-1692
Attn: Paul Cochran, Environmental Analysis

Re: State Route 57/Lambert Road Interchange Improvement Project
Initial Study with Proposed Mitigated Negative Declaration
December, 2014

Dear Mr. Cochran,

This firm represents the interests of David Delrahim and Southwest Fuel Management, Inc., the Tenants who operate the Brea Car Wash ("Car Wash") at 1700 E. Lambert Road, Brea, California. The current lease runs into 2024 and the Tenant has several five year options to renew. As a result, the Tenant has a significant financial interest in retaining the Car Wash as an operating business and having your agency, and the various other approval parties, choose an alternative for the Lambert Road Interchange Improvement Project (the "Project") which has the least amount of impact to the Car Wash and allows it to continue in business.

Our review of the Initial Study indicates you are considering two build alternatives, 7A and 9, for the Project. Alternative 9 does not take the Car Wash property and destroy the business. The Initial Study acknowledges that Alternative 9, which had been rejected in the 2007 Project Study Report ("PSR"), now provides sufficient traffic improvements and states the following, "...the Project Development Team (PDT) evaluated the year 2040 traffic forecast volumes and has determined that the year 2040 traffic forecasts are substantially lower than the year 2040 forecast volumes in the approved 2007 PSR. This reduction in forecast traffic volumes for year 2040 allows Build Alternative 9 to adequately accommodate the year 2040 forecast traffic and again be a viable alternative". (Section 1.4 Page 1-17). 2-A

In comparison, Alternative 7A will not only require the full acquisition of the Car Wash property, it would also require the acquisition of a significant portion of the Country Woods apartment complex. Alternative 9 requires neither of these takings. While it appears that Alternative 7A will provide a little additional decrease in related delay within the interchange, Alternative 9 still provides more than a 30% decrease in related traffic delay (Section 1-5 page 1-51-52

In your discussion of the construction impacts on the Car Wash, the Initial Study does not properly recognize that the Car Wash is not just a trip attractor, but also relies on pass-by-traffic. As a result there could be significant impact on the Car Wash during construction activity. Any traffic management plan (TMP) must include provisions to provide signage and ensure 2-B

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acceptable ingress and egress to the Car Wash during its operating hours. (Section 2.2, 1.4 Page 2.2.1-15 2-B

In regards to long term operational impacts, the Initial Study incorrectly states that there are no significant differences between Alternatives 7A and 9. The Statement that Alternative 7A will only result in a limited number of full and partial acquisitions, and as a result its impact is the same as Alternative 9 which does not have any acquisitions of businesses or residential units, is inaccurate. In addition, stating that both alternatives will not cause a high degree of disruption is not accurate. Clearly Alternative 7A has much more significant impacts than Alternative 9 due to the acquisition, and relocation, of businesses and residential units. 2-C

The Initial Study states that Alternative 7A is consistent with Brea General Plan Policy CE-11.1 which is inaccurate. Using the terminology that it will only result in a minor displacement is misleading when an entire business and a significant portion of an apartment complex are being taken. The Initial Study should clearly indicate that Alternative 9 is more consistent with this Brea General Plan Policy than Alternative 7A. (Page 2.2.1-16-17) 2-D

We note that the Project Study states that the taking of the Car Wash under Alternative 7A would result in the loss of $37,000 a year in property taxes to the City and an estimate of $7,320 in sales taxes to the City. Since the Study concludes that there is no replacement property in the City of Brea, this approximate $50,000 in tax revenue will be an annual loss to the City (Page 2.2.3-16-18). 2-E

While we agree that Alternative 9 would not result in adverse impacts related to community character and cohesion, and would result in fewer impacts overall as compared to 7A, including no closure of Lambert Road, it is important, as previously stated, that access to the Car Wash during construction be mitigated so as not to impact the business during its operating hours. (Page 2.2.3-14,15,18) 2-F

The Initial Study analyzed the Car Wash and the impact of the taking under Alternative 7A as follows: "The car wash facility to be displaced was established in 1990 and is located in the southeast quadrant of the SR-57/Lambert Road interchange. Auto wash facilities primarily depend on pass-by traffic; however, with a long establishment period, they likely had secured local clientele. If the carwash relocates outside of the city, it may experience loss of local clientele. This loss may be offset if the business reestablishes itself in a site similar to its existing location (e.g. at a freeway interchange or a primary arterial intersection." (Page 2.2.3-27) However, the document provides no potential like locations. There is reference to the Draft Relocation Impact Memorandum which apparently identified seven sites in Anaheim, Placentia and Fullerton. Importantly none of the potential new sites are in Brea. In addition, it is estimated that 20-49 employees will be displaced under Alternative 7A. 2-G

Under Section 2.3.5 Hazardous Materials/Waste there is discussion of the potential for contamination from the Car Wash. "Thus, although no contamination to soil or groundwater from hazardous materials has been reported, this property has the potential for soil contaminated 2-H

with the car wash and associated gas station." (Page 2.3.5-12,13). As a result the taking of the Car Wash property under Alternative 7A could result in significant costs to Caltrans. 2-H

The Initial Study does not provide any cost information, but it would appear that the construction costs for Alternative 9 will be significantly less than Alternative 7A due to the configuration proposed. In addition, Alternative 7A would add millions of dollars in additional costs due to the acquisition of two properties and the closing of the Car Wash. 2-I

In conclusion, it is clear that Alternative 9 is the best choice for not just the Car Wash, but for the community. It is less costly while still providing significant traffic relief and does not require the costly elimination of a local business along with a portion of an apartment complex. For these reasons on behalf of the Car Wash, we urge you to select Alternative 9 2-J

We forward to you and your client's review of this proposal and am available to discuss and your continence.

Very truly yours,

Hunt C. Braly

Hunt C. Braly

cc: Client

HCB/sa

Response to Comment 2: Hunt Braly, Poole & Shaffery, LLP, March 24, 2015

2-A The 2007 Project Study Report (PSR) evaluated ten alternatives and eliminated nine from further consideration based either on impacts to resources, feasibility, ability to meet the purpose and need, and/or cost. At the time of the 2007 PSR, alternatives were evaluated based on performance and not on potential environmental impacts; refer to Section 1.7, Alternatives Considered but Eliminated from Further Discussion. Build Alternative 9 was an alternative that was originally rejected during the 2007 PSR; however, the project development team (PDT) subsequently re-evaluated the year 2040 traffic forecast volumes and determined that the year 2040 traffic forecasts are substantially lower than the year 2040 forecasts evaluated in the 2007 PSR. Section 1.4, Project Description, provides the detailed background information regarding changes in traffic forecast volumes which allowed the Draft IS/EA to analyze Build Alternative 9.

Thus, the Draft IS/EA evaluated two build alternatives, Build Alternative 7A (Preferred Alternative) and Build Alternative 9, and a No Build Alternative. A comparison of alternatives is provided in Section 1.5, Comparison of Alternatives. The following table compares three intersections (State College/Lambert Road Build, SR-57 Southbound Ramps/Lambert Road, and SR-57 Northbound Ramps/Lambert Road) under the No Build, Build Alternative 7A (Preferred Alternative), and Build Alternative 9 scenarios. This table shows the delay at the three intersection, the LOS at the three intersections and the difference in delay between the No Build and Build Alternatives. Under the No Build scenario, the total AM/PM peak hour delay within the interchange (northbound and southbound ramp intersections) is 184.41 seconds (80.0 seconds + 29.2 seconds + 46.4 seconds + 28.8 seconds). Build Alternative 7A (Preferred Alternative) would reduce congestion related delay within the interchange by approximately 80.6 seconds (43 percent). Build Alternative 9 would reduce congestion related delay within the interchange by approximately 59 seconds (31 percent).

Location	AM Peak Hour			PM Peak Hour		
	Delay	LOS	Delay Difference from No Build Alternative	Delay	LOS	Delay Difference from No Build Alternative
No Build						
7. State College and Lambert Road	**61.2**	**E**	--	**57.3**	**E**	--
8. SR-57 SB Ramps and Lambert Road	**80.0**	**F**	--	46.4	D	--
9.SR-57 NB Ramps and Lambert Road	29.2	C	--	28.8	C	--
Build Alternative 7A (Preferred Alternative)						
7. State College and Lambert Road	45.1	D	-16.1	52.2	D	-5.1
8. SR-57 SB Ramps and Lambert Road	39.4	D	-40.6	24.9	C	-21.5
9. SR-57 NB Ramps and Lambert Road	19.2	B	-10.0	18.6	B	-10.2
Build Alternative 9						
7. State College and Lambert Road	47.3	D	-13.9	**56.0**	**E**	-1.3
8. SR-57 SB Ramps and Lambert Road	36.4	D	-43.6	18.8	B	-27.6
9. SR-57 NB Ramps and Lambert Road	35.1	D	+5.9	35.1	D	+6.3

Source: Traffic Study, 2012
LOS Criteria based on Average Delay (sec/veh): A (0.0-10.0); B (10.1-20.0); C (20.1-35.0); D (35.1-55.0); E (55.1-80.0); F (>80.1)
Bold = Exceeds performance standard of level of service (LOS) D
Greater than 300 - delay is greater than 200 sec/veh
[1] All-way stop – delay represents the intersections average vehicle delay
[2] Yield – delay represents the yielding movement with highest approach delay

Build Alternative 7A (Preferred Alternative) is able to achieve 12 percent more reduction in congestion related delay primarily due to three factors: 1) the new northbound loop on-ramp eliminates the conflicting high volume movements (high volume eastbound left turns opposing high volume westbound through movements) at the northbound ramp intersection, 2) more balanced distribution of through and turning movements across all eastbound lanes, and 3) increased spacing between the ramp intersections, which provides additional vehicle queue storage.

Build Alternative 9 achieves acceptable levels of service for traffic operations through roadway widening and the addition of turning lanes. The operational limitation of maintaining the diamond interchange configuration is that the conflicting high volume movements (high volume left turns opposing high volume through movements) in both the eastbound and westbound directions are not reduced and limits the amount of congestion reduction that can be delivered by the project.

As discussed in Section 1.6, Identification of a Preferred Alternative, on April 9, 2015, the PDT decided to recommend Build Alternative 7A as the Preferred Alternative. Build Alternative 7A (Preferred Alternative) was recommended over Alternative 9 with the following justification:

- Build Alternative 7A provides superior interchange traffic operations and congestion relief in both the near term and long term. The partial clover leaf interchange configuration provides the greatest capacity to handle traffic increases beyond the 2040 design horizon.

- The proposed interchange reconfiguration directly addresses the project need of reducing the number of conflicting traffic movements and minimizing potential safety hazards. The new northbound loop on-ramp eliminates conflicting high volume movements at the northbound ramp intersection (high volume eastbound left turns opposing high volume westbound through movements), thereby directly enhancing traffic safety. This configuration also provides more efficient traffic flow through the interchange due to a more balanced distribution of through and turning movements across all eastbound lanes on Lambert Road.

- The proposed interchange reconfiguration directly addresses the project need of increasing the signal queue capacity by maximizing the distance between the northbound and southbound ramp intersections providing optimum traffic operations through the interchange.

