

Appendix K Responses to Comments

As required by the California Environmental Quality Act (CEQA) Guidelines Section 15087 and, a public notice of availability of the Draft Initial Study/Environmental Assessment (IS/EA) for the Interstate 5 (I-5) Improvement Project was published as a display ad in the *Orange County Register* (May 8, 20, and 27, 2018), *Orange County Register* (online) (May 17 through May 31, 2018), *Excelsior/Unidos* (May 11, 2018), *Excelsior/Unidos* (online) (May 17 through May 31, 2018), *The Korea Daily* (May 14, 2018), the *Irvine World News* (May 17, 2018), the *World Journal* (May 19, 2018), *World Journal* (online) (May 17 through May 27, 2018), and Facebook Advertised Posts (May 17 through May 30, 2018). It was also posted on the Caltrans website (<http://www.dot.ca.gov/d12/DEA/5/0K670/>). The Draft Mitigated Negative Declaration/Finding of No Significant Impact (MND/FONSI) was circulated for public review for a period of 32 days, from May 8, 2018, to June 8, 2018. Copies of the Draft MND/FONSI were distributed to the State Clearinghouse, the Governor's Office of Planning and Research (15 copies of summary form), and other federal, State, and local agencies. Copies of the Draft MND/FONSI were available for public review at the California Department of Transportation (Caltrans) District 12, Tustin City Hall, Orange County Library (Heritage Park Regional Branch), and the Irvine Katie Wheeler Library. A copy of the distribution list for the Draft MND/FONSI is provided in Chapter 6 of this MND/FONSI.

As outlined in the Federal Highway Administration (FHWA) Guidance for Preparing and Processing Environmental and Section 4(f) Documents, Technical Advisory T 6640.8A, Section H, following the public availability period, the EA should be revised or an attachment provided, as appropriate, to (1) reflect changes in the proposed action or mitigation measures resulting from comments received on the EA or at the public hearing (if one is held) and any impacts of the changes, (2) include any necessary findings, agreements, or determination (e.g., wetlands, Section 106, Section 4(f)) required for the proposal, and (3) include a copy of pertinent comments received on the EA and appropriate responses to the comments.

A total of 68 agencies, individuals, and/or businesses submitted comments on the Draft MND/FONSI during the public review period and three agencies, individuals, and/or businesses submitted comments after the public review period. Comments were received from federal and State agencies, regional and local agencies, organizations and businesses, and private citizens. The 71 comments also included 12 public

commenters that were recorded by a court reporter during the public hearings for the project held on May 24 and May 30, 2018. Substantive comments that relate to environmental issues are thoroughly addressed. In some cases, corrections to the Draft MND/FONSI are required or additional information is provided for clarification purposes. However, some of the comments do not present significant environmental issues or they request the incorporation of additional information in the Draft MND/FONSI that is not relevant to environmental issues. Such comments do not require a response, pursuant to Section 15088(a) of the State CEQA Guidelines.

Section 15088 of the State CEQA Guidelines, Evaluation of and Responses to Comments, states:

- a) The lead agency shall evaluate comments on environmental issues received from persons who reviewed the draft MND/FONSI and shall prepare a written response. The lead agency shall respond to comments received during the noted comment period and any extensions and may respond to late comments.
- b) The lead agency shall provide a written proposed response to a public agency on comments made by that public agency at least 10 days prior to certifying an environmental impact report.
- c) The written response shall describe the disposition of significant environmental issues raised (e.g., revisions to the proposed project to mitigate anticipated impacts or objections). In particular, major environmental issues raised when the lead agency's position is at variance with recommendations and objections raised in the comments must be addressed in detail, giving the reasons that specific comments and suggestions were not accepted. There must be good faith, reasoned analysis in response. Conclusory statements unsupported by factual information will not suffice.
- d) The Responses to Comments may take the form of a revision to the Draft MND/FONSI or may be a separate section in the final MND/FONSI. Where the Responses to Comments makes important changes in the information contained in the text of the Draft MND/FONSI, the lead agency should either:

1. Revise the text in the body of the MND/FONSI; or
2. Include marginal notes showing that the information is revised in the Responses to Comments.

No significant changes have been made to the information contained in the Draft MND/FONSI as a result of the responses to comments, and no significant new information has been added. Therefore, this Responses to Comments document is being prepared as a separate section of the MND/FONSI for consideration by Caltrans prior to consideration of the MND/FONSI for certification.

K.1 Index of Comments Received

Table K-1 provides an index of the list of the agencies, groups, and persons who commented on the MND/FONSI prior to the close of the public comment period. The comments received have been organized in a manner that facilitates finding a particular comment or set of comments. Each comment has been organized into one of the following seven categories: (1) Federal Agencies (2) State Agencies, (3) Regional Agencies, (4), Local Agencies, (5) Districts, (6) Public Comments, (7) Comment cards received during the public hearing, and (8) Public Hearing Transcripts.

This division is the basis for the numbering of each comment. Each commenter has been assigned a numbered code. This numbered code is combined with sequential numbering for each comment. For example, Comment F-1-1 refers to the first comment in the letter from the United States Environmental Protection Agency (USEPA).

K.1.1 Common Responses

Many of the comments received during the public review period for the MND/FONSI raised concerns regarding air quality/health risk, property value, and noise impacts as a result of the Build Alternative. To address these comments, common responses are provided regarding these issues, and subsequent responses refer to one of these common responses.

K.1.1.1 Common Response 1 - Air Quality/Health Risks Regulations

Several comments were received regarding air pollution. Some commenters have expressed a general belief that the proposed project would increase traffic-related air pollution, cause health issues, and reduce their quality of life. Caltrans has adopted

Table K-1 Comment Letters Received During Public Comment Period

Letter	Name	Date
F-1	United States Environmental Protection Agency	June 8, 2018
F-2	Federal Emergency Management Agency	June 1, 2018
S-1	California Department of Fish and Wildlife	June 5, 2018
S-2	Governor's Office of Planning and Research	June 7, 2018
R-1	South Coast Air Quality Management District	May 29, 2018
L-1	City of Tustin	June 8, 2018
L-2	City of Irvine	June 8, 2018
L-3	Transportation Corridor Agencies	June 8, 2018
D-1	Irvine Unified School District	June 5, 2018
P-1	Edgar Vargas	May 25, 2018
P-2	Joey Madlangbayan	May 10, 2018
P-3	Kris Etemadi	May 16, 2018
P-4	Lisa Ganz	May 24, 2018
P-5	Marie-Helene Luebbers	May 9, 2018
P-6	Mary Kay Bollenbacher	May 20, 2018
P-7	Mitch Moss	May 11, 2018
P-8	Susan Eilenberg	May 21, 2018
P-9	Won Hee Kim	May 25, 2018
P-10	Yvette Ximenez	May 8, 2018
P-11	The Irvine Company	June 7, 2018
P-12	Bernice Kirzner	May 30, 2018
P-13	Brandon Dillon	May 29, 2018
P-14	Felix Chen	June 7, 2018
P-15	James and Terry Johnson	June 8, 2018
P-16	Transit Advocates of Orange County	June 8, 2018
P-17	Jawed Hameed	June 8, 2018
P-18	Lan Huong Thi Pham	May 29, 2018
P-19	Michael LaRocco	June 1, 2018
P-20	Stephanie Vaughn	June 8, 2018
P-21	Suresh Lohiya	June 6, 2018
P-22	Toby Moore	June 8, 2018
P-23	Matthew Jones	June 8, 2018
P-24	Peter J West	May 22, 2018
P-25	Nancy O'Donnell	May 28, 2018
P-26	Bernice Kirzner	May 25, 2018
P-27	Kavin Parikh	May 23, 2018
P-28	Linda Behrens	May 20, 2018
CC-1	Scott Couchman	May 24, 2018
CC-2	Jeff R. Thompson	May 24, 2018
CC-3	James and Anna Jin	May 24, 2018
CC-4	Won Hee Kim	May 24, 2018
CC-5	Melissa Guzzetta	May 24, 2018
CC-6	Pamela Williams	May 24, 2018
CC-7	Jorge Rodriguez	May 24, 2018
CC-8	Khang Luc	May 24, 2018
CC-9	Mary Kay Bollenbacher	May 24, 2018
CC-10	T.C. Sherry	May 24, 2018
CC-11	Judith Jones	May 24, 2018
CC-12	Dr. Bernard Miller	May 24, 2018

Table K-1 Comment Letters Received During Public Comment Period

Letter	Name	Date
CC-13	Jeff R. Thompson	May 24, 2018
CC-14	Jami Brackin	May 24, 2018
CC-15	N/A	May 24, 2018
CC-16	Michael Evans	May 24, 2018
CC-17	Kathleen Arnold	May 24, 2018
CC-18	Khang Luc	May 24, 2018
CC-19	Dolores M. Gonzalez	May 24, 2018
CC-20	Felix Chen	May 30, 2018
CC-21	Teresa Siaca	May 30, 2018
CC-22	Ryan Thoth	May 30, 2018
CC-23	Dennis and Kim Hampton	May 30, 2018
CC-24	Suresh	May 30, 2018
CC-25	Angela Barker	May 30, 2018
CC-26	Barbara and Linda Olsen	May 30, 2018
CC-27	Jacqueline Connolly	May 30, 2018
CC-28	Jennifer Lambeth	May 30, 2018
T-1-1	Jami Brackin	May 24, 2018
T-1-2	Martin Fier	May 24, 2018
T-1-3	Anonymous Speaker	May 24, 2018
T-1-4	Anonymous Speaker	May 24, 2018
T-1-5	Jon Tuin	May 24, 2018
T-2-1	Eugene Ordonez	May 30, 2018
T-2-2	Anonymous Speaker	May 30, 2018
T-2-3	Bob McBride	May 30, 2018
T-2-4	Gina Roell	May 30, 2018
T-2-5	Nancy Maguire	May 30, 2018
T-2-6	Linda and Barbara Olsen	May 30, 2018
T-2-7	Charles Salasovic	May 30, 2018

N/A = name not available

Table K-2 Comment Letters Received After Comment Period

Letter	Name	Date
P-29	Lawrence Whitlock	June 12, 2018
P-30	Orange County Business Council	July 17, 2018
P-31	Five Point Communities Management, Inc.	October 16, 2018

FHWA guidance for evaluating Mobile Source Air Toxics (MSAT) emissions. FHWA has indicated that quantitative analysis (i.e., dispersion modeling) cannot provide any meaningful comparison of alternatives and, in fact, may provide misleading information as to the current understanding of MSATs and the capabilities of current tools. As part of the development of the FHWA interim MSAT guidance, FHWA conducted a thorough review of the scientific information related to MSATs from transportation sources. As a result of that review, FHWA concluded that the

available technical tools do not enable us to reliably estimate pollutant exposure concentrations or predict the project-specific health impacts of the emissions changes associated with transportation project alternatives; therefore, at this time, FHWA does not support dispersion modeling.

The FHWA Interim Guidance for MSAT Analysis indicates that available technical tools do not reliably predict the project-specific health impacts of the MSAT emission changes associated with project alternatives. Limitations of the tools include the following:

- **Emissions:** The tools available from the United States Environmental Protection Agency (USEPA) and the California Air Resources Board (CARB) to estimate MSAT emissions from motor vehicles are not sensitive to key variables that determine emissions of MSATs in the context of highway projects.
- **Dispersion:** The tools to predict how MSATs disperse are also limited. The current USEPA and California line-source regulatory models, such as CALINE3, CAL3QHC, and CALINE4, were developed and validated for the purpose of predicting episodic concentrations of carbon monoxide (CO) to determine compliance with the National Ambient Air Quality Standards (NAAQS). The performance of these dispersion models is adequate for predicting maximum concentrations that can occur over short time periods. Alternative dispersion models, such as USEPA's AERMOD, were not developed for use with line sources, requiring adaptation and approximation of line emission sources such as roads. Along with these general limitations of dispersion models, FHWA is also faced with a lack of monitoring data in most areas for use in establishing project-specific MSAT background concentrations.

Findings

As shown in Section 2.13, Air Quality, of the MND/FONSI, the Build Alternative, with both Design Variation A and Design Variation B (Alternatives 2A and 2B), would result in temporary air quality impacts during construction related to emissions from construction equipment, including CO, nitrogen oxides (NO_x), volatile organic compounds (VOCs), directly emitted particulate matter (PM₁₀ and PM_{2.5}), diesel exhaust particulate matter (PM₁₀ and PM_{2.5}), soot particulate (PM₁₀ and PM_{2.5}), sulfur dioxide (SO₂), dust, and odor. However, these temporary impacts will be addressed through implementation of Project Features PF-AQ-1 through PF-AQ-3 (refer to Section 2.13.3.1) and Measure AQ-4 (Section 2.13.4).

The Transportation Conformity Working Group (TCWG), which includes representatives from the USEPA, the FHWA, the Federal Transit Administration (FTA), CARB, Caltrans, Southern California Association of Governments (SCAG), South Coast Air Quality Management District (SCAQMD), the Orange County Transportation Authority (OCTA), and other stakeholders, has been determined that, since the project does not create a new or worsen an existing PM_{2.5} violation, it is not a project of air quality concern under Code of Federal Regulations (CFR) Title 40, Part 93.123(b)(1). Additionally, the proposed project would not increase Diesel Particulate Matter and MSAT emissions from No Build conditions.

A detailed Health Risk Assessment (HRA) was not completed and is not necessary because the Build Alternative would not increase MSAT emissions in the Study Area.

K.1.1.2 Common Response 2 - Property Values

Several comments were received regarding property values. Some commenters have expressed a general belief that the proposed project would result in decreased property values due to expansion of the freeway.

There are varied patterns in the effect of freeways on residential property values. Most studies recognize that freeway construction can produce conflicting influences on property values. They show both appreciation and loss in value for properties due to freeway construction. Some properties abutting the freeway or in very close proximity to it appear to suffer most of the adverse effects from the freeway, whereas net gain is shown in value in the general vicinity of the freeway due to increased accessibility.

Due to the variability in the potential project effects on property values, it is difficult to assess the potential effect of a transportation project on the values of individual properties. Six factors related to transportation projects may affect property values: accessibility, safety, noise, visual quality, community cohesion, and business productivity. For residential properties, only the first five factors are applicable. Changes in these factors may, but not necessarily would, result in a change in property values. Additionally, the degree to which a transportation project would affect property values depends in part on the location of the property (i.e., either adjacent to or in the vicinity of a project) and the land use (i.e., residential, commercial, or industrial). The analyses in the MND/FONSI indicate that the Build Alternative would not change access but would instead facilitate improved mobility through reduced congestion (Section 2.1.2.3), would not affect community character

and cohesion (Section 2.3.1.3), would not decrease the performance or safety of the transportation facilities (Section 3.1.16), would result in changes in views of the area along Interstate 405 (I-405) (Section 2.6.3.2), and would result in noise impacts along the project segment of I-5 (Section 2.14.3.2). Project features included as part of the Build Alternative will address the effects of the Build Alternative related to visual/aesthetics (Section 2.16.3.2) and noise (Section 2.14.3.1 and 2.14.3.2).

The environmental document does not specifically discuss property values as part of CEQA/National Environmental Policy Act (NEPA) analysis. Real estate market prices are mainly based on comparative sales in the area. Many factors contribute to market values, including location, the neighborhood, current real estate sales in the area, school system, crime, taxes, government services, parks/recreational, and the features of the home. The Build Alternative may have an effect on the property values, but it is not likely to be a major change because I-5 is an existing facility within Orange County. In addition, Caltrans has found no literature, studies, or evidence that property values decreased because a freeway was widened near a home. To the extent that a perceived decrease in property values or decline in quality of life would be caused by or result in degradation in the physical environment, the MND/FONSI discusses measures that will be adopted as conditions of project approval to avoid, minimize, and/or mitigate environmental impacts.

K.1.1.3 Common Response 3 - Noise/Noise Analysis

Many of the comments received during the public review period for the IS/EA raised concerns regarding noise impacts as a result of the Build Alternative. To address these comments, a single common response is provided regarding this issue, and subsequent responses refer to this common response. The following text provides a brief explanation of regulations and procedures used for the traffic noise impact analysis and recommendation of abatement measures.

Regulations

The *Noise Study Report* (NSR) prepared for the project evaluated potential traffic noise impacts in accordance with the guidelines and requirements of CEQA and NEPA. The NSR was prepared between December 2016 and June 2017. Because the project is on a State highway facility, traffic noise impacts and noise abatement measures were evaluated for NEPA in accordance with FHWA's 23 CFR 772 regulations and the May 2011 *Caltrans' Traffic Noise Analysis Protocol* (Protocol). Under NEPA, traffic noise impacts occur when the future peak-hour noise equivalent continuous traffic noise level (L_{eq}) at frequent outdoor use areas approach or exceed

the Noise Abatement Criteria (NAC) or the future predicted traffic noise levels exceed by 12 decibels (dB) or more the existing traffic noise levels. An increase of 12 dB was considered substantial for this project.

Traffic Noise Prediction

FHWA's Traffic Noise Model (TNM) was utilized for the prediction of future traffic noise levels. Outdoor traffic noise measurements were conducted at representative locations throughout the project study corridor to evaluate existing noise levels and to calibrate the TNM computer model. Specific measurement sites were chosen to be representative of receiver sites with similar topography, orientation to the highway, and exposure angles with respect to frequent outdoor use areas adjacent to I-5. Locations that are expected to receive the greatest traffic noise impacts, such as the first row of houses from I-5, are generally chosen; however, noise measurements at second-row residences were also conducted in several areas. Noise measurements were conducted at 88 representative locations (82 short-term and 6 long-term), but future traffic noise levels were predicted at 974 receiver locations that represent frequent outdoor use areas along the project alignment.

Determination of Traffic Noise Impacts

Frequent outdoor use areas of different land use within the project limits were identified through land use maps, aerial photography, and site inspection. NAC for different land uses are listed in the Protocol. These land uses include single- and multi-family residences, picnic areas, recreation areas, playgrounds, motels, hotels, schools, churches, libraries, and hospitals.

Traffic noise impacts are considered to occur at receiver locations where predicted design-year traffic noise levels are at least 12 dB greater than existing noise levels or where predicted design year traffic noise levels approach or exceed the NAC for applicable activity categories. Typically, a 12-dB increase is for projects where a new freeway is planned.

Abatement Measures

Noise abatement measures must be considered where traffic noise impacts are identified. Abatement measures are recommended if they are considered feasible and reasonable as required by Title 23 CFR 772 and the Protocol. Noise barriers with heights ranging from 6 to 22 feet (ft) were considered at the freeway shoulders, on-/off-ramp shoulders, State right-of-way (ROW) line, or private property lines to provide abatement for frequent outdoor use areas with predicted traffic noise impacts.

According to the Protocol, abatement measures are considered acoustically feasible if a minimum noise reduction of 5 dB at the receiver locations is predicted with implementation of the abatement measures. The overall reasonableness of noise abatement is determined by (1) the noise reduction of the proposed barriers; (2) the cost of noise abatement; and (3) the viewpoint of the benefited property owners and residents.

Each noise barrier was evaluated for feasibility based on achievable noise reduction of 5 dB or more. In accordance with the regulations, the existing noise barriers could only be replaced by higher noise barriers if an additional 5 dB noise reduction can be achieved. Most of the time, increasing the height of a 10 or 12 feet high noise barrier to the maximum height would not provide an additional 5 dB noise reduction. This is the main reason why the heights of some existing noise barriers were not increased.

The Protocol defines the procedure for assessing reasonableness of noise barriers. The Caltrans acoustical design goal must be met for a noise barrier to be considered reasonable. The design goal is that a barrier must be predicted to provide at least 7 dB of noise reduction at one or more benefited receptors. In addition, the estimated cost to build the noise barrier should be equal to or less than the total cost allowance of benefited receptors calculated for the barrier to be considered reasonable from a cost perspective. A cost-per-residence allowance is calculated for each benefited residence (i.e., residences that receive at least 5 dB of noise reduction from a noise barrier). The 2018 base allowance of \$92,000 is used for this analysis. Total allowances are calculated by multiplying the cost allowance-per-residence by the number of benefited residences. Moreover, another factor used in determining whether a proposed noise abatement measure is reasonable includes residents' acceptance. If more than 50 percent of the benefited residents oppose the abatement located on public ROW, the abatement would not be considered reasonable. However, if abatement is proposed to be located on private property, 100 percent of the benefited residents must agree with the abatement.

K.2 Comments from Federal Agencies

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UNITED STATES ENVIRONMENTAL PROTECTION AGENCY

REGION IX

75 Hawthorne Street
San Francisco, CA 94105-3901

F-1

June 8, 2018

Brian Liu
Associate Planner
Division of Environmental Analysis, Generalist Branch
Caltrans District 12
1750 East 4th Street, Suite 100
Santa Ana, CA 92705

Subject: Draft Initial Study with Proposed Mitigated Negative Declaration/Environmental Assessment for the Interstate 5 (I-5) Improvement Project from Interstate 405 (I-405) to State Route 55 (SR-55), Orange County, California

Dear Mr. Liu:

The U.S. Environmental Protection Agency (EPA) has reviewed the above-referenced document. Our review is pursuant to the National Environmental Policy Act (NEPA), Council on Environmental Quality (CEQ) regulations (40 CFR Parts 1500-1508), and our NEPA review authority under Section 309 of the Clean Air Act. EPA provides the following recommendations to assist the California Department of Transportation (Caltrans) in finalizing the environmental review process and determining whether a "Finding of No Significant Impact" will result at the completion of the Environmental Assessment (EA) process.

Range of Alternatives

The proposed project would add a general purpose lane on northbound and southbound I-5 within the project area in order to address existing and future traffic demand on this segment of the corridor. Section 1.5 of the Draft EA describes alternatives that were considered but eliminated from further consideration, including reversible lanes, Transportation Systems Management / Transportation Demand Management (TSM/TDM), transit alternatives, and several design variations.

F-1-1

Recommendation:

- In the Final EA, clarify whether other alternatives that could potentially meet the purpose and need of the project while reducing environmental impacts, such as HOV and toll lanes, were considered for the proposed project. If such alternatives were considered, disclose the rationale for eliminating them from further consideration.

Air Quality

Impacts from Induced Vehicle Travel

Section 2.13 of the Draft EA provides criteria pollutant and mobile source air toxics (MSAT) emissions estimates under the future build and no build scenarios. According to these estimates, the build alternatives would result in marginal reductions in various criteria pollutant and MSAT emissions compared to the no build scenario. The Draft EA states that these reductions can be attributed to improved traffic flow. Particulate matter emissions would increase slightly because the build alternatives would "add capacity and result in increased VMT" (p. 2.13-26).

F-1-2

Recommendations:

- In the Air Quality chapter of the Final EA, provide a more detailed explanation of the anticipated reduction in criteria pollutant and MSAT emissions under future build scenarios as compared to the future no build scenario. Elaborate on the expected relationship between reduced congestion and induced travel demand resulting from the introduction of a new general purpose lane on this major corridor over the course of the project timeline, noting if and when levels of service (LOS) at various freeway segments are expected to improve and/or worsen over time as VMT increases.

Transportation Management Plan

Both build alternatives would include a Transportation Management Plan (TMP) in order to reduce traffic impacts during the construction phase of the project. Section 2.5.3.1 of the Draft EA describes various components of the TMP, including: a public awareness campaign, traveler information strategies, incident management, construction strategies, demand management, and alternative route strategies.

Recommendation:

- EPA supports the inclusion of the TMP within the proposed project, particularly demand management strategies such as rideshare incentives, transit service incentives, and shuttle services. We encourage Caltrans to consider incorporating these features into the project's operational phase in order to decrease single occupancy vehicle travel and reduce air quality impacts.

Sensitive Receptors

Page 2.13.2 of the Draft EA states that "the closest sensitive receptors to the proposed project include residential uses that are along the Interstate 5 within the Cities of Irvine and Tustin." The Draft EA does not provide information about the process that was used to identify sensitive receptors near the project area, nor does it indicate which residences would be affected by the proposed project. According to data from the U.S. Geological Survey Geographic Names Information System¹ (GNIS) applied using the NEPAassist² tool, additional sensitive receptors, such as schools, appear to be located along this segment of the corridor.

Recommendations:

- Conduct a more thorough survey of sensitive receptors located near the project area, and disclose all identified sensitive receptors in the Final EA. Consider including a map that illustrates where each sensitive receptor is located in relation to the proposed project.
- Describe any measures that would be taken to minimize impacts to sensitive receptors. For example, consider locating construction equipment and staging zones away from sensitive receptors and fresh air intakes to buildings and air conditioners.

We appreciate the opportunity to review this Draft EA and are available to discuss our comments. Please send one hard copy and one electronic copy of the Final EA when it becomes available to this office at

¹ Available at: <https://geonames.usgs.gov/domestic/>

² Available at: <https://www.epa.gov/nepa/nepassist>

the address above (mail code ENF-4-2). If you have any questions, please contact Morgan Capilla, the lead reviewer for this project, at 415-972-3504 or capilla.morgan@epa.gov. F-1-5

Sincerely,

A handwritten signature in black ink that reads "Connell Dunning". The signature is written in a cursive, flowing style.

Connell Dunning
Transportation Team Supervisor
Environmental Review Section

Electronic copy:

Brenda Powell-Jones, Caltrans

K.2.1 F-1 – United States Environmental Protection Agency (USEPA)

F-1-1

As stated in Chapter 1 of the MND/FONSI, one of the purposes of the project is the optimize access of the existing high-occupancy vehicle (HOV) lane. Based on the traffic forecasts for the Build Alternative, there does not appear to be a need for additional HOV capacity for this segment of the I-5. Therefore, additional HOV lanes were not considered for the project. As part of the Build Alternative, the existing buffer-separated HOV lane would be converted to a continuous access HOV lane, with continuous entry/exit opportunity for motorists, throughout the project limits to improve HOV operations. Continuous access provides greater flexibility of locations where motorists can exit the HOV lanes, which is expected to reduce the vehicle weaving conflicts. Additionally, OCTA develops a Long Range Transportation Plan (LRTP) every 4 years to assess current transportation conditions and available funding, and to provide input to the SCAG RTP/SCS. Certain LRTP improvements are expected to provide additional incremental improvements to the HOV lanes within the project limits and to the regional HOV network. The establishment of managed lanes (tolled lanes) will be determined on a regional level and not on a project-by-project basis, in order to ensure consistent connectivity to the regional system.

F-1-2

As discussed in Section 2.13.3.2 of this MND/FONSI, the Build Alternative would not result in a significant increase in truck average daily traffic (ADT) between the No Build and Build scenarios. The Build Alternative does not involve a truck route, would not add diesel truck capacity, or be a major truck traffic generator. In addition, according to the Final Traffic/Circulation Impact Report (March 2017) prepared for the project, vehicle hours traveled (VHT) would improve during Build conditions resulting in less congestion and vehicle idling in the project area. Emissions would also likely be lower than present levels in the design year as a result of the USEPA's national control programs that are projected to reduce annual MSAT emissions by 80 percent between 2010 and 2050. As indicated in Tables 2.13.4 and 2.13.5 of this MND/FONSI, the Build Alternative would result in a slightly greater reduction in MSAT emissions compared to the No Build condition. Additionally, as indicated in Table 2.13.6 of this MND/FONSI, ROG, NO_x, and CO emissions would decrease in future years despite increases in VMT from modeled growth. These decreases are attributed to improvements in vehicle emissions over time due to the USEPA's national control programs. PM emissions (both PM₁₀ and PM_{2.5}) would only increase

slightly despite a substantial increase in VMT over existing conditions. As depicted in Table 2.13.7, criteria pollutant emissions would decrease with implementation of the Build Alternative. These decreases are attributed to improvements in vehicle emissions over time, fleet turnover, and improvements in regional VMT and travel times. In conclusion, the Build Alternative would result in very small increases or decreases in the regional emissions (less than one percent) when compared to the No Build Alternative.

F-1-3

USEPA's support for the incorporation of demand management strategies into the Transportation Management Plan (TMP) for construction activities is acknowledged. OCTA continues to provide rideshare and transit incentives and shuttle services. In particular, OCTA has partnered with major employers in conjunction with the local cities and the County of Orange as well as employment/education institutions to provide reduced bus fare passes to employees and students to facilitate the use of buses for their travel within the County.

F-1-4

The analysis addresses and considers the closest sensitive receptors to the project limits such as residential areas, schools, and playgrounds that are along I-5 within the cities of Irvine and Tustin. In the *Air Quality Assessment for the I-5 Widening Project (I-405 to SR-55)* (March 2017), Exhibit 4 shows which sensitive receptors are adjacent to the project limits. The Build Alternative would be required to comply with Project Features PF-AQ-1 through PF-AQ-3 and Measure AQ-4 from this MND/FONSI to address construction emissions at these sensitive receptors. Additionally, although construction emissions may temporarily increase localized emissions for a short period of time (project construction would begin in 2026 and be completed by 2030), local air quality would improve for sensitive receptors and in the long-term as implementation of the Build Alternative would alleviate several peak-hour mainline and freeway ramp deficiencies, thereby reducing congestion. In addition, based on these localized hot-spot analyses, the Build Alternative would improve overall performance, reduce congestion, increase ramp, and mainline capacity, and improve operational deficiencies at merge and diverge locations within the project limits. As shown in Table 2.13.7 (Region-Wide Daily Vehicle Emissions) of this MND/FONSI, all region-wide criteria pollutant emissions would be reduced under Opening Year (2030) Build conditions, and Horizon Year (2050) Build conditions compared to No Build conditions.

F-1-5

When the MND/FONSI is available, one hard copy and one electronic copy will be sent to USEPA as requested.

U.S. Department of Homeland Security
 FEMA Region IX
 1111 Broadway, Suite 1200
 Oakland, CA. 94607-4052



June 1, 2018

Brian Liu
 CalTrans District 12
 Division of Environmental Analysis
 1750 East 4th Street, Suite 100
 Santa Ana, California 92705

Dear Mr. Liu:

This is in response to your request for comments regarding Public Notice – Interstate 5 Improvements Project from Interstate 405 to State Route 55 (NOI-MND/FONSI – Study Result).

Please review the current effective countywide Flood Insurance Rate Maps (FIRMs) for the County of Orange (Community Number 060212), Cities of Irvine (Community Number 06022) and Tustin (Community Number 060235) Maps revised December 3, 2009. Please note that the Cities of Irvine and Tustin, Orange County, California are participants in the National Flood Insurance Program (NFIP). The minimum, basic NFIP floodplain management building requirements are described in Vol. 44 Code of Federal Regulations (44 CFR), Sections 59 through 65.

A summary of these NFIP floodplain management building requirements are as follows:

- All buildings constructed within a riverine floodplain, (i.e., Flood Zones A, AO, AH, AE, and A1 through A30 as delineated on the FIRM), must be elevated so that the lowest floor is at or above the Base Flood Elevation level in accordance with the effective Flood Insurance Rate Map.
- If the area of construction is located within a Regulatory Floodway as delineated on the FIRM, any ***development*** must not increase base flood elevation levels. **The term *development* means any man-made change to improved or unimproved real estate, including but not limited to buildings, other structures, mining, dredging, filling, grading, paving, excavation or drilling operations, and storage of equipment or materials.** A hydrologic and hydraulic analysis must be performed *prior* to the start of development, and must demonstrate that the development would not cause any rise in base flood levels. No rise is permitted within regulatory floodways.

F-2-1

- All buildings constructed within a coastal high hazard area, (any of the "V" Flood Zones as delineated on the FIRM), must be elevated on pilings and columns, so that the lowest horizontal structural member, (excluding the pilings and columns), is elevated to or above the base flood elevation level. In addition, the posts and pilings foundation and the structure attached thereto, is anchored to resist flotation, collapse and lateral movement due to the effects of wind and water loads acting simultaneously on all building components.
- Upon completion of any development that changes existing Special Flood Hazard Areas, the NFIP directs all participating communities to submit the appropriate hydrologic and hydraulic data to FEMA for a FIRM revision. In accordance with 44 CFR, Section 65.3, as soon as practicable, but not later than six months after such data becomes available, a community shall notify FEMA of the changes by submitting technical data for a flood map revision. To obtain copies of FEMA's Flood Map Revision Application Packages, please refer to the FEMA website at <http://www.fema.gov/business/nfip/forms.shtm>.

Please Note:

Many NFIP participating communities have adopted floodplain management building requirements which are more restrictive than the minimum federal standards described in 44 CFR. Please contact the local community's floodplain manager for more information on local floodplain management building requirements. The Irvine floodplain manager can be reached by calling Manuel Gomez, Public Works Director, at (949) 724-7516. The Tustin floodplain manager can be reached by calling Henry Huang, Building Official, at (714) 573-3140. The Orange County floodplain manager can be reached by calling Penny Lew, Senior Civil Engineer, at (714) 647-3990.

If you have any questions or concerns, please do not hesitate to call Mark Delorey of the Mitigation staff at (510) 627-7015.

Sincerely,



Gregor Blackburn, CFM, Branch Chief
Floodplain Management and Insurance Branch

Brian Liu, CalTrans District 12

Page 3

June 1, 2018

cc:

Penny Lew, Senior Civil Engineer, Orange County

Manuel Gomez, Public Works Director, City of Irvine

Henry Huang, Building Official, City of Tustin

Garret Tam Sing/Salomon Miranda, State of California, Department of Water Resources,
Southern Region Office

Mark Delorey, NFIP Planner, DHS/FEMA Region IX

Alessandro Amaglio, Environmental Officer, DHS/FEMA Region IX

K.2.2 F-2 - Federal Emergency Management Agency (FEMA)

F-2-1

The current effective countywide Flood Insurance Rate Maps (FIRMs) for the Study Area have been reviewed. Additionally, the National Flood Insurance Program (NFIP) requirements, as described in Vol. 44 Code of Federal Regulations (44 CFR), Sections 59 through 65 have been reviewed and the Build Alternative (Preferred Alternative) complies with these requirements, as applicable.

As described in Section 2.8 of the MND/FONSI, there are several 100-year floodplains within the Study Area as shown on the Federal Emergency Management Agency (FEMA) FIRM Nos. 06059C0283J, 06059C0281J, 06059C0284J, 06059C0292J, 06059C0315J, and 06059C0313J. Portions of the Study Area are located in special flood hazard areas (Zone A and Zone AH). Potential effects within these zones have been evaluated and determined that there would be minimal change in water surface elevation, base floodplain elevations, and base flood flow volumes and rates in the channels identified within these flood hazard areas.

K.3 Comments from State Agencies

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State of California – Natural Resources Agency
DEPARTMENT OF FISH AND WILDLIFE
South Coast Region
3883 Ruffin Road
San Diego, CA 92123
(858) 467-4201
www.wildlife.ca.gov

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



S-1

June 5, 2018

Mr. Brian Liu, Associate Environmental Planner
Caltrans, District 12
1750 East 4th Street, #100
Santa Ana, CA 92705
Brian.liu@dot.ca.gov

Subject: Comments on the Initial Study with Proposed Mitigated Negative Declaration/Environmental Assessment for the Interstate 5 Improvement Project from Interstate 405 to State Route 55 (SCH# 2018051014)

Dear Mr. Liu:

The California Department of Fish and Wildlife (Department) has reviewed the above-referenced Initial Study with Proposed Mitigated Negative Declaration (IS/MND) for the Interstate 5 (I-5) Improvement Project from Interstate 405 (I-405) to State Route 55 (SR-55) (Project), dated May 2018. The following statements and comments have been prepared pursuant to the Department's authority as Trustee Agency with jurisdiction over natural resources affected by the project (California Environmental Quality Act [CEQA] Guidelines § 15386) and pursuant to our authority as a Responsible Agency under CEQA Guidelines section 15381 over those aspects of the proposed project that come under the purview of the California Endangered Species Act (Fish and Game Code § 2050 *et seq.*) and Fish and Game Code section 1600 *et seq.*

The Department also administers the Natural Community Conservation Planning (NCCP) program. The current Project is identified as Project B in the Orange County Transportation Authority (OCTA) M2 Natural Community Conservation Plan/Habitat Conservation Plan (NCCP/HCP) and is considered a covered project under the NCCP/HCP. For any NCCP/HCP covered freeway improvement project in which Caltrans is the construction lead, Caltrans will implement the project as a Participating Special Entity and is required to follow all applicable avoidance and minimization measures as described in the NCCP/HCP.

The proposed Project would increase capacity on I-5 from I-405 to SR-55 by constructing a new traveled way and new shoulder pavement to the outside of the northbound and southbound lanes and converting the existing buffer-separated High Occupancy Vehicle (HOV) lane to a continuous access HOV lane. The Project includes two design alternatives which vary in the proposed widening and replacement of existing structures along the Project corridor. Caltrans will select a preferred alternative and make a final determination on the Project's effect on the environment after consideration of all comments submitted during the public circulation period.

The Department offers the following comments and recommendations based on the information provided in the IS/MND, the Natural Environment Study (NES), dated May 2017, the NCCP/HCP, and our knowledge of sensitive and declining habitats to assist Caltrans in avoiding or minimizing potential project impacts on biological resources.

S-1-1

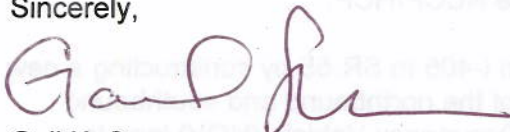
1. The IS/MND indicates that marginal habitat is present in the Biological Study Area (BSA) for tricolored blackbird but that the likelihood of the species occurring in the BSA is extremely low. Tricolored blackbird is a candidate species under the California Endangered Species Act (CESA) and according to the California Natural Diversity Database (CNDDB), a colony was observed near the BSA west of the Sand Canyon I-5 intersection in 1999. It is unclear based on the information provided in the IS/MND why tricolored blackbird is no longer expected to be present in this area and why focused surveys for the species are not required. Tricolored blackbird is not a NCCP/HCP covered species, therefore impacts would not be considered mitigated by the NCCP/HCP. The final environmental document should clearly explain why it is unlikely for the species to be present in the BSA and describe/reference all applicable avoidance and minimization measures that will be implemented to ensure impacts to the species are avoided in the event it is present.

S-1-2

2. Currently, dates for the avian breeding season are not provided under Project Feature PF-BIO-11 (Avoidance of Breeding Season), and the only instance in which the breeding season dates are clearly described in the IS/MND is under Biological Measure BIO-18 (Avoidance of Foliage Roosting Bats). Here, the avian breeding season is listed as occurring from March 15 through September 15. The NCCP/HCP includes a Nesting Birds Policy that includes breeding season dates that were agreed upon during the development of the NCCP/HCP. These dates are from March 1 to September 15 and can start as early as January 1 for some birds. We recommend including the breeding season dates as described in the NCCP/HCP in PF-BIO-11, and updating Biological Measure BIO-18 to be consistent with these dates. The final breeding season dates should be appropriate for the species observed or with the potential to occur within the BSA. If an early start date is not warranted, the final MND should clearly explain why there is no potential for early nesting species, particularly raptors, to utilize trees within the BSA as they are known to nest in trees along highly disturbed areas such as near a major freeway or along heavily traveled roads.

We appreciate the opportunity to comment on the IS/MND. Questions regarding this letter and further coordination on these issues should be directed to Kyle Rice at (858)467-4250 or Kyle.Rice@wildlife.ca.gov.

Sincerely,



Gail K. Sevrems
Environmental Program Manager
South Coast Region

ec: Jonathan Snyder, U.S. Fish and Wildlife Service
Lesley Hill, Orange County Transportation Authority
Scott Morgan, State Clearinghouse

K.3.1 S-1 – California Department of Fish and Wildlife**S-1-1**

As described in Section 2.18.2.3 of this MND/FONSI and the *Natural Environment Study* (May 2017), marginal habitat is present in the BSA for the tricolored blackbird, a candidate species under the California endangered species act (CESA). However, this species has most likely been extirpated from the project area as a result of the loss of suitable foraging and nesting habitat needed to sustain the species. The last documented observance of nesting tricolored blackbirds within the project area was in 1999 at I-5 west of Sand Canyon Avenue. Since then, the agricultural area north of I-5 has been developed, north and adjacent to I-5 as a landscaped open space and just north of that to housing tracts. To the south is an open field located between I-5 and the Walnut Trail that is maintained for weed and/or fire control. This species does have potential to use the adjacent landscaped open space to the north and the open field south of I-5 to forage. As a result of the current environmental conditions, suitable nesting habitat is not present within the project limits. The tricolored blackbird is not expected to nest within the Biological Study Area and would not warrant a focused survey. General preconstruction nesting bird surveys will be conducted as described in Project Feature PF-BIO-11.

S-1-2

Project Feature PF-BIO-11 has been revised to be consistent with the referenced survey dates.



EDMUND G. BROWN JR.
GOVERNOR

STATE OF CALIFORNIA
GOVERNOR'S OFFICE *of* PLANNING AND RESEARCH



KEN ALEX
DIRECTOR

S-2

June 7, 2018

Brian Liu
California Department of Transportation, District 12
1750 E 4th St, Suite 100
Santa Ana, CA 92705

Subject: Interstate 5 Improvement Project from Interstate 405 to State Route 55
SCH#: 2018051014

Dear Brian Liu:

The State Clearinghouse submitted the above named Mitigated Negative Declaration to selected state agencies for review. The review period closed on June 6, 2018, and no state agencies submitted comments by that date. This letter acknowledges that you have complied with the State Clearinghouse review requirements for draft environmental documents, pursuant to the California Environmental Quality Act.

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

Sincerely,

Scott Morgan
Director, State Clearinghouse

S-2-1

**Document Details Report
State Clearinghouse Data Base**

SCH# 2018051014
Project Title Interstate 5 Improvement Project from Interstate 405 to State Route 55
Lead Agency Caltrans #12

Type MND Mitigated Negative Declaration
Description The project limits on I-5 extend from approx 0.4 mi north of the I-5/I-405 interchange (PM 21.3) to 0.2 mi south of SR 55 in the cities of Irvine and Tustin. The project proposes to remove the existing paved outside shoulders of the I-5 freeway and construct new traveled way and new shoulder pavement to the outside of the northbound and southbound lanes to accommodate one additional general-purpose lane in each direction from just north of I-405 to just south of SR 55. The existing buffer-separated HOV lane would be converted to a continuous access HOV lane, with continuous entry/exit opportunity for motorists, throughout the project limits.

Lead Agency Contact

Name	Brian Liu	
Agency	California Department of Transportation, District 12	
Phone	657-328-6135	Fax
email		
Address	1750 E 4th St, Suite 100	
City	Santa Ana	State CA Zip 92705

Project Location

County	Orange			
City	Irvine, Tustin			
Region				
Lat / Long	33° 42' 10.3" N / 117° 46' 38.5" W			
Cross Streets	Alton Pkwy, Barranca Pkwy, Sand Canyon Ave, Jeffrey Rd, Culver Dr, Jamboree Rd			
Parcel No.	various			
Township	5,6S	Range	8,9W	Section 1,6, Base

Proximity to:

Highways	SR 133, 261, 55
Airports	
Railways	LOSSAN Rail Corridor
Waterways	San Diego Creek
Schools	Tustin HS, Bee
Land Use	transportation, residential, commercial

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

Reviewing Agencies Resources Agency; Department of Fish and Wildlife, Region 5; Office of Historic Preservation; Department of Parks and Recreation; California Highway Patrol; Regional Water Quality Control Board, Region 8; Air Resources Board, Transportation Projects; Native American Heritage Commission; Public Utilities Commission; State Lands Commission

Date Received	05/08/2018	Start of Review	05/08/2018	End of Review	06/06/2018
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K.3.2 S-2 – Governor’s Office of Planning and Research

S-2-1

The Office of Planning and Research’s determination that the public review period has been completed is acknowledged. Please refer to Response to Comment S-1 for responses to the comments from the California Department of Fish and Wildlife.

