

O.6.6 Members of the General Public

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From: Thundercloud6789@aol.com
To: aaron_burton@dot.ca.gov
BCC: Raindrop6789@aol.com
Sent: 5/20/2011 12:15:30 P.M. Pacific Daylight Time
Subj: Re: Caltrans - Concerns over Sound Wall SB J 1-C

Hi Aaron:

Re: SB No. J1-C

Thank you kindly.

As mentioned in our phone conversation, we are a hillside community and property owners pay a premium for our views. Known as The Estates at Corona Ranch. Consequently, a block wall that will greatly affect our views would not make sense.

We have known of the possibility of an sound wall from earlier presentation at the City of Corona. At that time in talking with affected neighbors, we agreed a sound wall would not be appropriate. On the other hand the neighbors would like to have sound attenuation improvement done to the affected homes in lieu pf the wall.

P-1-1

You mentioned that Caltrans doesn't want to be having to maintain private property. However, that could be solved by a properly written agreement whereby we the property owners indemnify Caltrans after the sound attenuation improvements are completed.

P-1-2

It stands to reason you have a budget for the sound wall so those funds could be used instead to attenuated the homes, as we do want a muffle the noise from the freeway.

P-1-3

Also as mentioned, the open space lot shown on your exhibit is owned by the HOA, of which I happen to be on the Board of Directors as the Vice President, and the Board would need to respond to you and likely the Board's response would mirror my comments. Namely, forgo the sound wall but attenuate the homes.

P-1-4

Please forward my comments to the appropriate parties, thank you. Your kind assistance is greatly appreciated.

Best regards,

Mr. C. A. Alba, PE, PLS

890 Mandevilla Way, Corona CA
174.856.6792

P-1-1

The noise barrier at this location (NB J1-C) is on private property. It would not have to be constructed as a solid block wall. Refer to Section O.5.3.2, Common Response Related to Noise Barriers, on page O-10 in Section O.5, Common Responses, for discussion regarding alternative materials for sound barriers.

The last paragraph in Section 3.7.4.1, Summary of Impacts, on page 3.7-15 in the EIR/EIS discusses aesthetic features for sound walls as follows: “Aesthetic features will be included during final design of the project for retaining walls, sound walls, and bridge structures to reduce potential visual impacts.” Refer also to Section 3.7.4.2, Permanent Impacts, on page 3.7-16 in the EIR/EIS for discussion of the potential aesthetic impacts of sound walls and of materials, textures, and graphic symbols that would be incorporated in the sound walls. In addition, plants such as vines may be considered to reduce aesthetic impacts of walls in areas where landscaping can be implemented and maintained.

Noise barrier surveys in accordance with the Department’s Noise Protocol were mailed out to residents potentially affected by the construction of Noise Barrier J1-C. Based on the results of the voting process, NB J1-C did not indicate a 100 percent approval for construction, which is a requirement for noise barriers proposed on private property. Therefore, noise attenuation through the construction of NB J1-C was dropped from further consideration as part of the project.

Under Department and FHWA guidelines as described starting on page 3.15-1 in Section 3.15, Noise, in the EIR/EIS, sound attenuation improvements to homes in lieu of a sound wall are only provided when homes would experience a severe noise impact and a noise barrier at that specific location is determined not to be feasible. A severe noise impact is defined as 71 dBA or above, while a noise impact is defined as 66 dBA and above. Based on the analysis in the EIR/EIS for homes in this area, future with project noise levels are predicted to be from 66 to 69 dBA, and a sound wall was determined to be feasible and reasonable at that location. As a result, a sound barrier rather than interior sound attenuation improvements at the cited homes was proposed as part of the Build Alternatives.

P-1-2

RCTC and the Department will work with private property owners to ensure that sound walls on private property are maintained on that property in perpetuity. A right-of-entry permit could be needed to ensure that the Department can maintain the integrity of the sound wall, or there would be an amendment to the property title to

the effect that a sound wall was provided as noise abatement and is now the responsibility of the property owner.

Refer also to response to comment P-1-1, above.

P-1-3

Refer to the response to comment P-1-1, above.

P-1-4

Refer to responses to comments P-1-1, P-1-2, and P-1-3, above.

From: dan@ccr.tv
Sent: Monday, May 30, 2011 2:56 PM
To: eechevarria@rctc.org
Cc: SR91 Info; CDonahue@ArellanoAssociates.com; thomasd@pbworld.com; michael.amling@lsa-assoc.com; trahimian@4rmcinc.com; shawn_oriaz@dot.ca.gov
Subject: SR-91 Give Us Your Feedback

From: Daniel Woods

Phone: (951) 479-8119

Mailing Address: 441 Pueblo Rd

City, State: Corona, Ca

Zip: 92882

Comment/Question:

I am very excited about the Fast Track extention to the 15 Freeway. However, I am also concerned about keeping the traffic in those lanes for 5 extra miles. Please look at the San Diego Fast Track off ramp system which utilizes a left lane exit to Tee onto key overpasses. Green River's new bridge would be ideal for this, as would Lincoln Ave.

P-2-1

P-2-2

*You received this message because Daniel Woods submitted feedback regarding the SR-91 Highway Improvements.

Regards,

System Administrator

P-2-1

Access to/from the express lanes will be provided at the existing access at Green River Road, which will be moved west, and new access will be provided to I-15 and at the eastern end of the improvements on SR-91. Therefore, express lane traffic will be able to enter/exit the express lanes at more than one location and will not have to stay in those lanes for the entire length of the express lanes on SR-91. Refer also to Section 2.1, Project Description, starting on page 2-1 in the EIR/EIS, which describes the express lane connections that would be provided in the SR-91 CIP Build Alternatives.

P-2-2

Alternative 2f was identified as the preferred project for implementation. As a result, the project will not implement FasTrak access at Lincoln Avenue, as suggested in this comment.

P-3

Attention: Eliza Echevarria

June 5, 2011

4080 Lemon Street, 3rd Floor

P.O. Box 12008

Riverside, CA 92502-2208

Phone: (951) 787-7141

Fax: (951) 787-7920

Re: Have the potential impacts been addressed ?

Dear Eliza Echevarria,

I wrote to CAL TRANS a few years ago and stated that if the 91 freeway was going to be expanded that there was little or nothing on the South side of the 91 West of Green River for some distance and I believe the same is still true. I have looked at the image that were sent with your letter "SR-91CIP: NOISE BARRIER (SB SURVEY RESPONSE FORM" namely the image

SHEET 4 of 5
SOUND BARRIER NB E - 1
WEST OF GREEN RIVER ROAD
DATE PLOTTED 11 - MAY - 2011

And it appears to me that one (1) double faced billboard, is going to be removed from my property (APN 101 -290- 023)..

I own two STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
OUTDOOR ADVERTISING PERMITS

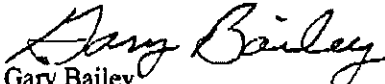
Permit number 41220 District 08, Route 91, Post Mile 0.77 and

Permit number 41356 District 08, Route 91, Post Mile 0.77

Will I be allowed to relocate this billboard by moving it to another location on my property?
If so please send me all the required paper work for relocating this billboard .
Please reply to:

Gary Bailey
P.O. Box 431
Sun City, CA 92586

Thank you for your time and trouble


Gary Bailey

P-3-1

P-3-1

These billboards will be impacted by the partial acquisition of the parcel on which they are located. Refer to Table O.5 on page O-35 in Section O.5.8, Common Response Related to Billboard Relocation, which shows the impacts of Alternatives 1 and 2 on individual billboards, including the billboards cited in this comment. Section O.5.8 describes the process the RCTC will follow to relocate any billboards that must be moved to accommodate the project, including appropriate coordination with the billboard/property owner, the City of Corona, and the Department. The relocation of the cited billboard will be subject to compliance with the City of Corona Municipal Code and the Department Outdoor Advertising Act and Regulations for billboards adjacent to State highways. As shown in Table O.5, it is anticipated that this billboard can be relocated to another location on the parcel on which it is currently located. The relocation of billboards and compensation for billboards that cannot be relocated will be conducted by RCTC consistent with the requirements of the Uniform Act.

Refer also to Section O.5.1, Common Response Related to the Property Acquisition Process, on page O-6 in Section O.5, Common Responses, which describes the process the RCTC will follow for the acquisition of privately owned property for the project, including full and partial acquisitions.

NOTE: This commenter (Mr. Bailey) provided additional comments in an email dated June 12, 2011. Refer to comment P-12 later in this section for those comments and the corresponding responses.

From: lindathorn@mail15.com [mailto:lindathorn@mail15.com]
Sent: Sunday, June 05, 2011 10:22 PM
To: eechevarria@rctc.org
Cc: infosr91@mbimedia.com; CDonahue@ArellanoAssociates.com; thomasd@pbworld.com; Michael Amling; trahimian@4rmcinc.com; shawn_oriaz@dot.ca.gov
Subject: [Spam] SR-91 Give Us Your Feedback

From: Melanie Duran

Phone: 8506151418

Mailing Address: Breen

City, State: london

Zip: 11019

Comment/Question:

Specialists argue that [mortgage loans](http://bestfinance-blog.com/topics/mortgage-loans) help a lot of people to live the way they want, because they can feel free to buy needed things. Furthermore, banks give auto loan for different classes of people.

P-4-1

*You received this message because Melanie Duran submitted feedback regarding the SR-91 Highway Improvements.

Regards,

System Administrator

P-4-1

This comment does not raise an environmental issue within the context of the CEQA and/or NEPA and does not ask any questions regarding the technical analyses in the EIR/EIS. Therefore, no response is necessary. Consistent with the requirements of CEQA and NEPA, comments that raised environmental issues under CEQA and NEPA are responded to in this report. In addition, all comments received on the Draft EIR/EIS are included in this report and will be made available to the public and decision-makers prior to any action on the proposed project.

From: karenwalker@mail15.com
Sent: Tuesday, June 07, 2011 2:14 AM
To: eechevarria@rctc.org
Cc: info91@mbimedia.com; CDonahue@ArellanoAssociates.com; thomasd@pbworld.com; Michael Amling; trahimian@4rmcinc.com; shawn_oriaz@dot.ca.gov
Subject: [Spam] SR-91 Give Us Your Feedback

From: Savannah Head

Phone: 8506151418

Mailing Address: Breen

City, State: london

Zip: 11019

Comment/Question:

It's perfect that we can take the [loan](http://bestfinance-blog.com) moreover, this opens up completely new possibilities.

P-5-1

*You received this message because Savannah Head submitted feedback regarding the SR-91 Highway Improvements.

Regards,

System Administrator

P-5-1

This comment does not raise an environmental issue within the context of CEQA and/or NEPA and does not ask any questions related to the technical analyses in the EIR/EIS. Therefore, no response is necessary. Consistent with the requirements of CEQA and NEPA, comments that raised environmental issues under CEQA and NEPA are responded to in this report. In addition, all comments received on the Draft EIR/EIS are included in this report and will be made available to the public and decision-makers prior to any action on the proposed project.

<Thundercloud6789
@aol.com>

06/06/2011 02:27
PM

To
<aaron_burton@dot.ca.gov>
cc

Subject
Fwd: Caltrans - Concerns over Sound
Wall SB J 1-C

Hello Aaron:

To date I have not received a follow up response to my email below dated 5-20-11. Can you tell me what is the hold up?

P-6-1

Best regards,

Mr. C. A. Alba, PE, PLS
890 Mandevilla Way, Corona CA
174.856.6792

P-6-1

This commenter's 5-20-11 email was provided earlier in this report as comment P-1 on page O-429.

Refer also to Section O.5.4.2, Responses to Comments, on page O-15 in Section O.5, Common Responses, for discussion regarding the environmental process, including the process for the responses to comments received on the Draft EIR/EIS.

In addition, note that consistent with the requirements of CEQA and NEPA, all comments received on the Draft EIR/EIS are included in this report and will be made available to the public and decision-makers prior to any action on the proposed project.

From: Khoa Tran [mailto:tran5189@yahoo.com]
Sent: Tuesday, June 07, 2011 8:05 PM
To: Brad Jensen
Subject: Re: SR-91 CIP - Public Notice

Hi Mr Brad, thanks again for this notice. Unfortunately, I can't be there this Thursday as I have to work 'til 7pm. I will try to submit my written comments to Aaron Burton, CALTRANS after reviewing the report/statement. In the meantime, would you please forward this document (my revised opinions/suggestions re: the State Route 91 Corridor Improvement Project) to those concerned?. Thanks Mr Brad. Have a great evening!