- The proposed interchange configuration provides three significant benefits to the northbound mainline: 1) the addition of the northbound loop on-ramp distributes northbound freeway merge movements over two locations providing superior freeway ramp operations; 2) the #5 northbound general purpose lane, which currently terminates south of Lambert Road, is extended through the interchange; and 3) a full standard northbound mainline cross section is extended from south of Lambert Road through the interchange.

Thus Build Alternative 7A (Preferred Alternative) is able to achieve a 12 percent more reduction in congestion related delay, provide superior interchange traffic operations and congestion relief in both the near term and long term, reduce the number of conflicting traffic movements and minimizing potential safety hazards, increase the signal queue

capacity, and improve SR-57 mainline movement. Please refer to Topical Response 5 regarding traffic and level of service (LOS). The comment is noted for the record and was provided to the PDT for consideration prior to the selection of the preferred alternative.

2-B Access to all commercial uses in the proposed project area would be maintained during construction. A Traffic Management Plan (TMP) would minimize construction traffic delay impacts by providing signage, detours, and a public awareness program. Several avoidance and minimization measures for the project require the issuance and adherence to a TMP. In addition, efforts will be made to coordinate with businesses within the project area regarding the placement of signs during construction.

- Measure COMM-4 requires the project to develop and implement a construction (traffic) management program that maintains access to and from the proposed project area through signage, detours, and flagmen.
- Measure UES-4 and Measure T-4 require the TMP to include prior notices, adequate sign-posting, detours, phased construction and temporary driveways. It further requires that the TMP specify implementation timing of each plan element (prior notices, sign-posting, detours, etc.) as determined appropriate by the lead agency. Adequate local and emergency access will be provided at all times to adjacent uses.

2-C The commenter's statement that the IS/EA states that there are "no significant differences between Alternatives 7A and 9" does not include details as to where this statement is located within the IS/EA. Comment 2-B relates page 2.2.1-15 and Comment 2-D relates to pages 2.2.1-16 and 2.2.1-17; both Comments 2-B and 2-D relate to Section 2.2.1, Land Use, which evaluates the proposed project's consistency with the State, Regional, and Local Plans and Programs. Therefore, it is assumed that Comment 2-C relates to the findings within Section 2.2.1 as well, and therefore, this response relates to the IS/EA conclusions regarding impacts, as they relate to the consistency of State, Regional and Local Plans and Program.

The IS/EA analyzes the project alternatives regarding compatibility to the City of Brea's General Plan land use designations and zoning classifications, as well as consistency with local and regional plans with Section 2.2.1, Land Use. The IS/EA was prepared in accordance with CEQA and NEPA, as well as any other applicable Federal, State, and local laws and regulations.

Impacts specifically related to relocations and right-of-way acquisitions of businesses and residences are discussed in Section 2.2.3, Community Impacts. The Community Impacts Section, Section 2.2.3, evaluates impacts in three subsections: 1) community character and cohesion (Section 2.2.3.1); 2) relocations and real property acquisitions (Section 2.2.3.2); and 3) environmental justice (Section 2.2.3.3).

For Build Alternative 7A (Preferred Alternative), with respect to relocations and real property acquisitions (Section 2.2.3.2), the IS/EA states that as of January 2012, equivalent business properties were available for the relocated business in the adjacent cities of Anaheim, Placentia, and Fullerton at the time of the property survey. In addition, an adequate number of replacement properties were available in the study area to all displaced residents, including several apartments for rent within the Country Woods apartment complex. Therefore, the IS/EA concludes that the project would not have an

adverse effect. Avoidance and Minimization Measures COMM-1 through COMM-5 and REL-1 through REL-3 will further minimize impacts.

In addition, with respect to relocations and real property acquisitions (Section 2.2.3.2), the IS/EA concluded that no businesses, employees, or residences would be displaced under Alternative 9.

2-D Each alternative's consistency with the State, regional, and local plans are analyzed separately. Both Build Alternatives were found to be consistent with Policy CD-11.1 of the City of Brea General Plan; refer to Section 2.2.1.4, Environmental Consequences. No revisions to the IS/EA are warranted.

2-E The comment does not raise issue with the adequacy of the Draft IS/EA. The comment is noted for the record and was provided to the PDT for consideration prior to the selection of the preferred alternative.

2-F Please refer to Response to Comment 2-B regarding access to the adjacent properties during construction and requirements of the TMP. The comment is noted for the record and was provided to the PDT for consideration prior to the selection of the preferred alternative.

2-G A Relocation Impact Memorandum (RIM) was prepared and approved in June 2012 and a Community Impact Assessment was prepared in October 2012; both were prepared in accordance with CEQA and NEPA. These technical studies are listed on page v of the Table of Contents, and were available in hardcopy at the Caltrans District 12 Office, the City of Brea, and the Brea Library.

The IS/EA discloses that at the time of the Relocation Impact Memorandum, seven car wash facilities were available in the cities of Anaheim, Placentia, and Fullerton. At the time of the survey, there were no replacement properties available for the car wash facility in the City of Brea; one car wash facility is approved for construction in the City. However, the RIM further states that car wash facilities for sale and lease may become available prior to construction of the proposed project.

2-H The comment does not raise issue with the adequacy of the Draft IS/EA. The comment is noted for the record and was provided to the PDT for consideration prior to the selection of the preferred alternative.

2-I While it is general practice to provide information regarding funding in the IS/EA, disclosing the cost of alternatives is not required under CEQA or NEPA. The IS/EA provides estimated Capital Construction Costs for Build Alternatives 7A and 9 as it relates to construction employment in Table 2.2.3-8, Estimated Construction Employment under the Build Alternatives. The total project cost per build alternative was provided in the Project Report, which is a separate report prepared for the proposed project by the engineering and design team. The Project Report identified the cost of Build Alternative 7A (Preferred Alternative) and Build Alternative 9 as follows:

Cost Estimate	Project Cost Estimates (in 2014 dollars)	
	Build Alternative 7A (Preferred Alternative)	**Build Alternative 9**
Roadway Items	$29,000,000	$19,600,000
Structure Items	$2,870,000	$1,100,000
Subtotal Construction Costs	*$31,870,000*	*$20,700,000*
Right-of-Way	$13,150,000	$4,234,000
Subtotal	*$45,020,000*	*$24,934,000*
Project Support	$14,043,000	$8,018,000
Total	**$59,063,000**	**$32,952,000**

2-J Section 1.5, Comparison of Alternatives, states "[a]fter the public circulation period, all comments were considered, and the PDT recommended a preferred alternative and the Caltrans District Director made the final determination of the proposed project's effect on the environment. In accordance with CEQA, no unmitigable significant adverse impacts were identified and Caltrans has prepared a Mitigated Negative Declaration (MND). Similarly, the Caltrans District Director determined the action does not significantly impact the environment, Caltrans, as assigned by FHWA, has issued a Finding of No Significant Impact (FONSI) in accordance with NEPA." This Final IS/EA includes Section 1.6, Identification of a Preferred Alternative. Your support of Build Alternative 9 is acknowledged and included in the project record. Your support of Build Alternative 9 was provided to the PDT for consideration prior to the selection of the preferred alternative.

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Comment 3: Hunt Braly, Poole & Shaffery, LLP, April 2, 2015

Cochran, Paul A@DOT

From:	Silvia Abrignani [sabrignani@pooleshaffery.com]
Sent:	Thursday, April 02, 2015 3:43 PM
To:	D12SR57Lambert@DOT
Subject:	FW: State Route 57/Lambert Road Interchange Improvement Project; Initial Study with Proposed Mitigated Negative Declaration December, 2014
Attachments:	CE.Dept.Transportation.04-02-15.pdf

Silvia Abrignani
Secretary
sabrignani@pooleshaffery.com

POOLE SHAFFERY
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From: Silvia Abrignani
Sent: Thursday, April 02, 2015 3:29 PM
To: 'D12SR571Lambert@dot.ca.gov'
Cc: 'Hunt C. Braly (hbraly@pooleshaffery.com)'
Subject: State Route 57/Lambert Road Interchange Improvement Project; Initial Study with Proposed Mitigated Negative Declaration December, 2014

Sent on behalf of Hunt C. Braly

Correspondence dated April 2, 2015

Silvia Abrignani
Secretary
sabrignani@pooleshaffery.com

POOLE SHAFFERY
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POOLE ■ SHAFFERY

ATTORNEYS AT LAW

Writer's Email: hbraly@pooleshaffery.com

April 2, 2015

Sent Via U.S. Mail and Email: D12SR57Lambert@dot.ca.gov

California Department of Transportation
3347 Michelson Drive, Suite #100
Irvine, CA 92612-1692
Attn: Paul Cochran, Environmental Analysis

Re: State Route 57/Lambert Road Interchange Improvement Project
Initial Study with Proposed Mitigated Negative Declaration
December, 2014

Dear Mr. Cochran,

As previously stated in our letter of March 24, 2015, this firm represents the interests of David Delrahim and Southwest Fuel Management, Inc., the Tenants who operate the Brea Car Wash ("Car Wash") at 1700 E. Lambert Road, Brea, California. We are writng this additional comment letter based on information which was disclosed at the March 25 Public Meeting hosted by Caltrans and additional information which has been provided subsequent to that date in response to our requests.

The initial study does not provide any cost information regarding the two build alternatives, 7A and 9, for the Project. At the Public Meeting, Caltrans representatives verbally acknowledged that the cost of Alternative 7A was significantly higher than Alternative 9. Since that meeting, we have been provided with the Project Study Report which includes the cost estimates. The difference is stark. The Study Report states the following (Page 1, 32 and Appendix B): 3-A

	ALTERNATIVE 7A	ALTERNATIVE 9
Construction	$31,870,000	$20,700,000
Right of Way	13,150,000	4,234,000
Total	$45,020,000	$24,934,000
Project Support	14,043,000	8,018,000
Total	$59,063,000	$32,952,000

While Alternative 7A provides a little additional decrease in related traffic delay within the interchange, Alternative 9 still provides more than a 30% decrease in related traffic delay (Section 1-5 page 1-51-52). In addition, as was repeated numerous times at the Public Meeting, this is a congestion delay project, not a safety project. As a result the claimed safety benefit for the cloverleaf design in Alternative 7A should not be the basis for selecting that alternative when it destroys a thriving business, a portion of an apartment complex and is almost double the cost. 3-B

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It is important to note that Caltrans stated at the Public Meeting that it has only identified $34,000,000, from various sources, for this project. If Alternative 9 is selected, Caltrans will all the funding necessary to proceed and will not face the uncertainty of having to try find an addition $25,000,000 to build Alternative 7A. 3-C

As stated in our previous letter, the Initial Study analyzed the Car Wash and the impact of the taking under Alternative 7A as follows: "The car wash facility to be displaced was established in 1990 and is located in the southeast quadrant of the SR-57/Lambert Road interchange. Auto wash facilities primarily depend on pass-by traffic; however, with a long establishment period, they likely had secured local clientele. If the carwash relocates outside of the city, it may experience loss of local clientele. This loss may be offset if the business reestablishes itself in a site similar to its existing location (e.g. at a freeway interchange or a primary arterial intersection." (Page 2.2.3-27) However, the Initial Study provides no potential like locations. There is reference to the Draft Relocation Impact Memorandum, which we have subsequently been provided, and apparently seven sites in Anaheim, Placentia and Fullerton were identified. However, this Memorandum provides no information on the location of the sites. When Caltrans was further questioned about the location of these potential relocation sites, it stated that it did not have that information and that we should contact the City of Brea. We still have not received this information and cannot comment on the feasibility of relocating the Car Wash. 3-D

In conclusion, it is now even clearer that Alternative 9 is the best choice for not just the Car Wash, but for the community, the City of Brea and Caltrans. At a time where every dollar counts, there is no environmental reason, and no significant operational reason, for Caltrans, the City of Brea and other governmental agencies to spend an extra $27,000,000 on this project. 7A does not provide enough additional capacity improvement to overcome the facts that Alternative 9 keeps a thriving business in tack, residents from being displaced, and is almost half the cost. For all of the reasons contained in this letter, and our previous letter of March 24, 2015, we urge that Alternative 9 be selected. 3-E

We look forward to your review of these comments and my clients and I are available to discuss and your continence.

