Interstate 5 Corridor Improvement Project

Los Angeles and Orange Counties, California

FINAL EIR - EIS

Final Environmental Impact Report/ Environmental Impact Statement Volume II - Appendices

INTERSTATE CALIFORNIA 5

Interstate 5
CORRIDOR IMPROVEMENT PROJECT
CHRONICLING THE IMPROVEMENT PROJECT OF THE INTERSTATE-5 CORRIDOR

Prepared by the State of California Department of Transportation and the U.S. Department of Transportation Federal Highway Administration

Caltrans

SANTA ANA FREEWAY

INTERSTATE CALIFORNIA 5

91 to INTERSTATE CALIFORNIA 605

DEPARTMENT OF TRANSPORTATION UNITED STATES OF AMERICA

Interstate 5 Corridor Improvement Project

Final EIR/EIS

Volume II - Appendices

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APPENDIX A

California Environmental Quality Act Environmental Significance Checklist

CEQA ENVIRONMENTAL SIGNIFICANCE CHECKLIST

This checklist identifies physical, biological, social and economic factors that might be affected by the proposed project. In many cases, background studies performed in connection with the projects indicate no impacts. A NO IMPACT answer in the last column reflects this determination. Where there is a need for clarifying discussion, the discussion is included in Chapter 3 of the EIR/EIS. The words "significant" and "significance" used throughout the following checklist are related to CEQA, not NEPA, impacts.

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
I. AESTHETICS -- Would the project:				
a) Have a substantial adverse effect on a scenic vista?	☐	☐	☐	☒
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	☐	☐	☐	☒
c) Substantially degrade the existing visual character or quality of the site and its surroundings?	☐	☐	☒	☐
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	☐	☒	☐	☐
II. AGRICULTURE RESOURCES: In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland. Would the project:				
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	☐	☐	☐	☒
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	☐	☐	☐	☒
c) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use?	☐	☐	☐	☒

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
III. AIR QUALITY -- Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. Would the project:				
a) Conflict with or obstruct implementation of the applicable air quality plan?	☐	☒	☐	☐
b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	☐	☐	☒	☐
c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?	☐	☐	☒	☐
d) Expose sensitive receptors to substantial pollutant concentrations?	☐	☒	☐	☐
e) Create objectionable odors affecting a substantial number of people?	☐	☐	☒	☐
IV. BIOLOGICAL RESOURCES -- Would the project:				
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	☐	☐	☐	☒
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or US Fish and Wildlife Service?	☐	☐	☒	☐
c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	☐	☐	☒	☐
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	☐	☐	☐	☒

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	☐	☐	☐	☒
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	☐	☐	☐	☒
V. CULTURAL RESOURCES -- Would the project:				
a) Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5?	☐	☐	☐	☒
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?	☐	☐	☐	☒
c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	☐	☐	☐	☒
d) Disturb any human remains, including those interred outside of formal cemeteries?	☐	☐	☐	☒
VI. GEOLOGY AND SOILS -- Would the project:				
a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:				
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.	☐	☐	☐	☒
ii) Strong seismic ground shaking?	☐	☒	☐	☐
iii) Seismic-related ground failure, including liquefaction?	☐	☒	☐	☐
iv) Landslides?	☐	☐	☐	☒
b) Result in substantial soil erosion or the loss of topsoil?	☐	☐	☐	☒
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	☐	☐	☐	☒
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?	☐	☐	☐	☒

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?	☐	☐	☐	☒
VII. HAZARDS AND HAZARDOUS MATERIALS – Would the project:				
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	☐	☐	☒	☐
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	☐	☒	☐	☐
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	☐	☐	☐	☒
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	☐	☒	☐	☐
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?	☐	☐	☐	☒
f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?	☐	☐	☐	☒
g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	☐	☒	☐	☐
h) Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?	☐	☐	☐	☒

VIII. HYDROLOGY AND WATER QUALITY -- Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Violate any water quality standards or waste discharge requirements?	☐	☒	☐	☐
b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?	☐	☐	☐	☒
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?	☐	☐	☐	☒
d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?	☐	☐	☐	☒
e) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?	☐	☒	☐	☐
f) Otherwise substantially degrade water quality?	☐	☒	☐	☐
g) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?	☐	☐	☐	☒
h) Place within a 100-year flood hazard area structures which would impede or redirect flood flows?	☐	☐	☐	☒
i) Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?	☐	☐	☐	☒
j) Inundation by seiche, tsunami, or mudflow?	☐	☐	☐	☒

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
IX. LAND USE AND PLANNING - Would the project:				
a) Physically divide an established community?	☒	☐	☐	☐
b) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?	☒	☐	☐	☐
c) Conflict with any applicable habitat conservation plan or natural community conservation plan?	☐	☐	☐	☒
X. MINERAL RESOURCES -- Would the project:				
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	☐	☐	☐	☒
b) Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	☐	☐	☐	☒
XI. NOISE – Would the project result in:				
a) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	☒	☐	☐	☐
b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?	☒	☐	☐	☐
c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	☒	☐	☐	☐
d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	☒	☐	☐	☐
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	☐	☐	☐	☒
f) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?	☐	☐	☐	☒

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
XII. POPULATION AND HOUSING -- Would the project:				
a) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	☐	☐	☐	☒
b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?	☒	☐	☐	☐
c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	☒	☐	☐	☐
XIII. PUBLIC SERVICES				
a) Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:				
Fire protection?	☐	☒	☐	☐
Police protection?	☐	☒	☐	☐
Schools?	☐	☐	☒	☐
Parks?	☐	☒	☐	☐
Other public facilities?	☐	☐	☒	☐
XIV. RECREATION –				
a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	☐	☐	☐	☒
b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	☐	☐	☐	☒

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
XV. TRANSPORTATION/TRAFFIC -- Would the project:				
a) Cause an increase in traffic which is substantial in relation to the existing traffic load and capacity of the street system (i.e., result in a substantial increase in either the number of vehicle trips, the volume to capacity ratio on roads, or congestion at intersections)?	☒	☐	☐	☐
b) Exceed, either individually or cumulatively, a level of service standard established by the county congestion management agency for designated roads or highways?	☒	☐	☐	☐
c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?	☐	☐	☐	☒
d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	☐	☐	☐	☒
e) Result in inadequate emergency access?	☐	☒	☐	☐
f) Result in inadequate parking capacity?	☐	☒	☐	☐
g) Conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks)?	☐	☐	☐	☒
XVI. UTILITIES AND SERVICE SYSTEMS – Would the project:				
a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	☐	☒	☐	☐
b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	☐	☐	☒	☐
c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	☐	☒	☐	☐
d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?	☐	☐	☐	☒

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
e) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	☐	☐	☒	☐
f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	☐	☒	☐	☐
g) Comply with federal, state, and local statutes and regulations related to solid waste?	☐	☐	☒	☐
XVII. MANDATORY FINDINGS OF SIGNIFICANCE –				
a) Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	☐	☐	☐	☒
b) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?	☐	☐	☒	☐
c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	☒	☐	☐	☐

APPENDIX B

Section 4(f) De Minimis Finding
City of Norwalk Concurrence Letters

RICK RAMIREZ
Mayor
MICHAEL MENDEZ
Vice Mayor
CHERI KELLEY
Councilmember
JESSE M. LUERA
Councilmember
GORDON STEFENHAGEN
Councilmember

ERNIE V. GARCIA
City Manager

City of NORWALK

12700 NORWALK BLVD., P.O. BOX 1030, NORWALK, CA 90651-1030 * PHONE 562/929-5700 * FACSIMILE: 562/929-5773 * WWW.CI.NORWALK.CA.US

April 25, 2007

Mr. Ron Kosinski
Deputy District Director
Caltrans District 7
Division of Environmental Planning
100 South Main Street
Los Angeles, CA 90012

Subject: Interstate 5 Corridor Improvement Project
Concurrence with Caltrans and FHWA *De Minimis* Findings

Dear Mr. Kosinski:

The City of Norwalk has reviewed the preliminary plans for the Interstate 5 Corridor Improvement Project, specifically how the proposed improvements will impact Norwalk Park, including the Norwalk Arts & Sports Complex, and has made the following determinations:

1. The proposed project alternatives will not adversely affect the activities, features, and attributes that qualify the resource for protection under Section 4(f). Furthermore, close coordination between City staff and Caltrans Design staff has been conducted to ensure that the proposed improvements to Interstate 5 have been designed to accommodate future plans adopted by the City. The City plans to construct a municipal groundwater well, pump station, and potable water reservoir within the park property and adjacent excess land.

2. The public circulation of the Draft Environmental Impact Report/Environmental Impact Statement and Section 4(f) Evaluation and public hearing for the proposed project on December 12, 2006 has afforded the public an opportunity to review and comment on the effects of the proposed project on the protected activities, features, and attributes of the Section 4(f) resource. During the public comment period, no comments were received from agencies or the public regarding impacts that the proposed project would have on Norwalk Park and Norwalk Arts and Sports Complex.

3. As the official with jurisdiction over the property, I have been informed of Caltrans' and FHWA's intent to make a *de minimis* finding that the proposed project will not adversely affect the activities, features, and attributes that qualify the property for protection under Section 4(f). The City of Norwalk concurs with Caltrans' and FHWA's finding of *de minimis* impact to this property.

The City of Norwalk is fully supportive of Caltrans' and FHWA's efforts to improve Interstate 5. If you have any questions or need further information, please do not hesitate to contact Kurt Anderson, Director of Community Development at (562) 929-5744 or myself at (562) 929-5772.

Sincerely,

Ernie V. Garcia
City Manager

cc: Kurt Anderson, Director of Community Development

RICK RAMIREZ
Mayor
MICHAEL MENDEZ
Vice Mayor
CHERI KELLEY
Councilmember
JESSE M. LUERA
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April 25, 2007

Mr. Ron Kosinski
Deputy District Director
Caltrans District 7
Division of Environmental Planning
100 South Main Street
Los Angeles, CA 90012

Subject: Interstate 5 Corridor Improvement Project
Concurrence with Caltrans and FHWA *De Minimis* Findings

Dear Mr. Kosinski:

The City of Norwalk has reviewed the preliminary plans for the Interstate 5 Corridor Improvement Project, specifically how the proposed improvements will impact Orr Park in the City of Norwalk, and has made the following determinations:

1. The proposed project alternatives will not adversely affect the activities, features, and attributes that qualify the resource for protection under Section 4(f). Furthermore, close coordination between City staff and Caltrans Design staff has been conducted to ensure that the proposed improvements to Interstate 5 have been designed to accommodate future plans adopted by the City. The City is currently constructing improvements to Orr Park consisting of a new community center, interactive water play area, parking lot, and landscaping and irrigation improvements.

2. The public circulation of the Draft Environmental Impact Report/Environmental Impact Statement and Section 4(f) Evaluation and public hearing for the proposed project on December 12, 2006 has afforded the public an opportunity to review and comment on the effects of the proposed project on the protected activities, features, and attributes of the Section 4(f) resource. During the public comment period, no comments were received from agencies or the public regarding impacts that the proposed project would have on Orr Park.

3. As the official with jurisdiction over the property, I have been informed of Caltrans' and FHWA's intent to make a *de minimis* finding that the proposed project will not adversely affect the activities, features, and attributes that qualify the property for protection under Section 4(f). The City of Norwalk concurs with Caltrans' and FHWA's finding of *de minimis* impact to this property.

The City of Norwalk is fully supportive of Caltrans' and FHWA's efforts to improve Interstate 5. If you have any questions or need further information, please do not hesitate to contact Kurt Anderson, Director of Community Development at (562) 929-5744 or myself at (562) 929-5772.

Sincerely,

Ernie V. Garcia
City Manager

cc: Kurt Anderson, Director of Community Development

APPENDIX C

Title VI Statement

DEPARTMENT OF TRANSPORTATION
OFFICE OF THE DIRECTOR
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SACRAMENTO, CA 94273-0001
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Flex your power!
Be energy efficient!

January 14, 2005

TITLE VI
POLICY STATEMENT

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

WILL KEMPTON
Director

APPENDIX D

Summary of Relocation Benefits

APPENDIX D: SUMMARY OF RELOCATION BENEFITS AVAILABLE TO DISPLACED PARTIES

D-1 RELOCATION ASSISTANCE ADVISORY SERVICES

The California Department of Transportation will provide relocation advisory assistance to any person, business, farm or non-profit organization displaced as a result of the Department's acquisition of real property for public use. The Department will assist displacees in obtaining replacement housing by providing current and continuing information on the availability and prices of houses for sale and rental units that are comparable, "decent, safe and sanitary." Non-residential displacees will receive information on comparable properties for lease or purchase. For information on business, farm and non-profit organization relocation, refer to Section D-3, "Business and Farm Relocation Assistance Program."

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

D-2 RESIDENTIAL RELOCATION PAYMENTS PROGRAM

The Relocation Payments Program will help eligible residential occupants by paying certain costs and expenses. These costs are limited to those necessary for, or incidental to, purchasing or renting the replacement dwelling and actual reasonable moving expenses to a new location within 50 miles of the displacees' property. Any actual moving costs in excess of the 50-mile limit will be the responsibility of the displacees. The Residential Relocation Program is summarized below:

<u>Moving Costs</u>

Any displaced person, who was lawfully in occupancy of the acquired property regardless of the length of occupancy in the acquired property, will be eligible for reimbursement of the moving costs. Displacees will receive either the actual reasonable costs involved in moving themselves and personal property up to a maximum of 50 miles, or a fixed payment based on a fixed moving cost schedule which is determined by the number of furnished or unfurnished rooms in the displacement dwelling.

Purchase Supplement

In addition to moving and related expense payments, eligible homeowners may be entitled to payments for increased costs of replacement housing.

Homeowners who have owned and occupied their properties for 180 days prior to the date of the first written offer to purchase the property, may qualify to receive a price differential payment and may qualify to receive reimbursement for certain nonrecurring costs incidental to the purchase of the replacement property. An interest differential payment is also available if the interest rate for the loan on the replacement dwelling is higher than the loan rate on the displacement dwelling, subject to certain limitations on reimbursement based upon the replacement property interest rate. Also, the interest differential must be based upon the lower of either: 1) the loan on the displacement property, or 2) the loan on the replacement property. The maximum combination of these supplemental payments that the owner-occupants can receive is $22,500. If the total entitlement (without the moving payments) is in excess of $22,500, the Last Resort Housing Program will be applied. Refer to synopsis of Last Resort Housing below.

Rental Supplement

Tenants who have occupied the property to be acquired by Caltrans for 90 days or more and owner-occupants of 90 to 179 days *prior to the date of the of the first written offer to purchase* may qualify to receive a rental differential payment. This payment is made when the department determines that the cost to rent a comparable "decent, safe and sanitary" replacement dwelling would be more than the present rent of the acquired dwelling. As an alternative, the tenant may qualify for a down payment benefit designed to assist in the purchase of a replacement property and the payment of certain costs incidental to the purchase, subject to certain limitations noted under the "Down Payment" section below. The maximum payment to any tenant of 90 days or more and any owner-occupant of 90 to 179 days, in addition to moving expenses, will be $5,250. If the total entitlement for rental supplement exceeds $5,250, the Last Resort Housing Program will be used. Please refer to Last Resort Housing clarification below.

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

Down Payment

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

Last Resort Housing

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

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

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

D-3 BUSINESS AND FARM RELOCATION ASSISTANCE PROGRAM

The Business and Farm Relocation Program provides for aid in locating suitable replacement property and reimbursement for certain costs involved in relocation. The Relocation Advisory Assistance Program will provide current lists of properties offered for sale or rent, suitable for specific relocation needs.

There are different types of payments available to businesses, farms and non-profit organizations. These include: moving expenses, which consist of actual reasonable costs (as listed) for:

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

- Loss of tangible personal property provides payment to relocate for "actual direct" losses of personal property that the owner elects not to move.

- Expenses related to searching for a new business site can be reimbursed up to $1,000 for actual reasonable cost incurred.

- Reestablishment expenses relating to the new business operation.

Payment "in lieu" of moving expense is available to businesses which are expected to suffer a substantial loss of existing patronage as a result of the displacement, or if certain other requirements such as inability to find a suitable relocation site are met. This payment is an amount equal to the average annual net earnings for the last two taxable years prior to relocation. Such payment may not be less than $1,000 or no more than $20,000.

D-4 ADDITIONAL INFORMATION

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

Persons who are determined to be eligible for relocation payments, and are legally occupying the property required for the project will not be asked to move without being given at least 90 days advance notice, in writing. Occupants of any type of dwelling eligible for relocation payments will not be required to move unless at least one comparable "decent, safe and sanitary" replacement residence, open to all persons, regardless of race, color, religion, sex or national origin, is available or has been made available to them by the state.

Any person, business, farm or non-profit organization which has been refused a relocation payment by Caltrans, or believes that the payments made are inadequate, may appeal for a special hearing of the complaint. No legal assistance is required. Information about the appeal procedure is available from Caltrans Relocation Advisors.

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

APPENDIX E

Right-of-way Impacts

Appendix E – Right-of-way Impacts

City	APN	Address	Street	Description	R/C	Alternatives			
						4A	4B	5A	5B
LM	7001-013-029	14447	FIRESTONE BLVD.	FURNITURE GALLERY	C	F	X	F	X
LM	7001-013-030	14535	FIRESTONE BLVD.	PAINTBALL PLAYERS CLUB	C	F	X	F	X
LM	7001-013-097	15910	VALLEY VIEW AVE.	WAREHOUSE INVESTMENT PARTNERS	C	P	X	P	X
LM	7001-013-099	14241	E. FIRESTONE BLVD.	CT GATEWAY LLC (BANK)	C	P	P	P	P
LM	7001-013-100	14251	FIRESTONE BLVD.	SAMSUNG AMERICA INC. (GATEWAY MEDICAL CENTER)	C	F	X	P	X
LM	7001-013-108	14303	FIRESTONE BLVD.	ELEPHANT BAR RESTAURANT	C	P	X	P	X
LM	7001-013-114	14305	FIRESTONE BLVD.	CLEARMAN'S NORTHWOOD INN	C	F	X	F	X
LM	7001-013-115	14419	FIRESTONE BLVD.	MARRIOTT	C	P	X	P	X
LM	7001-013-116	14341	FIRESTONE BLVD.		C	P	X	P	X
LM	7001-013-121			STAPLES OFFICE SUPERSTORE	C	P	X	P	X
LM	7001-014-014	14575	FIRESTONE BLVD.	HOME FURNISHING CENTERS	C	F	X	F	X
LM	7001-014-015	14595	FIRESTONE BLVD.	SCHULSINGER DINA R	C	P	X	P	X
LM	7001-014-016	14595	FIRESTONE BLVD.	SCHULSINGER DINA R	C	P	X	P	X
LM	7001-014-030	14775	FIRESTONE BLVD.		C	P	P	P	P
LM	7001-014-031	X	X	LA MIRADA METROCENTER ASSOC.	C	P	P	P	P
LM	7001-014-032	X	X	VACANT LAND R&D WAREHOUSE	C	P	P	P	P
LM	7001-014-033	14655	FIRESTONE BLVD.	YEN NING & YEAN (VACANT BUILDING)	C	F	X	F	X
LM	7001-014-900	X	FIRESTONE BLVD.	LA COUNTY FLOOD CONTROL	C	F	F	F	F
LM	7001-014-907	X	FIRESTONE BLVD.	LA CO FLOOD CONTROL DIST.	C	P	P	P	P
LM	7001-016-002	14815	FIRESTONE BLVD.	LEAF SPRING SUPPLY	C	F	F	F	F
LM	7001-017-024	14815	FIRESTONE BLVD.		C	F	F	F	F
LM	7001-017-040	14849	FIRESTONE BLVD.	MEXICO EXPRESS	C	F	F	P	F
LM	7001-018-005	14949	FIRESTONE BLVD.	COYLE REPRODUCTIONS	C	P	F	F	F
LM	7003-006-001	14210	FIRESTONE BLVD.	THREE D DETAIL SUPPLIES	C	F	F	F	F
LM	7003-006-002	16340	VALLEY VIEW AVE.	TEXACO	C	F	F	F	F
LM	7003-006-003	14240	FIRESTONE BLVD.	CHEVRON	C	P	P	F	P
LM	7003-006-007	14370	FIRESTONE BLVD.	STAROW FLORENCE & STAROW V/TR	C	F	F	F	F
LM	7003-006-010	14334	FIRESTONE BLVD.	STAR SCRAP METAL	C	F	F	F	F
LM	7003-006-016	16700	VALLEY VIEW AVE.	PRAEDIUM PARKWAY ASSOC. LLC	C	P	P	P	P
LM	7003-006-018	16610	VALLEY VIEW AVE.	ACCORDANCE PROPERTY LTD	C	P	P	P	P
LM	7003-006-019	X	X	AMBER MIRADA LLC	C	P	P	P	P
LM	7003-006-020	X	X	PACIFIC INVESTMENT INC.	C	P	P	P	P
LM	7003-006-021	14300	FIRESTONE BLVD.	COUNTRY WIDE COMMERCE INC. (DENNY'S)	C	F	F	F	F
LM	7003-006-023	14320	FIRESTONE BLVD.	NEW ORANGE COAST TITLE	C	F	F	F	F
LM	7003-007-002	14508	FIRESTONE BLVD.	DRESDNER KLEINWORTH BENSON	C	P	F	P	F
LM	7003-007-003	14500	FIRESTONE BLVD.	HAYES & LEMMERY INTIL INC	C	F	F	F	F
LM	7003-007-004	14400	FIRESTONE BLVD.	BERG REYNOLDS (VISTA MEDIA)	C	F	F	F	F
LM	7003-008-003	14634	FIRESTONE BLVD.		C	P	F	P	F

Appendix E – Right-of-way Impacts

City	APN	Address	Street	Description	R/C	Alternatives			
						4A	4B	5A	5B
LM	7003-008-004	14634	FIRESTONE BLVD.	CAMPBELL CHARLES K	C	F	F	F	F
LM	7003-008-005	14626	FIRESTONE BLVD.	DOWNEN TONI M ESPOITO TRUST	C	F	F	F	F
LM	7003-008-007	14658	FIRESTONE BLVD.	PLATT WARREN 7 FAMILY TRUST	C	F	F	F	F
LM	7003-008-008	14654	FIRESTONE BLVD.		C	X	X	X	X
LM	7003-008-009	14650	FIRESTONE BLVD.		C	X	X	X	X
LM	7003-008-013	14585	INDUSTRY CR.	MOOTHART DANIEL R & CHARLES F	C	F	F	F	F
LM	7003-009-005	14670	E. FIRESTONE BLVD.	PACIFIC GULF PROP. INC. (RIGHT BUILDING)	C	F	F	F	F
LM	7003-009-903	X	X	LA CO FLOOD CONTROL DIST.	C	P	P	P	P
LM	7003-010-025	15000	E. FIRESTONE BLVD.	RANCHO MIRADA CHEVROLET MOTOR CO.	C	P	X	P	X
LM	7003-010-028				C	P	X	P	X
LM	7003-010-900	14920	E. FIRESTONE BLVD.	REDEVELOPMENT AGENCY OF LA MIRADA	C	F	X	F	X
LM	7003-010-905	X		REDEVELOPMENT AGENCY OF LA MIRADA	C	F	X	F	X
LM	7003-015-001	14800	FIRESTONE BLVD.	LA MIRADA AUTO CENTER	C	P	X	P	X
LM	7003-015-002	14900	E. FIRESTONE BLVD.	CAMPING WORLD	C	P	X	P	X
SFS	7001-012-030	14050	FREEWAY DR.	INDUSTRIAL COMMERCIAL	C	X	P	X	P
SFS	7001-012-031	14111	E. FREEWAY DR.	INTER SATELITE PRODUCTIONS INC.	C	F	F	F	F
SFS	7001-012-032	16105	VALLEY VIEW AVE	MCGULLOCK SUSAN G	C	P	F	P	F
SFS	7001-012-033	14131	FREEWAY DR.	FUJITA CALIF. PARTNER III (KOMATSU FORKLIFTS)	C	F	F	F	F
SFS	7001-012-036	14014	ALONDRA BLVD.	SAUN PIEVAC COMPANY INC.	C	P	P	P	P
SFS	7001-012-038	16021	VALLEY VIEW AVE	WILSON, GEORGE, AND FRANCES	C	F	P	F	P
SFS	7001-012-902	X	X	LA CO FLOOD CONTROL DIST.	C	P	P	P	P
SFS	7003-001-005	13910	FIRESTONE BLVD.	MIKE THOMPSON RECREATIONAL VEHICLE	C	P	X	F	X
SFS	7003-001-013	14000	E. FIRESTONE BLVD.	MIKE THOMPSON RECREATIONAL VEHICLE	C	P	X	P	X
SFS	7003-001-014	13940	E. FIRESTONE BLVD.	MIKE THOMPSON RECREATIONAL VEHICLE	C	P	X	P	X
SFS	7003-001-018	14040	FIRESTONE BLVD.	BBQ GALORE	C	F	F	F	F
SFS	7003-001-018	14060	FIRESTONE BLVD.	MEYER PROPERTIES BUSINESS PARK	C	F	F	F	F
SFS	7003-001-020	13846	FIRESTONE BLVD.	MIKE THOMPSON RECREATIONAL VEHICLE	C	P	X	P	X
SFS	7003-001-021	13846	FIRESTONE BLVD.	MIKE THOMPSON RECREATIONAL VEHICLE	C	P	X	P	X
SFS	7003-001-035		FIRESTONE BLVD.	MIKE THOMPSON RECREATIONAL VEHICLE	C	P	X	P	X
SFS	7003-001-901	X	X	LA CO FLOOD CONTROL DIST.	C	P	P	P	P
SFS	7003-001-904		FIRESTONE BLVD.	REDEVELOPMENT AGENCY OF SANTA FE SPRINGS	C	P	X	P	X
SFS	7005-001-006*	13124	FIRESTONE BLVD.		C	X	X	X	X
SFS	7005-001-017*	13100	FIRESTONE BLVD.		C	X	X	X	X
SFS	7005-001-018*	13050	FIRESTONE BLVD.	USA AUTO BODY	C	X	X	X	X
SFS	7005-001-019*	13060	FIRESTONE BLVD.		C	X	X	X	X
SFS	7005-001-023*	13146	FIRESTONE BLVD.	MCDOWELL-CRAIG FUNITURE	C	X	X	X	X
SFS	7005-001-029*	14932	SHOEMAKER AVE.	API PROPERTIES ASSOC II	C	X	X	X	X
SFS	7005-001-030*	14932	SHOEMAKER AVE.	HALLOWEEN CLUB	C	X	X	X	X

Appendix E – Right-of-way Impacts

City	APN	Address	Street	Description	R/C	Alternatives			
						4A	4B	5A	5B
SFS	7005-001-032*	14932	SHOEMAKER AVE.	API PROPERTIES ASSOC II	C	X	X	X	X
SFS	7005-001-033*	14932	SHOEMAKER AVE.	API PROPERTIES ASSOC II	C	X	X	X	X
SFS	7005-001-034*	14932	SHOEMAKER AVE.	API PROPERTIES ASSOC II	C	X	X	X	X
SFS	7005-014-009*	13770	FIRESTONE BLVD.	BUDGET TRUCK AND CAR RENTAL	C	X	X	X	X
SFS	7005-014-025*	13580	FIRESTONE BLVD.	INDUSTRIAL THREADED PROD. INC.	C	X	X	X	X
SFS	7005-014-045*	13750	FIRESTONE BLVD.	LE FIELL MANUFACTURING CO.	C	X	X	X	X
SFS	7005-014-046*	13560	FIRESTONE BLVD.	SAPRRE WILLIAMS DOROTY	C	X	X	X	X
SFS	7005-014-047*	13630	FIRESTONE BLVD.	RYDER TRUCK RENTAL INC.	C	X	X	X	X
SFS	7005-014-048*	13460	FIRESTONE BLVD.	ARCO GAS	C	X	X	X	X
SFS	7005-014-049*	13500	FIRESTONE BLVD.	CARL'S JR	C	X	X	X	X
SFS	7005-014-050*	13530	FIRESTONE BLVD.	DYNASTY SUITES	C	X	X	X	X
SFS	7005-014-051*	13400	FIRESTONE BLVD.	MOBIL GAS/USED CARS	C	X	X	X	X
SFS	7005-014-052*	13700	FIRESTONE BLVD.	LE FIELL MANUFACTURING CO.	C	X	X	X	X
SFS	8007-037-037	10783	LONGWORTH AVE.		R	P	P	P	P
SFS	8007-037-045	10743	LONGWORTH AVE.		R	F	X	F	X
SFS	8017-001-017	11402	QUINN ST		R	X	X	X	X
SFS	8017-001-032	11403	MULLER ST		R	X	X	X	X
SFS	8017-001-034	10825	ORR & DAY RD.	EARHART FRANCES (STRIP MALL)	C	F	F	F	F
SFS	8017-001-035	10805	ORR & DAY RD.		C	P	P	P	P
SFS	8017-001-038	10821	ORR & DAY RD.	KOSOMO INVESTMENT CORP. (STRIP MALL)	C	F	F	F	F
SFS	8017-001-800	X	X	LA CELLULAR TELEPHONE CO.	C	F	F	F	F
SFS	8017-003-001	11402	MULLER ST		R	P	P	P	P
SFS	8017-003-014	11413	BUELL ST.		R	X	X	X	X
SFS	8017-003-015	11409	BUELL ST.		R	X	X	X	X
SFS	8017-003-016	11403	BUELL ST.		R	F	F	F	F
SFS	8017-003-017	11408	BUELL ST.		R	F	F	F	F
SFS	8017-003-018	11414	BUELL ST.		R	F	P	F	P
SFS	8017-003-028	11403	CECILIA ST.		R	F	F	F	F
SFS	8017-015-001	11501	LAKELAND RD.		R	F	F	F	F
SFS	8017-015-012	11412	CECILIA ST.		R	F	F	F	F
SFS	8017-015-039	11267	RINGWOOD AVE.		R	P	P	P	P
SFS	8017-015-040	11252	MONDON AVE.		R	P	P	P	P
SFS	8017-015-042	11510	LAKELAND RD.		R	P	F	P	F
SFS	8017-015-051	11246	MONDON AVE.		R	P	P	P	P
SFS	8069-012-008	14141	ALONDRA BLVD.		C	X	P	X	P
SFS	8069-014-007*	13833	FREEWAY DR.	INNOVATION QUALITY CENTER (SMURFIT & STONE	C	X	X	X	X
SFS	8069-014-800*	X	X	AT&T FRY CO. (UTILITY EASEMENT)	C	X	X	X	X
SFS	8069-015-045*	13767	FREEWAY DR.	ESTERLINE KIRKHILL	C	X	X	X	X

Appendix E – Right-of-way Impacts

City	APN	Address	Street	Description	R/C	Alternatives			
						4A	4B	5A	5B
SFS	8069-015-055*	13711	FREEWAY DR.	FRIGID COIL	C	**X**	**X**	**X**	**X**
SFS	8069-016-006*	13539	FREEWAY DR.		C	**X**	**X**	**X**	**X**
SFS	8069-016-007*	13565	FREEWAY DR.		C	**X**	**X**	**X**	**X**
SFS	8069-016-008*	13443	FREEWAY DR.	FORD TRUCKS	C	**X**	**X**	**X**	**X**
SFS	8069-016-016*	13521	FREEWAY DR.	CENTERLINE WHEEL CORPORATION	C	**X**	**X**	**X**	**X**
SFS	8069-016-017*	13525	FREEWAY DR.	ALLOY TOOL STEEL	C	**X**	**X**	**X**	**X**
SFS	8069-016-022*	13407	FREEWAY DR.		C	**X**	**X**	**X**	**X**
SFS	8069-016-024*	13635	FREEWAY DR.	CHOC THRIFT STORE	C	**X**	**X**	**X**	**X**
SFS	8082-001-001	12601	FIRESTONE BLVD.	ARCO GAS STATION	C	P	P	P	P
SFS	8082-001-020	12624	ROSECRANS	SNAT FE NISSAN	C	P	P	P	P
SFS	8082-002-014	12804	FIRESTONE BLVD.	SCHORK FAMILY PARTNERSHIP	C	X	X	P	X
SFS	8082-002-015	12842	FIRESTONE BLVD.	SCHORK FAMILY PARTNERSHIP	C	X	X	P	X
SFS	8082-002-016	12818	FIRESTONE BLVD.	SCHORK FAMILY PARTNERSHIP	C	X	X	P	X
SFS	8082-002-017	12818	FIRESTONE BLVD.	EL MONTE RV	C	X	X	P	X
SFS	8082-002-022	12940	FIRESTONE BLVD.	COX ROBERT E & TRUST (SUNSET BUS LINES)	C	X	X	P	X
SFS	8082-002-023	12900	FIRESTONE BLVD.	BARNITT MATERIAL HANDLING	C	X	X	P	X
SFS	8082-002-914	X	X	REDEVELOPMENT AGENCY OF SANTA FE SPRINGS	C	X	X	P	X
SFS	8082-002-915	X	X	REDEVELOPMENT AGENCY OF SANTA FE SPRINGS	C	X	X	P	X
C	7003-013-001	16429	VALLEY VIEW AVE		C	P	F	F	F
C	7003-013-002	14133	ARBOR PLACE	RANDAZZO PATRICIA A	C	P	X	F	P
C	7003-013-003	14141	ARBOR PLACE		C	X	X	F	X
C	7003-013-004	14120	ARBOR PLACE	FARMERS AND MERCHANTS TRUST	C	P	F	P	F
C	7003-013-005	16601	VALLEY VIEW AVE	VALLEY VIEW CENTER LLC	C	P	F	P	F
C	7003-013-018	14171	PARK PLACE		C	P	P	P	P
N	8016-017-009	11326	MONDON AVE.		R	F	X	F	X
N	8016-017-010	11332	MONDON AVE.		R	F	X	F	X
N	8016-017-011	11338	MONDON AVE.		R	F	X	F	X
N	8016-017-012	11342	MONDON AVE.		R	F	X	F	X
N	8016-017-013	11348	MONDON AVE.		R	F	X	F	X
N	8016-017-014	11402	MONDON AVE.		R	F	X	F	X
N	8016-017-015	11406	MONDON AVE.		R	F	X	F	X
N	8016-017-016	11412	MONDON AVE.		R	F	X	F	X
N	8016-017-017	11418	MONDON AVE.		R	F	X	F	X
N	8016-017-018	11422	MONDON AVE.		R	F	X	F	X
N	8016-017-019	11426	MONDON AVE.		R	F	X	F	X
N	8016-017-020	11434	MONDON AVE.		R	F	X	F	X
N	8016-017-026	11607	BAYLA ST.		R	X	X	X	X
N	8016-017-027	11603	BAYLA ST.		R	F	X	F	X

Appendix E – Right-of-way Impacts

City	APN	Address	Street	Description	R/C	Alternatives			
						4A	4B	5A	5B
N	8016-019-001	11604	BAYLA ST.		R	F	X	F	X
N	8016-019-015	11603	PANTHEON ST.		R	F	X	F	X
N	8016-020-012	11716	MONDON AVE.		R	F	X	F	X
N	8016-020-013	11708	MONDON AVE.		R	F	X	F	X
N	8016-020-014	11702	MONDON AVE.		R	F	X	F	X
N	8016-025-002	11741	ALBURTIS AVE.		R	P	X	P	X
N	8016-025-011	11758	MONDON AVE.		R	P	X	P	X
N	8016-025-012	11762	MONDON AVE.		R	P	X	P	X
N	8016-025-013	11766	MONDON AVE.		R	P	X	P	X
N	8016-025-014	11810	MONDON AVE.		R	F	X	F	X
N	8016-025-015	11802	MONDON AVE.		R	F	X	F	X
N	8016-025-016	11756	MONDON AVE.		R	P	X	P	X
N	8016-025-017	11740	MONDON AVE.		R	F	X	F	X
N	8016-025-018	11734	MONDON AVE.		R	F	X	F	X
N	8016-025-019	11728	MONDON AVE.		R	F	X	F	X
N	8016-025-034	11734	MONDON AVE.		R	F	X	F	X
N	8016-025-035	11822	MONDON AVE.		R	F	X	F	X
N	8016-025-036	11828	MONDON AVE.		R	F	X	F	X
N	8016-026-007	11703	CYCLOPS ST.		R	F	X	F	X
N	8016-026-008	11824	ALBURTIS AVE.		R	F	X	F	X
N	8016-027-002	12016	MONDON AVE.		R	F	X	F	X
N	8016-027-003	12008	MONDON AVE.		R	F	X	F	X
N	8016-027-004	12002	MONDON AVE.		R	F	X	F	X
N	8016-027-010	11703	HERCULES ST.		R	F	X	F	X
N	8016-027-011	11926	MONDON AVE.		R	F	X	F	X
N	8016-027-012	11918	MONDON AVE.		R	F	X	F	X
N	8016-027-018	12032	MONDON AVE.		R	P	X	P	X
N	8016-029-005	12105	PIONEER BLVD.	CIRCLE K	R	F	X	F	X
N	8016-029-013	12025	PIONEER BLVD.	APARTMENTS	R	P	X	P	P
N	8018-001-029	11226	ORR AND DAY RD.		R	X	X	X	X
N	8018-001-030	11220	ORR AND DAY RD.		R	X	X	X	X
N	8018-004-022	11529	THOMAS PL.		R	F	F	F	F
N	8018-004-026	11515	DOLLISON DR.		R	P	F	P	F
N	8018-004-030	11516	DOLLISON DR.		R	P	F	P	F
N	8018-004-032	11531	DOLLISON DR.		R	P	F	P	F
N	8018-004-038	11541	DOLLISON DR.		R	X	X	X	P
N	8018-004-039	11551	DOLLISON DR.		R	X	X	X	X
N	8018-006-029	11534	ESTHER ST.		R	F	F	F	F

Appendix E – Right-of-way Impacts

City	APN	Address	Street	Description	R/C	Alternatives			
						4A	4B	5A	5B
N	8018-006-047	11528	DOLLISON DR.		R	P	X	P	P
N	8018-006-062	11551	TINA ST.	SALAZAR MARIA E	R	F	F	F	F
N	8018-006-065	11551	TINA ST.	SALAZAR MARIA E, VACANT LOT	R	F	F	F	F
N	8018-012-029	11548	BEATY AVE.		R	P	P	P	F
N	8018-012-030	11554	BEATY AVE.		R	F	F	F	F
N	8018-013-001	11812	JERSEY AVE.		R	F	F	F	F
N	8018-013-002	11822	JERSEY AVE.		R	P	P	P	P
N	8018-013-009	11835	DOLLISON DR.		R	F	F	F	F
N	8018-013-010	11841	DOLLISON DR.		R	F	F	F	F
N	8018-013-011	11615	ALLARD ST.		R	F	F	F	F
N	8018-013-019	11616	ALLARD ST.		R	F	F	F	F
N	8018-013-020	11913	DOLLISON DR.		R	F	F	F	F
N	8018-013-021	11645	HERCULES ST.		R	F	F	F	F
N	8018-013-022	11637	HERCULES ST.		R	X	X	X	P
N	8018-013-030	11831	DOLLISON DR.		R	F	F	F	F
N	8018-016-020	11541	BEATY AVE.		R	P	F	P	F
N	8018-016-021	11545	BEATY AVE.		R	F	F	F	F
N	8018-016-022	11558	TINA ST.		R	F	F	F	F
N	8018-016-023	11554	TINA ST.		R	P	F	P	F
N	8019-026-001	11358	CECILIA ST.		R	F	X	F	X
N	8019-026-002	11354	CECILIA ST.		R	P	X	P	X
N	8019-026-003	11348	CECILIA ST.		R	X	X	X	X
N	8019-026-013	11363	LAKELAND ST.		R	F	X	F	X
N	8023-015-008	11640	HERCULES ST.		R	P	P	P	P
N	8023-015-009	11646	HERCULES ST.		R	F	F	F	F
N	8023-015-010	11657	GEM ST.		R	F	F	F	F
N	8023-016-012	12003	DOLLISON DR.		R	F	F	F	F
N	8023-016-013	12009	DOLLISON DR.		R	F	F	F	F
N	8023-016-014	12021	DOLLISON DR.		R	F	F	F	F
N	8023-016-015	11665	DUNE ST.		R	P	X	P	P
N	8023-017-900	8023	JERSEY AVE.	LITTLE LAKE SCHOOL DISTRICT	C	P	P	P	P
N	8023-019-004	12300	CORBY AVE		R	X	X	X	P
N	8023-019-005	12306	CORBY AVE		R	X	X	X	X
N	8023-027-005	12512	PIONEER BLVD.	CHENG HSIN INVESTMENT INC. (COMFORT INN)	C	F	F	F	F
N	8023-027-009	11805	PIONEER BLVD.		C	F	F	F	F
N	8024-019-015	11805	SPRY ST.		R	P	X	P	X
N	8024-020-001	11804	SPRY ST.		R	F	X	F	X
N	8024-020-003	12313	ARLEE AVE.		R	F	X	F	X

Appendix E – Right-of-way Impacts

City	APN	Address	Street	Description	R/C	Alternatives			
						4A	4B	5A	5B
N	8024-020-004	12317	ARLEE AVE.		R	F	X	F	X
N	8024-020-005	12323	ARLEE AVE.		R	F	X	F	X
N	8024-020-006	12329	ARLEE AVE.		R	F	X	F	X
N	8024-020-007	12335	ARLEE AVE.		R	F	P	F	P
N	8024-020-008	12339	ARLEE AVE.		R	F	P	F	P
N	8024-020-009	12403	ARLEE AVE.		R	F	P	F	P
N	8024-020-010	12409	ARLEE AVE.		R	F	P	F	P
N	8024-020-011	12413	ARLEE AVE.		R	F	P	F	P
N	8024-021-001	12419	ARLEE AVE.		R	F	P	F	P
N	8024-021-002	12425	ARLEE AVE.		R	F	X	F	X
N	8024-021-003	12431	ARLEE AVE.		R	F	X	F	X
N	8024-021-004	12435	ARLEE AVE.		R	F	X	F	X
N	8024-021-005	12441	ARLEE AVE.		R	F	X	F	X
N	8024-021-006	12447	ARLEE AVE.		R	X	X	X	X
N	8024-021-007	12453	ARLEE AVE.		R	X	P	X	P
N	8024-021-008	12467	ARLEE AVE.		R	X	P	X	P
N	8024-021-009	12473	ARLEE AVE.		R	X	P	X	P
N	8024-021-010	12479	ARLEE AVE.		R	P	P	P	P
N	8046-004-040	14517	LOCH NEVIS AVE.		R	X	P	X	P
N	8046-004-041	14527	LOCH NEVIS AVE.		R	F	F	F	F
N	8046-004-042	12919	FIRESTONE BLVD.		R	F	F	F	F
N	8046-004-043	12915	FIRESTONE BLVD.		R	F	F	F	F
N	8046-004-044	12909	FIRESTONE BLVD.		R	F	F	F	F
N	8046-004-045	12903	FIRESTONE BLVD.		R	F	F	F	F
N	8046-004-046	12879	FIRESTONE BLVD.		R	F	F	F	F
N	8046-004-047	12873	FIRESTONE BLVD.		R	F	F	F	F
N	8046-004-048	12867	FIRESTONE BLVD.		R	F	F	F	F
N	8046-004-049	12861	FIRESTONE BLVD.		R	F	F	F	F
N	8046-004-050	12857	FIRESTONE BLVD.		R	F	F	F	F
N	8046-004-059	14518	LOCH NEVIS AVE.		R	F	X	F	X
N	8046-004-060	12943	FIRESTONE BLVD.		R	F	F	F	F
N	8046-004-061	12937	FIRESTONE BLVD.		R	F	F	F	F
N	8046-004-062	12945	FIRESTONE BLVD.	ENG PHINA	C	F	F	F	F
N	8046-004-063	12951	FIRESTONE BLVD.	ENG PHINA	R	F	F	F	F
N	8046-004-900	X	X	NORWALK CITY	C	P	P	P	P
N	8046-005-024	12836	ROSECRANS AVE.	RANCH MARKET STRIP MALL	C	P	X	P	X
N	8046-005-024	12836	ROSECRANS AVE.	ADVERTISING SIGNS/VACANT LOT	C	P	X	P	X
N	8046-005-053	12800	ROSECRANS AVE.	MOBIL GAS	C	P	X	P	X

Appendix E – Right-of-way Impacts

City	APN	Address	Street	Description	R/C	Alternatives			
						4A	4B	5A	5B
N	8046-009-028	12737	ROSECRANS AVE.	NORWALK VILLAGE	R	P	P	P	P
N	8047-001-004	11911	LYNDORA ST.		R	P	P	P	P
N	8047-001-005	11907	LYNDORA ST.		R	P	P	P	P
N	8047-001-006	11903	LYNDORA ST.		R	F	P	F	P
N	8047-001-007	12601	ZEUS AVE.		R	F	F	F	F
N	8047-001-008	12646	ZEUS AVE.		R	P	X	P	X
N	8047-001-022	12711	PADDISON AVE.		R	F	P	F	P
N	8047-002-001	12607	ZEUS AVE.		R	F	F	F	F
N	8047-002-002	12613	ZEUS AVE.		R	F	F	F	F
N	8047-002-003	12617	ZEUS AVE.		R	F	F	F	F
N	8047-002-004	12623	ZEUS AVE.		R	F	F	F	F
N	8047-002-005	12629	ZEUS AVE.		R	F	F	F	F
N	8047-002-006	12635	ZEUS AVE.		R	F	F	F	F
N	8047-002-007	12639	ZEUS AVE.		R	F	F	F	F
N	8047-002-008	12645	ZEUS AVE.		R	F	F	F	F
N	8047-002-009	12651	ZEUS AVE.		R	F	F	F	F
N	8047-002-010	12655	ZEUS AVE.		R	F	F	F	F
N	8047-002-011	12661	ZEUS AVE.		R	F	F	F	F
N	8047-002-012	12721	PADDISON AVE.		R	F	F	F	F
N	8047-002-013	12727	PADDISON AVE.		R	F	F	F	F
N	8047-002-014	12733	PADDISON AVE.		R	F	F	F	F
N	8047-003-020	12723	ADOREE ST.	SECRETARY OF HUD (TRIPLEX)	R	F	F	F	F
N	8047-003-022	12011	ADOREE ST.	GARRETT PAUL & JOSEP & TRUST (APARTMENTS)	R	F	F	F	F
N	8047-003-023	12732	PADDISON AVE.	BRACAMONTE RICHARD & JR (APARTMENTS)	R	F	F	F	F
N	8047-003-024	12722	PADDISON AVE.		R	P	X	P	X
N	8047-003-032	12809	KALNOR AVE.	NORWALK GROUP LLC (APARTMENTS)	R	F	P	F	P
N	8047-005-012	12109	ADOREE ST.	APARTMENT	R	P	X	P	X
N	8047-005-025	12129	ADOREE ST.		R	X	X	X	X
N	8047-005-026	12843	NORWALK BLVD.		C	P	P	P	P
N	8047-005-027	12901	NORWALK BLVD.	AUTO CLUB CLAIMS CENTER	C	F	F	F	F
N	8047-005-900	12110	ADOREE ST.	FIRE STATION	C	P	X	P	X
N	8047-006-921	X	X	STARBUCKS?	C	P	P	P	P
N	8047-007-009	13111	SYCAMORE DR.	MARRIOTT	C	P	X	P	X
N	8047-007-082	12884	SYCAMORE DR.	CONDOMINIUM	R	P	X	P	X
N	8047-007-083	X	X	CALIFORNIA CITIES WATER CO INC.	C	P	X	P	X
N	8047-007-187	X	X	NORWALK STEAKHOUSE	C	P	P	P	P
N	8047-007-188	X	X	NORWALK STEAKHOUSE	C	P	P	P	P
N	8047-007-803	X	X		C	F	X	F	X

Appendix E – Right-of-way Impacts

City	APN	Address	Street	Description	R/C	Alternatives			
						4A	4B	5A	5B
N	8047-008-009	13213	MARKDALE AVE.		R	P	X	P	X
N	8047-008-010	13219	MARKDALE AVE.		R	F	X	F	X
N	8047-008-011	13223	MARKDALE AVE.		R	F	X	F	X
N	8047-008-012	13227	MARKDALE AVE.		R	F	X	F	X
N	8047-008-013	13233	MARKDALE AVE.		R	F	X	F	X
N	8047-008-014	13303	MARKDALE AVE.		R	F	X	F	X
N	8047-008-015	13307	MARKDALE AVE.		R	F	X	F	X
N	8047-008-016	13313	MARKDALE AVE.		R	F	X	F	X
N	8047-008-017	13317	MARKDALE AVE.		R	F	X	F	X
N	8047-008-018	13323	MARKDALE AVE.		R	F	X	F	X
N	8047-008-019	13329	MARKDALE AVE.		R	F	X	F	X
N	8047-008-020	13333	MARKDALE AVE.		R	F	X	F	X
N	8047-008-021	13403	MARKDALE AVE.		R	F	X	F	X
N	8047-008-022	13407	MARKDALE AVE.		R	F	X	F	X
N	8047-008-023	13413	MARKDALE AVE.		R	F	X	F	X
N	8047-008-024	13419	MARKDALE AVE.		R	F	X	F	X
N	8047-008-025	13423	MARKDALE AVE.		R	F	X	F	X
N	8047-008-026	13427	MARKDALE AVE.		R	F	X	F	X
N	8047-008-027	13433	MARKDALE AVE.		R	F	X	F	X
N	8047-026-001	13505	MARKDALE AVE.		R	F	F	F	F
N	8047-026-002	13509	MARKDALE AVE.		R	F	P	F	P
N	8047-026-003	13515	MARKDALE AVE.		R	F	X	F	X
N	8047-026-004	13519	MARKDALE AVE.		R	F	X	F	X
N	8047-026-005	13525	MARKDALE AVE.		R	F	X	F	X
N	8047-026-006	13531	MARKDALE AVE.		R	F	X	F	X
N	8047-026-007	13535	MARKDALE AVE.		R	F	X	F	X
N	8047-026-008	13539	MARKDALE AVE.		R	F	X	F	X
N	8047-026-009	13605	MARKDALE AVE.		R	F	X	F	X
N	8047-026-010	13611	MARKDALE AVE.		R	F	X	F	X
N	8047-026-011	13615	MARKDALE AVE.		R	F	X	F	X
N	8047-026-012	13619	MARKDALE AVE.		R	F	X	F	X
N	8047-026-013	13625	MARKDALE AVE.		R	F	X	F	X
N	8047-026-014	13629	MARKDALE AVE.		R	F	X	F	X
N	8047-026-015	13635	MARKDALE AVE.		R	F	X	F	X
N	8047-026-016	13641	MARKDALE AVE.	BLDG BEYOND PROPOSED PL	R	F	X	F	X
N	8047-026-017	13645	MARKDALE AVE.	5.5 M BY	R	F	X	F	X
N	8047-026-018	13703	MARKDALE AVE.	13.2 BY	R	F	X	F	X
N	8047-026-019	13709	MARKDALE AVE.	4.7 BY REM SHED	R	F	X	F	X

Appendix E – Right-of-way Impacts

City	APN	Address	Street	Description	R/C	Alternatives			
						4A	4B	5A	5B
N	8047-026-020	13715	MARKDALE AVE.	4.4 BY	R	F	X	F	X
N	8047-026-021	13717	MARKDALE AVE.	5.2 BY REM SHED	R	F	X	F	X
N	8047-026-022	13723	MARKDALE AVE.	8.3 BY	R	F	X	F	X
N	8047-026-023	13729	MARKDALE AVE.		R	F	X	F	X
N	8047-026-024	13733	MARKDALE AVE.		R	X	X	X	X
N	8048-016-001	11895	LYNDORA ST.		R	F	P	F	F
N	8048-016-002	11883	LYNDORA ST.		R	P	P	P	P
N	8048-016-003	11871	LYNDORA ST.		R	P	P	P	P
N	8048-016-004				R	P	P	P	P
N	8048-016-005	11867	LYNDORA ST.		R	P	P	P	P
N	8048-016-006				R	P	P	P	P
N	8048-016-007	11857	LYNDORA ST.		R	P	P	P	P
N	8048-016-008	11851	LYNDORA ST.		R	F	F	F	F
N	8048-016-009	11847	LYNDORA ST.		R	F	F	F	F
N	8048-016-010	11841	LYNDORA ST.		R	F	F	F	F
N	8048-016-011	11837	LYNDORA ST.		R	X	X	X	X
N	8048-017-001	11941	UNION ST.		R	X	X	X	X
N	8048-017-006	12816	ZEUS AVE.		R	F	F	F	F
N	8048-017-007	12810	ZEUS AVE.		R	F	F	F	F
N	8048-017-008	12804	ZEUS AVE.		R	F	F	F	F
N	8048-017-009	12802	ZEUS AVE.		R	F	P	F	P
N	8048-017-024	11899	LYNDORA ST.		R	F	P	F	P
N	8048-017-025	12820	ZEUS AVE.		R	P	P	P	P
N	8048-029-008	12042	OLIVE ST.		C	P	P	P	P
N	8048-029-009	13215	SAN ANTONIO DR.		C	P	P	P	P
N	8048-029-010	13227	SAN ANTONIO DR.		C	F	P	F	P
N	8048-029-011	12033	SPROUL ST.		C	P	P	P	P
N	8048-030-001	12052	UNION ST.		R	X	P	X	P
N	8048-030-002	12054	UNION ST.		R	X	P	X	P
N	8048-030-003	12104	UNION ST.		R	X	P	X	P
N	8048-030-004	12106	UNION ST.		R	P	P	P	P
N	8048-030-005	12112	UNION ST.		R	P	P	P	P
N	8048-030-006	12116	UNION ST.		R	P	P	P	P
N	8048-030-007	12122	UNION ST.		R	F	P	F	P
N	8048-030-008	12126	UNION ST.		R	F	F	F	F
N	8048-030-010	12136	UNION ST.		R	X	P	X	P
N	8048-030-011	13103	SAN ANTONIO DR.	AC/DC AUTO SERVICE INC.	C	P	P	P	P
N	8048-030-014	13125	SAN ANTONIO DR.		C	F	F	F	F

Appendix E – Right-of-way Impacts

City	APN	Address	Street	Description	R/C	Alternatives			
						4A	4B	5A	5B
N	8048-030-026	13113	SAN ANTONIO DR.	DIAMOND MICHAEL N	C	F	F	F	F
N	8048-031-006	12030	UNION ST.		R	X	X	X	X
N	8048-031-007	12034	UNION ST.		R	X	X	X	X
N	8048-031-008	12040	UNION ST.		R	X	X	X	X
N	8048-031-009	12044	UNION ST.		R	X	X	X	X
N	8048-032-001	12001	UNION ST.	APARTMENT	R	F	F	F	F
N	8048-032-002	12141	UNION ST.	NIKOU LTD.	C	F	F	F	F
N	8056-001-001	13706	BELMART AVE.		R	F	F	F	F
N	8056-001-002	13712	BELMART AVE.		R	X	F	X	F
N	8056-001-006	12443	SPROUL ST.		R	F	X	F	X
N	8056-001-007	13803	ARABY AVE.		R	F	F	F	F
N	8056-001-008	13804	ARABY AVE.		R	F	F	F	F
N	8056-001-009	12453	SPROUL ST.		R	X	X	X	P
N	8056-001-010	12457	SPROUL ST.		R	X	P	X	F
N	8056-001-011	12461	SPROUL ST.		R	P	P	P	F
N	8056-001-012	12467	SPROUL ST.		R	P	F	F	F
N	8056-001-013	12473	SPROUL ST.		R	P	F	F	F
N	8056-001-014	12477	SPROUL ST.		R	P	F	F	F
N	8056-001-015	12483	SPROUL ST.		R	P	F	F	F
N	8056-001-016	12489	SPROUL ST.		R	P	F	F	F
N	8056-001-017	12495	SPROUL ST.		R	F	F	F	F
N	8056-001-018	12501	SPROUL ST.		R	P	F	P	F
N	8056-002-001	13504	DELAVAN AVE.		R	F	F	F	F
N	8056-002-002	13510	DELAVAN AVE.		R	P	F	P	F
N	8056-002-003	13516	DELAVAN AVE.		R	X	P	X	F
N	8056-002-016	13601	SILVERBOW AVE.		R	F	F	F	F
N	8056-002-017	13606	SILVERBOW AVE.		R	F	F	F	F
N	8056-002-018	13612	SILVERBOW AVE.		R	P	F	P	F
N	8059-002-019	13618	SILVERBOW AVE.		R	X	P	X	P
N	8056-002-025	13713	BELMART AVE.		R	X	X	P	X
N	8056-002-026	13707	BELMART AVE.		R	X	X	F	X
N	8056-002-027	13703	BELMART AVE.		R	F	F	F	F
N	8056-003-007	13415	ESMOND AVE.		R	P	P	P	F
N	8056-003-008	13409	ESMOND AVE.		R	P	F	P	F
N	8056-003-009	13403	ESMOND AVE.		R	F	F	F	F
N	8056-003-010	13404	ESMOND AVE.		R	F	F	F	F
N	8056-003-011	13410	ESMOND AVE.		R	P	X	P	P
N	8056-003-012	13416	ESMOND AVE.		R	X	X	X	X

Appendix E – Right-of-way Impacts

City	APN	Address	Street	Description	R/C	Alternatives			
						4A	4B	5A	5B
N	8056-003-025	13511	DELAVAN AVE.		R	P	X	P	X
N	8056-003-026	13505	DELAVAN AVE.		R	P	X	P	P
N	8056-003-027	13501	DELAVAN AVE.		R	F	F	F	F
N	8056-004-011	12111	OLIVE ST.	NORWALK UNITED METHODIST CHURCH	C	P	P	P	P
N	8056-004-900	13000	CLARKDALE AVE.	SOUTHEAST RECREATION & PARK DISTRICT	C	P	P	P	P
N	8056-004-904	12155	SPROUL ST.	NORWALK ARTS & SPORTS COMPLEX	C	X	P	X	P
N	8056-005-019	13220	SAN ANTONIO DR.		C	F	F	F	F
N	8056-005-020	13208	SAN ANTONIO DR.		C	F	F	F	F
N	8056-011-016	12551	ROSECRANS AVE.	EL POLLO LOCO	C	F	F	F	F
N	8070-001-004	14616	SHOEMAKER AVE.		R	X	X	X	X
N	8070-001-005	14622	SHOEMAKER AVE.		R	F	F	F	F
N	8070-001-006*	14628	SHOEMAKER AVE.		R	X	X	X	X
N	8070-001-007*	14637	GRACEBEE AVE.		R	X	X	X	X
N	8070-001-008*	14633	GRACEBEE AVE.		R	X	X	X	X
N	8082-001-001	12645	E ROSECRANS	BUDGET RENT A CAR & SALES	C	F	F	F	F
N	8082-001-003	12605	E ROSECRANS	TUNE UP	C	F	F	F	F
D	8019-028-001	11344	BUELL ST.		R	F	P	F	P
D	8019-028-002	11338	BUELL ST.		R	F	X	F	X
D	8019-028-003	11332	BUELL ST.		R	X	X	X	X
D	8019-028-020	11343	CECILIA ST.		R	F	X	F	X
D	8019-028-021	11349	CECILIA ST.		R	F	P	F	P
D	8019-028-022	11353	CECILIA ST.		R	F	F	F	F
D	8019-030-001	11340	MULLER ST.		R	F	F	F	F
D	8019-030-002	11334	MULLER ST.		R	F	X	F	X
D	8019-030-003	11328	MULLER ST.		R	P	X	P	X
D	8019-030-016	11329	BUELL ST.		R	F	X	F	X
D	8019-030-017	11333	BUELL ST.		R	F	P	F	P
D	8019-030-018	11339	BUELL ST.		R	F	F	F	F
D	8019-031-001	11274	QUINN ST.		R	F	F	F	F
D	8019-031-002	11268	QUINN ST.		R	F	X	F	X
D	8019-031-003	11262	QUINN ST.		R	P	X	P	X
D	8019-031-030	11323	MULLER ST.		R	F	X	F	X
D	8019-031-031	11329	MULLER ST.		R	F	F	F	F
D	8019-031-032	11333	MULLER ST.		R	F	F	F	F
D	8019-032-015	10806	OFFLEY AVE		R	X	X	X	X
D	8019-032-026	10801	LONGWORTH AVE.		R	P	X	P	X
D	8019-032-027	10810	LONGWORTH AVE.		R	F	F	F	F
D	8019-032-028	10816	LONGWORTH AVE.		R	F	P	F	P

Appendix E – Right-of-way Impacts

City	APN	Address	Street	Description	R/C	Alternatives			
						4A	4B	5A	5B
D	8019-32-029	11253	QUINN ST.		R	P	X	P	X
D	8019-032-030	11259	QUINN ST.		R	F	F	F	F
D	8019-032-031	11265	QUINN ST.		R	F	F	F	F
D	8019-033-006	10780	FAIRFORD		C	P	P	P	P
D	8019-033-016	11000	FLORENCE AVE.		C	P	P	P	P
D	8019-033-017	11143	DOLLISON DR.	CAR DEALERSHIP	C	P	P	P	P
D	8019-033-025	11111	FLORENCE AVE.	SAM'S CLUB	C	P	P	P	P
D	8019-033-900	11190	FLORENCE AVE.	CAR DEALERSHIP	C	P	P	P	P

APNs with an asterisk (*) are right-of-way impacts associated with the Interstate 5 at Carmenita Road Interchange Improvement Project.