K.4 Comments from Regional Agencies

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South Coast Air Quality Management District

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

R-1

SENT VIA E-MAIL AND USPS:

May 29, 2018

D12.I-5.Improvements@dot.ca.gov

Brian Liu, Environmental Coordinator

Caltrans District 12

Division of Environmental Analysis

1750 E. 4th Street, Suite 100

Santa Ana, CA 92705

Mitigated Negative Declaration (MND) for the Interstate 5 Improvement Project from Interstate 405 to State Route 55

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

SCAQMD Staff's Summary of Project Description

The Lead Agency proposes to add one general-purpose lane in each direction on Interstate 5 (I-5) between Interstate 405 (I-405) and State Route 55 (SR-55) from Post Mile (PM) 21.3 to 30.3 through the cities of Irvine and Tustin (Proposed Project). Based on a review of the Site Plans for Build Alternatives 2A and 2B in the MND and aerial photographs, SCAQMD staff found that sensitive receptors such as residential uses are located in proximity to the Proposed Project. The Proposed Project is expected to be constructed over a two-year period commencing in July 2028 and completing in June 2030¹, and "overlapping activities would occur through the project corridor²."

R-1-1

SCAQMD Staff's Comments

In the Air Quality Analysis Section, the Lead Agency quantified the Proposed Project's construction emissions. However, the Lead Agency did not conduct a localized air quality analysis or mobile source health risk assessment analysis. Detailed comments are included in the attachment. The attachment also includes SCAQMD staff's recommendation to use Tier 4 or better construction equipment and Model Year 2010 or newer construction vehicles to further reduce NO_x and particulate matter emissions and their impacts on nearby sensitive receptors during construction.

R-1-2

Closing

Pursuant to CEQA Guidelines Section 15074, prior to approving the Proposed Project, the Lead Agency shall consider the MND for adoption together with any comments received during the public review process. Please provide the SCAQMD with written responses to all comments contained herein prior to the adoption of the Final MND. When responding to issues raised in the comments, response should provide sufficient details giving reasons why specific comments and suggestions are not accepted. There should be good faith, reasoned analysis in response. Conclusory statements unsupported by factual information do not facilitate the purpose and goal of CEQA on public disclosure and are not meaningful or useful to decision makers and to the public who are interested in the Proposed Project.

R-1-3

SCAQMD staff is available to work with the Lead Agency to address any air quality questions that may arise from this comment letter. Please contact me at lsun@aqmd.gov if you have any questions.

¹ MND. Page 46.

² *Ibid.*

Brian Liu

May 29, 2018

Sincerely,

Lijin Sun

Lijin Sun, J.D.

Program Supervisor, CEQA IGR

Planning, Rule Development & Area Sources

Attachment

LS

ORC180509-02

Control Number

ATTACHMENT

SCAQMD's Air Quality CEQA Thresholds of Significance

1. While CEQA permits a Lead Agency to apply appropriate thresholds to determine the level of significance, the Lead Agency may not apply thresholds in a manner that precludes consideration of substantial evidence demonstrating that there may be a significant effect on the environment. Evaluation of air quality impacts, unlike some other impact areas, easily lends itself to quantification. Not only does quantification make it easier for the public and decision-makers to understand the breadth and depth of the potential air quality impacts, but it also facilitates the identification of mitigation measures required to reduce any significant adverse air quality impacts. SCAQMD's CEQA thresholds of significance for air quality provide a clear quantitative benchmark to determine the significance of a project's air quality impacts. Therefore, for most projects within the SCAQMD, SCAQMD's air quality CEQA thresholds of significance for construction and operation³ are used to determine the level of significance of a project's air quality impacts.

R-1-4

The Lead Agency quantified the maximum construction emissions for the Proposed Project's Build Alternatives 2A and 2B in pounds per day⁴ but did not compare those emissions to SCAQMD's air quality CEQA regional significance thresholds to determine the level of significance⁵. Using SCAQMD's CEQA significance thresholds would clearly identify whether the Build Alternatives would result in significant air quality impacts under CEQA, disclose the magnitude of the impacts, facilitate the identification of feasible mitigation measures, and evaluate the level of impacts before and after mitigation measures. Therefore, SCAQMD staff recommends that the Lead Agency compare the Build Alternatives' construction emissions in Table 5 to SCAQMD's regional air quality CEQA significance thresholds in the Final MND to determine the level of significance.

Air Quality Impact Analysis for Overlapping Construction Activities

2. Since the Proposed Project's "construction schedule indicates that overlapping activities would occur throughout the project corridor,⁶" and to avoid underestimating the air quality impacts from overlapping construction activities, it is recommended that the Lead Agency identify overlapping construction phases, quantify the emissions, compare them to SCAQMD air quality CEQA significance thresholds, and determine the significance of impacts in the Final MND.

R-1-5

Localized Air Quality Impact Analysis during Construction

3. Air quality impacts from both construction (including demolition, if any) and operation activities should be calculated. For operational air quality impacts, please see Comment No. 4 below. Construction-related air quality impacts typically include, but are not limited to, emissions from the use of heavy-duty equipment from grading, earth-loading/unloading, paving, architectural coatings, off-road mobile sources (e.g., heavy-duty construction equipment) and on-road mobile sources (e.g., construction worker vehicle trips, material transport trips).

R-1-6

As stated above, sensitive receptors are located in proximity to the Proposed Project. Sensitive receptors are people that have an increased sensitivity to air pollution or environmental contaminants. They include schools, parks and playgrounds, daycare centers, nursing homes, elderly care facilities, hospitals, and residential dwelling units. To demonstrate that any nearby sensitive receptors are not adversely affected by the two-year construction activities that are occurring in close proximity, it is recommended that the Lead Agency quantify the Proposed Project's localized construction emissions

³ South Coast Air Quality Management District. March 2015. *SCAQMD Air Quality Significance Thresholds*. Accessed at: <http://www.aqmd.gov/docs/default-source/ceqa/handbook/scaqmd-air-quality-significance-thresholds.pdf>.

⁴ MND. Table 5. Page 46

⁵ *Ibid*.

⁶ MND. Page 46.

R-1-6 | and disclose the localized air quality impacts in the Final MND. SCAQMD guidance for performing a localized air quality analysis is available on SCAQMD website⁷.

Operational Air Quality Impact Analysis

R-1-7 | 4. The Lead Agency quantified the Proposed Project's construction emissions but did not conduct operational emissions impact analysis. The Lead Agency referred to the analysis in Sections 5.2 through 5.7 of the MND to justify that the Proposed Project would not produce substantial operational air quality impacts⁸. In general, a transportation project that adds more lanes generates or attracts new or additional vehicular trips, which leads to increases in criteria pollutants and air toxics emissions during operation. It can also lead to more dispersed land use development over time, which in turn leads to additional vehicle travel and increases in criteria pollutants and air toxics emissions. Therefore, SCAQMD staff recommends that the Lead Agency use its best efforts to quantify and disclose any potential adverse air quality impacts from incremental increases in vehicle miles traveled generated by one additional lane in each direction in 2030 (Opening Year) and 2050 (Horizon Year) in the Final MND.

Mobile Source Health Risk Assessment

R-1-8 | 5. As stated above, sensitive receptors such as residential dwelling units are located in proximity to the Proposed Project. In the event that one of the build alternatives is approved, its implementation is likely to bring traffic lanes closer to the adjacent sensitive receptors. Because of the close proximity to the Proposed Project, existing and future residents would be exposed to diesel particulate matter (DPM), which is a toxic air contaminant and is also determined to be carcinogenic by the California Air Resources Board (CARB). Therefore, SCAQMD staff recommends that the Lead Agency conduct a mobile source health risk assessment (HRA)⁹ in the Final MND to disclose the potential health risks to residents from vehicles including DPM-emitting diesel-fueled vehicles that will use the Proposed Project.

Additional Recommended Air Quality Mitigation Measures

R-1-9 | 6. CEQA requires that all feasible mitigation measures that go beyond what is required by law be utilized to minimize or eliminate any significant adverse impacts. To further reduce construction emissions from NOx, PM10, and PM2.5 and health impacts to sensitive receptors, SCAQMD staff recommends the Lead Agency incorporate the following mitigation measures to the existing Mitigation Measure AQ5 in the Final MND.

- a) Require the use of 2010 model year diesel haul trucks that conform to 2010 U.S. EPA truck standards or newer diesel haul trucks (e.g., material delivery trucks and soil import/export) during construction, and if the Lead Agency determines that 2010 model year or newer diesel haul trucks are not feasible, the Lead Agency shall use trucks that meet EPA 2007 model year NOx emissions requirements, at a minimum. Include this requirement in applicable bid documents. Successful contractor(s) must demonstrate the ability to supply the compliant diesel haul trucks for use prior to any ground disturbing and construction activities. Additionally, the Lead Agency should require periodic reporting and provision of written documentation by contractors, and conduct regular inspections to the maximum extent feasible to ensure compliance.

⁷ South Coast Air Quality Management District. *Localized Significance Thresholds*. Accessed at: <http://www.aqmd.gov/home/regulations/ceqa/air-quality-analysis-handbook/localized-significance-thresholds>.

⁸ MND, Page 73.

⁹ South Coast Air Quality Management District. "Health Risk Assessment Guidance for Analyzing Cancer Risk from Mobile Source Diesel Idling Emissions for CEQA Air Quality Analysis." Accessed at: <http://www.aqmd.gov/home/regulations/ceqa/air-quality-analysis-handbook/mobile-source-toxics-analysis>.

- b) Requires all off-road diesel-powered construction equipment meets or exceed the CARB and USEPA Tier 4 off-road emissions standards for equipment rated at 50 horsepower or greater during Project construction. Such equipment will be outfitted with Best Available Control Technology (BACT) devices including a CARB certified Level 3 Diesel Particulate Filters (DPF). Level 3 DPFs are capable of achieving at least 85 percent reduction in in particulate matter emissions¹⁰. A list of CARB verified DPFs are available on the CARB website¹¹. To ensure that Tier 4 construction equipment or better will be used during the Project construction, SCAQMD staff recommends that the Lead Agency include this requirement in applicable bid documents. Successful contractor(s) must demonstrate the ability to supply the compliant construction equipment for use prior to any ground disturbing and construction activities. A copy of each unit's certified tier specification or model year specification and CARB or SCAQMD operating permit (if applicable) shall be available upon request at the time of mobilization of each applicable unit of equipment. Additionally, the Lead Agency should require periodic reporting and provision of written documentation by contractors to ensure compliance, and conduct regular inspections to the maximum extent feasible to ensure compliance.
- c) Minimize idling of all construction vehicles and equipment to five minutes or less. This is consistent with the CARB's idling policy¹².

R-1-9

¹⁰ California Air Resources Board. November 16-17, 2004. *Diesel Off-Road Equipment Measure – Workshop*. Page 17. Accessed at: https://www.arb.ca.gov/msprog/ordiesel/presentations/nov16-04_workshop.pdf.

¹¹ *Ibid*. Page 18.

¹² California Air Resources Board. June 2009. *Written Idling Policy Guidelines*. Accessed at: <https://www.arb.ca.gov/msprog/ordiesel/guidance/writtenidlingguide.pdf>.

K.4.1 R-1 – South Coast Air Quality Management District

R-1-1

Caltrans acknowledges that sensitive receptors such as residential uses are located in proximity to the project limits. During construction, emissions from construction equipment include CO, NO_x, VOCs, directly-emitted particulate matter (PM₁₀ and PM_{2.5}), diesel exhaust particulate matter (PM₁₀ and PM_{2.5}), soot particulate (PM₁₀ and PM_{2.5}), SO₂, dust, and odor. However, the Build Alternative (Preferred Alternative) would improve overall performance, reduce congestion, increase ramp and mainline capacity, and improve operational deficiencies at merge and diverge locations within the project limits. Therefore, the Build Alternative meets the Clean Air Act requirements and is not a project of air quality concern under 40 CFR 93.123(b)(1). Overall, the Build Alternative would result in lower MSAT emissions than the No Build condition.

R-1-2

Caltrans acknowledges that a localized air quality analysis or mobile source health risk assessment analysis was not conducted for the Build Alternative. Please refer to Responses to Comments R-1-4 through R-1-9 for responses to SCAQMD's detailed comments.

R-1-3

Pursuant to CEQA Guidelines Section 15074, prior to approving the proposed project, the Lead Agency has considered the MND for adoption together with all comments received during the public review process. The SCAQMD will be provided with written responses to all comments contained herein prior to the adoption of the Final MND. These responses provide sufficient details giving reasons why specific comments and suggestions were not incorporated into the document.

R-1-4

The comment requests quantification of air quality impacts from the proposed construction activities to be compared with the SCAQMD thresholds of significance. However, the Build Alternative involves modifications to an Interstate Highway (I-5), which is under the jurisdiction of Caltrans District 12. According to California Public Resources Code (PRC) Section 21082, CEQA provides lead agencies with general authority to adopt criteria for determining whether a given impact is significant. As a result, the analysis for the proposed project followed the guidance within the Caltrans Standard Environmental Reference (SER). Chapter 11 (Air Quality) of the SER provides for a qualitative analysis for temporary construction activities.

Construction of the Build Alternative would occur for less than 5 years, which meets Caltrans' criteria as a temporary activity. As indicated in this MND/FONSI and discussed in further detail in the technical appendices, construction activities would occur at various locations along the project site and would primarily involve exhaust emissions. As stated in Project Feature PF-AQ-1, the Contractor must comply with Caltrans Standard Specifications for Construction (2015) Section 14, as well as SCAQMD Rules 402 (Nuisance) and 403 (Fugitive Dust). Additionally, as stated in Project Feature PF-AQ-3, all construction vehicles and construction equipment would be required to be equipped with the State-mandated emission control devices pursuant to State emission regulations and standard construction practices. In addition, compliance with Measure AQ-4 addresses construction emissions. The analysis concluded that project construction of this magnitude would not violate State or federal air quality standards or contribute to the existing air quality violations in the South Coast Air Basin.

R-1-5

As indicated in Table 5 (Estimated Daily Construction Emissions) in the *Air Quality Assessment for the I-5 Widening Project (I-405 to SR-55)* (AQA) and discussed in further detail in Section 5.0 of the AQA, construction activities emissions were assumed to overlap at various locations along the project during the construction period from July 2028 to June 2030, and would primarily involve exhaust emissions and fugitive dust. Additionally, according to PRC Section 21082, CEQA provides lead agencies with general authority to adopt criteria for determining whether a given impact is significant. As a result, the analysis for the proposed project followed the guidance within the Caltrans SER. Chapter 11 (Air Quality) of the SER provides for a qualitative analysis for temporary construction activities. Construction of the entire project would occur for less than 5 years, which meets Caltrans' criteria as a temporary activity. Finally, in order to further address overlapping construction-related emissions, all construction vehicles and construction equipment would be required to be equipped with State-mandated emission control devices pursuant to State emission regulations and standard construction practices. The Build Alternative (Preferred Alternative) would also be required to comply with Project Features PF-AQ-1 through PF-AQ-3 and Avoidance and Minimization Measure AQ-4 to further reduce construction emissions. The analysis concluded that project construction of this magnitude would not violate State or federal air quality standards or contribute to existing air quality violations in the South Coast Air Basin.

R-1-6

The SCAQMD requested that the project's construction emissions are quantified and provided in Table 2.13.3 (Estimated Daily Construction Emissions), and the operational emissions are shown in Table 2.13.6 (Study Area Vehicle Emissions) and Table 2.13.7 (Region-Wide Daily Vehicle Emissions) of the MND/FONSI.

SCAQMD staff is concerned that the localized air quality impacts during construction of this project are not adequately disclosed in the materials made available for review and identified SCAQMD guidance for performance of localized air quality analysis. Please refer to Response to Comment R-1-4 regarding the use of Caltrans guidance for assessing air quality impacts. As noted above, construction of the entire project would occur for less than 5 years, which meets Caltrans' criteria as a temporary activity. In addition, the Build Alternative (Preferred Alternative) would be required to comply with Project Features PF-AQ-1 through PF-AQ-3 and Measure AQ-4 from the MND/FONSI which addresses construction emissions. The objectives of the proposed project are to increase the mainline capacity within the project limits along the I-5 corridor, improve the capacity of the ramps within the project limits along the I-5 corridor, improve operational deficiencies of merge and diverge areas within the project limits along the I-5 corridor, improve the existing auxiliary lanes operations, and optimize access of the existing HOV lane. Upon completion of construction activities, the regional vehicular emissions would decrease as a result of the Build Alternative (Preferred Alternative). As such, although construction emissions may temporarily increase localized emissions for a short period of time (project construction would begin in July 2028 and be completed In June 2030) air quality would improve for sensitive receptors would benefit from implementation of the Build Alternative (Preferred Alternative) in the long-term.

R-1-7

This comment requests that the analysis address operational emissions from implementation of the Build Alternative. The analysis addresses localized operational impacts using the *Transportation Project-Level Carbon Monoxide Protocol* (December 1997) developed by the Institute of Transportation Studies at the University of California, Davis, the Caltrans *Transportation Conformity Guidance for Qualitative Hot-Spot Analyses in PM_{2.5} and PM₁₀ Non-attainment and Maintenance Areas* (March 2006), and the USEPA's March 2006 Final Rule, which established the procedures to determine particulate matter impacts in nonattainment and maintenance areas. Implementation of the Build Alternative (Preferred Alternative) would alleviate several peak-hour mainline and freeway ramp deficiencies, thereby reducing

congestion. Based on these localized hot-spot analyses, the Build Alternative would improve overall performance, reduce congestion, increase ramp, and mainline capacity, and improve operational deficiencies at merge and diverge locations within the project limits. As shown in Table 2.13.7 (Region-Wide Daily Vehicle Emissions) of the MND/FONSI, all region-wide criteria pollutant emissions would be reduced under Opening Year (2030) Build conditions, and Horizon Year (2050) Build conditions compared to No Build conditions.

The Build Alternative was also submitted to stakeholders at the TCWG meeting on June 28, 2016, pursuant to the interagency consultation requirement of 40 CFR 93.105 (c)(1)(i). The TCWG members determined that the Build Alternative was not a project of air quality concern (POAQC). Therefore, the Build Alternative would not be considered a POAQC and would be considered exempt under 40 CFR 93.126, as it would not create a new, or worsen an existing, particulate matter less than 2.5 microns in diameter (PM_{2.5}) or particulate matter less than 10 microns in diameter (PM₁₀) violation.

R-1-8

This comment requests that the Lead Agency conduct a mobile source health risk assessment. As discussed on Section 2.13.3.2 of the MND/FONSI, the Build Alternative (Preferred Alternative) would not result in a substantial increase in truck ADT between the No Build and Build scenarios. The Build Alternative (Preferred Alternative) does not involve a truck route, would not add diesel truck capacity, or be a major truck traffic generator. In addition, according to the *Final Traffic/Circulation Impact Report* (March 2017) prepared for the project, VHT would improve during Build conditions resulting in less congestion and vehicle idling in the project area. Emissions would also likely be lower than present levels in the design year as a result of the USEPA's national control programs that are projected to reduce annual MSAT emissions by 80 percent between 2010 and 2050. As indicated in Tables 2.13.4 and 2.13.5, the Build Alternative would result in a slightly greater reduction in MSAT emissions condition compared to the No Build condition.

It is also noted that TCWG members determined that the Build Alternative was not POAQC. Therefore, the proposed project would not be considered a POAQC and would be considered exempt under 40 CFR 93.126, as it would not create a new, or worsen an existing PM_{2.5} or PM₁₀ violation. Therefore, the Build Alternative (Preferred Alternative) would not create a significant increase in traffic, and diesel particulate emissions would not be significant compared to the No Build Alternative.

R-1-9

Short-term impacts to air quality would occur during demolition, grading/trenching, structure construction, new pavement construction, and the restriping phases as described in more detail in Section 2.13.3.1 of this MND/FONSI. All construction vehicles and equipment would be required to be equipped with the State-mandated emission control devices pursuant to State emission regulations and standard construction practices. Short-term construction particulate matter emissions would be further reduced with the implementation of required dust suppression measures outlined within the South Coast Air Quality Management District (SCAQMD) Rule 402 and 403. Caltrans Standard Specifications for Construction (Section 14-9.03 [Dust Control]) would also be adhered to. Therefore, construction of the Build Alternative would not violate State or federal air quality standards or contribute to the existing air quality violations in the South Coast Air Basin.

To further reduce construction emissions from NO_x, PM₁₀, and PM_{2.5} and health impacts to sensitive receptors, Caltrans will require the use of 2010 model year diesel haul trucks that conform to 2010 USEPA truck standards or newer diesel haul trucks (e.g., material delivery trucks and soil import/export) during construction (Measure AQ-5). If Caltrans determines that 2010 model year or newer diesel haul trucks are not feasible, Caltrans will use trucks that meet USEPA 2007 model year NO_x emissions requirements, at a minimum. Successful contractor(s) must demonstrate the ability to supply the compliant diesel haul trucks for use prior to any ground disturbing and construction activities. Additionally, Caltrans will require periodic reporting and provision of written documentation by contractors, and conduct regular inspections to the maximum extent feasible to ensure compliance.

K.5 Comments from Local Agencies

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Department of Public Works

Douglas S. Stack, P.E.

Director

June 8, 2018



Brian Liu
Caltrans District 12
Division of Environmental Analysis
1750 4th St., Ste. 100
Santa Ana, CA 92705

Subject: I-5 Improvement Project (I-405 to SR-55) DED Comments

Dear Mr. Liu:

Thank you for the opportunity to review and provide comments on the Draft Environmental Document (DED) for the subject project. Overall, the general preparation of the document is consistent with Tustin requirements, and although Tustin has the following concerns, we are supportive of the proposed project, particularly Alternative 2B that results in the least impact to Tustin residents and property owners along the project. We understand that these concerns will be addressed at a later phase:

L-1-1

1. The City supports the proposal to replace the current soundwall just south of SR-55 on the east side of I-5 adjacent to the Boys and Girls Club of Tustin but are concerned with its current terminus which is just short of the edge of the Boys and Girls Club property line. The current terminus of the soundwall exposes a gap between the Boys and Girls Club building and adjacent storage facility building which allows freeway noise to travel to nearby homes on Sixth Street. This noise has been an ongoing complaint made by numerous residents through the years.

L-1-2

2. While a soundwall is being built by the 140-unit residential project (referred to as Vintage) currently under construction east of the storage facility, the City has concerns regarding the lack of a soundwall near the B Street cul-de-sac which is the eastern edge of the residential development. We understand that this project was not taken into account because the environmental analysis was already underway prior to its approval. Therefore, the City would like the Vintage development considered in future phases.

L-1-3

3. Lastly, given the first two comments, the City believes that a continuous soundwall comprised of I-5 project and Vintage project soundwalls from SR-55 to just past of B Street are more aesthetically pleasing than discontinuous, separate soundwalls that potentially have gaps.

L-1-4

Should you have questions on our comments, please do not hesitate to contact me at (714) 573-3172 or ksaldivar@tustinca.org.

Sincerely,

Krys Saldivar
Public Works Manager-Traffic/Transportation

S:\OCTA\I-5 405 to 55\Comments.doc

K.5.1 L-1 – City of Tustin

L-1-1

The commenter's support of the project is noted and the City of Tustin's preference for Design Variation 2B (Alternative 2B) is acknowledged. On March 14, 2019, the Project Development Team (PDT) selected Alternative 2B as the Preferred Alternative. It was determined that Alternative 2B best met the Purpose and Need for the project as well as met the project goal of minimizing environmental impacts as well as right-of-way acquisitions within the project limits. Alternative 2A and Design Option 3 were withdrawn from further consideration.

L-1-2

The City of Tustin's support for replacement of the existing noise barrier at the Boy's and Girl's Club and their concern about the gap in the wall between the Boy's and Girl's Club and storage facility is acknowledged. Refinements to the roadway geometrics since circulation of the IS/EA have eliminated the need to demolish the existing wall at the location of NB No. 7.2. under Alternative 2B. NB No. 7.2 was evaluated from 14 feet to 22 feet at two-foot increments and was determined to be not feasible because the barrier was not able to achieve a noise level reduction of 5 dBA or more.

L-1-3

A supplemental noise analysis consistent with the May 2011 Caltrans Traffic Noise Analysis Protocol was conducted for the Vintage Residential Project. The existing 20-foot-high noise barrier constructed by the Vintage Residential Project would be demolished under Alternative 2A to accommodate the proposed I-5 improvements, while the existing 20-foot-high wall would remain under Alternative 2B (Preferred Alternative). Noise abatement measures were evaluated and feasible noise barriers were identified. A higher and longer noise barrier under Alternative 2B is not reasonable because the noise barrier would not achieve at least a 7 dBA noise reduction at one or more benefited receptors to meet the noise reduction design goal criteria. Alternative 2B would not result in a perceptible (over 5 dBA) noise increase, and therefore, would not have a significant impact under CEQA.

L-1-4

Please refer to Response to Comment L-1-2 regarding NB No. 7.2.



Transportation Department

cityofirvine.org

City of Irvine, One Civic Center Plaza, P.O. Box 19575, Irvine, California 92623-9575

949-724-6000

June 8, 2018

Mr. Brian Liu, Associate Environmental Planner
Division of Environmental Analysis, Generalist Branch
California Department of Transportation, District 12
1750 East 4th Street, Suite 100
Santa Ana, CA 92705

Subject: City of Irvine Comments
Interstate 5 Improvement Project from Interstate 405 to State Route 55
DRAFT Initial Study with Proposed Mitigated Negative Declaration/
Environmental Assessment, dated May 2018

Dear Mr. Liu,

Thank you for the opportunity to review the Initial Study with Proposed Mitigated Negative Declaration/Environmental Assessment for the Interstate 5 Improvement Project from the Interstate 405 to State Route 55. Staff has reviewed this document and has provided the enclosed comments.

If you have any questions, please contact Cheryl Lea at 949-724-7313 or by email at clea@cityofirvine.org.

Sincerely,

Mark Linsenmayer
Director of Transportation

Enclosure 1: City of Irvine - Staff Comments
Enclosure 2: City of Irvine - Resident Comments

Mr. Brian Liu
June 8, 2018
Page 2

ec: Manuel Gomez, Director of Public Works
Pete Carmichael, Director of Community Development
Laurie Hoffman, Director of Community Services
Bill Jacobs, Principal, Community Development
Chris Koster, Manager of Great Park Planning & Development
Darlene Nicandro, Project Development Administrator
Jaimee Bourgeois, City Traffic Engineer
Sun-Sun Murillo, Project Development Administrator
Melissa Dugan, Supervising Transportation Analyst
Cheryl Lea, Senior Transportation Analyst
D12.I-5.Improvements@dot.ca.gov

Enclosure 1 – City of Irvine Staff Comments

Interstate 5 Improvement Project from Interstate 405 to State Route 55 DRAFT Initial Study with Proposed Mitigated Negative Declaration / Environmental Assessment, dated May 2018

1. The City of Irvine has received correspondence from one resident regarding the project (Enclosure 2). We ask that you consider the issues they have raised and make these comments part of the official record. | L-2-1
2. Land Use – Chapter 2.1: Land Use makes reference to “SCAG 2012” and “SCAG 2017,” but does not specify the individual reference documents as it does in footnotes in other chapters. The list of references in Attachment H lists several sources for SCAG 2017 but does not specify which source was used for the data provided. The reference for SCAG 2012 in Appendix H refers to the 2012 Regional Transportation Plan (RTP). The 2012 RTP is used as a reference for several items in this chapter, particularly the land use figures provided. The 2012 data has been superseded by the 2016 RTP/SCS and land use data should be provided from this more recent source. | L-2-2
3. Existing Land Use - Figure 2.1-1: The data on this map is incorrect, as it depicts institutional and educational uses in several areas where residences are located, and the external data sources listed for this figure are out of date. | L-2-3
4. General Plan Land Use - Figure 2.1-2: The data on this map is incorrect, as it depicts institutional and educational uses in areas where residences are located, the external data sources listed for this figure are out of date, and the data is not based on land uses as identified in the City of Irvine General Plan.
Link to City of Irvine General Plan Land Use:
<https://alfresco.cityofirvine.org/alfresco/guestDownload/direct?path=/Company%20Home/Shared/CD/Planning%20and%20Development/General%20Plan/02.%20Land%20Use%20Element%20-%20Aug%202015.pdf>. | L-2-4
5. Existing Land Uses in the Land Use Analysis Study Area - Table 2.1.1: Provide updated acreage figures based on corrections to Figure 2.1.1. | L-2-5
6. Existing Land Uses in the Land Use Analysis Study Area - Table 2.1.1: Consistency with Local Regional Plans and Programs: While this table outlines consistency with major land use and circulation policies, it does not address objectives and policies from the Noise Element, in Particular Objective F-1 Mobile Noise: Ensure that City | L-2-6

L-2-6	<p>residents are not exposed to mobile noise levels in excess of adopted Community Equivalent Noise Level (CNEL) Interior and Exterior Noise Standards (Table F-1), and Single Event Noise Standards. The City's exterior noise standard for residential uses as stated in General Plan Table F-1 is 65 CNEL.</p> <p>Link to Noise Element: http://alfresco.cityofirvine.org/alfresco/guestDownload/direct?path=/Company%20Home/Shared/CD/Planning%20and%20Development/General%20Plan/07.%20Noise%20Element%20-%20Aug%202015.pdf</p>
L-2-7	<p>7. Community Impacts – Chapter 2.3.1.2 – Affected Environment: Provide the date of the staff report referenced in footnote 1 on page 2-3-2, since there have been several General Plan Amendments and Zone Changes for this area. We were unable to access the report from the link provided.</p>
L-2-8	<p>8. Visual / Aesthetics – Chapter 2.6.2.2: Visual analysis identifies the project corridor as a single landscape unit, and provides one simulation view for each direction in the corridor. Given that the project will involve the addition to sound walls and encroachments into existing developed areas, additional view simulations should be provided for representative sections of these areas.</p>
L-2-9	<p>9. Noise – Chapter 3.1.12: The City's exterior noise standard for residential uses as stated in City of Irvine General Plan Table F-1 is 65 CNEL. This impact threshold is not discussed in the Noise section of the CEQA Analysis in Chapter 3.</p>
L-2-10	<p>10. Noise – Chapter 3.1.12: The Noise section does not adequately depict the expected impacts of the proposed project within the study area. While there is discussion of noise levels at receptor locations and a separate discussion of changes from the project, there is no direct comparison of the change to the stated impact thresholds, nor is the specific distance from the noise source clearly depicted. This section should provide graphics outlining existing baseline noise contours, revised contours based on the project, and final contours with noise mitigation in place.</p>
L-2-11	<p>11. Noise – Chapter 3.1.12: The Noise section references Caltrans' Traffic Noise Analysis Protocol, which outlines financial criteria for the reasonableness of noise barriers, which are listed in PF N-2. While such criteria may be suitable under the National Environmental Policy Act (NEPA), the choice of whether to construct a sound wall based on the Caltrans criteria does in fact impact the ability to provide this same mitigation under the California Environmental Quality Act (CEQA), and should be addressed accordingly in a Statement of Overriding Conditions.</p>

12. Climate Change - Environmental Setting - Chapter 3.2.2: This section references that the State Air Resources Board (ARB) is moving forward with a draft of an updated Scoping Plan that will reflect the 2030 target established in Executive Order B-30-15 and SB 32. This update was adopted on December 14, 2017, and should be addressed in this Environmental Impact Report.	L-2-12
13. Transportation / Traffic: Provide a Traffic Management Plan for all alternatives that propose lane closures on the Jamboree/I-5 NB Ramp or any adjacent city streets. City of Irvine requires maintaining operation of at least one lane at all times. Lane closure schedule must also avoid the Irvine/Tustin Market Place retail center holiday season.	L-2-13
14. Transportation / Traffic: Provide a Traffic Impact Analysis for detour for Jamboree/I-5 NB Ramp temporary closure. The Traffic Impact Analysis must address how the traffic will operate and what the adverse impacts are on the residential areas, local streets and intersections.	L-2-14
15. Transportation / Traffic: Describe the capacity assumptions for Auxiliary lanes.	L-2-15
16. Transportation / Traffic: The study area boundaries should be expanded to include the following intersections which are within the City of Irvine and adjacent to the southerly project limits: <ul style="list-style-type: none"> • Alton Parkway and Irvine Center Drive • Bake Parkway and Rockfield Boulevard • Bake Parkway and I-5 NB Ramps • Bake Parkway and I-5 SB Ramps • Bake Parkway and Research Drive • Bake Parkway and Irvine Center Drive 	L-2-16
17. Transportation / Traffic: Irvine Center Drive is an alternative parallel road to the I-5 freeway which goes through the city and accesses SR-261 and SR-55. The following intersections should be analyzed to ensure there are no adverse impacts caused by the project: <ul style="list-style-type: none"> • Jeffery Rd and Irvine Center Drive • Culver Drive and Irvine center Drive 	L-2-17
18. Transportation / Traffic: Peak hour volumes on the freeway are approximately 8% of the ADT according to the Existing 2014 counts. However, the Year 2030 and 2050 forecasts suggest this percentage to be substantially lower at about 5.5-6.5%. Explain this significant change in peak hour distribution.	L-2-18

L-2-19 | 19. Transportation / Traffic: Chapter 3.1.16: Intersection #6 (Sand Canyon Avenue/Burt Road) deteriorates from V/C ratio of 1.26 to 1.33 during the AM Peak Hour comparing Year 2030 Alt 2A/2B with Option 1 to Year 2030 Alt 1. Based on the City of Irvine's Traffic Impact Analysis Guidelines, this negative impact will require a mitigation to bring the V/C or LOS back to the Baseline conditions.

L-2-20 | 20. Transportation / Traffic: Alternatives 2A and 2B: The intersection analyses are the same for both alternatives; however, the NB I-5 Ramps at Jeffrey Road would be reconfigured under Alternative 2B. The on-ramp would be relocated and placed under signal control. The LOS analysis should reflect this difference, as well as any other differences between Alternative 2A and Alternative 2B. Please provide the ICU's and related analyses.

L-2-21 | 21. Transportation / Traffic: The City has completed the final design phase for improvements at the Jeffrey Road / Walnut Avenue intersection. These improvements should be reflected in the Year 2030 analyses.

L-2-22 | 22. Transportation / Traffic: Five Point Communities with support from the City of Irvine and Caltrans is working on the environmental and preliminary engineering phases for the realignment of Marine Way opposite the Sand Canyon NB on-ramp. This improvement should be reflected in the Year 2030 analyses.

L-2-23 | 23. Construction for Alternative 2 – Chapter 1.3.1.2 - Table 1.5 (page 1-30): Ramp Modifications Under the Build Alternative: For ramp modifications at NB/SB Sand Canyon, NB/SB Jeffrey Road, SB Culver Drive, and NB Jamboree Road, please apprise the City of the construction schedule prior to and during construction for coordination of traffic, detours, and mobility affecting local streets.

L-2-24 | 24. Chapter 1.3.1.2 - Alternative 2A - Design Option 3 (page 1-31): Draft Study lists consideration of Design Option 3 as part of the Build Alternative. There are concerns with reduced access via the proposed on- and off-ramps to the City's major arterials via the freeway network. The limited access between SR-133, Sand Canyon and Jeffrey Road may incur an additional burden on other local streets.

L-2-25 | 25. Chapter 1.3.1.2 - Alternative 2A - Design Option 3 (page 1-31): The proposed fly-over from the SR-133 to the I-5 freeway poses concerns with visual, noise, and aesthetics for homeowners residing in the Cypress Village Community (situated directly east).

- | | |
|---|--------|
| 26. Chapter 1.3.1.2 - Alternative 2A - Design Option 3 (page 1-31): Construction of Design Option 3 may preclude the future construction of the southbound SR-133 to northbound I-5 HOV direct connection. The implications of this should be addressed. | L-2-26 |
| 27. Chapter 1.3.1.2 - Alternative 2A - Design Option 3 (page 1-31): The proposed fly-over from the SR-133 to the I-5 freeway poses concerns with visual, noise, and aesthetics for homeowners residing in the Cypress Village Community (situated directly east). | L-2-27 |
| 28. Chapter 1.3.2 – Project Costs – Table 1.9 Estimated Right of Way and Construction Costs (2028) (page 1-89): The Table shows the estimated right of way and construction costs for Design Option 3 at \$160 million, or 18% of overall costs for Alternative 2A from \$271 to \$891 million; or 27% of overall costs for Alternative 2B from \$423 to \$583 million. The increase in cost of \$160 million for Design Option 3 is substantial in relation to the cost of the overall improvement of either Alternative 2A or 2B. It is questionable if the value provided for this improvement is justified with the cost. | L-2-28 |
| 29. Chapter 1.3.2 – Project Costs – Table 1.9 Estimated Right of Way and Construction Costs (2028) (page 1-89): The Table shows the estimated right of way and construction costs for Alternative 2A at \$871 million, and Alternative 2B at \$423 million. There is significant cost savings for Alternative 2B. | L-2-29 |
| 30. Chapter 1.3.1.3 – Structures (page 1-31): Design Variation A (Alternative 2A) lists ten (10) roadway/bridge structures proposed to be widened and/or replaced in Irvine. City of Irvine requests construction phasing of structures (replacement, widening, tie-back walls, etc.) and minimize constraints, access, and detours to major arterials via on- and off-ramps. Please apprise the City of the schedule prior to and during construction for coordination of traffic, detours, and mobility affecting local streets. | L-2-30 |
| 31. Chapter 1.3.1.1 – Structures – Table 1.6 Right-of-Way (page 1-59): Table identifies various right of way impacts for TCE, partial acquisitions, and full acquisitions. Please provide listing of temporary and permanent impact areas that are within City of Irvine. | L-2-31 |
| 32. Chapter 1.3.1.4 – Design Variation B (Alternative 2B) – Structures (page 1-59): The study does not require any replacement of roadway/bridge structures, but widening or related improvements for nine (9) structure in Irvine. City requests construction phasing of structures (replacement, widening, tie-back walls, etc.) and minimize constraints, access, and detours to major arterials via on- and off-ramps. Please | L-2-32 |

L-2-32	<p>apprise the City of the schedule prior to and during construction for coordination of traffic, detours, and mobility affecting local streets.</p>
L-2-33	<p>33. Table 1.7 – Utility Impacts (page 1-87): Table identifies potential relocations of existing utility facilities, where Alt. 2A impacts 25 facilities, Alt. 2B impacts eight (8) facilities, and Design Option 3 impacts four (4) facilities. City requests communication and coordination of any residential, businesses and Irvine facilities impacted prior to and during construction.</p>
L-2-34	<p>34. Chapter 1.3.3 – Construction Schedule (page 1-89): Construction work conducted during night time would be acceptable in proximity to businesses and retailers. Request to minimize construction during night time in proximity to residents.</p>
L-2-35	<p>35. Chapter 2.1.3.1 – Section 4(f) Facilities – Jeffrey Open Space Trail (page 2.1-20) City proposes to construct future JOST I-5 Bicycle-Pedestrian Overcrossing with a new bicycle-pedestrian overcrossing to span over the I-5 freeway, east of Jeffrey Road. City requests coordination of this overcrossing in conjunction with the future I-5 widening project.</p>
L-2-36	<p>36. Parks and Recreational Facilities: Although minimal, the Proposed Project and Alternatives would result in the conversion of City of Irvine land planned and utilized for open space and recreation land uses into transportation uses.</p>
L-2-37	<p>37. Parks and Recreational Facilities: The Proposed Project and Alternatives should minimize impacts to the following trails and parks located within the City of Irvine: Sand Canyon Trail, Jeffrey Open Space, Peters Canyon Trail, Orchard Park and Heritage Park.</p>
L-2-38	<p>38. Parks and Recreational Facilities: The Project should not only minimize temporary construction Noise and Air Quality impacts to Heritage Park and Orchard Park users, but also minimize or avoid potential impacts to Parks and Recreation.</p>
L-2-39	<p>39. Parks and Recreational Facilities: The MND/Environmental Assessment asserts a De minimis impact to Orchard Park (35 square feet) and Heritage Park (0.172 acres). The City of Irvine is concerned about the Project's result in a temporary construction easement of 0.46 acres, and a permanent easement of 0.17 acres of land along the eastern property line of Heritage Park. Although the MND notes that this area consists of the landscaping edge of a maintenance area, maintenance shed, lighting and parking lot, it is important to note that the constructed project may affect access and circulation within the entire park. Heritage Park is a central hub</p>

and major asset to the City of Irvine, providing a number of popular programs, community services and sports/recreation amenities. Uses include Heritage Library, Child Resources Center, Youth Programs Office, Fine Arts Center, Community Center, playground and athletic fields. The constructed project should minimize impacts, or avoid completely, any impacts to parking and circulation for Heritage Park. Parking is consistently in high demand and highly relied on for daily use, programming and events. As the Project approaches final design, please coordinate with the City of Irvine to address parking and circulation impacts, if any.	L-2-39
40. Parks and Recreational Facilities: It is noted that temporary construction easements would be required on the eastern boundary of Heritage Park and the western boundary of Orchard Park, resulting in the need for signage and fencing. When appropriate, the Project Engineer should contact the City of Irvine to coordinate proposed signage and fencing for these areas.	L-2-40
41. Parks and Recreational Facilities: The City of Irvine requests coordination with the Project Engineer during final design, during which the Project Engineer will evaluate the proposed temporary construction easements in Orchard Park and Heritage Park, and will identify opportunities to further reduce the size of the temporary construction easements.	L-2-41
42. Parks and Recreational Facilities: The City of Irvine acknowledges that the land used for the temporary construction easements in Orchard Park and Heritage Park will be restored to its original, or better, condition when construction is completed and the temporary construction easements are no longer needed.	L-2-42
43. Chapter 3.1.16 Transportation / Traffic (page 3-43): Study indicates that the northbound I-5 to Jamboree Road off-ramp bridge replacement under Alternative 2A would require approximately nine months of full closure of the off-ramp. The proposed impacts for the duration of nine months (3/4 year) would significantly impact retailers and businesses accessing the Irvine and Tustin Marketplace, especially during holiday season.	L-2-43
44. Please keep the City of Irvine informed about the status of the project (i.e., chosen alternative, design and construction schedule) as it moves forward, so that we can update the Irvine Transportation Analysis Model (which is Irvine's traffic forecasting model), to accurately reflect the proposed project and phasing.	L-2-44
45. Bicycle Facilities: A Preliminary Section 4(f) De minimis Determination is proposed for the Sand Canyon Trail and the Jeffrey Open Space Trail relating to temporary closures during construction for up to three months each. Detour routes have been	L-2-45

L-2-45

identified. Although the length of the anticipated trail closures are not recommended by the City, the operational and safety benefits of the I-5 Improvement Project by reducing traffic levels on city streets are recognized. Because the completion of the I-5 Improvement Project requires these temporary closures, the City of Irvine respectfully requests that every effort be made to minimize the length of time of each trail closure, as the bikeways within Irvine are an important component of the City's transportation network and the County's Regional Trail System.

Enclosure 2 - City of Irvine – Resident Comments

**Interstate 5 Improvement Project from Interstate 405 to State Route 55
DRAFT Initial Study with Proposed Mitigated Negative Declaration /
Environmental Assessment, dated May 2018**

See Attached

From: Talker121@aol.com [<mailto:Talker121@aol.com>]

Sent: Sunday, May 20, 2018 4:10 PM

To: Chris Boucly <cboucly@octa.net>; Andrea Hammann <ahammann@octa.net>; Christina Pirruccello <cpirruccello@octa.net>

Subject: I-5 Keep Me Informed Request

Data from form "I-5 Improvements Keep Me Informed" was received on 5/20/2018 4:09:50 PM.