Very truly yours,

Hunt C. Braly

Hunt C. Braly

cc: Client
City of Brea
Congressman Ed Royce
Senator Bob Huff
Assemblyman Curtis Hagman

HCB/sa

Response to Comment 3: Hunt Braly, Poole & Shaffery, LLP, April 2, 2015

3-A Please refer to Response to Comment 2-I regarding project cost. The comment is noted for the record and was provided to the project development team (PDT) for consideration prior to the selection of the preferred alternative.

3-B Please refer to Response to Comment 2-A regarding the potential decrease in traffic delays for both Build Alternative 7A (Preferred Alternative) and 9. Please Refer to Response to Comment 2-J regarding the selection of a preferred alternative. The comment is noted for the record and was provided to the PDT for consideration prior to the selection of the preferred alternative.

3-C The comment does not raise issue with the adequacy of the Draft IS/EA. The comment is noted for the record and was provided to the PDT for consideration prior to the selection of the preferred alternative.

3-D Please refer to Response to Comment 2-G regarding replacement car wash facilities. At the time of the Relocation Impact Memorandum (Approved June 2012), replacement properties were searched using www.bizben, www.loopnet.com, and were accessed January 17, 2012. As described in Appendix E, Summary of Relocation Benefits, any business displaced shall be offered relocation advisory assistance for the purpose of locating a replacement property, which is provided by a Relocation Agent. Appendix E further states that the Relocation Agent will:

- Determine your needs and preferences;
- Explain the relocation benefits and eligibility requirements;
- Provide information on replacement properties for your consideration;
- Provide information on counseling you can obtain to help minimize hardships in adjusting to your new location; and
- Assist you in completing loan documents, rental applications or relocation claims forms.

In addition, the Relocation Agent will also provide information on security deposits; interest rates and terms; typical down payments; permits, fees and local planning; SBA loan requirements; real property taxes; and consumer education literature. The Relocation Agent will also provide current listings of other available replacement properties.

The Relocation Assistance Program specifies that before any project which involves the displacement of people can be undertaken, a Replacement Housing Study (Relocation Impact Memorandum) must be completed to determine the needs of relocatees and the availability of replacement housing or business properties.

3-E Please refer to Response to Comment 2-J regarding the selection of a preferred alternative. Your support of Build Alternative 9 is acknowledged and included in the project record. Your support of Build Alternative 9 was provided to the PDT for consideration prior to the selection of the preferred alternative.

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Comment 4: Nathan Lachman, March 31, 2015

Cochran, Paul A@DOT

From: LACHMAN, NATHAN G [nl2316@att.com]
Sent: Tuesday, March 31, 2015 3:29 PM
To: D12SR57Lambert@DOT
Cc: 'elida.roto@hotmail.com'
Subject: VERY CONCERNED RESIDENT - IMPORTANT

Importance: High

To Whom This May Concern;

I'm a local resident at 324 N Woodland Avenue in the City of Brea, California. I understand that Caltrans is looking to expanding the SR57 FWY project which will dramatically impact my residents as well as my fellow neighbors. I also understand that there was a city meeting on March 25, 2015 at our local Civic Center pertaining to this future project. I'm extremely distressed that no one in my local neighborhood was informed of this meeting and I'm just now receiving updates on this project. Expanding the freeway will bring a large disturbance to my family and neighbors for numerous months not to mention untidiness to my backyard. 4-A

I'm also being informed that Caltrans does not plan to put up a large sound barrier along my hillside/backyard. If this is the case I will be reaching out to a family referred law firm (Leibold McCelndon & Mann) who specialize in Land Use & Zoning, Municipal Law, and CEQA. We will be addressing this entire situation and the dramatic impact this will have on my family and property value/home. 4-B

I would like to hear back from someone pertaining to this project within the next 24-48 business hours and expect to have this project re-evaluated especially pertaining to the sound wall for my backyard. 4-C

Best Regards,

Nathan Lachman

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Response to Comment 4: Nathan Lachman, March 31, 2015

4-A Please refer to Topical Response 1 regarding the noticing of the availability of the Draft IS/EA and the public meeting. The comment is noted for the record and was provided to the project development team (PDT) for consideration prior to the selection of the preferred alternative.

4-B Please refer to Topical Response 2 regarding existing noise levels and Topical Response 3 regarding a soundwall in the southwest quadrant of the project. The comment is noted for the record and was provided to the PDT for consideration prior to the selection of the preferred alternative.

4-C Thank you for your review of, and comments on, the Draft IS/EA. Please refer to Topical Response 3 pertaining to a soundwall in the southwest quadrant of the project. All comments are responded to through this Response to Comments chapter in the Final IS/EA.

Comment 5: William Miller, March 31, 2015

Cochran, Paul A@DOT

From: Bill Miller [bill4miller@netzero.net]
Sent: Tuesday, March 31, 2015 7:45 PM
To: D12SR57Lambert@DOT
Subject: 57 freeway/Lambert widening

To Whom it may concern,

I am a home owner living adjacent to the 57 freeway on the west side. My home backs up to the Lambert/57 on ramp. As it is 5-A

now we live fairly close to the on ramp and the noise is at times, unbearable. Not to mention the irritation from car fumes. You take about 5-B

accidents that happen on the freeway, and there are a lot, some that have ended up just about in our back yard. This is not a good thing to be

happening and with the widening of the on ramp it makes the danger that much closer. I agree with the widening of the on ramp but I do think 5-C

more thought should be put into making a higher and stronger retaining wall. All I ask is widen it, improve it but make it safer as well.

William H. Miller
318 woodland Ave
Brea, CA 92821

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Response to Comment 5: William Miller, March 31, 2015

5-A Please refer to Topical Response 2 regarding existing and operational (long-term) noise levels. The comment is noted for the record and was provided to the project development team (PDT) for consideration prior to the selection of the preferred alternative.

5-B Please refer to Topical Response 4 regarding existing and operational (long-term) air quality. The comment is noted for the record and was provided to the PDT for consideration prior to the selection of the preferred alternative.

5-C The purpose of the proposed project, as discussed under Section 1.2.1, is to reduce the current congestion, increase signal queue capacity, and better accommodate anticipated traffic increases, thereby minimizing delays and potential safety hazards. Please refer to Topical Response 3 regarding the existing soundwall and its replacement. The comment is noted for the record and was provided to the PDT for consideration prior to the selection of the preferred alternative.

Comment 6: Juanita Luevano, March 31, 2015

Cochran, Paul A@DOT

From: juanita_luevano@yahoo.com
Sent: Tuesday, March 31, 2015 8:19 PM
To: D12SR57Lambert@DOT
Subject: Proposed Improvements to the SR-57/Lambert Road

Would like to attend meeting with residents, current residents where not properly notified until 3/30. After meeting. Please let me know when there will be a meeting and if known, what will be the direct impact to residents. Sound, the impact on wildlife, most rodents will flee to residents, traffic, noise, dust & debris. 6-A
Current resident of 334 N.Woodland Ave.

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Response to Comment 6: Juanita Luevano, March 31, 2015

6-A Please refer to Topical Response 1 regarding the noticing of the availability of the environmental document and the timing of the public meeting. The Draft IS/EA provides analyses for project and cumulative impacts, as well as avoidance, minimization, and/or mitigation measures for 22 resource topics. Specifically, Section 2.3.7 provides an analysis of existing, construction (short-term), and operational (long-term) noise levels. In addition, refer to Topical Responses 2 and 3 for further details regarding noise levels, impacts, and soundwalls. Chapter 2.4 provides an analysis of the natural community, wetlands and other waters, plant species, animal species, threatened and endangered species, and invasive species. Section 2.2.5 provides an analysis of roadway and intersection operations for existing, construction (short-term), and operational 9long-term) conditions. Please also refer to Topical Response 5 for additional information regarding traffic and level of service. Section 2.3.6 provides an analysis of existing, construction (short-term), and operational (long-term) air quality in the area. Please also refer to Topical Response 4 for additional information pertaining to air quality.

Comment 7: Tim and Judy Scott, April 1, 2015

Cochran, Paul A@DOT

From: TIM SCOTT [timscott0819@gmail.com]
Sent: Wednesday, April 01, 2015 8:31 AM
To: D12SR57Lambert@DOT
Subject: SR 57/ Lambert road interchange improvement proposed project

To whom it may concern:

We reside at 333 Woodland Ave. in the City of Brea. We have lived at this address for 40 years.

1.0 Currently we experience noise from the freeway almost continuously and this noise level has increased as the traffic volume has increased through time. We are especially affected by semi trailer operators who use their air brakes in the early morning hours, 3AM to 5 AM. These episodes can be heard from about one mile north of the Lambert exit and continue with increasing volume down to about Imperial. I do not believe that your sound studies have accumulated data during this time frame and if they did you would see significant spikes in sound level that is not reasonable and probably not lawful. Historically there has not been enforcement to help mitigate this NOISE issue. 7-A

2.0 We require sound walls similar to those that have been constructed on the east side of the 57 to protect our neighborhood and property values 7-B

3.0 Without sound walls similar to those that have been constructed south of Imperial and protecting Craig Park, sleeping through the night will be almost impossible. Even talking, having a conversation, in our backyard can be difficult. With increased truck, and car traffic noise, we will experience significant reduction in quality of life in the neighborhood. 7-C

4.0 Increased truck and car traffic will increase particulate loading in the ambient air in the neighborhood. Please refer to SCAQMD studies outlining the health effects of particulates especially on children. How will this be addressed? 7-D

5.0 NOx and Sulfur emissions will increase with increasing truck and car traffic. How will this increase in emissions be mitigated? 7-E

6.0 We were not informed of the meeting that occurred on 25 March. We do not subscribe to a local news paper, nor do most of our neighbors and there was no mail notification. So, there was no opportunity for working people to attend the 4:00PM meeting. 7-F

7. The e-mail address on the notification is incorrect. 7-G

8.0 Therefore we object: THERE IS SIGNIFICANT IMPACT ON THE QUALITY OF LIFE AND ENVIRONMENTAL IMPACT AND HEALTH AND SAFETY TO THE NEIGHBORHOOD. 7-H

Tim and Judy Scott

TIM SCOTT
timscott@pesystems.net
714 529 7704

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Response to Comment 7: Tim and Judy Scott, April 1, 2015

7-A Please refer to Topical Response 2 regarding existing noise levels, long-term 24-hour noise monitoring locations, and truck traffic noise during nighttime hours. The comment is noted for the record and was provided to the project development team (PDT) for consideration prior to the selection of the preferred alternative.