APPENDIX F-1

Project Alternative Layouts
10-and 12 Lane Modified MIS Alignment

APPENDIX F-1

Project Alternative Layouts
10 and 12 Lane Modified MIS Alignment

INDEX OF SHEETS

STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION

PROJECT PLANS FOR CONSTRUCTION ON
STATE HIGHWAY
IN LOS ANGELES COUNTY
IN CERRITOS, LA MIRADA, NORWALK, SANTA FE SPRINGS AND DOWNEY FROM
0.03 Km (0.02 MILE) SOUTH OF ARTESIA BLVD UNDERCROSSING TO
1.21 Km (7.61 MILE) NORTH OF ROUTE 605 AND 5 INTERCHANGE

To be supplemented by Standard Plans dated July, 2004

DIST	COUNTY	ROUTE	KILOMETER POST TOTAL PROJECT	SHEET No.	TOTAL SHEETS
07	LA	5	KP99.84/102.70(PM62.04/63.82) KP4.84/12.24(PM3.00/7.61)	1	

LOCATION MAP

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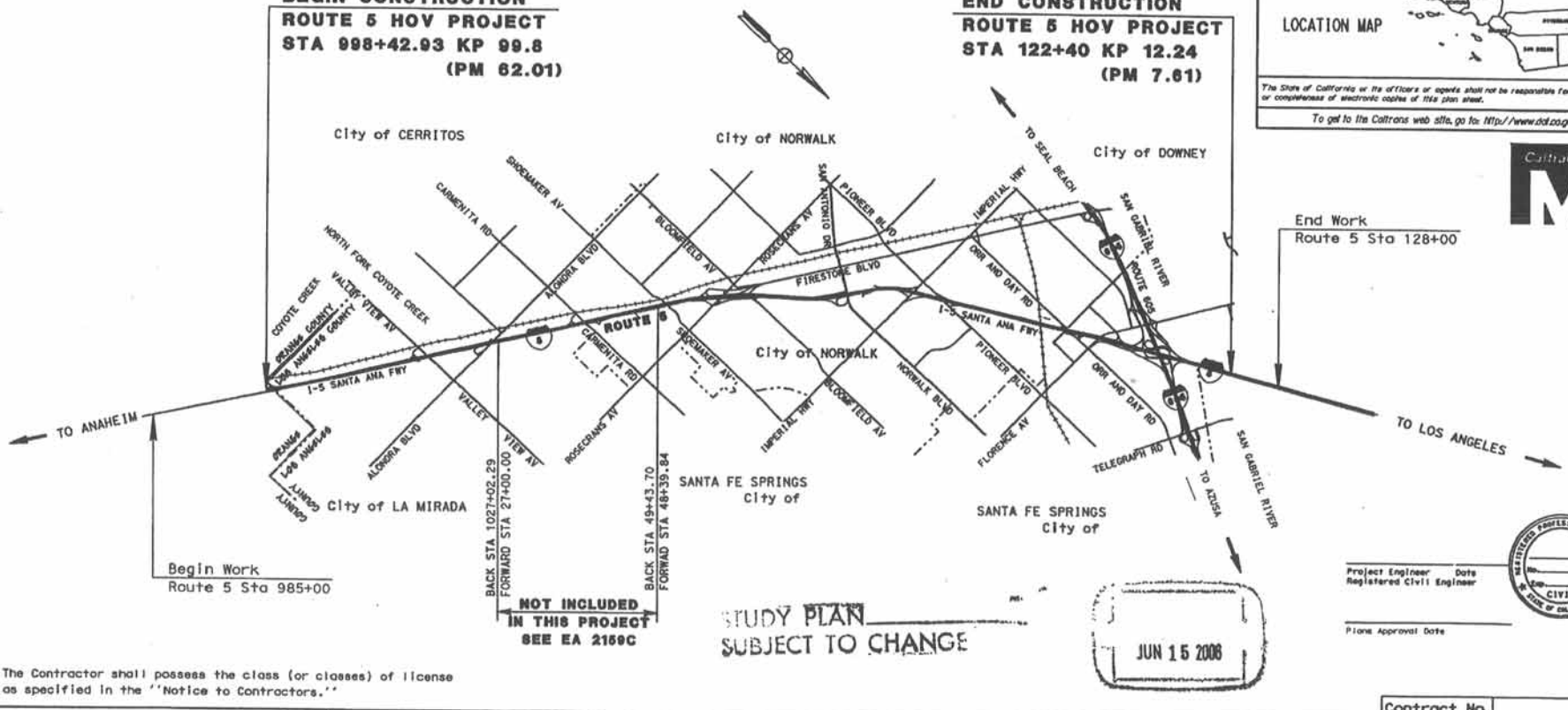
BEGIN CONSTRUCTION
ROUTE 5 HOV PROJECT
STA 998+42.93 KP 99.8
(PM 62.01)

END CONSTRUCTION
ROUTE 5 HOV PROJECT
STA 122+40 KP 12.24
(PM 7.61)



STUDY PLAN
SUBJECT TO CHANGE

JUN 15 2006

Project Engineer Date
Registered Civil Engineer

Plans Approval Date

REGISTERED PROFESSIONAL ENGINEER
CIVIL
STATE OF CALIFORNIA

The Contractor shall possess the class (or classes) of license as specified in the "Notice to Contractors."

Contract No.

CU 00000 EA 000000

FORM DC-OE-93-PF (REV. 3/00)

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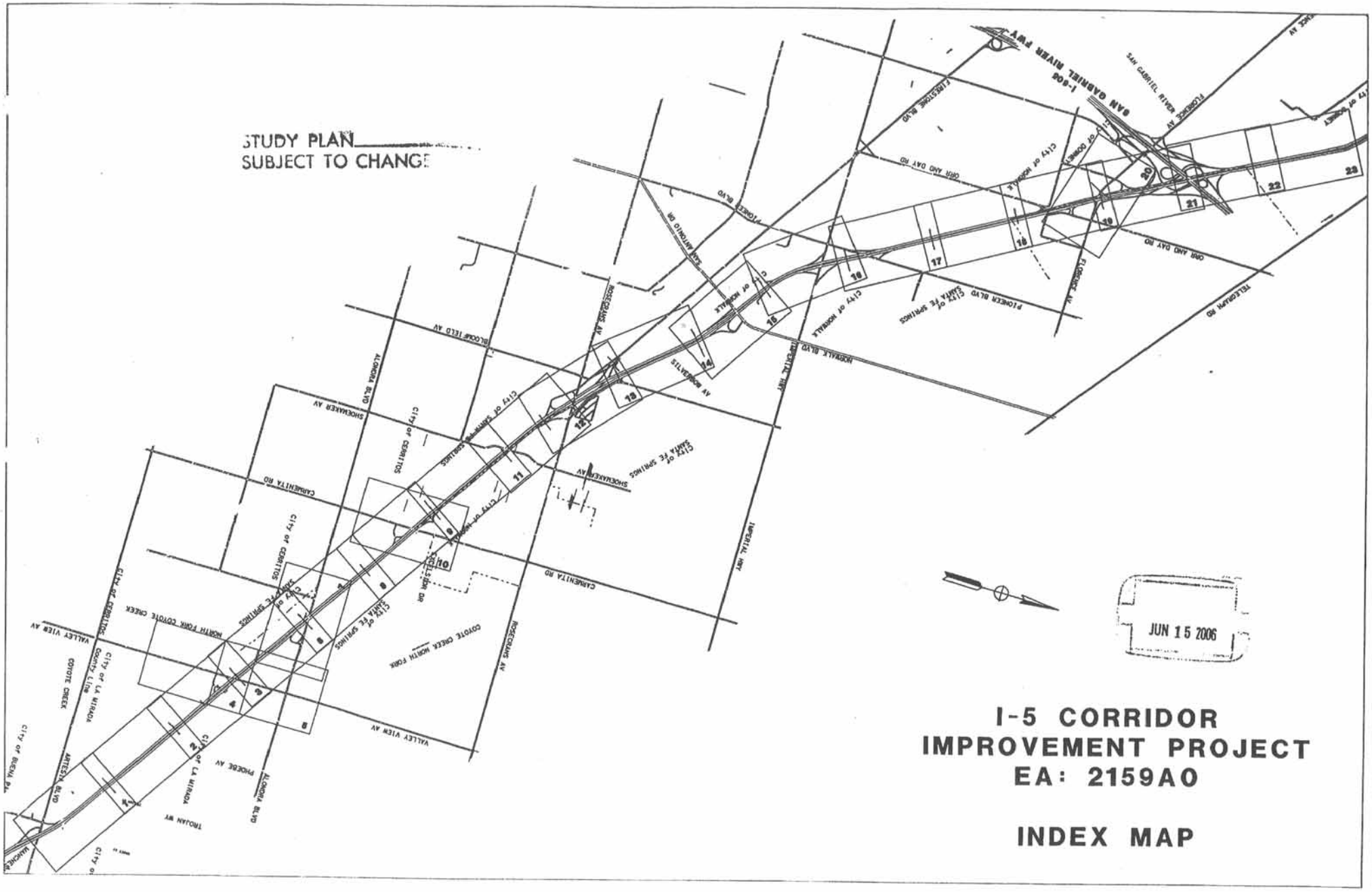

JUN 15 2006

I-5 CORRIDOR IMPROVEMENT PROJECT
EA: 2159A0

INDEX MAP

DIST	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET NO.	TOTAL SHEETS

REGISTERED CIVIL ENGINEER

PLANS APPROVAL DATE

REGISTERED PROFESSIONAL ENGINEER NO. EXP. CIVIL STATE OF CALIFORNIA

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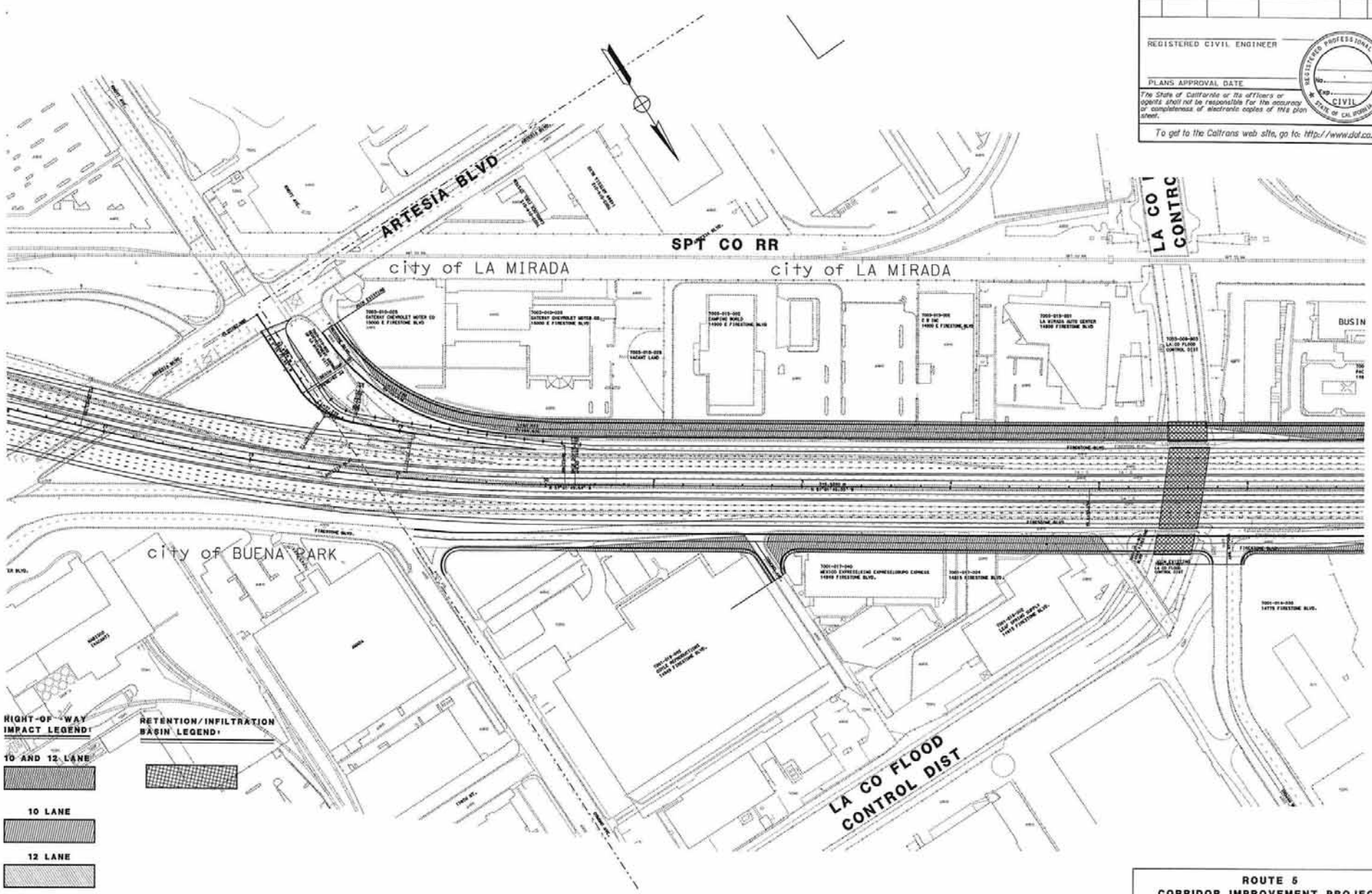

ROUTE 5
CORRIDOR IMPROVEMENT PROJECT
10-LANE MODIFIED MIS ALT L-1

DATE	REVISED BY	DATE REVISED

CALCULATED/DESIGNED BY

CHECKED BY

PROJECT ENGINEER

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION

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DIST	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET NO.	TOTAL SHEETS

REGISTERED CIVIL ENGINEER

PLANS APPROVAL DATE

REGISTERED PROFESSIONAL ENGINEER CIVIL STATE OF CALIFORNIA

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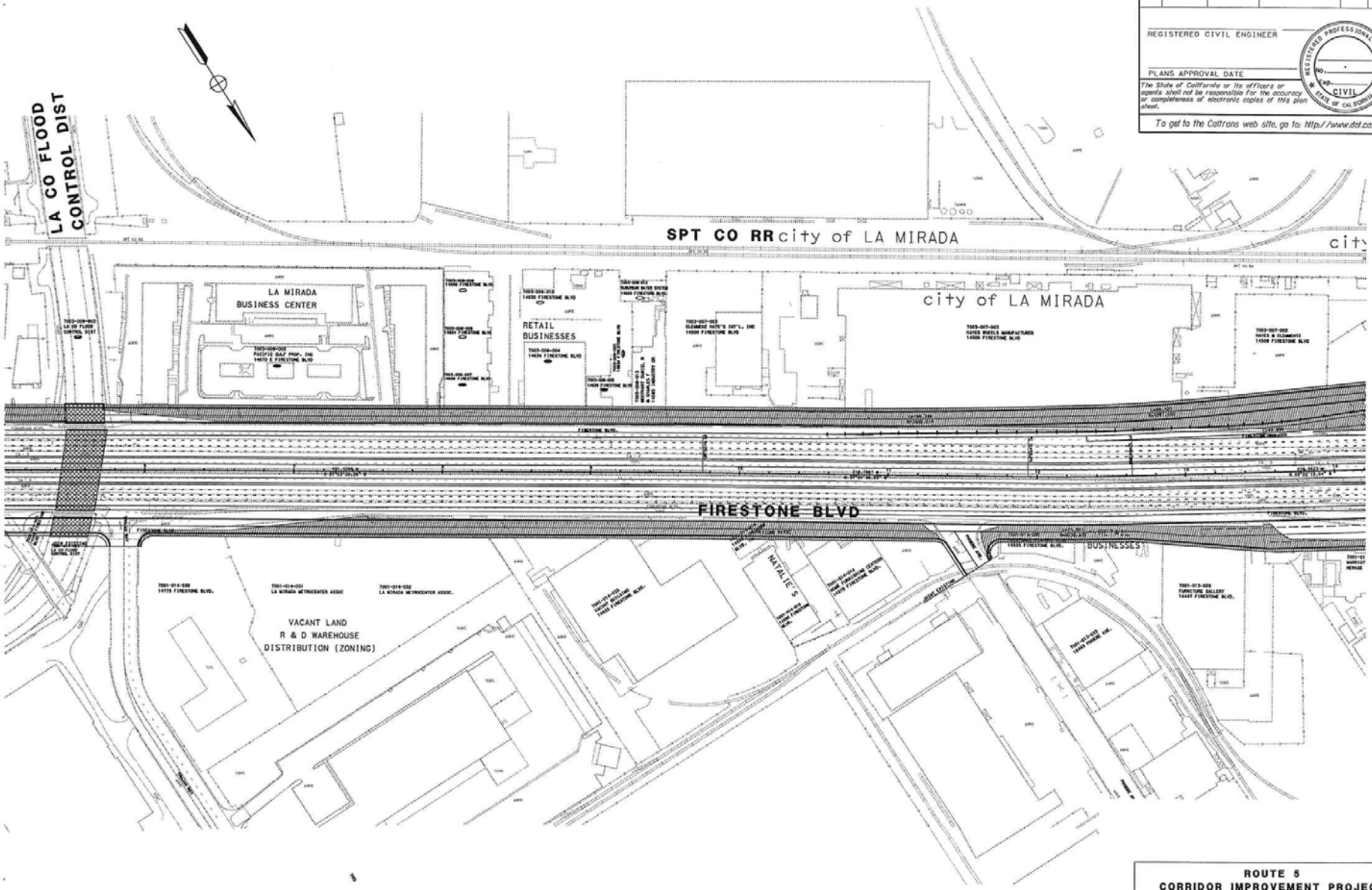

DATE	REVISED BY	DATE REVISED

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ROUTE 5
CORRIDOR IMPROVEMENT PROJECT
10-LANE MODIFIED MIS ALT L-2

LEGL REVISION 00-00-00

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TIME PLOTTED => 09:55

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EA 000000

DIST	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET NO.	TOTAL SHEETS

REGISTERED CIVIL ENGINEER

PLANS APPROVAL DATE

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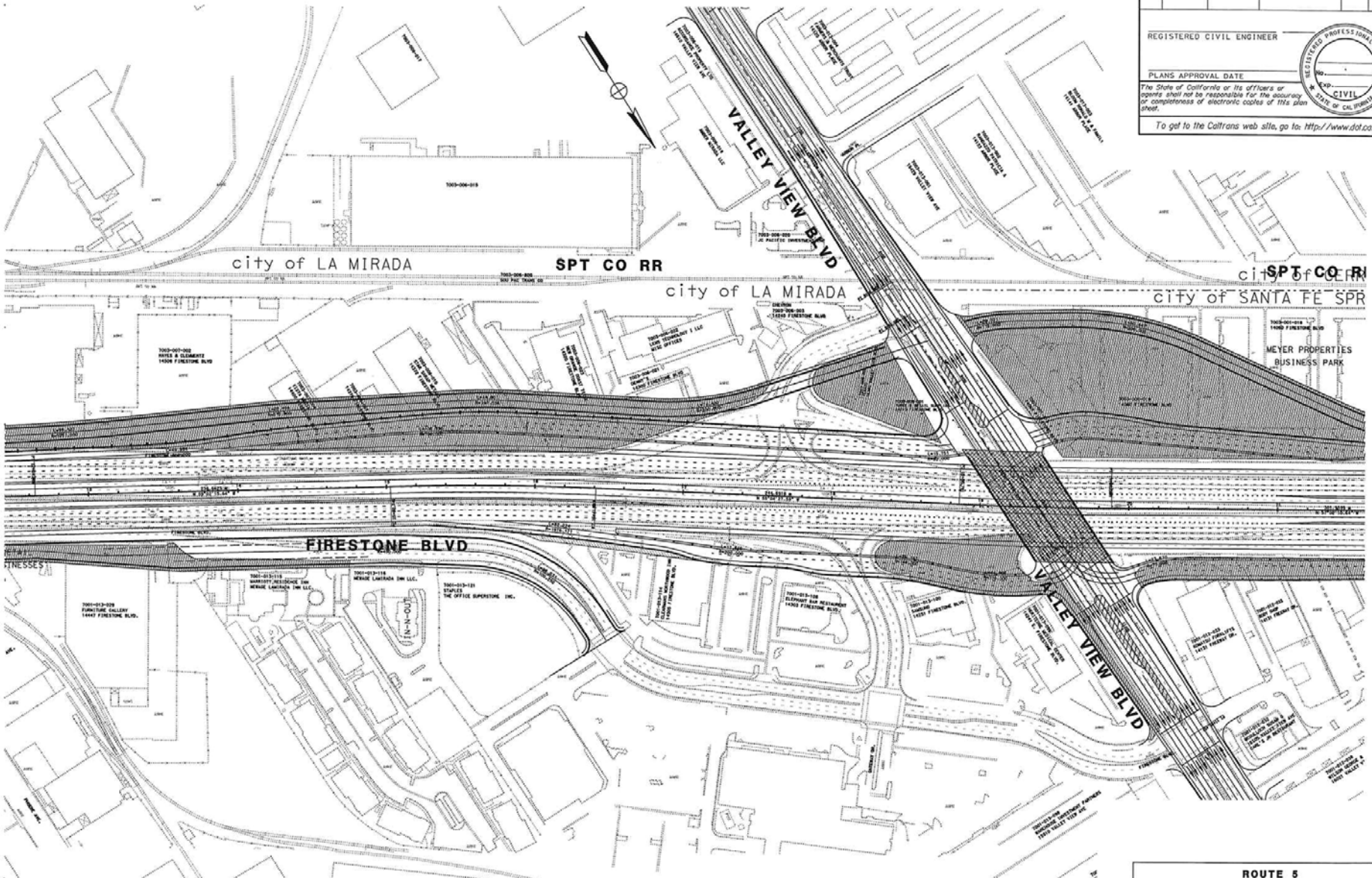

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CORRIDOR IMPROVEMENT PROJECT
10-LANE MODIFIED MIS ALT L-3

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	DATE REVISED

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REGISTERED CIVIL ENGINEER

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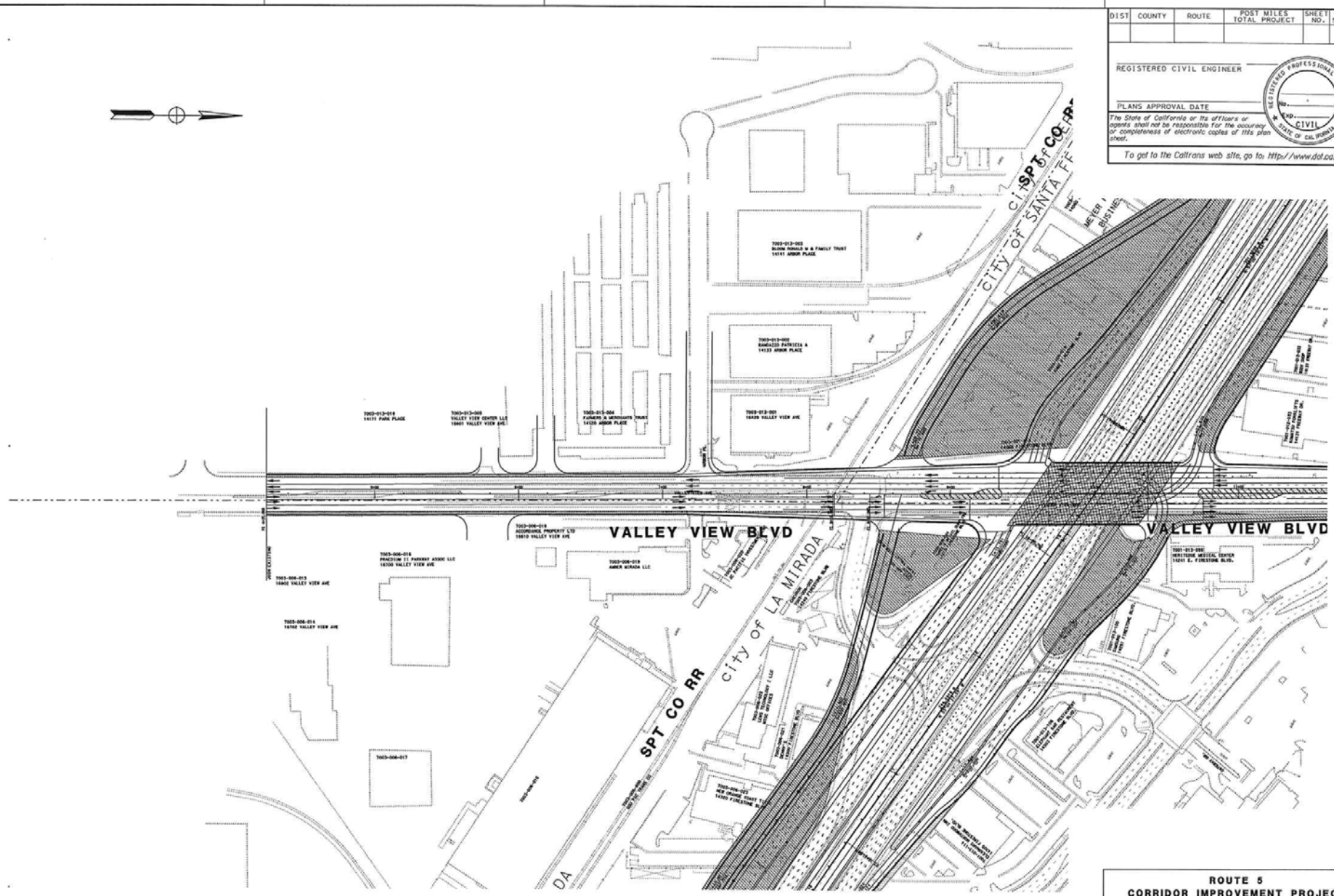

ROUTE 5
CORRIDOR IMPROVEMENT PROJECT
10-LANE MODIFIED MIS ALT L-4

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CALCULATED/DESIGNED BY

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PROJECT ENGINEER

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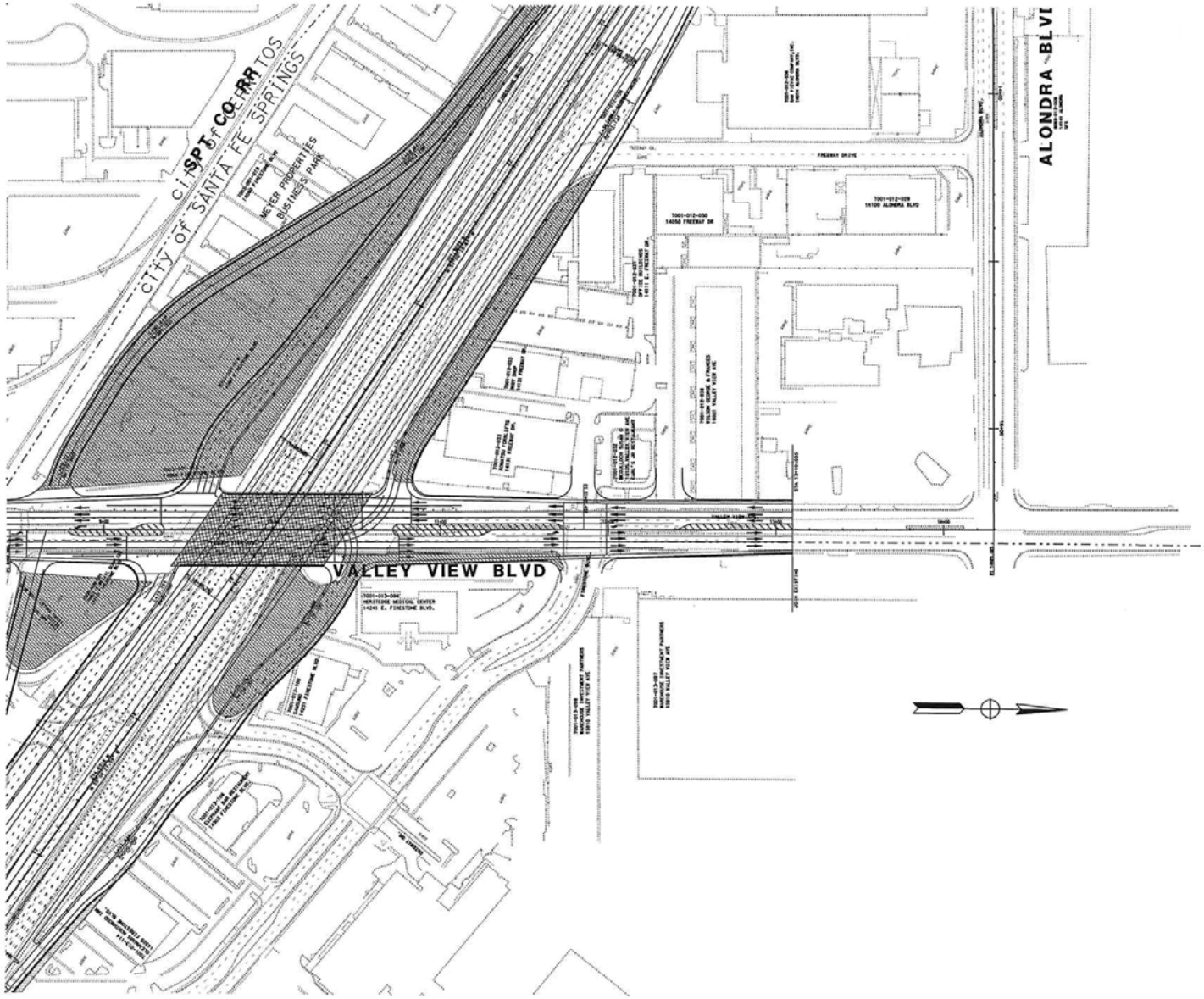

DIST	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET NO.	TOTAL SHEETS

REGISTERED CIVIL ENGINEER

PLANS APPROVAL DATE

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ROUTE 5
CORRIDOR IMPROVEMENT PROJECT
10-LANE MODIFIED MIS ALT L-5

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DATE REVISED

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DIST	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET NO.	TOTAL SHEETS

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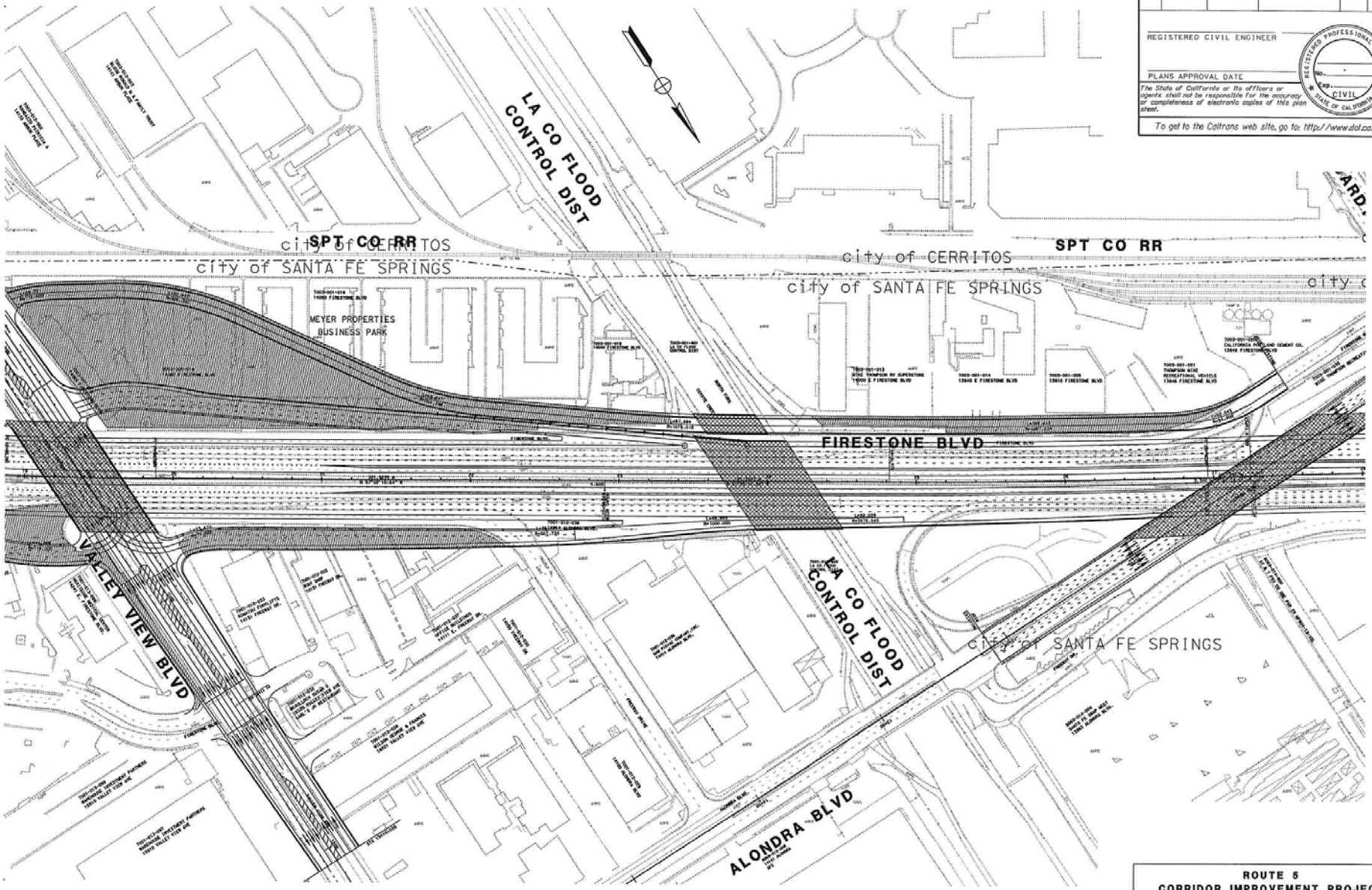

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ROUTE 5
CORRIDOR IMPROVEMENT PROJECT
10-LANE MODIFIED MIS ALT L-6

LAST REVISION 00-00-00

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DIST	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET NO.	TOTAL SHEETS

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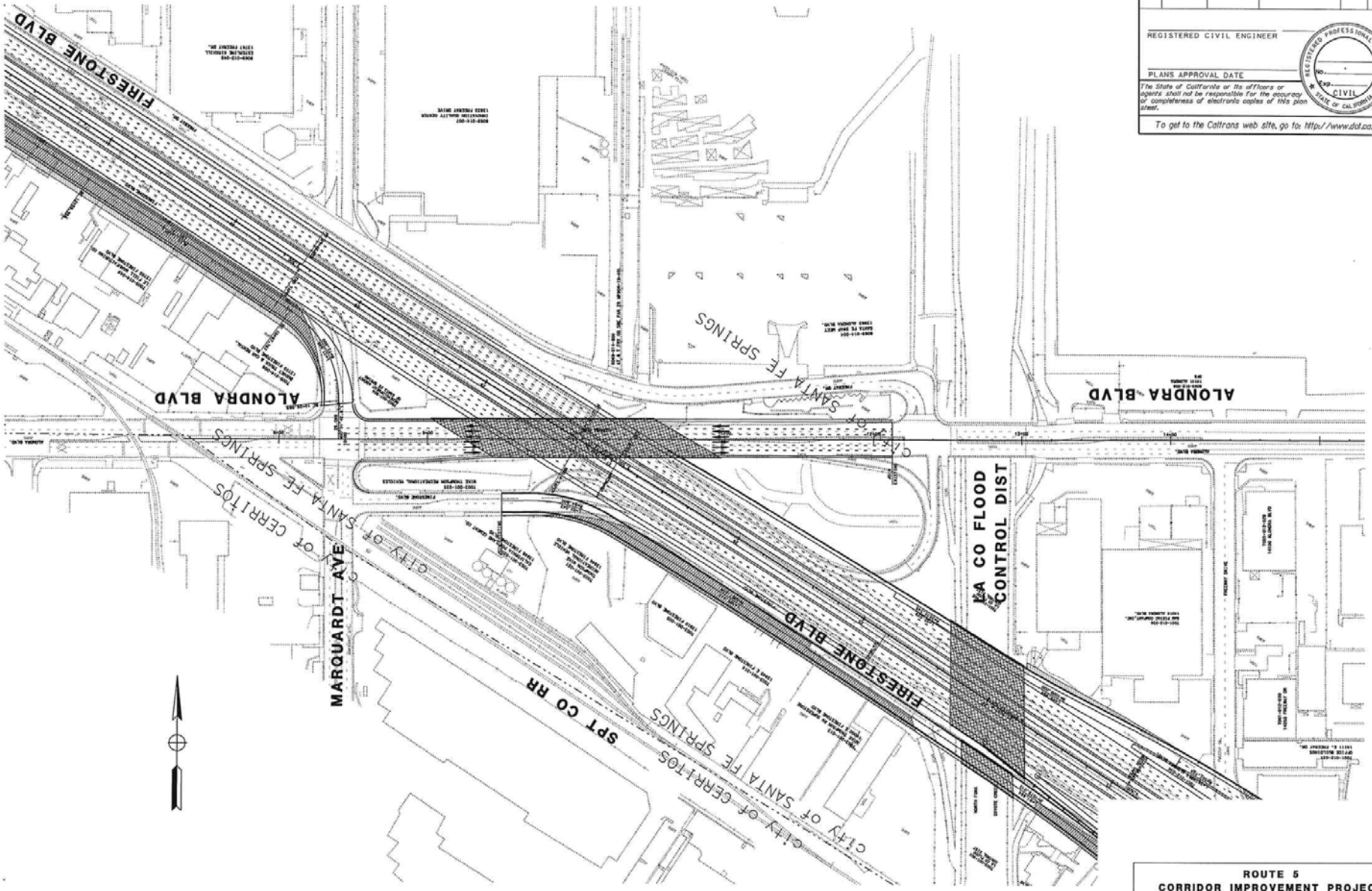

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CORRIDOR IMPROVEMENT PROJECT
10-LANE MODIFIED MIS ALT L-7

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	DATE REVISED

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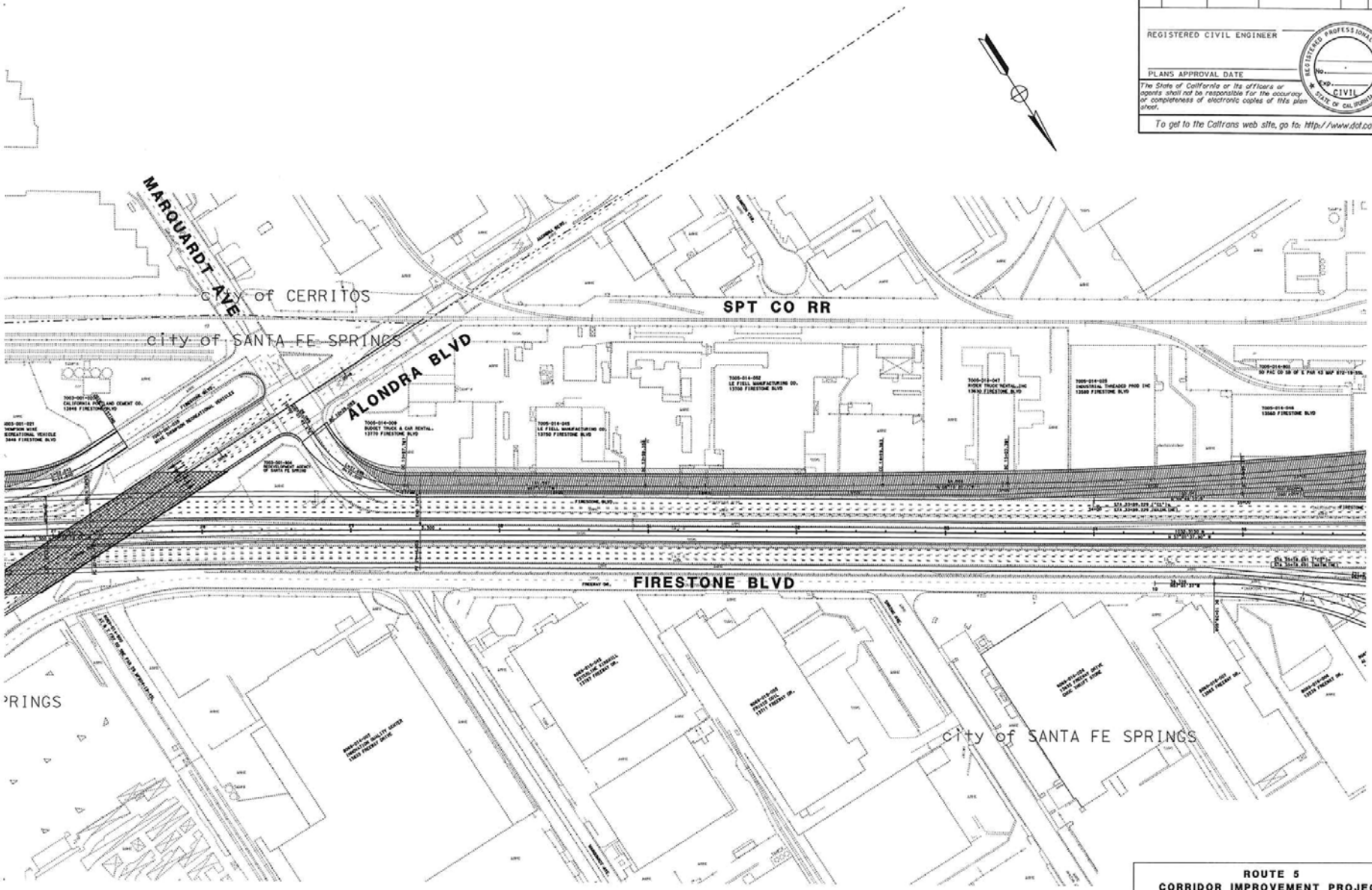

ROUTE 5
CORRIDOR IMPROVEMENT PROJECT
10-LANE MODIFIED MIS ALT L-8

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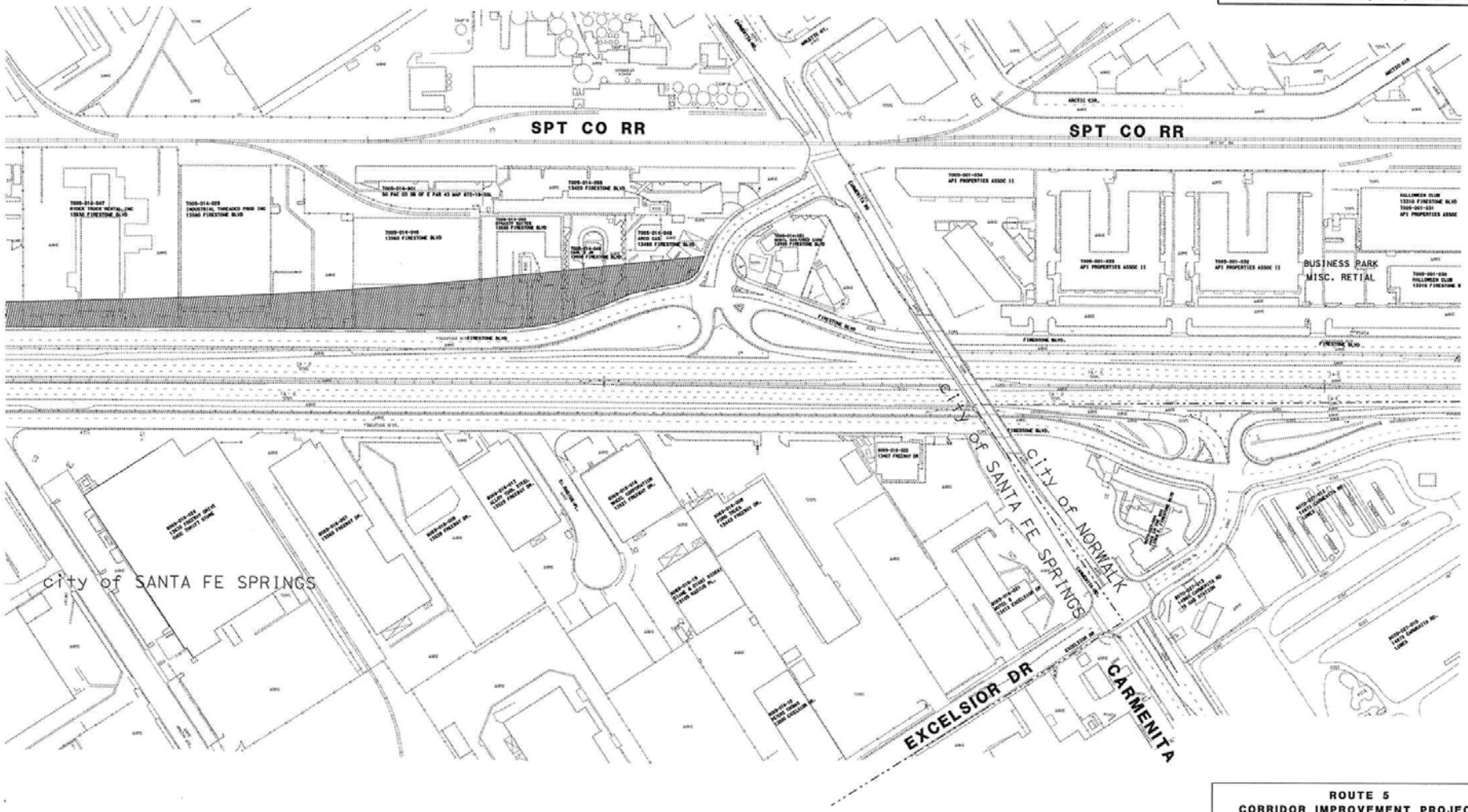

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CORRIDOR IMPROVEMENT PROJECT
10-LANE MODIFIED MIS ALT L-9

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DIST	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET NO.	TOTAL SHEETS

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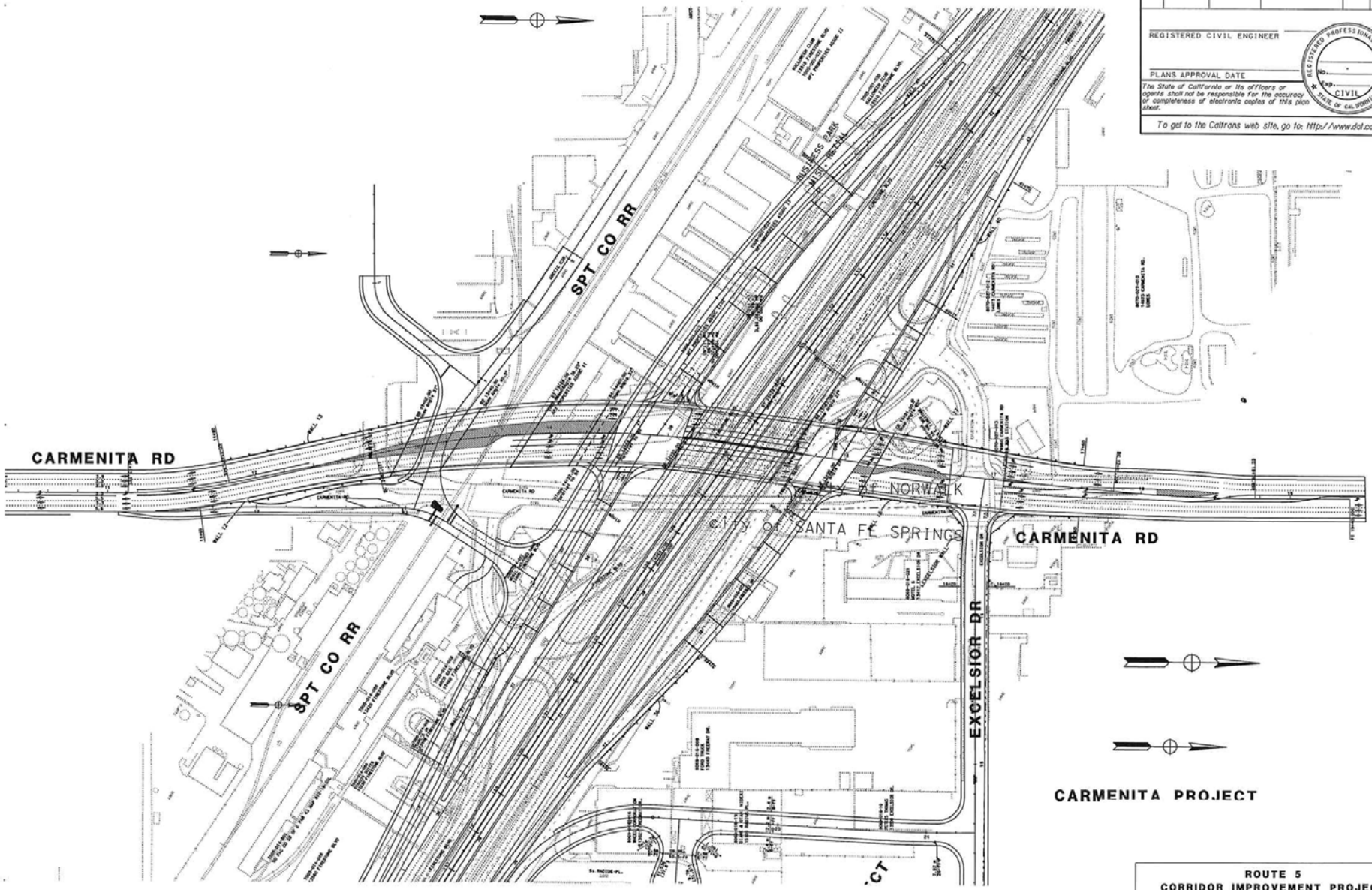

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Caltrans		CHECKED BY		DATE REVISED

ROUTE 5
CORRIDOR IMPROVEMENT PROJECT
10-LANE MODIFIED MIS ALT L-10

LAST REVISION 00-00-00 DATE PLOTTED => 12-OCT-2006 TIME PLOTTED => 10:08

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DIST	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET NO.	TOTAL SHEETS

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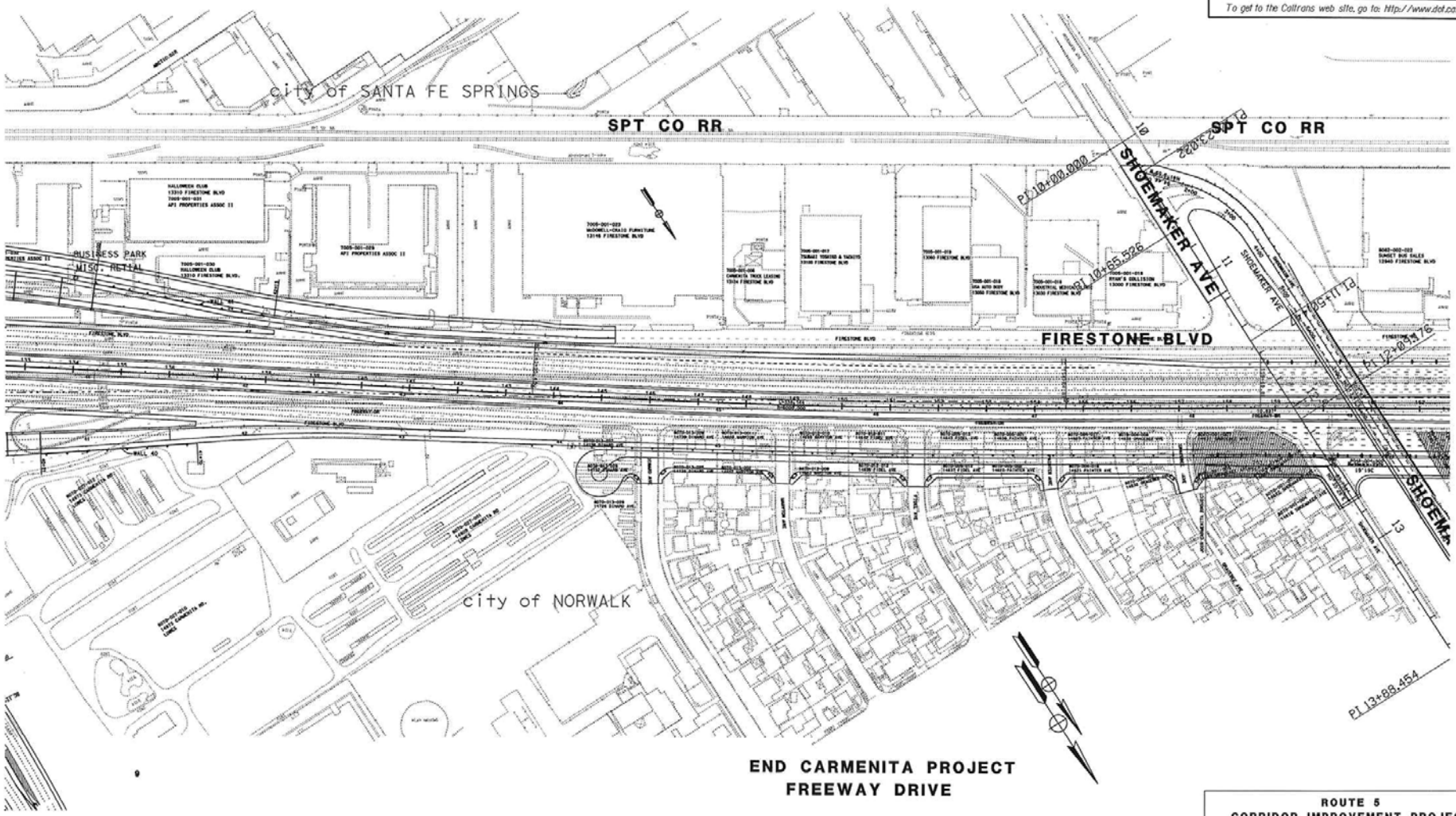

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PROJECT ENGINEER

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DATE REVISED

ROUTE 5
CORRIDOR IMPROVEMENT PROJECT
10-LANE MODIFIED MIS ALT L-11

LAST REVISION 00-00-00

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TIME PLOTTED => 10:09

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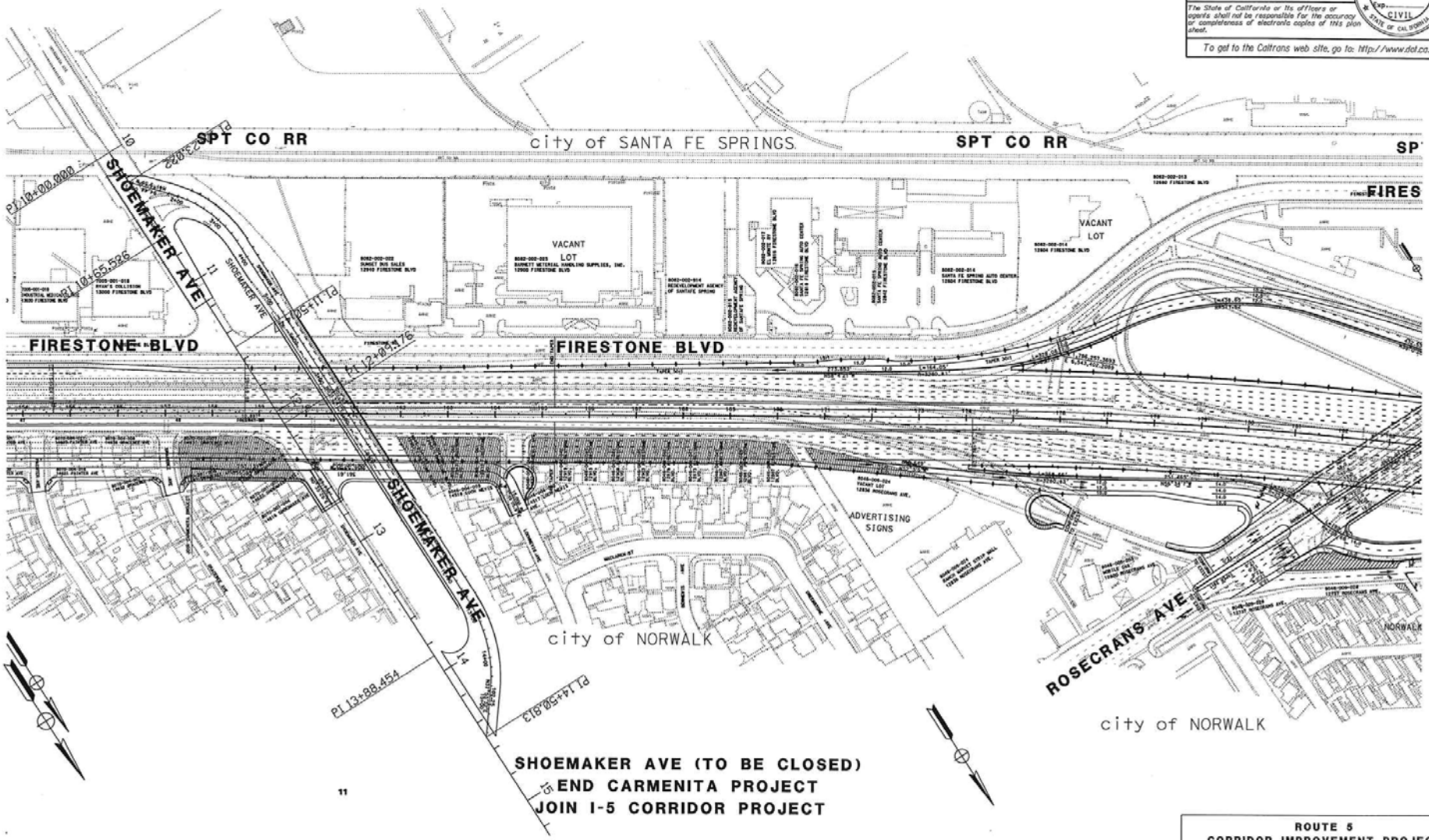

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PROJECT ENGINEER

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ROUTE 5
CORRIDOR IMPROVEMENT PROJECT
10-LANE MODIFIED MIS ALT L-12

LAST REVISION 00-00-00

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DIST	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET NO.	TOTAL SHEETS

REGISTERED CIVIL ENGINEER

PLANS APPROVAL DATE

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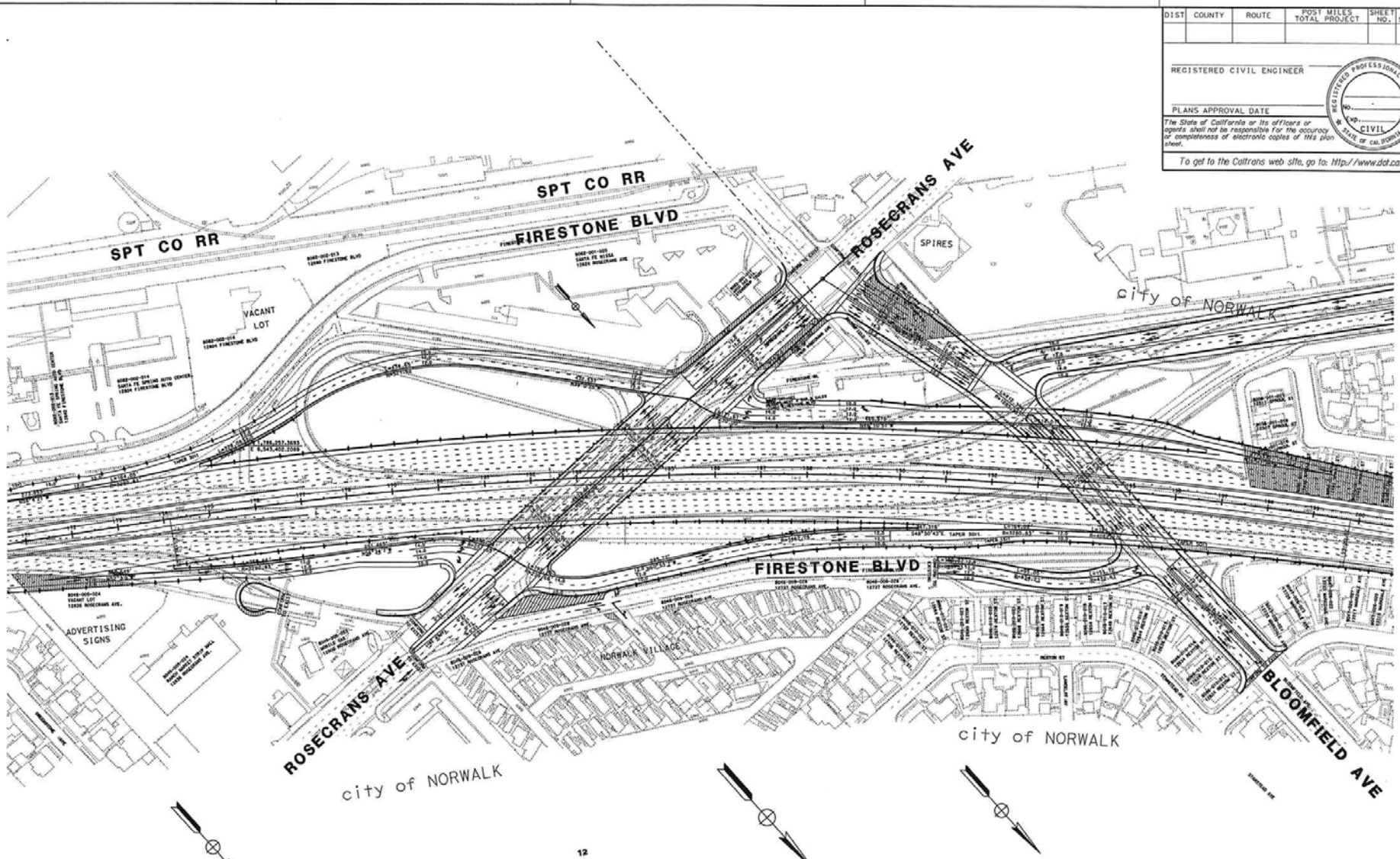

12

ROSECRANS AVE INTERCHANGE
BLOOMFIELD AVE UNDERCROSSING

IE CLOSED)
ROJECT
ROJECT

DATE	REVISED BY	DATE REVISED

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PROJECT ENGINEER

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ROUTE 5
CORRIDOR IMPROVEMENT PROJECT
10-LANE MODIFIED MIS ALT L-13

LAST REVISION 00-00-00 DATE PLOTTED => 12-OCT-2006 TIME PLOTTED => 10:47

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DIST	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET NO.	TOTAL SHEETS