P-7-1

Hi, there are a few things that I strongly believe that we can fix to ease the traffic congestion on the 91E
1- Just like the 71S to 91E, we need to place traffic lights/stop signs from 241N to 91E to control the free traffic flow from 241N to 91E, esp during rush hours

P-7-2

2- We should NOT allow the end of the toll roads (just before Green River Drive) to be extended for the following reasons:
- This is the narrowest part of the 91E widening project and this is where commuters either exiting the toll roads to Green River Drive or trying to get in the carpool lanes from general purpose lanes on 91E --> creating bad traffic/congestion here
- The extension at the end of the toll roads shorten the distance/ the time for commuters to make an exit to Green River Drive from the toll roads...Not to mention that these commuters have to cut through all the general purpose lanes before they are able to make an exit to Green River Drive --> again creating traffic jam

P-7-3

I hope this helps. Thanks for reading my opinions. Please feel free to contact me should you have any questions

Best regards,

-Mr Tran-

P-7-1

Refer to responses to comments P-7-2 and P-7-3, below.

P-7-2

Because the project proposes an additional lane for the SR-241 northbound to SR-91 eastbound traffic on SR-91 between SR-241 and SR-71, which is defined as an auxiliary lane, ramp metering of the SR-241 north-to-east connector is not required. The Department has agreed and has issued approval of a ramp metering exception at that location, as described in the *Project Report*.

P-7-3

Alternative 2f, the Preferred Alternative, would improve the weaving operation at this location. Specifically under Alternative 2f, express lane access will move west from Green River Road toward SR-241. This will allow a longer weaving distance and facilitate access to Green River Road, SR-241, and SR-71 from and to the SR-91 Express Lanes. The Green River Road bridge over SR-91, which is the narrowest part of SR-91, was designed to accommodate the proposed tolled express lanes.

From: Gmoses352@aol.com
Sent: Tuesday, June 07, 2011 9:58 PM
To: eechevarria@rctc.org
Cc: info:sr91@mbimedia.com; CDonahue@ArellanoAssociates.com; thomasd@pbworld.com; Michael Amling; trahimian@4rncinc.com; shawn_oriaz@dot.ca.gov
Subject: SR-91 Give Us Your Feedback

From: Gregory Moses

Phone: 951-283-8157

Mailing Address: 2940 Hidden Hills Circle

City, State: Corona, Ca.

Zip: 92882-8004

Comment/Question:

Please no PLA's or Union Project Labor Agreement,
then we can work without paying unions.

P-8-1

*You received this message because Gregory Moses submitted feedback regarding the SR-91 Highway Improvements.

Regards,

System Administrator

P-8-1

This comment does not raise an environmental issue within the context of CEQA and/or NEPA and does not ask any questions regarding the technical analyses in the EIR/EIS. Therefore, no response is necessary. Consistent with the requirements of CEQA and NEPA, comments that raised environmental issues under CEQA and NEPA are responded to in this report. In addition, all comments received on the Draft EIR/EIS are included in this report and will be made available to the public and decision-makers prior to any action on the proposed project.

Sent: Friday, June 10, 2011 9:29 AM
To: eechevarria@rctc.org
Cc: infosr91@mbimedia.com; CDonahue@ArellanoAssociates.com; thomasd@pbworld.com; Michael Amling; trahimian@4rmcinc.com; shawn_oriaz@dot.ca.gov
Subject: SR-91 Give Us Your Feedback

From: Gary Elster Gary Elster

Phone: 8082503726

Mailing Address: 12 Malihini Place

City, State: Wailuku

Zip: 96793

Comment/Question:

The project appears to unfairly impact property owners on the south side of the freeway between Serfas Club Drive and Maple/6th Ave whereas owners on the north side appear to have only minor impacts. Why not consider sharing the impact equally.

P-9-1

*You received this message because Gary Elster Gary Elster submitted feedback regarding the SR-91 Highway Improvements.

Regards,

System Administrator

P-9-1

The centerline of the existing highway will not be shifted, and the freeway will be widened equally on both sides. As shown in the preliminary design plans for the Build Alternatives provided in Appendix L, Project Features, in the EIR/EIS, the realignment and shifting of frontage roads result in a somewhat greater impact on the south side of SR-91, in the vicinity of Serfas Club Drive and Maple Street.

The property acquisition impacts described in Section 3.4.2, Relocations and Real Property Acquisitions, starting on page 3.4-36 in the EIR/EIS are based on preliminary designs for the Build Alternatives. That design will continue to be refined during the design/build phase for Alternative 2f, the Preferred Alternative. During that design/build process, the RCTC Project Engineer will continue to evaluate the project design with an objective to further reduce the acquisition of property for the project.

06/10/11

Aron Burton
Senior Environmental Planner
Caltrans District 8
San Bernardino, Ca. 92401

Dear Mr. Burton,

It is with great concern that I write you because I feel that your agency is not listening to the people. I have written your agency on several occasions and have never received a reply.

P-10-1

We all agree that the 91 Freeway is too congested, but further widening of the freeway is not the answer. First of all let me say that I am totally against car pool and toll lanes. All lanes should be open to those who paid for them and not a select privileged few. Second, an alternate route to Orange County would be the best solution to the current problem. The proposed and rejected Freeway at Cajalco road would reduce the congestion on the 91 Freeway by at least 50 percent as a large portion of the congestion comes from the south county. Environmental and other concerns about this route are totally unfounded. The only citizens that disagree are those who live at Eagle Glen and do not want a Freeway running next to their property and golf course. I think we should do what is best for all citizens, not just a few.

P-10-2

The proposed tunnel at Cajalco was a ridicules idea and totally unnecessary. Twelve short miles of conventional freeway at Cajalco would be the best investment we ever made. It is wide open land and there are no businesses or homes to buy or relocate. Any displacement of critters would be minimal and hardly noticed. The project could be completed in a shorter time at less money than your proposed 91 Freeway rework. Everyone I talk with agrees with me. I urge you to listen to the public and give the Cajalco Freeway a second look.

I attended your public presentation in Corona and was appalled by the amount of money spent trying to sell your 91 corridor improvement project. I realize that some of your efforts are mandated by state law. The sure amount of report books and foot thick volumes of paper was appalling. This is a prime example of government waste which extends to all government projects. Our road and other worthwhile projects could easily be paid fore if we simply cut the paperwork and red tape. But this will never happen.

P-10-3

Again I plead with you, give the Cajalco route a second look.

H.G. Chaffin
Corona

1939 S. Main St
Corona, Ca. 92882
951-735-4791

CHAFFIN GARAGE INC.
Model T Ford Parts
1939 S. MAIN ST., CORONA CA 92882

P-10-1

Refer to responses to comments P-10-2 and P-10-3, below.

P-10-2

Should a project on Cajalco Road between Riverside and Orange Counties be pursued in the future, that project would be a separate project from any improvements in the SR-91 corridor.

Specifically, it should be noted that, based on the findings of the MIS and other studies considering traffic demand between Orange and Riverside Counties, improvements in the SR-91 corridor as well as at least two other corridors (A and B) are necessary. It is possible that Corridor B could be along an alignment extending Cajalco Road west from Riverside County to Orange County. Corridor B has not yet been advanced for preliminary engineering and environmental analysis. Refer to Section O.5.7, Common Response Related to Alternatives, on page O-35 in Section O.5, Common Responses, for discussion regarding the history of the SR-91 CIP and the need for improvements in both the SR-91 corridor and other parallel corridors to meet the forecasted demand between Riverside and Orange Counties.

P-10-3

This comment does not raise an environmental issue within the context of CEQA and/or NEPA. Consistent with the requirements of CEQA and NEPA, comments that raised environmental issues under CEQA and NEPA are responded to in this report. In addition, all comments received on the Draft EIR/EIS are included in this report and will be made available to the public and decision-makers prior to any action on the proposed project.

From: fouraceswild@yahoo.com [mailto:fouraceswild@yahoo.com]
Sent: Sunday, June 12, 2011 9:52 PM
To: eechevarria@rctc.org
Cc: infosr91@mbimedia.com; CDonahue@ArellanoAssociates.com; thomasd@pbworld.com; Michael Amling; trahimian@4rmcinc.com; shawn_oriaz@dot.ca.gov
Subject: SR-91 Give Us Your Feedback

From: Bill Baker

Phone: 951-780-7913

Mailing Address: 18941 Newman Ave

City, State: Riverside, Ca.

Zip: 92508

Comment/Question:

Thank you for the opportunity to suggest and comment.

91 FWY IS a hazardous Fwy. Adding Toll lanes is not productive to Reducing traffic when a bucket of double yellow line paint could add one more general use lane and one carpool lane and one toll lane and NOT Take 2 years to complete (time spent on the road during construction) - This IS functional California is Broke NOT BROKEN This message has also been sent to Congressman Calvert Thank you in your Quest to Save California's TAX MONEY

P-11-1

*You received this message because Bill Baker submitted feedback regarding the SR-91 Highway Improvements.

Regards,

System Administrator

P-11-1

This comment is correct in that the toll lanes and the Build Alternatives would not *reduce* traffic volumes in the SR-91 corridor. As discussed in Section 1.2, Purpose of the Project, on page 1-11 in the EIR/EIS, the purpose of the project is to improve movement in the SR-91 corridor rather than reducing traffic volumes. As shown in Table 1.10 on page 1-29 in the EIR/EIS, the Build Alternatives will result in reduced travel times and increased travel speeds in the SR-91 corridor compared to the No Build Alternative. Other tables in Chapter 1, Project, show that traffic volumes in the SR-91 corridor will increase in the future, with or without the project, and that operations will generally be better with the Build Alternatives than under the No Build Alternative. As a result, the improvements in the Build Alternatives, including the HOV and tolled express lanes, result in improved operations on SR-91 compared to the No Build Alternative.

Refer also to Section O.5.7, Common Response Related to Alternatives, on page O-35 in Section O.5, Common Responses, which describes the wide range of alternatives, including multiple carpool and GP lanes that were considered but not pursued and why those alternatives were not carried forward for detailed analysis in the EIR/EIS.

This comment also expresses concerns regarding the existing SR-91 freeway, alternative lane configuration, and fiscal matters. The design of the SR-91 CIP improvements will be approved by the Department. Safety features for all Department projects, including SR-91 CIP, typically include a range of features, depending on the individual project. Safety features included in the SR-91 CIP that will be approved by the Department during final design are anticipated to include proper offset of walls from shoulders and travel lanes, placement of guard rails, placement of crash cushions, and proper storage for ramps. In addition, during final design, detailed analysis of accident data for the project segments of SR-91 and I-15 will be conducted to assess whether additional safety features are needed at specific locations within the project limits.

From: Bill [mailto:welrdele@verizon.net]
Sent: Sunday, June 12, 2011 8:23 AM
To: Cheryl Donahue
Cc: lougiordano
Subject: APN 101-290-023 relocation of billboard Green River and 91 freeway

Dear Cheryl Donahue,

I would like to thank you, Victoria Cook for and Chris LaBonte for all of your help. I studied the maps and I still don't know if I will be able to relocate the billboard on my property but I think I can... I think I can... I have spoken to the owner of the billboard, Mr. Drake Kennedy (Owner of Corona Outdoor Advertising and Regency Outdoor Advertising), and he has told me that if there is anyway to relocate the billboard on my property he will. If we are not able to relocate on my property that is about all I can do...

P-12-1

I don't know if The Department of Transportation knows the exact location of the 14 foot high SOUND BARRIER and if the DOT notifies you or Arellano Associates of the exact location of the SOUND BARRIER I would appreciate having that information sent to me.

P-12-2

The property next to my property, APN 101-290-021, has two survey markers in the parking lot Marker # 7 and Marker # 8 and so far no one has been able to tell me if this is the location has been decided on for the 14 foot high SOUND BARRIER ? (SEE attached video 91 freeway.wmv.) If appraiser are not privy to this information I would appreciate it if you would forward my questions to someone at the DOT that might be know the location of this SOUND BARRIER.

P-12-3

I think the 14 foot high SOUND BARRIER will be located as shown on the attached images and attached video.

2 of the above images show the billboard where I believe it will be after it has been relocated.

1 - 60foot from barrier.jpg

2 - Field of view3.jpg

The third image "VIEW OF BB.jpg" is a 2011 Google view of the property.

P-12-4

60foot from barrier.jpg

the "60foot from barrier.jpg" is a October 22, 2007 Google image and it is easier to see the true location of the billboard in this image the yellow line was created using "Google Ruler" and Google said that line was 60 foot long. The long red line is where I believe the 14 foot high SOUND BARRIER is going to be placed. And I believe that that the driveway(red line) between the freeway and the Mammoth Office building is 30 foot wide.

Field of view3.jpg

The image "Field of view3.jpg" was created using a March 11, 2011 Google view ("VIEW OF BB.jpg"). Please note that I have added six lanes to the 91 freeway by copying a section of the six west bound lanes and pasting them next to the freeway in front of my property and there is still plenty of room to relocate the billboard.



