

***Initial Study/
Environmental Assessment
Negative Declaration/
Finding of No Significant Impact***
Interstate-5 at Carmenita Road
Interchange Improvement Project



California Department of Transportation
District 7, Division of Environmental Planning
March 2002

**07-LA-05-PM 2.41
RECONSTRUCT INTERSTATE 5
INTERCHANGE AT
CARMENITA ROAD
IN THE CITIES OF
NORWALK AND SANTA FE SPRINGS**

**INITIAL STUDY/
ENVIRONMENTAL ASSESSMENT**

**State of California
Department of Transportation**

And

**U.S. Department of Transportation
Federal Highway Administration**

Pursuant to: 42 U.S.C. 4332(2)(c)



Ron Kosinski
Deputy District Director
California Department of Transportation, District 7

June 12, 2001

Date



Michael G. Ritchie
Division Administrator
Federal Highways Administration

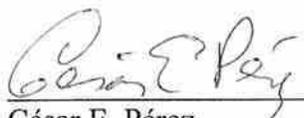
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**FEDERAL HIGHWAY ADMINISTRATION
FINDING OF NO SIGNIFICANT IMPACT
FOR
I-5 AT CARMENITA INTERCHANGE PROJECT**

The proposed project is located in the cities of Norwalk and Santa Fe Springs. It consists of improvements at I-5 at the Carmenita Interchange. The proposed project will construct a new interchange to replace the existing interchange, and will accommodate all alternatives currently under consideration for the Interstate Route 5 ultimate corridor improvement project, in the cities of Santa Fe Springs and Norwalk in Los Angeles County.

The FHWA has determined that this project will not have any significant impact on the human environment. This finding of no significant impact is based on the enclosed Environmental Assessment, which has been independently evaluated by the FHWA and determined to adequately and accurately discuss the environmental issues and impacts of the proposed project. It provides sufficient evidence and analysis for determining that an environmental impact statement is not required. The FHWA takes full responsibility for the accuracy, scope, and content of the enclosed Environmental Assessment.



César E. Pérez
Senior Transportation Engineer

3/28/02 _____
date

NEGATIVE DECLARATION

Pursuant to: Division 13, Public Resources Code

Description

The California Department of Transportation, District 7 is proposing to reconstruct the Interstate 5 at Carmenita Road Interchange. The project is located in the cities of Norwalk and Santa Fe Springs in Los Angeles County. The proposed improvements will involve acquiring new state right-of-way.

Determination

The California Department of Transportation has prepared an Initial Study/Environmental Assessment. On the basis of this study it is determined that the proposed action will not have a significant effect upon the environment for the following reasons:

1. The proposed project will require the acquisition of both commercial and residential properties and the displacement of some businesses, but adequate compensation will be provided for those acquisitions and relocation assistance will be provided for those displaced. Incorporation of these measures to minimize harm will prevent any potentially adverse impact of the proposed project.
2. There will be no adverse effects on unique or significant natural features, including, but not limited to, plant life, animal life, or animal habitat or movement.
3. There will be no adverse effect on archaeological, cultural historic, parkland, recreational, or scenic areas.
4. The proposed project will promote improved regional air quality.
5. The proposed project will result in increased noise levels along its route, but with the addition of soundwalls these effects will be reduced to acceptable levels.
6. There will be no significant impacts to water quality.
7. There will be no effects on wetland, floodplain or agricultural areas.
8. There will be no impacts to scenic resources.
9. There will be no adverse impacts on local traffic as a result of the proposed project. However, a Traffic Management Plan will minimize the affect on local traffic during construction.



Ron Kosinski

Deputy District Director
Division of Environmental Planning
California Department of Transportation, District 7

March 15, 2002
Date

TABLE OF CONTENTS

SUMMARY	1
1 PURPOSE AND NEED FOR PROPOSED PROJECT	1
1-1 Introduction	1
1-2 Congestion Problems.....	1
1-3 Safety Problems.....	2
1-4 Purpose of the Proposed Improvements.....	2
2 DESCRIPTION OF PROPOSED PROJECT	3
2-1 The Proposed Project	3
2-2 Status of Project	3
2-3 Major Investment Study.....	3
2-4 Alternatives Considered	6
2-4.1 No Action Alternative	6
2-4.2 Alternative 1 – Arterial Overcrossing Structure w/ Railroad at-grade.....	6
2-4.3 Alternative 3 – Arterial Overcrossing Structure w/ Railroad Overhead	6
2-5 Alternatives No Longer Under Consideration	8
2-5.1 Alternative 4 - Arterial Undercrossing w/ Railroad at grade	8
2-6 Related Transportation Projects	8
3 AFFECTED ENVIRONMENT	9
3-1 Geology, Soil and Topography	9
3-1.1 Geologic Features.....	9
3-1.2 Soil Conditions.....	9
3-1.3 Seismicity.....	9
3-2 Energy	9
3-3 Hazardous Materials.....	10
3-4 Water Resources.....	11
3-4.1 Surface Waters	11
3-4.2 Groundwater.....	11
3-4.3 Groundwater Recharge.....	11
3-5 Air Quality.....	11
3-5.1 Air Basin and Air Quality Issues.....	11
3-5.2 Air Quality Regulations and Planning	12
3-5.3 Monitored Air Quality.....	15
3-6 Noise.....	16
3-6.1 Noise Standards.....	16
3-6.2 Caltrans Noise Policy	16
3-6.3 Existing Conditions	17
3-7 Biological Resources.....	17
3-8 Land Use	17
3-9 Population	18
3-9.1 Demographics.....	18
3-9.2 Median Household Income	18
3-9.3 Poverty Level	18
3-9.4 Disabled.....	18
3-9.5 Demographic Trends.....	21

3-10	Housing	21
3-11	Economics	22
3-11.1	Regional Business Activities.....	22
3-11.2	Business Activities in the Project Area.....	23
3-12	Community Facilities and Services.....	25
3-13	Circulation.....	25
3-14	Cultural Resources	26
3-15	Visual	27
4.	ENVIRONMENTAL EVALUATION	29
5	DISCUSSION OF ENVIRONMENTAL EVALUATION.....	33
5-1	Physical Environment (Questions 2-8, 10, 11, 13-16, 18, 22).....	33
5-2	Topography (Question 1)	33
5-3	Hazardous And Solid Waste (Question 9)	34
5-4	Water Quality (Question 12).....	35
5-5	Air Pollutants (Question 17)	35
5-6	Noise Levels (Questions 20 & 21).....	37
5-7	Biological Effects (Questions 23, 24, 25 & 29).....	39
5-7.1	Endangered Species.....	39
5-7.2	Vegetation	39
5-7.3	Nesting Birds.....	39
5-8	Biological Environment (Questions 26-28, 30 & 31).....	39
5-9	Social And Economic Environment (Questions 32-36,38,42,43,45-50,52&55) ..	40
5-10	Effects On Minorities And Special Interest Groups (Question 37)	40
5-11	Displacement And Effects On Housing (Question 39).....	40
5-12	Commercial Displacement (Question 40).....	41
5-13	Property Values (Question 41).....	43
5-14	Public Utilities And Services (Question 43)	43
5-15	Traffic Movement (Question 44)	43
5-16	Archaeological/Historic Sites (Question 51).....	43
5-17	Visual Effects (Question 53).....	44
5-18	Impacts Associated With Construction (Question 54).....	44
5-19	Quality Of The Environment Effects (Question 56).....	46
5-20	Short-Term Effects And Long-Term Goals (Question 57).....	46
5-21	Cumulative Effects (Question 58).....	46
5-22	Substantial Adverse Effects On Human Beings (Question 59).....	48
6	CONSULTATION AND COORDINATION.....	49
6-1	Scoping Process.....	49
6-2	Public Comment Period for the IS/EA.....	49
6-2.1	Public Hearing.....	50
6-2.2	Written Comments Received During Public Circulation.....	50
6-2.3	Public Notice of the Public Hearing.....	51
7	LIST OF PREPARERS.....	52
8	COMMENTS AND RESPONSES	55

LIST OF FIGURES

Figure 1-1: Ramp Overflow	2
Figure 1-2: Freeway Congestion due to Ramp Overflow	2
Figure 2-1: Project Location Map	4
Figure 2-2: Project Vicinity Map	5
Figure 2-3: Interchange Configurations	7
Figure 3-1: Affected Census Tracts	20
Figure 5-1: Soundwall and Noise Sensitive Receptor Locations.....	38
Figure 6-1: Notice of Public Hearing.....	51

LIST OF TABLES

Table 3-1: Attainment Target Dates for the SCAQMD	13
Table 3-2: Air Quality Summary for Study Area Monitoring Stations.....	15
Table 3-3: FHWA Noise Abatement Criteria (NAC)	16
Table 3-4: Study Corridor Ethnic Composition	18
Table 3-5: Study Corridor Demographic Variables	21
Table 3-6: Employment in the I-5 at Carmenita Project Area	23
ENVIRONMENTAL SIGNIFICANCE CHECKLIST	30
Table 5-1: Noise Analysis Summary	37
Table 5-2: Business Relocations and Employee Displacement	42

APPENDICES

APPENDIX A – List of Parties Receiving Copies of the Draft IS/EA	
APPENDIX B – Summary of Relocation Benefits Available to Displaced Parties	
APPENDIX C – Acronyms Used	
APPENDIX D – State Historical Preservation Officer Concurrence Letter	
APPENDIX E – Title VI Statement	
APPENDIX F – Commercial and Residential Property Acquisitions	
APPENDIX G – Comments Received During Scoping	
APPENDIX H – Layouts for Alternative 3A	
APPENDIX I – Exotic Invasive Species	
APPENDIX J – Possible Hazardous Materials Sites	
APPENDIX K – Transcript from Public Hearing	

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SUMMARY

This Initial Study/Environmental Assessment (IS/EA) addresses the potential environmental impacts resulting from the construction of a new interchange structure to replace the existing interchange at Carmenita Road on Interstate 5 (I-5) in the cities of Santa Fe Springs and Norwalk in Los Angeles County. All of the build alternatives will require new right-of-way.

This IS/EA is a preliminary analysis of the proposed project to determine whether a Negative Declaration/Finding of No Significant Impact (ND/FONSI) is appropriate or if there will be significant impacts to the human environment which would require the preparation of an Environmental Impact Report/Study (EIR/EIS). This IS/EA has been prepared in accordance with the California Environmental Quality Act (CEQA) and the National Environmental Policy Act (NEPA).

Changes have been made to this environmental document since the circulation of the draft environmental document. Public and Agency comments received during the circulation of the Draft IS/EA, the Public Hearing process, and subsequent agency consultations have resulted in refinements that have been incorporated in this final environmental document. A vertical line in the outside margin indicates changes in the document.

1 PURPOSE AND NEED FOR PROPOSED PROJECT

1-1 Introduction

Initially a part of the Interstate 5 Interim HOV Lane Improvement Project, the Carmenita Road Interchange Improvement Project was intended to increase the span of the Carmenita overcrossing to allow for the addition of two HOV lanes and eventually two mixed-flow traffic lanes. Due to funding issues, the improvements to the Carmenita interchange were dropped from the Interim HOV project. Governor Davis established the Transportation Congestion Relief Program (TCRP), which provided funding for crucial transportation projects. The TCRP initiative specifically identified the funding required for the improvements to the Interstate 5 at Carmenita Road interchange. In addition, the TCRP identified funding for the Interstate 5 Ultimate Corridor Improvement Project.

1-2 Congestion Problems

The existing Carmenita overcrossing structure consists of only one lane in each direction, which is inadequate to handle present traffic volumes. The existing hook off-ramps are short and lack adequate storage capacity. During peak traffic periods, high exit ramp volumes can cause congestion to overflow onto Interstate 5 (see figure 1-1). In a similar manner, the "hook" type on ramps lack storage and congestion overflows onto Carmenita Road. Additional traffic congestion is due to an at-grade railroad crossing 633 feet (193 meters) south of the freeway. Normal railroad traffic causes the southbound off-ramp to

overflow onto the southbound lanes of Interstate 5 (see figure 1-2). When the railroad crossing is used for extended periods of time, congestion can occur in both directions of Interstate 5. These congestion problems are compounded by projected increases in traffic demand due to population, housing and employment growth.



Figure 1-1: Ramp Overflow



Figure 1-2: Freeway Congestion due to Ramp Overflow

1-3 Safety Problems

The existing configurations of the Carmenita Road hook-ramps have a high incident rate of traffic collisions. These collisions occur where the hook-ramps end at the access roads adjacent to the freeway. The short hook-ramps at Carmenita Road produce traffic backups on the freeway, which contribute to “end-of-queue” (end of a stopped lane of vehicles) collisions.

1-4 Purpose of the Proposed Improvements

The proposed improvement of the Carmenita Interchange will provide for the future horizontal clearance required for the addition of a minimum of two HOV lanes and two mixed flow lanes, which will be proposed as a part of the I-5 Ultimate Corridor Improvement Project. The proposed improvements to the Carmenita Road interchange will alleviate the congestion described in Section 1-2. The proposed improvements will also provide a grade separation for the railroad crossing south of the freeway. The proposed realignment of the existing hook-ramps will eliminate the safety hazards associated with them, as well as improve freeway movement.

2 DESCRIPTION OF PROPOSED PROJECT

2-1 The Proposed Project

This project proposes the removal of the existing I-5 at Carmenita Road overcrossing structure and the associated hook ramps and replacing them with one of the proposed alternatives.

2-2 Status of Project

The Interstate 5 at Carmenita Road Interchange Improvement Project is identified in Southern California Association of Government's (SCAG) 2001 Regional Transportation Plan and the 2000/01-2005/06 Regional Transportation Improvement Program.

The Interstate 5 at Carmenita Road Interchange Improvement Project is proposed to begin construction in February 2004. Funding for the proposed project will come from the Governor's Initiative (Transportation Congestion Relief Program), Los Angeles County Metropolitan Transit Authority's (LACMTA) bi-annual "Call for Projects" process and Proposition C "25%" funds.

2-3 Major Investment Study

The Statewide and Metropolitan Planning regulations under the Intermodal Surface Transportation Efficiency Act (ISTEA) became effective November 29, 1993. An important provision under the Metropolitan Planning regulations is the Major Metropolitan Transportation Investments also known as Major Investment Study (MIS).

Section 450.104 of the Metropolitan Planning regulations defines a major metropolitan transportation investment as a "high-type highway or transit improvement of substantial cost that is expected to have a significant effect on capacity, traffic flow, level of service, or mode share at the transportation corridor or subarea scale." Consultation among the Federal Highway Administration (FHWA), the Federal Transit Administration (FTA) and the Metropolitan Planning Organizations (MPO's), such as SCAG and LACMTA, is key to deciding the types of projects affected by this requirement. For highway projects, the project length and access controls are some of the considerations.

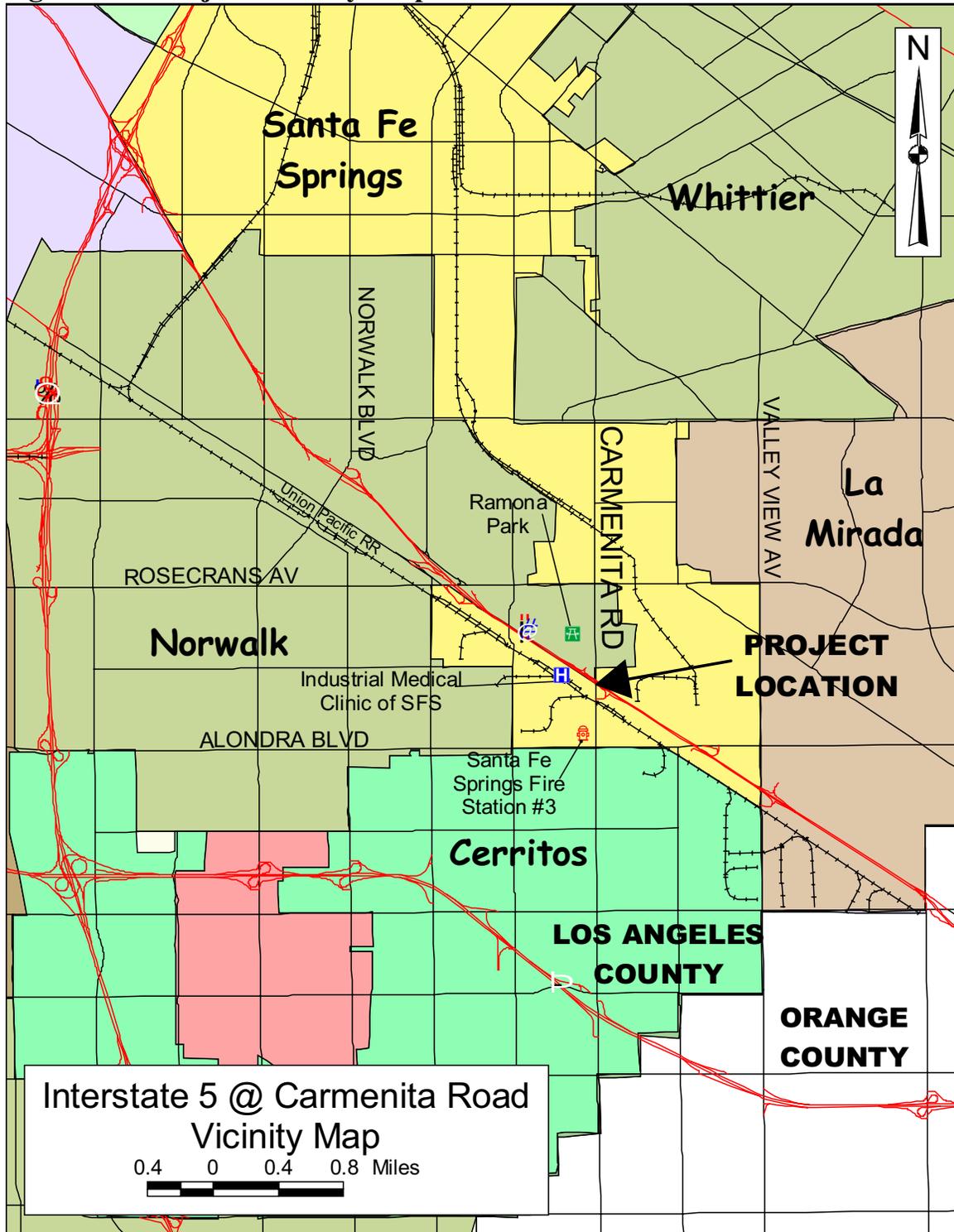
Caltrans, in partnership with LACMTA and SCAG, evaluated feasible alternatives for the I-5 corridor. LACMTA, functioning as both a local transit operator and project sponsor, had the opportunity to consider several modal options as part of the corridor improvement program. This process involved numerous policy and technical discussions with state, regional, and local jurisdictions before programming decisions were made.

The MIS prepared by Caltrans contains a synopsis of the corridor analysis. Copies of the MIS are available for review or purchase at the Caltrans District 7 office at 120 South Spring Street, Los Angeles, California 90012.

Figure 2-1: Project Location Map



Figure 2-2: Project Vicinity Map



2-4 Alternatives Considered

In addition to the No-Action alternative, five (5) design alternatives, including the I-5 MIS Locally Preferred Alternative, have been identified in a Feasibility Study prepared by Caltrans. These alternatives were initially screened for safety, geometric design, cost impacts to surrounding businesses and the Union Pacific Railroad. However after preliminary findings, it was decided that only Alternatives 1, 3, and 4 were deserving of more detailed evaluation. All three alternatives were studied for both the single point urban interchange (Design Variation U) and the tight diamond interchange (Design Variation T). The general design concept for these variations is shown on Figure 2-3.

2-4.1 No Action Alternative

This alternative would retain the existing roadway configuration. If no improvements are made there will be further deterioration in the circulation of traffic at the I-5 Interchange at Carmenita as well as the hook ramps that connect to Firestone Boulevard and Freeway Drive. The No Action alternative does not address the at-grade railroad crossing south of the freeway. The No Action alternative also does not address the purpose and need for the proposed project.

2-4.2 Alternative 1 – Arterial Overcrossing Structure w/ Railroad at-grade

This alternative proposes the removal and replacement of the existing structure at the I-5/ Carmenita Road Interchange. The existing hook ramps that access the freeway from Firestone Boulevard and Freeway Drive would be removed. Freeway access would come from on and off ramps connected directly to Carmenita Road in a Tight Diamond Configuration or a Single Point Urban Interchange. This alternative proposes to retain the existing railroad at-grade-crossing configuration. The estimated cost of this alternative is \$68 million in 2000 dollars.

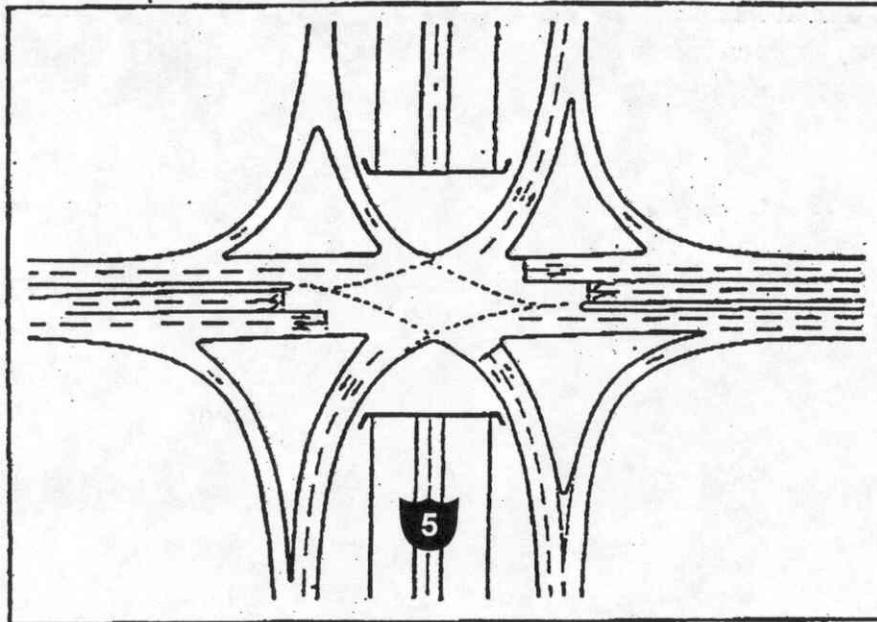
2-4.3 Alternative 3 – Arterial Overcrossing Structure w/ Railroad Overhead

This alternative proposes the removal and replacement of the existing structure at the I-5/ Carmenita Road Interchange. The existing hook ramps that access the freeway from Firestone Boulevard and Freeway Drive would be removed. Freeway access would come from on and off ramps connected directly to Carmenita Road in a Tight Diamond Interchange or a Single Point Urban Interchange. This alternative proposes extending the arterial overcrossing to provide a grade separation railroad overhead.

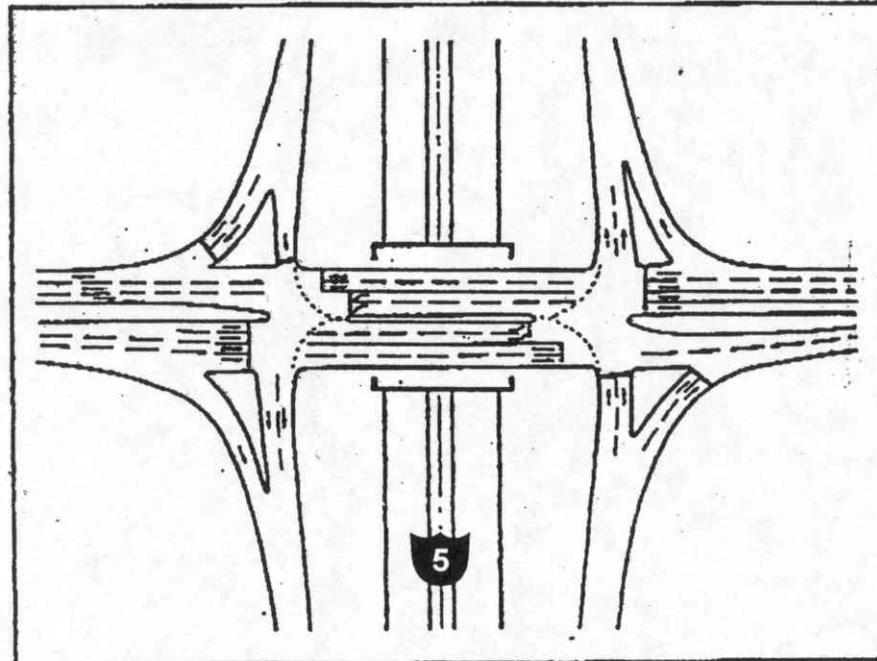
The Caltrans Project Report identifies a Design Variation 3A (APPENDIX H). Project Report Alternative 3A utilizes a viaduct structure with a westerly curve, which reduces some right-of-way impacts. The estimated cost for this alternative is \$132 million in 2001 dollars.

Design Variation 3A Tight Diamond is the preferred alternative. The cost estimates given for the preferred alternatives are conceptual estimates and subject to change during the final design stage.

Figure 2-3: Interchange Configurations



Single-Point Urban Interchange (Design Variation U)



Compressed Diamond Interchange (Design Variation T)

2-5 Alternatives No Longer Under Consideration

2-5.1 Alternative 4 - Arterial Undercrossing w/ Railroad at grade

This alternative proposes the removal and replacement of the existing structure at the I-5/Carmenita Road Interchange. The existing hook ramps that access the freeway from Firestone Boulevard and Freeway Drive would be removed. Freeway access would come from on and off ramps connected directly to Carmenita Road in a Compressed Diamond Configuration or a Single Point Urban Interchange (see figure 2-3). This alternative proposes raising the freeway profile to allow the construction of an arterial undercrossing. The railroad crossing will remain at-grade for this alternative. According to the Major Investment Study prepared for the Interstate 5 Corridor, this is the locally Preferred Alternative. This alternative was withdrawn from consideration because it did not successfully address the traffic problems associated with the at-grade railroad crossing. It was also considered unacceptable due to the extended closure of Carmenita Road required for construction (approximately 2 years).

2-6 Related Transportation Projects

The following are additional projects that are related to the proposed improvements discussed in this document.

- **Interstate 5 Ultimate Corridor Improvement Project** - The most important related transportation project that must be considered is the Interstate 5 Ultimate Corridor Improvement Project. This project is an expansion of the Interstate 5 Interim HOV Lane Improvement Project. The Governor's List of Important Transportation Projects includes the Interstate 5 Ultimate Corridor Improvement Project for Interstate 5 from State Route 91 to Interstate 710. In the area of the Carmenita Interchange, the Interstate 5 Ultimate Corridor Improvement Project proposes the addition of a minimum of two HOV lanes and two mixed-flow lanes.
- **Widening of Interstate 5/Orange County** - Interstate 5 is currently being widened to a total of 10 lanes (8 mixed-flow; 2 HOV) between State Routes 22 and 91, and 8 mixed flow lanes to Beach Boulevard. This project is currently under construction; completion is anticipated by spring 2001.
- **Interstate 5 Pavement Rehabilitation** - A major pavement rehabilitation project is being programmed for funding. This rehabilitation project will employ the "long life pavement strategy". The project limits are from Artesia Boulevard to Washington Boulevard. This project is intended to be scheduled concurrently with the Interstate 5 Ultimate HOV Project, and therefore would be broken down to phases corresponding to the construction staging of the aforementioned I-5 Ultimate Corridor Improvement Project.
- **Interstate 605 HOV** - An HOV facility extending from the Orange County line in the south to Interstate 10 in the north. The majority of this project was completed in 2000. The southernmost 4 miles is scheduled to open in April 2001.
- **State Route 91 HOV** - Four HOV projects have been completed in Orange County: the LA County line to Stanton Avenue (completed June 1999); Gilbert Street to Harbor Boulevard (completed February 1999); Harbor Boulevard to State College Boulevard (completed February 2000); and State Route 57 Interchange (completed January 1999).

3 AFFECTED ENVIRONMENT

The following sections briefly describe the area that would be affected by the proposed project. Additional information and details can be found in the respective technical studies prepared for this project.

3-1 Geology, Soil and Topography

3-1.1 Geologic Features

The project area does not contain unique geologic features or steep topography. It is inland, approximately 13 kilometers (8 miles) from the Pacific Ocean coastline. No large bodies of water, such as artificial reservoirs or natural lakes, are present in the vicinity of the I-5 at Carmenita Road Interchange Project study area. This section of I-5 is located on the flat plain portion of the South Central Los Angeles Basin, approximately 3.25 kilometers (2 miles) from the Coyote Hills.

3-1.2 Soil Conditions

The soil conditions in the project area consist of sand from the surface to 9.4 meters (30.8 feet) and silty sand from 9.4 to 13.0 meters (30.8 to 42.8 feet). Groundwater can be found at a depth of 5.8 meters (19.0 feet).

3-1.3 Seismicity

The Norwalk Fault is approximately 1 kilometer (0.62 miles) north of the project area. An Alquist-Priolo Special Study Zone has not been identified in the project study area. Published data show the inferred Norwalk Fault (closest to the study area and considered potentially active, with a maximum credible seismic event of Richter Magnitude 6) as trending along the existing I-5 route approximately 2.2 kilometers (1.4 miles) north of the I-5/SR-91 separation then crossing I-5 approximately between Imperial Highway and Bloomfield Avenue.

A major fault of concern, near the project area, is the Whittier-Elsinore Fault Zone (WEFZ). This fault is considered active and is located approximately 8 kilometers (5 miles) north of the project area. Even though the WEFZ does not pose a surface rupture hazard to this section of I-5, a maximum credible seismic event with a magnitude of 7.5 could cause significant ground shaking.

The potential for liquefaction, based on unconsolidated soils and the depth of ground water in the study area is low.

3-2 Energy

Energy consumption associated with vehicular movement is almost entirely confined to the consumption of fossil fuel (gasoline and diesel). According to the SCAG 1998 Regional Transportation Plan, in the six-county SCAG region, an estimated 5.5 billion gallons of gasoline and 530 million gallons of diesel fuel were consumed annually in

1990. By the year 2020, these figures are estimated to grow to 7.7 billion gallons of gasoline and 740 million gallons of diesel fuel per year.

3-3 Hazardous Materials

An Initial Site Assessment (ISA) was conducted to identify potential contaminant sources that may adversely affect the project area. Potential contaminant sources were identified by:

- Reviewing geologic and hydrogeologic information.
- Reviewing federal and state databases that reported potential contaminant sources within the project area.
- Reviewing the historical land use of the project area from aerial photographs, Sanborn-Perris maps, and other sources.
- Conducting a site reconnaissance of the project area and other potential contaminant sources.
- Reviewing publicly available files maintained by state regulatory agencies.

A review of the hydrogeologic information for the project area indicated the ground water gradient drainage is in a southerly direction from the Coyote and Puente Hills through the La Canada Verde Channel and the main channel of the Coyote Creek. Earlier published data showed groundwater depth to range from approximately 2 meters (6 feet) to 15 meters (50 feet) below ground surface between I-605 and SR-91.

Within a 0.40-kilometer (0.25-mile) radius of the project area, the federal and state databases identified the following:

- 9 Leaking Underground Storage Tanks (LUST) sites
- 1 Permitted as solid waste landfills, incinerators, or transfer stations
- 5 State index of properties with hazardous waste (CORTESE) sites
- 1 Large Quantity Generator Sites (RCRA) violators/enforcement site
- 1 Toxic Chemical Release Inventory System (TRIS) site
- 20 Underground Storage Tank (UST) sites
- 1 Unique county database site
- 2 Emergency Response Notification System (ERNS) sites
- 20 RCRA registered small or large generators of hazardous waste
- 1 State spills list site

Between 0.41 and a 0.80-kilometer (0.26 and a 0.5-mile) radius of the project area, the federal and state databases identified the following:

- 3 Sites currently or formally under review by US EPA (CERCLIS)
- 10 LUST
- 4 CORTESE
- 4 RCRA
- 6 TRIS

- 35 UST
- 5 Unique county database site
- 5 ERNS
- 39 RCRA registered small or large generators of hazardous waste
- 5 State spills list sites

3-4 Water Resources

3-4.1 Surface Waters

The surface waters of the proposed project lie primarily in the San Gabriel River Watershed. The San Gabriel River Watershed includes portions of the San Gabriel Mountains, the eastern half of the San Gabriel Valley, and the eastern third of the Los Angeles Coastal Plain. The North Fork of Coyote Creek (also referred to as the La Canada Verde Creek) is the only drainage channel included in the project area. The proposed project area of Interstate 5 is currently designated by the Federal Emergency Management Agency (FEMA) as an "AR" flood zone. An "AR" flood zone is an area contained in a 100-year flood zone ("A") which is being reevaluated ("R") to remove it from the 100-year flood zone. Localized flooding or ponding could be a problem in low-lying portions of the proposed improvements during periods of heavy rainfall.

3-4.2 Groundwater

The groundwaters of the proposed project are located within the Central Basin of the Los Angeles Coastal Plain and the Santa Ana Pressure groundwater sub-basin of the Lower Santa Ana Watershed groundwater basins.

The depth of groundwater within the project area is generally greater than 15 meters (50 feet), although the groundwater level will fluctuate depending on precipitation levels, recharge amounts, and withdrawal levels. A perched water table is also present, in some areas south of the project area, due to a clay horizon.

3-4.3 Groundwater Recharge

There are two percolation basins one adjacent to the Rio Hondo River and the other adjacent to the San Gabriel River. The San Gabriel River is also used for groundwater recharge using the rivers soft bottom and rubber dams. All of these groundwater recharge locations are outside of the project area.

3-5 Air Quality

3-5.1 Air Basin and Air Quality Issues

The study corridor is fully contained within the South Coast Air Basin (SCAB), which includes the urbanized portions of Los Angeles, Riverside, and San Bernardino Counties, and all of Orange County. The Basin is bounded by the Pacific Ocean to the west and the San Gabriel, San Bernardino, and San Jacinto Mountains to the north and east. Within the basin, the climate is Mediterranean and characterized by mild, sunny winters with occasional rain and warm, dry summers. There can be pronounced differences in temperature, humidity, cloudiness, fog, rain, and sunshine over short distances.

Prevailing wind direction is from the southwest, but from October to March, intermittent hot dry winds known as the “Santa Ana Winds” sweep in from interior desert regions.

The combination of topography, low mean pollutant/atmosphere mixing height (resulting from a prevalent inversion layer condition), abundant sunshine, and emissions from the second largest urban area in the United States gives the SCAB the most severe air pollution problem in the nation. The SCAB is a federal non-attainment area for ozone, carbon monoxide, and nitrogen dioxide and a moderate non-attainment area for respirable 10-micron diameter particulate matter (PM₁₀). The SCAB has met attainment goals for lead and sulfur dioxide. PM_{2.5} non-attainment designation is currently under review by the EPA. PM_{2.5} non-attainment demonstration is currently in process. If the SCAB has been declared as non-attainment for PM_{2.5}, then a target date for attainment will be set.

Despite increases in population (84 percent between 1960 and 1990), industrial activity, and vehicle miles of travel, air quality trends have demonstrated a sustained reduction in pollutant concentrations between 1975 and 1993. These improved air quality levels and improving technology are the result of effective control strategies being developed under cooperation between the South Coast Air Quality Management District (SCAQMD) and SCAG, and vehicular emissions control improvements mandated by the U.S. Environmental Protection Agency (EPA) and the California Air Resources Board (CARB).

3-5.2 Air Quality Regulations and Planning

Air quality has been regulated at the federal level under the federal Clean Air Act (CAA) since 1970. This act authorizes the EPA to set National Ambient Air Quality Standards (NAAQS) for air pollutants of nationwide concern. The act also requires each state to submit a State Implementation Plan (SIP) detailing the state’s strategy for achieving the national standards.

The EPA has identified six air pollutants as being of nationwide concern: carbon monoxide (CO), sulfur oxides (SO_x), nitrogen oxides (NO_x), ozone (O₃), PM₁₀, and lead (Pb). These pollutants are collectively referred to as criteria pollutants. The pollutant sources, effects on human health, and final deposition into the atmosphere vary considerably. For the I-5 at Carmenita Road Interchange Improvement Project, CO would be a major concern during the project’s operational phase, while PM₁₀ would be of major concern during the project’s construction phase. CO is a colorless and an odorless gas, which in high concentrations can incapacitate the red blood cells and interfere with their ability to carry oxygen to body tissues. Vehicular sources account for over 95 percent of the region’s CO emissions. Particulate matter includes both liquid and solid particles of a wide range of sizes and composition. The principal health effect of the airborne particulate matter is on the respiratory system, although PM₁₀ has been associated with carcinogenic effects. Particulate matter in the form of fugitive dust mainly results from demolition, excavating/grading, and the operation of earth moving equipment. The following sections provide a brief discussion of federal/state CAA amendments and SCAQMD’s air quality management strategy.

Federal Clean Air Act Planning Requirements

In November 1990, Congress enacted a series of amendments to the CAA intended to intensify air pollution reduction efforts across the nation. One of the primary goals of the 1990 CAA amendments was an overhaul of the planning provisions for those areas not currently meeting the NAAQS. The CAA identifies specific emission reduction goals, requires both a demonstration of reasonable further progress and an attainment demonstration, and incorporates more stringent sanctions for failure to attain or to meet interim milestones. The CAA requires air districts throughout the country to develop: (1) a Federal Implementation Plan for PM₁₀ as required by Section 189(b)(2), and (2) a post-1966 Rate-of-Progress Plan as required in Section 182(2)(B).

California Clean Air Act Planning Requirements

The California Clean Air Act (CAL-CAA) was signed into law on September 30, 1988, became effective on January 1, 1989, and was amended in 1992. The CAL-CAA initiated its own ambient air quality standards, which are far more stringent than the NAAQS. The CAL-CAA requires, beginning on December 31, 1994 and every three years thereafter, that each air quality district in the state demonstrate the overall effectiveness of its Air Quality Management Plan (AQMP) to achieve a reduction in basin-wide air pollutant emissions of five percent or more per year (15 percent or more in a three-year period) for non-attainment pollutants or their precursors.

SCAQMD Air Quality Management Planning

The SCAQMD, working in cooperation with SCAG, recently released the *1997 AQMP*; the most current plan to outline the overall control strategy to achieving emission reductions and air quality goals for the SCAB. The 1997 revision of the AQMP is designed to satisfy the planning requirements of both the federal CAA and CAL-CAA. The *1994 AQMP* is the basis for the *1997 AQMP* with many of the *1994 AQMP* control measures carried into the *1997 AQMP*. A majority of the *1994 AQMP* control measures are updated in terms of the proposed adoption and implementation schedule. As shown in Table 3-1, the *1997 AQMP* proposes the following attainment target dates.

Pollutant	Federal Standard	State Standard
NO ₂	Currently Met	Currently Met
CO	2000	2000
PM ₁₀	2006	Post-2010
OZONE	2010	Post-2010

Source: SCAQMD, 1997; PBQ&D

Similar to the *1994 AQMP*, the *1997 AQMP* proposes two tiers of emission reduction measures, based on availability and readiness of technology. Short- and intermediate-term measures propose the application of available technology and management practices between 1997 and the year 2005. These measures rely on known technologies and

proposed actions to be taken by several agencies that currently have the statutory authority to implement such measures. These measures are designed to satisfy the federal CAA requirement of reasonably available control technologies (Section 172), and the CAL-CAA requirements of Best Available Retrofit Control Technologies (BARCT). To ultimately achieve ambient air quality standards, additional emission reductions will be necessary beyond the implementation of short- and intermediate-term measures. Long-term measures rely on the advancement of technologies and control methods that can reasonably be expected to occur between 2000 and 2010. These long-term measures rely on further development and refinement of known low- and zero-emission control technologies in addition to technological breakthroughs.

A range of strategies, approaches, and techniques are identified. These focus on stationary, on-road, and off-road sources. The strategy for on-road motor vehicular emissions is principally based on reducing mobile emissions through implementation of transportation control measures.

To achieve its goal, the AQMP calls for extended use of market incentives, including tax credits for companies that develop new technology for reducing vehicular emissions, as well as rebates, tax credits, and emission-based sales taxes on vehicles in proportion to their emissions production.

The 1989 CAL-CAA requires air quality planning districts to implement indirect source requirements to reduce vehicle-miles traveled and increases the commuting average vehicle ridership. By 1999, the average vehicle ridership target is 1.5 for the commuting public. Also, after 1997, according to the CAL-CAA, there should be no net increase in mobile source emissions. The CAL-CAA aims to affect a substantial decrease in growth in vehicle-miles traveled throughout the basin.

On-road mobile sources are to be controlled by a variety of methods, including: (a) controls imposed by the CARB primarily regarding emissions technology, (b) measures recommended in the Federal Implementation Plan (FIP) focusing on in-use emissions maintenance and importation restrictions into the SCAB, (c) indirect source control measures (trip reduction strategies of various kinds), and (d) transportation control measures which form the foundation of the mobile source portion of the AQMP.

Transportation control measures constitute the focus of the AQMP for purposes of evaluating this project. TCM's include:

- Advanced transportation technology – Smart shuttle transit and Intelligent Vehicle Highway Systems (IVHS).
- Transportation improvements – HOV lanes, transit improvements, traffic flow improvements, park-ride and intermodal facilities, rideshare matching services, transportation demand management measures, and telecommunications facilities.
- Market incentives – emissions – and VMT-related fees and congestion pricing.

3-5.3 Monitored Air Quality

Air pollutant levels in the SCAB area are monitored by a network of sampling stations operated under the supervision of SCAQMD. The Interstate 5 at Carmenita Road Interchange Improvement Project study area falls within the vicinity of the following air monitoring stations: South Los Angeles County (Long Beach), South San Gabriel Valley (Pico Rivera), and Central Orange County (Anaheim). The most recent three years (1997-1999) of published air quality data for the Long Beach and Pico Rivera monitoring stations are summarized in Table 3-2.

Table 3-2: Air Quality Summary for Study Area Monitoring Stations							
AIR POLLUTANT	STANDARD/ EXCEEDANCE	South Coast LA County			South San Gabriel Valley**		
		1997	1998	1999	1997	1998	1999
Carbon Monoxide	Max. 1-hr Concentration (ppm)	9	8	7	9	7	7
	Max. 8-hr Concentration (ppm)	6.7	6.6	5.4	6.2	6.1	5.6
	# Days > Federal 8-hr Std. of ³ 9.5 ppm	0	0	0	0	0	0
	# Days > California 1-hr Std. of >20 ppm	0	0	0	0	0	0
	# Days > California 8-hr Std. of ³ 9.0 ppm	0	0	0	0	0	0
Ozone	Max. 1-hr Concentration (ppm)	0.10	0.12	0.13	0.13	0.18	0.12
	# Days > Federal 1-hr Std. of > 0.12 ppm	0	0	1	6	10	0
	# Days > California 1-hr Std. of > 0.09 ppm	1	2	3	18	31	6
Nitrogen Dioxide	Max. 1-hr Concentration (ppm)	0.20	0.16	0.15	0.15	0.14	0.16*
	Annual Arithmetic Mean (ppm)	0.0333	0.0339	0.0342	0.0363	0.0369	0.0391
	% AAM Exceeded (Federal)	0	0	0	0	0	0
	# Days > California 1-hr Std. of > 0.25 ppm	0	0	0	0	0	0
Sulfur Dioxide	Max. 1-hr Concentration (ppm)	0.04	0.08	0.05	NA	NA	NA
	Annual Arithmetic Mean (ppm)	0.0024	0.0018	0.0027	NA	NA	NA
	# Days > Federal 24-hr Std. of > 0.14 ppm	NA	NA	NA	NA	NA	NA
	# Days > California 24-hr Std. > 0.04 ppm	0	0	0	NA	NA	NA
Suspended Particulates (PM₁₀)	Number of Samples	57	59	59	60	61	39*
	Max. 24-hr Concentration (µg/m ³)	87	69	79	91	81	122*
	# Samples > Federal 24-hr Std. >150 µg /m ³	0	0	0	0	0	0*
	# Samples > California 24-hr Std. >150 µg /m ³	10	6	13	11	12	15*
	Annual Arithmetic Mean (µg /m ³)	38.2	32.3	38.9	38.9	35.9	49.4*
Lead	Max. Monthly Concentration (µg/m ³)	0.05	0.07	0.06	0.08*	0.07	0.21
	# Quarters Exceeding Federal Std. >1.5 µg /m ³	0	0	0	0*	0	0
	# Months Exceeding State Std. >= 1.5 µg /m ³	0	0	0	0*	0	0
Sulfates	Max. 24-hr Concentration (µg /m ³)	11.4	14.5	13.7	13.1	12.0	25.6
	# Samples > California 24-hr Std. >=25 µg /m ³	0	0	0	0	0	0
Notes:	NA : Not Available PM10: suspended particles with diameter less than approximately 10 micrometers. µg /m ³ : Micrograms per cubic meter ppm : parts per million AAM : annual arithmetic mean *: Less than 12 full months of data. May not be representative. **: PM ₁₀ measurements from Source/Receptor Area #17 – Central Orange County						
Source:	South Coast Air Quality Management District Air Quality Data, 1997-99; PBQ&D, Air Quality Report, June 1998.						

As seen in Table 3-2, all pollutant measurements, except those for ozone, are within applicable federal and state standards. Carbon monoxide concentration trends at both stations are similar, with eight-hour concentrations dropping from an average of 6.45 parts per million (ppm) (1997) to an average of 5.50 ppm (1999). However, the ozone concentration trends between the two stations are different. The Pico Rivera station exceeded the California ozone standard thirty one times during sample year 1998. The number of days that exceeded the state ozone standard at the Long Beach Station increased by one over each of the years studied, exceeding the state standard three times during sample year 1999.

3-6 Noise

3-6.1 Noise Standards

Traffic noise abatement requirements of the Federal Highway Administration (FHWA) are based on Title 23, *Code of Federal Regulations*, Part 772 (23 CFR, Part 772), “Procedures for Abatement of Highway Traffic and Construction Noise.” The FHWA standards have mitigation requirements when noise effects will substantially increase the ambient noise levels of adjacent areas. Also, under CEQA, a substantial increase in noise will constitute a significant impact and must be mitigated or justification provided for not providing mitigation. Under FHWA regulations, noise abatement measures must be considered when the predicted noise levels “approach or exceed” the Noise Abatement Criteria (NAC) (Table 3-3) or when the predicted noise levels substantially exceed existing noise levels and it is reasonable and feasible to mitigate such exceedances. FHWA requirements are applicable to the proposed project.

Table 3-3: FHWA Noise Abatement Criteria (NAC)		
Activity Category	L_{eq}(h) for noisiest Traffic Hour (dBA)	Description of Activity
A	57 (Exterior)	Land on which serenity and quiet are of extraordinary significance and serve an important public need; and where the preservation of those qualities is essential to serve its intended purposes.
B	67 (Exterior)	Picnic areas, recreation areas, playgrounds, active sports areas, parks, residences, motels, hotels, schools, churches, libraries, and hospitals.
C	72 (Exterior)	Developed lands, properties, or activities not included in Categories A or B.
D	--	Undeveloped lands.
E	52 (Interior)	Residences, motels, public meeting rooms, schools, churches, libraries, hospitals, and auditoriums.
Notes: The interior noise levels (activity) apply to: <ul style="list-style-type: none"> • Indoor activities for those parcels where no exterior noise-sensitive land use or activities are identified, and • Those situations where the exterior activities are either remote from the highway or shielded in some manner so that the exterior activities will not be affected by the noise, but the interior activities will. L _{eq} (h) is the one-hour energy equivalent sound level. Source: FHWA, 1982		

3-6.2 Caltrans Noise Policy

Caltrans noise policy (developed to carry out FHWA noise abatement objectives) requires a determination to be made whether the proposed project will substantially increase the ambient (existing) noise levels in adjacent areas. If so, it may be considered a significant environmental impact, and must be mitigated. If noise abatement is found to be reasonable and feasible (in accordance with established criteria), sound barriers will be constructed. For purposes of noise analysis, when the predicted noise level reaches 1dBA less than the NAC, it is considered to be approaching the NAC for all land use categories. If traffic noise impacts have been identified, noise abatement must be considered and all reasonable and feasible noise abatement measures must be considered

in the project. A soundwall is considered feasible as a noise abatement measure if it is predicted that it will achieve a “substantial reduction” (a minimum noise reduction of 5 dBA).

3-6.3 Existing Conditions

Existing noise-sensitive land uses adjacent to Interstate 5 at Carmenita Road were identified using land use maps, aerial photography, and site inspection. Noise measurements were recorded in October 2000, for the preparation of the Traffic Noise Abatement Report for the Interstate 5 at Carmenita Road Interchange Improvement Project.

According to the Traffic Noise Abatement Report, noise readings at two of the sensitive receptor sites exceed the NAC, one is currently approaching the NAC, and one is below the NAC. The locations and existing noise levels can be found in Table 5-1.

3-7 Biological Resources

The project area is a highly urbanized freeway corridor with mature landscaping along the freeway shoulder and access ramps from Firestone Boulevard and Freeway Drive. Vegetation is limited to freeway landscaping and ruderal species and common species including oleander, eucalyptus, bottlebrush, ivy, and maple.

The vegetation in the freeway right-of-way contains disturbed habitat. Typical urban species would be expected, such as starling, house sparrow, rock dove, and the house mouse.

The California Department of Fish and Game (CDFG) Natural Diversity Database (NDDB) was searched in an effort to identify threatened or endangered species that may inhabit the project area. In addition, the U.S. Fish and Wildlife Service list of endangered or threatened species in the area was reviewed. From these, a compilation of listed or candidate species potentially in the study area was assembled. This list was then compared to results of the field surveys to determine the potential for the presence of any listed or candidate species. No habitat for any sensitive species was found and none are known to inhabit the area.

3-8 Land Use

The Interstate 5 at Carmenita Road Interchange is located within two Interstate 5 corridor cities, Norwalk and Santa Fe Springs. It is also very close to Cerritos, which is about 0.5 miles (0.8 km) south of the interchange.

The formation and subsequent growth of the corridor cities has been shaped heavily by their central location within the Los Angeles basin coupled with their proximity to several major regional freeway and railroad corridors. Overall, the corridor cities are older, substantially urbanized communities where existing development and land use patterns have been in place for many years. According to the local general plans, substantial new growth in the area is no longer occurring, with the exception of redevelopment projects in selected areas.

3-9 Population

3-9.1 Demographics

U.S. Census data for 1980 and 1990 have been collected for several geographical units surrounding the Interstate 5 Corridor to portray the demographic characteristics of the project area's population. These figures were further refined to focus on the Interstate 5 at Carmenita Road project area. Figure 3-1 shows the census tracts surrounding the project area. Table 3-4 shows the demographic data for the study area.

Table 3-4: Study Corridor Ethnic Composition							
Jurisdiction	Census Tract	PERCENTAGE*					
		WHITE	BLACK	NATIVE AMERICAN	ASIAN	OTHER	HISPANIC
Cerritos	5545.11	39.9%	6.8%	0.5%	48.0%	5.0%	13.6%
	City	42.4%	7.4%	0.3%	45.2%	4.7%	12.5%
Santa Fe Springs	5041.02	29.6%	0.0%	0.0%	18.5%	51.9%	51.9%
	City	56.8%	2.1%	0.8%	4.9%	35.5%	67.4%
Norwalk	5524	42.1%	1.0%	0.5%	9.3%	47.2%	67.3%
	City	55.8%	3.3%	0.9%	12.4%	27.7%	47.9%
Los Angeles County		56.8%	11.2%	0.5%	10.8%	20.7%	37.8%

Notes: *Percentages do not add up to 100% because the "Hispanic" category overlaps with other categories.
Source: U.S. Census Bureau, 1990.

3-9.2 Median Household Income

Table 3-5 shows median household income for the various geographical units examined. The median household income in the study area cities is just over \$43,000. Cerritos had the highest median household income of the cities in the project area (\$59,000) while Santa Fe Springs had the lowest (\$33,313). The median household income in Norwalk was \$34,792. Compared to Los Angeles County, with a median household income of \$34,965, the study area has a relatively high median household income.