I-5 Improvements Keep Me Informed

Field	Value
Full Name	Linda Behrens
Address	157 Islington
City	Irvine
State	California
Zip	92620
Business Phone	
Home Phone	714-315-6863
Email Address	Talker121@aol.com
Automated Call System	false
E-mail	false
Interested in	I-5 (I-405 to SR-55)
Be kept informed of the project.	true
Have a representative from OCTA speak to organization.	false
Comments	No comment on relief to our surface streets that parallel that section of the freeway. We can't use our own streets to pick up children from sports practice or go to dinner! Portola, Irvine Blvd, Bryan & Irvine Center Drive are streets locals can't use! Will this help our surface street traffic? Lived in Irvine since 1976!

Email "I-5 Keep Me Informed Request" originally sent to cboucly@octa.net; ahammann@octa.net; cpirruccello@octa.net from Talker121@aol.com on 5/20/2018 4:09:50 PM.

The information in this e-mail and any attachments are for the sole use of the intended recipient and may contain privileged and confidential information. If you are not the intended recipient, any use, disclosure, copying or distribution of this message or attachment is strictly prohibited. If you believe that you have received this e-mail in error, please contact the sender immediately and delete the e-mail and all of its attachments.

K.5.2 L-2 – City of Irvine**L-2-1**

The correspondence provided is responded to separately. Please refer to Response to Comment P-28 for a response to the public comment included as Enclosure 2 of the comment letter received from the City of Irvine.

L-2-2

The references to SCAG 2012 and SCAG 2017 in Section 2.1 have been updated to specify the individual reference documents. In addition, the list of references in Appendix H has been updated as necessary. As requested in this comment, the 2012 RTP data has been updated with the 2016 RTP/SCS data.

L-2-3

As requested, land use data from SCAG 2012 has been updated on Figure 2.1-1 to reflect the 2016 RTP/SCS.

L-2-4

As requested, land use data from SCAG 2012 has been updated on Figure 2.1-2 with land use data from the General Plans of the cities of Irvine and Tustin.

L-2-5

As requested, updated acreage figures have been provided based on corrections to Figure 2.1.1.

L-2-6

The proposed project does not address objectives and policies from the Noise Element of the General Plan because the proposed project is required to follow the guidelines and procedures in the May 2011 Caltrans Traffic Noise Analysis Protocol, which is consistent with 23 CFR 772.

L-2-7

The date of the staff report referenced in footnote 1 on page 2-3-2 has been provided.

L-2-8

The City of Irvine's request for additional visual simulations is acknowledged. As part of the Visual Impact Analysis prepared for the proposed project, key views were identified to encompass views both of and from the freeway and are representative of the range of views affected by the Build Alternative. Per the FHWA guidelines, the selection of key views should avoid the appearance of partiality and should be

selected at regular intervals depending on the scale of the project, the variety of the landscape, and other factors. The entire project area fits into one Visual Assessment Unit that is characterized by repeated components of the built environment and a very urbanized atmosphere with no lasting, memorable views of natural features that are typical in scenic corridors. Based on this, four key views, from four different types of viewer were chosen to represent the visual changes that would occur as a result of the Build Alternative.

- Key View #1 is viewed from the corner of Nisson Road and Del Amo Avenue (City of Tustin) looking northeast and represents a typical view from a residential neighborhood. This key view was selected due to the Build Alternative's close proximity to local residences.
- Key View #2 is viewed from the corner of El Camino Real and Orange Street (City of Tustin) looking northwest and represents a typical view from a commercial and institutional area. This key view was selected based on existing resources that would be impacted (King's Car Wash, established street trees, and non-paved areas).
- Key View #3 is viewed from I-5 looking southwest to Heritage Park (City of Irvine) and represents a typical view from highway users. This key view was selected to show potential impacts to motorists' views looking into an open sports field.
- Key View #4 is viewed from the Sand Canyon Avenue/I-5 on-ramp (City of Irvine) looking southwest and represents a typical view from highway users. This key view was selected due to historical importance (Old Towne Irvine).

The project team recognizes the importance of having key views representative of the major components of the Build Alternative and feels that the key views selected are appropriate.

L-2-9

The City of Irvine's noise standard is acknowledged. The noise analysis presented in Chapter 3 of the MND/FONSI utilizes the May 2011 Caltrans Traffic Noise Analysis Protocol as Caltrans is the CEQA Lead Agency and has developed guidance for assessing transportation projects within their purview. Given that the Caltrans Protocol has been used, identification or application of the City of Irvine's exterior noise standard has not been included in Section 3.1.12.

L-2-10

Mapping of the expected noise impacts of the Build Alternative using contours would not provide an accurate representation of the future noise environment. Contour information does not take into consideration shielding factors such as berms and structures and therefore would present an inaccurate picture of the predicted noise environment. However, existing, future Build conditions without abatement and future Build conditions with abatement are provided in Tables J-1 through J-8 and modeled noise barriers are shown on Figures J-1 through J-5 in Appendix J of this MND/FONSI.

L-2-11

As stated in Section 3.1.12, it was found that future With Project noise does not reach an increase of 12 dBA, which is considered significant for the purposes of the CEQA analysis and mitigation for long term noise impacts is not required. With noise barrier abatement incorporated into the design of the Build Alternative (Preferred Alternative), projected increases are determined to be less than significant. Therefore, a Statement of Overriding Considerations is not needed.

L-2-12

The referenced text has been updated in Section 3.2.2 to state that the California Air Resources Board (CARB) approved the Final 2017 Scoping Plan Update on December 14, 2017. As shown in Table 3.2.1, when compared to the Existing/Baseline Condition (2014), the Build Alternative in both 2030 and 2050 result in a reduction in CO₂ emissions. In addition, as discussed in Section 3.2.4, Project-Level GHG Reduction Strategies, several project features and minimization measures will be implemented as part of the Build Alternative to address GHG emissions and potential climate change impacts from the project.

L-2-13

The description of the northbound I-5/Jamboree Road off-ramp closure in various subsections throughout Sections 2.4 and 2.5 is described inconsistently and has been corrected. However, Alternative 2B was selected as the Preferred Alternative and will not require a temporary closure of the northbound Jamboree Road off-ramp.

L-2-14

Please refer to Response to Comment L-2-13 regarding the temporary closure of the northbound Jamboree Road off-ramp.

L-2-15

Most of the auxiliary lanes are part of the weaving segments and these segments are analyzed using the Highway Capacity Manual (HCM) 2010 weaving analysis methodology. Per HCM 2010, the capacity of weaving segment with 2 lanes is calculated by the following Equation:- Equation 12-7: $CIW = 2400/VR$, where VR = weaving to total volume ratio.

L-2-16

Intersections analyzed in the *Final Traffic/Circulation Impact Report* (January 2017) were coordinated with the City of Irvine, as well as the entire PDT, prior to initiating the modeling analysis. The intersections to be analyzed were documented in the Traffic Methodology Memo as revised April 2016. No additional intersections will be added to this analysis.

L-2-17

Please refer to Response to Comment L-2-16 regarding intersections included in the traffic analysis for the proposed project.

L-2-18

Both peak hour and ADT volumes were derived using traffic counts and forecast traffic model growth. Volume development involved the delta method approach where the model growth was applied to the counts. The OCTAM model provided forecasts for year 2035, and the remaining 15 year growth was estimated based on a flat growth assuming the land use and roadway facilities would be near capacity in the 2050 design year conditions. In the OCTAM model, the rate at which the facilities would reach capacity may be different for peak and off-peak periods. Therefore, the ratio of peak hour traffic volume to ADT may not be similar in the existing and future year conditions. In addition, according to Caltrans guidelines negative traffic growth was not allowed even if the model estimated less volumes at certain locations in the future scenarios as a conservative approach. Apart from that, the volumes were further adjusted for the balancing of freeway entries and exits. There may not be one particular reason, but a combination of the above factors that would result in a different peak hour volume to ADT ratios in the existing and future scenarios.

L-2-19

The intersection of Sand Canyon Avenue/Burt Road was analyzed for year 2030 and year 2050 based on the 2014 lane configuration in place at the time of the analysis. The lane configuration for this intersection has changed since the analysis was

performed; therefore, the performance of the intersection with the No Build and Build Alternative has been re-analyzed based on the current lane configuration. This revised intersection capacity utilization (ICU) analysis results in a similar finding to the one noted by the City, which is that in 2030, the Build Alternative would result in a higher volume-to-capacity (V/C) ratio of 0.939 at this intersection in the a.m. peak hour compared to the No Build V/C ratio of 0.893. Because the increase in V/C is above the City's threshold of 0.02, the design will be revised to address this impact in 2030 associated with the Build Alternative. The proposed revision to the design is to restripe the current intersection lane configuration such that there would be dual left-turn lanes on northbound Sand Canyon Avenue to westbound Burt Road. This would reduce the V/C in the Build Alternative in the a.m. peak hour to 0.912, an increase of 0.19 below the City's traffic mitigation threshold.

L-2-20

This comment refers to the northbound I-5/Jeffrey Road ramp. The analysis was revisited to determine the differences in the levels of service (LOS) of the I-5/Jeffrey Road interchange between Alternative 2 with Design Variation A and Alternative 2 with Design Variation B (Preferred Alternative). The year 2050 HCM intersection analysis results for the two different design variations are as follows:

Alternative 2 with Design Variation A			
AM Peak		PM Peak	
Delay	LOS	Delay	LOS
71.6	E	157.2	F
Alternative 2 with Design Variation B			
AM Peak		PM Peak	
Delay	LOS	Delay	LOS
85.0	F	100.3	F

LOS = level of service

ICU analyses are not performed by Caltrans for signals at freeway ramp termini, which is consistent with how the intersection analyses were performed for this study.

L-2-21

The City of Irvine's final design for improvements at the Jeffrey Road/Walnut Avenue intersection occurred after Caltrans/OCTA had completed engineering, design, and traffic analyses; therefore, it was not included in the traffic analysis. This design would be incorporated in the final design.

L-2-22

The most current plan for Marine Way was used at the time the traffic analysis was conducted for this project. The design for Marine Way continues to be under development and would be re-evaluated during final design.

L-2-23

If ramp modifications at Sand Canyon Avenue, Jeffrey Road, southbound Culver Drive, and/or northbound Jamboree Road are required, Caltrans and/or OCTA will coordinate with the City of Irvine regarding the construction schedule prior to and during construction for to ensure coordination of traffic, detours, and mobility affecting local streets (per Project Feature PF-T-1).

L-2-24

The traffic analyses have analyzed the effects of Design Option 3 on local streets and intersections and are provided in Tables 63–66 of the Final Traffic Impact Analysis Report under the “Option” alternative. According to HCM 2010 methodology, in 2035, a total of 18 of the affected study area intersections (approximately 55 percent) are projected to operate at unsatisfactory LOS E or F in both peak hours during the Opening Year conditions for Design Option 3. The ICU methodology shows that four of the affected study intersections (approximately 24 percent) are projected to operate at unsatisfactory LOS E or F during the Opening Year conditions for Design Option 3.

According to HCM 2010 methodology, in 2050, a total of 19 of the affected study intersections (approximately 63 percent) are projected to operate at unsatisfactory LOS E or F in both peak hours during the Design Year conditions under Design Option 3. The ICU methodology shows that four of the affected study intersections (approximately 24 percent) are projected to operate at unsatisfactory LOS E or F during the Design Year conditions under Design Option 3.

On March 14, 2019, the Project Development Team (PDT) determined that Design Option 3 would not be carried forward as part of the Preferred Alternative.

L-2-25

The City of Irvine’s concern regarding the visual, noise, and aesthetic impacts of Design Option 3 for homeowners residing in the Cypress Village Community situated directly east is acknowledged and was considered during selection of the Preferred Alternative. On March 14, 2019, the Project Development Team (PDT) determined

that Design Option 3 would not be carried forward as part of the Preferred Alternative.

L-2-26

Caltrans and OCTA agree that Design Option 3 does not accommodate the future State Route 133 (SR-133_ direct HOV connectors. On March 14, 2019, the Project Development Team (PDT) determined that Design Option 3 would not be carried forward as part of the Preferred Alternative.

L-2-27

Please refer to Response to Comment L-2-25 regarding visual and noise impacts related to Design Option 3.

L-2-28

The City of Irvine's concern that the cost of Design Option 3 may not be justified given the level of improvement in traffic operations is acknowledged. On March 14, 2019, the Project Development Team (PDT) determined that Design Option 3 would not be carried forward as part of the Preferred Alternative.

L-2-29

The City of Irvine's comments related to the cost savings associated with Design Variation 2B are acknowledged. On March 14, 2019, the Project Development Team (PDT) determined that Alternative 2B would be carried forward as the Preferred Alternative.

L-2-30

Alton Parkway and Jeffrey Road are the only local street overcrossings that are proposed to be replaced under Alternative 2A. Alternative 2A was not selected for inclusion in the Preferred Alternative; therefore, no bridge replacements would occur under the Preferred Alternative.

For bridge widenings over local streets (five under Alternative 2A and three under Alternative 2B [Preferred Alternative]), the existing number of lanes on the local street is anticipated to be maintained during construction. Construction staging and traffic handling design will be developed and coordinated during final design and the City of Irvine will be engaged in this design. Please refer to Response to Comment L-2-32 for additional information regarding bridge widenings.

L-2-31

A listing of temporary and permanent impact areas within City of Irvine are shown in Table 2.3.10.

L-2-32

As noted in the comment, bridge replacements are not required under Alternative 2B. For bridge widenings over local streets, the existing number of lanes on the local street is anticipated to be maintained during construction. Construction staging and traffic handling design will be developed and coordinated during final design and the City of Irvine will be engaged in this design.

L-2-33

Any impacts to utilities serving residential, businesses, or facilities owned/operated by the City of Irvine as a result of the Build Alternative (Preferred Alternative) will be coordinated with the City of Irvine prior to and during construction. Under the Preferred Alternative, in the City of Irvine, a temporary closure of the Sand Canyon Trail only would be required. As outlined in Section 2.1 of the MND/FONSI, Project Features PF-PR-1 through PF-PR-5 require coordination with the City of Irvine related to the temporary closure and detours of the Sand Canyon Trail.

L-2-34

Although Caltrans cannot limit nighttime construction at residences, as stated in Section 2.14.3.1, Project Feature PF-N-1 requires that the control of noise from construction activities will conform to the Caltrans Standard Specifications, Section 14-8.02, "Noise Control." The nighttime noise level from the Contractor's operations, between the hours of 9:00 p.m. and 6:00 a.m., will not exceed 86 dBA one-hour A-weighted equivalent continuous sound level ($L_{eq}(h)$) at a distance of 50 ft. In addition, the Contractor would equip all internal combustion engines with a manufacturer-recommended muffler and will not operate any internal combustion engine on the job site without the appropriate muffler. With incorporation of Project Feature PF-N-1, temporary noise effects to residents related to construction will be addressed.

L-2-35

The engineering team for the project has been in close coordination with the engineering team for the future Jeffrey Open Space Trail (JOST) I-5 Bicycle-Pedestrian Overcrossing and the current alignment for the JOST would not be

precluded by the Build Alternative. Therefore, the Preferred Alternative would not impact this future facility.

L-2-36

Alternative 2A was not selected for inclusion in the Preferred Alternative and there would be no conversion of park and/or recreation lands to transportation uses.

L-2-37

Under the Preferred Alternative (which includes Alternative 2B), only temporary impacts to Sand Canyon Trail and Peters Canyon Trail would occur. To the extent feasible, the Preferred Alternative would minimize impacts to these trails. As stated in Appendix A, Section 4(f) *De Minimis* Finding and Resources Evaluated Relative to the Requirements of Section 4(f), any impacts to the Sand Canyon Trail and/or Peters Canyon Trail would be addressed by providing detours and keeping at least one side of the trail open during construction. As outlined in Section 2.1 of the MND/FONSI, Project Features PF-PR-1 through PF-PR-5 require coordination with the City of Irvine related to the temporary closure and detours of City trails.

Specific details of these temporary closures would be finalized during final design and Caltrans/OCTA will continue to coordinate with the City of Irvine.

L-2-38

With implementation of Project Feature PF-N-1 (Section 2.14.3.1), the Preferred Alternative would be required to comply with Caltrans' Standard Specifications Section 14-8.02 (2015) and will address construction noise impacts on sensitive land uses adjacent to the project site, including Heritage Park and Orchard Park. Additionally, with implementation of Project Features PF-AQ-1 and PF-AQ-2 (Section 2.13.3.1), temporary impacts related to fugitive dust created will be addressed. Project Feature PF-AQ-3 (Section 2.13.3.1) would also be implemented to further address construction-related emissions by requiring that all construction vehicles and construction equipment be equipped with the State-mandated emission control devices pursuant to State emission regulations and standard construction practices. The Build Alternative (Preferred Alternative) would not result in direct temporary or permanent impacts to Heritage Park or Orchard Park.

L-2-39

Alternative 2B (Preferred Alternative) would not result in impacts to Heritage Park or Orchard Park.

L-2-40

The Build Alternative (Preferred Alternative) would not require TCEs for Orchard Park or Heritage Park. Therefore, there will be no need for proposed signage and fencing.

L-2-41

Please refer to Response to Comment L-2-40 regarding TCEs for Orchard and Heritage Parks.

L-2-42

Please refer to Response to Comment L-2-40 regarding TCEs for Orchard and Heritage Parks.

L-2-43

The description of the northbound I-5/Jamboree Road off-ramp closure in various subsections throughout Sections 2.4 and 2.5 is described inconsistently. Alternative 2B has been selected for inclusion in the Preferred Alternative and does not require the temporary closure of the northbound I-5/Jamboree Road off-ramp. However, language regarding the closure under Alternative 2A has been corrected throughout the document.

L-2-44

The City of Irvine is part of the PDT and a stakeholder and would therefore be kept informed of the status of the project through final design and construction.

L-2-45

Caltrans and OCTA recognize that the bikeways within the City of Irvine are an important component of the City's transportation network and the County's Regional Trail System. Therefore, if trail closures are required, every effort will be made to minimize the length of time of each trail closure.

L-2-46

The commenter's concern regarding traffic on local streets is acknowledged. Tables 2.5.5, 2.5.6, 2.5.10, and 2.5.11 demonstrate the effect of the Build Alternative compared to the No Build Alternative in 2030 and 2050. As shown in these tables, the Preferred Alternative would have a nominal effect or no effect on local intersections within the Study Area that are already at an unacceptable LOS E or F. However, Caltrans and/or OCTA do not have jurisdiction over improvements to local arterials not directly affected by the Build Alternative (Preferred Alternative) and, therefore,

are not included as part of the Preferred Alternative. Please contact the City of Irvine regarding your concerns related to traffic on local streets.

San Joaquin Hills
Transportation
Corridor Agency

Chair:
Fred Minagar
Laguna Niguel



Transportation Corridor Agencies™

Foothill/Eastern
Transportation
Corridor Agency

Chair:
Ed Sachs
Mission Viejo

June 8, 2018

Via E-mail to: D12.I-5.Improvements@dot.ca.gov

Brian Liu
Associate Planner
Division of Environmental Analysis, Generalist Branch
Department of Transportation, District 12
Environmental Analysis
1750 East 4th Street, Suite 100
Santa Ana, CA 92705

Re: Comments on the Initial Study with Proposed Mitigated Negative Declaration/Environmental Assessment for the Interstate 5 Improvement Project (I-405 to SR-55)

Dear Mr. Liu:

The Foothill/Eastern Transportation Corridor Agencies (F/ETCA) has reviewed, and is pleased to submit these comments on the Initial Study (IS) with Proposed Mitigated Negative Declaration (MND)/Environmental Assessment (EA) for the Interstate 5 (I-5) Improvement Project (I-405 to SR-55) in the Cities of Irvine and Tustin, in Orange County, California. The California Department of Transportation (Caltrans) District 12, in cooperation with the Orange County Transportation Authority (OCTA), proposes to widen I-5 between I-405 and SR-55. The project limits on I-5 extend from approximately 0.4 mile (mi) north of the I-5/I-405 Interchange (Post Mile [PM] 21.3) to 0.2 mi south of SR-55 (PM 30.3). The project purpose is to reduce traffic congestion by improving traffic operations and meeting existing and future traffic demands. This project would build one northbound and one southbound general-purpose (regular) lane and make operational improvements such as improved ramps, enhanced merge lanes and continuous access carpool lanes on I-5 between the I-405 to the SR-55. These improvements would increase the capacity of the I-5 in the project area, optimize access between the regular lanes and the existing high-occupancy vehicle (HOV) lane, and make merging more efficient. Two toll roads, constructed and currently operated by the F/ETCA, interface with the I-5 within the project Study Area: SR 133, which connects to the I-5 north of the I-405/I-5 interchange; and SR 261, which passes under the I-5 south of the Jamboree Road/I-5 interchange.

The F/ETCA submits the following comments for your consideration and requests that this information be addressed in the subsequent project documents and corresponding studies.

1. The F/ETCA requests a more thorough analysis of the construction impacts on SR 133 and SR 261, including traffic impacts and toll and revenue implications. This includes impacts related to any options that involve braiding of on-and off-ramps near Sand Canyon Avenue, SR 133 and I-5, as well as any construction on I-5 near SR 261.

L-3-1

- L-3-2 | 2. Construction impacts to The Toll Roads and adjacent facilities will directly impact our customers and must be agreed to by the F/ETCA and kept to a minimum. Provisions must be included for temporary Toll Road lane reconfigurations, if required, to allow traffic to continue on these facilities without any detour from our system. Closures on our system will have a financial impact on the F/ETCA through lost toll revenues. Reimbursement to the F/ETCA for lost toll revenue associated with any full or partial closures (both from direct construction impact as well as recovery periods based on historical data) needs to be accounted for by the Project Sponsor.
- L-3-3 | 3. The final determination of the SR 133/Great Park Boulevard (formerly known as Trabuco Road) as a tolled or untolled interchange has not been finalized. Additional traffic analysis may be warranted once this determination is made.
- L-3-4 | 4. Project Feature PF-T-1 (*Section 2.5.3.1*) states that a Final Traffic Management Plan (TMP) may be developed in detail during final design. The F/ETCA requests an opportunity to review the TMP prior to its finalization and to be notified with sufficient advance (no less than 14 business days) of any potential lane or ramp closures, or detours to and from The Toll Roads (SR 133 and 261). Please send these notifications to Sam Rad, Corridor Manager, Operations, at srad@thetollroads.com or he may be reached at (949) 754-3481.
- L-3-5 | Overall, the F/ETCA would like to review any future documents related to the proposed project and requests continued coordination on activities near The Toll Roads. As such, the F/ETCA requests to be kept on the project distribution list and looks forward to receiving all future notices, along with any other forthcoming documentation for the project.

The F/ETCA appreciates the opportunity to provide input to your planning process. If you have questions or require additional information, please do not hesitate to contact me at (949) 754-3496 or via email (dferemenga@thetollroads.com).

Sincerely,



Doug Feremenga
Manager, Environmental Planning

K.5.3 L-3 – Transportation Corridor Agencies (TCA)

L-3-1

On March 14, 2019, the PDT selected Alternative 2B for inclusion in the Preferred Alternative. It was determined that Alternative 2B best met the Purpose and Need for the project as well as met the project goal of minimizing environmental impacts as well as right-of-way acquisitions within the project limits. Alternative 2A and Design Option 3 were withdrawn from further consideration. Therefore, a more thorough analysis of the construction impacts on SR-133 and SR-261, including traffic impacts and toll revenue implications, is not necessary.

L-3-2

The commenter's concern regarding the impact of construction of the Build Alternative (including Design Option 3) to the Toll Roads and adjacent facilities is acknowledged. On March 14, 2019, the Project Development Team (PDT) determined that Design Option 3 would not be carried forward as part of the Preferred Alternative. Portions of the SR-133/I-5 connectors near the tie-in points with I-5 would require reconstruction to accommodate the freeway widening. It is anticipated that reconstruction of the connectors could be staged such that the connectors remain open to traffic. Occasional full closures of the connectors during nighttime and off-peak hours would be needed for k-rail placement and removal, and movement of equipment. The final Traffic Handling and Transportation Management Plan will be coordinated with Foothill/Eastern Transportation Corridor Agency (F/ETCA) during final design.

L-3-3

The traffic forecasting and traffic analyses in the IS/EA did not assume tolling of the SR-133/Great Park Boulevard ramps to the south. Since the final determination regarding the tolling of the SR-133/Great Park Boulevard ramps to the south has not been made, traffic impacts may be revisited during final design.

L-3-4

Caltrans and OCTA will coordinate with the F/ETCA regarding the Final TMP during final design and will be notified with sufficient advance (no less than 14 business days) of any potential lane or ramp closures, or detours to and from The Toll Roads (SR-133 and State Route 261 [SR-261]).

L-3-5

As requested, the F/ETCA will remain on the project distribution list and will receive all future notices and forthcoming documentation.

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K.6 Comments from Districts

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June 5, 2018

Mr. Brian Liu
Caltrans District 12,
Division of Environmental Analysis
1750 E 4th Street, Suite 100
Santa Ana, CA 92705

Via Fed Ex

Re: Comments for I-5 Irvine & Tustin Improvements Project (I-405 to SR-55) (Initial Study with Proposed Mitigated Negative Declaration/Environmental Assessment)

Dear Mr. Liu:

Thank you for the opportunity to review the Initial Study (IS) and Mitigated Negative Declaration (MND) for the proposed improvement project to the I-5. Presented in the study are project alternatives that include the addition of one general purpose lanes and new shoulder pavement in each direction from the I-405 to SR-55 impacting transportation to and around IUSD some schools, as well as a no-build alternative.

The District offers the following comments identified in enclosure 1 of this letter. If you have any questions, please contact me at (949)936-5363 or by e-mail at KimCoffeen@iusd.org.

Sincerely,
Kimberly Coffeen

Director of Facilities Planning

Enc.:

1. IUSD Comments

cc. Kelvin Okino.

BOARD OF EDUCATION

PAUL BOKOTA / LAUREN BROOKS / BETTY CARROLL / IRA GLASKY / SHARON WALLIN

TERRY L. WALKER, Superintendent of Schools

JOHN FOGARTY, Assistant Superintendent, Business Services / BRIANNE FORD, Chief Technology Officer

EAMONN O'DONOVAN, Assistant Superintendent, Human Resources / CASSIE PARHAM, Assistant Superintendent, Education Services

IUSD... providing the highest quality educational experience we can envision.

Enclosure 1

IUSD Comments

IS/MND

Section 2.13 Air Quality:

- | | |
|-------|--|
| D-1-1 | 1. Limit construction hours on the northbound & southbound side of I-5 between Jeffrey Road and Culver Drive (near Irvine High School at 4321 Walnut Ave. Irvine, CA 92604) to after school hours to minimize impact to school activities. |
| D-1-2 | 2. Coordinate with the Irvine Unified School District and Irvine High School if construction on Segment of I-5 between Jeffrey Road and Culver Drive is to take place during school hours and after school athletic activities. Potential change in air quality during school hours may negatively impact physical education activities. |

Sections 2.14 Noise:

- | | |
|-------|--|
| D-1-3 | 1. Limit construction hours near IUSD Schools to after school hours to minimize impact to school activities. |
| D-1-4 | 2. Coordinate with the Irvine Unified School District and Irvine High School if construction in Segment of I-5 between Jeffrey Road and Culver Drive to take place during school hours. Increase in noise due to construction may negatively impact educational learning environments. |

Section 2.5 Traffic & Transportation:

- | | |
|-------|--|
| D-1-5 | 1. The Irvine Unified School District requests the opportunity to participate in the Traffic Management Plan as it relates to traffic impacts to and around the schools impacted by this work. |
| D-1-6 | 2. Coordination of pedestrian Safe Routes to School, developed by the City of Irvine, should be considered and reviewed, where applicable, to minimize the disruption to these routes. |

K.6.1 D-1 – Irvine Unified School District**D-1-1**

Irvine Unified School District's (IUSD) concern regarding temporary air quality impacts to school activities is acknowledged. As stated in Section 2.13 of this MND/FONSI, with implementation of Project Features PF-AQ-1 and PF-AQ-2 (Section 2.13.3.1), temporary impacts related to fugitive dust created as a result of construction associated with the Build Alternative (Preferred Alternative) will be addressed. Project Feature PF-AQ-3 (Section 2.13.3.1) would also be implemented to address construction-related emissions by requiring that all construction vehicles and construction equipment be equipped with the State-mandated emission control devices pursuant to State emission regulations and standard construction practices.

D-1-2

Please refer to Response to Comment D-1-1 regarding restrictions on construction activities. Caltrans and OCTA will coordinate with IUSD prior to and during construction regarding the construction schedule in the vicinity of Irvine High School.

D-1-3

Although construction may not be able to be limited to after school hours in the areas near Irvine High School, as stated in Section 2.14.3.1, Project Feature PF-N-1 requires that the control of noise from construction activities will conform to the Caltrans Standard Specifications, Section 14-8.02, "Noise Control." The nighttime noise level from the Contractor's operations, between the hours of 9:00 p.m. and 6:00 a.m., will not exceed 86 dBA $L_{eq}(h)$ at a distance of 50 ft. In addition, the Contractor would equip all internal combustion engines with a manufacturer-recommended muffler and will not operate any internal combustion engine on the job site without the appropriate muffler. With incorporation of Project Feature PF-N-1, temporary noise effects to area schools related to construction will be addressed.

D-1-4

Caltrans and OCTA will coordinate with IUSD and Irvine High School if construction on I-5 between Jeffrey Road and Culver Drive occurs during school hours and after school athletic activities. Please refer to Response to Comment D-1-3.

D-1-5

Coordination with IUSD will be conducted during the refinement of the TMP during final design.

D-1-6

Caltrans and OCTA will coordinate with the City of Irvine regarding the Safe Routes to School during the refinement of the TMP as part of final design.

K.7 Comments from the Public

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From: Edgar <Edgarm.ing@hotmail.com>
Sent: Friday, May 25, 2018 6:59 PM
To: D12 I5Improvements@DOT
Subject: Comments and Suggestions
Attachments: photo_2018-05-25_17-44-22.jpg

Hello my name is Edgar Vargas and for medical reasons I had to use the I-5 to commute to a hospital in LA and Santa Monica for 30 days in a row. In my experience I noticed the lack of road safety awareness. Here is one example:

“Most rear end collisions are caused by tailgating. To avoid tailgating, use the “3 second rule”: when the vehicle ahead of you passes a certain point, such as a sign, count “one-thousand-one, one-thousand-two, one-thousand-three.” This takes approximately 3 seconds. If you pass the same point before you finish counting, you are following too closely. You should allow for 4 or more seconds when: • A tailgater is behind you. Allow extra room ahead and do not brake suddenly. Slow down gradually or merge into another lane to prevent a collision with the tailgater!”

Everybody in peak traffic hours are tailgaters, nobody leaves spaces between cars. In fact as soon as they see an opening space they try to fill it, and even accelerate. Many times when you want to enter the highway, and you are waiting to enter following the lines on the street, the car behind you ignores the line on the ground and enters the highway before you and accelerates making you wait until he passes you so you can finally enter.

P-1-1

Nobody is leaving spaces between cars, the signs to slow down are right by the exit ramps, instead being far behind so people know they have to slow down because there are cars merging. I think there should be signs encouraging people to keep distances from cars at peak traffic hours all the time. That way the traffic can be more fluent to either enter or exit. This is another point, nobody understands that $V = d/t$.

The **speed** of an object is the rate at which it covers distance. The general formula for speed is distance divided by time. We write

$$\text{speed} = \text{distance/time}, v = d/t.$$

Here is a table that shows that speeding is worthless, it even consumes a lot of gas to save only few seconds, risking the lives of many people, generating traffic, pollution, and most importantly it wastes so much time of our lives.

Trip	Distance	Speed Limit	Speed+10	Time (in minutes)	Time w/ Speeding	Savings
A	15	35	45	25.71	20	5.71
B	15	45	55	20	16.36	3.64
C	15	55	65	16.36	13.85	2.51
D	30	45	55	40	32.73	7.27
E	30	55	65	32.73	27.69	5.04
F	30	65	75	27.69	24	3.69
G	50	45	55	66.67	54.55	12.12
H	50	55	65	54.55	46.15	8.4
I	50	65	75	46.15	40	6.15
J	500	55	65	545.45	461.54	83.91
K	500	65	75	461.54	400	61.54
L	500	75	85	400	352.94	47.06

As you can see, the ideal speed it's 45 to 55 m/h, I think that speed at high traffic hours could help minimizing traffic congestion, in addition with the space between cars rule. Also in the same picture 83.91 minutes is what you can save when you travel 500 miles!! Nobody travels 500 miles! The point of the table is that it's worthless to speed up, its reckless and demonstrates the grade of education Americans have. Building more lanes and bridges won't help if people don't know how to drive.

In conclusion, people need more road safety awareness.

K.7.1 P-1 – Edgar Vargas

P-1-1

Caltrans and OCTA thank the commenter for information regarding road safety awareness. As shown in Section 1.2.2, Need of the MND/FONSI, severe traffic congestion occurs along I-5 between I-405 and State Route 55 (SR-55), and congestion is anticipated to worsen in the future. The Build Alternative (Preferred Alternative) was selected because it addresses this need.

From: Joey Madlangbayan <radiofrq@gmail.com>
Sent: Thursday, May 10, 2018 8:44 PM
To: D12 I5Improvements@DOT
Subject: I-5 gen purpose lane proposal

hello,

I know you are expecting a for or against response. I dont have an answer.

i have observed the traffic since moving out here 12yrs ago. i sometimes travel from OC to LAC as well as Ventura county. it is probably agreed upon as most traffic is due to commuters having to slow down for transitioning cars on and off freeways or interchanges.

What if a lane was dedicated for longer commuters. install those big bubbles on the asphalt to keep traffic flow in one lane. Reducing lane changes seems to help like on the 405 by the LAX airport. Drivers will care more about their suspension than cutting through traffic.

P-2-1

K.7.2 P-2 – Joey Madlangbayan

P-2-1

The Build Alternative (Preferred Alternative) has been designed to meet the existing and future transportation need for the corridor and is based on current and forecast traffic demand in the area. The cities of Irvine and Tustin are major hubs for commuters that get on and off the freeway frequently within the project limits. Therefore, reducing lane changes would not alleviate the congestion issue in the area and would not meet the need for the project.

From: Kris Etemadi <etemadik@gmail.com>
Sent: Wednesday, May 16, 2018 1:11 PM
To: D12 I5Improvements@DOT
Subject: I-5 Widening - Between 55 and 405

Hello Brian,

My house is close to the Fwy 5 so this project will be a concern to us. Here are a few questions for you:

1. How can we view designs 2A and 2B? | P-3-1
2. What are the potential impacts on nearby property values? | P-3-2
3. What will be the noise effect? | P-3-3

Thank you.

Kris Etemadi
48 Washington
Irvine, CA 92606

K.7.3 P-3 – Kris Etemadi

P-3-1

Exhibits showing Alternatives 2A and 2B are presented in Chapter 1, Figure 1-3 (Alternative 2A) and Figure 1-4 (Alternative 2B [Preferred Alternative]) of the MND/FONSI.

P-3-2

Please refer to Common Response 2 in Section K.1.1.2 regarding the Build Alternative's potential effects on property values.

P-3-3

Noise effects of the Build Alternative are discussed in Section 2.14, Noise (specifically section 2.14.3) of the MND/FONSI. The Build Alternative would result in temporary impacts during construction but would not result in a perceptible permanent increase in noise once existing walls are reconstructed to match the existing height (at a minimum). To abate noise impacts, the following noise barriers under the Preferred Alternative were determined to be reasonable and acceptable to the affected receptors based on noise barrier surveys: Noise Barrier Nos. 1.1, 3.3, 4.1, 6.1, 6.2, and 11.2/11.4.

On March 14, 2019, the PDT selected Alternative 2B for inclusion in the Preferred Alternative. It was determined that Alternative 2B best met the Purpose and Need for the project as well as met the project goal of minimizing environmental impacts as well as right-of-way acquisitions within the project limits. Alternative 2A and Design Option 3 were withdrawn from further consideration.

From: Lisa Ganz <laganz@hotmail.com>
Sent: Thursday, May 24, 2018 10:38 AM
To: D12 I5Improvements@DOT
Subject: I5 Irvine and Tustin project

I'm unable to attend the public hearing but support the widening project. That corridor is horrible now with traffic every hour of the day. Thank you. P-4-1

Lisa

Sent from my iPhone

K.7.4 P-4 – Lisa Ganz

P-4-1

The commenter's support for the project is acknowledged. On March 14, 2019, the PDT selected Alternative 2B as the Preferred Alternative. It was determined that Alternative 2B best met the Purpose and Need for the project as well as met the project goal of minimizing environmental impacts as well as right-of-way acquisitions within the project limits. Alternative 2B would increase capacity and operations without acquisition of substantial right-of-way. Alternative 2A and Design Option 3 were withdrawn from further consideration.

From: marie-helene luebbbers <mhluebbbers@gmail.com>
Sent: Wednesday, May 09, 2018 6:31 PM
To: D12 I5Improvements@DOT
Subject: my opinion on your project

I live in Tustin., in Laurelwoods, between Walnut and I-5. Your project is going to increase the air and noise pollution already high in my neighbourhood. After this project is completed, in a few years, you will need again to increase the size of I-5, or I-55, or I-405 etc..

Increasing the size of Freeways in southern california is not what we need. We need MORE PUBLIC TRANSPORTATION, a real efficient network of busses and trains. This project will just add more pollution, destroy further the environment. I strongly oppose it. Marie-Helene Luebbbers

K.7.5 P-5 – Marie-Helene Luebbbers**P-5-1**

As shown in Section 3.13, Air Quality, the Build Alternative would result in temporary air quality impacts during construction related to emissions from construction equipment include CO, NO_x, VOCs, directly-emitted particulate matter (PM₁₀ and PM_{2.5}), diesel exhaust particulate matter (PM₁₀ and PM_{2.5}), soot particulate (PM₁₀ and PM_{2.5}), SO₂, dust, and odor. However, these temporary impacts will be addressed with implementation of Project Features PF-AQ-1 through PF-AQ-3 (refer to Section 3.13.3.1) and Measure AQ-4 (Section 2.13.4). During operation, the Build Alternative (Preferred Alternative) would improve overall performance, reduce congestion, increase ramp and mainline capacity, and improve operational deficiencies at merge and diverge locations within the project limits. Therefore, the Preferred Alternative meets the Clean Air Act requirements and is not a project of air quality concern under 40 CFR 93.123(b)(1). Overall, the Build condition would result in lower MSAT emissions than the No Build condition and the Build Alternative would result in a slightly greater reduction in MSAT emissions during the Build condition.

Noise effects of the project are discussed in Section 2.14, Noise (specifically section 2.14.3) of the MND/FONSI. The Build Alternative (Preferred Alternative) would result in temporary impacts during construction but would not result in a perceptible permanent increase in noise once existing walls are reconstructed to match the existing height (at a minimum). To abate noise impacts, the following noise barriers under Alternative 2B (Preferred Alternative) were determined to be reasonable and feasible and acceptable to the affected receptors based on noise barrier surveys: Noise Barrier Nos. 1.1, 3.3, 4.1, 6.1, 6.2, and 11.2/11.4.

On March 14, 2019, the Project Development Team (PDT) selected Alternative 2B as the Preferred Alternative. It was determined that Alternative 2B best met the Purpose and Need for the project as well as met the project goal of minimizing environmental impacts as well as right-of-way acquisitions within the project limits. Alternative 2A and Design Option 3 were withdrawn from further consideration.

P-5-2

As stated in Section 1.5.5, Transportation Systems Management (TSM), Transportation Demand Management (TDM), and multimodal transportation strategies have been and would continue to be provided in the I-5 corridor area. As discussed in Section 1.1.1, Existing Facility, the existing on-ramps along the I-5

project limits are all currently metered. Several bus routes operate on I-5 and the surrounding areas. The Build Alternative would maintain the existing ramp metering and would not permanently impact the bus lines. In addition, the Build Alternative would improve HOV lanes in each direction to operate with continuous access.

The TSM, TDM, and mass transit alternatives alone do not satisfy the proposed project purpose of improving both existing and future mobility, reducing congestion, and improving mainline weaving, merge, and diverge movements. As a result, design suggestion MT-1 (from the Value Analysis conducted for the project), a subway/light rail option, was withdrawn from further consideration and is not evaluated in detail in the MND/FONSI.

P-5-3

The commenter's opposition to the Build Alternative is acknowledged. Please refer to Response to Comment P-5-1 regarding pollution as a result of the Build Alternative.

From: Mary Kay <mktddb@yahoo.com>
Sent: Sunday, May 20, 2018 9:59 AM
To: D12 I5Improvements@DOT
Subject: I5 widening from 405 to 55 in Orange county

Because of prior commitments, I will not be able to attend either of the scheduled public hearing meetings regarding this proposed project. I have looked at and read much of the digital version available on line, but can not determine what is happening to the sound wall located between my condominium complex and the I-5 in Alternative 2B and Design Option 3. We are located across from Heritage park at the corner of Walnut and Yale. In addition, we received a certified mailing asking us to indicate our preference for the sound wall.

P-6-1

I would appreciate more detail about what is going to happen to our current sound wall in Alternative 2B and Design Option 3.

Thank you,
Mary Kay Bollenbacher
9 Helena
Irvine, Ca 92604

K.7.6 P-6 – Mary Kay Bollenbacher

P-6-1

Although not specifically mentioned, NB 10.1 appears to be the description of the noise barrier mentioned in this comment. NB No. 10.1 is proposed with implementation of Alternative 2A. Construction of this noise barrier is dependent on the noise barrier survey letters sent out to the receptors that would benefit from this noise abatement. The commenter was notified and asked to participate in a survey regarding this wall since it was determined that it would abate noise at the commenter's residence. However, Alternative 2A was not selected for inclusion in the Preferred Alternative; therefore, NB No. 10.1 would not be constructed.

From: Mitch <mitchmoss85@yahoo.com>
Sent: Friday, May 11, 2018 7:43 AM
To: D12 I5Improvements@DOT
Subject: Tustin segment

I am a Tustin resident so keenly interested in this project.

In briefly reviewing the project, it seems to me that the current proposal has dismissed one of the biggest issues with the roadway, which is the terrible backup that exists 7 days a week on NB I5 through Tustin leading to SR55.

When the study says northbound and southbound traffic counts are roughly equal, it is very clear to anyone who actually lives here that conditions are MUCH worse on NB I5 in Tustin compared to the SB side. SB traffic generally slows down south of Jamboree or Culver. NB crawls morning and evening - often from Jamboree, but especially north of Tustin Ranch.

And the worst of it is from Red Hill, which is exacerbated by the Terrible weaving patterns.

The project dismissed a proposal to relocate the NB Newport ramp as inadequate to solve the problem. And this may be true. But the answer isn't just to leave it alone with an extra lane of weaving.

I have two recommendations for consideration:

Consider adding the SB lane only from Jamboree to I5. And use the extra space to effectively add 2 lanes NB through Tustin. (Note a similar suggestion may be true on southern segment where extra NB can begin at Alton or the NB 133 merge)

Split the NB roadway at Red Hill, by making the exit to SR55 part of the red hill exit. Build the new on ramp at Orange as a supplemental ramp that is a "flyover" for NB I5 only. Make the existing Newport ramp only for SR55. Make access from the existing Red Hill onramp to I5 via connection to the new flyover ramp.

