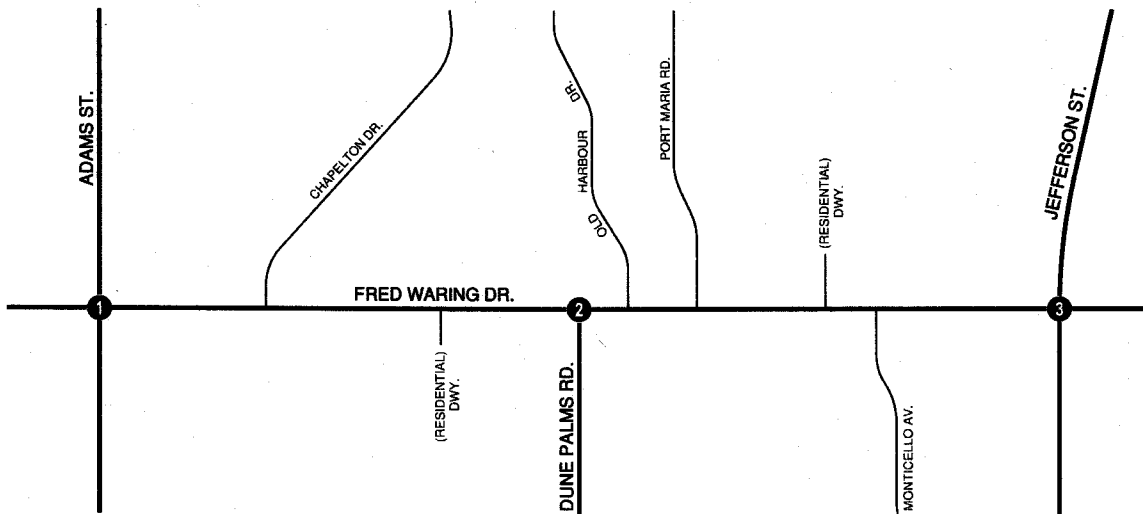


EXHIBIT B
INTERSECTION ANALYSIS LOCATIONS

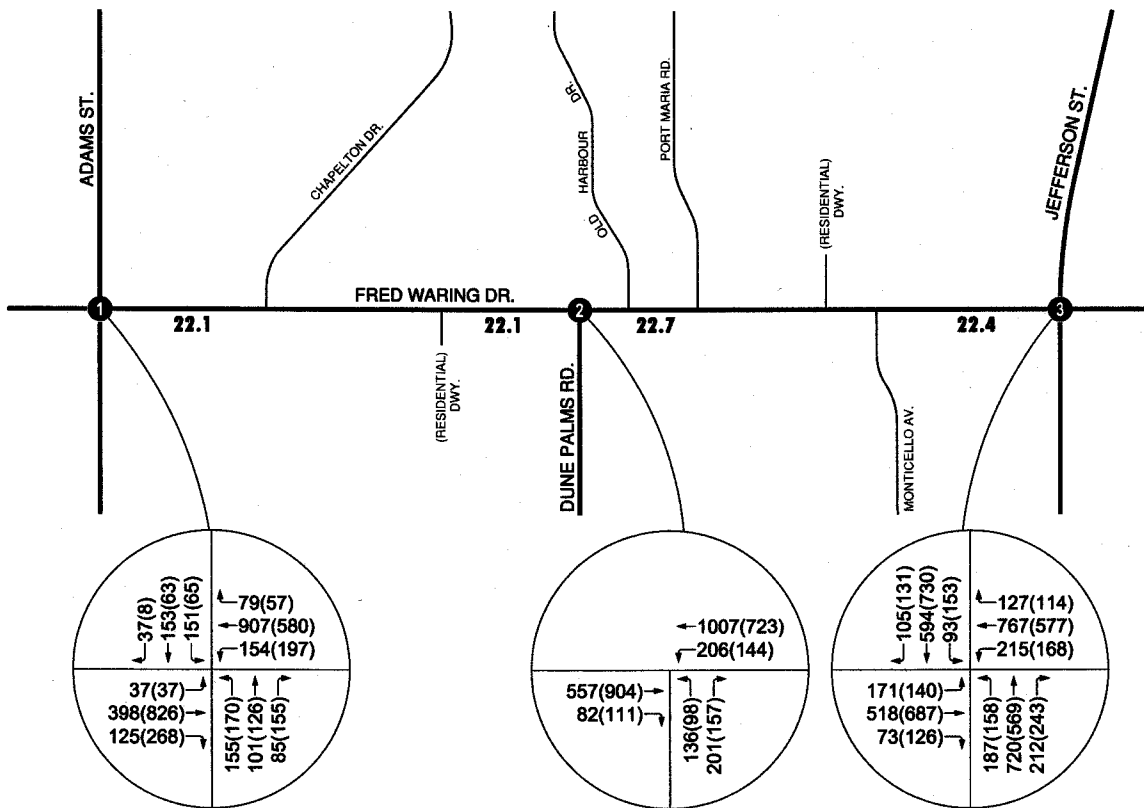


LEGEND:

③ = INTERSECTION ANALYSIS LOCATION (ID)



EXHIBIT C EXISTING (2009) TRAFFIC VOLUMES

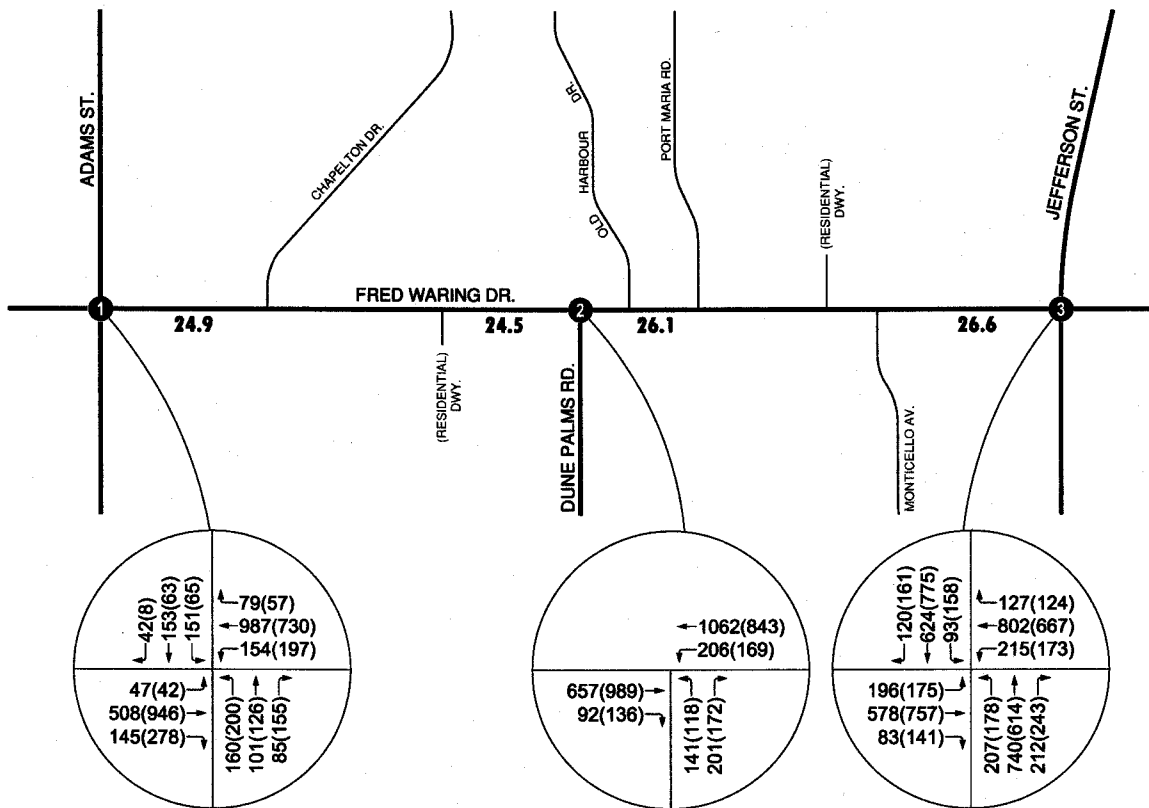


LEGEND:

100(100) = AM(PM) PEAK HOUR VOLUMES
 10.0 = VEHICLES PER DAY (1000'S)

EXHIBIT D

OPENING YEAR (2013) WITHOUT PROJECT TRAFFIC VOLUMES

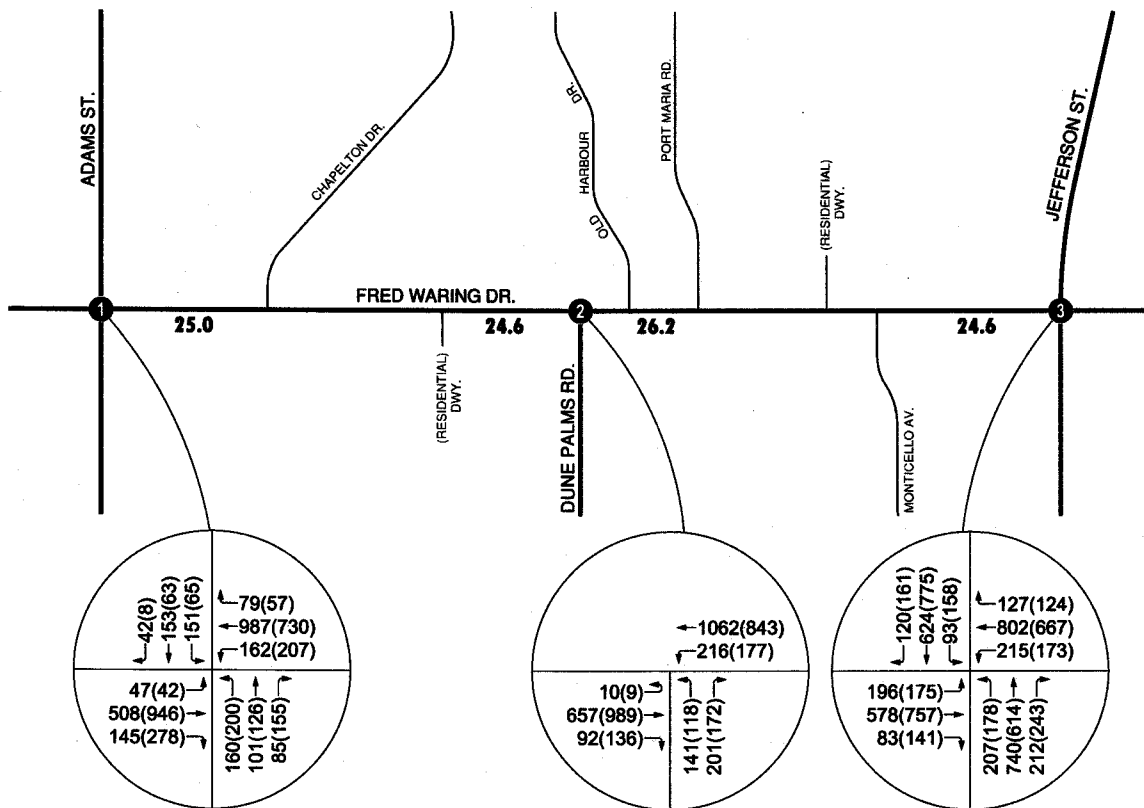


LEGEND:

100(100) = AM(PM) PEAK HOUR VOLUMES
 10.0 = VEHICLES PER DAY (1000'S)

EXHIBIT E

OPENING YEAR (2013) WITH PROJECT TRAFFIC VOLUMES



LEGEND:

- 100(100) = AM(PM) PEAK HOUR VOLUMES
- 10.0 = VEHICLES PER DAY (1000'S)

TABLE 1

EXISTING (2009) CONDITIONS
INTERSECTION ANALYSIS SUMMARY

ID	Intersection	Traffic Control ³	Intersection Approach Lanes ¹												Delay ² (secs.)		Level of Service	
			Northbound			Southbound			Eastbound			Westbound			AM	PM	AM	PM
			L	T	R	L	T	R	L	T	R	L	T	R				
1	Adams Street (NS) at: • Fred Waring Drive (EW)	TS	1	1	1	1	2	0	1	2	1	1	2	0	42.1	38.4	D	D
2	Dune Palms Road (NS) at: • Fred Waring Drive (EW)	TS	1	0	1	0	0	0	0	2	0	1	1	0	30.7	21.6	C	C
3	Jefferson Street (NS) at: • Fred Waring Drive (EW)	TS	2	3	1	2	3	1	2	3	1	2	2	1	33.1	31.2	C	C

¹ When a right turn is designated, the lane can either be striped or unstriped. To function as a right turn lane there must be sufficient width for right turning vehicles to travel outside the through lanes (minimum 19-feet).

L = Left; T = Through; R = Right;

² Delay and level of service calculated using the following analysis software: Traffix (Version 8.0 R1, 2008) for signalized and unsignalized intersections. Per the 2000 Highway Capacity Manual, overall average intersection delay and level of service are shown for intersections with a traffic signal or all way stop control.

³ TS = Traffic Signal

TABLE 2

OPENING YEAR (2013) WITHOUT PROJECT CONDITIONS
INTERSECTION ANALYSIS SUMMARY

ID	Intersection	Traffic Control ³	Intersection Approach Lanes ¹												Delay ² (secs.)		Level of Service	
			Northbound			Southbound			Eastbound			Westbound			AM	PM	AM	PM
			L	T	R	L	T	R	L	T	R	L	T	R				
1	Adams Street (NS) at: • Fred Waring Drive (EW)	TS	1	1	1	1	2	0	1	2	1	1	2	0	44.2	41.3	D	D
2	Dune Palms Road (NS) at: • Fred Waring Drive (EW)	TS	1	0	1	0	0	0	0	2	0	1	1	0	34.4	23.8	C	C
3	Jefferson Street (NS) at: • Fred Waring Drive (EW)	TS	2	3	1	2	3	1	2	3	1	2	2	1	33.6	31.8	C	C

¹ When a right turn is designated, the lane can either be striped or unstriped. To function as a right turn lane there must be sufficient width for right turning vehicles to travel outside the through lanes (minimum 19-feet).

L = Left; T = Through; R = Right;

² Delay and level of service calculated using the following analysis software: Traffix (Version 8.0 R1, 2008) for signalized and unsignalized intersections. Per the 2000 Highway Capacity Manual, overall average intersection delay and level of service are shown for intersections with a traffic signal or all way stop control.

³ TS = Traffic Signal

TABLE 3

OPENING YEAR (2013) WITH PROJECT CONDITIONS
INTERSECTION ANALYSIS SUMMARY

ID	Intersection	Traffic Control ³	Intersection Approach Lanes ¹												Delay ² (secs.)		Level of Service	
			Northbound			Southbound			Eastbound			Westbound			AM	PM	AM	PM
			L	T	R	L	T	R	L	T	R	L	T	R				
1	Adams Street (NS) at: • Fred Waring Drive (EW)	TS	1	1	1	1	2	0	1	3	0	1	3	0	38.6	38.9	D	D
2	Dune Palms Road (NS) at: • Fred Waring Drive (EW)	TS	1	0	1	0	0	0	1	3	0	1	3	0	23.7	25.4	C	C
3	Jefferson Street (NS) at: • Fred Waring Drive (EW)	TS	2	3	1	2	3	1	2	3	1	2	3	0	31.8	30.9	C	C

¹ When a right turn is designated, the lane can either be striped or unstriped. To function as a right turn lane there must be sufficient width for right turning vehicles to travel outside the through lanes (minimum 19-feet).

