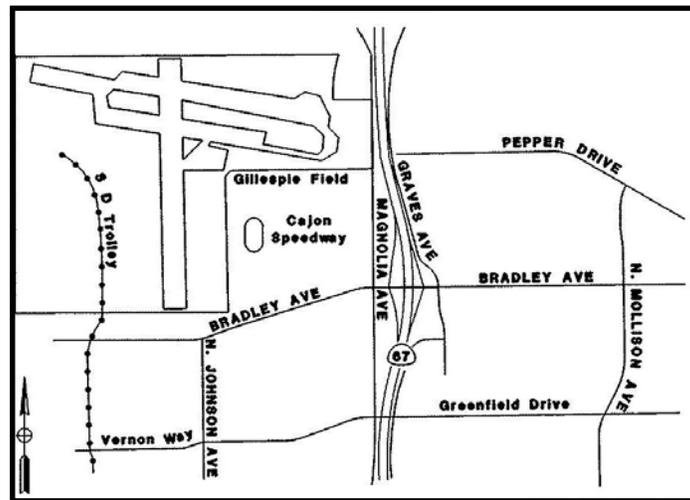


# Bradley Avenue/State Route 67 Interchange

COUNTY OF SAN DIEGO, CALIFORNIA  
11-SD-67, KP 1.1/2.5 (PM 0.7/1.5)  
246400

## Final Initial Study (with Negative Declaration)/ Environmental Assessment (with Finding of No Significant Impact)



Prepared by the  
**State of California Department of Transportation  
and the County of San Diego**

The environmental review, consultation, and any other action required in accordance with applicable Federal laws for this project is being, or has been, carried out by the Department under its assumption of responsibility pursuant to 23 U.S.C. 327.



July 2008

## **GENERAL INFORMATION ABOUT THIS DOCUMENT**

For individuals with sensory disabilities, this document can be made available in Braille, large print, on audiocassette, or on computer disk. To obtain a copy in one of these alternate formats, please call or write to: California Department of Transportation, Attn: David Nagy, Senior Environmental Planner, District 11, 4050 Taylor Street MS242, San Diego, CA 92110, (619) 688-0224 – Phone/Voice; or use the California Relay Service TTY number, 711.

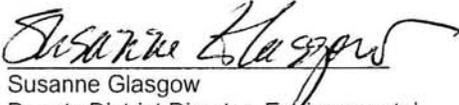
The California Department of Transportation (Department), in cooperation with the County of San Diego (County), proposes to reconstruct the existing State Route 67 (SR-67) interchange at Bradley Avenue. The interchange reconstruction would include improvements to the existing Bradley Avenue/SR-67 overcrossing, the existing SR-67 on- and off-ramps, and the widening of Bradley Avenue between Graves and Mollison Avenues. The primary purpose of the proposed project is to alleviate existing and future traffic congestion along Bradley Avenue between Mollison and Graves Avenues, and improve traffic operations at the Bradley Avenue/SR-67 interchange.

## INITIAL STUDY (with Proposed Negative Declaration) / ENVIRONMENTAL ASSESSMENT

Submitted Pursuant to: (State) Division 13, California Public Resources Code, and  
(Federal) 42 USC 4332(2)(C)

THE STATE OF CALIFORNIA  
Department of Transportation

7 May 2008  
Date of Approval

  
Susanne Glasgow  
Deputy District Director, Environmental  
California Department of Transportation

## NEGATIVE DECLARATION (CEQA)

Pursuant to: (State) Division 13, Public Resources Code

### Description

The California Department of Transportation (Department), in cooperation with the County of San Diego (County), proposes to reconstruct the existing State Route 67 (SR-67) interchange at Bradley Avenue. The interchange reconstruction would include improvements to the existing Bradley Avenue/SR-67 overcrossing, the existing SR-67 on- and off-ramps, the widening of Bradley Avenue between Graves and Mollison Avenues, re-grading and paving of the Starlight Mobile Home Park driveway and minor re-paving of the parking lot, construction of a screen wall on the right-of-way line west of the driveway of the Starlight Mobile Home Park, a detention basin along the SR-67 southbound off-ramp, potential construction of a sound wall between Bradley Avenue and the Rancho Mesa Mobile Home Park, and landscaping. The primary purpose of the proposed project is to alleviate existing and future traffic congestion along Bradley Avenue between Mollison and Graves Avenues, and improve traffic operations at the Bradley Avenue/SR-67 interchange.