P-12-4

Thank you Victoria Cook and Chris LaBonte for all your time and trouble and

Yours truly
Gary Bailey
P.O. Box 431
Sun City, CA 92586 (951) 244 - 8405

CC to Corona Outdoor Advertising



© 2004 Europa Technology
© 2004 Google
www.google.com/maps

Google

33° 52' 24.03" N 117° 39' 58.00" W elev: 673 ft



Verizon's 150 high monopole is not in the field of view from the 91 freeway

Portion of 91 copied and pasted

< Field of view

Field of view after billboard is moved. Please note that I have added six lanes to the 91Fwy. and there is still enough room to place the billboard. Lanes were added using copy and paste. Magnify image 300% and you will be able to count 12 lanes of traffic.

P-12-1

This billboard will be impacted by the partial acquisition of the parcel on which it is located. Refer to Table O.5 on page O-35 in Section O.5.8, Common Response Related to Billboard Relocation, which shows the impacts of Alternatives 1 and 2 on individual billboards, including the billboard cited in this comment. Section O.5.8 describes the process that RCTC will follow to relocate any billboards that must be moved to accommodate the project, including appropriate coordination with the billboard/property owner, the City of Corona, and the Department. As shown in Table O.5, it is anticipated that this billboard can be relocated to another location on the parcel on which it is currently located. The relocation of billboards and compensation for billboards that cannot be relocated will be conducted by RCTC consistent with the requirements of the Uniform Act.

Refer also to Section O.5.1, Common Response Related to the Property Acquisition Process, on page O-6 in Section O.5, Common Responses, which describes the process RCTC will follow for the acquisition of any privately owned property for the project, including full and partial acquisitions.

P-12-2

The location of proposed noise barrier E-1 is within the proposed new State right-of-way on the edge of the shoulder of the proposed westbound on-ramp from Green River Road to SR-91. As shown on the preliminary project plans, that wall would be within the boundary of Assessor Parcel Number (APN) 101-290-023.

During the Department's Noise Barrier Survey Process (Section O.5.3.3, Common Response Related to Noise Barrier Survey Process, on page O-13), this noise barrier was voted down by the commercial property owners in this location. However, the OCFCD and the mobile home property owners voted for the approval of NB E-1. Therefore, NB E-1 was shortened to avoid the commercial properties that voted against the construction of NB E-1, and the noise barrier will be carried through during construction.

P-12-3

Refer to response to comment P-12-2, above. As noted above, this shortened noise barrier will be included in Alternative 2f. The billboard would be impacted by the project as discussed starting on page O-35 in Section O.5.8, Common Response Related to Billboard Relocation, and in Table O.5.

P-12-4

Refer to responses to comments P-12-1 to P-12-3, above.

NOTE: This commenter (Mr. Bailey) provided additional comments in an email dated June 5, 2011. Refer to comment P-3, earlier in this section, for those comments and the corresponding responses.

From: abelen@citybestinsurance.com [<mailto:abelen@citybestinsurance.com>]
Sent: Thursday, June 16, 2011 3:47 PM
To: eechevarria@rctc.org
Cc: infosr91@mbimedia.com; Cheryl Donahue; thomasd@pbworld.com; michael.amling@lsa-
assoc.com; trahimian@4rmcinc.com; shawn_oriaz@dot.ca.gov
Subject: SR-91 Give Us Your Feedback

From: Mike Hafez
Phone: 909-821-3884
Mailing Address: 1630 E 4th Street Ste "D"
City, State: Ontario, CA
Zip: 91764

Comment/Question:

We adamantly object to this project as it will eliminate the little traffic flow we are currently encountering. The building of this fwy will harm my business traffic flow even more so by completely killing the visibility of my property. I sure hope you reconsider this project and come up with better solutions that will help us small business owners.

P-13-1

*You received this message because Mike Hafez submitted feedback regarding the SR-91 Highway Improvements.

Regards,
System Administrator

P-13-1

Efforts will be made during the design/construction phase to minimize any disruption of access to and visibility of existing properties to allow all businesses to remain open during construction. The project will include a Construction Liaison to work with local property owners so that construction activities that could or would affect those properties can be scheduled to minimize disruptions. A public outreach campaign will also be used to assist businesses and their patrons in minimizing inconveniences that arise during construction.

The State of California does not permit posting of informational signs for specific businesses on freeways. Although not required as mitigation for the project, consideration will be made to post “Roadside Business” signage in advance of exits on SR-91 to assist travelers in locating businesses in areas adjacent to the freeway. Acceptance of that recommendation by the Department will depend on a determination during final design that the signage would not conflict with required regulatory, directional, and safety signs.

Refer also to Section O.5.2, Common Response Related to the Loss of Parking and Other Potential Impacts to Businesses, on page O-7 in Section O.5, Common Responses, which provides information regarding potential impacts to businesses.

This commenter did not provide an address for the cited property and, therefore, it is not possible to respond regarding the specific impacts, if any, of Alternatives 1 and 2 on that property.

From: Jim Ogle [<mailto:jwogle@pacbell.net>]
Sent: Thursday, June 16, 2011 10:59 AM
To: Cheryl Donahue
Subject: Re: 91 Freeway - Public Comment Process

Hi Cheryl- I am the property manager for 1441 Pomona Road, and attended the public hearing in Corona last Thursday. It was very informative. Do you know when a decision will be made as to which alternative will be chosen? Thank you.

P-14-1

Jim Ogle
Ogle Real Estate Services
1570 E. Edinger Ave., #12
Santa Ana, CA 92705
714/558-7211 (o)
714/558-7850 (f)
jwogle@pacbell.net

P-14-1

On September 20, 2011, the PDT identified Alternative 2f as the Preferred Alternative for the SR-91 CIP.

This commenter (Mr. Ogle) provided additional comments on a comment card at the public hearing, which are provided as C-44 later in this appendix.

From: MLShina@yahoo.com [mailto:MLShina@yahoo.com]
Sent: Sunday, June 19, 2011 12:36 PM
To: eechevarria@rctc.org
Cc: infosr91@mbimedia.com; CDonahue@ArellanoAssociates.com; thomasd@pbworld.com; Michael Amling; trahimian@4rmcinc.com; shawn_oriaz@dot.ca.gov
Subject: SR-91 Give Us Your Feedback

From: Mary Lou Shina

Phone: (619)501-6616

Mailing Address: 6580 Glenroy Street

City, State: San Diego, CA

Zip: 92120

Comment/Question:

I am totally opposed to the 91 Improvement Project.

P-15-1

There is no benefit to me as a property owner because it will devalue the area.

My family owned this property known as Parcel 117-080-010-0 for over one hundred years.

P-15-2

Corona, the beautiful Circle City, as it was historically known and in which I was born and raised, was destroyed when Route 91 was built. This, so-called improvement, will continue the devastating destruction of our city.

*You received this message because Mary Lou Shina submitted feedback regarding the SR-91 Highway Improvements.

Regards,

System Administrator

P-15-1

This comment does not raise an environmental issue within the context of CEQA and/or NEPA, or ask any questions regarding the technical analyses in the EIR/EIS. Consistent with the requirements of CEQA and NEPA, comments that raised environmental issues under CEQA and NEPA are responded to in this report. In addition, all comments received on the Draft EIR/EIS are included in this report and will be made available to the public and decision-makers prior to any action on the proposed project.

P-15-2

It is acknowledged that Alternatives 1 and 2 will result in the removal of up to seven of the historic acorn-style streetlights and the removal of 18 trees within the boundary of the National Register of Historic Places (National Register) listed Grand Boulevard Historic District. A condition placed on the project, provided on page 3.8-20 in Section 3.8.4.1, Condition for the Acorn-Style Streetlights in the Grand Boulevard Historic District, requires the relocation of the acorn-style streetlights. Measure CR-1 in Section 3.8.4.2, Measure for Replacement of Trees Removed from the Grand Boulevard Historic District requires the replacement of the 18 trees elsewhere in the Historic District.

In addition, refer to Section 1.2, Purpose of the Project, on page 1-11, which indicates that one purpose of the project is to "...reduce diversion of regional traffic from the freeways into the surrounding communities..." This would be a beneficial effect of the project on the area around the Grand Boulevard Historic District.

Alternatives 1 and 2 were designed to minimize the acquisition and removal of homes and businesses, including those in the City of Corona.

From: Victor & Karen Quintana

Phone: 9517349251

Mailing Address: 307 S Smith Ave Trlr 76

City, State: Corona, Ca

Zip: 92882

Comment/Question:

Our first concern is our health. We are already next to the freeway and if the freeway gets moved closer to us we will be breathing all the exhaust. What is the law for a barrier wall next to a home?! thought it had to be 15 ft and that is what it is now.

P-16-1

We have been living here for 10 yrs and have made several home improvements. In the last 2 yrs we have installed a new roof, heating and air conditioning and replaced the piers and pads. Our house already vibrates, if the freeway is any closer it will shake our house and be way too loud. If we have to move will there be any compensation for all the money we have put into it recently?

P-16-2

P-16-3

A huge concern is how much notice are we going to get if we have to move? How can we live with all the noise, dust, dirt, & fumes that will be going on during construction? We also will not be able to sleep during all the construction. It would be best for us to move than live through all that for 4 years. My husband is a heart patient and it would not be healthy for him in any way. We would appreciate a response.

P-16-4

Thank you,

Victor & Karen Quintana

*You received this message because Victor & Karen Quintana submitted feedback regarding the SR-91 Highway Improvements.

Regards,

System Administrator

P-16-1

There is no law that sets the distance between homes and noise barriers. Applicable local ordinances may restrict the proximity of any wall adjacent to structures and will likely vary with specific zoning limitations by local jurisdiction. The existing wall is 15 ft from this home. With the project, a taller wall will be built at the same location and will continue to be approximately 15 ft from this home.

It was determined that implementation of SCAQMD Rule 403 and other control measures will minimize construction emissions, resulting in less than significant localized construction impacts, as discussed in Section 4.2.2.2, Air Quality, on page 4-12 in the EIR/EIS. In addition, it was determined that the project would reduce criteria air pollutant and MSAT emissions locally and regionally, as discussed in the subsection titled “MSAT Analysis Results” in Section 3.14.3.2, Permanent Impacts, on page 3.14-35 in the EIR/EIS. Therefore, the project would not result in any air toxic impacts.

P-16-2

This property will not be a full or partial permanent acquisition under Alternatives 1 and 2. However, TCEs will be needed at this property during construction of Alternatives 1 and 2.

Although the property owned by the commenter is not proposed for acquisition, this response is provided to address the questions raised regarding the acquisition process. The RCTC will negotiate with property owners regarding the purchase of any land that may be needed, as well as any affected mobile home owners for the purchase of the actual mobile homes. Property appraisals will take into account improvements that have been made to the residences, among other evaluation criteria.

RCTC will follow the applicable laws governing the relocation of mobile home tenants. These laws and notification requirements will be reviewed with the property owners and tenants well in advance of needing to take possession of the property. If the property is purchased before it is needed, the tenant may be able to remain on the property (under lease from RCTC) until the property is required for construction. Refer also to Appendix D, Summary of Relocation Benefits, in the EIR/EIS.

Refer also to Section O.5.1, Common Response Related to the Property Acquisition Process, on page O-6 in Section O.5, Common Responses, which provides a detailed discussion of the property acquisition process that will be used by RCTC.

P-16-3

The potential for short-term noise impacts during construction is addressed in Section 3.15.3.3, Temporary Impacts, on page 3.15-15 in the EIR/EIS, which indicates that construction noise will be substantially controlled based on compliance with the Department's "Sound Control Requirements," the applicable local jurisdictions' noise ordinances, and Measures N-2 and N-3 in Section 3.15.4.2, Measures for Construction Noise, starting on page 3.15-17 in the EIR/EIS. The design/build contractor would be responsible for complying with the applicable ordinances for the Cities of Anaheim, Corona, Norco, and Riverside (all of which prohibit excessive noise between 7:00 p.m. and 7:00 a.m. during construction), and with the Department's Standard Specifications Section 14 08.02, Noise Control, Standard Special Provision (SSP) S5-310 (which would substantially reduce noise impacts during the nighttime hours).

The potential for short-term air quality impacts during construction is addressed in Section 3.14.3.3, Temporary Impacts, on page 3.14-37 in the EIR/EIS. As shown, exhaust emission and fugitive dust impacts during construction would be substantially reduced based on compliance with the standard conditions for construction provided in Section 3.14.4.1, Standard Conditions, on page 3.14-39 in the EIR/EIS.

The following information was added to Section 3.15, Noise, regarding vibration effects:

- A new subsection, Construction-related Ground-borne Vibration Impacts, was inserted starting on page 3.15-16 in Section 3.15.3.3, Temporary Impacts, in the EIR/EIS to describe the potential for temporary vibration-related impacts during project construction.
- A new subsection, Ground-borne Vibration Impacts, was inserted in Section 3.15.3.3, Temporary Impacts, on page 3.15-16 in the EIR/EIS to describe the potential for temporary vibration-related impacts under the No Build Alternative.
- A new subsection, Ground-borne Vibration Impacts, was inserted in Section 3.15.3.2, Permanent Impacts, on page 3.15-14 in the EIR/EIS to describe the potential for permanent vibration-related impacts during project operations.
- A new subsection, Ground-borne Vibration Impacts, was inserted in Section 3.15.3.2, Permanent Impacts, on page 3.15-14 in the EIR/EIS to describe the potential for permanent vibration-related impacts under the No Build Alternative.