L = Left; T = Through; R = Right; 1 = Improvement

² Delay and level of service calculated using the following analysis software: Traffix (Version 8.0 R1, 2008) for signalized and unsignalized intersections. Per the 2000 Highway Capacity Manual, overall average intersection delay and level of service are shown for intersections with a traffic signal or all way stop control.

³ TS = Traffic Signal

TABLE 4

AVERAGE TRAVEL SPEED

SEGMENT	SCENARIO	TIME OF DAY	DIRECTION	SEGMENT LENGTH (miles)	AVERAGE SPEED (mph)	FINAL AVERAGE SPEED (mph)
Fred Waring Dr., between Adams St. and Dune Palms Rd.	Existing (2009)	AM	EB	0.49	45	25.5
			WB			25.0
		PM	EB	0.49	45	26.0
			WB			28.0
		Rest of the Day	EB	0.49	45	33.0
			WB			35.0
	2013 NP	AM	EB	0.49	45	25.3
			WB			23.0
		PM	EB	0.49	45	25.0
			WB			28.0
		Rest of the Day	EB	0.49	45	32.0
			WB			34.0
2013 WP	AM	EB	0.49	48	26.7	
		WB			27.7	
	PM	EB	0.49	48	26.0	
		WB			27.0	
	Rest of the Day	EB	0.49	48	34.0	
		WB			35.0	
Fred Waring Dr., between Dune Palms Rd. and Jefferson St.	Existing (2009)	AM	EB	0.48	45	26.8
			WB			24.8
		PM	EB	0.48	45	28.0
			WB			29.0
		Rest of the Day	EB	0.48	45	34.0
			WB			35.0
	2013 NP	AM	EB	0.48	45	26.9
			WB			23.2
		PM	EB	0.48	45	27.0
			WB			28.0
		Rest of the Day	EB	0.48	45	34.0
			WB			34.0
2013 WP	AM	EB	0.48	48	28.0	
		WB			28.4	
	PM	EB	0.48	48	28.0	
		WB			27.0	
	Rest of the Day	EB	0.48	48	35.0	
		WB			36.0	

TABLE 5

OPENING YEAR (2013) WITHOUT PROJECT DAILY TRAFFIC VOLUMES

FRED WARING DRIVE ROAD SEGMENT	OPENING YEAR (2013) WITHOUT PROJECT			
	PEAK HOUR VOLUMES	TRUCK %	TRUCKS ONLY ADT ¹	TOTAL ² ADT
East of Adams Street	4,114	0.9%	224	24,935
West of Dune Palms Road	4,038	0.9%	220	24,474
East of Dune Palms Road	4,299	1.1%	287	26,056
West of Jefferson Street	4,065	1.0%	246	24,638
TOTAL	16,516		977	100,103

- ¹ Truck ADT is calculated by applying the existing truck percentage to the Total ADT.
Truck percentage calculation is based on the existing 2009 classified daily counts included in Attachment "D".
- ² Opening Year Peak hour volume * daily volume factor (6.061). Attachment "D" includes the calculation for daily volume factor used. Total ADT includes both passenger cars and heavy-vehicles (trucks).

TABLE 6

OPENING YEAR (2013) WITH PROJECT DAILY TRAFFIC VOLUMES

FRED WARING DRIVE ROAD SEGMENT	OPENING YEAR (2013) WITH PROJECT			
	PEAK HOUR VOLUMES	TRUCK %	TRUCKS ONLY ADT ¹	TOTAL ² ADT
East of Adams Street	4,132	0.9%	225	25,044
West of Dune Palms Road	4,057	0.9%	221	24,589
East of Dune Palms Road	4,317	1.1%	288	26,165
West of Jefferson Street	4,065	1.0%	246	24,638
TOTAL	16,571		980	100,436

- ¹ Truck ADT is calculated by applying the existing truck percentage to the Total ADT. Truck percentage calculation is based on the existing 2009 classified daily counts included in Attachment "D".
- ² Opening Year Peak hour volume * daily volume factor (6.061). Attachment "D" includes the calculation for daily volume factor used. Total ADT includes both passenger cars and heavy-vehicles (trucks).

May 8, 2009

Mr. Ed Ng
LIM & NASCIMENTO ENGINEERING CORP.
618 North Diamond Bar Boulevard
Diamond Bar, CA 91765

Subject: Fred Waring Drive Draft Traffic Volume Forecasts

Dear Mr. Ng:

Urban Crossroads, Inc. is pleased to submit this letter documenting the draft traffic volume forecasts for the proposed Fred Waring Drive from Adams Street to Port Maria Road Improvement Project. The project site is generally located between Adams Street and Jefferson Street in unincorporated Riverside County. Exhibit A shows the project location.

EXISTING CONDITIONS

Existing peak hour traffic volume data has been collected at the following study area intersections (see Exhibit B):

- Adams Street (NS) at Fred Waring Drive (EW)
- Dune Palms Road (NS) at Fred Waring Drive (EW)
- Jefferson Street (NS) at Fred Waring Drive (EW)

The data worksheets are included in Attachment "A" to this letter report. The AM and PM peak hour intersection traffic volumes are shown on Exhibits C and D, respectively. Heavy vehicle percentages will be included in the operations analysis for this project. Therefore, no conversion to passenger car equivalents (PCE's) has been performed. The peak direction of traffic flows along Fred Waring Drive are westbound in the AM peak hour and eastbound in the PM peak hour. The heaviest cross street flows are observed on Jefferson Street, with the heavier flow in the northbound direction in the AM peak hour and the southbound direction in the PM peak hour.

Existing daily traffic volume data (including vehicle classification information) has also been collected at the following locations within the project study area:

- Fred Waring Drive west of Adams Street
- Fred Waring Drive between Adams Street and Dune Palms Road
- Fred Waring Drive between Dune Palms Road and Port Maria Road
- Fred Waring Drive between Port Maria Road and Jefferson Street

Attachment "B" contains the daily traffic volume worksheets. For all other study area roadway segments, existing daily traffic volumes have been estimated from the adjacent intersection peak hour volumes. The peak to daily traffic volume relationship and estimated daily traffic volume calculations are also included in Attachment "B". Exhibit E presents the existing roadway segment daily traffic volumes. The daily traffic volumes on Fred Waring Drive within the study area are fairly uniform and range between 22,000 vehicles per day (VPD) west of Adams Street and 23,500 VPD east of Jefferson Street. The daily traffic volumes on Jefferson Street are fairly similar and range between 22,100 VPD north of Fred Waring Drive and 24,200 VPD south of Fred Waring Drive.

The existing traffic volume data has been further reviewed to ensure reasonableness, as shown in Attachment C. Traffic characteristics that have been reviewed include the conservation of flow between intersections and the peak hour to daily traffic volume relationships for each roadway segment adjacent to an intersection analysis location. Attachment C summarizes the conservation of traffic flow and peak to daily relationships. Peak hour traffic volume flows on the roadway segments along Fred Waring Drive within the study area stretch are generally within 10% of adjacent intersection volumes, with the maximum (between Jefferson Street and Dune Palms Road in the AM peak hour) less than 15% different. These differences are considered reasonable, given the presence of minor local streets and driveways between the major analysis intersections.

The peak hour to daily traffic volume relationships have also been reviewed. The peak hour volumes generally range between 7.3 and 10.1 percent of the daily volume. Based on the reasonableness review results, no adjustments to the count data were deemed necessary.

Historical daily traffic volume growth on Fred Waring Drive has also been reviewed to ensure that historical trends are also considered during preparation of the future design year volumes. Attachment D

summarizes this review. Though the individual year volumes have varied (including some decreases), the overall trend is approximately 2% growth per year.

FUTURE MODEL DATA REVIEW

The first step in developing future (2035) traffic volumes is a review of available data sources. County of Riverside staff provided 2035 traffic volumes available from the recently completed Riverside County Transportation Analysis Model (RivTAM). Urban Crossroads, Inc. has also been maintaining a detailed subarea model specific to the Coachella Valley that has recently been updated to include Imperial County. This subarea model is referred to as the Coachella Valley – Imperial County (CVIC) traffic model. The data from each of these models has been compared to the 2009 existing conditions daily traffic volumes to identify the most reasonable and defensible basis for developing the design year traffic volumes for this project.

Riverside County Transportation Analysis Model (RivTAM)

2035 forecast volumes from the RivTAM have been provided by Riverside County staff, and are included in Attachment E. The daily traffic volume forecasts have been summarized and compared to 2009 count data as shown on Table 1. Three of the study area roadway segments have traffic volume forecasts that are lower for 2035 conditions than the daily traffic volumes that currently exist in 2009. Areawide, the implied annual growth rate is 1.33%.

Coachella Valley – Imperial County (CVIC) Traffic Model

General Plan buildout (estimated to occur in 2050 based on the annualized growth rate) forecast volumes have been developed from the CVIC traffic model. Attachment F contains the raw model plots and includes a validation daily volume plot, in addition to the future volume plots. For existing conditions, the vast majority of the link volumes are very near to existing count volumes (within 1,000 vehicles per day or less than 5% deviation). The one location with a volume differential (low traffic volume) that would require post-processing is Adams Street north of Fred Waring Drive. Table 2 contains the daily forecast traffic volumes for CVIC, after post-processing. The implied annual growth rate is 2.17%, and all of the roadway segments exhibit reasonable growth compared to existing conditions.

Summary

Based on the review of available data sources, it appears that the CVIC model exhibits more reasonable and consistent / defensible estimates of future traffic growth. The CVIC model has therefore been used to develop the recommended 2035 forecast traffic volumes.

RECOMMENDED FORECAST VOLUMES

The final recommended 2035 daily traffic volume forecasts are shown on Exhibit F. These forecast volumes are compared to existing count data on Table 3. As shown on Table 3, the implied annual growth rate is 2.18%, which is consistent with the observed annual growth rate of 2-3% per year for Fred Waring Drive in the vicinity of the study area.

Peak hour intersection volume post-processing worksheets are included in Attachment G. The post-processing worksheets include the raw volumes and procedure documentation, along with growth by movement and resulting peak to daily relationships. For cases where the initial post-processing procedures resulted in a decrease from existing conditions for an individual turn movement, the decrease was removed and the volume set equal to the existing volume for that movement. The recommended AM and PM peak hour intersection forecast volumes are shown on Exhibits G and H, respectively.

SUMMARY AND CLOSING

The 2035 design year traffic volumes have been developed using the best available information. Both Riverside Traffic Analysis Model (RivTAM) and Coachella Valley – Imperial County (CVIC) traffic model forecasts have been reviewed as part of this process. The CVIC forecasts exhibit annual growth that is more consistent with historical growth trends in the study area and shows positive growth for all study area roadway segments, while the RivTAM forecasts included locations with negative growth. The CVIC model forecasts have therefore been used as the basis for developing the design year volumes.

Mr. Ed Ng
LIM & NASCIMENTO ENGINEERING CORP
May 8, 2009
Page 5

Urban Crossroads, Inc. is pleased to provide this letter report documenting the recommended future design year volumes for review and approval by the project team. Please let us know if you have any questions or comments. You may contact us at (949) 660-1994, extension 210 (Carleton) or extension 208 (Marlie).

Respectfully submitted,

URBAN CROSSROADS, INC.



Carleton Waters, P.E.
Principal

Marlie Whiteman, P.E.
Senior Associate

CW:MW:lr

JN: 05494-03 Ltr.doc

Attachments

Table 1

Daily Traffic Volume Forecast Relationships for RivTAM

Location			2009 Count	2035 RivTAM	Growth	% Growth	Volume Ratio	Annual Growth Ratio	Annual Growth Rate
Adams Street	n/o	Fred Waring Drive	5,500	- ¹	-5,500	-100%	0	0	0.00% ²
Adams Street	s/o	Fred Waring Drive	10,600	1,500	-9,100	-86%	0.14	0.9272	-7.28%
Fred Waring Drive	e/o	Adams Street	22,100	35,700	13,600	62%	1.62	1.0187	1.87%
Fred Waring Drive	w/o	Adams Street	22,000	36,600	14,600	66%	1.66	1.0197	1.97%
Dune Palms Road	s/o	Fred Waring Drive	6,900	2,800	-4,100	-59%	0.41	0.9663	-3.37%
Fred Waring Drive	e/o	Dune Palms Road	22,700	37,300	14,600	64%	1.64	1.0192	1.92%
Fred Waring Drive	w/o	Dune Palms Road	22,100	35,800	13,700	62%	1.62	1.0187	1.87%
Jefferson Street	n/o	Fred Waring Drive	22,100	23,200	1,100	5%	1.05	1.0019	0.19%
Jefferson Street	s/o	Fred Waring Drive	24,200	30,800	6,600	27%	1.27	1.0092	0.92%
Fred Waring Drive	e/o	Jefferson Street	23,500	38,800	15,300	65%	1.65	1.0194	1.94%
Fred Waring Drive	w/o	Jefferson Street	22,400	37,300	14,900	67%	1.67	1.0199	1.99%
TOTAL			198,600	279,800	81,200	41%	1.41	1.0133	1.33%

¹ No data available from model for this location

² Not included in the TOTAL calculations

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Table 2

Daily Traffic Volume Forecast Relationships for CVIC

Location			2009 Count	2050 CVIC	Growth	% Growth	Volume Ratio	Annual Growth Ratio	Annual Growth Rate
Adams Street	n/o	Fred Waring Drive	5,500	7,400	1,900	35%	1.35	1.0073	0.73%
Adams Street	s/o	Fred Waring Drive	10,600	15,000	4,400	42%	1.42	1.0086	0.86%
Fred Waring Drive	e/o	Adams Street	22,100	60,000	37,900	171%	2.71	1.0246	2.46%
Fred Waring Drive	w/o	Adams Street	22,000	67,000	45,000	205%	3.05	1.0276	2.76%
Dune Palms Road	s/o	Fred Waring Drive	6,900	16,000	9,100	132%	2.32	1.0207	2.07%
Fred Waring Drive	e/o	Dune Palms Road	22,700	60,000	37,300	164%	2.64	1.024	2.40%
Fred Waring Drive	w/o	Dune Palms Road	22,100	59,000	36,900	167%	2.67	1.0242	2.42%
Jefferson Street	n/o	Fred Waring Drive	22,100	49,000	26,900	122%	2.22	1.0196	1.96%
Jefferson Street	s/o	Fred Waring Drive	24,200	47,000	22,800	94%	1.94	1.0163	1.63%
Fred Waring Drive	e/o	Jefferson Street	23,500	52,000	28,500	121%	2.21	1.0195	1.95%
Fred Waring Drive	w/o	Jefferson Street	22,400	60,000	37,600	168%	2.68	1.0243	2.43%
TOTAL			204,100	492,400	288,300	141%	2.41	1.0217	2.17%
2035 Growth Ratio									1.747
2050 Growth Ratio									2.411
Factor Applied to Growth from 2050 to 2035									0.5294