### Determination

The County has prepared an Initial Study for this project, and, following public review, the Department in coordination with the County has determined from this study that the proposed project would not have a significant effect on the environment for the following reasons:

1. The proposed project would have no effect on agricultural resources, cultural resources, mineral resources, land use planning, public services, and recreation.
2. In addition, the proposed project would have no significant effect on aesthetics, air quality, biological resources, geology and soils, hazards and hazardous materials, hydrology and water quality, noise, population and housing, transportation/traffic, and utilities and service systems. Avoidance and minimization measures have been incorporated into the project design to ensure that significant impacts would not occur.

24 July 2008  
Date

  
Susanne Glasgow  
Deputy District Director, Environmental  
California Department of Transportation

CALIFORNIA DEPARTMENT OF TRANSPORTATION  
FINDING OF NO SIGNIFICANT IMPACT

FOR

**Bradley Avenue/State Route 67 Interchange Project**

11-SD-67, KP 1.1/2.5 (PM 0.7/1.5)

EA 246400

The California Department of Transportation (Caltrans) has determined that the Diamond Interchange Alternative (Build Alternative) will have no significant impact on the human environment. This FONSI is based on the attached EA, which has been independently evaluated by Caltrans and determined to adequately and accurately discuss the need, environmental issues, and impacts of the project and appropriate environmental commitments. It provides sufficient evidence and analysis for determining that an EIS is not required. Caltrans takes full responsibility for the accuracy, scope, and content of the attached EA and associated Technical Studies.

The environmental review, consultation, and any other action required in accordance with applicable Federal laws for this project is being, or has been, carried-out by Caltrans under its assumption of responsibility pursuant to 23 U.S.C. 327.

24 July 2008  
Date

  
Susanne Glasgow  
Deputy District Director, Environmental  
California Department of Transportation

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## List of Acronyms

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ACMs	asbestos-containing materials
ADA	Americans with Disabilities Act
ADT	Average Daily Traffic
AMP	Access Management Plan
APE	Area of Potential Effects
ARB	Air Resources Board
ASTs	aboveground storage tanks
BMPs	best management practices
BSA	Biological Study Area
CAA	Clean Air Act
CCA	federal Clean Air Act
CDFA	California Department of Food and Agriculture
CDFG	California Department of Fish and Game
CDP	Census Designated Place
CEPPC	California Exotic Pest Plant Council
CEQ	Council on Environmental Quality
CEQA	California Environmental Quality Act
CERFA	Community Environmental Response Facilitation Act
CFR	Code of Federal Regulations
CIA	Community Impact Assessment
City	City of El Cajon
CO	carbon monoxide
Community Plan	Pepper Drive–Bostonia Community Plan
County	County of San Diego
CWA	Clean Water Act
DEH	Department of Environmental Health
Department	California Department of Transportation
DRIS	Draft Relocation Impact Report
EMFAC2002	Emission Factor 2002
EO	Executive Order
EPA	U.S. Environmental Protection Agency
ESAs	Environmentally Sensitive Areas
FEMA	Federal Emergency Management Agency

FHWA	Federal Highway Administration
FIFRA	Federal Insecticide, Fungicide, and Rodenticide Act
FONSI	Finding of No Significant Impact
FSTIP	Federal Statewide Transportation Improvement Program
FTA	Federal Transit Administration
GHG	greenhouse gas
HBP	Highway Bridge Program
IPCC	Intergovernmental Panel on Climate Change
IRIS	Integrated Risk Information System
ISA	Initial Site Assessment
IS/EA	Initial Study/Environmental Assessment
kph	kilometers per hour
LBP	lead-based paints
LOS	levels of service
MCE	Maximum Credible Earthquake
MLD	Most Likely Descendent
mph	miles per hour
MSATs	Mobile source air toxics
MSCP	Multiple Species Conservation Program
MTC	Metropolitan Transportation Commission's
NAAQS	National Ambient Air Quality Standards
NAC	noise abatement criteria
NADR	Noise Abatement Decision Report
NAHC	Native American Heritage Commission
NATA	National Air Toxics Assessment
NES	Natural Environment Study
NHPA	National Historic Preservation Act of 1966
NLEV	national low emission vehicle
NOAA	National Oceanic and Atmospheric Administration
NO <sub>2</sub>	nitrogen dioxide
NPDES	National Pollutant Discharge Elimination System
NWP	Nationwide Permit
OSHA	Occupational Safety & Health Act
PA	Programmatic Agreement
PCI	per capita income