This proposal is more expensive because of new ramp with flyover, moving center lines and constructing the SR55 separation. But it seems a much better investment for true relief.

Sent from my iPhone

P-7-1

K.7.7 P-7 – Mitch Moss

P-7-1

The commenter's suggestion to split the northbound roadway at Red Hill Avenue, making the exit to SR-55 part of the exit at Red Hill Avenue was originally included as a design option for the Build Alternative but was rejected from further analysis because it did not provide enough right-of-way to achieve the standard vertical clearance for the new braided bridge. The commenter's suggestion of adding two lanes northbound through the City of Tustin instead of one northbound and one southbound, would result in substantial right-of-way impacts along the northbound direction, among other design constraints. Both of the design options resulted in substantially greater right-of-way acquisitions than the Build Alternative and were not carried forward for further evaluation in the MND/FONSI.

From: Susan Eilenberg <susan_ei@pacbell.net>
Sent: Monday, May 21, 2018 3:42 PM
To: D12 I5Improvements@DOT
Subject: Southbound 55 to Southbound I-5 on-ramp

Hi,

I am responding to your I-5 Irvine & Tustin Improvement Project, public comment invitation.

I would like to see the on-ramp closest to Tustin Ave that feeds from 4th street into the Southbound 5 on-ramp be changed to allow safe merging. The short 4th street ramp dumps the car onto the fast-moving left lane of the Southbound 55 to the Southbound 5 two-lane on-ramp.

The way the design is, there is not enough room for a car coming from 4th Street to safely merge into the on-ramp if there is another vehicle in the inside (east-facing) lane. If there is a two-load Semi-Truck in that lane, the safest option is to try and stay in the shoulder, slow down, and merge from behind, hoping there is not a fast moving car right behind the truck. But the shoulder is currently occupied by construction barriers. I have used this on-ramp weekly at about 9pm for years and had several experiences “sharing” the lane when “merging” (it is designed to dump together rather than allow safe merging—we can’t even see each other coming). With the construction barriers now in the shoulder, I don’t go on this on-ramp anymore and wonder about the safety of others who expect a safe on-ramp and use this one. I request you close the 4th street portion of the on-ramp to the Southbound 5 until at-least the construction barriers are removed from the shoulder so that no one is hurt. There is another more westerly 4th street onramp to the southbound 5 and southbound 55 that is sort-of safer, next to the Santa Ana Zoo that merges into its own lane. But a person must move to the left quickly to go on the 5 rather than ending up south on the 55.

P-8-1

Thanks,
Susan Eilenberg
14102 Woodlawn Ave.
Tustin, CA 92780

K.7.8 P-8 – Susan Eilenberg

P-8-1

While Caltrans and OCTA appreciate the commenter's concern regarding the need for improvement at the 4th Street entrance to the southbound SR-55/I-5 connector, this ramp is not a part of the Build Alternative. However, OCTA and Caltrans are proposing to improve SR-55 from I-5 to State Route 91 (SR-91) which includes improvements between Fourth Street and the southbound SR-55/I-5 connector. Please visit [http://www.octa.net/Projects-and-Programs/All-Projects/Freeway-Projects/Costa-Mesa-Freeway-\(SR-55\)/SR-55-\(I-5-to-SR-91\)/?frm=3555](http://www.octa.net/Projects-and-Programs/All-Projects/Freeway-Projects/Costa-Mesa-Freeway-(SR-55)/SR-55-(I-5-to-SR-91)/?frm=3555) for more information about this project.

From: Wonhee Kim <wonheekim001@gmail.com>
Sent: Friday, May 25, 2018 7:25 AM
To: D12 I5Improvements@DOT
Cc: fchavarria@octa.net
Subject: Noise Barrier concern Comment Card

Hello,

My name is Won Kim and I live on 2016 Cherokee Tustin 92782, or per your noise report, I live in the property labeled R-6.56. I read the full noise report and the proposed Noise barriers 6.2 and 6.1 do not address the properties, R-6.55, R-6.56, R-6.57, R-6.58. I don't believe it is fair that NB 6.1 and 6.2 will stop just before being in front of my property to add shielding after being subject to all the construction noise, pollution, from the I-5 improvements. We get absolutely no shielding from the noise barriers. Please extend NB 6.1 so our property on R-6.56 will receive shielding from the noise. The sound is very loud as it is and for it to get 3 decibels louder would not be fair for us. The extra investment to extend NB 6.1 would be a great invest in order to close the gap between NB6.1 and 6.2. So please consider either extending NB 6.1 to shield our property or even connect NB6.1 with NB 6.2 in order to close the GAP and completely seal the noise from entering into the surrounding community. Thank you. Please contact me @ 562-215-3546.

P-9-1

Regards,
Won Hee Kim

K.7.9 P-9 – Won Hee Kim

P-9-1

The limits of NB Nos. 6.1 and 6.2 were determined based on impacted receptors that would receive a noise level reduction of 5 dBA or more, accounting for the distance between the receptor and the noise barrier, as outlined in the Caltrans Noise Protocol. Impacted receptors are those that experience sound levels approaching the NAC of 23 CFR 772. The eastern extent of NB No. 6.2 is based on the need to shield multifamily and single-family residences on El Camino Real and Sierra Vista Drive, which are represented by Receptors R-6.65 and R-6.64. The western extent of NB No. 6.2 is based on the need to shield multifamily residences on El Camino Real represented by Receptor R-121. Further extension of noise barriers in order to shield non-impacted receptors is not supported based on the criteria set forth in 23 CFR 772 because the limits of a noise barrier are based on receptors that approach or exceed the NAC. Based on the results of the NSR and NADR, the noise barrier survey, and public comments received on the environmental document, both NB Nos. 6.1 and 6.2 would be constructed at 16 feet high.

From: Facebook
<notification+AZDEyLmktNS5pbXByb3ZlbWVudHNAZG90LmNhLmdvdg@facebookmail.com>
Sent: Tuesday, May 08, 2018 10:27 AM
To: D12 I5Improvements@DOT
Subject: Confirm email for your Facebook Page



Facebook

Hi,

Yvette Ximenez just added an email to I-5 Irvine & Tustin Improvements Project. Confirm this information so people visiting your Page can contact you directly.

P-10-1

[Confirm Email](#)

Thanks,
The Facebook Team

This message was sent to d12.i-5.improvements@dot.ca.gov. If you don't want to receive these emails from Facebook in the future, please [unsubscribe](#).

Facebook, Inc., Attention: Community Support, 1 Facebook Way, Menlo Park, CA 94025



K.7.10 P-10 – Yvette Ximenez

P-10-1

Per the request in this comment, Yvette Ximenez has been added to the project contact list.



June 7, 2018

Caltrans District 12
Division of Environmental Analysis
1750 East 4th Street, Suite 100
Santa Ana, California, 92705
Attn: Brian Liu

Subject: I-5 (I-405 to SR-55) IS/EA Comments

Dear Mr. Liu

Thank you for the opportunity to comment on the Initial Study/Environmental Assessment (IS/EA) for the widening of Interstate 5 (I-5) between I-405 and SR 55. As noted in the IS/EA, this project is included in the SCAG Federal Transportation Improvement Program (FTIP) Projects Listing in the 2016-2040 Regional Transportation Plan/Sustainable Community Strategy which has received its conformity finding from the Federal Highway Administration (FHWA). In addition, this project was included in Orange County's 30-year Measure M2 (M2) Plan and is specifically listed as Project B in the M2 Transportation Investment Plan.

Responding to the continued need for investments in the Orange County transportation systems, county voters approved a half-cent sales tax in 2011 to fund the subject I-5 widening along with other projects included in the M2 Transportation Investment Plan. As a major corridor serving Orange, Los Angeles and San Diego counties, I-5 capacity through the Cities of Irvine and Tustin is essential to maintaining mobility, a vibrant economy and overall quality of life. As one of the most heavily traveled and congested corridors within the SCAG region, the proposed widening to provide additional capacity is essential to maintaining good access to residential, employment, retail, recreational and educational destinations near this major corridor.

After our review of the IS/EA and the draft Caltrans Project Report, Irvine Company strongly supports the selection of Alternative 2B as included in the IS/EA as the Preferred Alternative. The basis for our Alternative 2B recommendation follows:

- a. **\$308M HIGHER COST/SCHEDULE DELAY:** Design exceptions (e.g. reduced shoulder and lane widths) are the primary differences between Alternatives 2A and 2B. As noted in the traffic section, the forecasted traffic volumes and level of service with the Project are the same for both alternatives. Yet the cost of Alternative 2A is projected to be \$308M greater than Alternative 2B. Given the already projected shortfall in M2 sales tax revenues and the

P-11-1

challenge of finding other state/federal funds for this additional \$308M, selection of the higher cost Alternative 2A would likely result in a significant delay to project delivery. It could also create a funding resource competition amongst other projects that are currently planned to be funded by M2. As noted in the M2020 Plan assumptions, "The tight variance between the costs and funding plan will require that project scopes and schedules be carefully managed and closely monitored given the small margin of safety."

- P-11-1
- b. **CONSTRUCTION IMPACT ZONE:** Alternative 2A creates an approximate two-year economic and circulation "construction impact zone" because it requires the reconstruction of three I-5 structures (Alton Parkway overcrossing, Jeffrey Road overcrossing and Jamboree NB off-ramp bridge over SR-261). As further discussed in our attachment to this letter, we believe that the full and/or the partial closure of these bridges which includes reduction of the number of operating lanes on the Alton Parkway and Jeffrey Road bridges during construction or the full closure of the Jamboree NB off-ramp bridge will have a significant circulation and economic impact to the local area (e.g. Irvine Spectrum Center and Irvine and Tustin Market Place). Irvine Spectrum Center alone averages 17 million visitors per year. Irvine's retail districts that will be impacted by the Alternative 2A construction impact zone generate one-third of the city's annual revenue, more than \$60 million annually. In addition, the sales tax revenue generated by these retail districts provides significant funds to the M2 sales tax revenue stream.
 - c. **AESTHETIC IMPACTS:** From a visual perspective, Alternative 2A is a less attractive option than Alternative 2B because it allows less space for landscaping along I-5 that would buffer retaining and sound walls. Adding just a few extra feet of width for landscaping- as Alternative 2B would do- would result in a significantly more visual pleasing experience along the corridor for I-5 drivers.

P-11-2

The IS/EA also evaluates the impacts of an Option 3 Design Alternative that would braid the northbound entrance ramp from the SR-133/I-5 Connector/Sand Canyon with the northbound exit ramp to Jeffrey Road in order to eliminate a weave section. The IS/EA traffic study as well as an AECPOM technical memorandum dated 12/5/2017 indicates that the elimination of the weave segment as a result of Option 3 would improve operations on one segment of I-5, but would deteriorate operations on two segments of I-5 in comparison to Alternatives 2A/2B without Option 3. The cost of the Option 3 Design Alternative is projected to be \$160M. Similar to our above noted concerns regarding project delivery and competing competition for M2 funds, the costs of Option 3 along with lack of significant traffic benefits associated with this braided concept do not seem to justify this expense.

Mr. Brian Liu
June 7, 2018
Page 3

Attached are more specific and detailed comments on the IS/EA for your consideration.

Again, we appreciate the opportunity to comment on the draft IS/EA and look forward to construction of this very important regional transportation improvement.

Respectfully,



John F. Boslet
Vice President-Transportation

cc: Jeannie Lee, OCTA
Kia Mortazavi, OCTA
Mark Linsenmayer, city of Irvine

IS/EA COMMENTS

P-11-3	1. Figures 1-3 and 1-4 incorrectly show the location of proposed soundwalls with the project. The locations shown on these figures conflict with the proposed soundwall locations as discussed in the Noise Section of the document.
P-11-4	2. Throughout the document, there is a lack of detail as to the extent and nature of closures associated with the demolition and replacement of the three structures with Alternative 2A (Alton, Jeffrey and Jamboree NB off ramp.
P-11-5	a. The Project Description on page 1-32 does not indicate that the Jamboree NB off ramp structure of the SR-261 would be replaced. However, the discussion on pages 2.4-4, 2.4-5 and 2.5-11 indicates a “complete long-term closure” (2.4-4) requiring a nine month full ramp closure (2.4-5) and a bridge replacement requiring a long term closure of the ramp that could range from nine to twelve months in duration (2.5-11). Page 2.4-4 (paragraph 3) states that Alternative 2A would require a complete long term closure and then the next sentence states that the full closure would be limited to 10 days or less which seems to be in total contradiction with the other referenced pages.
P-11-6	b. Page 2.4-6 indicates that Irvine Center Drive, Barranca Parkway and Technology Drive would be used by detoured traffic for a full closure of Alton Parkway. This is an incomplete description of all of the needed detour routes. Segments of I-405 and SR-133 as well as potentially Bake Parkway would also be needed for these detours to accommodate all existing traffic patterns. For example, a vehicle that now exits on the southbound Alton off ramp and then crosses the Alton Parkway bridge in an easterly direction might need to be re-routed to Bake Parkway unless the Barranca HOV ramp is to be used for single occupant traffic. Likewise, the description of the routes to be used for detouring Jeffrey Road traffic is incomplete.
P-11-7	c. Are any mitigation measures (i.e. intersection enhancements along the detour routes) required to address the partial or full closure impacts associated with the bridge closures? For example, the partial closures associated with the Alton Parkway and Jeffrey Road bridges could take as long as two years. The full closure of the Jamboree NB off ramp could take as long as one year. Will the diverted traffic from these closures cause an unacceptable level of service at intersections along the diversion routes?
P-11-8	d. The existing Alton Parkway bridge provides three lanes in each direction, a left turn pocket and a bike lane and sidewalk in each direction. A very limited description of the proposed “partial closure” of the Alton Parkway is provided in the IS/EA. Absent a more complete description, it is does not to allow an assessment of the potential economic impact to the surrounding area, particularly to Irvine Spectrum Center which draws vehicular traffic during most of the day. The IS/EA states that bridge construction would be staged to “generally” maintain

both directions of traffic during construction. It further states that temporary closures (i.e. all lanes) may be needed and are anticipated to occur during off-peak and nighttime hours. What does “generally” mean? What is the definition of “off-peak hours”? Would off-peak include lunch time hours when use of the existing bridges is also heavy? Would off-peak hour hours include the period between 6 PM and 10 PM when traffic into and out Irvine Spectrum Center is still very active? Unlike the Jamboree off-ramp discussion, no information is described as to the expected length of closures for Alton Parkway, but we would anticipate that up to a 2-year construction period is likely. It is not clear as to how many lanes in each direction will be maintained at all times during construction (i.e. will the 6 lanes be reduced to 2 lanes?). Will the Alton left turn movement to Enterprise be maintained at all times? Will pedestrian and bicycle provisions be eliminated during construction? During staged construction, how will the intersection of Alton Parkway/Enterprise Road be impacted? Will any impacts occur southerly of this intersection to accommodate lane transitions caused by partial bridge closures? During the partial closures, what will be the resulting levels of service at the impacted intersections at this interchange and intersections impacted by any detours? Without an answer to these questions, it is not possible to understand the full potential impact associated with these closures.

P-11-8

- e. The Jeffrey Road bridge provides for three travel lanes, a bike lane and a sidewalk in each direction. A very limited description of the proposed “partial closure” of the Jeffrey Road bridges is provided in the IS/EA. It states that bridge construction would be staged to “generally” maintain both directions of traffic during construction. It further states that temporary closures (i.e. all lanes) may be needed and are anticipated to occur during off-peak and nighttime hours. What does “generally” mean? What is the definition of “off-peak hours”? Would off-peak hour hours be after 6PM, which is the typical end of the PM peak hour? Unlike the Jamboree off-ramp discussion, no information is described as to the expected length of closures for Jeffrey Road. It is not clear as to how many lanes in each direction will be maintained at all times during construction (i.e. will the 6 lanes be reduced to 2 lanes?). Will the Jeffrey Road southbound left turn to Walnut Avenue be maintained at all times? Will pedestrian and bicycle provisions be eliminated during construction? Without an answer to these questions it is not possible to understand the full potential impact associated with these closures.

P-11-9

- f. Based on Sheet PS-2 in the draft Project Report, the vertical profile of Jeffrey Road will be raised with the reconstruction of the bridge as part of Alternative 2A. This profile shows that the intersection of Jeffrey Road/Walnut Avenue will be raised by approximately 8 feet. The impacts associated with this change in intersection elevation on Jeffrey south of Walnut and Walnut both east and west of Jeffrey have not been addressed. Similarly, impacts north of the bridge have not been addressed.

P-11-10

- g. As noted above, we have many concerns about the lack of detail of the Alternative 2A bridge closures for Alton Parkway and Jeffrey Road. Most

P-11-11

P-11-11	<p>important, we are very concerned that any reduction in lanes on the Alton Parkway overcrossing for an extended period of time would have a significant negative impact on the local and sub-regional circulation and economy. This bridge provides access to Irvine Spectrum Center, a major regional shopping center that attracts 17 million customers per year from many parts of the region. In addition the Alton Parkway bridge provides access to adjacent Spectrum office and residential development, the Irvine Station as well as a significant amount of residential and employment areas to the southeast of I-5 in Irvine, Lake Forest and Mission Viejo.</p>
P-11-12	<p>h. While partial closing of the Alton Parkway and Jeffrey Road bridges are proposed except for potential off-peak or night time full closures, a full closure of the Jamboree northbound off-ramp is proposed for 9-12 months. The circulation and economic impact of closing a key access route to the Tustin and Irvine Market Place would be significant in our view.</p>
P-11-13	<p>3. PF-T-1 on page 2.5-6 states that a Final Transportation Management Plan (TMP) may be developed in detail during final design to address short-term, circulation and access effects during project construction. “May” should be changed to “Will.” The Company has many properties that could be significantly impacted during construction. As such, PF-T-1 should also be revised to require close coordination with impacted parties to solicit early input on the draft TMP before finalization.</p>
P-11-14	<p>4. PF-N-2 describes the proposed Noise Barriers for each Alternative. The language implies that certain locations would not be required if Design Option 3 is selected. This is not consistent with the findings in the Noise Study. PF-N-2 should be revised to provide clarity that Noise Barriers 1.1, 3.3, 4.1 and 6.1 (locations adjacent to Company lands) are needed with Option 3.</p>
P-11-15	<p>5. Four noise barriers are proposed adjacent to Company properties (Noise Barriers 1.1, 3.3, 4.1 and 6.1). Noise barrier 1.1 is adjacent to an existing office site while the other three are adjacent to existing apartments. It is important that the noise attenuation benefits exceed the negative impacts resulting from construction of the barriers. While we are conceptually in support of the proposed noise barriers, there are a number of issues that need to be further addressed during final design before the Company can fully support construction of the recommended noise barriers. These include:</p> <ul style="list-style-type: none"> i. Final height and limits of the wall based on design level topography. For example, it is not clear as to how the proposed height of the wall has been measured. Is the wall height measured from the freeway side or the development side where there is an existing berm adjacent to the wall? ii. Wall materials and aesthetics iii. Assumptions on existing window treatments iv. Temporary construction impacts (i.e. length of construction) and limits (i.e. inconvenience to existing parking and circulation) v. Drainage provisions

<ul style="list-style-type: none"> vi. Extent and type of landscaping to soften the impact of the wall (both sides)? vii. Impacts to existing emergency access routes viii. Maintenance responsibilities for the new wall (State or Company) ix. Maintenance responsibilities for landscaping (State or Company) x. Will any existing walls be retained? If so, how will access for maintenance to existing wall be accommodated? xi. Right of way needs (i.e. Permanent right of way or permanent and/or temporary easements) xii. Extent of damage to existing landscaping and compensation for loss of landscaping xiii. View impacts from the I-5 and from the adjacent development? 	P-11-15
6. The limit of the proposed Noise Barrier 4.1 for Alternative 2B is different than for Alternative 2A. Specifically, the length of Noise Barrier 4.1 for Alternative 2A is proposed to be 3,066' while the length is only 2,518' for Alternative 2B. Given the minor differences in the Project Description for these two Alternatives and no change in projected traffic volumes, it does not seem reasonable that the noise barrier length should be reduced for Alternative 2B.	P-11-16
7. Page 2.5-19 identifies a recommended reconfiguration of the Sand Canyon southbound off-ramp intersection. The IS/EA should acknowledge the on-going study by the City of Irvine to re-align Marine Way to line up with this existing intersection. As such, the suggested reconfiguration may need to be modified if this Marine Way realignment is approved and implemented.	P-11-17
8. Figures 2.3-3 and 2.3-4 identify parcels with a full right of way take. Sheets 4 of 14 for both Figures suggest that the entire Traveland site would be acquired for the Project. Only a partial take is required. This error should be corrected.	P-11-18
9. Sheet L-20 of the Layout Plans in the draft Project Report for Alternatives 2A/2B shows how Walnut Avenue is proposed to be modified with the Project. As shown, the left turn pocket for westbound Walnut Avenue is proposed to be extended. The result is that the most westerly driveway to the existing park-n-ride lot is limited to right turn access only in contrast to its existing full access operation. Since the most easterly park-n-ride lot driveway is restricted to inbound traffic only, converting the westerly driveway to right turn only results in a significant impact to access into and out of the site. For example, vehicles that desire to exit the park-n-ride lot by turning left from the most westerly driveway with a destination to the southbound I-5 on-ramp will no longer be able to make this movement. This impact has not been discussed in the IS/EA.	P-11-19
10. Sheet L-21 of the Layout Plans in the draft Project Report identifies proposed modifications to the Jeffrey Road N/B Loop on-ramp. Per the IS/EA traffic study, existing peak hour volumes onto this ramp from Jeffrey Road are 375 vph in the AM and 848 vph in the PM. Year 2050 volumes increase to 475 vph in the AM and 1040 vph in the PM. Based on these high peak hour volumes, the design shown in the Layout Plans	P-11-20

P-11-20 | should be revised to provide a separate right turn lane or the loop ramp should remain in its existing condition.

P-11-21 | 11. In consideration of the planned construction schedule and the potential for future land use amendments in the surrounding area, it is recommended that coordination with the Cities of Irvine and Tustin be required during final design to verify the specific lane requirements at each interchange ramp intersection with the local arterials.

K.7.11 P-11 – The Irvine Company**P-11-1**

The commenter's support of Alternative 2B and the commenter's concerns regarding the cost, construction impacts, and visual effects of Alternative 2A are acknowledged. On March 14, 2019, the Project Development Team (PDT) selected the Build Alternative with Alternative 2B as the Preferred Alternative. It was determined that Alternative 2B best met the Purpose and Need for the project as well as met the project goal of minimizing environmental impacts as well as right-of-way acquisitions within the project limits. Alternative 2A and Design Option 3 were withdrawn from further consideration.

P-11-2

The commenter's concern regarding the lack of justification for the operational benefits related to the cost of Design Option 3 is acknowledged. On March 14, 2019, the PDT determined that Design Option 3 would not be carried forward as part of the Preferred Alternative.

P-11-3

Figures 1- 3 and 1-4 have been revised to show the accurate locations of proposed noise barriers.

P-11-4

Responses regarding the detail provided on the extent and nature of proposed closures associated with the demolition and replacement of Alton Parkway, Jeffrey Road, and the northbound I-5/Jamboree Road off-ramp are provide below in Response to Comments P-11-5 through P-11-12.

P-11-5

The description of the northbound I-5/Jamboree Road off-ramp closure in various subsections throughout Sections 2.4 and 2.5 is described inconsistently and has been corrected. As the Preferred Alternative incorporates Alternative 2B, only a short-term closure is necessary at westbound Jamboree Road to the northbound I-5 on-ramp.

P-11-6

Full closures for the replacement of the Alton Parkway and Jeffrey Road bridges under Alternative 2A are expected to occur during nighttime or other off-peak hours, when traffic volumes are significantly lower. However, as stated in Response to Comment P-11-1, the Build Alternative with Alternative 2B has been selected as the

Preferred Alternative and would not require the replacement of the Alton Parkway and/or Jeffrey Road bridges.

P-11-7

The northbound I-5/Jamboree Road off-ramp closure was incorrectly described as a long-term full closure and has been corrected in the final environmental document. Please refer to Response to Comment P-11-6 regarding the replacement of the Alton Parkway and Jeffrey Road bridges.

P-11-8

Please refer to Response to Comment P-11-6 regarding the replacement of the Alton Parkway and Jeffrey Road bridges.

P-11-9

Please refer to Response to Comment P-11-6 regarding the replacement of the Alton Parkway and Jeffrey Road bridges.

P-11-10

Please refer to Response to Comment P-11-6 regarding the replacement of the Alton Parkway and Jeffrey Road bridges.

P-11-11

Please refer to Response to Comment P-11-6 regarding the replacement of the Alton Parkway and Jeffrey Road bridges.

P-11-12

Please refer to Response to Comment P-11-5 regarding the temporary closure of the northbound I-5/Jamboree Road off-ramp.

P-11-13

Project Feature PF-T-1 has been revised to state that a TMP *will* be developed in detail during final design. Development of the TMP would be closely coordinated with the appropriate entities and stakeholders.

P-11-14

Project Feature PF-N-2 has been revised to reflect the noise barriers found to be reasonable and feasible with the Preferred Alternative. On March 14, 2019, the Project Development Team (PDT) selected the Build Alternative with Alternative 2B as the Preferred Alternative. It was determined that Alternative 2B best met the Purpose and Need for the project as well as met the project goal of minimizing

environmental impacts as well as right-of-way acquisitions within the project limits. Alternative 2A and Design Option 3 were withdrawn from further consideration.

P-11-15

While the details of proposed noise barriers will be determined during final design, the following information is available for NB Nos. 1.1, 3.3, 4.1, and 6.1:

- i. The final heights of NB Nos. 1.1, 3.3, 4.1, and 6.1 for Alternative 2B (Preferred Alternative) have been preliminarily determined by Caltrans to be 16 feet. These heights are based on the final results of the noise barrier survey. However, final heights will be confirmed based on design-level topography during final design. The proposed height of the noise barrier is based on either the existing ground elevation or proposed ground elevation depending on location to top of wall elevation. The barrier heights are measured from the freeway side.
- ii. The material of the noise barrier is a standard masonry block wall. As part of the Visual Impact Assessment prepared for the proposed project, key views were identified to encompass views both of and from the freeway and are representative of the range of views affected by the Build Alternative. Four key views, from four different viewer types, were chosen to represent the visual changes that would occur as a result of the Build Alternative. Key View #1 is viewed from the corner of Nisson Road and Del Amo Avenue (City of Tustin) looking northeast and represents a typical view from a residential neighborhood with a noise barrier. Although NB No. 1.1 represents an exterior sitting area at an office building, this view is still representative of a sensitive receptor for visual impacts. Even though the addition of a noise barrier would change the view in the area, project features included as part of the Build Alternative will address the effects of the project related to visual/aesthetics (Section 2.16.3.2).
- iii. Window treatments are not considered at this time.
- iv. TCEs may or may not be needed to construct noise barriers. Although the final decision will be made during final design, if TCEs are needed, they would be contained within the project footprint and would not affect existing parking and circulation.
- v. It is anticipated that noise barriers would not affect the existing and proposed drainage system beyond what would already be needed for the Build Alternative.

However, drainage provisions for each noise barrier will be addressed during final design.

- vi. Landscaping for graffiti abatement was included in the construction cost for all noise barriers. As stated above, project features included as part of the Build Alternative will address the effects of the Build Alternative related to visual/aesthetics. Please refer to Section 2.16.3.2 of the MND/FONSI for those project features.
- vii. Construction of noise barriers would not have an impact to emergency access routes.
- viii. If the noise barrier is located in the State right-of-way, Caltrans would be responsible for maintenance of the noise barrier. However, if the noise barrier is located on private property, Caltrans would be responsible for maintenance of the noise barrier structure on the freeway side. For the side on private property, the Irvine Company would be required to enter into a contract with Caltrans to accept aesthetic maintenance responsibility; to not remove the barrier; and to allow Caltrans personnel, representatives, and contractors to enter private property to construct the barrier and conduct periodic inspection or structural repair.
- ix. If the noise barrier is located in the State right-of-way, Caltrans would be responsible for landscaping planted on the State side of the wall. Types and locations of landscaping for the noise barrier will be determined during the final design phase, in coordination with the Caltrans Landscape Architect. If the noise barrier is located on private property, Caltrans would be responsible for maintaining landscaping on the freeway side of the noise barrier. For the side on private property, the Irvine Company would enter into a contract with Caltrans to accept aesthetic maintenance responsibility for the barrier located on private property, which would include landscaping responsibilities.
- x. If the benefited receptors surveyed for a potential sound wall are not in favor of the proposed noise barrier and an existing wall is already in place, the existing wall would be retained or replaced in-kind to accommodate the proposed improvement. For the portion of any barrier located along private property, Caltrans would be responsible for maintenance of the noise barrier structure on the freeway side. For the side on private property, the Irvine Company would enter into a contract with Caltrans to allow Caltrans personnel, representatives,

and contractors to enter private property to maintain the barrier, which includes periodic inspection or structural repair.

- xi. Depending on the wall, the Build Alternative may require permanent right-of-way in addition to what is needed for the proposed improvements. Temporary construction easements (TCEs) would be required for all noise barriers.
- xii. Any existing landscaping that is damaged would be replaced in-kind as a part of constructing the noise barriers. If the noise barrier is on private property, existing landscaping on the private side would either be protected in place, or compensation would be provided to replace the landscaping after construction. Compensation related to TCEs would be coordinated with the property owner as part of the right-of-way acquisition process during the final design phase.
- xiii. Please refer to response ii.

P-11-16

Traffic noise impacts under Alternative 2A are greater than Alternative 2B because the southern portion of the existing wall would be demolished in order to accommodate the proposed improvement for Alternative 2A. Therefore, NB No. 4.1 under Alternative 2A qualifies for a longer and higher noise barrier. At a minimum, the southern portion of the existing wall that would be demolished would be replaced in-kind at the new location with the existing height.

P-11-17

At the time of the traffic analysis conducted for this project, the realignment of Marine Way was still under development. The design for Marine Way would be re-evaluated during final design.

P-11-18

The Build Alternative only requires a sliver acquisition of the former Traveland site. Figures 2.3-3 and 2.3-4 have been revised in the MND/FONSI to clarify this acquisition.

P-11-19

The striping for Alternative 2A can be modified to permit left turns from the Park n Ride on Walnut Avenue. However, as stated in Response to Comment P-11-1, Alternative 2A has not been incorporated in the Preferred Alternative.

P-11-20

The commenter has misinterpreted the data in the intersection Highway Capacity Software (HCS) printouts in Appendix D of the Traffic and Circulation Impact Report. The referenced volumes are for the I-5 northbound off-ramp to Jeffrey Road northbound movement. The volumes for the northbound Jeffrey Road to northbound I-5 loop ramp are 450 vehicles in the a.m. peak hour and 340 vehicles in the p.m. peak hour. The Build Alternative would provide adequate capacity for these traffic volumes. Therefore, there is no need to add a right-turn pocket at this on-ramp.

P-11-21

Ongoing coordination with the cities of Irvine and Tustin will occur during final design to verify the specific lane requirements at each interchange ramp intersection with local arterials.

From: Bernice Kirzner <school7@gmail.com>
Sent: Wednesday, May 30, 2018 7:32 AM
To: D12 I5Improvements@DOT
Subject: I-5/405 corridor expansion

Is light rail under consideration as a manner in which to alleviate traffic congestion?

P-12-1

Bernice Kirzner
17381 Norwood Park Place
Tustin CA 92780

Sent from my iPhone

K.7.12 P-12 – Bernice Kirzner

P-12-1

As stated in Section 1.5.5, TSM, TDM, and multimodal transportation strategies have been and would continue to be provided in the I-5 corridor area. As discussed in Section 1.1.1, Existing Facility, the existing on-ramps along the I-5 project limits are all currently metered. Several bus routes operate on I-5 and the surrounding areas. The Build Alternative (Preferred Alternative) would maintain the existing ramp metering and would not permanently impact the bus lines. In addition, the Build Alternative would improve HOV lanes in each direction to operate with continuous access.

The TSM, TDM, and mass transit alternatives alone do not satisfy the proposed project purpose of improving both existing and future mobility, reducing congestion, and improving mainline weaving, merge, and diverge movements. As a result, design suggestion MT-1 (from the Value Analysis conducted for the project), a subway/light rail option, was withdrawn from further consideration and is not evaluated in detail in the MND/FONSI.

From: Brandon <BDILLONMFT@hotmail.com>
Sent: Tuesday, May 29, 2018 9:13 PM
To: D12 I5Improvements@DOT
Subject: comments

May 29, 2018

Caltrans District 12

Attention: Brian Liu

Division of Environmental Analysis

1750 4th Street, Suite 100

Santa Ana, CA 92705

RE: Irvine and Tustin Improvements, from I-405 to SR-55

To whom it may concern,

I attended the Public Hearing at Tustin High School on May 24, 2018. I prefer the design option that has the wider lanes (I believe this is 2A.) I recognize it is more expensive, but I think having the wider lanes is important. After spending a lot of times driving in LA (where a lot of the lanes are narrow) I do not want the freeways in OC to follow suit. The narrow lanes in Los Angeles make the city seem older and crowded.

P-13-1

I also have the following suggestions:

1) Move the South Bound Sand Canyon off-ramp to the other (south) side of the north bound 133 connector ramp. The Sand Canyon off-ramp backs up to the freeway (during rush hour), and sometimes when there are events at the Great Park it backs well onto the freeway. Moving the ramp to the other side would allow it to be longer and possibly have more lanes which would reduce the likelihood of the off-ramp backing up into the

P-13-2

P-13-2 freeway. In addition, as it is now a vacant lot, right of way acquisition should be easier and less expensive now as opposed to waiting for a future date.

P-13-3 2) Related to the above. I suggest that the South Bound Jeffery on-ramp, the South Bound Sand Canyon off-ramp and the North Bound 133 connector ramp have some kind of braiding as it is difficult to enter the freeway at Jeffery, exit the free at Sand Canyon and enter the 133 connector. For people not familiar to the area it is confusing as to what lane(s) are for the Sand Canyon off-ramp and the 133 connector. There have been many times I have seen cars make last minute (dangerous) corrections to get onto the correct lane.

P-13-4 3) Though not mentioned as being part of the scope of this project I suggest looking into having direct connector lanes from the I-5 to the 261, especially to the North bound 261. In order to get from the I-5 (either direction) to the North bound 261 you must exit on Jamboree, travel to Irvine Boulevard, turn right, travel past three traffic lights, then you can enter the on-ramp. This would be especially helpful for people continuing to the 241 north.

P-13-5 4) With the up and coming changes, it would be a good time to connect Myford Road from the north side of the 1-5 to the south side of the 1-5. Looking north from the south side (at Michelle) it seems like it was designed to be connected. I do not think any on- or off-ramps would be needed or would be even feasible.

Brandon Dillon
1182 Flaminian Way
North Tustin CA. 92705

K.7.13 P-13 – Brandon Dillon**P-13-1**

The commenter's support for Alternative 2A is acknowledged. On March 14, 2019, the Project Development Team (PDT) selected the Build Alternative with Alternative 2B as the Preferred Alternative. It was determined that Alternative 2B best met the Purpose and Need for the project as well as met the project goal of minimizing environmental impacts as well as right-of-way acquisitions within the project limits. Alternative 2A and Design Option 3 were withdrawn from further consideration.

P-13-2

The commenter's suggestion to move the southbound Sand Canyon Avenue off-ramp to the south side of the northbound SR-133 connector is geometrically infeasible due to the close proximity of the southbound Jeffrey Road on-ramp to the Sand Canyon Road off-ramp.

P-13-3

The commenter's suggestion to braid the southbound Jeffrey Road on-ramp, the southbound Sand Canyon Avenue off-ramp, and the northbound SR-133 connector ramp was originally included as Design Option 4. However, as stated in Section 1.5, Alternatives Considered but Eliminated from Further Consideration, Design Option 4 was eliminated from consideration. Design Option 4 consisted of a braid at the southbound Sand Canyon Avenue on-ramp with the southbound I-5/SR-133 connector. This design option was evaluated by the PDT to assess whether they should be brought forward for further consideration in this environmental document. The PDT agreed that Option 4 results in a worst-case level of service on adjacent freeway segments. As a result, this design option was withdrawn from further consideration and was not evaluated in detail in this environmental document.

P-13-4

The commenter's suggestion of having direct connector lanes from I-5 to SR-261 is outside the scope of this project and would not meet the project Purpose and Need. Since SR-261 is a tolled facility, any proposed connectors are under the purview of the Transportation Corridor Agencies (TCA), which operate the SR-261 tollway.

P-13-5

The commenter's suggestion to connect Myford Road from the north side of I-5 to the south side of I-5 is outside the scope of this project and would not meet the project Purpose and Need.

From: Felix Chen <felix@goldenpacificrealty.com>
Sent: Thursday, June 07, 2018 11:44 AM
To: D12 I5Improvements@DOT
Subject: Written comments submitted
Attachments: I-5 Improvement Project Comment Card 5-30-2018.JPG

Dear Sir or Madam,

I attended the May 30, 2018 open house format public hearing and submitted a written comment card on behalf of property owner of Orange Tree Square located at Walnut Ave and Jeffrey Road. Just wanted to make sure the comments were received, since they are of great importance to the shopping center.

I did receive a thank you email for participation, but am uncertain whether the email address was taken from the event sign in sheet or the comment card I submitted. A verification of receipt will be greatly appreciated. A photo of the comment card is attached for reference.

Sincerely,

Felix Chen
Golden Pacific Realty Inc.
20955 Pathfinder Road, Suite 210
Diamond Bar, CA 91765
Tel: (909) 869-6299
Fax: (909) 869-8039
Email: felix@goldenpacificrealty.com

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P-14-1

K.7.14 P-14 – Felix Chen

P-14-1

The comment submitted on behalf of the owner of Orange Tree Square was received. Please refer to Response to Comments CC-20-1 through CC-20-3.

From: tjohnson830@cox.net
Sent: Friday, June 08, 2018 3:33 PM
To: D12 I5Improvements@DOT
Subject: I5 Irvine & Tustin Improvement Project

To whom it may concern:

We are the Johnson family and live at 1 Montgomery in Irvine. According to the sound wall chat displayed at the meeting our home is one of the properties closest to the freeway. Our home has already experienced a great impact from the first freeway expansion. Therefore, we have concerns with the proposed improvement project and how once again we will be greatly impacted by it. We already are experiencing difficulties living next to the freeway in that we can't sleep with our windows open due to the noise level resulting in a loss of sleep causing us to pay a higher expense to run our air conditioner. Another concern is the amount of dirt the freeway creates in my home and patio. There are limited trees in this area and with our home being first in line with the freeway we are the first to absorb the majority of the dirt. Our biggest concern is the decrease in our property value this improvement will have on our home. | P-15-1
| P-15-2
| P-15-3

We were at the improvement meeting and was presented with two plans; plan 2A which is the plan that would widen the freeway and relocate the sound wall closer to our home and 2B that would resize the lanes and the sound wall would remain in the current location. If we have a choice we would choose plan 2B. | P-15-4

If plan 2A is the option selected ,then we feel we should be compensated for the additional impact it will have on us. We would like to be compensated with sound proof windows for our home, if construction is going to take place at night, like it did last time, then we should be compensated for our loss of sleep and finally we should be compensated for the impact it will have to the decrease on our property value. | P-15-5

Please put yourself and your family in our place prior making your final decision. We hope you take our concerns and comments into consideration.

Thank you for your time.

Sincerely,
James and Terry Johnson
1 Montgomery
Irvine, CA 92604

K.7.15 P-15 – James and Terry Johnson**P-15-1**

Noise effects of the project are discussed in Section 2.14, Noise (specifically Section 2.14.3) of the MND/FONSI. The Build Alternative would result in temporary impacts during construction but would not result in a perceptible permanent increase in noise once existing walls are reconstructed to match the existing height (at a minimum). To abate noise impacts, the following noise barriers under Alternative 2B (Preferred Alternative) were determined to be reasonable and feasible and acceptable to the affected receptors based on noise barrier surveys: Noise Barrier Nos. 1.1, 3.3, 4.1, 6.1, 6.2, and 11.2/11.4.

P-15-2

As shown in Section 3.13, Air Quality, the Build Alternative would result in temporary air quality impacts during construction related to emissions from construction equipment include CO, NO_x, VOCs, directly emitted particulate matter (PM₁₀ and PM_{2.5}), diesel exhaust particulate matter (PM₁₀ and PM_{2.5}), soot particulate (PM₁₀ and PM_{2.5}), SO₂, dust, and odor. However, these temporary impacts will be addressed with implementation of Project Features PF-AQ-1 through PF-AQ-3 (refer to Section 3.13.3.1) and Measure AQ-4 (Section 2.13.4). It has been determined that, since the Build Alternative does not create a new or worsen an existing PM_{2.5} violation, it is not a project of air quality concern under 40 CFR 93.123(b)(1). Additionally, the Build Alternative would not increase diesel particulate matter and MSAT emissions from No Build conditions.

P-15-3

Please refer to Common Response 2 (Section K.1.1.2) regarding the Build Alternative's effects on property values.

P-15-4

The commenter's support of Alternative 2B is acknowledged. On March 14, 2019, the Project Development Team (PDT) selected the Build Alternative with Alternative 2B as the Preferred Alternative. It was determined that Alternative 2B best met the Purpose and Need for the project as well as met the project goal of minimizing environmental impacts as well as right-of-way acquisitions within the project limits. Alternative 2A and Design Option 3 were withdrawn from further consideration.

P-15-5

Please refer to Response to Comment P-15-1 regarding noise impacts from the Build Alternative and Common Response 2 (Section K.1.1.2) regarding the Build Alternative's effect on property values.

From: Jane Reifer <taoc@earthlink.net>
Sent: Friday, June 08, 2018 4:55 PM
To: D12 I5Improvements@DOT
Subject: I-5 Irvine (I-405 to SR-55) MND Comments / Bike, Ped, Bus Impacts

Brian Liu
 California Department of Transportation, District 12
 1750 East 4th Street
 Santa Ana, CA 92705

Dear Mr. Liu,

Thank you for the opportunity to comment on the I-5 (I-405 to SR-55) Improvements. We have separated our comments into Permanent Impacts and Temporary Impacts.

Our group, Transit Advocates of Orange County, is an all-volunteer group that works to improve bus, rail, biking and walking in Orange County. We believe that a well-run transit system with both “discretionary” and “dependent” riders could change the nature of traffic patterns, and therefore livability, in our county. For over 15 years, we have given testimony at OCTA Board and Committee meetings, and served on various citizens committees such as the OCTA Citizens Advisory Committee (CAC), the CAC Bicycle/Pedestrian Subcommittee, etc.

Permanent Impacts to Pedestrians and Bus Users

We feel that the concepts from the Highway Design Manual can be applied to the arterial interchange designs to improve safety for pedestrians and bicyclists.

We were pleased to see the Red Hill arterial interchange improvements. We feel this is a great example of plans that improve pedestrian and bicycle safety. In the same spirit as the improvements to Red Hill, we would like to see stronger bike and ped safety improvements at these arterial interchanges:

Culver:

- Please include bike lanes as approved in concept by the OCTA Board in May 2009 (OCTA Commuter Bikeways Strategic Plan p. 92) . If bike lanes are not included for any reason, sufficient roadway width should be included so bike lanes can be added in the future. The NB Culver to NB/SB I-5 ramps should be perpendicular and signalized with appropriate signage to minimize confusion for vehicles, bike and ped.