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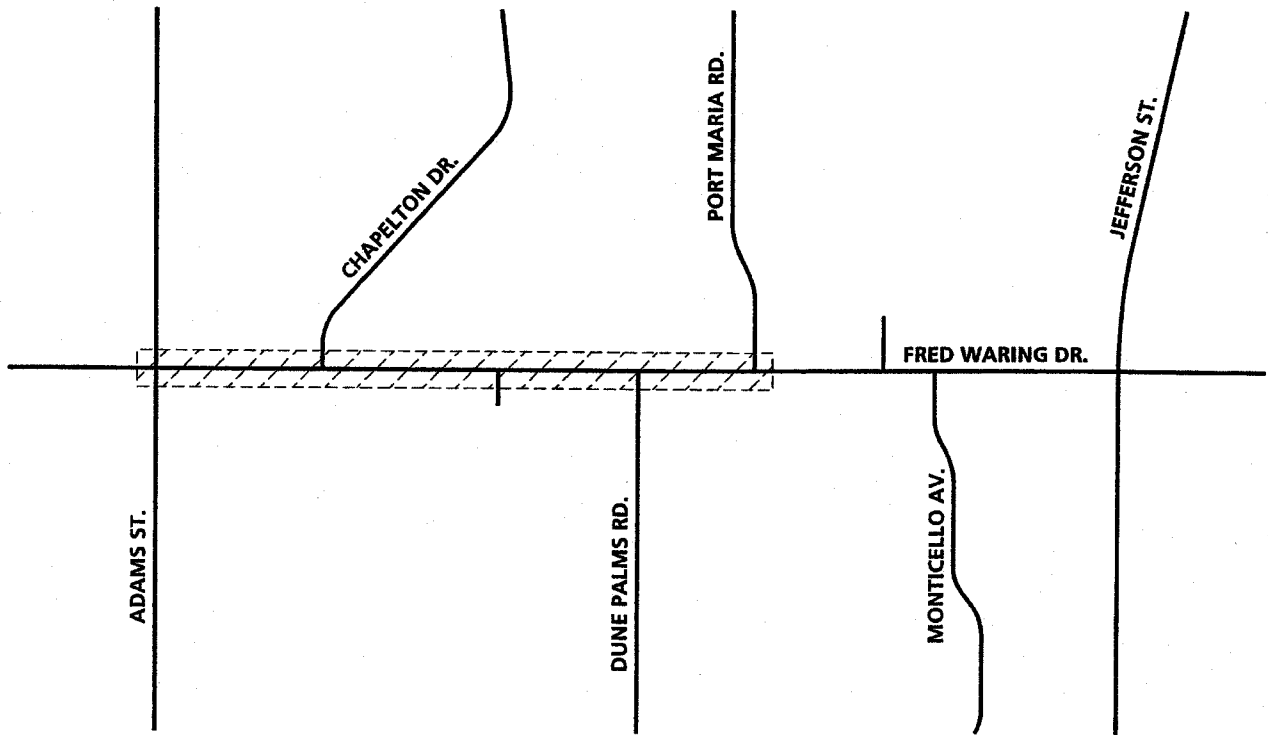
Table 3

Recommended 2035 Daily Traffic Volume Forecasts

Location		2009 Count	2050 CVIC	2050 Growth	2035 Forecast	2035 Growth	% Growth	Volume Ratio	Annual Growth Ratio	Annual Growth Rate
Adams Street	n/o	5,500	7,400	1,900	6,500	1,000	18%	1.18	1.0064	0.64%
Adams Street	s/o	10,600	15,000	4,400	12,900	2,300	22%	1.22	1.0077	0.77%
Fred Waring Drive	e/o	22,100	60,000	37,900	42,200	20,100	91%	1.91	1.0252	2.52%
Fred Waring Drive	w/o	22,000	67,000	45,000	45,800	23,800	108%	2.08	1.0286	2.86%
Dune Palms Road	s/o	6,900	16,000	9,100	11,700	4,800	70%	1.7	1.0206	2.06%
Fred Waring Drive	e/o	22,700	60,000	37,300	42,400	19,700	87%	1.87	1.0244	2.44%
Fred Waring Drive	w/o	22,100	59,000	36,900	41,600	19,500	88%	1.88	1.0246	2.46%
Jefferson Street	n/o	22,100	49,000	26,900	36,300	14,200	64%	1.64	1.0192	1.92%
Jefferson Street	s/o	24,200	47,000	22,800	36,300	12,100	50%	1.5	1.0157	1.57%
Fred Waring Drive	e/o	23,500	52,000	28,500	38,600	15,100	64%	1.64	1.0192	1.92%
Fred Waring Drive	w/o	22,400	60,000	37,600	42,300	19,900	89%	1.89	1.0248	2.48%
TOTAL		204,100	492,400	288,300	356,600	152,500	75%	1.75	1.0218	2.18%
Factor Applied to Growth from 2050 to calculate 2035 growth										

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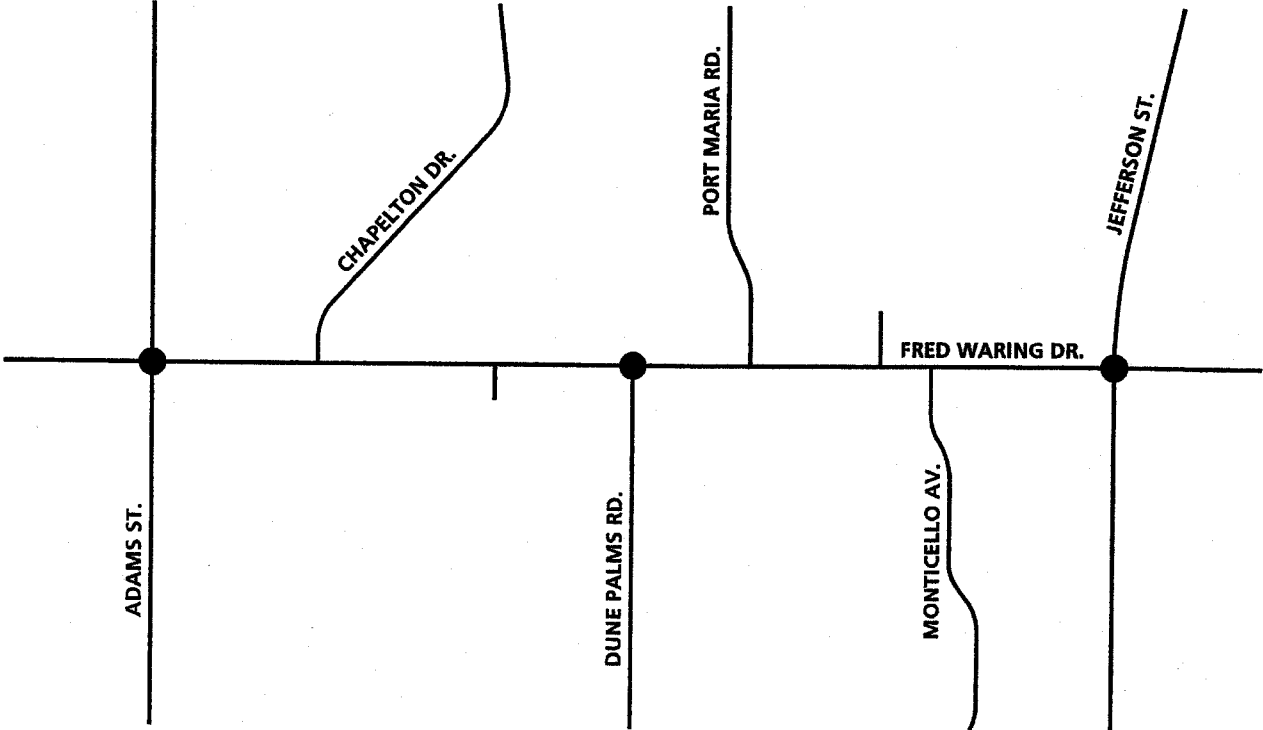
EXHIBIT A
LOCATION MAP



LEGEND:

 - ROADWAY IMPROVEMENT PROJECT LOCATION

EXHIBIT B
INTERSECTION ANALYSIS LOCATIONS

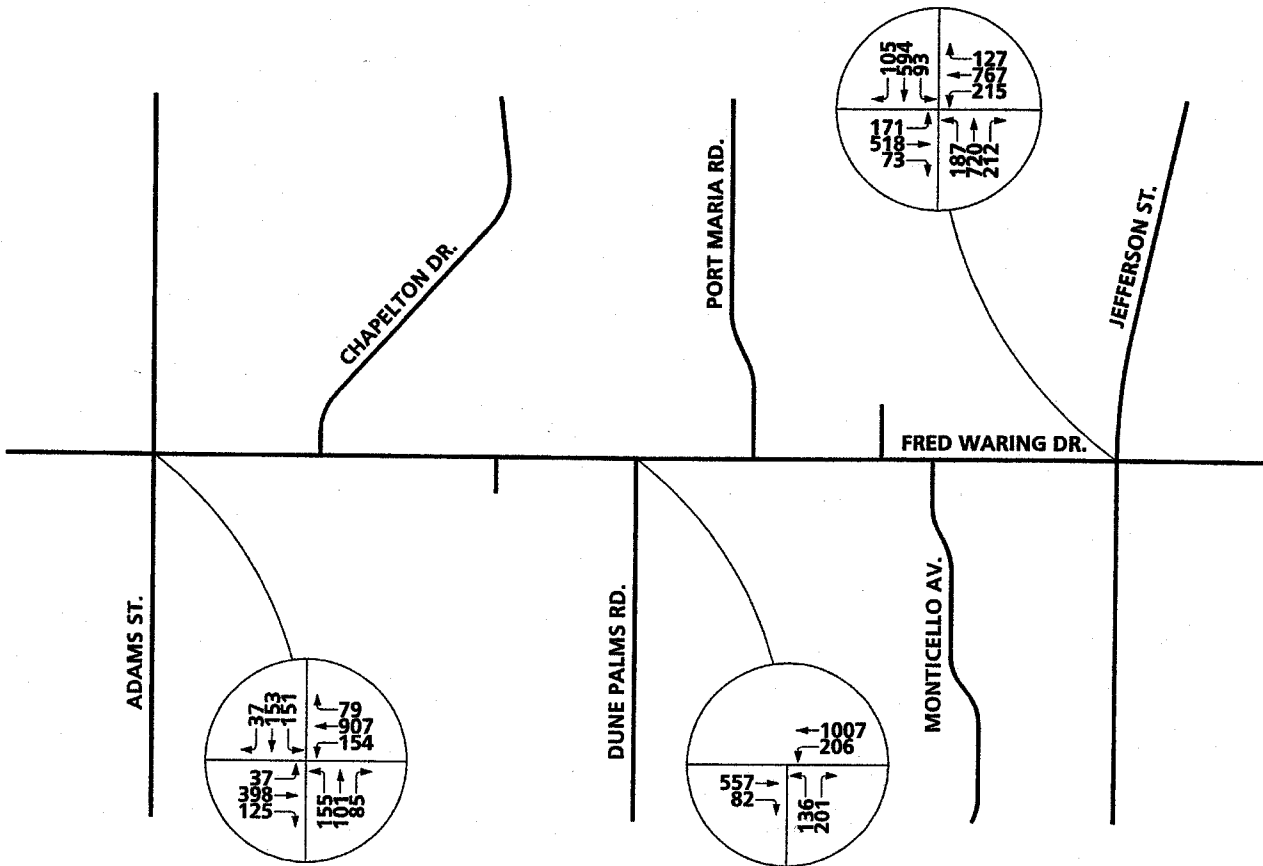


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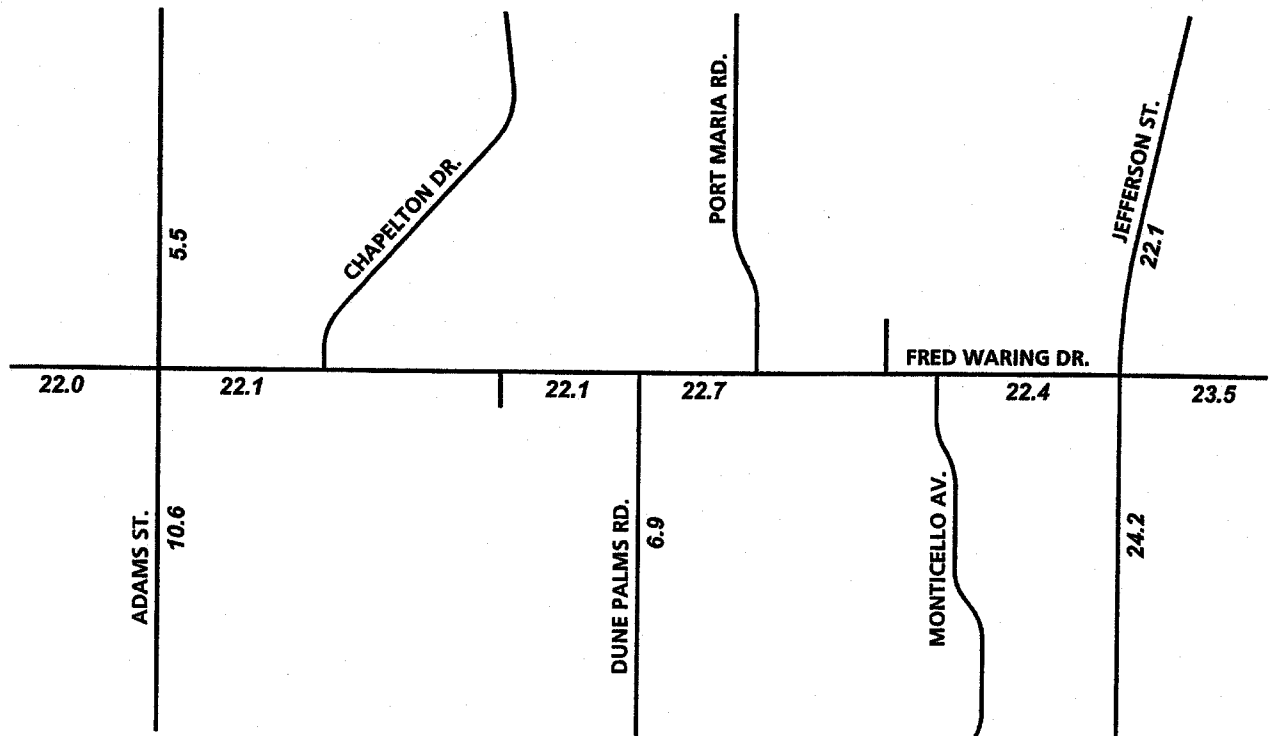
● = INTERSECTION ANALYSIS LOCATION