REGISTERED CIVIL ENGINEER

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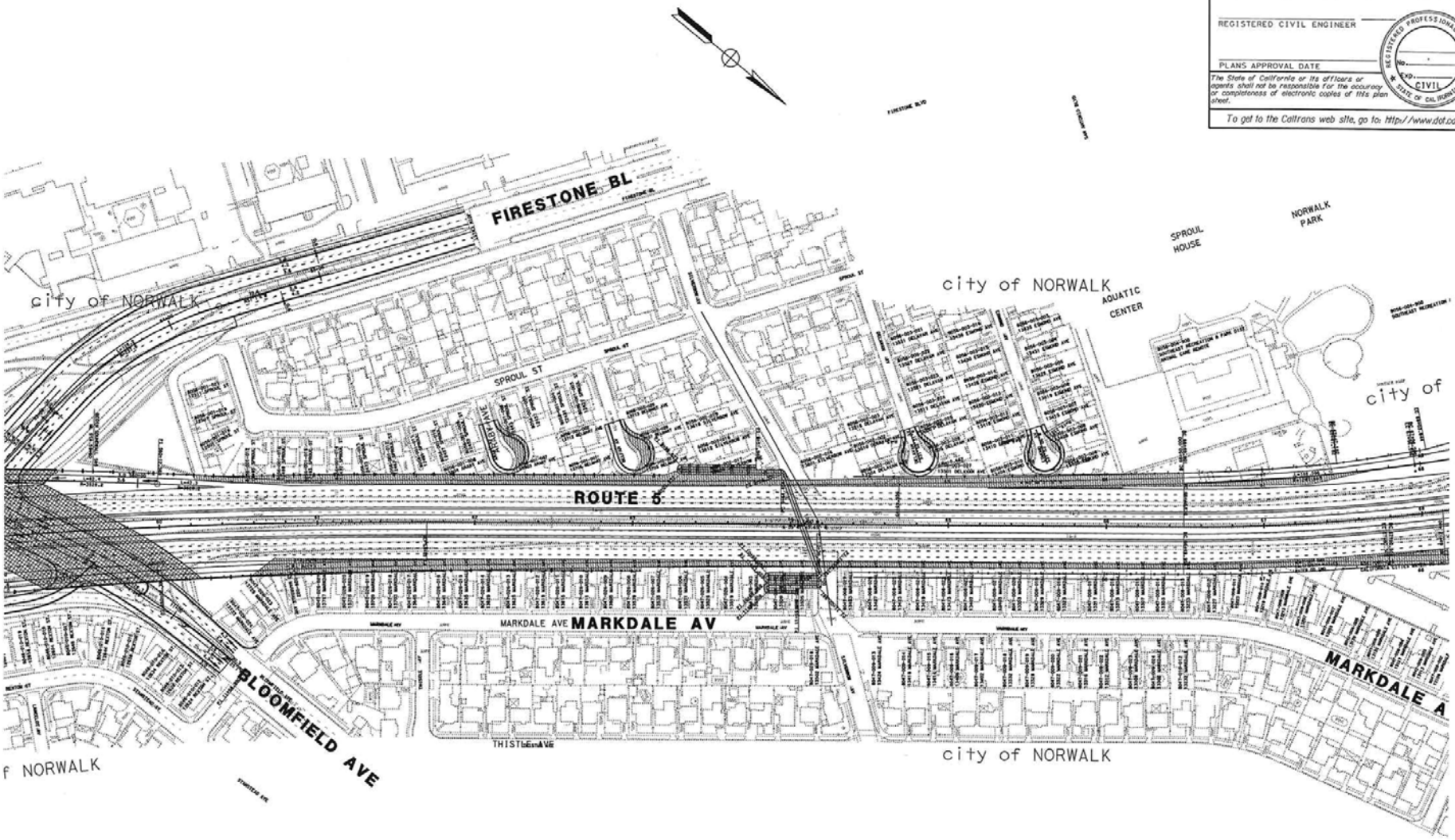

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ROUTE 5
CORRIDOR IMPROVEMENT PROJECT
10-LANE MODIFIED MIS ALT L-14

ASR REVISION 00-00-00 | DATE PLOTTED => 12-OCT-2006 | TIME PLOTTED => 10:59

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DIST	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET NO.	TOTAL SHEETS

REGISTERED CIVIL ENGINEER

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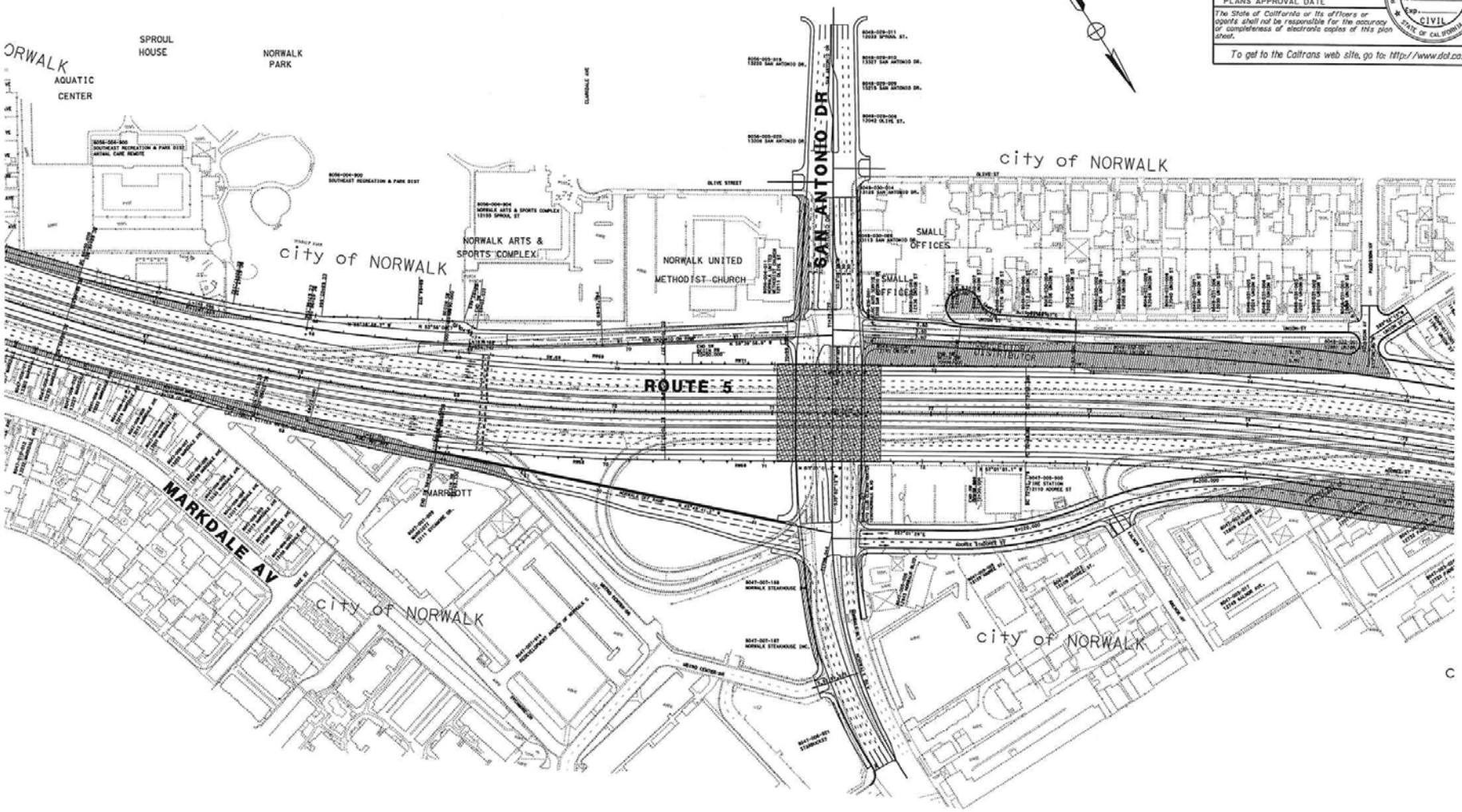

ROUTE 5
CORRIDOR IMPROVEMENT PROJECT
10-LANE MODIFIED MIS ALT L-15

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STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION

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LAST REVISION 00-00-00

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TIME PLOTTED => 10:52

DIST	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET NO.	TOTAL SHEETS

REGISTERED CIVIL ENGINEER

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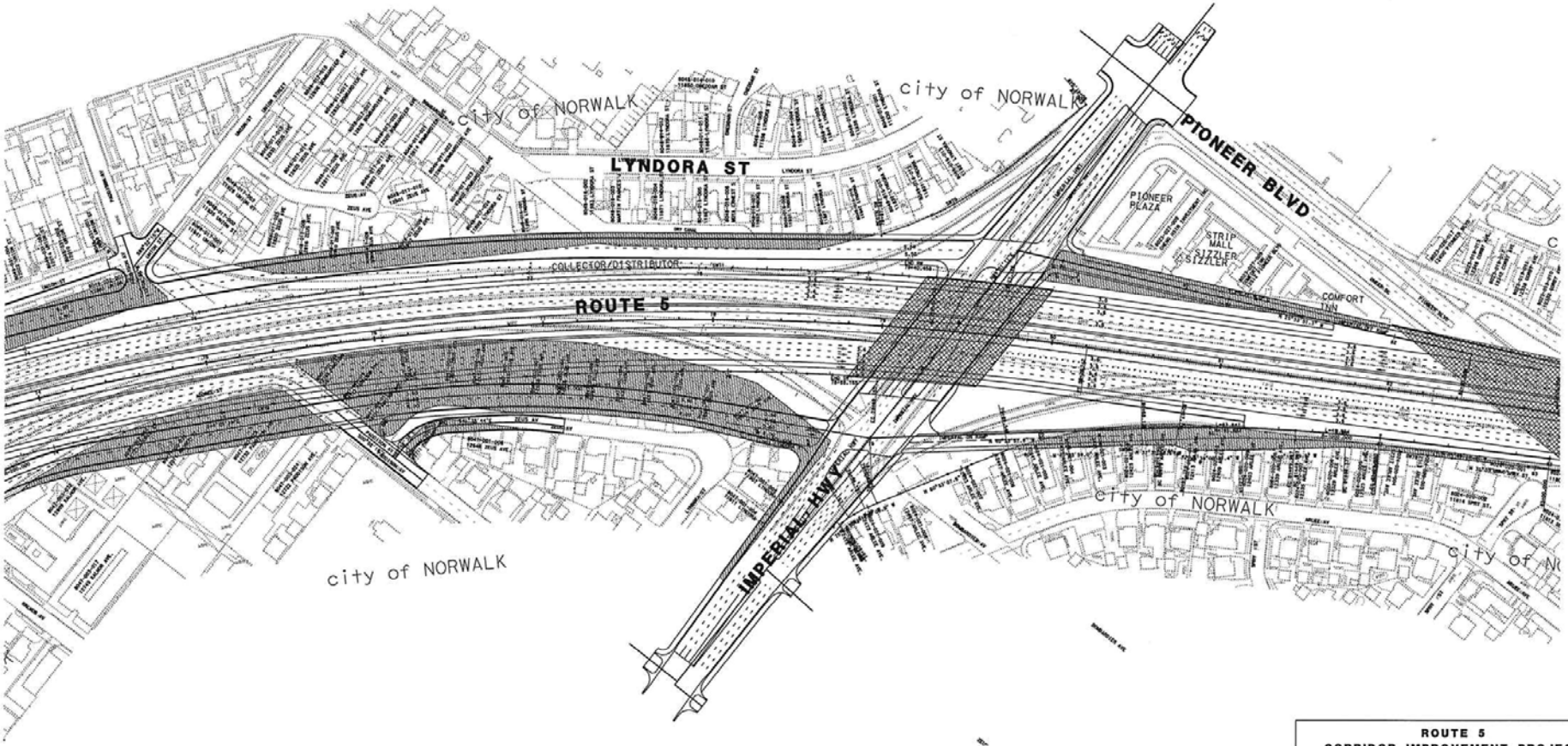

ROUTE 5
CORRIDOR IMPROVEMENT PROJECT
10-LANE MODIFIED MIS ALT L-16

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	DATE REVISED

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DIST	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET NO.	TOTAL SHEETS

REGISTERED CIVIL ENGINEER

PLANS APPROVAL DATE

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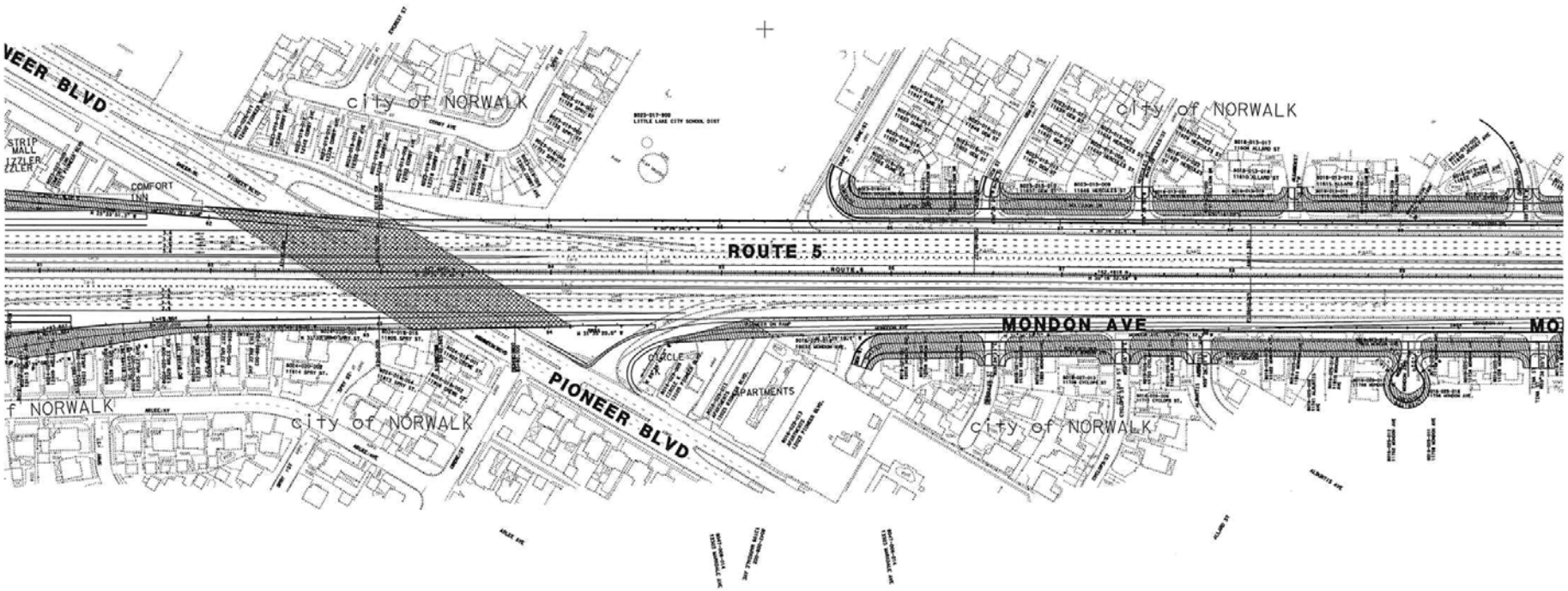

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION	PROJECT ENGINEER	CALCULATED/ DESIGNED BY	DATE REVISED BY
Caltrans		CHECKED BY	DATE REVISED

ROUTE 5
CORRIDOR IMPROVEMENT PROJECT
10-LANE MODIFIED MIS ALT L-17

LAST REVISION 00-00-00 DATE PLOTTED => 13-OCT-2006 TIME PLOTTED => 16:55

RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3

USERNAME => MBrar
DGN FILE => 72159aed017.dgn

CU 00000 | EA 000000

DIST	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET NO.	TOTAL SHEETS

REGISTERED CIVIL ENGINEER

PLANS APPROVAL DATE

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	DATE REVISED

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PROJECT ENGINEER

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION

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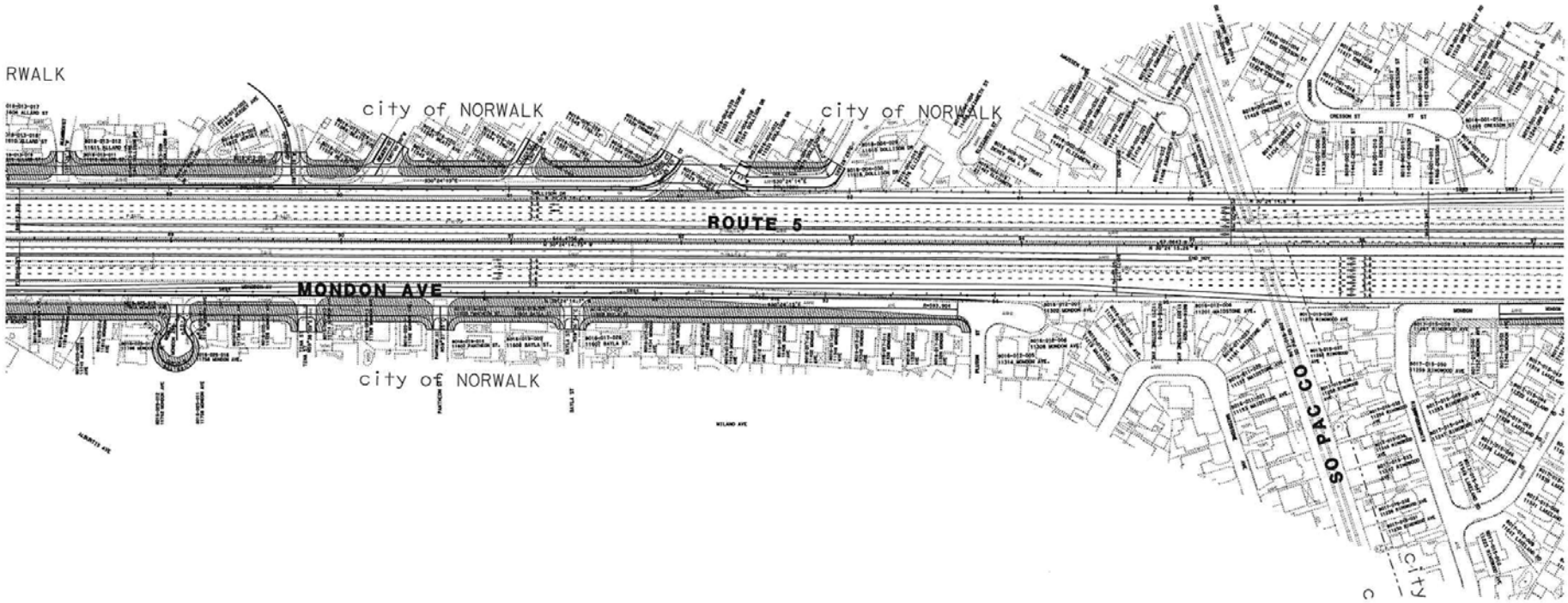

ROUTE 5
CORRIDOR IMPROVEMENT PROJECT
10-LANE MODIFIED MIS ALT L-18

LAST REVISION 00-00-00

DATE PLOTTED => 12-OCT-2006
TIME PLOTTED => 11:01

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DGN FILE => 72159aea018.dgn

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DIST	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET NO.	TOTAL SHEETS

REGISTERED CIVIL ENGINEER

PLANS APPROVAL DATE

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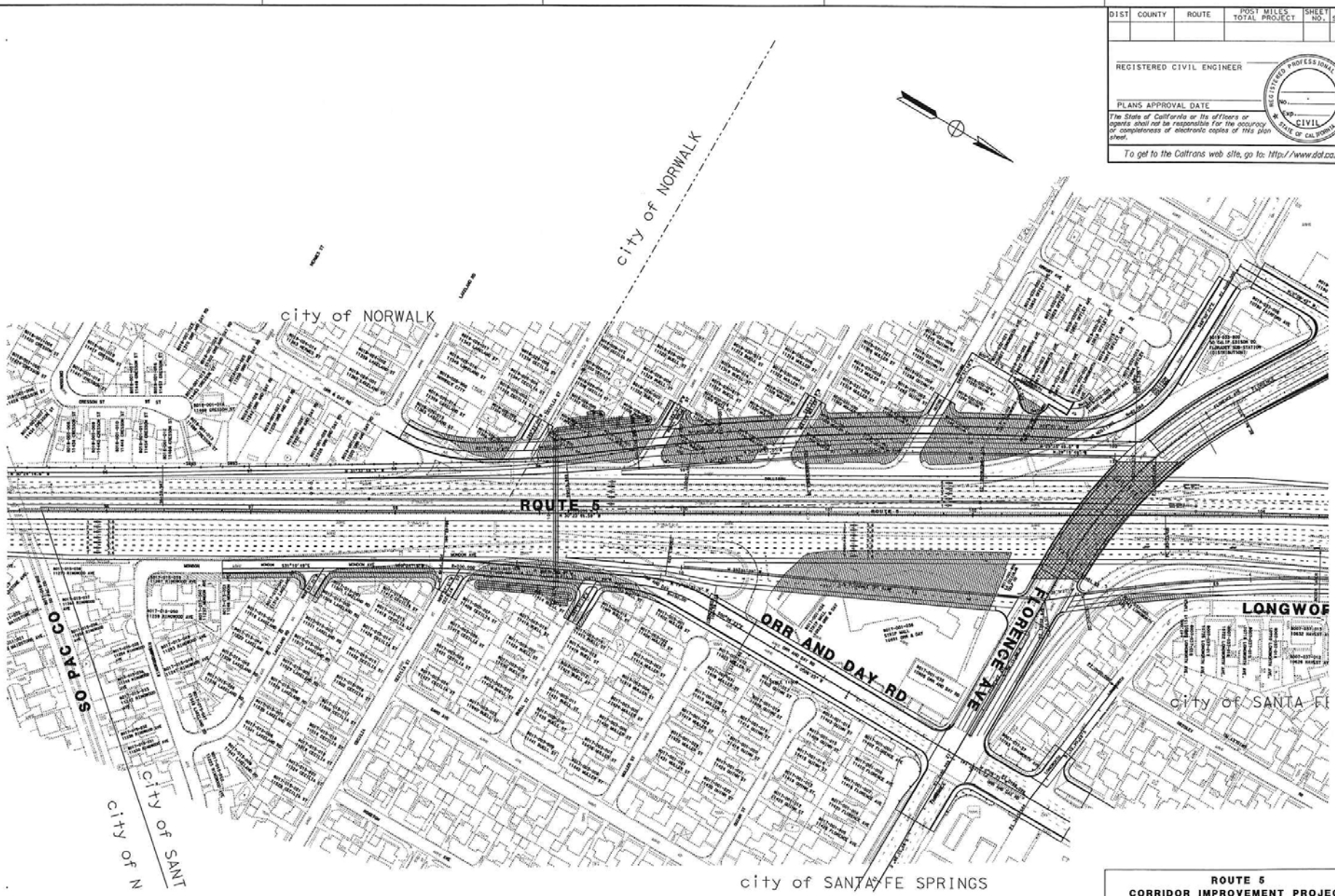

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PROJECT ENGINEER

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ROUTE 5
CORRIDOR IMPROVEMENT PROJECT
10-LANE MODIFIED MIS ALT L-19

LAST REVISION 00-00-00 DATE PLOTTED => 12-OCT-2006 TIME PLOTTED => 11:02

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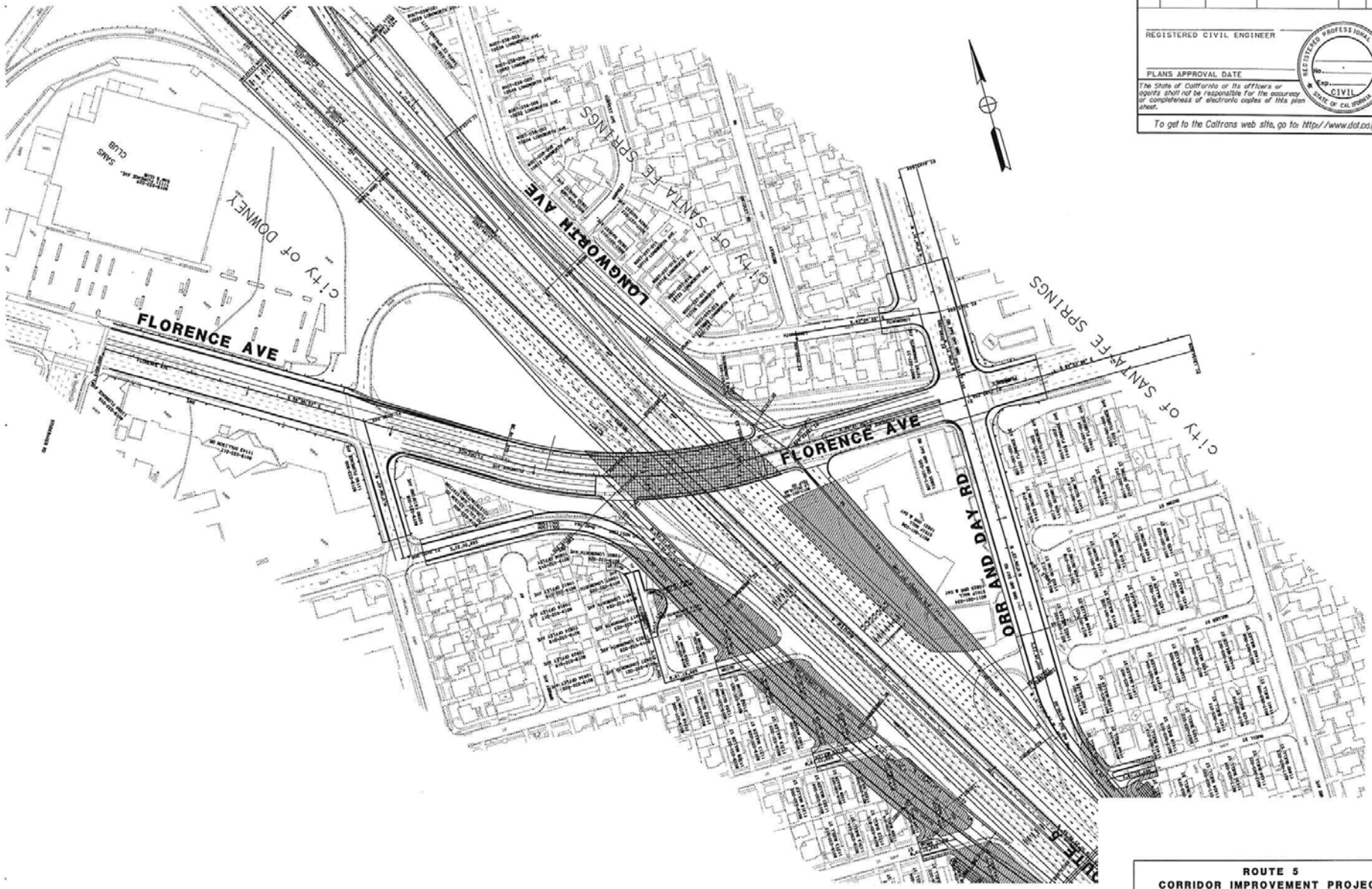
EA 000000



DIST	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET NO.	TOTAL SHEETS

REGISTERED CIVIL ENGINEER

PLANS APPROVAL DATE

REGISTERED PROFESSIONAL ENGINEER NO. EXP. CIVIL STATE OF CALIFORNIA

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STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION

Caltrans

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	DATE REVISED

ROUTE 5
CORRIDOR IMPROVEMENT PROJECT
10-LANE MODIFIED MIS ALT L-20

REVISION DATE PLOTTED => 12-OCT-2006
00-00-00 TIME PLOTTED => 11:04

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DIST	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET NO.	TOTAL SHEETS

REGISTERED CIVIL ENGINEER

PLANS APPROVAL DATE

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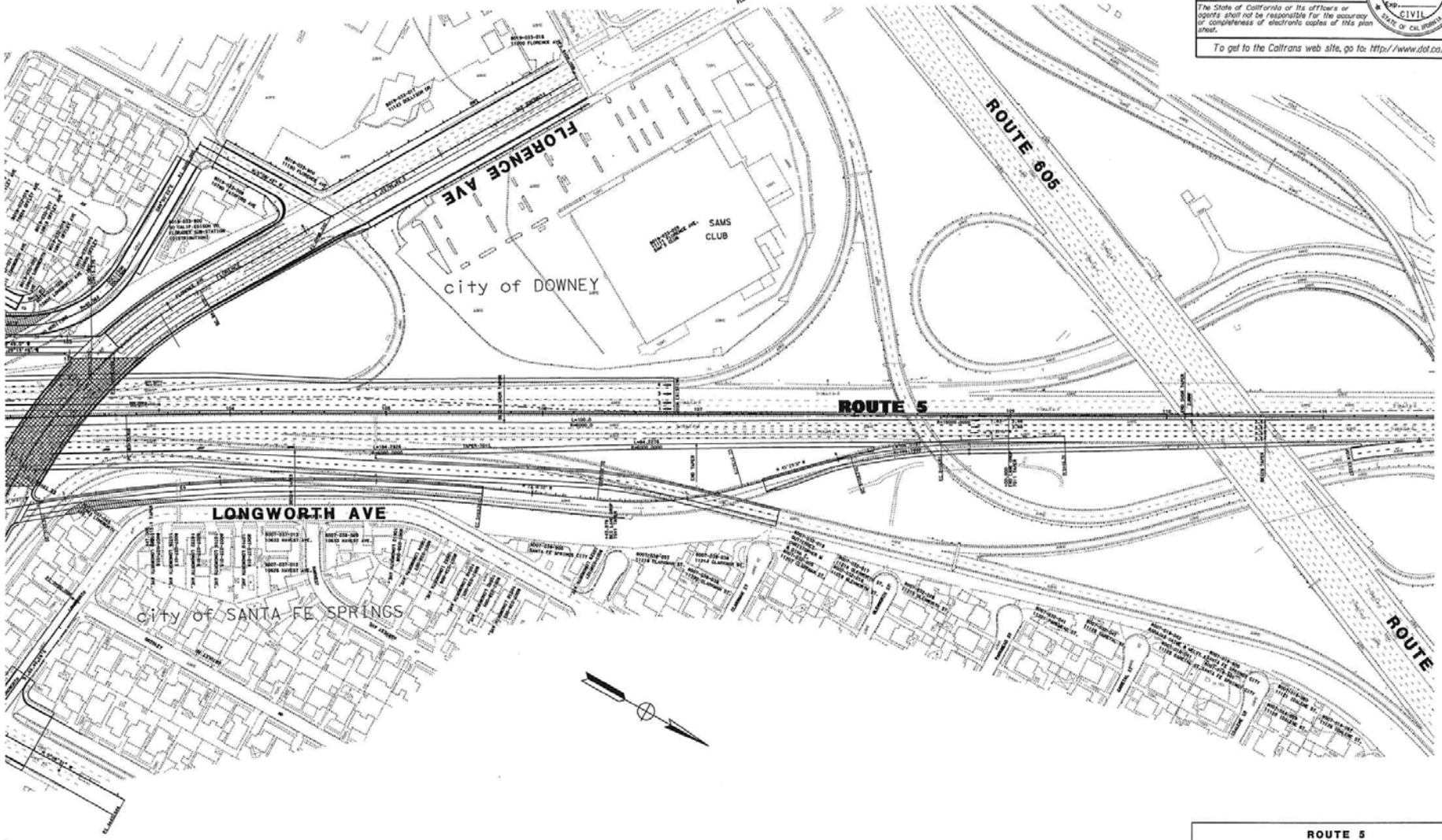

ROUTE 5
CORRIDOR IMPROVEMENT PROJECT
10-LANE MODIFIED MIS ALT L-21

DATE	REVISED BY	DATE REVISED

CALCULATED/DESIGNED BY

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PROJECT ENGINEER

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RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3

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EA 000000

LAST REVISION 00-00-00

DATE PLOTTED => 12-OCT-2006
TIME PLOTTED => 12:18

DIST	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET NO.	TOTAL SHEETS

REGISTERED CIVIL ENGINEER

PLANS APPROVAL DATE

REGISTERED PROFESSIONAL ENGINEER NO. EXP. CIVIL STATE OF CALIFORNIA

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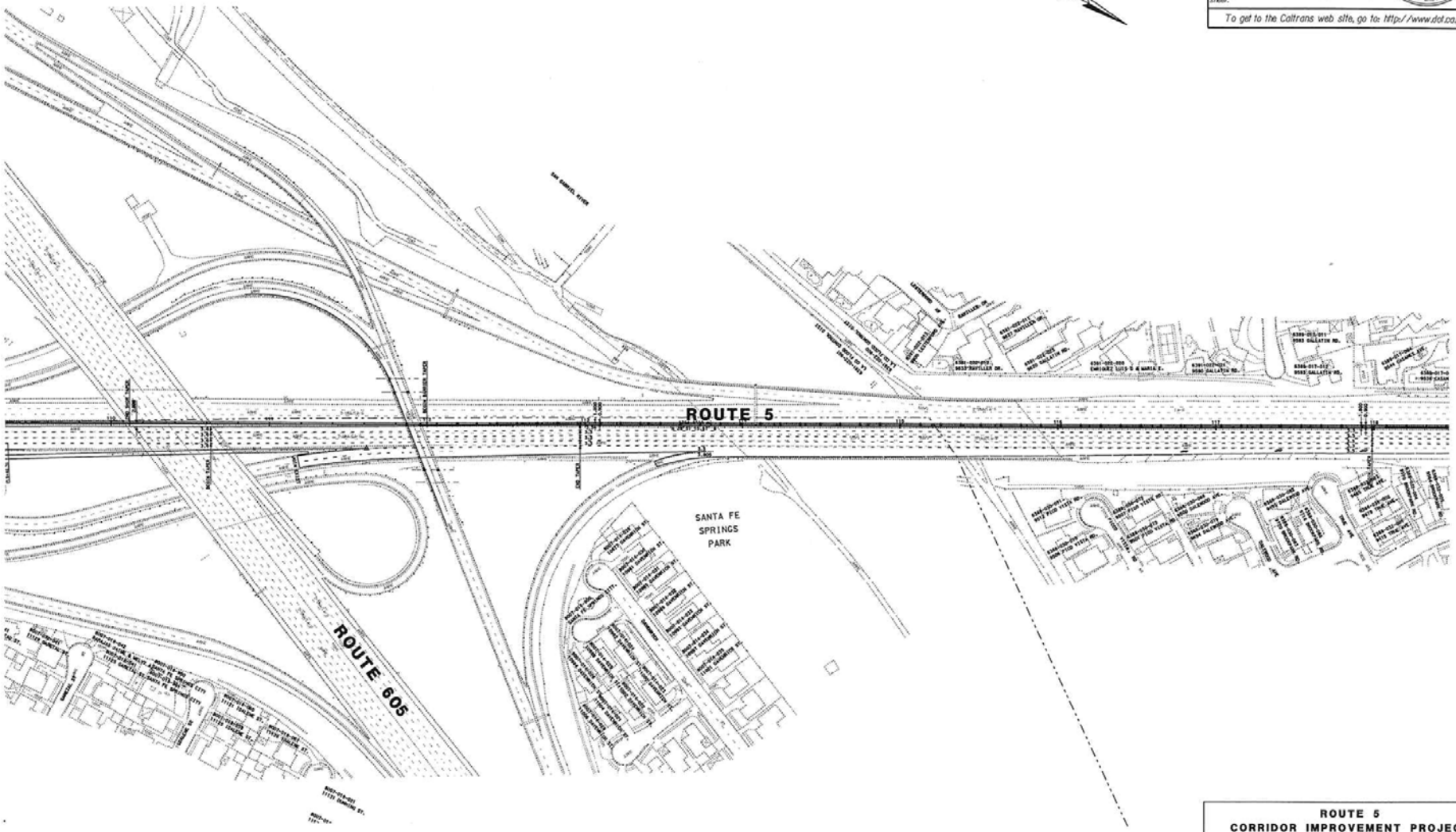

DATE	REVISED BY
	DATE REVISED

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ROUTE 5
CORRIDOR IMPROVEMENT PROJECT
10-LANE MODIFIED MIS ALT L-22

LAST REVISION 00-00-00

DATE PLOTTED => 12-OCT-2006
TIME PLOTTED => 12:21

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DIST	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET NO.	TOTAL SHEETS

REGISTERED CIVIL ENGINEER

PLANS APPROVAL DATE

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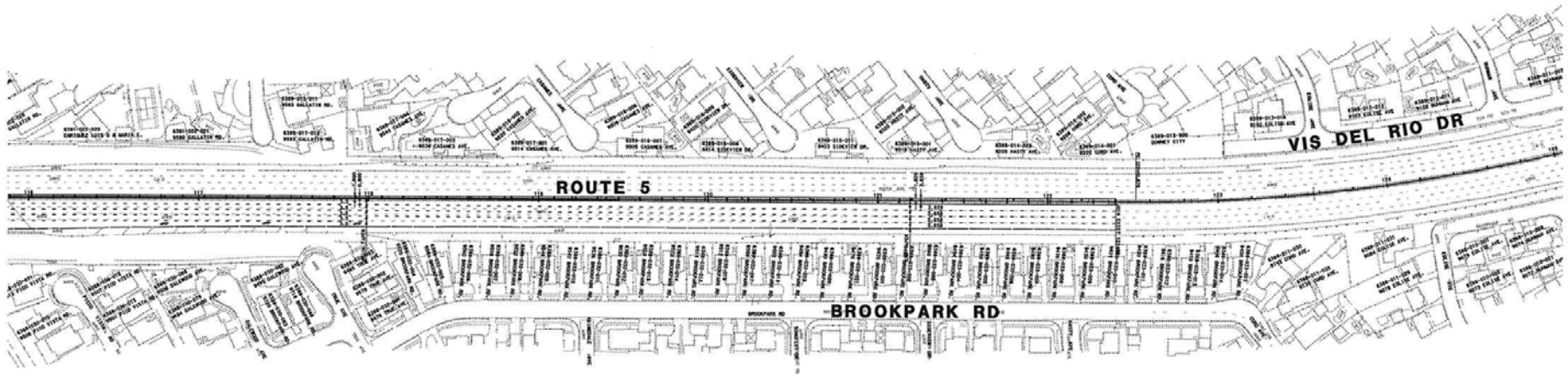

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ROUTE 5
CORRIDOR IMPROVEMENT PROJECT
10-LANE MODIFIED MIS ALT L-23

LAST REVISION 00-00-00 DATE PLOTTED => 12-OCT-2006 TIME PLOTTED => 12:23

RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3

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CU 00000

EA 000000

APPENDIX F-2

Project Alternative Layouts
10 and 12-Lane Value Analysis Alignment

APPENDIX F-2

Project Alternative Layouts
10 and 12 Lane Value Analysis Alignment

INDEX OF SHEETS

STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION

PROJECT PLANS FOR CONSTRUCTION ON
STATE HIGHWAY
IN LOS ANGELES COUNTY
IN CERRITOS, LA MIRADA, NORWALK, SANTA FE SPRINGS AND DOWNEY FROM
0.03 Km (0.02 MILE) SOUTH OF ARTESIA BLVD UNDERCROSSING TO
1.21 Km (7.61 MILE) NORTH OF ROUTE 605 AND 5 INTERCHANGE

To be supplemented by Standard Plans dated July, 2004

DIST	COUNTY	ROUTE	KILOMETER POST TOTAL PROJECT	SHEET No.	TOTAL SHEETS
07	LA	5	KP99.84/102.70(PM62.04/63.82) KP4.84/12.24(PM3.00/7.61)	1	

LOCATION MAP

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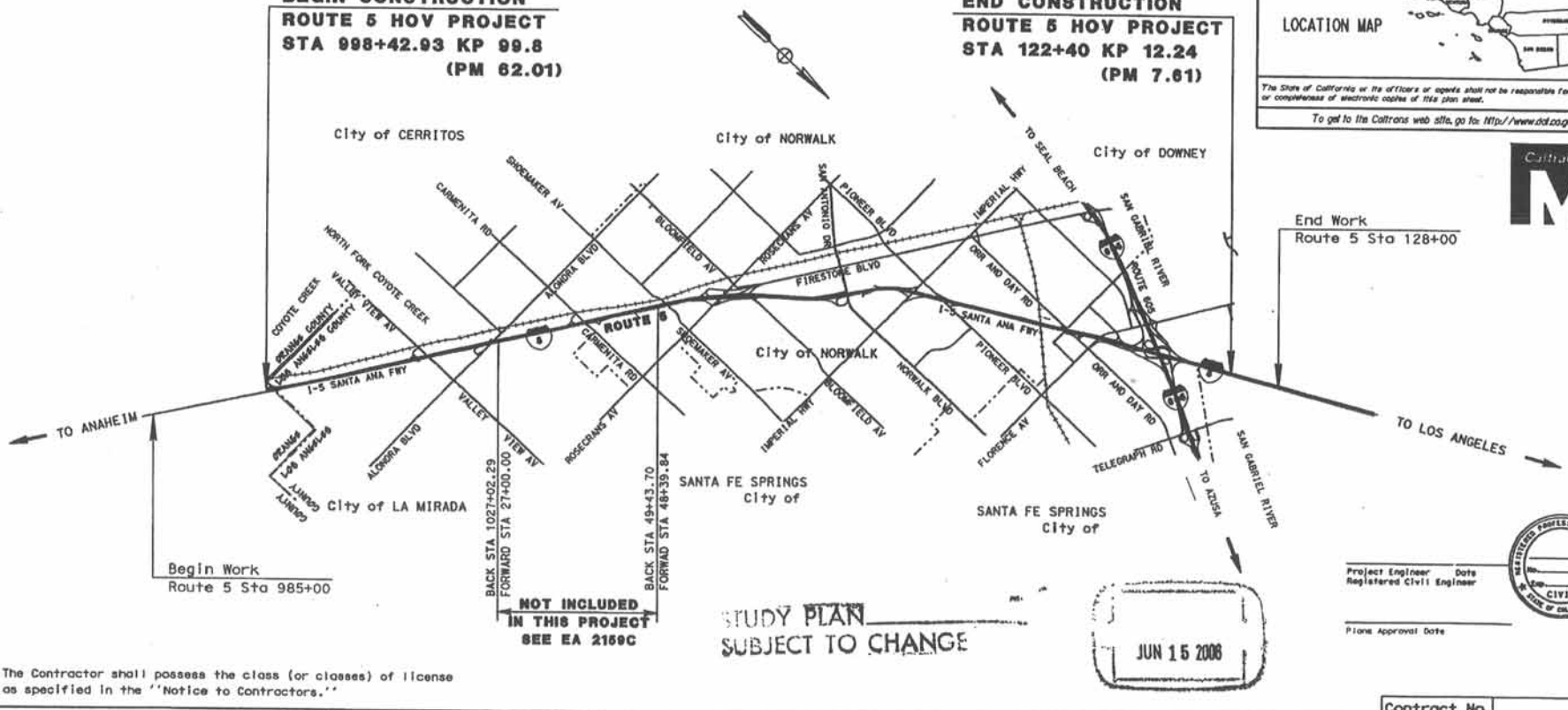
BEGIN CONSTRUCTION
ROUTE 5 HOV PROJECT
STA 998+42.93 KP 99.8
(PM 62.01)

END CONSTRUCTION
ROUTE 5 HOV PROJECT
STA 122+40 KP 12.24
(PM 7.61)



STUDY PLAN
SUBJECT TO CHANGE

JUN 15 2006

Project Engineer Date
Registered Civil Engineer

Plans Approval Date

REGISTERED PROFESSIONAL ENGINEER
CIVIL
STATE OF CALIFORNIA

The Contractor shall possess the class (or classes) of license as specified in the "Notice to Contractors."

Contract No.

CU 00000 EA 000000

FORM DC-OE-93-PF (REV. 3/00)

RELATIVE BORDER SCALE IS IN MILLIMETERS 0 20 40 60 80

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PROJECT ENGINEER DATE PROJECT MANAGER DATE

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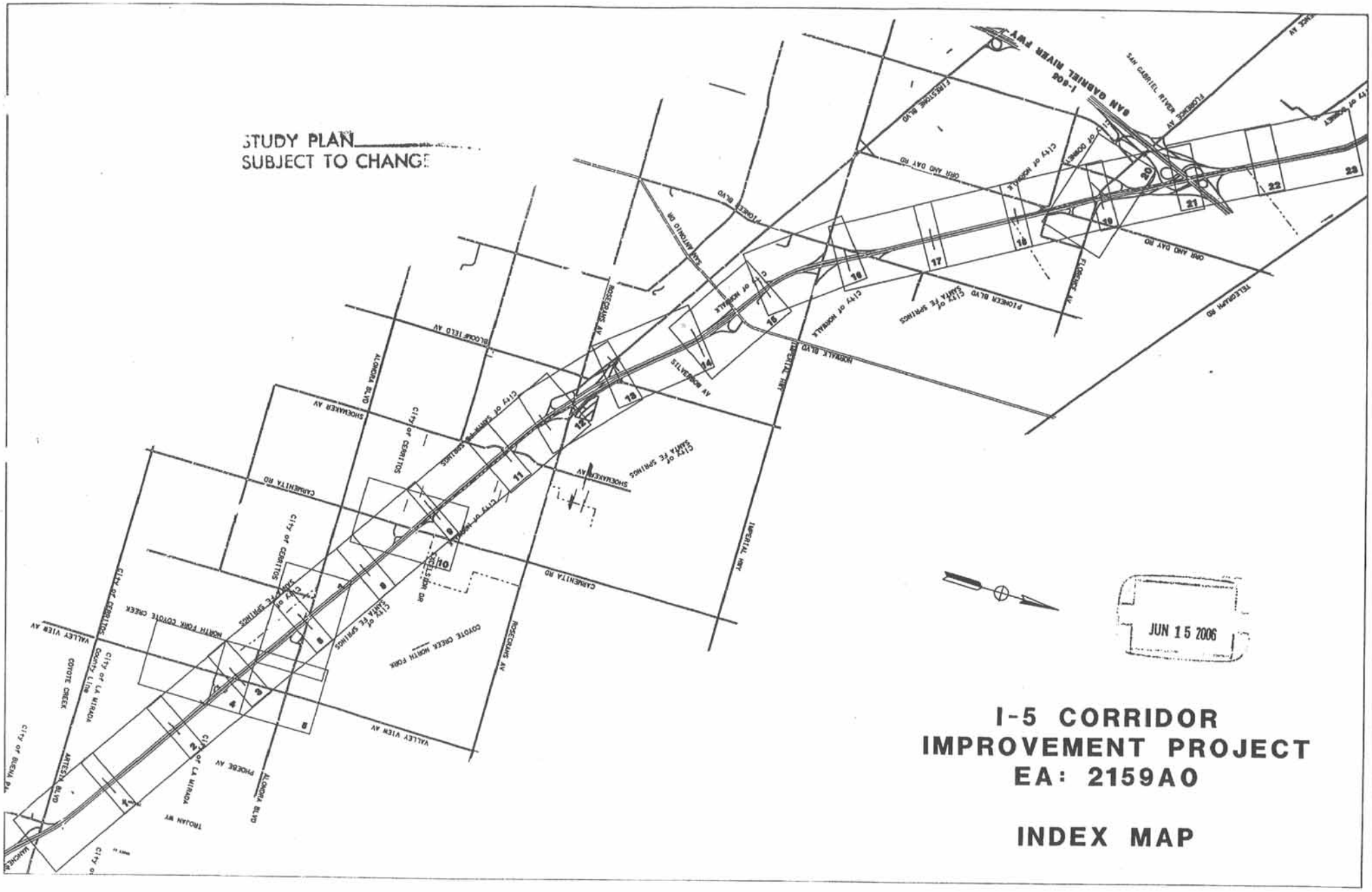

JUN 15 2006

I-5 CORRIDOR IMPROVEMENT PROJECT
EA: 2159A0

INDEX MAP

DIST	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET NO.	TOTAL SHEETS

REGISTERED CIVIL ENGINEER

PLANS APPROVAL DATE

REGISTERED PROFESSIONAL ENGINEER NO. CIVIL STATE OF CALIFORNIA

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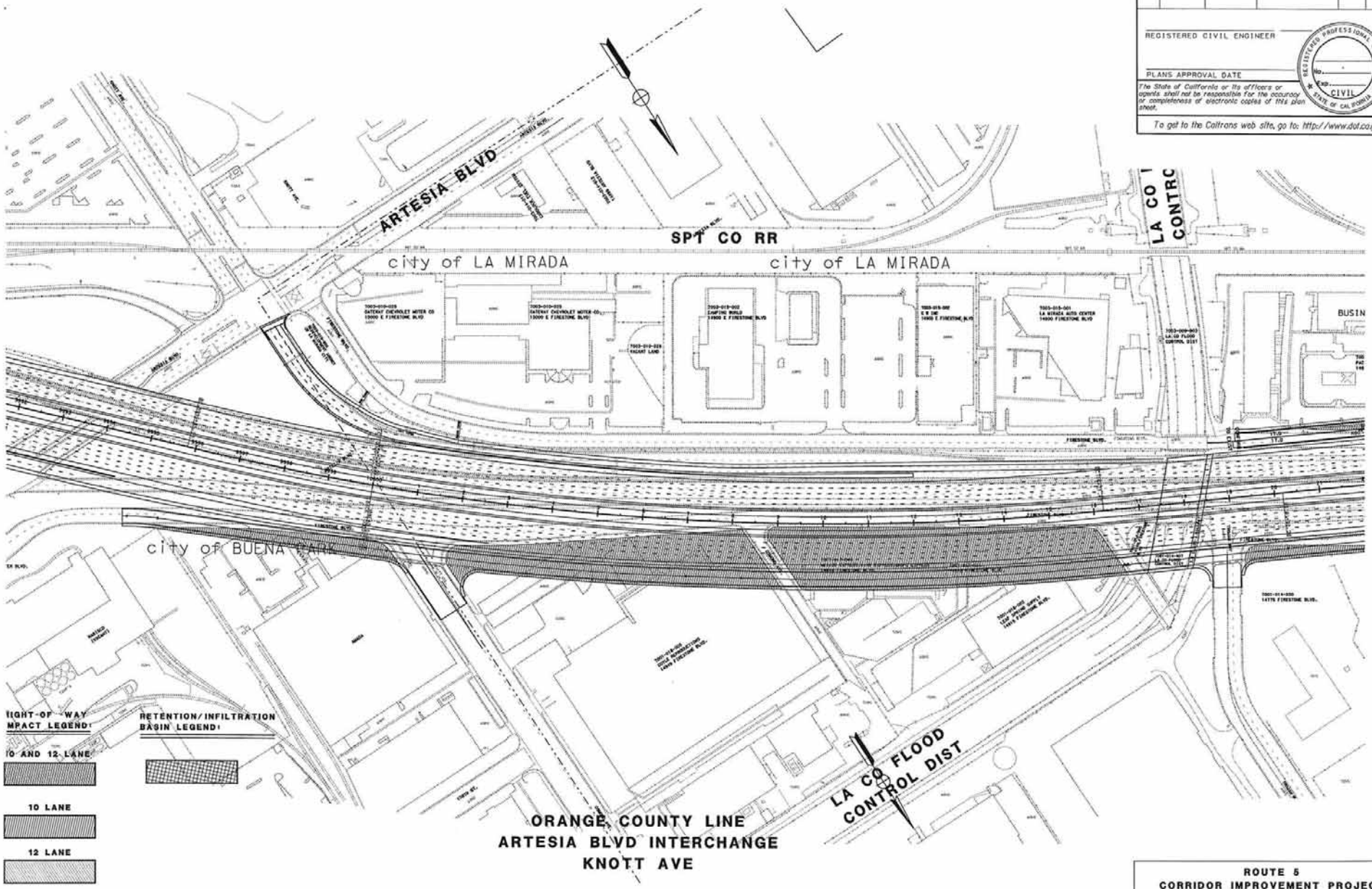

ROUTE 5
CORRIDOR IMPROVEMENT PROJECT
10-LANE VA ALIGNMENT ALT L-1

DATE	REVISED BY	DATE REVISED

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PROJECT ENGINEER

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION

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LAST REVISION: FEB 01, 2006 ALT L-1 ARTESIA

DIST	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET NO.	TOTAL SHEETS

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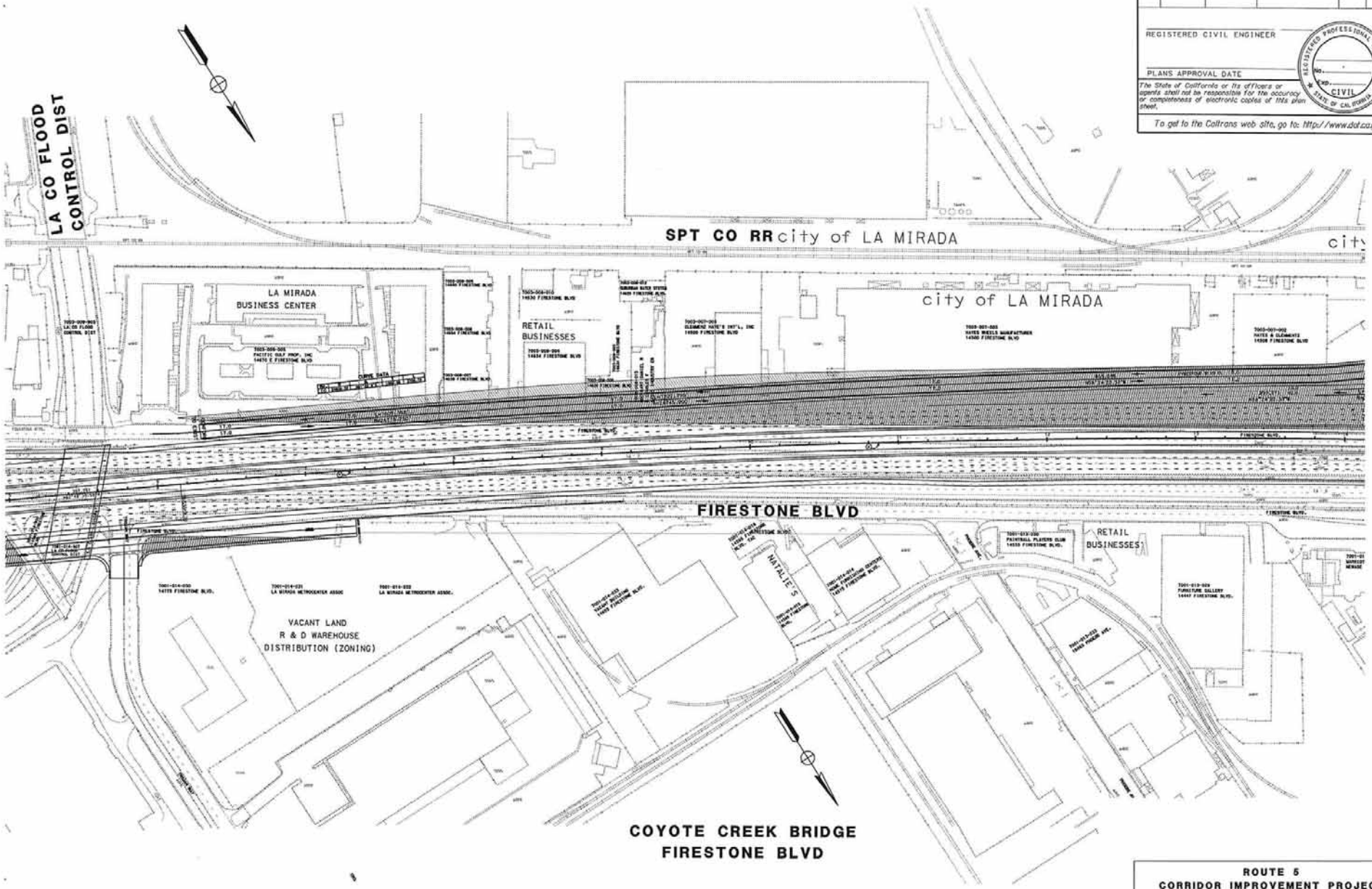

ROUTE 5
CORRIDOR IMPROVEMENT PROJECT
10-LANE VA ALIGNMENT ALT L-2

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION

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DATE REVISED

DIST	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET NO.	TOTAL SHEETS

REGISTERED CIVIL ENGINEER

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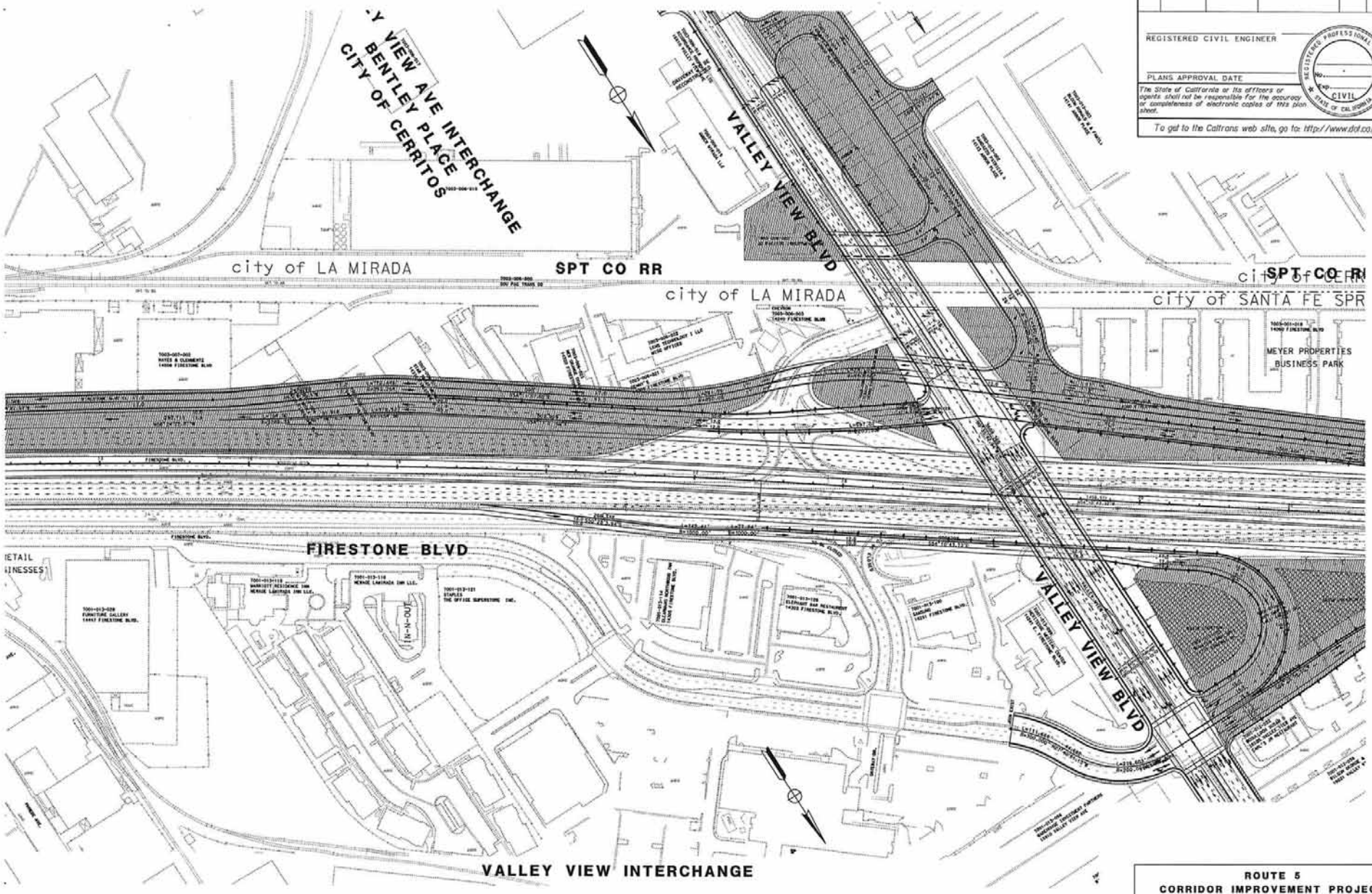

ROUTE 5
CORRIDOR IMPROVEMENT PROJECT
10-LANE VA ALIGNMENT ALT L-3

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	DATE REVISED	CHECKED BY

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DIST	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET NO.	TOTAL SHEETS

REGISTERED CIVIL ENGINEER

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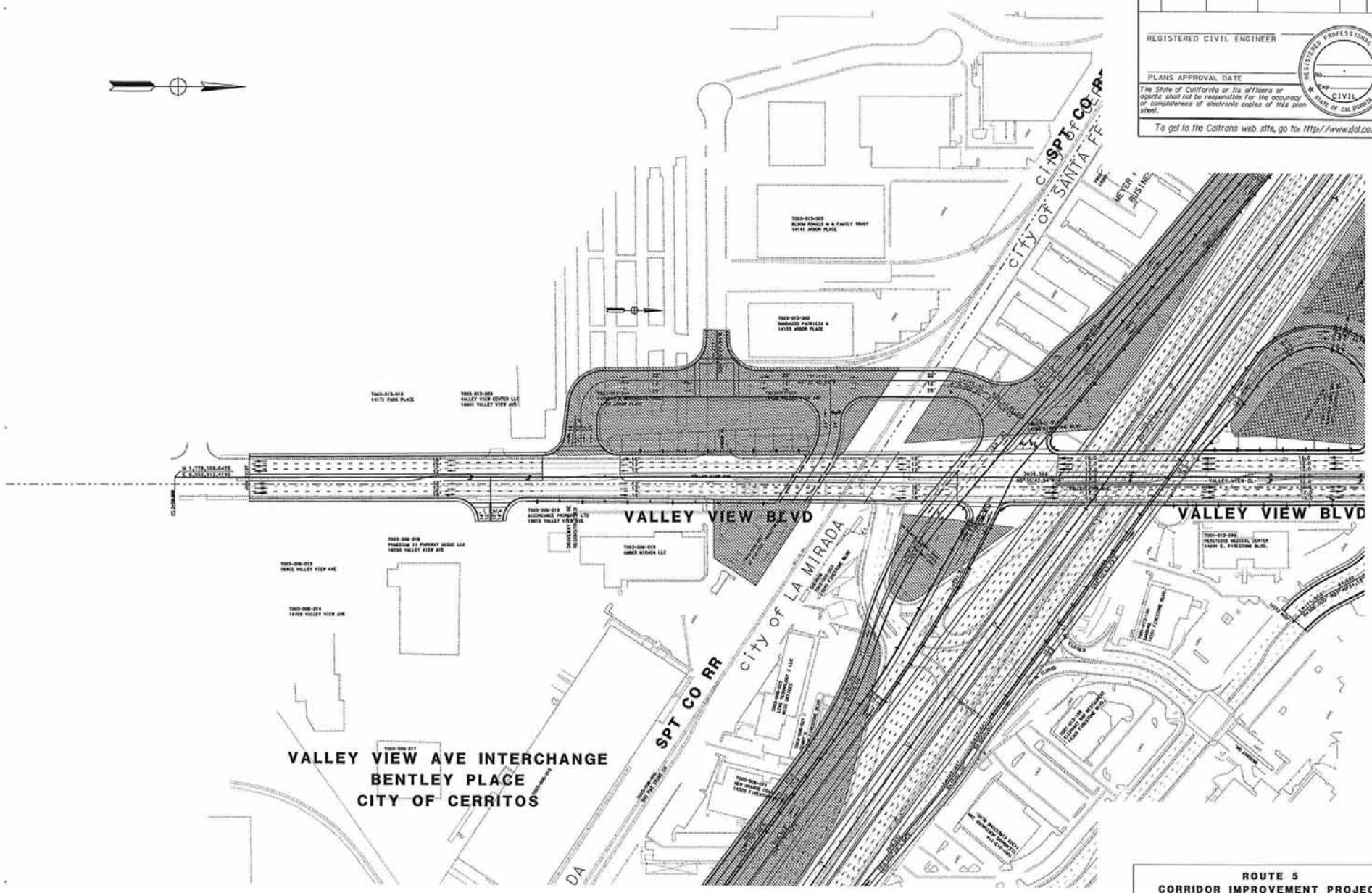