P-16-4

As indicated in response to comment P-16-2, above, this property is not proposed for acquisition for the project.

As noted in response to comment P-16-3, above, this property will be subject to short-term noise and air quality impacts that will be substantially mitigated.

The total construction duration for the project is anticipated to be 4 years.

Construction in the immediate vicinity of this property will include construction of walls, drainage facilities, new roadway pavements, placement of signs, and other minor activities. Construction will be performed in several sequences with total construction time in this area not expected to exceed 1 year.

From: CARMEN PADILLA

Phone: 951-734-0172

Mailing Address: 1414 Ripchak Road

City, State: Corona

Zip: 92879

Comment/Question:

I just wanted to know if, my home is going to be effected with the new SR-91 improvements of expanding the lanes. Would like a feed back.

P-17-1

*You received this message because CARMEN PADILLA submitted feedback regarding the SR-91 Highway Improvements.

Regards,

System Administrator

P-17-1

Alternatives 1 and 2 would not require the full or partial acquisition of this property (this is based on the mailing address provided in this commenter's email). However, properties in the vicinity of the project segment of SR-91 may be subject to short- and/or long-term air quality, noise, traffic, or other impacts. The potential for those types of short- and/or long-term impacts on properties adjacent to or near the SR-91 corridor are evaluated in detail in Chapter 3, Affected Environment, Environmental Consequences, and Avoidance, Minimization, and Mitigation Measures, starting on page 3-1 in the EIR/EIS.

1698 Bel Air Street
Corona, CA 92881
June 29, 2001

Caltrans
464 West Fourth Street
San Bernardino, CA 92401

Dear Sirs:

I attended the public hearing concerning the 91 and I-15 freeway expansions. I am concerned with the I-15 between Old Temescal Rd and Magnolia Ave. Our home backs up to the I-15. We were aware of the safety railing installed on the I-15 above our home in this area when we bought the home.

P-18-1

When looking at the photos of the area and speaking with two engineers about the railing, I was informed that the freeway was not going to be widened in this area, but an HOV lane will be installed in the center divider area. This to me is widening the freeway but to them widening means adding more area to the freeway itself.

P-18-2

On the west side of the I-15 in this area, large cement industrial buildings have been built. We have found that these now reflect the sound to our side of the freeway. We can hear the truck up shifting, motorcycles and general traffic noise as the vehicles go up the hill going south on the I-15. The sound of these vehicles is reflected off the buildings. W

P-18-3

The surface of the I-15 on the east side is cupped and causes the trailers to bounce making quite a bit of noise as they bounce down the freeway. Some of the box trailers bounce so much you can feel the air pressure change in the house. Other times, it will shake the house like an earth quake. We have had guests ask if we were having an earth quake when they visit. Noise from engine brakes can be horrendous at times. Some of the trucks are so loud, they can be heard for over ½ mile before they come near our home. I have asked Caltrans to install a sign prohibiting the use of engine brakes in this area but to no avail. I was told it was not necessary. Many times, we have had to keep all the windows closed because of the noise so we can talk in the house.

P-18-4

I realize that you have made sound tests in this area but you do not live with this.

Now, another aspect is the railing along the side of the freeway. We have had numerous accidents on this part of the I-15. The railing has done its job but this was for auto traffic. Our dread is that a truck will come on through the railing and take out one of our houses. I have had a tire come off a truck, hit the freeway fence (bent the fence), break a cement table and lodge under steps. If the steps had not been there, the tire would have gone through a sliding glass door and into the bedroom of our house. I have seen the videos about these railings but have also seen the damage the trucks can do to these and the cement barriers. Another neighbor had a truck tire land on his roof.

P-18-5

Litter is a third problem along this freeway. Numerous trash trucks traverse this road daily and trash is sometimes dropped one or two pieces at a time. The El Sobranted Super Dump can be open 24 hours a day and up to 750 trucks a day can use this dump. That means as many as 1500 truck passages can go North or South on the I-15 past our house as well as the regular traffic and truck traffic.

P-18-6

With the added HOV lane, more traffic is going to use the I-15 in this area which increases the possibility of accidents along this part of the freeway. It also increases the noise factor in our area. More noise reflecting off the industrial buildings and coming into our homes.

P-18-7

P-18-8

I ask that a safety barrier and sound wall be erected on the I-15 between Old Temescal Road and Magnolia Ave. off ramp on the East side of the freeway. This is for our safety and noise control.

P-18-9

Sincerely,

Dr. Bruce V. Armstrong

P-18-1

No response is necessary because this comment does not raise an issue within the context of CEQA or NEPA, and does not ask any questions related to the technical information or environmental analyses in the EIR/EIS.

P-18-2

“Widening” can be defined to mean widening on the outside of existing lanes/shoulders or on the inside, within an existing median. The project proposes widening I-15, in the median only, to add HOV lanes. Construction on the outside of the existing travel lanes and shoulders on I-15 will be limited to the construction of sound walls where deemed reasonable as discussed in the EIR/EIS, and signage revisions adjacent to the highway shoulder.

P-18-3

Field noise measurements were taken in the neighborhood that would also measure any reflected noise from across the freeway. The field noise measurements along with traffic counts gathered during the noise measurements were input into a traffic noise model representing the existing roads. This model was run and it verified that the modeled numbers and the measured numbers were within the margin of error allowed by the Department and FHWA guidance in the Department’s *Traffic Noise Analysis Protocol* (August 2006).

Wall NB K1-A was modeled and found to be feasible for reducing noise at the homes along I-15, and the cost was determined to be reasonable. Based on commitments made during previous projects, RCTC decided to conduct a noise barrier survey for NB K1-A. Based on the results of the noise barrier survey, NB K1-A was approved and will be carried through to construction. Section 3.15.3.2, Permanent Impacts, on page 3.15-14 in the EIR/EIS includes a commitment by the RCTC that, if the proposed improvements for the I-15 project are not constructed within 5 years of the completion of the SR-91 CIP, RCTC will initiate a separate project to construct the remaining barriers along I-15. Refer also to Section O.5.6, Common Response Related to Noise Barriers on I-15, on page O-25, and Section 3.15.4.3, Mitigation for Operational Noise on I-15, on page 3.15-19 in the EIR/EIS for the measure added to Alternatives 1 and 2 describing RCTC’s commitment regarding provision of this noise barrier in the future.

Refer also to Section O.5.3.1, Common Response Related to the Noise Process, on page O-8 in Section O.5, Common Responses, for additional discussion on the noise analysis process and the identification of sound walls included in the project.

P-18-4

The Build Alternatives include repaving of the project segments of I-15, which will reduce the amount of trailer bounce on those segments of the freeway. Engine brakes are a safety feature on trucks over which RCTC and the Department have no control. The purpose of the EIR/EIS is to analyze impacts and mitigate for the impacts of the SR-91 CIP Build Alternatives and not to address or mitigate for existing conditions.

Refer also to response to comment P-18-3, above.

P-18-5

Safety barriers are placed by the Department along the outside shoulders of freeways such as SR-91 and I-15 to prevent vehicles (including trucks) and vehicle debris (such as tires) from leaving the highway right-of-way. No changes to the existing bridge railings and safety barriers at this location are proposed as part of the proposed project. Existing accident rates were reviewed and found to be lower than the statewide average for similar facilities. Information regarding accident data for the project area is provided in Section 1.3.1.8, Safety, on page 1-39 in the EIR/EIS, and existing and projected traffic levels with and without the project are discussed in Section 3.6, Traffic and Transportation/Pedestrian and Bicycle Facilities, starting on page 3.6-18 in the EIR/EIS.

P-18-6

The Department has an ongoing freeway maintenance program that includes collection and proper disposal of litter collected on freeways, including I-15, by Department maintenance staff, Special Programs personnel, and Adopt-A-Highway participants.

The California Vehicle Code requires that vehicles transporting loads must have their loads covered. However, RCTC and the Department have no control over trash trucks or other vehicles traveling on I-15 with uncovered or inadequately covered loads from which trash falls onto the freeway.

SR-91, as a major east-west freeway, provides critical connections for trucks coming from/going to the Ports of Los Angeles and Long Beach and to destinations across southern California and points to the east. Traffic on SR-91 and I-15, including trucks, is forecast to increase with or without the SR-91 CIP. It is possible that the amount of litter on these freeways could increase in proportion to future increases in vehicle volumes. However, those possible increases would be related to overall increases in traffic volumes, which would occur with or without the project, and

which, therefore, are not impacts of the project. Further, as noted above, the State Vehicle Code specifically requires covering loads on trucks and RCTC and the Department have no control over vehicles traveling on the freeways and whether they have covered loads or not.

P-18-7

The HOV lanes will improve traffic operations on I-15 because improved traffic operations generally result in fewer accidents, and fewer accidents translate to a safer corridor. Direct HOV connectors between HOV lanes on one freeway and HOV lanes on another freeway eliminate merges, diverges, and other weaving activity that deteriorates traffic operations. Elimination of these conflicting vehicle movements improves the overall safety of the facility. As discussed in detail starting on page 1-1 in Chapter 1, Project, and in Tables 1.6 through 1.10 in the EIR/EIS, traffic volumes on I-15 are projected to increase under the No Build Alternative and Alternatives 1 and 2. The HOV lanes will improve traffic operations on I-15.

HOV lane performance is forecast to continue to deteriorate under 2035 conditions, with two segments operating at LOS E and one segment (Green River Road to Auto Center Drive) continuing to operate at LOS F during the p.m. peak hour in the eastbound direction. Traffic LOS are discussed in Section 3.6, Traffic and Transportation/Pedestrian and Bicycle Facilities, on page 3.6-19 in the EIR/EIS. Safety is discussed in Section 1.3.1.8, Safety, on page 1-39 in the EIR/EIS.

P-18-8

Refer to response to comment P-18-3, above, and to Section O.5.3, Common Responses Related to Noise, on page O-8 in Section O.5, Common Responses, for a detailed discussion of the noise analysis and sound wall identification process.

P-18-9

Refer to response to comments P-18-3 and P-18-5, above, and to Section O.5.3, Common Responses Related to Noise, on page O-8 in Section O.5, Common Responses, for a detailed discussion of the noise analysis and sound wall process.



Public Comment Card
 State Route 91 Corridor Improvement Project
 Draft Environmental Impact Report/Environmental
 Impact Statement (EIR/EIS)

P-19

Please print

Name: John Thalasinios City: 901 E. Third ^{Corona} BS Zip: 92879

Comment: T&T Enterprises is a manufacturing company with extensive inventory of machinery - we will need a location that has enough electricity & been wired for the machinery prior to any relocation effort.

P-19-1

Please add me to the project distribution list. My address is:

Address: _____ City: _____ Zip: _____

PUBLIC COMMENT PERIOD: May 20, 2011 to July 11, 2011. The Draft EIR/EIS and supporting technical studies are available for review and comment during regular business hours at: Caltrans District 8, 464 W. 4th Street, 6th Floor, San Bernardino; Riverside County Transportation Commission, 4080 Lemon Street, Third Floor, Riverside; the Corona Public Library, 650 S. Main Street, Corona, CA; and the City of Corona Public Works Department, 400 S. Vicentia Avenue 2nd Floor, Suite 210, Corona. The document can be viewed online or downloaded at: http://www.sr91project.info/environmental/draft_eir_eis.php.

WRITTEN COMMENTS: Provide written comments during the public meeting or mail this comment card to Caltrans District 8 by folding, stapling, and sending this card to the address on the reverse. In addition, comments can be e-mailed to: <http://www.sr91project.info/index.php> through the Feedback portal at the bottom of the webpage.

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Public Comment Card
 State Route 91 Corridor Improvement Project
 Draft Environmental Impact Report/Environmental
 Impact Statement (EIR/EIS)

Please print

Name: John Thalasinios City: Corona - Ca Zip: 92879

Comment: PLEASE BE AWARE THAT THE RELOCATION OF T&T ENTERPRISES - 901 E. Third ST. CORONA (WITH INSIDE THE RELOCATION OF THE ENTIRE BUSS, WE ALSO RENT UNITS A1 - A2 - & A3 AT 901 E. Third ST. PLEASE CONTACT US AT YOUR EARLIEST CONVENIENCE. 951-3400991

P-19-2

P-19-3

Please add me to the project distribution list. My address is:

Address: 901 E. Third W. 185 City: CORONA CA Zip: 92879

PUBLIC COMMENT PERIOD: May 20, 2011 to July 11, 2011. The Draft EIR/EIS and supporting technical studies are available for review and comment during regular business hours at: Caltrans District 8, 464 W. 4th Street, 6th Floor, San Bernardino; Riverside County Transportation Commission, 4080 Lemon Street, Third Floor, Riverside; the Corona Public Library, 650 S. Main Street, Corona, CA; and the City of Corona Public Works Department, 400 S. Vicentia Avenue 2nd Floor, Suite 210, Corona. The document can be viewed online or downloaded at: http://www.sr91project.info/environmental/draft_eir_eis.php.