EXHIBIT C EXISTING AM PEAK HOUR TRAFFIC VOLUMES



EXISTING AVERAGE DAILY TRAFFIC (ADT) VOLUMES EXHIBIT E

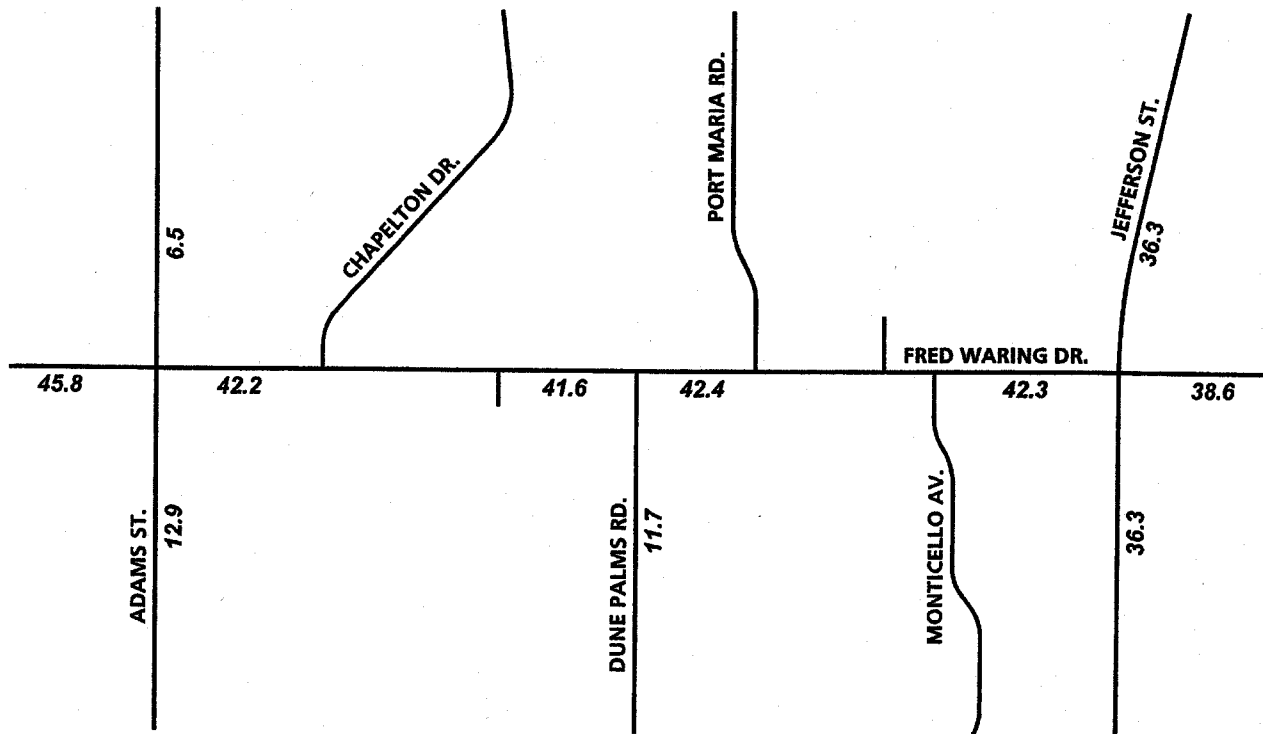


LEGEND:

10.0 = VEHICLES PER DAY (1000'S)



EXHIBIT F
FUTURE (2035)
AVERAGE DAILY TRAFFIC (ADT) VOLUMES



LEGEND:

10.0 = VEHICLES PER DAY (1000'S)

EXHIBIT G
**FUTURE (2035)
 AM PEAK HOUR TRAFFIC VOLUMES**

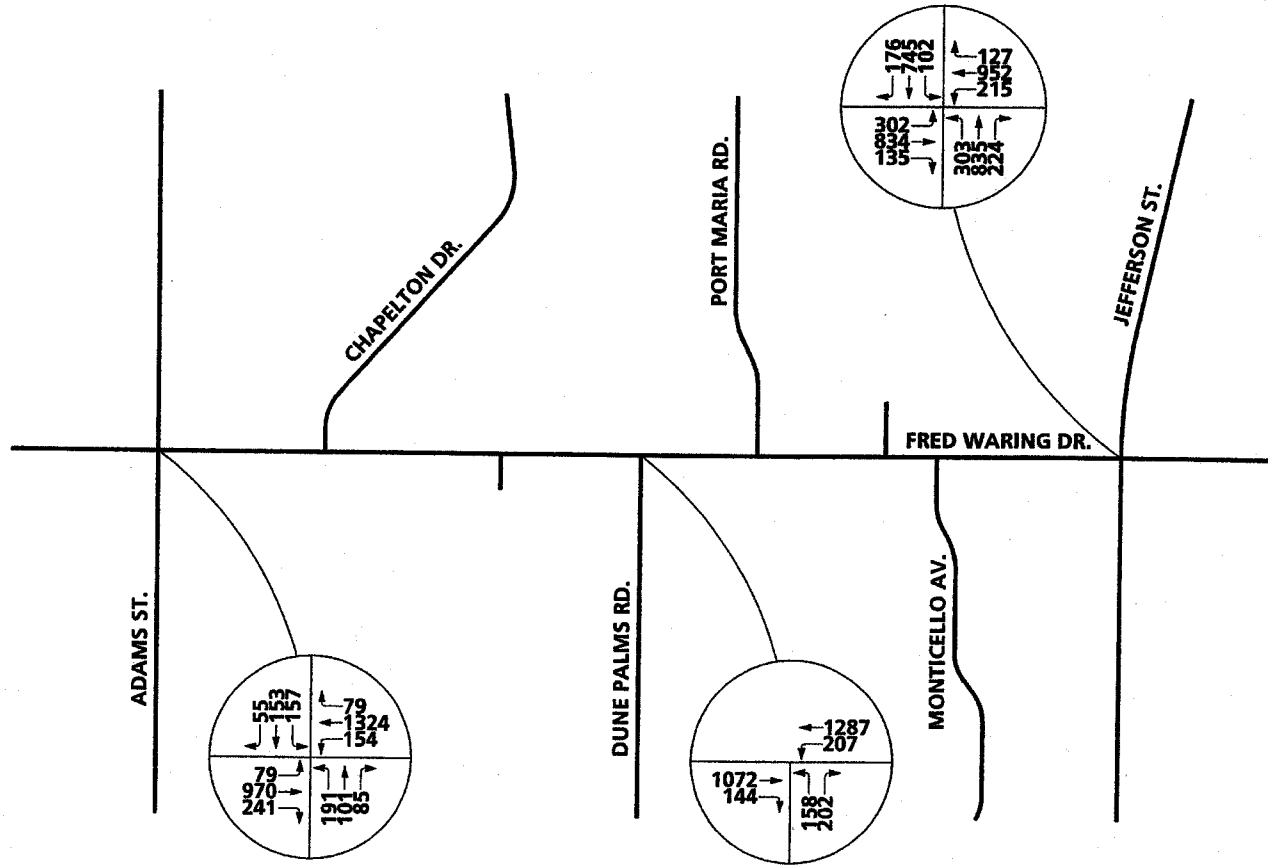


EXHIBIT H FUTURE (2035) PM PEAK HOUR TRAFFIC VOLUMES

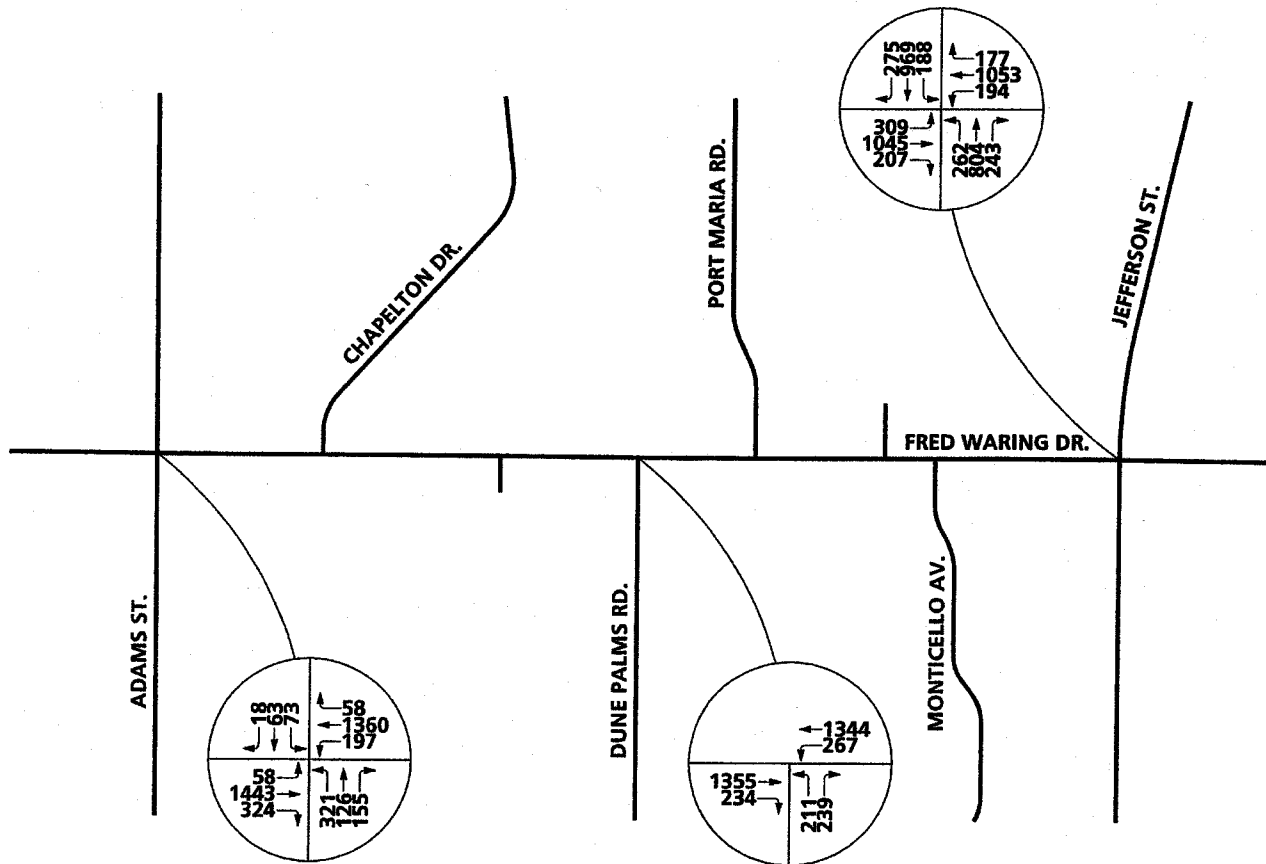
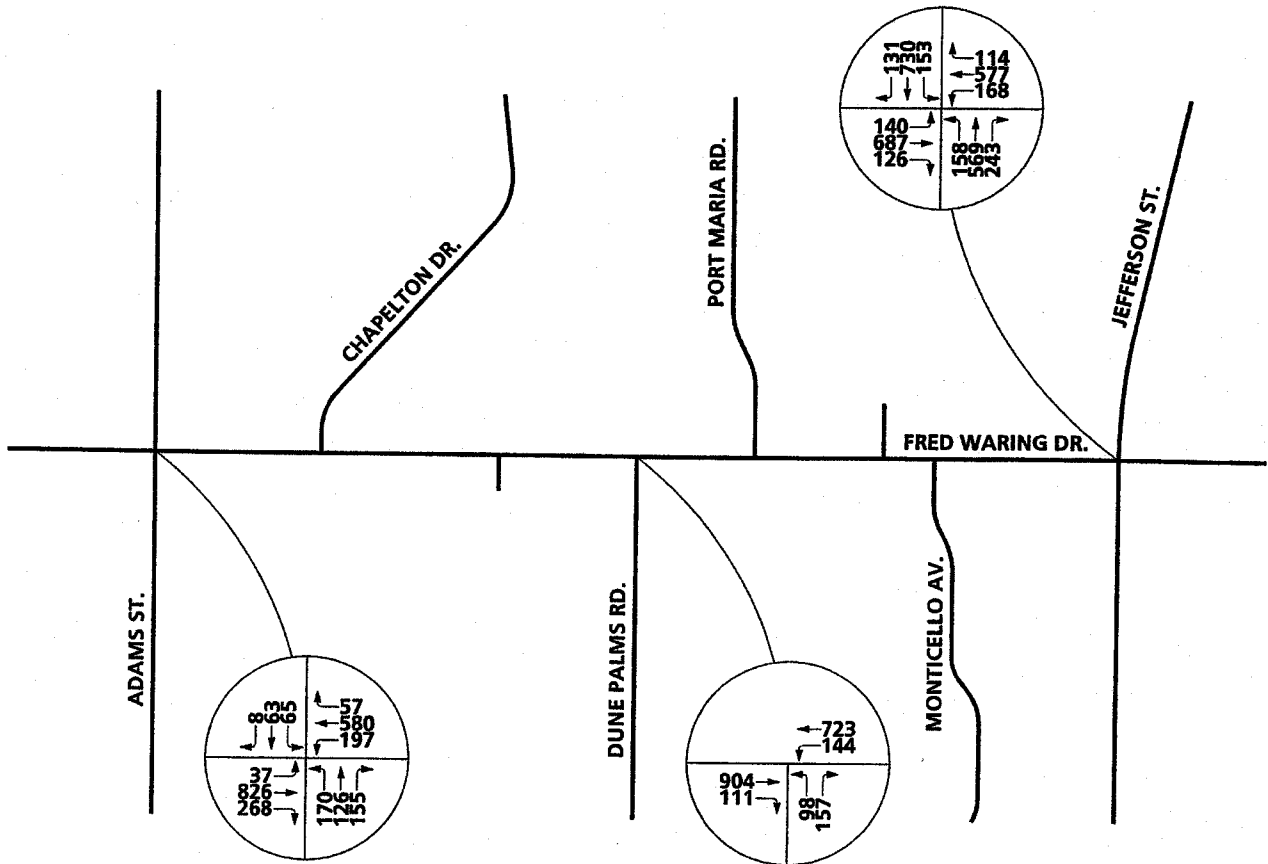


EXHIBIT D EXISTING PM PEAK HOUR TRAFFIC VOLUMES



Appendix C
Comments Received and Responses to Comments

Appendix C

Comments Received and Responses to Comments

Introduction

The County has evaluated the comments received on the draft IS/MND for the proposed project and has prepared written responses to these comments. This chapter contains copies of the comments received during the public review process and provides an evaluation and written responses for each of these comments.

Comments Received

During the public review period for the project which began on October 22, 2012 and ended on November 20, 2012, the County received ten comment letters from agencies, organizations, and/or individuals. The commenting parties are listed below, along with a corresponding letter, which identifies the comment letters and the responses to comments provided in this chapter.

Comment Letter	Agency/Name	Correspondence Date
A	Native American Heritage Commission, Dave Singleton	10/26/2012
B	Coachella Valley Water District, Mark Johnson	11/6/2012
C	Imperial Irrigation District, Donald Vargas	11/16/2012
D	Governor's Office of Planning and Research, State Clearinghouse and Planning Unit, Scott Morgan	11/21/2012
E	James Auldridge, Homeowner	11/7/2012
F	Ron Rowell, Homeowner	11/7/2012
G	Richard Savich, Homeowner	11/7/2012
H	John and DeAnn Wolfe, Homeowners	11/11/2012
I	Caroll McConnell, Homeowner	11/18/2012
J	Terri and Dave Finley, Homeowners	11/21/2012

Comments and Responses to Comments

This section includes all written comments on the draft IS/MND received by the County and the responses to those comments. Responses are prepared for those comments that address the sufficiency of the environmental document regarding the adequate disclosure of environmental impacts and methods to avoid, minimize, or mitigate those impacts.