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CORRIDOR IMPROVEMENT PROJECT
10-LANE VA ALIGNMENT ALT L-4

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DIST	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET NO.	TOTAL SHEETS

REGISTERED CIVIL ENGINEER

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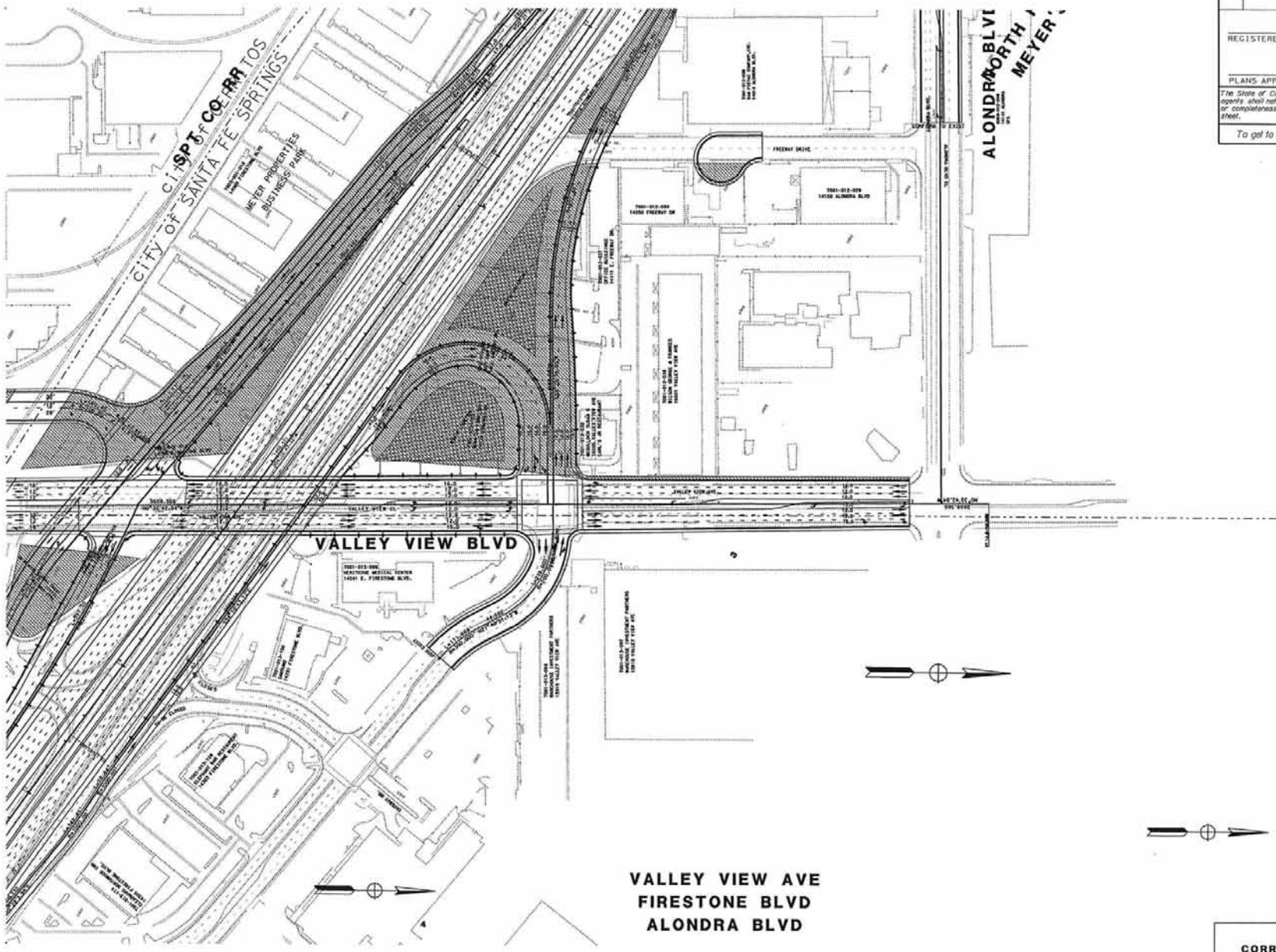

ROUTE 5
CORRIDOR IMPROVEMENT PROJECT
10-LANE VA ALIGNMENT ALT L-5

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PROJECT ENGINEER

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DIST	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET NO.	TOTAL SHEETS

REGISTERED CIVIL ENGINEER

PLANS APPROVAL DATE

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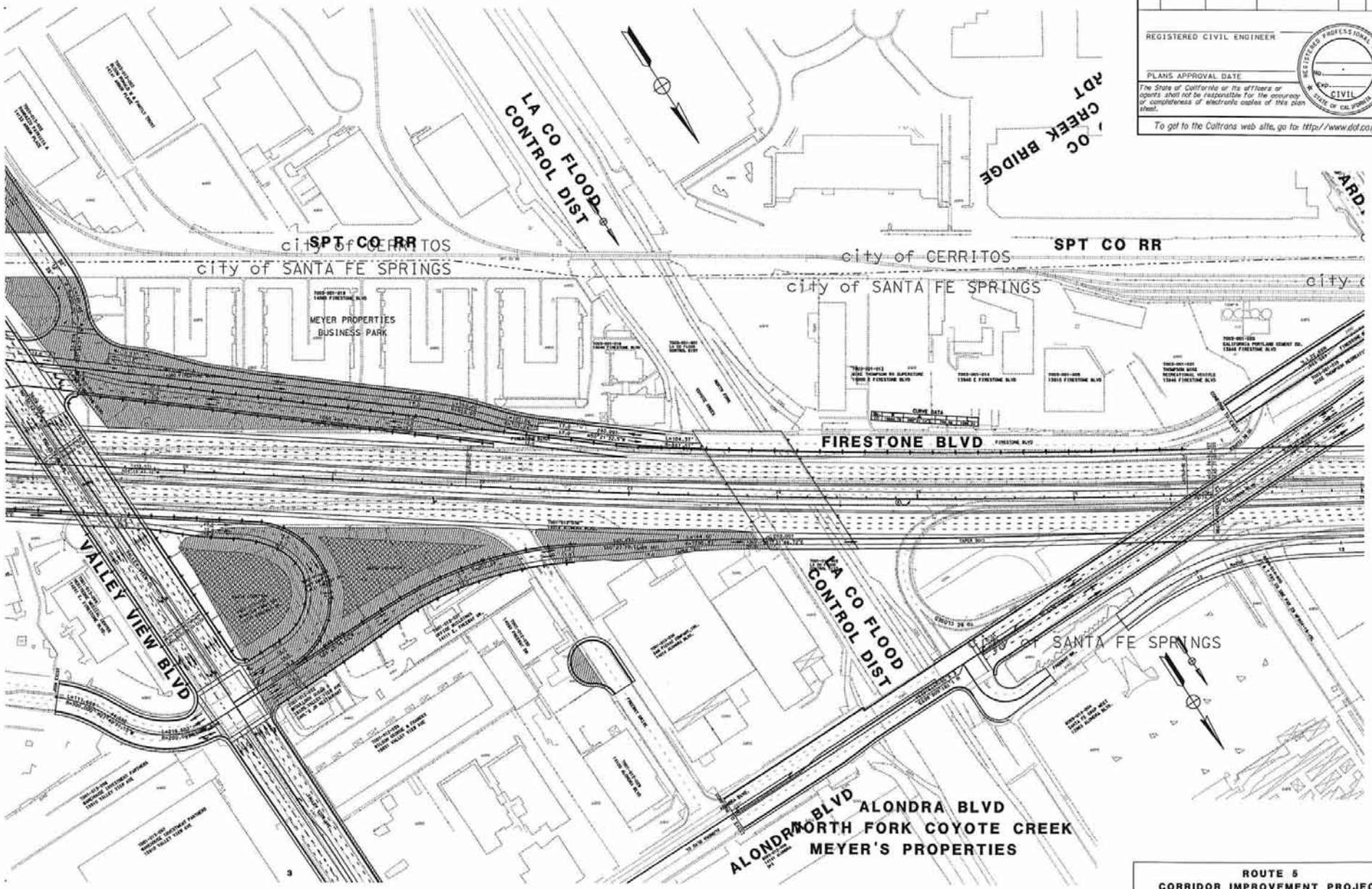

ROUTE 5
CORRIDOR IMPROVEMENT PROJECT
10-LANE VA ALIGNMENT ALT L-8

DATE	REVISED BY	DATE REVISED

CALCULATED/DESIGNED BY

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LAST REVISION DATE IN PATCH

DIST	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET NO.	TOTAL SHEETS

REGISTERED CIVIL ENGINEER

PLANS APPROVAL DATE

REGISTERED PROFESSIONAL ENGINEER NO. CIVIL STATE OF CALIFORNIA

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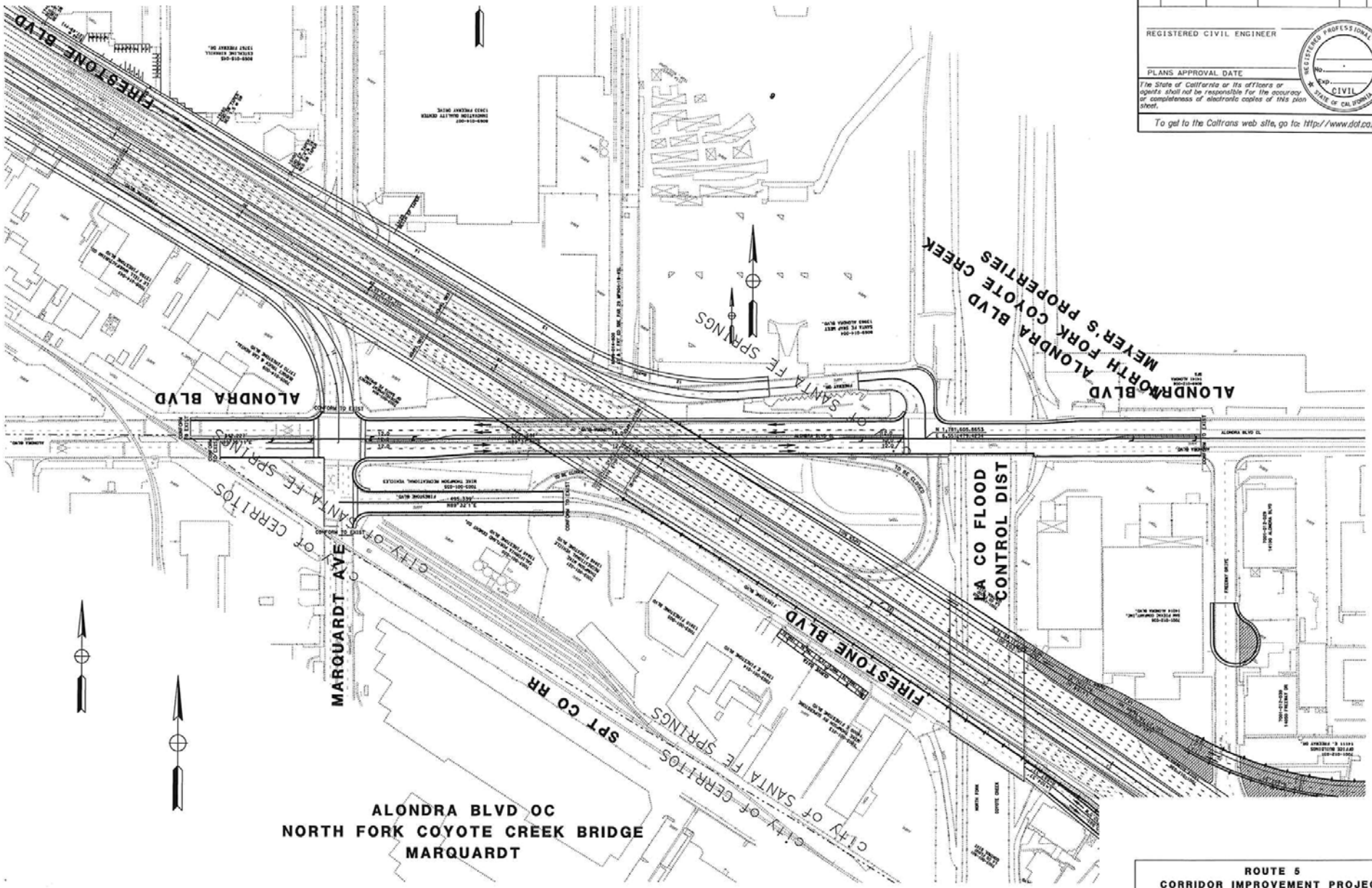

ALONDRA BLVD OC
NORTH FORK COYOTE CREEK BRIDGE
MARQUARDT

ROUTE 5
CORRIDOR IMPROVEMENT PROJECT
10-LANE VA ALIGNMENT ALT L-7

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION

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PROJECT ENGINEER

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DATE REVISED BY

DATE REVISED

LAST REVISION DATE OF PLOTTER = 11/15/2006

DIST	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET NO.	TOTAL SHEETS

REGISTERED CIVIL ENGINEER

PLANS APPROVAL DATE

REGISTERED PROFESSIONAL ENGINEER NO. CIVIL STATE OF CALIFORNIA

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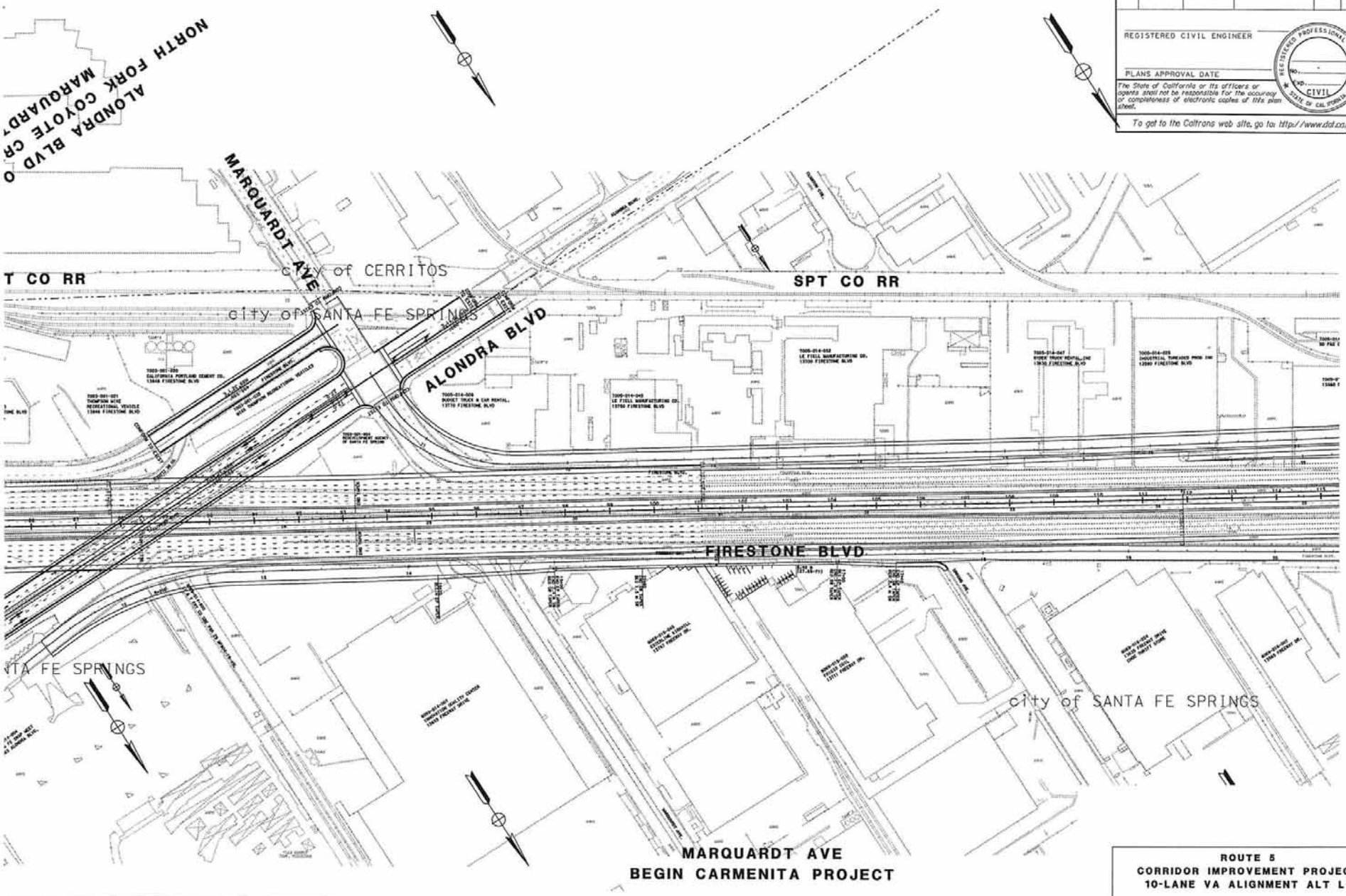

MARQUARDT AVE
BEGIN CARMENITA PROJECT

ROUTE 5
CORRIDOR IMPROVEMENT PROJECT
10-LANE VA ALIGNMENT ALT L-8

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DATE REVISED

DIST	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET NO.	TOTAL SHEETS

REGISTERED CIVIL ENGINEER

PLANS APPROVAL DATE

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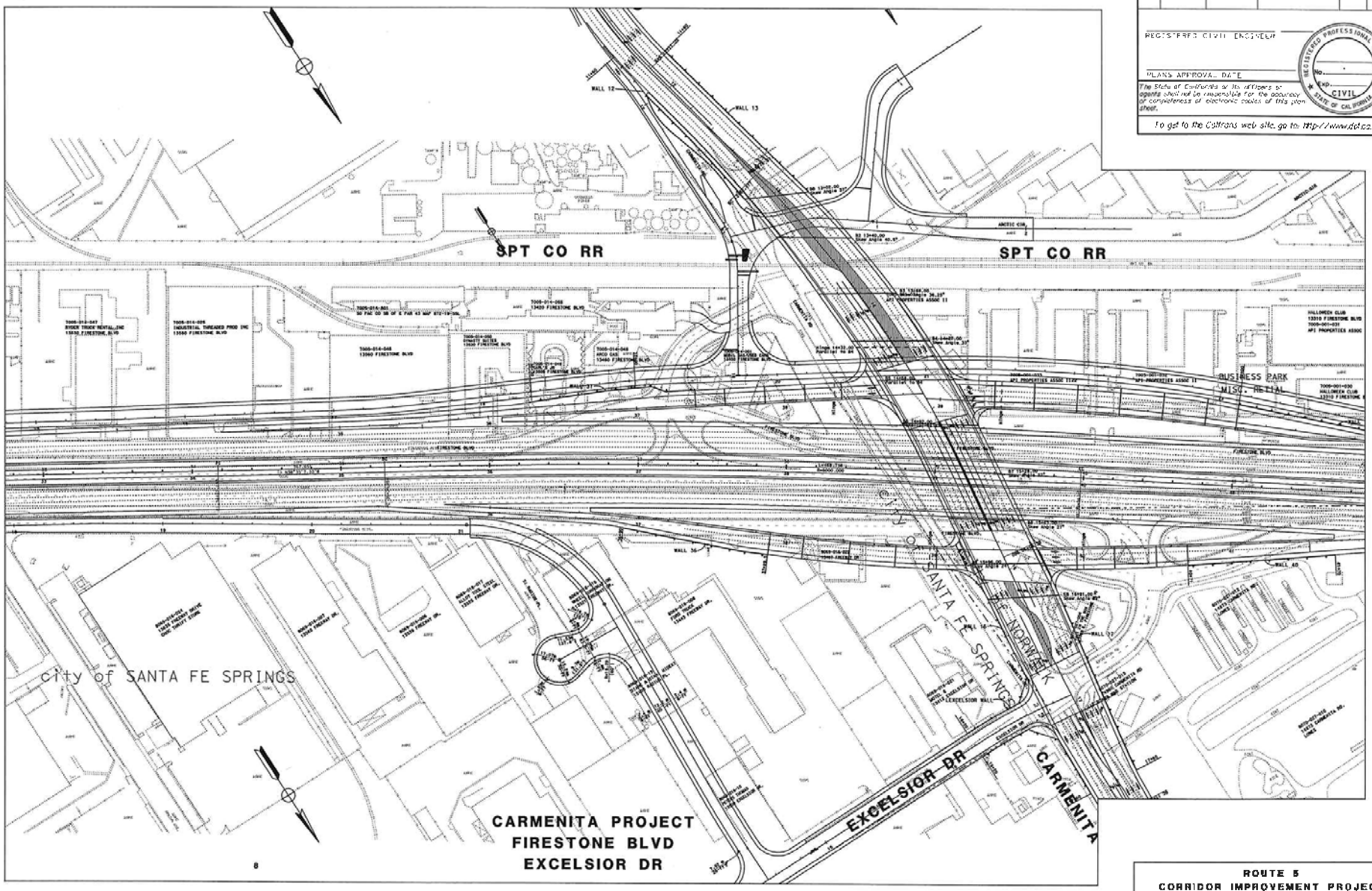

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PROJECT ENGINEER

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ROUTE 5
CORRIDOR IMPROVEMENT PROJECT
10-LANE VA ALIGNMENT ALT L-9

CU 00000

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LAST REVISION 00-00-00

DATE PLOTTED = 21-02-2006
TIME PLOTTED = 10:18

DIST	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET NO.	TOTAL SHEETS

REGISTERED CIVIL ENGINEER

PLANS APPROVAL DATE

REGISTERED PROFESSIONAL ENGINEER NO. EXP. CIVIL STATE OF CALIFORNIA

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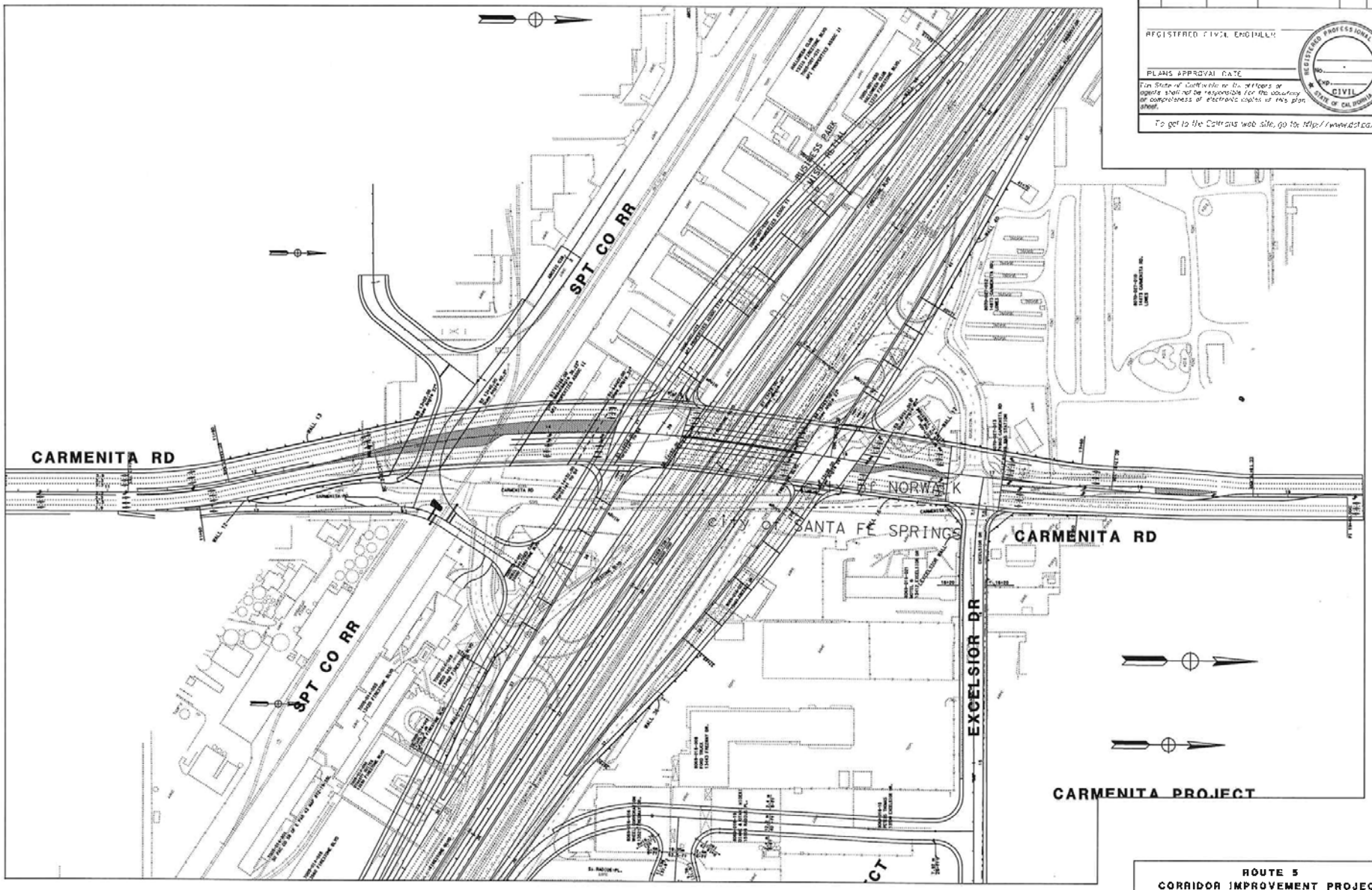

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	DATE REVISED

ROUTE 5
CORRIDOR IMPROVEMENT PROJECT
10-LANE VA ALIGNMENT ALT L-10

LAST REVISION 00-00-00

DATE PLOTTED = 11-OCT-2006
TIME PLOTTED = 10:19

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DIST	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET NO.	TOTAL SHEETS

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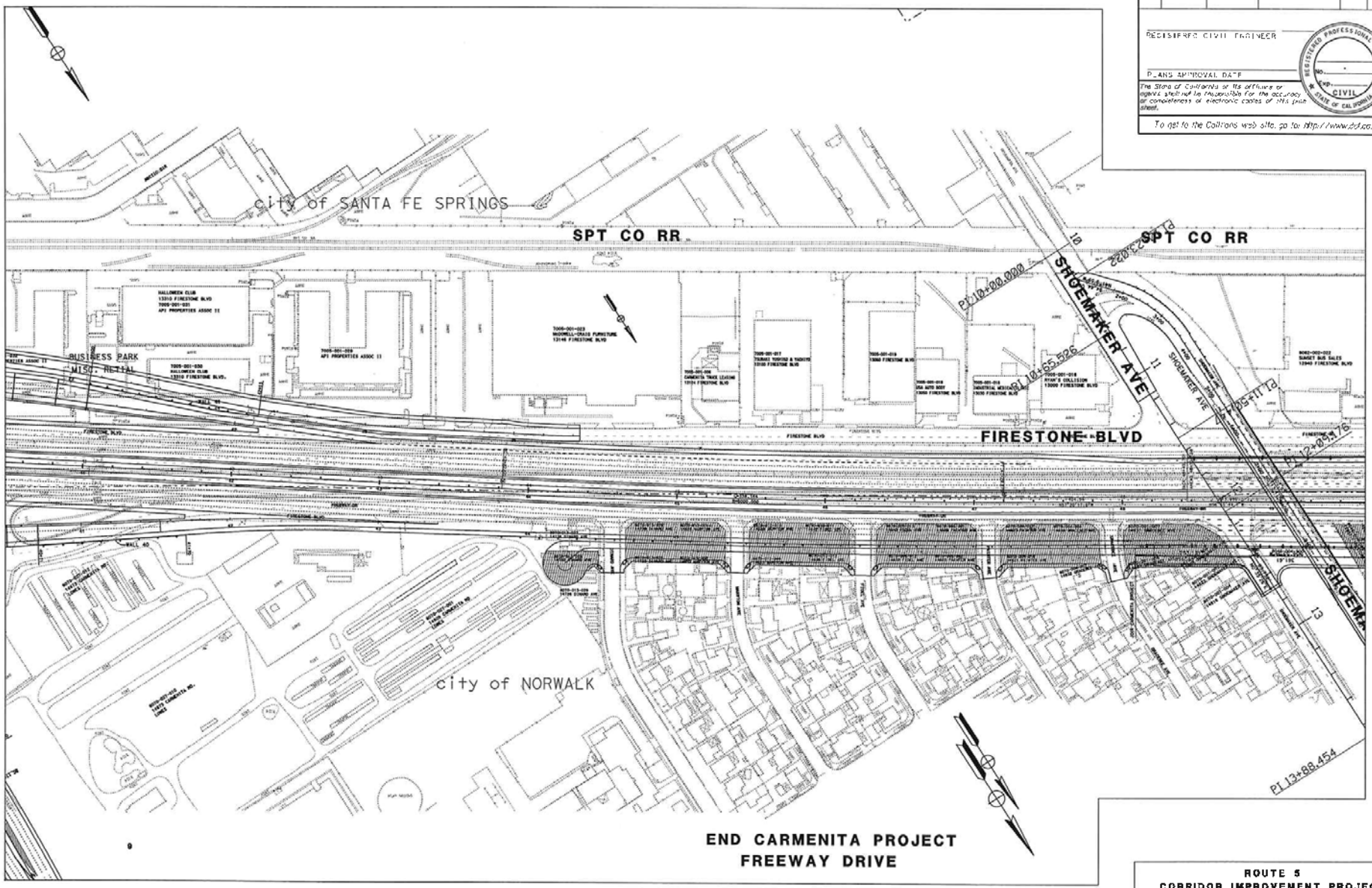

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DATE REVISED

ROUTE 5
CORRIDOR IMPROVEMENT PROJECT
10-LANE VA ALIGNMENT ALT L-11

LAST REVISION 00-00-00

DATE PLOTTED = 11 OCT 2006
TIME PLOTTED = 10:23

RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3

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DIST	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET NO.	TOTAL SHEETS

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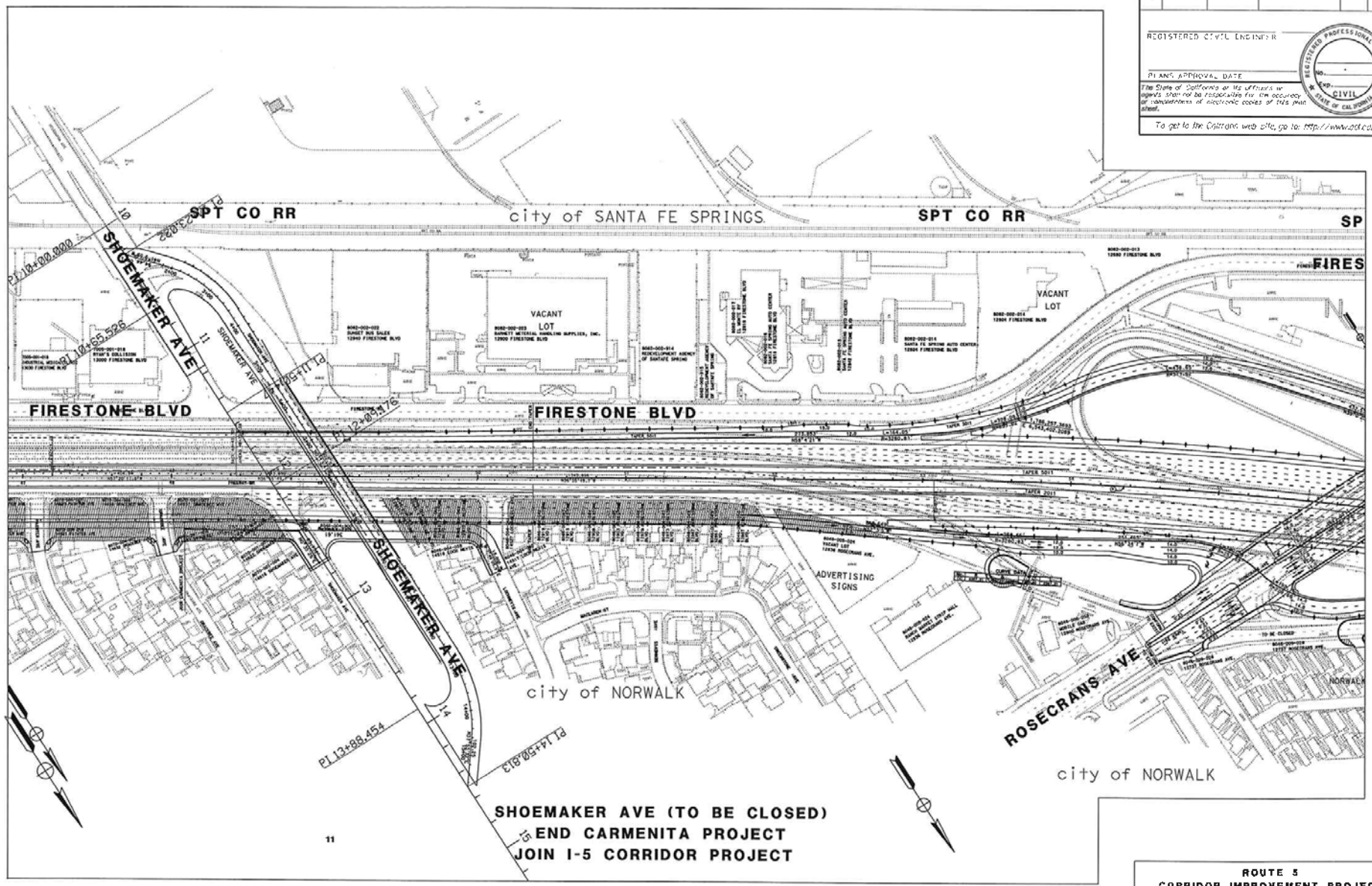

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ROUTE 5
CORRIDOR IMPROVEMENT PROJECT
10-LANE VA ALIGNMENT ALT L-12

LAST REVISION 00-00-00

DATE PLOTTED => 27-OCT-2006
TIME PLOTTED => 13:22

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USERNAME => VBrar
DGN FILE => 12-15acc012.dgn

CU 00000

EA 000000

DIST	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET NO.	TOTAL SHEETS

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PLANS APPROVAL DATE

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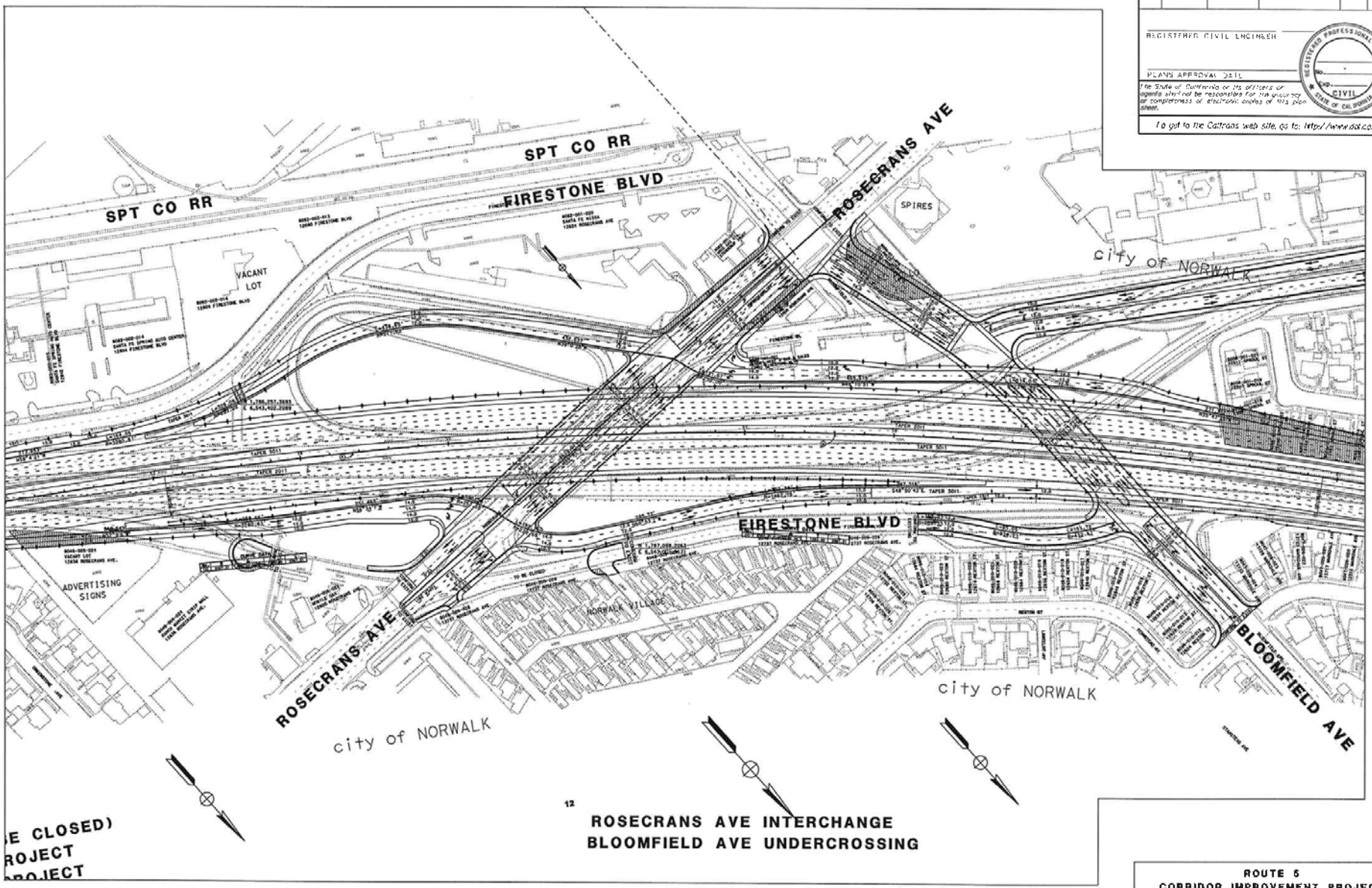

12

ROSECRANS AVE INTERCHANGE
BLOOMFIELD AVE UNDERCROSSING

E CLOSED)
ROJECT
ROJECT

ROUTE 5
CORRIDOR IMPROVEMENT PROJECT
10-LANE VA ALIGNMENT ALT L-13

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LAST REVISION 00-00-00
DATE PLOTTED => 11-OCT-2006
TIME PLOTTED => 13:45

DIST	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET NO.	TOTAL SHEETS

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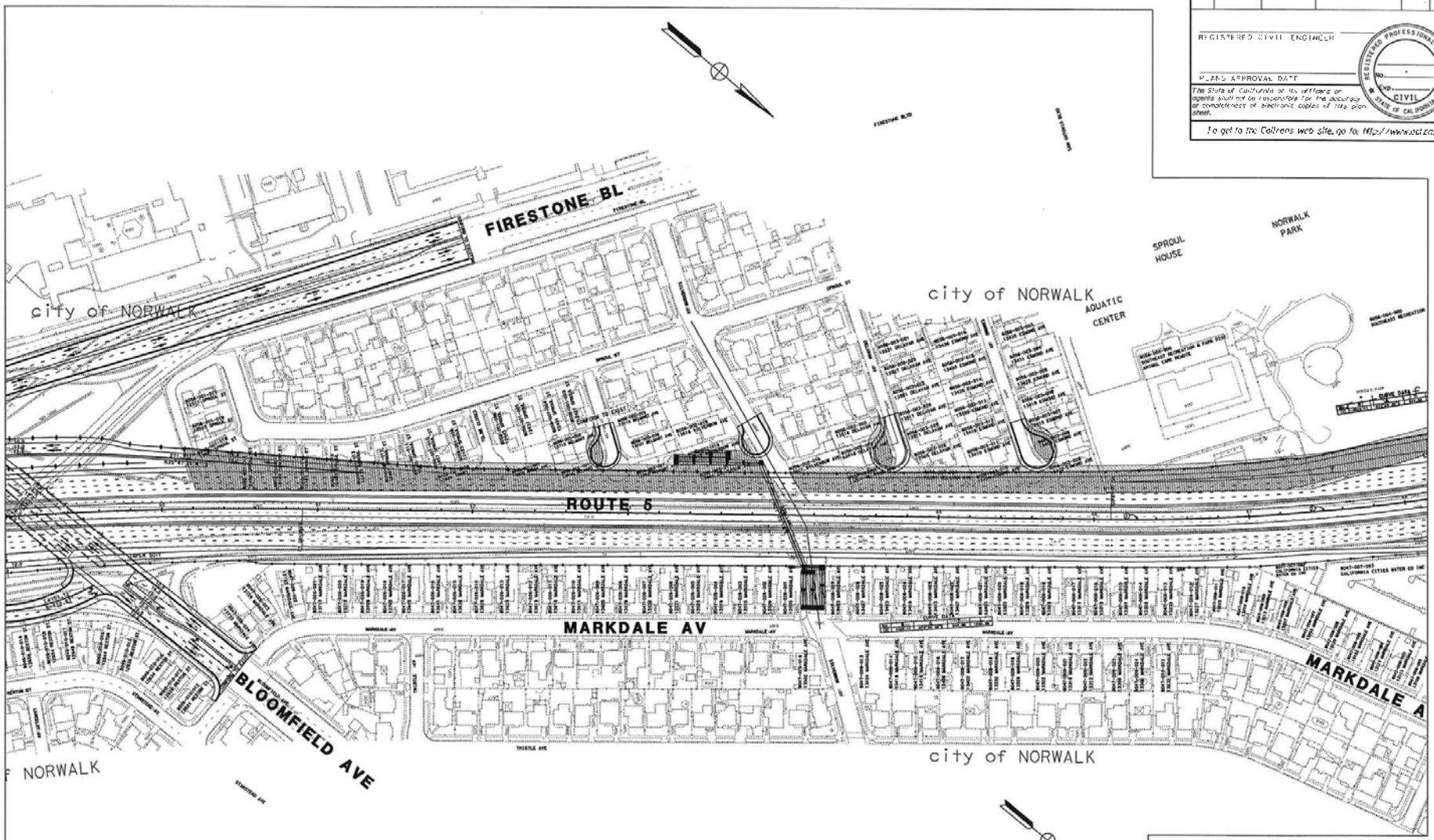

SILVERBOW PEDESTRIAN OVERCROSSING
ANIMAL CARE CENTER / AQUATIC CENTER

ROUTE 5
CORRIDOR IMPROVEMENT PROJECT
10-LANE VA ALIGNMENT ALT L-14

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TIME PLOTTED = 12:47

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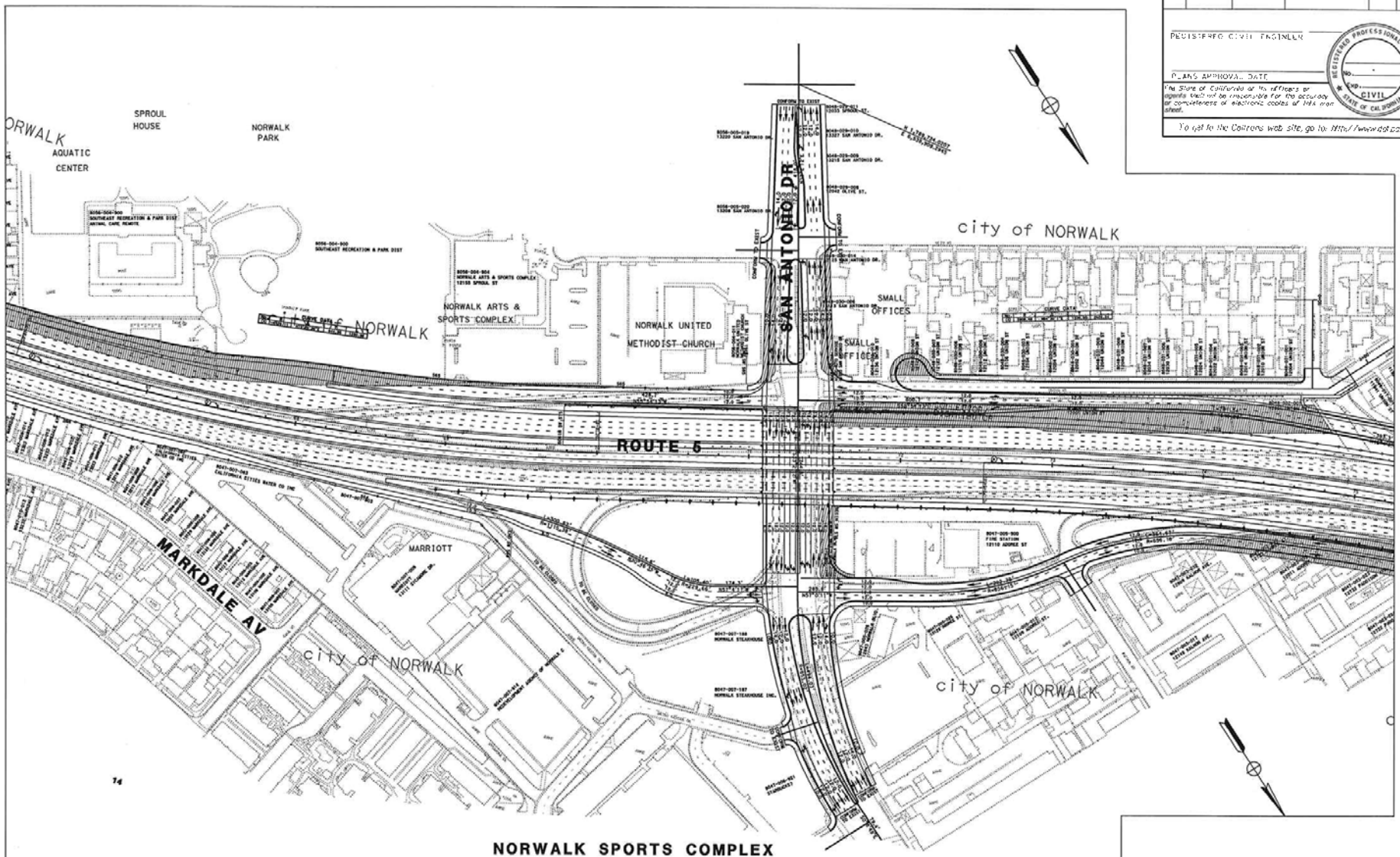

NORWALK SPORTS COMPLEX
NORWALK AVE / SAN ANTONIO DR

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Caltrans

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DATE REVISED

ROUTE 5
CORRIDOR IMPROVEMENT PROJECT
10-LANE VA ALIGNMENT ALT L-15

LAST REVISION 00-00-00

DATE PLOTTED => 11-OCT-2008
TIME PLOTTED => 12:57

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DIST	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET NO.	TOTAL SHEETS

REGISTERED CIVIL ENGINEER

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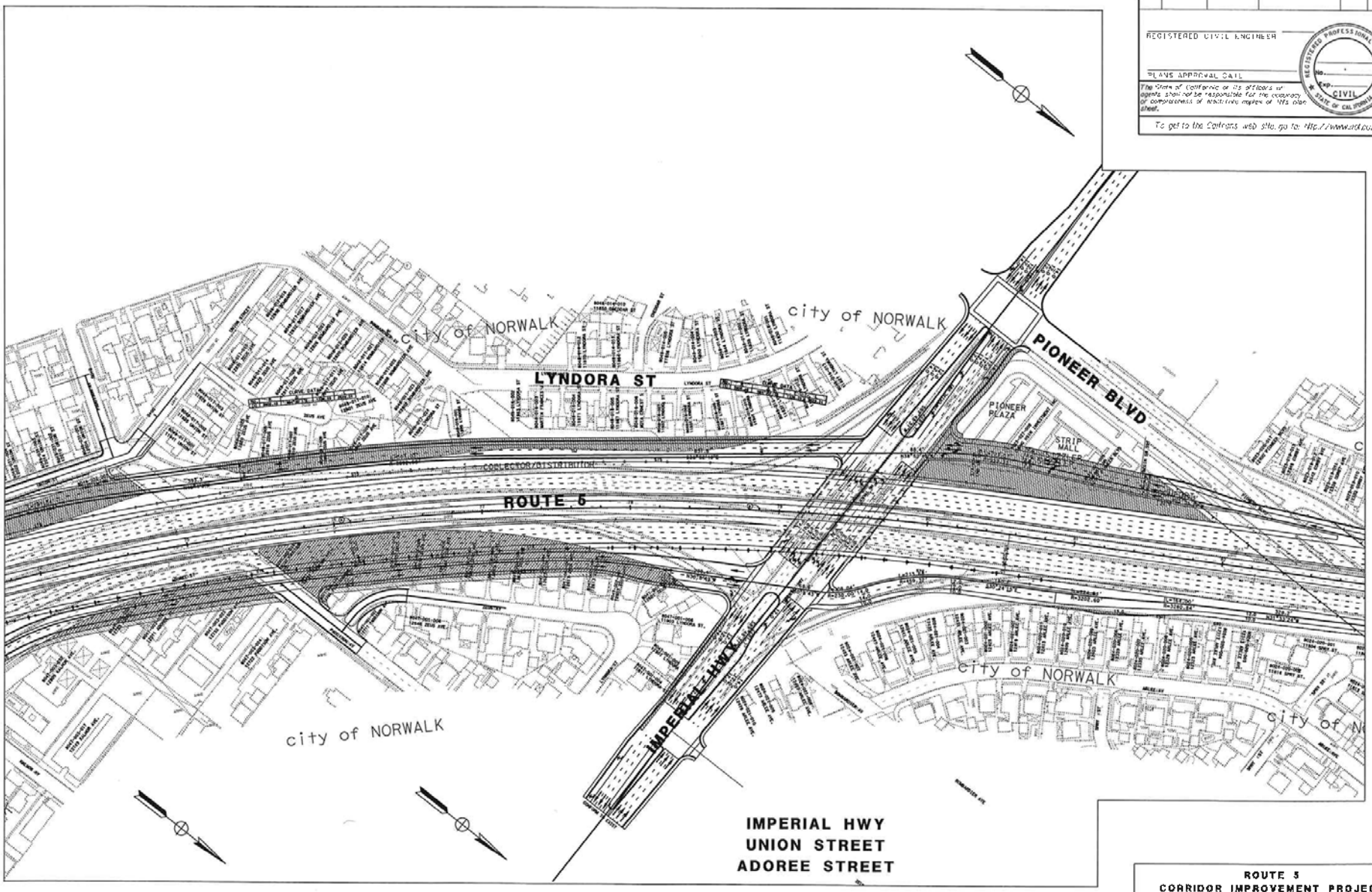

ROUTE 5
CORRIDOR IMPROVEMENT PROJECT
10-LANE VA ALIGNMENT ALT 1-16

LAST REVISION 00-00-00

DATE PLOTTED => 11-01-2006
TIME PLOTTED => 14:45

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DATE REVISED

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CU 00000

EA 000000

DIST	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET NO.	TOTAL SHEETS

REGISTERED CIVIL ENGINEER

PLANS APPROVAL DATE

REGISTERED PROFESSIONAL ENGINEER
NO.
EXP.
CIVIL
STATE OF CALIFORNIA

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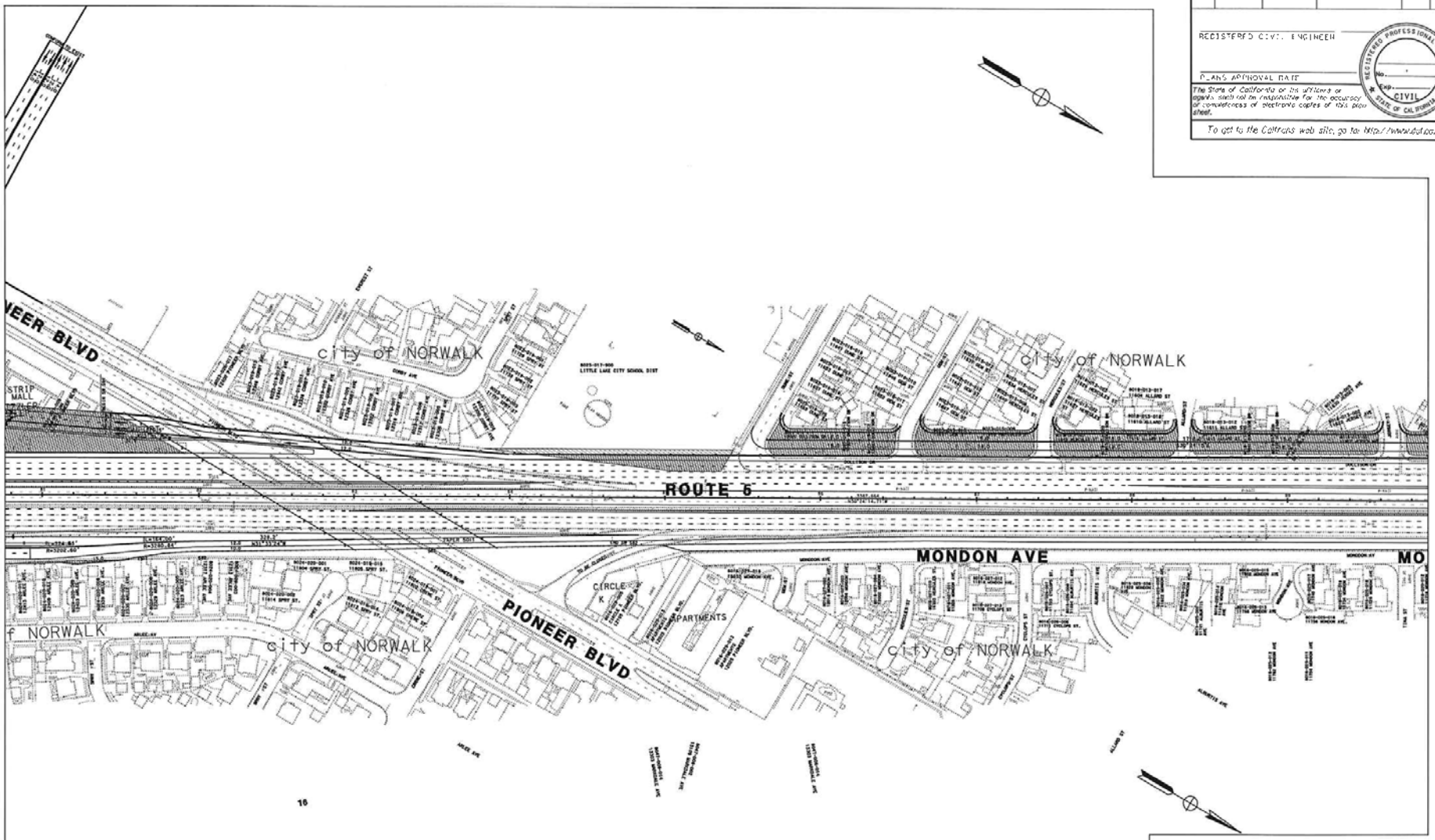

PIONEER BLVD
ORR PARK

ROUTE 5
CORRIDOR IMPROVEMENT PROJECT
10-LANE VA ALIGNMENT ALT L-17

LAST REVISION 00-00-00 DATE PLOTTED -> 13 OCT 2006 TIME PLOTTED -> 14:52

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PROJECT ENGINEER

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CHECKED BY | DATE REVISED

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CU 00000 | EA 000000

DIST	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET NO.	TOTAL SHEETS

REGISTERED CIVIL ENGINEER

PLANS APPROVAL DATE

REGISTERED PROFESSIONAL ENGINEER CIVIL STATE OF CALIFORNIA

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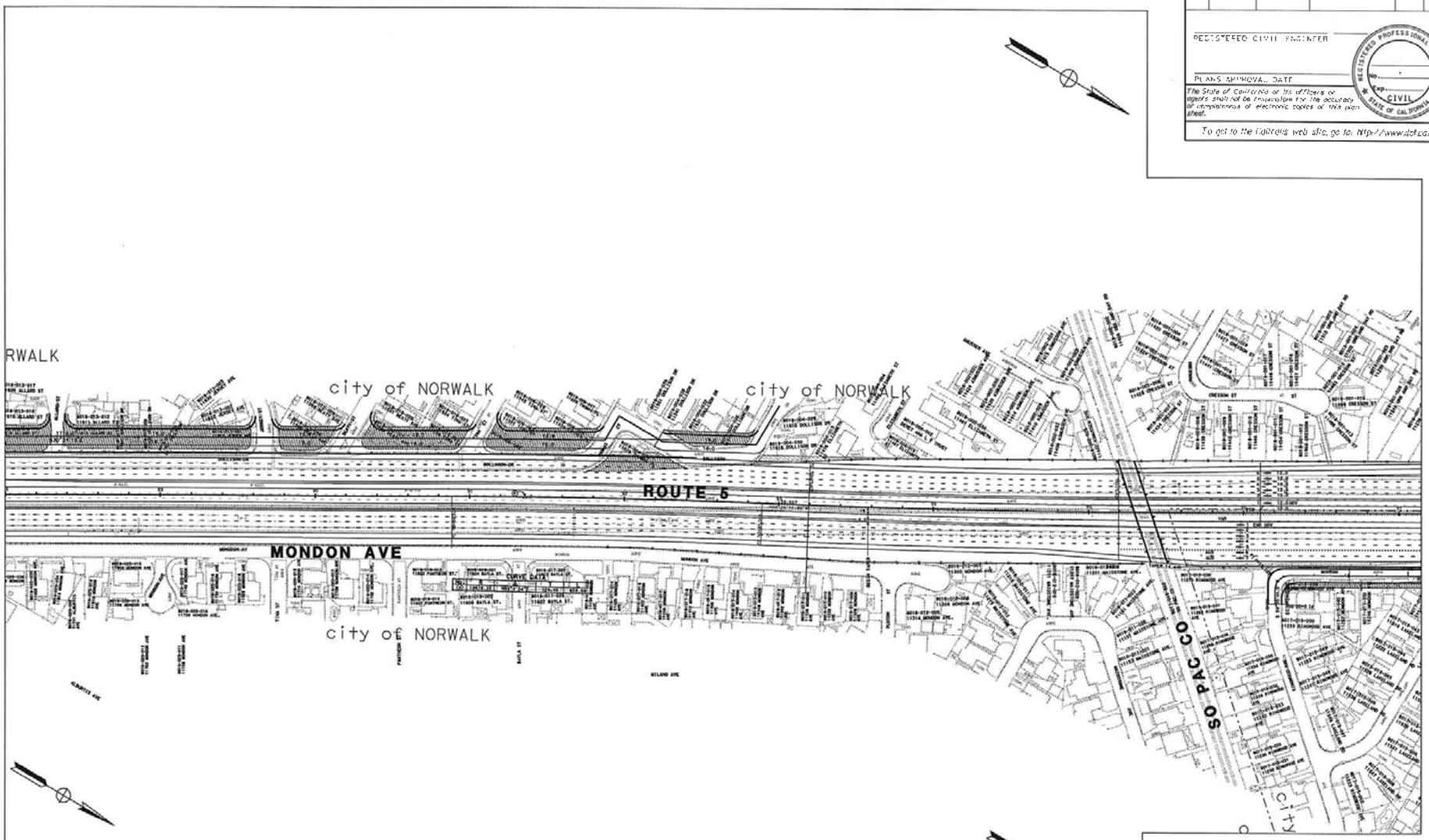