3-9.3 Poverty Level

Table 3-5 shows poverty data for the various geographical units examined. The percentage of the population below the poverty level¹ varies considerably among the census tracts examined. 7.7 percent of the population in the census tracts examined were below the poverty level in 1990. The census tract studied in Santa Fe Springs shows the highest level of persons living below the poverty level at 55.6 percent. Within the study area cities, Santa Fe Springs had the highest percentage of the population living below the poverty level at 10.5 percent and Cerritos had the lowest at 3.9 percent.

3-9.4 Disabled

Table 3-5 shows the percentage of disabled persons² for the various geographical units examined. The percentage of disabled persons in the various geographical units studied are between 3 and 4.5 percent with the exception of census tract 5041.02, which had the highest at 11.1 percent. The average percentage of disabled persons for the project area

census tracts is 6.27 percent. This is slightly higher than the rate of disabled persons in Los Angeles County, which is 2.6 percent. The high average of disabled persons in the study area is attributed to the outlier datum for census tract 5041.02. In the study area cities the highest percentage of disabled persons occurs in Norwalk at 4.1 percent and the lowest occurs in Santa Fe Springs at 3.0 percent.

-
- 1 The Department of Health and Human Services prescribes the poverty thresholds used by the Census Bureau. The thresholds are revised annually to account for changes in the cost of living as reflected in the Consumer Price Index. They are not adjusted for regional variations in the cost of living. The poverty threshold varies by household size. In 2000, it ranged from \$8,959 for a single-person household to \$38,138 for a family with 9 or more persons. The poverty level for a family of four in 2000 was \$17,761.
 - 2 According to the Americans with Disabilities Act of 1990 (ADA) a disabled person is an individual who has a physical or mental impairment that substantially limits one or more of the major life activities.
-

Figure 3-1: Affected Census Tracts

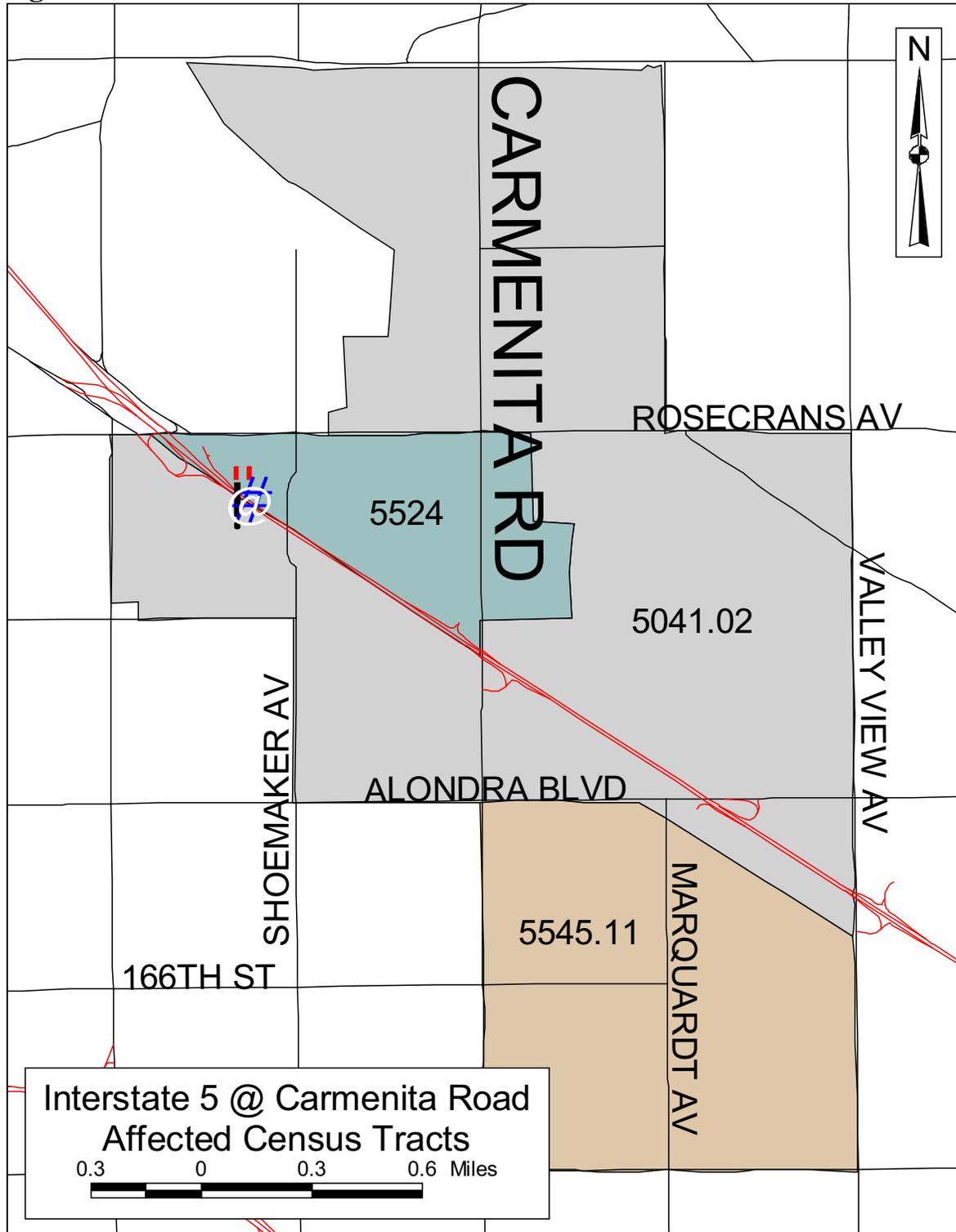


Table 3-5: Study Corridor Demographic Variables

Jurisdiction	Census Tract	Population	Median Household Income ³	Below Poverty Level ¹	Disabled ²
Cerritos	5545.11	4,446	\$59,224	3.7%	3.3%
	<i>City Total⁴</i>	53,240	\$59,076	3.9%	3.2%
Santa Fe Springs	5041.02	27	\$4,999	55.6%	11.1%
	<i>City Total⁴</i>	15,520	\$33,313	10.5%	3.0%
Norwalk	5524	2,499	\$34,792	14.2%	4.5%
	<i>City Total⁴</i>	94,279	\$38,124	9.0%	4.1%
Los Angeles County		8,863,164	\$34,965	14.8%	2.6%
Notes:	¹ The Census Bureau determines poverty level based on 1989 income below the appropriate poverty threshold. ² Disabled includes persons with both mobility and self-care limitations. ³ Median income for the City Total is the average of all the median incomes in the study area census tracts. ⁴ Total percentages are calculated from total population numbers.				
Source: U.S. Census Bureau, 1990.					

3-9.5 Demographic Trends

Key demographic data (percentage below poverty level and percentage white) for 1980, 1990 was collected in order to discern any significant changes in the demographic characteristics of the geographical units during this time period. Santa Fe Springs was the only city to experience a drop in the number of people living below the poverty level, about 7 percent. Both Cerritos and Norwalk experienced increases in the number of people living below the poverty level; Cerritos had the greatest increase at 23 percent. Los Angeles County's percentage of people living below the poverty level increased by 10 percent. Cerritos also had the greatest change in percentage of white people at 35 percent, Norwalk was slightly lower at 28 percent and Los Angeles County was 18 percent. There was no data to determine the change in the percent white people in Santa Fe Springs. According to 2000 Census data now available, these trends are continuing within the project cities. From 1990 to 2000, Cerritos experienced a 16 percent decline in the percent white people; Norwalk experienced an 11 percent decline; and Santa Fe Springs experienced a six percent decline. The 2000 Census data is not available in enough detail to be used in all demographic categories, but since the trends in percent white people are similar from 1990 to 2000, the rest of the demographic and socio-economic data contained in this report are still valid for the 2001 population.

3-10 Housing

City of Santa Fe Springs: Approximately 10 percent of the city's land area is zoned residential and all the residential areas are fully developed. Residences are concentrated in the western part of the city, away from the industry and oil fields to the east. The majority of the city's housing stock was built during the 1950's and consisted of single-family homes. Apartments and condominiums were built later on infill sites, however single-family residential has remained the predominant housing type. According to the city's general plan, the majority of the housing units near Interstate 5 are well maintained and in good condition. A major focus of the city's Housing Element is to provide for the conservation and rehabilitation of the housing stock.

City of Norwalk: In the City of Norwalk, more than 60 percent of the housing was built between 1950 and 1970 and almost all were single-family units. In 1990, Norwalk's vacancy rate was a low 3 percent and approximately 25 percent of all housing units were overcrowded.

3-11 Economics

3-11.1 Regional Business Activities

The Interstate 5 Corridor is a major transportation corridor that extends the entire length of the western United States from Mexico to Canada and is used for inter-regional, intra-regional, interstate, and International travel and goods movement. The Interstate 5 freeway serves as the backbone of the Southern California transportation network, connecting major urban centers in the Los Angeles, Orange, and San Diego Counties. The real estate adjacent to Interstate 5 and near the project area has traditionally been the industrial heart of Los Angeles County. Major activity centers along Interstate 5 just outside the project area include downtown Los Angeles, Knott's Berry Farm, and Disneyland.

The Interstate 5 freeway serves a large number of daily commuters and freight trucks. Truck traffic accounts for approximately 10 percent of all traffic on Interstate 5 in the project area. Freight in the Interstate 5 Corridor is transported primarily by trucks on Interstate 5, but also by rail along the adjacent Union Pacific (UP) and Burlington Northern Santa Fe (BNSF) rights-of-way. The number of trains operating in the corridor varies between one and four per day. There are numerous freight facilities throughout the Interstate 5 Corridor, particularly between Interstates 605 and 710. Congestion and delays on the freeway network and major arterials is costly for commerce with increases in freight transportation time for truck traffic typically resulting in higher costs, lower productivity, and reduced competitiveness. This is particularly true for companies handling time-sensitive cargos that must meet specific cargo or commercial flight schedules.

The project is located in the Gateway subregion of the SCAG Regional Planning Area. In 1990 this subregion had an estimated 1 million jobs, or approximately 13 percent of the jobs in the SCAG Region (see table 3-6). The number of jobs in this subregion is anticipated to increase by nearly 240,000 or approximately 26 percent by 2015.

As shown in Table 3-6, the two cities in the I-5 at Carmenita study area had approximately 85,000 jobs in 1990 or 9 percent of the jobs in the Gateway subregion. It is anticipated that the total number of jobs in these two cities will increase by nearly 20 percent by 2015. Local plans for cities in the Interstate 5 Corridor generally indicate that the project area is almost fully developed and that future development will occur through recycling and reuse of existing parcels for purposes similar to their current uses.

Table 3-6: Employment in the I-5 at Carmenita Project Area

Geographical Area	Employment						
	1990	2000	2015	Absolute Change		Percent Increase	
				2000	2015	2000	2015
Santa Fe Springs	58,990	62,651	74,445	3,661	15,465	6%	26%
Norwalk	26,418	27,370	31,455	952	5,037	4%	19%
City Total	85,408	90,021	105,900	4,613	15,879	5%	19%
Gateway Subregion	922,903	1,003,604	1,159,273	80,701	236,370	9%	26%
SCAG Region	7,064,633	8,220,481	9,808,269	1,155,848	2,743,636	16%	39%

3-11.2 Business Activities in the Project Area

City of Santa Fe Springs: The City of Santa Fe Springs lies at the convergence of Interstates 5 and 605 and is traversed by the UP rail corridor. The city is a predominately industrial community with more than 80 percent of its nine square miles planned for industry. The city has extensive oil-related operations, approximately 3,500 companies, and nearly 100,000 business residents. According to the city's general plan, Santa Fe Springs' regional location and proximity to major transportation corridors have been important factors in the city's development as an industrial community. The general plan indicates that Santa Fe Springs' location midway between Los Angeles and Orange counties has made it a prime spot for businesses that benefit from railroad and freeway access. As shown in Table 3-6, Santa Fe Springs had approximately 59,000 jobs in 1990 or 70 percent of the total jobs in the two cities studied. The number of jobs is anticipated to have increased by approximately 5 percent by 2000 and by slightly more than 25 percent by 2015.

All 90 acres of non-residential land next to Interstate 5 through Santa Fe Springs is classified as freeway commercial because, according the general plan, this land is best suited to commercial development that benefits from freeway exposure. Freeway-commercial development next to Interstate 5 includes auto dealerships, but also furniture stores, restaurants, motels and other specialty-goods businesses.

Heavy industrial uses, including oil refineries and large manufacturing plants that need space for equipment and product storage are concentrated east of the UP Railroad tracks. Major distribution facilities are also located in this area. Truck activities occur most frequently during the off-peak periods. According to the city's general plan, the city's basic values are to foster a climate conducive to business and industrial development and to blend the city's two worlds: the permanent residents and the people who work every day in Santa Fe Springs.

City of Norwalk: The city of Norwalk is predominantly a single-family residential community with commercial uses along its principal streets. According to the city's general plan, development patterns are strongly influenced by the transportation network and freeways. The Interstate 5 freeway provides regional access to and from Norwalk. As shown in Table 3-6, Norwalk had approximately 26,400 jobs in 1990, just under 31

percent of the total jobs in the two cities studied. The number of jobs in Norwalk is anticipated to have increased by nearly 5 percent by 2000 and by nearly 20 percent by 2015.

Several key business areas are centered near Interstate 5 and depend upon freeway access. These economic centers are described below:

Center City Area Plan: The City Center is a proposed professional office center that will function as a civic center. It will have a Transportation Center that will link Norwalk to other areas in southern California, including Los Angeles International Airport (LAX). It will have pedestrian walkways, restaurants, shops, conference facilities, residential units and an entertainment complex in a park-like setting. The center will integrate business, government, and cultural and public amenities.

The City Center is expected to become the economic heart of the city and a strong subregional retail/commercial office core. The city's general plan states that Interstates 5 and 105, and the convergence of commuter rail lines at the Transportation Center will stimulate additional demand for quality and easily accessible office space at the City Center.

San Antonio Village: The Village will be comprised of a district of shops, restaurants, offices, a senior center, senior housing, and cultural, recreational and entertainment facilities to form a center for community activity. The commercial district will consist mainly of the Norwalk Town Square Shopping Center and businesses on San Antonio Drive and Front Street. The village will include the Norwalk Arts and Sports Complex and the Sproul Museum in Norwalk Park. The Interstate 5 ramps at Union Street and San Antonio Drive/Norwalk Boulevard will provide direct access to the Village.

Firestone Boulevard: This street is and will continue to be a principal commercial corridor in Norwalk, due to its excellent access from Interstates 605 and 5 freeways. Due to its high traffic volume, Firestone Boulevard attracts highway-oriented commercial uses such as service stations, fast food restaurants, etc. Businesses on the boulevard include automobile dealerships and large discount retailers. The boulevard has become a regionally recognized center for automobile sales, large retail items and other highway-oriented commercial uses. According to the city's general plan, Firestone Boulevard will continue to be an economic resource for the city. The city will continue to encourage highway-oriented businesses to locate along the boulevard.

Orange County Nursery Site: This 15-acre site is in a heavy-industry area at Carmenita Road and Interstate 5. It was used for the Orange County nursery, but is now for sale. The city's general plan states that due to its freeway access and visibility, the site is conducive to intensive commercial use and could be developed as a commercial/retail center. The property is an important gateway to the city. It is currently a city redevelopment project site.

20-Acre Site at the Intersection of Interstates 5 and 605: This 20-acre site in the northwest quadrant of the Interstate 5/605 Interchange is used for commuter parking that serves commuters destined for Interstates 5 and 605 and the Green Line Station, an important transportation node in Norwalk. According to the city's general plan, the site could be redeveloped to a mixed-use development that would benefit from public transit and freeway access.

3-12 Community Facilities and Services

Community facilities and services within the project study area are listed below and are shown in Figure 2-2.

Santa Fe Springs Fire Station #3	1517 Carmenita Road, Santa Fe Springs
Industrial Medical Clinic of SFS	13030 Firestone Boulevard, Santa Fe Springs
Ramona Park	3301 East 65 th Street, Norwalk

3-13 Circulation

Congestion Management Program: The Congestion Management Program (CMP) is a state-mandated program that addresses regional traffic congestion by linking transportation, land use, and air quality decisions. It also sets county standards for traffic modeling, defining levels of service (LOS), and traffic data collection. Compliance with the requirements of the CMP became effective in June 1990 with the passage of Proposition 111, which provided for a 9-cent increase in the gasoline tax to pay for programs under the CMP. Each county transportation agency (e.g., MTA in Los Angeles County) must adopt its own CMP and annually monitor the performance of local jurisdictions in complying with its implementation requirements. Compliance with the CMP is required for local jurisdictions to receive funding under Proposition 111. Because the I-5 Corridor travels through Los Angeles County, compliance with the Los Angeles County CMP (1999; first adopted in 1992, revised in 1993, and updated biennially) is required. SCAG provides regional oversight by reviewing the CMPs that fall within its jurisdiction. It is responsible for determining whether the CMP is consistent with its Regional Mobility Element (RME). The CMP, by statute, has five elements:

- Level of Service (LOS) standards for highway segments and key roadway intersections.
- Transit standards for frequency and routing of transit service coordination among transit operators.
- A trip reduction and travel demand management program, promoting alternative travel modes during peak periods.
- A program to analyze the impacts of local land use decisions on the regional transportation system.
- A seven-year capital improvement program that supports the CMP circulation system.

Regional Transportation Plan: The 2001 Regional Transportation Plan (RTP) is a policy and planning statement on transportation issues and goals in the SCAG region. It is comprised of a set of long-range policies, plans, and programs intended to ensure that the regional transportation system is compatible with federal and state mobility objectives. The goal of the RTP itself is to provide coordination and programming of transportation improvements in the SCAG region. The RTP was developed according to requirements outlined in the Intermodal Surface Transportation Efficiency Act of 1991 and the Transportation Equity Act of 1998. SCAG is mandated with preparing and updating the RTP. Furthermore, actions by local transportation agencies must be consistent with the RTP in order for the agencies to receive federal and state funding. By law, transportation projects must be included in the RTP to be eligible for funding.

The 2001 RTP is a performance-based plan aimed at providing a long-range, coordinated approach to transportation improvements in the six-county SCAG region from 1998 through 2020. The RTP is revised every three years to update policy direction based on changing transportation infrastructure and financial, technological, and environmental conditions. The RTP identifies specific performance measures necessary to meet mobility, air quality, and other regional goals. The RTP is intended to provide the framework within which transportation improvement projects can be pursued to meet regional mobility goals and demonstrate air quality conformity under a financially constrained environment. The RTP describes a financially constrained series of proposed transportation policies, programs, and projects.

The RTP is based on the 20-year local plan of each county transportation agency. This plan identifies proposed transportation projects for which funding can be expected through 2020. The Interstate 5 at Carmenita Road Interchange Improvement Project is included in the 2001 RTP and the 2000/01-2005/06 Regional Transportation Improvement Program.

3-14 Cultural Resources

For the purposes of identifying historic and archaeological resources, an Area of Potential Effect (APE) was established as extending one property beyond what additional right-of-way would be needed for the project.

An Archaeological Survey Report (ASR) determined that no archaeological sites are known to exist within, or adjacent to, the proposed project's APE.

A Negative *Historic Property Survey Report (HPSR)* has been prepared for the proposed project. The State Historic Preservation Office (SHPO) has reviewed the *HPSR* and concurs with the adequacy of the study and that no cultural resources are located within the APE that meet the criteria for eligibility for the *National Register of Historic Places*. A concurrence letter was returned to the Office of Environmental Planning. A copy of the concurrence letter is included in Appendix D of this Final IS/EA.

3-15 Visual

The Interstate 5 at Carmenita Road Interchange Improvement Project is located near the center of the flat Los Angeles Coastal Plain. Development radiates out from the freeway with few demarcations of city boundaries. Adjacent development is dense but land use patterns are suburban, including low-rise single family residential, strip commercial, and business parks. There are no scenic vistas from the freeway or adjacent uses. The Interstate 5 freeway has a total of six lanes in the project area. The freeway was constructed in the 1950s and has a well-worn appearance due to its age and heavy use. Traffic on Interstate 5 is continual, often congested and includes large numbers of commuters and freight trucks.

The freeway is bordered by commercial and industrial uses in the project area. The Interstate 5 right-of-way is fairly open, except for some landscaping, and thus provides good visibility to adjacent businesses. As a result, a number of businesses that cater to a regional clientele, such as auto dealerships, are located in this area of Interstate 5. Billboards are prominently displayed along the freeway and, like many building logos in the Interstate 5 corridor, attract the motorist's attention.

A defining characteristic of Interstate 5 is its seeming integration with adjacent uses in the project area, due partly to its mostly at-grade profile and design, open right-of-way in the commercial and industrial areas, and soundwalls and landscaping in residential areas.

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4. ENVIRONMENTAL EVALUATION

The attached Environmental Significance Checklist (see pages 30-32) was used to focus on the environmental impacts most likely to occur with project implementation. A “NO” answer in the first column of the checklist documents a ‘no-effect’ determination. A “YES” answer in the first column of the checklist documents the potential for effect. An asterisk (*) is shown on the checklist where a narrative discussion is provided to further clarify the determination of “no significant effect”. The analyses performed in connection with this Initial Study/Environmental Assessment (IS/EA) indicates that after mitigation the proposed improvements to the Interstate 5 at Carmenita Road Interchange would have no significant effect on any aspect of the human or physical environment, as defined by the California Environmental Quality Act (CEQA) and the National Environmental Policy Act (NEPA).

ENVIRONMENTAL SIGNIFICANCE CHECKLIST			
		YES OR NO	IF YES, IS IT SIGNIFICANT
PHYSICAL - Will the proposal (either directly or indirectly):			
1.	Appreciable changes the topography or ground surface relief features?	YES	NO*
2.	Destroy, cover, or modify any unique geologic or physical features?	NO	
3.	Result in the loss of availability of a known mineral resource or locally important mineral resource recovery site, that would be of value to the region and the residents of the state?	NO	
4.	Result in unstable earth surfaces or increase the exposure of people or property to geologic or seismic hazards?	NO	
5.	Result in or be affected by soil erosion or siltation (whether by water or wind)?	NO	
6.	Result in the increased use of fuel or energy in large amounts or in a wasteful manner?	NO	
7.	Result in an increase in the rate of use of any natural resource?	NO	
8.	Result in the substantial depletion of any nonrenewable resource?	NO	
9.	Violate any published federal, state or local standards pertaining to hazardous waste, solid waste or liter controls?	NO*	
10.	Modify the channel of a river or stream or the bed of the ocean or any bay, inlet or lake?	NO	
11.	Encroach upon a floodplain or result in or be affected by floodwaters or tidal waves?	NO	
12.	Adversely affect the quantity or quality of surface water, groundwater, or public water supply?	NO*	
13.	Result in the use of water in large amount or in a wasteful manner?	NO	
14.	Affect wetlands or riparian vegetation?	NO	
15.	Violate or be inconsistent with federal, state or local water quality standards?	NO	
16.	Result in changes in air movement, moisture or temperature, or any climatic conditions?	NO	
17.	Result in an increase in air pollutant emissions, adverse effects on or deterioration of ambient air quality?	NO*	
18.	Result in the creation of objectionable odors?	NO	
19.	Violate or be inconsistent with any federal, state or local air standards or control plans?	NO*	
20.	Result in an increase in noise levels or vibration for adjoining areas?	YES	NO*
21.	Result in any federal, state or local noise criteria being equaled or exceeded?	NO*	
22.	Produce new light, glare or shadows?	NO	

ENVIRONMENTAL SIGNIFICANCE CHECKLIST			
		YES OR NO	IF YES, IS IT SIGNIFICANT
BIOLOGICAL - Will the proposal (either directly or indirectly):			
23.	Change in the diversity of species or number of any species of plants (including trees, shrubs, grass, microflora and aquatic plants)?	NO	
24.	Reduction in the numbers of or encroachment upon the critical habitat of any unique threatened or endangered species of plants?	NO*	
25.	Introduction of new species of plants into an area, or result in a barrier to the normal replenishment of existing species?	NO*	
26.	Reduction in acreage of any agricultural crop or commercial timber stand, or affect prime, unique or other farmland of state or local importance?	NO	
27.	Removal or deterioration of existing fish or wildlife habitat?	NO	
28.	Change in the diversity of species or number of species of animals (birds, land animals including reptiles, fish and shellfish, benthic organisms, insects or microfauna)?	NO	
29.	Reduction in the numbers of or encroachment upon the critical habitat of any unique threatened or endangered species of animals?	NO*	
30.	Conflict with any applicable habitat conservation plan, natural community conservation plan or other approved local, regional or state habitat plan?	NO	
31.	Introduction of new species of animals into an area, or result in a barrier to the migration or movement of animals?	NO	
SOCIAL AND ECONOMIC - Will the proposal (either directly or indirectly):			
32.	Cause disruption of orderly planned development?	NO	
33.	Be inconsistent with any elements of adopted community plans, policies or goals, or the California Urban Strategy?	NO	
34.	Be inconsistent with a Coastal Zone Management Plan?	NO	
35.	Affect the location, distribution, density, or growth rate of the human population of an area?	NO	
36.	Affect lifestyles, or neighborhood character or stability?	NO	
37.	Affect minority, elderly, handicapped, transit-dependent, or other specific interest groups?	NO*	
38.	Divide or disrupt an established community?	NO	
39.	Affect existing housing, require the acquisition of residential improvements or the displacement of people or create a demand for additional housing?	YES	NO*
40.	Affect employment, industry or commerce, or require the displacement of businesses or farms?	YES	NO*
41.	Affect property values or the local tax base?	YES	NO*
42.	Affect any community facilities (including medical, educational, scientific, recreational, or religious institutions, ceremonial sites or sacred shrines)?	NO	
43.	Affect public utilities, or police, fire, emergency or other public services?	YES	NO*
44.	Have substantial impact on existing transportation systems or alter present patterns or circulation or movement of people and or goods?	YES	NO*

ENVIRONMENTAL SIGNIFICANCE CHECKLIST			
		YES OR NO	IF YES, IS IT SIGNIFICANT
45.	Generate additional traffic?	NO	
46.	Affect or be affected by existing parking facilities or result in demand for new parking?	NO	
47.	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?	NO	
48.	Involve a substantial risk of an explosion or the release of hazardous substances in the event of an accident or otherwise affect overall public safety?	NO	
49.	Result in alterations to waterborne, rail or air traffic?	NO	
50.	Support large commercial or residential development?	NO	
51.	Affect a significant archaeological or historic site, structure, object, or building?	NO*	
52.	Affect wild or scenic rivers or natural landmarks?	NO	
53.	Affect any scenic resources or result in the obstruction of any scenic vista or view open to the public, or creation of an aesthetically offensive site open to public view?	NO*	
54.	Result in substantial impacts associated with construction activities (e.g., noise, dust, temporary drainage, traffic detours and temporary access, etc.)?	YES	NO*
55.	Result in the use of any publicly owned land from a park, recreation area, or wildlife and wildfowl refuge?	NO	
MANDATORY FINDINGS OF SIGNIFICANCE			
56.	Does the project have the potential to substantially 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 period of California history or prehistory?	NO*	
57.	Does the project have the potential to achieve short-term, to the disadvantage of long-term, environmental goals? (A short-term impact on the environment is one that occurs in a relatively brief, definitive period of time while long-term impacts will endure well into the future.)	NO*	
58.	Does the project have environmental effects, which are individually limited, but cumulatively considerable? Cumulatively considerable means that the incremental effects of an individual project are considerable when viewed in connection with other projects, the effects of other current projects, and the effects of probable future projects. It includes the effects of other projects, which interact with this project and, together, are considerable.	NO*	
59.	Does this project have environmental effects, which will cause substantial adverse effects on human beings, either directly or indirectly?	NO*	

5 DISCUSSION OF ENVIRONMENTAL EVALUATION

The discussions in this section are based on technical studies from July 1997 to November 2000. These studies are available for review at the Caltrans District 7 office, 120 South Spring Street, Los Angeles, CA 90012. The studies are:

- Land Use and Socioeconomic Technical Study
- Geotechnical Report
- Energy Analysis
- Initial Site Assessment
- Reevaluation of Initial Site Assessment
- Water Quality Report
- Air Quality
- Air Quality Report, I-5 at Carmenita
- Visual Impact Report
- Noise Study Report
- Historic Property Survey Report
- Biological Resources Report
- Draft Relocation Impact Report
- Major Investment Study Compliance Report
- Freeway Traffic Analysis Report
- Arterial and Ramp Terminal Intersections Report

5-1 PHYSICAL ENVIRONMENT (Questions 2-8, 10, 11, 13-16, 18, 22)

The proposed project will neither directly nor indirectly: Modify any unique geological features; Result in the loss of availability of a known mineral resource; Result in unstable earth surfaces or increase the exposure of people or property to seismic hazards; Result in or be affected by soil erosion or siltation; Result in the increased use of fuel or energy in large amounts or in a wasteful manner; Result in an increase in the rate of use of any natural resource; Result in the substantial depletion of any nonrenewable resource; Modify the channel of a river or stream or the bed of the ocean or any bay, inlet or lake; Encroach upon a floodplain or result in or be affected by floodwaters or tidal waves; Result in the use of water in a large amount or in a wasteful manner; Affect wetlands or riparian vegetation; Violate or be inconsistent with federal, state or local water quality standards; Result in changes in air movement, moisture or temperature, or any climatic conditions; Result in the creation of objectionable odors; Produce new light, glare or shadows.

5-2 TOPOGRAPHY (Question 1)

The preferred alternative would require changes to the topography immediately adjacent to the freeway as fill slopes and retaining walls are modified and constructed and the new overcrossing is constructed. No unique geologic or physical features are present in the project area.

MEASURES TO MINIMIZE HARM: None required; standard-engineering practices will be used.

5-3 HAZARDOUS AND SOLID WASTE (Question 9)

Of the over 25 sites reviewed, the Initial Site Assessment identified a total of 12 potential contaminant sources which may pose an impact to the project, and should be investigated further. For the purposes of developing recommendations (see mitigation, below), potential contaminant sources have been separated into two groups: (1) properties subject to full or partial acquisition and (2) properties that are not subject to acquisition but may affect the project area due to the possible off-site migration of contaminants to within the project limits. Details on these sites may be found in the *Initial Site Assessment* (June 1998) and the *Reevaluation of the Initial Site Assessment* (October 2000) and are tabulated in Appendix E.

Regional groundwater contamination may affect the project area and during construction of the proposed improvements, oil and gas wells could be encountered. If the wells were not originally abandoned properly according to California codes and regulations, they could leak oil and/or gas and become an environmental or explosive hazard.

Lead contamination from past vehicle emissions may be encountered during construction in unpaved areas of existing Caltrans or local city rights-of-way or rights-of-way that will be acquired by Caltrans.

During construction, solid wastes generated may be classified as decomposable material that must be removed from the construction area or non-decomposable material that may remain within embankment areas. Decomposable material can include vegetation from clearing and grubbing operations and scrape lumber. Non-decomposable material can include broken asphalt pavements, concrete, brick and rock.

MEASURES TO MINIMIZE HARM: Once the preferred alternative has been identified, site-specific recommendations will be developed (for properties subject to acquisition) for additional data collection and Phase II sampling. In addition, because there are properties that are not subject to acquisition, but are also potential contaminant sources that could affect the project, it is probable that some level of Phase II site investigation work (i.e., soil and groundwater sampling) will be required within the project's right-of-way limits to evaluate potential impacts to the project from these off-site sources. However, it is recommended that the project be better defined prior to conducting intrusive investigations in order to maximize cost effectiveness.

All hazardous or solid wastes and debris encountered or generated during construction will be properly disposed in accordance with all federal, state and local laws and regulations. Site remediation and waste disposal will be done in conformance with all state and federal regulations.

Project construction will be conducted with a contingency plan in place in the event that unidentified storage tanks, hazardous materials, petroleum hydrocarbons or hazardous or solid wastes are unexpectedly encountered during construction. This contingency plan will address underground storage tank decommissioning, field screening and materials testing methods, mitigation and contaminant management requirements, and health and safety requirements for construction workers.

In addition, all structures that would be demolished as a part of construction will undergo an evaluation for the presence of asbestos-containing materials and lead based paint prior to demolition. The exact number and locations of acquisitions will be identified during final design.

Decomposable solid waste materials generated during construction will be placed in dumpsites that the contractor is obligated by contract specification to provide. All dumpsites must be approved prior to construction

Because of the regional groundwater condition, it may be appropriate to perform some level of systematic groundwater sampling within the project area where groundwater will be encountered during construction. Such sampling could be performed in conjunction with other Phase II efforts recommended within the project area due to possible contamination from identified off-site sources.

Any wells encountered will need to be researched through the California Department of Oil and Gas to determine if they were abandoned properly. If not, the wells will need to be re-abandoned according to the State of California codes and regulations.

A Phase II lead investigation should be conducted to determine whether special provisions would be required during construction for the identification, handling, and disposition of lead contaminated soils.

5-4 WATER QUALITY (Question 12)

Construction of this project should not have an impact on groundwater. Storm water run-off during both construction and project operation should not be significantly different from present conditions.

MEASURES TO MINIMIZE HARM: For both short-term (construction) and long-term (operational) water quality impacts, temporary, as well as permanent Best Management Practices (BMPs) will be identified during the project's final design stage, when there is sufficient engineering details available to warrant competent analysis. Caltrans is committed to implementing cost-effective temporary and permanent BMPs as identified during final design.

5-5 AIR POLLUTANTS (Question 17)

A second Air Quality Report was prepared to focus on the specific impacts of the proposed I-5 at Carmenita Road Interchange Improvement. This report evaluated the two Build Alternatives compared to the No-Build Alternative. The implementation of any of the Build Alternatives would not significantly increase emission levels within the project area because it improves the Interchange Level of Service, traffic flow and reduces delay hence improves the air quality. Microscale analysis was conducted at I-5 and Carmenita Road. None of the build alternatives are projected to cause or contribute to any new violation or increase the frequency or severity of existing violations of the air quality standards in the project area.

A qualitative evaluation of construction emissions was conducted based on available information. Construction vehicles, haul trucks, earth-moving vehicles and earth-moving activities, would generate construction-related fugitive dust. In addition, disruption of traffic during construction could result in short term elevated concentrations of carbon monoxide (CO). The effects anticipated would be similar for the two build alternatives. These short-term impacts are not considered significant; however, measures to reduce these short-term impacts are listed under **Impacts Associated with Construction** (5-18).

According to the second Air Quality Report, the proposed project does not require a quantitative CO hotspot analysis because it satisfied all four of conditions required by the CO-Protocol Methodologies for the qualitative analysis. The proposed project would not contribute to new localized CO violations or increase the severity/frequency of existing violations in the area affected by the project.

FHWA currently requires qualitative PM₁₀ analysis for all non-exempt projects, in PM₁₀ non-attainment areas that must have localized impact analysis. This project is located in PM₁₀ non-attainment area, so a qualitative PM₁₀ analysis is required. PM₁₀ is not monitored at the South San Gabriel Valley Monitoring Station. The qualitative analysis used the PM₁₀ Air Quality Summaries for years 1997-1999 published by the Air Resources Board, SCAQMD for Central LA, South Coastal LA County and Central Orange County Monitoring Stations. These stations are the closest to the project area that monitor PM₁₀. The summaries for Central LA, South Coastal LA County and Central Orange County Monitoring Stations showed no monitored violations of the federal standards during the three year period. The annual geometric mean ranges between 29.9 and 43.4 µg/m³. This project maintains same traffic volumes, it is unlikely to cause or experience a localized PM₁₀ problem. This project is not a significant contributor to localized PM₁₀ emissions because it does not add capacity. There is no reason to believe that this project will contribute in a hot spot fashion to any known violations. Regional conformity already accounts for PM₁₀ emissions from regional Vehicles Miles Traveled (VMT). This project does not cause or contribute to any new localized PM₁₀ violations or increase the frequency or severity of any existing PM₁₀ violations in the area substantially affected by the project.

Conformity Statement

The Clean Air Act Amendments (CAAA's) of 1990 require that transportation projects conform to state or federal Air Quality Plans. The proposed project is identified in the federally approved (October 6, 2000), 2000/01-2005/06 RTIP prepared by SCAG. The Air Quality Report is in accordance with all applicable SIPS and is consistent with the 2001 RTP. There has been no significant change in the design concept or scope from that described in the RTP and RTIP. This project conforms to the requirements of the federal CAAA's of 1990.

MEASURES TO MINIMIZE HARM: None Required

5-6 NOISE LEVELS (Questions 20 & 21)

Noise impacts are determined by comparing noise levels for existing conditions with future predicted noise levels for the project. The key to this analysis is the predicted future year data. The traffic data used for this analysis was derived from studies supplied by Caltrans Los Angeles Regional Transportation Study (LARTS) branch. It should be noted that peak hour traffic on portions of I-5 show reduced speeds. The peak noise occurs when traffic is in free-flow at Level of Service (LOS) C. According to the Highway Capacity Manual, this corresponds to approximately 1500 vehicles per lane per hour (V/L/H) travelling at sixty (60) miles per hour (MPH).

A representative receptor analysis (Noise Study) was done using the worst case traffic volumes for each scenario and computing the noise levels at the specific receptor locations, including the effects of any existing barriers that may affect these levels. Based on the studies accomplished so far, Caltrans intends to incorporate noise abatement measures in the form of a barrier from 100 meters south of Dinard Ave to the Shoemaker overcrossing along the new right-of-way line on the northbound side of Interstate 5. The wall will be 16 feet (4.88 meters) high and 1805 feet (550 meters) long. Calculations based on preliminary design data indicate that the barrier will reduce noise levels by 15 dBA for 10 residences at a total reasonable cost allowance of \$470,000. If during final design conditions have substantially changed, noise barriers might not be provided. The final decision of the noise barriers will be made upon completion of the project design and the public involvement processes.

Table 5-1: Noise Analysis Summary

Site Location	Existing Noise Levels dBA Exterior/Interior	Wall Location	Predicted Noise Levels in dBA for the Year 2020					
			No Wall dBA Exterior/Interior	Barrier Height Alternatives				
				8' (2.44m)	10' (3.05m)	12' (3.66m)	14' (4.26m)	16' (4.9m)
Dynasty Suits	73.0/43.4	EP	76.7/47.1	-	73.5	73.1	72.9	-
Motel 6	65.6/45.5	Carmenita Road	70.1/50.0	66.5	-	-	66.4	-
Best Western Inn	66.2/46.7	Firestone Boulevard	68.4/48.9	67.2	-	-	66.9	-
1N at 14627 Painter Ave.	68.5 ²	R/W from Sta. 43+75	82.7	73.8	72.2	70.7	69.4	(68.4)
2N at 14658 Maryton Ave.	67.9 ²	to Sta. 49+00	82.9	73.6	72.0	70.5	69.4	(68.4)

(xx) – Values in parenthesis are Caltrans recommended wall height.

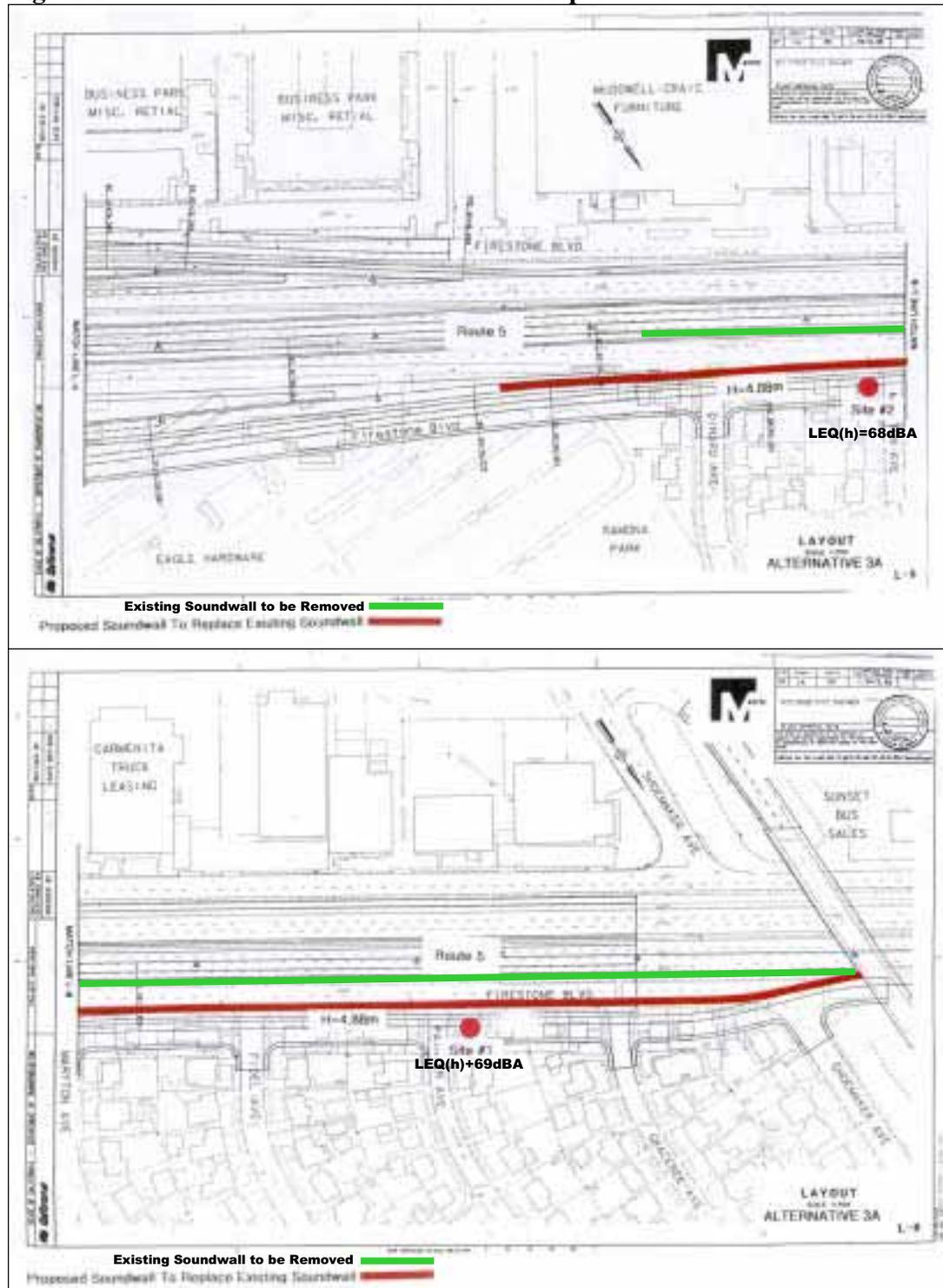
Note 1: Interior noise readings were taken only at motels.

Note 2: Noise levels behind existing 12-foot high soundwall.

Source: Noise Study Report, May 2001

MEASURES TO MINIMIZE HARM: Noise barriers currently exist at one location within the project area. Construction of the new interchange will require the removal of this noise barrier; A 16 foot (4.9 meter) soundwall will be built along the new right-of-way line to replace it as noise abatement (Figure 5-1).

Figure 5-1: Soundwall and Noise Sensitive Receptor Locations



5-7 BIOLOGICAL EFFECTS (Questions 23, 24, 25 & 29)

5-7.1 Endangered Species

A review of the project was conducted to identify potential impacts to natural resources. This consisted of evaluating the project in light of findings from a search of the California Natural Diversity Database (NDDDB) and existing resources found on the USGS Quad Maps and aerial photographs. The project is located in a highly urbanized and disturbed area. The NDDDB indicates that no sensitive species are known to occur in the vicinity of the project's Area of Potential Effect (APE).

5-7.2 Vegetation

The area impacted by the proposed project consists of mature urban forest landscape originally installed by Caltrans or local cities. The construction of the proposed interchange and associated fill slopes and retaining walls would require the removal of these resources. The preservation of existing landscaping would be beneficial, but would probably not be feasible. Replacement plantings of shrubs, trees, vines and groundcovers will be required.

5-7.3 Nesting Birds

Removal of vegetation should be scheduled between September 1 and April 30 to avoid impacts to nesting birds. If this is not possible, a pre-construction survey will need to be conducted. If nesting birds are found, vegetation removal in the vicinity of the nest will have to be delayed until the birds have left the area.

MEASURES TO MINIMIZE HARM: Construction will be scheduled according to the constraints stated above.

Caltrans, with assistance from the U.S. Fish and Wildlife Service, has developed a policy to combat the introduction of invasive species into native ecosystems. This policy states that the Districts are encouraged to:

1. Use regionally appropriate native plant materials whenever possible, and
2. Avoid the use of non-native plant materials in areas near natural open space or wildlands, which may escape and colonize or hybridize with native species.

A list of exotic invasive species that should not be used as highway landscaping due to potential adverse effects on native ecosystems has also been developed (APPENDIX I).

This office policy should be followed when developing the landscaping palette for this project.

5-8 BIOLOGICAL ENVIRONMENT (Questions 26-28, 30 & 31)

The proposed project will neither directly nor indirectly: Result in the reduction in acreage of any agricultural crop or commercial timber stand, or affect prime, unique or other farmland of state or local importance; Removal or deterioration of existing fish or wildlife habitat; Change in the diversity of species or number of species of animals

(birds, land animals including reptiles, fish and shellfish, benthic organisms, insects or microfauna); Conflict with any applicable habitat conservation plan, natural community conservation plan or other local, regional or state habitat plan; Introduce new species of animals into an area, or result in a barrier to the migration or movement of animals.

5-9 SOCIAL AND ECONOMIC ENVIRONMENT (Questions 32-36, 38, 42, 43, 45-50, 52 & 55)

The proposed project will neither directly nor indirectly: Cause disruption of orderly planned development; Be inconsistent with any elements of adopted community plans, policies or goals, or the California Urban Strategy; Be inconsistent with a Coastal Zone Management Plan; Affect the location, distribution, density, or growth rate of the human population of an area; Affect lifestyles, or neighborhood character or stability; Affect any community facilities; Affect public utilities, or police, fire, emergency or other public services; Generate additional traffic; Affect or be affected by existing parking facilities or result in demand for new parking; 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; Involve a substantial risk of an explosion or the release of hazardous substances in the event of an accident or otherwise affect public safety; Result in alterations to waterborne, rail or air traffic; Support large commercial or residential development; Affect wild or scenic rivers or natural landmarks; Result in the use of any publicly owned land from a park, recreation area, or wildlife and wildfowl refuge.

5-10 EFFECTS ON MINORITIES AND SPECIAL INTEREST GROUPS (Question 37)

No adverse effects would occur as a result of the proposed project on minority groups, the elderly, handicapped, transit-dependent, or other special interest groups.

In addition, Executive Order 12898, *Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations*, signed by President Clinton on February 11, 1994, requires federal agencies to take the appropriate and necessary steps to identify and address "disproportionately high and adverse effects" of federal projects on the health or environment of minority and low-income populations to the greatest extent practicable and permitted by law. No disproportionately high and adverse impacts to minority or low-income populations have been identified. Caltrans will provide standard compensation and relocation assistance (see Appendix B) under 42 USC 4601.

5-11 DISPLACEMENT AND EFFECTS ON HOUSING (Question 39)

21 single-family residential acquisitions required for the construction of the preferred alternative. These full acquisitions would occur along the northbound side of Interstate 5, north of Carmenita Road. No multi-family units would be acquired. A table listing properties impacted due to right-of-way acquisition can be found in APPENDIX F.

The displacement and consequent loss of 21 housing units would be negligible as compared to the 3,700 housing units Norwalk is expected to gain over the period from

1990 to 2015. Furthermore, this displacement represents a loss of 0.03 percent of the future housing supply in Norwalk in 2015. Thus, none of the build alternatives would displace a large number of housing units in Norwalk.

It is not anticipated that any of the build alternatives would displace affordable housing units or housing that serves special needs groups. The housing units that would be displaced are not specifically designated as affordable or special needs housing. The 21 units that would be displaced are located in Norwalk census tract 5524. Over 60 percent of the units to be acquired are owner-occupied. Median housing values are lower than the citywide figures in census tract 5524. The displaced units could be overcrowded because overcrowding occurs in 19 percent of the units in census tract 5524.

Construction of the project alternatives would generate new employment during the construction phase; however, this employment would not create a demand for a large number of new housing units.

MEASURES TO MINIMIZE HARM: The proposed project is not expected to result in residential relocation problems. According to the Draft Relocation Impact Report, sufficient and adequate housing is available and exists within the affected community. An extensive search will be conducted and its results will be included in the Final Relocation Impact Report. The available housing stock appears to fulfill the requirements for residence types and for the estimated sales price range for the residential units that will be displaced by the proposed project.

The proposed project would not displace a large number of housing units, and therefore measures to minimize harm to the housing stock are not required. However, public agencies responsible for the acquisitions would be required to provide relocation assistance to displaced residents and compensate the property owners for the sale of the property in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1974, revised effective January 1, 1991 (Public Law 91-646 & 49 CFR Part 24). This law establishes a uniform policy for the fair and equitable treatment of residents, as well as businesses, displaced as a direct result of programs or projects undertaken by a public entity. The Relocation Assistance Act will be administered in a manner, which is consistent with the fair housing requirements and assures all persons their rights under Title VIII of the act of April 11, 1968 (Public Law 90-284), commonly known as the Civil Rights Act of 1968 and Title VI of the Civil Rights Act of 1964. As part of the relocation assistance, efforts will be made to find suitable replacement housing within the community if the tenant desires to remain (see Appendix B).

5-12 COMMERCIAL DISPLACEMENT (Question 40)

The preferred alternative would displace approximately 97 businesses. A combined total of approximately 579,000 square feet of commercial, office, industrial, and light industrial space will be acquired, and an estimated 1560 commercial, office, industrial, and light industrial jobs will be displaced. A table listing properties impacted due to right-of-way acquisition can be found in APPENDIX F. It is anticipated that these

businesses and employees can be relocated in the surrounding area. It is also anticipated that portions of some of the larger properties can be redeveloped after the project is completed. Some of the relocated businesses and employees may be relocated to these redeveloped properties. Although it is anticipated that the businesses can be relocated to other sites, the loss of the building space and the job displacement would be an adverse impact on the businesses, employees, and communities.

Table 5-2: Business Relocations and Employee Displacement		
Alternative	Number of Business Relocations	Number of Employees Displaced
1	67	1353
3	104	1610
3A	97	1475

Approximately 15 parcels within the project area may be subject to partial acquisition. 4 of these partial acquisitions may require cut-and-reface work to be performed on the existing buildings on the property. 6 of the partial acquisitions will reduce the front or side yard to a depth less than that required by the City of Santa Fe Springs' zoning ordinances. The City's ordinances provide the City with latitude to consider a smaller than required yard to be conforming. Properties that the City will not consider conforming in the after condition will require cut-and-reface work to be performed on existing buildings to comply with the yard setback requirement. It is anticipated that these decisions will be made on a case by case basis as project design refinements are finalized.

MEASURES TO MINIMIZE HARM: Public agencies responsible for the acquisition of commercial property are required to provide relocation assistance to displaced businesses and compensate the property owners for the sale of the property in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1974, revised effective January 1, 1991, (Public Law 91-646 & 49 CFR Part 24). This law establishes a uniform policy for the fair and equitable treatment of residents, as well as businesses, displaced as a direct result of programs or projects undertaken by a public entity. As part of the relocation assistance, efforts will be made to find suitable replacement business locations within the community if the business owner desires to remain (see Appendix B).

Replacement business locations will be investigated in areas as close to the displacement area as possible. Whenever possible, the fundamental characteristics of the displaced businesses would be maintained, including size, configuration, rent (and/or acquisition price), type of construction, age of building, physical condition and other amenities and special needs pertaining to the operation of the business.