Letter A

STATE OF CALIFORNIA

Edmund G. Brown, Jr. Governor

NATIVE AMERICAN HERITAGE COMMISSION

915 CAPITOL MALL, ROOM 304
SACRAMENTO, CA 95814
(916) 663-6251
Fax (916) 667-8300
Web Site www.nahc.ca.gov
e-mail na_hc@pacbell.net



October 26, 2012

Mr. Andrew Huneck, Project Planner
Riverside County Transportation Department
3525 – 14th Street
Riverside, CA 92501

Re: SCH#2009021033; CEQA Notice of Completion; Initial Study and proposed Mitigated Negative Declaration for the "Fred Waring Drive Improvement Project ;" located in the City of La Quinta; Coachella Valley; Riverside County California

Dear Mr. Huneck:

The NAHC is the State of California 'Trustee Agency' for the protection and preservation of Native American cultural resources pursuant to California Public Resources Code §21070 and affirmed by the Third Appellate Court in the case of EPIC v. Johnson (1985: 170 Cal App. 3rd 604).

This letter includes state and federal statutes relating to Native American historic properties or resources of religious and cultural significance to American Indian tribes and interested Native American individuals as 'consulting parties' under both state and federal law. State law also addresses the freedom of Native American Religious Expression in Public Resources Code §5097.9. This project is also subject to California Government Code Section 65352.3.

The California Environmental Quality Act (CEQA – CA Public Resources Code 21000-21177, amendments effective 3/18/2010) requires that any project that causes a substantial adverse change in the significance of an historical resource, that includes archaeological resources, is a 'significant effect' requiring the preparation of an Environmental Impact Report (EIR) per the CEQA Guidelines defines a significant impact on the environment as 'a substantial, or potentially substantial, adverse change in any of physical conditions within an area affected by the proposed project, including ... objects of historic or aesthetic significance.' In order to comply with this provision, the lead agency is required to assess whether the project will have an adverse impact on these resources within the 'area of potential effect (APE), and if so, to mitigate that effect. The NAHC advises the Lead Agency to request a Sacred Lands File search of the NAHC if one has not been done for the 'area of potential effect' or APE previously.

A-1

The NAHC 'Sacred Sites,' as defined by the Native American Heritage Commission and the California Legislature in California Public Resources Code §§5097.94(a) and 5097.96. Items in the NAHC Sacred Lands Inventory are confidential and exempt from the Public Records Act pursuant to California Government Code §8254 (r).

Early consultation with Native American tribes in your area is the best way to avoid unanticipated discoveries of cultural resources or burial sites once a project is underway.

A-2

Culturally affiliated tribes and individuals may have knowledge of the religious and cultural significance of the historic properties in the project area (e.g. APE). We strongly urge that you make contact with the list of Native American Contacts on the attached list of Native American contacts, to see if your proposed project might impact Native American cultural resources and to obtain their recommendations concerning the proposed project. Pursuant to CA Public Resources Code § 5097.95, the NAHC requests cooperation from other public agencies in order that the Native American consulting parties be provided pertinent project information. Consultation with Native American communities is also a matter of environmental justice as defined by California Government Code §65040.12(e). Pursuant to CA Public Resources Code §5097.95, the NAHC requests that pertinent project information be provided consulting tribal parties, including archaeological studies. The NAHC recommends *avoidance* as defined by CEQA Guidelines §15370(a) to pursuing a project that would damage or destroy Native American cultural resources and California Public Resources Code Section 21083.2 (Archaeological Resources) that requires documentation, data recovery of cultural resources, construction to avoid sites and the possible use of covenant easements to protect sites.

A-2
(Cont.)

Furthermore, the NAHC if the proposed project is under the jurisdiction of the statutes and regulations of the National Environmental Policy Act (e.g. NEPA; 42 U.S.C. 4321-43351). Consultation with tribes and interested Native American consulting parties, on the NAHC list, should be conducted in compliance with the requirements of federal NEPA and Section 106 and 4(f) of federal NHPA (16 U.S.C. 470 *et seq.*), 36 CFR Part 800.3 (f) (2) & .5, the President's Council on Environmental Quality (CSQ, 42 U.S.C 4371 *et seq.* and NAGPRA (25 U.S.C. 3001-3013) as appropriate. The 1992 *Secretary of the Interiors Standards for the Treatment of Historic Properties* were revised so that they could be applied to all historic resource types included in the National Register of Historic Places and including cultural landscapes. Also, federal Executive Orders Nos. 11593 (preservation of cultural environment), 13175 (coordination & consultation) and 13007 (Sacred Sites) are helpful, supportive guides for Section 106 consultation. The aforementioned *Secretary of the Interior's Standards* include recommendations for all 'lead agencies' to consider the historic context of proposed projects and to "research" the cultural landscape that might include the 'area of potential effect.'

Confidentiality of "historic properties of religious and cultural significance" should also be considered as protected by California Government Code §6254(r) and may also be protected under Section 304 of he NHPA or at the Secretary of the Interior discretion if not eligible for listing on the National Register of Historic Places. The Secretary may also be advised by the federal Indian Religious Freedom Act (cf. 42 U.S.C., 1996) in issuing a decision on whether or not to disclose items of religious and/or cultural significance identified in or near the APEs and possibility threatened by proposed project activity.

A-3

Furthermore, Public Resources Code Section 5097.98, California Government Code §27491 and Health & Safety Code Section 7050.5 provide for provisions for inadvertent discovery of human remains mandate the processes to be followed in the event of a discovery of human remains in a project location other than a 'dedicated cemetery'.

A-4

To be effective, consultation on specific projects must be the result of an ongoing relationship between Native American tribes and lead agencies, project proponents and their contractors, in the opinion of the NAHC. Regarding tribal consultation, a relationship built around regular meetings and informal involvement with local tribes will lead to more qualitative consultation tribal input on specific projects.

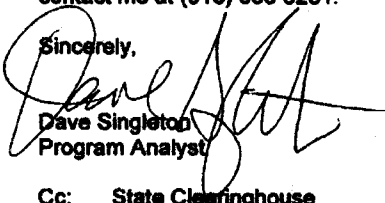
A-5

Finally, when Native American cultural sites and/or Native American burial sites are prevalent within the project site, the NAHC recommends 'avoidance' of the site as referenced by CEQA Guidelines Section 15370(a).

A-6

If you have any questions about this response to your request, please do not hesitate to contact me at (916) 853-8251.

Sincerely,



Dave Singleton
Program Analyst

Cc: State Clearinghouse

Attachment: Native American Contact List

3

**Native American Contacts
Riverside County
October 26, 2012**

Cabazon Band of Mission Indians
David Roosevelt, Chairperson
84-245 Indio Springs Cahuilla
Indio , CA 92203-3499
(760) 342-2593
(760) 347-7880 Fax

Santa Rosa Band of Mission Indians
John Marcus, Chairman
P.O. Box 391820 Cahuilla
Anza , CA 92539
(951) 659-2700
(951) 659-2228 Fax

Los Coyotes Band of Mission Indians
Shane Chapparosa, Chairman
P.O. Box 189 Cahuilla
Warner , CA 92086
(760) 782-0711
(760) 782-2701 - FAX

Augustine Band of Cahuilla Mission Indians
Mary Ann Green, Chairperson
P.O. Box 846 Cahuilla
Coachella , CA 92236
(760) 398-4722
760-369-7161 - FAX

Ramona Band of Cahuilla Mission Indians
Joseph Hamilton, Chairman
P.O. Box 391670 Cahuilla
Anza , CA 92539
admin@ramonatribe.com
(951) 763-4105
(951) 763-4325 Fax

Morongo Band of Mission Indians
Michael Contreras, Cultural Heritage Prog.
12700 Pumarra Road Cahuilla
Banning , CA 92220 Serrano
(951) 201-1886 - cell
mcontreras@morongo-nsn.
gov
(951) 922-0105 Fax

Torres-Martinez Desert Cahuilla Indians
Mary Resvaloso, Chairperson
PO Box 1160 Cahuilla
Thermal , CA 92274
mresvaloso@torresmartinez.
(760) 397-0300
(760) 397-8146 Fax

Torres-Martinez Desert Cahuilla Indians
Diana L. Chihuahua, Vice Chairperson, Cultural
P.O. Box 1160 Cahuilla
Thermal , CA 92274
(760) 397-0300, Ext. 1209
(760) 272-9039 - cell (Lisa)
(760) 397-8146 Fax

This list is current only as of the date of this document.

Distribution of this list does not relieve any person of the statutory responsibility as defined in Section 7650.5 of the Health and Safety Code, Section 5007.94 of the Public Resources Code and Section 5007.96 of the Public Resources Code.

This list is applicable for contacting local Native Americans with regard to cultural resources for the proposed SCH#2009021033; CEQA Notice of Completion; Initial Study and proposed Mitigated Negative Declaration for the Fred Waring Drive Improvement Project; located in the City of La Quinta; Coachella Valley; Riverside County, California.

**Native American Contacts
Riverside County
October 26, 2012**

Cabazon Band of Mission Indians
Judy Stapp, Director of Cultural Affairs
84-245 Indio Springs Cahuilla
Indio , CA 92203-3499
markwardt@cabazonindia

(760) 342-2593
(760) 347-7880 Fax

Agua Caliente Band of Cahuilla Indians THPO
Patricia Tuck, Tribal Historic Preservation Officer
5401 Dinah Shore Drive Cahuilla
Palm Springs, CA 92264
ptuck@augacaliente-nsn.gov
(760) 699-6907

(760) 699-6924- Fax

Augustine Band of Cahuilla Mission Indians
Karen Kupcha
P.O. Box 849 Cahuilla
Coachella , CA 92236
(760) 398-4722
916-369-7161 - FAX

Cahuilla Band of Indians
Uther Saigado, Chairperson
PO Box 391760 Cahuilla
Anza , CA 92539
tribalcouncil@cahuilla.net
915-763-5549

This list is current only as of the date of this document.

Distribution of this list does not relieve any person of the statutory responsibility as defined in Section 7060.5 of the Health and Safety Code, Section 5097.94 of the Public Resources Code and Section 5097.98 of the Public Resources Code.

This list is applicable for contacting local Native Americans with regard to cultural resources for the proposed SCH#2009021033; CEQA Notice of Completion; Initial Study and proposed Mitigated Negative Declaration for the Fred Waring Drive Improvement Project; located in the City of La Quinta; Coachella Valley; Riverside County, California.

Comment Letter A: Native American Heritage Commission, Dave Singleton

Response to Comment A-1

As described on page 3-20, Section V, Cultural Resources of the draft and final IS/MND, the NAHC was contacted on August 19, 2009 and a search of the Sacred Lands database did not yield any sacred lands or traditional cultural properties within the project study area.

Response to Comment A-2

As described within the Section V, Cultural Resources of the draft and final IS/MND, a list of Native American contacts was provided by the NAHC. Letters describing the project area and a map and aerial photo of the project site were sent to 11 Native American groups or individuals on September 9, 2009. The 11 Native American groups that were contacted in September 2009 are the same Native American groups that are identified in the October 26, 2012 comment letter.

The project does not involve actions that require NEPA, Section 4(f), and/or Section 106 consultation. Therefore, this portion of the comment would not apply to the proposed project.

As described within the Section V, Cultural Resources of the draft and final IS/MND, the project site has been extensively disturbed by grading for construction of existing homes and Fred Waring Drive. No new cultural resources were located during the present survey, and no cultural resources have been recorded in the anticipated project disturbance area during past surveys; therefore, it was determined that Native American cultural resources are unlikely to be located within the project site. Should any pertinent information related to Native American cultural resources be identified, the County would consult with the appropriate Native American consulting parties.

Response to Comment A-3

As described in the draft and final IS/MND, the project site has been extensively disturbed by grading for the construction of existing homes and Fred Waring Drive. No new cultural resources were located during the present survey, and no cultural resources have been recorded in the anticipated project disturbance area during past surveys. Therefore, it was determined that Native American cultural resources are unlikely to be located within the project site.

Response to Comment A-4

While there are state provisions for accidentally discovered archaeological resources during construction, the project site has been subject to previous ground disturbance. As such, it was determined that archaeological or paleontological resources are unlikely to be disturbed by project-related construction activities. However, and as described in the Cultural Resources section (Section V) of the draft and final IS/MND, should human remains be identified, further activities would be conducted in compliance with the appropriate Public Resource and California Government Codes.

Response to Comment A-5

As identified in Response to Comment A-2 and A-4, should any pertinent information related to Native American cultural resources be identified, the County would consult with the appropriate Native American consulting parties.

Response to Comment A-6

Refer to Response to Comment A-2.

Letter B



Established in 1918 as a public agency

Coachella Valley Water District

Directors:

Peter Nelson, President - Div. 4
John P. Powell, Jr., Vice President - Div. 3
Patricia A. Larson - Div. 2
Debi Livesay - Div. 5
Franz W. De Klotz - Div. 1

Officers:

Steven B. Robbins, General Manager-Chief Engineer
Julia Fernandez, Board Secretary

Redwine and Sherrill, Attorneys

November 6, 2012

File: 0074.316

Andrew Huneck
Senior Transportation Planner
Riverside County Transportation Department
3525 14th Street
Riverside, CA 92501

Dear Mr. Huneck:

**Subject: Notice of Intent to Adopt a Mitigated Negative Declaration
for Fred Waring Drive Improvement Project**

Thank you for affording the Coachella Valley Water District (CVWD) the opportunity to review the Notice of Intent to Adopt a Mitigated Negative Declaration (MND) for the Fred Waring Drive Improvement Project in La Quinta. CVWD provides domestic water, wastewater, recycled water, irrigation/drainage, regional stormwater protection and groundwater management services to a population of nearly 300,000 throughout the Coachella Valley.

At this time, CVWD submits the following comments regarding the MND:

1. There are CVWD domestic water and sewer pipelines located within the proposed project area that need to be considered during the project construction period. Please ensure that these pipelines are protected during construction. Also, please ensure that the pipelines will not be located beneath medians and/or sidewalks. | B-1
2. We understand that Riverside County will be responsible for any adjustments (raising/lowering) of valves and manholes associated with CVWD domestic water and sewer pipelines located within the project area. | B-2

If you have any questions, please call Luke Stowe, Senior Environmental Specialist, extension 2545.