ORR N DAY RR OVERHEAD
DOLLISON DR
MONDON AVE

DATE	REVISED BY
	DATE REVISED

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ROUTE 5
CORRIDOR IMPROVEMENT PROJECT
10-LANE VA ALIGNMENT ALT L-18

LAST REVISION 00-00-00

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TIME PLOTTED = 14:34

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EA 000000

DIST	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET NO.	TOTAL SHEETS

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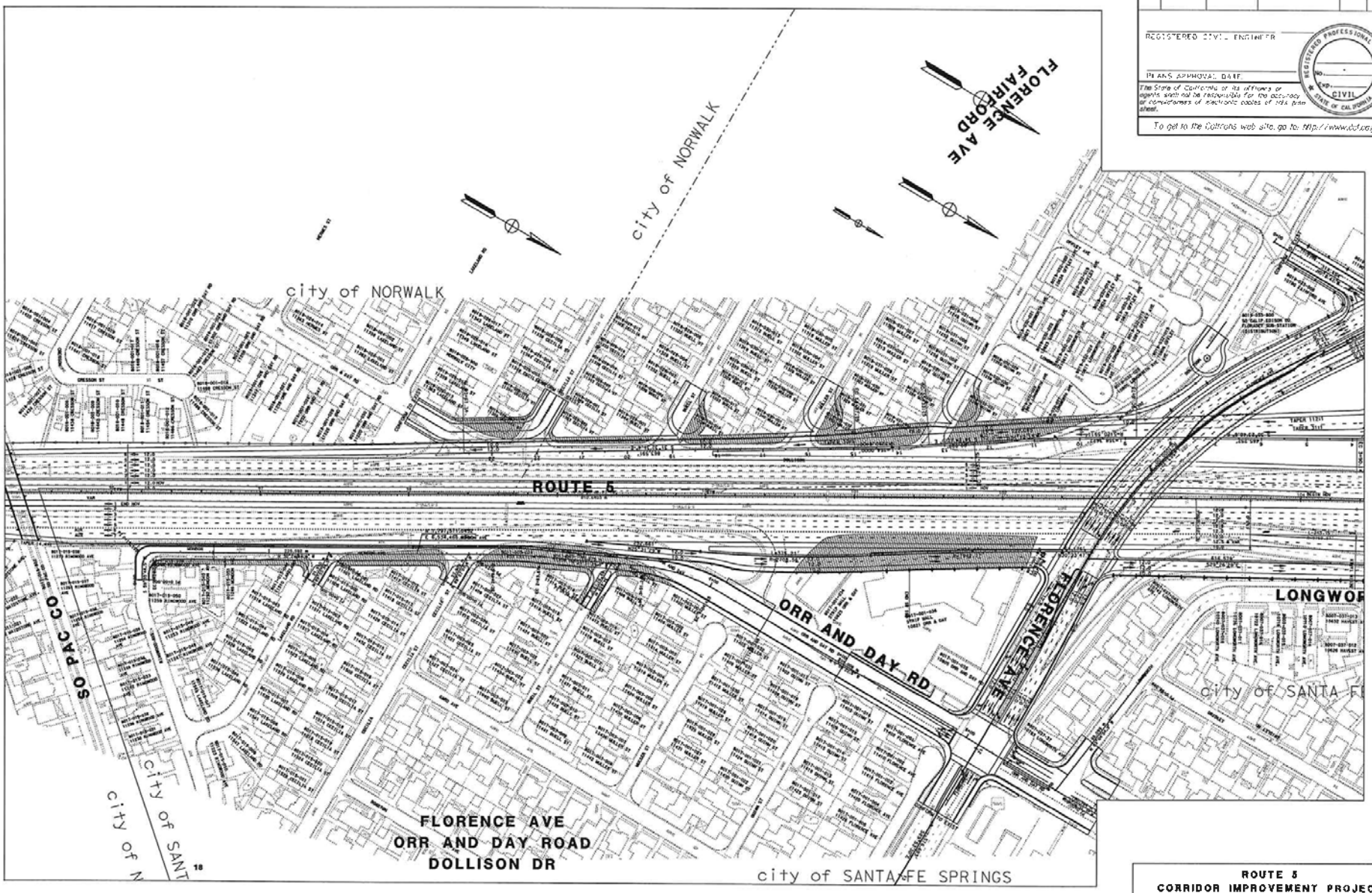

ROUTE 5
CORRIDOR IMPROVEMENT PROJECT
10-LANE VA ALIGNMENT ALT L-19

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RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3

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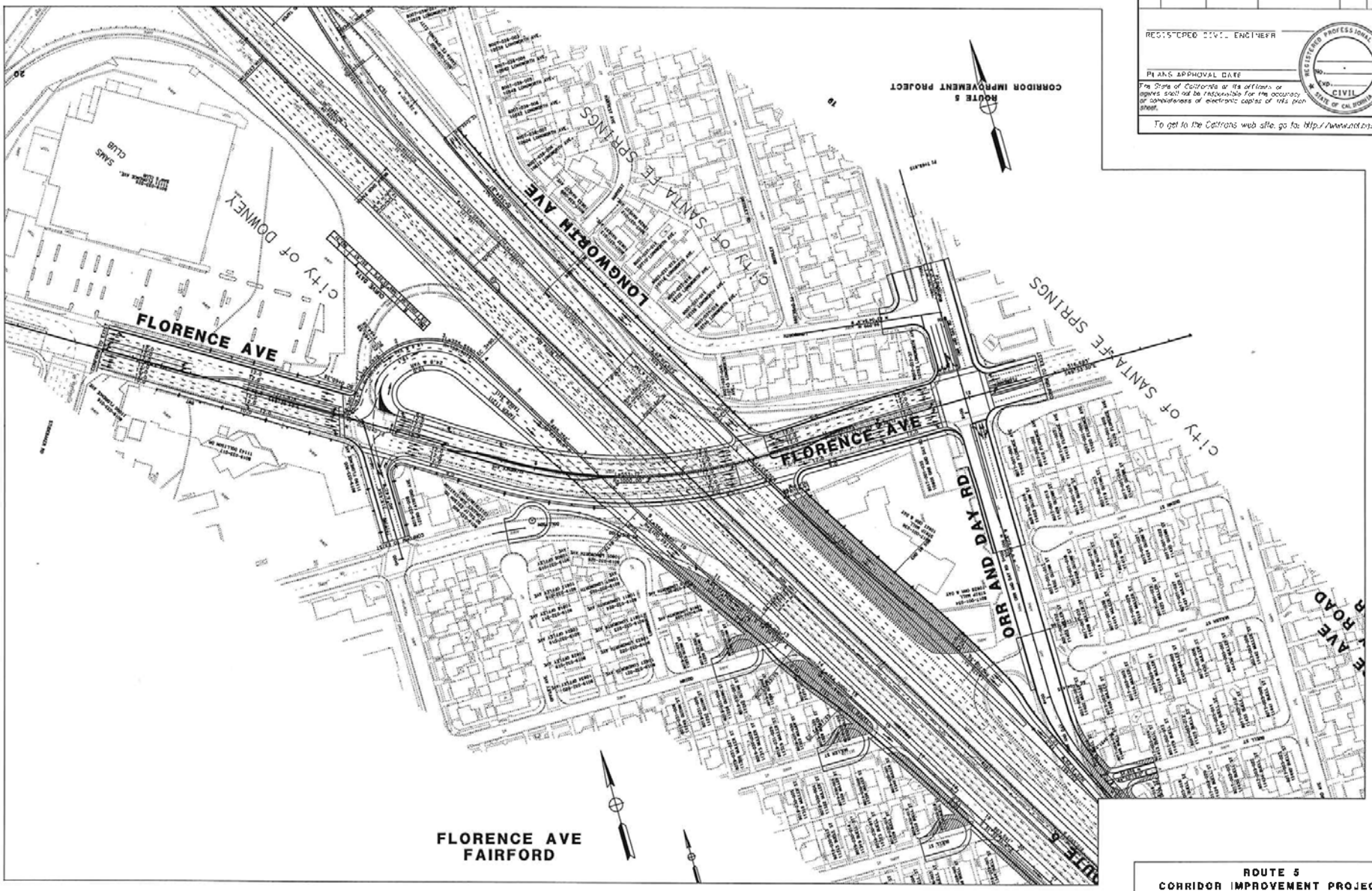
TIME PLOTTED => 14:06



DIST	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET NO.	TOTAL SHEETS

REGISTERED CIVIL ENGINEER

PLANS APPROVAL DATE

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DATE REVISED

ROUTE 5
CORRIDOR IMPROVEMENT PROJECT
10-LANE VA ALIGNMENT ALT E-20

CU 00000

EA 000000

RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3

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TIME PLOTTED = 14:39

DIST	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET NO.	TOTAL SHEETS

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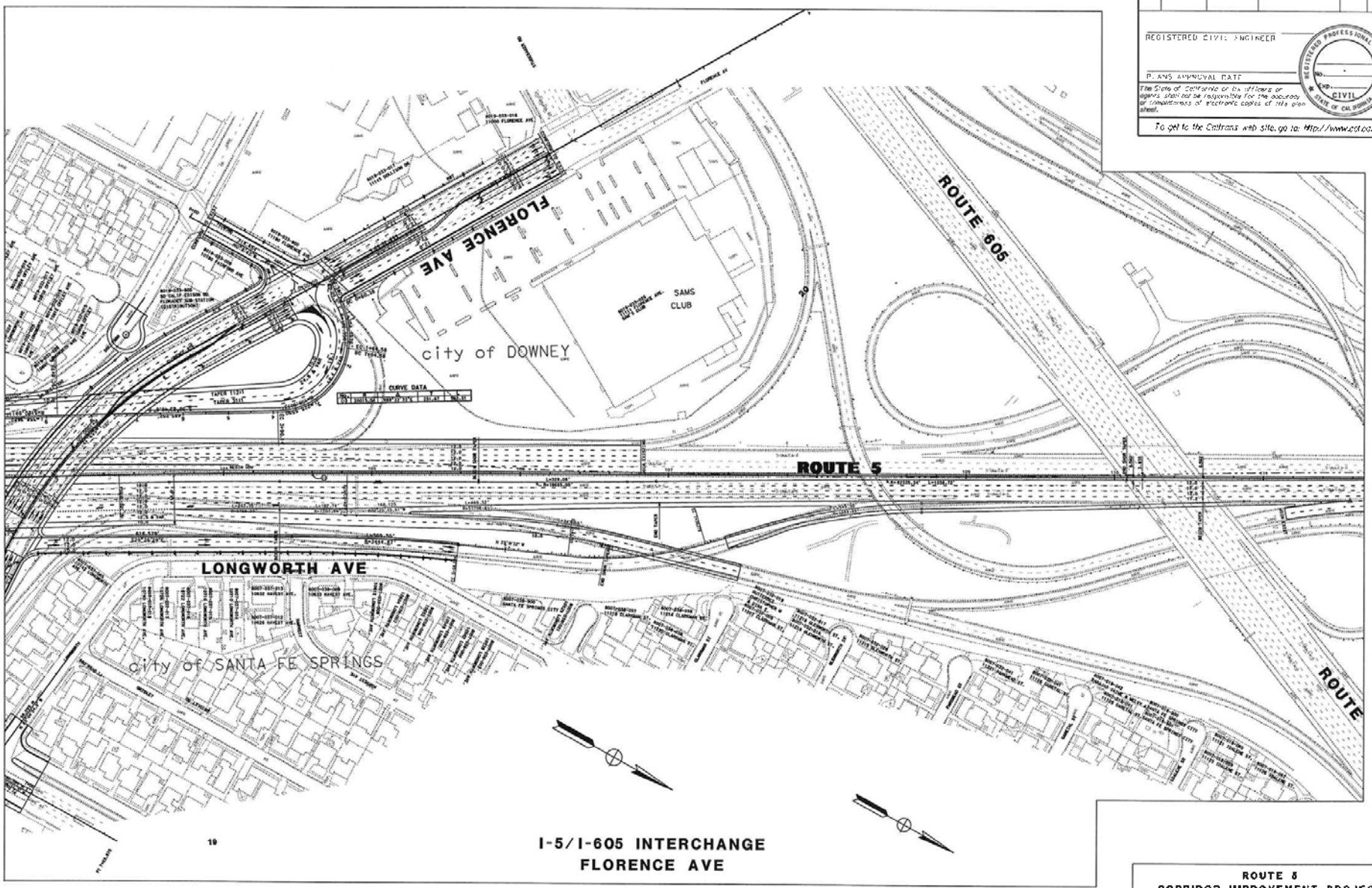

I-5/I-605 INTERCHANGE
FLORENCE AVE

DATE	REVISED BY	DATE REVISED

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ROUTE 5
CORRIDOR IMPROVEMENT PROJECT
10-LANE VA ALIGNMENT ALT 1-21

00-00-00

RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3

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CU 00000

EA 000000

DIST	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET NO.	TOTAL SHEETS

REGISTERED CIVIL ENGINEER

PLANS APPROVAL DATE

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REGISTERED PROFESSIONAL ENGINEER CIVIL STATE OF CALIFORNIA

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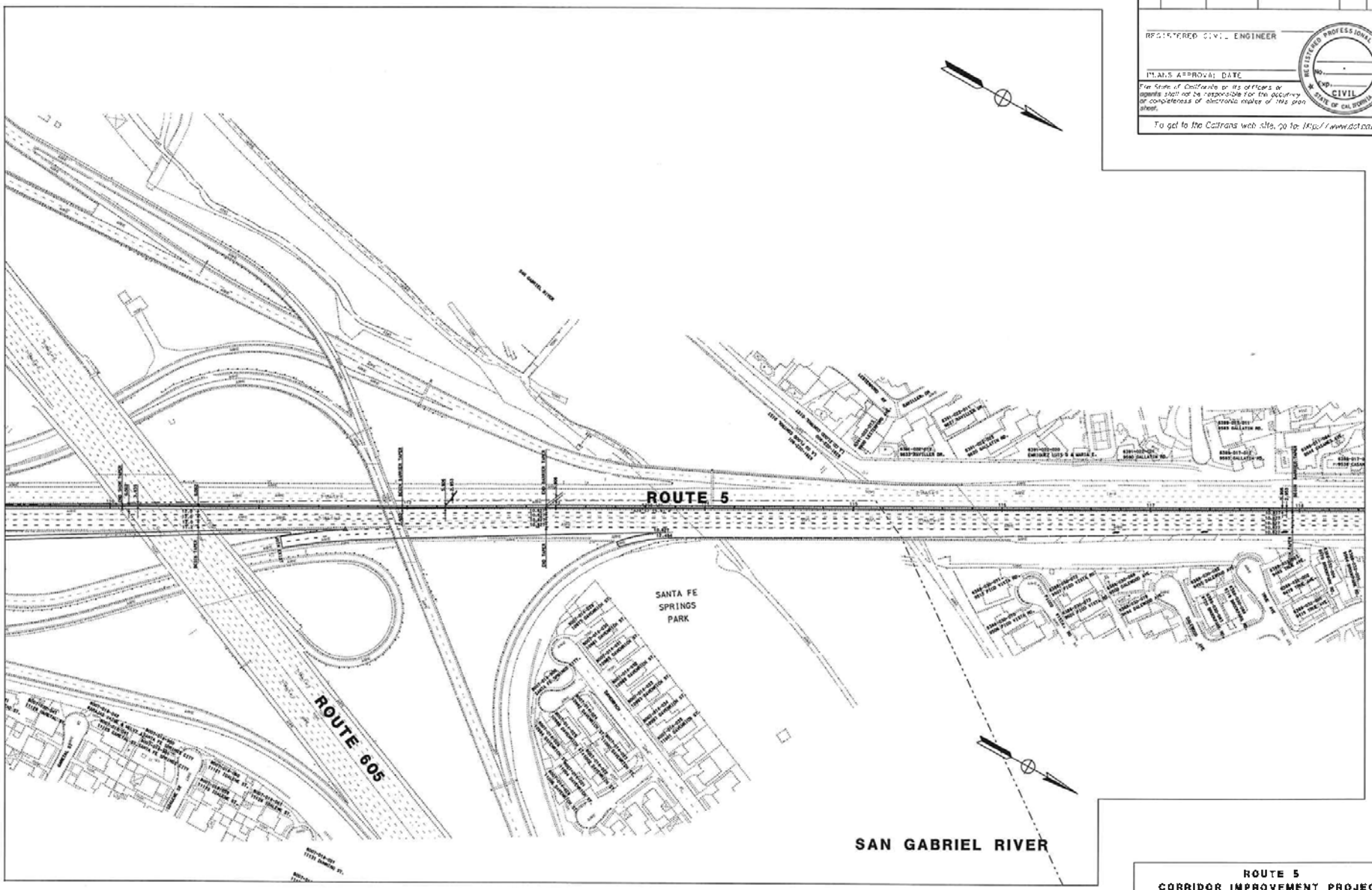

ROUTE 5
CORRIDOR IMPROVEMENT PROJECT
10-LANE VA ALIGNMENT ALT L-22

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	DATE REVISED

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USERNAME = ...
DGN FILE = ...

CU 00000

EA 000000

LAST REVISION 00-00-00

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DIST	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET NO.	TOTAL SHEETS

REGISTERED CIVIL ENGINEER

PLANS APPROVAL DATE

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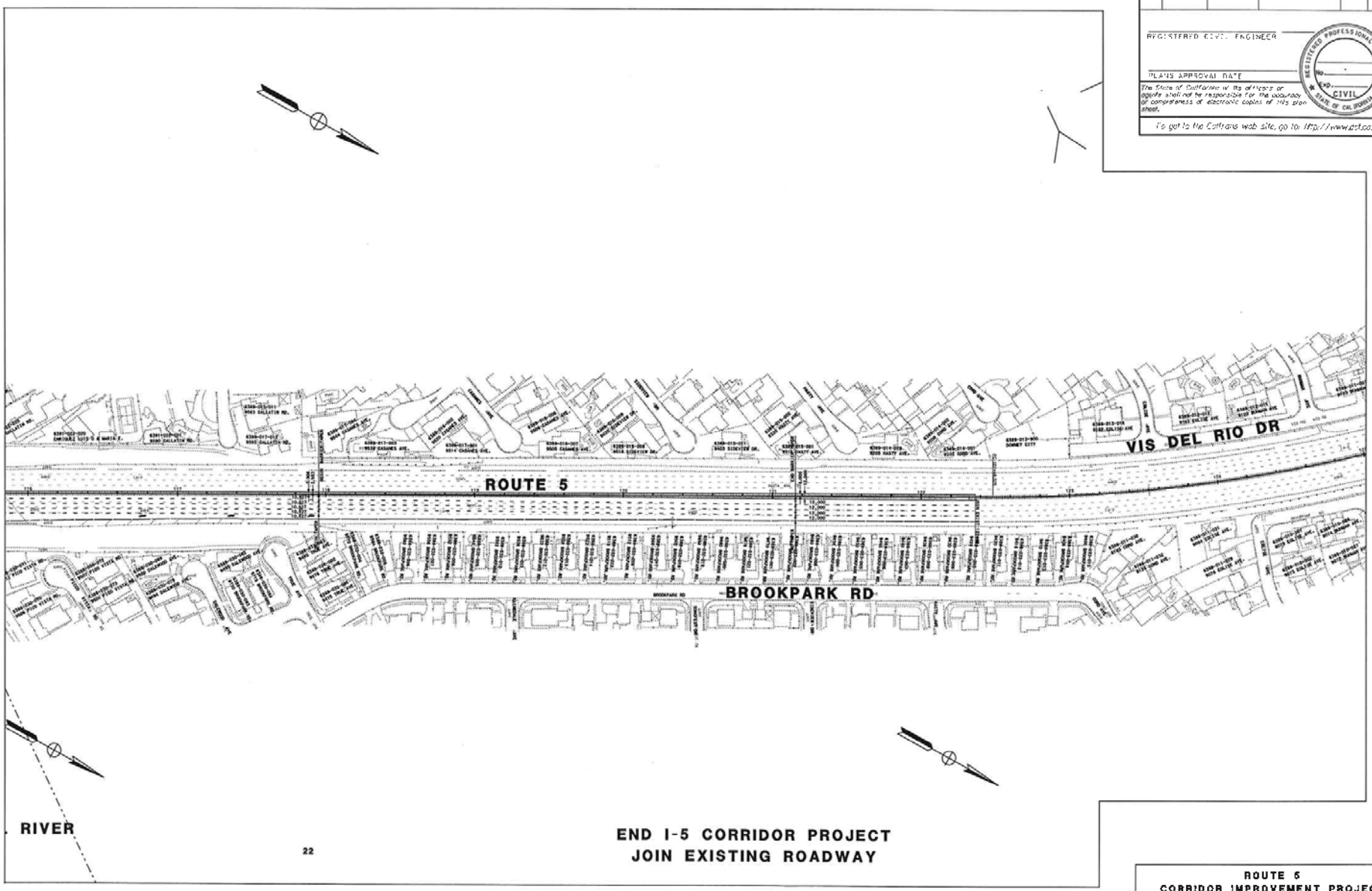

END I-5 CORRIDOR PROJECT
JOIN EXISTING ROADWAY

DATE	REVISED BY	DATE REVISED

CALCULATED/DESIGNED BY

CHECKED BY

PROJECT ENGINEER

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION

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ROUTE 5
CORRIDOR IMPROVEMENT PROJECT
10-LANE VA ALIGNMENT ALT L-23

LAST REVISION 00-00-00
LAST PLOTTED 21-OCT-2096
TIME PLOTTED 13:15:16

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DGN FILE => 72159ca073.dgn

CU 00000

EA 000000

APPENDIX G

Soundwall Locations and Noise Levels on Aerial Photographs

⊕ Rxx - SENSITIVE RECEPTOR SITE

xx / xx dBA "EXISTING"/ "FUTURE" - NOISE LEVELS

- - - - - EXISTING SOUNDWALL

FUTURE SOUNDWALL

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Interstate 5 Corridor Improvement Project

I-5 MODIFIED MIS ALTERNATIVE
SOUNDWALL LOCATIONS AND NOISE LEVELS
ON AERIAL PHOTOGRAPHS
FIGURE G-1

Rxx - SENSITIVE RECEPTOR SITE

xx / xx dBA "EXISTING"/ "FUTURE" - NOISE LEVELS

- - - - - EXISTING SOUNDWALL

FUTURE SOUNDWALL

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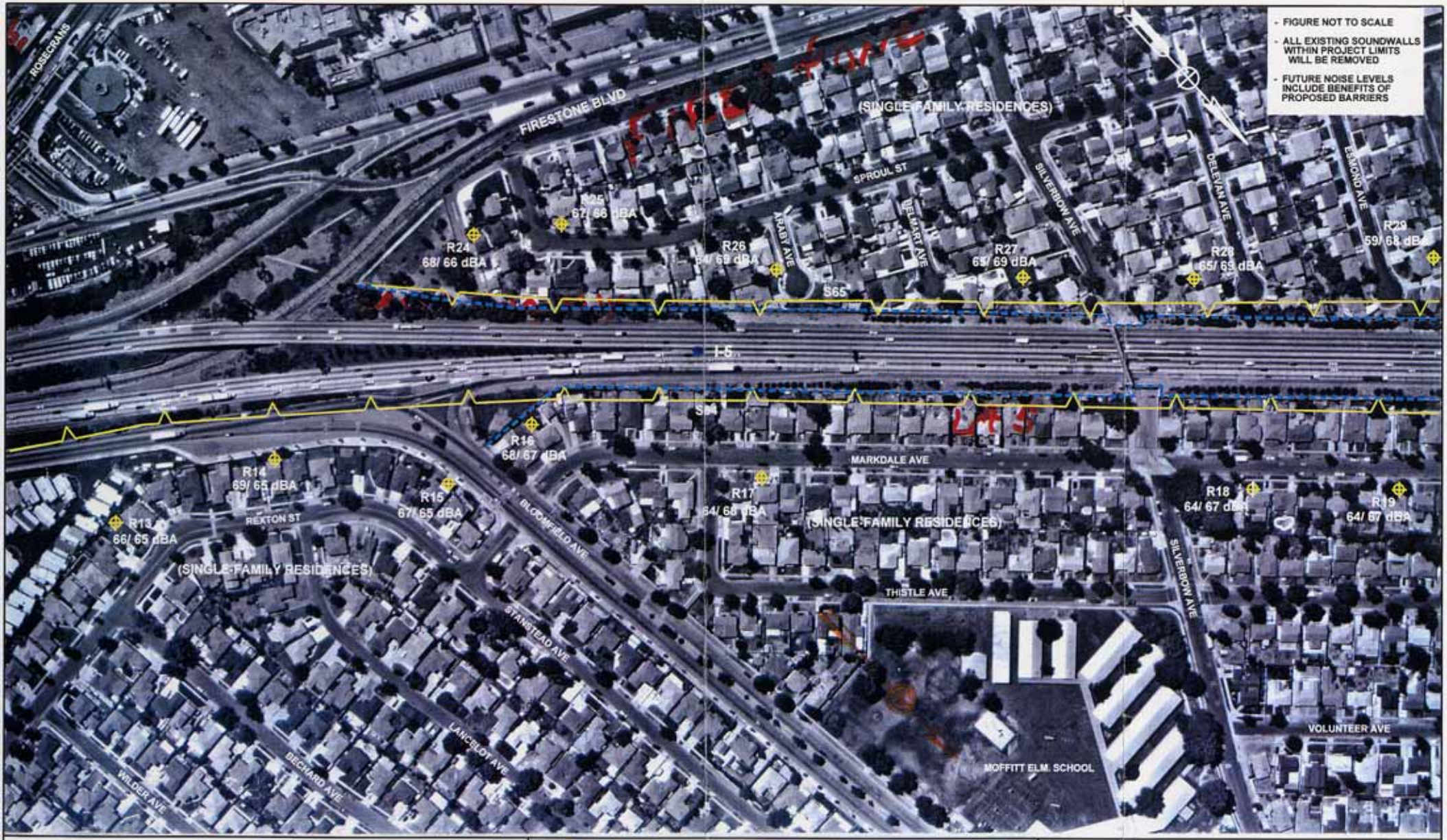
Interstate 5 Corridor Improvement Project

I-5 MODIFIED MIS ALTERNATIVE SOUNDWALL LOCATIONS AND NOISE LEVELS ON AERIAL PHOTOGRAPHS FIGURE G-2



Rxx - SENSITIVE RECEPTOR SITE

xx / xx dBA "EXISTING"/ "FUTURE" - NOISE LEVELS

- - - - - EXISTING SOUNDWALL

FUTURE SOUNDWALL

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Interstate 5 Corridor Improvement Project

I-5 MODIFIED MIS ALTERNATIVE SOUNDWALL LOCATIONS AND NOISE LEVELS ON AERIAL PHOTOGRAPHS

FIGURE G-3

Rxx - SENSITIVE RECEPTOR SITE

xx / xx dBA
"EXISTING"/ "FUTURE" - NOISE LEVELS

- - - - - - EXISTING SOUNDWALL

FUTURE SOUNDWALL

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Interstate 5 Corridor Improvement Project

I-5 MODIFIED MIS ALTERNATIVE
SOUNDWALL LOCATIONS AND NOISE LEVELS
ON AERIAL PHOTOGRAPHS
FIGURE G-4

Rxx - SENSITIVE RECEPTOR SITE
xx / xx dBA
"EXISTING"/ "FUTURE" - NOISE LEVELS

- - - - - EXISTING SOUNDWALL
FUTURE SOUNDWALL

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Interstate 5 Corridor Improvement Project

I-5 MODIFIED MIS ALTERNATIVE
SOUNDWALL LOCATIONS AND NOISE LEVELS
ON AERIAL PHOTOGRAPHS
FIGURE G-5

Rxx - SENSITIVE RECEPTOR SITE

xx / xx dBA
"EXISTING"/ "FUTURE" - NOISE LEVELS

- - - - - EXISTING SOUNDWALL

FUTURE SOUNDWALL

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I-5 MODIFIED MIS ALTERNATIVE
SOUNDWALL LOCATIONS AND NOISE LEVELS
ON AERIAL PHOTOGRAPHS
FIGURE G-6

Rxx - SENSITIVE RECEPTOR SITE

xx / xx dBA
"EXISTING"/ "FUTURE" - NOISE LEVELS

- - - - - EXISTING SOUNDWALL

FUTURE SOUNDWALL

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Interstate 5 Corridor Improvement Project

I-5 MODIFIED MIS ALTERNATIVE
SOUNDWALL LOCATIONS AND NOISE LEVELS
ON AERIAL PHOTOGRAPHS
FIGURE G-7

Rxx - SENSITIVE RECEPTOR SITE

xx / xx dBA "EXISTING"/ "FUTURE" - NOISE LEVELS

- - - - - EXISTING SOUNDWALL

FUTURE SOUNDWALL

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I-5 MODIFIED MIS ALTERNATIVE SOUNDWALL LOCATIONS AND NOISE LEVELS ON AERIAL PHOTOGRAPHS

FIGURE G-8

Rxx - SENSITIVE RECEPTOR SITE

xx / xx dBA "EXISTING"/ "FUTURE" - NOISE LEVELS

- - - - - EXISTING SOUNDWALL

- FUTURE SOUNDWALL

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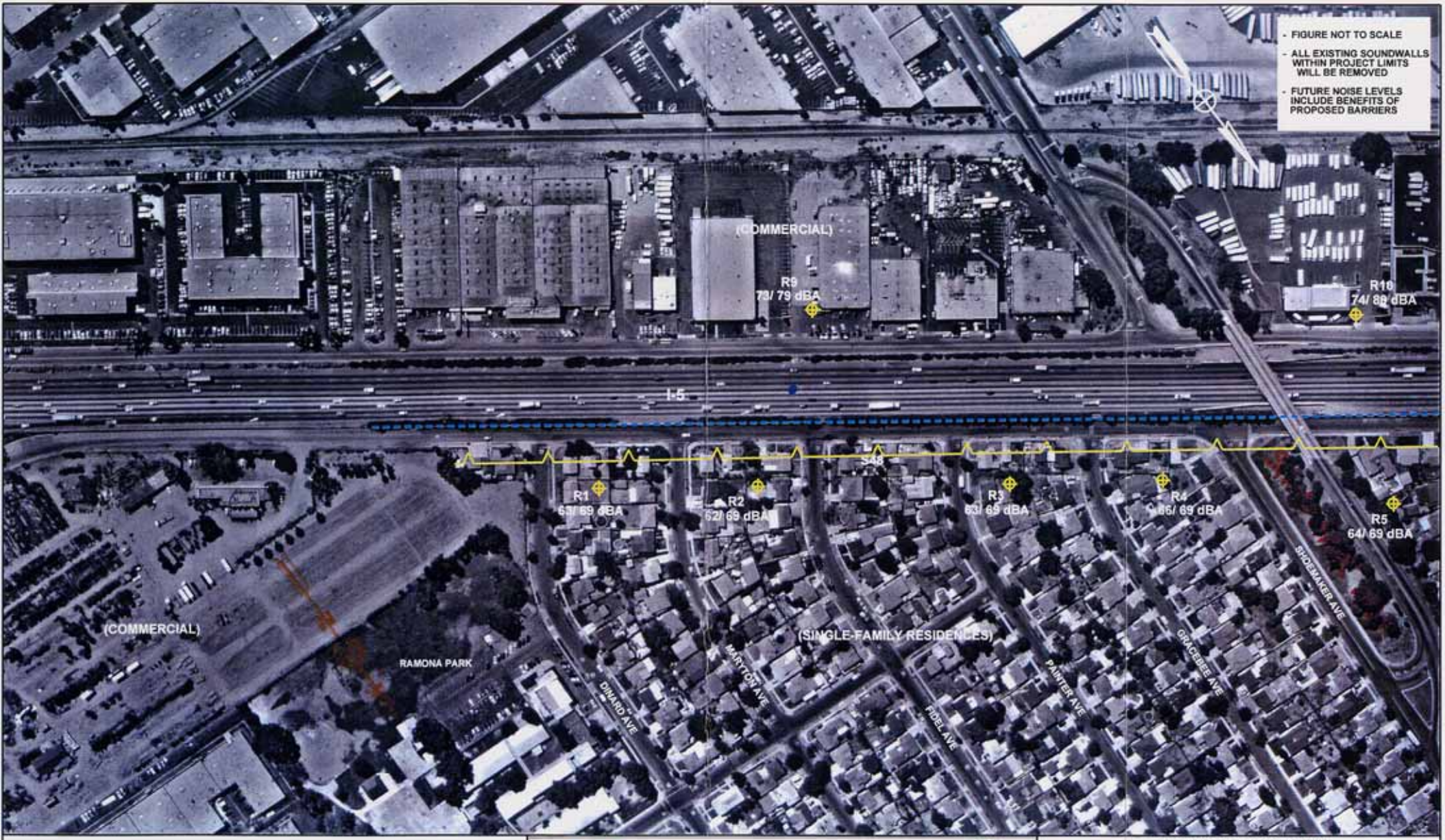
Interstate 5 Corridor Improvement Project

I-5 MODIFIED MIS ALTERNATIVE SOUNDWALL LOCATIONS AND NOISE LEVELS ON AERIAL PHOTOGRAPHS

FIGURE G-9



Rxx - SENSITIVE RECEPTOR SITE

xx / xx dBA
"EXISTING"/ "FUTURE" - NOISE LEVELS

- - - - - EXISTING SOUNDWALL

FUTURE SOUNDWALL

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Interstate 5 Corridor Improvement Project

I-5 REVISED ALIGNMENT
SOUNDWALL LOCATIONS AND NOISE LEVELS
ON AERIAL PHOTOGRAPHS
FIGURE G-10

Rxx - SENSITIVE RECEPTOR SITE

xx / xx dBA
"EXISTING"/ "FUTURE" - NOISE LEVELS

- - - - - - EXISTING SOUNDWALL

FUTURE SOUNDWALL

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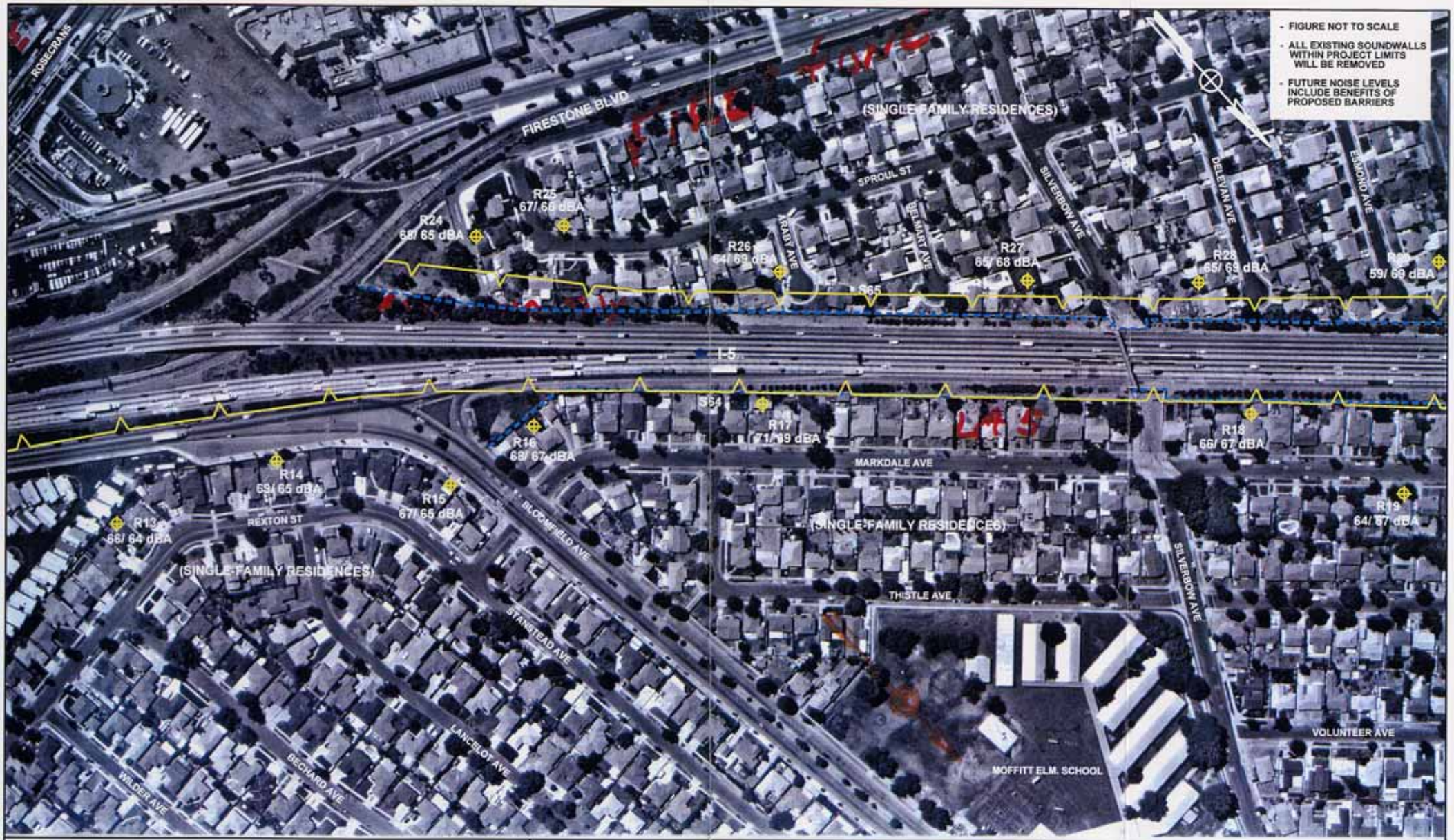
Interstate 5 Corridor Improvement Project

I-5 REVISED ALIGNMENT
SOUNDWALL LOCATIONS AND NOISE LEVELS
ON AERIAL PHOTOGRAPHS
FIGURE G-11



⊕ Rxx - SENSITIVE RECEPTOR SITE

xx / xx dBA "EXISTING"/ "FUTURE" - NOISE LEVELS

- - - - - EXISTING SOUNDWALL

FUTURE SOUNDWALL

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Interstate 5 Corridor Improvement Project

I-5 REVISED ALIGNMENT
SOUNDWALL LOCATIONS AND NOISE LEVELS
ON AERIAL PHOTOGRAPHS
FIGURE G-12

Rxx - SENSITIVE RECEPTOR SITE

xx / xx dBA
"EXISTING"/ "FUTURE" - NOISE LEVELS

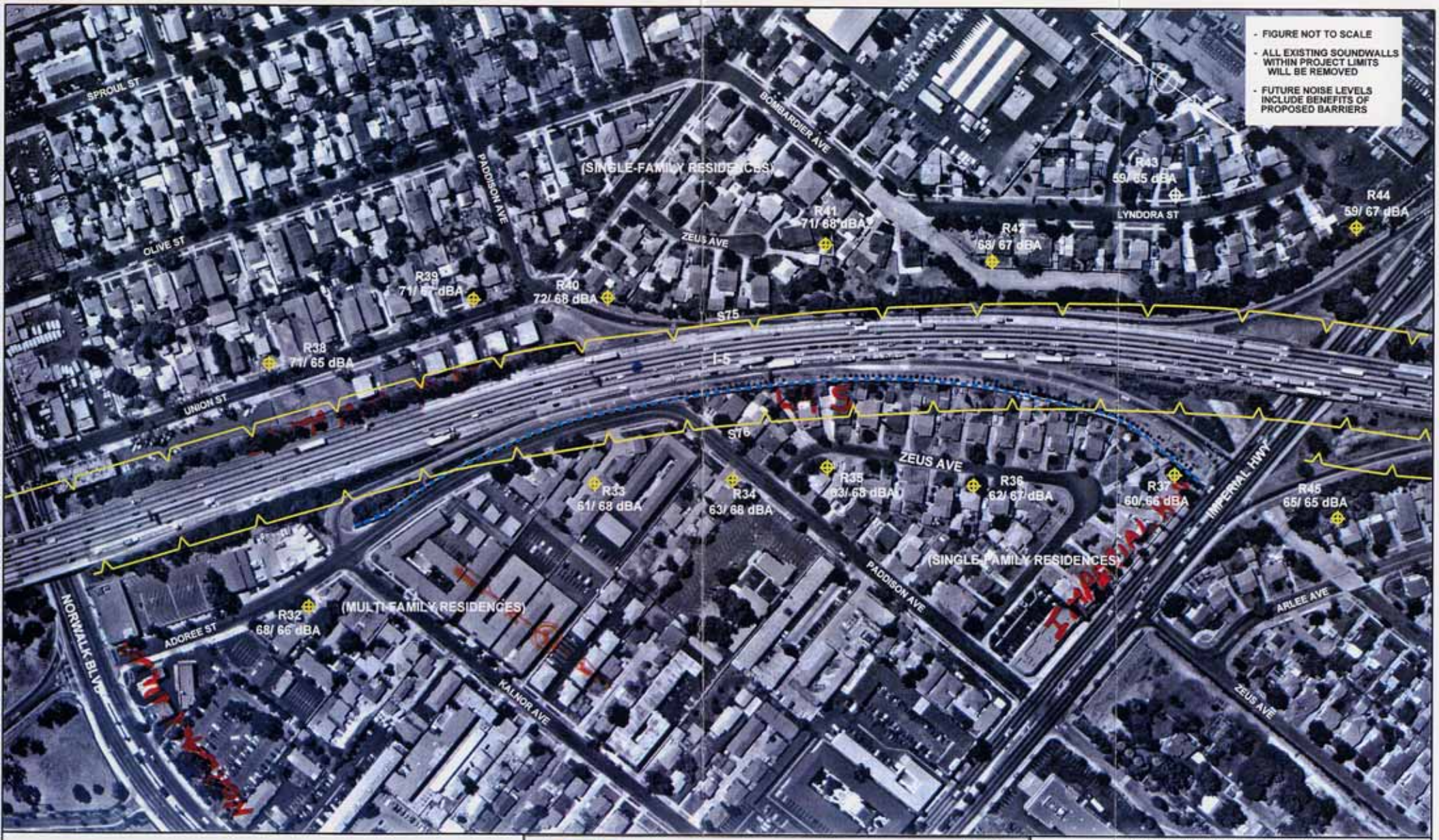
- - - - - - EXISTING SOUNDWALL

FUTURE SOUNDWALL

Caltrans

Interstate 5 Corridor Improvement Project

I-5 REVISED ALIGNMENT
SOUNDWALL LOCATIONS AND NOISE LEVELS
ON AERIAL PHOTOGRAPHS
FIGURE G-13



⊕ Rxx - SENSITIVE RECEPTOR SITE

xx / xx dBA "EXISTING"/ "FUTURE" - NOISE LEVELS

- - - - - EXISTING SOUNDWALL

∧∧ - FUTURE SOUNDWALL

Caltrans

Interstate 5 Corridor Improvement Project

I-5 REVISED ALIGNMENT
SOUNDWALL LOCATIONS AND NOISE LEVELS
ON AERIAL PHOTOGRAPHS
FIGURE G-14

Rxx - SENSITIVE RECEPTOR SITE
xx / xx dBA
"EXISTING"/ "FUTURE" - NOISE LEVELS

- - - - - EXISTING SOUNDWALL
FUTURE SOUNDWALL

Caltrans

Interstate 5 Corridor Improvement Project

I-5 REVISED ALIGNMENT
SOUNDWALL LOCATIONS AND NOISE LEVELS
ON AERIAL PHOTOGRAPHS
FIGURE G-15

Rxx - SENSITIVE RECEPTOR SITE
xx / xx dBA
"EXISTING"/ "FUTURE" - NOISE LEVELS

- - - - - - EXISTING SOUNDWALL
FUTURE SOUNDWALL

Caltrans

Interstate 5 Corridor Improvement Project

I-5 REVISED ALIGNMENT
SOUNDWALL LOCATIONS AND NOISE LEVELS
ON AERIAL PHOTOGRAPHS
FIGURE G-16

⊕ Rxx - SENSITIVE RECEPTOR SITE

xx / xx dBA "EXISTING"/ "FUTURE" - NOISE LEVELS

- - - - - EXISTING SOUNDWALL

∧∧∧ - FUTURE SOUNDWALL

Caltrans

Interstate 5 Corridor Improvement Project

I-5 REIVSED ALIGNMENT
SOUNDWALL LOCATIONS AND NOISE LEVELS
ON AERIAL PHOTOGRAPHS
FIGURE G-17

Rxx - SENSITIVE RECEPTOR SITE

xx / xx dBA
"EXISTING"/ "FUTURE" - NOISE LEVELS

- - - - - EXISTING SOUNDWALL

- FUTURE SOUNDWALL

Caltrans

Interstate 5 Corridor Improvement Project

I-5 REVISED ALIGNMENT
SOUNDWALL LOCATIONS AND NOISE LEVELS
ON AERIAL PHOTOGRAPHS
FIGURE G-18

APPENDIX H

Air Quality Data Tables

Appendix H: Table 1 - Traffic Volume (vehicles per hour)

DESCRIPTION	2003	2013nP	2013-4	2013-5	2030nP	2030-4	2030-5
NB 5	5,300	8,648	8,354	8,333	9,149	8,846	8,805
SB 5	9,371	10,284	10,185	10,223	11,182	11,566	11,672
NB5 SB 605 ON	608	724	851	748	833	912	991
NB5 NB605/Studebaker ON	1,780	2,118	2,510	2,172	2,439	2,670	2,795
NB5 SB605 OFF			2,184	1,919		2,340	2,543
NB5 605 OFF	1,560	1,856	2,184	1,919	2,262	2,340	2,543
NB5 Florence ON	328	390	459	403	476	492	535
NB5 Florence OFF	277	366	366	368	524	524	532
NB5 Pioneer ON	268	295	354	354	332	507	507
NB5 Imperial Hwy ON	493	537	1,032	1,033	597	1,458	1,482
NB5 Imperial Hwy OFF	186	214			255		
NB5 Kalnor/Norwalk ON	214	233			259		
NB5 Norwalk ON	81	88			98		
NB5 Norwalk OFF	572	658	1,035	1,042	784	1,559	1,577
NB5 Norwalk – Imp Hwy Frontage				725		1,150	1,170
NB5 Rosecrans ON	512	558	671	671	620	947	963
NB5 Firestone OFF	325	358			403		
NB5 Rosecrans OFF	352	384	894	900	426	1,287	1,314
NB5 Carmenita ON	408	445	534	534	494	755	767
NB5 Carmenita OFF	715	787	944	951	887	1,359	1,387
NB5 Alondra ON	498	543			603		
NB5 Valley View ON	534	582	1,352	1,352	646	1,909	1,940
NB5 Valley View OFF	635	756	908	921	953	1,461	1,486
NB5 Artesia ON	500	595	715	725	750	1,150	1,170
NB5 Artesia OFF	500	595	715	725	750	1,150	1,170
NB5 Manchester ON	500	595	715	725	750	1,150	1,170
NB5 Beach/Manchester OFF	500	595	715	725	750	1,150	1,170
NB5 Manchester OFF	500	595	715	725	750	1,150	1,170
NB5 Orangethorpe ON	500	595	715	725	750	1,150	1,170
SB5 SB605/Florence OFF	2,370	2,773	2,844	2,891	3,437	3,579	3,721
SB5 SB605 ON	990	1,158	1,188	1,218	1,436	1,525	1,614
SB5 NB605/Florence OFF	620	701	800	806	818	1,116	1,141
SB5 N605/Studabaker ON	390	449	468	476	534	589	612
SB5 Florence ON	88	91	230	231	93	288	292
SB5 Orr & Day ON	96	105			116		
SB5 Pioneer/Imperial Hwy OFF	833	908	1,502	1,502	1,008	1,915	1,939
SB5 Imperial Hwy ON	220	240			266		
SB5 Imp Hwy – Norwalk Frontage				725		1,150	1,170
SB5 Union OFF	314	342			380		
SB5 Norwalk ON	273	298	646	646	330	823	833
SB5 Firestone ON	506	552			612		
SB5 Rosecrans OFF	471	513	617	617	570	787	796
SB5 Rosecrans ON	442	482	1,242	1,242	535	1,583	1,602
SB5 Carmenita OFF	795	867	1,041	1,041	962	1,328	1,344
SB5 Carmenita ON	559	609	1,198	1,198	676	1,529	1,547
SB5 Alondra ON	356	388			431		
SB5 Valley View OFF	740	807	969	969	895	1,236	1,251
SB5 Valley View ON	655	714	858	858	793	1,212	1,231
SB5 Artesia/Knott OFF	500	545	655	655	605	925	940
SB5 Artesia ON	500	545	655	655	605	925	940
SB5 Beach OFF	500	545	655	655	605	925	940
SB5 Beach ON	500	545	655	655	605	925	940

Appendix H: Table 2 - Modeling Speed & Emission Factors

		grams/mile		
	MPH	2003	2013	2030
I-5	40	5.717	2.434	0.796
Ramps	30	6.540	2.798	0.922

Appendix H: Table 3 - 2003 and 2013 CO Concentrations

Receptor Number	Existing 1-Hr/8-Hr (ppm)	Alternative 1 (No Build) 1-Hr/8-Hr (ppm)	Alt. 4A 4+1 MIS Modified 1-Hr/8-Hr (ppm)	Alt 4B 4+1 MIS Revised 1-Hr/8-Hr (ppm)	Alt 4C 4+1 LPA 1-Hr/8-Hr (ppm)	Alt. 4 Increase Over Alt. 1 (No Build) 1-Hr/8-Hr (ppm)	Alt 5A 4+2 1-Hr/8-Hr (ppm)	Alt 5B 5+1 MIS Modified 1-Hr/8-Hr (ppm)	Alt 5C 5+1 MIS Revised 1-Hr/8-Hr (ppm)	Alt. 5 Increase Over Alt. 1 (No Build) 1-Hr/8-Hr (ppm)
1. Home	8.9 / 6.4	7.0 / 5.4	7.1 / 5.5	7.1 / 5.5	7.1 / 5.5	0.1 / 0.1	7.2 / 5.6	7.2 / 5.6	7.2 / 5.6	0.2 / 0.2
2. Home	7.7 / 5.5	6.4 / 5.0	6.3 / 4.9	6.3 / 4.9	6.3 / 4.9	-0.1 / -0.1	6.3 / 4.9	6.3 / 4.9	6.3 / 4.9	-0.1 / -0.1
3. Home	7.6 / 5.4	6.3 / 4.9	6.3 / 4.9	6.3 / 4.9	6.3 / 4.9	0.0 / 0.0	6.3 / 4.9	6.3 / 4.9	6.3 / 4.9	0.0 / 0.0
4. Home	7.5 / 5.4	6.2 / 4.9	6.2 / 4.9	6.2 / 4.9	6.2 / 4.9	0.0 / 0.0	6.2 / 4.9	6.2 / 4.9	6.2 / 4.9	0.0 / 0.0
5. Home	8.5 / 6.1	6.8 / 5.3	6.8 / 5.3	6.8 / 5.3	6.8 / 5.3	0.0 / 0.0	6.8 / 5.3	6.8 / 5.3	6.8 / 5.3	0.0 / 0.0
6. Home	9.7 / 6.9	7.4 / 5.7	7.5 / 5.8	7.5 / 5.8	7.5 / 5.8	0.1 / 0.1	7.5 / 5.8	7.5 / 5.8	7.5 / 5.8	0.1 / 0.1
7. Home	8.2 / 5.9	6.6 / 5.2	6.6 / 5.2	6.6 / 5.2	6.6 / 5.2	0.0 / 0.0	6.6 / 5.2	6.6 / 5.2	6.6 / 5.2	0.0 / 0.0
8. Home	8.8 / 6.3	6.9 / 5.4	6.9 / 5.4	6.9 / 5.4	6.9 / 5.4	0.0 / 0.0	6.9 / 5.4	6.9 / 5.4	6.9 / 5.4	0.0 / 0.0
9. Displaced Home	9.2 / 6.6	7.2 / 5.6	Acquired	Acquired	Acquired	NA	Acquired	Acquired	Acquired	NA
10. Displaced Home	9.1 / 6.5	7.1 / 5.5	Acquired	Acquired	Acquired	NA	Acquired	Acquired	Acquired	NA
11. Home	9.0 / 6.4	7.0 / 5.4	6.9 / 5.4	6.9 / 5.4	6.9 / 5.4	-0.1 / 0.0	7.0 / 5.4	7.0 / 5.4	7.0 / 5.4	0.0 / 0.0
12. Santa Fe Christian School	7.3 / 5.2	6.1 / 4.8	6.1 / 4.8	6.1 / 4.8	6.1 / 4.8	0.0 / 0.0	6.0 / 4.7	6.0 / 4.7	6.0 / 4.7	-0.1 / -0.1
13. Potentially Displaced Home	8.8 / 6.3	6.9 / 5.4	6.9 / 5.4	6.9 / 5.4	6.9 / 5.4	0.0 / 0.0	Acquired	Acquired	Acquired	0.0 / 0.0
14. Home	8.7 / 6.2	6.8 / 5.3	6.9 / 5.4	6.9 / 5.4	6.9 / 5.4	0.1 / 0.1	6.9 / 5.4	6.9 / 5.4	6.9 / 5.4	0.1 / 0.1
15. Home	8.4 / 6.0	6.7 / 5.2	6.6 / 5.2	6.6 / 5.2	6.6 / 5.2	-0.1 / 0.0	6.6 / 5.2	6.6 / 5.2	6.6 / 5.2	-0.1 / 0.0
16. Home	9.0 / 6.4	7.0 / 5.4	6.9 / 5.4	6.9 / 5.4	6.9 / 5.4	-0.1 / 0.0	6.8 / 5.3	6.8 / 5.3	6.8 / 5.3	-0.2 / -0.1
17. Home	7.5 / 5.4	6.2 / 4.9	6.2 / 4.9	6.2 / 4.9	6.2 / 4.9	0.0 / 0.0	6.1 / 4.8	6.1 / 4.8	6.1 / 4.8	-0.1 / -0.1
18. Home	9.0 / 6.4	7.0 / 5.4	6.9 / 5.4	6.9 / 5.4	6.9 / 5.4	-0.1 / 0.0	6.9 / 5.4	6.9 / 5.4	6.9 / 5.4	-0.1 / 0.0
19. Home	10.2 / 7.3	7.7 / 5.9	7.6 / 5.9	7.6 / 5.9	7.6 / 5.9	-0.1 / 0.0	7.5 / 5.8	7.5 / 5.8	7.5 / 5.8	-0.2 / -0.1
20. Home	10.9 / 7.8	7.9 / 6.1	8.1 / 6.2	8.1 / 6.2	8.1 / 6.2	0.2 / 0.1	8.1 / 6.2	8.1 / 6.2	8.1 / 6.2	0.2 / 0.1
21. Cresson Elementary School	7.1 / 5.1	6.0 / 4.7	6.0 / 4.7	6.0 / 4.7	6.0 / 4.7	0.0 / 0.0	6.0 / 4.7	6.0 / 4.7	6.0 / 4.7	0.0 / 0.0
22. Santa Fe High School	6.8 / 4.9	5.8 / 4.6	5.8 / 4.6	5.8 / 4.6	5.8 / 4.6	0.0 / 0.0	5.8 / 4.6	5.8 / 4.6	5.8 / 4.6	0.0 / 0.0
23. Pioneer Baptist School	7.1 / 5.1	6.0 / 4.7	6.0 / 4.7	6.0 / 4.7	6.0 / 4.7	0.0 / 0.0	6.0 / 4.7	6.0 / 4.7	6.0 / 4.7	0.0 / 0.0
24. Orr Elementary School	7.9 / 5.7	6.4 / 5.0	6.5 / 5.1	6.5 / 5.1	6.5 / 5.1	0.1 / 0.1	6.5 / 5.1	6.5 / 5.1	6.5 / 5.1	0.1 / 0.1
25. Paddison Elementary School	6.7 / 4.8	5.8 / 4.6	5.8 / 4.6	5.8 / 4.6	5.8 / 4.6	0.0 / 0.0	5.8 / 4.6	5.8 / 4.6	5.8 / 4.6	0.0 / 0.0
26. Home	7.4 / 5.3	6.2 / 4.9	6.2 / 4.9	6.2 / 4.9	6.2 / 4.9	0.0 / 0.0	6.2 / 4.9	6.2 / 4.9	6.2 / 4.9	0.0 / 0.0
27. Home	8.2 / 5.9	6.6 / 5.2	6.7 / 5.2	6.7 / 5.2	6.7 / 5.2	0.1 / 0.0	6.7 / 5.2	6.7 / 5.2	6.7 / 5.2	0.1 / 0.0
28. Home	7.5 / 5.4	6.2 / 4.9	6.3 / 4.9	6.3 / 4.9	6.3 / 4.9	0.1 / 0.0	6.3 / 4.9	6.3 / 4.9	6.3 / 4.9	0.1 / 0.0
29. Home	7.9 / 5.7	6.5 / 5.1	6.5 / 5.1	6.5 / 5.1	6.5 / 5.1	0.0 / 0.0	6.6 / 5.2	6.6 / 5.2	6.6 / 5.2	0.1 / 0.1
30. Home	7.7 / 5.5	6.3 / 4.9	6.3 / 4.9	6.3 / 4.9	6.3 / 4.9	0.0 / 0.0	6.4 / 5.0	6.4 / 5.0	6.4 / 5.0	0.1 / 0.1
31. Home	7.6 / 5.4	6.3 / 4.9	6.4 / 5.0	6.4 / 5.0	6.4 / 5.0	0.1 / 0.1	6.4 / 5.0	6.4 / 5.0	6.4 / 5.0	0.1 / 0.1
32. Home	7.9 / 5.7	6.5 / 5.1	6.5 / 5.1	6.5 / 5.1	6.5 / 5.1	0.0 / 0.0	6.5 / 5.1	6.5 / 5.1	6.5 / 5.1	0.0 / 0.0
33. Home	9.4 / 6.7	7.3 / 5.6	7.0 / 5.4	7.0 / 5.4	7.0 / 5.4	-0.3 / -0.2	7.1 / 5.5	7.1 / 5.5	7.1 / 5.5	-0.2 / -0.1
34. Potentially Displaced Home	10.2 / 7.3	7.7 / 5.9	Acquired	Acquired	7.3 / 5.6	-0.4 / -0.3	Acquired	Acquired	Acquired	NA