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Public Comment Card
 State Route 91 Corridor Improvement Project
 Draft Environmental Impact Report/Environmental
 Impact Statement (EIR/EIS)

P-19

Please print

Name: John Thalassinos City: 901 E Third BS Zip: 92879

Comment: WE MANUFACTURE FASTENERS FOR THE PETRO-CHEMICAL & NUCLEAR POWER INDUSTRIES. OUR INVENTORY HAS TO BE TRACEABLE ALL THE WAY BACK TO THE MILL THAT PRODUCED THE METAL WE STARTED WITH. IT IS A MAJOR CONCERN THAT IF THE TRACEABILITY IS LOST - THE INVENTORY VALUE IS COMPROMISED AND CAN NOT BE USED IN THE NUCLEAR

Please add me to the project distribution list. My address is: Industry
 Address: 901 E. Third BS City: Corona Zip: 92879

P-19-4

PUBLIC COMMENT PERIOD: May 20, 2011 to July 11, 2011. The Draft EIR/EIS and supporting technical studies are available for review and comment during regular business hours at: Caltrans District 8, 464 W. 4th Street, 6th Floor, San Bernardino; Riverside County Transportation Commission, 4080 Lemon Street, Third Floor, Riverside; the Corona Public Library, 650 S. Main Street, Corona, CA; and the City of Corona Public Works Department, 400 S. Vicentia Avenue 2nd Floor, Suite 210, Corona. The document can be viewed online or downloaded at: http://www.sr91project.info/environmental/draft_eir_eis.php.

WRITTEN COMMENTS: Provide written comments during the public meeting or mail this comment card to Caltrans District 8 by folding, stapling, and sending this card to the address on the reverse. In addition, comments can be e-mailed to: <http://www.sr91project.info/index.php> through the Feedback portal at the bottom of the webpage.

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P-19-1

Alternative 2f, the Preferred Alternative, would require only partial acquisition of the property at 901 East Third Street; therefore, the business will not need to be relocated. The adjacent property to the east is proposed as a full acquisition. That property will be acquired and may be used to provide replacement parking for the property at 901 East Third Street. Refer to Section O.5.1, Common Response Related to the Property Acquisition Process, on page O-6 in Section O.5, Common Responses, for a detailed discussion of the property acquisition process, including acquisition of partial parcels, that the RCTC will follow. Refer also to Appendix D, Summary of Relocation Benefits, in the EIR/EIS for a detailed description of relocation benefits for affected residents and businesses.

P-19-2

Refer to response to comment P-19-1, above.

P-19-3

Businesses with multiple sites, including parcels not affected by the project, will have the opportunity to seek reimbursement for related incidental damages. Refer also to response to comment P-19-1, above.

P-19-4

Refer to responses to comments P-19-1 through P-19-3, above.



Public Comment Card
 State Route 91 Corridor Improvement Project
 Draft Environmental Impact Report/Environmental
 Impact Statement (EIR/EIS)

P-20

Please print

Name: Stuart Johnson City: Anaheim Zip: 92804

Comment: We oppose a partial takeover/sale
of our parcels #118-302-017, 018, 019
(27 units) - see email sent 7/1/11 to
"feedback" section of SR91 website.
Thank you

P-20-1

P-20-2

Please add me to the project distribution list. My address is:

Address: 2860 W. Lynrose Dr City: Anaheim Zip: 92804

PUBLIC COMMENT PERIOD: May 20, 2011 to July 11, 2011. The Draft EIR/EIS and supporting technical studies are available for review and comment during regular business hours at: Caltrans District 8, 464 W. 4th Street, 6th Floor, San Bernardino; Riverside County Transportation Commission, 4080 Lemon Street, Third Floor, Riverside; the Corona Public Library, 650 S. Main Street, Corona, CA; and the City of Corona Public Works Department, 400 S. Vicentia Avenue 2nd Floor, Suite 210, Corona. The document can be viewed online or downloaded at: http://www.sr91project.info/environmental/draft_eir_eis.php.

WRITTEN COMMENTS: Provide written comments during the public meeting or mail this comment card to Caltrans District 8 by folding, stapling, and sending this card to the address on the reverse. In addition, comments can be e-mailed to: <http://www.sr91project.info/index.php> through the Feedback portal at the bottom of the webpage.

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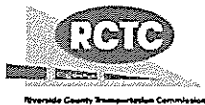
P-20-1

The existing driveway on Second Street will be reconstructed as part of the relocated Second Street. Alternatives 1 and 2 will result in the partial acquisition of this property but will not require the relocation of any of the uses on the site. Access to the cited property during the construction of the project road improvements and utility work on Second Street will be from the driveway on Buena Vista. One of the two driveways to this property will be open at all times to allow for access to and from the property.

Utility connections including sewer and water will be part of the Second Street relocation under Alternatives 1 and 2. Refer also to Section O.5.1, Common Response Related to the Property Acquisition Process, on page O-6 in Section O.5, Common Responses, for information regarding the property acquisition process for the project.

P-20-2

The RCTC searched all the emails submitted to the feedback site, including emails on July 1, 2011, and did not find an email from this commenter. Therefore, it is not possible to respond to any comments this commenter may have wished to submit in that email.



Public Comment Card
State Route 91 Corridor Improvement Project
Draft Environmental Impact Report/Environmental
Impact Statement (EIR/EIS)

P-21

Please print

Name: BRENT THALASINOS City: CORONA Zip: 92879

Comment: WE ARE LOOKING FORWARD TO SEEING CONSTRUCTION
BEGIN ON THE 91 EAST BETWEEN THE MAIN STREET EXIT
AND THE 15 FREEWAY. IT WOULD BE IDEAL IF A START
DATE COULD BE IMPLEMENTED.

P-21-1

Please add me to the project distribution list. My address is:

Address: _____ City: _____ Zip: _____

PUBLIC COMMENT PERIOD: May 20, 2011 to July 11, 2011. The Draft EIR/EIS and supporting technical studies are available for review and comment during regular business hours at: Caltrans District 8, 464 W. 4th Street, 6th Floor, San Bernardino; Riverside County Transportation Commission, 4080 Lemon Street, Third Floor, Riverside; the Corona Public Library, 650 S. Main Street, Corona, CA; and the City of Corona Public Works Department, 400 S. Vicentia Avenue 2nd Floor, Suite 210, Corona. The document can be viewed online or downloaded at: http://www.sr91project.info/environmental/draft_eir_eis.php.

WRITTEN COMMENTS: Provide written comments during the public meeting or mail this comment card to Caltrans District 8 by folding, stapling, and sending this card to the address on the reverse. In addition, comments can be e-mailed to: <http://www.sr91project.info/index.php> through the Feedback portal at the bottom of the webpage.

P:\PAZ0701\Public Outreach\Open House Public Comment Card.doc

P-21-1

Refer to Section O.5.4.1, Schedule, on page O-14 in Section O.5, Common Responses, for the schedule showing the environmental process for the project, the identification of the Preferred Alternative, and the anticipated date of the start of project construction.

In addition, note that consistent with the requirements of CEQA and NEPA, all comments received on the Draft EIR/EIS are included in this report and will be made available to the public and decision-makers prior to any action on the proposed project.



Public Comment Card
 State Route 91 Corridor Improvement Project
 Draft Environmental Impact Report/Environmental
 Impact Statement (EIR/EIS)

P-22

Please print

PLEASE UP-DATE YOUR CONTACT INFORMATION

Name: _____ City: _____ Zip: _____

Comment: SUBJECT PROPERTY - 1866 W. 6TH ST CORONA 92882

LIST OF OWNERS:

SAL RIELA = CELL (714) 349-5686 HOME (949) 830-9288

RALPH KULLAJIAN CELL (949) 784-9598 HOME (949) 586-9377

VAAHE JEKNAVORIAN

P-22-1

Please add me to the project distribution list. My address is:

Address: P.O. BOX 2368 City: LAGUNA HILLS Zip: 92654-2368

PUBLIC COMMENT PERIOD: May 20, 2011 to July 11, 2011. The Draft EIR/EIS and supporting technical studies are available for review and comment during regular business hours at: Caltrans District 8, 464 W. 4th Street, 6th Floor, San Bernardino; Riverside County Transportation Commission, 4080 Lemon Street, Third Floor, Riverside; the Corona Public Library, 650 S. Main Street, Corona, CA; and the City of Corona Public Works Department, 400 S. Vicentia Avenue 2nd Floor, Suite 210, Corona. The document can be viewed online or downloaded at: http://www.sr91project.info/environmental/draft_eir_eis.php.

WRITTEN COMMENTS: Provide written comments during the public meeting or mail this comment card to Caltrans District 8 by folding, stapling, and sending this card to the address on the reverse. In addition, comments can be e-mailed to: <http://www.sr91project.info/index.php> through the Feedback portal at the bottom of the webpage.

P:\PAZ0701\Public Outreach\Open House Public Comment Card.doc

6/27/11

P-22-1

This commenter's contact information was added on page 7-124 in Chapter 7.0, Distribution List, in the EIR/EIS, as requested.

From: jtinr@sbcglobal.net [mailto:jtinr@sbcglobal.net]
Sent: Thursday, July 07, 2011 8:23 AM
To: eechevarria@rctc.org
Cc: Info15
Subject: I-15 Corridor Improvement Comments/Feedback

From: John Reist

Phone:

Mailing Address: 8322 E. Loftwood Ln.

City, State: Orange, CA

Zip: 92867

Comment/Question:

What improvements do you plan to make for the northbound I-15 to the westbound 91 Fwy? This ramp needs to be fixed.

*You received this message because John Reist submitted feedback regarding the I-15 Corridor Improvement Project.

Regards,

System Administrator

| P-23-1

P-23-1

As described in the subsection titled “Permanent Improvements at Main Street/I-15 under Alternative 1” on page 2-61 and shown on Figure 2-8 on page 2-63 in Section 2.3.2.1, Nonstandard Mandatory and Advisory Design Features, in the EIR/EIS, the northbound I-15 to westbound SR-91 would be improved by the addition of a collector-distributor road to merge and then separate I-15 traffic from the Main Street exit traffic prior to merging with SR-91. As described in the subsection titled “Permanent Improvements Under Alternative 2” on page 2-75 in Section 2.3.2.1, Alternative 2 would include the same collector-distributor road as under Alternative 1, with the addition of a separate connector provided for tolled express lane traffic only. The improvements under Alternative 2 would be provided for Alternative 2 with all its design variations, including Alternative 2f, which has been identified as the Preferred Alternative.

Sent: Friday, July 08, 2011 4:01 PM
To: eechevarria@rctc.org
Cc: infosr91@mbimedia.com; CDonahue@ArellanoAssociates.com; thomasd@pbworld.com; Michael Amling; trahimian@4rmcinc.com; shawn_oriaz@dot.ca.gov
Subject: SR-91 Give Us Your Feedback

From: James Flournoy

Phone: 626-280-6335

Mailing Address: 8655 landis view

City, State: Rosemead ca

Zip: 91770

Comment/Question:

USGS Arkstorm data must be used for hydrology, storm drain, pblic works calculations. | P-24-1

USGS Shakeout data must be used for liquefaction, landslide and Structural engineering. | P-24-2

Long period long duration ground motion from a major earthquake on the San Andreas and San Jacinto and Elsinore faults must be utilized in addition to the usual short duration higher frequency data. | P-24-3

Complete earthquake spectra must be developed and synthetic seismograms utilized. | P-24-4

Existing bridges must be analyzed using these latest (since 2005) findings, | P-24-5

Shakeout and later data is available from USGS. | P-24-6

Recently the frequency and severity of an event on the southern San Andres has been scientifically accepted. | P-24-7

Multiple segment events must be considered for this critical project. | P-24-8

This latest data must be utilized

sincerely yours

Jim Flournoy

secretary

*You received this message because James Flournoy submitted feedback regarding the SR-91 Highway Improvements.

Regards,

System Administrator

P-24-1

The hydrology and drainage designs will be prepared in accordance with applicable Department requirements, and will be reviewed and approved by the Department. Therefore, the USGS Arkstorm data do not apply to this project and will not be used in the final project design.

P-24-2

Geotechnical Design Reports and Foundation Reports will be prepared in accordance with applicable Department requirements, including the latest Department Seismic Design Criteria (SDC), and will be reviewed and approved by the Department.