7-B Please refer to Topical Response 3 regarding soundwalls in the southwest quadrant of the project. The comment is noted for the record and was provided to the PDT for consideration prior to the selection of the preferred alternative.

7-C Please refer to Topical Response 2 regarding existing and operational (long-term) noise levels. Please refer to Topical Response 3 regarding soundwalls in the southwest quadrant of the project. The comment is noted for the record and was provided to the PDT for consideration prior to the selection of the preferred alternative.

7-D Please refer to Topical Response 4 regarding air quality. The comment is noted for the record and was provided to the PDT for consideration prior to the selection of the preferred alternative.

7-E Please refer to Section 2.3.6 and Topical Response 4 regarding air quality. The comment is noted for the record and was provided to the PDT for consideration prior to the selection of the preferred alternative.

7-F Please refer to Topical Response 1 regarding noticing of the availability of the Draft IS/EA and the public meeting. The public meeting was an open house forum and was held from 4 PM until 7 PM. The comment is noted for the record and was provided to the PDT for consideration prior to the selection of the preferred alternative.

7-G The comment does not raise issue with the adequacy of the Draft IS/EA; however, the email address and website information provided on the notice of availability were functional during the 30-day public review period. The comment is noted for the record and was provided to the PDT for consideration prior to the selection of the preferred alternative.

7-H Your objection is acknowledged and included in the project record. Your objection was provided to the PDT for consideration prior to the selection of the preferred alternative.

Comment 8: Greg Verrecchia, April 1, 2015

Cochran, Paul A@DOT

From: Boostaload@aol.com
Sent: Wednesday, April 01, 2015 9:35 AM
To: D12SR57Lambert@DOT
Subject: Freeway widening

I live on Woodland ave and my house backs up to the freeway on the west side. I just found out about this on the March 31. I thought the freeway widening was done. Apparently there was a city council meeting about this that a lot of people were unaware of. Also a notice was published in the Orange Co. Register. I subscribe to the Register and did not see the notice. My question is why weren't the people who would be affected the most by this notified by mail ? Not everyone can attend city council meetings and not everyone subscribes to the Register. 8-A

Now I understand that a sound wall will not be put up.That is totally WRONG!!!! In order to widen the freeway one lane the grading will come half way down the slope behind my house putting the freeway basically in my backyard. I feel the right thing to do is at least put a sound wall up to curtail the noise,block some of the road dust and maintain our property values. 8-B

Concerned in Brea,
Greg Verrecchia

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Response to Comment 8: Greg Verrecchia, April 1, 2015

8-A Please refer to Topical Response 1 regarding the noticing of the availability of the Draft IS/EA and the public meeting. The comment is noted for the record and was provided to the project development team (PDT) for consideration prior to the selection of the preferred alternative.

8-B Please refer to Topical Response 2 regarding existing and operational (long-term) noise levels. Please refer to Topical Response 3 regarding soundwalls in the southwest quadrant of the project. The comment is noted for the record and was provided to the PDT for consideration prior to the selection of the preferred alternative.

Comment 9: Ron and Shelley Gomez, April 1, 2015

Cochran, Paul A@DOT

From: Ron [ronnshel95@gmail.com]
Sent: Wednesday, April 01, 2015 5:24 PM
To: D12SR57Lambert@DOT
Subject: Propose SR57/Lambert Rd.

To whom it may concern,

We reside at 934 avocado Street in the city of Brea. We just heard that there's a proposal to expand the 57 freeway. It's a big concern to us that there is no sound wall to be constructed on the east side of the 57 to protect our neighborhood from all the noises. Without a sound wall similar to those constructed in the south of imperial. It will be difficult to enjoy our backyard conversation with our family and children. With all the noises and pollution with the expansion of SR57 at Lambert Rd peaceful and enjoyable day in my backyard will be difficult. Please please please we're not against expansion. So please give us consideration for constructing that sound wall barrier for us to have a quality life living close to the freeway. 9-A

Respectfully yours,
Ron & Shelley Gomez
934 Avocado ST. Brea

Sent from my iPhone

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Response to Comment 9: Ron and Shelley Gomez, April 1, 2015

9-A Please refer to Topical Response 2 regarding existing and operational (long-term) noise levels. Please refer to Topical Response 3 regarding soundwalls in the southwest quadrant of the project. The comment is noted for the record and was provided to the project development team (PDT) for consideration prior to the selection of the preferred alternative.

Comment 10: Michelle and Benjamin Mauricio Cortes, April 1, 2015

Cochran, Paul A@DOT

From: Michelle Cortes [mrsmbcortes@aol.com]
Sent: Wednesday, April 01, 2015 5:52 PM
To: D12SR57Lambert@DOT
Subject: 57 southbound fwy widening

To Whom It May Concern,

We live at 363 Woodland Ave. in the city of Brea, Ca. We have lived at this address for 24 years.

We are very concerned about the plans to widen the 57 freeway going southbound from Lambert Rd. to Birch Street. We are concerned because the plan to widen the freeway does not include a plan to build a sound wall to protect our neighborhood and the surrounding neighborhoods from increasing noise, lead, sulfur, and other traffic emission pollution. 10-A

We are very concerned about the increasing noise caused from semi trucks and trailers, especially in the early morning from 3-5 am and if the freeway is widened this will continue to increase and cause more noise pollution, especially when most people are trying to get sleep. 10-B

We do not understand why sound walls were constructed on the north side of the 57 freeway, but they are not in the plans for the southern bound side. Even in our back yard, the noise from the freeway is still very loud and this will continue to be even louder. 10-C

We are very concerned about all of the health implications that widening the freeway without a proper soundwall will cause. 10-D

We were not informed of the meeting that took place on March 25th at 400 pm. There should be proper notification to all residents if there is going to be a meeting so that all residents impacted can be present. 10-E

We therefore object to the widening of the freeway without making a proper soundwall. 10-F

Michelle and Benjamin Mauricio Cortes
mrsmbcortes@aol.com
714-510-0209

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Response to Comment 10: Michelle and Benjamin Mauricio Cortes, April 1, 2015

10-A Please refer to Topical Response 2 regarding existing and operational (long-term) noise levels. Please refer to Topical Response 3 regarding soundwalls in the southwest quadrant of the project. Please refer to Topical Response 4 regarding air quality. The comment is noted for the record and was provided to the project development team (PDT) for consideration prior to the selection of the preferred alternative.

10-B Please refer to Topical Response 2 regarding existing noise levels, long-term 24-hour noise monitoring locations, and truck traffic noise during nighttime hours. The comment is noted for the record and was provided to the PDT for consideration prior to the selection of the preferred alternative.

10-C Please refer to Topical Response 3 regarding soundwalls in the southwest quadrant of the project. The comment is noted for the record and was provided to the PDT for consideration prior to the selection of the preferred alternative.

10-D Please refer to Topical Response 2 regarding existing and operational (long-term) noise levels and Topical Response 3 regarding soundwalls in the southwest quadrant of the project. Please refer to Topical Response 4 regarding air quality. The comment is noted for the record and was provided to the PDT for consideration prior to the selection of the preferred alternative.

10-E Please refer to Topical Response 1 regarding noticing of the availability of the Draft IS/EA and the public meeting. The public meeting was an open house forum and was held from 4 PM until 7 PM. The comment is noted for the record and was provided to the PDT for consideration prior to the selection of the preferred alternative.

10-F Your objection to the project without incorporation of a soundwall in the southwest quadrant of the project area is acknowledged and included in the project record. Your objection to the project without incorporation of a soundwall in the southwest quadrant of the project area was provided to the PDT for consideration prior to the selection of the preferred alternative.

Comment 11: Ed Alvarez, April 1, 2015

Cochran, Paul A@DOT

From: Ed Alvarez [edalvarez626@gmail.com]
Sent: Wednesday, April 01, 2015 6:18 PM
To: D12SR57Lambert@DOT
Subject: SR 57 Freeway Widening. NEED SOUND WALLS!

I reside at 322 Guava Pl. Brea, CA 92821, and I believe that sound walls are necessary due to the increase in traffic. 11-A The Southbound 57 freeway at Lambert is a downhill grade and big rig trucks use their air brakes constantly when there isn't any traffic. It is very noisy and many trucks use them especially at night. Please reconsider and place a sound wall to protect the residents from the additional noise and air pollution that will be generated by the widening of the freeway. 11-B

Thank You,
Ed Alvarez, (714) 398-9713.

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Response to Comment 11: Ed Alvarez, April 1, 2015

11-A Please refer to Topical Response 2 regarding existing and operational (long-term) noise levels as well as truck traffic noise during nighttime hours. Please refer to Topical Response 3 regarding soundwalls in the southwest quadrant of the project. The comment is noted for the record and was provided to the project development team (PDT) for consideration prior to the selection of the preferred alternative.

11-B Please refer to Topical Response 2 regarding existing and operational (long-term) noise levels. Please refer to Topical Response 3 regarding soundwalls in the southwest quadrant of the project area. Please refer to Topical Response 4 regarding air quality. The comment is noted for the record and was provided to the PDT for consideration prior to the selection of the preferred alternative.

Comment 12: Chris and Cherie Mathews, April 1, 2015

Cochran, Paul A@DOT

From: Chris Mathews [chrsmathews@yahoo.com]
Sent: Wednesday, April 01, 2015 8:58 PM
To: D12SR57Lambert@DOT; Chris Mathews; suburbandoor@aol.com; timscott@pesystems.net
Subject: Neihgborhood concerns regarding freeway project

To Mr. Paul Cochran or whom it may concern.

My family lives at 940 Papaya Pl. in the city of Brea. We have lived here for 12 years.
It has recently come to our attention that that there was a public meeting on March 25, 2015 regarding the proposed freeway project where we residents of the affected neighborhoods had an opportunity to ask questions and give comments. Nobody in our neighborhood I have spoken to had any knowledge of such a meeting. We were not informed by the city of Brea, Caltrans or the DOT. 12-A

Here are our concerns.

The noise we experience from the southbound traffic is constant and at night it gets worse with the semi truck traffic using their air breaks as they are moving faster in the night time and very early morning hours down the hill approaching Lambert and Imperial Highway. Sometimes our windows shake and our house even vibrates as these trucks pass by. 12-B

Even worse is the noise caused by the traffic getting on the SB57 onramp.
We hear, see and feel every vehicle getting on the freeway. Especially the motorcycles and emergency vehicles because there is no sound wall protection at all here.
The air quality is another issue. The dust in the air is bad enough already without the addition of another lane added to Lambert and the freeway and the southbound onramp bringing more traffic even closer to our homes. 12-C
Our property values are another issue. How will the additional traffic and noise affect the value of our homes? 12-D
If the proposed project is to go forward, our neighborhood environment's health, safety, quality of living and home values MUST be protected by sufficient sound walls such as the ones built south of Imperial Highway protecting Craig Park and the ones built on protecting the northbound side of the 57 neighborhoods. 12-E

Chris and Cherie Mathews
chrsmathews@yahoo.com
(714) 697-8797

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Response to Comment 12: Chris and Cherie Mathews, April 1, 2015

12-A Please refer to Topical Response 1 regarding noticing of the availability of the Draft IS/EA and the public meeting. The comment is noted for the record and was provided to the project development team (PDT) for consideration prior to the selection of the preferred alternative.