In cases where the City will not consider a reduced yard setback as conforming, the State will pay damages to the property owner for the cut-and-reface work needed to provide the setback. If the cost of damages to a property approach the cost to fully acquire the property, or the after condition of an altered building would preclude it from being used in its present capacity, the state may fully acquire the property and relocate the business.

In some cases, excess property resulting from full acquisitions could be used as mitigation for partial acquisition of adjacent properties, to replace parking, for example. In cases where this type of mitigation would be used, the Department's Right-of-way appraisal unit must determine the value of the property to be relinquished as mitigation prior to project construction.

5-13 PROPERTY VALUES (Question 41)

The full acquisitions would result in a loss of local property and sales tax revenues in Santa Fe Springs and Norwalk.

MEASURES TO MINIMIZE HARM: No measures are directly available for losses in property and sales tax revenues. However, if excess property is resold and subsequently redeveloped, a portion of these losses would be recovered.

5-14 PUBLIC UTILITIES AND SERVICES (Question 43)

The construction of the proposed project could have an adverse effect on fire protection services during construction, particularly at Fire Station #3. This would be avoided by notifying Los Angeles County Fire Department when closures, if any, would occur. There would be no adverse effects on utilities although some may need to be relocated temporarily or permanently for construction of the proposed project.

MEASURES TO MINIMIZE HARM: To minimize the impact of possible closures of Carmenita Road Overcrossing, the contractor will be required to notify the proper local fire and police departments prior to the closure. Caltrans will maintain continuing coordination with fire and police agencies throughout the construction period.

Prior to construction, verification of Superior Rights of the cities of Norwalk and Santa Fe Springs will be determined by Caltrans. If it is determined that the cities of Norwalk and Santa Fe Springs do have Superior Rights to that of Caltrans, the cost of utility relocation will be funded 100% by the State.

5-15 TRAFFIC MOVEMENT (Question 44)

During construction, a temporary impact will exist due to the temporary closure of freeway access ramps and local streets. Every effort will be made to ease the potential for significant construction delays. Once construction is completed additional occupants will be able to utilize the facility and a reduction in congestion should occur.

MEASURES TO MINIMIZE HARM: To minimize impacts due to temporary ramp and local street closures during construction, a Traffic Management Plan (TMP) must be implemented.

5-16 ARCHAEOLOGICAL/HISTORIC SITES (Question 51)

An Archaeological Survey Report (ASR) determined that no archaeological sites are known to exist within, or adjacent to, the project area.

A Negative *Historic Property Survey Report (HPSR)* has been prepared for the proposed project. The State Historic Preservation Office (SHPO) has reviewed the *HPSR* and has concurred with the adequacy of the study and that no cultural resources are located within the APE that meet the criteria for eligibility for the *National Register of Historic Places*. A concurrence letter was returned to the Office of Environmental Planning. A copy of the concurrence letter is included in APPENDIX D of this Final IS/EA.

MEASURES TO MINIMIZE HARM: None required

5-17 VISUAL EFFECTS (Question 53)

There are no significant scenic resources or views in the study area.

MEASURES TO MINIMIZE HARM: None required

5-18 IMPACTS ASSOCIATED WITH CONSTRUCTION (Question 54)

Impacts associated with construction will occur, but these inconveniences (i.e., delays in traffic, additional noise and dust) are temporary and not significant.

MEASURES TO MINIMIZE HARM:

Construction Air Quality: To minimize the amount of construction dust generated, and because the project is in a PM₁₀ non-attainment area; some or all of the particulate control measures related to construction activities from SCAQMD Rule 403 will be followed for this project:

Site Preparation:

- Minimize land disturbances
- Use watering trucks to minimize dust
- Cover trucks when hauling dirt
- Stabilize the surface of dirt piles, if not removed immediately
- Use windbreaks to prevent accidental dust migration
- Limit vehicular paths and stabilize temporary roads
- Pave all unpaved construction roads and parking areas to road grade for a length no less than 15.25 meters (50 feet) where such roads and parking areas exit the construction site to prevent dirt from washing onto paved roadways.

During Construction:

- Cover trucks when transferring or hauling materials
- Use dust suppressants on traveled paths that are not paved
- Minimize unnecessary vehicular and machinery activities
- Minimize dirt track-out by washing or cleaning trucks before leaving the construction site (an alternative to this strategy is to pave a few hundred feet of the exit road, just before entering the public road).

Post Construction:

- Revegetate any disturbed land not used for the project
- Remove unused material expeditiously
- Remove dirt piles promptly
- Revegetate all vehicular paths created during construction to avoid future off-road vehicular activities.

Construction Noise: The project will be required to comply with the Noise Ordinances of the cities of Santa Fe Springs and Norwalk. In general these noise ordinances regulate the hours of the day when construction activity is allowed.

Noise control measures during construction will be required to satisfy the applicable noise ordinances, and thereby reduce short term construction noise impacts on existing noise sensitive land uses. Measures to protect existing residential areas will be re-evaluated in greater detail when the preliminary design is prepared. Impacts to local residents cannot be accurately determined without a detailed construction plan and a project schedule. General mitigation measures are recommended for use as guidelines in developing a construction plan that takes into consideration the adverse impacts to the surrounding noise environment. These general measures are presented below.

1. **Design Considerations** - During the early stages of construction plan development, natural and artificial barriers, such as ground elevation changes and existing buildings can be considered for use as shielding against construction noise. Strategic placement of stationary equipment, such as compressors and generators, could also reduce impacts at the sensitive receptors.
2. **Construction of sound barrier walls during initial stages** – A sound wall will be constructed to replace an existing sound wall as part of the project for long-term traffic noise abatement. The replacement sound wall should be constructed before the start of freeway reconstruction to reduce the impacts of construction noise.
3. **Alternative Construction Methods** - Certain phases of highway construction work such as pile driving (if required) may produce noise levels in excess of acceptable limits, even when feasible noise reduction methods are used. Using alternate methods of construction, such as vibration or hydraulic insertion of piles or drilled holes for cast-in-place piles could reduce these impacts.
4. **Source Control** - Compliance with Caltrans Standard Specifications, "Sound Control Requirements", will be followed. The contractor will be required to comply with all local sound control and noise level rules, regulations and ordinances that apply to any work performed pursuant to the contract. Each internal combustion engine, used for any purpose on the job or related to the job, will be required to be equipped with a muffler of a type recommended by the manufacturer. No internal combustion engine will be operated without such a muffler.

5. **Time and Activity Constraints** - The majority of noisier activities involving large machinery could be limited to daylight hours when most people normally affected are either not present or engaged in less noise sensitive activities. Nighttime construction would require more restrictive noise control measures. Given the vehicular demands that are placed on the freeway on a daily basis, it may not be possible to accommodate this measure, except for selected off-mainline locations.
6. **Community Relations** - Community meetings will be held with the area residents to explain the construction work, time involved, and the control measures that will be taken to reduce the impact of the construction noise. Providing advance notice of noise-producing activities can often reduce community sensitivity to such noise.

5-19 QUALITY OF THE ENVIRONMENT EFFECTS (Question 56)

The proposed project would not adversely affect fish and wildlife populations, plant communities, or rare or endangered species. The proposed project is not expected to eliminate examples of California history or prehistory.

MEASURES TO MINIMIZE HARM: None required

5-20 SHORT-TERM EFFECTS AND LONG-TERM GOALS (Question 57)

The project would have short-term construction impacts; however, the project is intended to meet the long-term environmental goals of improving traffic flow conditions and improving air quality.

MEASURES TO MINIMIZE HARM: None required

5-21 CUMULATIVE EFFECTS (Question 58)

The CEQA Guidelines, Section 15130, states that "cumulative impacts shall be discussed when they are significant. The discussion of cumulative impacts shall reflect the severity of the impacts and their likelihood of occurrence, but the discussion need not provide as great detail as is provided of the effects attributable to the project alone." As stated in Section 15355 of the State California Environmental Quality Act (CEQA) Guidelines:

“Cumulative impacts” refers to two or more individual effects which, when considered together, are considerable or which compound or increase other environmental impacts.

(a) The individual effects may be changes resulting from a single project or a number of separate projects.

(b) The cumulative impact from several projects is the change in the environment, which results from the incremental impact of the project when added to other closely related past, present, and reasonably foreseeable probably future projects. Cumulative impacts can result from individually minor but collectively significant projects taking place over a period of time.

In accordance with NEPA 40 CFR 1508.7, cumulative effects “which result from the incremental consequences of an action when added to other past and reasonably foreseeable future actions” shall be discussed.

CEQA and NEPA provide for various methods to achieve an adequate discussion of cumulative impacts. In this case, the following documents were used to describe the expected environmental impacts under future build-out conditions:

- Los Angeles County General Plan
- City of Norwalk General Plan
- City of Santa Fe Springs General Plan
- SCAG Regional Transportation Plan

The city and county plans were reviewed to determine if the Interstate 5 at Carmenita improvements were already included in the analysis. If not, the Interstate 5 at Carmenita impacts were added to the forecasted impacts to determine the likelihood that cumulative impacts would occur.

Geology and Soils: Seismic hazards are experienced throughout Southern California, including in the project area. With or without the Interstate 5 at Carmenita Road project, people would be exposed to such hazards as fault displacement/ground rupture, seismic groundshaking, liquefaction, differential settlement, subsidence, and landslides. The project would not increase or decrease these hazards, nor would it introduce additional population into an area where these hazards exist. Thus, the project would not contribute to cumulative geology or soils impacts.

Land Use and Socioeconomic: The proposed Interstate 5 at Carmenita Road improvements are consistent with all of the aforementioned plans, and would not contribute to land use impacts not addressed in those plans.

The project would provide short-term employment opportunities (construction) and contribute to an overall increased economic activity in the long term by improving accessibility to and from the project area.

The disruption of traffic on the freeway that would result from project construction is a temporary occurrence and would not contribute to a cumulative impact. Impacts related to relocation of utilities would be temporary, and not substantial on either an individual or cumulative basis.

Biological Resources: The project area is urbanized and contains very little natural habitat. While impacts to these resources will be minimal, they will be replaced with similar urban forest landscaping, thus a cumulative impact would not occur.

Archaeological/Historical Resources: No archaeological or historic resources will be affected by the Interstate 5 at Carmenita Road Interchange Project and therefore the project would not contribute to a cumulative effect.

Hydrology: Project impacts to the capacity of the Coyote Creek or the North Fork Coyote Creek would not result in water surface level changes greater than the 0.3-meter

(one foot) threshold established by the Federal Emergency Management Agency, therefore the project would not contribute to a cumulative effect.

Traffic and Transportation: By design, the Interstate 5 at Carmenita Road Interchange project should have beneficial traffic and transportation impacts and would not contribute to cumulative adverse effects.

Air Quality: As a result of congestion relief that would result from the project, Interstate 5 at Carmenita Road Interchange improvements would have a beneficial impact on air quality and would not contribute to cumulative adverse effects.

Noise: The noise-sensitive land uses adjacent to the Interstate 5 at Carmenita Road Interchange Project would continue to be exposed to adverse freeway noise impacts. Noise impacts related to the proposed project would contribute to the existing and growing urban noise impacts. The only feasible form of noise abatement in the limited right-of-way width available along Interstate 5 in the project area is soundwalls. Soundwalls are proposed as part of this project and would mitigate noise impacts related to Interstate 5 at Carmenita Road Interchange Improvements.

Water Quality: The Interstate 5 at Carmenita Road Interchange Improvement Project would result in very minimal increases in impervious areas and in the quantity of runoff. Surface waters occasionally experience degradation of water quality, related to urban runoff. The proposed project improvements would result in small contributions to the urban runoff. The cumulative impact to surface water quality would continue to degrade the water quality in the storm drains. The greatest threat to groundwater quality in the area is the potential intrusion of agricultural runoff and leaching. The Interstate 5 at Carmenita Road Interchange project would not contribute to either of these cumulative groundwater impacts.

Hazardous Materials: The Interstate 5 at Carmenita Road Interchange project will result in the clean up of hazardous materials within the project area. This would result in a beneficial impact to the environment and not contribute to an adverse cumulative effect.

Visual Resources: Visual changes would occur due to the Interstate 5 at Carmenita Road Interchange improvements. The area as it exists does not have a strong visual character. The proposed project would not cause adverse visual impacts within the area, nor would it contribute to a cumulative effect on visual resources.

MEASURES TO MINIMIZE HARM: None required

5-22 SUBSTANTIAL ADVERSE EFFECTS ON HUMAN BEINGS (Question 59)

The project would result in temporary construction impacts related to noise, air quality, and local traffic disruption as discussed in previous sections. These effects would be temporary and would not cause substantial negative effects on human beings.

MEASURES TO MINIMIZE HARM: None required

6 CONSULTATION AND COORDINATION

6-1 Scoping Process

The California Environmental Quality Act (CEQA) and the National Environmental Policy Act (NEPA) regulations do not require an Initial Study/Environmental Assessment to include formal scoping procedures. However, in light of the connectivity of this project, its relationship to the I-5 Corridor MIS project, and its regional significance as a project unto itself, efforts were undertaken to ensure that the concerns of the corridor cities and other parties were known, and incorporated into the project development process.

A formal scoping process was conducted for this project. Letters informing elected officials and government agencies of the scoping process were sent on January 31, 2000.

Comments were received during this scoping period until March 6, 2000. Comments were received during this scoping period from members of the public, the City of Norwalk, California Public Utilities Commission, South Coast Air Quality Management District, and the City of Santa Fe Springs. Issues raised in these comments included the following (sections that address issues):

- Right-of-way issues (5-11 & 5-12)
- Single Point Urban Interchange alternatives (2)
- Types of exhibits for the public hearing
- Circulation patterns and their effect on the railroad (2)
- Need for railroad grade separation (1-4)
- Proposed changes to railroad and truck access
- Air quality impacts (3-5 & 5-5)
- Modification and relocation of municipal infrastructure

6-2 Public Comment Period for the IS/EA

This IS/EA is being circulated for public comment for a period of 45 days. A public hearing and workshop will be offered at the Norwalk Arts and Sports Complex. Notice of this hearing/workshop will be placed in appropriate local newspapers. Copies of this IS/EA document can be reviewed or purchased at the offices of Caltrans District 7. Copies will also be available at the city halls and libraries in Norwalk and Santa Fe Springs.

Comments on this document should be submitted in writing before August 16, 2001 and should be sent to the attention of:

Ronald Kosinski, Deputy District Director
Division of Environmental Planning
Caltrans, District 7
120 South Spring Street
Los Angeles, CA 90012

6-2.1 Public Hearing

A public Hearing was held on August 2, 2001 at the Norwalk Art and Sports Complex, in the City of Norwalk. This meeting was held to give the public an opportunity to become familiar, ask questions and make comments on the various aspects of the proposed project. As a part of the public circulation process, letters to elected officials, government agencies, and other interested parties were sent out on June 27, 2001. Additionally, Public Notice June 27 and July 25, 2001s were published in the Los Angeles Times Orange County Edition (June 27 and July 25, 2001), the Orange County Register (June 27 and July 25, 2001), the Southeast Cities Tribune (June 29 and July 27, 2001), the Long Beach Press Telegram (June 27 and July 25, 2001), and La Opinion (June 27 and July 25, 2001). At the Public Hearing eleven (11) people made comments or asked questions. A copy of the transcript from the Public Hearing can be found in APPENDIX K. General issues of the comments and questions made at the Public Hearing consisted of:

- Turning radiuses and slopes of realigned surface streets
- Funding issues
- Project time frame
- Degree of right-of-way impacts
- Relocation of machinery
- Loss of income due to business relocation
- Appraisal process
- Right-of-way acquisition time frame
- Construction staging
- Impacts due to changes to access

6-2.2 Written Comments Received During Public Circulation

A total of 15 comment letters were received during the public review period. Copies of the letters and the responses to the comments raised are provided on the following pages. Comments were received from the following:

- City of Cerritos
- The I-5 Consortium Cities Joint Powers Authority (2)
- Los Angeles County Fire Department
- City of Norwalk
- City of Santa Fe Springs
- Southern California Association of Governments
- CHOC Thrift Store
- Liberty Vegetable Oil Company
- Caroline Moraga
- Thomsen Engineering
- Gibson, Dunn & Crutcher, LLP
- Holland & Knight, LLP
- Palmieri, Tyler, Wiener, Wilhelm & Waldron, LLP
- Sullivan, Workman & Dee, LLP

6-2.3 Public Notice of the Public Hearing

Figure 6-1: Notice of Public Hearing

	<p align="center">Notice of Public Hearing</p> <p align="center">Study results available on plans for new interchange construction on Interstate 5 at Carmenita Road, in the cities of Norwalk and Santa Fe Springs</p>
	
<p>What is Being Planned? The California Department of Transportation (Caltrans), District 7 is proposing to construct a new interchange on Interstate 5 (I-5) at Carmenita Road in the cities of Norwalk and Santa Fe Springs. The project consists of constructing a new I-5 overcrossing at Carmenita Road. The proposed project will require acquisition of right-of-way and the relocation of some residences and businesses.</p>	
<p>Why This Notice? Caltrans has studied the potential effects this project may have on the environment. Our studies indicate that the proposed project will not significantly affect the quality of the environment. The study that explains these findings is called an Initial Study/Environmental Assessment (IS/EA) which should lead to a Negative Declaration/Finding of No Significant Impact.</p>	
<p>What is Available? You may review or obtain the Draft Initial Study/Environmental Assessment at the Caltrans District 7 Office located at 120 S. Spring Street, Los Angeles, CA 90012 on weekdays from 8:00 a.m. to 4:00 p.m. Maps and other information are also available. There are also copies of the study available at the Norwalk located at 12350 Imperial Hwy, and Santa Fe Springs Public Library located at 11700 Telegraph Rd.</p>	
<p>Where You Come In Have the potential impacts been addressed? Do you have information that should be included? If you wish to make a comment on the study, you may submit your written comments until August 16, 2001 to:</p> <p align="center">  Mr. Ronald Kosinski, Deputy District Director Division of Environmental Planning (I-5 Carmenita) CALTRANS 120 S. Spring Street Los Angeles, CA 90012 </p> <p>If you have any questions regarding this project, please contact Jinous Saleh, Caltrans (213) 897-0683.</p>	
<p>When and Where The public hearing for this proposed project is scheduled for August 2, 2001 at 6:00 PM at the Norwalk Arts and Sports Complex located at 13200 Clarkdale Av. in the City of Norwalk. Individuals who require special accommodation (American Sign Language interpreter, accessible seating, documentation in alternate formats, etc.) are requested to contact the District 7 Environmental Planning Office at (213) 897- 9016 at least 21 days prior to the scheduled hearing date. TDD users may contact the California Relay Service line at 1-800-735-2929 or Voice Line at 1-800-735-2922.</p>	
<p align="center"><i>Thank you for your interest!</i></p>	

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7 LIST OF PREPARERS

The following people were principally responsible for preparing the IS/EA or significant background papers:

Ron Kosinski, Chief Environmental Planner
Jinous Saleh, Senior Environmental Planner
Garrett Damrath, Associate Environmental Planner
George Ghebranious, Senior Environmental Planner
Steve Chan, Senior Transportation Engineer
Jamal El-Jamal, Senior Environmental Planner
Fouad Abdelkerim, Associate Transportation Engineer
Gustavo Ortega, Senior Engineering Geologist
Diane Kane, Associate Environmental Planner (Architectural Historian)
Gary Iverson, Associate Environmental Planner (Archeologist)
Karl Price, Environmental Planner (Natural Sciences Specialist)
Lorna Foster, Right-of-way Agent
Laleh Modrek, Transportation Engineer
Cesar Perez, Senior Transportation Engineer, FHWA
Robert Cady, Senior Transportation Engineer, FHWA
Claudia Harbert, Architectural Historian
Arnold Parmar, Transportation Engineer
Kelly Ewing, Architectural Historian

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8 COMMENTS AND RESPONSES

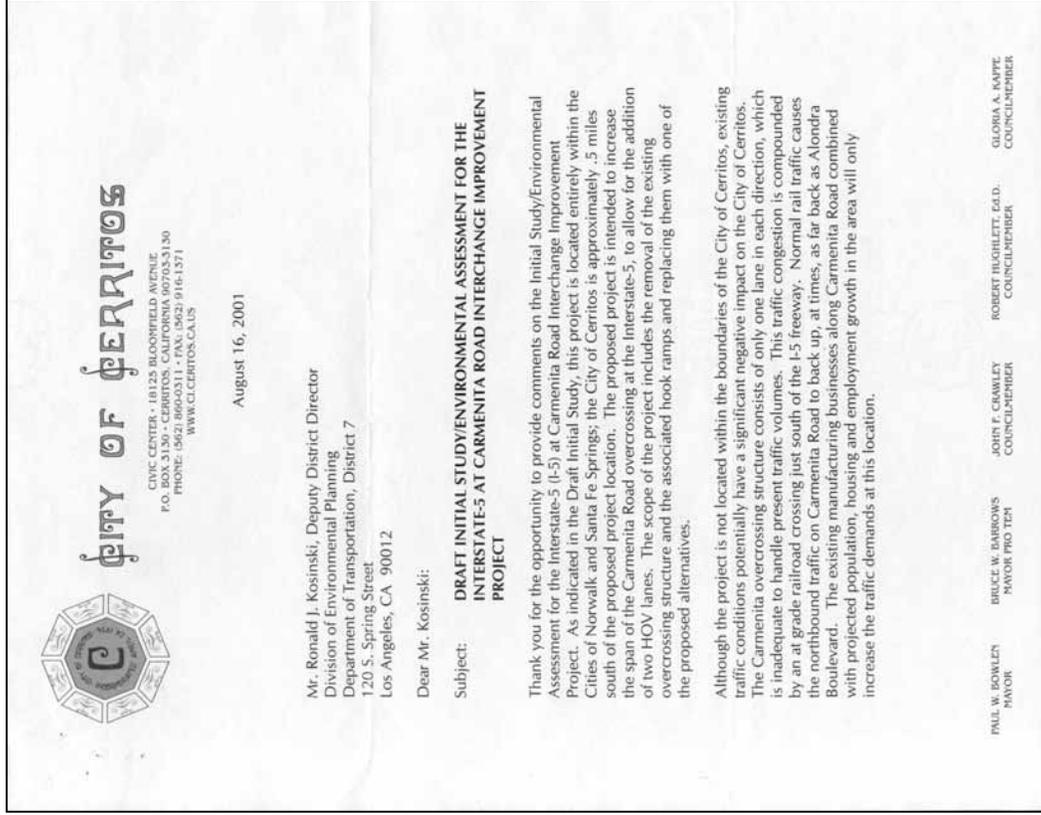
A total of 15 comment letters were received during the public review period. Copies of the letters and the responses to the comments raised are provided on the following pages. Comments were received from the following:

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- City of Santa Fe Springs
- Southern California Association of Governments
- CHOC Thrift Store
- Liberty Vegetable Oil Company
- Caroline Moraga
- Thomsen Engineering
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- Holland & Knight, LLP
- Palmieri, Tyler, Wiener, Wilhelm & Waldron, LLP
- Sullivan, Workman & Dee, LLP

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This letter is identified as Cerritos.

Cerritos-1. Comment noted. Construction of this project should not have an effect on traffic patterns in Cerritos. To ensure this Caltrans will provide the City of Cerritos with the draft traffic management plan for constructive input.



Cerritos continued

Mr. Ronald J. Kosinski
August 16, 2001
Page 2

1
Although the primary objective of this project is to improve traffic flow and congestion at this interchange, the City of Cerritos is concerned with the potential negative traffic impacts to the northeast portion of the City. Currently the area is predominately an industrial Park. However, there is a residential community and an intermediate school at the northeast corner of Carmenita Road and 166th Street, which is about .75 miles south of the project area. On any given school day, parents picking up or dropping off school children create traffic congestion in this area.

2
The City of Cerritos has provided for the regulation of truck traffic through the City to insure that all truck traffic is confined only to a few arterial streets. The northeast portion of Carmenita Road is not a street that permits truck traffic in City of Cerritos. To ensure that the residents of the City of Cerritos, public health, safety and welfare are properly addressed, the City would like to review and have constructive input to the traffic management plan for this project.

3
This traffic management plan should incorporate the City's existing truck route system. The plan should address how traffic will be re-routed during construction and the potential traffic impacts on the northeast portion of Cerritos once this project is complete including but not limited to the additional wear and tare on City of Cerritos streets from detouring traffic. Other areas of concern are the days and hours of construction. Ideally, construction hours for a project like the I-5 Carmenita Road interchange would be Monday through Friday from 7:00 a.m. to 4:00 p.m.

In the event that the project generates significant adverse impacts to the City of Cerritos, CEQA requires that all feasible mitigation measures be utilized during project construction and operation to minimize or eliminate significant adverse impacts. The City of Cerritos supports the improvement of this interchange to the standards outlined in the Negative Declaration. The City of Cerritos is willing to work with the Lead Agency to ensure that its concerns are addressed during the construction of this project.

Should you have any questions, please contact me at (562) 916-1201, extension 2482.

Sincerely,

Mietre Anthony
Planning Assistant
Dept. of Community Development

Cerritos-2. The Proposed TMP provides for the existing Carmenita Overcrossing to remain operational while the new bridge is being built in stages. Traffic is proposed to be shifted to the newly constructed bridge before the old bridge is demolished. The demolition will be done per the Lane Closure Charts permitted in the Maintaining Traffic Specifications, which will be prepared by the Planned Lane Closure Branch at the PS&E stage.

The Staging Plan will be prepared by the Project Engineer for this project for various stages of construction. According to the Project Engineer for this project when Carmenita On and Off ramps are closed for approximately 8 weeks, Rosecrans Ave On and Off ramps are proposed to be used as primary detour. In addition, Alondra Blvd On-ramp shall be signed as an alternate detour to handle part of the On-ramp demand. A restriping of the lane distribution and a signal re-timing shall be done at the Rosecrans Ave Off-ramp to accommodate the added demand.

Based on the current stage construction and the proposed Transportation Management Plan, the impact to the City of Cerritos during construction should be minimal, if any at all.

Note: Please contact the Project Resident Engineer for days and hours of construction, and also about details about proposed stage construction.

Cerritos-3. Comment Noted. Construction of this project should not have a significant effect on Cerritos. However, construction mitigation measures will be implemented to minimize potentially adverse impacts.

This letter is identified as JPA1

10-08 FAX 562 929 5760 CITY OF NORWALK ADMINS. @ 002

The I-5 Consortium Cities Joint Powers Authority
For the preservation of communities while enhancing freeway capacity

July 30, 2001

Member Cities:
 Buena Park
 Commerce
 La Habra
 La Habra City
 Norwalk
 Santa Fe Springs

Mr. Robert Sassaman
 Director, District 7
 California Department of Transportation
 120 South Spring Street
 Los Angeles, CA 90012

Re: I-5 Corridor Improvement Project and the Carmenita Interchange Project - Accommodation of I-2 Lanes

Dear Mr. Sassaman:

Please allow me to first comment you and your staff for progress now being made on planned improvements to Interstate 5. Over the past several months, there has been a marked improvement in progress on the project and in the effectiveness of coordination and cooperation among staff members from the various agencies involved in funding, planning, designing and eventually constructing needed I-5 improvements. By and large decisions being made on the project reflect a proper consensus among participating agencies and represent a reasoned balance among contending goals.

There is, however, one major exception to our otherwise good record of achieving consensus. District 7 is proceeding to design interchanges, including the Carmenita interchange, that will accommodate a 12-lane freeway mainline rather than the 10-lane facility approved at the conclusion of the I-5 Corridor Improvement Project Major Investment Study (MIS).

The Locally Preferred Alternative identified and approved by all participating agencies in the MIS, including Caltrans, called for a 10-lane at-grade freeway facility. The I-5 Consortium Cities Joint Powers Authority (JPA) has long been on record as favoring the 10-lane facility and opposing any project that would include more than 10 through lanes. Notwithstanding the conclusions of the MIS and the findings identified within the Locally Preferred Alternative, new arterial interchanges are being designed by District 7 to accommodate 12 lanes. We understand that the Federal Highway Administration has requested that interchanges be so designed, but the JPA believes these designs to be inconsistent with the MIS and contrary to explicit requirements identified by the JPA.

I ask that freeway design be consistent with the Locally Preferred Alternative identified within the I-5 MIS and that all project features be designed to be consistent with the

12700 Norwalk Boulevard • P.O. Box 1030 • Norwalk, California 90651-1030 • (562) 929-5700 • FAX (562) 929-5774

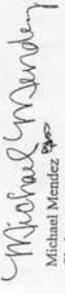
Caltrans response to this letter is found on the following page.

10-08 FAX 562 929 5760 CITY OF NORWALK ADMINS. @ 002

approved 10-lane facility. I specifically ask that the design of the Carmenita interchange be revised to accommodate no more than 10 through lanes, and that no accommodation be made for any future expansion beyond 10 lanes.

Please consider this letter as both general correspondence and a formal comment upon the Draft Environmental Assessment/Initial Study now in circulation for the Carmenita Interchange Project.

Again, please accept my commendation for the overall skill and sensitivity being shown in management of the I-5 project. Thank you for your attention to this matter.

Sincerely,

 Michael Mendez
 Chairman

CC: Mr. Ron Kosinski
 Mr. Tony Velasquez
 Each Member City
 File

JPA1 - This letter is in response to the letter from the Interstate 5 Joint Powers Authority on the previous page

Tom Whaley - Program Project Mgr.

STATE OF CALIFORNIA - BUSINESS, TRANSPORTATION AND HOUSING AGENCY
 DEPARTMENT OF TRANSPORTATION
 DISTRICT 7, 135 SO. SPRING ST.
 LOS ANGELES, CA 90012-2006
 (213) 897-0822

August 16, 2001

Michael Mendez, Chairman
 The I-5 Consortium Cities Joint Powers Authority
 12700 Norwalk Blvd.
 P.O. Box 1030
 Norwalk, CA 90651-1030

Dear Mr. Mendez:

Thank you for the complimentary remarks about our staff. We are pleased they are representing us well and serving you well.

I am in receipt of your letter regarding Interstate 5 (I-5) Corridor Improvement Project and the Carmenita Interchange Project - Accommodation of 12 lanes. In responding to your request that no design accommodations be made for any future expansion beyond 10 lanes, please let us describe respectfully how we are proceeding.

1. We recognize the efforts and conclusions of the Major Investment Study (MIS), and, use the study as the base guideline.
2. We recognize the consensus position and the Locally Preferred Alternative (LPA) as the position of the Joint Powers Authority (JPA).
3. We recognize that another position advocates an 'ultimate' facility, that would provide greater freeway capacity than currently reflected in the LPA.
4. With the advent of early implementation of an 'ultimate' project, and the abandonment of an interim project, the unresolved issues of design parameters and capacity planning will need to be addressed now and not be deferred to the future by the implementation of an interim project.
5. The platform and vehicle to address these issues is the Impact Study / Environmental Assessment (ISEA) process for the 'ultimate' project.
6. The work and results of the MIS and the interim ISEA provide major baseline data for the 'ultimate' project ISEA.
7. It is imperative that the ISEA for the 'ultimate' project, currently under way, includes the 12-lane alternative as well as the LPA of the MIS.

 JPA

Michael Mendez
 August 16, 2001
 Page 2

8. The schedule for the 'ultimate' project is as follows:

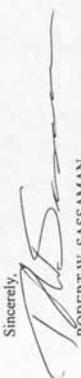
January 2001 to January 2004 - ISEA for Los Angeles / Orange County line to the 605 IC.
 January 2002 to January 2005 - ISEA for 605 IC to the 710 IC.
 January 2003 to January 2006 - ISEA for the 710 IC.
 February 2002 - completion of the ISEA for the Carmenita Interchange.

Thus Carmenita is hard pressed for decisions prior to conclusions that would be made for the whole corridor. The recommended approach for Carmenita is to design it for 10 lanes, then at least look at what may be required if at least sufficient minimal accommodations for a potential 12 lane freeway cross-section is later determined desirable. This happily became easily achieved because the now proposed Carmenita Overcrossing is a long (approximately 1000 foot) viaduct that not only spans the freeway but also the railroad tracks. Considerations for constructability and staging options were also accounted for. Thus the long span viaduct allows for the placement of support columns judiciously that does not rule out a 12-lane freeway design. All other features of the interchange are being designed assuming a 10-lane freeway. At this time, only funding for a 10-lane facility is available.

Your request that the I-5, including the Carmenita Interchange, have no accommodations for any future expansion beyond 10 lanes must at this time be respectfully deferred. We are bound procedurally to present at least a 12-lane alternative in the ISEA and allow the ISEA review process to ultimately give direction to the selection of specific design parameters.

We are committed to respect your views and interests and to work with you throughout the process. We believe together we can provide a reasonable and balanced beneficial implementation of an I-5 corridor improvement.

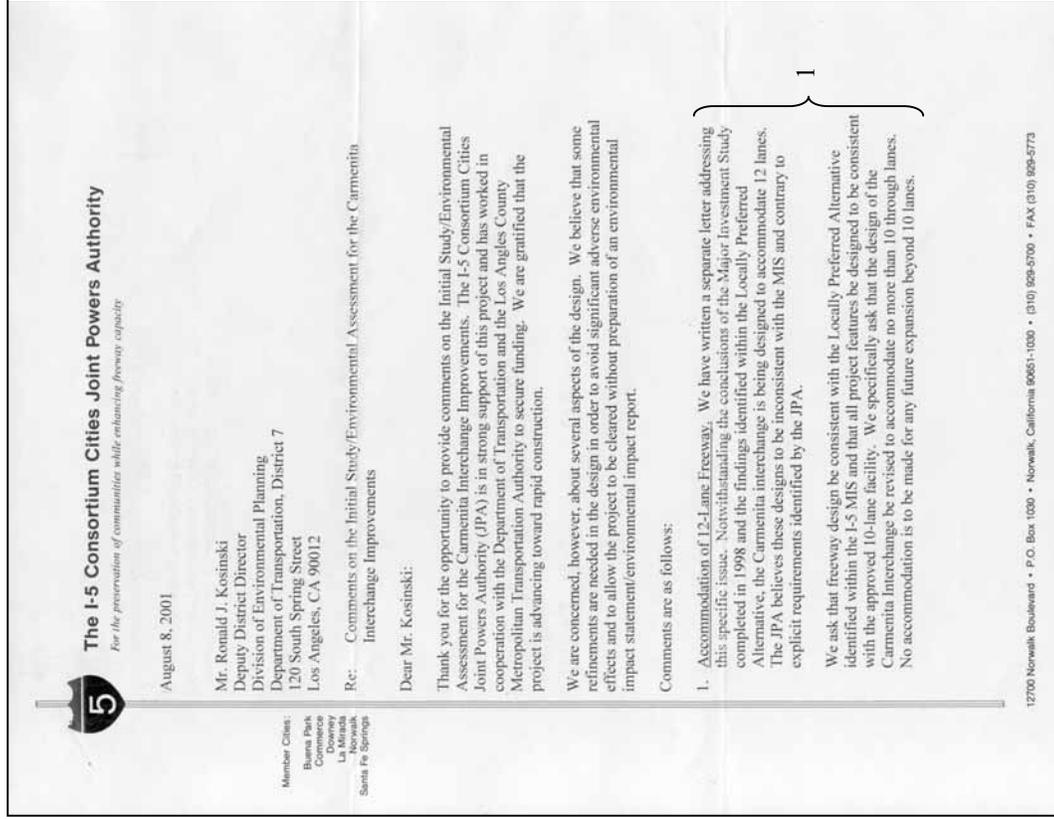
I hope this has addressed your concerns. Please feel free to contact Raja Mitwasi, Deputy District Director of Program Project Management, if you have any more questions on this issue. He can be reached at (213) 897-0362.

Sincerely,

 ROBERT W. SASSAMAN
 District Director

c: Mayor Art Brown, City of Buena Park
 Mayor Jesus Cervantes, City of Commerce
 Mayor Keith McCarthy, City of Downey
 Mayor Peter David, City of La Mirada
 Mayor Eleanor Zimmerman, City of Norwalk
 Mayor Betty Putnam, City of Santa Fe Springs

 JPA

This letter is identified as JPA2.



JPA2-1. It is coincidental that the IS/EA for this project accommodates a 12-lane alternative as well as the Locally Preferred Alternative of the MIS. While Caltrans is on record as supporting the 10-lane alternative and the Regional Transportation Improvement Plan (RTIP) also identifies the 10-lane plan, your request that the I-5, including the Carmenita Interchange, have no accommodations for any future expansion beyond 10 lanes must, at this time, be respectfully deferred. FHWA has determined that any interim projects on the Interstate 5, such as the Carmenita Interchange, must not prematurely preclude the future construction of any of the alternatives, currently under consideration, in the forthcoming Interstate 5 Corridor Improvement EIS/EIR. As a consequence, we were bound procedurally not to preclude, without clear justification, the future accommodation of a 12-lane alternative in this IS/EA. This requirement is reflected in the current ND/FONSI decision making process for the Carmenita Interchange project. Please see response letter from Bob Sassaman on page 56 of this document.

JPA2 continued

Mr. Ronald J. Kosinski
August 8, 2001
Page 2

2. Size and Configuration of On-Ramps and Off-Ramps. Alternative 3A, identified as the Preferred Alternative is configured with on-ramps and off-ramps with a variety of lane configurations. The southbound on-ramp is comprised of two lanes at the intersection with Carmenita Road while the northbound on-ramp has three lanes. The northbound off-ramp has three lanes while the southbound off-ramp has four lanes. No traffic analysis or data are included within the environmental document to support this array of configurations.

The JPA has long maintained that the minimum necessary ramp width should be used in order to limit property takes in this important commercial area. We believe that no more than two lanes should be used on any ramp unless a detailed traffic operations analysis clearly indicates that additional lanes are needed. Construction of High-Occupancy-Vehicle bypass lanes can be avoided by metering all on-ramp lanes.

3. Firestone Boulevard Fronting Lowe's. Drawings included within the IS/EA depict Firestone Boulevard as continuous beyond Carmenita Road and fronting the Lowe's store. (Lowe's is incorrectly labeled as "Eagle Hardware" on the drawings.) Recent agreements reached between Caltrans and the JPA call for a different arrangement and would remove Firestone Boulevard along much of the Lowe's property. The project should include this revised design.

4. Additionally, no profile data are provided indicating ramp elevations along Carmenita Road. Approaches to the bridge along Carmenita must be designed in such a manner as to allow adequate local circulation and connection to other local streets. The intersection at Carmenita Road and Excelsior Drive must be configured to allow normal operation by 18-wheeled trucks.

Once these issues are addressed, the JPA believes this important project can move forward. Again, thank you for the opportunity to comment on the IS/EA.

Sincerely,



Leroy L. Saags, PE
Authority Engineer

Cc: Each JPA City
File

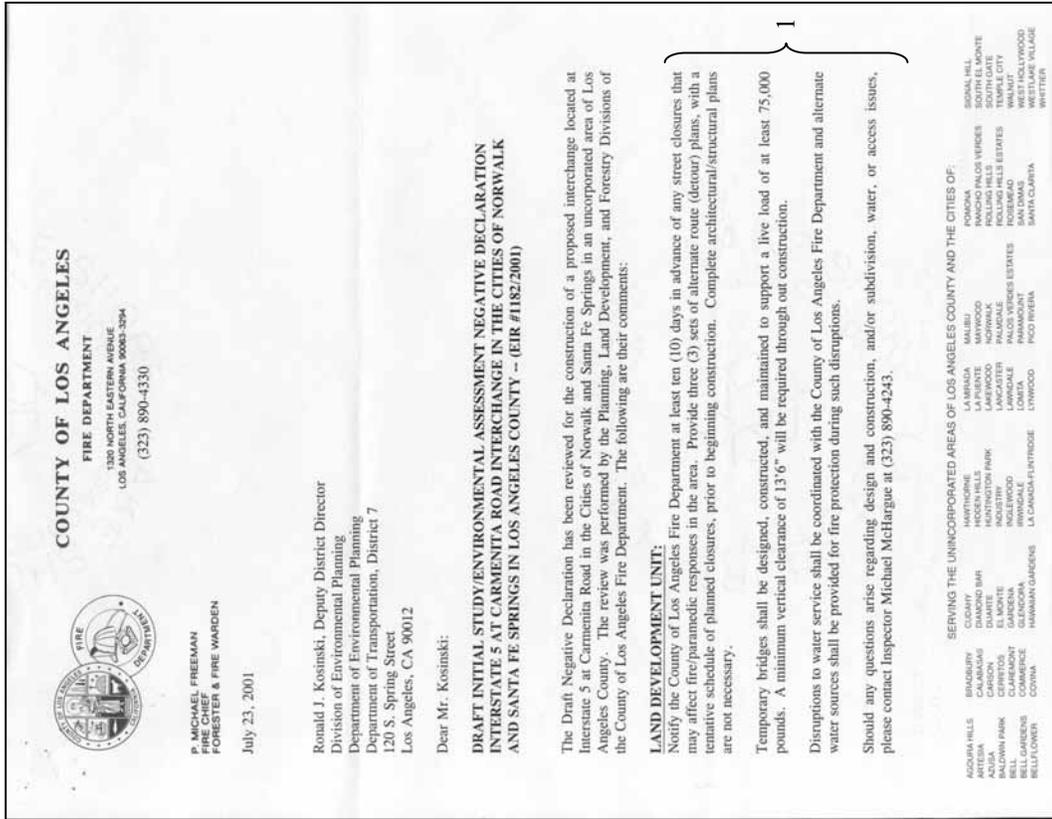
JPA2-2 Traffic analyses completed in conjunction with the Project Report for the proposed project indicate the number of ramp lanes needed to accommodate vehicle storage at the year 2025's predicted traffic volumes. Some additional lanes are provided for free-right-turn lanes. These features decrease congestion on Carmenita Road. HOV bypass lanes and CHP enforcement areas have been removed from the ramp design of the proposed project.

JPA2-3 The current design truncates Firestone Boulevard 190 meters (623 feet) southeast of Dinard Avenue. Project drawing references to Eagle Hardware have been changed to Lowe's Hardware.

JPA2-4 Profile data and other engineering drawings not included in this environmental document can be found in the Project Report, which is being provided to the JPA. All surface streets and freeway access ramps will be designed in accordance with State and local codes. Turning radiuses will be designed to accommodate 18-wheeled trucks.

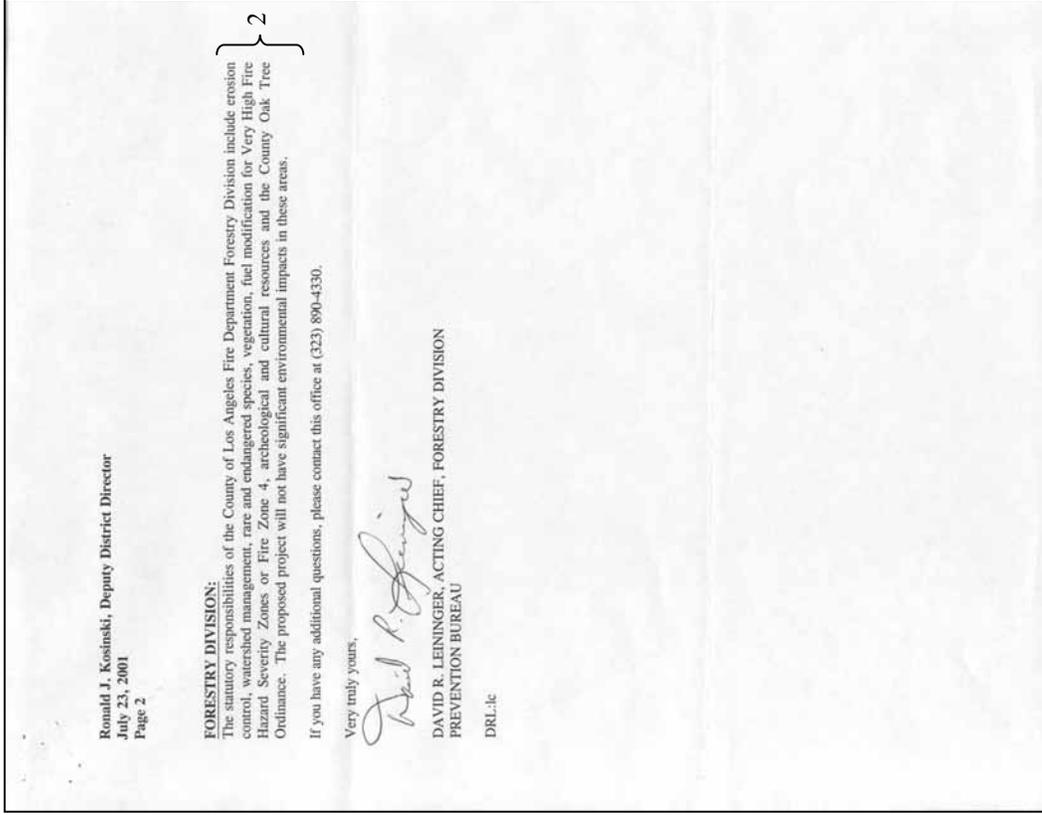
This letter is identified as LACoFD.

LACoFD1 - Comment Noted. No temporary bridges will be used in the construction of this project. Coordination of street closures will be done in the development of the TMP for the project during the PS&E stage of project design. Coordination of water service disruptions will be done during PS&E stage of project design.

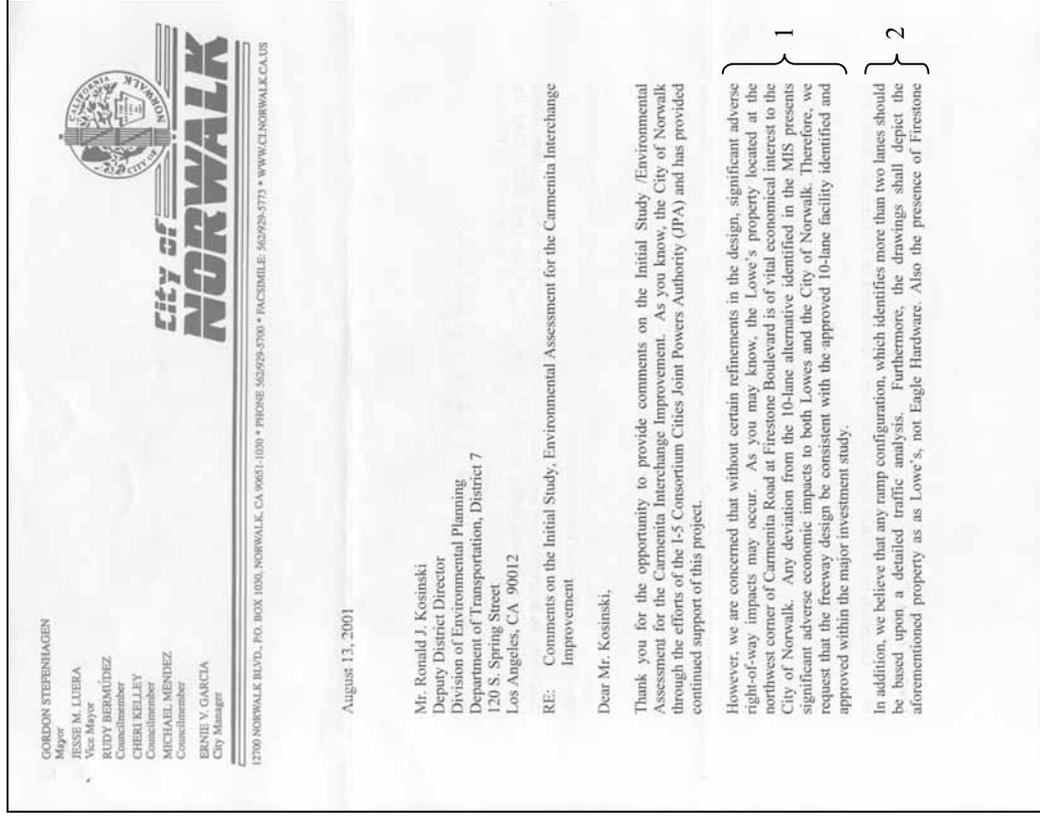


LACoFD continued

LACoFD2 – Comment noted, no response required.



This letter is identified as Norwalk.

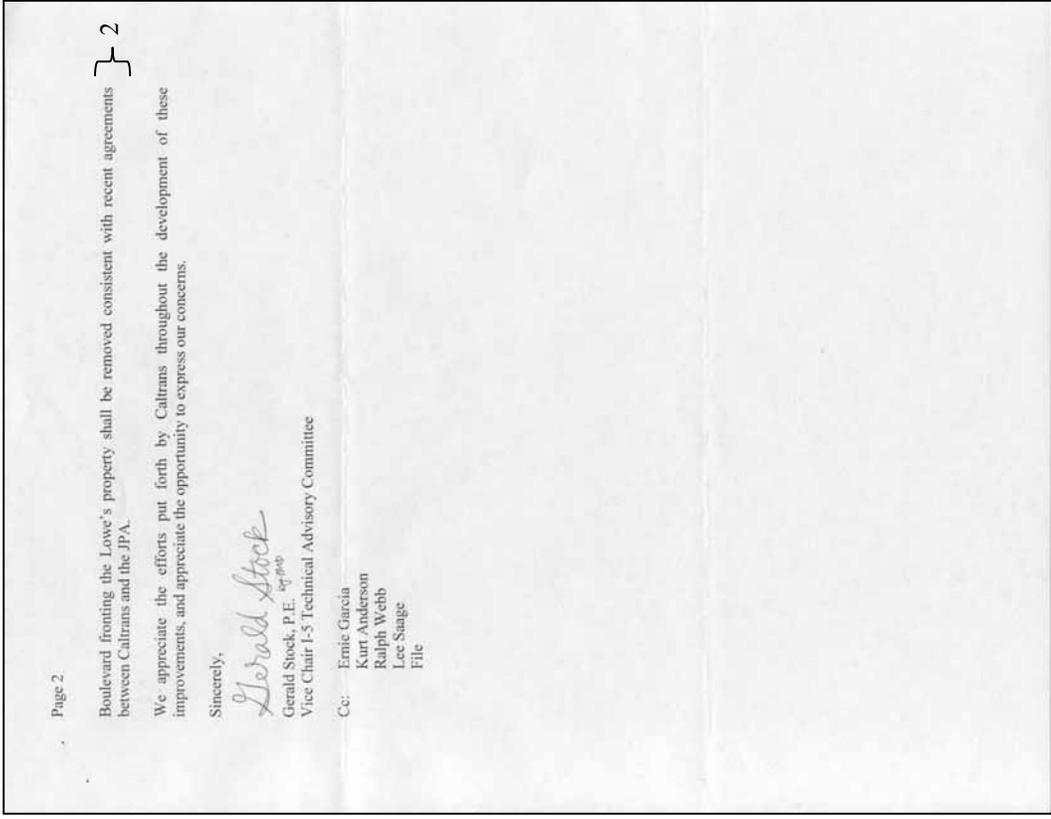


Norwalk-1 It is coincidental that the IS/EA for this project accommodates a 12-lane alternative as well as the Locally Preferred Alternative of the MIS. While Caltrans is on record as supporting the 10-lane alternative and the Regional Transportation Improvement Plan (RTIP) also identifies the 10-lane plan, your request that the I-5, including the Carmenita Interchange, have no accommodations for any future expansion beyond 10 lanes must, at this time, be respectfully deferred. FHWA has determined that any interim projects on the Interstate 5, such as the Carmenita Interchange, must not prematurely preclude the future construction of any of the alternatives, currently under consideration, in the forthcoming Interstate 5 Corridor Improvement EIS/EIR. As a consequence, we were bound procedurally not to preclude, without clear justification, the future accommodation of a 12-lane alternative in this IS/EA. This requirement is reflected in the current ND/FONSI decision making process for the Carmenita Interchange project. Please see response letter from Bob Sassaman on page 56 of this document.