P-24-3

The applicable Department requirements and SDC will be used in the designs of the project bridges and structure retaining walls. All structure designs will be reviewed and approved by the Department's Division of Structures in Sacramento.

P-24-4

Comments noted. Refer to response to comment P-24-3, above.

P-24-5

Existing bridges will be evaluated for seismic retrofit and upgraded per current Department requirements, if necessary.

P-24-6

The design of highway projects conducted by the Department, or by local agencies such as RCTC, is prepared using the latest approved design guidance, including maximum credible earthquake criteria.

P-24-7

Comments noted. Refer to the response to comment P-24-6, above.

P-24-8

Refer to response to comment P-24-3, above.

From: perezpr06@yahoo.com [mailto:perezpr06@yahoo.com]
Sent: Sunday, July 10, 2011 3:33 PM
To: eechevarria@rctc.org
Cc: infosr91@mbimedia.com; CDonahue@ArellanoAssociates.com; thomasd@pbworld.com; Michael Amling; trahimian@4rmcinc.com; shawn_oriaz@dot.ca.gov
Subject: SR-91 Give Us Your Feedback

From: Christopher Perez

Phone: 951-279-3306

Mailing Address: 725 Meridian Circle

City, State: Corona, CA

Zip: 92882

Comment/Question:

This is the third time residents on Meridian have been contacted re: Soundwalls which are sorely needed for homes facing the 91 freeway. I have tried very hard in the past to help inform and engage residents but this has been difficult due to the fact there have been too many unanswered questions for residents to make proper decisions. It is VITAL that there is an opportunity for Caltrans, RCTC, contractors, etc to address all resident questions individually and in-person. Please schedule a local neighborhood meeting (I am pleased to offer up my home), where we can have all questions addressed. We have NOT been able to get these questions answered in order for my neighbors and I to properly understand what were we were "voting on" in your last mailer.

P-25-1

*You received this message because Christopher Perez submitted feedback regarding the SR-91 Highway Improvements.

Regards,

System Administrator

P-25-1

Two meetings were held in August 2011 to discuss noise barriers at two locations, including the area cited by the commenter. Residents in all benefited residences in those two areas were invited to the meetings. Refer to Section 5.2.7, Noise Barrier Survey Public Outreach Efforts, starting on page 5-25 in the EIR/EIS and to Section O.5.3, Common Responses Related to Noise, on page O-8 in Section O.5, Common Responses, for additional discussion regarding the process for surveying of private property owners at locations considered for sound walls and additional information regarding the August 2011 meetings.

From: metzfamily92882@yahoo.com [mailto:metzfamily92882@yahoo.com]
Sent: Monday, July 11, 2011 12:27 AM
To: eechevarria@rctc.org
Cc: infosr91@mbimedia.com; CDonahue@ArellanoAssociates.com; thomasd@pbworld.com; Michael Amling; trahimian@4rmcinc.com; shawn_oriaz@dot.ca.gov
Subject: SR-91 Give Us Your Feedback

From: Ryan Smith

Phone: 951-261-2037

Mailing Address: 638 Santa Paula St

City, State: Corona CA

Zip: 92882

Comment/Question:

Denying access to people by removing the carpool lane and taking more than 50years to repay this project is NOT what's best for the citizens of Corona. It sickens me to think that I will no longer be able to get on the freeway and use the carpool lane, which I use 4 days a week. I do not want to see my money used to pay back any funding of a toll lane that will have no positive impact on the citizens of Corona. The way I see it, only the people who live in Riverside and all points east of where the toll lane will end will be the only ones who get to utilize these lanes. With the economy the way it is, do you really need to ask Corona citizens to pay for this expansion which is not beneficial to us? Also, what about the impact this is going to have on all of us with the added pollution, and there will be added pollution because fewer commuters will be able to carpool forcing more cars onto the freeway? I am asking that you please reconsider this proposed "expansion" which is simply an addition of toll lanes owned by OCTA and the negative impact it will have on us Corona residents who utilize a lane that will no longer be available which will also add to congestion on city streets as people flee the freeway to get away from the bumper to bumper traffic that will increase when people can't afford to use the toll lanes or can't use them because they can't exit them.

P-26-1

P-26-2

P-26-3

*You received this message because Ryan Smith submitted feedback regarding the SR-91 Highway Improvements.

Regards,

System Administrator

P-26-1

Access to the Express Lanes would move west from the current location near Green River Road to a location near the SR-241 toll road. This will improve interchange and mainline operations on this segment of SR-91. The project would also provide Express Lane access to Corona residents along I-15 as well as serving communities to the north, south, and east. The tolled express lanes are described in the following sections in Chapter 2, Project Alternatives, in the EIR/EIS:

- Section 2.1, Project Description, page 2-1
- Section 2.3.3.2, Alternative 2: Add General-Purpose Lanes and Extend Tolled Express Lanes, page 2-67

It is acknowledged that some current users of the existing carpool lanes may be unable or choose not to use the tolled express lanes in Alternative 2f. However, the tolled express lanes will be open to three-or-more-person carpools, vanpools, and buses, as described in the subsection titled “Description of Alternative 2” on page 2-70 in Section 2.3.3.2.

It is not anticipated that the project would require 50 years to finance. As discussed in Chapter 2, Project Alternatives, Alternative 1 is a transportation project that was planned as part of the 2002 Measure A program. Measure A will generate revenue from a one-half-cent sales tax to construct one GP lane in each direction on SR-91, as described in the RCTC Measure A 10-Year Delivery Plan. The improvements in Alternative 1 will be funded primarily from Measure A funds. Alternative 2 would be funded in part by the Measure A sales tax revenue and in part by toll revenue bonds. The toll revenues generated under Alternative 2 would be used as the funding source for the construction and operation of the tolled express lanes under Alternative 2.

P-26-2

Refer to Section 3.14.3.1, Summary of Impacts, on page 3.14-13 in the EIR/EIS, which provides the following summary of the potential for the project to result in permanent and temporary air quality impacts:

“Alternatives 1 and 2 would improve traffic flow by reducing congestion in the project area. This improvement in traffic flow would reduce regional vehicle emissions. In addition, the Build Alternatives would not delay the attainment of CO, PM_{2.5}, or PM₁₀ standards. Therefore, Alternatives 1 and 2 and their design variations would not result in long-term adverse impacts related to air quality.”

“The construction of Alternatives 1 and 2 has the potential to temporarily increase air quality emissions in the project area. Implementing the standard Department and SCAQMD measures would substantially reduce this short-term impact.”

Refer to Section 3.14.4, Avoidance, Minimization, and Mitigation Measures, on page 3.14-39 in the EIR/EIS for the measures included in the Build Alternatives to address short-term air quality effects during construction.

Refer also to the response to comment letter P-16-1, on page O-466, which discusses short-term air quality and noise impacts and mitigation for those project impacts.

P-26-3

While the project would not deny any current users access to the HOV or tolled express lanes, it would change the access locations for those facilities compared to existing conditions. This may create an inconvenience for some current users although there is a greater overall benefit afforded by serving more users.

From: arcodude@aol.com [mailto:arcodude@aol.com]
Sent: Monday, July 11, 2011 2:32 PM
To: eechevarria@rctc.org
Cc: infosr91@mbimedia.com; CDonahue@ArellanoAssociates.com; thomasd@pbworld.com; Michael Amling; trahimian@4rmcinc.com; shawn_oriaz@dot.ca.gov
Subject: SR-91 Give Us Your Feedback

From: Robert Kofdarali

Phone: 951-538-5931

Mailing Address: p.o. Box 2499

City, State: Corona, Cal

Zip: 92878-2499

Comment/Question:

I attended the public meeting regarding the 91 project on June 9, 2011 from 3pm until 5pm and here are some of my comments and I thank you in advance for considering my comments.

P-27-1

Someone at the meeting told me that they are proposing closing the northerly entrance next to the off ramp permanently because of grading issues they think , no one could tell me for sure why , I just wanted to say that we're a very busy Arco ampm gas station and also there is a well established McDonald's restaurant behind us as well and closing one of the entrances would be devastating to both our businesses and I wanted to be very clear that Caltrans and or any of the agencies working on the project are allowed at any time to go on my property and grade it or do whatever they need to do, to keep the northerly entrance open permanently.

P-27-2

There is a temporary easement on the other entrance and again no one could me why it's there, I was assuming to store equipment for the project, I would like to know the reason the easement is there.

P-27-3

After construction starts my off ramp and on ramps will be closed for months and I know that's going to affect my business, my bank is not going to care that there is a major project by my business, so my question is about loss of business goodwill and how it's going to work.

P-27-4

A big portion of my property behind McDonald's will be used according to the plans that I was shown and Caltrans is considering purchasing only a partial part of the property thus leaving me with a very small property that I could not develop, and this property is approved by the County of Riverside for a Popeye's chicken restaurant, I would like to see other options, a full purchase and a partial purchase and it would be nice for me to decide which option to choose.

P-27-5

Thank you,

Robert Kofdarali, 800 Serfas Club Drive, Corona, Ca. 92882

July 11, 2011

951*538*5931 cell

*You received this message because Robert Kofdarali submitted feedback regarding the SR-91 Highway Improvements.

Regards,

System Administrator

P-27-1

Refer to responses to comments P-27-2 through P-27-5, below.

P-27-2

The driveway will need to be relocated because Alternatives 1 and 2 would result in the partial acquisition of this parcel to accommodate the widening of Serfas Club Drive and SR-91 at this location. The SR-91 Build Alternatives would not directly affect the driveway, but the interchange reconfiguration will put that ramp intersection too close to the driveway, as shown on Figure 2-6 on page 2-55 in the EIR/EIS. This would lead to traffic conflicts with ramp traffic, so the driveway will be removed. This property currently has two driveway access points to Serfas Club Drive. As noted earlier, one will be closed in order to meet the Department's access control requirements at the ramp intersection. The second driveway will need to be modified to provide the required width to provide the correct turning movements. The SR-91 CIP includes the modification and reconstruction of this driveway to the proper width to provide for the correct turning movements. Refer also to Section O.5.1, Common Response Related to the Property Acquisition Process, on page O-6 in Section O.5.1, Common Responses, for discussion of the RCTC property acquisition process for the project.

P-27-3

The cited TCE is needed to allow access to relocate and/or modify existing overhead power lines in this area.

P-27-4

The RCTC will monitor any problems related to construction, including dust, dirt, noise and access to businesses. RCTC will make every effort to reduce construction impacts and promote access to businesses during construction. Access will be provided to this business at all times, even when the Auto Center Drive eastbound off-ramp is closed. Those ramp closures are proposed for weekends. Detours will be provided during the periods of the ramp closures.

P-27-5

Refer to response to comment P-27-2, above, for discussion regarding the project impacts to this property. This property owner owns several parcels at this location. The particular lot noted in this comment would be a partial acquisition under Alternatives 1 and 2. If the remainder of this parcel is deemed unsuitable for future use or development, that issue and possible compensation for that effect would be addressed during the negotiations for the acquisition of the part of the parcel needed

for the project. All property acquisition will be conducted in compliance with the Uniform Act. The issue of whether a specific property acquisition could be full rather than a partial acquisition at the request of the property owner would be addressed during negotiations between the RCTC and that property owner.

From: Mahmosadeg@aol.com [mailto:Mahmosadeg@aol.com]
Sent: Monday, July 11, 2011 4:09 PM
To: eechevarria@rctc.org
Cc: infosr91@mbimedia.com; CDonahue@ArellanoAssociates.com; thomasd@pbworld.com; Michael Amling; trahimian@4rmcinc.com; shawn_oriaz@dot.ca.gov
Subject: SR-91 Give Us Your Feedback

From: Mahmoud Sadeghi

Phone: 424-222-1600

Mailing Address: 465 Maravila Dr

City, State: Riverside

Zip: 92507

Comment/Question:

1)The draft EIR/EIS fails to provide a full range of reasonable build alterbatives to fulfill the purpose and need of the proposed project.

P-28-1

An alternative to purchase/buy back the existing 2-tolled lanes on SR-91 and convert them to one mixed flow lane and one regular high occupancy lane (no-toll) in each direction, should be added to the range of build alterbatives. The costs, impacts and the difference in the Level of Service implementing this alternative should be evaluated before any other alterbative is selected. A significant reduction in environmental impacts, reduction in existing and future traffic congestion, as well as significant savings in project costs is anticipated, should this alterbative is considered furhter. The draft EIR/EIS does not take into account the Average Daily Traffic and the existing and future level of Service on the existing tolled lanes, as if the exisiting tolled-lanes are not part of SR-91.

P-28-2

P-28-3

2) The dradt EIR/EIS defines alerbative 2 as adding one general purpose lane and extended two tolled expressed lane in each direction. Currently we have 2-tolled expressed lane in each direction throughout most of the tolled lanes; is the number of tolled lanes prposed to remain 2 or more in each direction?

P-28-4

*You received this message because Mahmoud Sadeghi submitted feedback regarding the SR-91 Highway Improvements.