---

PDS	Project Development Support
PDT	Project Development Team
PIA	Project Impact Area
PPDG	Project Planning and Design Guide
PRC	Public Resources Code
proposed project	Bradley Avenue/SR-67 Interchange Project
PSR	Project Study Report
RAP	The Department's Relocation Assistance Program
RCP	Regional Comprehensive Plan
RFG	reformulated gasoline
RTIP	Regional Transportation Improvement Program
RTP	Regional Transportation Plan
RWQCB	Regional Water Quality Control Board
SANDAG	San Diego Association of Governments
SDAB	San Diego Air Basin
SDAPCD	San Diego Air Pollution Control District
SHPO	State Historic Preservation Officer
SPUI	Single Point Urban Interchange
SR-52	State Route 52
SR-67	State Route 67
STRAHNET	Strategic Highway Network
SWPPP	Storm Water Pollution Prevention Plan
SWDR	Storm Water Data Report
TCR	Transportation Concept Report
TMP	Traffic Management Plan
TSCA	Toxic Substances Control Act
TSM	Transportation System Management
USACE	U.S. Army Corps of Engineers
USFWS	U.S. Fish and Wildlife Service
USTs	underground storage tanks
VA	Value Analysis
vph	vehicles per hour
VIA	Visual Impact Assessment
VOC	volatile organic compounds

# Chapter 1. Proposed Project

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## 1.1 Introduction

The California Department of Transportation (Department) and the County of San Diego (County) propose to reconstruct the existing State Route 67 (SR-67) interchange at Bradley Avenue and widen Bradley Avenue. The interchange reconstruction would include improvements to the Bradley Avenue/SR-67 overcrossing and the SR-67 on- and off-ramps. Bradley Avenue would be widened to four lanes between Magnolia and Mollison Avenues (see Figures 1 and 2 on pages 1-3 and 1-4). The purpose of the Bradley Avenue/SR-67 Interchange Project (project) is to alleviate existing and future traffic congestion and improve interchange traffic operations.

The project is located in eastern San Diego County, in unincorporated portions of the county and the city of El Cajon (Figures 1 and 2). The reconstruction of the interchange would extend from immediately south of the Bradley Avenue overcrossing to approximately 500 meters (1,640 feet) north of the overcrossing. The work on Bradley Avenue would extend along Bradley Avenue from west of the Bradley Avenue/Magnolia Avenue intersection to the Bradley Avenue/Mollison Avenue intersection, for a total distance of approximately 1.3 kilometers (0.8 mile).

More than two decades ago, and in response to concerns by local residents and members of the business community, the Department conducted a feasibility study for widening the Bradley Avenue overcrossing. In December 1994, the Department prepared the State Route 67 Transportation Concept Report (TCR). This document identified planned improvements for the SR-67 corridor between I-8 and SR-78. In 2000, the County investigated traffic conditions in the project area and found that Bradley Avenue overcrossing and adjoining streets operated at unacceptable levels of service (LOS). A Value Analysis (VA) for the project that included the evaluation of a baseline concept along with nine (9) project alternatives was completed in July 2001. The proposed design solutions included variations of the existing overcrossing, a single point urban interchange, and several roundabout combinations. Each was rated with respect to the following categories: traffic operations, community support, fundability, constructability, economic development support, and schedule.

Following the VA, a Project Study Report (PSR)/Project Development Support (PDS) process was initiated and ultimately approved on July 24, 2004. Project Development Team (PDT) meetings, including representatives from the Department, the County, and at times the Federal Highway Administration (FHWA), were held monthly to discuss the project and evaluate the design features of all potential alternatives. The original design alternatives included the “no build” and twelve (12) build alternatives. Following a series of traffic, engineering, and environmental analyses, the PDT determined that a diamond interchange design similar to the existing configuration was the only feasible solution for the project. All other alternatives were determined to be infeasible in terms of traffic conditions, environmental impacts, right-of-way acquisition requirements, constructability constraints, and/or design restrictions.