Appendix H: Table 3 - 2003 and 2013 CO Concentrations

Receptor Number	Existing 1-Hr/8-Hr (ppm)	Alternative 1 (No Build) 1-Hr/8-Hr (ppm)	Alt. 4A 4+1 MIS Modified 1-Hr/8-Hr (ppm)	Alt 4B 4+1 MIS Revised 1-Hr/8-Hr (ppm)	Alt 4C 4+1 LPA 1-Hr/8-Hr (ppm)	Alt. 4 Increase Over Alt. 1 (No Build) 1-Hr/8-Hr (ppm)	Alt 5A 4+2 1-Hr/8-Hr (ppm)	Alt 5B 5+1 MIS Modified 1-Hr/8-Hr (ppm)	Alt 5C 5+1 MIS Revised 1-Hr/8-Hr (ppm)	Alt. 5 Increase Over Alt. 1 (No Build) 1-Hr/8-Hr (ppm)
35. Home	9.9 / 7.1	7.5 / 5.8	7.0 / 5.4	7.0 / 5.4	7.0 / 5.4	-0.5 / -0.4	7.1 / 5.5	7.1 / 5.5	7.1 / 5.5	-0.4 / -0.3
36. Home	9.3 / 6.6	7.2 / 5.6	6.9 / 5.4	6.9 / 5.4	6.9 / 5.4	-0.3 / -0.2	6.9 / 5.4	6.9 / 5.4	6.9 / 5.4	-0.3 / -0.2
37. Home	9.5 / 6.8	7.3 / 5.6	6.8 / 5.3	6.8 / 5.3	6.8 / 5.3	-0.5 / -0.3	7.0 / 5.4	7.0 / 5.4	7.0 / 5.4	-0.3 / -0.2
38. Home	7.1 / 5.1	6.1 / 4.8	6.1 / 4.8	6.1 / 4.8	6.1 / 4.8	0.0 / 0.0	6.1 / 4.8	6.1 / 4.8	6.1 / 4.8	0.0 / 0.0
39. Home	8.3 / 5.9	6.7 / 5.2	6.6 / 5.2	6.6 / 5.2	6.6 / 5.2	-0.1 / 0.0	6.7 / 5.2	6.7 / 5.2	6.7 / 5.2	0.0 / 0.0
40. Home	8.9 / 6.4	7.0 / 5.4	6.9 / 5.4	6.9 / 5.4	6.9 / 5.4	-0.1 / 0.0	7.1 / 5.5	7.1 / 5.5	7.1 / 5.5	0.1 / 0.1
41. Moffit Elementary School	7.3 / 5.2	6.1 / 4.8	6.1 / 4.8	6.1 / 4.8	6.1 / 4.8	0.0 / 0.0	6.2 / 4.9	6.2 / 4.9	6.2 / 4.9	0.1 / 0.1
42. Home	8.3 / 5.9	6.7 / 5.2	6.7 / 5.2	6.7 / 5.2	6.7 / 5.2	0.0 / 0.0	6.7 / 5.2	6.7 / 5.2	6.7 / 5.2	0.0 / 0.0
43. Home	9.4 / 6.7	7.2 / 5.6	7.2 / 5.6	7.2 / 5.6	7.2 / 5.6	0.0 / 0.0	7.2 / 5.6	7.2 / 5.6	7.2 / 5.6	0.0 / 0.0
44. Home	8.8 / 6.3	7.0 / 5.4	7.0 / 5.4	7.0 / 5.4	7.0 / 5.4	0.0 / 0.0	7.0 / 5.4	7.0 / 5.4	7.0 / 5.4	0.0 / 0.0
45. Potentially Displaced Home	10.1 / 7.2	7.6 / 5.9	7.9 / 6.1	Acquired	7.9 / 6.1	0.3 / 0.2	7.9 / 6.1	Acquired	Acquired	0.3 / 0.2
46. Home	9.2 / 6.6	7.1 / 5.5	7.2 / 5.6	7.2 / 5.6	7.2 / 5.6	0.1 / 0.1	7.2 / 5.6	7.2 / 5.6	7.2 / 5.6	0.1 / 0.1
47. Home	8.2 / 5.9	6.7 / 5.2	6.6 / 5.2	6.6 / 5.2	6.6 / 5.2	-0.1 / 0.0	6.7 / 5.2	6.7 / 5.2	6.7 / 5.2	0.0 / 0.0
48. Home	8.5 / 6.1	6.8 / 5.3	6.8 / 5.3	6.8 / 5.3	6.8 / 5.3	0.0 / 0.0	6.8 / 5.3	6.8 / 5.3	6.8 / 5.3	0.0 / 0.0
49. Home	7.3 / 5.2	6.1 / 4.8	6.1 / 4.8	6.1 / 4.8	6.1 / 4.8	0.0 / 0.0	6.1 / 4.8	6.1 / 4.8	6.1 / 4.8	0.0 / 0.0
50. Home	7.1 / 5.1	6.0 / 4.7	6.0 / 4.7	6.0 / 4.7	6.0 / 4.7	0.0 / 0.0	6.0 / 4.7	6.0 / 4.7	6.0 / 4.7	0.0 / 0.0
51. Home	8.0 / 5.7	6.5 / 5.1	6.7 / 5.2	6.7 / 5.2	6.7 / 5.2	0.2 / 0.1	6.7 / 5.2	6.7 / 5.2	6.7 / 5.2	0.2 / 0.1
52. Home	8.5 / 6.1	6.8 / 5.3	7.1 / 5.5	7.1 / 5.5	7.1 / 5.5	0.3 / 0.2	7.1 / 5.5	7.1 / 5.5	7.1 / 5.5	0.3 / 0.2
53. Home	8.0 / 5.7	6.5 / 5.1	6.7 / 5.2	6.7 / 5.2	6.7 / 5.2	0.2 / 0.1	6.7 / 5.2	6.7 / 5.2	6.7 / 5.2	0.2 / 0.1
54. Ramona Pre-School	7.1 / 5.1	6.1 / 4.8	6.1 / 4.8	6.1 / 4.8	6.1 / 4.8	0.0 / 0.0	6.1 / 4.8	6.1 / 4.8	6.1 / 4.8	0.0 / 0.0
55. Home	7.1 / 5.1	6.0 / 4.7	6.1 / 4.8	6.1 / 4.8	6.1 / 4.8	0.1 / 0.1	6.1 / 4.8	6.1 / 4.8	6.1 / 4.8	0.1 / 0.1
56. Home	8.6 / 6.1	6.8 / 5.3	6.8 / 5.3	6.8 / 5.3	6.8 / 5.3	0.0 / 0.0	6.8 / 5.3	6.8 / 5.3	6.8 / 5.3	0.0 / 0.0
57. Home	8.1 / 5.8	6.6 / 5.2	6.6 / 5.2	6.6 / 5.2	6.6 / 5.2	0.0 / 0.0	6.6 / 5.2	6.6 / 5.2	6.6 / 5.2	0.0 / 0.0
58. Home	8.1 / 5.8	6.5 / 5.1	6.5 / 5.1	6.5 / 5.1	6.5 / 5.1	0.0 / 0.0	6.5 / 5.1	6.5 / 5.1	6.5 / 5.1	0.0 / 0.0
59. Home	7.8 / 5.6	6.4 / 5.0	6.4 / 5.0	6.4 / 5.0	6.4 / 5.0	0.0 / 0.0	6.4 / 5.0	6.4 / 5.0	6.4 / 5.0	0.0 / 0.0
60. Home	7.5 / 5.4	6.2 / 4.9	6.2 / 4.9	6.2 / 4.9	6.2 / 4.9	0.0 / 0.0	6.2 / 4.9	6.2 / 4.9	6.2 / 4.9	0.0 / 0.0
61. Home	7.4 / 5.3	6.2 / 4.9	6.2 / 4.9	6.2 / 4.9	6.2 / 4.9	0.0 / 0.0	6.2 / 4.9	6.2 / 4.9	6.2 / 4.9	0.0 / 0.0
62. Home	9.0 / 6.4	7.1 / 5.5	7.1 / 5.5	7.1 / 5.5	7.1 / 5.5	0.0 / 0.0	7.1 / 5.5	7.1 / 5.5	7.1 / 5.5	0.0 / 0.0
63. Whitaker Elementary School	7.2 / 5.2	6.1 / 4.8	6.1 / 4.8	6.1 / 4.8	6.1 / 4.8	0.0 / 0.0	6.1 / 4.8	6.1 / 4.8	6.1 / 4.8	0.0 / 0.0
64. Home	7.6 / 5.4	6.3 / 4.9	6.3 / 4.9	6.3 / 4.9	6.3 / 4.9	0.0 / 0.0	6.3 / 4.9	6.3 / 4.9	6.3 / 4.9	0.0 / 0.0
65. Home	7.1 / 5.1	6.1 / 4.8	6.0 / 4.7	6.0 / 4.7	6.0 / 4.7	-0.1 / -0.1	6.0 / 4.7	6.0 / 4.7	6.0 / 4.7	-0.1 / -0.1
66. Home	7.8 / 5.6	6.4 / 5.0	6.4 / 5.0	6.4 / 5.0	6.4 / 5.0	0.0 / 0.0	6.4 / 5.0	6.4 / 5.0	6.4 / 5.0	0.0 / 0.0
67. St. Linus Elementary School	6.6 / 4.7	5.7 / 4.5	5.7 / 4.5	5.7 / 4.5	5.7 / 4.5	0.0 / 0.0	5.7 / 4.5	5.7 / 4.5	5.7 / 4.5	0.0 / 0.0
68. Home	6.9 / 5.0	5.9 / 4.7	5.9 / 4.7	5.9 / 4.7	5.9 / 4.7	0.0 / 0.0	5.9 / 4.7	5.9 / 4.7	5.9 / 4.7	0.0 / 0.0
69. Gilbert Elementary School	7.1 / 5.1	6.0 / 4.7	5.9 / 4.7	5.9 / 4.7	5.9 / 4.7	-0.1 / 0.0	5.9 / 4.7	5.9 / 4.7	5.9 / 4.7	-0.1 / 0.0
70. St. Pius V School	6.5 / 4.7	5.7 / 4.5	5.7 / 4.5	5.7 / 4.5	5.7 / 4.5	0.0 / 0.0	5.7 / 4.5	5.7 / 4.5	5.7 / 4.5	0.0 / 0.0
71. Home	7.7 / 5.5	6.3 / 4.9	6.3 / 4.9	6.3 / 4.9	6.3 / 4.9	0.0 / 0.0	6.3 / 4.9	6.3 / 4.9	6.3 / 4.9	0.0 / 0.0
72. Home	7.6 / 5.4	6.3 / 4.9	6.3 / 4.9	6.3 / 4.9	6.3 / 4.9	0.0 / 0.0	6.3 / 4.9	6.3 / 4.9	6.3 / 4.9	0.0 / 0.0
73. United Methodist Church	9.1 / 6.5	7.1 / 5.5	7.1 / 5.5	7.1 / 5.5	7.1 / 5.5	0.0 / 0.0	7.2 / 5.6	7.2 / 5.6	7.2 / 5.6	0.1 / 0.1

Appendix H: Table 3 - 2003 and 2013 CO Concentrations

Receptor Number	Existing 1-Hr/8-Hr (ppm)	Alternative 1 (No Build) 1-Hr/8-Hr (ppm)	Alt. 4A 4+1 MIS Modified 1-Hr/8-Hr (ppm)	Alt 4B 4+1 MIS Revised 1-Hr/8-Hr (ppm)	Alt 4C 4+1 LPA 1-Hr/8-Hr (ppm)	Alt. 4 Increase Over Alt. 1 (No Build) 1-Hr/8-Hr (ppm)	Alt 5A 4+2 1-Hr/8-Hr (ppm)	Alt 5B 5+1 MIS Modified 1-Hr/8-Hr (ppm)	Alt 5C 5+1 MIS Revised 1-Hr/8-Hr (ppm)	Alt. 5 Increase Over Alt. 1 (No Build) 1-Hr/8-Hr (ppm)
74. Home	8.4 / 6.0	6.7 / 5.2	6.7 / 5.2	6.7 / 5.2	6.7 / 5.2	0.0 / 0.0	6.7 / 5.2	6.7 / 5.2	6.7 / 5.2	0.0 / 0.0
75. Home	9.8 / 7.0	7.4 / 5.7	7.5 / 5.8	7.5 / 5.8	7.5 / 5.8	0.1 / 0.1	7.5 / 5.8	7.5 / 5.8	7.5 / 5.8	0.1 / 0.1
76. Home	8.7 / 6.2	6.8 / 5.3	6.8 / 5.3	6.8 / 5.3	6.8 / 5.3	0.0 / 0.0	6.7 / 5.2	6.7 / 5.2	6.7 / 5.2	-0.1 / -0.1
77. Home	8.3 / 5.9	6.6 / 5.2	6.6 / 5.2	6.6 / 5.2	6.6 / 5.2	0.0 / 0.0	6.6 / 5.2	6.6 / 5.2	6.6 / 5.2	0.0 / 0.0
78. Displaced Home	9.8 / 7.0	7.4 / 5.7	Acquired	Acquired	Acquired	NA	Acquired	Acquired	Acquired	NA
79. Potentially Displaced Home	10.5 / 7.5	7.8 / 6.0	7.9 / 6.1	Acquired	Acquired	0.1 / 0.1	Acquired	Acquired	Acquired	0.1 / 0.1
80. Home	8.6 / 6.1	6.8 / 5.3	6.8 / 5.3	6.8 / 5.3	6.8 / 5.3	0.0 / 0.0	6.8 / 5.3	6.8 / 5.3	6.8 / 5.3	0.0 / 0.0
81. Potentially Displaced Home	12.5 / 8.9	8.9 / 6.8	7.7 / 5.9	Acquired	Acquired	-1.2 / -0.9	8.0 / 6.1	8.0 / 6.1	Acquired	-0.9 / -0.7
82. Potentially Displaced Home	11.4 / 8.1	8.3 / 6.3	Acquired	Acquired	9.3 / 7.0	1.0 / 0.7	Acquired	Acquired	Acquired	NA
83. Potentially Displaced Home	8.9 / 6.4	7.1 / 5.5	8.1 / 6.2	8.1 / 6.2	Acquired	1.0 / 0.7	Acquired	Acquired	Acquired	1.0 / 0.7
84. Potentially Displaced Home	8.9 / 6.4	7.0 / 5.4	7.4 / 5.7	Acquired	Acquired	0.4 / 0.3	7.4 / 5.7	7.4 / 5.7	Acquired	0.4 / 0.3
85. Public Access	8.2 / 5.9	6.6 / 5.2	7.0 / 5.4	7.0 / 5.4	7.0 / 5.4	0.4 / 0.2	7.0 / 5.4	7.0 / 5.4	7.0 / 5.4	0.4 / 0.2
86. Public Access	8.1 / 5.8	6.6 / 5.2	6.9 / 5.4	6.9 / 5.4	6.9 / 5.4	0.3 / 0.2	6.9 / 5.4	6.9 / 5.4	6.9 / 5.4	0.3 / 0.2
87. Public Access	9.8 / 7.0	7.5 / 5.8	7.4 / 5.7	7.4 / 5.7	7.4 / 5.7	-0.1 / -0.1	7.4 / 5.7	7.4 / 5.7	7.4 / 5.7	-0.1 / -0.1
88. Public Access	10.2 / 7.3	7.7 / 5.9	7.4 / 5.7	7.4 / 5.7	7.4 / 5.7	-0.3 / -0.2	7.4 / 5.7	7.4 / 5.7	7.4 / 5.7	-0.3 / -0.2
89. Public Access	10.0 / 7.1	7.6 / 5.9	7.4 / 5.7	7.4 / 5.7	7.4 / 5.7	-0.2 / -0.2	7.4 / 5.7	7.4 / 5.7	7.4 / 5.7	-0.2 / -0.2
90. Public Access	9.8 / 7.0	7.4 / 5.7	7.5 / 5.8	7.5 / 5.8	7.5 / 5.8	0.1 / 0.1	7.5 / 5.8	7.5 / 5.8	7.5 / 5.8	0.1 / 0.1
91. Public Access	8.6 / 6.1	6.8 / 5.3	6.8 / 5.3	6.8 / 5.3	6.8 / 5.3	0.0 / 0.0	6.8 / 5.3	6.8 / 5.3	6.8 / 5.3	0.0 / 0.0
92. Public Access	10.0 / 7.1	7.5 / 5.8	7.5 / 5.8	7.5 / 5.8	7.5 / 5.8	0.0 / 0.0	7.5 / 5.8	7.5 / 5.8	7.5 / 5.8	0.0 / 0.0
93. Public Access	9.3 / 6.6	7.3 / 5.6	8.4 / 6.4	8.4 / 6.4	8.4 / 6.4	1.1 / 0.8	8.4 / 6.4	8.4 / 6.4	8.4 / 6.4	1.1 / 0.8
94. Public Access	9.5 / 6.8	7.3 / 5.6	7.2 / 5.6	7.2 / 5.6	7.2 / 5.6	-0.1 / 0.0	7.2 / 5.6	7.2 / 5.6	7.2 / 5.6	-0.1 / 0.0
95. Public Access	8.7 / 6.2	6.9 / 5.4	6.8 / 5.3	6.8 / 5.3	6.8 / 5.3	-0.1 / -0.1	6.8 / 5.3	6.8 / 5.3	6.8 / 5.3	-0.1 / -0.1
96. Public Access	7.6 / 5.4	6.3 / 4.9	6.4 / 5.0	6.4 / 5.0	6.4 / 5.0	0.1 / 0.1	6.4 / 5.0	6.4 / 5.0	6.4 / 5.0	0.1 / 0.1
97. Public Access	9.8 / 7.0	7.4 / 5.7	8.0 / 6.1	8.0 / 6.1	8.0 / 6.1	0.6 / 0.4	8.0 / 6.1	8.0 / 6.1	8.0 / 6.1	0.6 / 0.4
98. Public Access	8.3 / 5.9	6.7 / 5.2	6.8 / 5.3	6.8 / 5.3	6.8 / 5.3	0.1 / 0.1	6.8 / 5.3	6.8 / 5.3	6.8 / 5.3	0.1 / 0.1
99. Public Access	8.5 / 6.1	6.7 / 5.2	6.8 / 5.3	6.8 / 5.3	6.8 / 5.3	0.1 / 0.1	6.8 / 5.3	6.8 / 5.3	6.8 / 5.3	0.1 / 0.1
100. Public Access	7.8 / 5.6	6.4 / 5.0	6.5 / 5.1	6.5 / 5.1	6.5 / 5.1	0.1 / 0.1	6.5 / 5.1	6.5 / 5.1	6.5 / 5.1	0.1 / 0.1
101. Public Access	9.5 / 6.8	7.4 / 5.7	7.8 / 6.0	7.8 / 6.0	7.8 / 6.0	0.4 / 0.3	7.8 / 6.0	7.8 / 6.0	7.8 / 6.0	0.4 / 0.3
102. Public Access	9.6 / 6.8	7.3 / 5.6	7.4 / 5.7	7.4 / 5.7	7.4 / 5.7	0.1 / 0.1	7.5 / 5.8	7.5 / 5.8	7.5 / 5.8	0.2 / 0.2
103. Public Access	8.6 / 6.1	6.8 / 5.3	6.7 / 5.2	6.7 / 5.2	6.7 / 5.2	-0.1 / -0.1	6.7 / 5.2	6.7 / 5.2	6.7 / 5.2	-0.1 / -0.1
104. Public Access	7.8 / 5.6	6.4 / 5.0	6.3 / 4.9	6.3 / 4.9	6.3 / 4.9	-0.1 / -0.1	6.3 / 4.9	6.3 / 4.9	6.3 / 4.9	-0.1 / -0.1
105. Public Access	7.8 / 5.6	6.4 / 5.0	6.6 / 5.2	6.6 / 5.2	6.6 / 5.2	0.2 / 0.2	6.6 / 5.2	6.6 / 5.2	6.6 / 5.2	0.2 / 0.2
106. Public Access	9.5 / 6.8	7.3 / 5.6	6.9 / 5.4	6.9 / 5.4	6.9 / 5.4	-0.4 / -0.2	6.9 / 5.4	6.9 / 5.4	6.9 / 5.4	-0.4 / -0.2
107. Public Access	8.3 / 5.9	6.6 / 5.2	6.5 / 5.1	6.5 / 5.1	6.5 / 5.1	-0.1 / -0.1	6.5 / 5.1	6.5 / 5.1	6.5 / 5.1	-0.1 / -0.1
108. Public Access	10.9 / 7.8	8.0 / 6.1	8.5 / 6.5	8.5 / 6.5	8.5 / 6.5	0.5 / 0.4	8.6 / 6.6	8.6 / 6.6	8.6 / 6.6	0.6 / 0.5
109. Public Access	8.3 / 5.9	6.7 / 5.2	6.7 / 5.2	6.7 / 5.2	6.7 / 5.2	0.0 / 0.0	6.7 / 5.2	6.7 / 5.2	6.7 / 5.2	0.0 / 0.0
110. Public Access	8.3 / 5.9	6.7 / 5.2	6.5 / 5.1	6.5 / 5.1	6.5 / 5.1	-0.2 / -0.1	6.5 / 5.1	6.5 / 5.1	6.5 / 5.1	-0.2 / -0.1

NOTE: Includes ambient one-hour concentration of 5.4 ppm and ambient eight-hour concentration of 3.9 ppm measured at the 3713 San Gabriel River Pkwy, Pico Rivera, CA, AQ Station (Los Angeles County) for the existing scenario. Includes SCAQMD CEQA projected one-hour concentration of 5.1 ppm and eight-hour concentration of 4.1 ppm for 2013 scenarios.

Appendix H: Table 4 - 2003 and 2030 CO Concentrations

Receptor Number	Existing 1-Hr/8-Hr (ppm)	Alternative 1 (No Build) 1-Hr/8-Hr (ppm)	Alt. 4A 4+1 MIS Modified 1-Hr/8-Hr (ppm)	Alt 4B 4+1 MIS Revised 1-Hr/8-Hr (ppm)	Alt 4C 4+1 LPA 1-Hr/8-Hr (ppm)	Alt. 4 Increase Over Alt. 1 (No Build) 1-Hr/8-Hr (ppm)	Alt 5A 4+2 1-Hr/8-Hr (ppm)	Alt 5B 5+1 MIS Modified 1-Hr/8-Hr (ppm)	Alt 5C 5+1 MIS Revised 1-Hr/8-Hr (ppm)	Alt. 5 Increase Over Alt. 1 (No Build) 1-Hr/8-Hr (ppm)
1. Home	8.9 / 6.4	5.8 / 4.6	5.9 / 4.7	5.9 / 4.7	5.9 / 4.7	0.1 / 0.1	5.9 / 4.7	5.9 / 4.7	5.9 / 4.7	0.1 / 0.1
2. Home	7.7 / 5.5	5.5 / 4.4	5.5 / 4.4	5.5 / 4.4	5.5 / 4.4	0.0 / 0.0	5.5 / 4.4	5.5 / 4.4	5.5 / 4.4	0.0 / 0.0
3. Home	7.6 / 5.4	5.5 / 4.4	5.5 / 4.4	5.5 / 4.4	5.5 / 4.4	0.0 / 0.0	5.5 / 4.4	5.5 / 4.4	5.5 / 4.4	0.0 / 0.0
4. Home	7.5 / 5.4	5.5 / 4.4	5.5 / 4.4	5.5 / 4.4	5.5 / 4.4	0.0 / 0.0	5.5 / 4.4	5.5 / 4.4	5.5 / 4.4	0.0 / 0.0
5. Home	8.5 / 6.1	5.7 / 4.5	5.7 / 4.5	5.7 / 4.5	5.7 / 4.5	0.0 / 0.0	5.7 / 4.5	5.7 / 4.5	5.7 / 4.5	0.0 / 0.0
6. Home	9.7 / 6.9	5.9 / 4.7	6.0 / 4.7	6.0 / 4.7	6.0 / 4.7	0.1 / 0.0	6.0 / 4.7	6.0 / 4.7	6.0 / 4.7	0.1 / 0.0
7. Home	8.2 / 5.9	5.6 / 4.5	5.7 / 4.5	5.7 / 4.5	5.7 / 4.5	0.1 / 0.0	5.7 / 4.5	5.7 / 4.5	5.7 / 4.5	0.1 / 0.0
8. Home	8.8 / 6.3	5.7 / 4.5	5.8 / 4.6	5.8 / 4.6	5.8 / 4.6	0.1 / 0.1	5.8 / 4.6	5.8 / 4.6	5.8 / 4.6	0.1 / 0.1
9. Displaced Home	9.2 / 6.6	5.8 / 4.6	Acquired	Acquired	Acquired	NA	Acquired	Acquired	Acquired	NA
10. Displaced Home	9.1 / 6.5	5.8 / 4.6	Acquired	Acquired	Acquired	NA	Acquired	Acquired	Acquired	NA
11. Home	9.0 / 6.4	5.8 / 4.6	5.8 / 4.6	5.8 / 4.6	5.8 / 4.6	0.0 / 0.0	5.8 / 4.6	5.8 / 4.6	5.8 / 4.6	0.0 / 0.0
12. Santa Fe Christian School	7.3 / 5.2	5.5 / 4.4	5.4 / 4.3	5.4 / 4.3	5.4 / 4.3	-0.1 / -0.1	5.5 / 4.4	5.5 / 4.4	5.5 / 4.4	0.0 / 0.0
13. Potentially Displaced Home	8.8 / 6.3	5.8 / 4.6	5.8 / 4.6	5.8 / 4.6	5.8 / 4.6	0.0 / 0.0	Acquired	Acquired	Acquired	0.0 / 0.0
14. Home	8.7 / 6.2	5.7 / 4.5	5.8 / 4.6	5.8 / 4.6	5.8 / 4.6	0.1 / 0.1	5.8 / 4.6	5.8 / 4.6	5.8 / 4.6	0.1 / 0.1
15. Home	8.4 / 6.0	5.7 / 4.5	5.6 / 4.5	5.6 / 4.5	5.6 / 4.5	-0.1 / 0.0	5.7 / 4.5	5.7 / 4.5	5.7 / 4.5	0.0 / 0.0
16. Home	9.0 / 6.4	5.8 / 4.6	5.7 / 4.5	5.7 / 4.5	5.7 / 4.5	-0.1 / -0.1	5.8 / 4.6	5.8 / 4.6	5.8 / 4.6	0.0 / 0.0
17. Home	7.5 / 5.4	5.5 / 4.4	5.5 / 4.4	5.5 / 4.4	5.5 / 4.4	0.0 / 0.0	5.5 / 4.4	5.5 / 4.4	5.5 / 4.4	0.0 / 0.0
18. Home	9.0 / 6.4	5.8 / 4.6	5.8 / 4.6	5.8 / 4.6	5.8 / 4.6	0.0 / 0.0	5.8 / 4.6	5.8 / 4.6	5.8 / 4.6	0.0 / 0.0
19. Home	10.2 / 7.3	6.0 / 4.7	6.0 / 4.7	6.0 / 4.7	6.0 / 4.7	0.0 / 0.0	6.0 / 4.7	6.0 / 4.7	6.0 / 4.7	0.0 / 0.0
20. Home	10.9 / 7.8	6.1 / 4.8	6.2 / 4.9	6.2 / 4.9	6.2 / 4.9	0.1 / 0.1	6.2 / 4.9	6.2 / 4.9	6.2 / 4.9	0.1 / 0.1
21. Cresson Elementary School	7.1 / 5.1	5.4 / 4.3	5.4 / 4.3	5.4 / 4.3	5.4 / 4.3	0.0 / 0.0	5.4 / 4.3	5.4 / 4.3	5.4 / 4.3	0.0 / 0.0
22. Santa Fe High School	6.8 / 4.9	5.4 / 4.3	5.3 / 4.2	5.3 / 4.2	5.3 / 4.2	-0.1 / -0.1	5.4 / 4.3	5.4 / 4.3	5.4 / 4.3	0.0 / 0.0
23. Pioneer Baptist School	7.1 / 5.1	5.4 / 4.3	5.4 / 4.3	5.4 / 4.3	5.4 / 4.3	0.0 / 0.0	5.4 / 4.3	5.4 / 4.3	5.4 / 4.3	0.0 / 0.0
24. Orr Elementary School	7.9 / 5.7	5.6 / 4.5	5.6 / 4.5	5.6 / 4.5	5.6 / 4.5	0.0 / 0.0	5.6 / 4.5	5.6 / 4.5	5.6 / 4.5	0.0 / 0.0
25. Paddison Elementary School	6.7 / 4.8	5.4 / 4.3	5.4 / 4.3	5.4 / 4.3	5.4 / 4.3	0.0 / 0.0	5.4 / 4.3	5.4 / 4.3	5.4 / 4.3	0.0 / 0.0
26. Home	7.4 / 5.3	5.5 / 4.4	5.5 / 4.4	5.5 / 4.4	5.5 / 4.4	0.0 / 0.0	5.5 / 4.4	5.5 / 4.4	5.5 / 4.4	0.0 / 0.0
27. Home	8.2 / 5.9	5.6 / 4.5	5.7 / 4.5	5.7 / 4.5	5.7 / 4.5	0.1 / 0.0	5.7 / 4.5	5.7 / 4.5	5.7 / 4.5	0.1 / 0.0
28. Home	7.5 / 5.4	5.5 / 4.4	5.5 / 4.4	5.5 / 4.4	5.5 / 4.4	0.0 / 0.0	5.5 / 4.4	5.5 / 4.4	5.5 / 4.4	0.0 / 0.0
29. Home	7.9 / 5.7	5.6 / 4.5	5.6 / 4.5	5.6 / 4.5	5.6 / 4.5	0.0 / 0.0	5.6 / 4.5	5.6 / 4.5	5.6 / 4.5	0.0 / 0.0
30. Home	7.7 / 5.5	5.5 / 4.4	5.6 / 4.5	5.6 / 4.5	5.6 / 4.5	0.1 / 0.1	5.6 / 4.5	5.6 / 4.5	5.6 / 4.5	0.1 / 0.1
31. Home	7.6 / 5.4	5.5 / 4.4	5.6 / 4.5	5.6 / 4.5	5.6 / 4.5	0.1 / 0.1	5.6 / 4.5	5.6 / 4.5	5.6 / 4.5	0.1 / 0.1
32. Home	7.9 / 5.7	5.6 / 4.5	5.6 / 4.5	5.6 / 4.5	5.6 / 4.5	0.0 / 0.0	5.6 / 4.5	5.6 / 4.5	5.6 / 4.5	0.0 / 0.0
33. Home	9.4 / 6.7	5.9 / 4.7	5.8 / 4.6	5.8 / 4.6	5.8 / 4.6	-0.1 / -0.1	5.8 / 4.6	5.8 / 4.6	5.8 / 4.6	-0.1 / -0.1
34. Potentially Displaced Home	10.2 / 7.3	6.0 / 4.7	Acquired	Acquired	6.0 / 4.7	0.0 / 0.0	Acquired	Acquired	Acquired	NA
35. Home	9.9 / 7.1	5.9 / 4.7	5.8 / 4.6	5.8 / 4.6	5.8 / 4.6	-0.1 / -0.1	5.9 / 4.7	5.9 / 4.7	5.9 / 4.7	0.0 / 0.0
36. Home	9.3 / 6.6	5.8 / 4.6	5.8 / 4.6	5.8 / 4.6	5.8 / 4.6	0.0 / 0.0	5.8 / 4.6	5.8 / 4.6	5.8 / 4.6	0.0 / 0.0
37. Home	9.5 / 6.8	5.9 / 4.7	5.8 / 4.6	5.8 / 4.6	5.8 / 4.6	-0.1 / -0.1	5.8 / 4.6	5.8 / 4.6	5.8 / 4.6	-0.1 / -0.1
38. Home	7.1 / 5.1	5.4 / 4.3	5.5 / 4.4	5.5 / 4.4	5.5 / 4.4	0.1 / 0.1	5.5 / 4.4	5.5 / 4.4	5.5 / 4.4	0.1 / 0.1

Appendix H: Table 4 - 2003 and 2030 CO Concentrations

Receptor Number	Existing 1-Hr/8-Hr (ppm)	Alternative 1 (No Build) 1-Hr/8-Hr (ppm)	Alt. 4A 4+1 MIS Modified 1-Hr/8-Hr (ppm)	Alt 4B 4+1 MIS Revised 1-Hr/8-Hr (ppm)	Alt 4C 4+1 LPA 1-Hr/8-Hr (ppm)	Alt. 4 Increase Over Alt. 1 (No Build) 1-Hr/8-Hr (ppm)	Alt 5A 4+2 1-Hr/8-Hr (ppm)	Alt 5B 5+1 MIS Modified 1-Hr/8-Hr (ppm)	Alt 5C 5+1 MIS Revised 1-Hr/8-Hr (ppm)	Alt. 5 Increase Over Alt. 1 (No Build) 1-Hr/8-Hr (ppm)
39. Home	8.3 / 5.9	5.7 / 4.5	5.7 / 4.5	5.7 / 4.5	5.7 / 4.5	0.0 / 0.0	5.7 / 4.5	5.7 / 4.5	5.7 / 4.5	0.0 / 0.0
40. Home	8.9 / 6.4	5.8 / 4.6	5.8 / 4.6	5.8 / 4.6	5.8 / 4.6	0.0 / 0.0	5.8 / 4.6	5.8 / 4.6	5.8 / 4.6	0.0 / 0.0
41. Moffit Elementary School	7.3 / 5.2	5.5 / 4.4	5.5 / 4.4	5.5 / 4.4	5.5 / 4.4	0.0 / 0.0	5.5 / 4.4	5.5 / 4.4	5.5 / 4.4	0.0 / 0.0
42. Home	8.3 / 5.9	5.7 / 4.5	5.7 / 4.5	5.7 / 4.5	5.7 / 4.5	0.0 / 0.0	5.7 / 4.5	5.7 / 4.5	5.7 / 4.5	0.0 / 0.0
43. Home	9.4 / 6.7	5.9 / 4.7	5.9 / 4.7	5.9 / 4.7	5.9 / 4.7	0.0 / 0.0	5.9 / 4.7	5.9 / 4.7	5.9 / 4.7	0.0 / 0.0
44. Home	8.8 / 6.3	5.8 / 4.6	5.8 / 4.6	5.8 / 4.6	5.8 / 4.6	0.0 / 0.0	5.8 / 4.6	5.8 / 4.6	5.8 / 4.6	0.0 / 0.0
45. Potentially Displaced Home	10.1 / 7.2	6.0 / 4.7	6.1 / 4.8	Acquired	6.1 / 4.8	0.1 / 0.1	6.1 / 4.8	Acquired	Acquired	0.1 / 0.1
46. Home	9.2 / 6.6	5.8 / 4.6	5.9 / 4.7	5.9 / 4.7	5.9 / 4.7	0.1 / 0.1	5.9 / 4.7	5.9 / 4.7	5.9 / 4.7	0.1 / 0.1
47. Home	8.2 / 5.9	5.6 / 4.5	5.7 / 4.5	5.7 / 4.5	5.7 / 4.5	0.1 / 0.0	5.7 / 4.5	5.7 / 4.5	5.7 / 4.5	0.1 / 0.0
48. Home	8.5 / 6.1	5.7 / 4.5	5.7 / 4.5	5.7 / 4.5	5.7 / 4.5	0.0 / 0.0	5.7 / 4.5	5.7 / 4.5	5.7 / 4.5	0.0 / 0.0
49. Home	7.3 / 5.2	5.5 / 4.4	5.5 / 4.4	5.5 / 4.4	5.5 / 4.4	0.0 / 0.0	5.5 / 4.4	5.5 / 4.4	5.5 / 4.4	0.0 / 0.0
50. Home	7.1 / 5.1	5.4 / 4.3	5.4 / 4.3	5.4 / 4.3	5.4 / 4.3	0.0 / 0.0	5.4 / 4.3	5.4 / 4.3	5.4 / 4.3	0.0 / 0.0
51. Home	8.0 / 5.7	5.6 / 4.5	5.7 / 4.5	5.7 / 4.5	5.7 / 4.5	0.1 / 0.0	5.7 / 4.5	5.7 / 4.5	5.7 / 4.5	0.1 / 0.0
52. Home	8.5 / 6.1	5.7 / 4.5	5.8 / 4.6	5.8 / 4.6	5.8 / 4.6	0.1 / 0.1	5.8 / 4.6	5.8 / 4.6	5.8 / 4.6	0.1 / 0.1
53. Home	8.0 / 5.7	5.6 / 4.5	5.7 / 4.5	5.7 / 4.5	5.7 / 4.5	0.1 / 0.0	5.7 / 4.5	5.7 / 4.5	5.7 / 4.5	0.1 / 0.0
54. Ramona Pre-School	7.1 / 5.1	5.4 / 4.3	5.5 / 4.4	5.5 / 4.4	5.5 / 4.4	0.1 / 0.1	5.5 / 4.4	5.5 / 4.4	5.5 / 4.4	0.1 / 0.1
55. Home	7.1 / 5.1	5.4 / 4.3	5.5 / 4.4	5.5 / 4.4	5.5 / 4.4	0.1 / 0.1	5.5 / 4.4	5.5 / 4.4	5.5 / 4.4	0.1 / 0.1
56. Home	8.6 / 6.1	5.7 / 4.5	5.7 / 4.5	5.7 / 4.5	5.7 / 4.5	0.0 / 0.0	5.7 / 4.5	5.7 / 4.5	5.7 / 4.5	0.0 / 0.0
57. Home	8.1 / 5.8	5.6 / 4.5	5.6 / 4.5	5.6 / 4.5	5.6 / 4.5	0.0 / 0.0	5.7 / 4.5	5.7 / 4.5	5.7 / 4.5	0.1 / 0.0
58. Home	8.1 / 5.8	5.6 / 4.5	5.6 / 4.5	5.6 / 4.5	5.6 / 4.5	0.0 / 0.0	5.6 / 4.5	5.6 / 4.5	5.6 / 4.5	0.0 / 0.0
59. Home	7.8 / 5.6	5.6 / 4.5	5.6 / 4.5	5.6 / 4.5	5.6 / 4.5	0.0 / 0.0	5.6 / 4.5	5.6 / 4.5	5.6 / 4.5	0.0 / 0.0
60. Home	7.5 / 5.4	5.5 / 4.4	5.5 / 4.4	5.5 / 4.4	5.5 / 4.4	0.0 / 0.0	5.5 / 4.4	5.5 / 4.4	5.5 / 4.4	0.0 / 0.0
61. Home	7.4 / 5.3	5.5 / 4.4	5.5 / 4.4	5.5 / 4.4	5.5 / 4.4	0.0 / 0.0	5.5 / 4.4	5.5 / 4.4	5.5 / 4.4	0.0 / 0.0
62. Home	9.0 / 6.4	5.8 / 4.6	5.8 / 4.6	5.8 / 4.6	5.8 / 4.6	0.0 / 0.0	5.8 / 4.6	5.8 / 4.6	5.8 / 4.6	0.0 / 0.0
63. Whitaker Elementary School	7.2 / 5.2	5.5 / 4.4	5.5 / 4.4	5.5 / 4.4	5.5 / 4.4	0.0 / 0.0	5.5 / 4.4	5.5 / 4.4	5.5 / 4.4	0.0 / 0.0
64. Home	7.6 / 5.4	5.5 / 4.4	5.5 / 4.4	5.5 / 4.4	5.5 / 4.4	0.0 / 0.0	5.5 / 4.4	5.5 / 4.4	5.5 / 4.4	0.0 / 0.0
65. Home	7.1 / 5.1	5.4 / 4.3	5.4 / 4.3	5.4 / 4.3	5.4 / 4.3	0.0 / 0.0	5.4 / 4.3	5.4 / 4.3	5.4 / 4.3	0.0 / 0.0
66. Home	7.8 / 5.6	5.6 / 4.5	5.6 / 4.5	5.6 / 4.5	5.6 / 4.5	0.0 / 0.0	5.6 / 4.5	5.6 / 4.5	5.6 / 4.5	0.0 / 0.0
67. St. Linus Elementary School	6.6 / 4.7	5.3 / 4.2	5.3 / 4.2	5.3 / 4.2	5.3 / 4.2	0.0 / 0.0	5.3 / 4.2	5.3 / 4.2	5.3 / 4.2	0.0 / 0.0
68. Home	6.9 / 5.0	5.4 / 4.3	5.4 / 4.3	5.4 / 4.3	5.4 / 4.3	0.0 / 0.0	5.4 / 4.3	5.4 / 4.3	5.4 / 4.3	0.0 / 0.0
69. Gilbert Elementary School	7.1 / 5.1	5.4 / 4.3	5.4 / 4.3	5.4 / 4.3	5.4 / 4.3	0.0 / 0.0	5.4 / 4.3	5.4 / 4.3	5.4 / 4.3	0.0 / 0.0
70. St. Pius V School	6.5 / 4.7	5.3 / 4.2	5.3 / 4.2	5.3 / 4.2	5.3 / 4.2	0.0 / 0.0	5.3 / 4.2	5.3 / 4.2	5.3 / 4.2	0.0 / 0.0
71. Home	7.7 / 5.5	5.5 / 4.4	5.6 / 4.5	5.6 / 4.5	5.6 / 4.5	0.1 / 0.1	5.6 / 4.5	5.6 / 4.5	5.6 / 4.5	0.1 / 0.1
72. Home	7.6 / 5.4	5.5 / 4.4	5.5 / 4.4	5.5 / 4.4	5.5 / 4.4	0.0 / 0.0	5.5 / 4.4	5.5 / 4.4	5.5 / 4.4	0.0 / 0.0
73. United Methodist Church	9.1 / 6.5	5.8 / 4.6	5.9 / 4.7	5.9 / 4.7	5.9 / 4.7	0.1 / 0.1	5.9 / 4.7	5.9 / 4.7	5.9 / 4.7	0.1 / 0.1
74. Home	8.4 / 6.0	5.7 / 4.5	5.7 / 4.5	5.7 / 4.5	5.7 / 4.5	0.0 / 0.0	5.7 / 4.5	5.7 / 4.5	5.7 / 4.5	0.0 / 0.0
75. Home	9.8 / 7.0	5.9 / 4.7	6.0 / 4.7	6.0 / 4.7	6.0 / 4.7	0.1 / 0.0	6.0 / 4.7	6.0 / 4.7	6.0 / 4.7	0.1 / 0.0
76. Home	8.7 / 6.2	5.7 / 4.5	5.7 / 4.5	5.7 / 4.5	5.7 / 4.5	0.0 / 0.0	5.7 / 4.5	5.7 / 4.5	5.7 / 4.5	0.0 / 0.0

Appendix H: Table 4 - 2003 and 2030 CO Concentrations

Receptor Number	Existing 1-Hr/8-Hr (ppm)	Alternative 1 (No Build) 1-Hr/8-Hr (ppm)	Alt. 4A 4+1 MIS Modified 1-Hr/8-Hr (ppm)	Alt 4B 4+1 MIS Revised 1-Hr/8-Hr (ppm)	Alt 4C 4+1 LPA 1-Hr/8-Hr (ppm)	Alt. 4 Increase Over Alt. 1 (No Build) 1-Hr/8-Hr (ppm)	Alt 5A 4+2 1-Hr/8-Hr (ppm)	Alt 5B 5+1 MIS Modified 1-Hr/8-Hr (ppm)	Alt 5C 5+1 MIS Revised 1-Hr/8-Hr (ppm)	Alt. 5 Increase Over Alt. 1 (No Build) 1-Hr/8-Hr (ppm)
77. Home	8.3 / 5.9	5.6 / 4.5	5.6 / 4.5	5.6 / 4.5	5.6 / 4.5	0.0 / 0.0	5.6 / 4.5	5.6 / 4.5	5.6 / 4.5	0.0 / 0.0
78. Displaced Home	9.8 / 7.0	5.9 / 4.7	Acquired	Acquired	Acquired	NA	Acquired	Acquired	Acquired	NA
79. Potentially Displaced Home	10.5 / 7.5	6.0 / 4.7	6.1 / 4.8	Acquired	Acquired	0.1 / 0.1	Acquired	Acquired	Acquired	0.1 / 0.1
80. Home	8.6 / 6.1	5.7 / 4.5	5.7 / 4.5	5.7 / 4.5	5.7 / 4.5	0.0 / 0.0	5.7 / 4.5	5.7 / 4.5	5.7 / 4.5	0.0 / 0.0
81. Potentially Displaced Home	12.5 / 8.9	6.4 / 5.0	6.2 / 4.9	Acquired	Acquired	-0.2 / -0.1	6.2 / 4.9	6.2 / 4.9	Acquired	-0.2 / -0.1
82. Potentially Displaced Home	11.4 / 8.1	6.2 / 4.9	Acquired	Acquired	6.6 / 5.2	0.4 / 0.3	Acquired	Acquired	Acquired	NA
83. Potentially Displaced Home	8.9 / 6.4	5.8 / 4.6	6.2 / 4.9	6.2 / 4.9	Acquired	0.4 / 0.3	Acquired	Acquired	Acquired	0.4 / 0.3
84. Potentially Displaced Home	8.9 / 6.4	5.8 / 4.6	6.0 / 4.7	Acquired	Acquired	0.2 / 0.1	6.0 / 4.7	6.0 / 4.7	Acquired	0.2 / 0.1
85. Public Access	8.2 / 5.9	5.6 / 4.5	5.8 / 4.6	5.8 / 4.6	5.8 / 4.6	0.2 / 0.1	5.8 / 4.6	5.8 / 4.6	Acquired	0.2 / 0.1
86. Public Access	8.1 / 5.8	5.6 / 4.5	5.8 / 4.6	5.8 / 4.6	5.8 / 4.6	0.2 / 0.1	5.8 / 4.6	5.8 / 4.6	Acquired	0.2 / 0.1
87. Public Access	9.8 / 7.0	5.9 / 4.7	5.9 / 4.7	5.9 / 4.7	5.9 / 4.7	0.0 / 0.0	5.9 / 4.7	5.9 / 4.7	Acquired	0.0 / 0.0
88. Public Access	10.2 / 7.3	6.0 / 4.7	6.0 / 4.7	6.0 / 4.7	6.0 / 4.7	0.0 / 0.0	6.0 / 4.7	6.0 / 4.7	Acquired	0.0 / 0.0
89. Public Access	10.0 / 7.1	6.0 / 4.7	5.9 / 4.7	5.9 / 4.7	5.9 / 4.7	-0.1 / 0.0	5.9 / 4.7	5.9 / 4.7	Acquired	-0.1 / 0.0
90. Public Access	9.8 / 7.0	5.9 / 4.7	6.0 / 4.7	6.0 / 4.7	6.0 / 4.7	0.1 / 0.0	6.0 / 4.7	6.0 / 4.7	Acquired	0.1 / 0.0
91. Public Access	8.6 / 6.1	5.7 / 4.5	5.7 / 4.5	5.7 / 4.5	5.7 / 4.5	0.0 / 0.0	5.7 / 4.5	5.7 / 4.5	Acquired	0.0 / 0.0
92. Public Access	10.0 / 7.1	6.0 / 4.7	6.0 / 4.7	6.0 / 4.7	6.0 / 4.7	0.0 / 0.0	6.0 / 4.7	6.0 / 4.7	Acquired	0.0 / 0.0
93. Public Access	9.3 / 6.6	5.9 / 4.7	6.3 / 4.9	6.3 / 4.9	6.3 / 4.9	0.4 / 0.2	6.3 / 4.9	6.3 / 4.9	Acquired	0.4 / 0.2
94. Public Access	9.5 / 6.8	5.9 / 4.7	5.9 / 4.7	5.9 / 4.7	5.9 / 4.7	0.0 / 0.0	5.9 / 4.7	5.9 / 4.7	Acquired	0.0 / 0.0
95. Public Access	8.7 / 6.2	5.7 / 4.5	5.7 / 4.5	5.7 / 4.5	5.7 / 4.5	0.0 / 0.0	5.7 / 4.5	5.7 / 4.5	Acquired	0.0 / 0.0
96. Public Access	7.6 / 5.4	5.5 / 4.4	5.6 / 4.5	5.6 / 4.5	5.6 / 4.5	0.1 / 0.1	5.6 / 4.5	5.6 / 4.5	Acquired	0.1 / 0.1
97. Public Access	9.8 / 7.0	5.9 / 4.7	6.2 / 4.9	6.2 / 4.9	6.2 / 4.9	0.3 / 0.2	6.2 / 4.9	6.2 / 4.9	Acquired	0.3 / 0.2
98. Public Access	8.3 / 5.9	5.6 / 4.5	5.7 / 4.5	5.7 / 4.5	5.7 / 4.5	0.1 / 0.0	5.7 / 4.5	5.7 / 4.5	Acquired	0.1 / 0.0
99. Public Access	8.5 / 6.1	5.7 / 4.5	5.7 / 4.5	5.7 / 4.5	5.7 / 4.5	0.0 / 0.0	5.7 / 4.5	5.7 / 4.5	Acquired	0.0 / 0.0
100. Public Access	7.8 / 5.6	5.6 / 4.5	5.6 / 4.5	5.6 / 4.5	5.6 / 4.5	0.0 / 0.0	5.6 / 4.5	5.6 / 4.5	Acquired	0.0 / 0.0
101. Public Access	9.5 / 6.8	5.9 / 4.7	6.1 / 4.8	6.1 / 4.8	6.1 / 4.8	0.2 / 0.1	6.1 / 4.8	6.1 / 4.8	Acquired	0.2 / 0.1
102. Public Access	9.6 / 6.8	5.9 / 4.7	6.0 / 4.7	6.0 / 4.7	6.0 / 4.7	0.1 / 0.0	6.0 / 4.7	6.0 / 4.7	Acquired	0.1 / 0.0
103. Public Access	8.6 / 6.1	5.7 / 4.5	5.7 / 4.5	5.7 / 4.5	5.7 / 4.5	0.0 / 0.0	5.7 / 4.5	5.7 / 4.5	Acquired	0.0 / 0.0
104. Public Access	7.8 / 5.6	5.6 / 4.5	5.5 / 4.4	5.5 / 4.4	5.5 / 4.4	-0.1 / -0.1	5.5 / 4.4	5.5 / 4.4	Acquired	-0.1 / -0.1
105. Public Access	7.8 / 5.6	5.6 / 4.5	5.6 / 4.5	5.6 / 4.5	5.6 / 4.5	0.0 / 0.0	5.7 / 4.5	5.7 / 4.5	Acquired	0.1 / 0.0
106. Public Access	9.5 / 6.8	5.9 / 4.7	5.8 / 4.6	5.8 / 4.6	5.8 / 4.6	-0.1 / -0.1	5.8 / 4.6	5.8 / 4.6	Acquired	-0.1 / -0.1
107. Public Access	8.3 / 5.9	5.6 / 4.5	5.6 / 4.5	5.6 / 4.5	5.6 / 4.5	0.0 / 0.0	5.6 / 4.5	5.6 / 4.5	Acquired	0.0 / 0.0
108. Public Access	10.9 / 7.8	6.1 / 4.8	6.4 / 5.0	6.4 / 5.0	6.4 / 5.0	0.3 / 0.2	6.4 / 5.0	6.4 / 5.0	Acquired	0.3 / 0.2
109. Public Access	8.3 / 5.9	5.7 / 4.5	5.7 / 4.5	5.7 / 4.5	5.7 / 4.5	0.0 / 0.0	5.7 / 4.5	5.7 / 4.5	Acquired	0.0 / 0.0
110. Public Access	8.3 / 5.9	5.7 / 4.5	5.6 / 4.5	5.6 / 4.5	5.6 / 4.5	-0.1 / 0.0	5.6 / 4.5	5.6 / 4.5	Acquired	-0.1 / 0.0

NOTE: Includes ambient one-hour concentration of 5.4 ppm and ambient eight-hour concentration of 3.9 ppm measured at the 3713 San Gabriel River Pkwy, Pico Rivera, CA, AQ Station (Los Angeles County) for the existing scenario. Includes SCAQMD CEQA projected one-hour concentration of 5.1 ppm and eight-hour concentration of 4.1 ppm for 2030 scenarios.

Appendix H: Table 5 – 2015 CO Concentrations

Receptor Number	Alternative 1 (No Build)			Alternative 4			Alternative 5		
	DEIR	Revised	Delta	DEIR	Revised	Delta	DEIR	Revised	Delta
1. Home	6.7 / 5.2	5.8 / 4.6	-0.9 / -0.6	6.8 / 5.3	6.2 / 4.9	-0.6 / -0.4	6.9 / 5.4	6.2 / 4.9	-0.7 / -0.5
2. Home	6.2 / 4.9	5.5 / 4.4	-0.7 / -0.5	6.1 / 4.8	5.8 / 4.6	-0.3 / -0.2	6.2 / 4.9	5.8 / 4.6	-0.4 / -0.3
3. Home	6.1 / 4.8	5.5 / 4.4	-0.6 / -0.4	6.1 / 4.8	5.7 / 4.5	-0.4 / -0.3	6.1 / 4.8	5.7 / 4.5	-0.4 / -0.3
4. Home	6.1 / 4.8	5.5 / 4.4	-0.6 / -0.4	6.1 / 4.8	5.7 / 4.5	-0.4 / -0.3	6.1 / 4.8	5.7 / 4.5	-0.4 / -0.3
5. Home	6.5 / 5.1	5.7 / 4.5	-0.8 / -0.6	6.5 / 5.1	6.0 / 4.7	-0.5 / -0.4	6.6 / 5.2	6.1 / 4.8	-0.5 / -0.4
6. Home	7.1 / 5.5	5.9 / 4.7	-1.2 / -0.8	7.1 / 5.5	6.4 / 5.0	-0.7 / -0.5	7.2 / 5.6	6.4 / 5.0	-0.8 / -0.6
7. Home	6.4 / 5.0	5.6 / 4.5	-0.8 / -0.5	6.4 / 5.0	5.9 / 4.7	-0.5 / -0.3	6.4 / 5.0	5.9 / 4.7	-0.5 / -0.3
8. Home	6.6 / 5.2	5.7 / 4.5	-0.9 / -0.7	6.6 / 5.2	6.1 / 4.8	-0.5 / -0.4	6.7 / 5.2	6.1 / 4.8	-0.6 / -0.4
9. Displaced Home	6.8 / 5.3	5.8 / 4.6	-1.0 / -0.7	Acquired	Acquired	NA	Acquired	Acquired	NA
10. Displaced Home	6.8 / 5.3	5.8 / 4.6	-1.0 / -0.7	Acquired	Acquired	NA	Acquired	Acquired	NA
11. Home	6.7 / 5.2	5.8 / 4.6	-0.9 / -0.6	6.6 / 5.2	6.1 / 4.8	-0.5 / -0.4	6.8 / 5.3	6.1 / 4.8	-0.7 / -0.5
12. Santa Fe Christian School	6.0 / 4.7	5.5 / 4.4	-0.5 / -0.3	5.9 / 4.7	5.6 / 4.5	-0.3 / -0.2	5.9 / 4.7	5.6 / 4.5	-0.3 / -0.2
13. Potentially Displaced Home	6.6 / 5.2	5.8 / 4.6	-0.8 / -0.6	6.6 / 5.2	6.0 / 4.7	-0.6 / -0.5	Acquired	Acquired	NA
14. Home	6.6 / 5.2	5.7 / 4.5	-0.9 / -0.7	6.6 / 5.2	6.1 / 4.8	-0.5 / -0.4	6.7 / 5.2	6.1 / 4.8	-0.6 / -0.4
15. Home	6.5 / 5.1	5.7 / 4.5	-0.8 / -0.6	6.4 / 5.0	5.9 / 4.7	-0.5 / -0.3	6.4 / 5.0	5.9 / 4.7	-0.5 / -0.3
16. Home	6.7 / 5.2	5.7 / 4.5	-1.0 / -0.7	6.6 / 5.2	5.8 / 4.6	-0.8 / -0.6	6.6 / 5.2	5.8 / 4.6	-0.8 / -0.6
17. Home	6.0 / 4.7	5.5 / 4.4	-0.5 / -0.3	6.0 / 4.7	5.6 / 4.5	-0.4 / -0.2	6.0 / 4.7	5.6 / 4.5	-0.4 / -0.2
18. Home	6.7 / 5.2	5.9 / 4.7	-0.8 / -0.5	6.7 / 5.2	6.1 / 4.8	-0.6 / -0.4	6.7 / 5.2	6.1 / 4.8	-0.6 / -0.4
19. Home	7.3 / 5.6	6.2 / 4.9	-1.1 / -0.7	7.2 / 5.6	6.5 / 5.1	-0.7 / -0.5	7.2 / 5.6	6.6 / 5.2	-0.6 / -0.4
20. Home	7.5 / 5.8	6.1 / 4.8	-1.4 / -1.0	7.6 / 5.9	6.5 / 5.1	-1.1 / -0.8	7.7 / 5.9	6.5 / 5.1	-1.2 / -0.8
21. Cresson Elementary School	5.8 / 4.6	5.4 / 4.3	-0.4 / -0.3	5.8 / 4.6	5.5 / 4.4	-0.3 / -0.2	5.9 / 4.7	5.5 / 4.4	-0.4 / -0.3
22. Santa Fe High School	5.7 / 4.5	5.3 / 4.2	-0.4 / -0.3	5.7 / 4.5	5.4 / 4.3	-0.3 / -0.2	5.7 / 4.5	5.4 / 4.3	-0.3 / -0.2
23. Pioneer Baptist School	5.9 / 4.7	5.4 / 4.3	-0.5 / -0.4	5.9 / 4.7	5.6 / 4.5	-0.3 / -0.2	5.9 / 4.7	5.6 / 4.5	-0.3 / -0.2
24. Orr Elementary School	6.2 / 4.9	5.6 / 4.5	-0.6 / -0.4	6.2 / 4.9	5.9 / 4.7	-0.3 / -0.2	6.3 / 4.9	5.9 / 4.7	-0.4 / -0.2
25. Paddison Elementary School	5.7 / 4.5	5.4 / 4.3	-0.3 / -0.2	5.7 / 4.5	5.5 / 4.4	-0.2 / -0.1	5.7 / 4.5	5.5 / 4.4	-0.2 / -0.1
26. Home	6.0 / 4.7	5.5 / 4.4	-0.5 / -0.3	6.0 / 4.7	5.7 / 4.5	-0.3 / -0.2	6.0 / 4.7	5.7 / 4.5	-0.3 / -0.2
27. Home	6.4 / 5.0	5.7 / 4.5	-0.7 / -0.5	6.4 / 5.0	6.0 / 4.7	-0.4 / -0.3	6.5 / 5.1	6.0 / 4.7	-0.5 / -0.4
28. Home	6.1 / 4.8	5.5 / 4.4	-0.6 / -0.4	6.1 / 4.8	5.8 / 4.6	-0.3 / -0.2	6.1 / 4.8	5.8 / 4.6	-0.3 / -0.2
29. Home	6.3 / 4.9	5.6 / 4.5	-0.7 / -0.4	6.3 / 4.9	5.9 / 4.7	-0.4 / -0.2	6.4 / 5.0	5.9 / 4.7	-0.5 / -0.3
30. Home	6.2 / 4.9	5.5 / 4.4	-0.7 / -0.5	6.1 / 4.8	5.8 / 4.6	-0.3 / -0.2	6.3 / 4.9	5.8 / 4.6	-0.5 / -0.3
31. Home	6.1 / 4.8	5.5 / 4.4	-0.6 / -0.4	6.2 / 4.9	5.8 / 4.6	-0.4 / -0.3	6.2 / 4.9	5.8 / 4.6	-0.4 / -0.3
32. Home	6.2 / 4.9	5.6 / 4.5	-0.6 / -0.4	6.3 / 4.9	5.9 / 4.7	-0.4 / -0.2	6.4 / 5.0	5.9 / 4.7	-0.5 / -0.3
33. Home	6.9 / 5.4	5.9 / 4.7	-1.0 / -0.7	6.7 / 5.2	6.1 / 4.8	-0.6 / -0.4	6.9 / 5.4	6.1 / 4.8	-0.8 / -0.6
34. Potentially Displaced Home	7.3 / 5.6	6.0 / 4.7	-1.3 / -0.9	Acquired	Acquired	NA	Acquired	Acquired	NA
35. Home	7.1 / 5.5	6.0 / 4.7	-1.1 / -0.8	6.7 / 5.2	6.1 / 4.8	-0.6 / -0.4	6.9 / 5.4	6.1 / 4.8	-0.8 / -0.6
36. Home	6.9 / 5.4	5.9 / 4.7	-1.0 / -0.7	6.6 / 5.2	6.0 / 4.7	-0.6 / -0.5	6.7 / 5.2	6.1 / 4.8	-0.6 / -0.4
37. Home	7.0 / 5.4	5.9 / 4.7	-1.1 / -0.7	6.6 / 5.2	6.0 / 4.7	-0.6 / -0.5	6.7 / 5.2	6.1 / 4.8	-0.6 / -0.4
38. Home	5.9 / 4.7	5.4 / 4.3	-0.5 / -0.4	5.9 / 4.7	5.7 / 4.5	-0.2 / -0.2	6.0 / 4.7	5.7 / 4.5	-0.3 / -0.2
39. Home	6.4 / 5.0	5.7 / 4.5	-0.7 / -0.5	6.4 / 5.0	5.9 / 4.7	-0.5 / -0.3	6.5 / 5.1	6.0 / 4.7	-0.5 / -0.4
40. Home	6.7 / 5.2	5.8 / 4.6	-0.9 / -0.6	6.6 / 5.2	6.1 / 4.8	-0.5 / -0.4	6.8 / 5.3	6.1 / 4.8	-0.7 / -0.5
41. Moffit Elementary School	6.0 / 4.7	5.5 / 4.4	-0.5 / -0.3	6.0 / 4.7	5.7 / 4.5	-0.3 / -0.2	6.0 / 4.7	5.7 / 4.5	-0.3 / -0.2

NOTE: Includes SCAQMD CEQA Projected 1-hour concentration of 5.1 ppm and 8-hour concentration of 4.1 ppm.

Appendix H: Table 5 – 2015 CO Concentrations

Receptor Number	Alternative 1 (No Build)			Alternative 4			Alternative 5		
	DEIR	Revised	Delta	DEIR	Revised	Delta	DEIR	Revised	Delta
42. Home	6.5 / 5.1	5.7 / 4.5	-0.8 / -0.6	6.5 / 5.1	6.0 / 4.7	-0.5 / -0.4	6.5 / 5.1	6.0 / 4.7	-0.5 / -0.4
43. Home	6.9 / 5.4	5.9 / 4.7	-1.0 / -0.7	6.9 / 5.4	6.3 / 4.9	-0.6 / -0.5	6.9 / 5.4	6.3 / 4.9	-0.6 / -0.5
44. Home	6.7 / 5.2	5.8 / 4.6	-0.9 / -0.6	6.7 / 5.2	6.2 / 4.9	-0.5 / -0.3	6.8 / 5.3	6.2 / 4.9	-0.6 / -0.4
45. Potentially Displaced Home	7.2 / 5.6	6.0 / 4.7	-1.2 / -0.9	7.4 / 5.7	6.6 / 5.2	-0.8 / -0.5	7.5 / 5.8	6.7 / 5.2	-0.8 / -0.6
46. Home	6.8 / 5.3	5.8 / 4.6	-1.0 / -0.7	6.9 / 5.4	6.3 / 4.9	-0.6 / -0.5	6.9 / 5.4	6.3 / 4.9	-0.6 / -0.5
47. Home	6.4 / 5.0	5.7 / 4.5	-0.7 / -0.5	6.4 / 5.0	6.0 / 4.7	-0.4 / -0.3	6.5 / 5.1	6.0 / 4.7	-0.5 / -0.4
48. Home	6.5 / 5.1	5.7 / 4.5	-0.8 / -0.6	6.5 / 5.1	6.0 / 4.7	-0.5 / -0.4	6.6 / 5.2	6.1 / 4.8	-0.5 / -0.4
49. Home	6.0 / 4.7	5.5 / 4.4	-0.5 / -0.3	5.9 / 4.7	5.7 / 4.5	-0.2 / -0.2	6.0 / 4.7	5.7 / 4.5	-0.3 / -0.2
50. Home	5.9 / 4.7	5.4 / 4.3	-0.5 / -0.4	5.8 / 4.6	5.6 / 4.5	-0.2 / -0.1	5.9 / 4.7	5.6 / 4.5	-0.3 / -0.2
51. Home	6.3 / 4.9	5.6 / 4.5	-0.7 / -0.4	6.4 / 5.0	6.0 / 4.7	-0.4 / -0.3	6.5 / 5.1	6.0 / 4.7	-0.5 / -0.4
52. Home	6.5 / 5.1	5.7 / 4.5	-0.8 / -0.6	6.8 / 5.3	6.3 / 4.9	-0.5 / -0.4	6.9 / 5.4	6.3 / 4.9	-0.6 / -0.5
53. Home	6.3 / 4.9	5.6 / 4.5	-0.7 / -0.4	6.4 / 5.0	6.0 / 4.7	-0.4 / -0.3	6.5 / 5.1	6.0 / 4.7	-0.5 / -0.4
54. Ramona Pre-School	5.9 / 4.7	5.4 / 4.3	-0.5 / -0.4	5.9 / 4.7	5.6 / 4.5	-0.3 / -0.2	6.0 / 4.7	5.7 / 4.5	-0.3 / -0.2
55. Home	5.9 / 4.7	5.4 / 4.3	-0.5 / -0.4	6.0 / 4.7	5.7 / 4.5	-0.3 / -0.2	6.0 / 4.7	5.7 / 4.5	-0.3 / -0.2
56. Home	6.6 / 5.2	5.7 / 4.5	-0.9 / -0.7	6.6 / 5.2	6.0 / 4.7	-0.6 / -0.5	6.6 / 5.2	6.1 / 4.8	-0.5 / -0.4
57. Home	6.3 / 4.9	5.6 / 4.5	-0.7 / -0.4	6.3 / 4.9	5.9 / 4.7	-0.4 / -0.2	6.4 / 5.0	5.9 / 4.7	-0.5 / -0.3
58. Home	6.3 / 4.9	5.6 / 4.5	-0.7 / -0.4	6.3 / 4.9	5.9 / 4.7	-0.4 / -0.2	6.4 / 5.0	5.9 / 4.7	-0.5 / -0.3
59. Home	6.2 / 4.9	5.5 / 4.4	-0.7 / -0.5	6.2 / 4.9	5.8 / 4.6	-0.4 / -0.3	6.2 / 4.9	5.8 / 4.6	-0.4 / -0.3
60. Home	6.1 / 4.8	5.5 / 4.4	-0.6 / -0.4	6.1 / 4.8	5.7 / 4.5	-0.4 / -0.3	6.1 / 4.8	5.7 / 4.5	-0.4 / -0.3
61. Home	6.0 / 4.7	5.5 / 4.4	-0.5 / -0.3	6.0 / 4.7	5.7 / 4.5	-0.3 / -0.2	6.0 / 4.7	5.7 / 4.5	-0.3 / -0.2
62. Home	6.8 / 5.3	5.8 / 4.6	-1.0 / -0.7	6.8 / 5.3	6.2 / 4.9	-0.6 / -0.4	6.8 / 5.3	6.2 / 4.9	-0.6 / -0.4
63. Whitaker Elementary School	6.0 / 4.7	5.5 / 4.4	-0.5 / -0.3	6.0 / 4.7	5.7 / 4.5	-0.3 / -0.2	6.0 / 4.7	5.7 / 4.5	-0.3 / -0.2
64. Home	6.2 / 4.9	5.5 / 4.4	-0.7 / -0.5	6.1 / 4.8	5.8 / 4.6	-0.3 / -0.2	6.2 / 4.9	5.8 / 4.6	-0.4 / -0.3
65. Home	5.9 / 4.7	5.4 / 4.3	-0.5 / -0.4	5.9 / 4.7	5.6 / 4.5	-0.3 / -0.2	5.9 / 4.7	5.6 / 4.5	-0.3 / -0.2
66. Home	6.2 / 4.9	5.5 / 4.4	-0.7 / -0.5	6.2 / 4.9	5.8 / 4.6	-0.4 / -0.3	6.3 / 4.9	5.8 / 4.6	-0.5 / -0.3
67. St. Linus Elementary School	5.6 / 4.5	5.3 / 4.2	-0.3 / -0.3	5.6 / 4.5	5.5 / 4.4	-0.1 / -0.1	5.7 / 4.5	5.5 / 4.4	-0.2 / -0.1
68. Home	5.8 / 4.6	5.4 / 4.3	-0.4 / -0.3	5.8 / 4.6	5.6 / 4.5	-0.2 / -0.1	5.8 / 4.6	5.6 / 4.5	-0.2 / -0.1
69. Gilbert Elementary School	5.9 / 4.7	5.4 / 4.3	-0.5 / -0.4	5.8 / 4.6	5.6 / 4.5	-0.2 / -0.1	5.8 / 4.6	5.6 / 4.5	-0.2 / -0.1
70. St. Pius V School	5.6 / 4.5	5.3 / 4.2	-0.3 / -0.3	5.6 / 4.5	5.4 / 4.3	-0.2 / -0.2	5.6 / 4.5	5.4 / 4.3	-0.2 / -0.2
71. Home	6.1 / 4.8	5.5 / 4.4	-0.6 / -0.4	6.1 / 4.8	5.8 / 4.6	-0.3 / -0.2	6.2 / 4.9	5.8 / 4.6	-0.4 / -0.3
72. Home	6.1 / 4.8	5.5 / 4.4	-0.6 / -0.4	6.1 / 4.8	5.7 / 4.5	-0.4 / -0.3	6.1 / 4.8	5.7 / 4.5	-0.4 / -0.3
73. United Methodist Church	6.8 / 5.3	5.8 / 4.6	-1.0 / -0.7	6.8 / 5.3	6.2 / 4.9	-0.6 / -0.4	6.9 / 5.4	6.2 / 4.9	-0.7 / -0.5
74. Home	6.5 / 5.1	5.7 / 4.5	-0.8 / -0.6	6.5 / 5.1	6.0 / 4.7	-0.5 / -0.4	6.5 / 5.1	6.0 / 4.7	-0.5 / -0.4
75. Home	7.1 / 5.5	6.0 / 4.7	-1.1 / -0.8	7.1 / 5.5	6.4 / 5.0	-0.7 / -0.5	7.2 / 5.6	6.5 / 5.1	-0.7 / -0.5
76. Home	6.6 / 5.2	5.8 / 4.6	-0.8 / -0.6	6.5 / 5.1	6.0 / 4.7	-0.5 / -0.4	6.5 / 5.1	6.0 / 4.7	-0.5 / -0.4
77. Home	6.4 / 5.0	5.7 / 4.5	-0.7 / -0.5	6.3 / 4.9	5.8 / 4.6	-0.5 / -0.3	6.4 / 5.0	5.9 / 4.7	-0.5 / -0.3
78. Displaced Home	7.0 / 5.4	5.9 / 4.7	-1.1 / -0.7	Acquired	Acquired	NA	Acquired	Acquired	NA
79. Potentially Displaced Home	7.3 / 5.6	6.0 / 4.7	-1.3 / -0.9	7.5 / 5.8	6.6 / 5.2	-0.9 / -0.6	Acquired	Acquired	NA
80. Home	6.5 / 5.1	5.7 / 4.5	-0.8 / -0.6	6.5 / 5.1	6.0 / 4.7	-0.5 / -0.4	6.6 / 5.2	6.0 / 4.7	-0.6 / -0.5
81. Potentially Displaced Home	8.3 / 6.3	6.4 / 5.0	-1.9 / -1.3	7.3 / 5.6	6.5 / 5.1	-0.8 / -0.5	7.7 / 5.9	6.5 / 5.1	-1.2 / -0.8
82. Potentially Displaced Home	7.8 / 6.0	6.2 / 4.9	-1.6 / -1.1	Acquired	Acquired	NA	Acquired	Acquired	NA
83. Potentially Displaced Home	6.8 / 5.3	5.8 / 4.6	-1.0 / -0.7	7.7 / 5.9	6.9 / 5.4	-0.8 / -0.5	Acquired	Acquired	NA

NOTE: Includes SCAQMD CEQA Projected 1-hour concentration of 5.1 ppm and 8-hour concentration of 4.1 ppm.