12-B Please refer to Topical Response 2 regarding existing and operational (long-term) noise levels, long-term 24-hour noise monitoring locations, and truck traffic noise during nighttime hours. The comment is noted for the record and was provided to the PDT for consideration prior to the selection of the preferred alternative.

12-C Please refer to Topical Response 4 regarding air quality. The comment is noted for the record and was provided to the PDT for consideration prior to the selection of the preferred alternative.

12-D Please refer to Topical Response 2 regarding existing and operational (long-term) noise levels and Topical Response 3 regarding soundwalls in the southwest quadrant of the project area. Please refer to Topical Response 5 regarding traffic.

Regarding property values, case law and other section s of the California Environmental Quality Act (CEQA) Guidelines further confirm that economic impacts alone are not environmental impacts. For example, CEQA Guidelines Section 15131(1) allows that an environmental document may trace the cause and effect from a project to economic or social changes that in turn result in physical changes, but the "focus of the analysis *shall be on the physical changes*" (emphasis added). Therefore, the Draft IS/EA provides analyses for the physical impacts associated with the proposed project, as well as avoidance, minimization, and/or mitigation measures, for 22 resource topics. Please refer to Response to Comment 6-A regarding proposed project impact analysis within the IS/EA. The comment is noted for the record and was provided to the PDT for consideration prior to the selection of the preferred alternative.

12-E Please refer to Topical Response 3 regarding soundwalls in the southwest quadrant of the project area. The comment is noted for the record and was provided to the PDT for consideration prior to the selection of the preferred alternative.

Comment 13: LTC David Dumond, April 1, 2015

Cochran, Paul A@DOT

From: David Dumond [davidcdumond@icloud.com]
Sent: Wednesday, April 01, 2015 8:58 PM
To: D12SR57Lambert@DOT
Subject: 57 lambert project

To whom it may concern,
I have lived at 914 east redbud street for 20 years and have witnessed the progressive loud noise and steady increase of vehicle at the lambert /57 intersection. There has been so much building without the concern of the infrastructure that now we have heavy congestion for many hours at this intersection. It is frustrating to see such a beautiful county turn into another Los Angeles. It the planners had to live next to the highway like my family they would reject the proposed plan. There is more noise and contaminated air than I experience during my tour in Afghanistan. Brea use to be a pleasant place to live. Please don't destroy what little we have. 13-A

LTC David Dumond
914 east redbud street
Brea CA
714 345-6103

1

Response to Comment 13: LTC David Dumond, April 1, 2015

13-A Please refer to Topical Response 2 regarding existing and operational (long-term) noise levels. Please refer to Topical Response 3 regarding soundwalls in the southwest quadrant of the project. Please refer to Topical Response 4 regarding air quality. Please refer to Topical Response 5 regarding traffic and level of service. Your objection is acknowledged and included in the project record. Your objection was provided to the project development team (PDT) for consideration prior to the selection of the preferred alternative.

Comment 14: Dan and Ana Sotomayor, April 1, 2015

Cochran, Paul A@DOT

From: anakarina [anakarinadiva@gmail.com]
Sent: Wednesday, April 01, 2015 9:15 PM
To: D12SR57Lambert@DOT
Subject: State Route 57/Lambert Road interchange improvement project

We, Dan and Ana Sotomayor live at 402 N. Woodland Ave, Brea, and have lived here for over 30 years.

We totally object this project as it'll impact our quality of life, environmental impact, health and safety of our surroundings. 14-A

Furthermore we were not given any notice to attend the meeting on 3/25/2015, and we will be impacted directly. 14-B

The proposed project will impact our quality of life. It'll be much noisier than it already is not taking into consideration the increase in air pollution. Our property value will decrease and our retirement nest egg will be diminished. 14-C

Please feel free to add us to your mailing list, anakarinadiva@gmail.com and provide us with any updates regarding this project and/or any other pending projects which will directly impact us. 14-D

Respectfully, Dan and Ana Sotomayor

1

Response to Comment 14: Dan and Ana Sotomayor, April 1, 2015

14-A Your objection to the project is acknowledged and included in the project record. Your objection to the project was provided to the project development team (PDT) for consideration prior to the selection of the preferred alternative.

14-B Please refer to Topical Response 1 regarding noticing of the availability of the Draft IS/EA and the public meeting. The public meeting was an open house forum and was held from 4 PM until 7 PM. The comment is noted for the record and was provided to the PDT for consideration prior to the selection of the preferred alternative.

14-C Please refer to Topical Response 2 regarding noise levels and Topical Response 4 regarding air quality. Please refer to Response to Comment 6-A regarding proposed project impacts and Response to Comment 12-D regarding property values. The comment is noted for the record and was provided to the PDT for consideration prior to the selection of the preferred alternative.

14-D Thank you for your comment. You have been added to the distribution list for any remaining outreach related to this project. The comment is noted for the record and was provided to the PDT for consideration prior to the selection of the preferred alternative.

Comment 15: Bob and Cristina Naughton, April 1, 2015

Cochran, Paul A@DOT

From: Naughton, Bob (ES) [Bob.Naughton@adp.com]
Sent: Wednesday, April 01, 2015 9:28 PM
To: D12SR57Lambert@DOT
Subject: SR 57/Lambert Road Interchange Improvement Proposed Project

To Whom this may concern:

We reside at 924 Redbud St. in the City of Brea. The need for a wall on the 57 Freeway to prevent the contamination of exhaust and noise on our side of the freeway is way past due.

- The noise level from the 57 freeway is getting to the point of unbearable. We can't watch TV in our house with the windows open because of the noise. 15-A
- If we are in our backyard or on the patio all you hear are the large trucks.
- The particles of contaminates from the freeway is beyond acceptable levels and our patio furniture is constantly covered in black dust, not to mention what it is doing to our lungs. 15-B
- This contamination will only increase with the growing traffic. 15-C
- This increasing noise and pollution is driving down the property value.

Why we were not better informed of the meeting regarding this project is ridiculous. There currently exist sound walls on the other side of the freeway and in this same area. Why one neighborhood would be taken care of and the other ignored is irresponsible and just openly inviting unnecessary lawsuits. We as residence object to the idea that you would ignore and not add sound walls on our side of the freeway. This is unacceptable and the impact to our health, environment and lose of home value will not be accepted. 15-D 15-E

Bob and Cristina Naughton

Bob Naughton
Cell (714) 420-2212
Office (714) 562-2126
Fax (714) 562-2153
bob_naughton@adp.com

This message and any attachments are intended only for the use of the addressee and may contain information that is privileged and confidential. If the reader of the message is not the intended recipient or an authorized representative of the intended recipient, you are hereby notified that any dissemination of this communication is strictly prohibited. If you have received this communication in error, notify the sender immediately by return email and delete the message and any attachments from your system.

1

Response to Comment 15: Bob and Cristina Naughton, April 1, 2015

15-A Please refer to Topical Response 2 regarding existing and operational (long-term) noise levels, long-term 24-hour noise monitoring locations, and truck traffic noise during nighttime hours. Please refer to Topical Response 4 regarding air quality. The comment is noted for the record and was provided to the project development team (PDT) for consideration prior to the selection of the preferred alternative.

15-B Topical Response 4 regarding air quality. The comment is noted for the record and was provided to the PDT for consideration prior to the selection of the preferred alternative.

15-C Please refer to Topical Response 2 regarding noise levels and Topical Response 4 regarding air quality. Please refer to Response to Comment 6-A regarding proposed project impacts and Response to Comment 12-D regarding property values. The comment is noted for the record and was provided to the PDT for consideration prior to the selection of the preferred alternative.

15-D Please refer to Topical Response 1 regarding noticing of the availability of the Draft IS/EA and the public meeting. The public meeting was an open house forum and was held from 4 PM until 7 PM. The comment is noted for the record and was provided to the PDT for consideration prior to the selection of the preferred alternative.

15-E Please refer to Topical Response 3 regarding soundwalls in the southwest quadrant of the project. The comment is noted for the record and was provided to the PDT for consideration prior to the selection of the preferred alternative.

Comment 16: Millie Omura, April 1, 2015

Cochran, Paul A@DOT

From: laurie omura [lomura1020@hotmail.com]
Sent: Wednesday, April 01, 2015 9:56 PM
To: D12SR57Lambert@DOT
Subject: 57 Fwy Widening

To whom this may concern,

I was directed to this website by a neighbor. I have lived on Woodland Ave, on the west side of the 57 freeway, for 50 years and have been made aware of the plan to widen the freeway. I object to the widening of the freeway but even more so to the idea of no sound wall. This idea is beyond comprehension and I wish to verbalize my extreme objection to it. We do not deserve this treatment by the City of Brea or the State of California. 16-A

Very Sincerely,
Millie Omura
374 North Woodland Ave
Brea

Sent from Windows Mail

1

Response to Comment 16: Millie Omura, April 1, 2015

16-A Please refer to Topical Response 3 regarding soundwalls in the southwest quadrant of the project. Your objection to the project is acknowledged and included in the project record. Your objection to the project was provided to the project development team (PDT) for consideration prior to the selection of the preferred alternative.

Comment 17: Frank and Elaine Cerrato, April 2, 2015

Cochran, Paul A@DOT

From: Elaine Cerrato [ercerrato@sbcglobal.net]
Sent: Thursday, April 02, 2015 7:08 AM
To: D12SR57Lambert@DOT
Subject: SR 57/Lambert road interchange improvement proposed project

We have lived at 351 Guava Place for 24 years. Although I understand the need to widen the 57 freeway to accommodate the increased traffic I don't believe you have completely reviewed the effects that your plan will have on the community. 17-A
Yesterday was the first I had heard of the proposed plan. There was no attempt to contact the people who live in the neighborhood that would be affected most.
It is my understanding that you don't currently see the need for the taller sound barriers such as were installed on the east side of the 57 freeway. I don't understand why they were needed for the northbound expansion and you believe they are not needed for the south bound expansion. It seems that you are not considering our neighborhoods health, safety and property values.
The noise level from the 57 freeway has significantly escalated in the past 10 years with a particular problem being semi truck drivers engaging their air brakes in the early morning hours. 17-B
With the widening of the freeway there will be even more increased traffic with more noise and more air pollution from exhaust. I don't see where your study addressed this concern.
I do understand that the freeway expansion is necessary. This should not come at the cost of our neighborhoods quality of life. Our health and our property values should be weighed against the benefits and addressed before the project begins.
We object to your current plan that does not take into consideration the well being or quality of life of our neighborhood. 17-C

Sincerely,

Frank & Elaine Cerrato
(714) 865-7705

1

Response to Comment 17: Frank and Elaine Cerrato, April 2, 2015

17-A Please refer to Topical Response 1 regarding the noticing of the availability of the Draft IS/EA and the public meeting. The comment is noted for the record and was provided to the project development team (PDT) for consideration prior to the selection of the preferred alternative.