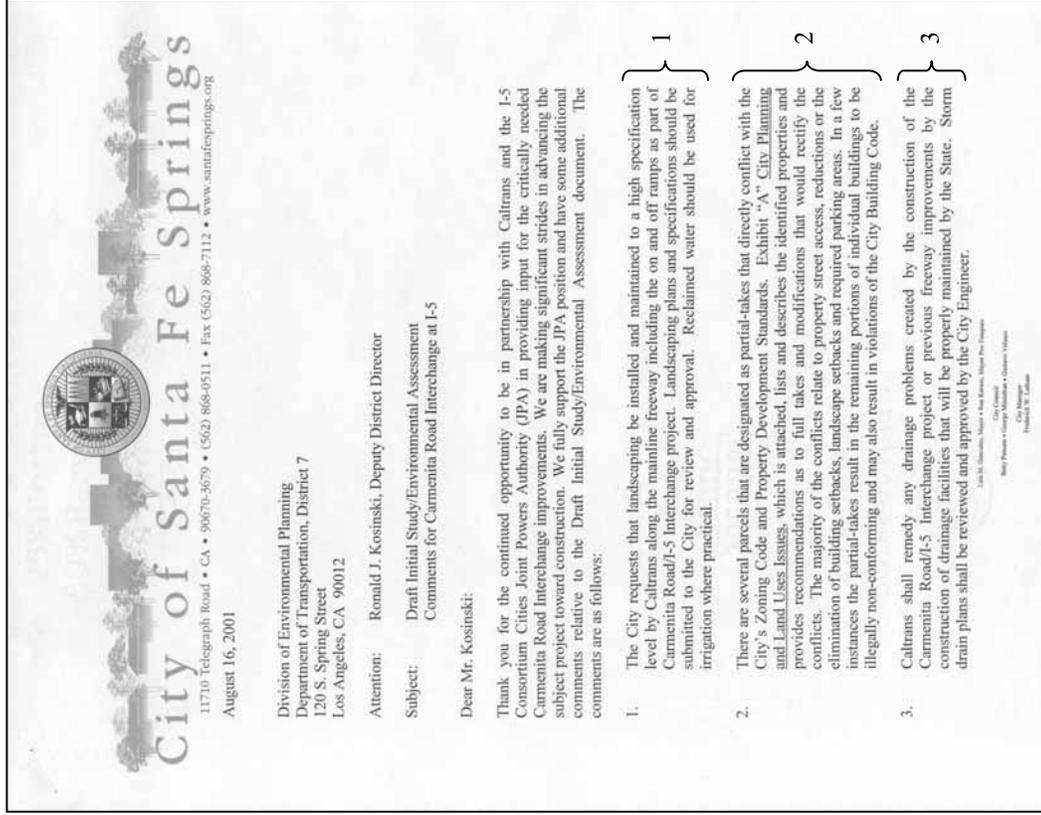
Norwalk-2 Traffic analyses completed in conjunction with the Project Report for the proposed project indicate the number of ramp lanes needed to accommodate vehicle storage at the year 2025's predicted traffic volumes. Some additional lanes are provided for free-right-turn lanes. These features decrease congestion on Carmenita Road. HOV bypass lanes and CHP enforcement areas have been removed from the design of the proposed project.

Norwalk continued

Norwalk 2 continued: The current design truncates Firestone Boulevard 190 meters (623 feet) southeast of Dinard Avenue. All intersection and grades are being designed in consideration of truck traffic.



This letter is identified as SFS.



SFS-1 Caltrans will include full landscaping with the project at a cost of \$37,000/acre (in 2001/02 FY Dollars). This is the maximum per acre expenditure that includes planting, fully automatic irrigation systems and a 3-year Plant Establishment Period in accordance with our safety standards and maintenance capabilities. We will review the plans with all local agencies that the project traverses. Any agency may contribute funds for plantings and maintenance above the standard through the co-operative agreement process.

SFS-2 Caltrans Right-of-way Acquisitions Office will make determinations of full or partial acquisition for each property. The determination will be based on careful consideration of the city's recommendations (including zoning and code regulations) and the economic benefits of full versus partial acquisition. Please see the following pages for specific responses to the city's recommendations found in Exhibit A.

SFS-3 Comment noted. The project's final design will include drainage systems. Those drainage systems within the State's right-of-way will be maintained by the state.

SFS continued

<p>Division of Environmental Planning Department of Transportation, District 7 August 16, 2001 Page 2</p>	<p>4. Fire protection services during construction require the notification of not only the County of Los Angeles but also, the Santa Fe Springs Fire Department, Police Services Center and Municipal Services Yard in the event of closures, detours, and temporary water main shut downs. Hydrants not in service are to be covered.</p>	<p>5. Public Utilities and Services – The project shall incorporate the relocation of the City's 16" transmission water main in Carmentita Road to a new location which could include provisions within the Carmentita Road Overcrossing and Overhead or Viaduct. The project also requires relocating fire hydrants, water mains, water meters and other facilities in conjunction with the interchange construction. The contract specification shall require that only the City of Santa Fe Springs Water Department shall operate water valves with proper notice and at the expense of the contractor.</p>	<p>6. Overhead Edison, telephone and cable facilities affected by the project shall be placed underground in lieu of aerial relocation.</p>	<p>7. Community Relations – Regular meetings shall be held with representatives of the City of Santa Fe Springs, Caltrans and the Contractor to reduce the impact of construction and construction noise, and to avoid the inconvenience and disruption to businesses including other adverse impacts as determined by the City of Santa Fe Springs during construction, and to discuss scheduling. Graffiti within the construction project limits shall be removed within twenty-four hours. The highest level of project maintenance shall be a high priority of the Contractor.</p>	<p>8. Traffic Movement/Measures to Mitigate Harm - The City shall review and approve detour and traffic control plans. The contractor shall maintain traffic control devices on a 24-hour 7-day basis and shall submit the names of the contractor's representatives that will be available to respond evenings, weekends and holidays to correct deficiencies.</p>	<p>Water Quality – Measures to minimize harm requires the contractor to implement storm water and urban runoff pollution prevention controls, and Best Management Practices (BMP's) on construction sites in accordance with County and City Code. The Contractor may also be required to file a Notice of Intent (NOI) with the Regional Water Quality Control Board and prepare a Storm Water Pollution Prevention Plan (SWPPP) as specified in the State of California General permit for Storm Water Discharges associated with construction activities in accordance with NPDES mandate to protect receiving waters and storm drains from construction activity related erosion and pollution. The Contractor will be required to conform to all NPDES requirements.</p>
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SFS-4 Comment noted. Coordination of street closures will be done in the development of the TMP for the project during the PS&E stage of project design.

SFS-5 Comment noted. Coordination of utility relocation and superior rights of those utilities will be determined during the PS&E stage of project design.

SFS-6 Comment noted. Caltrans and the I-5 JPA will continue their community outreach program as a part of this project. Graffiti removal will be a part of the final PS&E package.

SFS-7 According to the Project Engineer, both southbound Carmentita on and off and northbound Carmentita on and off ramps will be closed at different times for approximately 8 weeks each. During this period, Rosecrans Ave on and off ramps will be used as a primary detour.

Based on the current stage construction and the proposed Transportation Plan, the impact to the city of Santa Fe Springs during construction should be minimal, if any at all. The resident engineer will be the point of contact for the project during construction.

SFS-8 Both temporary and permanent BMP's will be implemented to control runoff pollution during construction and project operation.

SFS continued

Division of Environmental Planning
Department of Transportation, District 7
August 16, 2001
Page 3

- 9. Air Pollutants – Measures to mitigate air pollutants during grading shall include the requirement that the Contractor implement control and high wind measures to mitigate the sources of fugitive dust under AQMD Rule 403.
- 10. Streets shall be swept as frequently as determined by the City Engineer of the City of Santa Fe Springs to keep paved areas acceptably clean during grading and hauling operations. A street sweeper shall be available for this purpose at all times. The sweeper shall be a double-gutter broom, self-loading motor sweeper with spray nozzles. Any spillage on haul routes shall be removed immediately and the area cleaned by the Contractor.
- 11. The Contractor is to be advised that application for a temporary water meter for water from City of Santa Fe Springs hydrants shall be made to the City of Santa Fe Springs Finance Department. Failure to obtain a water meter from the City of Santa Fe Springs is a violation of Section 53.18 of the City Code, a misdemeanor punishable by a fine not exceeding \$500 or by imprisonment of six (6) months, or both. Only approved spanner wrenches may be used when operating fire hydrants.
- 12. Design Standards – The design of frontage roads, approach roadways, secondary highways and industrial streets shall conform to latest Streets & Highways Code and City Standards with respect to widths and design criteria, unless otherwise approved by the City Engineer. Every effort shall be made to locate driveways conforming to City Standards and Policy. The final plans shall be approved by the Santa Fe Springs City Engineer.
- 13. Consultation and Coordination – In a continuing partnership with Caltrans to minimize the impact of the modification and relocation of the municipal infrastructure, the City of Santa Fe Springs requests opportunity for feedback directly into the design process by being members of the design team in regularly scheduled meetings with Caltrans.

If you have any questions, please call George O'Brien or Tom Lopez of this office at (562) 868-0511, extension 267 or 279, respectively. Again, we thank you for this opportunity to provide input in this important project.

Very truly yours,


John R. Price
Director of Public Works

JRP/gho/tc

cc: Ralph Webb, Executive Director, Joint Powers Insurance Authority
City of Norwalk, 12700 Norwalk Boulevard, Norwalk, CA 90651-1030

SFS-9 Comment noted, please see page 42, section 5-18 of this IS/EA.

SFS-10 Comment noted. Coordination of street sweeping activities will be done during the PS&E stage of project design.

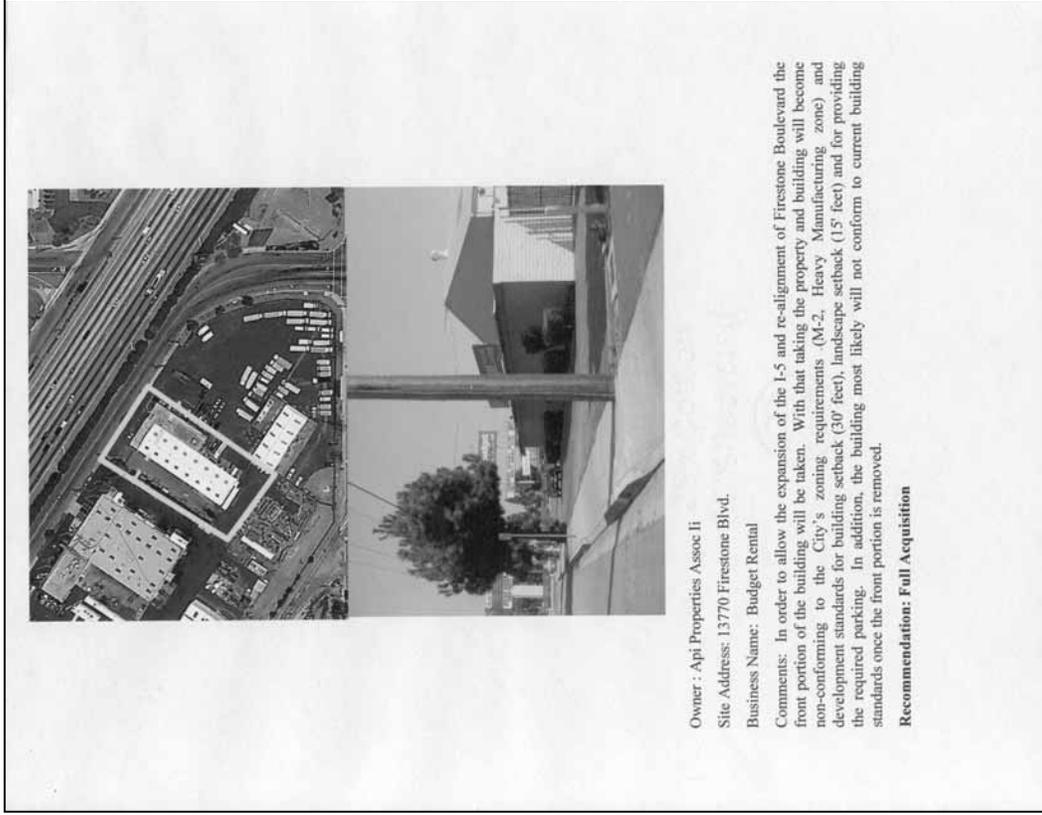
SFS-11 Comment noted. Construction use of City water will be conducted in compliance with City code.

SFS-12 Comment noted. Design of reconfigured city streets, ramps, and property accesses will be designed to standard specifications.

SFS-13 Comment noted. Caltrans and the I-5 JPA will continue its ongoing coordination with the City of Santa Fe Springs.

SFS continued

According to a meeting with the City on March 26, 2002, the most current recommendation from the city is to partially acquire this property. Economically and geometrically, it is more beneficial to partially acquire this property. It is identified as a partial acquisition in this final environmental document. The tenant business located at this property may be subject to relocation.



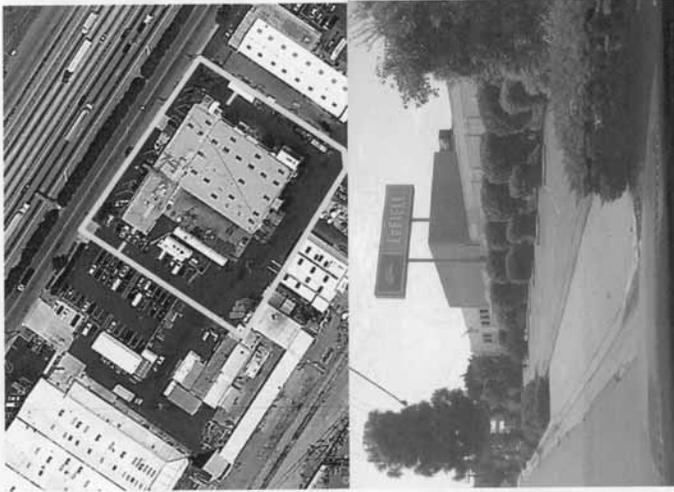
Owner : Api Properties Assoc II
Site Address: 13770 Firestone Blvd.
Business Name: Budget Rental

Comments: In order to allow the expansion of the I-5 and re-alignment of Firestone Boulevard the front portion of the building will be taken. With that taking the property and building will become non-conforming to the City's zoning requirements (M-2, Heavy Manufacturing zone) and development standards for building setback (30' feet), landscape setback (15' feet) and for providing the required parking. In addition, the building most likely will not conform to current building standards once the front portion is removed.

Recommendation: Full Acquisition

SFS continued

According to a meeting with the City on Mach 26, 2002, the most current recommendation from the city is to partially acquire this property. Economically and geometrically, it is more beneficial to partially acquire this property. It is identified as a partial acquisition in this final environmental document.

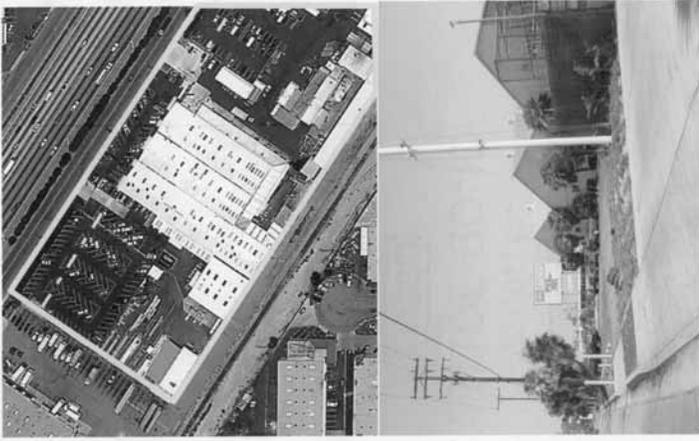


The image block contains two photographs. The left photograph is an aerial view of an industrial facility with several large, interconnected buildings and a parking lot. The right photograph is a street-level view of the same facility, showing a large sign that reads 'LEFIELL' and a road in the foreground.

Owner: Le Fiell Manufacturing
Site Address: 13700 Firestone Blvd.
Business Name: Le Fiell Manufacturing
Comments: In order to allow the expansion of the I-5 and re-alignment of Firestone Boulevard the front portion of the building will be taken. With that taking the property and building will become non-conforming to the City's zoning requirements (Mf-2, Heavy Manufacturing zone) and development standards for building setback (30' feet), landscape setback (15' feet) and for providing the required parking. Moreover, the removal of the front portion of the building will expose an illegal non-conforming metal building that is subject to termination as required in the Zoning Ordinance.
Recommendation: Full Acquisition

SFS continued

According to a meeting with the City on Mach 26, 2002, the most current recommendation from the city is to partially acquire this property. Economically and geometrically, it is more beneficial to partially acquire this property. It is identified as a partial acquisition in this final environmental document.



Owner: Le Fiehl Manufacturing
Site Address: 13700 Firestone Blvd.
Business Name: Le Fiehl Manufacturing

Comments: In order to allow the expansion of the I-5 and re-alignment of Firestone Boulevard the front portion of the building will be taken. With that taking the property and building will become non-conforming to the City's zoning requirements (M-2, Heavy Manufacturing zone) and development standards for building setback (30' feet), landscape setback (15' feet) and for providing the required parking. Moreover, the removal of the front portion of the building will expose an illegal non-conforming metal building that is subject to termination as required in the Zoning Ordinance.

Recommendation: Full Acquisition

SFS continued



Owner: Ryder Transportation Services

Site Address: 13630 Firestone Blvd.

Business Name: Ryder Transportation Services

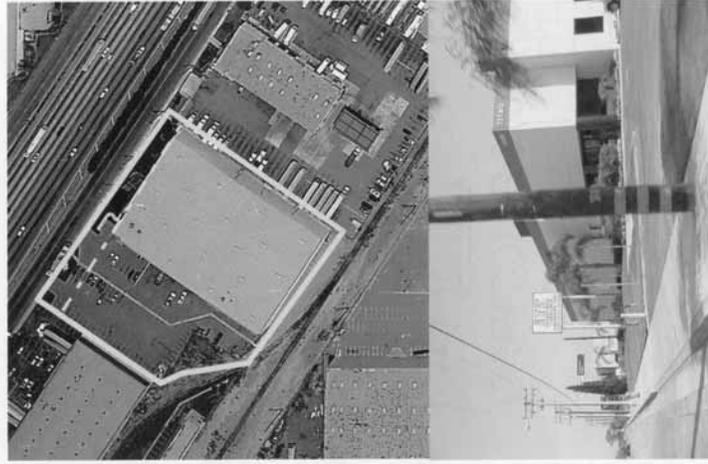
Comments: In order to allow the expansion of the I-5 and re-alignment of Firestone Boulevard the front portion of the building will be taken. With that taking the property and building will become non-conformin to the City's zoning requirements (M-2, Heavy Manufacturing zone) and development standards for building setback (30' feet), landscape setback (15' feet) and for providing the required parking.

Recommendation: Full Acquisition

Economically and geometrically, it appears more beneficial to fully acquire this property. It is identified as a full acquisition in this final environmental document.

Caltrans will further investigate the extent of the impact to this property and will make a final determination during final design.

SFS continued



Owner: Industrial Threaded Products, Inc.

Site Address: 13580 Firestone Blvd.

Business Name: Industrial Threaded Products, Inc.

Comments: In order to allow the expansion of the I-5 and re-alignment of Firestone Boulevard the front portion of the building will be taken. With that taking the property and building will become non-conforming to the City's zoning requirements (M-2, Heavy Manufacturing zone) and development standards for building setback (30' feet), landscape setback (15' feet) and for providing the required parking.

Recommendation: Full Acquisition

Economically and geometrically, it is more beneficial to fully acquire this property. It is identified as a full acquisition in this final environmental document.

According to a meeting with the City on March 26, 2002, the most current recommendation from the City is to partially acquire this property. A partial acquisition of this property may be possible, provided that the business can continue to function in the building after it is altered to provide a 30-foot setback.

SFS continued

Economically and geometrically, it is more beneficial to fully acquire this property. It is identified as a full acquisition in this final environmental document.



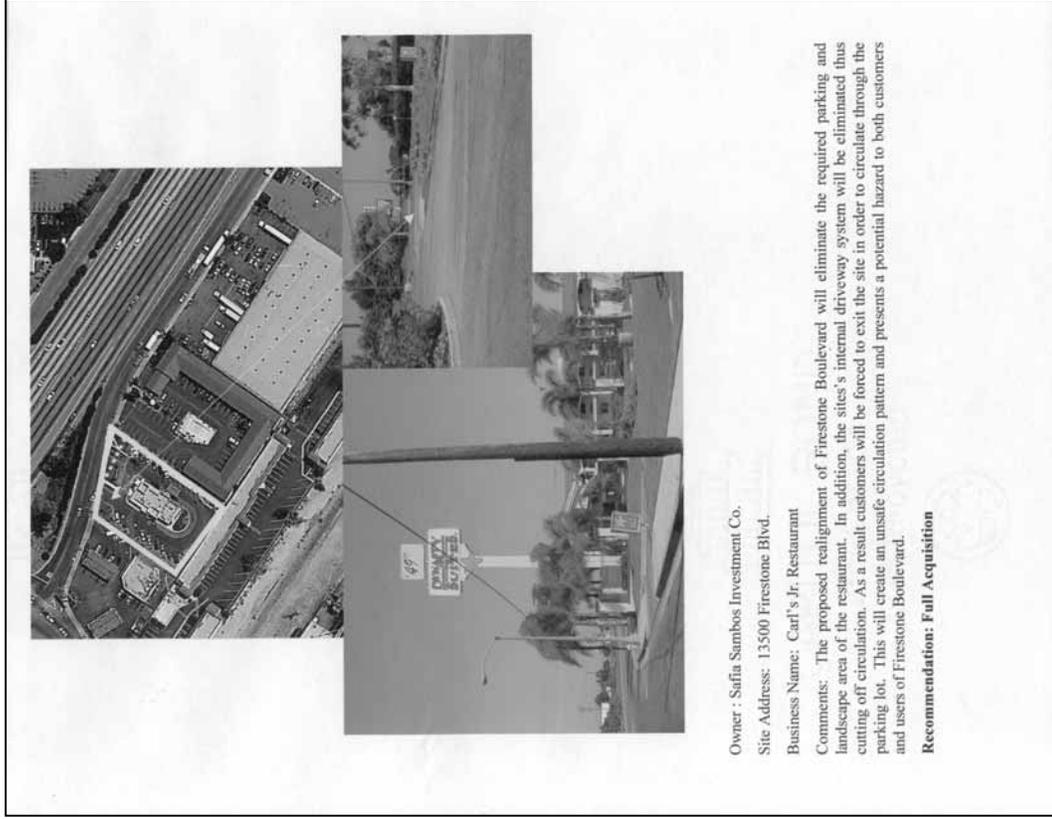
Owner: Sparr E. William; Dorothy
Site Address: 13560 Firestone Blvd.
Business Name: Vending Catering Supply

Comments: The existing property is currently non-conforming because of the street facing truck loading and unloading of the building. The expansion of the I-5 and re-alignment of Firestone Boulevard will eliminate the front half of all site parking and truck loading and unloading. This creates an unsafe and non-permitted truck loading access to the building. If the property is reduced as proposed it would exasperate the existing non-conforming situation and result in unsafe truck movements backing from Firestone Boulevard. Historically, businesses at this location have created unsafe trucking operations from Firestone. In addition, the reduction of the front yard area of the property will result in a non-conforming status as to building setback (30' feet), landscape setback (15' feet) and for providing the required parking.

Recommendation: Full Acquisition

SFS continued

Geometrically, the construction of the proposed interchange will require full acquisition of this property. It is identified as a full acquisition in this final environmental document.



Owner : Safia Sambos Investment Co.

Site Address: 13500 Firestone Blvd.

Business Name: Carl's Jr. Restaurant

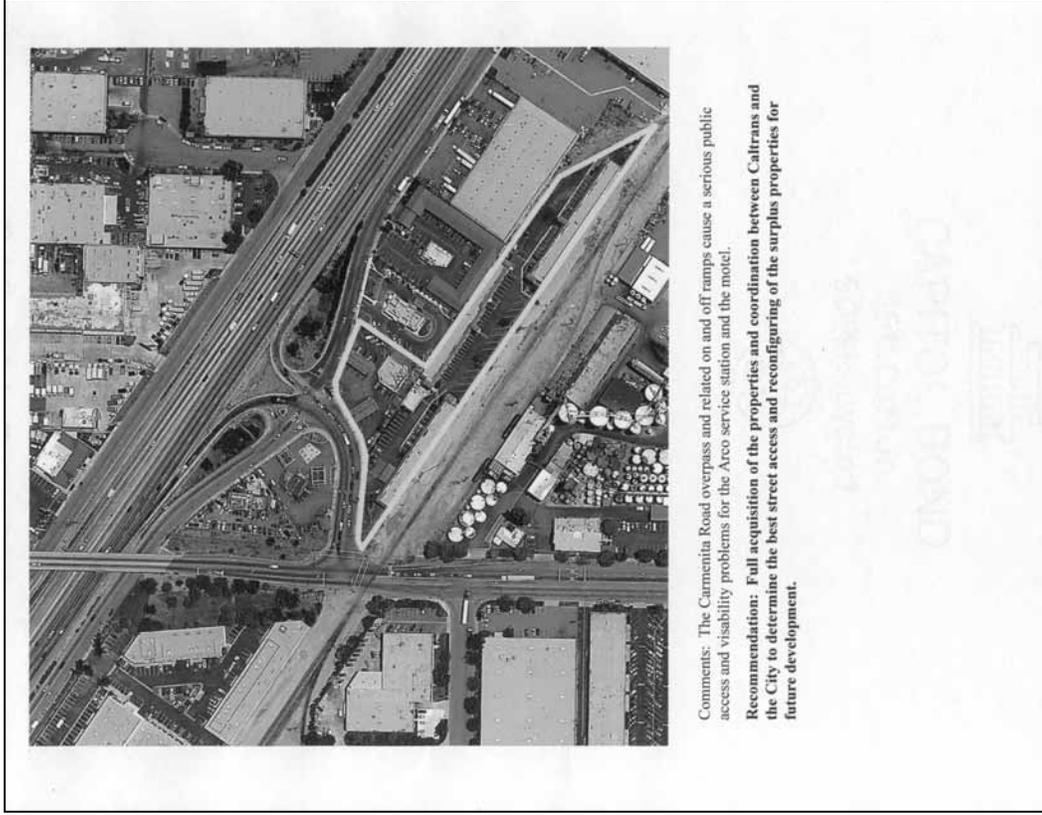
Comments: The proposed realignment of Firestone Boulevard will eliminate the required parking and landscape area of the restaurant. In addition, the sites's internal driveway system will be eliminated thus cutting off circulation. As a result customers will be forced to exit the site in order to circulate through the parking lot. This will create an unsafe circulation pattern and presents a potential hazard to both customers and users of Firestone Boulevard.

Recommendation: Full Acquisition

SFS continued

Present project design does not require acquisition of the Best Western Santa Fe Springs property.

The construction of the proposed interchange will require full acquisition of the gas station property. It is identified as a full acquisition in this final environmental document.



SFS continued



Economically and geometrically, it is more beneficial to partially acquire this property. It is identified as a partial acquisition in this final environmental document. The final alignment of the new extension of Arctic Circle will be designed to allow full access to the property as well as providing for the building setback.

SFS continued

Economically and geometrically, it is more beneficial to fully acquire this property. It is identified as a full acquisition in this final environmental document.

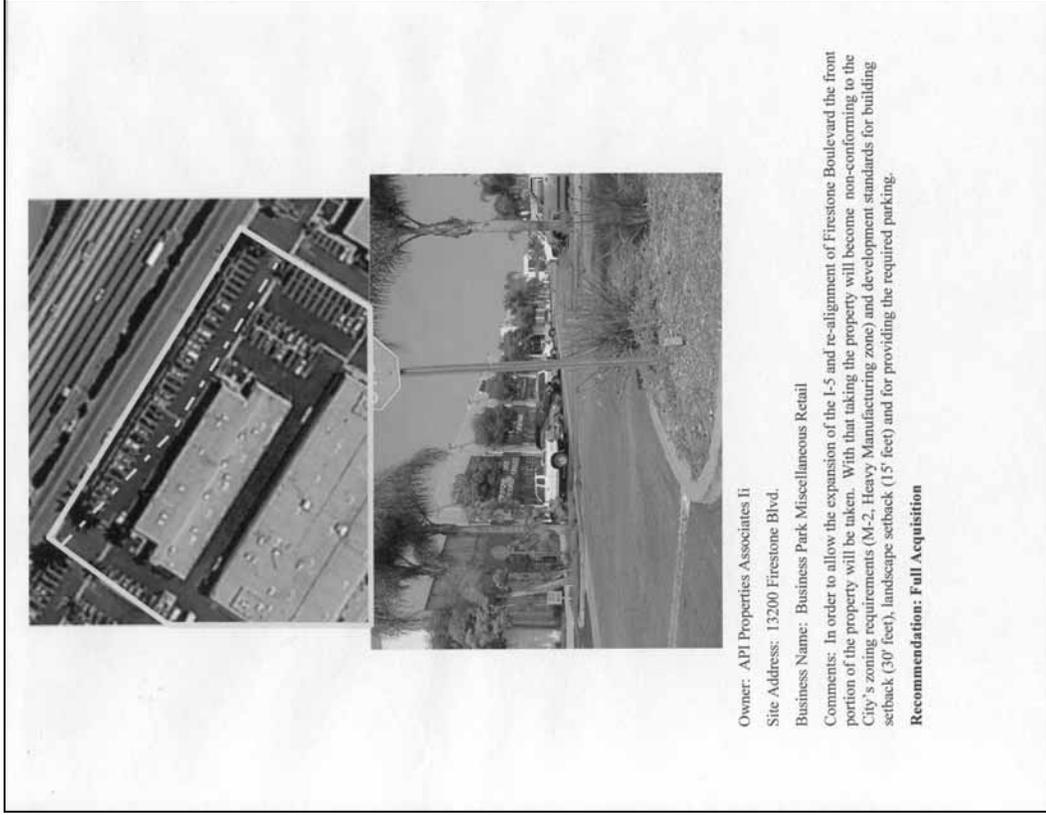


The image block contains two photographs. The left photograph is an aerial view of a large, rectangular industrial or commercial building complex with a white outline highlighting the main structure. The right photograph is a street-level view of a white, two-story building with a flat roof, situated next to a road and a utility pole.

Owner: API Properties Associates II
Site Address: 13100 Firestone Blvd.
Business Name: Business Park Miscellaneous Retail
Comments: In order to allow the expansion of the I-5 and re-alignment of Firestone Boulevard the front portion of the property will be taken. With that taking the property will become non-conforming to the City's zoning requirements (M-2, Heavy Manufacturing zone) and development standards for building setback (30' feet), landscape setback (15' feet) and for providing the required parking.
Recommendation: Full Acquisition

SFS continued

Economically and geometrically, it is more beneficial to fully acquire this property. It is identified as a full acquisition in this final environmental document.



Owner: API Properties Associates II

Site Address: 13200 Firestone Blvd.

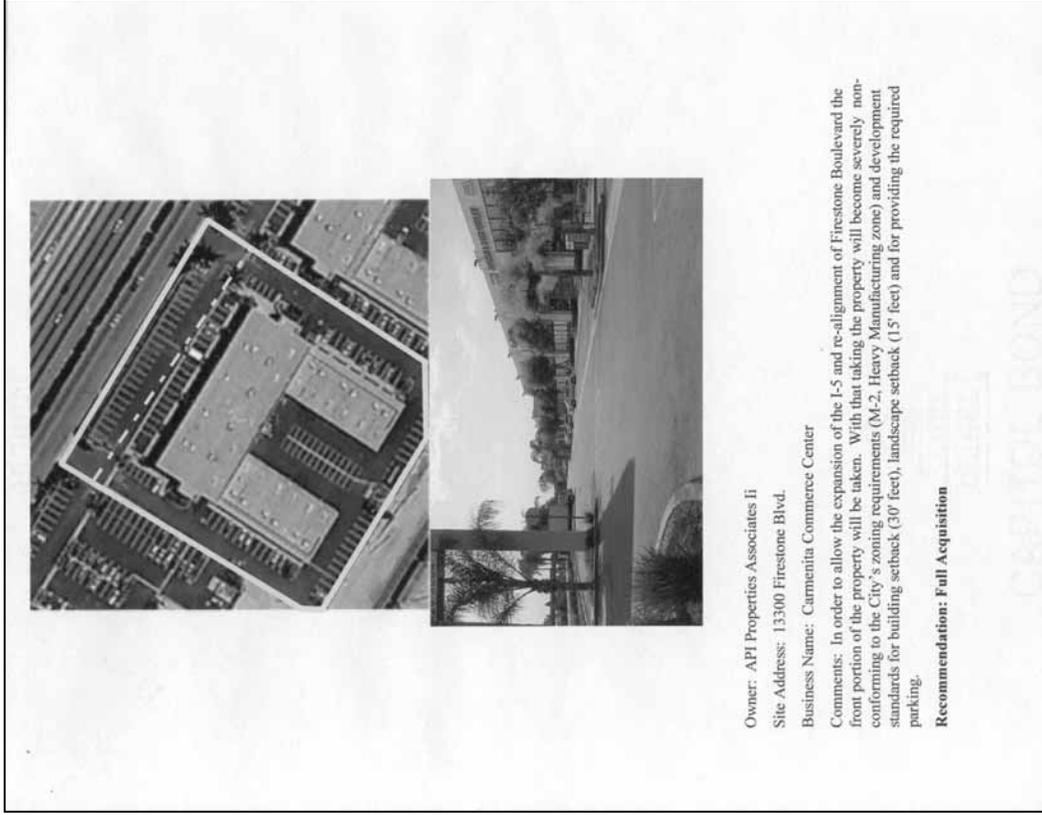
Business Name: Business Park Miscellaneous Retail

Comments: In order to allow the expansion of the I-5 and re-alignment of Firestone Boulevard the front portion of the property will be taken. With that taking the property will become non-conforming to the City's zoning requirements (M-2, Heavy Manufacturing zone) and development standards for building setback (30' feet), landscape setback (15' feet) and for providing the required parking.

Recommendation: Full Acquisition

SFS continued

Economically and geometrically, it is more beneficial to fully acquire this property. It is identified as a full acquisition in this final environmental document.



Owner: API Properties Associates II

Site Address: 13300 Firestone Blvd.

Business Name: Carmenita Commerce Center

Comments: In order to allow the expansion of the I-5 and re-alignment of Firestone Boulevard the front portion of the property will be taken. With that taking the property will become severely non-conforming to the City's zoning requirements (M-2, Heavy Manufacturing zone) and development standards for building setback (30' feet), landscape setback (15' feet) and for providing the required parking.

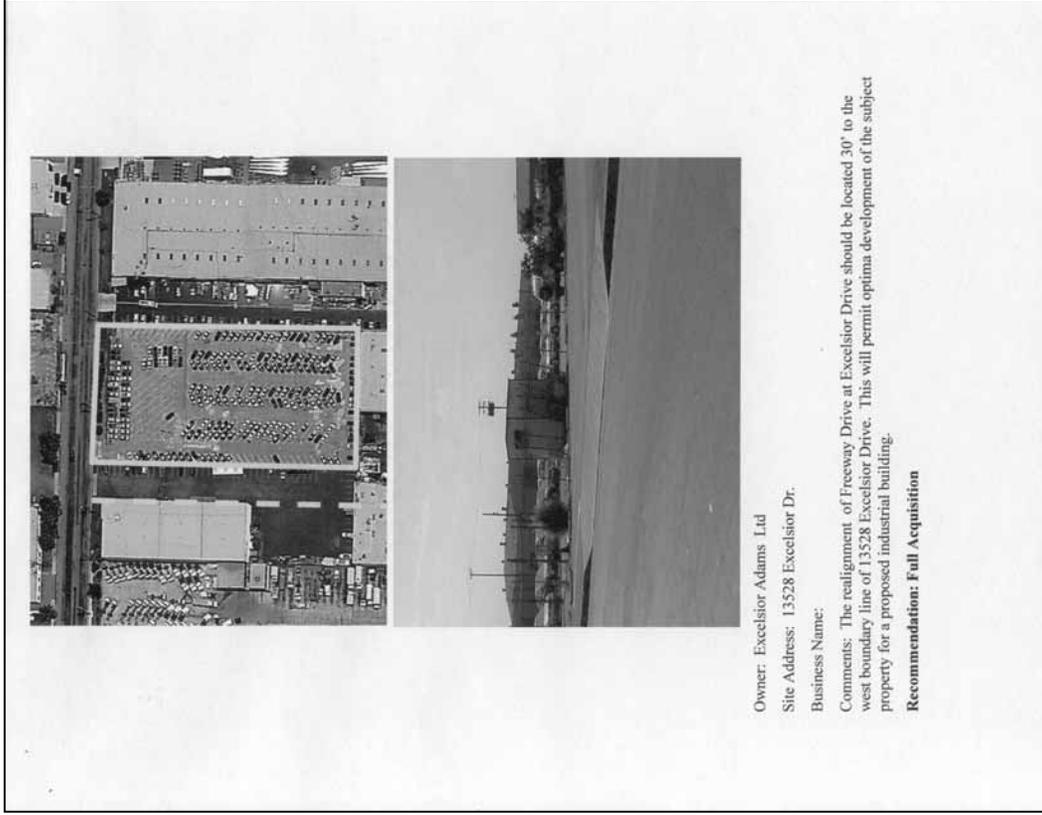
Recommendation: Full Acquisition

SFS continued

Present project design does not impact the Frigid Coil property.



SFS continued



Owner: Excelsior Adams Ltd
Site Address: 13528 Excelsior Dr.
Business Name:

Comments: The realignment of Freeway Drive at Excelsior Drive should be located 30' to the west boundary line of 13528 Excelsior Drive. This will permit optima development of the subject property for a proposed industrial building.

Recommendation: Full Acquisition

Economically and geometrically, it is more beneficial to fully acquire the property at 13500 Excelsior. It is identified as a full acquisition in this final environmental document. The new alignment of Freeway Drive will abut the western property line of the property located at 13528 Excelsior Drive.

SFS continued



Owner: Allstar Inns
Site Address: 13412 Excelstior Dr.
Business Name: Motel "6" (six)

Comments: Proper street access to the Motel 6 property will be cut off due to the difference in elevations between the Carmenita Road bridge overpass and Excelstior Drive ramping up to Carmenita Road.

Recommendation: Full Acquisition

Economically and geometrically, it is more beneficial to fully acquire this property. It is identified as a full acquisition in this final environmental document.

August 14, 2001
Mr. Ronald Kosinski
Page 2

**COMMENTS ON THE
INITIAL STUDY / ENVIRONMENTAL ASSESSMENT
FOR THE
INTERSTATE-5 AT CARMENITA ROAD
INTERCHANGE IMPROVEMENT PROJECT
SCAG NO. I 20010423**

PROJECT DESCRIPTION

The proposed Project considers the removal of the existing Interstate-5 at Carmenita Road overcrossing and the associated hook ramps and constructing a new overcrossing and railroad overhead. In addition, the proposed Project involves the acquisition of new State right-of-way. The proposed Project is located in Los Angeles County, in the Cities of Santa Fe Springs and Norwalk.

INTRODUCTION TO SCAG REVIEW PROCESS

The document that provides the primary reference for SCAG's project review activity is the Regional Comprehensive Plan and Guide (RCPG). The RCPG chapters fall into three categories: core, ancillary, and bridge. The Growth Management (adopted June 1994), Regional Transportation Plan (adopted April 2001), Air Quality (adopted October 1995), Hazardous Waste Management (adopted November 1994), and Water Quality (adopted January 1995) chapters constitute the core chapters. These core chapters respond directly to federal and state planning requirements. The core chapters constitute the base on which local governments ensure consistency of their plans with applicable regional plans under CEQA. The Air Quality and Growth Management chapters contain both core and ancillary policies, which are differentiated in the comment portion of this letter. The Regional Transportation Plan (RTP) constitutes the region's Transportation Plan. The RTP policies are incorporated into the RCPG.

Ancillary chapters are those on the Economy, Housing, Human Resources and Services, Finance, Open Space and Conservation, Water Resources, Energy, and Integrated Solid Waste Management. These chapters address important issues facing the region and may reflect other regional plans. Ancillary chapters, however, do not contain actions or policies required of local government. Hence, they are entirely advisory and establish no new mandates or policies for the region.

Bridge chapters include the Strategy and Implementation chapters, functioning as links between the Core and Ancillary chapters of the RCPG.

August 14, 2001
Mr. Ronald Kosinski
Page 3

Each of the applicable policies related to the proposed project are identified by number and reproduced below in italics followed by SCAG staff comments regarding the consistency of the Project with those policies.

GENERAL SCAG STAFF COMMENTS

1. During the time this IS/EA for the proposed Project was being prepared, SCAG adopted the 2001 RTP (April 2001). References made to the 1998 RTP should be updated and/or changed to reflect the 2001 RTP in the Final IS/EA for the proposed Project. } 1

The IS/EA includes a short discussion on the RTP and RTP in regards to the proposed Project. The proposed Project is included in SCAG's 2000/01-2005/06 RTP. }

2. The Final IS/EA should address the relationships (consistency with core policies and support of ancillary policies) to SCAG's Regional Comprehensive Plan and Guide and discuss any inconsistencies between the proposed project and applicable regional plans. } 2

CONSISTENCY WITH REGIONAL COMPREHENSIVE PLAN AND GUIDE POLICIES

The Growth Management Chapter (GMC) of the Regional Comprehensive Plan and Guide contains a number of policies that are particularly applicable to the Interstate 5 at Carmenita Road Interchange Improvement Project.

3.01 *The population, housing, and jobs forecasts, which are adopted by SCAG's Regional Council and that reflect local plans and policies, shall be used by SCAG in all phases of implementation and review.*

3.03 *The timing, financing, and location of public facilities, utility systems, and transportation systems shall be used by SCAG to implement the region's growth policies.*

The Regional Transportation Plan (RTP) also has policies pertinent to this proposed project. This chapter links the goal of sustaining mobility with the goals of fostering economic development, enhancing the environment, reducing energy consumption, promoting transportation-friendly development patterns, and encouraging fair and equitable access to residents affected by socio-economic, geographic and commercial

SCAG continued

August 14, 2001
Mr. Ronald Kosinski
Page 4

limitations. Among the relevant policies of this chapter are the following:

4.01 *Transportation investments shall be based on SCAG's adopted Regional Performance Indicators.*

4.02 *Transportation investments shall mitigate environmental impacts to an acceptable level.*

SCAG staff comments. The IS/EA identifies environmental impacts and details the measures mitigate these impacts. Pages 28 through 45 provide an environmental evaluation and recommended mitigation measures. The Project is consistent with this core RTP policy.

4.03 *Major Investment Studies and other studies of regional transportation facilities shall include consideration of freight movement.*

SCAG staff comments. The Draft IS/EA, on page 3, acknowledges that a Major Investment Study (MIS) was prepared for the proposed Project. The MIS identified and evaluated a number of modal options as part of the Interstate-5 corridor. The MIS is available for review at Caltrans District 7 office at 120 South Spring Street, Los Angeles, CA 90012. The Draft IS/EA does not provide a date of approval for the MIS. The Project is supportive of this core RTP policy.

4.04 *Transportation Control Measures shall be a priority.*

4.16 *Maintaining and operating the existing transportation system will be a priority over expanding capacity.*

SCAG staff comments. The Draft IS/EA, in Section 2 (Description of Proposed Project) discusses the need for the proposed Project and proposed improvements, which will help to maintain and operate the existing transportation system. The Project is supportive of this core RTP policy.

GMC POLICIES RELATED TO THE RCPG GOAL TO IMPROVE THE REGIONAL QUALITY OF LIFE

The Growth Management goals to attain mobility and clean air goals and to develop urban forms that enhance quality of life, that accommodate a diversity of life styles, that preserve open space and natural resources, and that are aesthetically pleasing and preserve the character of communities, enhance the regional strategic goal of maintaining the regional quality of life. The evaluation of the proposed project in relation to the

SCAG continued

August 14, 2001
Mr. Ronald Kosinski
Page 5

following policies would be intended to provide direction for plan implementation, and does not allude to regional mandates.

3.18 *Encourage planned development in locations least likely to cause environmental impacts.*

SCAG staff comments. The Project is proposed in a manner, which will minimize environmental impacts. Mitigation measures included in the IS/EA are recommended to address identified impacts. The Project is supportive of this ancillary RCPG policy.

3.20 *Support the protection of vital resources such as wetlands, groundwater recharge areas, woodlands, production lands, and land containing unique and endangered plants and animals.*

SCAG staff comments. The IS/EA in Sections 5-7 and 5-8 includes discussions on the Projects' impact on biological resources. The IS/EA recommends mitigation measures to address impacts to plant and animal species. The Project is supportive of this ancillary RCPG policy.

3.21 *Encourage the implementation of measures aimed at the preservation and protection of recorded and unrecorded cultural resources and archaeological sites.*

SCAG staff comments. Based on information provided in the IS/EA, the proposed Project would not have any impacts on any archaeological/historic resources. No mitigation measures are recommended. The Project is supportive of this ancillary RCPG policy.

3.22 *Discourage development, or encourage the use of special design requirements, in areas with steep slopes, high fire, flood, and seismic hazards.*

3.23 *Encourage mitigation measures that reduce noise in certain locations, measures aimed at preservation of biological and ecological resources, measures that would reduce exposure to seismic hazards, minimize earthquake damage, and to develop emergency response and recovery plans.*

SCAG staff comments. The IS/EA in Section 5-6 acknowledges that the proposed Project would have noise impacts on some surrounding uses. Mitigation measures are recommended to address noise impacts on adjacent uses and construction. The Project is supportive of this ancillary RCPG policy.

August 14, 2001
Mr. Ronald Kosinski
Page 6

AIR QUALITY CHAPTER CORE ACTIONS

The Air Quality Chapter core actions related to the proposed project includes:

- 5.07 Determine specific programs and associated actions needed (e.g., indirect source rules, enhanced use of telecommunications, provision of community based shuttle services, provision of demand management based programs, or vehicle-miles-traveled/emission fees) so that options to command and control regulations can be assessed.
- 5.11 Through the environmental document review process, ensure that plans at all levels of government (regional, air basin, county, subregional and local) consider air quality, land use, transportation and economic relationships to ensure consistency and minimize conflicts.

SCAG staff comments. The Draft IS/EA in Section 5-5 (Air Pollutants) acknowledges regional air quality relationships to ensure consistency and minimize conflicts. This section also includes a discussion on conformity. The Project is consistent with this core RCPG policy.

WATER QUALITY CHAPTER RECOMMENDATIONS AND POLICY OPTIONS

The Water Quality Chapter core recommendations and policy options relate to the two water quality goals: to restore and maintain the chemical, physical and biological integrity of the nation's water; and, to achieve and maintain water quality objectives that are necessary to protect all beneficial uses of all waters.

- 11.07 Encourage water reclamation throughout the region where it is cost-effective, feasible, and appropriate to reduce reliance on imported water and wastewater discharges. Current administrative impediments to increased use of wastewater should be addressed.

CONCLUSIONS

- 1. As noted in the staff comments, the proposed Interstate-5 at Carmenita Road Interchange Improvement Project Draft Initial Study / Environmental Assessment is consistent with or supports some of the core and ancillary policies in the Regional Comprehensive Plan and Guide and Regional Transportation Plan.

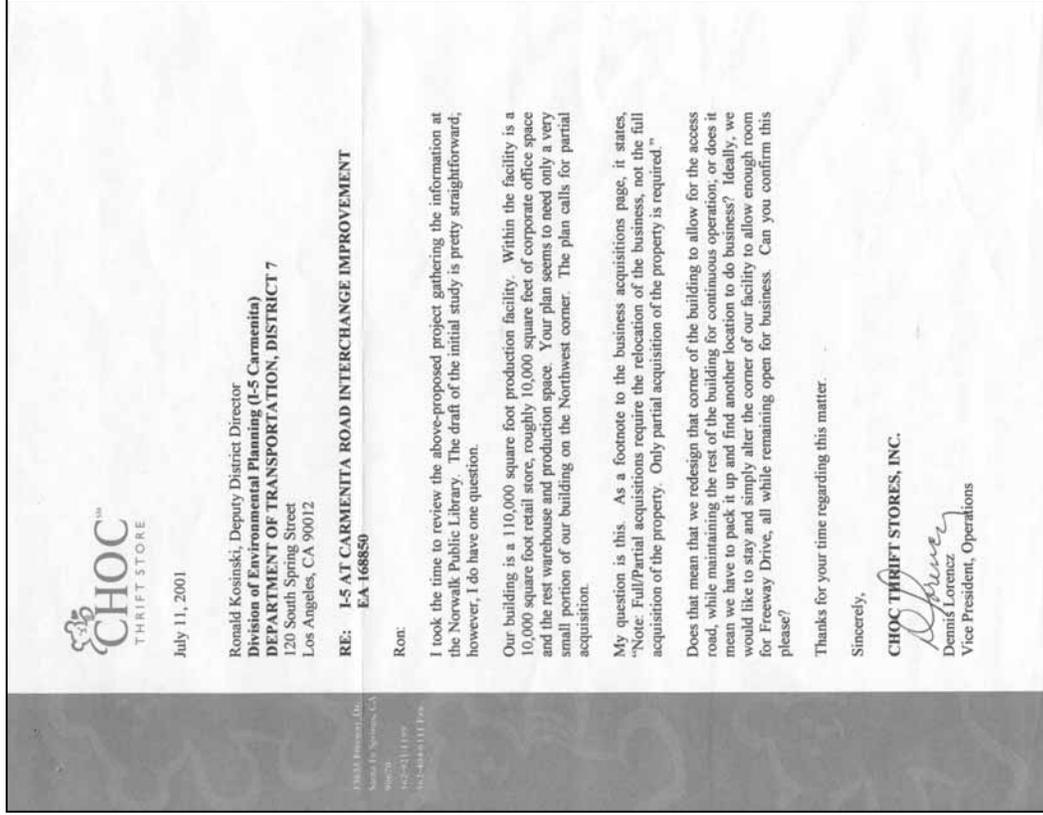
August 14, 2001
Mr. Ronald Kosinski
Page 7

- 2. As noted in the General Staff Comments, the Final IS/EA should address the relationships (consistency with core policies and support of ancillary policies) to SCAG's Regional Comprehensive Plan and Guide and Regional Transportation Plan and discuss any inconsistencies between the proposed project and applicable regional plans. In addition, references made to the 1998 RTP should be updated and/or changed to reflect the 2001 RTP in the Final IS/EA for the proposed Project.

- 3. All feasible measures needed to mitigate any potentially negative regional impacts associated with the proposed project should be implemented and monitored, as required by CEQA.