Jamboree:

P-16-3 NB to NB/SB I-5 ramps should have a radius such that operating speed of vehicles is no more than 20 MPH [HDM 405.3(2)(b)] and 6 foot minimum width between right turn lane and through lane [HDM 403.6(1)]. Similarly for SB Jamboree, and at least one side should have pedestrian access without uncontrolled crossings. Again, appropriate signage is necessary to minimize confusion for vehicles, bike and ped.

P-16-4

Jeffrey:

P-16-5 We prefer Alt 2A as it doesn't have a free right.

In general, we feel that for safety:

- P-16-6 • All pedestrian crossings should be controlled by a pedestrian signal, especially if there is a pedestrian crossing on the receiving leg of multiple right-turn-only lanes [HDM 403.6(1)]
- P-16-7 • If any unsignalized intersections with multiple lanes are included, a pedestrian refuge should be provided [HDM 405.4(3)]
- P-16-8 • Whenever possible, ramps should terminate perpendicular to the arterial [HDM 502.2] and be signalized
- P-16-9 • If for any reason ramps cannot be corrected to be perpendicular to the arterial, signalized crosswalks and bicycle signage should be included to minimize confusion to motorists and bicyclists. [HDM 403.6(2)]
- P-16-10 • If any free right turns are included, the curve radius should be such that the operating speed of vehicular traffic is no more than 20 mph [HDM 405.3(2)(b)]
- P-16-11 • If any free right-turn lanes are retained and bicyclists must merge through freeway-bound motor vehicle traffic, "appropriate signage and striping should be used to warn bicyclists and motorists of the merge" [OCTA Commuter Bikeways Strategic Plan section 2.6.3]. Signage for the merge lanes should emphasize that traffic entering the freeway should yield to through bicycle traffic. Signage, striping and geometric design should remove any ambiguity about who should yield. (Merging traffic should always yield to through traffic.)
- P-16-12 • Signs or pavement markings should be included to make it clear how bicyclists should proceed through the local interchange area and make it clear to motorists where to expect to encounter bicyclists. Possible examples include sharrows or "Bicyclists may use full lane".

- If for any reason any free right-turn lanes are retained or bicyclists must merge through freeway-bound motor vehicle traffic, "appropriate signage and striping should be used to warn bicyclists and motorists of the merge" [OCTA CBSP 2.6.3]. P-16-13
- A minimum 4-foot width should be provided for bicycle use between the right-turn and through lane [HDM 403.6(1)] and in cases where the posted speed limit is greater than 40 mph, provide a minimum 6-foot width for bicycle use [HDM 403.6(1)] P-16-14
- Optional right-turn lanes should not be used in combination with right-turn-only lanes [HDM 403.6(1)] P-16-15

Temporary, Unique Construction Impacts to Pedestrians and Bus Users

We respectfully ask that that all references to motorist services in the Temporary Impacts section of Study be expanded to include transit users, bicyclists and pedestrians.

For example, the Alternate Route Strategies on p. 2.5 -10 of the Project Study states:

The TMP will provide strategies for notifying motorists, pedestrians, and bicyclists of planned construction activities. This notification will allow travelers to make informed decisions about their travel plans, including the consideration of possible alternate routes. The TMP will finalize the detour and alternate routes for motorists....” It doesn’t mention transit users, bicyclists and pedestrians. P-16-16

The temporary construction impacts to bus riders, pedestrians and bicyclists will cause significant delays and significant hardship. **These impacts have not been addressed and mitigations have not been provided.** For example, pedestrian trip lengths could be tripled due to bridge or sidewalk closures. The elasticity available to motorists is simply not available to pedestrians and transit users, and may result in significant stress, health issues and employment loss.

A motorist experiences a delay but can somewhat easily drive to an alternate route, with or without temporary construction advisories. A bicyclist may be able to behave similarly. Unfortunately, bus riders, and particularly pedestrians, do not have the opportunity to easily accommodate detours, may not have smart phones, and do not have adequate, if any, construction advisories. There may be weather factors, lighting factors, construction impediments, and the general uncertainty with unmarked, unannounced, or constantly changing information. This is in addition to the physical hardship of having to walk significant distances, and significantly increased travel time when transit riders and pedestrians encounter unexpected delays and detours.

P-16 -17	<p>Much more so than for motorist transportation, information is an integral, if non-tangible, part of transit service, but often not readily available in detour situations. In addition to standard website and smartphone communications, communication should be available by signage at bus stops, on buses, and by phone “blast”. Bus field supervisors and coach operators also need to be trained with information on the detours for routes they drive and routes that cross the routes they drive.</p>
P-16 -18	<p>For both good multi-modal transportation planning and for Title VI equity, press releases, flyers, public meetings, and other communications that mention motorist detours should always also include bus, bike and ped detours.</p>
P-16 -19	<p>It is essential that a map be produced showing current bus facilities and service both along and crossing the project area. The area shown should encompass the next transfer opportunities in both directions, and show days of service. All current and future bus stops within this “cachement” area or “Area of Potential Effect” should be shown. It would be a good idea to always indicate bus stops on all engineering maps, since they are a legitimate feature of the roadways and sidewalk facilities. All bus, bike and ped detours as well as bus stop closures should be available in a preliminary fashion in the Draft TMP. They should include the notation of lack of pedestrian facilities, if applicable. The development of these mitigations ahead of time can indicate what impacts cannot be mitigated and also can properly inform the development of an appropriate budget to address the impacts, to be included in Transportation Management Plan Data Sheets (Preliminary TMP Elements and Costs). Communication costs and the number of vehicle service hours needed for detours should be estimated. The length of passenger delay for bus, bike and ped modes should be estimated.</p>
P-16 -20	<p>The I-5 Improvement Project (I-405 to SR-55) , rather than the transit providers (OCTA and others, as appropriate), should pay for the communication costs and additional, often substantial cost for buses to go off-route to accommodate the Project. If at all possible, there should never be bus service missing for over half a mile, especially near significant trip generators. On routes without detours, construction crews should be encouraged to leave bus stops open as much as possible.</p>
P-16 -21	<p>A possible mitigation for pedestrians could be the implementation of a “fare-free” zone for bus service starting at the last stop or the last transfer opportunity before the detour, and ending at the first stop or the first last transfer opportunity after the detour.</p>
P-16 -22	<p>The current draft TMP is notable for the emphasis and detail shown for motorist concerns and motorist communications, but should be updated to indicate bus, bike and ped impacts, or it fails to identify the full and significant impacts of the project to public transit users, bicyclists, pedestrians, and the disabled, Environmental Justice, and Title VI communities.</p>

Current Mitigations all have a strong emphasis on motorist mitigations and do not allow the opportunity to properly mitigate the **significant impacts** to bus riders, bicyclists and pedestrians, and by extension, some of our county's most vulnerable populations: the disabled, Environmental Justice, and Title VI communities.

Please produce a Draft TMP that includes alternate routes, as has been done for motorist traffic. The Traffic Handling Contingency Plan should also contain information to assist bus, bike and ped modes. These modes certainly deserve a timely analysis and appropriate mitigations, especially since these modes could also serve as mitigations for the needs of clean air, travel reduction, and GHG reductions.

Public participation by bus users, bicyclists and pedestrians in a task force should be facilitated to assist this effort.

May we be informed if any responses are made to our comments?

P-16-23

Again, thank you for the opportunity to comment on the I-5 (I-405 to SR-55) Improvements MND.

Sincerely,

Jane Reifer

Spokesperson, Transit Advocates of Orange County



Working to Improve Bus, Rail, Biking and Walking in Orange County
(714) 525-3678

P-16-22

K.7.16 P-16 – Transit Advocates of Orange County

P-16-1

The commenter's support for the I-5/Red Hill Avenue interchange improvements is acknowledged. Please refer to Responses to Comments P-16-2 through P-16-5 which addresses comments related to improvements to the Culver Drive and Jeffrey Road interchanges with I-5.

P-16-2

The commenter's request to include bike lanes on local arterials, as approved in concept by the OCTA Board in May 2009, is outside the scope of this project. The Commuter Bikeways Strategic Plan has evolved into the Active Transportation Plan, which is provided in <http://www.octa.net/Bike/OC-Active/>. Currently, there are existing bike lanes on Culver Drive. The feasibility of implementing perpendicular intersections at existing non-perpendicular ramp connections was evaluated. As a result, the southbound loop on-ramp from Culver Drive will be modified to have a perpendicular connection to Culver Drive, and a dedicated right-turn pocket approaching the ramp.

P-16-3

Interchange ramps that are being partially or fully reconstructed as part of the Build Alternative (Preferred Alternative) are designed in accordance with Caltrans design guidelines. Local improvements along Jamboree Road do not meet the Purpose and Need of the project and are beyond the scope of improvements.

P-16-4

Local improvements along Jamboree Road are not part of the Build Alternative and do not meet the Purpose and Need of the project and are beyond the scope of proposed improvements.

P-16-5

The commenter's preference for Alternative 2A is acknowledged.

P-16-6

Pedestrian signalization will be considered during final design where improvements are proposed and where appropriate and consistent with Caltrans design guidelines. However, there are no unsignalized intersections within the limits of improvements where pedestrians are permitted and allowed to cross a street with opposing traffic, with two or more through lanes in one direction.

P-16-7

Pedestrian refuge areas will be considered during final design where improvements are proposed and where appropriate and consistent with Caltrans design guidelines. However, there are no unsignalized intersections within the limits of improvements where pedestrians are permitted and allowed to cross a street with opposing traffic, with two or more through lanes in one direction; therefore, pedestrian refuge areas are not necessary.

P-16-8

Termination of ramps perpendicular to arterials will be considered during final design. The feasibility of implementing perpendicular intersections at existing non-perpendicular ramp connections was evaluated. As a result, the southbound loop on-ramp from Culver Drive will be modified to have a perpendicular connection to Culver Drive, and a dedicated right-turn pocket approaching the ramp.

P-16-9

Pedestrian markings and signage will be considered during final design where improvements are proposed and where appropriate and consistent with Caltrans design guidelines.

P-16-10

The proposed improvements are designed based on Caltrans guidelines. Additionally, when not needed to accommodate improvements to the freeway, existing connections to the local streets are not being modified as part of the Build Alternative.

P-16-11

Bicycle markings and signage will be considered during final design, where appropriate and consistent with Caltrans design guidelines.

P-16-12

Please refer to Response to Comment P-16-11 regarding interaction of free-right turn lanes with bicyclists.

P-16-13

Please refer to Response to Comment P-16-11 regarding interaction of free-right turn lanes with bicyclists.

P-16-14

The design of Alternative 2A can accommodate a 6-foot width for bicycle use at the Jeffrey Road right-turn pocket to the northbound I-5 on-ramp. The Build Alternative with Alternative 2B has been selected as the Preferred Alternative, and there would be no change from the existing condition at this location since the improvements do not extend into this area.

P-16-15

There are no locations within the limits of Build Alternative improvements where optional right-turn lanes on local streets are proposed to be used in combination with right-turn-only lanes. Existing lane configurations on local streets would be maintained where they are not impacted by the Build Alternative improvements.

P-16-16

References to motorist services in Section 2.5.3.1, Temporary Impacts, have been expanded to include transit users, bicyclist, and pedestrians, as applicable. No additional measures have been identified.

P-16-17

OCTA Public Outreach and Caltrans Public Affairs will work together to develop and implement a proactive, comprehensive multimedia public outreach/public information program that will comply with Title VI and is intended to create widespread awareness of the construction program, including among transit users, bicyclists, and pedestrians who traverse the project area. Beyond providing information to motorists, OCTA and Caltrans will seek to communicate on platforms used by transit users, bicyclists, and/or pedestrians to the greatest extent possible. These platforms may include, but not be limited to, bus placards, on-site signage, e-blasts, and social media communications to bicycling clubs as well as various other mediums. The overarching objective will be to provide information that will help transit users, bicyclists, and/or pedestrians track the construction project and plan their commute in a manner that minimizes negative impacts to the extent possible.

P-16-18

Please refer to Response to Comment P-16-17 regarding public outreach during construction.

P-16-19

Since bus routes and facilities are not static in nature, it would not benefit the reader to include them as part of the environmental document. However, as stated in Section

2.5 of the MND/FONSI, the draft Transportation Management Plan (TMP) will address short-term traffic and transportation impacts during project construction and will address detours and impacts to pedestrians and bicyclists. All bus, bicycle, and pedestrian detours as well as bus stop closures will be addressed in the final TMP developed during final design. All impacts to buses, bicyclists, and pedestrians would be addressed; therefore, mitigation is not necessary.

P-16-20

During final design and construction, OCTA Public Outreach and Caltrans Public Affairs will work closely together with the design, traffic management, and construction teams to quantify and qualify potential detouring of pedestrians and/or buses. As this information is defined and confirmed, the outreach team will develop an adequately funded communications program that, among other key objectives, is designed to provide timely and essential trip planning information to transit users and pedestrians.

P-16-21

During construction, OCTA will coordinate with the residents and business in the area to discuss available transportation options.

P-16-22

The TMP and Traffic Handling Contingency Plan would be updated and refined during final design to include alternate routes for bicyclists and pedestrians. Transit users, bicyclists, pedestrians, and the disabled were taken into consideration, and no significant impacts requiring mitigation were identified.

P-16-23

Responses to comments received during the public comment period for the project are provided in this appendix of the MND/FONSI. The commenter has been notified about the availability of the MND/FONSI, including the responses to comments.

From: pakistan electronics <pakelect@hotmail.com>
Sent: Friday, June 08, 2018 6:01 PM
To: D12 I5Improvements@DOT; Liu, Brian M@DOT; fchavarria@octa.net
Subject: 5 south freeway and Culver exit ramp

I appreciate your time to listen to me about the pollution and noise from 5 south freeway and Culver exit ramp. Caltrans will add more lanes, etc under I-5 freeway improvement project. Forwarding the email I sent out and request you to email to these recipients. You may modify as you deem fit and approach other neighbors who may consider to email. Your action may make Caltrans to do something.

Last date to submit these comments is 6/8/18 Friday tomorrow.

While I commend Caltrans for the project, here are my concerns and comments :

1. There exists long overdue need to extend the noise barrier wall at exit # 99 Culver ramp on I- 5 south as the our property is separated by about 12 ft distance by a 5 ft high and 6 inches thick ordinary developer's wall. I fail to understand why no barrier was provided years ago. | P-17-1

2. In 2008 Caltrans completed major redesign and reconstruct at exit # 99 Culver by expanding to 5 elevated lanes and removed dense trees. Caltrans Environmental engineering branch conducted noise study on 3/17/2010 and found 62.2 dBA Leq which was just below the threshold level. **This one factor of noise alone is not sufficient, total impact of emitted pollutants, ultrafine particles, CO, NOx, black carbon,VOC, O3, debris, etc must be taken into account.** | P-17-2

3. Now for over ten years, we have endured/suffered the full impact and fury of the busy 24/7 traffic, jolt when the big rigs zoom past. The constant and extremely loud noise is annoying and the health & safety hazards of toxic smog, heat, glaring lights, distracting view compound it. Children are impacted in the **adjacent children's community play station**. The freeway and exit ramp traffic is in our backyard itself as our property is about 12 ft away and we are unable to have quiet residence. As a result,the property is like a distressed one. | P-17-3

4. Now to meet the daily traffic doubling to almost half million by 2050, Caltrans plans adding new freeway lanes, aux. lanes on ramps, etc. The Feb 2018 NADR by Jason Lui (LSA Associates) only takes into account the freeway traffic and excludes that on the existing 5 lanes elevated exit ramp # 99 Culver based on the direction from Caltrans. Review of Table J indicates 5 ft wall at R 11.22, 5-6 ft wall at R 12.01-12.03 and 12 ft wall at R 12.13-12.26 **but with 14 ft wall about 4 to 5 dB noise reduction is modeled.** | P-17-4

5. Extensive research by **actual field studies conducted by US EPA showed that combining vegetation with 4.5 meter high noise barriers can reduce downwind pollution by 50%.** | P-17-5

References 1. Near Roadway Air Pollution and health FAQ (EPA 420-F-14-044) Aug 2014

2. Influence of solid noise barriers on Near- road and On- road air quality (2016)

3. Modeling the impact of solid noise barriers on near road air quality (2016)

4. Living close to roadways : health concerns and mitigation strategies (Jan 10, 2017)

- P-17
-6 | 6. Caltrans has ignored the adverse impact of all these aspects. We ask for a **holistic review** and **re-examination for remedial measures**. In the first phase we ask Caltrans to **plant dense vegetation landscaping** and later extend the existing sound wall by about 100 ft to protect residents.
- P-17
-7 | 7. Caltrans has the unique innovative expertise and experience to redress the miserable condition. I request a site visit by Caltrans team and look forward to the projected actions and timeline.

Thanking you for your time, attention and help,

Jawed Hameed (Cell 949-836-1817), Property Address: 14102 Saarinen Ct. Irvine Ca.

K.7.17 P-17 – Jawed Hameed

P-17-1

The commenter's request for a noise barrier along the southbound off-ramp at Culver Drive is acknowledged. As described in Tables J-1 and J-4, predicted traffic noise impacts at Receptor R-12.07 (the closest receptor to the freeway) are below the NAC of 67 dBA and noise abatement measures are not required. No receptors evaluated along the Culver Drive southbound off-ramp exceeded the NAC of 67 dBA.

P-17-2

Please refer to Response to Comment P-17-1 relating to noise effects and to Common Response 1 in Section K.1.1.1 regarding air quality/health risk effects of the Build Alternative.

P-17-3

Please refer to Common Response 1 in Section K.1.1.1 regarding health risk effects of the Build Alternative.

Noise effects of the project are discussed in Section 2.14, Noise (specifically section 2.14.3) of the MND/FONSI. The Build Alternative would not result in a perceptible permanent increase in noise once existing walls are reconstructed to match the existing height (at a minimum).

P-17-4

The existing southbound off-ramp to Culver Drive was included in the Federal Highway Administration (FHWA) Traffic Noise Model (TNM) version 2.5 and in the noise analysis for the Build Alternative. As stated in Response to Comment P-17-1, traffic noise impacts from the Build Alternative were not identified along the southbound off-ramp to Culver Drive. Therefore, no noise abatement measures are required. Noise effects of the Build Alternative would be abated by the existing walls in place.

P-17-5

Caltrans and OCTA appreciate the commenter's information regarding field studies conducted by United States Environmental Protection Agency (USEPA) regarding the ability for vegetation with noise barriers to reduce downwind pollution. Any landscaping lost as a result of the Build Alternative would be replaced in kind. Replacement and enhanced vegetation and landscaping would be determined during final design.

P-17-6

The request to extend the existing noise barrier is acknowledged. The limits of noise barriers were determined based on impacted receptors that would receive a noise level reduction of 5 dBA or more, as outlined in the Caltrans Noise Protocol. Project features included as part of the Build Alternative would address the effects of the Build Alternative related to visual/aesthetics (Section 2.16.3.2). Replacement and enhanced vegetation and landscaping would be determined during final design.

P-17-7

Please refer to Responses to Comments P-17-1 through P-17-6 regarding the Build Alternative's impacts on noise and air quality. As part of this project, a field investigation was conducted to identify land uses in the project area that could be subject to traffic and construction noise impacts from the project. Eighty-two short-term measurement locations were selected to represent these land uses in the project area. Additionally, six long-term measurement sites were selected to capture the diurnal traffic noise level pattern in the project area. Short-term measurement locations were selected to serve as representative modeling locations. In addition, other non-measurement locations were selected as modeling locations. A total of 974 receptor locations were then modeled. As stated in Response to Comment P-17-1, predicted traffic noise impacts at Receptor R-12.07 (the closest receptor to the freeway) are below the NAC of 67 dBA and noise abatement measures are not required. No receptors evaluated along the Culver Drive southbound off-ramp exceeded the NAC of 67 dBA. Therefore, the noise levels do not approach or exceed the NAC and coordination is not required.

From: Lan Huong Pham <huongpishere@gmail.com>
Sent: Tuesday, May 29, 2018 10:33 PM
To: D12 I5Improvements@DOT
Subject: Noise Barrier No.62

To whom it may concerned,

I'm Lan, I'm the owner of the house in the Shadow Brook Community in Tustin. My address is 2012 Cherokee st, it's on the corner of El Camino Real and Browning, the first house with number 500-206-12 on the Alternative 2A Map.

Based on the Alternative 2A and 2B map the sound wall will be built from the NB.6.2 and it will be ended at the corner of El Camino Real and Browning where my house is. Can you please consider to build the sound wall all the way to cover the first 4 houses in Shadow Brook from 500-206-12 to 500-206-13 and 2 more houses on the Alternative 2A map.

I'm a lung cancer patient at stage 4, I always wish that I can open my bedroom windows on the second floor to get some fresh air, but the noise from the freeway I-5 makes me feel like my bed is lying in center of the freeway. Therefore, all of my doors and windows of my house always remain closed, and the windows also were vibrated by the sound of the freeway, it's very bad for my family. I did call the City of Tustin to ask about noise and the wall, they told me that I have to talk to the H.O.A. of the Shadow Brook Community because they are responsible for the freeway noise while the H.O.A. pointed at the city of Tustin and told me they're responsible for this issue. P-18-1

Again, could you please consider to expand the sound wall to pass the first 4 houses, and started from 500-206-12, 500-206-13 and 2 more houses on the same row on the Alternative Map, because my neighbors have the same issue as mine, but they are a little better than my house. Please consider to build the sound wall even though the Transportation Department didn't receive even 50% of the respondents to propose the sound wall. Thank you for the letter and map that made me feel hope for my situation. Thank you very much for your considering, I truly appreciate it.

Thank you,
Lan Huong Thi Pham

K.7.18 P-18 – Lan Huong Thi Pham***P-18-1***

The limits of NB Nos. 6.1 and 6.2 were determined based on impacted receptors that would receive a noise level reduction of 5 dBA or more, accounting for the distance between the receptor and the noise barrier, as outlined in the Caltrans Noise Protocol. Impacted receptors are those that experience sound levels approaching the noise abatement criteria (NAC) of 23 CFR 772. The eastern extent of NB No. 6.2 is based on the need to shield multifamily and single-family residences on El Camino Real and Sierra Vista Drive, which are represented by Receptors R-6.65 and R-6.64. The western extent of NB No. 6.2 is based on the need to shield multifamily residences on El Camino Real represented by Receptor R-121. Further extension of noise barriers in order to shield non-impacted receptors is not supported based on the criteria set forth in 23 CFR 772 because the limits of a noise barrier are based on receptors that approach or exceed the NAC. Based on the results of the Noise Study Report (NSR) and Noise Abatement Decision Report (NADR), the noise barrier survey, and public comments received on the environmental document, both NB Nos. 6.1 and 6.2 would be constructed at 16 feet high.

From: Michael LaRocco <patches7@cox.net>
Sent: Friday, June 01, 2018 5:30 PM
To: D12 I5Improvements@DOT
Subject: Sound wall behind Irvine Groves

Importance: High

I live off the 5 Freeway near culver in Irvine Groves. If you are planning on adding another lane in each direction I hope you are planning on putting up a sound wall on the southbound lane from Culver to the Irvine High School . This will include the housing complex of Irvine Groves. The noise has been getting worse over the years and it's time for the wall.

P-19-1

Thank You,
Michael LaRocco
8 Wood Nymph
Irvine, Ca 92604-1945

K.7.19 P-19 – Michael LaRocco

P-19-1

The commenter's request for a sound wall adjacent to the Irvine Groves community is acknowledged. The NB No. 11.2/11.4 is being considered at this location since it was determined to be reasonable and feasible. Through the noise barrier survey process it was determined that this noise barrier (at 16 feet) would be considered for construction as part of the Build Alternative since the benefited residences were in favor of the barrier.

From: Vaughn, Stephanie <svaughn@fullerton.edu>
Sent: Friday, June 08, 2018 1:01 PM
To: D12 I5Improvements@DOT
Subject: Fw: Comments

From: Vaughn, Stephanie
Sent: Friday, June 8, 2018 12:58 PM
To: 'D12I-5.Improvement@dot.ca.gov'
Subject: Comments

To whom it may concern;

Thank you for the opportunity to provide comments regarding the I-5 improvement project. I am appreciative of the ongoing improvements to the freeway that assist in facilitating traffic as well increasing safety. As a 25 year homeowner in Tustin's Shadowbrook community that is in very close proximity to the 5 freeway I am **requesting** (actually begging) you that a **barrier** separating the freeway from homes etc. be extended and the gap be CLOSED between 6.1 and 6.2. Not only is there noise pollution that has steadily increased over the years, the particle pollution has also gotten worse. I wipe my patio table and chairs daily as they are covered with black particles (freeway soot) and if I leave a door or window open the particles cover the floor etc. I realize it is my choice to live in that area; however when we originally moved there in the early 90s the freeway was not as close nor as wide nor as busy. That being said, I would ask **only** that the aforementioned barrier be extended to provide some relief from noise and some of the particulates. Thank you for your consideration.

P-20-1



Stephanie Vaughn, PhD RN CRRN FAHA

Professor/Director

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K.7.20 P-20 – Stephanie Vaughn**P-20-1**

The limits of NB Nos. 6.1 and 6.2 were determined based on impacted receptors that would receive a noise level reduction of 5 dBA or more, accounting for the distance between the receptor and the noise barrier, as outlined in the Caltrans Noise Protocol. Impacted receptors are those that experience sound levels approaching the noise abatement criteria (NAC) of 23 CFR 772. The eastern extent of NB No. 6.2 is based on the need to shield multifamily and single-family residences on El Camino Real and Sierra Vista Drive, which are represented by Receptors R-6.65 and R-6.64. The western extent of NB No. 6.2 is based on the need to shield multifamily residences on El Camino Real represented by Receptor R-121. Further extension of noise barriers in order to shield non-impacted receptors is not supported based on the criteria set forth in 23 CFR 772 because the limits of a noise barrier are based on receptors that approach or exceed the NAC. Based on the results of the Noise Study Report (NSR) and Noise Abatement Decision Report (NADR), the noise barrier survey, and public comments received on the environmental document, both NB Nos. 6.1 and 6.2 will be constructed at 16 feet high.

As shown in Section 3.13, Air Quality, the Build Alternative would result in temporary air quality impacts during construction related to emissions from construction equipment include CO, NO_x, VOCs, directly emitted particulate matter (PM₁₀ and PM_{2.5}), diesel exhaust particulate matter (PM₁₀ and PM_{2.5}), soot particulate (PM₁₀ and PM_{2.5}), SO₂, dust, and odor. These temporary impacts will be addressed with implementation of Project Features PF-AQ-1 through PF-AQ-3 (refer to Section 3.13.3.1) and Measure AQ-4 (Section 2.13.4). During operation, the Preferred Alternative would improve overall performance, reduce congestion, increase ramp and mainline capacity, and improve operational deficiencies at merge and diverge locations within the project limits. Therefore, the Preferred Alternative meets the Clean Air Act requirements and is not a project of air quality concern under 40 CFR 93.123(b)(1). Overall, the Build condition would result in lower MSAT emissions than the No Build condition, and the Build Alternative would result in a slightly greater reduction in MSAT emissions during the Build condition.

From: Suresh Lohiya <lohiyausa@yahoo.com>
Sent: Wednesday, June 06, 2018 10:15 PM
To: D12 I5Improvements@DOT; Liu, Brian M@DOT; fchavarria@octa.net
Cc: Nguyen, Van@DOT
Subject: I-5 Irvine & Tustin improvements project : impact at exit ramp # 99 Culver on I-5 South at Irvine CA 92606

While I commend Caltrans for the project, here are my concerns and comments :

1. I attended the I-5 Improvement project OCTA event on 5/30/18 at Irvine and discussed with Reza Aurasteh and Van Nguyen (Caltrans) and Fernando Chavarria (OCTA). All spared their valuable time and attention to update me with the studies and findings. I now have better understanding of the mitigation strategies in first phase. Per EPA field studies, a 4.5 meter high noise barrier with thick vegetation trees has resulted in 50 % reduction. P-21-1
2. There exists long overdue need to extend the noise barrier wall at exit # 99 Culver ramp on I- 5 south as the our property is separated by about 12 ft distance by a 5 ft high and 6 inches thick ordinary developer's wall. I fail to understand why no barrier was provided years ago. P-21-2
3. In 2008 Caltrans completed major redesign and reconstruct at exit # 99 Culver by expanding to 5 elevated lanes and removed dense trees. Caltrans Environmental engineering branch conducted noise study on 3/17/2010 and found 62.2 dBA Leq which was just below the threshold level. **This one factor of noise alone is not sufficient, total impact of emitted pollutants, ultrafine particles, CO, NOx, black carbon, VOC, O3, debris, etc must be taken into account.** P-21-3
4. Now for over ten years, we have endured/suffered the full impact and fury of the busy 24/7 traffic, jolt when the big rigs zoom past. The constant and extremely loud noise is annoying and the health & safety hazards of toxic smog, heat, glaring lights, distracting view compound it. Children are impacted in the **adjacent children's community play station**. The freeway and exit ramp traffic is in our backyard itself as our property is about 12 ft away and we are unable to have quiet residence. As a result, the property is like a distressed one. P-21-4
5. Now to meet the daily traffic doubling to almost half million by 2050, Caltrans plans adding new freeway lanes, aux. lanes on ramps, etc. The Feb 2018 NADR by Jason Lui (LSA Associates) only takes into account the freeway traffic and excludes that on the existing 5 lanes elevated exit ramp # 99 Culver based on the direction from Caltrans. Review of Table J indicates 5 ft wall at R 11.22, 5-6 ft wall at R 12.01-12.03 and 12 ft wall at R 12.13-12.26 **but with 14 ft wall about 4 to 5 dB noise reduction is modeled.** P-21-5
6. Extensive research by **actual field studies conducted by US EPA showed that combining vegetation with 4.5 meter high noise barriers can reduce downwind pollution by 50%.** P-21-6
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2. Influence of solid noise barriers on Near- road and On- road air quality (2016)
3. Modeling the impact of solid noise barriers on near road air quality (2016)
4. Living close to roadways : health concerns and mitigation strategies (Jan 10, 2017)

- P-21
-7 | 7. Caltrans has ignored the adverse impact of all these aspects. We ask for a **holistic review** and **re-examination for remedial measures**. In the first phase we ask Caltrans to **plant dense vegetation landscaping** and later extend the existing sound wall by about 100 ft to protect residents.
- P-21
-8 | 6. Caltrans has the unique innovative expertise and experience to redress the miserable condition. I request a site visit by Caltrans team and look forward to the projected actions and timeline.

Thanking you for your time, attention and help,

Suresh Lohiya (Cell 949-351-1678), Property address : 14081 Saarinen Ct. IRVINE, CA 92606

K.7.21 P-21 – Suresh Lohiya

P-21-1

Caltrans and OCTA appreciate the commenter's information regarding field studies conducted by United States Environmental Protection Agency (USEPA) regarding the ability for vegetation with noise barriers to reduce downwind pollution. Any landscaping lost as a result of the Build Alternative would be replaced in kind. Replacement and enhanced vegetation and landscaping would be determined during final design.

P-21-2

The commenter's request for a noise barrier along the southbound off-ramp at Culver Drive is acknowledged. As described in Tables J-1 and J-4, predicted traffic noise impacts at Receptor R-12.07 (the closest receptor to the freeway) are below the noise abatement criteria (NAC) of 67 dBA and noise abatement measures are not required. No receptors evaluated along the Culver Drive southbound off-ramp exceeded the NAC of 67 dBA.

P-21-3

Please refer to Response to Comment P-17-1 regarding the need for noise barriers at the Culver Drive off-ramp. Also, please refer to Common Response 1 in Section K.1.1.1 regarding air quality/health risk effects of the Build Alternative.

P-21-4

Please refer to Response to Comment P-17-1 regarding the need for a noise barrier at the Culver Drive off-ramp and Common Response 1 in Section K.1.1.1 regarding health risk effects of the Build Alternative. Noise impacts to sensitive receptors adjacent to the freeway were analyzed, and as stated in Response to Comment P-17-1, no receptors evaluated exceeded the NAC. Therefore, since the adjacent children's community play station is located farther from the freeway than the monitored receptors, there would not be a substantial noise increase at the play station.

On March 14, 2019, the Project Development Team (PDT) selected the Build Alternative with Alternative 2B as the Preferred Alternative. It was determined that Alternative 2B best met the Purpose and Need for the project as well as met the project goal of minimizing environmental impacts as well as right-of-way acquisitions within the project limits. Alternative 2A and Design Option 3 were withdrawn from further consideration.

P-21-5

The commenter's request for a noise barrier along the southbound off-ramp at Culver Drive is acknowledged. As described in Tables J-1 and J-4, predicted traffic noise impacts at Receptor R-12.07 (the closest receptor to the freeway) are below the NAC of 67 dBA and noise abatement measures are not required. No receptors evaluated along the Culver Drive southbound off-ramp exceeded the NAC of 67 dBA.

P-21-6

Please refer to Response to Comment P-21-1 regarding the referenced USEPA documents.

P-21-7

The commenter's request for planting of dense vegetation and extension of the existing noise barrier is acknowledged. The limits of noise barriers were determined based on impacted receptors that would receive a noise level reduction of 5 dBA or more, as outlined in the Protocol. Project features included as part of the Build Alternative will address the effects of the Build Alternative related to visual/aesthetics (Section 2.16.3.2). Replacement and enhanced vegetation and landscaping would be determined during final design.

P-21-8

Please refer to Responses to Comments P-2-1 through P-21-7 regarding the condition of the project area as a result of the Build Alternative.

From: Toby Moore <moore_toby@yahoo.com>
Sent: Friday, June 08, 2018 6:26 AM
To: D12 I5Improvements@DOT
Cc: Toby Moore
Subject: Comments on I-5 Improvement Project

June 8, 2018

I attended the May 24th public meeting for this project and would like to submit the following comments on the proposed project. Alternative 2A includes the relocation of the existing sound walls along Nisson Boulevard between Browning Avenue to Newport Avenue in the City of Tustin. This relocation will move the walls up to 6 feet thus eliminating a large corridor of parking in the City of Tustin. An estimated 180 parking spots will be eliminated and as a result will pose challenges both in traffic and parking in adjacent areas of Tustin.

P-22-1

During the public meeting I spoke with three different representatives of the project to better understand how the EIR addresses this impact to parking. Each directed me to review the EIR without pointing me to the appropriate text and one said it would be addressed in the final EIR. My resultant review has not located any discussion of this impact to parking and traffic. It only addresses the interchange traffic impacts at Redhill Avenue and Newport Avenue.

I would also like to point out that the City of Tustin is in the process of updating its "Redhill Specific Plan" and this project should mesh with the City's plan for this corridor. A potential mitigation of the parking impact could be a coordinated City owned parking structure in the vicinity of Redhill and the I5.

As currently presented and due to the lack of any evaluation of the parking and traffic impacts of the displaced parking along Nisson avenue I must request that Alternative 2A not be approved.

P-22-2

Respectfully,

Toby B. Moore, PhD
14451 Pinebrook Drive
Tustin, CA 92780

K.7.22 P-22 – Toby Moore**P-22-1**

The analysis in Section 2.3, Community Impacts has been updated to state that, under the Alternative 2B (included in the Preferred Alternative), there are no right-of-way impacts that would reduce parking on Nisson Road. The existing street parking on Nisson Road would remain intact with implementation of Alternative 2B.

Caltrans and OCTA have coordinated closely with the City of Tustin as they are part of the PDT. Therefore, local plans such as the Red Hill Specific Plan have been taken into consideration during the design and environmental review process. The Red Hill Specific Plan addresses future land used within a portion of Red Hill Avenue. It should be noted that the construction of a City-owned parking structure (identified by the commenter) is not identified within the Specific Plan.

P-22-2

The commenter's opposition to Alternative 2A due to the potential for parking loss on Nisson Road is acknowledged. On March 14, 2019, the PDT selected the Build Alternative with Alternative 2B as the Preferred Alternative. It was determined that Alternative 2B best met the Purpose and Need for the project as well as met the project goal of minimizing environmental impacts as well as right-of-way acquisitions within the project limits. Alternative 2A and Design Option 3 were withdrawn from further consideration.

From: Matthew Jones <mjonesmaine@gmail.com>
Sent: Friday, June 08, 2018 5:03 PM
To: D12 I5Improvements@DOT
Subject: Comments

This improvement does not solve the existing bottleneck at the 5/55. All we are doing is pushing more cars into this existing problem. This project should be delayed until it is done concurrently with a fix for this interchange. P-23-1

Matthew Jones

K.7.23 P-23 – Matthew Jones**P-23-1**

The commenter's request to delay the proposed project until improvements to the I-5/SR-55 interchange are identified is acknowledged. At this time, there are no planned improvements at the I-5/SR-55 interchange. However, OCTA and Caltrans are proposing to improve SR-55 from I-405 to I-5. This project is currently in design. For more information, please visit: [http://www.octa.net/Projects-and-Programs/All-Projects/Freeway-Projects/Costa-Mesa-Freeway-\(SR-55\)/SR-55-\(I-405-to-I-5\)/?frm=3555#!Overview](http://www.octa.net/Projects-and-Programs/All-Projects/Freeway-Projects/Costa-Mesa-Freeway-(SR-55)/SR-55-(I-405-to-I-5)/?frm=3555#!Overview).

As stated in Section 1.2.2.6, the project limits for the project were defined based on providing a logical and independent set of improvements. The Build Alternative provides logical termini for the proposed improvements to I-5 because it connects to other major transportation facilities (I-405, SR-55, SR-133, and Jamboree Road), which themselves are destinations for major traffic volumes. The improvements in the Build Alternative terminate at major freeway-to-freeway interchanges (SR-55 on the north and I-405 on the south).

From: pjawest@yahoo.com
Sent: Tuesday, May 22, 2018 1:37 PM
To: Chris Boucly; Andrea Hammann; Christina Pirruccello
Subject: I-5 Keep Me Informed Request

Data from form "I-5 Improvements Keep Me Informed" was received on 5/22/2018 1:37:09 PM.

I-5 Improvements Keep Me Informed

Field Value

Full Name Peter J West
 Address 17692 ANGLIN LN
 City Tustin
 State California
 Zip 92780
 Business Phone 7145044150
 Home Phone
 Email Address pjawest@yahoo.com
 Automated Call System false
 E-mail true
 Interested in I-5 (I-405 to SR-55)

Be kept informed of the project. true

Have a representative from OCTA speak to organization. false
 Comments It seems to me that a primary cause of northbound congestion is the I-5/SR-55 interchange. I do not see any proposed related investments in this plan. Carpool connectors would help, as would separation on the ramps. to the northbound and southbound SR-55. There is a lack of space for these improvements, but without them I'm not sure adding a general purpose lane will help.

Email "I-5 Keep Me Informed Request" originally sent to cboucly@octa.net; ahammann@octa.net; cpirruccello@octa.net cboucly@octa.net; ahammann@octa.net; cpirruccello@octa.net from pjawest@yahoo.com pjawest@yahoo.com on 5/22/2018 1:37:09 PM.

K.7.24 P-24 – Peter J. West***P-24-1***

At this time, there are no planned improvements at the I-5/SR-55 interchange. As stated in Section 1.2.2.6, the project limits for the Build Alternative were defined based on providing a logical and independent set of improvements. The Build Alternative provides logical termini for the proposed improvements to I-5 because it connects to other major transportation facilities (I-405, SR-55, SR-133, and Jamboree Road), which themselves are destinations for major traffic volumes. The improvements in the Build Alternative terminate at major freeway-to-freeway interchanges (SR-55 on the north and I-405 on the south).

As shown in Section 2.5, with the additional general-purpose lanes in the mainline segments proposed by the Build Alternative under 2030 conditions, traffic operations within the Study Area are proposed to improve at several freeway segments over the No Build Alternative for both a.m. and p.m. peak hours.

From: muzzyo46@hotmail.com
Sent: Monday, May 28, 2018 4:26 PM
To: Chris Boucly; Andrea Hammann; Christina Pirruccello
Subject: I-5 Keep Me Informed Request

Data from form "I-5 Improvements Keep Me Informed" was received on 5/28/2018 4:25:36 PM.

I-5 Improvements Keep Me Informed

Field Value

Full Name Nancy O'Donnell

Address 15 Blazing Star

City Irvine

State California

Zip 92604

Business Phone

Home Phone 949 552-0136

Email Address muzzyo46@hotmail.com

Automated Call System false

E-mail true

Interested in I-5 (I-405 to SR-55)

Be kept informed of the project. true

Have a representative from OCTA speak to organization. false Comments Thank you ! | P-25-1

Email "I-5 Keep Me Informed Request" originally sent to cboucly@octa.net; ahammann@octa.net; cpirruccello@octa.net <<mailto:cboucly@octa.net>; ahammann@octa.net; cpirruccello@octa.net> from muzzyo46@hotmail.com <<mailto:muzzyo46@hotmail.com>> on 5/28/2018 4:25:36 PM.

K.7.25 P-25 – Nancy O'Donnell

P-25-1

The commenter's request to be kept informed regarding the proposed project is acknowledged, and she has been added to the distribution list for project information.

From: schooldoc7@gmail.com
Sent: Friday, May 25, 2018 10:51 PM
To: Chris Boucly; Andrea Hammann; Christina Pirruccello
Subject: I-5 Keep Me Informed Request

Data from form "I-5 Improvements Keep Me Informed" was received on 5/25/2018 10:50:57 PM.

I-5 Improvements Keep Me Informed

Field	Value
Full Name	Bernice Kirzner
Address	17381 Norwood Park Place
City	Tustin
State	California
Zip	92780
Business Phone	
Home Phone	(949) 293-6272
Email Address	schooldoc7@gmail.com
Automated Call System	false
E-mail	true
Interested in	I-5 (I-405 to SR-55) I-5 (SR-55 to SR-57)
Be kept informed of the project.	true
Have a representative from OCTA speak to organization.	false
Comments	I am pleased to see a plan is under consideration to address this highly congested freeway area .

P-26-1

Email "I-5 Keep Me Informed Request" originally sent to cboucly@octa.net; ahammann@octa.net; cpirruccello@octa.net from schooldoc7@gmail.com on 5/25/2018 10:50:57 PM.

K.7.26 P-26 – Bernice Kirzner

P-26-1

The commenter's support of the Build Alternative is acknowledged. On March 14, 2019, the Project Development Team (PDT) selected the Build Alternative with Alternative 2B as the Preferred Alternative. It was determined that Alternative 2B best met the Purpose and Need for the project as well as met the project goal of minimizing environmental impacts as well as right-of-way acquisitions within the project limits. Alternative 2A and Design Option 3 were withdrawn from further consideration.

From: Kavin Parikh <kavinp@gmail.com>
Sent: Wednesday, May 23, 2018 1:48 PM
To: Andrea Hammann
Subject: I5 Irvine Tustin (405-55)

Follow Up Flag: Follow up
Flag Status: Flagged

Hi Andrea, just wanted to say as a resident that lives off Sand Canyon, this would be a great project to help ease congestion. Two questions: | P-27-1

- Will any thought/consideration be given to improving the 5/Sand Canyon off ramp area? The succession of 3 lights causes a lot of backup. Not sure what a fix for this would be. | P-27-2

- Unrelated to this project, I have an idea for a good infrastructure improvement. Who would I be able to talk to about this? Essentially, a lot of Sand Canyon traffic are trucks importing trash from surrounding counties (LA, San Diego, Riverside, etc). In my opinion having these trucks routing on the 133 and then creating an exit off the 133 to get to Bee Canyon Access Road. This would route all the large trucks and the traffic that is caused because of them in a more efficient manner. | P-27-3

Thanks for taking the time to read my email.