17-B Please refer to Topical Response 2 regarding existing and operational (long-term) noise levels and truck traffic noise during nighttime hours. Please refer to Topical Response 3 regarding soundwalls in the southwest quadrant of the project. Please refer to Topical Response 4 regarding air quality and Topical Response 5 regarding traffic. Please refer to Response to Comment 6-A regarding proposed project impacts and Response to Comment 12-D regarding property values. The comment is noted for the record and was provided to the PDT for consideration prior to the selection of the preferred alternative.

17-C Your objection to the project is acknowledged and included in the project record. Your objection to the project was provided to the PDT for consideration prior to the selection of the preferred alternative.

Comment 18: Claude and Linda Pasquis, April 2, 2015

Cochran, Paul A@DOT

From: Claude Pasquis [claude.pasquis@gmail.com]
Sent: Thursday, April 02, 2015 12:57 PM
To: D12SR57Lambert@DOT
Subject: Fwd: 57/Lambert Construction Project

To Whom it May Concern,
We have been living at 302 Guava Pl. since February 1997. The traffic noise and dust landing on our yard from the nearby 57 Fwy has been getting progressively worse as more homes are built nearby and traffic has increased. Much of the noise comes from large trucks using their noisy Jake Brakes to slow down as they are coming down the southbound freeway lanes. 18-A

It is our feeling that as long as improvements are being made again to the freeway nearby, a sound wall should definitely be part of this improvement. It should be located between the Lambert Rd. on ramp to the southbound 57 Fwy and the adjacent homes. There were many sound walls erected during the last round of freeway expansion at different locations on the 57 Fwy. Even Craig Park is protected by a sound wall. 18-B

Please erect a sound wall to protect our homes from the freeway noise along the Lambert Rd. on-ramp to the southbound 57 Freeway.

Respectfully submitted,
Claude Pasquis
Linda Pasquis
302 Guava Pl.
Brea

1

Response to Comment 18: Claude and Linda Pasquis, April 2, 2015

18-A Please refer to Topical Response 2 regarding existing and operational (long-term) noise levels and truck traffic noise during nighttime hours. Please refer to Topical Response 3 regarding soundwalls in the southwest quadrant of the project. Please refer to Topical Response 4 regarding air quality. The comment is noted for the record and was provided to the project development team (PDT) for consideration prior to the selection of the preferred alternative.

18-B Please refer to Topical Response 3 regarding soundwalls in the southwest quadrant of the project. The comment is noted for the record and was provided to the PDT for consideration prior to the selection of the preferred alternative.

Comment 19: Terri Walworth, April 2, 2015

Cochran, Paul A@DOT

From: Terri Walworth [terriwalworth@yahoo.com]
Sent: Thursday, April 02, 2015 3:46 PM
To: D12SR57Lambert@DOT
Subject: Fw: SR 57/Lambert Road Interchange improvement proposed project

My name is Terri Walworth. I live at 353 Woodland Ave Brea, CA. My neighborhood is just on the east side of the sound wall for the Lambert Road Southbound 57 on ramp.

19-A

I was just informed of the proposed project by a neighbor yesterday, April 1. It's unfortunate that CalTrans and the City of Brea did not attempt to directly inform the neighborhoods that would be most impacted by this proposed project.

My first concern regarding this project would be the sound impact. I would assume that the current sound wall will need to be removed in order to complete the construction. I didn't see anywhere in the proposed project that a new sound wall would be erected. What are the plans regarding a sound wall? And what plans are there to mitigate the increased sound during construction? As it is, I am often awakened at night by the sounds of trucks with their air brakes in the middle of the night. I don't know how sleep can be achieved with no sound wall to mask at least some of noise from the freeway. 19-B

It it mentioned in the proposal that most on ramp closures would happen over night. I assume that means that construction will be happening over night. Are there any proposals for sound mitigation during construction, since the on ramp is just a few hundred feet away from homes on Woodland Ave? 19-C

Increased traffic will increase particulate loading in the air in the neighbor hood. How will this be addressed?

NOx and Sulfur emissions will increase with the increased traffic. How will the increase in emissions be mitigated? 19-D

Because of the significant impact on the quality of life and the enviromental impact in the neighborhood, I respectfully object to this project until the above issues has been addressed. 19-E

Thank you,

Terri Walworth
email: terriwalworth@yahoo.com
714-671-3925

1

Response to Comment 19: Terri Walworth, April 2, 2015

19-A Please refer to Topical Response 1 regarding noticing of the availability of the Draft IS/EA and the public meeting. The public meeting was an open house forum and was held from 4 PM until 7 PM. The comment is noted for the record and was provided to the project development team (PDT) for consideration prior to the selection of the preferred alternative.

19-B Please refer to Topical Response 2 regarding existing and operational (long-term) noise levels and truck traffic noise during nighttime hours. Please refer to Topical Response 3 regarding soundwalls in the southwest quadrant of the project. The comment is noted for the record and was provided to the PDT for consideration prior to the selection of the preferred alternative.

19-C Section 2.3.7 discusses construction noise impacts and requires Avoidance and Minimization Measures N-1 and N-2 to reduce construction noise. These avoidance and minimization measures include compliance with the construction hours specified in Caltrans' Standard Specifications and would be required to minimize construction noise impacts on sensitive land uses adjacent to the project site. Construction noise is regulated by Caltrans' Standard Specifications in Section 14-8.02, "Noise Control." The nighttime noise level from the contractor's operations, between the hours of 9:00 PM and 6:00 AM, shall not exceed 86 dBA at a distance of 50 feet. The contractor shall use an alternative warning method instead of a sound signal unless required by safety laws. In addition, the contractor shall equip all internal combustion engines with the manufacturer-recommended mufflers and shall not operate any internal combustion engine on the job site without the appropriate muffler.

19-D Please refer to Topical Response 4 regarding air quality. Further details regarding particulate matter (PM_{10} and $PM_{2.5}$), nitrogen oxides, and sulfur can be found in Section 2.3.6. The comment is noted for the record and was provided to the PDT for consideration prior to the selection of the preferred alternative.

19-E Your objection to the project is acknowledged and included in the project record. Your objection to the project was provided to the PDT for consideration prior to the selection of the preferred alternative.

Comment 20a: Jacquelyn Guss, April 2, 2015

Cochran, Paul A@DOT

From: Jacquelyn Guss [jcqlynguss@sbcglobal.net]
Sent: Thursday, April 02, 2015 3:50 PM
To: D12SR57Lambert@DOT
Cc: suburbandoor@aol.com
Subject: Proposed Widening of Southbound SR57

To: Paul Cochran, Environmental Analysis

From: Jacquelyn Guss, Resident
303 Woodland Avenue
Brea, CA 92821

Having read the Proposed Project and its alternatives for the widening of the southbound SR57, which directly impacts my neighborhood (see Sheet E, pp. 33, 35 & 49, NW quadrant), I see there are no provisions for improving the existing or providing for additional sound walls. My home is on the inside corner of Avocado and Woodland Avenue. The traffic, however, is expected to increase by 33% by 2040. I see, also, that the Brea Overhead Bridge will be widened. Again, no sound wall, although on the northbound side, a new one was erected as part of the northbound widening project. I see that the only proposed sound wall is for the El Torito Restaurant on the northbound side. Really?

Have you been here? The freeway traffic is not only clearly visible, but the noise and air pollution created by it has made both indoor and outdoor living conditions unacceptable. Most of us have installed double paned windows, not as much for their beauty or to reduce energy costs, but to block out freeway noise. These homes were built without sufficient insulation to block out freeway noise, and the walls often shake from the impact of heavy trucks, which accounts for the majority of vehicles. The exteriors of our homes are dirty and grimy, but since we are in a drought most of us hesitate to wash them down. When we have guests over for a bar-b-que, the first comment made is always about how noisy the freeway is and how it must be impossible to enjoy your backyard. All true. I am sending you in a separate email a few pictures taken within the last couple of days to illustrate my point. 20-A

We are original residents, having moved into the neighborhood before the freeway, before the Brea Mall, before the high school was moved, long before Brea became the successful commercial, industrial and residential metropolis it is today. In fact, the builder of our homes told us that the freeway would be"....way over there, beyond those trees." Today that would be about where Associated Road is, as it wanders through Country Hills. When construction of the freeway and the mall began, we were told that no walls would be constructed as it would interfere with the visibility of the mall. In reality, the mall is not visible from the freeway until long past the Brea Overhead. The final insult came when we refinanced, and in the document is a statement sayingthat our property is valued at 10% less than it would be otherwise because of the noise from the freeway.

Please reconsider your plan for the Widening of Southbound SR57 with the impact of the residents in mind. I know i am not the only one to contact you, and I hope that collectively, we will have a positive impact on your action and on your plan. Please feel free to contact me. 20-B