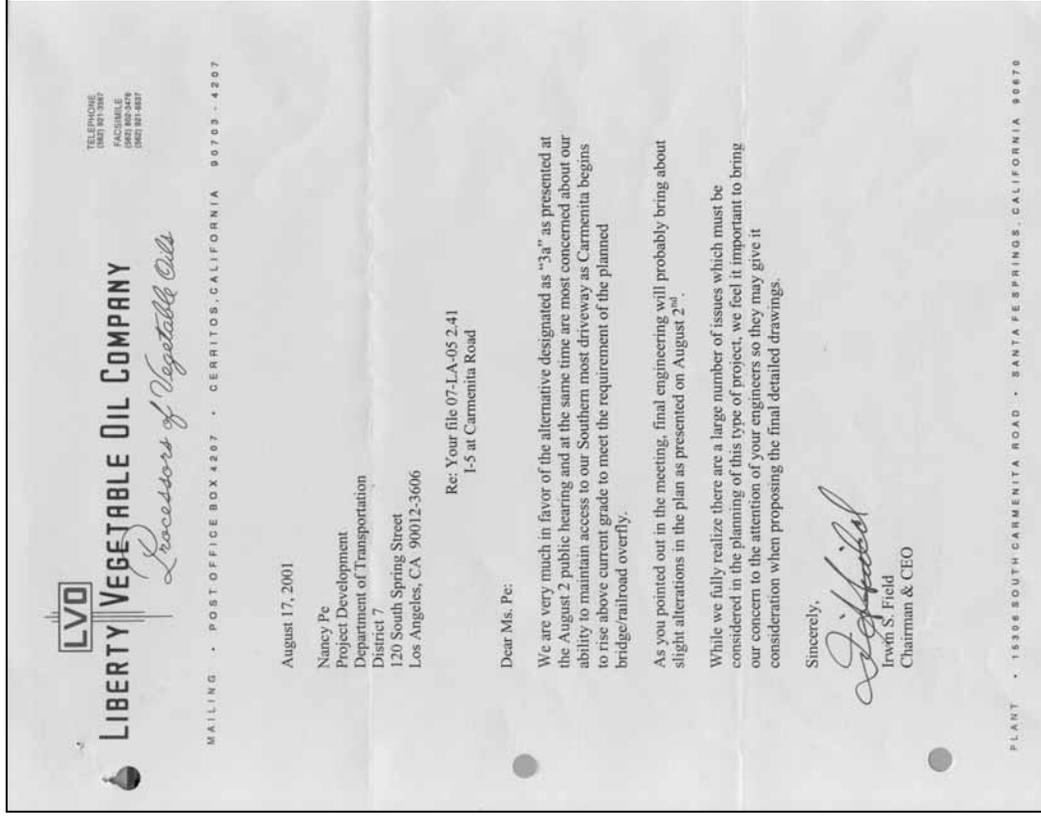
This letter is identified as CHOC.

Present project design does not impact the CHOC property.



This letter is identified as LVO.

LVO - The final design of the project may alter some of the access points to the subject property. Caltrans will work with LVO during final design to minimize restrictions to property access.



This letter is identified as Ms. Moraga.

AUG-15-01 HED 11:03 AM CAROLINE MORAGA 562 9293295 P.01

STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION
CALIFORNIA HIGHWAYS
LOS ANGELES, CA 90012

QUESTION / COMMENT CARD

ATTN: Carlett

NAME: Caroline Moraga DATE: 8-16-01

ADDRESS: 14638 Gracebe Ave Norwalk CITY/ZIP: Norwalk CA

REPRESENTING: Myself PHONE: 562 939112

I wish to speak. I would like to have the following question answered.
 I would like to have the following statement filed for the record. I am opposed in favor Neutral to the project
If you would like to speak or have your question answered, please hand the card to a Caltrans representative.

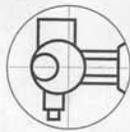
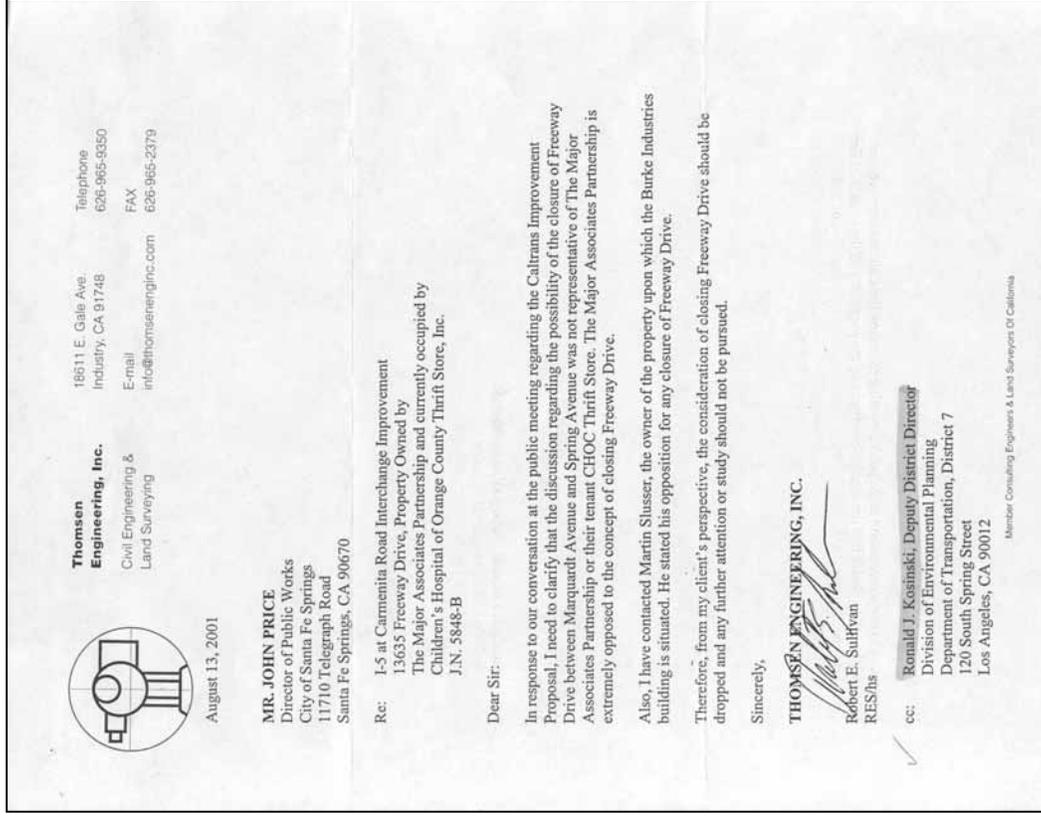
I have lien on property 14638 Gracebe Ave Norwalk Calif owner Daniel Rojas for back child support also County of Los Angeles has one for same thing but for excess of \$16,000. please mail me information that is pertaining to sale of house if possible. Thank you

Graphic Services • CMC Card #11180

Ms. Moraga - Provided that the liens on the property have been recorded with the county, those liens would be paid through escrow.

This letter is identified as Thomsen.

Thomsen - Comment noted. Present design of the proposed interchange does not close Freeway Drive east of Carmenita Road.



Thomsen Engineering, Inc.
Civil Engineering &
Land Surveying

16511 E. Gale Ave.
Industry, CA 91748
E-mail: info@thomsenenginc.com
Telephone: 626-965-9350
FAX: 626-965-2379

August 13, 2001

MR. JOHN PRICE
Director of Public Works
City of Santa Fe Springs
11710 Telegraph Road
Santa Fe Springs, CA 90670

Re: I-5 at Carmenita Road Interchange Improvement
13655 Freeway Drive, Property Owned by
The Major Associates Partnership and currently occupied by
Children's Hospital of Orange County Thrift Store, Inc.
J.N. 5848-B

Dear Sir:

In response to our conversation at the public meeting regarding the Caltrans Improvement Proposal, I need to clarify the discussion regarding the possibility of the closure of Freeway Drive between Marquardt Avenue and Spring Avenue was not representative of The Major Associates Partnership or their tenant CHOC Thrift Store. The Major Associates Partnership is extremely opposed to the concept of closing Freeway Drive.

Also, I have contacted Martin Slusser, the owner of the property upon which the Burke Industries building is situated. He stated his opposition for any closure of Freeway Drive.

Therefore, from my client's perspective, the consideration of closing Freeway Drive should be dropped and any further attention or study should not be pursued.

Sincerely,

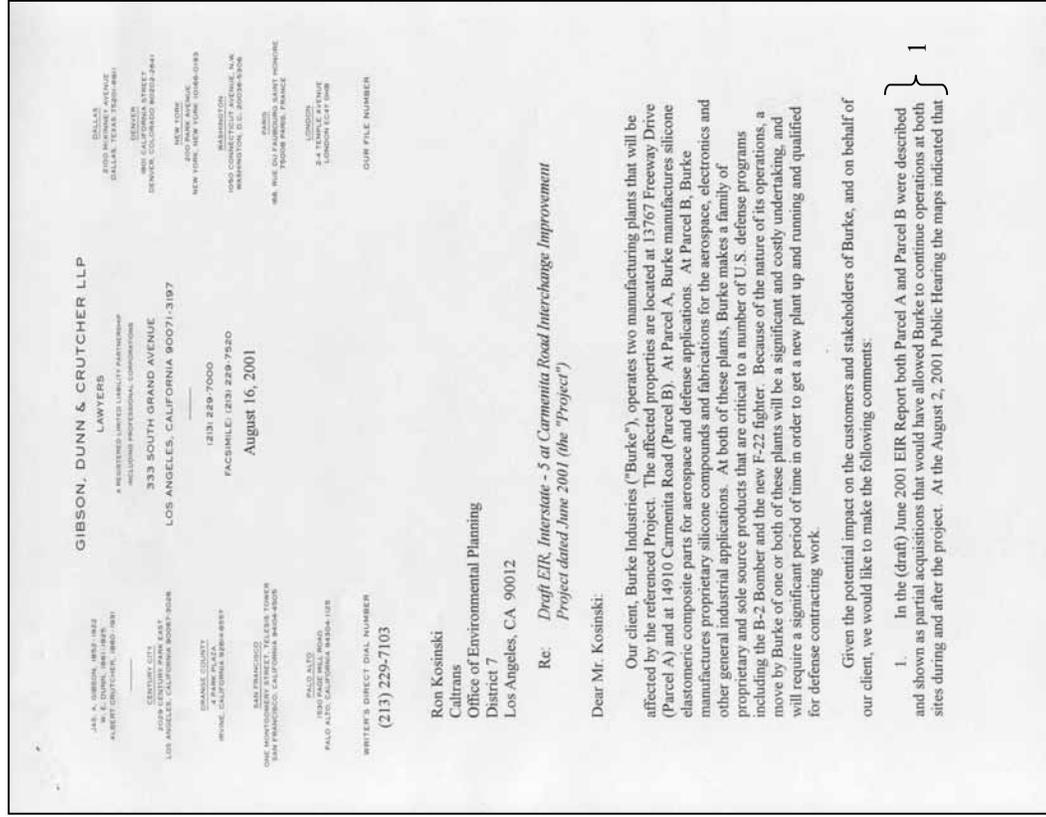
THOMSEN ENGINEERING, INC.

Robert E. Sullivan
Robert E. Sullivan
RES/bs

cc: Ronald J. Kosinski, Deputy District Director
Division of Environmental Planning
Department of Transportation, District 7
120 South Spring Street
Los Angeles, CA 90012

Member Consulting Engineers & Land Surveyors Of California

This letter is identified as G,D&C.



G,D&C-1 The right-of-way impacts identified in the draft IS/E/A were taken from a Draft Relocation Impact Report that was prepared for this project in September 2000. Since that time some changes to the proposed project have been made. A later design of this project, which was presented at the Public Hearing required partial acquisition of Parcel A and a possible full acquisition of Parcel B. The possible full acquisition of Parcel B was due to loss of access to the property during project construction. Present project design does not require acquisition of either property, although there will be some changes to the access to Parcel B during project construction and in the after condition.

G,D&C continued

G,D&C-2 Present design of this project does not impact Parcel A.

G, D&C-3 Present design of this project does not impact Parcel A.

GIBSON, DUNN & CRUTCHER LLP
Ron Kosinski
August 16, 2001
Page 2

the Parcel A site was changed to a full acquisition. Needless to say this came as quite a surprise to our client. Could you please comment as to why and when this decision was made?

2. Please review and comment on the feasibility of reverting back to a partial taking of Parcel A as originally planned. If a partial taking is not possible, please provide information regarding the basis for this decision. Also, could you comment on the possibility of any minor remedial design changes that would allow a partial acquisition of Parcel A, while at the same time facilitating the overall project objectives. } 2

3. If after a review by your professional staff you conclude that the only alternative is a full acquisition of Parcel A, we would like you to comment on how Caltrans would propose to accommodate the special requirements related to a move by Burke Industries. Note that Burke needs 18-24 months to move in order to meet the substantial re-qualification requirements of our major customers and the US Defense Department. } 3

We would appreciate your careful review and consideration of the points and comments raised. Please also be aware that on June 25, 2001, Burke filed a voluntary petition for reorganization under Chapter 11 of the United States Bankruptcy Code. As a result, Burke and all of its assets, including the plants at issue, remain under the jurisdiction of the United States Bankruptcy Court for the District of New Jersey, Newark vicinage, and subject to the automatic stay protection afforded by 11 United States Code section 362(e). Any taking of Burke's property or interests therein will need the approval of the Bankruptcy Court in order to respect the interests of all of Burke's creditors.

Best regards,

Very truly yours,


D. Eric Remensperger

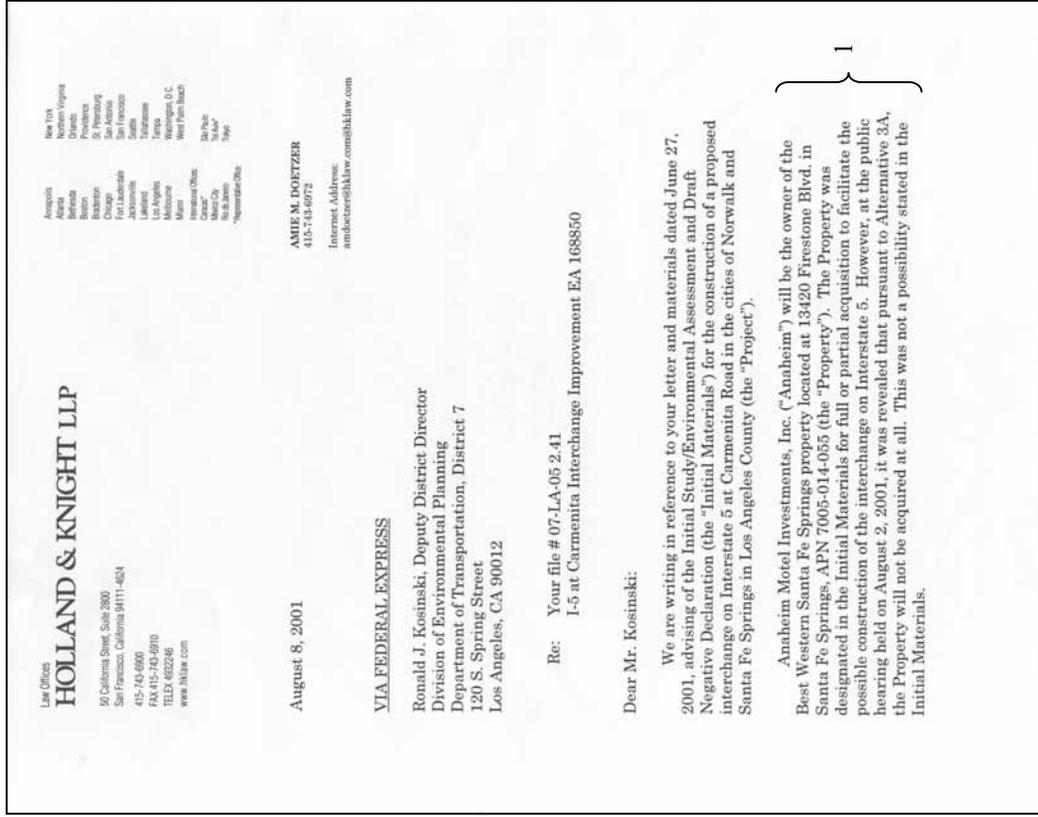
DER/rdm

cc: Mr. Ted Clark
Michael D. Sirota, Esq.
Mr. Mark Feldman
Mr. Richard E. Heimerl
Bennett L. Silverman, Esq.

10230729_1.DOC

This letter is identified as H&K.

H&K-1 The right-of-way impacts identified in the draft IS/EA were taken from a Draft Relocation Impact Report that was prepared for this project in September 2000. Since that time some changes to the proposed project have been made. Present design of this project does not require acquisition of the Best Western Santa Fe Springs. There may be some changes to the property access, but these changes will be minor.



H&K continued

Mr. Ronald J. Kosinski
August 8, 2001
Page 2

Therefore, Anaheim would like to formally register its objection to Alternative 3A, and to any proposal that does not provide for adequate compensation for the impact this construction will have on the Property. Alternative 3A provides for full or partial acquisition of the businesses directly in front of the Property, for example the Dynasty Suites, Carl's Jr. and ARCO. As a result, the Property will be left relatively isolated and abandoned.

Further, the frontage road and other access to the Property will be significantly impacted, so that the proposed access will not be adequate and prospective motel occupants will have difficulty locating and accessing the Property. This will cause a substantial decrease in business and devaluation of the Property.

In the event a full or partial acquisition is truly not available, then we would require complete and full access to the Property. At the public hearing and in subsequent conversations with Cal Trans representatives, we have discussed the various options for negotiating the type of access provided to the Property. Anaheim has contacted Nancy Pei of your office to continue these negotiations, and we are waiting to hear from her to set up a time that we can meet and discuss the possible options. At the very least, we require that the access ultimately provided will be full and otherwise satisfactory to us.

Anaheim can be contacted through Holland & Knight, LLP with attention to the undersigned, or in care of Mike Patel, Anaheim Motel Investments, Inc., 737 East Francisco Boulevard, San Rafael, California 94901.

Thank you for your attention to this matter.

Very truly yours,

HOLLAND & KNIGHT LLP



Amie M. Doetzer

cc: Mike Patel
Nancy Pei
Vern Watters
SF1 #64561 v2

H&K-2 Present design of this project does not require acquisition of the Best Western Santa Fe Springs. The properties adjacent to the Best Western property will be available for redevelopment after project construction is completed.

H&K-3 Present project design will have a minimal impact to Best Western property access. Circulation to and from Firestone Boulevard and Carmenita Road will be improved after project construction is completed.

H&K-4 Present design of this project does not require acquisition of the Best Western Santa Fe Springs. There may be some changes to the property access, but these changes will be minor.

P, T, W, W&W-2 Present project design does not change Spring Street or Freeway Drive adjacent to the CHOC property.

PALMIERL TYLER, WIENER, WILHELM & WALDRON LLP

Ronald J. Kosinski, Deputy
District Director
August 15, 2001
Page 2

Spring Street, and Freeway Drive. The Subject Property's ample setback provides for landscaping and parking adjacent to the office entrance portion of the Subject Property. } 1

As such, Spring Street should remain a through street to Freeway Drive. Freeway Drive should be maintained as a fully improved right of way of substantially the same dimensions as currently exist. In order to attempt to mitigate the impacts to the unique features of this property as a result of the State's project, the relationship of the building setback, landscaping, and street access and frontage should be preserved by the State's project in the ultimate after condition. Consequently, simply severing the building at the new right of way line is unacceptable. Such severance would not preserve the Subject Property characteristics. } 2

Major also requests to be provided draft copies of the proposed Traffic Management Plan for review and comment. } 3

Very truly yours,


Michael H. Leifer

MHL:PF

P, T, W, W&W-3 Comment noted. Coordination of the Final Traffic Management Plan will be done during the PS&E.

This letter is identified as S, W&D.

S, W&D-1 Comment noted. Language has been added to Section 5-21: Cumulative Effects, to better describe the nature of cumulative effects of present, recent past, and foreseeable future projects in the project area.

GLENN L. BLOCK
CHARLES D. CUMMINGS
JOHN J. DEE
GARY A. KOVACIC
ROBERT M. MILLER
HENRY K. WORKMAN

LAW OFFICES
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TELEPHONE (213) 624-5544
FACSIMILE (213) 627-7128

OF COUNSEL
HEARN, JR.
THOMAS E. O'SULLIVAN
SHERI TANIBATA

PLEASE REFER TO
OUR FILE NO.

AUTHOR'S EMAIL ADDRESS
Hksd@swd-law.net

August 16, 2001

Mr. Ronald Kosinski, Deputy District Director
Division of Environmental Planning (1-5 Carmentita)
CalTrans
120 S. Spring Street
Los Angeles, CA 90012

rc: Interstate-5 at Carmentita Road Interchange Improvement Project
SCH No. 07-LA-05 2-41 EA: 168850

Dear Mr. Kosinski :

This firm represents Center Line Wheel Corporation which is located at 13521 Freeway Drive in Santa Fe Springs, California. Center Line is one of the businesses affected by the above project.

We are writing this letter to comment on the environmental review of the subject project, pursuant to the notice published by CalTrans in the Los Angeles Times, which invited comment and which stated that the deadline for receipt of comments was August 16, 2001.

An environmental impact report should be prepared for this project. The draft initial study/environmental assessment minimizes the project's cumulative impacts and fails to adequately address alternatives. Among other things:

The project's cumulative impacts are substantial. This is a massive change to a major traffic artery. The project also involves adding freeway ramps to and from additional freeway lanes. The cumulative effects of this project are bypassed and dismissed in a single paragraph which states:

"The project would have short-term negative construction impacts that would not contribute to a cumulative adverse effect on the broader area. When taken into its operational context, the proposed project, acting in concert with related

1

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AUG 16 2001

August 15, 2001
Page 2

- 1 } transportation projects is expected to have the beneficial effects of aiding the reduction in air emissions and improving transportation efficiency." (Pages 44 and 45.)
 - 2 } This conclusory language is not supported by any analysis or data. Furthermore, it is not supported by common sense. A project of this magnitude will necessarily have cumulative impacts of like magnitude.
 - 3 } Another example is the assessment's bald conclusion at page 39 that "The proposed project will neither directly nor indirectly . . . generate additional traffic." Again, no analysis or supporting data. With all due respect, the complete revampment of a major traffic artery and its intersections with an Interstate freeway, will "generate additional traffic." An EIR is needed to determine how much and how significant the additional traffic will be.
 - 4 } The overflow crowd at the meeting on August 2nd demonstrates that many, many people and businesses will feel these impacts. A full environmental impact report is the only way to address these impacts and to make sure that the decision makers are aware of them before the decision is made, not after.
- The alternatives have not been adequately analyzed. As only one example, in Center Line's case, an entire business operating on two separate properties is going to be completely displaced for the construction of a new freeway ramp, without any analysis whatsoever of possible alternative placements of that ramp, or ways in which to mitigate the displacement or the effects on the environment surrounding the ramp. In general, the alternatives analysis fails to address alternatives to segments of the project, rather than the project in its entirety.

Please call me if you have any questions.

Very truly yours,


 JOSEPH S. ZIZICK
 SULLIVAN, WORKMAN & DEE, LLP

JSD/mbp
 cc: Arthur S. Levine, Esq.
 Ray Lipper

S,W&D-2 Traffic volumes using the new interchange will increase, but higher interchange capacity will result in less congestion. Sightseeing traffic is not anticipated since the new interchange will not be a destination of any kind, therefore, the proposed project will neither directly nor indirectly generate additional traffic.

S,W&D-3 The findings of this IS/EA indicate that, along with the measures to minimize harm, this project will not have a significant effect on the environment. Impacts will be reasonably mitigated. Therefore, the preparation of an Environmental Impact Report/Statement is not required.

S,W&D-4 The alternatives studied in this environmental document are derivations of the Major Investment Study (MIS) Locally Preferred Alternative (LPA). Different geometric alternatives were examined in the preparation of the MIS and in preparation of the Project Report. The general layout of the LPA was determined to be the best alternative in satisfying the purpose and need for the project, while minimizing the effect on the environment (right-of-way included).

APPENDIX A

LIST OF PARTIES RECEIVING COPIES OF THE DRAFT INITIAL STUDY/ ENVIRONMENTAL ASSESSMENT

APPENDIX A
LIST OF PARTIES RECEIVING COPIES OF THE
DRAFT INITIAL STUDY/ENVIRONMENTAL ASSESSMENT

Federal Senators

Honorable Dianne Feinstein
U.S. Senator
11111 Santa Monica Blvd., Suite 915
Los Angeles, CA 90025

Honorable Barbara Boxer
U.S. Senator
2250 E. Imperial Highway, Suite 545
El Segundo, CA 90245

Members of Congress

Honorable Edward Royce
Congressman, 39th District
305 N. Harbor Blvd., Suite 300
Fullerton, CA 92632

Honorable Grace Napolitano
Congresswoman, 34th District
1712 W. Beverly Blvd., Suite 201
Montebello, CA 90640

State Senators

Honorable Betty Karnette
State Senator, 27th District
3711 Long Beach Blvd., Suite 801
Long Beach, CA 90807

Honorable Martha Escutia
State Senator, 30th District
400 N. Montebello Blvd., Suite 101
Montebello, CA 90640

State Assemblymembers

Honorable Sally Havice
Assemblywoman, 56th District
17100 Pioneer Blvd., Suite 290
Artesia, CA 90701

Honorable Thomas M. Calderon
Assemblywoman, 58th District
280 North Montebello Blvd, Suite 102
Montebello, CA. 90640

County Officials

Honorable Gloria Molina
Los Angeles County Supervisor, 1st District
500 West Temple Street, Room 856
Los Angeles, CA 90012

Honorable Don Knabe
Los Angeles County Supervisor, 4th District
500 West Temple Street, Room 822
Los Angeles, CA 90012

City Officials

Honorable Pete Dames
Mayor, City of La Mirada
13700 La Mirada Blvd.
La Mirada, CA 90638

Honorable Paul W. Bowlen
Mayor, City of Cerritos
18125 S. Bloomfield Ave.
Cerritos, CA 90703

Honorable Gordon Stefenhagen
Mayor, City of Norwalk
12700 Norwalk Blvd.
Norwalk, CA 90650

Honorable Betty Putnam
Mayor, City of Santa Fe Springs
11710 Telegraph Road
Santa Fe Springs, CA 90670

Honorable Michael Medez
Councilman, City of Norwalk
12700 Norwalk Bl.
Norwalk, CA 90650

City Council
City of Santa Fe Springs
11710 Telegraph Rd.
Santa Fe Springs, CA 90670

Public Agencies

Environmental Clearance Officer
Department of Housing and Urban Development
450 Golden State Ave.
P.O. Box 36003
San Francisco, CA 94102

APPENDIX A
LIST OF PARTIES RECEIVING COPIES OF THE
DRAFT INITIAL STUDY/ENVIRONMENTAL ASSESSMENT

Director, Office of Environmental Affairs
Department of the Interior
Main Interior Building, MS 2340
1849 C Street, NW
Washington, DC 20590

EIS Coordinator, Region 9
Environmental Protection Agency
75 Hawthorne Street
San Francisco, CA 94105-3901

Environmental Protection Agency (EPA)
Office of Federal Activities (A-104)
401 M Street, SW
Washington, DC 20460

Center for Disease Control
National Center for Environmental Health
Mail Stop F-29
4770 Buford Hwy., N.E.
Atlanta, GA 30341-3724

Mr. Robert L. Cady
Transportation Engineer, California Division
U.S. Department of Transportation-FHWA
980 9th Street, Suite 400
Sacramento, CA 95814-2724

Dist. Commander Lt. Col. Richard L. Davis
U.S. Army Corps of Engineers
300 North Los Angeles Street
Los Angeles, CA 90012
Attn: George Beams, Chief, Construction

Ms. Felicia Marcus
Environmental Protection Agency, Region 9
75 Hawthorne Street
San Francisco, CA 94105-3901

Ms. Ruth Villa Lobos
U.S. Army Corps of Engineers
300 North Los Angeles Street
Los Angeles, CA 90012

Hymie Lunden
Federal Transit Administration, Region 9
201 Mission St., Suite 2210
San Francisco, CA 94105

Mr. Ken Berg
U.S. Fish & Wildlife Service
Carlsbad Field Office
2730 Loker Avenue West
Carlsbad, CA 92008

Director, Office of Environmental Affairs
Department of Health and Human Services
200 Independence Ave., SW, Room 537F
Washington, DC 20201

Director, Office of Environmental Compliance
U.S. Department of Energy
1000 Independence Ave., SW, Room 4G-064
Washington, DC 20585

Federal Railroad Administration
Office of Policy and Plans
400 7th St., SW
Washington, DC 20590

Federal Emergency Management Agency
Region 9
Building 105
Presidio, CA 94129

Wayne Rew, Vice Chairman
City of La Mirada
13700 La Mirada Blvd.
La Mirada, CA 90638

Gary Sloan, City Manager
Administrative Entity Member
City of La Mirada
13700 La Mirada Blvd.
La Mirada, CA 90638

Ernie V. Garcia, City Manager
Administrative Entity Member
City of Norwalk
12700 Norwalk Blvd.
Norwalk, CA 90650

Jerry Stock, TAC Member
City of Norwalk
12700 Norwalk Blvd.
Norwalk, CA 90650

Ms. Patricia Wolf
State of California Department of Fish and Game
330 Golden Shore, Suite 50
Long Beach, CA 90802

Al Sharp, Board Member
City of Santa Fe Springs
11710 E. Telegraph Rd.
Santa Fe Springs, CA 90670

APPENDIX A
LIST OF PARTIES RECEIVING COPIES OF THE
DRAFT INITIAL STUDY/ENVIRONMENTAL ASSESSMENT

Mr. Michael Doyle, So. Cal. Representative
State of California Public Utilities Commission
107 S. Broadway, Rm. 5109
Los Angeles, CA 90012

Robert Orpin
Director of Planning and Development
City of Santa Fe Springs
11710 Telegraph Rd.
Santa Fe Springs, CA 90670

John Price, TSC Member
City of Santa Fe Springs
11710 E. Telegraph Rd.
Santa Fe Springs, CA 90670

Leroy (Lee) Saage
I-5 JPA, Authority Engineer
509 20th Street
Huntington Beach, CA 92648

Ralph Webb
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5981 Midiron Circle
Huntington Beach, CA 92649

Mr. Ken Ryan
Sierra Club
State Wide Environmental Chair
484 Lake Park Ave., Suite 282
Oakland, CA 94610

Mr. Don Drachane, Chief
State of California Air Resources Board
P.O. Box 8001
El Monte, CA 91734
Attn: Bob Cross, Mobil Source Control Division

Mr. Hans Kreutzberg
Office of Historic Preservation
Department of Parks and Recreation
P.O. Box 942896
Sacramento, CA 95296-0001

Mr. Steve Smith
South Coast Air Quality Management District
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Diamond Bar, CA 91765

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Traffic Engineer
City of Santa Fe Springs
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Santa Fe Springs, CA 90670

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18125 Bloomfield Ave.
Cerritos, CA 90703

Dennis Davis
Planning Director
City of Cerritos
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Cerritos, CA 90703

Art Gallucci
City Manager
City of Cerritos
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Chief E. W. Gomez
California Highway Patrol
411 N. Central Ave., Suite 410
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Ray Maekawa, Transportation Projects Manager
Southeast Area Team
Metropolitan Transit Authority
P.O. Box 194
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Jimmy Chen
Southeast Area Team
Metropolitan Transit Authority
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Mr. Robert Ghirelli, Executive Officer
State of California Water Quality Control Board
Los Angeles Region
101 Centre Plaza Drive
Monterey Park, CA 91754-2156

APPENDIX A
LIST OF PARTIES RECEIVING COPIES OF THE
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Management Assistant
City of Norwalk
12700 Norwalk Blvd.
Norwalk, CA 90650

Captain R. L. Criner
California Highway Patrol
10051 Orr and Day Road
Santa Fe Springs, CA 90670

Mr. James Boyd
State of California Air Resources Board
P.O. Box 8001
El Monte, CA 91734

Don Powell, City Manager
Administrative Entity Member
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11710 E. Telegraph Rd.
Santa Fe Springs, CA 90670

Mr. James Hartl
Los Angeles County Dept. of Public Works
Department of Regional Planning
320 West Temple St.
Los Angeles, CA 90012

John R. Zeigler, Senior Transportation Engineer
Automobile Club of Southern California
Public Affairs, A-131
3333 Fairview Road
Costa Mesa, CA 92626

Los Angeles County Fire Department
Forestry Division, Room 123
5823 Rickenbacher Road
Commerce, CA 90040

Other Interested Parties

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P.O. Box 4549
Whittier, CA 90607

Tosco Corporation
P.O. Box 52085
Phoenix, AZ 85072-2085

API Properties
12233 Olympic Blvd. #378
Los Angeles, CA 90064

Win Time Limited
13420 Firestone Blvd.
Santa Fe Springs, CA 90670

Allen-Fry Steel Company
13325 Molette St.
Santa Fe Springs, CA 90670

John C. Veyna , et. al.
P.O. Box O
Norwalk, CA 90650

Kiss IV Family LTD. Partnership
1 Town Square #1913
Southfield, MI 48076

Glassjar Funding, LTD
1301 Avenue of the Americas
New York, NY 10019

Sydney Development Corporation
487 Washington Blvd.
Marina Del Rey, CA 90292

KD Partnership The Koll Company
17291 Irvine Blvd. #254
Tustin, CA 92780-2930

Dolly G. Samarin Trust
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Leasing Office
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APPENDIX A
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Hortensia Pineda
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Los Angeles, CA 90017

Ted Clark
Burke Industries
13767 Freeway Drive
Santa Fe Springs, CA 90670

APPENDIX B

SUMMARY OF RELOCATION BENEFITS AVAILABLE TO DISPLACED PARTIES

APPENDIX B: SUMMARY OF RELOCATION BENEFITS AVAILABLE TO DISPLACED PARTIES

B-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 C-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.

B-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:

Moving Costs

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 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.

B-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.

B-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 C

ACRONYMS USED

ADT	Average Daily Traffic
AQMP	Air Quality Management Program
AS	Aggregate Subbase
BARCT	Best Available Retrofit Control Technologies
CAA	Clean Air Act
CARB	California Air Resources Board
CEQA	California Environmental Quality Act
CFR	Code of Federal Regulations
CHP	California Highway Patrol
CIP	Capital Improvement Plan
CMP	Congestion Management Plan
dBA	Decibels
EA	Environmental Assessment
EPA	Environmental Protection Agency
FHWA	Federal Highway Administration
FIP	Federal Implementation Plan
HCM	Highway Capacity Manual
HOV	High Occupancy Vehicle
I	Interstate
IS	Initial Study
ISA	Initial Site Assessment
ISTEA	Intermodal Surface Transportation Efficiency Act of 1991
IVHS	Intelligent Vehicle Highway Systems
LACMTA	Los Angeles County Metropolitan Transportation Authority
LARTS	Los Angeles Regional Transportation System
LCB	Lean Concrete Base
LOS	Level of Service
MIS	Major Investment Study
MPO	Metropolitan Planning Organization
MVM	Million Vehicle Miles
N/B	North Bound
NAAQS	National Ambient Air Quality Standards
NAC	Noise Abatement Criteria
NEPA	National Environmental Policy Act
PCC	Portland Concrete Cement
PM-10, 2.5	Particulate Matter less than 10 (2.5) Microns in diameter
RME	Regional Mobility Element
RTIP	Regional Transportation Improvement Plan
RTP	Regional Transportation Plan
S/B	South Bound
SCAB	Southern California Air Basin
SCAG	Southern California Association of Governments
SCAQMD	Southern California Air Quality Management District
SIP	State Implementation Plan
SR	State Route
TASAS	Traffic Accident Surveillance and Analysis System
VMT	Vehicle Miles Traveled

APPENDIX D

STATE HISTORICAL PRESERVATION OFFICER CONCURRENCE LETTER

OFFICE OF HISTORIC PRESERVATION
DEPARTMENT OF PARKS AND RECREATION
P.O. BOX 342355
SACRAMENTO, CA 94296-0001
(916) 663-6624 Fax: (916) 653-9824
caisnpd@mail2.cuiknet.com



May 23, 2001

REPLY TO: FHWA010404A

Michael G. Ritchie, Division Administrator
Federal Highway Administration
California Division
980 Ninth Street, Suite 400
SACRAMENTO CA 95814-2724

Re: Supplemental Historic Property Survey Report for the Interstate 5 Carmencita Overcrossing in the Cities of Santa Fe Springs and Norwalk in Los Angeles County.

Dear Mr. Ritchie:

Thank you for submitting to our office your April 3, 2001 letter and Supplemental Historic Property Survey Report (SHPSR) for proposed improvements to Interstate 5 (I-5) at the Carmencita Overcrossing in the Cities of Santa Fe Springs and Norwalk in Los Angeles County. The proposed project will involve the removal and reconstruction of the existing overcrossing and the associated hook ramps on I-5 at Carmencita Road. The project is expected to reduce the high incidents of collisions that take place at the existing hook ramps and will also provide the horizontal clearance required for the addition of two HOV lanes and two mixed flow lanes. The SHPSR amends the original Historic Architectural Survey Report (HASR) prepared by Caltrans District 7 in May 1998 for the I-5 High Occupancy Vehicle (HOV) lane project from State Route (SR) 92 to SR 19. The SHPSR documents only those properties not included in the original HASR or the original Area of Potential Effects (APE). No archeological properties were identified in the original HASR or the SHPSR. The APE for this project appears adequate and meets the definitions set forth in 36 CFR 800.16(d). The Federal Highway Administration (FHWA) is considering three alternatives for the proposed project. Details of the alternatives are contained on Pages 3 and 4 of the SHPSR.

FHWA is seeking our comments on its determination of the eligibility of one pre-1955 property located within the project APE for inclusion on the National Register of Historic Places (NRHP) in accordance with 36 CFR 800, regulations implementing Section 106 of the National Historic Preservation Act. Fifty post-1955 properties were also identified in the SHPSR and were treated in accordance with the December 1989 "Memorandum of Understanding (MOU) Regarding Post-1945 Buildings, Moved Pre-1945 Buildings and Altered Pre-1945 Buildings." FHWA is also seeking our comments on its determination of the effects the proposed project, including all alternatives under consideration, will have on historic properties in accordance with 36 CFR 800. Our review of the submitted SHPSR leads us to concur with FHWA's determination that the aforementioned pre-1955 property is ineligible for inclusion on the NRHP under any criteria established by 36 CFR 80.4. The property has no strong associations with significant historical events or persons, and is not an example of outstanding architectural design or function. As a result of these comments, we can now concur

with FHWA's determination that the proposed project, regardless of the chosen alternative, will have no effect on historic properties.

Thank you again for seeking our comments on your project. If you have any questions, please contact staff historian Clarence Caesar at (916) 653-8902.

Sincerely,

Original Signed by

Dr. Knox Mellon
State Historic Preservation Officer

APPENDIX E

**TITLE VI
STATEMENT**

DEPARTMENT OF TRANSPORTATION

OFFICE OF THE DIRECTOR
1120 N STREET
P. O. BOX 942873
SACRAMENTO, CA 94273-0001
PHONE (916) 654-5267
FAX (916) 654-6608



July 26, 2000

**TITLE VI
POLICY STATEMENT**

The California State 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, sex and national origin be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination under any program or activity it administers.

A handwritten signature in black ink that reads "Jeff Morales".

JEFF MORALES
Director

APPENDIX F

**RESIDENTIAL & COMMERCIAL
PROPERTY ACQUISITIONS**

APPENDIX F-1.1-5 @ Carmenita Rd. Business Acquisitions

Location	APN	Acquisition Type	Property Address	Land Use	Building Area (sq ft)	Business Name
Northbound side of Interstate 5 @ Carmenita Road	8069-016-008	Partial	13443 Freeway Dr. Santa Fe Springs	Retail	269,431	Carmenita Ford Trucks
	8069-016-010	Full	13500 Excelsior Dr. Santa Fe Springs	Industrial	18,490	No Name Fireworks Warehouse
	8069-016-016	Full	13521 Freeway Dr. Santa FE Springs	Industrial	23,925	Centerline
	8069-016-017	Full	13525 Freeway Dr. Santa Fe Springs	Lt. Industrial	24,038	Alloy Tool Steel
	8069-016-006	Partial	13539 Freeway Dr. Santa Fe Springs	Lt. Industrial		Storage Lot
	8069-016-007	Partial*	13565 Freeway Dr. Santa Fe Springs	Lt. Industrial	69,504	Centerline
	8069-016-019	Full	15105 Radius Pl. Santa Fe Springs	Industrial	18,240	Centerline
	8069-016-021	Full	13412 Excelsior Dr. Santa Fe Springs	Motel	20,904	Motel 6
	8069-016-022	Partial	13407 Freeway Dr. Santa Fe Springs	Commercial	12,000	Truckland USA
	8069-002-021	Partial	13423 Excelsior Dr. Santa Fe Springs	Industrial	7,525	Davis Industrial Pipes & Supplies
	8069-002-022	Full	14960 Carmenita Rd. Norwalk	Gas Station	1,568	Unocal 76
	8070-027-013	Full	13363 Excelsior Dr. Norwalk	Gas Station		Vacant Lot (Independent Gas)
	8070-027-001 010, 012	Partial	14873 Carmenita Rd. Norwalk	Commercial	2,158	Lowe's Home Improvement
8070-027-004	Full	13369 Firestone Bl. Norwalk	Restaurant	2,900	Jack-in-the-Box	

*Parcel will be partially acquired, tenant business is subject to relocation.

Location	APN	Acquisition Type	Property Address	Land Use	Building Area (sq ft)	Business Name
Southbound side of Interstate 5 @ Carmenita Road	7005-001-033	Full	13360 Firestone Bl. Santa Fe Springs	Commercial/ Industrial Park	41,912	Carmenita Commerce Center
			Unit A	Retail		Sir Speedy Printing
			B	Retail		4x4 Land Road Performance Parts
			C	Retail		High Points Art
			E	Retail		Contractor's School
			EE	Office		California Area 12 Telecommunications Division, DGS
			F	Lt. Industrial		Tradex Laminating, Inc.
			H	Lt. Industrial		Tornado Air Management Systems
			I	Lt. Industrial		JSYS, Inc.
			J	Lt. Industrial		Far Eastern International Sales
			K	Office		Roll Properties International, Inc., Leasing Office
			L	Office		Master Care Termite Control
			M	Lt. Industrial		B. R. Anderson Electrical Construction
			N	Lt. Industrial		No Name Occupied

Location	APN	Acquisition Type	Property Address	Land Use	Building Area (sq ft)	Business Name
Southbound side of Interstate 5 @ Carmenita Road	7005-001-033	Full	13360 Firestone Bl. Santa Fe Springs	Commercial/ Industrial Park	41,912	Carmenita Commerce Center
			Unit P	Lt. Industrial		CMC Contours
			Q	Lt. Industrial		OCE
			A-2	Office		Marrs Services, Inc.
			B-2	Office		Checkmate transport Solutions
			C-2	Office		Vacant
			E-2	Office		Cobeston Freight, Inc.
			F-2	Office		CSL Express Line
			G-2	Office		Vector Marketing
	7005-001-034	Full	13370 Firestone Bl. Santa Fe Springs	Commercial/ Industrial Park	26,754	Carmenita Commerce Center
			Unit A & B	Retail		Pianos & Keyboard Finders
			C	Lt. Industrial		ACE
			D	Industrial		Allen's Floor Covering

Location	APN	Acquisition Type	Property Address	Land Use	Building Area (sq ft)	Business Name
Southbound side of Interstate 5 @ Carmenita Road	7005-001-034	Full	13370 Firestone Bl. Santa Fe Springs	Commercial/Industrial Park	26,754	Carmenita Commerce Center
			E	Industrial		Wholesale Carpets
			E-2/F-2	Office		Golden Wave ENT, Inc.
			Unit A	Lt. Industrial		Baek San Natural Herb, Inc.
			B	Lt. Industrial		American Rentals
			C	Lt. Industrial		Occupied
			D	Lt. Industrial		Sabroso Corp.
			E	Lt. Industrial		Automotive Parts Co.
			F	Lt. Industrial		Occupied
			G	Lt. Industrial		Occupied
			H	Lt. Industrial		Occupied
			I	Lt. Industrial		Occupied
			13340 Firestone Bl. Santa Fe Springs	7005-001-032		Full
Unit A	Commercial	Office Furniture New and Used				
F	Commercial	Healthville				

Location	APN	Acquisition Type	Property Address	Land Use	Building Area (sq ft)	Business Name	
Southbound side of Interstate 5 @ Carmenita Road	7005-001-032	Full	13340 Firestone Bl. Santa Fe Springs	Commercial/ Industrial Park	41,912	Carmenita Commerce Center	
			Unit H	Commercial		Occupied	
			I	Commercial		Direct TV	
			J	Commercial		Vacant	
			K	Commercial		Vacant	
			L	Commercial		Golden Shore Trading	
			N	Commercial		Occupied	
			P	Lt. Industry		Wysopal Corporation	
			A-2	Commercial		Manufacture's Direct, Inc.	
			B-2	Commercial		Immanuel Fellowship	
			C-2	Commercial		Jama Vision Center	
			D-2	Commercial		CMF Ministries	
			13310 Firestone Bl. Santa Fe Springs	Commercial/ Industrial Park		41,912	Carmenita Commerce Center
			Unit A	Commercial			Halloween Club
			A-2	Office			John L. Hunter & Associates, Inc.

Location	APN	Acquisition Type	Property Address	Land Use	Building Area (sq ft)	Business Name
Southbound side of Interstate 5 @ Carmenita Road	7005-001-030	Full	13310 Firestone Bl. Santa Fe Springs	Commercial/ Industrial Park	41,912	Carmenita Commerce Center
			Unit B-2	Office		Vacant
			C-2	Office		Vacant
			D-2	Office		Vacant
			F-2	Office		Farmers Insurance
	7005-001-031	Full	13320 Firestone Bl. Santa Fe Springs	Commercial/ Industrial Park		Carmenita Commerce Center
			Unit A	Lt. Industrial		Fujicolor Processing, Inc.
			13230 Firestone Bl. Santa Fe Springs	Commercial/ Industrial Park		Carmenita Commerce Center
	7005-001-029	Full	Unit A	Commercial		NTMA Training Centers of So. Calif.
			C	Commercial		Mavins Office Furniture
			D	Commercial		Royal Art & Antique Furnishing
			F	Commercial		Occupied
			G	Commercial		Occupied
			H & I	Commercial		Paramount Fasteners
J	Commercial	Jatai Inc.				

Location	APN	Acquisition Type	Property Address	Land Use	Building Area (sq ft)	Business Name	
Southbound side of Interstate 5 @ Carmenita Road	7005-001-029	Full	13230 Firestone Bl. Santa Fe Springs	Commercial/ Industrial Park		Carmenita Commerce Center	
			Unit K	Commercial		Hair Ornaments Outlet	
			M	Commercial		Occupied	
	7005-008-082	Full	P	13362 Molette St. Santa Fe Springs	Commercial	23,235	Occupied
					Lt. Industrial		Choice Lithographic
	7005-008-802	Partial	740 East Carnegie Dr. San Bernardino, CA	Railroad			Santa Fe/ Burlington Northern
	7005-004-041	Full	15319 Carmenita Rd. Santa Fe Springs	Lt. Industrial	86,576	J.C. Paper	
	7005-004-024	Full	15401 Carmenita Rd. Santa Fe Springs	Commercial/ Industrial Park	138,780	Carmenita Business Center	
				Lt. Industrial		Ideal Engraving	
				Lt. Industrial		Charmzone America	
Lt. Industrial				Fashion Champion			
Lt. Industrial				Fashion Top			
	E & F	Lt. Industrial	Buffalo Trading Co.				

Location	APN	Acquisition Type	Property Address	Land Use	Building Area (sq ft)	Business Name	
Southbound side of Interstate 5 @ Carmenita Road	7005-004-024	Full	15401 Carmenita Rd. Santa Fe Springs	Commercial/ Industrial Park	138,780	Carmenita Business Center	
			Unit G	Lt. Industrial		Koni	
			H & J	Lt. Industrial		Juni Fashions	
			K	Lt. Industrial		C.J. Fashions	
			L	Lt. Industrial		Jalearn	
			M	Lt. Industrial		Pro Tech Lab Sales & Services	
			N	Lt. Industrial		Crown	
			P	Lt. Industrial		Pro Trading Co.	
			R	Lt. Industrial		U.M.I. Tech (Jungwood USA)	
			S	Lt. Industrial		Grand Technology	
			15421 Carmenita Rd. Santa Fe Springs	Commercial/ Industrial Park		138,780	Carmenita Business Center
			Unit A	Lt. Industrial			Jasmine Trading Company
			B	Lt. Industrial			Monitex
			C	Lt. Industrial		Machine Tech	

Location	APN	Acquisition Type	Property Address	Land Use	Building Area (sq ft)	Business Name	
Southbound side of Interstate 5 @ Carmenita Road	7005-004-024	Full	15421 Carmenita Rd. Santa Fe Springs	Commercial/ Industrial Park	138,780	Carmenita Business Center	
			Unit D	Lt. Industrial		Alepo Ind. Inc./ Machine Tech	
			E	Lt. Industrial		01 USA Wholesale	
			F	Lt. Industrial		L.P.E. & Const. Inc.	
			G	Lt. Industrial		A & S Fashion	
			H	Lt. Industrial		M & M Fashion	
			J	Lt. Industrial		Occupied	
			K	Lt. Industrial		Koya All City	
			L & M	Lt. Industrial		Vine Fashion	
			N	Lt. Industrial		Vacant	
			P	Lt. Industrial		Vacant	
			R & S	Lt. Industrial		Silver Bell, Inc.	
			15433 Carmenita Rd. Santa Fe Springs	Lt. Industrial		24,988 (49,222 lot)	Uniteess Company
			15500 Carmenita Rd. Santa Fe Springs	Lt. Industrial			General Storage and Shipyards

APPENDIX F-1: I-5 @ Carmelita Rd. Business Acquisitions

Location	APN	Acquisition Type	Property Address	Land Use	Building Area (sq ft)	Business Name
Southbound side of Interstate 5 @ Carmelita Road	7005-014-051	Full	13400 Firestone Bl. Santa Fe Springs	Gas Station	1,428 (42,797 lot)	Vacant
	7005-014-048	Full	13460 Firestone Bl. Santa Fe Springs	Gas Station	4,119 (24,829 lot)	ARCO Gas Station
	7005-014-049	Full	13500 Firestone Bl. Santa Fe Springs	Restaurant	2,328 (24,024)	Carl's Jr.
	7005-014-50	Full	13530 Firestone Bl. Santa Fe Springs	Motel	36,960 (39,204 lot)	Dynasty Suites
	7005-014-046	Full	13560 Firestone Bl. Santa Fe Springs	Lt. Industry	35,894 (62,290 lot)	VCS Vending Catering Supply
	7005-014-025	Full*	13580 Firestone Bl. Santa Fe Springs	Lt. Industry	55,575 (117,612 lot)	ITP Products, Inc.
	7005-014-047	Full	13630 Firestone Bl. Santa Fe Springs	Lt. Industry	99,607 (104,979 lot)	Ryder Truck Rental, Inc.
	7005-014-052 & 045	Partial	13700 Firestone Bl. Santa Fe Springs	Lt. Industry		Le Fiell Manufacturing
	7005-014-009	Partial**	13750 Firestone Bl. Santa Fe Springs	Lt. Industry		Santa Fe Equipment Company
	7005-001-023	Partial	13146 Firestone Bl. Santa Fe Springs	Commercial/Industrial		McDowell-Craig Office Furniture
	7005-001-006	Partial	13124 Firestone Bl. Santa Fe Springs	Commercial/Industrial		Carmenita Truck Leasing
	7005-001-017	Partial	13100 Firestone Bl. Santa Fe Springs	Commercial/Industrial		Vacant
7005-001-019	Partial	13060 Firestone Bl. Santa Fe Springs	Commercial/Industrial		Top Graphics	

* If possible parcel may be partially acquired.