Yours very truly,

Mark Johnson
Director of Engineering



LS:\ch\eng\env\12\Nov\MND-Fred Waring Drive

www.cvwd.org

P.O. Box 1058 Coachella, CA 92236
Phone: (760) 398-2651 Fax: (760) 298-3711

Comment Letter B: Coachella Valley Water District, Mark Johnson

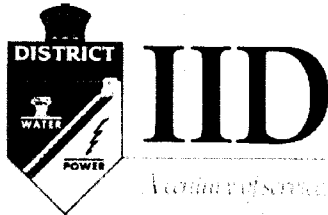
Response to Comment B-1

It is noted that Coachella Valley Water District (CVWD) facilities are located in the project area. A study of utility relocations is currently being conducted by the County. The anticipated utility relocations have been accounted for in the impact area that was developed for the proposed project and analyses. Depending on the specific effect on each utility, these facilities would need to be protected, adjusted/modified, or relocated. The affected utilities would be relocated in accordance with State law and regulations, CVWD requirements, and County and City policies. The County will be coordinating and working with CVWD during the design and construction phase of the project to ensure impacts to sewer and domestic water pipelines located within the project area are minimized and/or avoided during construction. As requested, any future questions related to existing CVWD facilities will be directed to Luke Stowe, Senior Environmental Specialist at CVWD.

Response to Comment B-2

As stated under "Response to Comment B-1," the County will coordinate with CVWD on any needed adjustments to existing valves and manholes within the project area. Any needed adjustments to affected valves and manholes would be the responsibility of the County.

Letter C



www.iid.com

GS-ES

November 16, 2012

Mr. Andrew Huneck
 Senior Transportation Planner
 Riverside County Transportation Department
 14th Street Annex, 3525 14th Street
 Riverside, CA 92501

**SUBJECT: NOI to Adopt a Negative Declaration for the Fred Waring Drive
 Improvement Project**

Dear Mr. Huneck:

On October 24, 2012 we received from the County of Riverside a Notice of Intent (NOI) to Adopt a Negative Declaration (ND) for the Fred Waring Drive Improvement Project. The project consists of widening Fred Waring Drive from Adams Street to just east of Port Maria Road from four to six lanes to match the roadway improvements that have been constructed by the City of La Quinta, CA.

The Imperial Irrigation District (IID) has reviewed the ND and has the following comments:

1. An initial review of the preliminary information provided for the project, reveals that this project would potentially impact the electrical service to the area. The impact is significant and more than likely mitigation measures will be required. The existing IID facilities that could be impacted include a 92 kV transmission line with two distribution circuits on the south side of Fred Waring Drive, an overhead backbone going north along Port Maria Road, and an overhead branch running on the north side of Fred Waring Drive with a riser and an underground system that crosses through the old IID Bermuda substation (including site) that feeds residential homes. For additional information please contact IID-Energy La Quinta Division Customer Operations and Planning Section, 81-600 Avenue 58 La Quinta, CA 92253, at (760) 398-5863 and (760) 398-5841.
2. Any construction or operation on IID property or within its existing and proposed right of way or easements will require an encroachment permit or encroachment agreement (depending on the circumstances), including but not limited to: surface improvements such as proposed new streets, driveways, parking lots, landscape; and all water, sewer, storm water, or any other above ground or underground utilities. A copy of the encroachment permit application is included

C-1

C-2

Mr. Andrew Huneck
November 15, 2012
Page 2

in the IID's *Developer Project Guide 2008*, accessed at the IID website: <http://www.iid.com/Modules/ShowDocument.aspx?documentid=2328>. In addition, instructions for the completion of encroachment applications can be found at <http://www.iid.com/Modules/ShowDocument.aspx?documentid=2335>. The IID Real Estate Section should be contacted at (760) 339-9239 for additional information regarding encroachment permits.

C-2
(Cont.)

3. Any new, relocated, modified or reconstructed IID facilities required for and by the project (which can include but is not limited to electrical utility substations, electrical transmission and distribution lines, canals, drains, etc.) need to be included as part of the project's CEQA and/or NEPA documentation, environmental impact analysis and mitigation. Failure to do so will result in postponement of any construction and/or modification of IID facilities until such time as the environmental documentation is amended and environmental impacts are fully mitigated. **Any and all mitigation necessary as a result of the construction, relocation and/or upgrade of IID facilities is the responsibility of the project proponent.**

C-3

Should you have any questions, please do not hesitate to contact me by phone at 760-482-3609 or by e-mail at dvargas@iid.com. Thank you for the opportunity to comment on this matter.

Respectfully,



Donald Vargas
Environmental Specialist

Kevin Kelley – General Manager
Jesse Silva – Manager, Water Dept.
Mano Escalera – Interim Deputy Manager - Operations, Energy Dept.
Carl Skits – Interim Deputy Manager – Strategic Planning, Energy Dept.
Paul G. Peschel – Interim General Services Manager
Jeff M. Garber – General Counsel
Tom King – Interim Project Management Officer, Portfolio Mgmt. Office
Carlos Villalon – Asst. Mgr., Water Dept. System Control & Monitoring
Juan Carlos Sandoval – Asst. Mgr. Energy Dept.
Shayne Ferber – Asst. Supervisor, Real Estate
Vikki Dee Bradshaw – Interim Supervisor, Environmental Services

Comment Letter C: Imperial Irrigation District, Donald Vargas

Response to Comment C-1

Depending on the specific effect on each utility, these utilities would need to be protected, adjusted/modified, or relocated. The transmission facilities are not in conflict with the proposed project improvements, and will be protected in-place. The affected utilities would be relocated in accordance with State law and regulations, IID requirements, County and City policies. The County will be coordinating and working with IID during the design and construction phase of the project to ensure that impacts to IID utilities, which are located within the project area, are minimized and/or avoided during construction. Impacted utilities would be relocated in cooperation with IID.

Response to Comment C-2

Comment noted. All IID facilities within the project limits are within City and County right-of-way. The project would not affect IID right-of-way; therefore, an encroachment permit from IID would not be needed.

Response to Comment C-3

Comment noted. Those IID facilities determined to be impacted by the proposed project would be relocated in cooperation with IID. With regards to responsibility for costs, IID distribution facilities that are impacted by the project are within County right-of-way, and IID would normally be responsible for a like-for-like relocation. However, the undergrounding of the distribution facilities will be undertaken at project expense. Any other distribution facilities that are in conflict will be the responsibility of IID, in accordance with its County permit requirements. Street light conversions, from aerial to underground, will be performed at project expense.

Letter D



EDMUND G. BROWN JR.
GOVERNOR

STATE OF CALIFORNIA
GOVERNOR'S OFFICE of PLANNING AND RESEARCH
STATE CLEARINGHOUSE AND PLANNING UNIT



KEN ALEX
DIRECTOR

November 21, 2012

Andy Huneck
Riverside County Transportation Department
3525 14th Street
Riverside, CA 92501

Subject: Fred Waring Drive Improvement Project
SCH#: 2009021033

Dear Andy Huneck:

The State Clearinghouse submitted the above named Mitigated Negative Declaration to selected state agencies for review. On the enclosed Document Details Report please note that the Clearinghouse has listed the state agencies that reviewed your document. The review period closed on November 20, 2012, and the comments from the responding agency (ies) is (are) enclosed. If this comment package is not in order, please notify the State Clearinghouse immediately. Please refer to the project's ten-digit State Clearinghouse number in future correspondence so that we may respond promptly.

Please note that Section 21104(c) of the California Public Resources Code states that:

"A responsible or other public agency shall only make substantive comments regarding those activities involved in a project which are within an area of expertise of the agency or which are required to be carried out or approved by the agency. Those comments shall be supported by specific documentation."

D-1

These comments are forwarded for use in preparing your final environmental document. Should you need more information or clarification of the enclosed comments, we recommend that you contact the commenting agency directly.

This letter acknowledges that you have complied with the State Clearinghouse review requirements for draft environmental documents, pursuant to the California Environmental Quality Act. Please contact the State Clearinghouse at (916) 445-0613 if you have any questions regarding the environmental review process.

Sincerely,

Scott Morgan
Director, State Clearinghouse

Enclosures
cc: Resources Agency

1400 10th Street P.O. Box 3044 Sacramento, California 95812-3044
(916) 445-0613 FAX (916) 323-3018 www.opr.ca.gov

**Document Details Report
State Clearinghouse Data Base**

SCH# 2009021033
Project Title Fred Waring Drive Improvement Project
Lead Agency Riverside County

Type MND Mitigated Negative Declaration
Description The proposed project includes the improvement along Fred Waring Drive from Adams Street to Port Maria Road in the Bermuda Dunes/La Quinta Area of eastern Riverside County. The project would widen the roadway from four to six lanes to match the existing roadway improvements to west of the project site. The total project distance is approximately .65 miles.

Lead Agency Contact

Name Andy Huneck
Agency Riverside County Transportation Department
Phone 951 955-1506 **Fax**
email
Address 3525 14th Street
City Riverside **State** CA **Zip** 92501

Project Location

County Riverside
City Riverside
Region
Lat / Long 33° 43' 45" N / 116° 16' 38.9" W
Cross Streets Fred Waring Drive, between Adams Street to Port Maria Road
Parcel No.
Township 5S **Range** 7E **Section** 17/20 **Base**

Proximity to:

Highways SR-111
Airports Bermuda Dunes
Railways No
Waterways Whitewater River, Coachella Valley Stormwater Channel
Schools Amelia Earhart ES
Land Use Various

Project Issues Aesthetic/Visual; Agricultural Land; Air Quality; Archaeologic-Historic; Biological Resources; Drainage/Absorption; Flood Plain/Flooding; Geologic/Seismic; Minerals; Noise; Population/Housing Balance; Public Services; Recreation/Parks; Schools/Universities; Soil Erosion/Compaction/Grading; Solid Waste; Toxic/Hazardous; Traffic/Circulation; Vegetation; Water Quality; Water Supply; Wetland/Riparian; Cumulative Effects; Other Issues

Reviewing Agencies Resources Agency; Department of Fish and Game, Region 6; Department of Parks and Recreation; Department of Water Resources; Caltrans, Division of Aeronautics; California Highway Patrol; Caltrans, District 8; Air Resources Board, Transportation Projects; Regional Water Quality Control Board, Region 7; Native American Heritage Commission

Date Received 10/22/2012 **Start of Review** 10/22/2012 **End of Review** 11/20/2012

Comment Letter D: Governor's Office of Planning and Research, State Clearinghouse Planning Unit, Scott Morgan

Response to Comment D-1

No comments are included that require a response. The letter provided included an attachment from the Native American Heritage Commission (NAHC). Responses to the comments provided by the NAHC are addressed previously under Comment Letter A in this Appendix.

Letter E

Fred Waring Drive Improvement Project

November 7, 2012 • Coachella Valley Association of Governments

COMMENT CARD

Name: JAMES AULDRIDGE Phone: _____ Date: 11/7/12

Address: 79260 FRED WARING DR. BERMUDA DUNES

Affiliation: HOME OWNER Email: _____

Comments: NEED THE ELEVATION OF STREET @ OUR DRIVEWAY & FRONT WALL. WALL SHOULD BE RAISED TO MAINTAIN PRIVACY OF RESIDENCE. EXISTING AUTOMATIC GATE MUST BE RAISED & RESTORED TO USE @ NEW ELEV. A SLOID BRICK ON GATE WOULD HELP MITIGATE NOISE OF TRAFFIC.

E-1

E-2

E-3

Comments on the project may be submitted during the meeting, emailed to ahuneck@rcfdma.org, or submitted by mailing this postcard. **Comments are due by November 20, 2012.**

I request to be on the Project Mailing List.

Meeting Accommodations:

- How did you hear about this meeting or project? LETTER
- If you are limited in your ability to communicate in English, were your communication needs adequately met? Yes No
 Not Applicable
- If you were in need of a reasonable accommodation at this meeting as a result of a disability, were your accommodation needs adequately met? Yes No Not Applicable
- If you checked No to either of the two questions above, please explain below how your needs could be better met in the future:

To accommodate persons with disabilities, this card will be made available in alternate formats upon request.

Comment Letter E: James Aldridge, Homeowner

Response to Comment E-1

This comment does not contain comments or questions regarding the analyses presented in the draft IS/MND. The commenter's request for a higher front wall will be taken under consideration by County decision makers. The County intends to work with all affected residences along Fred Waring Drive to insure that modifications on private property are appropriately addressed. This would include ensuring that, where impacted, a suitable wall is constructed in order to provide privacy for residences that is comparable to existing conditions and so that all driveways are usable following construction.

Response to Comment E-2

This comment does not contain comments or questions regarding the analyses presented in the draft IS/MND. The commenter's request that his automatic gate be raised and restored to match the new elevation will be taken under consideration by County decision makers. The County intends to work with all affected residences along Fred Waring Drive to ensure that all modifications on private property are appropriately addressed.

Response to Comment E-3

The draft IS/MND did not identify any noise impacts to residences along the north side of Fred Waring Drive that would require the consideration of noise mitigation. The commenter's request

for a solid entrance gate will be taken under consideration by County decision makers. The County intends to work with all affected residences along Fred Waring Drive to ensure that all modifications on private property are appropriately addressed.

Fred Waring Drive Improvement Project
November 7, 2012 • Coachella Valley Association of Governments

Letter F
COMMENT CARD

Name: RON ROWELL Phone: () Date: _____

Address: _____

Affiliation: _____ Email: _____

Comments: WHAT ABOUT UNDERGROUND WATER + CABLE LINES | F-1

RAISING THE ROADWAY AT OUR PLANTER WALL CREATES A SECURITY | F-2
ISSUE - BECOMES A STEP UP TO GO OVER MY FRONT WALL -

RAISING ROADWAY TO PAVED END IS 8' OR SO SHORT OF MY GATE | F-3

HOW WILL IT "FEATHER" INTO MY DRIVEWAY?

Comments on the project may be submitted during the meeting, emailed to ahunack@rcdlma.org, or submitted by mailing this postcard.

Comments are due by November 20, 2012. I request to be on the Project Mailing List.

Meeting Accommodations:

- How did you hear about this meeting or project? _____
- If you are limited in your ability to communicate in English, were your communication needs adequately met? Yes No
 Not Applicable
- If you were in need of a reasonable accommodation at this meeting as a result of a disability, were your accommodation needs adequately met? Yes No Not Applicable
- If you checked No to either of the two questions above, please explain below how your needs could be better met in the future:

To accommodate persons with disabilities, this card will be made available in alternate formats upon request.

Fred Waring Drive Improvement Project
November 7, 2012 • Coachella Valley Association of Governments

Letter F

COMMENT CARD

Name: Ron Rowell Phone: () _____ Date: _____

Address: _____

Affiliation: _____ Email: _____

Comments: SOUND SURVEY FOR LT-1 SHOW NOISE LEVELS
EQUAL TO OR GREATER THAN THE SURVEY RESULTS FOR THE
SOUTH SIDE HOMES - SEEMS LIKE NOISE ISSUES ARE REALLY
THE SAME ON BOTH SIDES & MITIGATING NOISE ON THE NORTH
SIDE IS BEING IGNORED.

F-4

Comments on the project may be submitted during the meeting, emailed to ahuneck@rcdlma.org, or submitted by mailing this postcard.
Comments are due by November 20, 2012. I request to be on the Project Mailing List.