In 2004, a supplemental traffic study was conducted to analyze the LOS along Bradley Avenue, east of Graves Avenue. According to the study, the construction of the Bradley Avenue interchange improvements would adversely affect Bradley Avenue LOS east of Graves Avenue. Because Bradley Avenue is currently a two-lane facility with a center turning lane east of Graves Avenue, improvements to the interchange as originally designed would result in a bottleneck effect just east of the Graves Avenue intersection. To avoid the bottleneck conditions, the project limits were extended east to Mollison Avenue, and the widening of Bradley Avenue was included as part of the interchange project. The western project limits were also extended to Magnolia Avenue to match the existing four-lane Bradley Avenue configuration west of Magnolia Avenue.

This project is included in the 2006 Regional Transportation Improvement Program (RTIP), Amendment #9, MPO ID CNTY21, which was found to be conforming by FHWA and Federal Transit Administration (FTA) on December 10, 2007. Proposed funding for this project is from the Regional Surface Transportation Program. This project is also included in the 2030 San Diego Regional Transportation Plan (RTP): Pathways to the Future, which was found to be conforming by FHWA and FTA on December 10, 2007. Project design concept and scope are consistent with the project description in the above RTP and RTIP.

Separate from the project, SR-67 has been proposed for widening from six to eight lanes between Interstate 8 and the proposed State Route 52 (SR-52) as identified in the Mobility 2030 RTP: 2007 Pathways to the Future Update developed by SANDAG.

## **1.2 Purpose and Need**

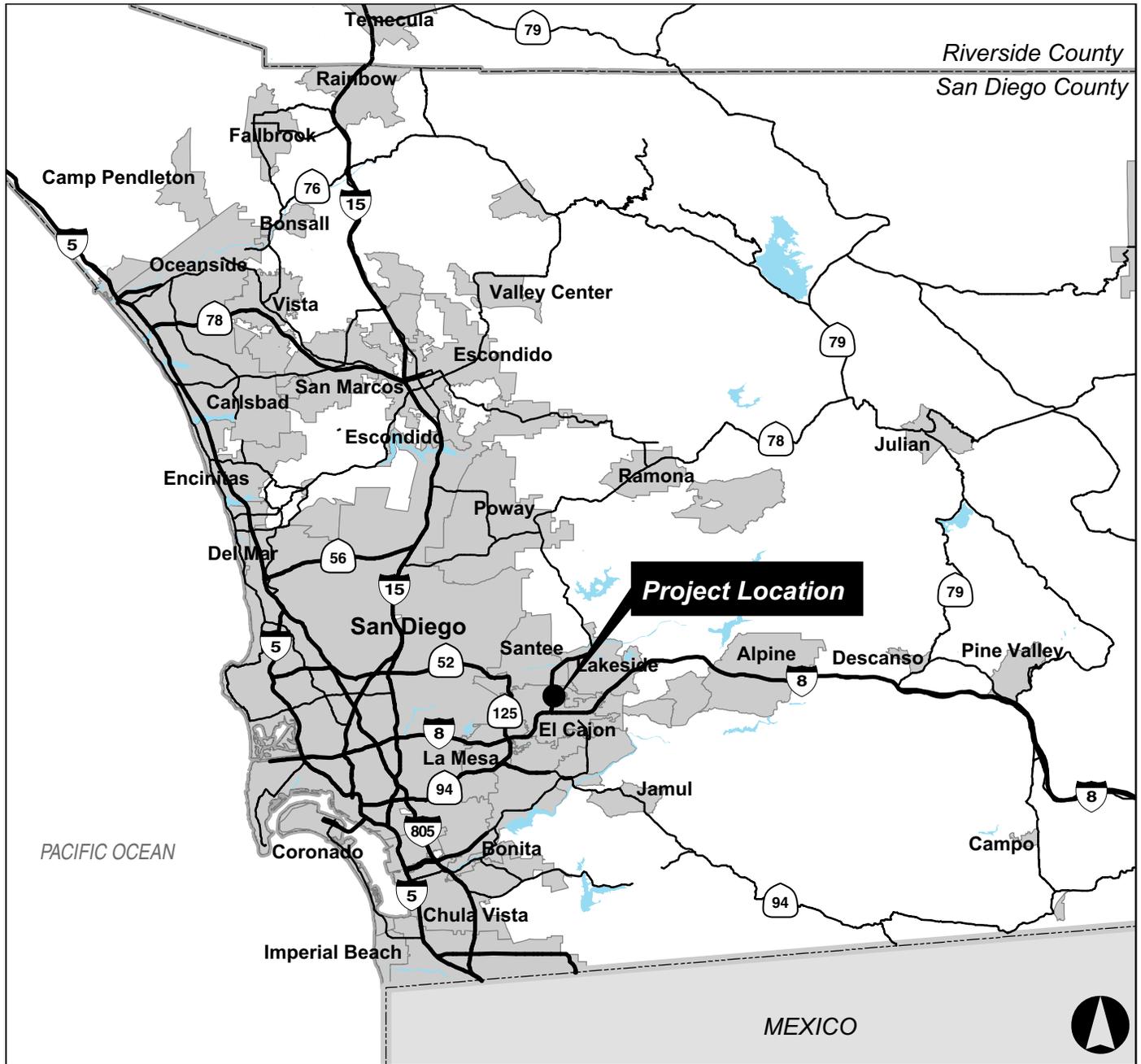
The purpose of the project is to:

- alleviate existing and future traffic congestion along Bradley Avenue between Mollison and Graves Avenues, and
- improve traffic operations at the Bradley Avenue/SR-67 interchange.

### **1.2.1 Capacity and Transportation Demand**

#### **1.2.1.1 EXISTING CAPACITY, LEVEL OF SERVICE, AND EXISTING TRAFFIC DEMAND**

Existing transportation facilities within the project limits are the Bradley Avenue overcrossing, Bradley Avenue between Magnolia and Mollison Avenues, and the SR-67 on- and off-ramps at Bradley Avenue. In the project area, Bradley Avenue has two lanes that are approximately 4.7 meters (15.4 feet) wide and a single 1.5-meter-wide (5-foot-wide) sidewalk along its north side. SR-67 is a six-lane freeway with full standard shoulders with single lane on- and off-ramps at Bradley Avenue. The overcrossing (Bridge Number 57-0552) currently has a non-standard vertical clearance over SR-67.



Source: US Census Bureau TIGER Data, 2000.

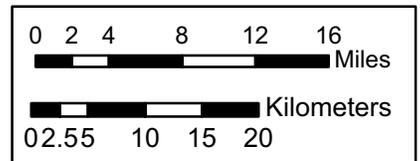
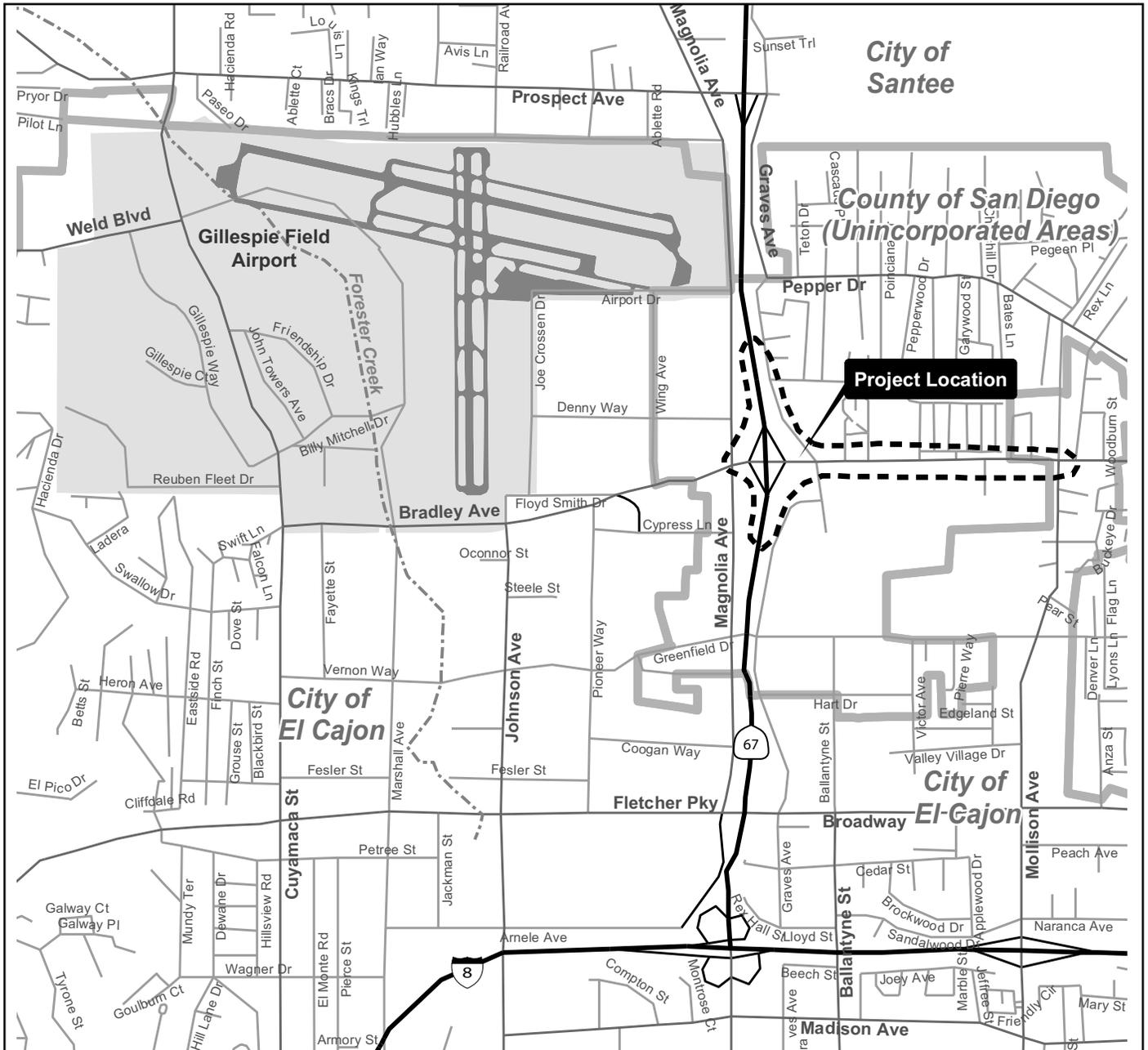


Figure 1  
Regional Vicinity Map



Sources: U.S. Census Bureau TIGER Data, 2000.



Figure 2  