Sincerely,
Jacquelyn Guss
714-529-4411 H
714-883-7093 C

1

Comment 20b: Jacquelyn Guss, April 2, 2015

Cochran, Paul A@DOT

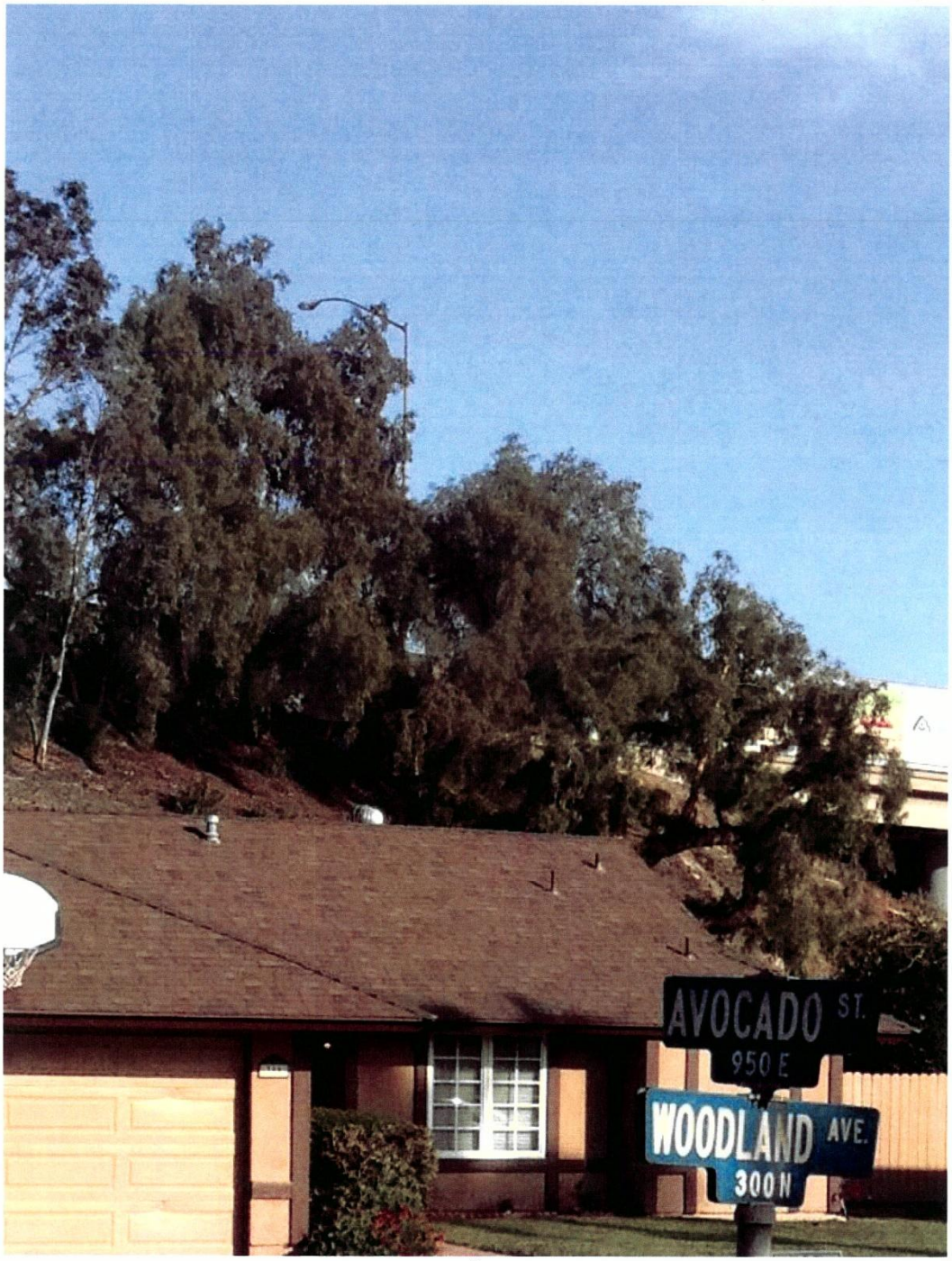
From: Jacquelyn GUSS [jcqlynguss@sbcglobal.net]
Sent: Thursday, April 02, 2015 4:33 PM
To: D12SR57Lambert@DOT
Cc: suburbandoor@aol.com
Subject: Photos Re: Proposed Project SR57

Hi Paul,
Attached are the photos to support our neighborhood's request for sound walls. These were taken from my house and car. Thanks for any help you can give us. 20-C

1

Regards, Jacque Guss

2



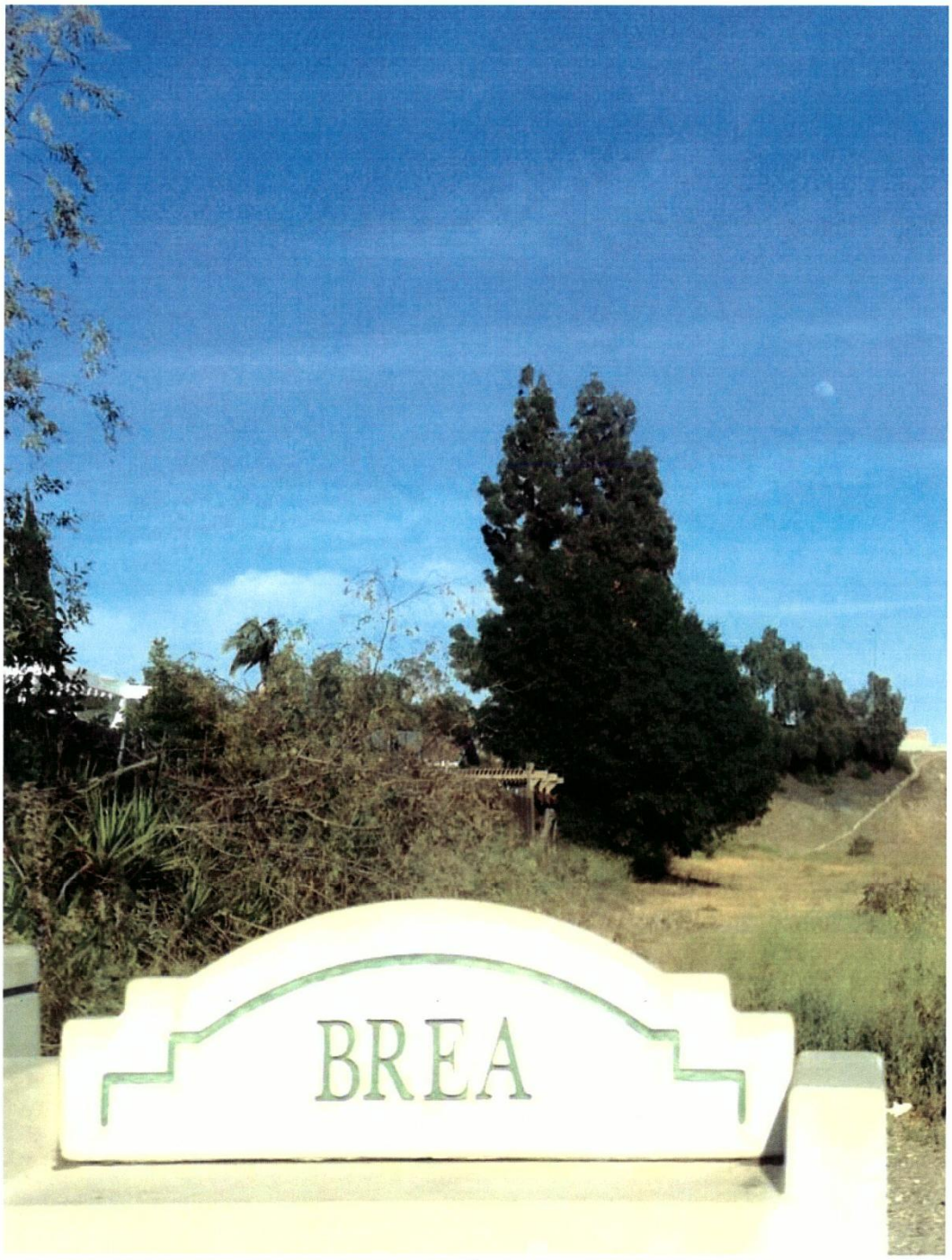
3

PICTURE SUBMITTED DID NOT COME THROUGH

4

5

6



7

Response to Comments 20a and 20b: Jacquelyn Guss, April 2, 2015

20-A Please refer to Topical Response 2 regarding existing and operational (long-term) noise levels. Please refer to Topical Response 3 regarding soundwalls in the southwest quadrant of the project. Please refer to Topical Response 4 regarding air quality. Please refer to Response to Comment 6-A regarding proposed project impacts and Response to Comment 12-D regarding property values. The comment is noted for the project record and was provided to the project development team (PDT) for consideration prior to the selection of the preferred alternative.

20-B Your request to reconsider the project is acknowledged and included in the project record. Your request to reconsider the project was provided to the PDT for consideration prior to the selection of the preferred alternative.

20-C Please refer to Topical Response 3 regarding soundwalls in the southwest quadrant of the project. The photos provided have been included in the project record. The comment was provided to the PDT for consideration prior to the selection of the preferred alternative.

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Comment 21: Dan Kelley, April 2, 2015

Cochran, Paul A@DOT

From: suburbandoor@aol.com
Sent: Thursday, April 02, 2015 10:31 PM
To: D12SR57Lambert@DOT
Subject: SR 57 Project

Paul Cochran,

Greetings to all of our friends at Cal Trans...

Mr. Cochran,
We, the residents and property owners in the most affected neighborhood of single family homes in the SR57/Lambert project area, would like to object!!
We need, want, and deserve a sound wall to preserve our quality of life, property values, and health.
I (we) have asked, for a sound wall, and not a 7 foot trash buffer wall that is the current wall and "standard" 21-A
To be continued....
Dan Kelley
323 Woodland

1

Response to Comment 21: Dan Kelley, April 2, 2015

21-A Please refer to Topical Response 3 regarding soundwalls in the southwest quadrant of the project. Your objection is acknowledged and included in the project record. Your objection was provided to the project development team (PDT) for consideration prior to the selection of the preferred alternative.

Comment 22: Thomas Szynal, April 2, 2015

Cochran, Paul A@DOT

From: Tom Szynal [szynalfamily@sbcglobal.net]
Sent: Thursday, April 02, 2015 10:33 PM
To: D12SR57Lambert@DOT
Cc: timscott0819@gmail.com
Subject: Protest to expansion of freeway and exits

To whom it may concern:

The proposed improvements to the SR-57/Lambert Road Interchange are not acceptable.

Proud owner of my property @ 920 E. Papaya Pl. BREA, Ca. 92821 22-A

Best regards

Thomas Szynal

p.s. I TALK TO MY NEIGHBORS!!!

1

Response to Comment 22: Thomas Szynal, April 2, 2015

22-A Your objection to the project is acknowledged and included in the project record. Your objection to the project was provided to the project development team (PDT) for consideration prior to the selection of the preferred alternative.

3.3.2.3 Comment Card Reponses

Comment 23: Barry Andrews, Comment Card, March 25, 2015

State Route 57/Lambert Road Interchange Improvement Project
Comment Card

Provide your comments in the space below. Please print clearly.

I would like CalTrans to build Alternative 9 of the Site plan.

23-A

To be placed on the project mailing list please provide a residential Mailing address below:

Name Barry Andrews
Address 293 Cattail Circle
City Brea Zip 92821
Email barry_andrews@msn.com

Return comments to:
Department of Transportation
Caltrans, District 12
3347 Michelson Drive, Suite #100
Irvine, CA 92612-1692
Attention: Paul Cochran, Environmental Analysis
Or email: D12SR57Lambert@dot.ca.gov

For special accommodations, please contact Caltrans District 12 Public Information Officer at (949) 724-2021. Telecommunications Devices for the Deaf (TDD) users may contact the California Relay Service TDD line at (800) 735-2929 or Voice Line at (800) 735-2929 (Voice) or 711.

Response to Comment 23: Barry Andrews, Comment Card, March 25, 2015

23-A Your support of Build Alternative 9 is acknowledged and included in the project record. Your support of Build Alternative 9 was provided to the project development team (PDT) for consideration prior to the selection of the preferred alternative.

Thank you for providing your contact information. You have been added to the project mailing list for any future project communication.

Comment 24: Kerry Prindible, Comment Card, March 25, 2015

Caltrans

State Route 57/Lambert Road Interchange Improvement Project
Comment Card

Provide your comments in the space below. Please print clearly.

This is just information for me. I live in the area and wanted to know / be informed

24-A

To be placed on the project mailing list please provide a residential Mailing address below:

Name Kerry Prindible

Address 613 Bryce Canyon Way

City Brea Zip 92821

Email prindiblekm@gmail.com

Return comments to:
Department of Transportation
Caltrans, District 12
3347 Michelson Drive, Suite #100
Irvine, CA 92612-1692
Attention: Paul Cochran, Environmental Analysis
Or email: D12SR57Lambert@dot.ca.gov

For special accommodations, please contact Caltrans District 12 Public Information Officer at (949) 724-2021. Telecommunications Devices for the Deaf (TDD) users may contact the California Relay Service TDD line at (800) 735-2929 or Voice Line at (800) 735-2929 (Voice) or 711.