** Parcel will be partially acquired, tenant business is subject to relocation.

APPENDIX F-2: I-5 @ Carmenita Rd - Residential Acquisitions

APN	Property Address	Bed/Bath	SQFT	Ownership	Condition	Year Built
8070-013-026	14739 Dinar Av.	2/1	776	Absentee Owner	Good	1950
8070-013-027	14736 Dinar Av.	3/2	1,232	Owner Occupied	Fair	1950
8070-013-028	Dinar Av. Vacant Lot					
8070-013-025	14735 Dinar Av.	2/1	776	Absentee Owner		1950
8070-013-001	14658 Maryton Av.	3/1	912	Owner Occupied	Good	1950
8070-012-010	14659 Maryton Av.	2/1	800	Owner Occupied	Good	1950
8070-013-002	14652 Maryton Av.	3/2	1,204	Absentee Owner		1950
8070-012-009	14653 Maryton Av.	2/1	832	Absentee Owner		1950
8070-012-011	14642 Fidel Av.	2/2	1,156	Owner Occupied	Fair	1950
8070-005-013	14643 Fidel Av.	2/1	1,056	Owner Occupied	Fair	1950
8070-012-012	14636 Fidel Av.	2/1	951	Absentee Owner		1950
8070-005-012	14637 Fidel Av.	2/1	775	Owner Occupied		1950
8070-005-001	14628 Painter Av.	2/1	1,160	Absentee Owner	Fair	1950
8070-004-017	14627 Painter Av.	3/1	940	Absentee Owner		1950
8070-005-002	14622 Painter Av.	4/2	1,409	Absentee Owner		1950
8070-004-016	14621 Painter Av.	2/1	775	Owner Occupied		1950
8070-004-007	14632 Gracebee Av.	3/2	1,216	Owner Occupied		1950
8070-001-008	14633 Gracebee Av.	3/2	2,141	Owner Occupied		1950
8070-001-007	14637 Gracebee Av.	3/2	1,260	Owner Occupied		1950
8070-004-008	14638 Gracebee Av.	2/1	776	Owner Occupied		1950
8070-001-006	14628 Shoemaker Av.	3/1	973	Owner Occupied		1950

APPENDIX G

COMMENTS RECEIVED DURING SCOPING

MICHAEL MENDEZ
Mayor

CHERI KELLEY
Vice Mayor

RUDY BERMÚDEZ
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
February 2, 2000

Mr. Ron Kosinski, Chief
Office of Environmental Planning
Caltrans
District 7
120 South Spring Street
Los Angeles, CA 90012-3606

Re: Notice of Scoping/Initiation of Studies I-5 at Carmenita Road

Dear Mr. Kosinski:

We have reviewed your January 31, 2000 correspondence regarding the Notice of Scoping/Initiation of Studies for the above referenced project. Following are our comments:

- Do you have any engineering drawings depicting the proposed structure specifically defining right of way impacts?
- In paragraph three you state that you would welcome any other comments or suggestions concerning alternatives to be studied. Have you defined these alternatives? Do you have engineering drawings depicting these alternatives?
- Are you including the construction of an SPUI interchange as an alternative?
- I would like to review and comment on the presentation graphics etc. you propose to utilize at the public hearing. We would like to review these materials as soon as possible.
- Do you plan to present a listing of those impacted properties?

I have enclosed an aerial photograph illustrating possible future development at this location. The City of Norwalk appreciates the opportunity to comment on this portion of this important project.

If you have any questions, please contact me at (562) 929-5727.

Very truly yours,

Community Development Department
Engineering Division

Gerald J. Stock
City Engineer

Enclosure

cc: Kurt Anderson, Director of Community Development

PUBLIC UTILITIES COMMISSION

320 West 4th Street, Suite 500
Los Angeles, CA 90013



February 4, 2000

FILE NO. 183/19/EIR/BK-501.2
Carmenita Road

Mandy Chu CT HQ

916 653-9450

UP 212

Fred Cheung

959 879 6288

Ron Kosinski, Chief
Office of Environmental Planning
California Department of Transportation (Caltrans)
District 7
120 South Spring Street
Los Angeles, California 90012-3606

Dear Mr. Kosinski:

This refers to a Notice of Scoping/Initiation of Studies (copy enclosed) dated January 31, 2000, concerning a portion of Interstate (I) 5 Freeway in the vicinity of Carmenita Road Crossing BK-501.2 across Union Pacific Railroad Company's (UP) Santa Ana Branch Line tracks in Santa Fe Springs, Los Angeles County.

The Commission's Rail Safety and Carriers Division Staff has reviewed the information forwarded to us. In a facsimile transmittal (copy enclosed) from the City of Santa Fe Springs, the City advised the Commission Staff that a proposed bridge structure for Carmenita Road would span I-5 as well as the existing railroad at-grade crossing, thereby probably eliminating Carmenita Road Crossing. Consequently, we request that Caltrans consider the impacts affecting all railroad operations and railroad grade crossings in the proposed project vicinity.

The Commission Staff will be especially concerned with any changes in circulation patterns of vehicles that could affect railroad operations and safety considerations at railroad-highway at-grade crossings. Review of further growth, estimated vehicular traffic, and probably land use may indicate necessary improvements to some of these at-grade crossings, closure of other crossings, and/or constructions of grade separation structures at certain locations. All future environmental documents involved the proposed project, therefore, should consider the above.

The proposed construction of a grade separation structure at Carmenita Road would require that Caltrans file with the Commission a formal application which meets the Commission's filing requirements, including Rule 38 (**To Construct a Public Highway Across a Railroad**) of the Rules of Practice and Procedure. The elimination of an existing at-grade crossing, which the Commission Staff would recommend, would be categorically exempt from the reporting requirements of the California Environmental Quality Act of 1970 (CEQA) under Public Resources (PR) Code Section 21080.13.

Since Caltrans Office of Local Programs apparently issued a Notice to Proceed on Service Contract 53R791, we request, upon the concurrence of the City and UP, that Caltrans suspend the Notice to Proceed until Caltrans District 7 completes the I-5 Freeway Improvement Study. In the event Caltrans files a formal application to construct a crossing at separated grades between Carmenita

Road and UP's Santa Ana Branch Line tracks and to close the existing at-grade Carmenita Road Crossing and in the event the Commission grants Caltrans' application, the Commission staff will request that Caltrans Office of Local Programs terminate Service Contract 53R791.

Thank you for allowing us the opportunity to comment on this matter. We appreciate your keeping us informed of all the above matters, with which the Commission Staff is concerned. If you have any questions, please contact the Commission Staff at the above address or at (213) 576-7085.

Very truly yours,

A handwritten signature in black ink that reads "Steven Handelman". The signature is written in a cursive style with a large, stylized initial "S".

STEVEN HANDELMAN, P.E.
Utilities Engineer
Rail Crossings Engineering Section
Rail Safety and Carriers Division

Enclosures

cc: Freddy Cheung - UP
Mandy Chu - Caltrans Office of Local Programs
Tom Lopez - City of Santa Fe Springs

bcc: J. Esparza - CPUC

LVO

LIBERTY VEGETABLE OIL COMPANY

Processors of Vegetable Oils

TELEPHONE
(562) 921-3567
FACSIMILE
(562) 802-3478
(562) 921-8837

MAILING • POST OFFICE BOX 4207 • CERRITOS, CALIFORNIA 90703 - 4207

February 14, 2000

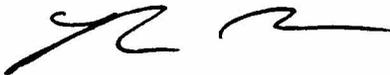
Mr. Ron Kosinski, Chief
Office of Environmental Planning
Caltrans, District 7
Los Angeles, CA. 90012

Re: Interstate 5 Freeway Improvement Study

Dear Mr. Kosinski,

Our company is located on Carmenita Road right next to the railroad crossing. Our company has a railroad spur to receive material and we also have a truck scale located on the North-West corner of our property that we use for our products as well as for the public. The entrance for the scale is right before the railroad crossing. We would be very interested as well as concerned with the above mentioned project. If we lost our entrance to our scale, we would have to make some major improvements in our physical company to be able to coordinate the flow of our truck traffic as well as lost revenue from the public use of our scale. Please keep us informed as to all of the public meetings for the project. Thank you.

Sincerely,



Ronald Field
Senior Vice President

PLANT • 15308 SOUTH CARMENITA ROAD • SANTA FE SPRINGS, CALIFORNIA 90070



South Coast Air Quality Management District

21865 E. Copley Drive, Diamond Bar, CA 91765-4182
(909) 396-2000 • <http://www.aqmd.gov>

February 15, 2000

Mr. Ron Kosinski, Chief
Office of Environmental Planning
Caltrans, District 7
Los Angeles, CA 90012

Dear Mr. Kosinski:

Notice of Scoping/Initiation of Studies **Interstate 5 Freeway Improvement Study**

The South Coast Air Quality Management District (AQMD) appreciates the opportunity to comment on the above-mentioned document. The AQMD's comments are recommendations regarding the analysis of potential air quality impacts from the proposed project that should be included in the Draft Environmental Impact Report (EIR).

Air Quality Analysis

The AQMD adopted its California Environmental Quality Act (CEQA) Air Quality Handbook in 1993 to assist other public agencies with the preparation of air quality analyses. The AQMD recommends that the Lead Agency use this Handbook as guidance when preparing its air quality analysis. Copies of the Handbook are available from the AQMD's Subscription Services Department by calling (909) 396-3720.

The Lead Agency should identify any potential adverse air quality impacts that could occur from all phases of the project and all air pollutant sources related to the project. Air quality impacts from both construction and operations should be considered. Construction-related air quality impacts typically include, but are not limited to, emissions from the use of heavy-duty equipment from grading, earth-loading/unloading, paving, architectural coatings, off-road mobile sources (e.g., heavy-duty construction equipment) and on-road mobile sources (e.g., construction worker vehicle trips, material transport trips). Operation-related air quality impacts may include, but are not limited to, emissions from stationary sources (e.g., boilers), area sources (e.g., solvents and coatings), and vehicular trips (e.g., on- and off-road tailpipe emissions and entrained dust). Air quality impacts from indirect sources, that is, sources that generate or attract vehicular trips should be included in the evaluation. An analysis of all toxic air contaminant impacts due to the

decommissioning or use of equipment potentially generating such air pollutants should also be included.

Mitigation Measures

In the event that the project generates significant adverse air quality impacts, CEQA requires that all feasible mitigation measures be utilized during project construction and operation to minimize or eliminate significant adverse air quality impacts. To assist the Lead Agency with identifying possible mitigation measures for the project, please refer to Chapter 11 of the AQMD CEQA Air Quality Handbook for sample air quality mitigation measures. Additionally, AQMD's Rule 403 – Fugitive Dust, and the Implementation Handbook contain numerous measures for controlling construction-related emissions that should be considered for use as CEQA mitigation if not otherwise required. Pursuant to state CEQA Guidelines Section 15126 (c), any impacts resulting from mitigation measures must also be discussed.

Data Sources

AQMD rules and relevant air quality reports and data are available by calling the AQMD's Public Information Center at (909) 396-3600. Much of the information available through the Public Information Center is also available via the AQMD's World Wide Web Homepage (<http://www.aqmd.gov>).

The AQMD is willing to work with the Lead Agency to ensure that project-related emissions are accurately identified, categorized, and evaluated. Please call Dr. Charles Blankson, Transportation Specialist, CEQA Section, at (909) 396-3304 if you have any questions regarding this letter.

Sincerely,



Steve Smith, Ph.D.
Program Supervisor, CEQA Section
Planning, Rule Development and Area Sources

SS:CB:li

LAC000202-02LI
Control Number



City of Santa Fe Springs

11710 Telegraph Road • CA • 90670-3679 • (562) 868-0511 • Fax (562) 868-7112 • www.santafesprings.org

February 16, 2000

Ron Kosinski, Chief
Office of Environmental Planning
Caltrans, District 7
Los Angeles, CA 90012

Subject: 07-LA-005-2.41 Reconstruct Interchange I-5 @ Carmenita

Dear Mr Kosinski,

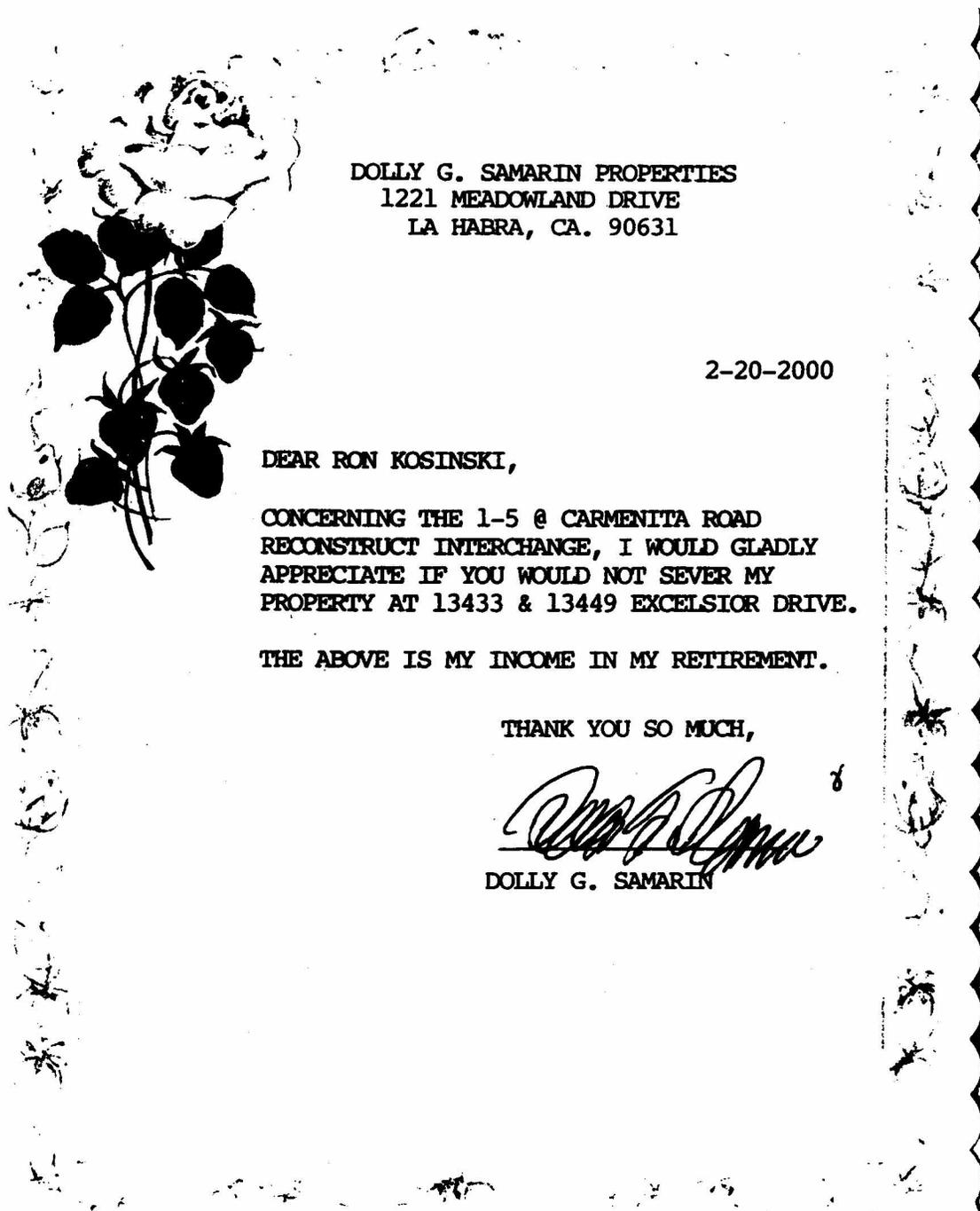
In response to your letter dated January 31, 2000, please be advised that the City of Santa Fe Springs has existing facilities in the study area. These facilities include streets, water mains, sewers, storm drains, street lights and traffic signals. The proposed project should include the relocation or modification of these facilities as needed to accommodate the project.

The City continues to support the full improvement of this interchange to ultimate standards as previously outlined by the I-5 JPA.

Very truly yours,

John R. Price
Director of Public Works

JRP/hs



DOLLY G. SAMARIN PROPERTIES
1221 MEADOWLAND DRIVE
LA HABRA, CA. 90631

2-20-2000

DEAR RON KOSINSKI,

CONCERNING THE 1-5 @ CARMENITA ROAD
RECONSTRUCT INTERCHANGE, I WOULD GLADLY
APPRECIATE IF YOU WOULD NOT SEVER MY
PROPERTY AT 13433 & 13449 EXCELSIOR DRIVE.

THE ABOVE IS MY INCOME IN MY RETIREMENT.

THANK YOU SO MUCH,



DOLLY G. SAMARIN

CROUDACE & DIETRICH
ATTORNEYS AT LAW

5 Park Plaza, Suite 1150, Irvine, California 92614-8591
Telephone (949) 794-9900 Facsimile (949) 794-9909
E-Mail C2D2law@aol.com

March 6, 2000

By Telecopy (213/897-0685) and U.S. Mail

Mr. Ron Kosinski, Chief
Office of Environmental Planning
California Department of Transportation, District 7
Los Angeles, California 90012-3606

Re: Mitsuuchi/Santa Fe Springs Property

Dear Ron:

As you may recall, we represent the Mitsuuchi Family Trusts with respect to the property located immediately southwest of the I-5 Carmenita offramp in Santa Fe Springs (formerly the site of a Betty Boop car dealership and a Mobil service station). This letter is, in part, in response to your Notice of Scoping dated January 31, 2000, which our client received. As a preliminary, despite our written request dated June 6, 1999, we are apparently still not on your mailing list, as we did not receive this Notice; please make sure that we are on your mailing list for all future communications (in addition to, not instead of, communications directly to the Mitsuuchis).

With respect to the statement in your Notice that you anticipate a finding of ND/FONSI, I question how such a finding could be made when the project EIS does not identify any specific plans for the Carmenita interchange for the funded portion of the project, nor does it identify how the nearby properties and streets would be affected, but leaves such details to further study. We hope that now, rather than later, you will provide the public with the details, and analyze the effects of those details, so as to remove unnecessary and costly uncertainty. My goal, obviously, is not to delay the process by requiring unnecessary studies, but to shorten the process by doing the required studies as early in the process as feasible (as required under NEPA and CEQA).

As I have previously mentioned, the sooner we know the scope and nature of the take, the sooner the Mitsuuchis will be able to plan accordingly, and the lower will be their losses resulting from this planning process. In this regard, you should know that the Mitsuuchis have now lost their prospective ground lessee, after months of negotiations, as a result of the uncertainty created by Cal-Trans, and whether and where the property would have access to Firestone and/or Carmenita. I have attached a letter which we received from their broker, as well as a memo which Del Taco received from Cal-Trans, illustrating this issue. Once again, the Mitsuuchi's property appears to be unmarketable and unleaseable, and is likely to remain so until Cal-Trans can remove the cloud over the property (at a loss to the Mitsuuchis exceeding \$75,000 a year, based on the recent aborted transaction).

Please feel free to call me if you have any questions.

Sincerely,



Mark A. Nitikman
CROUDACE & DIETRICH

cc: Tom Tanaka
Claudia Kihano Parker, Esq.



ARCO Products Company
4 Centerpointe Drive
La Palma, California 90623-1066

Mailing Address: Box 5077
Buena Park, California 90622-5077

Real Estate Department

March 30, 2000

Ron Kosinski, Chief
Office of Environmental Planning
Caltrans, District 7
Los Angeles, CA 90012

Re: 07-LA-005-2.41
I-5 at Carmenita Road
Reconstruct Interchange

Dear Mr. Kosinski,

I have received your letter of January 31, 2000, Notice of Scoping/Initiation of Studies requesting general information on the existing facilities or planned development we have in the area of study.

ARCO currently owns and operates a major gasoline and mini-market facility at 13460 East Firestone Blvd. (APN 7005-14-48). ARCO has owned and operated this facility for over a decade now, and has an investment in the property and its improvements of approximately \$2,000,000.00.

I would appreciate being kept abreast of your studies, and especially your estimated timetable for design study, appraisal and acquisition. It would also be very helpful if I could obtain a detailed, large scale, layout, as it would affect ARCO's holdings. Mail should be directed to my attention at the address on the letterhead. My direct telephone line is (909)621-4493.

Very truly yours,
ARCO PRODUCTS COMPANY


F E Britt
Property Management

Cc: Lynn Beteag
Nancy Doyle
Derek Tomita
Dan Hennessy

Lcaltrtrans6189



HARRY W. STONE, Director

COUNTY OF LOS ANGELES

DEPARTMENT OF PUBLIC WORKS

900 SOUTH FREMONT AVENUE
ALHAMBRA, CALIFORNIA 91803-1331
Telephone: (626) 458-5100

ADDRESS ALL CORRESPONDENCE TO:
P.O. BOX 1460
ALHAMBRA, CALIFORNIA 91802-1460

April 3, 2000

IN REPLY PLEASE
REFER TO FILE: P-2

Mr. Ron Kosinski, Chief
Office of Environmental Planning
Caltrans, District 7
Los Angeles, CA 90012

Dear Mr. Kosinski:

RESPONSE TO A NOTICE OF SCOPING (NS) - INTERSTATE 5 AT CARMENITA ROAD

Thank you for the opportunity to provide comments on the NS for the proposed I-5 at Carmenita Road. We have reviewed the NS and offer the following comments:

Programs Development

The work is entirely within the Cities of Norwalk and Santa Fe Springs. An unmet drainage need, UDN 10-4.93, has been identified on the freeway's northerly outer road (Firestone Boulevard) just northwest of Carmenita Road. Award of a Los Angeles County Flood Control District construction contract to address the UDN is tentatively scheduled for Fiscal Year 2002-2003.

Traffic and Lighting

We do not believe the project will have any adverse significant traffic impact on County roads or intersections in the area. For your information, we are currently in the process of working out the necessary agreements to administer a study for the I-5 Joint Powers Authority. This Study, called the "I-5 Corridor Intercounty Smart Street Feasibility Study" will develop recommendations and a plan for implementing improvements to enhance arterial capacity across the Orange County/Los Angeles County boundary in the vicinity of the I-5 Freeway through the application of innovative methods and state-of -the-art intelligent Transportation Systems technology. A key objective of this Study is to provide effective alternatives for the I-5 Freeway during the construction of High Occupancy Vehicle lanes. It is also envisioned the Study will recommend the establishment of Freeway/Aerial Coordination, such as Smart Corridor, for the region.

Mr. Ron Kosinski
April 3, 2000
Page 2

We recommend adjoining cities review this document for significant impacts/mitigations within their jurisdictions.

If you have any questions, please contact Mr. Vicente Cordero of our Traffic Studies Section at (626) 458-5909.

Transportation Planning/Assessments

Modern round about technology should be considered and, if viable at this location, be evaluated along with conventional design alternatives. This design strategy could result in substantial savings due to fewer lanes being required on the bridge and increased operational efficiency.

If you have any questions regarding these comments, please contact Mr. Hubert Seto at (626) 458-4349.

If you have any questions regarding the environmental reviewing process of this Department, please contact Mr. Scott Schales at the address on the first page or at (626) 458-4119.

Very truly yours,

HARRY W. STONE
Director of Public Works



For: DAVID YAMAHARA
Assistant Deputy Director
Planning Division

SB:ro
A:\SB345.wpd

APPENDIX H

**LAYOUTS FOR
ALTERNATIVE 3A**

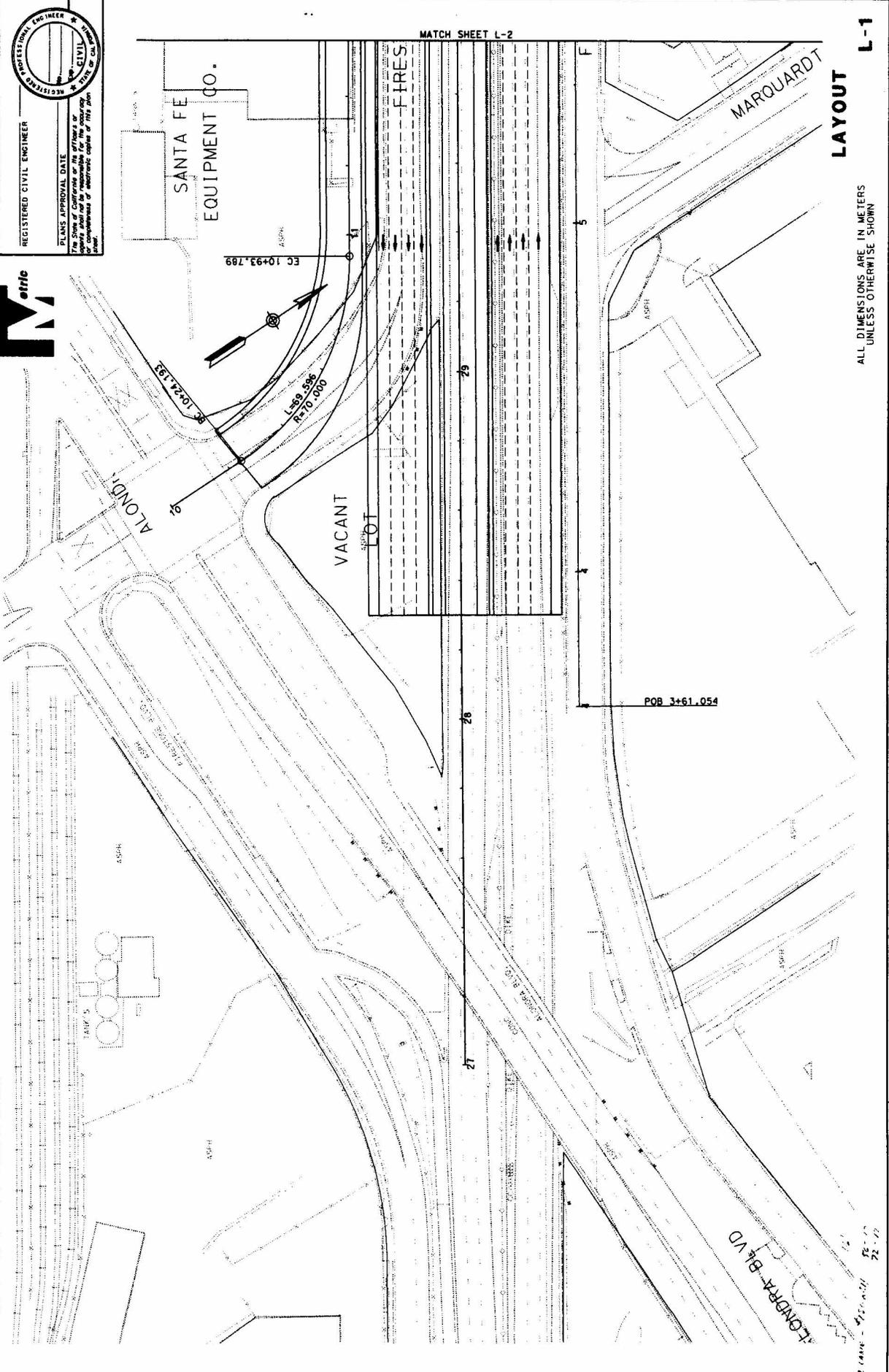
DIST	COUNTY	ROUTE	KILOMETER POST MILE	SHEET NO	TOTAL SHEETS
07	LA	5	77.7/77.7		



REGISTERED CIVIL ENGINEER
 PROFESSIONAL ENGINEER
 PLANS APPROVAL DATE
 The State of California or its officers or agents shall not be responsible for the consequences of any use of the information contained herein.

NOTE: 1. FOR COMPLETE R/W AND ACCURATE ACCESS DATA, SEE R/W RECORD MAPS AT DISTRICT OFFICE.

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION	PROJECT ENGINEER	DATE	REVISOR	DATE	REVISION
PROJECT DEVELOPMENT					



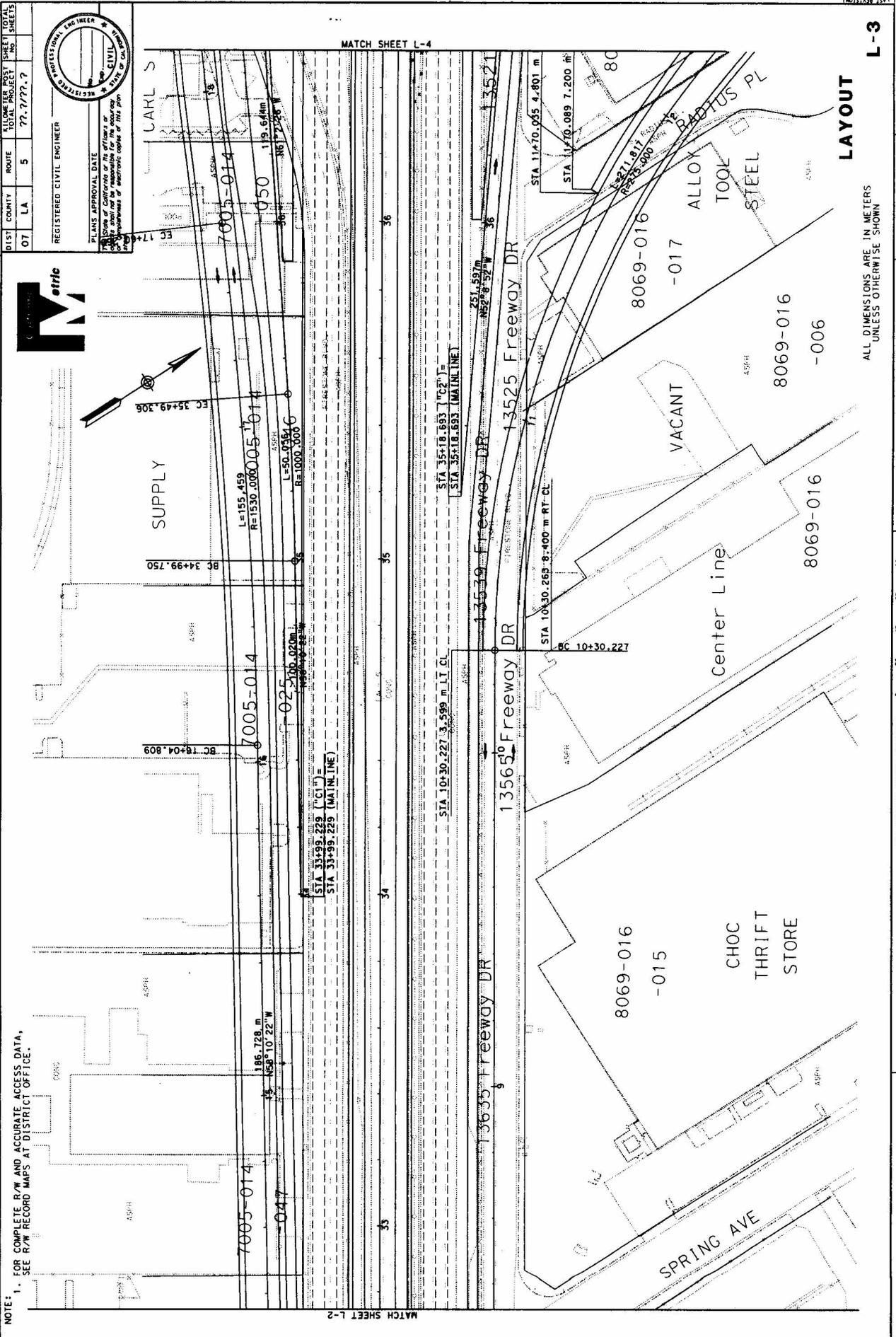
LAYOUT L-1

ALL DIMENSIONS ARE IN METERS UNLESS OTHERWISE SHOWN

ON REDUCED PLANS ORIGINAL SCALE IS IN MILLIMETERS

USE NAME AND NUMBER FOR FILE

CU 07225 EA 168850



NOTE: 1. FOR COMPLETE R/W AND ACCURATE ACCESS DATA, SEE R/W RECORD MAPS AT DISTRICT OFFICE.

DATE	REVISOR	DESIGNED BY	CHECKED BY	PROJECT ENGINEER

ettric
 REGISTERED PROFESSIONAL ENGINEER
 CIVIL
 STATE OF CALIFORNIA
 LICENSE NO. 45817
 REGISTERED CIVIL ENGINEER
 DISTRICT COUNTY ROUTE TOTAL PROJECT SHEET NO. TOTAL SHEETS
 07 LA 5 77-7777-7

PLANS APPROVAL DATE: 11/15/01
 I am a duly Licensed Professional Engineer in the State of California or its affiliate or I am a duly Licensed Professional Engineer in the State of California or its affiliate or I am a duly Licensed Professional Engineer in the State of California or its affiliate.

STA 33+99.229 (C.I.) =
 STA 33+99.229 (MAINLINE)
 STA 10+30.227 (C.I.) =
 STA 10+30.227 (MAINLINE)
 STA 35+18.693 (C.I.) =
 STA 35+18.693 (MAINLINE)

L=155.459
 R=1530.000
 L=50.034
 R=1000.000

BC 18+04.809
 BC 34+99.750
 EC 17+49.306
 EC 35+49.306

7005-014
 7005-014
 7005-014
 7005-014

186.728 m
 108° 10' 22" W

34
 35
 36
 36
 36
 36

MATCH SHEET L-2
 MATCH SHEET L-4

13530 Freeway Dr
 13525 Freeway Dr
 13535 Freeway Dr
 13565 Freeway Dr
 13635 Freeway Dr
 13655 Freeway Dr

8069-016
 8069-015
 8069-016
 8069-017
 8069-016
 8069-006

VACANT
 CHOC THRIFT STORE
 ALLOY TOOL STEEL

CENTER LINE
 SPRING AVE

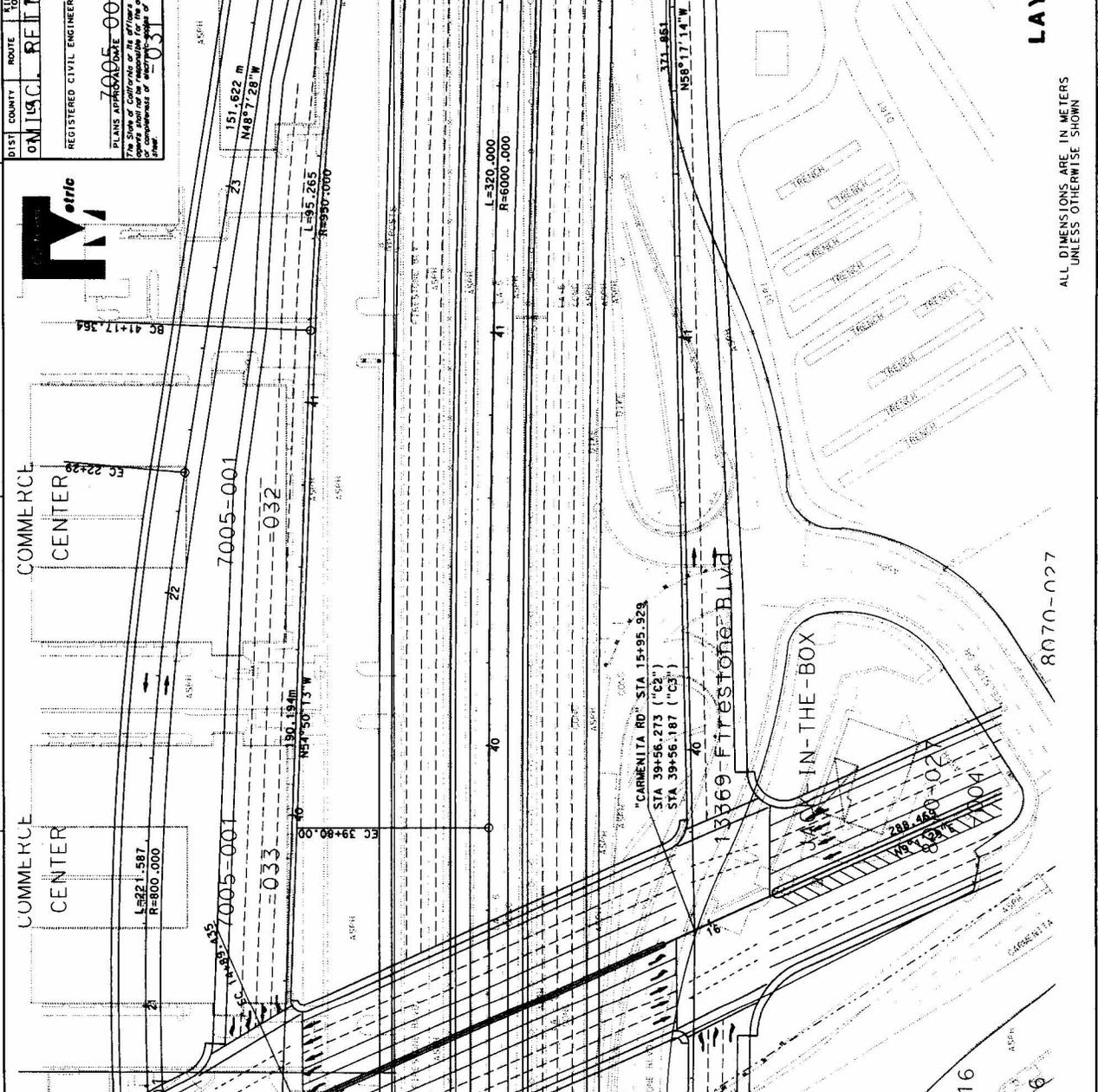
ALL DIMENSIONS ARE IN METERS UNLESS OTHERWISE SHOWN

LAYOUT L-3

FOR REVISIONS IN ORIGINAL SCALE 15 MM MILLIMETERS
 FOR REVISIONS IN DIGITAL FILE 2.500 mm

CU 07225
 EA 168850

NOTE:
 1. FOR COMPLETE ROW AND ACCURATE ACCESS DATA, SEE R/W RECORD MAPS ON FILE AT THE DISTRICT OFFICE.



DIST	COUNTY	ROUTE	KILOMETER POST	SHEET	TOTAL SHEETS
01	LOS ANGELES	REI 777.7?			

etrio
 REGISTERED CIVIL ENGINEER
 7005 001
 PLANS APPROVED DATE 001
 The State of California or the engineer or architect is not responsible for any errors or omissions in these plans or specifications or for any consequences arising therefrom.

MATCH SHEET L-6

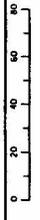
LAYOUT L-5

ALL DIMENSIONS ARE IN METERS UNLESS OTHERWISE SHOWN

FOR REDUCED PLANS ORIGINAL SCALE IS IN MILLIMETERS
 USERNAME: 22040007
 JOB FILE: 22005.dgn

EA 168850

CU 07225

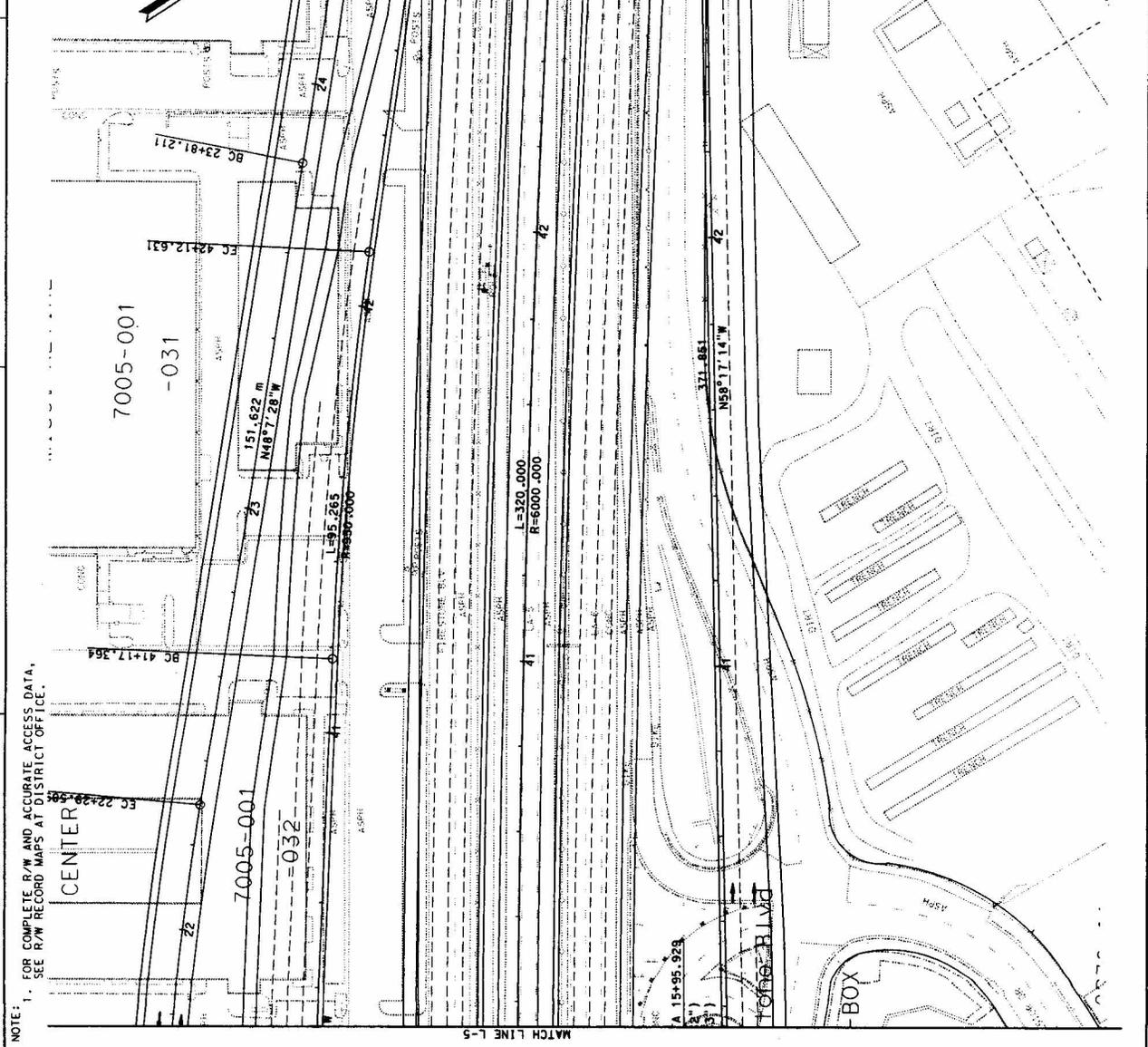


MATCH SHEET L-4

DIST	COUNTY	ROUTE	MILES PER SHEET	TOTAL SHEETS
07	LA	5	77.7/77.7	1



MISC. RETAIL



NOTE: 1. FOR COMPLETE R/W AND ACCURATE ACCESS DATA, SEE R/W RECORD MAPS AT DISTRICT OFFICE.

DATE	REVISOR	REVISION

CHECKED BY	DATE

DESIGNED BY	DATE

PROJECT ENGINEER

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
CDM PROJECT DEVELOPMENT

REGISTERED CIVIL ENGINEER
 PROFESSIONAL ENGINEER
 CIVIL
 STATE OF CALIFORNIA

PLANS APPROVAL DATE
 THE STATE OF CALIFORNIA OR ITS OFFICE OR AGENT SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OR COMPLETENESS OF ELECTRONIC COPIES OF THIS PLAN

REGISTERED CIVIL ENGINEER

REGISTERED CIVIL ENGINEER

REGISTERED CIVIL ENGINEER

REGISTERED CIVIL ENGINEER

LAST REVISION DATE PLOTTED = 11-APR-2002
 00-00-00

EA 168850

CU 07225

USERNAME = 2 kmgm7
 JOB FILE = 2 a8r 50p

FOR REDUCED PLANS ORIGINAL SCALE IS IN MILLIMETERS

0 20 40 60 80

ALL DIMENSIONS ARE IN METERS UNLESS OTHERWISE SHOWN

LAYOUT L-6

MATCH LINE L-7

NOTE: 1. FOR COMPLETE R/W AND ACCURATE ACCESS DATA, SEE R/W RECORD MAPS AT DISTRICT OFFICE.

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION		PROJECT ENGINEER	
PROJECT DEVELOPMENT		PROJECT ENGINEER	
DESIGNED BY	DATE	CHECKED BY	DATE

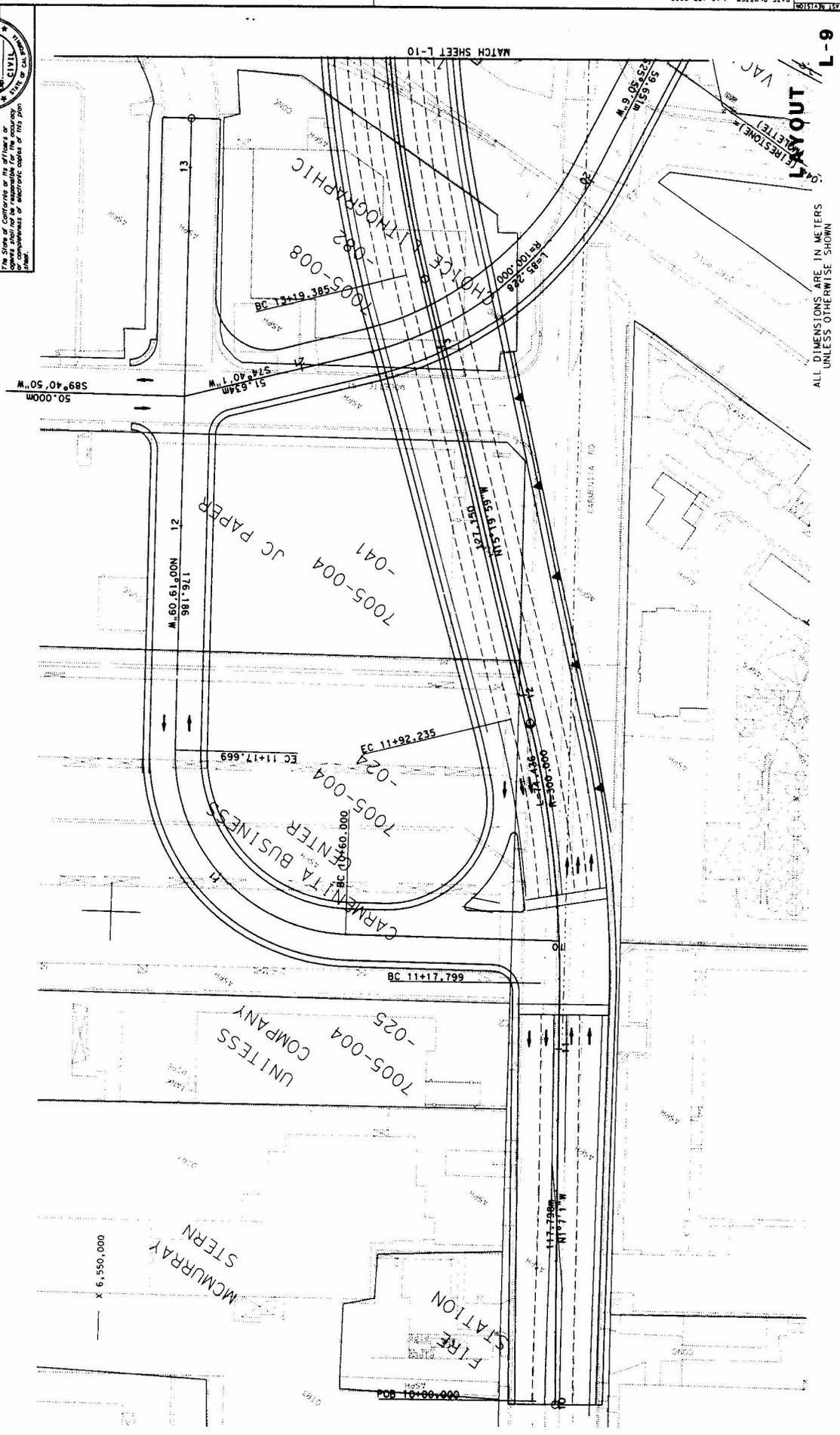


DIST	COUNTY	ROUTE	KILOMETER POST MILE TOTAL PROJECT SHEETS	TOTAL SHEETS
07	LA	5	77.7/77.7	7

REGISTERED CIVIL ENGINEER

PLANS APPROVAL DATE

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ALL DIMENSIONS ARE IN METERS UNLESS OTHERWISE SHOWN

EA 168850

CU 07225

SCALE: AS SHOWN ON RECORD MAPS

SCALE: 1" = 100' HORIZONTAL

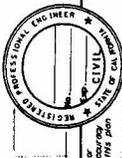
SCALE: 1" = 20' VERTICAL

DATE PLOTTED: 15-APR-2002

TIME PLOTTED: 09:10

00-00-00

DIST	COUNTY	ROUTE	ALLOTTED POST MILES	TOTAL SHEETS
07	LA	5	27.72777.7	



REGISTERED CIVIL ENGINEER
 PLANS APPROVAL DATE
 The State of California or its officers or agents shall not be held responsible for the consequences of any errors or omissions of any kind or for any damages or losses of any kind or for any other consequences of any kind or for any other consequences of any kind.

NOTE:
 1. FOR COMPLETE R/W AND ACCURATE ACCESS DATA,
 SEE R/W RECORD MAPS AT DISTRICT OFFICE.

DATE REVISOR BY
 CHECKED BY
 PROJECT ENGINEER

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
 PROJECT DEVELOPMENT

FOR REPRODUCED PLANS ORIGINAL SCALE IS IN MILLIMETERS
 US UNIT SCALE IS IN FEET

CU 07225
 EA 168850

LAYOUT
 L-11

ALL DIMENSIONS ARE IN METERS
 UNLESS OTHERWISE SHOWN

DATE PLOTTED <= 09:23
 2002-00-00



MATCH SHEET L-10

APPENDIX I

EXOTIC INVASIVE SPECIES

APPENDIX L - Exotic invasive species that are not native to California that should not be used for planting on California Department of Transportation right-of-ways due to potential adverse effects on native ecosystems.

Scientific Name (origin)	Common Name	Family
<i>Aptnia cordifolia</i> (So. Africa)	dew plant	Aizoaceae
<i>Arctotheca calendula</i> (So. Africa)	capeweed	Astersaceae
<i>Arctotheca stoechadifolia</i> (So. Africa)	large-flowered African daisy	Astersaceae
<i>Carpobrotus edulis</i> (So. Africa)	hottentot fig	Aizoaceae
<i>Carpobrotus chinensis</i> (So. Africa)	sea fig	Aizoaceae
<i>Cistus spp.</i> (Europe)	rock rose	Cistaceae
<i>Cytisus spp.</i> (Europe)	Scottish or Spanish broom	Fabaceae
<i>Coreopsis gigantea</i> (no. Cal-hybridizes w/so. Cal sea dahlia)	giant sea dahlia	Asteraceae
<i>Cortaderia spp.</i> (Chile/Argentina)	pampas grass	Poaceae
<i>Dimorphotheca sinata</i> (So. Africa)	cape marigold	Asteraceae
<i>Drosanthemum spp.</i> (So. Africa)	rosea ice plant	Aizoaceae
<i>Eucalyptus globosus</i> (Australia)	blue gum	Myrtaceae
<i>Ganzania linearis</i> (So. Africa)	ganzania	Asteraceae
<i>Genista spp.</i> (Canary Islands)	broom	Fabaceae
<i>Hedera helix</i> (Eurasia)	English ivy	Araliaceae
<i>Lampranthus coccineus</i> (So. Africa)	ice plant	Aizoaceae
<i>Malephora crocea</i> (So. Africa)	croceum ice plant	Aizoaceae
<i>Osteospermum ecklonis</i> (So. Africa)	African daisy	Asteraceae
<i>Pennisetum spp.</i> (Africa)	fountain grass	Poaceae

APPENDIX L (cont.) - Exotic invasive species that are not native to California that should not be used for planting on California Department of Transportation right-of-ways due to potential adverse effects on native ecosystems.