Regards,

System Administrator

P-28-1

Refer to Section O.5.7, Common Response Related to Alternatives, on page O-30 in Section O.5, Common Responses, for a description of how the range of alternatives was developed for the project, beginning with the MIS, which considered a broad range of alternative locations and alternative improvements to address traffic demand between Riverside and Orange Counties.

P-28-2

Converting the proposed toll lanes to a mixed HOV/GP lane facility in the future would be impractical because the express lanes are separated from SR-91 GP lanes by buffers and delineators. The conversion of express lanes to HOV and GP lanes would increase the environmental footprint and impacts. The effectiveness in reducing traffic congestion from converting the existing toll lanes to one HOV lane and one mixed-use lane would be limited by two factors:

1. The use of these lanes would be limited to users who would enter from the limited access points and exit at existing limited exit points (e.g., many potential users who would otherwise benefit from these facilities would be unable to access them or exit them at a point convenient to reaching their destination).
2. The tolled express lanes will be priced to provide the most efficient traffic operations. Converting to non-toll lanes would degrade the traffic operations of the facility.

Further, the traffic study for the project does provide LOS of the existing tolled lanes east of the current FasTrak terminus at the Orange/Riverside County line within the project limits. Due to an increase in costs, larger environmental footprint, increased environmental impacts, and no increase in traffic efficiency, this alternative is not considered reasonable.

P-28-3

The traffic data referenced in the EIR/EIS are based on the *Traffic Study Report* (July 2010). The major findings of the traffic analysis in that report are provided in Chapter 1, Project, and Section 3.6, Traffic and Transportation/Pedestrian and Bicycle Facilities, in the EIR/EIS. The technical report itself is on file at the RCTC and the Department and is part of the record for the project EIR/EIS.

That study used best available traffic projections and properly takes into account ADT and LOS. The traffic analysis included consideration of all existing traffic on

the project segments of SR-91 and I-15, including vehicles traveling in the existing tolled express lanes.

P-28-4

There will be two tolled lanes in each direction, and one GP lane will be added in each direction. A key element of Alternative 2 is the eastern extension of the tolled lanes to Madison Street/Magnolia Avenue. The tolled express lanes, including the extension of those lanes to Madison Street/Magnolia Avenue, are described in the following sections in Chapter 2, Project Alternatives, in the EIR/EIS:

- Section 2.1, Project Description, page 2-1
- Section 2.3.3.2, Alternative 2: Add General-Purpose Lanes and Extend Tolled Express Lanes, page 2-67

The tolled express lanes will be open to three-or-more-person carpools, vanpools, and buses at a reduced toll or no toll, as described in the subsection titled “Description of Alternative 2” on page 2-70 in Section 2.3.3.2, Alternative 2: Add General-Purpose Lanes and Extend Tolled Express Lanes, in the EIR/EIS.

From: nedibrahim@gmail.com [mailto:nedibrahim@gmail.com]
Sent: Monday, July 11, 2011 4:35 PM
To: eechevarria@rctc.org
Cc: infosr91@mbimedia.com; CDonahue@ArellanoAssociates.com; thomasd@pbworld.com; Michael Amling; trahimian@4rmcinc.com; shawn_oriaz@dot.ca.gov
Subject: SR-91 Give Us Your Feedback

From: Ned Ibrahim

Phone: 951-689-6350

Mailing Address: 3969 Rancho Del Oro Dr

City, State: Riverside

Zip: 92505

Comment/Question:

I am totally in support of this project and Alternate 2 (Toll Lanes Extension) is the way to go.

P-29-1

The following is my comments, as a Riverside resident, who lives in the La Sierra area, less than a ¼ mile from the 91 freeway:

I am concerned that the project easterly terminus does not seem to have received that close attention the rest of the project received, leaving critical design planning elements out which I hope will be addressed in the next level of design for this project.

P-29-2

Studies/plans for this project leave a gap with the previously completed RCTC project (Madison to La Sierra). There is a serious bottleneck in the this reach caused by three closely spaced interchanges and drastic geometrics including sharp s-curve. This bottleneck is going to be exacerbated by the proposed openings to the express lanes at Buchanan.

In Alternate 2, it is not clear why the westbound general purpose lane is not extended to the Pierce onramp as shown in Alt 1

P-29-3

Why is one alternate show Aux lane between Pierce and Magnolia?

P-29-4

The CHP turn around gate should be eliminated, similar to action taken by Caltrans in for the turn around at Serfas Club, to make room for a better express lane entrance/transition.

P-29-5

The transition between the express lanes and HOV lanes (Alt #2) needs to be carefully designed to mitigate potential traffic weaving impact, perhaps the location should be mid-point between McKinley and Pierce. Otherwise, project is duplicating the earlier flaws experienced at the OC/RC county line.

P-29-6

Noise: My immediate concern with this area is increase in noise during peak hours. Why leave a gap in noise attenuation between La Sierra and Peirce? Is there another project going to complete the sounds wall for this area?

P-29-7

Thank you.

*You received this message because Ned Ibrahim submitted feedback regarding the SR-91 Highway Improvements.

Regards,

System Administrator

P-29-1

This comment does not raise an environmental issue within the context of CEQA and/or NEPA. Consistent with the requirements of CEQA and NEPA, comments that raised environmental issues under CEQA and NEPA are responded to in this report. In addition, all comments received on the Draft EIR/EIS are included in this report and will be made available to the public and decision-makers prior to any action on the proposed project.

P-29-2

The project design and traffic study, including the eastern project terminus, went through numerous reviews throughout the early phases of the project development process, including reviews by the project consultant engineer, the PDT, RCTC, Department, Value Analysis reviews, and public review of the Draft EIR/EIS. The project history is discussed starting on page 1-6 in Section 1.1.3, Planning History of the Project, in the EIR/EIS. "Logical termini," a Department and FHWA requirement that all federally funded projects must meet, is discussed in Section 1.3.7, Independent Utility and Logical Termini, on page 1-51 in the EIR/EIS. Implementation of the SR-91 CIP as well as other SR-91 improvement projects east of La Sierra will improve overall corridor operations and efficiency, thereby reducing congestion and traffic bottlenecks.

A transition from HOV lanes to tolled lanes requires careful consideration. The project would not create a gap in the HOV lanes. The area between the end of the tolled facility and the beginning of the HOV lane (both eastbound and westbound) is required to provide sufficient length for eligible car pools to enter the non-tolled facility and for toll vehicles to avoid being forced into the carpool-only lane.

P-29-3

The greater complexity of weaving and lane transitions associated with the tolled lane option, as well as a greater total lane count (Alternative 2), result in additional auxiliary lanes and weaving control in comparison to the non-tolled lane alternative (Alternative 1). The features of the two Build Alternatives, including weaving lane transitions, are discussed starting on page 2-7 in Section 2.3, Range of Alternatives, in the EIR/EIS.

P-29-4

The eastbound auxiliary lane between Pierce Street and Magnolia Avenue in Alternative 2 exists for reasons similar to those noted in response to comment P-29-3, above. Separation of the Magnolia Avenue exit traffic will force exiting traffic off at

the Pierce Street location and prevent toll/HOV lane traffic from attempting an unsafe exit at Magnolia Avenue. The eastbound auxiliary lane between Pierce Street and Magnolia Avenue provided in Alternative 2 is described in Section 2.3.3.2, Alternative 2: Add General-Purpose Land and Extend Tolloed Express Lanes, on page 2-67 in the EIR/EIS.

P-29-5

The elimination of the California Highway Patrol (CHP) median crossovers is not permissible for safety reasons. Those crossovers are being provided as requested by CHP to assist with enforcement and incident management.

P-29-6

As documented in the *Project Report* (September 2010), the transitions between the tolled express lanes and the HOV lanes will be designed in accordance with Department requirements. The presently proposed location conforms to those guidelines while maximizing benefits to be attained in the tolled facility alternative.

P-29-7

Noise barrier F1-A was modeled north of SR-91 between Pierce Street and Magnolia Avenue. However, the estimated construction cost of that barrier was above the reasonable cost allowance, so the barrier was not carried forward and is not part of the Build Alternatives. The feasibility and reasonableness of noise barrier F1-A is analyzed starting on page 3.15-8 in Section 3.15, Noise, in the EIR/EIS. Tables 3.15.14 (page 3.15-42) and 3.15.15 (page 3.15-45) for Alternative 1, Tables 3.15.16 (page 3.15-48) and 3.15.17 (page 3.15-51) for Alternative 2, and the supporting discussions for these tables document that analysis.

The eastern limit of the SR-91 CIP Build Alternatives is Magnolia Avenue. Because any noise abatement outside the project area, including east of Magnolia Avenue, is outside the scope of the project, it is not addressed in the *Final Noise Study Report* and the EIR/EIS. As a result, any noise abatement east of Magnolia Avenue is not addressed in the *Final Noise Study Report* and the EIR/EIS.

07/07/11

Aaron Burton
Senior Environmental Planner
Caltrans District 8 San Bernardino, Ca. 92401

Dear Aaron,

Apparently your office is too buisy to respond to the citizen and their suggestions. I previously wrote you concerning the 91 Freeway project and have received no reply. It is disgusting when so called public officials will not listen to the public or respond to their comments.

WHY DOESN'T CALTRANS LISTEN?

Caltrans has its head in the sand. It is intent on widening the 91 Freeway. "Hwy. 91 toll work doesn't get funds" Press Enterprise, 07/07/11. This plan requires buying a lot of expensive commercial and residential property. It also requires the demolition of existing sound walls, barriers and bridges to build. This is not a good plan and will now not receive the Federal funds needed to get started. This is good news!

The 91 Freeway has been congested ever since it was built. Widening it will not solve the problem. Any one who drives the 91 freeway knows that at least 50 percent of the traffic comes from the south county. The transition from the south I-15 to the 91 is congested all day long. The only viable solution to the problem is to build an alternate route for the traffic. The ideal location is at Cajalco road. There are open fields, no commercial property or homes to buy. No existing construction to demolish and it is a short 12 miles over the mountains to the 241 Freeway. There is no need for an expensive and dangerous tunnel as previously suggested. Just an ordinary, less expensive, above ground freeway will provide the alternate route to Orange County and cut the traffic on the 91 Freeway by at least 50 Percent.

Anyone with a little common sense knows that this is the best plan and would be a great improvement to access to the county. Objections of environmentalists and nearby home owners are unfounded. Damage to the environment would be minimal and the home owners can learn to live with it just like the commuters have to live with the congestion. Pull your heads out of the sand Caltrans and let's get started today. I would like to see it completed before I die.


Glen Chaffin
Corona

Glen Chaffin
1939 S. Main St.
Corona, Ca. 92882
951-735-4791

P-30-1

P-30-1

Refer to Section O.5.4.1, Schedule, on page O-14 in Section O.5, Common Responses, for an explanation of how individual comments received on the Draft EIR/EIS are addressed.

Consistent with the requirements of CEQA and/or NEPA, comments that raised environmental issues under CEQA and NEPA are responded to in this report. In addition, all comments received on the Draft EIR/EIS are included in this report and will be made available to the public and decision-makers prior to any action on the proposed project.

Refer also to Section O.5.7, Common Response Related to Alternatives, on page O-30 in Section O.5, Common Responses, which describes the project history and the wide range of alternatives previously evaluated for the SR-91 corridor, including routes over or through the Santa Ana Mountains to Orange County as suggested by the commenter.

Refer also to the responses to comment letter P-10, earlier in this report, which respond to this commenter's previous letter raising similar issues.



Public Comment Card
State Route 91 Corridor Improvement Project
Draft Environmental Impact Report/Environmental
Impact Statement (EIR/EIS)

Please print

Name: Robert Brockie City: Corona Zip: 92881

Comment: My wife & I are opposed to toll lanes on 91.
I thought the slip ramp to main thru the 15/91
interch was a great idea. Should be reinstated.
The tight Diamond inter @ Lincoln will be
a night mare. You need to widen Bridge 2 lanes for Lt
Turns storage. Diamonds are lease efficient.

Please add me to the project distribution list. My address is:

Address: 7370 Liberty Ave City: Corona Zip: 92881

PUBLIC COMMENT PERIOD: May 20, 2011 to July 11, 2011. The Draft EIR/EIS and supporting technical studies are available for review and comment during regular business hours at: Caltrans District 8, 464 W. 4th Street, 6th Floor, San Bernardino; Riverside County Transportation Commission, 4080 Lemon Street, Third Floor, Riverside; the Corona Public Library, 650 S. Main Street, Corona, CA; and the City of Corona Public Works Department, 400 S. Vicentia Avenue 2nd Floor, Suite 210, Corona. The document can be viewed online or downloaded at: http://www.sr91project.info/environmental/draft_eir_eis.php.