Sincerely,
Kavin Parikh
(949) 521-1499

K.7.27 P-27 – Kevin Parikh

P-27-1

The commenter's support of the project is acknowledged. On March 14, 2019, the Project Development Team (PDT) selected the Build Alternative with Alternative 2B as the Preferred Alternative. It was determined that Alternative 2B best met the Purpose and Need for the project as well as met the project goal of minimizing environmental impacts as well as right-of-way acquisitions within the project limits. Alternative 2A and Design Option 3 were withdrawn from further consideration.

P-27-2

As part of the Build Alternative, the northbound Sand Canyon Avenue on-ramp would be improved to include an auxiliary lane and the southbound Sand Canyon Avenue off-ramp would be improved to include a two-lane exit from one auxiliary lane. Caltrans and/or OCTA do not have jurisdiction over improvements to local arterials not directly affected by the Build Alternative and, therefore, are not included as part of the Build Alternative.

P-27-3

As stated above in Response to Comment P-27-2, Caltrans and/or OCTA do not have jurisdiction over improvements to local arterials not directly affected by the Build Alternative. However, improvements suggestions related to trash truck haul routes can be referred to OC Waste and Recycling (operators of County-owned landfills) and related to SR-133 can be coordinated with the TCA (operators of the tollways).

From: Talker121@aol.com
Sent: Sunday, May 20, 2018 4:10 PM
To: Chris Boucly; Andrea Hammann; Christina Pirruccello
Subject: I-5 Keep Me Informed Request

Follow Up Flag: Follow up
Flag Status: Flagged

Data from form "I-5 Improvements Keep Me Informed" was received on 5/20/2018 4:09:50 PM.

I-5 Improvements Keep Me Informed

Field Value

Full Name Linda Behrens

Address 157 Islington

City Irvine

State California

Zip 92620

Business Phone

Home Phone 714-315-6863

Email Address Talker121@aol.com

Automated Call System false

E-mail false

Interested in I-5 (I-405 to SR-55)

Be kept informed of the project. true

Have a representative from OCTA speak to organization. false Comments No comment on relief to our surface streets that parallel that section of the freeway. We can't use our own streets to pick up children from sports practice or go to dinner! Portola, Irvine Blvd, Bryan & Irvine Center Drive are streets locals can't use! Will this help our surface street traffic? Lived in Irvine since 1976!

Email "I-5 Keep Me Informed Request" originally sent to cboucly@octa.net; ahammann@octa.net; cpirruccello@octa.net <<mailto:cboucly@octa.net>; ahammann@octa.net; cpirruccello@octa.net> from Talker121@aol.com <<mailto:Talker121@aol.com>> on 5/20/2018 4:09:50 PM.

K.7.28 P-28 – Linda Behrens***P-28-1***

The commenter's concern regarding traffic on local streets is acknowledged. Tables 2.5.5, 2.5.6, 2.5.10, and 2.5.11 demonstrate the effect of the Build Alternative compared to the No Build Alternative in 2030 and 2050. As shown in these tables, the Build Alternative would have a nominal effect or no effect on local intersections within the Study Area that are already at an unacceptable LOS E or F. However, Caltrans and/or OCTA do not have jurisdiction over improvements to local arterials not directly affected by the Build Alternative and, therefore, are not included as part of the Build Alternative. Please contact the City of Irvine regarding your concerns related to traffic on local streets.



COMMENT CARD

May 30, 2018 – 5:30 - 8:00 PM | Lakeview Senior Center

I-5 IRVINE & TUSTIN IMPROVEMENTS PROJECT (I-405 TO SR-55)

NAME: Lawrence Whitlock

ORGANIZATION: _____

EMAIL: LTWKWHIT@COX.NET

PHONE: _____

ADDRESS: 9 LINCOLN

CITY: IRVINE ZIP: 92604

How did you hear about this meeting? ☐ Email ☒ Direct Mail ☐ Social Media ☐ Newspaper ☐ Flyer ☐ Word of Mouth

COMMENTS:

MY HOME IS ADJOINING SOUNDWALL 10.1.

MY FIRST CHOICE IS THE 'NO BUILD' OPTION. IF CONSTRUCTION IS DONE, I WOULD PREFER 'ALTERNATIVE 2 WITH DESIGN VARIATION 2B'.

I BELIEVE MOVING THE SOUNDWALL IN OUR COMPLEX (HELENA AND CHEYENNE STREETS) WOULD RESULT IN SIGNIFICANT IMPACT TO THE RESIDENTS OF OUR COMMUNITY. THIS MOVEMENT WOULD PUT THE SOUNDWALL IMMEDIATELY ADJACENT TO OUR STREETS, REQUIRING THE PERMANENT REMOVAL OF MATURE TREES, IMPACT PARKING, AND REDUCE SPACE FOR EMERGENCY VEHICLES TO OPERATE.

BY MOVING THE SOUNDWALL, THE QUALITY OF LIFE AND THE SAFETY OF THE RESIDENTS OF OUR COMMUNITY WOULD BE SIGNIFICANTLY REDUCED.

Thank You!

Caltrans will consider public comments in their selection of the preferred alternative to advance into design and subsequently construction.

Please Submit Comments by June 8, 2018

EMAIL to D12.I-5.Improvements@dot.ca.gov

MAIL to Brian Liu, Caltrans District 12, Division of Environmental Analysis,
1750 4th Street #100, Santa Ana, CA 92705

If you have questions, please contact Fernando Chavarria at (714) 560-5306.



K.7.29 P-29 – Lawrence Whitlock

P-29-1

The commenter's support of the No Build Alternative is acknowledged. Additionally, the commenter's preference for Alternative 2B if a Build Alternative is selected as the Preferred Alternative is acknowledged. On March 14, 2019, the Project Development Team (PDT) selected the Build Alternative with Alternative 2B as the Preferred Alternative. It was determined that Alternative 2B best met the Purpose and Need for the project as well as met the project goal of minimizing environmental impacts as well as right-of-way acquisitions within the project limits. Alternative 2A and Design Option 3 were withdrawn from further consideration.

P-29-2

NB No. 10.1 is proposed with implementation of Alternative 2A. Since Alternative 2B has been selected as part of the Preferred Alternative, NB No. 10.1 would not be constructed and the existing wall would remain in place.

July 17, 2018

Mr. Darrell Johnson
Chief Executive Officer
Orange County Transportation Authority
P.O. Box 14184
Orange, CA 92863-1584

RE: Interstate-5 Widening Project Alternative 2B – Support

Dear Mr. Johnson,

The Interstate-5 widening between Interstate-405 and State Route-55 is an opportunity for Orange County to address constant congestion while acting proactively to anticipate future increased congestion. **Orange County Business Council (OCBC) is writing to express its strong support for the proposed Alternative 2 with Design Variation B (Alternative 2B, without Option 3)** as the Alternative that Orange County Transportation Authority (OCTA) and Caltrans implement, as it is the most effective and efficient option.

Alternative 2B would improve operational deficiencies in both directions of this nine-mile stretch. Congestion harms all businesses along this route and causes many residents to lose valuable time. Alternative 2B would ensure that this route has the capacity to handle congestion for decades to come without dramatically increasing cost and unnecessarily disrupting businesses and residents throughout construction. Alternative 2B is sufficient to thoroughly and properly address both current and future congestion. In contrast, Alternative 2A would demand hundreds of millions of dollars in additional funding without providing a substantial advantage. Hundreds of thousands of commuters and many businesses would experience years of unwarranted disruption.

OCBC advocates for comprehensive, enduring infrastructure maintenance and improvements. **Alternative 2B is aligned with this goal and is less costly and disruptive than Alternative 2A, and therefore OCBC recommends that OCTA and Caltrans select and implement Alternative 2B.** Thank you for your consideration.

Sincerely,



Alicia Berhow
Senior Vice President of Government Affairs

P-30-1

K.7.30 P-30 – Orange County Business Council

P-30-1

The commenter's support of Alternative 2B is acknowledged. On March 14, 2019, the Project Development Team (PDT) selected the Build Alternative with Alternative 2B as the Preferred Alternative. It was determined that Alternative 2B best met the Purpose and Need for the project as well as met the project goal of minimizing environmental impacts as well as right-of-way acquisitions within the project limits. Alternative 2A and Design Option 3 were withdrawn from further consideration.



October 16, 2018

VIA E-MAIL AND U.S. MAIL

Mr. Brian Liu
Associate Environmental Planner
California Department of Transportation
District 12, Environmental Analysis
1750 East 4th Street
Santa Ana, CA 92705

Subject: Comments Regarding I-5 PA/ED Project from Interstate 405 to State Route 55

Dear Mr. Liu:

As you are aware representatives from the I-5 Improvement Project provided a briefing for us during the summer. As we mentioned in the briefing, we have been working with the City, Caltrans and other stakeholders on the realignment of Marine Way at Sand Canyon. This project has an executed cooperative agreement between the City and Caltrans for this realignment and has been holding PDT meetings for a PSR/PR. One of the requirements of the Realigned Marine Way PSR/PR is to provide a Traffic Forecasting Operational Analysis. This has now been completed and in doing so has allowed us to compare our project with the I-5 Improvement Project.

The purpose of this letter is to summarize our comments regarding the I-5 Improvement Project (I-405 to SR-55) Initial Study / Environmental Assessment traffic information and supporting Final Traffic/Circulation Impact Report, hereafter referred to as the I-5 Traffic Study.

Analysis does not include Planned Marine Way Improvements

The I-5 Improvement Project (I-405 to SR-55) forecasting and analysis do not reflect the realignment of Marine Way. Proposed improvements to Marine Way include relocating the intersection with Sand Canyon Avenue approximately 370 feet to the north to align it with the existing intersection of the I-5 NB ramps. The realignment of Marine Way extends from Sand Canyon Avenue to Ridge Valley. This realignment was included as part of the overall infrastructure plan for the Orange County Great Park (OCGP) project approved by the City of Irvine in 2003.

At the Sand Canyon Avenue / I-5 NB Ramps / Marine Way interchange area, the existing configuration includes two separate intersections: Sand Canyon Avenue at I-5 NB Ramps, and Sand Canyon Avenue at Marine Way, which are offset by less than 400 feet. The east leg of the Sand Canyon Avenue at I-5 NB Ramps intersection is an existing OCTA driveway.

Housing and Employment Datasets are incomplete

OCTAM 3.4.1 Socio-Economic Data (SED) for 2035, which was used in developing the I-5 Traffic Study forecasts differs from the ITAM 2035 / Post-2035 Projections. The OCTAM 2035 projections, which form the basis of the I-5 Traffic Study, do not fully account for buildout of Great Park Neighborhoods and surrounding parcels.

P-31-1

P-31-2

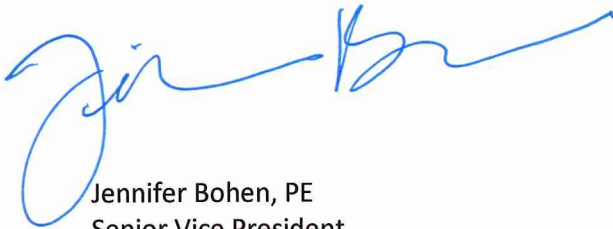
The OCTAM 2040 projections (released after the I-5 Traffic Study volume projections were developed) are closer to the ITAM residential quantities, but still reflect lower employment values.

↑
P-31-2

As we stated at the briefing, we appreciate the opportunity and effort you have provided to keep us informed. We also look forward to continuing to work together to see the completion of both projects.

Should you have any questions or need any additional information please contact me.

Sincerely,



Jennifer Bohen, PE
Senior Vice President
Planning and Engineering
Five Point Communities Management, Inc.
on behalf of Heritage Fields El Toro, LLC

K.7.31 P-31 – Five Point Communities Management, Inc.

P-31-1

At the time of the traffic analysis conducted for this project, the realignment of Marine Way was still under development. The design for Marine Way would be re-evaluated during final design.

P-31-2

As stated by the commenter, the OCTAM 2040 projections were released after the Traffic Circulation Impact Report. Therefore, since OCTAM 3.4.1 Socio-Economic Data for 2035 was what was available at the time of completion of the report, the Traffic Circulation Impact Report will not be revised to reflect the OCTAM 2040 projections.

K.8 Comment Cards

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COMMENT CARD

May 24, 2018 - 5:30 - 8:00 PM | Tustin High School

I-5 IRVINE & TUSTIN IMPROVEMENTS PROJECT (I-405 TO SR-55)

NAME: SCOTT COUCHMAN ORGANIZATION: _____

EMAIL: SCOTT COUCHMAN@YAHOO.COM PHONE: _____

ADDRESS: _____ CITY: IRVINE ZIP: _____

How did you hear about this meeting? ☐ Email ☐ Direct Mail ☐ Social Media ☐ Newspaper ☐ Flyer ☐ Word of Mouth

COMMENTS:

THE ADDED LANE IN BOTH DIRECTIONS WOULD BE BENEFICIAL, BUT THE REAL PROBLEM ON THE NORTH BOUND ROUTE SEEMS TO BE THE CARS ENTERING THE FWY AT RED HILL & NEWPORT. THERE IS A REAL NEED FOR A SECOND ADDED LANE AT THAT LOCATION. THE FWY BACKUP SEEMS TO START THERE AND JUST BACK UP FURTHER SOUTH.

CC-1-1

Thank You!

Caltrans will consider public comments in their selection of the preferred alternative to advance into design and subsequently construction.

Please Submit Comments by June 8, 2018

EMAIL to D12.I-5.Improvements@dot.ca.gov

MAIL to Brian Liu, Caltrans District 12, Division of Environmental Analysis,
1750 4th Street #100, Santa Ana, CA 92705

If you have questions, please contact Fernando Chavarria at (714) 560-5306.



K.8.1 CC-1 – Scott Couchman

CC-1-1

As stated in Section 1.5, Alternatives Considered but Eliminated from Further Consideration, Design Option 2 consisted of the relocation/reconfiguration of the existing northbound Newport Avenue half-diamond on-ramp to hook on-ramps at the Orange Street/El Camino Real intersection to improve the traffic weave between the Newport Avenue on-ramp and northbound SR-55. This design option was evaluated by the Project Development Team (PDT) to assess whether they should be brought forward for further consideration in this environmental document. On July 13, 2017, the PDT agreed that Option 2 does not achieve its objective of improving the traffic weave between the Newport Avenue on-ramp and the northbound SR-55. As a result, this design option was withdrawn from further consideration and was not evaluated in detail in the environmental document.



COMMENT CARD

May 24, 2018 – 5:30 - 8:00 PM | Tustin High School

I-5 IRVINE & TUSTIN IMPROVEMENTS PROJECT (I-405 TO SR-55)

NAME: JEFF R. THOMPSON ORGANIZATION: RESIDENT
 EMAIL: jeffcherie@integrity.com PHONE: 714-231-6270
 ADDRESS: 415 W. 6th ST. CITY: TUSTIN ZIP: 92780

How did you hear about this meeting? ☐ Email ☒ Direct Mail ☐ Social Media ☐ Newspaper ☒ Flyer ☐ Word of Mouth

COMMENTS:

Thank you for evaluating noise attenuation. After reviewing proposed soundwalls near I-5/SR-55, a few items/concerns remain:

1. Soundwall 7.2 - make sure this connects to the new soundwall under construction for the Vintage project. Also make sure the height of Soundwall 7.2 matches the new wall of 22 feet
2. Provide a soundwall along I-5 at B Street cul-de-sac - this otherwise is a gap projecting noise into the neighborhood.
3. Provide sound attenuation for Southbound SR-55 to Southbound I-5 - this is needed to protect noise going into Tustin acres & Old Town. Perhaps this can be solved with special pavement on this flyover?

Thank You!

Jeff Thompson

Caltrans will consider public comments in their selection of the preferred alternative to advance into design and subsequently construction.

Please Submit Comments by June 8, 2018

EMAIL to D12.I-5.Improvements@dot.ca.gov

MAIL to Brian Liu, Caltrans District 12, Division of Environmental Analysis,
 1750 4th Street #100, Santa Ana, CA 92705

If you have questions, please contact Fernando Chavarria at (714) 560-5306.



K.8.2 CC-2 – Jeff R. Thompson

CC-2-1

Connecting NB No. 7.2 and the wall constructed by the Vintage Residential Project is not warranted under the guidelines set forth by 23 CFR 772 because the length of the noise barrier is determined based on the location of receptors that approach or exceed the NAC. Roadway geometric refinements to Alternative 2B would no longer demolish the existing wall at the location of NB No. 7.2. NB No. 7.2 was evaluated from 14 feet to 22 feet at two-foot increments and was determined to be not feasible because the barrier was not able to achieve a noise level reduction of 5 dBA or more.

CC-2-2

Extending a noise barrier south at B Street from the wall constructed by the Vintage Residential Project is not warranted under the guidelines set forth by 23 CFR 772 because single-family residences located along 6th Street east of Pacific Street would not approach or exceed the NAC. Roadway geometric refinements to Alternative 2B would no longer demolish the existing wall at the location of NB No. 7.2. NB No. 7.2 was evaluated from 14 feet to 22 feet at two-foot increments and was determined to be not feasible because the barrier was not able to achieve a noise level reduction of 5 dBA or more.

CC-2-3

Providing noise attenuation in the form of a noise barrier along the SR-55 southbound connector to southbound I-5 would not be warranted under the guidelines set forth by 23 CFR 772 because a noise barrier along the SR-55 southbound connector to southbound I-5 would not be feasible (reducing the noise level by 5 dBA or more). However, the PDT will consider special pavement such as rubberized asphalt during final design.

A noise barrier at the southbound SR-55 to southbound I-5 connector has not been considered as part of this project since it is outside of the project area. However, OCTA and Caltrans are proposing to improve SR-55 from I-5 to SR-91, which may consider noise barriers in the area. Please visit [http://www.octa.net/Projects-and-Programs/All-Projects/Freeway-Projects/Costa-Mesa-Freeway-\(SR-55\)/SR-55-\(I-5-to-SR-91\)?frm=3555](http://www.octa.net/Projects-and-Programs/All-Projects/Freeway-Projects/Costa-Mesa-Freeway-(SR-55)/SR-55-(I-5-to-SR-91)?frm=3555) for more information about this project.



COMMENT CARD

May 24, 2018 – 5:30 – 8:00 PM | Tustin High School

I-5 IRVINE & TUSTIN IMPROVEMENTS PROJECT (I-405 TO SR-55)

NAME: James Jin & Anna Jin ORGANIZATION: _____
 EMAIL: Jamesjin1231@gmail.com PHONE: 949-390-4649
 ADDRESS: 6 Colorado, CITY: IRVING ZIP: 92606
 How did you hear about this meeting? ☒ Email ☐ Direct Mail ☐ Social Media ☐ Newspaper ☐ Flyer ☒ Word of Mouth

COMMENTS:

Preference #1: No Build.

Preference #2: in case, there must be "Build"

Prefer Alternative #2, to
 minimize impact to existing
 neighborhood.

Thank You!

Caltrans will consider public comments in their selection of the preferred alternative to advance into design and subsequently construction.

Please Submit Comments by June 8, 2018

EMAIL to D12.I-5.Improvements@dot.ca.gov

MAIL to Brian Liu, Caltrans District 12, Division of Environmental Analysis,
 1750 4th Street #100, Santa Ana, CA 92705

If you have questions, please contact Fernando Chavarria at (714) 560-5306.



CC-3-1

K.8.3 CC-3 – James and Anna Jin

CC-3-1

The commenter's support of the No Build Alternative is acknowledged. Additionally, the commenter's preference for Alternative 2 if the Build Alternative is selected as the Preferred Alternative is also acknowledged. On March 14, 2019, the Project Development Team (PDT) selected the Build Alternative with Alternative 2B as the Preferred Alternative. It was determined that Alternative 2B best met the Purpose and Need for the project as well as met the project goal of minimizing environmental impacts as well as right-of-way acquisitions within the project limits. Alternative 2A and Design Option 3 were withdrawn from further consideration.



COMMENT CARD

May 24, 2018 – 5:30 - 8:00 PM | Tustin High School

I-5 IRVINE & TUSTIN IMPROVEMENTS PROJECT (I-405 TO SR-55)

NAME: WonHee Kim

ORGANIZATION: _____

EMAIL: wonheekim001@gmail.com

PHONE: 562-215-3546

ADDRESS: 2016 Cherokee

CITY: Tustin ZIP: 92782

How did you hear about this meeting? ☐ Email ☐ Direct Mail ☐ Social Media ☐ Newspaper ☐ Flyer ☐ Word of Mouth

COMMENTS:

Please get me to understand why sound Barrier wall NB 6.2 is not connected to NB 6.1 wall. It seems that the extra investment to connect the two walls would pay off greatly in reducing the noise in the surrounding area. I don't think it is fair for myself and my neighbors to not get much benefit from the proposed sound barriers because there will be a huge gap between wall NB 6.2 and NB 6.1. It is essentially like putting in a window that is not sealed and would not reduce the sound as well as it should. My property will be a victim of construction noise and dust but will not get much benefit from the building of Sound barrier. Please consider connecting NB 6.2 with NB 6.1 to help with noise in our community.

Thank You!

Caltrans will consider public comments in their selection of the preferred alternative to advance into design and subsequently construction.

Please Submit Comments by June 8, 2018

EMAIL to D12.I-5.Improvements@dot.ca.gov

MAIL to Brian Liu, Caltrans District 12, Division of Environmental Analysis,
1750 4th Street #100, Santa Ana, CA 92705

If you have questions, please contact Fernando Chavarria at (714) 560-5306.



K.8.4 CC-4 – Won Hee Kim

CC-4-1

The limits of NB Nos. 6.1 and 6.2 were determined based on impacted receptors that would receive a noise level reduction of 5 dBA or more, accounting for the distance between the receptor and the noise barrier, as outlined in the Caltrans Noise Protocol. Impacted receptors are those that experience sound levels approaching the noise abatement criteria (NAC) of 23 CFR 772. The eastern extent of NB No. 6.2 is based on the need to shield multifamily and single-family residences on El Camino Real and Sierra Vista Drive, which are represented by Receptors R-6.65 and R-6.64. The western extent of NB No. 6.2 is based on the need to shield multifamily residences on El Camino Real represented by Receptor R-121. Further extension of noise barriers in order to shield non-impacted receptors is not supported based on the criteria set forth in 23 CFR 772 because the limits of a noise barrier are based on receptors that approach or exceed the NAC. Based on the results of the Noise Study Report (NSR) and Noise Abatement Decision Report (NADR), the noise barrier survey, and public comments received on the environmental document, both NB Nos. 6.1 and 6.2 would be constructed at 16 feet high.



COMMENT CARD

May 24, 2018 – 5:30 - 8:00 PM | Tustin High School

I-5 IRVINE & TUSTIN IMPROVEMENTS PROJECT (I-405 TO SR-55)

NAME: Melissa Guzzetta

ORGANIZATION: _____

EMAIL: MelissaTutors@att.net

PHONE: 949 548-9595

ADDRESS: 14851 Jeffrey Rd #85

CITY: Irvine ZIP: 92618

How did you hear about this meeting? ☐ Email ☐ Direct Mail ☐ Social Media ☐ Newspaper ☐ Flyer ☐ Word of Mouth

Don't remember Mail?

COMMENTS:

The "Do Nothing" alternative is not an option - increasing traffic must be planned for.

Alternative 2 - Variation B is my ~~preferred~~ preferred option as a resident on Jeffrey Rd. I like the fact it does not require rebuilding the Jeffrey overpass.

Jeffrey Rd has already become a traffic mess - having to rebuild that overpass would make it a nightmare.

CC-5-1

Thank You!

Caltrans will consider public comments in their selection of the preferred alternative to advance into design and subsequently construction.

Please Submit Comments by June 8, 2018

EMAIL to D12.I-5.Improvements@dot.ca.gov

MAIL to Brian Liu, Caltrans District 12, Division of Environmental Analysis,
1750 4th Street #100, Santa Ana, CA 92705

If you have questions, please contact Fernando Chavarria at (714) 560-5306.



K.8.5 CC-5 – Melissa Guzzetta

CC-5-1

The commenter's support for Alternative 2B is acknowledged. On March 14, 2019, the Project Development Team (PDT) selected the Build Alternative with Alternative 2B as the Preferred Alternative. It was determined that Alternative 2B best met the Purpose and Need for the project as well as met the project goal of minimizing environmental impacts as well as right-of-way acquisitions within the project limits. Alternative 2A and Design Option 3 were withdrawn from further consideration.



COMMENT CARD

May 24, 2018 - 5:30 - 8:00 PM | Tustin High School

I-5 IRVINE & TUSTIN IMPROVEMENTS PROJECT (I-405 TO SR-55)

NAME: Pamela Williams ORGANIZATION: _____
 EMAIL: pkwilliams621@yahoo.com PHONE: 714-335-9524
 ADDRESS: 1782 Nissan Rd. #109 CITY: Tustin ZIP: 92780

How did you hear about this meeting? ☐ Email ☒ Direct Mail ☐ Social Media ☐ Newspaper ☐ Flyer ☐ Word of Mouth

COMMENTS:

If you move the sound wall out taking away part of Nissan Rd between Red Hill + Browing Ave., it will ~~create~~ make the parking problems even worse than they already are. There is not enough parking for the residents on Nissan Rd. and the area where the apartments are off Nissan Rd. So I am voting not to widen 5 freeway so it won't impact our limited parking availability. If you widen the freeway, you should eliminate some of the mobile homes + apartments to do so.

Thank You!

CC-6-1

Caltrans will consider public comments in their selection of the preferred alternative to advance into design and subsequently construction.

Please Submit Comments by June 8, 2018

EMAIL to D12.I-5.Improvements@dot.ca.gov

MAIL to Brian Liu, Caltrans District 12, Division of Environmental Analysis,
 1750 4th Street #100, Santa Ana, CA 92705

If you have questions, please contact Fernando Chavarria at (714) 560-5306.



K.8.6 CC-6 – Pamela Williams

CC-6-1

The analysis in Section 2.3, Community Impacts, has been updated to state that, under the Preferred Alternative (Alternative 2B), there are no ROW impacts that would reduce parking on Nisson Road. The existing street parking on Nisson Road would remain intact with implementation of the Alternative 2B.



COMMENT CARD

May 24, 2018 - 5:30 - 8:00 PM | Tustin High School

I-5 IRVINE & TUSTIN IMPROVEMENTS PROJECT (I-405 TO SR-55)

NAME: Jorge Rodriguez ORGANIZATION: mib
 EMAIL: jeffsmith39@gmail.com PHONE: (949) 702-4853
 ADDRESS: 275 Nissan CITY: Tustin ZIP: _____

How did you hear about this meeting? ☒ Email ☐ Direct Mail ☐ Social Media ☐ Newspaper ☐ Flyer ☐ Word of Mouth

COMMENTS:

Estoy muy pobre, Caltrans quiere comprar mi casa. Yo vivo en esta casa por mas que cuarenta años. Mi abuelo constuyó esta casa con sus mand. Una tradición familia perdeo por una carretera. Estoy triste. Muy triste.

- Jorge Rodriguez

Thank You!

Caltrans will consider public comments in their selection of the preferred alternative to advance into design and subsequently construction.

Please Submit Comments by June 8, 2018

EMAIL to D12.I-5.Improvements@dot.ca.gov

MAIL to Brian Liu, Caltrans District 12, Division of Environmental Analysis,
 1750 4th Street #100, Santa Ana, CA 92705

If you have questions, please contact Fernando Chavarria at (714) 560-5306.



CC-7-1

K.8.7 CC-7 – Jorge Rodriguez [this comment and response will need translating]

CC-7-1

As described in Section 2.3.2, Relocation and Real Property Acquisition, the Build Alternative would not result in residential displacements and the commenter's property would not be acquired by the Build Alternative.



COMMENT CARD

May 24, 2018 - 5:30 - 8:00 PM | Tustin High School

I-5 IRVINE & TUSTIN IMPROVEMENTS PROJECT (I-405 TO SR-55)

NAME: KHANG LUC ORGANIZATION: _____
 EMAIL: KLUC1@YAHOO.COM PHONE: _____
 ADDRESS: 25 IOWA CITY: IRVINE ZIP: 92606

How did you hear about this meeting? ☐ Email ☐ Direct Mail ☐ Social Media ☐ Newspaper ☐ Flyer ☐ Word of Mouth

COMMENTS:

I would like to know how are you going
 move / reconstruct soundwall near the culver
 exit south bound.

CC-8-1

Thank You!

Caltrans will consider public comments in their selection of the preferred alternative to advance into design and subsequently construction.

Please Submit Comments by June 8, 2018

EMAIL to D12.I-5.Improvements@dot.ca.gov

MAIL to Brian Liu, Caltrans District 12, Division of Environmental Analysis,
 1750 4th Street #100, Santa Ana, CA 92705

If you have questions, please contact Fernando Chavarria at (714) 560-5306.



K.8.8 CC-8 – Khang Luc

CC-8-1

The commenter's request for a noise barrier along the southbound off-ramp at Culver Drive is acknowledged. As described in Tables J-1 and J-4, predicted traffic noise impacts at Receptor R-12.07 (the closest receptor to the freeway) are below the NAC of 67 dBA, and noise abatement measures are not required. No receptors evaluated along the Culver Drive southbound off-ramp exceeded the NAC of 67 dBA.



COMMENT CARD

May 24, 2018 - 5:30 - 8:00 PM | Tustin High School

I-5 IRVINE & TUSTIN IMPROVEMENTS PROJECT (I-405 TO SR-55)

NAME: Mary Kay Bollenbacher ORGANIZATION: _____
 EMAIL: mktadb@yahoo.com PHONE: 714.350-9389
 ADDRESS: 9 Helena CITY: Irvine ZIP: 92604

How did you hear about this meeting? ☐ Email ☒ Direct Mail ☐ Social Media ☐ Newspaper ☐ Flyer ☐ Word of Mouth

COMMENTS:

Variation A will bring the sound wall
 within 25-30 feet of my condo.
 I've been advised that this option
 will decrease my property value by
 approx \$20,000
 This is completely unacceptable

CC-9-1

Thank You!

Caltrans will consider public comments in their selection of the preferred alternative to advance into design and subsequently construction.

Please Submit Comments by June 8, 2018

EMAIL to D12.I-5.Improvements@dot.ca.gov

MAIL to Brian Liu, Caltrans District 12, Division of Environmental Analysis,
 1750 4th Street #100, Santa Ana, CA 92705

If you have questions, please contact Fernando Chavarria at (714) 560-5306.



K.8.9 CC-9 – Mary Kay Bollenbacher

CC-9-1

The commenter's opposition to Alternative 2A is acknowledged. On March 14, 2019, the PDT selected the Build Alternative with Alternative 2B as the Preferred Alternative. It was determined that Alternative 2B best met the Purpose and Need for the project as well as met the project goal of minimizing environmental impacts as well as right-of-way acquisitions within the project limits. Alternative 2A and Design Option 3 were withdrawn from further consideration.

Please refer to Common Response 2 (Section K.1.1.2) regarding the Build Alternative's effects on property values.



COMMENT CARD

May 24, 2018 – 5:30 – 8:00 PM | Tustin High School

I-5 IRVINE & TUSTIN IMPROVEMENTS PROJECT (I-405 TO SR-55)

NAME: T.C. SHERRY

ORGANIZATION: N/A

EMAIL: TERSHERRY@YAHOO.COM

PHONE: _____

ADDRESS: 14051 CHARLOMA DRIVE

CITY: TUSTIN ZIP: 92780

How did you hear about this meeting? ☒ Email ☒ Direct Mail ☐ Social Media ☐ Newspaper ☐ Flyer ☐ Word of Mouth

COMMENTS:

PREFER OPTION 2B

LESS IMPACT TO AREAS ADJACENT TO I-5
LESS COSTLY

CC-10-1

Thank You!

Caltrans will consider public comments in their selection of the preferred alternative to advance into design and subsequently construction.

Please Submit Comments by June 8, 2018

EMAIL to D12.I-5.Improvements@dot.ca.gov

MAIL to Brian Liu, Caltrans District 12, Division of Environmental Analysis,
1750 4th Street #100, Santa Ana, CA 92705

If you have questions, please contact Fernando Chavarria at (714) 560-5306.



K.8.10 CC-10 – T.C. Sherry

CC-10-1

The commenter's support of Alternative 2B is acknowledged. On March 14, 2019, the Project Development Team (PDT) selected the Build Alternative with Alternative 2B as the Preferred Alternative. It was determined that Alternative 2B best met the Purpose and Need for the project as well as met the project goal of minimizing environmental impacts as well as right-of-way acquisitions within the project limits. Alternative 2A and Design Option 3 were withdrawn from further consideration.



COMMENT CARD

May 24, 2018 - 5:30 - 8:00 PM | Tustin High School

I-5 IRVINE & TUSTIN IMPROVEMENTS PROJECT (I-405 TO SR-55)

NAME: Judith Jones ORGANIZATION: Tustin Park Villas
 EMAIL: ChiefJudi37@yahoo.com PHONE: 714-5059010
 ADDRESS: 1881 McShell Ave CITY: Tustin ZIP: 92780
 How did you hear about this meeting? ☐ Email ☒ Direct Mail ☐ Social Media ☐ Newspaper ☐ Flyer ☐ Word of Mouth

COMMENTS:

How are the owners of these properties going to be compensated for noise, traffic problem, Dust & Dirt? The value of these properties will decrease & it will be less desirable.
 Judith Jones

CC-11-1

Thank You!

Caltrans will consider public comments in their selection of the preferred alternative to advance into design and subsequently construction.

Please Submit Comments by June 8, 2018

EMAIL to D12.I-5.Improvements@dot.ca.gov

MAIL to Brian Liu, Caltrans District 12, Division of Environmental Analysis,
 1750 4th Street #100, Santa Ana, CA 92705

If you have questions, please contact Fernando Chavarria at (714) 560-5306.



K.8.11 CC-11 – Judith Jones

CC-11-1

Noise effects of the project are discussed in Section 2.14, Noise (specifically section 2.14.3) of the MND/FONSI. The Build Alternative would result in temporary impacts during construction but would not result in a substantial permanent increase in noise once existing walls are reconstructed to match the existing height (at a minimum). To abate noise impacts, the following noise barriers under Alternative 2B were determined to be reasonable and feasible and acceptable to the affected receptors based on noise barrier surveys: Noise Barrier Nos. 1.1, 3.3, 4.1, 6.1, 6.2, and 11.2/11.4.

As shown in Section 2.5, with the additional general purpose lanes in the mainline segments proposed by the Build Alternative under 2030 conditions, traffic operations within the Study Area are proposed to improve at several freeway segments over the No Build Alternative for both the a.m. and p.m. peak hours.

As shown in Section 2.13, Air Quality, the Build Alternative would result in temporary air quality impacts during construction related to emissions from construction equipment include CO, NO_x, VOCs, directly emitted particulate matter (PM₁₀ and PM_{2.5}), diesel exhaust particulate matter (PM₁₀ and PM_{2.5}), soot particulate (PM₁₀ and PM_{2.5}), SO₂, dust, and odor. However, these temporary impacts will be addressed through implementation of Project Features PF-AQ-1 through PF-AQ-3 (refer to Section 3.13.3.1) and Measure AQ-4 (Section 2.13.4). It has been determined that, since the Build Alternative does not create a new or worsen an existing PM_{2.5} violation, it is not a project of air quality concern under 40 CFR 93.123(b)(1). Additionally, the Build Alternative would not increase diesel particulate matter and MSAT emissions from No Build conditions.

Please refer to Common Response 2 (Section K.1.1.2) regarding the Build Alternative's effects on property values.



COMMENT CARD

May 24, 2018 – 5:30 - 8:00 PM | Tustin High School

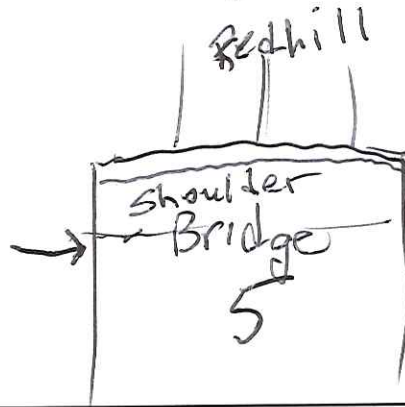
I-5 IRVINE & TUSTIN IMPROVEMENTS PROJECT (I-405 TO SR-55)

NAME: Mr Bernard Miller ORGANIZATION: homeowner/VOTER
 EMAIL: bernrx@gmail.com PHONE: 714 544 5297
 ADDRESS: 13842 Laurinda wy CITY: SA ZIP: 92705
 How did you hear about this meeting? ☐ Email ☐ Direct Mail ☐ Social Media ☒ Newspaper ☐ Flyer ☐ Word of Mouth

COMMENTS:

There is a dropoff on the 5 at the E. end of the Redhill bridge in the slow lane (where the concrete ends and the asphalt (macadam) begins.

The dropoff is more than 35mm. I believe that it creates a danger. please fix it.



Thank You!

Caltrans will consider public comments in their selection of the preferred alternative to advance into design and subsequently construction.

Please Submit Comments by June 8, 2018

EMAIL to D12.I-5.Improvements@dot.ca.gov

MAIL to Brian Liu, Caltrans District 12, Division of Environmental Analysis,
 1750 4th Street #100, Santa Ana, CA 92705

If you have questions, please contact Fernando Chavarria at (714) 560-5306.



K.8.12 CC-12 – Dr. Bernard Miller

CC-12-1

The commenter's concern regarding the need to fix the pavement at the east end of the I-5/Red Hill bridge is acknowledged. Improvements to I-5 at Redhill Drive are not part of Build Alternative.



COMMENT CARD

May 24, 2018 - 5:30 - 8:00 PM | Tustin High School

I-5 IRVINE & TUSTIN IMPROVEMENTS PROJECT (I-405 TO SR-55)

NAME: JEFF R. THOMPSON

ORGANIZATION: RESIDENT

EMAIL: jeffchenie@integrity.com

PHONE: 714-231-6270

ADDRESS: 415 W. 6th St.

CITY: TUSTIN ZIP: _____

How did you hear about this meeting? ☐ Email ☒ Direct Mail ☐ Social Media ☐ Newspaper ☒ Flyer ☐ Word of Mouth

COMMENTS:

Please address:

1. Bikeway improvements for connecting both sides of I-5 for ~~exp~~ existing and planned City bikeway facilities at Newport Ave., Red Hill Ave, Tustin Ranch Road, and Jamboree Road. Also address safe pedestrian passage as sidewalks may need to be wider and/or have barriers CC-13-1
2. Address aesthetics for special wall treatment City monumentation, ~~light~~ themed light standards, and landscaping at interchanges referenced in item #1 above. CC-13-2
3. Is there a presentation planned for City of Tustin and Irvine for consistency with their plans? CC-13-3

Thank You!

Thanks,
Jeff Thompson

Caltrans will consider public comments in their selection of the preferred alternative to advance into design and subsequently construction.

Please Submit Comments by June 8, 2018

EMAIL to D12.I-5.Improvements@dot.ca.gov

MAIL to Brian Liu, Caltrans District 12, Division of Environmental Analysis,
1750 4th Street #100, Santa Ana, CA 92705

If you have questions, please contact Fernando Chavarria at (714) 560-5306.



K.8.13 CC-13 – Jeff R. Thompson

CC-13-1

No bikeway improvements are proposed as part of the Build Alternative. Any temporary impacts to bicycle and pedestrian facilities will be addressed in the TMP and/or Project Features PF-PR-1 through PF-PR-5 in the MND/FONSI. Ramp intersections would be designed to address safe passage of pedestrians and bicyclists across the ramp termini. Bikeways that are temporarily impacted would be restored in-kind after construction. Where pedestrian access currently exists on both sides of a local road, at least one side would remain open during construction.

CC-13-2

As described in Section 2.6 of the MND/FONSI, preservation and replacement of existing vegetation/landscaping and incorporation of aesthetic treatments into the final design would be selected in coordination with the City.

CC-13-3

While there is no presentation planned regarding plan consistency with the plans for cities of Irvine and Tustin, a consistency analysis was prepared and is included in Section 2.1.2.6, Local General Plans. This analysis found that the Build Alternative is consistent with local plans. In addition, both the cities of Irvine and Tustin are part of the Project Development Team (PDT) and have been involved throughout the project.



COMMENT CARD

May 24, 2018 – 5:30 - 8:00 PM | Tustin High School

I-5 IRVINE & TUSTIN IMPROVEMENTS PROJECT (I-405 TO SR-55)

NAME: Jami Brackin ORGANIZATION: _____
 EMAIL: kila.kalione.86@gmail.com PHONE: _____
 ADDRESS: _____ CITY: _____ ZIP: _____

How did you hear about this meeting? ☐ Email ☐ Direct Mail ☐ Social Media ☐ Newspaper ☐ Flyer ☐ Word of Mouth

COMMENTS:

email
for pics!

CC-14-1

Thank you!

great
event.

Thank You!

Caltrans will consider public comments in their selection of the preferred alternative to advance into design and subsequently construction.

Please Submit Comments by June 8, 2018

EMAIL to D12.I-5.Improvements@dot.ca.gov

MAIL to Brian Liu, Caltrans District 12, Division of Environmental Analysis,
 1750 4th Street #100, Santa Ana, CA 92705

If you have questions, please contact Fernando Chavarria at (714) 560-5306.



K.8.14 CC-14 – Jami Brackin

CC-14-1

Caltrans and OCTA thank the commenter for providing their email address for the opportunity to receive pictures of the public hearing.



COMMENT CARD

May 24, 2018 – 5:30 - 8:00 PM | Tustin High School

I-5 IRVINE & TUSTIN IMPROVEMENTS PROJECT (I-405 TO SR-55)

NAME: _____ ORGANIZATION: _____

EMAIL: _____ PHONE: _____

ADDRESS: _____ CITY: _____ ZIP: _____

How did you hear about this meeting? ☐ Email ☐ Direct Mail ☐ Social Media ☐ Newspaper ☐ Flyer ☐ Word of Mouth

COMMENTS:

Close the sound wall gap between the ^{Tustin} Boys & Girls Club + the Public storage bldg, and between public storage + the housing development to the east.

Also, @ B St cul-de-sac, consider sound wall to protect/reduce noise at Vintage Housing Development.

CC-15-1

CC-15-2

Thank You!

Caltrans will consider public comments in their selection of the preferred alternative to advance into design and subsequently construction.

Please Submit Comments by June 8, 2018

EMAIL to D12.I-5.Improvements@dot.ca.gov

MAIL to Brian Liu, Caltrans District 12, Division of Environmental Analysis,
1750 4th Street #100, Santa Ana, CA 92705

If you have questions, please contact Fernando Chavarria at (714) 560-5306.



K.8.15 CC-15 –Unknown

CC-15-1

The commenter's concern about the gap in the wall between the Boy's and Girl's Club and storage facility is acknowledged. Roadway geometric refinements to Alternative 2B would no longer demolish the existing wall at the location of NB No. 7.2. NB No. 7.2 was evaluated from 14 feet to 22 feet at two-foot increments and was determined to be not feasible because the barrier was not able to achieve a noise level reduction of 5 dBA or more.

CC-15-2

Roadway geometric refinements to Alternative 2B would no longer demolish the existing wall at the location of NB No. 7.2. NB No. 7.2 was evaluated from 14 feet to 22 feet at two-foot increments and was determined to be not feasible because the barrier was not able to achieve a noise level reduction of 5 dBA or more.