Meeting Accommodations:

- How did you hear about this meeting or project? _____
- If you are limited in your ability to communicate in English, were your communication needs adequately met? Yes No
 Not Applicable
- If you were in need of a reasonable accommodation at this meeting as a result of a disability, were your accommodation needs adequately met? Yes No Not Applicable
- If you checked No to either of the two questions above, please explain below how your needs could be better met in the future:

To accommodate persons with disabilities, this card will be made available in alternate formats upon request.

Fred Waring Drive Improvement Project
November 7, 2012 Coachella Valley Association of Governments

Letter F

COMMENT CARD

Name: RON ROWELL Phone: _____ Date: 11-7-12

Address: 7932 FRED WARING, BERMIUDA DIANES

Affiliation: HOME OWNER Email: _____

Comments: I AM CONCERNED ABOUT DRAINAGE, HEIGHT OF THE ROADWAY BRINGING NOISE OVER OUR WALLS INCREASING THE SOUND & THE NEED TO RAISE MY WALLS TO KEEP THE PRESENT DIFFERENTIAL THE SAME AND KEEPING OUR BACKYARD / PARKING AREA AT 21' FROM FIRST TRAFFIC LANE LINE AND WHAT MATERIAL WILL BE USED TO MAKE THAT

Comments on the project may be submitted during the meeting, emailed to ahuneck@rcfdma.org, or submitted by mailing this postcard. **Comments are due by November 20, 2012.**

I request to be on the Project Mailing List.

Meeting Accommodations:

- How did you hear about this meeting or project? MAILBOX MO
- If you are limited in your ability to communicate in English, were your communication needs adequately met? Yes No AREA OBVIOUSLY DIFFERENT THAN TRASSIC LANES.
- Not Applicable
- If you were in need of a reasonable accommodation at this meeting as a result of a disability, were your accommodation needs adequately met? Yes No Not Applicable
- If you checked No to either of the two questions above, please explain below how your needs could be better met in the future:

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Comment Letter F: Ron Rowell, Homeowner

Response to Comment F-1

A study of utility relocations is currently being conducted by the County and detailed information on utility relocations is not available at this time. The anticipated utility relocations have been accounted for in the impact area that was developed for the proposed project and analyses. Depending on the specific effect on each utility, these facilities would need to be protected, adjusted/modified, or relocated. The affected utilities would be relocated in accordance with State law and regulations, utility company/agency requirements, and County and City policies. The County will be coordinating and working with affected utility companies/agencies during the design and construction phase of the project to ensure that affected utilities located within the project area are avoided, protected, and/or appropriately relocated.

Response to Comment F-2

This comment does not contain comments or questions about the analysis in the draft IS/MND. The commenter's request for a higher front wall to provide for security will be forwarded to County decision makers for their consideration. The County intends to work with all affected residences along Fred Waring Drive to insure that a suitable replacement wall is constructed in order to ensure privacy and safety of the existing residences. Because the comment does not address the CEQA documentation of the proposed project, no further response is necessary.

Response to Comment F-3

This comment does not contain comments or questions regarding the analyses presented in the draft IS/MND. The commenter's request for a higher front wall will be taken under consideration by County decision makers. The County intends to work with all affected residences along Fred Waring Drive to insure that, where impacted, a suitable wall is constructed in order to provide privacy for residences that is comparable to existing conditions.

Response to Comment F-4

The measurement LT-1 was conducted in the front yard area of the residence located at 79250 Fred Waring Drive in the front yard of the residence. The diurnal noise pattern (hour-by-hour change) of the long-term noise measurement data for LT-1 was used to estimate peak-hour traffic noise levels for residences located along the westbound (north) side of the project, and to calibrate the noise model for the modeled receivers on the westbound side. However, because LT-1 was located in the front yard area, it is not representative of private outdoor living areas, which were observed to exist in the side and rear yard areas. The receptor locations were chosen with the goal of achieving a representative sampling of private, exterior noise-sensitive land uses (i.e., side-yard and/or rear-yard). Therefore, in terms of evaluations related to the draft IS/MND, site LT-1 was used to calibrate the noise model but is not an area that is appropriate for consideration of noise levels that could necessitate potential noise abatement. In addition, the roadway will be constructed using rubberized asphalt, which is not reflected in the noise modeling results. Published studies have shown that rubberized asphalt can result in a decrease in noise levels of two to nine dBA when compared with asphalt. So it can be reasonably expected that noise levels will be lower than those reflected in the noise analysis.

Response to Comment F-5

As mentioned on page 3-70 of the draft and final IS/MND, the project would include standard drainage improvements associated with roadway construction, such as curb and gutter sections and storm drain structures. With implementation of the proposed project, drainage in the project area would be improved over existing conditions.

Response to Comment F-6

As shown in Table 3-8 of the draft and final IS/MND, traffic noise at adjacent residences along Fred Waring Drive was predicted to increase approximately two to four decibels above existing levels by the Year 2035 under Build Alternatives 1 and 2. In the future No-Build scenario (Alternative 3), traffic noise levels were also predicted to increase two to three decibels, as a result of the increases in traffic volumes unrelated to the proposed project by the Year 2035. Noise modeling conducted for the proposed project concluded that traffic noise levels would not exceed the City's and County's 65 dBA community noise equivalent level (CNEL) planning standards at five sensitive receptors (ST-3, M-13, M-14, M-15, and ST-4) all located on the south side of Fred Waring Drive; therefore, a noise wall was included in the vicinity of these receptors on the south side of Fred Waring Drive. No impacts requiring the consideration of noise abatement under CEQA were identified for the residences along the north side of Fred Waring Drive. It should also be noted, that under the future No-Build scenario (Alternative 3), traffic noise levels were also predicted to exceed the 65 dBA CNEL planning standards at the same five receivers.

Response to Comment F-7

This comment does not contain comments or questions regarding the analyses presented in the draft IS/MND. The commenter's request for a higher front wall to keep the existing height differential will be taken under consideration by County decision makers. The County intends to work with all affected residences along Fred Waring Drive to ensure that all modifications on private property are appropriately addressed.

Response to Comment F-8

This comment does not contain comments or questions regarding the analyses presented in the draft IS/MND. The commenter's request that the proposed deceleration lane to be located along the north side of the roadway be at least 21 feet in width will be taken under consideration by County decision makers.

Response to Comment F-9

As shown in Figure 2-3a and 2-3b and page 2-7 in the draft and final IS/MND, the proposed deceleration lane associated with Alternative 1 would consist of a colored stamped concrete to distinguish it from the new traffic lanes. The general purpose traffic lanes would have an asphalt overlay under both Alternatives 1 and 2.

Letter G

Fred Waring Drive Improvement Project
November 7, 2012 • Coachella Valley Association of Governments

COMMENT CARD

Name: RICHARD SAVICH Phone: _____ Date: 11/7/12
Address: 43955 PORT MARIA ROAD BERMUDA DUNES, CA 92203
Affiliation: BD COUNTRY CLUB Email: _____

Comments: I AM CONCERNED THAT IF THE ROADWAY IS RAISED MY EXISTING WALL MAY NOT BE TALL ENOUGH TO PROVIDE PRIVACY AND SECURITY. TO RAISE THE WALL WILL NEED TO BE APPROVED BY THE CCR S OF THE BERMUDA DUNES HOMEOWNERS' ASSOCIATION. I WOULD ALSO WANT PLANTING ON MY PROPERTY TO MATE THE SOUND, G-1
G-2
G-3

Comments on the project may be submitted during the meeting, emailed to ahunek@rcvma.org, or submitted by mailing this postcard. Comments are due by November 20, 2012.

I request to be on the Project Mailing List.

- Meeting Accommodations:
- How did you hear about this meeting or project? CERTIFIED MAIL
 - If you are limited in your ability to communicate in English, were your communication needs adequately met? Yes No Not Applicable
 - If you were in need of a reasonable accommodation at this meeting as a result of a disability, were your accommodation needs adequately met? Yes No Not Applicable
 - If you checked No to either of the two questions above, please explain below how your needs could be better met in the future:

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Comment Letter G: Richard Savich, Homeowner

Response to Comment G-1

This comment does not contain comments or questions regarding the analyses presented in the draft IS/MND. The commenter's request for a higher front wall will be taken under consideration by County decision makers. The County intends to work with all affected residences along Fred Waring Drive to insure that modifications on private property are appropriately addressed. This would include ensuring that, where impacted, a suitable wall is constructed in order to provide privacy for residences that is comparable to existing conditions.

Response to Comment G-2

This comment does not contain comments or questions regarding the analyses presented in the draft IS/MND. The County will ensure that all property walls that are reconstructed as a result of the project would be constructed in compliance with applicable homeowner association codes, covenants, and restriction (CCRs), including those of the Bermuda Dune Homeowner's Association.

Response to Comment G-3

As mentioned previously in "Response to Comment F-6", no noise impacts have been identified along the north side of Fred Waring Drive that would necessitate the consideration of noise abatement. The commenter's request for additional landscaping will be taken under consideration by County decision makers. In addition, the roadway will be constructed using rubberized asphalt,

which is not reflected in the noise modeling results. Published studies have shown that rubberized asphalt can result in a decrease in noise levels of two to nine dBA when compared with asphalt. So it can be reasonably expected that noise levels will be lower than those reflected in the noise analysis.

Letter H

Fred Waring Drive Improvement Project
November 7, 2012 • Coachella Valley Association of Governments

COMMENT CARD

Name: John and DeAnn Wolfe Phone: () _____ Date: 11-11-12

Address: 79150 Fred Waring dr. Bermuda Dunes, Ca. 92203

Affiliation: _____ Email: _____

Comments: Alternative 1 most feasible to use. Northside needs to retain back out lane for entering and exiting Fred Waring as well as for parking for guests in front of our home. Personally our front walk will also need to be raised for sound. We also feel bike lanes are unnecessary with the back out lane and no sidewalks.

H-1
H-2
H-3

Comments on the project may be submitted during the meeting, emailed to ahuneck@rccta.org, or submitted by mailing this postcard. Comments are due by November 20, 2012.

I request to be on the Project Mailing List.

Meeting Accommodations:

- How did you hear about this meeting or project? Registered letter
- If you are limited in your ability to communicate in English, were your communication needs adequately met? Yes No
 Not Applicable
- If you were in need of a reasonable accommodation at this meeting as a result of a disability, were your accommodation needs adequately met? Yes No Not Applicable
- If you checked No to either of the two questions above, please explain below how your needs could be better met in the future:

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Comment Letter H: John and DeAnn Wolfe, Homeowners

Response to Comment H-1

As stated on page 2-7, of the draft and final IS/MND under the description for Alternative 1, a new deceleration lane would be provided along the north side of the roadway to provide space for mail delivery vehicles and room for residents to enter and exit their driveways. Parking would also be permitted within this lane. Commenter's preference for implementation of Alternative 1 will be taken under consideration by County decision makers.

Response to Comment H-2

As mentioned previously in "Response to Comment F-6", no noise impacts have been identified along the north side of Fred Waring Drive that would necessitate the consideration of noise abatement. The County intends to work with all affected residences along Fred Waring Drive to insure that modifications on private property are appropriately addressed.

Response to Comment H-3

As stated in page 2-7, of the draft and final IS/MND under the description for Alternative 1, a bike lane would only be provided on the south side of the roadway.

Letter I

Huneck, Andrew

From: Carol McConnell |
Sent: Sunday, November 18, 2012 8:58 PM
To: Huneck, Andrew
Subject: Fred Waring Proposed Changes

I am a homeowner at 79380 Fred Waring Drive, Bermuda Dunes and I have some concerns about the increasing of lanes on Fred Waring. My first concern is to the security of my home, I have been informed that the road bed will be raised 2 ½ feet in front of the homes that have a high driveway, which mine does. This would leave me with a block wall of 32 inches which is unacceptable. It's noisy, trash is thrown out and anyone could jump over a 32 inch wall. The South side is getting an 8 foot sound wall and we should have that same benefit. I realize this side has many gates, but they do not stand open, they need to be solid gates to help mitigate the noise. I have heard you will be "negotiating" with each property owner, but if the walls and gates were all uniform, it would be aesthetically pleasing plus in the long run, the county would probably save money rather than negotiating with each property owner.

I-1

In fact, I believe the entire project is unnecessary and a total waste of precious taxpayer funds. There is no need to raise the surface level, as there never has been any flooding. There are no traffic jams that this project would alleviate. The gross discrimination against the North side of the street is worthy of legal action, which I will pursue with other homeowners. It's a political decision, discriminating against an unincorporated area with no elected advocates to fight for our position.

I-2

Comment Letter I: Carol McConnell, Homeowner

Response to Comment I-1

As mentioned previously in "Response to Comment F-6", no noise impacts have been identified along the north side of Fred Waring Drive that would necessitate the consideration of noise abatement. The County intends to work with all affected residences along Fred Waring Drive to insure that modifications on private property are appropriately addressed.

Response to Comment I-2

As stated in the Chapter 2, Project Description of the draft and final IS/MND, the roadway widening project is needed to match the roadway improvements that have been constructed by the City of La Quinta to the west of the project site. The City's improvements include restriping the existing roadway from four to six lanes and construction of a raised mediation. East of the Port Maria Road, the roadway is currently striped for three lanes in each direction. The project is needed to match these existing improvements.

From: Teri Finley
Sent: Wednesday, November 21, 2012 8:44 AM
To: Huneck, Andrew
Subject: Widening of Fred Waring

Letter J

Hello,

We are homeowners on Fred Waring in the area where you are planning on widening the street from 2 lanes to 3 lanes going west. We are at the intersection of Old Harbour Drive and Fred Waring, at 43950 Old Harbour Drive. Our drive-way is behind the gate at Old Harbour. We have a block wall in our front yard. We are extremely concerned about the additional noise and traffic that will occur after the widening. We very much want a higher sound wall, one at least 10 feet high to help block the noise.

J-1

Our neighbor Ron, reported from the meeting on 11-7-12 with the County that new sound walls would not be part of the construction because of all of the drive-ways along the street but that is not the situation for our home and the home at the corner of Port Maria and Fred Waring. We both very much need and want a higher sound wall. Can the County raise our wall? Please advise us of the situation.

J-2

I want you also know that we truly feel that the County should purchase all the homes in this section at an appraised value and then do the road widening. That truly makes the most sense. A nice common area planter with a meandering sidewalk, like the area that was done in Palm Desert during that street widening of Fred Waring years ago would really be the best solution to this situation but if you must keep all of the homes and widen Fred Waring, then we definitely need tall sound walls.

J-3

J-4

Thanks for you help and consideration with this matter.

Teri and Dave Finley

Comment Letter J: Teri and Dave Finley, Homeowner

Response to Comment J-1

As mentioned on page 3-66 of the draft and final MND, the proposed project would not cause an increase in traffic since there would be no new trip generation (i.e., no new vehicle trips attributed to the proposed project). This is because the proposed project would not construct, nor facilitate the construction of any new homes or businesses that would generate new traffic trips. The project is being constructed to better accommodate existing and projected traffic.

As mentioned previously in Response to Comment F-6, traffic noise at adjacent residences along Fred Waring Drive was predicted to increase approximately two to four decibels above existing levels by the Year 2035 under Build Alternatives 1 and 2. In the future No-Build scenario (Alternative 3), traffic noise levels were also predicted to increase two to three decibels, as a result of the increases in traffic volumes unrelated to the proposed project by the Year 2035.