Appendix H: Table 5 – 2015 CO Concentrations

Receptor Number	Alternative 1 (No Build)			Alternative 4			Alternative 5		
	DEIR	Revised	Delta	DEIR	Revised	Delta	DEIR	Revised	Delta
84. Potentially Displaced Home	6.7 / 5.2	5.8 / 4.6	-0.9 / -0.6	7.1 / 5.5	6.5 / 5.1	-0.6 / -0.4	7.2 / 5.6	6.5 / 5.1	-0.7 / -0.5
85. Public Access	6.4 / 5.0	5.7 / 4.5	-0.7 / -0.5	6.7 / 5.2	6.2 / 4.9	-0.5 / -0.3	6.7 / 5.2	6.2 / 4.9	-0.5 / -0.3
86. Public Access	6.4 / 5.0	5.6 / 4.5	-0.8 / -0.5	6.7 / 5.2	6.2 / 4.9	-0.5 / -0.3	6.7 / 5.2	6.2 / 4.9	-0.5 / -0.3
87. Public Access	7.1 / 5.5	6.0 / 4.7	-1.1 / -0.8	7.0 / 5.4	6.3 / 4.9	-0.7 / -0.5	7.1 / 5.5	6.3 / 4.9	-0.8 / -0.6
88. Public Access	7.3 / 5.6	6.0 / 4.7	-1.3 / -0.9	7.1 / 5.5	6.4 / 5.0	-0.7 / -0.5	7.2 / 5.6	6.4 / 5.0	-0.8 / -0.6
89. Public Access	7.2 / 5.6	6.0 / 4.7	-1.2 / -0.9	7.0 / 5.4	6.3 / 4.9	-0.7 / -0.5	7.1 / 5.5	6.4 / 5.0	-0.7 / -0.5
90. Public Access	7.1 / 5.5	5.9 / 4.7	-1.2 / -0.8	7.1 / 5.5	6.4 / 5.0	-0.7 / -0.5	7.2 / 5.6	6.4 / 5.0	-0.8 / -0.6
91. Public Access	6.6 / 5.2	5.7 / 4.5	-0.9 / -0.7	6.5 / 5.1	6.0 / 4.7	-0.5 / -0.4	6.6 / 5.2	6.0 / 4.7	-0.6 / -0.5
92. Public Access	7.2 / 5.6	6.0 / 4.7	-1.2 / -0.9	7.1 / 5.5	6.3 / 4.9	-0.8 / -0.6	7.2 / 5.6	6.4 / 5.0	-0.8 / -0.6
93. Public Access	6.9 / 5.4	5.9 / 4.7	-1.0 / -0.7	7.9 / 6.1	7.0 / 5.4	-0.9 / -0.7	8.0 / 6.1	7.0 / 5.4	-1.0 / -0.7
94. Public Access	6.9 / 5.4	5.9 / 4.7	-1.0 / -0.7	6.9 / 5.4	6.2 / 4.9	-0.7 / -0.5	7.0 / 5.4	6.3 / 4.9	-0.7 / -0.5
95. Public Access	6.6 / 5.2	5.7 / 4.5	-0.9 / -0.7	6.5 / 5.1	6.0 / 4.7	-0.5 / -0.4	6.6 / 5.2	6.0 / 4.7	-0.6 / -0.5
96. Public Access	6.1 / 4.8	5.5 / 4.4	-0.6 / -0.4	6.2 / 4.9	5.8 / 4.6	-0.4 / -0.3	6.2 / 4.9	5.8 / 4.6	-0.4 / -0.3
97. Public Access	7.1 / 5.5	5.9 / 4.7	-1.2 / -0.8	7.5 / 5.8	6.5 / 5.1	-1.0 / -0.7	7.6 / 5.9	6.6 / 5.2	-1.0 / -0.7
98. Public Access	6.4 / 5.0	5.6 / 4.5	-0.8 / -0.5	6.5 / 5.1	6.0 / 4.7	-0.5 / -0.4	6.6 / 5.2	6.0 / 4.7	-0.6 / -0.5
99. Public Access	6.5 / 5.1	5.7 / 4.5	-0.8 / -0.6	6.5 / 5.1	6.0 / 4.7	-0.5 / -0.4	6.6 / 5.2	6.0 / 4.7	-0.6 / -0.5
100. Public Access	6.2 / 4.9	5.6 / 4.5	-0.6 / -0.4	6.3 / 4.9	5.9 / 4.7	-0.4 / -0.2	6.3 / 4.9	5.9 / 4.7	-0.4 / -0.2
101. Public Access	7.0 / 5.4	5.9 / 4.7	-1.1 / -0.7	7.3 / 5.6	6.7 / 5.2	-0.6 / -0.4	7.4 / 5.7	6.7 / 5.2	-0.7 / -0.5
102. Public Access	7.0 / 5.4	5.9 / 4.7	-1.1 / -0.7	7.1 / 5.5	6.4 / 5.0	-0.7 / -0.5	7.2 / 5.6	6.4 / 5.0	-0.8 / -0.6
103. Public Access	6.6 / 5.2	5.7 / 4.5	-0.9 / -0.7	6.5 / 5.1	6.0 / 4.7	-0.5 / -0.4	6.5 / 5.1	6.0 / 4.7	-0.5 / -0.4
104. Public Access	6.2 / 4.9	5.6 / 4.5	-0.6 / -0.4	6.1 / 4.8	5.7 / 4.5	-0.4 / -0.3	6.1 / 4.8	5.8 / 4.6	-0.3 / -0.2
105. Public Access	6.2 / 4.9	5.6 / 4.5	-0.6 / -0.4	6.3 / 4.9	5.9 / 4.7	-0.4 / -0.2	6.4 / 5.0	5.9 / 4.7	-0.5 / -0.3
106. Public Access	7.0 / 5.4	5.9 / 4.7	-1.1 / -0.7	6.6 / 5.2	6.1 / 4.8	-0.5 / -0.4	6.7 / 5.2	6.1 / 4.8	-0.6 / -0.4
107. Public Access	6.4 / 5.0	5.7 / 4.5	-0.7 / -0.5	6.3 / 4.9	5.9 / 4.7	-0.4 / -0.2	6.3 / 4.9	5.9 / 4.7	-0.4 / -0.2
108. Public Access	7.6 / 5.9	6.1 / 4.8	-1.5 / -1.1	8.0 / 6.1	6.9 / 5.4	-1.1 / -0.7	8.1 / 6.2	7.0 / 5.4	-1.1 / -0.8
109. Public Access	6.4 / 5.0	5.6 / 4.5	-0.8 / -0.5	6.5 / 5.1	6.0 / 4.7	-0.5 / -0.4	6.5 / 5.1	6.0 / 4.7	-0.5 / -0.4
110. Public Access	6.4 / 5.0	5.6 / 4.5	-0.8 / -0.5	6.3 / 4.9	5.9 / 4.7	-0.4 / -0.2	6.4 / 5.0	5.9 / 4.7	-0.5 / -0.3

NOTE: Includes SCAQMD CEQA Projected 1-hour concentration of 5.1 ppm and 8-hour concentration of 4.1 ppm.

Appendix H: Table 6 – 2035 CO Concentrations

Receptor Number	Alternative 1 (No Build)			Alternative 4			Alternative 5		
	DEIR	Revised	Delta	DEIR	Revised	Delta	DEIR	Revised	Delta
1. Home	5.8 / 4.6	5.4 / 4.3	-0.4 / -0.3	5.9 / 4.7	5.7 / 4.5	-0.2 / -0.2	5.9 / 4.7	5.6 / 4.5	-0.3 / -0.2
2. Home	5.5 / 4.4	5.3 / 4.2	-0.2 / -0.2	5.5 / 4.4	5.5 / 4.4	0.0 / 0.0	5.5 / 4.4	5.4 / 4.3	-0.1 / -0.1
3. Home	5.5 / 4.4	5.3 / 4.2	-0.2 / -0.2	5.5 / 4.4	5.4 / 4.3	-0.1 / -0.1	5.5 / 4.4	5.4 / 4.3	-0.1 / -0.1
4. Home	5.5 / 4.4	5.3 / 4.2	-0.2 / -0.2	5.5 / 4.4	5.4 / 4.3	-0.1 / -0.1	5.5 / 4.4	5.4 / 4.3	-0.1 / -0.1
5. Home	5.7 / 4.5	5.4 / 4.3	-0.3 / -0.2	5.7 / 4.5	5.6 / 4.5	-0.1 / 0.0	5.7 / 4.5	5.5 / 4.4	-0.2 / -0.1
6. Home	5.9 / 4.7	5.5 / 4.4	-0.4 / -0.3	6.0 / 4.7	5.8 / 4.6	-0.2 / -0.1	6.0 / 4.7	5.7 / 4.5	-0.3 / -0.2
7. Home	5.6 / 4.5	5.3 / 4.2	-0.3 / -0.3	5.7 / 4.5	5.5 / 4.4	-0.2 / -0.1	5.7 / 4.5	5.5 / 4.4	-0.2 / -0.1
8. Home	5.7 / 4.5	5.4 / 4.3	-0.3 / -0.2	5.8 / 4.6	5.6 / 4.5	-0.2 / -0.1	5.8 / 4.6	5.6 / 4.5	-0.2 / -0.1
9. Displaced Home	5.8 / 4.6	5.4 / 4.3	-0.4 / -0.3	Acquired	Acquired	NA	Acquired	Acquired	NA
10. Displaced Home	5.8 / 4.6	5.4 / 4.3	-0.4 / -0.3	Acquired	Acquired	NA	Acquired	Acquired	NA
11. Home	5.8 / 4.6	5.4 / 4.3	-0.4 / -0.3	5.8 / 4.6	5.7 / 4.5	-0.1 / -0.1	5.8 / 4.6	5.6 / 4.5	-0.2 / -0.1
12. Santa Fe Christian School	5.5 / 4.4	5.3 / 4.2	-0.2 / -0.2	5.4 / 4.3	5.4 / 4.3	0.0 / 0.0	5.5 / 4.4	5.3 / 4.2	-0.2 / -0.2
13. Potentially Displaced Home	5.8 / 4.6	5.4 / 4.3	-0.4 / -0.3	5.8 / 4.6	5.6 / 4.5	-0.2 / -0.1	Acquired	Acquired	NA
14. Home	5.7 / 4.5	5.4 / 4.3	-0.3 / -0.2	5.8 / 4.6	5.6 / 4.5	-0.2 / -0.1	5.8 / 4.6	5.6 / 4.5	-0.2 / -0.1
15. Home	5.7 / 4.5	5.4 / 4.3	-0.3 / -0.2	5.6 / 4.5	5.5 / 4.4	-0.1 / -0.1	5.7 / 4.5	5.5 / 4.4	-0.2 / -0.1
16. Home	5.8 / 4.6	5.4 / 4.3	-0.4 / -0.3	5.7 / 4.5	5.5 / 4.4	-0.2 / -0.1	5.8 / 4.6	5.5 / 4.4	-0.3 / -0.2
17. Home	5.5 / 4.4	5.3 / 4.2	-0.2 / -0.2	5.5 / 4.4	5.4 / 4.3	-0.1 / -0.1	5.5 / 4.4	5.3 / 4.2	-0.2 / -0.2
18. Home	5.8 / 4.6	5.5 / 4.4	-0.3 / -0.2	5.8 / 4.6	5.6 / 4.5	-0.2 / -0.1	5.8 / 4.6	5.6 / 4.5	-0.2 / -0.1
19. Home	6.0 / 4.7	5.6 / 4.5	-0.4 / -0.2	6.0 / 4.7	5.9 / 4.7	-0.1 / 0.0	6.0 / 4.7	5.8 / 4.6	-0.2 / -0.1
20. Home	6.1 / 4.8	5.6 / 4.5	-0.5 / -0.3	6.2 / 4.9	5.8 / 4.6	-0.4 / -0.3	6.2 / 4.9	5.8 / 4.6	-0.4 / -0.3
21. Cresson Elementary School	5.4 / 4.3	5.2 / 4.2	-0.2 / -0.1	5.4 / 4.3	5.3 / 4.2	-0.1 / -0.1	5.4 / 4.3	5.3 / 4.2	-0.1 / -0.1
22. Santa Fe High School	5.4 / 4.3	5.2 / 4.2	-0.2 / -0.1	5.3 / 4.2	5.3 / 4.2	0.0 / 0.0	5.4 / 4.3	5.3 / 4.2	-0.1 / -0.1
23. Pioneer Baptist School	5.4 / 4.3	5.2 / 4.2	-0.2 / -0.1	5.4 / 4.3	5.4 / 4.3	0.0 / 0.0	5.4 / 4.3	5.3 / 4.2	-0.1 / -0.1
24. Orr Elementary School	5.6 / 4.5	5.3 / 4.2	-0.3 / -0.3	5.6 / 4.5	5.5 / 4.4	-0.1 / -0.1	5.6 / 4.5	5.5 / 4.4	-0.1 / -0.1
25. Paddison Elementary School	5.4 / 4.3	5.2 / 4.2	-0.2 / -0.1	5.4 / 4.3	5.3 / 4.2	-0.1 / -0.1	5.4 / 4.3	5.3 / 4.2	-0.1 / -0.1
26. Home	5.5 / 4.4	5.3 / 4.2	-0.2 / -0.2	5.5 / 4.4	5.4 / 4.3	-0.1 / -0.1	5.5 / 4.4	5.4 / 4.3	-0.1 / -0.1
27. Home	5.6 / 4.5	5.4 / 4.3	-0.2 / -0.2	5.7 / 4.5	5.6 / 4.5	-0.1 / 0.0	5.7 / 4.5	5.5 / 4.4	-0.2 / -0.1
28. Home	5.5 / 4.4	5.3 / 4.2	-0.2 / -0.2	5.5 / 4.4	5.5 / 4.4	0.0 / 0.0	5.5 / 4.4	5.4 / 4.3	-0.1 / -0.1
29. Home	5.6 / 4.5	5.3 / 4.2	-0.3 / -0.3	5.6 / 4.5	5.5 / 4.4	-0.1 / -0.1	5.6 / 4.5	5.5 / 4.4	-0.1 / -0.1
30. Home	5.5 / 4.4	5.3 / 4.2	-0.2 / -0.2	5.6 / 4.5	5.5 / 4.4	-0.1 / -0.1	5.6 / 4.5	5.4 / 4.3	-0.2 / -0.2
31. Home	5.5 / 4.4	5.3 / 4.2	-0.2 / -0.2	5.6 / 4.5	5.5 / 4.4	-0.1 / -0.1	5.6 / 4.5	5.4 / 4.3	-0.2 / -0.2
32. Home	5.6 / 4.5	5.3 / 4.2	-0.3 / -0.3	5.6 / 4.5	5.6 / 4.5	0.0 / 0.0	5.6 / 4.5	5.5 / 4.4	-0.1 / -0.1
33. Home	5.9 / 4.7	5.5 / 4.4	-0.4 / -0.3	5.8 / 4.6	5.6 / 4.5	-0.2 / -0.1	5.8 / 4.6	5.6 / 4.5	-0.2 / -0.1
34. Potentially Displaced Home	6.0 / 4.7	5.5 / 4.4	-0.5 / -0.3	Acquired	Acquired	NA	Acquired	Acquired	NA
35. Home	5.9 / 4.7	5.5 / 4.4	-0.4 / -0.3	5.8 / 4.6	5.7 / 4.5	-0.1 / -0.1	5.9 / 4.7	5.6 / 4.5	-0.3 / -0.2
36. Home	5.8 / 4.6	5.5 / 4.4	-0.3 / -0.2	5.8 / 4.6	5.6 / 4.5	-0.2 / -0.1	5.8 / 4.6	5.6 / 4.5	-0.2 / -0.1
37. Home	5.9 / 4.7	5.5 / 4.4	-0.4 / -0.3	5.8 / 4.6	5.6 / 4.5	-0.2 / -0.1	5.8 / 4.6	5.6 / 4.5	-0.2 / -0.1
38. Home	5.4 / 4.3	5.3 / 4.2	-0.1 / -0.1	5.5 / 4.4	5.4 / 4.3	-0.1 / -0.1	5.5 / 4.4	5.4 / 4.3	-0.1 / -0.1
39. Home	5.7 / 4.5	5.4 / 4.3	-0.3 / -0.2	5.7 / 4.5	5.6 / 4.5	-0.1 / 0.0	5.7 / 4.5	5.5 / 4.4	-0.2 / -0.1
40. Home	5.8 / 4.6	5.4 / 4.3	-0.4 / -0.3	5.8 / 4.6	5.6 / 4.5	-0.2 / -0.1	5.8 / 4.6	5.6 / 4.5	-0.2 / -0.1
41. Moffit Elementary School	5.5 / 4.4	5.3 / 4.2	-0.2 / -0.2	5.5 / 4.4	5.4 / 4.3	-0.1 / -0.1	5.5 / 4.4	5.4 / 4.3	-0.1 / -0.1

NOTE: Includes SCAQMD CEQA Projected 1-hour concentration of 5.1 ppm and 8-hour concentration of 4.1 ppm.

Appendix H: Table 6 – 2035 CO Concentrations

Receptor Number	Alternative 1 (No Build)			Alternative 4			Alternative 5		
	DEIR	Revised	Delta	DEIR	Revised	Delta	DEIR	Revised	Delta
42. Home	5.7 / 4.5	5.4 / 4.3	-0.3 / -0.2	5.7 / 4.5	5.6 / 4.5	-0.1 / 0.0	5.7 / 4.5	5.5 / 4.4	-0.2 / -0.1
43. Home	5.9 / 4.7	5.5 / 4.4	-0.4 / -0.3	5.9 / 4.7	5.7 / 4.5	-0.2 / -0.2	5.9 / 4.7	5.7 / 4.5	-0.2 / -0.2
44. Home	5.8 / 4.6	5.4 / 4.3	-0.4 / -0.3	5.8 / 4.6	5.7 / 4.5	-0.1 / -0.1	5.8 / 4.6	5.6 / 4.5	-0.2 / -0.1
45. Potentially Displaced Home	6.0 / 4.7	5.5 / 4.4	-0.5 / -0.3	6.1 / 4.8	5.9 / 4.7	-0.2 / -0.1	6.1 / 4.8	5.8 / 4.6	-0.3 / -0.2
46. Home	5.8 / 4.6	5.4 / 4.3	-0.4 / -0.3	5.9 / 4.7	5.7 / 4.5	-0.2 / -0.2	5.9 / 4.7	5.7 / 4.5	-0.2 / -0.2
47. Home	5.6 / 4.5	5.4 / 4.3	-0.2 / -0.2	5.7 / 4.5	5.6 / 4.5	-0.1 / 0.0	5.7 / 4.5	5.5 / 4.4	-0.2 / -0.1
48. Home	5.7 / 4.5	5.4 / 4.3	-0.3 / -0.2	5.7 / 4.5	5.6 / 4.5	-0.1 / 0.0	5.7 / 4.5	5.5 / 4.4	-0.2 / -0.1
49. Home	5.5 / 4.4	5.3 / 4.2	-0.2 / -0.2	5.5 / 4.4	5.4 / 4.3	-0.1 / -0.1	5.5 / 4.4	5.4 / 4.3	-0.1 / -0.1
50. Home	5.4 / 4.3	5.2 / 4.2	-0.2 / -0.1	5.4 / 4.3	5.4 / 4.3	0.0 / 0.0	5.4 / 4.3	5.3 / 4.2	-0.1 / -0.1
51. Home	5.6 / 4.5	5.3 / 4.2	-0.3 / -0.3	5.7 / 4.5	5.6 / 4.5	-0.1 / 0.0	5.7 / 4.5	5.5 / 4.4	-0.2 / -0.1
52. Home	5.7 / 4.5	5.4 / 4.3	-0.3 / -0.2	5.8 / 4.6	5.7 / 4.5	-0.1 / -0.1	5.8 / 4.6	5.6 / 4.5	-0.2 / -0.1
53. Home	5.6 / 4.5	5.3 / 4.2	-0.3 / -0.3	5.7 / 4.5	5.6 / 4.5	-0.1 / 0.0	5.7 / 4.5	5.5 / 4.4	-0.2 / -0.1
54. Ramona Pre-School	5.4 / 4.3	5.3 / 4.2	-0.1 / -0.1	5.5 / 4.4	5.4 / 4.3	-0.1 / -0.1	5.5 / 4.4	5.4 / 4.3	-0.1 / -0.1
55. Home	5.4 / 4.3	5.3 / 4.2	-0.1 / -0.1	5.5 / 4.4	5.4 / 4.3	-0.1 / -0.1	5.5 / 4.4	5.4 / 4.3	-0.1 / -0.1
56. Home	5.7 / 4.5	5.4 / 4.3	-0.3 / -0.2	5.7 / 4.5	5.6 / 4.5	-0.1 / 0.0	5.7 / 4.5	5.6 / 4.5	-0.1 / 0.0
57. Home	5.6 / 4.5	5.3 / 4.2	-0.3 / -0.3	5.6 / 4.5	5.5 / 4.4	-0.1 / -0.1	5.7 / 4.5	5.5 / 4.4	-0.2 / -0.1
58. Home	5.6 / 4.5	5.3 / 4.2	-0.3 / -0.3	5.6 / 4.5	5.5 / 4.4	-0.1 / -0.1	5.6 / 4.5	5.5 / 4.4	-0.1 / -0.1
59. Home	5.6 / 4.5	5.3 / 4.2	-0.3 / -0.3	5.6 / 4.5	5.5 / 4.4	-0.1 / -0.1	5.6 / 4.5	5.4 / 4.3	-0.2 / -0.2
60. Home	5.5 / 4.4	5.3 / 4.2	-0.2 / -0.2	5.5 / 4.4	5.4 / 4.3	-0.1 / -0.1	5.5 / 4.4	5.4 / 4.3	-0.1 / -0.1
61. Home	5.5 / 4.4	5.3 / 4.2	-0.2 / -0.2	5.5 / 4.4	5.4 / 4.3	-0.1 / -0.1	5.5 / 4.4	5.4 / 4.3	-0.1 / -0.1
62. Home	5.8 / 4.6	5.4 / 4.3	-0.4 / -0.3	5.8 / 4.6	5.7 / 4.5	-0.1 / -0.1	5.8 / 4.6	5.6 / 4.5	-0.2 / -0.1
63. Whitaker Elementary School	5.5 / 4.4	5.3 / 4.2	-0.2 / -0.2	5.5 / 4.4	5.4 / 4.3	-0.1 / -0.1	5.5 / 4.4	5.4 / 4.3	-0.1 / -0.1
64. Home	5.5 / 4.4	5.3 / 4.2	-0.2 / -0.2	5.5 / 4.4	5.5 / 4.4	0.0 / 0.0	5.5 / 4.4	5.4 / 4.3	-0.1 / -0.1
65. Home	5.4 / 4.3	5.3 / 4.2	-0.1 / -0.1	5.4 / 4.3	5.4 / 4.3	0.0 / 0.0	5.4 / 4.3	5.3 / 4.2	-0.1 / -0.1
66. Home	5.6 / 4.5	5.3 / 4.2	-0.3 / -0.3	5.6 / 4.5	5.5 / 4.4	-0.1 / -0.1	5.6 / 4.5	5.4 / 4.3	-0.2 / -0.2
67. St. Linus Elementary School	5.3 / 4.2	5.2 / 4.2	-0.1 / 0.0	5.3 / 4.2	5.3 / 4.2	0.0 / 0.0	5.3 / 4.2	5.3 / 4.2	0.0 / 0.0
68. Home	5.4 / 4.3	5.2 / 4.2	-0.2 / -0.1	5.4 / 4.3	5.4 / 4.3	0.0 / 0.0	5.4 / 4.3	5.3 / 4.2	-0.1 / -0.1
69. Gilbert Elementary School	5.4 / 4.3	5.3 / 4.2	-0.1 / -0.1	5.4 / 4.3	5.3 / 4.2	-0.1 / -0.1	5.4 / 4.3	5.3 / 4.2	-0.1 / -0.1
70. St. Pius V School	5.3 / 4.2	5.2 / 4.2	-0.1 / 0.0	5.3 / 4.2	5.3 / 4.2	0.0 / 0.0	5.3 / 4.2	5.3 / 4.2	0.0 / 0.0
71. Home	5.5 / 4.4	5.3 / 4.2	-0.2 / -0.2	5.6 / 4.5	5.5 / 4.4	-0.1 / -0.1	5.6 / 4.5	5.4 / 4.3	-0.2 / -0.2
72. Home	5.5 / 4.4	5.3 / 4.2	-0.2 / -0.2	5.5 / 4.4	5.4 / 4.3	-0.1 / -0.1	5.5 / 4.4	5.4 / 4.3	-0.1 / -0.1
73. United Methodist Church	5.8 / 4.6	5.4 / 4.3	-0.4 / -0.3	5.9 / 4.7	5.7 / 4.5	-0.2 / -0.2	5.9 / 4.7	5.6 / 4.5	-0.3 / -0.2
74. Home	5.7 / 4.5	5.4 / 4.3	-0.3 / -0.2	5.7 / 4.5	5.6 / 4.5	-0.1 / 0.0	5.7 / 4.5	5.5 / 4.4	-0.2 / -0.1
75. Home	5.9 / 4.7	5.5 / 4.4	-0.4 / -0.3	6.0 / 4.7	5.8 / 4.6	-0.2 / -0.1	6.0 / 4.7	5.7 / 4.5	-0.3 / -0.2
76. Home	5.7 / 4.5	5.4 / 4.3	-0.3 / -0.2	5.7 / 4.5	5.6 / 4.5	-0.1 / 0.0	5.7 / 4.5	5.5 / 4.4	-0.2 / -0.1
77. Home	5.6 / 4.5	5.4 / 4.3	-0.2 / -0.2	5.6 / 4.5	5.5 / 4.4	-0.1 / -0.1	5.6 / 4.5	5.5 / 4.4	-0.1 / -0.1
78. Displaced Home	5.9 / 4.7	5.5 / 4.4	-0.4 / -0.3	Acquired	Acquired	NA	Acquired	Acquired	NA
79. Potentially Displaced Home	6.0 / 4.7	5.5 / 4.4	-0.5 / -0.3	6.1 / 4.8	5.9 / 4.7	-0.2 / -0.1	Acquired	Acquired	NA
80. Home	5.7 / 4.5	5.4 / 4.3	-0.3 / -0.2	5.7 / 4.5	5.6 / 4.5	-0.1 / 0.0	5.7 / 4.5	5.5 / 4.4	-0.2 / -0.1
81. Potentially Displaced Home	6.4 / 5.0	5.7 / 4.5	-0.7 / -0.5	6.2 / 4.9	5.8 / 4.6	-0.4 / -0.3	6.2 / 4.9	5.8 / 4.6	-0.4 / -0.3
82. Potentially Displaced Home	6.2 / 4.9	5.6 / 4.5	-0.6 / -0.4	Acquired	Acquired	NA	Acquired	Acquired	NA
83. Potentially Displaced Home	5.8 / 4.6	5.4 / 4.3	-0.4 / -0.3	6.2 / 4.9	6.1 / 4.8	-0.1 / -0.1	Acquired	Acquired	NA

NOTE: Includes SCAQMD CEQA Projected 1-hour concentration of 5.1 ppm and 8-hour concentration of 4.1 ppm.

Appendix H: Table 6 – 2035 CO Concentrations

Receptor Number	Alternative 1 (No Build)			Alternative 4			Alternative 5		
	DEIR	Revised	Delta	DEIR	Revised	Delta	DEIR	Revised	Delta
84. Potentially Displaced Home	5.8 / 4.6	5.4 / 4.3	-0.4 / -0.3	6.0 / 4.7	5.9 / 4.7	-0.1 / 0.0	6.0 / 4.7	5.7 / 4.5	-0.3 / -0.2
85. Public Access	5.6 / 4.5	5.4 / 4.3	-0.2 / -0.2	5.8 / 4.6	5.7 / 4.5	-0.1 / -0.1	5.8 / 4.6	5.6 / 4.5	-0.2 / -0.1
86. Public Access	5.6 / 4.5	5.3 / 4.2	-0.3 / -0.3	5.8 / 4.6	5.7 / 4.5	-0.1 / -0.1	5.8 / 4.6	5.6 / 4.5	-0.2 / -0.1
87. Public Access	5.9 / 4.7	5.5 / 4.4	-0.4 / -0.3	5.9 / 4.7	5.8 / 4.6	-0.1 / -0.1	5.9 / 4.7	5.7 / 4.5	-0.2 / -0.2
88. Public Access	6.0 / 4.7	5.5 / 4.4	-0.5 / -0.3	6.0 / 4.7	5.8 / 4.6	-0.2 / -0.1	6.0 / 4.7	5.7 / 4.5	-0.3 / -0.2
89. Public Access	6.0 / 4.7	5.5 / 4.4	-0.5 / -0.3	5.9 / 4.7	5.8 / 4.6	-0.1 / -0.1	5.9 / 4.7	5.7 / 4.5	-0.2 / -0.2
90. Public Access	5.9 / 4.7	5.5 / 4.4	-0.4 / -0.3	6.0 / 4.7	5.8 / 4.6	-0.2 / -0.1	6.0 / 4.7	5.7 / 4.5	-0.3 / -0.2
91. Public Access	5.7 / 4.5	5.4 / 4.3	-0.3 / -0.2	5.7 / 4.5	5.6 / 4.5	-0.1 / 0.0	5.7 / 4.5	5.5 / 4.4	-0.2 / -0.1
92. Public Access	6.0 / 4.7	5.5 / 4.4	-0.5 / -0.3	6.0 / 4.7	5.8 / 4.6	-0.2 / -0.1	6.0 / 4.7	5.7 / 4.5	-0.3 / -0.2
93. Public Access	5.9 / 4.7	5.5 / 4.4	-0.4 / -0.3	6.3 / 4.9	6.2 / 4.9	-0.1 / 0.0	6.3 / 4.9	6.0 / 4.7	-0.3 / -0.2
94. Public Access	5.9 / 4.7	5.5 / 4.4	-0.4 / -0.3	5.9 / 4.7	5.7 / 4.5	-0.2 / -0.2	5.9 / 4.7	5.7 / 4.5	-0.2 / -0.2
95. Public Access	5.7 / 4.5	5.4 / 4.3	-0.3 / -0.2	5.7 / 4.5	5.6 / 4.5	-0.1 / 0.0	5.7 / 4.5	5.5 / 4.4	-0.2 / -0.1
96. Public Access	5.5 / 4.4	5.3 / 4.2	-0.2 / -0.2	5.6 / 4.5	5.5 / 4.4	-0.1 / -0.1	5.6 / 4.5	5.4 / 4.3	-0.2 / -0.2
97. Public Access	5.9 / 4.7	5.5 / 4.4	-0.4 / -0.3	6.2 / 4.9	5.9 / 4.7	-0.3 / -0.2	6.2 / 4.9	5.8 / 4.6	-0.4 / -0.3
98. Public Access	5.6 / 4.5	5.4 / 4.3	-0.2 / -0.2	5.7 / 4.5	5.6 / 4.5	-0.1 / 0.0	5.7 / 4.5	5.5 / 4.4	-0.2 / -0.1
99. Public Access	5.7 / 4.5	5.4 / 4.3	-0.3 / -0.2	5.7 / 4.5	5.6 / 4.5	-0.1 / 0.0	5.7 / 4.5	5.5 / 4.4	-0.2 / -0.1
100. Public Access	5.6 / 4.5	5.3 / 4.2	-0.3 / -0.3	5.6 / 4.5	5.5 / 4.4	-0.1 / -0.1	5.6 / 4.5	5.5 / 4.4	-0.1 / -0.1
101. Public Access	5.9 / 4.7	5.5 / 4.4	-0.4 / -0.3	6.1 / 4.8	6.0 / 4.7	-0.1 / -0.1	6.1 / 4.8	5.8 / 4.6	-0.3 / -0.2
102. Public Access	5.9 / 4.7	5.5 / 4.4	-0.4 / -0.3	6.0 / 4.7	5.8 / 4.6	-0.2 / -0.1	6.0 / 4.7	5.7 / 4.5	-0.3 / -0.2
103. Public Access	5.7 / 4.5	5.4 / 4.3	-0.3 / -0.2	5.7 / 4.5	5.6 / 4.5	-0.1 / 0.0	5.7 / 4.5	5.5 / 4.4	-0.2 / -0.1
104. Public Access	5.6 / 4.5	5.3 / 4.2	-0.3 / -0.3	5.5 / 4.4	5.5 / 4.4	0.0 / 0.0	5.5 / 4.4	5.4 / 4.3	-0.1 / -0.1
105. Public Access	5.6 / 4.5	5.3 / 4.2	-0.3 / -0.3	5.6 / 4.5	5.6 / 4.5	0.0 / 0.0	5.7 / 4.5	5.5 / 4.4	-0.2 / -0.1
106. Public Access	5.9 / 4.7	5.5 / 4.4	-0.4 / -0.3	5.8 / 4.6	5.6 / 4.5	-0.2 / -0.1	5.8 / 4.6	5.6 / 4.5	-0.2 / -0.1
107. Public Access	5.6 / 4.5	5.4 / 4.3	-0.2 / -0.2	5.6 / 4.5	5.5 / 4.4	-0.1 / -0.1	5.6 / 4.5	5.5 / 4.4	-0.1 / -0.1
108. Public Access	6.1 / 4.8	5.6 / 4.5	-0.5 / -0.3	6.4 / 5.0	6.1 / 4.8	-0.3 / -0.2	6.4 / 5.0	6.0 / 4.7	-0.4 / -0.3
109. Public Access	5.7 / 4.5	5.4 / 4.3	-0.3 / -0.2	5.7 / 4.5	5.6 / 4.5	-0.1 / 0.0	5.7 / 4.5	5.5 / 4.4	-0.2 / -0.1
110. Public Access	5.7 / 4.5	5.4 / 4.3	-0.3 / -0.2	5.6 / 4.5	5.5 / 4.4	-0.1 / -0.1	5.6 / 4.5	5.5 / 4.4	-0.1 / -0.1

NOTE: Includes SCAQMD CEQA Projected 1-hour concentration of 5.1 ppm and 8-hour concentration of 4.1 ppm.

APPENDIX I

Public Hearing Transcript

HEARD BEFORE THE STATE OF CALIFORNIA

DEPARTMENT OF TRANSPORTATION

Caltrans Public Hearing)
)
In re: Interstate 5 Corridor)
)
Improvement Project)
_____)

TRANSCRIPT OF PROCEEDINGS, taken on behalf of Caltrans, at 13000 Clarkdale Avenue, Norwalk, California, at 6:00 p.m., on Tuesday, December 12, 2006, before KATHRYN L. MAUTZ, CSR No. 11539, RPR.

Reported by: KATHRYN L. MAUTZ, CSR No. 11539, RPR

Job No.: 06-29813

APPEARANCES:

For Caltrans:

GENOVEVA ARELLANO
Public Hearing Moderator

EMAD GORGY
Project Management

RON KOSINSKI
Environmental Planning

TERESA ARIAS
Regional Manager, Right-of-Way

ASADOUR TERTERIAN
Caltrans Design

1 Norwalk, California; Tuesday, December 12, 2006
2 7:05 p.m.
3
4
5 MS. ARELLANO: Good evening. It is now 7:05 p.m.,
6 December 12th, 2006, and I call this hearing to order.
7 Good evening, ladies and gentlemen. Welcome
8 to the Caltrans public hearing for the proposal to
9 improve traffic flow on the Santa Ana Freeway, or
10 Interstate 5, between Interstate 605 in Downey and
11 Route 91 in Orange County.
12 (Whereupon the announcement was
13 repeated in Spanish.)
14 MS. ARELLANO: My name is Genoveva Arellano, and I
15 am the presiding officer for tonight's hearing. I am
16 here to aid the hearing process and to keep things
17 moving in a fair and orderly fashion. I will also
18 attempt to keep this hearing process as informal as
19 possible.
20 The purpose of this hearing is to receive
21 public testimony and to answer questions regarding the
22 project alternatives, the draft environmental document,
23 and to give you the opportunity to present your comments
24 concerning this proposed project.
25 In terms of notification, notices for this

1 hearing were published twice in the Los Angeles Times,
2 the Orange County Register, La Opinion, El Mundo,
3 L.A. Sentinal, and Watts Times. Letters were also sent
4 to federal, state, county, and local elected officials
5 and to other public and private organizations and
6 individuals. Notices were also mailed to more than
7 4,000 interested parties, and we are presuming many of
8 you received those.
9 The proceedings tonight are being recorded by
10 a shorthand court reporter.
11 Caltrans is holding this hearing prior to
12 making any commitment to this project. No decision will
13 be made until the complete public hearing has been
14 reviewed, including information gathered at this meeting
15 tonight. We will also review comments in response to
16 the draft environmental document.
17 When you came in, you should have received an
18 agenda, an informational packet, and a comment card.
19 This is the comment card (indicating). The handout
20 (indicating) provides background information, and we
21 will be referencing it throughout the Caltrans
22 presentations. The comment card is for you to use to
23 indicate, first, the desire to speak or to make a
24 statement for the record, or to write a question that
25 you would like for us to answer tonight. These comment

cards will become part of the official record of this hearing.

After the presentations, we will take statements for the record. After these statements, we will answer the submitted written questions. However, if you had a detailed question regarding your specific property, it may be best if you direct questions to the individual Caltrans specialist available at the tables in the next room, the viewing room. This can be done after my closing remarks from this public hearing if you have not already done so.

If you have follow-up questions, extra comment cards are available from staff. They are walking the room. They will wave the comment cards around so you can easily see them. If you need one, just raise your hand at any time, and we will see that you get one. We will not take questions without comment cards.

If we run out of time, your questions may not be answered at this meeting. Be assured, however, that your questions will be addressed in the final environmental document.

If you have a lengthy prepared statement, you may wish to present it in writing for the hearing record. You may also summarize the content verbally. Written statements will be considered equal with oral

1 testimony. You can say it or put it in writing.
2 The hearing record will remain open until
3 January 5th, 2007. Let me repeat that. The hearing
4 record will remain open until January 5th, 2007. You
5 may submit a written statement to Mr. Ron Kosinski,
6 Division of Environmental Planning, Caltrans,
7 District 7, 100 South Main Street, Los Angeles,
8 California 90012. I will repeat this at the end of the
9 hearing.
10 All information developed on this project is
11 available for inspection by you at any time at the
12 Caltrans district office or during the business hours,
13 rather. The draft environmental document is also
14 available for inspection at the city halls and libraries
15 in the study area.
16 You can also review project documents on the
17 Caltrans Web site. The address is www.dot.ca.gov. That
18 Web address is also at the bottom of your meeting
19 agenda.
20 We have use of this facility until
21 9:00 o'clock this evening; and depending on how many
22 people want to speak, it may be necessary to limit the
23 length of the presentations in order to give everyone a
24 fair chance to be heard.
25 Our first order of business will be to write a

1 summary of the project. As noted in your agenda, the
2 first project presentation is by Emad Gorgy.
3 Emad.
4 MR. GORGY: Thank you.
5 Good evening, everyone. My name is
6 Emad Gorgy. I am with Caltrans, the I-5 area manager.
7 On behalf of the California Department of
8 Transportation, I welcome you to the public hearing.
9 As you all are aware, this public hearing is
10 for the I-5 from State Route 91 all the way to
11 Interstate 605.
12 What I will be doing tonight is I will be
13 sharing with you a brief history of the I-5 that brought
14 us to today. I will also share with you the purpose of
15 this project and introduce you to the five alternatives
16 and conclude with our plan and our target schedule.
17 But before that, I wanted to thank and
18 recognize our funding partners, first being the
19 Metropolitan Transportation -- the LA County
20 Metropolitan Transportation Authority, which is Metro,
21 and also the Federal Highway Administration, which is
22 the FHWA.
23 I also wanted to thank the Joint Power
24 Authority, which represents the impacted cities along
25 the corridor, for their input and their support

1 throughout this process.

2 The I-5. The I-5 is a major regional

3 transportation corridor. We look at it as the backbone

4 of our transportation system. If you look it up on the

5 map, you will find that the I-5 extends the western side

6 of the United States, connecting Canada in the north,

7 all the way to Mexico in the south.

8 It also connects urban -- it also connects

9 urban centers, major urban centers such as LA County and

10 Orange County. And in essence it's an essential route

11 for mobility, and it becomes very apparent when you

12 start looking at the average daily traffic that travels

13 this segment that we are here for tonight. The segment

14 that we are here tonight is traveled by 174,000 vehicles

15 per day. That is to give you a perspective.

16 The segment was built half a century ago, and

17 it was built as a six-lane facility. It was originally

18 built as a six-lane facility. From then, there were a

19 lot of studies that studied that segment and provided

20 recommendations. One study is the Santa Ana Corridor

21 Study, the Santa Ana Transportation Corridor Study,

22 which was completed in 1984. That study focused on the

23 LA County portion as well as the Orange County portion,

24 and that study basically recommended the I-5 widening

25 from the 405 down in Orange County all the way to the

605. As you are all are aware, the majority of the Orange County portion has been completed, and what is left is the segment in LA County.

Following that study, there was also MIS, which is the Major Investment Study, and that was completed in 1998. The reason I am sharing these studies with you is because when I introduce the alternatives, we will be referring to these studies.

So the Major Investment Study was completed in 1998, and that basically recommended at grade widening, and it focused on the segment that extends from the 91 all the way to the 710. And it recommended at grade widening and basically the development of a multi-modal transportation improvement. And in the study, it referred to this improvement as the ultimate improvement.

Following the completion of that study, money was scarce and, therefore, there was not enough funding to implement what the study has recommended. Therefore, we ended up resorting to an interim alternative, and that interim alternative is basically adding one carpool lane or HOV lane, or high occupancy vehicle lane, on each side. And that was an interim alternative in order -- for the sake of alleviating the current congestion that is going on.

1 A year later, after -- we have done an
2 environmental document on that interim, and that was
3 approved. That was approved in 1999, the environmental
4 document for that segment.
5 Following that, a year later in 1999, under
6 former Governor Gray Davis' administration there was a
7 program that was initiated called the TCRP, or the
8 Transportation Congestion Relief Program, and that
9 allocated money for this project. And therefore, since
10 then we resorted to that ultimate concept versus that
11 interim concept that we were considering at the time
12 going back to the MIS, which is the ultimate
13 improvement.
14 And following that, because the money was
15 there, we were able to look at that alternative and push
16 forward with that alternative. Therefore, what we have
17 done is we have studied the Carmelita interchange, which
18 is the first segment that is going to be going out for
19 this project, and that is why the Carmelita -- we
20 studied that, and we do have an environmental document
21 for the Carmelita project. That's why it's excluded out
22 of this environmental document here for this process,
23 because the Carmelita has been approved. And we are
24 currently designing that project at this time.
25 So from there we also have conducted analysis

1 on this project, and the ultimate goal is to look and
2 improve the value of the project and to make sure that
3 it makes good sense to proceed forward with this
4 project.
5 So that is really what brought us to today.
6 Today when you travel the corridor, you will find major
7 delays. There is reduced travel speeds along the
8 corridor. There is a bottleneck at the county line that
9 we are all aware of. There is also poor on- and
10 off-ramp access to the freeway and intersections. So in
11 essence, it's a 50-year-old facility that was built at
12 six lanes and today stands at six lanes. That is where
13 we are at.
14 So the goal of this project is to basically
15 reduce the existing and the forecasted traffic
16 congestion. Again, the goal is to reduce the existing
17 and the forecasted travel congestion -- traffic
18 congestion. And we want to do that by improving
19 mobility and we improve the operation and safety of the
20 corridor, and ultimately we want to upgrade the facility
21 to meet the state and federal guidelines at the federal
22 standards as it stands today.
23 The project extends approximately nine miles.
24 It crosses 18 structures. Four of them are over
25 crossing, and six of them are under crossing. We look

1 for the project to cost up to $1.2 billion.

2 With that, I will start introducing you to the

3 alternatives. The first alternative is the no-build

4 alternative. That no-build alternative basically

5 resorts back to the interim HOV that I mentioned at one

6 point which we were considering at one point.

7 The second alternative is the transportation

8 system management and the transportation demand

9 management. That basically increases operational

10 efficiency of the existing facility. It improves real

11 service. It also shifts the user to a higher capacity

12 mode such as transit and so on.

13 Then we move on to Alternative 3, which is

14 transit enhancement. And really, basically, that's what

15 it does. It enhances the transit through the corridor.

16 It improves the efficiency of the transit service

17 through the I-5 corridor.

18 It also introduces three parking rights, which

19 would allow 800 spaces for cars which we use for transit

20 for those three, so -- and it also looks at more

21 frequent express buses along the I-5.

22 Before we go to Alternative 4, if you refer to

23 this (indicating), it gives you a better perspective on

24 what I will be talking about. This is part of your

25 handout as well. It will give you a better perspective

1 on these alternatives that I am going to be giving to
2 you in just a minute.
3 These alternatives that we have that we are
4 considering at this time, we have been working very
5 close with the Joint Power Authority and the cities that
6 are impacted to come up with these alternatives.
7 The 10-lane facility. The 10-lane facility
8 basically adds one slope and then one carpool lane or
9 one HOV lane in each direction. That alternative will
10 widen the freeway by 49 feet. It will widen the
11 cross-section of the freeway by 49 feet as you see it in
12 the handout.
13 There are two subalternatives in this
14 alternative, 4-a and 4-b. 4-a looks at -- it's labeled
15 as the modified MIS alternative, and that basically is
16 the fruit of the MIS study that was done that I shared
17 with you earlier.
18 And there is also the 4-b, which is the
19 ten-lane value analysis alignment, and that is the value
20 analysis that we had last year. The difference between
21 them is the MIS alternative holds the center line, which
22 is more or less the barrier that you see along the
23 corridor. It holds it fixed and widens it on both sides
24 versus the VA analysis shifts that barrier. It shifts
25 the center line to minimize the right-of-way impact and

1 impact one side versus both sides.

2 Also there is Alternative 5, which is the

3 12-lane alternative, and that basically allows for

4 widening for a two mixed flow and one HOV or one mixed

5 flow and two HOV. And this alternative will widen the

6 cross-section of the freeway by 72 feet. And it also

7 has two subalternatives, just as the previous one, which

8 is the 12-lane modified MIS alignment as well as the

9 12-lane value analysis alignment.

10 Following that, we are looking to complete

11 this environmental document by May 2007. That is what

12 we are targeting at this time.

13 Following the completion of this environmental

14 document, we are looking to segment this project into

15 approximately four or five segments that are more

16 manageable to contract out, and then we will need to

17 design it accordingly. So immediately after May 2007,

18 when we are targeted to complete this, we will begin the

19 design process of this project.

20 And the first segment of the design process

21 that we will be contracting out is going to be --

22 expected to be at the end of 2009.

23 Following that, we will begin the construction

24 of the first segment also in 2010. And we look at

25 completing the entire construction of the project by

1 2016. Therefore, from 2010 to 2016, expect to see
2 construction in that corridor, and there will be more
3 than one segment that is being constructed at a time.
4 But throughout the construction, our goal is
5 to minimize inconveniencing the traveling commuter, and
6 we go through great measures in order to achieve that
7 goal. We put together a traffic management plan
8 committee that comes up with a traffic management plan
9 that looks at the corridor with the ultimate goal of
10 minimizing impact on the traveling commuter.
11 And this committee consists of our traffic
12 engineers, engineers from the cities, from the local
13 communities with the ultimate goal to hear what the
14 community has to say in order for us to incorporate
15 whatever we need to incorporate in this traffic
16 management in order to alleviate any inconveniences in
17 traveling for commuters.
18 In addition to that, we notify -- we do public
19 releases of closures. We have hotlines that allow
20 commuters to know about closures and so on, and
21 basically we notify commuters ahead of time in order for
22 them to schedule their travel accordingly.
23 With that, I would like to turn it over to
24 Mr. Ron Kosinski, and he will be going more into the
25 environmental aspect of this project. Thanks.

1 MR. KOSINSKI: Thank you, Emad.

2 My name is Ron Kosinski. I am the director of
3 the environmental division within Caltrans, and we have
4 got a very important responsibility. Our team basically
5 is charged with making sure that environmental concerns
6 influence the decision-making process. We work very
7 closely with the engineers and work very closely with
8 the cities. We work very closely with various agencies
9 and people like yourself to make sure that the
10 environmental impacts are identified and addressed.

11 And the next step really is the critical step,
12 and that is looking at ways to avoid impacts on the
13 community, mitigate impacts if we can't avoid them, and
14 then in fact deal with minimizing as we go through this
15 process.

16 It's a continuing effort. Today is just one
17 step in that process. It's an important step because we
18 are here to hear what you have to say, but it's a
19 continuing process which we will go through right
20 through the point where we are going into production.
21 So we are not just going to produce this document,
22 identify what the issues are and walk away from this and
23 move on to something else. We are going to continue
24 working with the community and with the agencies all the
25 way through the process.

1 The document was prepared by a variety of
2 environmental specialists. It really is our way of
3 documenting the analysis and identifies what the
4 findings have been to date, what we have learned to date
5 about the community, about the issues out there. It's a
6 very thick document. I encourage you to take a look at
7 those sections that you are very interested in.
8 Certainly the most important section might be the
9 displacement and the relocation section.
10 I am going to use the handout, if you have got
11 the handout with the agenda on it, and start with the
12 environmental considerations page that you have got
13 there. This really very briefly summarizes what we have
14 learned today.
15 Clearly, all of the project alternatives are
16 very important impacts on the surrounding communities.
17 If we don't do anything, if we go with Alternative 1, 2,
18 3, the alternatives that are low cost and that are very
19 sensitive to the overall community and doesn't really do
20 much of a widening and a bunch of displacing, those
21 alternatives will continue to lead to longer and longer
22 congestion, more and more stop-and-go traffic, really
23 kind of making you prisoners in your community like you
24 are. Some of you are already. It really perpetuates
25 that situation.

1 More importantly, it really degrades the air
2 quality because you have got a lot of cars stopped on
3 the freeway and very slow paths of travel, and that
4 really leads to a lot of carbon monoxide pollution.
5 People are taking circuitous routes now going through
6 neighborhoods, taking other routes. And so that in turn
7 also adds to the overall congestion, and the air quality
8 emission increases.
9 The Alternative 3 enhancements would help to
10 reduce some of this by successfully -- if it was
11 successful -- by encouraging people to use buses, use
12 trains, use other methods of traveling throughout the
13 corridor. However, these alternatives, Alternatives 1,
14 2, and 3 alone cannot meet the travel demands in the
15 corridor. I think we can all agree to that.
16 The build alternatives, the major alternatives
17 that take properties, Alternatives 4 and 5, will clearly
18 have the most adverse effect on the community as well.
19 The property acquisition numbers are summarized in this
20 handout (indicating). If you look at this draft here
21 (indicating), they have some numbers for you. I would
22 like to go through them with you in just a second.
23 As you can see, we have these four build
24 alternatives, 4-a, 4-b, 5-a, 5-b. Each one of them has
25 some differences, as Emad was pointing out. And the

1 impacts of the properties out there are different, so I
2 am encouraging you, after the meeting, as we were
3 talking before, take a look at all four alternatives to
4 see if your property is impacted by all four or maybe by
5 just one or two of those alternatives.
6 There are between 102 and 205 residential
7 parcels required for these different alternatives. Most
8 of those are single-family residences. Three or four of
9 them are these fairly large apartment complexes that are
10 adjacent to the freeway, mostly in the Norwalk area.
11 There are between 43 and 52 business parcels,
12 and I want to emphasize the business parcels here
13 showing this -- is it a green color?
14 MS. ARELLANO: Magenta color.
15 MR. KOSINSKI: It's the magenta color on this
16 chart. These are business parcels which are made up of
17 a lot of small businesses. We are estimating that there
18 is between 207 and up to 350 actual business sites
19 within these parcels. And it's difficult from month to
20 month to make a determination of how many people are
21 there in any given month because people open businesses
22 and move on and they are vacant. So it's a real mix,
23 but that's the general numbers that we have.
24 While displacement is a critical area of
25 impact, there are other areas that we have identified on

1 this table that are also important. Noise impacts are
2 critical. We take them very seriously. We have people
3 here to talk to you about noise impacts after the
4 meeting. We will be building sound walls adjacent to
5 all residential properties. We usually say it's
6 feasible. The feasibility really is contingent upon
7 topography. But this area is really flat, and we don't
8 really see any situation where we're not going to be
9 able to build sound walls that will protect the
10 residential areas.
11 There are traffic impacts of redistribution of
12 traffic. There should be a reduction on most of the
13 streets with traffic, on most local streets, but there
14 could be some instances, some streets where traffic
15 patterns change. Somebody who is very interested in
16 that, take a look at the traffic impact analysis in the
17 environmental document. It goes into great detail,
18 telling you what the changes will be.
19 There will be water runoff increased because
20 we are putting in more pavement. There will be storm
21 water treatment that will be needed and necessary for
22 that.
23 Air quality I talked about a little bit
24 already. And generally speaking, the larger
25 construction -- the larger Alternatives 4 and 5 would

1 improve air quality in the corridor and, more
2 importantly, in the region.
3 And the reality is we are using some federal
4 money for this, so the Environmental Protection Agency
5 really wouldn't let the Federal Highway Administration
6 fund a project that doesn't improve air quality.
7 There's hazardous materials in some of the
8 businesses and some of the houses. Some of the older
9 houses might have asbestos and things like that and lead
10 contaminants, so that is something that we have taken a
11 look at.
12 There is, of course, some vegetation that is
13 going to have to be removed in terms of trees and things
14 like that, so there's going to be some habitat loss that
15 we're going to be dealing with also.
16 As far as the construction, as Emad talked
17 about the construction process itself, it's going to be
18 a lengthy process. It is going to be in segments. So
19 if you are living between Valley View and the Orange
20 County section, you're not going to have 12 years of
21 construction. There will be some relatively limited
22 three or four years of construction for that period, and
23 then we will move on to the next section.
24 But the construction impacts will be mostly
25 night construction. It's not something that is going to

be easily manageable, and we will certainly do our best to make sure it's minimized. But there's a lot of impacts associated with the construction, and we ask you for your tolerance and bear with us during those times of construction.

There's a variety of things that we do during construction, actually. Sometimes we will move people to hotels and things like that if there is a lot of, say, pile driving or something like that that's very close to your house.

That is kind of a summary of what the impacts are. They are significant, and I encourage you again to take a look at the environmental document and give us your comments on these impacts.

In conclusion, we hope that our team of specialists have identified all of the important issues here. If we have missed something or if there is something that you that you personally want to emphasize, you we encourage you to fill out one of the comment cards. Everyone fill out a comment card. Fill out a comment card if you want to provide some information to us tonight, and we will make sure that your thoughts are included in the record.

Of course, if you're shy and you don't want to say something today or you think about something

1 tomorrow or next week, again, you have until January 5th
2 to give us your written comments.
3 We at Caltrans know that this is your
4 community. So what the environmental document
5 highlights should be a reflection of what you see as the
6 important issues that you are facing. That's why we are
7 here today, to listen and to learn from you, the
8 community, what your concerns and opinions are.
9 No decision -- let me just emphasize, we have
10 heard people say well, this is our favorite alternative
11 or that one is. No decision is going to be made on this
12 until all of the comments are considered and we have
13 evaluated all of the issues and then and only then make
14 a decision. That decision won't be happening until
15 March, probably March of next year. So we have a lot of
16 time to evaluate what you're proposing.
17 In closing, I would like to thank you for
18 taking the time to get involved. These are very
19 important transportation decisions because in reality,
20 each of you are a part of the decision making process.
21 Thank you.
22 Let me just take a minute to introduce our
23 next speaker. This is Terry Arias. She has flown down
24 here from Sacramento to participate and provide you with
25 comment.

1 MS. ARIAS: First of all, my name is Terry Arias.
2 I am the regional manager for right of way. What that
3 means is that my department is responsible for doing all
4 of the right-of-way activities in District 7, 8, and
5 12. That encompasses Los Angeles, Orange County,
6 Ventura, San Bernardino, and Riverside. So we cover a
7 lot of territory. So basically we are the real estate
8 arm of the department.
9 So with that, I have been asked to come here
10 and kind of summarize the right-of-way process for you.
11 I know some of you were here earlier and we have some
12 relocation assistance handbooks that talk about your
13 benefits and what you're entitled to under the law. So
14 I will try to summarize that, but I'm not going to get
15 into too much detail because everything is -- it depends
16 on your particular situation. So like I said, this will
17 just be a summary.
18 First of all what needs to happen is -- there
19 are three things that need to happen. We need to
20 appraise your property. We need to make an offer of
21 just compensation to you, and then we have to also
22 relocate you from that property. So -- and that takes
23 time.
24 All of you who are being displaced by a
25 transportation improvement project are entitled to

1 rights and have benefits under the Uniform Relocation
2 Assistance Act of 1974. That means that there was a law
3 passed in 1974. It's a federal act, and it lays out
4 what it is that you as a displacee are entitled to
5 receive.
6 And we as a department -- the feds look at
7 us. The federal government looks at us as a department
8 to ensure that we follow that law. And so it's our job
9 to do that, to see that you're treated fairly and that
10 you get what you're entitled to under the law and that
11 you maximize your benefits. If we don't do that, we can
12 jeopardize our funding on this project. And so as you
13 can see, we have a lot at stake here if we don't do our
14 job.
15 So first of all what is going to happen is
16 that once we get the environmental documents approved
17 and we get the go-ahead to move forward with the
18 project, then we will go and send our appraisers out
19 there.
20 What they will do -- the first step that our
21 appraiser will do is he will send a letter, which is
22 called a notice of intent to appraise, to the property
23 owner. And so what basically that is saying is that
24 dear property owner, I need to make an appointment with
25 you so I can go onto the property to inspect it so that

1 I can do a fair market appraisal of your property.
2 And they are inviting you to also accompany
3 them when they do that inspection, so it's really
4 critical at that point in time that you accompany the
5 appraiser -- well, first of all, call them back and make
6 an appointment with him to inspect the property and then
7 also assist him. And then at that time show him any
8 things that are unique about your property, what makes
9 it special, any things that he or she needs to take into
10 consideration when you are doing that fair market value
11 appraisal.
12 Also at that time, it might be good to let the
13 appraiser know -- there are some of you that probably
14 just speak Spanish and you feel more comfortable having
15 a bilingual agent. So at that time, it would be a good
16 idea to let the appraiser know that that is what your
17 preference is and so they can make a note of it so that
18 when they come back to the office and the appraisal is
19 approved, we can make sure that the appraisal is
20 assigned to a bilingual agent.
21 So once the appraisal is approved -- and that
22 process could take anywhere from 60 to 90 days,
23 depending on your property and also depending on whether
24 we are looking at a single-family residence or a
25 business. So if it's a business, it's a little more

1 complex, and it takes a little more time.