COMMENT CARD

May 24, 2018 – 5:30 – 8:00 PM | Tustin High School

I-5 IRVINE & TUSTIN IMPROVEMENTS PROJECT (I-405 TO SR-55)

NAME: Michael Evans

ORGANIZATION: _____

EMAIL: HelloBoing@gmail.com

PHONE: 714-832-5124

ADDRESS: 2112 Shelterwood Rd

CITY: Santa Ana ZIP: 92705

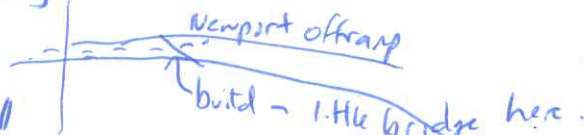
How did you hear about this meeting? ☐ Email ☒ Direct Mail ☐ Social Media ☐ Newspaper ☐ Flyer ☐ Word of Mouth

COMMENTS: This project doesn't seem to do anything about the congestion at the 5/55 interchange.

North 5: you have ~~traffic~~ traffic getting on at Red Hill and Newport merging left and freeway traffic merging right to go to the 55. It's a mess. Even though the interchange isn't part of the project, everything leading up to it is in the project area.

South 5: If you're on 5 south trying to get off at Red Hill, it's a big problem. All the traffic from 55 south to 5 south is trying to merge left and the people getting off at Red Hill ~~are~~ are going right. Use the existing Newport Ave offramp and build a bridge over the transition ramp so everyone is going to the left.

Then Red Hill traffic would use the Newport bridge to get to Red Hill.



55 south to 5 south

Thank You!

Caltrans will consider public comments in their selection of the preferred alternative to advance into design and subsequently construction.

Please Submit Comments by June 8, 2018

EMAIL to D12.I-5.Improvements@dot.ca.gov

MAIL to Brian Liu, Caltrans District 12, Division of Environmental Analysis,
1750 4th Street #100, Santa Ana, CA 92705

If you have questions, please contact Fernando Chavarria at (714) 560-5306.



K.8.16 CC-16 –Michael Evans

CC-16-1

As stated in Section 1.2.2.6, the project limits for the Build Alternative were defined based on providing a logical and independent set of improvements. The Build Alternative provides logical termini for the proposed improvements to I-5 because it connects to other major transportation facilities (I-405, SR-55, SR-133, and Jamboree Road), which themselves are destinations for major traffic volumes. The improvements in the Build Alternative terminate at major freeway-to-freeway interchanges (SR-55 on the north and I-405 on the south). Improvements to this interchange as part of the Build Alternative would not be geometrically feasible without reconstructing the entire SR-55/I-5 connector, and, as stated above, improvements to this interchange are not part of the Build Alternative. Additionally, the design suggested by the commenter would not provide a benefit to traffic in the area. At this time, there are no planned improvements at the I-5/SR-55 interchange. Please refer to Section 1.6, Alternatives Considered but Eliminated from Further Consideration Prior to the “Draft” Initial Study/Environmental Assessment (IS/EA) for more detail on alternatives considered as part of the environmental process.



COMMENT CARD

May 24, 2018 - 5:30 - 8:00 PM | Tustin High School

I-5 IRVINE & TUSTIN IMPROVEMENTS PROJECT (I-405 TO SR-55)

NAME: Kathleen Arnold

ORGANIZATION: _____

EMAIL: bearsaplenty@yahoo.com

PHONE: 714-544-1305

ADDRESS: 15631 S. MYRTLE AVE

CITY: TUSTIN ZIP: 92780

How did you hear about this meeting? ☐ Email ☒ Direct Mail ☐ Social Media ☐ Newspaper ☐ Flyer ☐ Word of Mouth

COMMENTS:

AS THE FREEWAYS ARE BEING WORKED ON,
CAN THERE BE A STUDY ON WHERE YOU GET ONTO THE
5 FWY FROM THE 55 FREEWAY.

IF YOU GET ONTO THE 55 FREEWAY FROM THE
McFadden ENTRANCE, YOU HAVE TO CROSS TWO LANES
OF TRAFFIC TO GET ONTO THE FREEWAY.
1ST LANE GOES TO 5 FREEWAY SOUTH, 2ND LANE GOES TO
5 FREEWAY NORTH.

IT IS VERY DANGEROUS AT AROUND 4:00 PM - 7:00 PM
AS PEOPLE ARE TRYING TO GET OVER TO GET OFF OF
THE 55 FREEWAY TO GET ONTO THE 5 FREEWAY AS
SOMEONE IS TRYING TO GET ONTO THE 55 FREEWAY FROM
McFadden/Sycamore.

Thank You!

Caltrans will consider public comments in their selection of the preferred alternative to advance into design and subsequently construction.

Please Submit Comments by June 8, 2018

EMAIL to D12.I-5.Improvements@dot.ca.gov

MAIL to Brian Liu, Caltrans District 12, Division of Environmental Analysis,
1750 4th Street #100, Santa Ana, CA 92705

If you have questions, please contact Fernando Chavarria at (714) 560-5306.



K.8.17 CC-17 – Kathleen Arnold

CC-17-1

While Caltrans and OCTA appreciate the commenter's concern regarding the traffic and safety issues at the SR-55/McFadden Avenue interchange, it is not a part of this project. However, OCTA and Caltrans are proposing to improve SR-55 from I-405 to I-5, which reduces access from the McFadden Avenue on-ramp. The proposed ramp configuration would reduce the existing weaving issue by installing a collector-distributor connector from the McFadden Avenue on-ramp to northbound I-5 only.

This project is currently in design. For more information, please visit:

[http://www.octa.net/Projects-and-Programs/All-Projects/Freeway-Projects/Costa-Mesa-Freeway-\(SR-55\)/SR-55-\(I-405-to-I-5\)/?frm=3555#!Overview](http://www.octa.net/Projects-and-Programs/All-Projects/Freeway-Projects/Costa-Mesa-Freeway-(SR-55)/SR-55-(I-405-to-I-5)/?frm=3555#!Overview).



COMMENT CARD

May 24, 2018 – 5:30 - 8:00 PM | Tustin High School

I-5 IRVINE & TUSTIN IMPROVEMENTS PROJECT (I-405 TO SR-55)

NAME: KHANG LUC

ORGANIZATION: _____

EMAIL: KLUC1@YAHOO.COM

PHONE: 949 231 7678

ADDRESS: 25 IOWA

CITY: IRVINE ZIP: 92606

How did you hear about this meeting? ☐ Email ☐ Direct Mail ☒ Social Media ☐ Newspaper ☐ Flyer ☐ Word of Mouth

COMMENTS:

I am concerning about the ~~soated~~ sound wall between Tamboree and Culver South bound lane. How long does the currently wall come down and how quickly it is going to be rebuild. The noise currently is barely tolerable. I'm really scare that the wall will be down for extended time.

CC-18-1

Thank You!

Caltrans will consider public comments in their selection of the preferred alternative to advance into design and subsequently construction.

Please Submit Comments by June 8, 2018

EMAIL to D12.I-5.Improvements@dot.ca.gov

MAIL to Brian Liu, Caltrans District 12, Division of Environmental Analysis,
1750 4th Street #100, Santa Ana, CA 92705

If you have questions, please contact Fernando Chavarria at (714) 560-5306.



K.8.18 CC-18 –Khang Luc

CC-18-1

The existing noise barrier between Jamboree Road and Culver Drive, along the southbound freeway lanes, would be protected in place and would not be moved or reconstructed.

Proposed Noise Barrier Wall No. 14.1
Survey Meeting
Tustin High School
May 24, 2018

Property owners since 1970:

Frank or Dolores M. Gonzalez
1111 Walter Avenue
Tustin, CA 92780

714-838-5652

Concerns or comments:

1. Our neighborhood has petitioned for and received permit parking only, which allows only the property owner or renter of that home to park on the street in front of that property between 2:00 AM and 6:00 AM. The problems we all had for requesting these permits were numerous and on record at the City. Some examples were, trash left behind, drinking, cars left parked for days, along with strangers at all hours of the night near our homes.

If this wall is moved closer to Nisson Street the cars from the apartments and condominiums that park on Nisson Street will again have to find a place to park and that would mean that they would again come into our neighboring area.

CC-19-1

2. If the property owners oppose the changes for this new noise barrier wall and OCTA and CALTRANS does not change the barrier wall by moving it closer to Nisson Street and leaves it as it is now, how is it going to affect the widening of the I-5 freeway. How will you be able to add one more lane in each direction or will they?

CC-19-2

3. How are the widening of the I-5 freeway in both directions and the new noise barrier wall being closer to Nisson Street going to change our property values?

CC-19-3

4. If these plans are approved by all the property owners when would construction begin?

CC-19-4

I have spoken to Andrea Hammann, of OCTA External Affairs, today and told her of some of our concerns.

Respectfully,

Mrs. Dolores M. Gonzalez

K.8.19 CC-19 – Frank and Dolores M Gonzalez

CC-19-1

The analysis in Section 2.3, Community Impacts, has been updated to state that, under the Build Alternative (Alternative 2B), there are no right-of-way impacts that would reduce parking on Nisson Road. The existing street parking on Nisson Road would remain intact with implementation of the Alternative 2B.

CC-19-2

For construction of a new noise barrier, 50 percent of benefited receptors who are affected or would benefit from the wall must be in favor, if the wall is proposed to be constructed on State ROW. If a new noise barrier is proposed on private property, 100 percent of benefited receptors who are affected or would benefit from the wall must be in favor of the wall for it to be constructed. If it is decided that a new noise barrier would not be built, the existing wall would be replaced at the same height as the existing condition, although at a new location, would not affect the ability to construct the Build Alternative.

CC-19-3

Please refer to Common Response 2 in Section K.1.1.2 regarding the Build Alternative's effects on property values.

CC-19-4

Currently, the Build Alternative is anticipated to begin construction in 2026.



COMMENT CARD

May 30, 2018 – 5:30 – 8:00 PM | Lakeview Senior Center

I-5 IRVINE & TUSTIN IMPROVEMENTS PROJECT (I-405 TO SR-55)

NAME: FELIX CHEN ORGANIZATION: GOLDEN PACIFIC REALTY INC.
 EMAIL: FELIX@GOLDENPACIFICREALTY.COM PHONE: 909-869-6299
 ADDRESS: 20955 PATHFINDER RD., STE 210 CITY: DIAMOND BAR, CA ZIP: 91765

How did you hear about this meeting? ☐ Email ☒ Direct Mail ☐ Social Media ☐ Newspaper ☐ Flyer ☐ Word of Mouth

COMMENTS: We are property managers of Orange Tree Square at Jeffrey and Walnut.

Variation A of Alternative 2 requires taking of 6 feet of property from Orange Tree Square, eliminating approximately 40 parking spaces, and may require one way driveway behind the buildings. The negative impact on the shopping center will be permanent and severe.

CC-20-1

Variation B of Alternative 2 will provide same number of traffic lanes, just with shoulder that is less than full width. It does not require taking of land, and the temporary impact on shopping center is less severe. (during construction)

CC-20-2

We prefer Alternative 1, No Construction option. IF Alternative 2 has to be taken, please adopt Variation B that does not require taking of land from Orange Tree Square to avoid severe permanent impact on the shopping center.

CC-20-3

Thank You!

Caltrans will consider public comments in their selection of the preferred alternative to advance into design and subsequently construction.

Please Submit Comments by June 8, 2018

EMAIL to D12.I-5.Improvements@dot.ca.gov

MAIL to Brian Liu, Caltrans District 12, Division of Environmental Analysis,
1750 4th Street #100, Santa Ana, CA 92705

If you have questions, please contact Fernando Chavarria at (714) 560-5306.



K.8.20 CC-20 – Felix Chen

CC-20-1

On March 14, 2019, the Project Development Team (PDT) selected Alternative 2B as the Preferred Alternative. It was determined that the Build Alternative with Alternative 2B best met the Purpose and Need for the project as well as met the project goal of minimizing environmental impacts as well as right-of-way acquisitions within the project limits. Alternative 2A and Design Option 3 were withdrawn from further consideration. There would not be any parking loss under Alternative 2B.

CC-20-2

The commenter's assessment that Design Variation B of the Build Alternative is less impactful to the Orange Tree Square property is accurate.

CC-20-3

The commenter's preference for the No Build Alternative is acknowledged. The commenter's preference for Alternative 2B, if a Build Alternative is selected as the Preferred Alternative is also acknowledged. On March 14, 2019, the PDT selected the Build Alternative with Alternative 2B as the Preferred Alternative. It was determined that Alternative 2B best met the Purpose and Need for the project as well as met the project goal of minimizing environmental impacts as well as right-of-way acquisitions within the project limits. Alternative 2A and Design Option 3 were withdrawn from further consideration.



COMMENT CARD

May 30, 2018 – 5:30 - 8:00 PM | Lakeview Senior Center

I-5 IRVINE & TUSTIN IMPROVEMENTS PROJECT (I-405 TO SR-55)

NAME: Teresa Siaca ORGANIZATION: _____
 EMAIL: camberley3@cox.net PHONE: 949-293-6521
 ADDRESS: 6, Helena, Irvine 92604 CITY: IRVINE ZIP: 92604
 How did you hear about this meeting? ☐ Email ☒ Direct Mail ☐ Social Media ☐ Newspaper ☐ Flyer ☐ Word of Mouth

COMMENTS:

I support option (2B) for soundwall number 10.
 We live at 6, Helena. We currently have a
 16' wall on top of a 6' berm giving us a total
 height of approx 22'. The berm has multiple
 mature trees which further suppress the sound
 of the freeway.

I strongly oppose 2A. The berm would be
 lost, the sound protection from the trees &
 the health benefits of CO2 reduction would
 be lost. Finally, residents would have very
 little room to park or drive out of their garages.
 We would feel imprisoned!! Please choose option (2B)
 Claustrophobic!!!

Thank You!

CC-21-1

Caltrans will consider public comments in their selection of the preferred alternative to advance into design and subsequently construction.

Please Submit Comments by June 8, 2018

EMAIL to D12.I-5.Improvements@dot.ca.gov

MAIL to Brian Liu, Caltrans District 12, Division of Environmental Analysis,
 1750 4th Street #100, Santa Ana, CA 92705

If you have questions, please contact Fernando Chavarria at (714) 560-5306.



K.8.21 CC-21 – Teresa Siaca

CC-21-1

The commenter's preference for Alternative 2B and opposition to Alternative 2A is acknowledged. On March 14, 2019, the Project Development Team (PDT) selected the Build Alternative with Alternative 2B as the Preferred Alternative. It was determined that Alternative 2B best met the Purpose and Need for the project as well as met the project goal of minimizing environmental impacts as well as right-of-way acquisitions within the project limits. Alternative 2A and Design Option 3 were withdrawn from further consideration.

Any landscaping lost as a result of the Build Alternative would be replaced in kind and minimum requirements for parking and the width of the roadway would be maintained. The Build Alternative would not result in a permanent reduction in width of the interior circulation road, Helena Street. Parking along the curb line adjacent to I-5 would not be eliminated temporarily during construction.



COMMENT CARD

May 30, 2018 - 5:30 - 8:00 PM | Lakeview Senior Center

I-5 IRVINE & TUSTIN IMPROVEMENTS PROJECT (I-405 TO SR-55)

NAME: RYAN THOTH ORGANIZATION: NA
 EMAIL: NA PHONE: NA
 ADDRESS: 1000 Paloma G Helena CITY: IRVINE ZIP: 92641
 How did you hear about this meeting? ☐ Email ☐ Direct Mail ☐ Social Media ☒ Newspaper ☒ Flyer ☒ Word of Mouth

COMMENTS:

Option 2B seems to be the most logical. The wall construction will decimate the trees and leave no room for parking. The wall will also be lower and make even more sound. Also all carpools located in the back parts near the wall will have no access to reverse. The lane is already a one way.
 2A DOES NOT MAKE SENSE, The wall is inferior to what we already have.
 2A makes Heritage PARK Look Like A PRISON.

Thank You!

Caltrans will consider public comments in their selection of the preferred alternative to advance into design and subsequently construction.

Please Submit Comments by June 8, 2018

EMAIL to D12.I-5.Improvements@dot.ca.gov

MAIL to Brian Liu, Caltrans District 12, Division of Environmental Analysis,
 1750 4th Street #100, Santa Ana, CA 92705

If you have questions, please contact Fernando Chavarria at (714) 560-5306.



K.8.22 CC-22 – Ryan Thoth

CC-22-1

The commenter's preference for Alternative 2B and opposition to Alternative 2A is acknowledged. On March 14, 2019, the Project Development Team (PDT) selected the Build Alternative with Alternative 2B as the Preferred Alternative. It was determined that Alternative 2B best met the Purpose and Need for the project as well as met the project goal of minimizing environmental impacts as well as right-of-way acquisitions within the project limits. Alternative 2A and Design Option 3 were withdrawn from further consideration.

Noise barriers constructed as part of the Build Alternative would address noise effects. Alternative 2A was not selected for inclusion in the Preferred Alternative; therefore, NB No. 10.1 would not be constructed but the noise barrier would be replaced at its current height. Any landscaping lost as a result of the Build Alternative would be replaced in kind. The Build Alternative would not result in a permanent reduction in width of the interior circulation road, Helena Street, and parking along the curb line adjacent to I-5 would not be eliminated temporarily during construction. No permanent loss of parking is anticipated.



COMMENT CARD

May 30, 2018 – 5:30 - 8:00 PM | Lakeview Senior Center

I-5 IRVINE & TUSTIN IMPROVEMENTS PROJECT (I-405 TO SR-55)

NAME: Dennis & Kim Hampton

ORGANIZATION: YALE MAINTENANCE - HERITAGE PARK

EMAIL: dnkhampton@yahoo.com

PHONE: 949.552.8725

ADDRESS: 15 CHEYENNE

CITY: IRVINE ZIP: 92604

How did you hear about this meeting? ☐ Email ☒ Direct Mail ☐ Social Media ☐ Newspaper ☐ Flyer ☐ Word of Mouth

COMMENTS:

- 1) NOT HAPPY ABOUT LOSING PROPERTY AGAIN - ASSOCIATION
LOST PROPERTY DURING CONSTRUCTION/WIDENING OF
FREEWAY LAST TIME. WE HAD TO FIGHT FOR THE RETAINING
WALL THAT WE CURRENTLY HAVE. CC-23
-1
- 2) HOW MUCH OF OUR GARAGE & PARKING ACCESS WILL BE
IMPACTED DURING DEMO & CONSTRUCTION? CC-23
-2
- 3) BESIDES THE BERM THAT THE CURRENT WALL SITS ON, HOW
MUCH OF OUR STREET WILL WE LOSE? CC-23
-3
- 4) THE HEIGHT OF THE WALL MUST BE INCREASED AS NOISE
LEVELS HAVE GOTTEN LOUDER THAN WHEN IT WAS BUILT.
NEED A TALLER WALL IF THE CURRENT WALL IS REMOVED CC-23
-4
- 5) FREEWAY SOUND TRAVELS THRU THE OPENING AT THE YALE
OVERPASS. THE SOUND WALL NEEDS TO TURN AND CONTINUE
TO HELP DEFLECT THE NOISE. CURRENTLY IT TRAVELS INTO
THE NEIGHBORHOOD WHERE CHEYENNE AND DENVER MEET
AT THE FREEWAY AND THE YALE OVERPASS CC-23
-5
- 6) HOW WILL THE NOISE, PRIVACY, DIRT/DUST BE CONTROLLED
DURING DEMO & CONSTRUCTION? Thank You CC-23
-6

Caltrans will consider public comments in their selection of the preferred alternative to advance into design and subsequently construction. CC-23

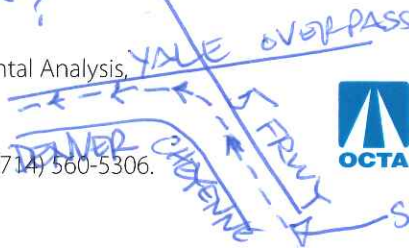
7) HOW LONG IS THE CONSTRUCTION GOING TO TAKE BEHIND OUR
AREA? -7

Please Submit Comments by June 8, 2018

EMAIL to D12.I-5.Improvements@dot.ca.gov

MAIL to Brian Liu, Caltrans District 12, Division of Environmental Analysis,
1750 4th Street #100, Santa Ana, CA 92705

If you have questions, please contact Fernando Chavarria at (714) 560-5306.



K.8.23 CC-23 – Dennis and Kim Hampton

CC-23-1

The commenter's opinion regarding property loss is acknowledged and included in the project record. Should Caltrans need to acquire right-of-way from a property owner, even if the acquisition does not require the displacement of homes or businesses, the property owner would be compensated in accordance with the provisions of Caltrans' Relocation Assistance Program and the Federal Uniform Relocation Assistance and Real Property Acquisition Act (referred to as the Uniform Act). In the case of partial acquisitions, the property owner would be compensated for the actual portion of the property that is purchased, as well as damages and/or loss in market value to the remaining property.

CC-23-2

Under the Build Alternative (Preferred Alternative), parking along the curb line adjacent to I-5 is would not be eliminated temporarily during construction of the freeway widening in this area. Therefore, there is no permanent loss of parking or reduction to the width of Cheyenne Street.

CC-23-3

The Build Alternative would not result in a permanent reduction in width of the interior circulation road, Cheyenne Street.

CC-23-4

The commenter's preference to increase the height of NB No. 10.1 is acknowledged. On March 14, 2019, the Project Development Team (PDT) selected the Build Alternative with Alternative 2B as the Preferred Alternative. It was determined that Alternative 2B best met the Purpose and Need for the project as well as met the project goal of minimizing environmental impacts as well as right-of-way acquisitions within the project limits. Alternative 2A and Design Option 3 were withdrawn from further consideration. NB No. 10.1 was not proposed and is not needed under Alternative 2B, and the existing wall would remain in place.

CC-23-5

The commenter's request to wrap any proposed noise barrier behind properties located on Denver is acknowledged. The limits of NB No. 10.1 were determined based on impacted receptors that would receive a noise level reduction of 5 dBA or more, as outlined in the Caltrans Noise Protocol. Please refer to Response to Comment CC-23-4 regarding NB No. 10.1.

CC-23-6

Project features and avoidance, minimization, and/or mitigation measures to address noise and air quality impacts during construction are listed in Section 2.13, Air Quality, and 2.14, Noise, of the MND/FONSI. Specifically, air quality measures include preparation of and adherence to a dust control plan (Project Feature PF-AQ-1), usage of water or dust palliative and other measures to control fugitive dust emissions (Project Feature PF-AQ-2), usage of State-mandated emissions control devices on construction vehicles and construction equipment and standard construction practices to address exhaust emissions (Project Feature PF-AQ-3), and control of ozone precursor emissions from construction equipment (AQ-4). Noise measures include compliance with Caltrans' Standard Specifications to address construction noise impacts on sensitive land uses adjacent to the project site and between the hours of 9:00 p.m. and 6:00 a.m. (Project Feature PF-N-1), and noise abatement in the form of noise barriers to address operational noise impacts on sensitive land uses adjacent to the project site (Project Feature PF-N-2). Where possible and feasible, noise barriers would be constructed first so as to shield adjacent receptors from construction noise, as well.

CC-23-7

Currently, construction of the Build Alternative is anticipated to begin in 2026. Construction duration for the entirety of the Build Alternative is expected to be 3.5 to 4 years.



COMMENT CARD

May 30, 2018 – 5:30 – 8:00 PM | Lakeview Senior Center

I-5 IRVINE & TUSTIN IMPROVEMENTS PROJECT (I-405 TO SR-55)

NAME: SURESH ORGANIZATION: —
 EMAIL: — PHONE: 949-351-1678
 ADDRESS: 14081 Serrano CITY: Irvine ZIP: 92606

How did you hear about this meeting? ☐ Email ☐ Direct Mail ☐ Social Media ☐ Newspaper ☐ Flyer ☐ Word of Mouth

Caltrans

COMMENTS:

Please expedite the project
 as soon as funding is in
 place. Benefits are self-evident.

CC-24-1

Thank You!

Caltrans will consider public comments in their selection of the preferred alternative to advance into design and subsequently construction.

Please Submit Comments by June 8, 2018

EMAIL to D12.I-5.Improvements@dot.ca.gov

MAIL to Brian Liu, Caltrans District 12, Division of Environmental Analysis,
 1750 4th Street #100, Santa Ana, CA 92705

If you have questions, please contact Fernando Chavarria at (714) 560-5306.



K.8.24 CC-24 – Suresh

CC-24-1

The commenter's support of the Build Alternative is acknowledged. On March 14, 2019, the Project Development Team (PDT) selected the Build Alternative with Alternative 2B as the Preferred Alternative. It was determined that Alternative 2B best met the Purpose and Need for the project as well as met the project goal of minimizing environmental impacts as well as right-of-way acquisitions within the project limits. Alternative 2A and Design Option 3 were withdrawn from further consideration. Currently, construction is scheduled to begin in 2026.



COMMENT CARD

May 30, 2018 – 5:30 – 8:00 PM | Lakeview Senior Center

I-5 IRVINE & TUSTIN IMPROVEMENTS PROJECT (I-405 TO SR-55)

NAME: Angela Barker

ORGANIZATION: Home owner

EMAIL: awbarker1@cox.net

PHONE: 714 731 3656


ADDRESS: 13819 Apache

CITY: Tustin ZIP: 92782

How did you hear about this meeting? ☒ Email ☒ Direct Mail ☒ Social Media ☐ Newspaper ☐ Flyer ☐ Word of Mouth

COMMENTS:

Connect 6.1 to 6.2 - please no gap
Sandwalls

Either connect them or
overlap them 

Please 😊

Thanks to Jason & Jason

CC-25-1

Thank You!

Caltrans will consider public comments in their selection of the preferred alternative to advance into design and subsequently construction.

Please Submit Comments by June 8, 2018

EMAIL to D12.I-5.Improvements@dot.ca.gov

MAIL to Brian Liu, Caltrans District 12, Division of Environmental Analysis,
1750 4th Street #100, Santa Ana, CA 92705

If you have questions, please contact Fernando Chavarria at (714) 560-5306.



K.8.25 CC-25 – Angela Barker**CC-25-1**

The limits of NB Nos. 6.1 and 6.2 were determined based on impacted receptors that would receive a noise level reduction of 5 dBA or more, accounting for the distance between the receptor and the noise barrier, as outlined in the Caltrans Noise Protocol. Impacted receptors are those that experience sound levels approaching the noise abatement criteria (NAC) of 23 CFR 772. The eastern extent of NB No. 6.2 is based on the need to shield multifamily and single-family residences on El Camino Real and Sierra Vista Drive, which are represented by Receptors R-6.65 and R-6.64. The western extent of NB No. 6.2 is based on the need to shield multifamily residences on El Camino Real represented by Receptor R-121. Further extension of noise barriers in order to shield non-impacted receptors is not supported based on the criteria set forth in 23 CFR 772 because the limits of a noise barrier are based on receptors that approach or exceed the NAC. Based on the results of the Noise Study Report (NSR) and Noise Abatement Decision Report (NADR), the noise barrier survey, and public comments received on the environmental document, both NB Nos. 6.1 and 6.2 would be constructed at 16 feet high.



I-5 IMPROVEMENT PROJECT FROM I-405 TO SR-55

Public Information Meeting

~~Monday, January 26, 2015~~

5:00 — 8:00 PM

Cypress Community Park—Multipurpose Room
255 Visions, Irvine, CA 92618



CC-26

COMMENT CARD

Name: BARBARA LINDA OLSEN Organization: Home Owners Date: 5-30-2018
Address: 5 MONTGOMERY City: IRVINE State: CA
Phone: (949) 552-2142 Cell: ()
E-mail: lesabre76@juno.com
I am a business owner: ☐ Yes ☒ No Business name: _____

Thank you for your interest in the project. Please use the space below to provide your comments.

- 1) Current height of 5 freeway wall along
Montgomery/Lincoln is between 14 and 15 feet tall.

CC-26-1

a. New wall should be a min of 16'

- 2) Sound abatement to Units next to freeway, such as:

a. Sound proof windows, especially on 2nd floor.

CC-26-2

b. Additional trees and landscaping

c. Green Wall

d. Graffiti removal

e. Trimming of greenery and trees along wall
and on wall.

If you need additional space, please use a second comment card.

Please respond to the following question:

1. What is the best way to provide information to you?



E-mail



Direct Mail



Social Media



Newspaper



Text



Voice Mail

If you have questions, please contact Fernando Chavarria or Andrea Hammann of OCTA at (714) 560-5556.

K.8.26 CC-26 – Barbara and Linda Olsen

CC-26-1

The commenters' preference for a noise barrier height of 16 feet is acknowledged. On March 14, 2019, the Project Development Team (PDT) selected the Build Alternative with Alternative 2B as the Preferred Alternative. It was determined that Alternative 2B best met the Purpose and Need for the project as well as met the project goal of minimizing environmental impacts as well as right-of-way acquisitions within the project limits. Alternative 2A and Design Option 3 were withdrawn from further consideration. Under Alternative 2B, the existing noise barrier at this location would remain in its current configuration.

CC-26-2

Under Alternative 2B, the existing noise barrier at this location would remain in its current configuration. Alternative abatement such as sound proofing, additional trees and landscaping, and green walls would not be considered in this area since an existing noise barrier exists and noise effects that cannot be abated by the existing wall were not identified. Landscaping for graffiti abatement will be considered during final design. Lastly, trimming of greenery and shrubbery along and on the existing wall is covered under Caltrans' routine maintenance.



COMMENT CARD

May 30, 2018 – 5:30 – 8:00 PM | Lakeview Senior Center

I-5 IRVINE & TUSTIN IMPROVEMENTS PROJECT (I-405 TO SR-55)

NAME: Jacqueline Connolly ORGANIZATION: _____

EMAIL: _____ PHONE: _____

ADDRESS: 13 Lincoln CITY: Irvine ZIP: 92604

How did you hear about this meeting? ☐ Email ☒ Direct Mail ☐ Social Media ☐ Newspaper ☐ Flyer ☐ Word of Mouth

COMMENTS:

- 1) I vote for "No Build" option | CC-27-1
- 2) I vote "no" to moving soundwall | CC-27-2

Thank You!

Caltrans will consider public comments in their selection of the preferred alternative to advance into design and subsequently construction.

Please Submit Comments by June 8, 2018

EMAIL to D12.I-5.Improvements@dot.ca.gov

MAIL to Brian Liu, Caltrans District 12, Division of Environmental Analysis,
1750 4th Street #100, Santa Ana, CA 92705

If you have questions, please contact Fernando Chavarria at (714) 560-5306.



K.8.27 CC-27 – Jacqueline Connolly

CC-27-1

The commenter's preference for the No Build Alternative is acknowledged. On March 14, 2019, the Project Development Team (PDT) selected the Build Alternative with Alternative 2B as the Preferred Alternative. It was determined that Alternative 2B best met the Purpose and Need for the project as well as met the project goal of minimizing environmental impacts as well as right-of-way acquisitions within the project limits. Alternative 2A and Design Option 3 were withdrawn from further consideration.

CC-27-2

The commenter's preference for maintaining the existing noise barrier is acknowledged. On March 14, 2019, the Project Development Team (PDT) selected the Build Alternative with Alternative 2B as the Preferred Alternative. It was determined that Alternative 2B best met the Purpose and Need for the project as well as met the project goal of minimizing environmental impacts as well as right-of-way acquisitions within the project limits. Alternative 2A and Design Option 3 were withdrawn from further consideration. NB No. 10.1 was not proposed and is not needed under Alternative 2B and the existing wall would remain in place.



COMMENT CARD

May 30, 2018 – 5:30 – 8:00 PM | Lakeview Senior Center

I-5 IRVINE & TUSTIN IMPROVEMENTS PROJECT (I-405 TO SR-55)

NAME: Jennifer Lambeth ORGANIZATION: _____
 EMAIL: Jennifer.Lambeth@aol.com PHONE: _____
 ADDRESS: 15 Lincoln CITY: Irvine ZIP: 92604

How did you hear about this meeting? ☐ Email ☒ Direct Mail ☐ Social Media ☐ Newspaper ☐ Flyer ☐ Word of Mouth

COMMENTS:

I am a homeowner adjacent to sound wall 10.1,

CC-28-1

We strongly support a "No Build" option. If the freeway is widened, we vote NO on moving our existing soundwall closer to our homes.

CC-28-2

The construction of a new soundwall would have a direct negative impact on our neighborhood. Helena and Cheyenne streets would lose their parking, lose numerous trees and narrow the accessibility of emergency vehicles. The noise/pollution would be right in our backyards. We are adamantly opposed to this option.

Thank You!

Caltrans will consider public comments in their selection of the preferred alternative to advance into design and subsequently construction.

Please Submit Comments by June 8, 2018

EMAIL to D12.I-5.Improvements@dot.ca.gov

MAIL to Brian Liu, Caltrans District 12, Division of Environmental Analysis,
 1750 4th Street #100, Santa Ana, CA 92705

If you have questions, please contact Fernando Chavarria at (714) 560-5306.



K.8.28 CC-28 – Jennifer Lambeth**CC-28-1**

The commenter's preference for the No Build Alternative is acknowledged. On March 14, 2019, the Project Development Team (PDT) selected the Build Alternative with Alternative 2B as the Preferred Alternative. It was determined that Alternative 2B best met the Purpose and Need for the project as well as met the project goal of minimizing environmental impacts as well as right-of-way acquisitions within the project limits. Alternative 2A and Design Option 3 were withdrawn from further consideration.

CC-28-2

Widening of the freeway under the Build Alternative would be incompatible with the location of the existing noise barrier. On March 14, 2019, the Project Development Team (PDT) selected the Build Alternative with Alternative 2B as the Preferred Alternative. It was determined that Alternative 2B best met the Purpose and Need for the project as well as met the project goal of minimizing environmental impacts as well as right-of-way acquisitions within the project limits. Alternative 2A and Design Option 3 were withdrawn from further consideration. NB No. 10.1 was not proposed and is not needed under Alternative 2B and the existing wall would remain in place.

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K.9 Public Hearing Transcripts

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In the Matter Of:

PUBLIC HEARING FOR INTERSTATE 5 IMPROVEMENT PROJE

HEARING

May 24, 2018

Case No:

CERTIFIED CONDENSED

PUBLIC HEARING FOR INTERSTATE 5 IMPROVEMENT PROJE
Hearing on 05/24/2018

1		1	INDEX OF SPEAKERS	
2		2		
3		3	NAME	PAGE
4		4	JAMI BRACKIN	4
5		5	MARTIN FIER	4
6		6	(ANONYMOUS)	6
7	TRANSCRIPTION OF ORAL COMMENTS	7	JON TUIN	7
8	PUBLIC HEARING FOR INTERSTATE 5 IMPROVEMENT PROJECT	8		
9	(I-405 TO SR-55)	9		
10	MEETING NO. 1	10		
11	TUSTIN, CALIFORNIA	11		
12	THURSDAY, MAY 24, 2018	12		
13		13		
14		14		
15		15		
16		16		
17	CERTIFIED	17		
18	CONDENSED	18		
19		19		
20		20		
21		21		
22		22		
23	REPORTED BY:	23		
24	STEPHANIE LESLIE	24		
25	CSR NO. 12893	25		
				3
1		1	I-5 IMPROVEMENT PROJECT	
2		2	THURSDAY, MAY 24, 2018	
3		3		
4		4	MS. BRACKIN: My name is Jami. It's	
5		5	J-a-m-i, and my last name is Brackin,	
6	The Public Hearing for Interstate 5	6	B-r-a-c-k-i-n.	
7	Improvement Project (I-405 to SR-55) Meeting No. 1	7	I live on Nisson Road, and I think it would be	
8	taken on behalf of the Orange County Transportation	8	a wonderful idea to have a higher wall, a soundwall.	T-1-1
9	Authority (OCTA) and the California Department of	9	The wall we have now does a really good job of blocking	
10	Transportation (Caltrans) at Tustin High School, 1171	10	the noise, but if there's going to be extra	
11	El Camino Real, Tustin, California 92780, commencing	11	construction and extra, you know, going-ons on the	
12	at 5:30 p.m. and ending at 8:00 p.m., Thursday, May 24,	12	freeway, I would like to have -- I'm getting ready to	
13	2018, before Stephanie Leslie, CSR No. 12893	13	have a baby in three weeks, so we don't want to wake	
14		14	the newborn up.	
15		15		
16		16	* * * * *	
17		17		
18		18	MR. FIER: I don't want to sound like I'm	
19		19	venting, but for me, I live close to the 5 freeway,	
20		20	about five-tenths of a mile. I'm grateful that	T-1-2
21		21	they're not touching any property where I live, but	
22		22	for me, putting one lane in for that nine-mile	
23		23	stretch in either direction -- for me, that's a	
24		24	waste of time and a waste of money because when	
25		25	they get done with that one lane in some three	
				4


PUBLIC HEARING FOR INTERSTATE 5 IMPROVEMENT PROJE
Hearing on 05/24/2018

T-1-2

<p>1 years down the road, it's going to be obsolete. 2 And don't take my word for it. I was talking 3 to a police sergeant over there, and he agreed with me, 4 and he's on the road a lot more than I am. But for me, 5 when they do a project, they don't look far enough 6 ahead into the future. They do it for now. 7 And I understand things cost money, but they 8 should have been -- if they knew they were going to do 9 this project, they should have been putting money to 10 the side the last 10, 20 years and plan for it and do 11 it right the first time, not a get-you-by. And for me, 12 that's all it is, is a get-you-by, because when three 13 to five, six years comes down the road, they're going 14 to have to do it again, and it's just going to be 15 congestion after congestion after congestion, and it's 16 never going to stop. 17 There are 100,000 people coming into Southern 18 California every year. Do they honestly think one lane 19 is going to fix the problem? I don't think so. You 20 don't have to go any further but look at the District. 21 It was just built very recently. They're already 22 tearing up one of the roads and widening it because 23 they didn't look far enough into the future. 24 Tustin Ranch Road, again my opinion, is 25 already obsolete. With the amount of homes that are</p> <p>5</p>	<p>1 ANONYMOUS SPEAKER 2: They are encouraging 2 parking at Nisson and Browning, and they are across 3 Walnut now, and they will definitely go into the 4 neighborhoods after that. That was Alternative 2, 5 Design A. 6 7 * * * * * 8 9 MR. TUIN: Jon Tuin, J-o-n T-u-i-n. 10 So my comment is -- do I need to know which 11 board it is? Is it's right here across from the 12 school. 13 I'm the principal here at the school. Looking 14 at the design -- so if they make this El Camino 15 smaller, it looks like they're probably going to take 16 out the median, and the median is our left-hand turn 17 lane, so my concern is there won't be a turn lane. It 18 will just be four lanes. 19 So in the morning before school -- the most 20 important would be before school -- that would be 21 problematic. It would be -- that would be a problem, 22 so that's our concern. 23 Possible solution? The question I would have 24 is if that were to happen, would there be a way to put 25 a light at the intersection to control -- help control</p> <p>7</p>	<p>T-1-4</p>
<p>1 going in, there's no way that road's going to handle 2 all that traffic. 3 So I just wanted to be heard, from a private 4 citizen who's lived in California for 61 years. The 5 building is too fast, and the roads are not keeping up. 6 The end. 7 Martin, M-a-r-t-i-n, F-i-e-r. And I 8 live on Raintree and Walnut, right next to -- about a 9 half a mile from the freeway. 10 11 * * * * * 12 13 ANONYMOUS SPEAKER 1: In regards to Design 14 Variation A -- so it's the part in this area, so 15 Tustin High to -- I should say Newport to Red 16 Hill -- the Nisson -- the impact on Nisson Road 17 with the enlarging soundwall will impact that 18 parking along Nisson because of the apartment 19 dwellers that live there. 20 It's heavily -- densely populated, and we're 21 afraid that if that goes through, those people will 22 start parking into the other neighborhoods, you know, 23 further down. They were already taken off Red Hill 24 many years ago, so they already parked on Red Hill. 25 The City of Tustin moved them off Red Hill Avenue.</p> <p>6</p>	<p>1 some of the craziness? I don't think there could be a 2 left-hand turn lane. Anyway, that would be a question 3 I would have. 4 So I think that's my only comment. 5 6 (Whereupon, the proceeding was concluded at 8:00 p.m.) 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25</p> <p>8</p>	<p>T-1-5</p>

T-1-3

PUBLIC HEARING FOR INTERSTATE 5 IMPROVEMENT PROJE
Hearing on 05/24/2018

<p>1 CERTIFICATE</p> <p>2 OF</p> <p>3 CERTIFIED SHORTHAND REPORTER</p> <p>4 * * * *</p> <p>5</p> <p>6</p> <p>7 The undersigned Certified Shorthand Reporter</p> <p>8 of the State of California does hereby certify:</p> <p>9 That the foregoing Proceeding was taken before</p> <p>10 me at the time and place therein set forth.</p> <p>11 That the statements given at the time of the</p> <p>12 Proceeding were recorded stenographically by me and</p> <p>13 were thereafter transcribed, said transcript being a</p> <p>14 true and correct copy of the proceedings thereof.</p> <p>15 In witness whereof, I have subscribed my name,</p> <p>16 this date: JUNE 4, 2018.</p> <p>17</p> <p>18 </p> <p>19</p> <p>20 STEPHANIE LESLIE, CSR No. 12893</p> <p>21</p> <p>22</p> <p>23</p> <p>24</p> <p>25</p>	

PUBLIC HEARING FOR INTERSTATE 5 IMPROVEMENT PROJE
Hearing on 05/24/2018

1	Brackin 4:4,5 Browning 7:2 building 6:5 built 5:21	Fier 4:18 6:7 five-tenths 4:20 fix 5:19 freeway 4:12,19 6:9 future 5:6,23	Jon 7:9	opinion 5:24
1 6:13 10 5:10 100,000 5:17	C	G	K	P
2	California 5:18 6:4 Camino 7:14 citizen 6:4 City 6:25 close 4:19 comment 7:10 8:4 concern 7:17,22 concluded 8:6 congestion 5:15 construction 4:11 control 7:25 cost 5:7 craziness 8:1	get-you-by 5:11, 12 going-ons 4:11 good 4:9 grateful 4:20	keeping 6:5 knew 5:8	p.m. 8:6 parked 6:24 parking 6:18,22 7:2 part 6:14 people 5:17 6:21 plan 5:10 police 5:3 populated 6:20 principal 7:13 private 6:3 problem 5:19 7:21 problematic 7:21 proceeding 8:6 project 4:1 5:5,9 property 4:21 put 7:24 putting 4:22 5:9
5	D	H	L	Q
5 4:19	densely 6:20 design 6:13 7:5, 14 direction 4:23 District 5:20 dwellers 6:19	half 6:9 handle 6:1 happen 7:24 heard 6:3 heavily 6:20 High 6:15 higher 4:8 Hill 6:16,23,24, 25 homes 5:25 honestly 5:18	lane 4:22,25 5:18 7:17 8:2 lanes 7:18 left-hand 7:16 8:2 light 7:25 live 4:7,19,21 6:8,19 lived 6:4 lot 5:4	R
6	E	I	M	R
61 6:4	El 7:14 encouraging 7:1 end 6:6 enlarging 6:17 extra 4:10,11	I-5 4:1 idea 4:8 impact 6:16,17 important 7:20 IMPROVEMEN T 4:1 intersection 7:25	M-A-R-T-I-N 6:7 make 7:14 Martin 6:7 median 7:16 mile 4:20 6:9 money 4:24 5:7,9 morning 7:19 moved 6:25	Raintree 6:8 Ranch 5:24 ready 4:12 recently 5:21 Red 6:15,23,24, 25 road 4:7 5:1,4, 13,24 6:16 road's 6:1 roads 5:22 6:5
8	F	J	N	S
8:00 8:6	F-I-E-R 6:7 fast 6:5	J-A-M-I 4:5 J-O-N 7:9 Jami 4:4 job 4:9	neighborhoods 6:22 7:4 newborn 4:14 Newport 6:15 nine-mile 4:22 Nissan 4:7 6:16, 18 7:2 noise 4:10	school 7:12,13, 19,20
A			O	
afraid 6:21 agreed 5:3 ahead 5:6 Alternative 7:4 amount 5:25 ANONYMOUS 6:13 7:1 apartment 6:18 area 6:14 Avenue 6:25			obsolete 5:1,25	
B				
B-R-A-C-K-I-N 4:6 baby 4:13 blocking 4:9 board 7:11				

PUBLIC HEARING FOR INTERSTATE 5 IMPROVEMENT PROJE
Hearing on 05/24/2018

<p>sergeant 5:3 side 5:10 smaller 7:15 solution 7:23 sound 4:18 soundwall 4:8 6:17 Southern 5:17 SPEAKER 6:13 7:1 start 6:22 stop 5:16 stretch 4:23</p> <hr/> <p>T</p> <hr/> <p>T-U-I-N 7:9 talking 5:2 tearing 5:22 things 5:7 THURSDAY 4:2 time 4:24 5:11 touching 4:21 traffic 6:2 Tuin 7:9 turn 7:16,17 8:2 Tustin 5:24 6:15, 25</p> <hr/> <p>U</p> <hr/> <p>understand 5:7</p> <hr/> <p>V</p> <hr/> <p>Variation 6:14 venting 4:19</p> <hr/> <p>W</p> <hr/> <p>wake 4:13 wall 4:8,9 Walnut 6:8 7:3 wanted 6:3 waste 4:24</p>	<p>weeks 4:13 widening 5:22 wonderful 4:8 word 5:2</p> <hr/> <p>Y</p> <hr/> <p>year 5:18 years 5:1,10,13 6:4,24</p>	
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K.9.1 T-1-1 – Jami Brackin

T-1-1

The commenter's support for higher noise barriers adjacent to Nisson Road is acknowledged. The Build Alternative with Alternative 2B has been selected as the Preferred Alternative and does not include the construction of a new noise barrier along Nisson Road (NB No. 13.1). Construction of the Build Alternative is currently expected in 2026.