Scientific Name (origin)	Common Name	Family
<i>Schinus molle</i> (So. America)	Peruvian pepper tree	Anacardiaceae
<i>Schinus terebinthifolius</i> (So. America)	Brazilian pepper tree	Anacardiaceae
<i>Spartium junceum</i> (Mediterranean)	Spanish broom	Fabaceae
<i>Trifolium fragiferum</i> (Europe)	strawberry clover	Fabaceae
<i>Trilolium hirtum</i> 'Hyron' (cultivar?)	hyron rose clover	Fabaceae
<i>Vinca major</i> (Europe)	greater periwinkle	Apocynaceae

APPENDIX J

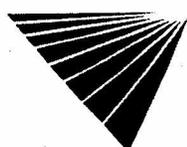
POSSIBLE HAZARDOUS MATERIALS SITES

SITE ASSESSMENT PLUS REPORT (ALL DATABASES SEARCHED TO 1 MILE)

SITE INVENTORY

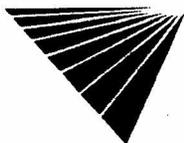
MAP ID	PROPERTY AND THE ADJACENT AREA (within 1/8 mile)	VISTA ID DISTANCE DIRECTION	A			B							C			D					
			NPL	CORRACTS(TSD)	SPL	SCL	CERCLIS/NFRAP	TSD	LUST	SWLF	DEED RSTR	CORIESE	TOXIC PITS	WATER WELLS	RCRA VIOL	TRIS	UST/AST	UNIQUE CO	ERNS	GNRTR	SPILLS
1	ST OF CALIF DGS TELECOM DIV 13360 E FIRESTONE BLVD NO EE SANTA FE SPRINGS, CA 90670	7032107 0.00 MI NA																		X	
1	TEXACO OIL CORP 15015 CARMENITA NORWALK, CA 90650	4824417 0.00 MI NA														X					
2A	CARMENITA FORD TRUCK SALE 13443 E FREEWAY SANTE FE SPRINGS, CA	4025067 <0.01 MI E														X					
2B	MOBIL OIL CORP SS 11GHD 13440 E FIRESTONE SANTA FE SPRINGS, CA 90670	932284 0.03 MI SE							X		X					X					
3A	CARMENTIA AUTO 13363 EXCELSIOR DR NORWALK, CA 90650	3766685 0.03 MI N																		X	
3B	76 PRODUCTS STATION #6093 14960 CARMENITA NORWALK, CA 90650	7031890 0.06 MI N							X		X										
3B	TOSCO/UNOCAL #31090 14960 S CARMENITA RD NORWALK, CA 90650	6947033 0.06 MI N														X					
3B	UNOCAL CORP SS 6093 14960 S CARMENITA NORWALK, CA 90650	440480 0.06 MI N														X					
3C	BOBS UNION 76 14960 CARMENTIA RD NORWALK, CA 90650	52342 0.09 MI N																		X	
4A	CARMENITA FORD TRUCK SALE 13432 E EXCELSIOR DR SANTA FE SPRINGS, CA	6672007 0.06 MI NE														X					
4B	DRAGON VALVES INC 13457 EXCELSIOR DR NORWALK, CA 90650	4866275 0.09 MI NE																		X	
5A	MOTHERS COOKIES 15319 S CARMENITA SANTA FE SPRINGS, CA 90670	4023534 0.07 MI S														X					

Full
Partial
Full Vacant Lot
Full
Full
Full
Full
Full
Full
Full



MAP ID	PROPERTY AND THE ADJACENT AREA (within 1/8 mile)	VISTA ID DISTANCE DIRECTION	A				B							C			D			
			NPL	CORRACTS(TSD)	SPL	SCL	CERCLIS/NFRAP	TSD	LUST	SWLF	DEED RSTR	CORTESE	TOXIC PITS	WATER WELLS	RCRA VIOL	TRIS	UST/AST	UNIQUE CO	ERNS	GNRTR
5A	LIBERTY VEGETABLE OIL CO. 15306 S. CARMENITA RD. SANTA FE SPRINGS, CA 90670	498102 0.08 MI S													X			X		
5B	IMB ELECTRONIC PROD INC 15401 SO CARMENITA RD SANTA FE SPRINGS, CA 90670	206502 0.12 MI S																	X	
5B	UNKNOWN 15401 CARMENITA SANTA FE SPRINGS, CA 90670	2129902 0.12 MI S																X		
5B	IDEAL ENGRAVING CO 15401A CARMENITA RD SANTA FE SPRINGS, CA 90670	205437 0.12 MI S																	X	
6	CARMENITA TRUCK CENTER 13433 E FREEWAY SANTA FE SPRINGS, CA 90670	4025066 0.07 MI E														X				
6	CARMENITA TRUCK CENTER 13443 E FREEWAY DR SANTA FE SPRINGS, CA 90670	6672562 0.07 MI E														X				
7	ARCO PETROLEUM PROD CO # 6189 13460 E FIRESTONE SANTA FE SPRINGS, CA 90670	932285 0.07 MI SE							X		X					X				
8	CHOICE LITHO INC 13363 MOLETTE ST SANTA FE SPRINGS, CA 90670	5521141 0.08 MI SW																	X	
9A	MARSHBURN FARMS 13370 E FIRESTONE SANTA FE SPRINGS, CA	4027425 0.09 MI NW														X				
9B	FUJI TRUCOLOR 13320 E FIRESTONE BLVD SANTA FE SPRINGS, CA 90670	5241120 0.12 MI NW																	X	
10A	FRY STEEL CO 13325 MOLETTE SANTA FE SPRINGS, CA 90670	1219851 0.11 MI SW														X				
11	PLASTICS RESEARCH CORP 13538 EXCELSIOR DR SANTA FE SPRINGS, CA 90670	332781 0.12 MI NE																	X	
11	SO CALIF TRUCK LEASING 13531 E EXCELSIOR NORWALK, CA 90650	1217033 0.12 MI NE													X					

Potential
Full/part
Full/part
Full/part
Partial
(as 2A)
Full
Full
Full



X = search criteria; * = tag-along (beyond search criteria).

For more information call VISTA Information Solutions, Inc. at 1 - 800 - 767 - 0403.

Report ID: 0700S0527

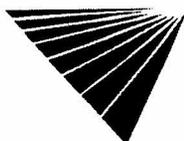
Date of Report: September 29, 2000

Version 2.6.1

Page #7

MAP ID	SITES IN THE SURROUNDING AREA (within 1/8 - 1/4 mile)	VISTA ID DISTANCE DIRECTION	A		B								C				D				
			NPL	CORRACTS(TSD)	SPL	SCL	CERCLIS/NFRAP	TSD	LUST	SWLF	DEED RSTR	CORIESE	TOXIC PITS	WATER WELLS	RCRA VIOL	TRIS	UST/AST	UNIQUE CO	ERNS	GNRTR	SPILLS
5B	A-1 METAL FINISHING 15421 CARMENITA RD STE N SANTA FE SPRINGS, CA 90670	1698 0.13 MI S												X						X	
9B	A A NURSERY 13307 E FIRESTONE NORWALK, CA 90650	4027424 0.13 MI NW														X					
10B	GRAFICO INC 15320 CORNET AVE SANTA FE SPRINGS, CA 90670	1162120 0.15 MI SW																		X	
12	LAKIN TIRE OF CALIFORNIA INC. 13250 ARTIC CIRCLE SANTA FE SPRINGS, CA 90670	5708059 0.15 MI W							X												
13	CITY OF SANTA FE SPRINGS FIRE 15517 S CARMENITA SANTA FE SPRINGS, CA 90670	4824418 0.16 MI S														X					
13	1X LEE DEANE PRODUCTS INC 15511 CARMENITA RD SANTA FE SPRINGS, CA 90670	1188546 0.16 MI S							X								X				X
13	EXISTING INDUSTRIAL FACIL 15511 CARMENITA SANTA FE SPRINGS, CA 90670	6848348 0.16 MI S									X										
13	SANTA FE SPRINGS FIRE DEPT #3 15517 CARMENITA RD SANTA FE SPRINGS, CA 90670	12741734 0.17 MI S							X												
14A	KOTAKE PROPERTY 15408 CORNET AVE SANTA FE SPRINGS, CA 90670	1194093 0.18 MI SW							X												
14A	UNI TEC 15408 CORNET AVE SANTA FE SPRINGS, CA 90670	4061708 0.18 MI SW																			X
14A	BAYCREST LANDSCAPING CORP 15417 CORNET SANTA FE SPRINGS, CA 90670	4023619 0.18 MI SW														X					
14A	ALTON WATSON 15405 CORNET ST SANTA FE SPRINGS, CA 90670	2748660 0.19 MI SW							X												
14B	MASAO KOTAKE 15408 CORNET SANTA FE SPRINGS, CA 90670	4023618 0.19 MI SW														X					
14C	J M DESIGNS 15500 CORNET SANTA FE SPRINGS, CA 90670	4023620 0.22 MI SW														X					
15	CARBCO 14765 CARMENITA RD NORWALK, CA 90650	69429 0.18 MI N																			X

Full/Part



X = search criteria; * = tag-along (beyond search criteria).

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Report ID: 0700S0527

Date of Report: September 29, 2000

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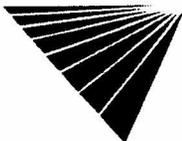
Page #8

MAP ID	SITES IN THE SURROUNDING AREA (within 1/8 - 1/4 mile)	VISTA ID DISTANCE DIRECTION	A			B							C			D					
			NPL	CORRACTS(TSD)	SPL	SCL	CERCLIS/NFRAP	TSD	LUST	SWLF	DEED RSTR	CORTESE	TOXIC PITS	WATER WELLS	RCRA VIOL	TRIS	UST/AST	UNIQUE CO	ERNS	GNRTR	SPILLS
15	I B T PRINTED CIRCUITS INC 14725 CARMENITA RD NORWALK, CA 90650	205081 0.20 MI N																		X	
16	FLOYD BLOWER FAMILY TRUST 13565 FREEWAY SANTA FE SPRINGS, CA 90670	4014330 0.19 MI SE														X					
17	EAGLE HARDWARE AND GARDEN N 13249 FIRESTONE BLVD NORWALK, CA 90650	8247229 0.22 MI NW																			X
17	ORANGE COUNTY NURSERY INC 13249 FIRESTONE NORWALK, CA 90650	1259872 0.22 MI NW							X		X					X					
18	MONTEBELLO CONTAINER 13220 MOLETTE ST SANTA FE SPRINGS, CA 90670	7251045 0.23 MI SW							X												
18	AIR TREADS INC 13220 MOLETTE ST SANTA FE SPRINGS, CA 90670	9643 0.23 MI SW																			X
19A	SPAULDING LTG INC 13615 EXCELSIOR DR SANTA FE SPRINGS, CA 90670	393032 0.23 MI E																			X
19A	JESS DIAZ TRUCKING INC 13625 EXCELSIOR DR SANTA FE SPRINGS, CA 90670	217186 0.24 MI E																			X
20A	ORANGE COUNTY NAMEPLATE CO INC 13201 ARTIC CIRCLE SANTA FE SPRINGS, CA 90670	811267 0.24 MI W																			X
21A	SANTA FE EQUIPMENT 13580 FIRESTONE SANTA FE SPRINGS, CA 90670	368061 0.25 MI SE																			X

Full

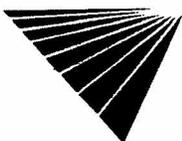
Partial

MAP ID	SITES IN THE SURROUNDING AREA (within 1/4 - 1/2 mile)	VISTA ID DISTANCE DIRECTION	A			B							C			D					
			NPL	CORRACTS(TSD)	SPL	SCL	CERCLIS/NFRAP	TSD	LUST	SWLF	DEED RSTR	CORTESE	TOXIC PITS	WATER WELLS	RCRA VIOL	TRIS	UST/AST	UNIQUE CO	ERNS	GNRTR	SPILLS
19	GI VACUUM OIL CO 13528 E EXCELSIOR DR SANTA FE SPRINGS, CA 90670	1268567 0.25 MI E																			X
19	YOUNG ESTATE PROPERTY 13531 EXCELSIOR SANTA FE SPRINGS, CA 90670	5711395 0.27 MI E							X		X										



MAP ID	SITES IN THE SURROUNDING AREA (within 1/4 - 1/2 mile)	VISTA ID DISTANCE DIRECTION	A			B							C			D					
			NPL	CORRACTS(TSD)	SPL	SCL	CERCLIS/NFRAP	TSD	LUST	SWLF	DEED RSTR	CORTESE	TOXIC PITS	WATER WELLS	RCRA VIOL	TRIS	UST/AST	UNIQUE CO	ERNS	GNRTR	SPILLS
19	BOBS DELIVERY SVC 13531 EXCELSIOR DR SANTA FE SPRINGS, CA 90670	52207 0.28 MI E																		X	
19	HALLIBURTON 13537 EXCELSIOR DR NORWALK, CA 90650	469642 0.29 MI E																		X	
19	RYKO 13645 E EXCELSIOR DR SANTA FE SPRINGS, CA	6672009 0.30 MI E														X					
19	GLAMORENE 13660 E EXCELSIOR DR SANTA FE SPRINGS, CA	6672010 0.31 MI E														X					
20	W. F. TAYLOR COMPANY, INC. 13126 E. ARCTIC CIR SANTA FE SPRINGS, CA 90670	1158979 0.27 MI W							X							X					
20	W F TAYLOR COMPANY, INC 13126 ARTIC SANTA FE SPRINGS, CA 90670	64610359 0.27 MI W														X					
20	W F TAYLOR CO INC 13126 ARCTIC CIRLE E SANTA FE SPRINGS, CA 90670	12639433 0.28 MI W							X												
20	UNLEASED PROPERTY 13126 ARCTIC SANTA FE SPRINGS, CA 90670	1194826 0.29 MI W									X										
20	UNOCCUPIED 13126 E ARCTIC SANTA FE SPRINGS, CA 90670	4824000 0.29 MI W														X					
20	LONG BAR GRINDING BOX 3128 SANTA FE SPRINGS, CA 90670	248991 0.29 MI W																			X
21	RYDER TRUCK RENTAL INC 13630 FIRESTONE BLVD SANTA FE SPRINGS, CA 90670	932287 0.32 MI SE							X							X				X	X
22	USGS WATER WELL ID #335321118024 , CA	1019458 0.26 MI S											X								
23	PRECISION TUBE BENDING 13626 TALC ST. SANTA FE SPRINGS, CA 90670	338220 0.29 MI NE													X						
24	HILLERICH BRADSBY CO SPORT PROD 15601 RESIN PLACE SANTA FE SPRINGS, CA 90670	195469 0.30 MI S				X	X										X				X
25	ALL POWER MFG CO 13141 MOLETTE ST SANTA FE SPRINGS, CA 90670	13645 0.30 MI W																			X

Partial



X = search criteria; * = tag-along (beyond search criteria).

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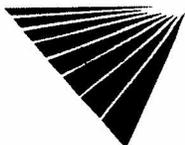
Report ID: 0700S0527

Date of Report: September 29, 2000

Version 2.6.1

Page #10

MAP ID	SITES IN THE SURROUNDING AREA (within 1/4 - 1/2 mile)	VISTA ID DISTANCE DIRECTION	A			B							C			D					
			NPL	CORRACTS(TSD)	SPL	SCL	CERCLIS/NFRAP	TSD	LUST	SWLF	DEED RSTR	CORTESE	TOXIC PITS	WATER WELLS	RCRA VIOL	TRIS	UST/AST	UNIQUE CO	ERNS	GNRTR	SPILLS
25	FLY WHEEL SVC CO 13117 MOLETTE ST SANTA FE SPRINGS, CA 90670	3198971 0.33 MI W																		X	
25	KROGER RETIREMENT FUND TRUST 13100 E MOLLETTE SANTA FE SPRINGS, CA 90670	1250192 0.35 MI W														X					
26	JADE DIESEL SERVICE 13312 MAPLEDALE NORWALK, CA 90650	214199 0.31 MI N																			X
27	ZEP MANUFACTURING CO 13606 PUMICE STREET SANTA FE SPRINGS, CA 90670	480207 0.33 MI NE																			X
27	1X ALLIED MECHANICAL 13623 PUMICE ST SANTA FE SPRINGS, CA 90670	1259957 0.35 MI NE														X					
28	NORM REEVES HONDA SUPERSTORE 13555 EXCELSIOR DR SANTA FE SPRINGS, CA 90670	5264221 0.33 MI E																			X
28	PEARSON TRUCKING RIGGING 13555 EXCELSIOR DR SANTA FE SPRINGS, CA 90670	323156 0.33 MI E														X					
28	HOLLINGSEAD INTERNATIONAL 13701 E EXCELSIOR DR SANTA FE SPRINGS, CA	64602383 0.35 MI E														X					
28	CLOVER ENTERPRISES, INC 13701 EXCELSIOR DR SANTA FE SPRINGS, CA 90670	1192720 0.36 MI E																			X
28	ALTA GRAPHICS INC 13727 EXCELSIOR DR SANTA FE SPRINGS, CA 90670	14770 0.37 MI E																			X
28	GALLHER LUMBER 13747 EXCELSIOR DR E SANTA FE SPRINGS, CA 90670	6672014 0.39 MI E							X							X					
29	PGP INDUSTRIES 13429 ALONDRA BLVD SANTA FE SPRINGS, CA 90670	12710486 0.34 MI S																			X
29	PGP IND. INC. 13429 ALONDRA BLVD. SANTA FE SPRINGS, CA 90670	328121 0.34 MI S					X							X	X	X	X	X			
29	METRO BIOLOGICAL LABORATORIES 14905 CARMENITA ROAD SANTA FE SPRINGS, CA 90670	7205786 0.35 MI S				X															
30	CLOVER MNFG CO 14906 SPRING SANTA FE SPRINGS, CA 90670	4014389 0.35 MI E														X					



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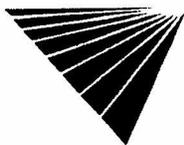
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Date of Report: September 29, 2000

Version 2.6.1

Page #11

MAP ID	SITES IN THE SURROUNDING AREA (within 1/4 - 1/2 mile)	VISTA ID DISTANCE DIRECTION	A			B							C			D				
			NPL	CORRACTS(TSD)	SPL	SCL	CERCLIS/NFRAP	TSD	LUST	SWLF	DEED RSTR	CORTESE	TOXIC PITS	WATER WELLS	RCRA VIOL	TRIS	UST/AST	UNIQUE CO	ERNS	GNRTR
30	WALKER SPRING AND STAMP CORP 14831 SPRING SANTA FE SPRINGS, CA 90670	4014388 0.35 MI NE														X				
30	WALKER SPRING STAMPING CORP 14831 SPRING AVENUE SANTA FE SPRINGS, CA 90670	457800 0.35 MI NE																		X
30	WALKER SPRING STAMPING CORP 14800 SPRING SANTA FE SPRINGS, CA 90670	4014386 0.36 MI NE														X				
30	PHENIX ENTERPRISES INC 14800 SPRING ST SANTA FE SPRINGS, CA 90670	3768530 0.36 MI NE																		X
31	OMNI PRODUCTS 14504 CARENENITA RD WHITTIER, CA 90605	4287151 0.35 MI N															X			
31	ESCOBAR TRUST PROPERTY 14420 CARMENITA NORWALK, CA 90650	7291276 0.39 MI N																		X
32	RAHNS FURNITURE REFINISHING 13515 ALONDRA BLVD SANTA FE SPRINGS, CA 90670	1269600 0.37 MI SE																		X
32	MOTIVE ENERGY CO 13537 E ALONDRA BLVD SANTA FE SPRINGS, CA 90670	284900 0.38 MI SE																		X
33	MC DOWELL CRAIG 13146 E FIRESTONE BLVD NORWALK, CA 90650	64611486 0.38 MI NW														X				
33	MC DOWELL GRAIG MFG CO 13146 E FIRESTONE BLVD NORWALK, CA 90650	264276 0.38 MI NW														X				X
33	CARMENITA LEASING 13124 FIRESTONE SANTA FE SPRINGS, CA	70941 0.44 MI NW														X				
34	DARCO INCORPORATED 15629 N CLANTON SANTA FE SPRINGS, CA 90670	4022287 0.39 MI SE														X				
34	COMPRESSOR SVC CO 15629 CLANTON CIRCLE SANTA FE SPRINGS, CA 90670	3766276 0.39 MI SE																		X
34	UNITED PRINTING INK, CORP 13621 ALONDRA BLVD SANTA FE SPRINGS, CA 90670	442421 0.42 MI SE												X						X
34	LAMTEK INC 13635 ALONDRA BLVD SANTA FE SPRINGS, CA 90670	236796 0.44 MI SE																		X



X = search criteria; * = tag-along (beyond search criteria).

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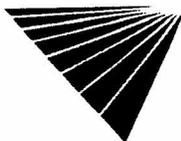
Date of Report: September 29, 2000

Version 2.6.1

Page #12

MAP ID	SITES IN THE SURROUNDING AREA (within 1/4 - 1/2 mile)	VISTA ID DISTANCE DIRECTION	A		B							C			D					
			NPL	CORRACTS(TSD)	SPL	SCL	CERCLIS/NFRAP	TSD	LUST	SWLF	DEED RSTR	CORTESE	TOXIC PITS	WATER WELLS	RCRA VIOL	TRIS	UST/AST	UNIQUE CO	ERNS	GNRTR
34	CARDE PACIFIC CORP 13651 E ALONDRA BLVD SANTA FE SPRINGS, CA 90670	69695 0.45 MI SE							X							X			X	
35	UNIQUE STAMPING COATING 14729 SPRING ST SANTA FE SPRINGS, CA 90670	1601403 0.39 MI NE																		X
35	UNIQUE STAMPING COATING 14729 SPRING ST SANTA FE SPRINGS, CA 90670	5358423 0.39 MI NE																		X
35	AMERICAN POLYMERS CORP. DBA POLYCOAT PR 14722 SPRING AVE. SANTA FE SPRINGS, CA 90670	1596342 0.40 MI NE												X						X
35	SUPERIOR TRANS MED 14700 SPRING SANTA FE SPRINGS, CA 90670	4014381 0.41 MI NE													X					
36	ARCTIC COLD STORAGE 13033 ARCTIC CIRCLE SANTA FE SPRINGS, CA 90670	25759 0.40 MI W																	X	
36	FIVEPLANTS ASSN SANTA FE SPNGS PLT 13000 ARCTIC CIR DR SANTA FE SPRINGS, CA 90670	153069 0.40 MI W																		X
36	CENTRAL- PLANTS INC 13000 ARCTIC CIRCLE SANTA FE SPRING, CA 90017	90784 0.43 MI W						X								X				
36	CENTRAL PLANTS INCORPORATED 13000 ARCTIC DR CIR SANTA FE SPRINGS, CA 90670	6604226 0.43 MI W						X												
36	CENTRAL PLANTS INC 13000 E ARCTIC CIR SANTA FE SPRING, CA	64595711 0.43 MI W													X					
36	PACIFIC ENERGY MR NICKERSON 13000 ARCTIC CIRCLE SANTA FE SPRINGS, CA 90670	8570360 0.43 MI W																	X	
37	FRIGID COIL 13711 FREEWAY DR SANTA FE SPRINGS, CA 90670	1188569 0.40 MI SE																		X
37	BURKE INDUSTRIES SFS 13767 FREEWAY DR SANTA FE SPRINGS, CA 90670	5711798 0.47 MI SE																		X
38	LEFIELL MFG. CO. 13700 FIRESTONE BLVD. SANTA FE SPRINGS, CA 90670	241906 0.42 MI SE												X	X					X
38	LEFIELL MFG CO 13700 E FIRESTONE BLVD SANTA FE SPRINGS, CA 90670	64611532 0.42 MI SE													X					

Partial
Partial



X = search criteria; * = tag-along (beyond search criteria).

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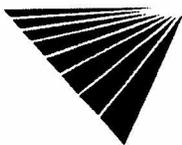
Report ID: 0700S0527

Date of Report: September 29, 2000

Version 2.6.1

Page #13

MAP ID	SITES IN THE SURROUNDING AREA (within 1/4 - 1/2 mile)	VISTA ID DISTANCE DIRECTION	A		B							C			D					
			NPL	CORRACTS(TSD)	SPL	SCL	CERCLIS/NFRAP	TSD	LUST	SWLF	DEED RSTR	CORTESE	TOXIC PITS	WATER WELLS	RCRA VIOL	TRIS	UST/AST	UNIQUE CO	ERNS	GNRTR
39	R H S CARPET MILL 15125 S MARQUARDT SANTA FE SPRINGS, CA 90670	4034763 0.44 MI E													X					
39	MOTHER'S COOKIES 15207 MARQUARDT SANTA FE SPRINGS, CA 90670	4034764 0.44 MI E													X					
40	R.H.S. CARPET MILL, INC 16032 S CARMENITA CERRITOS, CA	4023535 0.44 MI S													X					
40	FREDRICK RAMOND INC. 16121 CARMENITA RD. CERRITOS, CA 90703	159563 0.47 MI S												X						
41	FOXMEYER HOSPITAL SUPPLY 14518 BEST SANTA FE SPRINGS, CA 90670	4020950 0.45 MI NE													X					
42	SANTA FE PRINTING CONVERTING INC 15303 MARQUARDT AVE. SANTA FE SPRINGS, CA 90670	205889 0.45 MI E												X						
42	STA RITE INDUSTRIES 15415 S MARQUART AVE SANTA FE SPRINGS, CA 90670	397427 0.46 MI E																		X
43	BELL HELMETS INC 15301 SHOEMAKER AVE NORWALK, CA 90650	43277 0.45 MI W																		X
44	GENERAL TELEPHONE OF CA 13155 ALONDRA BLVD SANTA FE SPRINGS, CA 90670	168821 0.46 MI SW													X					X
45	MARKENRICH CORP 14946A SHOEMAKER AVE SANTA FE SPRINGS, CA 90670	258629 0.46 MI W																		X
45	QUALITY OFFSET PRINTERS 14946 SHOEMAKER UNIT G SANTA FE SPRINGS, CA 90670	343992 0.46 MI W																		X
45	DISCOUNT ENGINE 14946 SHOE MAKER #M SANTA FE SPRINGS, CA 90670	122780 0.46 MI W																		X
45	CONTINENTAL CONVERTERS 14944 SHOEMAKER UNIT I SANTA FE SPRINGS, CA 90670	3202455 0.46 MI W																		X
46	GENERAL SWITCHGEAR INC 14903 MARQUARDT AVE SANTA FE SPRINGS, CA 90670	1268576 0.47 MI E																		X
46	SINCLAIR VALENTINE 14930 MARQUARDT AVE SANTA FE SPRINGS, CA 90670	382585 0.47 MI E				X							X		X					X



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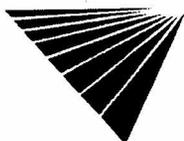
Date of Report: September 29, 2000

Version 2.6.1

Page #14

MAP ID	SITES IN THE SURROUNDING AREA (within 1/4 - 1/2 mile)	VISTA ID DISTANCE DIRECTION	A			B							C			D				
			NPL	CORRACTS(TSD)	SPL	SCL	CERCLIS/NFRAP	TSD	LUST	SWLF	DEED RSTR	CORTESE	TOXIC PITS	WATER WELLS	RCRA VIOL	TRIS	UST/AST	UNIQUE CO	ERNS	GNRTR
46	FLINT INK CO 14930 MARGUARD AVE SANTA FE SPRINGS, CA 90670	3767680 0.47 MI E				X			X			X					X	X		
46	FLINT INK CORP 14930 S MARQUARDT AVE SANTA FE SPRINGS, CA 90670	64608037 0.47 MI E														X				
47	VALVE SERVICES CO. 13060 FIRESTONE SANTA FE SPRINGS, CA 90670	1194264 0.49 MI NW															X			X
48	VONS COMPANIES INC - #45060 12801 E EXCELSIOR DR SANTA FE SPRINGS, CA 90670	501032843 0.49 MI W														X				
49	C.F. TRUCKING 13901 MICA SANTA FE SPRINGS, CA 90670	7433185 0.49 MI E							X		X									
49	C F TRK 13901 MICA SANTA FE SPRINGS, CA 90670	3767431 0.49 MI E														X				
50	ADMIRAL TRANSPORTATION 14811 MARQUARDT SANTA FE SPRINGS, CA 90670	1191302 0.49 MI E														X				
51	CROUSE HINDS CO 13712 E ALONDRA BLVD CERRITOS, CA 90703	106861 0.50 MI SE												X						X

MAP ID	SITES IN THE SURROUNDING AREA (within 1/2 - 1 mile)	VISTA ID DISTANCE DIRECTION	A			B							C			D				
			NPL	CORRACTS(TSD)	SPL	SCL	CERCLIS/NFRAP	TSD	LUST	SWLF	DEED RSTR	CORTESE	TOXIC PITS	WATER WELLS	RCRA VIOL	TRIS	UST/AST	UNIQUE CO	ERNS	GNRTR
40	16200 CARMENITA RD CA 90703	6563594 0.50 MI S															X			
40	CHAIN INSTRUMENTS INC 16207 S CARMENITA RD CERRITOS, CA 90703	1601318 0.52 MI S																		X
47	ACTION CRANE 13048 E FIRESTONE BLV SANTA FE SPRINGS, CA 90670	5224 0.52 MI NW																		X
47	UNITED ROCK AND CONCRETE 12976 E FIRESTONE SANTA FE SPRINGS, CA 90670	1194148 0.53 MI NW							X		X					X				
47	LAKIN TIRE--FIRESTONE BLVD. 12940 FIRESTONE BLVD. SANTA FE SPRINGS, CA 90670	12714411 0.53 MI NW								X										



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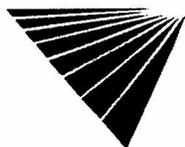
Report ID: 0700S0527

Date of Report: September 29, 2000

Version 2.6.1

Page #15

MAP ID	SITES IN THE SURROUNDING AREA (within 1/2 - 1 mile)	VISTA ID DISTANCE DIRECTION	A			B							C			D				
			NPL	CORRACTS(TSD)	SPL	SCL	CERCLIS/NFRAP	TSD	LUST	SWLF	DEED RSTR	CORTESE	TOXIC PITS	WATER WELLS	RCRA VIOL	TRIS	UST/AST	UNIQUE CO	ERNS	GNRTR
47	PIKE RENTAL CO 12900 E FIRESTONE SANTA FE SPRINGS, CA 90670	330388 0.53 MI NW																		X
47	WESTERN STATE PLYWOOD CORP 12848 E FIRESTONE BLVD SANTA FE SPRINGS, CA 90670	465548 0.53 MI NW																		X
47	TOKAI CREDIT CORPORATION 12625 E FIRESTONE BLVD NORWALK, CA 90650	64602283 0.53 MI NW													X					
47	NISSAN OF SANTA FE SPRINGS 12625 E FIRESTONE BLVD NORWALK, CA 90650	4061967 0.53 MI NW																		X
47	EL MONTE RENTS 12818 FIRESTONE BLVD NORWALK, CA 90650	6604610 0.53 MI NW																		X
47	EL MONTE RV CENTER 12818 E FIRESTONE BLVD NORWALK, CA 90650	64604674 0.53 MI NW													X					
47	GEORGE WILLIAMS 12667 FIRESTONE SANTA FE SPRINGS, CA 90670	4027422 0.54 MI NW													X					
47	DIAL CHEVROLET 12625 FIRESTONE SANTA FE SPRINGS, CA 90670	4027421 0.54 MI NW													X					
49	ICD PRODUCTS 13930 MICA ST SANTA FE SPRINGS, CA 90670	4062482 0.50 MI E																		X
49	DISTRON 13950 MICA SANTA FE SPRINGS, CA 90670	1260961 0.51 MI E													X					
49	BURGER KING DISTRIBUTION 13950 S MICA ST SANTA FE SPRINGS, CA 90670	64608026 0.51 MI E													X					
49	BURGER KING DIST. CTR. 13950 MICA SANTA FE SPRINGS, CA 90670	3767430 0.51 MI E								X		X								
51	COOK TRACTORS INC 13728 E ALONDRA CERRITOS, CA 90703	1175584 0.52 MI SE								X					X					
52	BEST FOODS UNIT OF CPC NORTH AMER 15700 SHOEMAKER AVE SANTA FE SPRINGS, CA 90670	5864 0.52 MI SW																X	X	
53	ARCO 13340 EAST ROSECRANS AVENUE - STATION # NORWALK, CA 90650	1587770 0.53 MI W								X					X		X			



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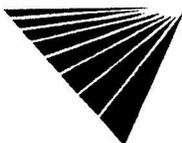
Report ID: 0700S0527

Date of Report: September 29, 2000

Version 2.6.1

Page #16

MAP ID	SITES IN THE SURROUNDING AREA (within 1/2 - 1 mile)	VISTA ID DISTANCE DIRECTION	A			B							C			D				
			NPL	CORRACTS(TSD)	SPL	SCL	CERGLIS/NFRAP	TSD	LUST	SWLF	DEED RSTR	CORTESE	TOXIC PITS	WATER WELLS	RCRA VIOL	TRIS	UST/AST	UNIQUE CO	ERNS	GNRTR
53	ABLE EQUIPMENT RENTAL 13401 E ROSECRANS SANTA FE SPRINGS, CA 90670	3201754 0.54 MI N														X				
54	SUPPOSE U DRIVE TRUCK RENTAL 13456 ROSECRANS NORWALK, CA 90650	413744 0.54 MI N														X				
54	SUPPOSE U RENT 13456 E ROSECRANS NORWALK, CA 90650	4039966 0.54 MI N														X				
55	UNITED STATES PRINTING INK CORP 13710 BORATE ST SANTA FE SPRINGS, CA 90670	442675 0.54 MI NE	X			X							X							X
55	U.S. INK CORP. 13710 BORATE ST. SANTA FE SPRINGS, CA 90670	5520288 0.54 MI NE												X						
55	ROY E. THOMAS FURNITURE MFG IN 13724 E BORATE ST SANTA FE SPRINGS, CA 90670	1268351 0.55 MI NE																		X
55	ARTROX MFG CORP 13719 BORATE ST SANTA FE SPRINGS, CA 90670	27998 0.56 MI NE																		X
56	LAKIN TIRE--LEYVA STREET 12851 LEYVA STREET NORWALK, CA 90650	12714442 0.54 MI W							X											
56	TYLER REFRIGERATION 15301 BLACKBURN AVE NORWALK, CA 90650	436125 0.59 MI W																		X
57	RYDER TRUCK RENTAL 13770 FIRESTONE SANTA FE SPRINGS, CA 90670	1584885 0.55 MI SE							X		X									
58	VIRDENS HOUSE OF TIRES 810 W ROSECRANS SANTA FE SPRINGS, CA 90670	455205 0.55 MI N																		X
58	PARK VIEW PLAZA 1230 ROSECRANS AVE SANTA FE SPRINGS, CA 90670	6678369 0.55 MI N														X				
59	MINUTEMAN PRESS 13237 ROSECRANS SANTA FE SPRINGS, CA 90670	277015 0.56 MI N																		X
60	REICHHOLD INC 13520 ROSECRANS AVE SITE A SANTA FE SPRINGS, CA 90670	13513742 0.57 MI N																		X
60	WEBER DISTRIBUTION 13530 ROSECRANS AVE SANTA FE SPRINGS, CA 90670	1269477 0.57 MI NE																		X



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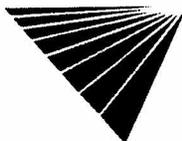
Report ID: 0700S0527

Date of Report: September 29, 2000

Version 2.6.1

Page #17

MAP ID	SITES IN THE SURROUNDING AREA (within 1/2 - 1 mile)	VISTA ID DISTANCE DIRECTION	A			B							C			D				
			NPL	CORRACTS(TSD)	SPL	SCI	CERCLIS/NFRAP	TSD	IUST	SWLF	DEED RSTR	CORTESE	TOXIC PITS	WATER WELLS	RCRA VIOL	TRIS	UST/AST	UNIQUE CO	ERNS	GNRTR
60	HUFF LUMBER 13535 E ROSECRANS AVE SANTA FE SPRINGS, CA 90670	64608639 0.58 MI NE														X				
60	GEO M HUFF LUMBER CO 13535 E. ROSECRANS AVE SANTA FE SPRINGS, CA 90670	2748958 0.58 MI NE							X											
61	UNISTRUT LOS ANGELES 14600 S MARQUARDT AVE SANTA FE SPRINGS, CA 90670	438304 0.57 MI NE																	X	
61	CORAL INDUSTRIES INC 14561 S. MARQUARDT AVE SANTA FE SPRINGS, CA 90670	1194731 0.57 MI NE							X											X
61	CORAL CHEMICALS INC 14561 S MARQUARDT AVE SANTA FE SPRINGS, CA 90670	64605941 0.58 MI NE														X				
61	CORAL CHEMICALS INC 14561 S MARQUARDT SANTA FE SPRINGS, CA 90670	4825399 0.58 MI NE														X				
62	SALAS AUTO BODY SHOP 13171 ROSECRANS AVE NORWALK, CA 90650	365592 0.58 MI NW											X							X
62	KENNY'S SILK SCREEN 13139 ROSECRANS SANTA FE SPRINGS, CA 90670	4062999 0.61 MI NW																		X
62	BEAR STATE A/C SERVICES 13139 ROSECRANS AVE SANTA FE SPRINGS, CA 90670	11499206 0.61 MI NW							X											
62	BEAR STATE AIR CONDITIONING 13139 ROSECRANS SANTA FE SPRINGS, CA 90670	1237198 0.61 MI NW									X				X	X				X
62	CERTIFIED FASTENERS 14107 DINARD SANTA FE SPRINGS, CA 90670	1194674 0.65 MI NW							X						X					
63	STONE CONTAINER CORPORATI 13833 FREEWAY SANTA FE SPRINGS, CA 90670	7429704 0.59 MI SE									X									
63	STONE CONTAINER CORP 13833 E FREEWAY DR SANTA FE SPRINGS, CA 90670	1584911 0.59 MI SE							X						X	X			X	X
63	SOUTHWEST FOREST IND 13833 E FREEWAY SANTA FE SPRINGS, CA	4025071 0.60 MI SE													X					
64	USGS WATER WELL ID #3353571180318 , CA	8019494 0.59 MI NW											X							



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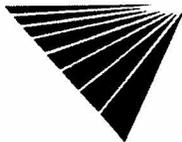
Report ID: 0700S0527

Date of Report: September 29, 2000

Version 2.6.1

Page #18

MAP ID	SITES IN THE SURROUNDING AREA (within 1/2 - 1 mile)	VISTA ID DISTANCE DIRECTION	A			B							C			D				
			NPL	CORRACTS(TSD)	SPL	SCL	CERCLIS/NFRAP	TSD	LUST	SWLF	DEED RSTR	CORTESE	TOXIC PITS	WATER WELLS	RCRA VIOL	TRIS	UST/AST	UNIQUE CO	ERNS	GNRTR
65	PARA PLAT 15910 SHOEMAKER CERRITOS, CA 90703	6349375 0.60 MI SW																		X
65	BEST FOODS 15900 SHOEMAKER CERRITOS, CA 90703	4041498 0.63 MI SW													X					
66	THE SHERWIN WILLIAMS CO 13620 ROSECRANS AVE SANTA FE SPRINGS, CA 90670	5209825 0.60 MI NE																	X	
66	INDUSTRIAL SPROCKET AND GEAR 13650 E ROSECRANS SANTA FE SPRINGS, CA 90670	3201756 0.61 MI NE													X				X	
66	INDUSTRIAL SPROCKETGEAR 13650 E ROSECRANS AVE SANTA FE SPRINGS, CA 90670	64608233 0.61 MI NE													X					
66	D R PRINTING 13659 E ROSECRANS L SANTA FE SPRINGS, CA 90670	127850 0.64 MI NE																	X	
67	CONAGRA 15503 BLACKBURN NORWALK, CA 90650	3192497 0.61 MI W													X					
67	TG TRUCKING 15600 BLACKBURN, EL DORADO CARPET MILL NORWALK, CA 90650	8571258 0.62 MI W																X		
68	FRITO-LAY INC 16105 DISTRIBUTION WAY CERRITOS, CA 90703	6671391 0.61 MI SE													X					
69	A B DICK CO 13125 E MIDWAY PL CERRITOS, CA 90703	3767462 0.62 MI SW													X				X	
70	WMC GRIDING INC 13721 MILROY PLACE SANTA FE SPRINGS, CA 90670	473644 0.62 MI NE																	X	
70	J-DOOR, INC 13730 E ROSECRANS AVE SANTA FE SPRINGS, CA 90670	215871 0.67 MI NE													X				X	
71	O'DONNELL MARQUARDT PARTNERS 16028 MARQUARDT AVE CERRITOS, CA 90703	7499406 0.63 MI SE							X											
71	O'DONNELL MARQUARDT PARTNRS LP 16028 S MARQUARDT AVE CERRITOS, CA	251092 0.63 MI SE													X					
71	CERRITOS CORP. CENTER 16028 MARQUARDT AVE CERRITOS, CA 90703	6509240 0.63 MI SE							X											



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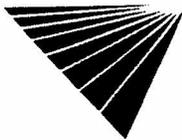
Report ID: 0700S0527

Date of Report: September 29, 2000

Version 2.6.1

Page #19

MAP ID	SITES IN THE SURROUNDING AREA (within 1/2 - 1 mile)	VISTA ID DISTANCE DIRECTION	A			B							C				D			
			NPL	CORRACTS(TSD)	SPL	SCL	CERCLIS/NFRAP	TSD	LUST	SWLF	DEED RSTR	CORTESE	TOXIC PITS	WATER WELLS	RCRA VIOL	TRIS	UST/AST	UNIQUE CO	ERNS	GNRTR
71	GANG NAIL CORPORATION 16028 S MARQUARDT CERRITOS, CA	4034765 0.64 MI SE														X				
71	USGS WATER WELL ID #3353111180218019436 , CA	0.69 MI SE											X							
72	MUELLER PLASTIC 16010 SHOEMAKER AVE CERRITOS, CA 90703	6678994 0.63 MI SW																		X
72	CHIEF AUTO PARTS 16069 SHOEMAKER CERRITOS, CA 90703	82688 0.66 MI SW																		X
73	RALPH WILSON PLASTICS CO 13911 S GANNET SANTA FE SPRINGS, CA 90670	4028124 0.64 MI E														X				
73	DART IND INC 13911 E GANNET ST SANTA FE SPRINGS, CA 90670	113944 0.64 MI E																		X
73	WILSONART INTERNATIONAL, INC. 13911 E. GANNET ST SANTA FE SPRINGS, CA 90670	6848451 0.64 MI E								X										
73	H L DISTRIBUTING 14815 RADBURN SANTA FE SPRINGS, CA 90670	3201456 0.66 MI E								X						X				
74	THOMPSON RV CENTER 13846 FIRESTONE SANTA FE SPRINGS, CA 90670	3776736 0.65 MI SE								X						X				
75	90'S AUTO REPAIR, THE 13079 ROSECRANS SANTA FE SPRINGS, CA 90670	3201753 0.65 MI NW																		X
76	TRU FORM MFG 14511 ANSON AVE SANTA FE SPRINGS, CA 90670	3191944 0.65 MI NE																		X
76	CMI COMPOSITE MATERIALS INC 14530 S ANSON AVE SANTA FE SPRINGS, CA 90670	6508971 0.66 MI NE																		X
76	H L DIST CO PROPERTY 13930 BORATE ST SANTA FE SPRINGS, CA 90670	94137 0.69 MI NE												X						X
77	VONS STORES 12801 E EXCELSIOR SANTA FE SPRINGS, CA 90670	4026440 0.66 MI W														X				
77	VONS DISTRIBUTION CENTER 12801 EXCELSIOR DR NORWALK, CA 90650	1242685 0.69 MI W								X										



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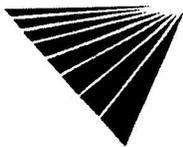
Report ID: 0700S0527

Date of Report: September 29, 2000

Version 2.6.1

Page #20

MAP ID	SITES IN THE SURROUNDING AREA (within 1/2 - 1 mile)	VISTA ID DISTANCE DIRECTION	A		B							C			D						
			NPL	CORRACTS(TSD)	SPL	SCL	CERCLIS/NFRAP	TSD	LUST	SWLF	DEED RSTR	CORTESE	TOXIC PITS	WATER WELLS	RCRA VIOL	TRIS	UST/AST	UNIQUE CO	ERNS	GNRTR	SPILLS
77	VON'S DISTRIBUTION CENTER 12801 EXCELSION DRIVE NORWALK, CA 90650	6563684 0.69 MI W															X				
78	COMPUGRAPHIC CORP 16440 MANNING WAY CERRITOS, CA 90703	96713 0.68 MI S																		X	
79	SANDOZ COLORS AND CHEMICALS 13009 MIDWAY PLACE CERRITOS, CA 90703	367071 0.68 MI SW																		X	
80	UNKNOWN 13027 ROSECRANS AVE NORWALK, CA 90650	2238844 0.70 MI NW																X			
80	COURTEOUS INC (#5472-0200) 13009 E ROSECRANS AVE NORWALK, CA 90650	501029941 0.71 MI NW														X					
80	SHELL OIL 13009 ROSECRANS NORWALK, CA 90650	1194052 0.71 MI NW						X			X				X		X				
81	THE CONVERTER SHOP 14020 S MARYTON SANTA FE SPRINGS, CA 90670	1230576 0.70 MI NW													X						
81	CALIFORNIA CLUTCH GEAR INC 14021 DINARD ST SANTA FE SPRINGS, CA 90670	65153 0.70 MI NW																		X	
82	PROFILE STRUCTURES INC 13926 CARMENITA RD SANTA FE SPRINGS, CA 90670	340641 0.71 MI N																		X	
82	MADRID INC 13904 CARMENITA ROAD SANTA FE SPRINGS, CA 90670	254420 0.72 MI N																		X	
82	MEMO SANTOS 13904 S CARMENITA RD SANTA FE SPRINGS, CA 90670	6670597 0.72 MI N													X						
82	DURA STEEL CARMENITA PROPERTY 13901 S CARMENITA RD SANTA FE SPRINGS, CA 90670	130063 0.72 MI N																		X	
82	CHEMCENTRAL 13900 CARMENITA ROAD SANTA FE SPRINGS, CA 90670	12710712 0.72 MI N																X			
82	CHEMCENTRAL LOS ANGELES 13900 CARMENITA ROAD SANTA FE SPRINGS, CA 90670	1583719 0.72 MI N													X		X	X			
82	CENTRAL SOLVENTCHEM CO 13900 S CARMENITA SANTA FE SPRINGS, CA 90670	90956 0.72 MI N													X					X	



X = search criteria; • = tag-along (beyond search criteria).

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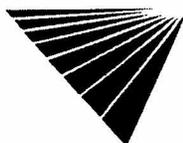
Report ID: 0700S0527

Date of Report: September 29, 2000

Version 2.6.1

Page #21

MAP ID	SITES IN THE SURROUNDING AREA (within 1/2 - 1 mile)	VISTA ID DISTANCE DIRECTION	A			B							C			D					
			NPL	CORRACTS(TSD)	SPL	SCL	CERCLIS/NFRAP	TSD	LUST	SWLF	DEED RSTR	CORTESE	TOXIC PITS	WATER WELLS	RCRA VIOL	TRIS	UST/AST	UNIQUE CO	ERNS	GNRTR	SPILLS
86	PACIFIC EXPANDED METALS INC 13910 E FIRESTONE BLVD SANTA FE SPRINGS, CA 90670	316397 0.75 MI SE																		X	
86	MIKE THOMPSONS RV CENTER 13940 FIRESTONE SANTA FE SPRINGS, CA 90670	274582 0.79 MI SE													X						
87	N D INDUSTRIES 13929 DINARD SANTA FE SPRINGS, CA 90670	292303 0.75 MI N																		X	
87	CENTURY REFRIGERATION 14010 MARYTON SANTA FE SPRINGS, CA 90670	4825407 0.78 MI NW													X						
87	SOUTHERN CALIF VALVE 13903 MARYTON AVE SANTA FE SPRINGS, CA 90670	3199740 0.79 MI N																		X	
88	UNITED PARCEL SERVICE 13233 MOORE ST CERRITOS, CA 90703	442039 0.76 MI SW						X							X					X	
88	BEST LABEL CO INC 13260 MOORE ST CERRITOS, CA 90703	5714907 0.76 MI S																		X	
88	TA INDUSTRIES 13260 MOORE CERRITOS, CA 90703	4034282 0.76 MI S													X						
89	UNOCAL 12959 ROSE CRANS AVE NORWALK, CA 90650	8592004 0.77 MI NW																X			
89	UNOCAL CORP SS 4999 12959 ROSECRANS NORWALK, CA 90650	4039965 0.77 MI NW						X							X						
89	UNOCAL CORP SS 4999 12959 E ROSECRANS AVE NORWALK, CA 90650	64606678 0.77 MI NW													X						
90	GES EXPOSITION SERVICES 13861 ROSECRANS AVE SANTA FE SPRINGS, CA 90670	6678480 0.77 MI NE						X													
90	GREYHOUND EXPOSITION SERVICES 13861 ROSECRANS AVE SANTA FE SPRINGS, CA 90670	180598 0.77 MI NE													X					X	
90	GES EXPOSITION SERVICES INC 13861 E ROSECRANS AVE SANTA FE SPRINGS, CA 90670	64599864 0.77 MI NE													X						
91	ORVAL STEWART 14051 S MARQUARDT SANTA FE SPRINGS, CA 90670	400165 0.78 MI NE													X						



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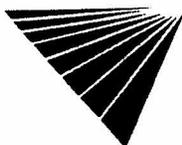
Report ID: 0700S0527

Date of Report: September 29, 2000

Version 2.6.1

Page #23

MAP ID	SITES IN THE SURROUNDING AREA (within 1/2 - 1 mile)	VISTA ID DISTANCE DIRECTION	A			B							C			D				
			NPL	CORRACTS(TSD)	SPL	SCL	CERCLIS/NFRAP	TSD	LUST	SWLF	DEED RSTR	CORTESE	TOXIC PITS	WATER WELLS	RCRA VIOL	TRIS	UST/AST	UNIQUE CO	ERNS	GNRTR
91	CYLINDER CLINIC INC 14013 S MARQUARDT AVE SANTA FE SPRINGS, CA 90670	7857907 0.80 MI NE																		X
91	LOS ANGELES TIMES 14011 MARQUARDT AV SANTA FE SPRINGS, CA 90670	249988 0.80 MI NE													X					X
91	PARRINO TRUCKING 14018 MARQUARDT SANTA FE SPRINGS, CA 90670	320641 0.80 MI NE																		X
91	DME INC 14001 MARQUARDT AVE SANTA FE SPRINGS, CA 90670	5264377 0.80 MI NE																		X
91	VANCE AND HINES 14010 MARQUARDT SANTA FE SPRINGS, CA 90670	451097 0.80 MI NE																		X
92	TYLER REFRIGERATION CORP 13910 CERRITOS CORPORATE DR CERRITOS, CA 90703	1269607 0.78 MI SE																		X
93	ISUZU TECHNICAL CENTER 16323 SHOEMAKER AVENUE CERRITOS, CA 90703	212732 0.79 MI SW													X					X
93	NEVAMAR DISTRIBUTORS 16411 SHOEMAKER AVE CERRITOS, CA 90703	7859015 0.84 MI SW																		X
94	ARTESIA READY MIX CONCRETE INC 13949 E STAGE RD SANTA FE SPRINGS, CA 90670	1219898 0.80 MI NE													X					X
95	KAISER ALUMINUM 14103 BORATE ST SANTA FE SPRINGS, CA 90670	4866055 0.80 MI E																		X
96	NORWALK TRANSFER AND STORAGE 13900 E ROSECRANS SANTA FE SPRINGS, CA 90670	3201757 0.80 MI NE							X							X				
96	L.A. COUNTY ROAD D. TS # 146 13934 E. ROSECRANS AVE. SANTA FE SPRINGS, CA 90670	1194452 0.83 MI NE								X										
96	SCANDIA INDUSTRIES INC 13937 ROSECRANS AVE SANTA FE SPRINGS, CA 90670	369320 0.84 MI NE																		X
96	YOUR CAR SPEC 13950 ROSECRANS SANTA FE SPRINGS, CA 90670	479566 0.85 MI NE																		X
97	BROWN-PACIFIC INC. 13639 E. BORA DR. SANTA FE SPRINGS, CA 90670	59999 0.83 MI NE				X	X							X	X		X	X	X	X



X = search criteria; * = tag-along (beyond search criteria).