WRITTEN COMMENTS: Provide written comments during the public meeting or mail this comment card to Caltrans District 8 by folding, stapling, and sending this card to the address on the reverse. In addition, comments can be e-mailed to: <http://www.sr91project.info/index.php> through the Feedback portal at the bottom of the webpage.

P:\PAZ0701\Public Outreach\Open House Public Comment Card.doc

P-31-1

P-31-1

The design for Alternatives 1 and 2 carefully considered the toll lanes, the Main Street slip ramp at SR-91/I-15, the tight diamond interchange at Lincoln Avenue, and many other operational and design issues. The design of Alternatives 1 and 2 is consistent with the required Department design standards. The design of Alternatives 1 and 2 provides for appropriate LOS for the 2035 traffic volumes, including at local interchanges such as Lincoln Avenue and Main Street. Each alternative design provides the necessary through and turning lanes at those interchanges to meet the required LOS.

From: tgreenemartin@yahoo.com [mailto:tgreenemartin@yahoo.com]
Sent: Monday, July 18, 2011 2:31 PM
To: eechevarria@rctc.org
Cc: infosr91@mbimedia.com; CDonahue@ArellanoAssociates.com; thomasd@pbworld.com; Michael Amling; trahimian@4rmcinc.com; shawn_oriaz@dot.ca.gov
Subject: SR-91 Give Us Your Feedback

From: Tina Martin

Phone: (909) 913-2130

Mailing Address: 947 McCall Drive

City, State: Corona

Zip: 92881

Comment/Question:

How about adding more "non" tolled lanes on the 91 between Green River and the 15, where the bog down is the worst, eastbound? Was there not monies already granted for road improvements? Why should taxpayers have to more?

| P-32-1

| P-32-2

*You received this message because Tina Martin submitted feedback regarding the SR-91 Highway Improvements.

Regards,

System Administrator

P-32-1

This email was submitted after the close of the public comment period for the Draft EIR/EIS. Accordingly, for CEQA compliance purposes, no response to the comments in this letter is required (Section 15088 in the State CEQA Guidelines).

In compliance with the requirements of NEPA, responses to the comments in this comment letter are provided below.

As described in detail in Chapter 2, Project Alternatives, starting on page 2-1 in the EIR/EIS, Alternatives 1 and 2 include improvements that address existing congestion on the project segment on SR-91. For maximum effectiveness, lane additions are typically provided over substantial distances. A GP lane in each direction for the full length of the project segment on SR-91 is provided in Alternatives 1 and 2. Auxiliary lanes and interchange improvements are also included to reduce the severity of localized congestion.

P-32-2

The project will use Riverside County approved sales tax revenue for part of the construction cost. The toll facilities provide an additional funding source and provide users with a more schedule-reliable option when necessary.

From: ed@vanguardproperty.com [mailto:ed@vanguardproperty.com]
Sent: Tuesday, July 19, 2011 2:19 PM
To: eechevarria@rctc.org
Cc: infosr91@mbimedia.com; CDonahue@ArellanoAssociates.com; thomasd@pbworld.com; Michael Amling; trahimian@4rmcinc.com; shawn_oriaz@dot.ca.gov
Subject: SR-91 Give Us Your Feedback

From: Ed Diaz

Phone: 714-401-2855

Mailing Address:

City, State:

Zip:

Comment/Question:

I am part owner of the subject property that the SR 91 Project intends to acquire a portion of. The subject property, parcel numbers 118-302-017, 018, 019, comprise a 1987 built 27 unit apartment building. Our understanding from the representative of your office is that the Project intends to acquire only the north building (there are three) which would also include the entry driveway/gate/parking spaces and the underground sewer pumps & sewer lines (which service the entire property). The immediate problem this would present to the tenants of the remaining 19 units is the access to the property and the sewer access. Additionally, the noise and disruption of the construction of a sound wall/freeway expansion that close to the existing apartment units would create significant tenant turnover and vacancy in an already very sensitive and weak rental market. This would create an undue economic hardship on the ownership of the apartment building beyond reasonability.

P-33-1

P-33-2

We oppose the 91 Corridor Project for the principal reason that the Project intends to take only a portion of our property and we think that would cause an undue economic hardship. Additionally, the property is laid out in such a way that the portion of property proposed for the freeway expansion posses key common building structural elements that would need to be rebuilt by the Project on the remaining portion of the property at quite an additional expense. The Project would be responsible for the expensive rebuild of a new driveway and gate, additional parking to replace the lost spaces (plus additional spaces to bring the property up to current parking code for the remaining units); and finally, new sewer lines & sewer pumps to service the property. For all the above reasons, we feel that the only viable option would be a complete acquisition of our property by the project at a mutually agreeable price. If you have any questions or concerns, please feel free to call me on my cell (714)401-2855. Thank you. Ed Diaz (owner)

P-33-3

*You received this message because Ed Diaz submitted feedback regarding the SR-91 Highway Improvements.

Regards,

System Administrator

P-33-1

This email was submitted after the close of the public comment period for the Draft EIR/EIS. Accordingly, for CEQA compliance purposes, no response to the comments in this letter is required (Section 15088 in the State CEQA Guidelines).

In compliance with the requirements of NEPA, responses to the comments in this comment letter are provided below.

The existing driveway on Second Street will be reconstructed as part of the relocated Second Street. Access to the cited property during the construction of the project road improvements and utility work on Second Street will be from the driveway on Buena Vista. One of the two driveways to this property will be open at all times to allow for access to and from the property.

Utility connections including sewer and water will be part of the Second Street relocation under Alternatives 1 and 2.

Refer also to Section O.5.1, Common Response Related to the Property Acquisition Process, on page O-6, and to Section O.5.2, Common Response Related to the Loss of Parking and Other Potential Impacts to Businesses, on page O-7, for discussion regarding RCTC's property acquisition process for the SR-91 CIP.

P-33-2

This comment raises concerns about noise and disruption during construction. Temporary impacts associated with the construction of noise barriers and other temporary construction-related noise impacts are addressed in Section 3.15.3.3, Temporary Impacts, starting on page 3.15-15. Mitigation for temporary construction-related noise impacts is provided in Section 3.15.4.2, Measures for Construction Noise (Measures N-2 and N-3), on page 3.15-18.

P-33-3

The property on the corner of Second Street and Buena Vista will be acquired as part of the project. That parcel may be offered to the apartment complex partially owned by the commenter to mitigate the loss of parking spaces at that complex. The apartment property owners will be compensated for the reconstruction of driveway, driveway gates, and loss of landscaping features. Reconstruction of the utility connections from the public street to the private driveway is included in the project and is included in the project costs.

From: cruth@publicstorage.com [mailto:cruth@publicstorage.com]
Sent: Thursday, July 21, 2011 11:36 AM
To: eechevarria@rctc.org
Cc: SR91 Info; CDonahue@ArellanoAssociates.com
Subject: SR-91 Give Us Your Feedback

From:Carolynn Ruth for Public Storage

Phone: 818-244-8080 x 1410

Mailing Address: 901 Western Avenue

City, State: Glendale, CA

Zip: 91201

Comment/Question:

Public Storage owns the property at 1510 Pomona Road in Corona (the Property).

Public Storage objects that it did not receive notice that the DEIS had been prepared and thus was unable to comment within the stated period. We did not learn that the DEIS had been prepared until July 13, 2011, when RCTC contacted Public Storage to discuss acquisition of the Property.

P-34-1

Public Storage objects to Alternatives 1 and 2 as causing undue damage to the Property and unnecessarily increasing the Project costs significantly.

Alternative 1 It is difficult to analyze the impact of Alternative 1 because we do not know exactly where the proposed Temporary Construction Easement (TCE) is relative to the existing improvements. It is apparent however that Alternative 1 would result in damage to two buildings and the temporary loss of much rentable space: a portion of one building is in the TCE, a portion of a second would have to be demolished to maintain access, and a portion of a third would have to be vacated because the TCE blocks its access. The severance damages would be considerable, including devaluation of the Property and construction costs.

P-34-2

Alternative 2 Alternative 2 would require a full economic take because it will destroy the economic viability of the current business operation on the Property. The two buildings taken account for almost 29% of the Property's rentable area. As operating expenses do not decrease with the loss of units, the taking would make the business unviable and destroy the economic value of all the buildings.

Public Storage urges that the project adopt a plan that does not require damaging or destroying a multi-million dollar property.

Carolynn Ruth

Real Estate Paralegal

Public Storage

701 Western Avenue

Glendale, CA 91201-2349

Tel: 818.244.8080 x1410

Fax: 818.543.7341

Email: cruth@publicstorage.com

*You received this message because Carolynn Ruth for Public Storage submitted feedback regarding the SR-91 Highway Improvements.

Regards,

System Administrator

P-34-1

The public information/distribution records indicate that a notice of the June 9, 2011, public hearing and a Notice of Availability of the Draft EIR/EIS were sent to the following two addresses for Public Storage on May 20, 2011, prior to the start of the public review period for the Draft EIR/EIS:

Jennifer Angeloo
Public Storage Properties
1510 Pomona Road
Corona, CA 92880-6958

Public Storage Properties
P.O. Box 25025
Glendale, CA 91221

Those notices specifically included information regarding the availability of the Draft EIR/EIS and the comment period for the Draft EIR/EIS. In addition, as described in detail in Section 5.2.6.3, June 9, 2011, Public Hearing, on page 5-22 in the EIR/EIS, information regarding the public hearing and the availability of the Draft EIR/EIS was provided in a wide range of media forms, including postcards, emails, newspapers, the SR-91 CIP website, community access television, radio, Twitter, and Senator Bill Emmerson's newsletter.

As noted in the comment letter, this letter was submitted after the close of the public comment period for the Draft EIR/EIS. Accordingly, for CEQA compliance purposes, no response to the comments in this letter is required (refer to Section 15088 in the State CEQA Guidelines).

In compliance with the requirements of NEPA, responses to the comments in this comment letter are provided below.

P-34-2

Alternatives 1 and 2 would result in both permanent and temporary impacts to this property. Part of the property will need to be acquired to accommodate a retaining wall. In addition, parts of two buildings and storage units will need to be removed to provide proper fire access to the property. A TCE will be required for construction of the retaining wall. During the period the TCE is needed, access to some storage units will be prohibited.

The RCTC will work with affected property owners to determine whether the project effects on a business, if any, would result in possible compensation under the Uniform Act. Refer also to Appendix D, Summary of Relocation Benefits, in the EIR/EIS for descriptions of possible benefits available for impacted businesses under the Uniform Act.

The property owner will be compensated for temporary and permanent impacts of the project on this property and business, including the permanent removal of storage units.

Additional information responding to the commenter's concern on property acquisition is provided in Section O.5.1, Common Response Related to the Property Acquisition Process, on page O-6.

From: cspenger@suddenlink.net [mailto:cspenger@suddenlink.net]
Sent: Monday, September 26, 2011 9:31 AM
To: eechevarria@rctc.org
Cc: infosr91@mbimedia.com; Cheryl Donahue
Subject: SR-91 Give Us Your Feedback

From: Constance Spenger
Phone: 760-938-2159
Mailing Address: 120 Olivia Lane
City, State: Big Pine, CA
Zip: 93513
Comment/Question:

Dear Riverside County Transportation officials:

My comments are for the Administrative Record of the State Route 91 Project. Although the designated date for submitting comments has passed, and you are not required to respond to my comments, they are still eligible to be included in the Administrative Record.

P-35-1

Of supreme importance is protection of the Coal Canyon wildlife corridor. Coal Canyon, on the north or south side of the Freeway, must not be used to store equipment or for other purposes that would disturb wildlife seeking passage across the freeway. This passage is essential for maintaining biological diversity in wildlife on both sides of SR 91.

P-35-2

CalTrans agreed 10 years ago to revegetate the Coal Canyon underpass to make it more inviting to wildlife, but no action has been taken. Please revegetate the Coal Canyon underpass.

P-35-3

*You received this message because Constance Spenger submitted feedback regarding the SR-91 Highway Improvements.

Regards,
System Administrator

P-35-1

This email was submitted after the close of the public comment period for the Draft EIR/EIS, and the commenting party did not request an extension of the review period from the Department. In compliance with the requirements of NEPA, responses to the comments in this comment letter are provided below.

Although for CEQA compliance purposes, no response to the comments in this letter is required (Section 15088 in the State CEQA Guidelines), they are provided here as noted above.

Because this letter is included in this responses to comments report in the Final EIR/EIS, it will automatically be included in the administrative record for the project.

P-35-2

Measures NC-6 through NC-14 and NC-16 are included in Alternatives 1 and 2 to minimize or avoid impacts to, and improve, wildlife movement through the region. Specifically, Measure NC-14 will allow staging at the eastbound off-ramp during construction work in Coal Canyon only. The eastbound off-ramp is outside the wildlife corridor fencing and will not be a barrier to wildlife movement in Coal Canyon.

P-35-3

Refer to response to comment S-3-17 on page O-114, for a discussion of plantings at Coal Canyon.