K.9.2 T-1-2 – Martin Fier

T-1-2

As stated in Chapter 1 of the MND/FONSI, the purpose of the project is to address existing and future traffic demands on I-5 from I-405 to SR-55, including improving capacity, improving operational deficiencies, and optimize access to the HOV lanes, in addition to adding general-purpose lane capacity. The existing segment of I-5 experiences severe traffic congestion that is anticipated to worsen in the future. Based on the traffic analysis performed for the project, overall, level of service on the freeway, ramps, and nearby local intersections is expected to improve under both Build Alternatives in both the Opening Year (2030) and the Horizon Year (2050). The Horizon year of 2050 was selected, as is Caltrans standard practice, as 20 years beyond the opening year of the project. Projections done in support of the analyses performed for the project are consistent with that of the 2016 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS), which also maintains a 20-year horizon period. Because growth rates and transportation demand changes over time, it would not be feasible nor accurate to plan beyond that time frame.

K.9.3 T-1-3 – Anonymous Speaker 1

T-1-3

The analysis in Section 2.3, Community Impacts, has been updated to state that, under the Build Alternative (Alternative 2B), there are no right-of-way impacts that would reduce parking on Nisson Road. The existing street parking on Nisson Road would remain intact with implementation of the Build Alternative.

K.9.4 T-1-4 – Anonymous Speaker 2

T-1-4

The analysis in Section 2.3, Community Impacts, has been updated to state that, under the Build Alternative (Alternative 2B), there are no right-of-way impacts that would reduce parking on Nisson Road. The existing street parking on Nisson Road would remain intact with implementation of the Build Alternative.

K.9.5 T-1-5 – Jon Tuin

T-1-5

Geometrically it is feasible to install a signal at the Tustin High School driveway under Alternative 2A; the Build Alternative with Alternative 2B has been selected as the Preferred Alternative, and there would not be any impacts to El Camino Real.



In the Matter Of:

I-5 Irvine & Tustin Improvements from I-405 to SR-55

HEARING #2 - LAKEVIEW SENIOR CENTER

May 30, 2018

Case No:

CERTIFIED CONDENSED

I-5 Irvine & Tustin Improvements from I-405 to SR-55
Hearing #2 - Lakeview Senior Center on 05/30/2018

<p>TRANSCRIPTION OF ORAL COMMENTS</p> <p>PUBLIC HEARING FOR INTERSTATE 5 IMPROVEMENT PROJECT</p> <p>(I-405 TO SR-55)</p> <p>MEETING NO. 2</p> <p>IRVINE, CALIFORNIA</p> <p>WEDNESDAY, MAY 30, 2018</p> <p>Reported By:</p> <p>Denise Talancon</p> <p>CSR No. 14047</p> <p>Reported By:</p> <p>Christina Darcangelo</p> <p>CSR No. 11872</p>	<p>1 INDEX OF SPEAKERS</p> <p>2</p> <p>3 NAME PAGE</p> <p>4 EUGENE ORDONEZ 4</p> <p>5 ANONYMOUS 1 5</p> <p>6 BOB MCBRIDE 5</p> <p>7 GINA ROELL 5</p> <p>8 NANCY MAGUIRE 6</p> <p>9 LINDA OLSEN 6</p> <p>10 BARBARA OLSEN 11</p> <p>11 CHARLES SALASOVIC 15</p> <p>12</p> <p>13</p> <p>14</p> <p>15</p> <p>16</p> <p>17</p> <p>18</p> <p>19</p> <p>20</p> <p>21</p> <p>22</p> <p>23</p> <p>24</p> <p>25</p> <p>3</p>
<p>1</p> <p>2</p> <p>3</p> <p>4</p> <p>5 The Public Hearing for Interstate 5 Improvement</p> <p>6 Project (I-405 to SR-55) Meeting No. 2 taken on behalf of</p> <p>7 the Orange County Transportation Authority (OCTA) and the</p> <p>8 California Department of Transportation (Caltrans) at</p> <p>9 Lakeview Senior Center, 20 Lake Road, Irvine, California</p> <p>10 92604, commencing at 5:30 p.m. and ending at 8:00 p.m.,</p> <p>11 Wednesday, May 30, 2018, before Denise Talancon, CSR No.</p> <p>12 14047 and Christina Darcangelo, CSR No. 11872.</p> <p>13</p> <p>14</p> <p>15</p> <p>16</p> <p>17</p> <p>18</p> <p>19</p> <p>20</p> <p>21</p> <p>22</p> <p>23</p> <p>24</p> <p>25</p> <p>2</p>	<p>1 I-5 IMPROVEMENT PROJECT</p> <p>2 WEDNESDAY, MAY 30, 2018</p> <p>3 EUGENE ORDONEZ: I guess it's on proposed note</p> <p>4 barrier No. 6.1 and 6.2. We are in between 6.1 and 6.2,</p> <p>5 but we are closer to 6.1. Our concern is there is a gap</p> <p>6 on it right now on the proposed wall improvement. There</p> <p>7 is a gap, and then it goes down to a 7 and then a 12, 12</p> <p>8 footer. So our concern is there is a gap in there. If</p> <p>9 they are currently -- at this time we can hear cars</p> <p>10 going through and we can hear an accident, as it is</p> <p>11 right now.</p> <p>12 So if we are even going to widen the</p> <p>13 freeway, it's going to be closer to probably the</p> <p>14 property line, but the wall, there is going to be a gap,</p> <p>15 so there shouldn't be a gap. If anything, there should</p> <p>16 be an overlap. Because the gap there probably funnels</p> <p>17 the noise into the property, because we live in a</p> <p>18 two-story home, too. So, just what they are proposing, I</p> <p>19 think it's not going to do us any good.</p> <p>20 It's even going to be more noise. They are</p> <p>21 saying that the sound level is not as bad, that's why</p> <p>22 they are doing it. But they are not covering it all the</p> <p>23 way through. If they lived there, they would know. So</p> <p>24 we have been there, what, 20 years now. Almost 20 years.</p> <p>25 So, making the freeway wider and not having wall that</p> <p>4</p>

T-2-1

I-5 Irvine & Tustin Improvements from I-405 to SR-55
Hearing #2 - Lakeview Senior Center on 05/30/2018

T-2-1	<p>1 goes straight through from 6.1 to 6.2, there is a gap 2 right now. Our concern is the gap and height, so it 3 should be at least 16 feet tall. So that's our concern. 4 The gap. If they can't make it a straight through, they 5 can at least overlap it, if anything, so at least the 6 noise is not going to. 7 be magnified through our property area. 8 * * * *</p>	<p>1 has already been widened once back in the 1990s. We're, 2 as it is, the current berm is other thirteen and a half 3 feet wide, so that would leave about eleven and a half 4 feet of -- of berm. 5 We want to have along the wall more greenery. 6 We had a bunch of trees along that wall and until 7 recently, for some reason, someone has been going around 8 and killing those trees right next to the wall. And then 9 we're having to remove them. Our association has to 10 remove them at their expense. 11 Caltrans also recently had told them they need 12 to remove all the greenery off the wall. It's kind of an 13 ivy type plant, so they removed it all, and I'm assuming 14 then that this is all in relation to their eventually 15 wanting to wind this freeway so they don't have to spend 16 the money cutting the trees down and removing the 17 greenery off the wall. 18 So if they move that wall and put up a new wall, 19 which I hope would be at least sixteen feet because the 20 current wall is fourteen and a half feet tall, that would 21 only be a foot and a half extra on top of that wall and 22 that includes the footer. If they can make the wall 23 taller, that would be great. But, any ways, the 24 greenery -- I want the greenery replaced. 25 I really appreciate it with the pollution wise</p>	
T-2-2	<p>9 ANONYMOUS: Our address is 13889 Arapaho, 10 A-R-A-P-A-H-O, Tustin, California 92782. My concern is 11 with all these changes and, you know, walls and all that, 12 will that affect the property value of the houses there? 13 * * * *</p>		T-2-6-1
T-2-3	<p>14 BOB MCBRIDE: Bob McBride, M-C B-R-I-D-E, 15 15 Rhode Island Harvard Square. It's not being directly 16 impacted by any of the stuff here. But there are three 17 options, I guess. There is Option 2-A, 2-B, and then 18 3-A for the area 133 Jeffrey, and the Option 3 would 19 force you to go only on northbound 5 and not be able to 20 get off on Jeffrey, which to me is not convenient. 21 So I prefer either of the other options. 22 * * * *</p>		
T-2-4	<p>23 GINA ROELL: My concern is I do enjoy the idea 24 of widening the lanes and/or the freeway itself. My 25 concern is a hidden agenda of changing the initial plans</p>		
	5	7	
	<p>1 so that a toll road is somehow squeezed into that, like 2 it was on the 91 Freeway. Because we do need to 3 alleviate traffic, but the last thing that we wanted to 4 do is double dip and have tax payers pay twice to use a 5 freeway that we already pay for. Because with them 6 transitioning the 405 to the toll lanes, it's eventually 7 going to drift down the OC way, and I would like to 8 prevent that, if possible, on our freeways down here. 9 * * * *</p>	<p>1 because we have increased pollution from the cars and the 2 traffic. Something visually pleasing to look at besides 3 just a blank wall. I don't want art on the wall. I just 4 want greenery and want real live plants, live trees. 5 Obviously, an irrigation system to water it. 6 Because of the proximity of our building, we are 7 one of the very closest buildings to this freeway wall. 8 The building -- the closest corner of -- of my neighbors' 9 garage in No. 1 Montgomery is only nineteen and a half 10 feet away from the curb, and so then to the berm -- okay. 11 From their house to the curb and then the curb to the 12 berm, that is thirteen and a half feet from the wall to 13 that curb. 14 Any ways. It's hard to think about, you know, 15 when you write. 16 Because of our closeness this wall and because 17 the wall is going to be coming closer to our unit, I feel 18 it is only fair that either Caltrans or Orange Joint 19 Transportation Authority provides us with compensation 20 and sound mitigation with our bedroom windows. Our 21 bedroom windows right now do not block out the sound from 22 the freeway, as it is. We cannot absolutely get any 23 sleep at all if we have our windows open, so we are 24 sleeping with our windows closed all the time to get some 25 peace and quiet. The freeway coming closer, it will get</p>	
T-2-5	<p>10 NANCY MAGUIRE: Nancy Maguire, M-A-G-U-I-R-E. I 11 would like to object to Option 3 due to the elevated 12 graded ramp that would be in my line of sight in my 13 primary view when I -- like, out of my place. It would 14 be right there in front of me, so I don't like that one 15 at all. I would be very unhappy with that one, so no 16 Option 3. My address is 152 Rose Arch, Irvine, 92620, 17 714-401-4066.</p>		
T-2-6-1	<p>18 LINDA OLSEN: Her name is Barbara Olsen, 19 O-L-S-E-N, and we live at 5 Montgomery; okay? 20 M-O-N-T-G-O-M-E-R-Y. And Irvine 92604. Our lot is Lot 21 No. 10 in the Heritage Park Townhomes Association and 22 track No. 9720. I'm Linda Olsen, her daughter. 23 One of the things we're concerned about as one 24 of the plans is supposedly is proposing to move the 25 freeway wall five feet closer to our side. The freeway</p>		T-2-6-2
	6	8	

T-2-6-2

1 even louder with the increased traffic because of new
2 lanes accommodating it.
3 We want triple pane soundproof fiberglass framed
4 windows, quality windows, to block out that sound we get
5 in our bedrooms. So in addition to the greenery, we want
6 soundproof windows. And, ideally, our attic spaces
7 should also be soundproofed, and, of course, even now,
8 ideally, our walls should be soundproofed.
9 So the greenery to mitigate the air pollution
10 and also helps to break up the sound; sound windows to
11 reduce the level of noise in our bedrooms, in order to
12 sleep at night; and, of course, probably addition of any
13 other soundproofing to the units.

T-2-6-3

14 Also, from a standpoint of the person living in
15 a homeowner association and paying homeowner dues every
16 month, lots D, C, B, and possibly A at the Yale overpass,
17 this five feet of land and the closeness to the homes
18 that this wall is going to come, our association should
19 be compensated for that land that we are going to lose.
20 Even though I know there is five feet of it is a Caltrans
21 easement on our side of the wall. We are losing, you
22 know, what little greenery and or landscaping that we
23 have along that section, and this money would go towards
24 improving the rest of our homeowner association with
25 helping us to install more landscaping and or sound

T-2-6-4

1 mitigations for the other units.
2 Like I said, air pollution in our yard is really
3 bad, as it is. We've lived there since 1977 when the
4 places were built, and the air pollution fallout in our
5 patio has gotten worse and worse over the years from the
6 rubber, from the tires and smoke, exhaust from the
7 vehicles. We even get the smell of exhaust in our yards.
8 We can't enjoy our yard like we used to be able to
9 because of this.
10 And again, bringing that freeway closer will
11 just create even more fallout in our yard. I can take my
12 finger and just after cleaning it the day before, the
13 patio table, I can take my finger and run it along the
14 top of the table the next day, and it comes up black
15 soot. So I am assuming after living there since 1977, my
16 mother and my lungs are probably just as black as the
17 smokers lungs and we have never smoked one day of our
18 lives, so this is a health issue for us, as well.
19 And it's not one to be taken lightly or to be
20 laughed at like some of the people we have talked to
21 around here who are representatives. They all seem to
22 laugh and think it's funny when I make these suggestions.
23 I don't think it's a laughing matter and it's our health
24 and our lives that you guys are impacting, so once this
25 project -- you guys are done and you walk away, but we

1 are still living there and we have to live with these
2 results of what you decided to do.
3 So I hope that somebody somewhere who has some
4 say over this takes to heart that they are impacting
5 people's lives, not just making it easier for drivers.
6 They are impacting the residents who live along this
7 freeway. We have to live with it, but you get to go home
8 at night and go on your merry way.
9 That's all I have to say. Home number is
10 949-552-2142. We're old school. We get a ton of
11 telemarketers. We don't answer the phone. We let the
12 answering machine get it, so you want to talk to us, you
13 are going to have to leave a message.

14 BARBARA OLSEN: She made me forget.

15 LINDA OLSEN: Well, think about it for a while.
16 Air? Plants fallout? Noise?

17 BARBARA OLSEN: I want to know why they keep
18 taking property from our association and not going to the
19 other side of the freeway who has lots of land to use.
20 It wouldn't bother them at all.

21 LINDA OLSEN: It might, but not as much as us.
22 That side was built after the freeway was widened the
23 first time, and so with the freeway widening the second
24 the time, they still have a lot of property along the
25 freeway. And it's a green belt area, but it is way wider

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11

1 than on our side. And while I don't like impacting
2 anybody in a situation, but if they must add two lanes,
3 the option is -- is, as far as I can see, would be very
4 feasible would be adding two sides to the other side of
5 the freeway and adjusting the center divider one way
6 towards them, so they would get their added two lanes on
7 the freeway. They can do from it from the Jeffrey
8 overpass to the Yale overpass, make this slight
9 adjustment in freeway and it wouldn't really impact
10 anybody as far as driving because it would be such a
11 slight adjustment over that length of mileage between
12 those two overpasses.

13 That is a viable option, but I know that
14 Caltrans is probably not going to want to move the center
15 divider because, oh, my god, that would a little more
16 work and money.

17 BARBARA OLSEN: Because we are not only going to
18 have to suffer after this freeway widening but during the
19 construction when they are widening it and putting a wall
20 up. Last time it took months.

21 LINDA OLSEN: Years.

22 BARBARA OLSEN: To tear them all down, put out a
23 chain link fence, worked during the night.

24 LINDA OLSEN: Yeah, in the middle of the -- the
25 night.

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T-2-6-4

T-2-6-5

T-2-6-6

I-5 Irvine & Tustin Improvements from I-405 to SR-55
Hearing #2 - Lakeview Senior Center on 05/30/2018

T-2-6-6

1 BARBARA OLSEN: And I have to go to work the
2 next day. Every night for months for five days a week I
3 put up with that. Let somebody else have it next.
4 LINDA OLSEN: Yeah.
5 BARBARA OLSEN: Why do we have to?
6 LINDA OLSEN: Yeah. That's right. You remember
7 when they did that?
8 BARBARA OLSEN: We are not taking anything. We;
9 are losing.
10 Also, the price of my house -- every time you
11 widen the freeway and take land, the price I could get
12 for selling my house drops -- not by hundreds but by
13 thousands -- and so I can't move. I -- if you know the
14 price of homes in Irvine, I have to come up with an awful
15 lot of money or go back to work and, at my age, I'm not
16 about to do that. I'm 82 years old.
17 Now, somebody is going to say, well, 82. By the
18 time we put the freeway through, she'll be dead, so who
19 cares?
20 LINDA OLSEN: Well, I'm going to be living
21 there, too, but she will live to be in her 90s. Her
22 parents lived to be 97.
23 BARBARA OLSEN: So I'm stuck and she's stuck.
24 LINDA OLSEN: We're stuck. I'm unemployed right
25 now. I can't seem to find work, so we're stuck where we

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T-2-6-7

1 live and, at least, she is letting me live in her house.
2 BARBARA OLSEN: So that's all.
3 One more thing. In 1968 we were living in
4 Montrose, which is up above Glendale in the foothills.
5 They took my beautiful house with the freeway.
6 LINDA OLSEN: The 210.
7 BARBARA OLSEN: And messed up a very pretty
8 little town to put the 210 freeway through. That's why
9 we live where we live. When the freeway paid me for that
10 house, I couldn't afford to live any place else but next
11 to the freeway.
12 LINDA OLSEN: But -- yeah. The 210 freeway took
13 our house in Montrose on Antonia Avenue. They put the
14 Ocean View off-ramp through our house. We do have PTSD,
15 as far as Caltrans and freeways go, so I am glad you're
16 not taking our house; but, in a way, I almost wish they
17 so we could move and afford to move.
18 BARBARA OLSEN: If they took our house, what
19 they would pay us for it, we couldn't afford to live in
20 Irvine.
21 LINDA OLSEN: We couldn't afford the taxes.
22 BARBARA OLSEN: I would have to move.
23 LINDA OLSEN: Someplace else. It's impacting us
24 and it's bringing up bad memories, again, because they
25 already did.

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T-2-6-8

1 * * * *
2 CHARLES SALASOVIC: My name is Charles
3 Salasovic, S-A-L-A-S-O-V-I-C. I live in Tustin. 14121
4 Bromley Avenue. I heard about the meeting in direct
5 mail, in my mailbox recently, and my comments are as
6 such: First time participating in something like that.
7 Probably would not participated, except that I have the
8 time and was noticing more of the changes taking place
9 since I moved here in the late 80s to Southern
10 California.
11 Work schedule change has given me time to look
12 at changes taking place. Some initial concerns were the
13 sound wall nearest to where I live. Along Nisson from
14 Red Hill to Browning, that's right next to my house, and
15 every morning and evening I am up and down that road.
16 The question that I had was: Is there an impact
17 analysis on the 5-Freeway? A number of -- are there
18 statistics on the entrance and exit to the 5? Newport
19 Avenue going north seems like alternate to -- design
20 Variation A has more, maybe improving that traffic lane.
21 It seems like they are going to be built a little more
22 for that because morning and evening there is always
23 traffic backed up on Red Hill and Newport trying to get
24 on the freeway, more often than trying to get out of the
25 freeway, and it's a biggest bottle neck half a mile

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1 within where I live type of thing. And that's my
2 comments.

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T-2-7

I-5 Irvine & Tustin Improvements from I-405 to SR-55
Hearing #2 - Lakeview Senior Center on 05/30/2018

<p>1 REPORTER'S CERTIFICATE</p> <p>2</p> <p>3 I, DENISE TALANCON , CSR No. 14047, a Certified</p> <p>4 Shorthand Reporter within and for the State of</p> <p>5 California, do hereby certify:</p> <p>6 That, prior to being examined, the witness</p> <p>7 named in the foregoing deposition solemnly stated that</p> <p>8 the testimony given in this deposition would be the</p> <p>9 truth, the whole truth, and nothing but the truth;</p> <p>10 That said deposition was taken before me at the</p> <p>11 time and place set forth and was taken down by me in</p> <p>12 shorthand and thereafter reduced to computerized</p> <p>13 transcription under my direction and supervision, and I</p> <p>14 hereby certify the foregoing deposition is a full, true,</p> <p>15 and correct transcript of my shorthand notes so taken;</p> <p>16 I further certify that I am neither counsel</p> <p>17 for, nor related to, any party to said action, nor in any</p> <p>18 way interested in the outcome thereof.</p> <p>19</p> <p>20 Dated this 30th day of May,</p> <p>21 2018, at Irvine, California.</p> <p>22 <i>denise talancon</i></p> <p>23 _____</p> <p>24 DENISE TALANCON, CSR No. 14047</p> <p>25 .</p>	17

<div>1</div> <div>1 8:9</div> <div>10 6:21</div> <div>12 4:7</div> <div>133 5:18</div> <div>13889 5:9</div> <div>14121 15:3</div> <div>15 5:14</div> <div>152 6:16</div> <div>16 5:3</div> <div>1968 14:3</div> <div>1977 10:3,15</div> <div>1990s 7:1</div> <div>2</div> <div>2-A 5:17</div> <div>2-B 5:17</div> <div>20 4:24</div> <div>2018 4:2</div> <div>210 14:6,8,12</div> <div>3</div> <div>3 5:18 6:11,16</div> <div>3-A 5:18</div> <div>30 4:2</div> <div>4</div> <div>405 6:6</div> <div>5</div> <div>5 5:19 6:19 15:18</div> <div>5-freeway 15:17</div> <div>6</div> <div>6.1 4:4,5 5:1</div> <div>6.2 4:4 5:1</div>	<div>7</div> <div>7 4:7</div> <div>714-401-4066 6:17</div> <div>8</div> <div>80s 15:9</div> <div>82 13:16,17</div> <div>9</div> <div>90s 13:21</div> <div>91 6:2</div> <div>92604 6:20</div> <div>92620 6:16</div> <div>92782 5:10</div> <div>949-552-2142 11:10</div> <div>97 13:22</div> <div>9720 6:22</div> <div>A</div> <div>A-R-A-P-A-H-O 5:10</div> <div>absolutely 8:22</div> <div>accident 4:10</div> <div>accommodating 9:2</div> <div>add 12:2</div> <div>added 12:6</div> <div>adding 12:4</div> <div>addition 9:5,12</div> <div>address 5:9 6:16</div> <div>adjusting 12:5</div> <div>adjustment 12:9, 11</div> <div>affect 5:12</div> <div>afford 14:10,17, 19,21</div> <div>age 13:15</div> <div>agenda 5:25</div>	<div>air 9:9 10:2,4 11:16</div> <div>alleviate 6:3</div> <div>alternate 15:19</div> <div>analysis 15:17</div> <div>and/or 5:24</div> <div>ANONYMOUS 5:9</div> <div>answering 11:12</div> <div>Antonia 14:13</div> <div>Arapaho 5:9</div> <div>Arch 6:16</div> <div>area 5:7,18 11:25</div> <div>art 8:3</div> <div>association 6:21 7:9 9:15,18,24 11:18</div> <div>assuming 7:13 10:15</div> <div>attic 9:6</div> <div>Authority 8:19</div> <div>Avenue 14:13 15:4,19</div> <div>awful 13:14</div> <div>B</div> <div>B-R-I-D-E 5:14</div> <div>back 7:1 13:15</div> <div>backed 15:23</div> <div>bad 4:21 10:3 14:24</div> <div>Barbara 6:18 11:14,17 12:17, 22 13:1,5,8,23 14:2,7,18,22</div> <div>barrier 4:4</div> <div>beautiful 14:5</div> <div>bedroom 8:20,21</div> <div>bedrooms 9:5,11</div> <div>belt 11:25</div> <div>berm 7:2,4 8:10, 12</div> <div>biggest 15:25</div> <div>black 10:14,16</div>	<div>blank 8:3</div> <div>block 8:21 9:4</div> <div>Bob 5:14</div> <div>bother 11:20</div> <div>bottle 15:25</div> <div>break 9:10</div> <div>bringing 10:10 14:24</div> <div>Bromley 15:4</div> <div>Browning 15:14</div> <div>building 8:6,8</div> <div>buildings 8:7</div> <div>built 10:4 11:22 15:21</div> <div>bunch 7:6</div> <div>C</div> <div>California 5:10 15:10</div> <div>Caltrans 7:11 8:18 9:20 12:14 14:15</div> <div>cares 13:19</div> <div>cars 4:9 8:1</div> <div>center 12:5,14</div> <div>chain 12:23</div> <div>change 15:11</div> <div>changing 5:25</div> <div>Charles 15:2</div> <div>cleaning 10:12</div> <div>closed 8:24</div> <div>closeness 8:16 9:17</div> <div>closer 4:5,13 6:25 8:17,25 10:10</div> <div>closest 8:7,8</div> <div>comments 15:5 16:2</div> <div>compensated 9:19</div> <div>compensation 8:19</div> <div>concern 4:5,8</div>	<div>5:2,3,10,23,25</div> <div>concerned 6:23</div> <div>concerns 15:12</div> <div>construction 12:19</div> <div>convenient 5:20</div> <div>corner 8:8</div> <div>covering 4:22</div> <div>create 10:11</div> <div>curb 8:10,11,13</div> <div>current 7:2,20</div> <div>cutting 7:16</div> <div>D</div> <div>daughter 6:22</div> <div>day 10:12,14,17 13:2</div> <div>days 13:2</div> <div>dead 13:18</div> <div>decided 11:2</div> <div>design 15:19</div> <div>dip 6:4</div> <div>direct 15:4</div> <div>directly 5:15</div> <div>divider 12:5,15</div> <div>double 6:4</div> <div>drift 6:7</div> <div>drivers 11:5</div> <div>driving 12:10</div> <div>drops 13:12</div> <div>due 6:11</div> <div>dues 9:15</div> <div>E</div> <div>easement 9:21</div> <div>easier 11:5</div> <div>elevated 6:11</div> <div>eleven 7:3</div> <div>enjoy 5:23 10:8</div> <div>entrance 15:18</div> <div>EUGENE 4:3</div>
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<p>evening 15:15,22 eventually 6:6 7:14 exhaust 10:6,7 exit 15:18 expense 7:10 extra 7:21</p> <hr/> <p>F</p> <hr/> <p>fair 8:18 fallout 10:4,11 11:16 feasible 12:4 feel 8:17 feet 5:3 6:25 7:3, 4,19,20 8:10,12 9:17,20 fence 12:23 fiberglass 9:3 find 13:25 finger 10:12,13 foot 7:21 footer 4:8 7:22 foothills 14:4 force 5:19 forget 11:14 fourteen 7:20 framed 9:3 freeway 4:13,25 5:24 6:2,5,25 7:15 8:7,22,25 10:10 11:7,19, 22,23,25 12:5,7, 9,18 13:11,18 14:5,8,9,11,12 15:24,25 freeways 6:8 14:15 front 6:14 funnels 4:16 funny 10:22</p> <hr/> <p>G</p> <hr/> <p>gap 4:5,7,8,14,</p>	<p>15,16 5:1,2,4 garage 8:9 GINA 5:23 glad 14:15 Glendale 14:4 god 12:15 good 4:19 graded 6:12 great 7:23 green 11:25 greenery 7:5,12, 17,24 8:4 9:5,9, 22 guess 4:3 5:17 guys 10:24,25</p> <hr/> <p>H</p> <hr/> <p>half 7:2,3,20,21 8:9,12 15:25 hard 8:14 Harvard 5:15 health 10:18,23 hear 4:9,10 heard 15:4 heart 11:4 height 5:2 helping 9:25 helps 9:10 Heritage 6:21 hidden 5:25 Hill 15:14,23 home 4:18 11:7,9 homeowner 9:15, 24 homes 9:17 13:14 hope 7:19 11:3 house 8:11 13:10, 12 14:1,5,10,13, 14,16,18 15:14 houses 5:12 hundreds 13:12</p>	<hr/> <p>I</p> <hr/> <p>I-5 4:1 idea 5:23 ideally 9:6,8 impact 12:9 15:16 impacted 5:16 impacting 10:24 11:4,6 12:1 14:23 improvement 4:1,6 improving 9:24 15:20 includes 7:22 increased 8:1 9:1 initial 5:25 15:12 install 9:25 irrigation 8:5 Irvine 6:16,20 13:14 14:20 Island 5:15 issue 10:18 ivy 7:13</p> <hr/> <p>J</p> <hr/> <p>Jeffrey 5:18,20 12:7 Joint 8:18</p> <hr/> <p>K</p> <hr/> <p>killing 7:8 kind 7:12</p> <hr/> <p>L</p> <hr/> <p>land 9:17,19 11:19 13:11 landscaping 9:22,25 lane 15:20 lanes 5:24 6:6 9:2 12:2,6</p>	<p>late 15:9 laugh 10:22 laughed 10:20 laughing 10:23 leave 7:3 11:13 length 12:11 letting 14:1 level 4:21 9:11 lightly 10:19 Linda 6:18,22 11:15,21 12:21, 24 13:4,6,20,24 14:6,12,21,23 link 12:23 live 4:17 6:19 8:4 11:1,6,7 13:21 14:1,9,10,19 15:3,13 16:1 lived 4:23 10:3 13:22 lives 10:18,24 11:5 living 9:14 10:15 11:1 13:20 14:3 lose 9:19 losing 9:21 13:9 lot 6:20 11:24 13:15 lots 9:16 11:19 louder 9:1 lungs 10:16,17</p> <hr/> <p>M</p> <hr/> <p>M-A-G-U-I-R-E 6:10 M-C 5:14 M-O-N-T-G-O- M-E-R-Y 6:20 machine 11:12 made 11:14 magnified 5:7 Maguire 6:10 mail 15:5 mailbox 15:5</p>	<p>make 5:4 7:22 10:22 12:8 making 4:25 11:5 matter 10:23 Mcbride 5:14 meeting 15:4 memories 14:24 merry 11:8 message 11:13 messed 14:7 middle 12:24 mile 15:25 mileage 12:11 mitigate 9:9 mitigation 8:20 mitigations 10:1 money 7:16 9:23 12:16 13:15 Montgomery 6:19 8:9 month 9:16 months 12:20 13:2 Montrose 14:4, 13 morning 15:15, 22 mother 10:16 move 6:24 7:18 12:14 13:13 14:17,22 moved 15:9</p> <hr/> <p>N</p> <hr/> <p>Nancy 6:10 nearest 15:13 neck 15:25 neighbors' 8:8 Newport 15:18, 23 night 9:12 11:8 12:23,25 13:2 nineteen 8:9</p>
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<p>Nissan 15:13 noise 4:17,20 5:6 9:11 11:16 north 15:19 northbound 5:19 note 4:3 noticing 15:8 number 11:9 15:17</p> <hr/> <p>O</p> <hr/> <p>O-L-S-E-N 6:19 object 6:11 OC 6:7 Ocean 14:14 off-ramp 14:14 Olsen 6:18,22 11:14,15,17,21 12:17,21,22,24 13:1,4,5,6,8,20, 23,24 14:2,6,7, 12,18,21,22,23 open 8:23 option 5:17,18 6:11,16 12:3,13 options 5:17,21 Orange 8:18 order 9:11 ORDONEZ 4:3 overlap 4:16 5:5 overpass 9:16 12:8 overpasses 12:12</p> <hr/> <p>P</p> <hr/> <p>paid 14:9 pane 9:3 parents 13:22 Park 6:21 participated 15:7 participating 15:6 patio 10:5,13</p>	<p>pay 6:4,5 14:19 payers 6:4 paying 9:15 peace 8:25 people 10:20 people's 11:5 person 9:14 phone 11:11 place 6:13 14:10 15:8,12 places 10:4 plans 5:25 6:24 plant 7:13 plants 8:4 11:16 pleasing 8:2 pollution 7:25 8:1 9:9 10:2,4 possibly 9:16 prefer 5:21 pretty 14:7 prevent 6:8 price 13:10,11,14 primary 6:13 project 4:1 10:25 property 4:14,17 5:7,12 11:18,24 proposed 4:3,6 proposing 4:18 6:24 proximity 8:6 PTSD 14:14 put 7:18 12:22 13:3,18 14:8,13 putting 12:19</p> <hr/> <p>Q</p> <hr/> <p>quality 9:4 question 15:16 quiet 8:25</p> <hr/> <p>R</p> <hr/> <p>ramp 6:12</p>	<p>real 8:4 reason 7:7 recently 7:7,11 15:5 Red 15:14,23 reduce 9:11 relation 7:14 remember 13:6 remove 7:9,10,12 removed 7:13 removing 7:16 replaced 7:24 representatives 10:21 residents 11:6 rest 9:24 results 11:2 Rhode 5:15 road 6:1 15:15 ROELL 5:23 Rose 6:16 rubber 10:6 run 10:13</p> <hr/> <p>S</p> <hr/> <p>S-A-L-A-S-O-V-I-C 15:3 Salasovic 15:2,3 schedule 15:11 school 11:10 section 9:23 selling 13:12 she'll 13:18 side 6:25 9:21 11:19,22 12:1,4 sides 12:4 sight 6:12 situation 12:2 sixteen 7:19 sleep 8:23 9:12 sleeping 8:24 slight 12:8,11</p>	<p>smell 10:7 smoke 10:6 smoked 10:17 smokers 10:17 Someplace 14:23 soot 10:15 sound 4:21 8:20, 21 9:4,10,25 15:13 soundproof 9:3,6 soundproofed 9:7,8 soundproofing 9:13 Southern 15:9 spaces 9:6 spend 7:15 Square 5:15 squeezed 6:1 standpoint 9:14 statistics 15:18 straight 5:1,4 stuck 13:23,24, 25 stuff 5:16 suffer 12:18 suggestions 10:22 supposedly 6:24 system 8:5</p> <hr/> <p>T</p> <hr/> <p>table 10:13,14 takes 11:4 taking 11:18 13:8 14:16 15:8, 12 talk 11:12 talked 10:20 tall 5:3 7:20 taller 7:23 tax 6:4 taxes 14:21</p>	<p>tear 12:22 telemarketers 11:11 thing 6:3 14:3 16:1 things 6:23 thirteen 7:2 8:12 thousands 13:13 time 4:9 8:24 11:23,24 12:20 13:10,18 15:6,8, 11 tires 10:6 told 7:11 toll 6:1,6 ton 11:10 top 7:21 10:14 town 14:8 Townhomes 6:21 track 6:22 traffic 6:3 8:2 9:1 15:20,23 transitioning 6:6 Transportation 8:19 trees 7:6,8,16 8:4 triple 9:3 Tustin 5:10 15:3 two-story 4:18 type 7:13 16:1</p> <hr/> <p>U</p> <hr/> <p>unemployed 13:24 unhappy 6:15 unit 8:17 units 9:13 10:1</p> <hr/> <p>V</p> <hr/> <p>Variation 15:20 vehicles 10:7 viable 12:13 view 6:13 14:14</p>
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visually 8:2

W

walk 10:25

wall 4:6,14,25
6:25 7:5,6,8,12,
17,18,20,21,22
8:3,7,12,16,17
9:18,21 12:19
15:13

walls 5:11 9:8

wanted 6:3

wanting 7:15

water 8:5

ways 7:23 8:14

WEDNESDAY
4:2

week 13:2

wide 7:3

widen 4:12 13:11

widened 7:1
11:22

widening 5:24
11:23 12:18,19

wider 4:25 11:25

wind 7:15

windows 8:20,21,
23,24 9:4,6,10

wise 7:25

work 12:16 13:1,
15,25 15:11

worked 12:23

worse 10:5

write 8:15

Y

Yale 9:16 12:8

yard 10:2,8,11

yards 10:7

years 4:24 10:5
12:21 13:16

K.9.6 T-2-1 – Eugene Ordonez

T-2-1

The limits of NB Nos. 6.1 and 6.2 were determined based on impacted receptors that would receive a noise level reduction of 5 dBA or more, accounting for the distance between the receptor and the noise barrier, as outlined in the Caltrans Noise Protocol. Impacted receptors are those that experience sound levels approaching the noise abatement criteria (NAC) of 23 CFR 772. The eastern extent of NB No. 6.2 is based on the need to shield multifamily and single-family residences on El Camino Real and Sierra Vista Drive, which are represented by Receptors R-6.65 and R-6.64. The western extent of NB No. 6.2 is based on the need to shield multifamily residences on El Camino Real represented by Receptor R-121. Further extension of noise barriers in order to shield non-impacted receptors is not supported based on the criteria set forth in 23 CFR 772 because the limits of a noise barrier are based on receptors that approach or exceed the NAC. Based on the results of the Noise Study Report (NSR) and Noise Abatement Decision Report (NADR), the noise barrier survey, and public comments received on the environmental document, both NB Nos. 6.1 and 6.2 will be constructed at 16 feet high.

K.9.7 T-2-2 – Anonymous Speaker 3

T-2-2

Please refer to Common Response 2 in Section K.1.1.2 regarding the Preferred Alternative's potential effects on property values.

K.9.8 T-2-3 – Bob McBride

T-2-3

On March 14, 2019, the Project Development Team (PDT) selected the Build Alternative with Alternative 2B as the Preferred Alternative. It was determined that Alternative 2B best met the Purpose and Need for the project as well as met the project goal of minimizing environmental impacts as well as right-of-way acquisitions within the project limits. Alternative 2A and Design Option 3 were withdrawn from further consideration.

K.9.9 T-2-4 – Gina Roell

T-2-4

The commenter's support for the Build Alternative is acknowledged. There are no current plans to convert lanes on I-5 within the project limits to tolled or express lanes.

K.9.10 T-2-5 – Nancy Maguire

T-2-5

The commenter's opposition to Option 3 due to the visual impact of the off-ramp separation is acknowledged. On March 14, 2019, the Project Development Team (PDT) selected the Build Alternative with Alternative 2B as the Preferred Alternative. It was determined that Alternative 2B best met the Purpose and Need for the project as well as met the project goal of minimizing environmental impacts as well as right-of-way acquisitions within the project limits. Alternative 2A and Design Option 3 were withdrawn from further consideration.

K.9.11 T-2-6 – Linda and Barbara Olsen

T-2-6-1

NB No. 10.1 is proposed with implementation of Alternative 2A. The Build Alternative with Alternative 2B has been selected as the Preferred Alternative, NB No. 10.1 will not be constructed and the existing wall will remain in place. Any landscaping lost as a result of the Build Alternative would be replaced in kind.

T-2-6-2

[Need Caltrans/OCTA input regarding compensation for sound mitigation and alternative abatement]

T-2-6-3

Should Caltrans need to acquire right-of-way from a property owner, even if the acquisition does not require the displacement of homes or businesses, the property owner will be compensated in accordance with the provisions of the Uniform Act. In the case of partial acquisitions, the property owner would be compensated for the actual portion of the property that is purchased, as well as damages and/or loss in market value to the remaining property.

T-2-6-4

Please refer to Common Response 1 in Section K.1.1.1 regarding air quality/health risk effects of the Build Alternative.

T-2-6-5

The commenter's concerns regarding impacts to nearby residents and communities are acknowledged. When selecting a Preferred Alternative, the Project Development Team (PDT) does take into account environmental and social impacts to surrounding communities, weighed with the needs for improved mobility. On March 14, 2019, the PDT selected the Build Alternative with Alternative 2B as the Preferred Alternative. It was determined that Alternative 2B best met the Purpose and Need for the project as well as met the project goal of minimizing environmental impacts as well as right-of-way acquisitions within the project limits. Alternative 2A and Design Option 3 were withdrawn from further consideration.

T-2-6-6

Shifting the I-5 centerline towards the east is geometrically infeasible due to several constraints, including the existing bridge columns in the median of I-5 at Jeffrey Road

and Yale Avenue. The commenter's concerns regarding nighttime construction are also acknowledged.

T-2-6-7

Please refer to Common Response 2 (Section K.1.1.2) regarding the Build Alternative's effects on property values.

T-2-6-8

The commenter's comments related to their previous experiences with the widening of SR-210 are acknowledged.

K.9.12 T-2-7 – Charles Salasovic**T-2-7**

An analysis of environmental and social impacts of the proposed project was performed, the results of which are contained within this MND/FONSI. More detailed information on on- and off-ramps to and from I-5 can be found in Chapter 1 (Proposed Project) and Section 2.5 (Traffic and Transportation/Pedestrian and Bicycle Facilities) of the MND/FONSI. Actual traffic count data can be found in Appendix A of the *Final Traffic Circulation Impact Report* (January 2017).

Caltrans and OCTA acknowledge the congestion issues on I-5 during peak hours, and one of the purposes of the project is to increase mainline capacity to address the congestion and long traffic delays that are a result of demand on the freeway exceeding capacity. In addition to adding lane capacity, the Build Alternative would also make operational improvements intended to improve congestion and Level of Service on the freeway facility.

As stated in Section 1.5, Alternatives Considered but Eliminated from Further Consideration, Design Option 2 consisted of the relocation/reconfiguration of the existing northbound Newport Avenue half-diamond on-ramp to hook on-ramps at the Orange Street/El Camino Real intersection to improve the traffic weave between Newport Avenue on-ramp and the northbound SR-55. This design option was evaluated by the Project Development Team (PDT) to assess whether they should be brought forward for further consideration in this environmental document. On July 13, 2017, the PDT agreed that Option 2 does not achieve its objective of improving the traffic weave between the Newport Avenue on-ramp and the northbound SR-55. As a result, this design option was withdrawn from further consideration and was not evaluated in detail in the environmental document.

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