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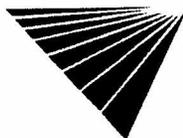
Report ID: 0700S0527

Date of Report: September 29, 2000

Version 2.6.1

Page #24

MAP ID	SITES IN THE SURROUNDING AREA (within 1/2 - 1 mile)	VISTA ID DISTANCE DIRECTION	A			B							C			D				
			NPL	CORRACTS(TSD)	SPL	SCL	CERCLIS/NFRAP	TSD	LUST	SWLF	DEED RSTR	CORTESE	TOXIC PITS	WATER WELLS	RCRA VIOL	TRIS	UST/AST	UNIQUE CO	ERNS	GNRTR
97	L AND R AUTOMOTIVE SUPPLIES 13731 BORA DR SANTA FE SPRINGS, CA 90670	3766057 0.85 MI NE																	X	
98	DIESEL RECON 14014 ALONDRA BLVD SANTA FE SPRINGS, CA 90670	8569787 0.83 MI SE																X		
99	ADVANCE PIPE PRODS 12804 E FIRESTONE BLVD NORWALK, CA 90650	6895 0.83 MI NW														X			X	
100	COCHRAN IZANT CO INC 13344 CAMBRIDGE ST SANTA FE SPRINGS, CA 90670	92363 0.84 MI N																	X	
100	JOHN H. VAN PATTEN CO INC 13320 CAMBRIDGE SANTA FE SPRINGS, CA 90670	451499 0.84 MI N																		X
100	MORRIS PROPERTY 13344 CAMBRIDGE SANTA FE SPRINGS, CA 90670	7291240 0.85 MI N																		X
100	AMERICAN MALL WELL ENVELOPE CO 13341 CAMBRIDGE ST SANTA FE SPRINGS, CA 90670	316243 0.86 MI N											X							X
101	HYDRAFLOW 13259 E 166ST ARTESIA, CA 90701	203987 0.84 MI S																		X
101	AKIYAMA CORPORATION OF AMERICA 13311 E 166TH ST CERRITOS, CA 90703	90861 0.85 MI S																		X
102	BREGIN INC 13839 MARQUARDT AVE SANTA FE SPRINGS, CA 90670	57004 0.84 MI NE																		X
102	1X HOLIDAY PORCELAIN ENAMEL CO 13839 MARQUARDT AVE SANTA FE SPRINGS, CA 90670	197955 0.84 MI NE															X			
102	BROWN-PACIFIC INC. BORA DR @ MARQUARDT AV? SANTA FE SPRINGS, CA 90670	6946917 0.86 MI NE															X			
102	INX INTERNATIONAL INK CO 13821 MARQUARDT AVE SANTA FE SPRINGS, CA 90670	13513196 0.86 MI NE																		X
103	ELECTROMATIC INC 14025 STAGE RD SANTA FE SPRINGS, CA 90670	62412225 0.85 MI NE																		X
103	PACIFIC PUMPS MFG CO 14059 STAGE RD SANTA FE SPRINGS, CA 90670	317362 0.87 MI E																		X



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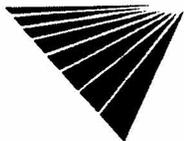
Report ID: 0700S0527

Date of Report: September 29, 2000

Version 2.6.1

Page #25

MAP ID	SITES IN THE SURROUNDING AREA (within 1/2 - 1 mile)	VISTA ID DISTANCE DIRECTION	A			B							C			D				
			CORRACTS(TSD)		SCL	GERCLIS/NFRAP	TSD	LUST	SWLF	DEED RSTR	CORIESE	TOXIC PITS	WATER WELLS	RCRA VIOL	TRIS	UST/AST	UNIQUE CO	ERNS	GNRTR	SPILLS
			NPL	SPL																
111	CIRCLE T CORP 12801 ROSECRANS NORWALK, CA 90650	4039964 0.90 MI NW													X					
112	YOUR CAR SPECIALISTS 14000 E ROSECRANS SANTA FE SPRINGS, CA 90670	5241339 0.90 MI NE																	X	
113	CIBA GEIGY CORP 12850 MOORE ST CERRITOS, CA 90703	1269114 0.93 MI SW																	X	
114	EQUIPMENT CO OF LA 14100 ALONDRA SANTA FE SPRINGS, CA 90670	141568 0.93 MI E																	X	
114	GMC WAREHOUSE DISTRIBUTING DIV 14141 ALONDRA BLVD. SANTA FE SPRINGS, CA 90670	173531 0.96 MI E	X		X															
114	LAWSON SCREEN PRODUCTS INC 14140 ALONDRA BLVD UNIT E SANTA FE SPRINGS, CA 90670	4061249 0.97 MI E																	X	
115	WEBBER CABLE ELECTRONICS 13043 E 166TH ST CERRITOS, CA 90703	462567 0.94 MI SW																	X	
116	CITY OF CERRITOS CITY YARD 16540 S MARQUARDT CERRITOS, CA	4034766 0.94 MI SE						X							X					
117	ROMERO FOODS 15155 S VALLEY VIEW AVE SANTA FE SPRINGS, CA 90670	6681278 0.94 MI E													X					
117	HONEYCOMB PRODUCTS, INC 15100 S VALLEY VIEW AVE LA MIRADA, CA 90638	199209 0.95 MI E																	X	
118	CERTIFIED GROCERS OF CALIF LTD 15015 VALLEYVIEW SANTA FE SPRINGS, CA 90670	76176 0.95 MI E													X				X	
119	TUFTEX INDUSTRY 15305 S. VALLEY VIEW AVE LA MIRADA, CA 90638	5359542 0.95 MI E						X												
119	TUFTEX CARPET MILLS INC 15305 S. VALLEY VIEW AVE LA MIRADA, CA 90638	6681282 0.95 MI E													X					
119	TUFTEX INDUSTRY 15305 S VALLEY VIEW SANTA FE SPRINGS, CA 90670	1589297 0.95 MI E								X					X					
119	TEXTONE, INC 15300 VALLEY VIEW AVE LA MIRADA, CA 90638	421867 0.96 MI E																	X	



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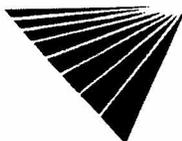
Report ID: 0700S0527

Date of Report: September 29, 2000

Version 2.6.1

Page #27

MAP ID	SITES IN THE SURROUNDING AREA (within 1/2 - 1 mile)	VISTA ID DISTANCE DIRECTION	A		B								C			D				
			NPL	CORRACTS(TSD)	SPL	SCL	GERCLIS/NFRAP	TSD	LUST	SWLF	DEED RSTR	CORTESE	TOXIC PITS	WATER WELLS	RCRA VIOL	TRIS	UST/AST	UNIQUE CO	ERNS	GMRTR
119	WOODTEK 15300 S VALLEY VIEW LA MIRADA, CA	4045301 0.96 MI E														X				
120	DIESEL RECON COMPANY 14044 FREEWAY SANTA FE SPRINGS, CA 90670	7429705 0.95 MI SE									X									
120	DIESEL RECON COMPANY 14044 E FREEWAY SANTA FE SPRINGS, CA 90670	4025075 0.95 MI SE														X				
120	DIESEL RECON CO. 14044 E. FREEWAY DR. SANTA FE SPRINGS, CA 90670	122073 0.95 MI SE				X			X							X		X	X	
121	USGS WATER WELL ID #335330118034 , CA	4049463 0.96 MI W											X							
122	WESTRUX INTERNATIONAL INC 15555 VALLEY VIEW AVE SANTA FE SPRINGS, CA 90670	4867107 0.97 MI E																		X
122	GENERAL MOTORS 15555 VALLEY VIEW GM DEALERSHIP SANTA FE SPRINGS, CA 90670	2222559 0.97 MI E														X		X		
123	ADVANCED HEALTH CARE 13564 LARWIN CIRCLE SANTA FE SPRINGS, CA 90670	3198440 0.99 MI NE																		X
123	PHILADELPHIA CARPETS 13565 LARWIN CIRCLE LA MIRADA, CA 90638	1269239 0.99 MI NE																		X
123	COLORADO PUMP VALVE INC 13554 LARWIN CIRCLE SANTA FE SPRINGS, CA 90670	94503 1.00 MI NE																		X
124	SOLID STATE DEVICES INC 14830 VALLEY VIEW AVE LA MIRADA, CA 90638	386794 0.99 MI E												X						X
125	GNB GOULD BENCH MASTER 12981 E 166TH ST CERRITOS, CA 90701	4016556 0.99 MI SW							X							X	X			



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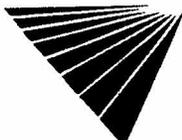
Report ID: 0700S0527

Date of Report: September 29, 2000

Version 2.6.1

Page #28

UNMAPPED SITES	VISTA ID	A			B							C			D				
		NPL	CORRACTS(TSD)	SPL	SCL	CERCLIS/NFRAP	TSD	LUST	SWLF	DEED RSTR	CORTESE	TOXIC PITS	WATER WELLS	RCRA VIOL	TRIS	UST/AST	UNIQUE CO	ERNS	GNRTR
LA MIRADA AUTO CENTER FIRESTONE BL LA MIRADA, CA 90638	7432426															X			
STANDARD SALT COMPANY DANBY DRY LAKE NORWALK, CA 90650	1248041														X				
UNOCAL TANK FARM FOSTER RD NORWALK, CA 90650	6563733															X			
NORWALK DEFENSE SUPPLY PROCU. NORMANDI BL NORWALK, CA 90650	6564078															X			
STRECKER CONSTRUCTION CO BLOOMFIELD SANTA FE SPRINGS, CA 90670	7431433									X									
WALKER-TURNER PROPERTY BLOOMFIELD SANTA FE SPRINGS, CA 90670	7431434									X									
JOHN VEYNA 13363 E EXCELSIOR DR NORWALK, CA 90650	501029552														X				
WALKER PROPERTIES SW CORNR OF BLOOMFIELD AVE LAKELAND RD SANTA FE SPRINGS, CA 90670	64709971				X														
SANTA FE SPRINGS WASTE WATER DISPOSAL 9814 SOUTH ALBUSTIS AVENUE SANTA FE SPRINGS, CA 90670	64709531				X														
CARDLOCK FUELS #031 14901 E ARTESIA BLVD LA MIRADA, CA	64603892														X				
BELL RANCH BUSINESS PARK SANTA FE SPRINGS, CA 90670	6946482															X			
LAKIN TIRE WEST, INC.--FOSTER RD. 13215 FOSTER ROAD SANTA FE SPRINGS, CA	12551406							X											
RICHFIELD OIL COMPANY 00123 W HADLEY SANTA FE SPRINGS, CA 90670	1158388				X											X			
SOCO LYNCH CORP 10747 PATTERSON PL SANTA FE SPRINGS, CA 90670	12551673																		X
EAGLE TRUCK PAINTING ! SANTA FE SPRINGS, CA 90670	3975679																		X
MCFARLAND ENERGY ISABELL LEASE 8 MI N BKRSFLD HWY 65 SANTA FE SPRINGS, CA 90670	264394																		X



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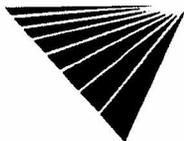
Report ID: 0700S0527

Date of Report: September 29, 2000

Version 2.6.1

Page #29

UNMAPPED SITES	VISTA ID	A			B							C			D					
		NPL	CORRACTS(TSD)	SPL	SCL	CERCLIS/NFRAP	TSD	LUST	SWLF	DEED RSTR	CORTESE	TOXIC PITS	WATER WELLS	RCRA VIOL	TRIS	UST/AST	UNIQUE CO	ERNS	GNRTR	SPILLS
MCFARLAND ENERGY TEN SECTION FLD 2 MI E HWY 5 PANAMA LN SANTA FE SPRINGS, CA 90670	264410																		X	
CERRITOS REGIONAL PARK CERRITOS, CA	6829983							X												
GEARY TANK FARM 1 TELEGRAPH RD AND MODERN SANTA FE SPRINGS, CA 90670	166384																		X	
G AND M OIL SS #06 13741 BEACH CERRITOS, CA 90703	7431343									X										
CITY OF LA MIRADA PUMP STATION ALICANTE ALICANTE LA MIRADA, CA 90638	4017901														X					
MCFARLAND ENERGY EDISON LEASE COR EDISON HERMOSA SANTA FE SPRINGS, CA 90670	264393																		X	
VALUE SERVICES 13060 E FIRESTONE SANTA FE SPRINGS, CA 90670	12724422															X				
FRED THERIOT DUMP 2008 SOUTH BLOOMFIELD AV. CERRITOS C CERRITOS, CA	8571478							X												
RAMIRO MARTINEZ 12520 DARK SANTA FE SPRINGS, CA 90670	4024474														X					
JAYBEE MANUFACTURING CORP 301 26 LOS ANGELES, CA 90060	7430476									X										
TRW PUMP FACILITY , CA	7428483															X				



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Report ID: 0700S0527

Date of Report: September 29, 2000

Version 2.6.1

Page #30

APPENDIX K

**TRANSCRIPT FROM
PUBLIC HEARING**

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APPEARANCES:

STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION:

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NANCY PE, Project Development A
RON KOSINSKI, Environmental Planning
RICHARD SARETSKY, California Department
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JOE BRAZILE, Public Affairs
120 South Spring Street
Los Angeles, California 90012
(213) 897-0849

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A G E N D A

PAGE

6:00	Sign-In, Open Forum and Exhibit Viewing	--
6:20	Return Comment Cards	--
6:30	Presentation by California Department of Transportation	
	Tony Velasquez	4
	Nancy Pe	8
	Ron Kosinski	13
	Richard Saretsky	16
7:00	Respond to Comment Cards	18
	Jim McLaughlin	19
	Steve Imhoe	23
	Mark Nitikman	29
	Ted Clark	34
	Erwin Field	36
	Rick Tall	36
7:45	Closing Comments	38
7:50	Displays Available	--
8:00	End of Public Hearing	40

1 NORWALK, CALIFORNIA, AUGUST 2, 2001 - 6:20 P.M.

2 * * * * *

3 MR. VELASQUEZ: Hello, everyone. I want to
4 welcome everyone to this public hearing. This public
5 hearing is being held for the new interchange at
6 Carmenita on Highway 5.

7 Just a general announcement for anybody who
8 needs it, the restrooms are to my left here. If anybody
9 needs to, we have facilities there. Let me introduce
10 myself. My name is Tony Velasquez. I am the Project
11 Manager for this project.

12 A lot of you will have some questions in the
13 future. You're certainly welcome to contact me and I'm
14 kind of the focal point a lot of times if you don't know
15 who exactly to talk to. I can certainly direct your
16 questions to the appropriate staff. Please know that.
17 I'm not sure if the handout has my phone number, but if
18 it doesn't, I can give it to you now. My phone number is
19 area code 213-897-8083.

20 Let me make some general announcements. This
21 is a formal public hearing, and whenever we have a
22 project that impacts the community and right-of-way,
23 socioeconomics or things of that nature, we need to have
24 a public hearing to disclose to the public what it is our
25 Department will be doing. This is being done to fulfill

4

1 that obligation.

2 Some of the ground rules to let everybody know
3 is we are having this public hearing before we have
4 committed to any alternative. What the team has done up
5 to this point is develop geometrics for a design at
6 Carmenita that they feel is a preferred alternative and
7 at this point in time is disclosing that to the public.
8 It doesn't mean it's been finalized. That won't happen
9 until all of you have had a chance to review it, to
10 include your comments into our document, and then to go
11 through the environmental process for final design. It's
12 important that you understand that what you see on these
13 exhibits, although it is being proposed, it has not been
14 finalized.

15 The other comment I wanted to say, another
16 thing we have to say is that this public hearing has been
17 advertised in the newspapers and I understand we also
18 passed out flyers yesterday, and so we've done a
19 conscious effort to publicize this event. We've also had
20 some previous stakeholder meetings that have informed
21 people of this event. So Caltrans has been in a
22 pro-active effort to announce to everybody about this
23 public hearing.

24 At this point in time let me go ahead and
25 introduce you to the panel members. To my left here I

1 have Nancy Pe, who is our design engineer or senior
2 design engineer on this project, and she will be making a
3 presentation on the interchange project.

4 To my right I have Ron Kosinski, who is our
5 Deputy Director of Environmental. Certainly you can
6 address any environmental questions to him as we go
7 through the process.

8 And then to my far right I have Richard
9 Saretsky. He is with our right-of-way folks, and any
10 questions you have with right-of-way, you can certainly
11 pose them to Richard.

12 Before we get started with the presentation,
13 let me describe to you what kind of happens after today.
14 As I said, the decisions after today are not finalized.
15 You'll have to include comments and we'll be taking those
16 comments I understand until August 16th. So even if you
17 don't put your comments in today, you still have time.

18 Then after the comments are incorporated into
19 the draft environmental document, it will be circulated,
20 and actually nothing gets finalized until Caltrans
21 approves it and the feds approve it, and I believe we're
22 targeting February of 2002 for completion of the
23 environmental document. So this job or this project will
24 not be cleared theoretically until that day, until we
25 finally get approval.

1 Let me see if there are any other housekeeping
2 issues I have to take care of. That basically includes
3 the basic process of this environment public hearing.
4 Let me also kind of go over the ground rules.

5 When you guys came in, you were given a handout
6 of the project kind of describing what's going on and a
7 lot of the frequently asked questions. In addition to
8 that, you were given a comment card. The way we handle
9 this to kind of address everybody's comments
10 expeditiously, we would like for you to go ahead and take
11 those comments cards, and if you have something that you
12 would like to be brought up and have included in the
13 document, write it down and we'll have runners going
14 through the place.

15 If you pick up your hand and you're ready to
16 have it collected from you, what we'll do is after the
17 presentation is concluded, we'll go ahead and start
18 addressing the comments. The purpose of this is to try
19 to bring all the questions and put them in the document
20 so everything gets captured.

21 Like I said, we're trying to get everything here
22 today, but it doesn't mean -- if something pops in your
23 head after tonight, you have until the 16th to send
24 something in. We'll certainly address it in a letter
25 form and also include your comment as well as the

1 response letter in the document. So understand that this
2 period is crucial and we want to get your stuff included
3 in the environmental document.

4 So with that being said -- I guess one more
5 thing. I hope you all had a chance to review the
6 exhibits. I don't think we're going to have a chance --
7 if you have a question or want to take a look, feel free
8 to get up and take a look at it. If you have a question
9 in your mind, get another comment card and you can write
10 it down.

11 Having said that, then, I'm going to go ahead
12 and turn the floor over to our first presenter which is
13 Nancy, and she's going to go over the project.

14 MS. PE: Good evening, everyone. I would like
15 to -- my name is Nancy Pe. I thank you for taking
16 interest in this project. Tonight as part our
17 presentation I will be going over the alternatives that
18 are being discussed in our environmental document and
19 describe to you each of them environmental alternative --
20 in our environmental document.

21 Let me describe the project facility that is out
22 there. As part of this facility, you have a six-lane
23 freeway, three lanes in each direction. You have hook
24 ramps going, on-ramps and off-ramps, to Firestone
25 Boulevard connecting to the local streets for both

1 southbound and northbound.

2 Also as part of the existing you do have
3 Carmenita bridge overcrossing the freeway south. The
4 bridges are two-lane, bridges with two lanes, which means
5 one lane in each direction carrying over the freeway
6 itself. With that also, south of the freeway you have a
7 railroad track that comes across Carmenita Road itself.
8 And that's the basic design that we're looking at as
9 existing.

10 There are three alternatives in our
11 environmental document that are being discussed. We
12 still consider them viable. The first alternative is the
13 no-build alternative, which I have described to you,
14 include Route 5 itself, the ramps, the local street,
15 which is Carmenita bridge overcrossing, and the railroad
16 in the vicinity of the frontage road, Firestone
17 Boulevard, on both sides of the freeway. In this
18 alternative, there is no improvement proposed to any of
19 these facilities.

20 Without any improvement, the operating level of
21 service for Route 5 right now in this segment is not
22 upgrading the level of service, which means when we drive
23 on this facility during peak hours, we will experience
24 some delay, up to 30 minutes or more, and also Carmenita
25 road also will experience some delay.

1 The main problem on Carmenita Road with the
2 railroad crossing is we do have trains that cross. Each
3 time it crosses, it delays the lane of traffic up to ten
4 minutes. And each day it does cross several times a day.
5 That is a real problem for anyone who has to drive
6 Carmenita Road itself.

7 Also, the hook ramp that we have connecting to
8 our freeway, those are not adequate to handle the
9 existing traffic. So without any improvement proposed,
10 for the no-build alternative in the next 25 years or so
11 there will be an increase in traffic volume for the area
12 and the condition will be worsened as far as traffic
13 concerns.

14 Our second alternative proposes for a diamond
15 interchange with a bridge overcrossing I-5 but no real
16 separation structure is proposed at Carmenita. This
17 alternative has been eliminated as a viable alternative
18 because it does not meet the local needs in providing the
19 traffic circulation and eliminating the delay that's
20 caused by the trains every day. So this alternative, as
21 of now we're not considering it anymore.

22 The third alternative as you see tonight is
23 being brought to you as alternative 3 and 3A. Let me
24 briefly describe to you what we propose in the third
25 alternative. It's basically the -- what we are proposing

1 here is a railroad bridge separation. We propose the
2 widening of I-5 from the six-lane facility to a ten-lane
3 facility, I-5 concrete barrier in the center dividing the
4 two roadways, northbound and southbound, and in each
5 direction it will provide a 14-foot inside shoulder, a
6 12-foot HOV lane, a four-foot buffer to separate the HOV
7 lane and slow lane, and we will also provide a slow lane
8 and ten-foot shoulder, which when we have expanded HOV
9 lane and one mixed-flow lane in each direction with this
10 project.

11 With that, we also propose a diamond interchange
12 which means a straight ramp up and down to accommodate.
13 With this integration, the interchange can handle more
14 traffic volume through the area off and on the 5 and for
15 the local area to use for traffic circulation.

16 The Carmenita structure itself, which is only
17 two lanes, will be widened up to ten lanes. It will
18 provide two left-turn lanes and three through lanes on
19 the structure where it crosses I-5. So the structure
20 will run from one end of I-5 all the way, bridge over the
21 railroad track itself, and also bridge over Morlet Street
22 (phonetic) to provide access for one of the companies
23 that provide access to go back up to Carmenita Road
24 itself.

25 The only -- 3A and 3B is Carmenita Road and the

1 bridge. In 3A the structure, Carmenita Road structure,
2 is being reassigned westerly from its original location
3 right now. The advantage of having that is to provide
4 traffic circulation through the standard roadway or
5 bridge during construction while we construct the new
6 bridge. That's one advantage. The other advantage is to
7 avoid impact to other property that we can avoid with
8 this design.

9 With that, with this proposal in Alternative 3,
10 we will improve the traffic circulation tremendously for
11 I-5 itself and for the local streets. Both facilities,
12 the local and freeway, is operating at levels it's at
13 right now. With this improvement, the freeway in 25
14 years will operate at levels that we see and the local
15 street will be operating at levels B or C, which means
16 free-flow condition.

17 Of course, like any other widening project, we
18 have a lot of other development that's already developed
19 along the freeway. There are property impacts. We have
20 shown them on the exhibit tonight. I hope you take a
21 look at that and if you have any questions, we're here to
22 answer your questions.

23 That concludes my presentation to you tonight.

24 MR. VELASQUEZ: I want to have Ron Kosinski
25 elaborate on the environmental process.

1 MR. KOSINSKI: Thank you, I'm Ron Kosinski in
2 charge of the Caltrans Environmental Planning Branch.

3 The operation that we have is responsible for
4 making sure environmental concerns are, in fact,
5 considered and influence the decision-making process for
6 this project. What we strive to do is try to make sure
7 that the project engineers avoid impacts where we can.
8 If we can't avoid them, then we minimize them, minimize
9 the amount of destruction to the community as we can.
10 And thirdly, if we can't do that, mitigate impacts
11 through a variety of techniques that we have.

12 We have a multi-disciplinary team, air quality
13 specialists, noise specialists, architectural,
14 historians, a biologist, a wide range of disciplines that
15 evaluate this project.

16 One thing I always say is at this point in time
17 we have a document that we've mailed out to the
18 individuals and it's available at the library, which is a
19 draft document. When you went to school, if you did a
20 draft report, gave it to your teacher, you're our teacher
21 basically in this situation. You can comment on that
22 report, mark it up, tell us what we did right, what we
23 did wrong. Then we do a final document at the end of
24 that process. That one will be the one which we'll use
25 to make our decision and that's the critical document.

1 So as you were in school and probably turned in
2 your report, sometimes you got very few comments and
3 complimentary remarks and positive grades. And sometimes
4 they weren't so positive, they were very negative and a
5 lot of corrections that had to be made. So it varies
6 from project to project, and this is a process that we
7 basically follow.

8 It's a process that been in place since 1970.
9 State environmental requirements and federal
10 environmental requirements for public works projects make
11 sure that community efforts, community concerns were in
12 fact considered through this process. We have worked
13 really hard with the engineers to try to minimize the
14 project impacts and at the same time provide important
15 relief to the traffic congestion that we have in the
16 area.

17 I would like to point out a very serious issue,
18 and that is every project that we have here, every
19 alternative that we have impacts the community in an
20 adverse way. If we don't do anything, leave the project
21 situation just like it is right now and walk away from it
22 and leave it as it is, traffic congestion will continue.
23 Access to properties will continue to be worsened over
24 time. The freeway will be stopped for many hours of the
25 day as it is now. Air quality issues will continue to

1 get worse, and a lot of accidents and things like this
2 will continue to be a problem in the area. So just doing
3 nothing has impacts.

4 With the project that we have designed with the
5 alternative that's currently recommended, we are in fact
6 having some serious impacts on the community. There are
7 residential takings, 11 of them. There are 35 industrial
8 takings that's involving about 86 businesses. I'm sure
9 you're here from those businesses. That's a very
10 difficult thing. Of course you've lived here and worked
11 here for a while and it has a serious impact on you or
12 your livelihood or the house you live in.

13 There are also noise impacts associated with the
14 improvements we're proposing. In that situation we are
15 building sound walls adjacent to the sensitive
16 residential area stretching from Ramona Park to Shoemaker
17 on the north side. There would be during construction a
18 lot of construction impacts -- dust, dirt, traffic,
19 detours, that type of things. Those issues will be
20 handled through working with our resident engineer and
21 developing a program that the impacts on the community
22 are minimized.

23 Sometimes we do a variety of things including
24 putting people up in hotels for a number of days because
25 we're doing nighttime construction adjacent to them.

1 There's a variety of things that we do to try to minimize
2 the impacts. We're not trying to indicate there's not a
3 problem here. Clearly a lot of impacts and that's why
4 we're here today.

5 With that, I would just like to close my
6 remarks by indicating you have until August 16th to make
7 any comments. If you go home today, as Tony has
8 mentioned, and think of something new, please feel free
9 to write us and send us those comments.

10 The environmental specialist that we have has
11 done a very conscientious effort to analyze the impacts
12 and provide them, but the bottom line is it's your
13 community. You obviously know a lot more about your
14 community than we do. You live here and work here, so
15 that's why we're here today, to listen, to learn from you
16 about what your concerns are.

17 Thank you very much. I think I'll pass this to
18 Richard Saretsky from our right-of-way department now.

19 MR. SARETSKY: Good evening.

20 Once the environmental document has been
21 approved, the right-of-way maps have been completed,
22 that's when the right-of-way department gets going on
23 their end of the project. It is our responsibility to
24 appraise the property that's required for the project, to
25 acquire it from the owners, and to provide relocation

1 assistance where necessary for those people who are being
2 displaced.

3 This is a rather complex area, and instead of
4 giving you a whole class in how our program operates, I
5 would prefer to answer your questions individually
6 regarding the right-of-way process. But very briefly, we
7 have our staff appraisers who will meet with the owners
8 to inspect the property. After the inspection, the
9 appraiser will begin to work on the fair market value
10 appraisal of the property.

11 Once this has been completed, the acquisition
12 agent will be meeting with the owners of the property to
13 discuss purchase. For those people who are residing or
14 conducting business on the property, we have a relocation
15 assistance program to assist you in locating to alternate
16 residences or business sites as appropriate.

17 As I say, since this program is rather complex,
18 if you have any questions during the question and answer
19 period, I would be happy to answer each and every
20 question which you have.

21 Thank you.

22 MR. VELASQUEZ: Did anybody have any questions
23 for Richard right now? Okay. We're trying to keep this
24 one in the comment card process so it all gets included.
25 That concludes Richard Saretsky's presentation.

1 At this point in time we're going to start
2 responding to the comment cards. I want to say if there
3 are any more comment cards that are ready to be asked, go
4 ahead and just finish them up and raise them up so that
5 our people can pick them up.

6 I guess Ron, you want to get started with the
7 first one?

8 MR. KOSINSKI: We're just going to go around the
9 table here as we get these cards and attempt to answer
10 those questions.

11 First one is from Jim McLaughlin representing
12 City Development Corporation. Why was my client the
13 owner of a property at 14820 and 14830 Carmenita Road not
14 given a copy of the draft EIR.

15 If you did not receive a copy, we would be happy
16 to furnish one. We have additional copies right here and
17 Garrett, make sure this gentleman gets a copy of the
18 environmental document.

19 Have the affected driveway turning radiuses on
20 Carmenita and other affected streets been reviewed by the
21 L.A. County Fire Department and traffic engineers for
22 code compliance.

23 It's more of an engineering question. They
24 haven't at this point in time, but the engineering staff
25 that we have puts these in compliance with all the codes.

1 They have registered engineering licenses, so they follow
2 basically the codes for the turning radius, and certainly
3 we wouldn't be putting in any type of driveway accesses
4 that don't meet the appropriate codes for the area. If
5 you would like to come up and ask a follow-up question,
6 please do.

7 MR. MC LAUGHLIN: Thank you. Jim McLaughlin is
8 my name. My other concern regarding that is the degree
9 of slope of the access road, and I'm very concerned. And
10 I know we have a neighbor -- these maps don't have a
11 north arrow. North is left.

12 MS. PE: If you're looking, it's going right.

13 MR. MC LAUGHLIN: Our neighbor to the left,
14 which I guess is to the north, we are both very concerned
15 about the steep slope coming down and the trucks have to
16 turn into both of our properties, which are distribution
17 centers. I just -- when I see that, just the physics of
18 the thing concerns me. I'm sure you go through the
19 process and the engineering and probably already looked
20 at that because you wouldn't have put something up there
21 that's too steep, but I know based on my experience as an
22 architect, if I tried to put a driveway to my house that
23 steep, I wouldn't be allowed to do it by code.

24 That's our concern.

25 MR. KOSINSKI: Thank you very much.

1 MR. VELASQUEZ: The next comment I have is from
2 Ed Collins. His question is my comments regarding the
3 project would be appreciated actually closer to Valley
4 View than Carmenita.

5 My response to this right now is that since
6 we're trying to keep the scope of this public hearing to
7 Carmenita, I would rather answer this question outside of
8 this document and you can certainly give me a call and
9 I'll let you know the status of the Valley View project.
10 That has to do with the overall I-5 corridor improvement.
11 That's not part of this project.

12 Martin Sluggard, he has four questions on his
13 comment card. Is the funding in place and where are the
14 funds coming from.

15 The funding is in place. The funds come from a
16 variety -- primarily from the STIP program, which MTA is
17 the lead agency in administering those funds, and also
18 from the TCRP funds.

19 Some of you may or may not know, but a year ago
20 when the economy was much better and the energy crisis
21 was not around, the governor had an excess in his general
22 funds, and what he did was a congestion relief program
23 and he identified various projects in that program that
24 he felt merited money. Carmenita was one of those
25 projects that was selected for TCRP money. It was an act

1 of the legislature, so we have that money program. So it
2 primarily comes from the State Transportation Improvement
3 Program and TCRP, Traffic Congestion Relief Program.

4 What is the project timing. This project is
5 scheduled to go to construction June of 2004. One of the
6 stipulations we have with the TCRP money is that it be
7 spent by the year 2004. So that date is the hard date
8 for us and we're going to strive very hard to achieve it.

9 What that means is that we'll advertise the
10 project by June of 2004. Most likely we'll start
11 construction around December of 2004. Perhaps January of
12 2005 is when you'll start seeing actually utilities
13 relocating, around August of 2004 because that's really
14 when the construction of a project starts, when the
15 utilities start going in there and clearing the way for
16 us, as well as some right-of-way activities that you'll
17 see, relocations and demolitions. So August of 2004 is
18 when you start seeing activity out there.

19 What time frame did the Disneyland widening
20 take. I'm not quite sure I can answer this. This is a
21 different county, which is Orange County District 12, and
22 I'm not quite sure when their project started and ended.
23 So I'm going to have to table that answer for another
24 time.

25 Number four, are there any project costs for

1 this alternative. Yeah. The latest estimate we have is
2 \$132 million, and that would be for Alternative 3A, which
3 is the one closest to us here. That is also the
4 preferred alternative that we've been describing in this
5 public hearing.

6 Any other response to those comments?

7 MS. PE: The first card is from Garrett Carter.
8 He would like to know can we get a CAD file in a normal
9 architecture scale to create turning radius for
10 properties. We can't provide a CAD file. The only tool
11 format that we can provide to you is DGN or DWG, which is
12 auto CAD format or Microstation. I'm not sure what is
13 the architectural scale. We can talk about that
14 afterward. I'm not sure we can provide that or not.

15 This one from Steven Imhoe. He has actually
16 six questions through each one of them. In draft study
17 is the business that you own or something, was partial
18 take now. It is full take. Why. To answer that
19 question, we -- the design itself is to the impact that
20 is identified in -- the draft environmental document
21 tonight is the latest we have up to today. So that is
22 why it's a full take now at this moment.

23 The second part when is the project expected to
24 impact, and I guess he wants a realtime scale. I'm not
25 sure exactly what you're looking for in this question.

1 Are you looking for when are we negotiating for property?

2 Can I have Steven Imhoe respond to this?

3 MR. IMHOE: When negotiations start to condemn
4 the property, all those issues, if they're set yet.

5 MR. VELASQUEZ: Let me try to answer that
6 question. What's going to happen is if we complete the
7 environmental document by February 2002, one of the first
8 things they do is certify the right-of-way that's needed
9 for the project, and that's what Richard was saying
10 earlier. They will go ahead and request that maps be
11 done for the property that's needed for the project.
12 That complete takes about three months. So we're looking
13 at about six months after the environmental document is
14 done. When the maps are generated and sent over to
15 right-of-way, that's when the right-of-way acquisition
16 will start.

17 So realistically we probably won't get any kind
18 of response from Caltrans on your property until about a
19 year after the document has been signed.

20 MR. IMHOE: Thank you.

21 MR. VELASQUEZ: You have four more questions.

22 MS. PE: For the next four questions, it seems
23 like you have specific right-of-way questions to the
24 property. Can I ask you to talk to the right-of-way
25 agent individually?

1 MR. IMHOE: Certainly. Thank you.

2 MR. KOSINSKI: I'm going to pass this on to
3 Richard because he's got several questions for you. I
4 wanted to add that on the shifts that we're doing, this
5 process is a dynamic process. One of the dynamics of
6 this is a meeting. We that we are not aware of an
7 alteration of the project here and there, and so keep
8 that in mind. On some of these property takes, we're
9 doing a part take right now and it might go to a full
10 take or we said it was a full take and it might be a part
11 take, and part of that also is again a dynamic process
12 and involves -- it might involve negotiations with you as
13 an individual property owner.

14 Clearly there's some properties we're going to
15 take and that's not going to change, but there are a few
16 properties, maybe ten or so that is in this purgatory
17 that we're putting you in and we hope to have an answer
18 for you as soon as possible.

19 MR. SARETSKY: I have several cards with
20 questions and I would like to go through these. The
21 first is from John Vegen.

22 You require only a portion of the property and
23 the owner retains what is left. What if such a procedure
24 significantly reduces the market value of the remaining
25 property.

1 We have two types of remaining property. One
2 is an economic remnant and one of a non-economic remnant.
3 If the remaining property is of such size and shape to be
4 a non-economic remnant to the owner, basically he can't
5 use it for anything, we will acquire the entire property.
6 However, if the remainder of the property is usable such
7 as buying a piece of a parking lot or taking out the
8 vegetation and this sort of thing where the parcel can
9 operated as it did prior to our acquisition, we would
10 appraise the property but also pay what we call damages.

11 There may be a diminution in value to the
12 remainder as a result of our acquisition. So not only
13 would we pay you the fair market value for the property
14 that we're acquiring, the land or buildings and such, but
15 we would also pay an additional amount which is what we
16 call damages. It's the diminished value of the property
17 as a result of the State's acquisition.

18 From Nabil Dajani, can you discuss moving of
19 machinery and loss of income while moving to a new
20 location. Depending on many factors, we often times
21 purchase machinery and equipment or fixtures and
22 equipment. We hire a fixtures and equipment appraiser
23 who will view the items that are in the building to
24 determine whether they pertain to the realty that are
25 acquired or are considered to be personal property.

1 If the equipment or machinery is such that we
2 acquire it, then you would be paid the fair market value
3 for the property or the machinery.

4 If the machinery is such that it can be
5 relocated, that would be handled through our relocation
6 assistance branch whereby we would obtain bids from
7 commercial movers or experts in the field for that
8 particular piece of machinery and pay to have it
9 relocated to a new location within 50 miles. This could
10 include electrical hookups, air lines, water lines,
11 whatever is necessary to make that item of machinery
12 operable again.

13 Loss of income while moving to a new location,
14 we also have a means to compensate you in that manner
15 through loss of goodwill. Part of the compensation
16 package for displaced businesses may be consideration of
17 loss of goodwill, if there is any. We will appraise it
18 and make a determination as to the losses.

19 From George Ray, when will myself start talking
20 to property owners, I think that was discussed just a few
21 moments ago. It may be as late as next summer or perhaps
22 in the late spring.

23 Can a property owner that is affected be
24 notified by mail. If you're impacted and we have to
25 contact you regarding appraisal or acquisition, we prefer

1 to do that in person, to meet with you on a one-on-one
2 basis. Whether you'll be affected, I think attending
3 this meeting will give you a very good idea as to whether
4 your property will be impacted or not.

5 From Robert Levine, could you please give us
6 some idea of how the appraisal process would work. The
7 appraisal process, there are several means to appraising
8 property. The most common and the easiest to understand
9 would be the comparison process whereby we look in and
10 review the real estate market to see properties such as
11 the ones we're appraising, what comparable properties
12 have sold for in the very recent past. This is the most
13 common means of appraising property. It's essentially a
14 comparison process.

15 We also have a process called the income
16 approach to value, which is based on the present worth of
17 future income to the property, assuming it's income
18 producing property.

19 There's another approach called the cost
20 approach. It's basically replacement cost less
21 depreciation, and that usually only works for newer
22 buildings and for non-income producing buildings such as
23 churches and schools.

24 How long does it take? Depending on the
25 complexity of the appraisal, it could take a couple

1 months before we could -- start to finish, before we can
2 be ready to discuss the acquisition.

3 What provisions are made to compensate an
4 operating business for its cost of relocation, temporary
5 cessation of operations, the cost of relocation we will
6 pay through the relocation assistance program to move
7 your personal property, cover incidental costs such as
8 moving of computers, replacement stationery, telephones,
9 burglar alarm systems, numerous items which are personal
10 to the business and are not being acquired through the
11 acquisition process.

12 In addition, we have a \$10,000 re-establishment
13 fund which you can use for almost anything to refurbish
14 your replacement property.

15 For temporary cessation of operations, again
16 you may qualify for a loss of goodwill payment. That, of
17 course, would be determined through reviewing your income
18 tax returns by a specialist appraiser called -- what we
19 call a goodwill appraiser. This is a very specialized
20 type of appraising which concentrates on determining loss
21 of goodwill. I am not that familiar with the process to
22 be able to explain it to you.

23 From Ted Clark, what provisions can be made for
24 relocating businesses that need a long lead time to move,
25 that depends. The amount of time we give you to move

1 depends on how much time we're given through -- from the
2 engineering process.

3 Normally we're given a certification date. It's
4 a date from which we have to have the building cleared in
5 order to meet our construction scheduling. We like to --
6 we would love to have 12- to 18-month lead times, and
7 unfortunately in many cases we don't.

8 What we would like to do is work with you
9 perhaps in advance. If you feel that you're going to
10 have this type of lead time requirement, we would like to
11 meet with you early on to see how we can cut that lead
12 time down or what can be done to reduce that time for
13 relocating your business. I wish we had 24 months, and
14 in most cases we don't have that long. I would love to
15 have it. It would give us a lot of extra time to work
16 with people.

17 Those are all of the cards.

18 MR. VELASQUEZ: Are there any other cards?
19 Garrett has been running around and collecting them. At
20 this point, then, you are also given the opportunity if
21 you would like to come up to the mike and address your
22 comment or address us with any questions you may have.
23 If you do choose to speak at the mike, please state your
24 name and address so it can be included in the record.

25 Would anybody like to come to the mike and say

1 anything?

2 MR. NITIKMAN: Good evening. Mark Nitikman of
3 Croudace and Dietrich representing the Mitsuuchi Trust.

4 Since there have been a lot of questions
5 addressed at this area of timing and I'm still not clear
6 myself, perhaps we could kind of walk through on a time
7 line as to the whole acquisition process. You've said,
8 for example, that you're looking at a six-month period
9 from when you get the final environmental approvals until
10 you start doing the appraisals. If I understand, you
11 said a one- to two-month process to prepare the
12 appraisals and at that point you go out to talk to the
13 owners, the property owners.

14 You've also mentioned that there's at some point
15 you will get a definite cert date by which time you have
16 to have the property. Is that -- so I guess the question
17 is that sets the end of the process, and assuming at that
18 point then if you haven't made a deal, you go to
19 litigation and you deposit the money and take the
20 property and fight it out later.

21 How long of a process is likely under these
22 circumstances and when will you know that and when will
23 we know that?

24 MR. SARETSKY: The certification dates are set
25 by the engineers. We're kind of the tail end of the

1 process. The dates -- we have to live with the dates
2 that have been set and we try our very best obviously to
3 meet those certification dates.

4 In most cases we have enough time to work with
5 people as far as time to get to appraise the property,
6 give the appraiser sufficient time to do a very thorough
7 and in-depth evaluation and time to prepare the
8 appraisal.

9 We try to spend as much time working with
10 people as possible, but it all depends on how much time
11 we have. And at this time I can't tell you how much time
12 we're going to have in the process because a lot of these
13 dates really haven't been set and we don't know what time
14 frames we're working with.

15 I could only hope that it would be at least a
16 year from the time we're able to start our appraisals
17 until the time we have to deliver the right-of-way. That
18 would give us sufficient time to work with the property
19 owners, to understand the concerns, listen to what they
20 have to say regarding the valuation, give us time to work
21 with people who are displaced, give us time to help them
22 find replacement locations without undue duress. So this
23 is why the more time we have, the better we can serve
24 you, the public.

25 MR. NITIKMAN: Does this cert date include the

1 time to prepare the appraisals?

2 MR. SARETSKY: Yes.

3 MR. NITIKMAN: That's your whole process from
4 beginning to end?

5 MR. SARETSKY: We have a date -- and I take this
6 off the top of my head -- May 31st, 2004. That might
7 be -- that's the date when we have to deliver the
8 right-of-way, then everything backs up from there.

9 So hopefully we would be able to get approval to
10 proceed with our appraisals, say, in June of 2003. I use
11 this as just a working number so that we would have a
12 year and perhaps even longer to spend with the property
13 owners, giving them the best service possible.

14 MR. NITIKMAN: Is that a rolling date or are you
15 going to pretty much look at a single date for all of
16 these properties?

17 MR. SARETSKY: I don't know. These dates, as I
18 say, are given to us by the engineering staff.

19 MR. NITIKMAN: Because they talked about a
20 commencement date of construction of middle of 2004. We
21 can all do the math, if that's the same for all of us. I
22 guess you're saying at this point you don't know whether
23 that's going to be the same for all of us or whether some
24 parts are going to start.

25 MR. VELASQUEZ: For the whole project to be

1 clear, all the right-of-way has to be cleared.

2 MR. NITIKMAN: You're not going to start in the
3 north and go south?

4 MR. VELASQUEZ: We like to get the maps out as
5 soon as possible so Richard may have two years on some
6 parcels and at least a year on the last parcel is what
7 Richard is trying to say. So the whole thing has to be
8 cleared by the certificate date. We can't award the
9 contract. It's illegal for us to do that.

10 MR. NITIKMAN: We're looking at no more than two
11 years roughly from middle of 2002 to middle of 2004 and
12 most likely less.

13 MR. VELASQUEZ: Correct.

14 MR. NITIKMAN: But we don't know how much less.
15 When will we know how much less, I guess, is the
16 question.

17 MR. VELASQUEZ: Once we get the approval of the
18 document and hone down the geometrics, the engineers can
19 start to certify the property. The design goes
20 concurrently with the right-of-way process. That's why
21 the geometrics of the engineering process are so crucial.

22 MR. NITIKMAN: Are there other steps that we
23 have missed in the appraisal acquisition final process?

24 MR. KOSINSKI: There's relocation assistance, of
25 course.

1 MR. VELASQUEZ: The way it works is you
2 certify -- the engineer certifies the property, which is
3 an engineering act. Then you have the development of the
4 maps, which is another -- like a survey engineering
5 process. So you generate maps bearing everything, title
6 and description.

7 Once those are completed, take them over to the
8 acquisition part of the right-of-way branch and that
9 begins the acquisition part.

10 MR. NITIKMAN: And you're saying those maps
11 aren't respect necessarily for everybody at once.

12 MR. VELASQUEZ: The engineer will certify
13 probably everything he needs at one time, but then our
14 survey department will start generating maps. It we see
15 we can't keep scheduling, this is to help us out or
16 different options that we have, but that is a bottleneck
17 that we have to address and get that out right away so we
18 can meet a schedule that we have to maintain.

19 MR. NITIKMAN: Thank you.

20 MR. KOSINSKI: I would like to add that Rich and
21 I try to work together pretty closely, and if things go
22 real well at this point in time, then we might be able to
23 do the environmental documentation quicker and give him
24 more time. I probably owe him many years of additional
25 time at this point because we're always running late and

1 eating up his time, which is not a good thing.

2 MR. CLARK: Hi. My name is Ted Clark from Burke
3 Industries. This is a little bit a follow-up question to
4 the earlier one about the relocation, the amount of time
5 for the relocation.

6 We have two facilities that will be impacted.
7 Burke is a defense contractor and a soul source supplier
8 on a number of products to a number of major programs
9 like the B-2 bomber and others. So the actual move, the
10 physical move is not so much dictated by ourselves but
11 also by our prime contract.

12 Northrop, for instance, would have to approve --
13 we would have to move and they would have to approve the
14 move and requalify the products and the production and so
15 forth.

16 So the real issue is how soon could we start
17 that process given that we've got on the one side a 2004
18 drop-dead date so we actually accelerate some of the
19 discussions regarding the move so we have a couple of
20 years to facilitate that and get our prime contractors
21 also involved in the discussions.

22 MR. SARETSKY: Take my card. Give me a call.
23 We can meet and discuss the issues and perhaps work
24 something out.

25 MR. CLARK: Great.

1 MR. FIELD: Erwin Field of the Vegetable Oil
2 Company. You said that design 3A, Alternative 3A is your
3 preferred alternative at this point in time. Assuming
4 that that goes forward to be the final project, you said
5 Carmenita Road would continue to operate as it is
6 operating now under that scheme, but at some point you're
7 going to have to tie into Carmenita Road.

8 MS. PE: That's correct. During construction we
9 will keep the existing Carmenita Road operating. That's
10 why we did the realignment of 3A. Yes, we are tying back
11 in. As you can see, the end of our project is shown
12 right there.

13 MR. FIELD: So the tie-in will not be a
14 construction to traffic on Carmenita Road.

15 MS. PE: It will be, but it will be very minimal
16 instead of keeping it at the alignment as it is now.

17 MR. FIELD: So the flow will continue to go on
18 Carmenita Road as it is now without any disruption except
19 at the very end when it has to be tied together.

20 MS. PE: That's correct. During the bridge
21 construction.

22 MR. VELASQUEZ: Would anybody else want to come
23 up and speak? Okay. I was told by --

24 MR. TALL: My name is Rick Tall (phonetic)
25 representing the Best Western Santa Fe Springs Inn.

1 I notice partial and full acquisition, and again
2 it's almost the same question that the previous person
3 asked. We don't see any impact as far as you putting the
4 bridge over, but the way I look at it there is going to
5 be traffic that is going to be diverted from our
6 business.

7 We are a hotel. It's not a manufacturing house.
8 It's not a store front. It's not a gas station. It is a
9 hotel. A lot of business is walk-in business. We --
10 basically traffic that Carmenita, when the business was
11 built it was built to the way the roads are at this
12 point. How would that be impacted?

13 MS. PE: I can't see the picture from there, but
14 I could discuss it with you individually later. There is
15 a frontage road running through that location, but your
16 concern is during construction I guess.

17 MR. TALL: Not just during construction, even
18 after the project is completed. Most of the traffic
19 would be diverted over, across the freeway ramp.

20 MS. PE: And then going over Carmenita.

21 MR. TALL: So basically taking away the traffic
22 that would have flowed through our part of the road and
23 landed on the other side.

24 MS. PE: That would be a better traffic
25 circulation, too, with your business -- actually with the

1 ramp going to Carmenita Road where the traffic is not
2 going to be jammed at that one location.

3 MR. TALL: We don't know how that was going to
4 impact our business. We would like to talk to you about
5 that.

6 MS. PE: We can talk to you afterwards.

7 MR. VELASQUEZ: Garrett asked me to make an
8 announcement that some of you have come in and haven't
9 signed in. If you have not signed in, it's very
10 important that we get your name so we can include that in
11 the document as well.

12 Are there any more persons that would like to
13 come up and say anything? Okay.

14 Let me close this hearing and go over once again
15 the post-hearing process so everybody understands what's
16 going to happen after today.

17 Like we said earlier, nothing has been finalized
18 at this point. If you haven't taken the chance to look
19 at Alternative 3A, we have two pictures, one to my left
20 and another one down to my right. You should take a look
21 at that. That is the preferred alternative that we are
22 pushing for this project. Again, it's not finalized.

23 We appreciate any comments that you might have.
24 You have certainly until August 16th to do so. Please
25 also know that after August 16th all the comments that

1 you've submitted, everything that we talked about today
2 will become a matter of public record and it will be
3 included in the environmental document and be reviewed
4 prior to Caltrans and the FHWA signing the document. So
5 you'll get to see all the comments that have been talked
6 about today.

7 After we've taken your comments into
8 consideration, after we review our design, we will go
9 ahead and make the final proposal which will be included
10 in the final environmental document and the final draft
11 report. Then we'll submit that to FHWA. And at that
12 point, once they sign and we get what we call a record of
13 decision, the project is complete.

14 The last thing that happens after the feds sign
15 it and the project is approved along with the design
16 process beginning and the right-of-way process beginning,
17 we also initiate conversations with the cities and
18 negotiate freeway agreements on those streets that will
19 be severed.

20 As you see and take a look at the exhibits, some
21 streets may be severed and reassigned and we'll get
22 concurrence from the cities. It's also important to note
23 that this project has been developed in concurrence with
24 the City of Norwalk and the City of Santa Fe Springs, and
25 we continue to participate in meetings with the JPA,

1 STATE OF CALIFORNIA

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4 I, Terri L. Emery, CSR 11598, a Certified
5 Shorthand Reporter in and for the State of California,
6 do hereby certify:

7 That the foregoing proceedings were taken
8 down by me in shorthand at the time and place named
9 therein and was thereafter transcribed under my
10 supervision; that this transcript contains a full, true
11 and correct record of the proceedings which took place
12 at the time and place set forth in the caption hereto.

13

14

15 I further certify that I have no interest
16 in the event of the action.

17

18

19 EXECUTED this 16th day of August, 2001.

20

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TERRI L. EMERY