2 So anyway, once it's approved, the appraisal

3 is approved, the acquisition agent will then call you

4 and set up an appointment to meet with you to make the

5 first offer. Now, we always -- I always courage our

6 staff -- our staff makes a point to meet one-on-one with

7 the property owner. There is a lot of information that

8 needs to be discussed and a lot of documents that they

9 have to discuss with you, and it's better to establish

10 that communication and meet with them one on one. And

11 that way also, again, you can point out any special

12 needs that you may have so that they can pass that on to

13 a relocation agent.

14 So the acquisition agent is responsible to

15 work with you to acquire the property that you currently

16 occupy. And again, under the law, we are required to

17 make an offer to you of just compensation, what is fair

18 market value.

19 So that -- so what has to happen is we will

20 either acquire the property under a right-of-way

21 contract, or if you don't agree with our appraisal, then

22 we will proceed with the condemnation process -- and you

23 have that right -- to have a court of law determine what

24 just compensation is. And so that's all involved in the

25 process, and your acquisition agent will explain what

1 that process entails as well.

2 So once the acquisition agent -- the

3 acquisition agent will also make the offer to you, and

4 they will briefly go over some of your relocation

5 benefits. They will give you what we call a relocation

6 entitlement letter that will also go into some of the

7 benefits that you may be entitled to, but they will just

8 briefly explain that.

9 And then your wrap agent -- once the

10 acquisition agent makes an offer to you, a relocation

11 agent will be assigned to your file, and they will have

12 about 30 days to contact you to make an appointment so

13 they can specifically go into your personal situation

14 and discuss your relocation benefits.

15 As a property owner, there are several things

16 that you may be entitled to. And again, that was -- we

17 go over some of that stuff in some of these booklets.

18 And I say that again because it depends on your

19 situation. As a property owner, aside from paying you

20 just compensation for your property, we also have to --

21 you may be entitled to what we call a purchase

22 differential. You may be entitled to what we call

23 incidental expenses. You also may be entitled to -- or

24 you also -- everyone has a right to receive relocation

25 advisory assistance from the get-go. Everyone is

1 entitled to that, and that just entails your agent
2 helping you relocate and find homes or apartments that
3 may relocate you.
4 And also you have the right to file an
5 appeal. So if for some reason you don't agree and don't
6 feel that we are giving you what you're entitled to
7 under the law, you have a right to file an appeal, and
8 that's under the administrative process that is shared
9 by some of our attorneys and people outside of the
10 southern region.
11 And also the last thing and most important
12 thing is that before you're required to relocate, to
13 give up that property, by law we are required to give
14 you a minimum of a 90-day notice. So you will have at a
15 minimum at least 90 days. When we come and tell you, we
16 will serve you with a notice and say, okay, we are going
17 to need the property within 90 days. So we've really
18 got to get going here and we need to move you.
19 You know, we have made some exceptions,
20 depending on when we need the property. If you're
21 currently in escrow, then we will -- we can work -- we
22 are not insensitive. We will work with you if you need
23 more time. We can extend the escrows and work things
24 out. We are here to help you to make this process as
25 easy as possible.

1 As a tenant -- again, as a tenant you're also
2 again entitled to relocation advisory assistance, and
3 you may be entitled to what we call a rental
4 differential. Also you're entitled to moving costs and
5 the right to file an appeal.
6 When we get into businesses, that is a little
7 more complex. And businesses are entitled -- they do
8 have their benefits that they are entitled to, and it
9 falls into about two areas which -- it goes into
10 moving -- we compensate the business owner for
11 moving-related expenses or reestablishing expenses. And
12 depending on which way the business owner wants to go,
13 there's limits, there's things that have to be --
14 certain requirements that have to be met in order for
15 the business owner to meet -- to get these benefits.
16 But across the board, we ask that you not make
17 any commitments or enter into any contract to purchase
18 anything until you talk to your relocation agent.
19 Because if you make a commitment and you don't contact
20 us, you may be jeopardizing your relocation benefits,
21 and you may be laying some money on the table, and we
22 really don't want that. We want to help you so you can
23 maximize the most that you can get, what you're entitled
24 to under the law for your particular situation. And
25 that's -- that's pretty much kind of a brief summary.

1 Again, I want to emphasize that we are here to
2 help you. Again, the federal government looks at us to
3 ensure that you receive what you're entitled to. And
4 again, if we don't, then we could be jeopardizing our
5 funding, so that's something that we don't really want
6 to do on this project.
7 We understand that the process is not -- and
8 moving isn't easy, especially some of you who have lived
9 in your home for 20 -- I know I lived in my home for
10 about -- I am going on 19 years, and I know how I would
11 feel if someone came in and said, hey, you have to
12 move. So we have attachments and it's difficult, and we
13 know it's not easy.
14 So our position is that we want to leave
15 you -- and that's how the law is also -- to leave you in
16 the position that you are today in the future, no
17 worse. If we can put you in a better situation, that is
18 great, but no worse than where you are today. We want
19 to keep you in that same position.
20 And again, with the businesses, we know if
21 you -- for those of you who have businesses out there,
22 you've worked hard to establish yourself in the
23 community, and we're coming here and saying you need to
24 relocate, you need to reestablish yourself somewhere
25 else and start over again, and it's difficult. But

1 there is -- there's ways that we can help you. Let us
2 help you. Just communicate with us what your needs are,
3 and we will work with you to help you make this
4 transition as easy as possible. Okay. Thank you.
5 MS. ARELLANO: Thank you, Terry.
6 Okay. That concludes our presentations from
7 the panel. What we will do now is move to receiving
8 statements from those who have requested to speak, and
9 then the panel will also answer questions from those of
10 who you have submitted a question card with a question
11 to be answered by the panel this evening.
12 We would like to start with first our
13 speakers. What I will do is I will announce the
14 individual to come forward to speak and also the speaker
15 afterward, so if you can just be ready. The microphone
16 is here (indicating) on the floor.
17 So first we are welcoming today the mayor of
18 the city of Norwalk, Mr. Jesse Luera. Following
19 Mr. Luera, we will ask Mr. Dennis Barnes on behalf of
20 Buena Park Mayor Arthur Brown to come forward following
21 the Honorable Jesse Luera.
22 Mr. Luera.
23 MR. LUERA: Good evening, ladies and gentlemen, and
24 it's a pleasure to be here. They sent me here to
25 receive the -- to hear the officials from Caltrans make

1 a presentation to the citizens for the -- that are going
2 to be affected here in the I-5 improvement corridors.
3 I as the mayor of the city of Norwalk sent out
4 500 letters to the residents of Norwalk for this
5 project, and I just wanted to make sure -- my concerns
6 are, for the record -- because I have had concerns in
7 the past, and I still have concerns -- make sure that
8 the seniors -- and I happen to live very close in that
9 area on Gracebee where it's going to be affected, and I
10 have a business in that area also. Make sure that the
11 seniors and the residents that live in that area that
12 they get the proper value for their homes and make sure
13 that they understand what is really happening.
14 And I am hoping that Caltrans, the State, has
15 contacted all of the people in that area to make sure
16 that the real estate doesn't come in and take advantage
17 of the people. I have seen it happen. They have come
18 over to me, and they said they want to quickly pressure
19 the people here to sell the house to be able to move
20 into another place. And in some cases, even people that
21 are not -- they are not even real estate people, people
22 that -- just like fine sheepers (phonetic). And I am
23 concerned because I don't want the seniors in this
24 community -- and I am not speaking for everyone else.
25 I am speaking for the residents of Norwalk

1 because I happen to be the mayor here for the third
2 time. I just want to make sure everyone is treated
3 equally and make sure that the people that don't speak
4 English are provided a better opportunity for those
5 people to understand. The last time we had a
6 presentation, I think the quality of interpretation to
7 those people was of poor quality, and I think they have
8 upgraded that.
9 I told the city manager -- and we happened to
10 have Mr. Mendez, the chairman of the I-5 today. He is
11 not here, but I felt very safe to come here and express
12 to these people here that are trying to do their best to
13 present a project that I think can be very positive in
14 this community. I think it's something that we need to
15 move on.
16 But at the same time, my concern is I am
17 saying that on the same page, I am saying that we need
18 to make sure that all the concerns that you people have
19 that they are addressed this evening here. And I think
20 from what I have heard -- I have heard good explanations
21 from the gentleman that spoke.
22 Like I said before, I just want to make sure
23 that these people here are heard, and I would like to
24 speak on the record for myself -- and I told my
25 colleagues, and I told Mr. Mendez and I told the city

1 manager here later on that I wanted to come say a couple
2 of words not simply against the project but simply to
3 find out and let you know what my concerns are of this.
4 And you people that are here, you know, this
5 is not approved until March of the year '07. So you
6 have an opportunity to be able to express your
7 concerns. Do not be afraid to express what you want.
8 These people here, they can't move on, and
9 that's something if you people do not show your
10 concerns. Your concerns will be recorded, and then they
11 will take it back. They will make a decision in the
12 very near future, and I just want you to be very
13 remindful that I will make sure that everything that is
14 said today that we relayed to these people here, these
15 people here are trying to represent and do what is best
16 for the city. We know that congestion is very, very
17 bad. These things have to be made, and hopefully it
18 will be done sooner than later because the congestion is
19 getting worse. It's not getting better.
20 So with those comments, I don't want to take
21 time from the other people that are here to say whatever
22 they need to say. But, you know, just say whatever you
23 want to say, whatever language or whatever, you know,
24 shortness you want to say. I think it's very important
25 that you express your concerns this evening because you

1 know what? The message is going to go to Sacramento
2 where they are going to make the final decision. So
3 with that, I want to say thank you very much.
4 MS. ARELLANO: Absolutely. Thank you as well.
5 I would like to call up Mr. Dennis Barnes on
6 behalf of Buena Park Mayor Arthur Brown. Following
7 Mr. Barnes, I would like to call up Robert Duncan.
8 Very briefly, it is now about five minutes to
9 8:00 o'clock. We will continue to take your speaker
10 card comments and hear oral comments and answer the
11 questions that have been entered to us until
12 9:00 o'clock this evening. If we finish before then,
13 you will have more time to view the other room, but we
14 will get through as many of these tonight as we can.
15 Mr. Duncan. Excuse me. Mr. Barnes.
16 MR. BARNES: Good evening. My name is Dennis
17 Barnes. I am the traffic and transportation manager
18 for city of Buena Park. I am here to speak on behalf of
19 the mayor of Buena Park.
20 First of all --
21 MS. ARELLANO: If you could speak a little bit more
22 closer to the mic, please.
23 MR. BARNES: Sure.
24 MS. ARELLANO: Thank you.
25 MR. BARNES: First of all, we would like to applaud

1 Caltrans and LA County for going forward with this
2 important project to improve the circulation within the
3 region.
4 Second, I have some other points I would like
5 to make. The proposed design for the city of Buena Park
6 impacts one business in particular at 7025 Firestone
7 Boulevard. That's the Ramada America, Incorporated, and
8 we are requesting or asking Caltrans to reevaluate the
9 extent of the taking of that particular property and
10 work with American Ramada -- Ramada America to rectify
11 some of the impacts to their property. We are also
12 requesting that everything be done at all possible to
13 avoid a full take of that property.
14 Next we'd also like to ask that consideration
15 be given by Caltrans to address Firestone Boulevard
16 north of Artesia for the front traffic that it certainly
17 uses that area to come up with a smooth solution to
18 accommodate the various trucks.
19 I also would like to acknowledge and note that
20 we are more than willing to work with Caltrans and the
21 other public agencies to achieve these endeavors.
22 We also would like to volunteer our contact
23 person on behalf of the city. It will be our city
24 manager, Rick Worzinski, and we will work with you.
25 Our goal is to improve circulation within the

1 region, to address the concerns of our residents and our
2 business community.
3 And thank you very much. I have attached a
4 letter from the mayor to the comment card. Thank you.
5 MS. ARELLANO: Very good. Thank you.
6 Next I would like to call up Mr. Robert
7 Duncan. Following Mr. Duncan, I would like to call up
8 James Gosky.
9 Mr. Duncan.
10 MR. DUNCAN: Thank you very much. I appreciate you
11 coming out tonight.
12 I have a question for the audience. How many
13 people heard anything new or understand half of what
14 these people presented tonight? A show of hands.
15 (There was a show of hands.)
16 MR. DUNCAN: We have heard a lot of new comments
17 which we haven't heard in the past. We have been
18 attending these meetings now for over 20 years, and it
19 has been planning and committees and planning and
20 committees. And the one thing that I have taken out of
21 these meetings is that my expectations will always
22 exceed Caltrans' ability to perform because they just --
23 they keep dragging this thing out.
24 And when we first started talking to Caltrans
25 about this, we had our 16th wedding anniversary. Three

1 weeks ago we had our 50th. That gives you an idea how
2 Caltrans has drug it out. Thank you.
3 MS. ARELLANO: Thank you. Happy anniversary.
4 I would like to call up Mr. James Gosky.
5 Following Mr. Gosky, Rosalind Gonzales.
6 MR. GOSKY: My name is James Gosky. I live at
7 Goller Avenue in Norwalk.
8 I would like to say there is one good thing
9 about this project. It goes Bloomfield to Bloomfield on
10 the other side. I believe last May -- I think was it
11 '97 or '98 over here, and that's when you finally said
12 you're going to finally hook up Bloomfield. You're
13 going to have to go to Bloomfield to Firestone to
14 Rosecrans back to Bloomfield, which is going to be
15 great.
16 Okay. My first one is -- here is one thing I
17 was studying on this. If the carpool lane is going to
18 put up a sign, like it should, on the 105 -- it's going
19 to be on this side -- no gapping in the lane, or it's
20 going to become a light rail alternative. We don't need
21 any gapping. I know they play games and we find gaps in
22 there. If they want to do that, the Highway Patrol
23 should charge them by the foot for gapping. Charge them
24 100 bucks a foot, and they won't go from their own lanes
25 anymore.

1 My second one is -- actually, I did the second
2 one. Now I am on the third one because it really wasn't
3 a concern. It was about the 91, how they have got four
4 lanes and they go into three and it's a mess. But you
5 have that down on the 605 and 5.
6 I am going to ask you this part. I wonder if
7 they are going to possibly -- where that 605 has got
8 four lanes, then when you go above the 5 it goes into
9 three, they should make it three lanes all the way, kill
10 that lane out like you have got that on the 91, where
11 you've got Lakewood ends, make it cut right off at
12 Lakewood. Don't extend it like that.
13 So you have got a lane on that 605, when you
14 group it to the 5. I wonder if that part is going to be
15 done. That's my first. Does anybody know if it's going
16 to be done? Because you have got three lanes -- four
17 lanes that goes into the three and you stay in that
18 other lane, you then have a mess created. You've got to
19 get rid of that fourth lane and right at the 5 make it
20 three just like you have downtown. It works good at the
21 5. Well, actually -- excuse me. It's the 101 and where
22 the 5 and the -- the other one needs to come in here.
23 It's great. It's like three lanes, four, you cut it
24 down to three. It works perfect.
25 Now, I wonder if it's going to be built,

1 design build. Design build means you can build it a lot
2 cheaper.
3 Now, going back to the first comment that
4 somebody had mentioned, this freeway was in 1950
5 sometime. It only originally had four lanes, two lanes
6 each, and a center divider. They took all the grass
7 out. I think it was sometime in '56 or '57. It
8 originally started out as a four-lane facility, two
9 lanes on each side, because I have lived here since
10 '51. That's two lanes one side, two lanes the other.
11 They got rid of the grass in the middle and put in your
12 other lane, which makes it three lanes.
13 The other one, is it going to be cheaper to
14 double deck this? Could they double deck and put
15 another deck on the top without taking any property
16 away? That will save everybody a lot of time. I am
17 just speaking this alternative out tonight, this
18 equation.
19 Okay. In closing, I would like to say thank
20 you all very much and I appreciate it.
21 MS. ARELLANO: Thank you, Mr. Gosky. I appreciate
22 it as well.
23 Next I would like to call Rosalind Gonzales.
24 MS. GONZALES: Hello. My name is Rosalind
25 Gonzales. I am very upset about what is going on. I

1 have lived 30 years in my home. I -- you know, you
2 can't just get up and uproot people and just put them
3 somewhere else and start all over again. That's not
4 fair. I have been very happy where I live, and I expect
5 to grow old there too.
6 I mean, I live by the sound wall. It never
7 bothered me. The dust -- well, you know, dust is
8 everywhere. I am used to that. I -- I just don't want
9 this to happen. I -- I don't want to move. I don't
10 plan on moving. I don't want to move. I will fight. I
11 will find a way to stay where I live.
12 It's not fair because you want to grow and
13 it's not going to help traffic because I have traveled
14 out to the 215, out to the 15. There's always traffic.
15 There's not going to be no end to traffic. Traffic is
16 going to always be there because the population is
17 growing, and growing means more cars. And you can't --
18 people don't depend on the bus transit and stuff like
19 that because they cost too much. That's why you have a
20 lot of cars, because they can get there where they have
21 to get to. If it takes you a long time to get to work,
22 well, then you leave extra early.
23 And that's just not fair. You can't make
24 plans without seeing how people feel first, and that's
25 all I have to say. And I will stick to the end. I will

1 find a way to petition you and fight if I can. I don't
2 want to move. That's my life and my little corner of
3 the world. You can't just throw me somewhere else and
4 say, okay, start over again. Life is too short.
5 MS. ARELLANO: Thank you, Ms. Gonzales. Can I have
6 your address please?
7 MS. GONZALES: 11657 Fenn Street. I am right in
8 the heart, right next to the -- near the fence, and I am
9 quite happy there.
10 MS. ARELLANO: Norwalk; correct?
11 MS. GONZALES: Yes. And I have neighbors. I have
12 been there for a long time. I have watched Norwalk
13 grow, and I said oh, this is great. I have got
14 everything here. Now to go somewhere else and have to
15 start all over again, that's just not fair.
16 MS. ARELLANO: Thank you for your comment.
17 We are now going to move to answering some of
18 the questions that were submitted, and we will start
19 with a design question.
20 MR. GORGY: The first one is, "Is the sound wall
21 going up first to help us with noise and dust?" The
22 answer is that is what we usually do. For instance,
23 when we started building the Route 210 in Claremont,
24 that was the business -- the order of business is that
25 our goal is to minimize the impact on the adjacent

1 citizens, and that's what we do when we contract. The
2 contract is that we put that as the first order of
3 business. And we -- when it's feasible, that is what we
4 usually do.
5 The other question from the same person is,
6 "What is going to happen to the homes that are left
7 alone after people move?" The strategy that we have
8 been working on at this time is that we will be doing
9 hazardous waste testing on that property, and following
10 that we will be demolishing the property.
11 Another question is, "We own the first
12 property north of the Orange County line. When will
13 Caltrans contact concerning its acquisition of the
14 property? The timing is a critical issue for us."
15 And in here, I basically wanted to kind of go
16 over the process that we do, what happens after this
17 environmental document has been completed. As I
18 mentioned before we started the design phase, the
19 right-of-way phase doesn't immediately start following
20 that because the design has to proceed approximately
21 35 percent in order for us to determine where it is the
22 need for the project. So I would say a year following
23 the completion, within a year following the completion
24 of this environmental document, that's when we start
25 identifying the first segments that will be going out

1 and the right-of-way impacts of these segments as well.
2 Another question is, "How soon can we expect
3 information on acquisition and construction on the
4 Firestone exit north and southbound?" And that's
5 basically the same question from the previous question
6 that I just read. Once the design has progressed, we
7 identify the segments that will go first. And following
8 that, we will proceed with the right of way as the
9 segment progresses, which is depending on where is the
10 first segment going to be, and that's, to answer your
11 question, a year following the completion of the
12 environmental document. That's when we would be
13 starting that process.
14 MR. KOSINSKI: There are some questions for us by
15 Elizabeth Urrea who lives on Lyndora. I have talked to
16 her often, and she would like to know what's happening
17 to the wash that runs behind Lyndora Street. The cross
18 streets are Imperial and Lyndora, and that property --
19 it looks like with all the alternatives, although this
20 is something for all of you to consider -- go back and
21 take a look at those maps because there are differences
22 in the alternatives in terms of what is being taken.
23 It appears with those alternatives -- in all
24 of the alternatives that that wash area behind this
25 property would be taken, and the freeway would be

1 widened into that property with all of the
2 alternatives.
3 And if that -- I understand that she owns the
4 underlying field of that property, and the right-of-way
5 people would be discussing fair market value acquisition
6 for that portion of the property that she owns at that
7 location.
8 James Gatica lives on Bombadier. He asks,
9 "Will there be any consideration from either the city of
10 Norwalk or Caltrans or both to allow owners of property
11 to install sound proofing and completely sealed windows,
12 of course through some pay scale plan?"
13 That is a good question, and we will put this
14 on the record. We have done that on occasion, but the
15 situation usually is that the city has to have a
16 program, a housing program where they do in fact fund
17 these types of betterments to the house to make it more
18 sound proofing. We have done that. We have worked with
19 the cities to do that. We would still put up our sound
20 walls. If in addition to that the city is willing to
21 fund a program for sound proofing the houses in that
22 area, then we certainly would work with the cities on
23 that issue. I know we have done it in Ventura County on
24 a couple of locations, and I believe in San Diego County
25 also.

1 Rafay Khalil from Carmenita Road asks, "How
2 does today's Caltrans hearing impact the already
3 approved Carmenita Road interchange?" All right.
4 There's another good question. That project has been
5 approved, and it's moving towards property acquisition
6 right now, acquiring the property, the houses and the
7 businesses.
8 And that basically is a project to widen
9 Carmenita to six or eight lines so that we can build a
10 new bridge over the freeway. This project here will
11 approve some number of lanes on the freeway underneath
12 Carmenita. It would approve eight, ten, or twelve lanes
13 under Carmenita. So that is the relationship between
14 those two projects. Hopefully I made that clear.
15 The next question is from Paul Kramer from
16 Lafeyette in Huntington Beach. You have come a long
17 way. You must be a business owner. "Do any of the I-5
18 alternatives allow for the future connection between I-5
19 and I-105 either via metro rail (green line) extension,
20 to the BNSF line, via HOV lanes or via general purpose
21 lanes?"
22 The answer to this question is at this point
23 in time, the transit alternative does provide some bus
24 conductivity if we add additional bus services that
25 would be in this area. But in terms of the freeway

1 construction, all the freeway construction does is go
2 through the 605 interchange and pretty much terminate at
3 Roseby Boulevard. It's just one lane northbound. So we
4 didn't really touch -- with this project we didn't
5 really touch the interchange to the 605.
6 But for those of you who are interested in
7 this issue, in January or February we will be initiating
8 the studies for the next section of I-5. As we proceed
9 with our glacial speed, we are moving to the next
10 section, which is from the 605 through the 710
11 interchange. That project, again, starts in January.
12 We would be looking at that interchange and conductivity
13 with the Century Freeway. So that would be the next
14 study in some number of years, and maybe by your 60th
15 anniversary we will be looking at what we can do.
16 I think that's the end of these questions.
17 MS. ARELLANO: We have two more questions. Do you
18 want to take them now?
19 MR. KOSINSKI: Sure.
20 Okay. Noemi, who lives on Brink Avenue in
21 Norwalk, "What about us people that live close to the
22 freeway project? Noise, dust, traffic. How will you
23 help us?" A very good question. And the other one is
24 dealing with taxes.
25 Okay. You know, our job, as I mentioned in my

1 presentation, is to help you as best we can. And in
2 this situation, where we are taking your property, we
3 are going to be working with the right-of-way people to
4 make sure that you get your relocation benefits and you
5 get relocated in a fair and equitable manner.
6 If your house is still going to remain and
7 you're remaining there, we are going to make sure that
8 you get sound walls, and we will be watching you very
9 carefully to make sure that the construction that takes
10 place out there is done in a way that minimizes the
11 impacts on your specific property.
12 And again, if that requires us to move you
13 temporarily during some really noisy nights, that's one
14 of the things that we would be doing from our
15 standpoint.
16 I will answer the next question on taxes,
17 "Will they go up?" Taxes. Taxes always go up. Are you
18 talking about -- if you're talking about your property
19 taxes, if you move and relocate in the area, you do have
20 Prop 13 protection, which means that the property tax --
21 if you've been in your property like I have been for
22 25 years, that property tax will stay at that rate, and
23 you carry that forward to the next property that you
24 move into.
25 And we have got one more question here from --

1 that's Saray Del Rio who lives on Sproul Street.
2 Sproul. Sproul Street. "What is Caltrans' plan to keep
3 the residents around the construction areas informed of
4 schedules and happenings around houses?"
5 What we do normally is we will have community
6 meetings, we will have schedules, we will work with the
7 cities. You have cable TV. What we normally do is on
8 the cable TV, we have running bulletins of what is
9 happening this week and next week during construction.
10 So there is a constant flow of information to you as we
11 get the information from our contracting crew.
12 Keep in mind sometimes things change at the
13 last minute, but we try to keep people informed on a
14 regular basis as to what exactly is happening and when.
15 "I will be impacted with construction, and I
16 wasn't invited to this meeting." That's certainly an
17 oversight on our part. We did mention we sent out 4,000
18 notices. We did get some back, maybe about 50 or so
19 with incorrect addresses. We did put in $40,000 worth
20 of advertisements, as Genoveva mentioned, in the various
21 papers in this area.
22 We have meetings on a regular basis where
23 someone will come up and say, "We didn't get a notice."
24 We certainly apologize. We want to make sure we get you
25 on the mailing list, and we will make sure from this

1 point on this individual, although I can't quite read
2 the first name -- I have got the address. We will make
3 sure that they get the notice.
4 MS. ARIAS: Anyway, just a point of clarification
5 on the taxes, there's a cap, and I believe it's
6 120 percent on the base. But again, your acquisition
7 agent, when they meet with you to make the first written
8 offer, they will give you that information. And they
9 will give you the application, and they will go over
10 that with you because I have that question in here too.
11 So anyway, thanks for answering that, Ron.
12 Okay. A question here. "As a tenant, would
13 we be eligible for the relocation assistance program if
14 only a portion of the property was taken and left the
15 remaining portion unsuitable for our specific use, i.e.
16 loss or required parking, truck turnaround?"
17 The answer to that is maybe, yes. Well, you
18 know, it depends. The appraiser will take a look at the
19 property. He will take into consideration -- they will
20 check with the city what are the setback requirements
21 and access to fire lanes that we need. And if it turns
22 out because your business cannot operate in the after
23 condition, you may be entitled to relocation benefits as
24 a business. Okay?
25 And so again, when we make the first written

1 offer to the owner, the relocation agent will meet with
2 you and discuss those options. And by then, by that
3 time we should know if you will actually be displaced as
4 a business.
5 The next question, "Please address the
6 leases" -- "the lease issue from the point of a
7 landlord." Okay. So it's a business. First of all, as
8 the owner of this business, encourage your lessees to
9 stay until we make the first written offer. They
10 shouldn't move. But if for some reason -- we understand
11 that they shouldn't move until after we have made the
12 first written offer and the relocation agent starts to
13 work with them.
14 But if for some reason after we have made the
15 offer and they need to move, we understand that you have
16 rent to pay still as an owner, or a mortgage, excuse me.
17 So there is a possibility that we can look into -- we do
18 what we call a rent-back situation to where we will
19 lease back that tenant's spot from you, and you can keep
20 it vacant.
21 And so it's kind of a win-win situation for us
22 because we will relocate the existent tenant, and then
23 that way we will pay their portion of the rent or the
24 lease, and you can keep it vacant and we don't have to
25 move someone else out or relocate them. So yes, we

1 can -- and again, that is something that you will work
2 with your acquisition agent on if something like that
3 should happen.
4 And then the same acquisition agent is usually
5 the one that will work with the tenants as well, the
6 lessees. So they will all work together to make it a
7 win-win situation for everybody.
8 The next question, "As a motel owner, I am in
9 a situation that a major renovation is required. Please
10 tell me should I go ahead with the plan? And if I do,
11 will all the costs be reimbursed?" I -- it depends, I
12 guess, on what it is, the renovation is. If you're
13 talking about deferred maintenance and things that you
14 need to do to upkeep the property, you need to continue
15 to do that because as -- as an appraiser goes out there,
16 they will take a look at the condition of the property.
17 And so if there is deferred maintenance or things like
18 that that hasn't happened, they will have to take that
19 into consideration when arriving at the fair market
20 value of the property.
21 So that's -- I know sometimes it's a hard
22 decision to make, but if you're talking about adding on
23 more rooms or something, then maybe you might want to
24 reconsider that. But deferred maintenance is something
25 that you should continue doing to your property.

1 "Please address the franchise liability as one
2 choice." All right. I would -- we probably have to
3 talk to you on an individual basis because I am not sure
4 what it is that you actually would like us to discuss.
5 Maybe we can talk later after the meeting.
6 Next question, "Live in Union, slash,
7 San Antonio. If planning to knock down the -- if
8 planning to knock houses down and when?" I am not -- I
9 don't have a specific schedule for knocking down the
10 homes, but our policy is once the property owner vacates
11 the property or the tenant has been relocated, then we
12 move forward with demolishing the property.
13 Now, we have processes and policies that we
14 have to follow being a state agency, so our process
15 isn't as quickly as if it were a private owner. So it
16 takes us a little time to demo a house. We have to do
17 asbestos testing and we have to do a lot of things that
18 are required. And usually the demolition process, it
19 takes about from beginning to end about three months.
20 But -- it's just a lengthy process, but as soon as we
21 can move forward, we will move forward.
22 And then the person who -- Pat Salazar is the
23 person who asked this question. If you want to, we can
24 let you know. If you want a specific schedule as to
25 what we're targeting, I can -- we can send you a letter

1 or contact you and let you know what that schedule is.
2 Let's see. And also "Will the city pay what
3 the house is appraised at?" We will pay what the house
4 is appraised at. And again, like I mentioned earlier in
5 my presentation, we are required by law to pay fair
6 market value for your property. So the answer is yes.
7 Next question, "I would like to know if we are
8 going to get extra money for the inconvenience of
9 moving, also for the inconvenience of household family,
10 not just the owner but others that live at the house as
11 well."
12 Let's see. Okay. First of all, like I
13 mentioned, the Uniform Act, we are required to ensure
14 that you get all of your relocation benefits. So they
15 tell us what we can pay and what we can't. And so,
16 unfortunately, this is not an item that is covered under
17 the Uniform Act and, therefore, we cannot compensate you
18 for inconvenience. So the answer is no to that
19 question.
20 "Are special government loans available? What
21 happens if loans are not available and loan cannot be
22 granted since the house prices have gone up? Is there a
23 way to find out the exact time line for the house" --
24 "purchase of the houses?"
25 Okay. First -- in answer to your question,

1 first of all, if you're a property owner, when we make
2 the offer, then you will turn around -- normally what
3 you do you is work with a real estate agent that will
4 assist you in finding a house to relocate. That -- the
5 real estate agent has all kinds -- you know, they are
6 the ones that are familiar with the types of loans that
7 are available.
8 We, as far as helping you get a loan, that's
9 not something that we physically go out and do. We work
10 together. We can work together with your real estate
11 agent with whatever documentation -- or sometimes the
12 lenders want to know that the property is getting
13 condemned and so they want to know the circumstances,
14 and they ask for permission from us. So we try to work
15 with the real estate agent that you're working with.
16 Again, if you've been in your house for a long
17 time, of course you establish some equity. So again,
18 like I mentioned earlier, it's our goal to put you in
19 the same situation you are today as later, and that's
20 where the purchase differential comes into play. So
21 you're complete -- you're whole again.
22 So I believe, depending on -- again, it
23 depends on your particular situation. But for the most
24 part what usually happens is you will take what we offer
25 you, and then if there is a purchase differential, you

1 turn that around and you put it into a down payment on
2 your replacement house so you're basically left in the
3 same situation.
4 Now, if you have -- again, if there is a loan
5 on the property and the loan that you currently have is
6 lower than the loan you're wanting to get, we call --
7 that's what we call an interest differential. So that
8 is helping you to pay down your loan. So again, I don't
9 want to get into specifics on that because it's a little
10 complicated, but when your acquisition agent presents an
11 offer, they will also go into specific detail with you
12 on that.
13 "Is there a way to find out our exact time
14 line for house purchasing?" Again, we are probably
15 looking at maybe a year from now of the approval of
16 the -- a year after the approval of the environmental
17 document. Again, it just depends on when they move
18 forward with designing the project and how the design
19 moves forward.
20 So we have your name here, and so maybe as we
21 move along in the process we can -- you can give us a
22 call or -- I don't know how we keep the public informed
23 as to how -- we will continue having more meetings as we
24 move along in the process, so we will do our best to
25 keep you informed as to what you can anticipate from us

1 out there.

2 "Assuming Mr. Gorgy's time estimate of the EIR

3 approval in May 2007 is accurate, when does Caltrans

4 anticipate initiating right-of-way?" I think that

5 question was answered.

6 MS. ARELLANO: Can you repeat it?

7 MS. ARIAS: Yeah. It's -- it was about a year

8 after the environmental document was approved. We will

9 probably -- right-of-way will probably start the

10 appraisal process. So it's part of the acquisition

11 process.

12 Okay. "Is this a project for which hardship

13 acquisition requests will be considered? If so, at what

14 point may such requests be made, assuming the EIR is

15 approved May 2007?" You know, we will take a look at

16 it. I think we have to do some research. It's a

17 process that has to happen, and so I can't say at this

18 point yes or no if we are going to consider hardship

19 acquisitions. But contact me and -- or the -- myself or

20 the manager that I have in District 7, which is

21 Andrew Nierenberg, and then we can proceed -- we can

22 inform you what the process is, and then we can proceed

23 to see if this is a candidate for hardship application.

24 Let's see. "I want to know once the property

25 is appraised and an agreement for purchase" -- "an

1 agreement for purchase has been made, how long do we
2 have to find a place to live?" Again, at a minimum
3 before you're required to move, we will give you a
4 90-day notice. We are trying to be sensitive to all of
5 the homeowners and trying to take a look at those houses
6 first and appraise them and give you more time in
7 relocating. So at a minimum, you have 90 days.
8 But again, as we move along in the process, we
9 will have more public hearings, and you will know where
10 you fall in that -- in that process, and we can give you
11 a better idea as to when we will be out there appraising
12 the property.
13 But you will be given a time, a reasonable
14 time to relocate your stuff. I mean, we are not going
15 to go and make an offer and say in a week you've got to
16 move. That's -- we don't -- that's not what we do. We
17 give you a reasonable time in which to relocate and find
18 a replacement property.
19 "Property taxes -- once we find a new place,
20 will the taxes stay the same or go up?" Again, there is
21 a proposition, I think, that was passed that allows you
22 to keep the same tax base, but there is a maximum.
23 And again, the acquisition agent, they have
24 some forms that they will present to you at the time of
25 the offer, and they will explain that process and when

1 is the right time for you to submit that application to
2 the county assessor's office.
3 MR. TERTERIAN: Good evening. My name is Asadour
4 Terterian, and I am the design manager on the project.
5 I have one question, I guess, from
6 Anthony Curtis, 11813 Spry Street, Norwalk, California.
7 The question says, "Can all homeowners" -- "can all
8 homeowners very close to the freeway be informed with
9 absolute certainty as to the fate of their homes in a
10 timely manner?" And in parentheses he says, "less than
11 one year from today would be acceptable."
12 I just want to put one thing in perspective.
13 This project, excluding the Carmenita section, is about
14 28 miles. And we don't intend to have the entire
15 project and construction at the same time. It is going
16 to be broken down into three segments. Okay? If your
17 property is located in the first segment or any segment,
18 let's say -- well, if your property is in the first
19 segment, okay, within a year from the environmental
20 document date, which is May of 2007, you will know your
21 fate, the fate of your property. Okay? At least most
22 of you.
23 There will be some instances, perhaps near a
24 structure or a utility perhaps that things are not
25 verified. Those things will take a little more time.

1 Those kinds of properties will take a little longer to
2 say for sure what the impact on you will be.
3 Just kind of keep in mind that the project is
4 for real right now. We do have the majority of the
5 funds in, and in fact we are expecting a balance of
6 funds from the recent bond measures as well. Thank
7 you.
8 MS. ARELLANO: Okay. To the panel, have we
9 answered all of the questions that have been submitted
10 until now?
11 I would like to give anyone who has not filled
12 out a comment card or a request to speak card to do so
13 at this time if you wish to do that for tonight's
14 meeting. Hold up your card, and we would be happy to
15 collect that.
16 Okay. It looks like we have gotten through
17 everyone's request to speak and your submitted
18 questions. I would like to encourage you and remind you
19 that the card can be used to submit and, in fact, mail
20 your comment. On the back of the card, as you can see,
21 is the mailing address that I referred to earlier. Just
22 put a stamp on that and mail it in before January 5th,
23 2007, and it will be received and recorded just as if
24 you were here tonight speaking orally.
25 MR. LOPEZ: I submitted a card, but it wasn't

1 called.

2 MS. ARELLANO: Oh, excuse me. What is your name?

3 MR. LOPEZ: Javier Lopez.

4 MS. ARELLANO: Javier Lopez. You all double check

5 your cards.

6 Was there anyone else where that was the

7 case?

8 Hold on one moment. Do you recall what your

9 question or comment was? I apologize.

10 MR. LOPEZ: Yes, I do.

11 MS. ARELLANO: Would you mind coming forward --

12 MR. LOPEZ: Thank you.

13 MS. ARELLANO: -- and just speaking into the

14 microphone, and we will address it straight up.

15 MR. LOPEZ: My name is Javier Lopez. I have no

16 business interest in this whatsoever other than the fact

17 that I grew up in Norwalk. I am currently staying

18 here.

19 But as far as Ms. Gonzales' concerns are that

20 she has lived here 30 years, with 30 years to get this

21 project done, I do not envy your position as Caltrans

22 workers. I know you're under some strict guidelines in

23 getting these projects done. It's a very difficult

24 process.

25 One question I had is a gentleman did bring up

1 the design build issue. Will this be a design build
2 project as far as you know at this point in time?
3 MR. GORGY: At this time it is not being considered
4 as a design build.
5 MR. LOPEZ: Okay. With regards to the parcels, the
6 parcel numbers, are the persons that need to be advised
7 already advised that their parcels are affected and that
8 it will be taken, that being the home APN?
9 MR. KOSINSKI: Right. We have done a very
10 extensive mail-out, as I mentioned, for 4,000. The city
11 has also sent out mailings. There is certainly a
12 conceiveability that somewhere a parcel has been missed,
13 but I certainly think that we have done an extensive
14 effort to make sure everybody is notified.
15 MR. LOPEZ: With regards to the sound walls, I
16 understood earlier that the sound walls will be taken
17 care of and would not be a problem. But given that, you
18 know, you've said this is a project that impacts Canada
19 all the way down to Mexico, I mean, has Washington or
20 Oregon been contacted about kicking in money to get this
21 done? I mean, we're the ones who are, like, stuck here
22 in this urban -- I mean suburban, urban, backslash, you
23 name it either way area -- and it is my choice, sir,
24 thank you, for now -- so I am just curious if other
25 states have been contacted about kicking in money into

1 putting up sound walls for here.

2 MR. KOSINSKI: Unfortunately, that's not how it

3 works.

4 MR. LOPEZ: Yeah, I didn't think so.

5 MR. KOSINSKI: The State of California has secured

6 the adequate funding for the construction of this

7 project, and so it's coming from us taxpayers, along

8 with assistance from the Federal Highway Administration,

9 which basically takes our money back to Washington and

10 then gives it back to us.

11 MR. LOPEZ: With regards to the parcels --

12 MS. ARELLANO: Just to clarify -- I am sorry -- we

13 do have your card, but you just didn't indicate you

14 wished to speak. So I just wanted to clarify that is

15 the only reason for the oversight.

16 Did you have any further comments?

17 MR. LOPEZ: Just one more question. With regards

18 to the parcels that are businesses, have you marked them

19 as blighted or not blighted? That's an imminent domain

20 question.

21 MR. KOSINSKI: I believe if you're looking at our

22 document, there is an analysis called "Businesses," and

23 I don't believe there are any identified as blighted.

24 But again, what I would suggest to you is to take a look

25 at the business section of the environmental document.

1 If you don't have a copy of the document, if you like, I
2 would be very happy to give you a copy or a disk to look
3 for it.
4 MR. LOPEZ: Okay. Thank you.
5 MS. ARELLANO: Thank you.
6 MR. LOPEZ: That would be fine.
7 In regards to the fair market value, we
8 know -- I mean -- well, for the persons that are looking
9 at an attorney to hire, I am an attorney and real estate
10 broker. In the past few months, it's not so much the
11 sales that have gone down -- I mean so much the prices
12 that have gone down but the sales. In the past three
13 months, we are talking about -- or six months -- we are
14 talking about sales prices going down, and these
15 properties have been under the cloud of condemnation for
16 some time now.
17 I mean, we are talking four years ago I heard
18 that this, you know, animal farm at Norwalk Park was
19 going to be taken out. So when -- what -- what is fair
20 market value? You know, the house I signed over to X
21 was worth 750, you know, a year ago, and now it's worth
22 745 on comps. So when -- the fair market value, when
23 are you going to determine that, or do they need to
24 find, you know, local counsel or attorneys to help them
25 out?

1 MS. ARIAS: When we are ready to appraise, we are
2 required not to take a look at project influence. So we
3 take that into consideration when we are doing our fair
4 market appraisal.
5 MR. LOPEZ: Okay. So does that mean the title
6 companies have been already informed that these
7 properties are under the cloud of condemnation?
8 MS. ARIAS: No. No.
9 MR. LOPEZ: Okay. You folks know the properties
10 are affected. Your property is under the cloud of title
11 right now.
12 MS. ARELLANO: Thank you, Mr. Lopez.
13 MR. LOPEZ: Thank you.
14 MS. ARELLANO: Thank you very much.
15 What I would like to do now is encourage you
16 to submit any further comments or questions with your
17 card. Seeing no -- I am sorry. Someone just submitted
18 a question, although they did leave. We can go ahead
19 and include this document and make sure that it is
20 responded to.
21 Any questions, again, not answered at this
22 point will be received or responded to by the due date
23 of January 5th. The Caltrans staff will remain this
24 evening so if there are any more specific questions that
25 you have, we encourage you to do so in the viewing room,

1 which is opposite of this room.

2 In closing, please remember that if you wish

3 to submit additional comments, you have until

4 January 5th, 2007. The address is on the card. Please,

5 we encourage you to do so.

6 If you see the headset for a Spanish

7 translation, please leave that at the desk on your way

8 out.

9 Our public hearing is now closed at 8:40.

10 Thank you very much.

11 (The proceedings concluded at 8:40 p.m.)

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STATE OF CALIFORNIA)

) ss.

COUNTY OF LOS ANGELES)

I, KATHRYN L. MAUTZ, CSR No. 11539, do hereby certify:

That prior to being examined, the witness named in the foregoing deposition was duly sworn to testify the truth, the whole truth, and nothing but the truth;

That said transcript was taken before me at the time and place therein set forth and was taken down by me in shorthand and thereafter transcribed by computer under my direction and supervision, and I hereby certify the foregoing deposition is a true and correct transcript of my shorthand notes so taken.

I further certify that I am neither counsel for nor related to any party to said action, nor in any way interested in the outcome thereof.

IN WITNESS WHEREOF, I have hereunto subscribed my name this _____ day of _____, 2007.

_____

KATHRYN L. MAUTZ, CSR No. 11539

APPENDIX J

Public Hearing Handout Materials

CALTRANS PUBLIC HEARING

Interstate 5 Corridor
Improvement Project
December 12, 2006 - 6:00 - 9:00 PM
Norwalk Arts and Sports Complex

MEETING AGENDA

If you wish to speak during the Public Comment Period, please fill out a "Comment Card".

6:00 Sign-In, Open Forum and Exhibit Viewing
Please feel free to visit the display stations on the project alternatives. Caltrans staff located at the stations can assist with any questions you may have about the exhibits.

7:00 Presentation by California Department of Transportation

Public Hearing Goals	**Genoveva Arellano** Public Hearing Moderator
Project Information	**Emad Gorgy** Project Management
Environmental Considerations	**Ron Kosinski** Environmental Planning
Right-of-Way Information	**Linda Wilford** Right-of-Way

7:30 Statements, Comments, and Questions from the Public

We plan to have as many speakers as possible, however, if time runs out before everyone gets to speak your comments and questions will be answered in the final environmental document.

8:55 Closing Comments — **Genoveva Arellano**

9:00 End of Public Hearing

9:00 Displays and Staff Available

For project information on-line go to: www.dot.ca.gov

Interstate 5
CORRIDOR IMPROVEMENT PROJECT
CHRONICLING THE IMPROVEMENT PROJECT OF THE INTERSTATE-5 CORRIDOR

AUDIENCIA PÚBLICA DE CALTRANS

Proyecto de Mejoramiento
del Tramo de la Interestatal 5
Diciembre 12, 2006 - 6:00 - 9:00 PM
Complejo de Artes y Deportes de Norwalk
(Norwalk Arts and Sports Complex)

AGENDA DE LA REUNIÓN

Si desea hablar durante el Período de Comentarios Públicos (Public Comment Period), por favor llene una Tarjeta de Comentarios ("Comment Card").

6:00 Registro, Foro Abierto y Presentación de la Exhibición
Por favor visite las estaciones de exhibición de las alternativas del proyecto. El personal de Caltrans que estará en las exhibiciones podrá asistirle con preguntas que tenga sobre éstas.

7:00 Presentación por parte del Departamento de Transportación de California

Objetivos de las Audiencia Pública	**Genoveva Arellano** Moderadora de la Audiencia Pública
Información del Proyecto	**Emad Gorgy** Gerente del Proyecto
Consideraciones Ambientales	**Ron Kosinski** Planeación Ambiental
Información Sobre el Proceso de Adquisición de Propiedades	**Linda Wilford** Derecho de Paso

7:30 Declaraciones, Comentarios y Preguntas del Público
Esperamos tener tantos expositores como sea posible. Sin embargo, si no hay tiempo para que todos hablen, sus comentarios y preguntas serán respondidos en el documento ambiental final.

8:55 Comentarios de Cierre — **Genoveva Arellano**

9:00 Final de la Audiencia Pública

9:00 Exhibiciones y Personal Disponibles

Para obtener información en Internet, visite: www.dot.ca.gov

Interstate 5
CORRIDOR IMPROVEMENT PROJECT
CHRONICLING THE IMPROVEMENT PROJECT OF THE INTERSTATE-5 CORRIDOR

PROJECT INFORMATION

Caltrans improves mobility across California

Project Partners

- California Department of Transportation, (Caltrans)
- LA County Metropolitan Transportation Authority, Metro
- Federal Highway Administration, FHWA
- Joint Power Authority, JPA

Project History

- Need recognized
  - 1981 Alternative Analysis Santa Ana Transportation Corridor Study (SATC)
  - 1984 Widening from 405 to 605
- Major Investment Study (MIS) 1995 – 1998
  - Develop multi-modal transportation improvement
  - At grade widening
- Interim HOV Project, Approved Environmental Document.
  - 1996 PSR, 1999 Environmental Document
- T.C.R.P. Program - focus shifted to Ultimate concept

General Information

- 9 Miles stretch of freeway
- 18 Structures, Including Over & Under crossing
- Estimated cost $1.2 Billion

Project Need and Purpose

- Improve mobility, by increasing capacity
- Relieve Congestion and reduce travel time
- Improve overall freeway safety
- Upgrade facility to meet current Federal and State Standards
- HOV continuity, from the 405 to 14 FWY
- Freeway facility deterioration 50 years old
- Reduced travel speeds and ride quality

Project Alternatives – (see exhibits)

Current Schedule

• Project and Environmental Document Approval	May 2007
• Complete Design	End of 2009
• Begin Construction (Segment 1)	2010
• Complete Construction	2016

ENVIRONMENTAL CONSIDERATIONS

All of the project alternatives will have important effects on the surrounding community

Property Acquisition

- Significant property acquisitions with Alternatives 4 and 5 (see Exhibit)
- Both residential and business displacements and neighborhood disruption.

Noise Impacts

- Increases in noise levels before sound wall mitigation.
- Temporary noise level increases during construction.

Traffic Impacts

- Redistribution of traffic with reductions on most local streets.
- Temporary detours and changes in bus stop locations during construction.

Water Quality

- Increases in stormwater runnoff including pollutants.
- Stormwater treatment as mitigation necessary.

Air Quality

- Increases in pollution with Alternatives 1, 2 and 3 as congestion worsens.
- Increases in dust and diesel emissions during construction.

Hazardous Materials

- Probable discovery of contaminated soils, asbestos/lead-containing materials.

Vegetation and Wildlife

- Removal of vegetation and mature trees resulting in habitat loss required.

Construction Impacts

- As noted above, construction noise, dust increases, detours, night construction.
- Traffic Management Plans will be necessary to minimize disruption.

The purpose of this Public Hearing is to receive your testimony and comments on these issues. If we have missed something or you want to emphasize a certain issue, tell us.

You have until January 5, 2007 to provide written comments to:

Ronald Kosinski, Deputy District Director
Division of Environmental Planning
CALTRANS, District 7
100 South Main Street
Los Angeles, CA 90012

For project information on-line go to: www.dot.ca.gov/dist07/I-5

RIGHT OF WAY PROCESS

Appraisal of property rights needed for the project.

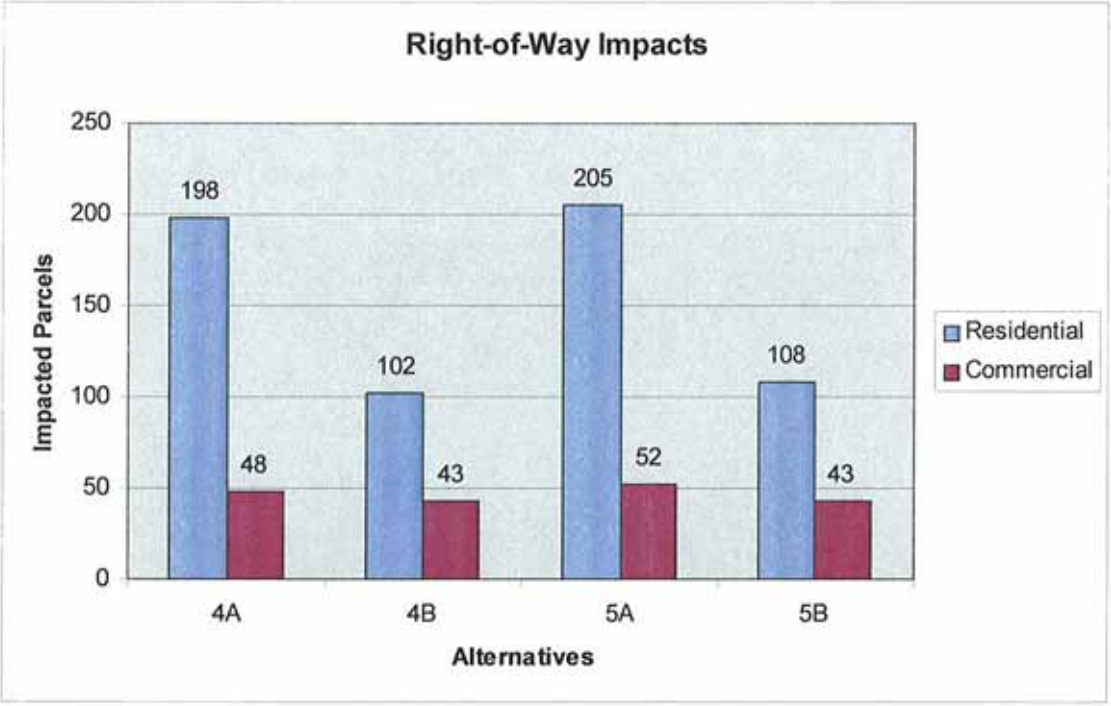
- once design and mapping are finalized, right of way receives property maps
- appraiser will initiate contact with property owner to inspect property
- appraiser will inspect property
- recent market sales will be reviewed, and comparables will be identified
- using market data, a fair market valuation of the property will be prepared

Acquisition of property rights needed for the project

- an acquisition agent will contact the property owner to make a written offer
- they will follow all laws related to the acquisition of property, and work with the property owner to enter into an escrow with the State
- condemnation by the eminent domain process can be initiated when an impasse is reached

Relocation Assistance Program - relocation of residential and business occupants from the required properties.

- a relocation agent will meet with the property owner/business to determine rights and eligibility
- explain all benefits available
- assist occupants in maximizing all benefits that they are eligible for
- RAP is a federal entitlement program



INFORMACIÓN DEL PROYECTO

Caltrans mejora la movilización en California

Socios del Proyecto

- California Department of Transportation, (Caltrans)
- LA County Metropolitan Transportation Authority, Metro
- Federal Highway Administration, FHWA
- Joint Power Authority, JPA

Historia del Proyecto

- Necesidad identificada
  - 1981 Estudio del Análisis Alternativo del Corredor de Transportación de Santa Ana (SATC)
  - 1984 Ensanchamiento desde la autopista 405 hasta la 605
- Estudio de Inversión Mayor (Major Investment Study - MIS) 1995 – 1998
  - Desarrollo de múltiples métodos de mejoramiento de la transportación
  - Ampliación al nivel Tierra
- Proyecto de Carril de Caminos Compartidos (HOV) Provisional, Documento Ambiental Aprobado.
  - 1996 PSR, 1999 Documento Ambiental
- Programa T.C.R.P. – El enfoque se centró en el concepto Final

Información General

- Tramo de 9 Millas de autopista
- 18 Estructuras, Incluyendo Cruces Sobre y al nivel Tierra
- Costo estimado en $1.2 Billones

Necesidad y Objetivo del Proyecto

- Mejorar la movilidad, incrementando la capacidad
- Aliviar la congestión y reducir el tiempo de viaje
- Mejorar la seguridad en general de la autopista
- Actualización de las estructuras de acuerdo con los Estándares Federales y Estatales actuales
- Continuidad del HOV, desde la autopista 405 hasta la 14
- Deterioro del estado de la autopista, de 50 años
- Velocidad de viaje reducida y baja calidad de viaje

Alternativas del Proyecto – (ver exhibiciones)

Calendario Actual

• Aprobación del Proyecto y del Documento Ambiental	Mayo de 2007
• Culminación del Diseño	Fines de 2009
• Inicio de la Construcción (Etapa 1)	2010
• Culminación de la Construcción	2016

CONSIDERACIONES AMBIENTALES

Todas las alternativas del proyecto tendrán efectos importantes en las comunidades circundantes

Adquisición de Propiedades

- Adquisición significativa de propiedades con las Alternativas 4 y 5 (ver Exhibición)
- Reubicación de negocios y residencias y disturbios en los vecindarios

Impacto del Ruido

- Se elevan los niveles de ruido antes de construir la pared aislante.
- Aumento temporal en los niveles de ruido durante la construcción

Impacto en el Tráfico

- Redistribución del tráfico con reducciones en la mayoría de calles locales
- Desvíos temporales y reubicación de paraderos de camión durante la construcción.

Calidad del Agua

- Incremento de aguas lluvia con contenido de contaminantes.
- Tratamiento de aguas lluvia en la medida que sea necesario.

Calidad del Aire

- Incremento en la polución con las Alternativas 1, 2 y 3 a medida que empeora la congestión.
- Incremento de polvo y emisiones diesel durante la construcción.

Materiales Peligrosos

- Posible descubrimiento de suelos contaminados y materiales con contenido de asbestos y plomo

Vegetación y Vida Salvaje

- Se requiere remover vegetación y árboles adultos, generando pérdida de habitantes

Impactos de la Construcción

- Como se anotó arriba, ruido de la construcción, incremento del polvo, desvíos, construcción nocturna.
- Serán necesarios Planes de Manejo de Tráfico para minimizar los disturbios.

El objetivo de esta Audiencia Pública es recibir su testimonio y comentarios sobre estos asuntos. Si hemos omitido algo o quiere hacer énfasis en algún aspecto, déjenos saber.

Tiene hasta el 5 de enero de 2007 para darnos sus comentarios por escrito a:

Ronald Kosinski, Deputy District Director
Division of Environmental Planning
CALTRANS, District 7
100 South Main Street
Los Angeles, CA 90012

Para obtener información en Internet, visite: www.dot.ca.gov/dist07/I-5

PROCESO DE ADQUISICION DE PROPIEDAD (RIGHT OF WAY)

Valoración de derechos de propiedad necesarios para el proyecto.

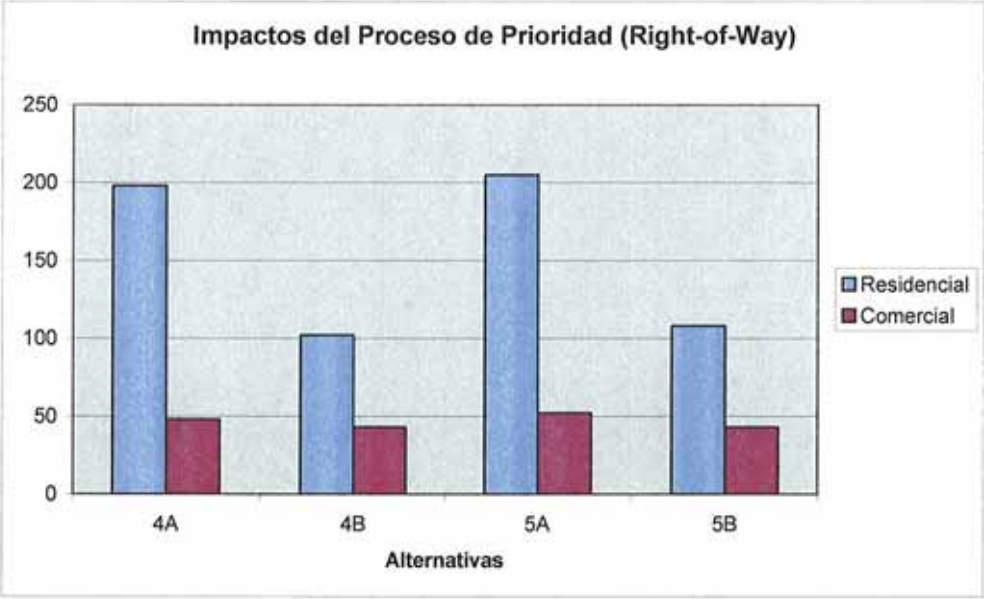
- Una vez finalizado el diseño y desarrollo de mapas, el departamento encargado de Right of Way recibe los mapas de las propiedades
- El evaluador contactará al propietario para inspeccionar la propiedad
- El evaluador inspeccionará la propiedad
- Se revisarán las ventas recientes en área y se buscarán propiedades comparables
- Usando información del mercado se realizará una evaluación justa de la propiedad

Adquisición de derechos de propiedad necesarios para el proyecto

- Un agente de adquisición contactará al propietario para hacerle una oferta formal por escrito
- Ellos se ajustarán a todas las leyes relacionadas con la adquisición de propiedades y trabajarán con el propietario para iniciar el proceso de escrow con el Estado
- La expropiación forzosa a través del trámite de derecho de expropiación puede ser iniciada cuando se llegue a un punto muerto en la negociación

Programa de Asistencia para Reubicación – reubicación de ocupantes de residencias y negocios de las propiedades requeridas.

- Un agente de reubicación se reunirá con el propietario del negocio o vivienda para determinar sus derechos elegibilidad
- Explicar todos los beneficios disponibles
- Asistir para maximizar los beneficios a los cuales tiene derecho
- RAP es un programa federal de derechos



QUESTION/COMMENT CARD

STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION
INTERSTATE 5 CORRIDOR
IMPROVEMENT PROJECT

NAME/NOMBRE:_____ DATE/FECHA:_____

ADDRESS/DOMICILIO: _____ PHONE/TELEPHONO:_____

CITY, STATE, ZIP/CIUDAD, ESTADO, CODIGO POSTAL:_____

E-MAIL ADDRESS/CORREO ELECTRONICO:_____

☐ I WISH TO SPEAK
DESEO PROVEER UN COMENTARIO

☐ I WOULD LIKE TO HAVE THE FOLLOWING QUESTION ANSWERED
QUIERO QUE ME CONTESTEN LA SIGUIENTE PREGUNTA

☐ I WOULD LIKE TO HAVE THE FOLLOWING STATEMENT FILED FOR THE RECORD
QUIERO TENER LA DECLARACION SIGUIENTE ARCHIVADA EN EL REGISTRO

(CIRCLE YOUR POSITION) (CIRCULE SU POSICION)	I AM, ESTOY,	OPPOSED OPUESTO	IN FAVOR A FAVOR	NEUTRAL NEUTRAL

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