Response to Comment 24: Kerry Prindible, Comment Card, March 25, 2015

24-A Thank you for your participation in the public meeting; your attendance is appreciated. The comment is noted for the record and was provided to the project development team (PDT) for consideration prior to the selection of the preferred alternative.

Thank you for providing your contact information. You have been added to the mailing list for any future project communication.

Comment 25: Christopher and Kimberly Madden, Comment Card, March 25, 2015

Caltrans

State Route 57/Lambert Road Interchange Improvement Project
Comment Card

Provide your comments in the space below. Please print clearly.

25-A

To be placed on the project mailing list please provide a residential Mailing address below:

Name Christopher + Kimberly Madden

Address 23360 Raintree Dr.

City Brea Zip 92821

Email Kimberlykmadden@yahoo.com

Return comments to:
Department of Transportation
Caltrans, District 12
3347 Michelson Drive, Suite #100
Irvine, CA 92612-1692
Attention: Paul Cochran, Environmental Analysis
Or email: D12SR57Lambert@dot.ca.gov

For special accommodations, please contact Caltrans District 12 Public Information Officer at (949) 724-2021. Telecommunications Devices for the Deaf (TDD) users may contact the California Relay Service TDD line at (800) 735-2929 or Voice Line at (800) 735-2929 (Voice) or 711.

Response to Comment 25: Christopher and Kimberly Madden, Comment Card, March 25, 2015

25-A Thank you for your participation in the public meeting; your attendance is appreciated. Thank you for providing your contact information. You have been added to the mailing list for any future project communication.

3.3.2.4 Verbal Comment Reponses

Comment 26: Transcript of Proceedings for the Brea Public Meeting, SR-57/Lambert Road, March 25, 2015

In the Matter of:

BREA PUBLIC MEETING SR-57/LAMBERT ROAD

TRANSCRIPT OF PROCEEDINGS

March 25, 2015

Dianne Jones & Associates

Reporting and Videography

P.O. Box 1736
Pacific Palisades, California 90272
310.472.9882

REPORTER'S TRANSCRIPT OF COMMENTS

AT THE PUBLIC MEETING FOR PROPOSED

IMPROVEMENTS TO THE SR-57/LAMBERT ROAD

BREA, CALIFORNIA

WEDNESDAY, MARCH 25, 2015

REPORTED BY:

LorRae D. Nelson
CSR No. 7384

REPORTER'S TRANSCRIPT OF COMMENTS AT THE PUBLIC MEETING FOR PROPOSED IMPROVEMENTS TO THE SR-57/LAMBERT ROAD, held at the City of Brea City Hall, 1 Civic Center Circle, Community Room A, Brea, California, from 4:00 p.m. to 7:00 p.m. on Wednesday, March 25, 2015, before LorRae D. Nelson, Certified Shorthand Reporter No. 7384.

I N D E X

COMMENT:	PAGE
BY MR. STEVEN VARGAS	4
BY MS. CHRISTIE RUSSELL	5

Comment 26a: Steven Vargas, Verbal Comment, March 25, 2015

BREA, CALIFORNIA; WEDNESDAY, MARCH 25, 2015

4:00 P.M. to 7:00 P.M.

-o0o-

COMMENT BY STEVEN VARGAS

MR. VARGAS: My name is Steven Vargas. I'm a Brea city councilman.

I'm concerned about in one of the alternative plans you are suggesting to take out an apartment building. And I'm sure that the property owner has been notified but the tenants. So I've already asked for information if the tenants have been notified. And there is speculation that the tenants have not been notified, what I am hearing as a council member. 26-A

So when you are doing a project that affects Brea voters, whether they own the property or they rent a house or rent an apartment, they should have been notified.

I'm also a bit annoyed that it is March 25th and you are holding this public forum and it has a week left to close, when you could have held it March 1st and given the people a whole month to respond. 26-B

-o0o-

www.diannejonesassociates.com 4
310.472.9882

Comment 26b: Christie Russell, Verbal Comment, March 25, 2015

COMMENT BY CHRISTIE RUSSELL

MS. RUSSELL: Name: Christie Russell, C-h-r-i-s-t-i-e, Russell, R-u-s-s-e-l-l.

Address: 2367 Morning Dew, D-e-w, Drive in Brea. Zip 92821.

Email: Christie.Russell@gmail.com.

First concern, the data from the EIR seems to be outdated so that the noise pollution does not seem to be up to date as of the widening of Imperial and Lambert. The travel data for the 57 freeway and the onramps and offramps for Lambert was 2011, and I believe the EIR takes into effect what again was done through the Lambert widening of 2013. 26-C

Extremely concerned regarding if they do the project with the loop, that they would have to move a 97-inch water distribution, plus a 36-inch, that unintended consequences of the movement would cause water main breaks throughout the City of Brea because we do have older pipes. 26-D

Along with that, I am concerned in regards to the pipelines from So.Cal. Gas, Chevron, Exxon and all of the hazardous material pipelines that would have to be relocated, that there would be the same unintended consequences, movement and then breaks and leakages.

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If they ended up finding and moving the pipes, that there had been a spill, then how long of a delay would there be in remediating the soil of the delay, who will pay for it. 26-D

Also, I'm concerned about the loss of the sales tax from the Brea Car Wash. That's a loss of over $7,000, plus the community -- or the property tax that they produce.

And also the disruption, if they do the Plan 9 with the disruption of the -- or map plan -- anyway, the one with the loop, where they would be taking part of the Country Hills Apartments, that there would be disruption to tenants. And, again, that would impact the amount of money for Brea citizens and where would they, the tenants, be relocated, so we would lose a tax base there as well. 26-E

And I'm concerned about the decibel level of the construction as well as the overall decibel level of the freeway at this point. 26-F

At least they need an EIR with current data before they even begin to -- before they agree or disagree, as far as I'm concerned, but their data needs to be up to date on all areas before they spend millions of dollars. 26-G

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REPORTER'S CERTIFICATE

STATE OF CALIFORNIA)
) ss.
COUNTY OF LOS ANGELES)

I, LorRae D. Nelson, hereby certify:

I am a duly qualified Certified Shorthand Reporter, in the State of California, holder of Certificate Number CSR 7384 issued by the Court Reporters Board of California and which is in full force and effect.

I am not financially interested in this action and am not a relative or employee of any of the parties.

I am the reporter that stenographically recorded the comments in the foregoing and the foregoing transcript is a true record of the comments given.

Dated: _____

_____

Response to Comment 26a: Steven Vargas, Verbal Comment, March 25, 2015

26-A Please refer to Topical Response 1 regarding noticing of the availability of the Draft IS/EA and the public meeting. The comment is noted for the record and was provided to the project development team (PDT) for consideration prior to the selection of the preferred alternative.

26-B Please refer to Section 3.3 regarding the dates of the public circulation period. Please refer to Topical Response 1 regarding noticing of the availability of the Draft IS/EA and the public meeting.

Under the California Environmental Quality Act (CEQA), a public meeting is not required for an Initial Study (IS)/Mitigated Negative Declaration (MND). However, the Draft IS/MND must be noticed and made available to the public for comment for a minimum of 30 days. Under the National Environmental Policy Act (NEPA), the Environmental Assessment (EA) must be available to the public for a minimum of 15 days prior to any public meeting or hearing. Thus, the public meeting was held within the last 15 days of the public review period, in compliance with NEPA.

Response to Comment 26b: Christie Russell, Verbal Comment, March 25, 2015

26-C The California Environmental Quality Act (CEQA) contains guidelines related to environmental documentation. CEQA Guidelines Section 15125 states that the environmental document must include a description of the physical environmental conditions in the vicinity of the proposed project as they exist at the time environmental analysis is commenced, from both a local and regional perspective. The environmental analysis commenced in 2011 with the preparation of the project description and the initiation of the technical studies.

As discussed in Section 2.3.7, short-term ambient noise monitoring occurred in 2012; however, three monitoring locations ST-1, ST-3, and ST-4 were obtained from the July 2007 Traffic Noise Impact Technical Report for the State Route (SR) 57 Northbound Widening Project because the existing conditions for the proposed project are the conditions before the construction of the SR-57 Northbound Widening Project. Existing condition noise level measurements could not be obtained at ST-1, ST-3, and ST-4 because K-rails were already placed along the edge of shoulder on the northbound side of SR-57 and changes to the site were already made as part of the SR-57 Northbound Widening Project. As shown in Figure 2.3.7-2a, ST-1 is located on the east side of SR-57 between Birch Street and the former railroad right-of-way, while ST-3 and ST-4 are located on the east side of SR-57 between the former railroad right-of-way and Lambert Road. Similarly, because the proposed project commenced in 2011, existing conditions for traffic data is 2011 for the freeway mainline, on- and off-ramps, and roadway segments and intersections. No revisions to the IS/EA are warranted.

26-D As discussed in Section 2.2.4, the proposed project would impact various underground and overhead utilities, which would require protection in place, removal, replacement, or relocation. Replacement and relocation of utilities would be conducted in cooperation with utility owners. It is expected that all utilities that require relocation would be relocated within the proposed project limits. An updated utility search would be required during the final design phase of the proposed project to determine all utility conflicts that require positive location and/or relocation. Table 2.2.4-1 provides a list of the utility providers and the potential impacts to the utilities. UES-1 requires the City coordinate with all affected utility providers to establish exact procedures and specifications for all facilities to be relocated. Additionally, the project engineer will notify other service purveyors in the vicinity of the improvements to verify that the relocations do not disrupt services to the community. UES-3 requires the at least 48 hours prior to commencement of excavation work, the City will contact Underground Service Alert (USA) to verify the nature and location of other existing underground utilities, and to avoid the unplanned disruption of pipes or service lines.

In addition, Section 2.3.5 further discusses impacts related to hazardous materials. This includes HAZ-6 and HAZ-7, which provide guidance to contractors should evidence of petroleum products, or other suspect materials or wastes, be discovered during soil excavation or other construction-related activities.

26-E CEQA Guidelines Section 15131(1) allows that an environmental document may trace the cause and effect from a project to economic or social changes that in turn result in physical changes, but the "focus of the analysis *shall be on the physical changes*" (emphasis added). Therefore, the Draft IS/EA provides analyses for the physical impacts associated with the project, as well as avoidance, minimization, and/or mitigation measures, for 22

resource topics. Specifically, Section 2.2.3 discusses and analyzes community impacts as they relate to community character and cohesion, relocations, and environmental justice. The impacts related to fiscal conditions as they relate to the proposed project's physical impacts are provided in Section 2.2.3.1, Community Character and Cohesion. Please refer to Response to Comments 2-E and 3-D regarding relocation impacts.

26-F Please refer to Topical Response 2 regarding existing and operational (long-term) noise levels. Please refer to Response to Comment 19-C regarding construction noise. The comment is noted for the record and was provided to the project development team (PDT) for consideration prior to the selection of the preferred alternative.

26-G Please refer to Response to Comment 26-C regarding the proposed project's existing conditions as defined by CEQA. The comment is noted for the record and was provided to the PDT for consideration prior to the selection of the preferred alternative.

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