Noise modeling conducted for the proposed project concluded that traffic noise levels would not exceed the City's and County's 65 dBA community noise equivalent level (CNEL) planning standards at five sensitive receptors (ST-3, M-13, M-14, M-15, and ST-4) all located on the south side of Fred

Waring Drive; therefore, a noise wall was included in the vicinity of these receptors on the south side of Fred Waring Drive. No impacts requiring the consideration of noise abatement under CEQA were identified to the residences along the north side of Fred Waring Drive. It should also be noted, that under the future No-Build scenario (Alternative 3), traffic noise levels were also predicted to exceed the 65 dBA CNEL planning standards at the same five receivers.

The County intends to work with all affected residences along Fred Waring Drive to insure that modifications on private property are appropriately addressed. This would include ensuring that, where impacted, a suitable wall and/or gate is constructed in order to provide privacy for residences that is comparable to existing conditions.

Response to Comment J-2

Refer to Response to Comments J-1. The commenter request for a higher block wall will be taken under consideration by County decision makers.

Response to Comment J-3

The commenter's request for the selection of Alternative 2 will be taken under consideration by County decision makers. As stated on page 3-55 of the draft and final IS/MND, implementation of Build Alternative 2 would require the acquisition of 24 residences on the north side of Fred Waring Drive between Adam Street and Port Maria Road. If this alternative is selected by the County, acquisition of residences would be conducted in compliance with the California Relocation Assistance Act, which would ensure the consistent and fair treatment of owners and the expedited acquisition of property.

Response to Comment J-4

The commenter's request for a higher block wall, common area planter, and meandering sidewalk will be taken under consideration by County decision makers. The County intends to work with all affected residences along Fred Waring Drive to ensure that all modifications on private property are appropriately addressed.

Appendix D
Mitigation Monitoring and Reporting Program

Mitigation Monitoring and Reporting Program

Introduction

The California Public Resources Code, Section 21081.6(a)(1), requires that a lead or responsible agency adopt a mitigation monitoring plan when approving or carrying out a project when an IS/MND identifies measures to reduce potential adverse environmental impacts. As lead agency for the proposed project, the County is responsible for adoption and implementation of the mitigation monitoring plan.

An IS/MND for the project has been prepared to address the potential environmental impacts and, where appropriate, recommend measures to mitigate these impacts. As such, a mitigation monitoring plan is required to ensure that the adopted mitigation measures are successfully implemented. This plan lists each mitigation measure, describes the methods for implementation and verification, and identifies the responsible party or parties.

Project Overview

The Riverside County Transportation Department (RCTD) in cooperation with the City of La Quinta (City) is working on various improvements on Fred Waring Drive from Adams Street to just east of Port Maria Road. The project would widen the existing roadway from four to six lanes to match the roadway improvements that have been constructed by the City to the west of the project site. There are two Build Alternatives and No-Build Alternative being considered.

Build Alternative 1 would provide three lanes in each direction (eastbound and westbound) with a bike lane on the south side. The eastbound roadway would generally remain at its current grade; however, it would be raised approximately 2 to 2.5 feet in the vicinity of the La Quinta Palms entrance. The westbound roadway would be reprofiled, creating an elevated grade over a longer distance between Dune Palms Road and Chapelton Drive to accommodate the elevated driveways on the north side of the street. A new raised median and deceleration lane would be constructed. The new deceleration lane (ranging in width from 12 to 21 feet) on the north side of the roadway would provide space for mail delivery vehicles, parking, and room for residents to enter and exit their driveways safely. Reconstruction of driveways, fences, walls, and front yard improvements may be necessary to transition from the new road widening and grading. The existing sound walls, which range in height from five to seven feet currently located between Adams Street and Dune Palms Road would be removed and replaced with new sound walls approximately eight feet in height. Reconstruction beyond the right-of-way would be performed under construction easements or right-of-entries. No acquisition of right-of-way is proposed under this alternative.

Construction staging activities could occur within one or more of the three vacant lots located in the project study area. The vacant lots are located at Dune Palms Drive/Fred Waring Drive, Chapelton Drive, and Fred Waring Drive. Construction is anticipated to last approximately six to seven months. Traffic would be shifted to one lane in each direction for approximately three to four months to make room for construction of the new pavement north of Fred Waring Drive and construction of the medians. Access to the individual properties on the north side of the street would be maintained by using temporary gravel driveways.

Build Alternative 2 would use the City's General Plan (51 feet from centerline to curb face) standard street section for a major arterial and would also construct three lanes in each direction (eastbound and westbound) with bike lanes on both sides. A new 14-foot raised median would provide left-turn pockets at Adams Street and Dune Palms Road. The northern edge of the roadway would be extended to provide three westbound travel lanes, an eight-foot bike lane, a nine-foot parkway, and a 20-foot sidewalk easement. The acquisition of all residences located immediately north of Fred Waring Drive between Adams Street and Port Maria Road would be required in order to construct the proposed improvements.

The acquisition of new right-of-way, including demolition of all residences on the north side between Adams Street and Port Maria Road, is proposed under this alternative. Construction staging activities would occur within one or more of the three existing vacant lots and/or on newly vacated residential lots on the north side. The existing vacant lots are located at Dune Palms Drive/Fred Waring Drive, Chapelton Drive, and Fred Waring Drive. Construction is anticipated to last approximately five to six months. Traffic would be shifted to one lane in each direction for approximately three months to make room for construction of the new pavement along the north side of Fred Waring Drive. No right-of-way acquisition would be required on the south side of the roadway.

The project site would be fenced during construction with access limited to construction personnel and other authorized personnel only. Nighttime lighting on site during construction would be limited, providing only lighting necessary for safety and security. Consistent with the City's Noise Ordinance, noise-producing construction activities would be prohibited between the weekday hours of 5:30 p.m. and 7 a.m. October 1st through April 30th (7 p.m. and 6 a.m. May 1st through September 30th). Construction on arterial roadways is prohibited between the hours of 4:30 p.m. and 8 a.m. The County's enforcement code (Ordinance No. 847) exempts construction noise from capital improvement projects of a governmental agency. However, the County imposes restrictions on permissible hours of construction activity to prevent and/or mitigate the generation of excessive noise or adverse impacts on surrounding areas. The restricted hours are between 7:00 PM and 7:00 AM on weekdays or between 5:00 PM and 8:00 AM on Saturday, or anytime on Sunday's or federal holidays.

Monitoring and Reporting Procedures

The mitigation monitoring plan for the proposed project will be in place through all phases of the project, including design, construction, and operation. The County will be responsible for administering the mitigation monitoring plan and ensuring that all parties comply with its provisions. The County may delegate monitoring activities to staff, consultants, or contractors. The County will also ensure that monitoring is documented through periodic reports and that deficiencies are promptly corrected. The designated environmental monitor will track and document compliance with mitigation measures, note any problems that may result, and take appropriate action to rectify problems.

Mitigation Monitoring and Reporting Program Implementation

Table D-1 lists each mitigation measure included in the draft MND. Certain inspections and reports may require preparation by qualified individuals and these are specified as needed. The timing and method of verification for each measure are also specified.

Table D-1. Mitigation Monitoring and Reporting Program Summary

Mitigation Measure No.	Mitigation Measures	Timing of Implementation	Method of Implementation	Responsible Party
Biological Resources				
BIO-1	Vegetation removal and other ground-disturbing activities will occur outside of the nesting season. If clearing and grubbing of ornamental landscaping occurs during the avian nesting season, a pre-construction nesting bird survey will be conducted within 14 days of any ground-disturbing activities. If at any time birds are found to be nesting inside of or adjacent to the impact area, construction will cease within the buffer area, as determined by a qualified biologist, until a biologist determines that the nest is no longer active.	Prior to issuance of grading and building permits	RCTD will retain a qualified biologist to conduct preconstruction nesting bird surveys and if identified, will establish an appropriate buffer during construction.	RCTD and Qualified Biologist
GREENHOUSE GAS EMISSIONS				
GHG-1	Utilize recycled, low-carbon, and otherwise climate-friendly building materials such as salvaged and recycled-content materials for hard surfaces and non-plant landscaping materials.	Prior to the issuance of building permits / During any grading and construction activities (implement)	RCTD will review site plans to ensure incorporation of these measures as appropriate.	RCTD and Construction Contractor
GHG-2	Minimize, reuse, and recycle construction-related waste.	Prior to the issuance of building permits / During any grading and construction activities (implement)	RCTD will review site plans to ensure incorporation of these measures as appropriate.	RCTD and Construction Contractor
GHG-3	Minimize grading, earth-moving, and other energy-intensive construction practices.	Prior to the issuance of building permits / During any grading and construction activities (implement)	RCTD will review site plans to ensure incorporation of these measures as appropriate.	RCTD and Construction Contractor
GHG-4	Landscaping to preserve natural vegetation and maintain watershed integrity.	Prior to the issuance of grading and building permits /	RCTD will review site plans to ensure	RCTD and Construction

Mitigation Measure No.	Mitigation Measures	Timing of Implementation	Method of Implementation	Responsible Party
GHG-5	Require construction equipment to utilize the best available technology to reduce emissions, as feasible.	Following any grading and construction activities (implement) Prior to the issuance of building permits /During any grading and construction activities (implement)	incorporation of these measures as appropriate. RCTD will review site plans to ensure incorporation of these measures as appropriate.	Contractor RCTD and Construction Contractor
HAZARDS AND HAZARDOUS MATERIALS				
HAZ-1	Due to the possible presence of elevated lead concentrations within the yellow traffic markings along the roadway, the paint shall be sampled and tested for lead by trained and/or licensed professionals prior to construction. Representative samples of yellow striping paint shall be collected. The field and analytical data obtained during this study shall be used to provide a review of the sampling locations/ descriptions, summary of the analytical results, and recommendations for striping paint removal, containment, and off-site transportation and disposal (as appropriate).	Prior to demolition or grading activities/ During any grading and construction activities (implement)	RCTD will review site plans to ensure incorporation of these measures as appropriate.	RCTD and Construction Contractor
HAZ-2	Due to the possible presence of elevated lead concentrations (from the use of leaded gasoline), residual concentrations of hydrocarbons may have collected in the runoff. If signs of potential contamination are observed (odors, discolored soil, etc.,) during construction, sampling and analysis shall be conducted.	Prior to demolition or grading activities/ During any grading and construction activities (implement)	RCTD will review site plans to ensure incorporation of these measures as appropriate.	RCTD and Construction Contractor
HAZ-3	Wastes and petroleum products used during construction will be collected, transported, and removed from the project site in accordance with the Resource Conservation and Recovery Act regulations and federal Occupational Safety and Health Administration (OSHA) standards. All hazardous waste will be stored, transported, and disposed as required in	Prior to demolition or grading activities/ During any grading and construction activities (implement)	RCTD will review site plans to ensure incorporation of these measures as appropriate.	RCTD and Construction Contractor

Mitigation Measure No.	Mitigation Measures	Timing of Implementation	Method of Implementation	Responsible Party
HAZ-4	<p>Title 22, California Code of Regulations (CCR), Division 4.5 and 49 CFR 261-263.</p> <p>There are several pole-mounted transformers along Fred Waring Drive that appear to be in good condition. Should it be deemed that transformer removal is required during construction, the utility company shall be contacted prior to handling or removal of the electric transformers.</p>	<p>Prior to demolition or grading activities</p>		<p>RCTD and Construction Contractor</p>
NOISE				
NOI-1	<p>Measure NOI-1: Construction noise would be temporary and limited to the duration of the construction. The following noise control measures will also be incorporated into the project contract specifications in order to minimize construction noise effects:</p> <ul style="list-style-type: none"> • All noise-producing project equipment and vehicles using internal combustion engines will be equipped with mufflers, air-inlet silencers where appropriate, and any other shrouds, shields, or other noise-reducing features in good operating condition that meet or exceed original factory specification. Mobile or fixed "package" equipment (e.g., arc-welders, air compressors) will be equipped with shrouds and noise control features that are readily available for that type of equipment. • All mobile or fixed noise-producing equipment used on the project that is regulated for noise output by a local, state, or federal agency will comply with such regulation while in the course of project activity. • Electrically powered equipment will be used instead of pneumatic or internal combustion powered equipment, where feasible. 	<p>Prior to construction activities and implemented during demolition, grading and construction.</p>	<p>The construction contractor will implement noise reduction measures that address the requirements identified in this mitigation measure.</p>	<p>RCTD and Construction Contractor</p>

Mitigation Measure No.	Mitigation Measures	Timing of Implementation	Method of Implementation	Responsible Party
	<ul style="list-style-type: none"> Material stockpiles and mobile equipment staging, parking, and maintenance areas will be located as far as practicable from noise-sensitive receptors. Construction site and access road speed limits will be established and enforced during the construction period. The hours of construction, including noisy maintenance activities and all spoils and material transport, will be restricted to the periods and days permitted by the local noise or other applicable ordinance. Noise-producing project activity will comply with local noise control regulations affecting construction activity or obtain exemptions therefrom. The use of noise-producing signals, including horns, whistles, alarms, and bells, will be for safety warning purposes only. No project-related public address or music system will be audible at any adjacent receptor. The onsite construction supervisor will have the responsibility and authority to receive and resolve noise complaints. A clear appeal process to the owner will be established prior to construction commencement that will allow for resolution of noise problems that cannot be immediately solved by the site supervisor. 	Construction	RCTD will select contractor for construction of sound wall.	RCTD and Contractor
NOI-2	Construct eight-foot sounds walls at the locations as identified in Figure 3-2, Sound Wall Locations	Construction	RCTD will select contractor for construction of sound wall.	RCTD and Contractor
TRANSPORTATION AND CIRCULATION				
TR-1	Prepare and implement a Traffic Management Plan (TMP). The TMP will be provided to emergency service providers and school officials with construction plans	Prior to the issuance of construction permits	RCTD will approve a Traffic Management Plan that addresses	RCTD

Mitigation Measure No.	Mitigation Measures	Timing of Implementation	Method of Implementation	Responsible Party
	<p>prior to commencement of construction. The following will be included in the TMP or carried out in coordination with the TMP.</p> <ul style="list-style-type: none"> • Implement a construction management program that maintains access to and from the project area community through signage, detours, flagmen, etc. • Coordinate with emergency services providers to ensure that alternative response routes to and from the project area community are in place during construction of the proposed project. • Provide access to all fire hydrants along all access routes and provide and maintain fire department vehicle access roads along project site. • Consult with local school officials to identify safe vehicular routes and pedestrian crossing for students traveling to and from schools in the project area community during construction of the proposed project. • Coordinate with the utility providers for relocation of utility lines and inform the utility users in advance about the date and timings of service disruptions. • Prepare temporary detour plans during the Plans, Specifications, and Estimates (PS&E) phase. • Provide notification to be sent to emergency service providers, local school officials, and any residents that may be substantially affected by any street closures (including partial and/or full closures) or traffic diversions at least two weeks in advance of the planned closure or diversion. 		<p>the requirements identified in this measure.</p>	