Project Location Map

Roadway capacity generally is determined by the number of vehicles that can reasonably pass over a given section of roadway in a given period of time. The Highway Capacity Manual, prepared by the National Transportation Research Board, identifies travel speed, freedom to maneuver, and proximity to other vehicles as important factors in determining the level of service (LOS) on a roadway. Daily traffic volumes are used to estimate the extent to which peak-hour traffic volumes equal or exceed the maximum desirable capacity of a roadway.

The ability of a roadway to accommodate traffic typically is measured in terms of LOS, which ranges from A to F. The LOS for signalized and stop-controlled intersections based on delay time per vehicle is shown in Figures 3 and 4 on pages 1-7 and 1-8, and Table 1-1 below. Generally, when the roadway or intersection LOS is E or F, the theoretical capacity of the roadway or intersection is considered to be exceeded.

**Table 1-1. Level of Service Interpretation**

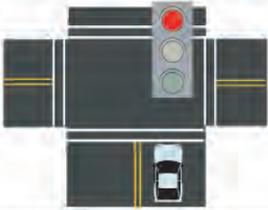
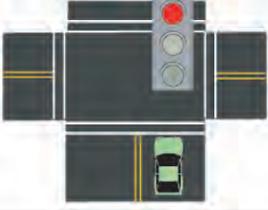
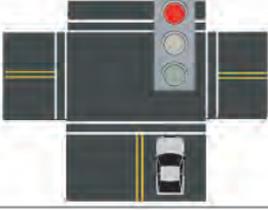
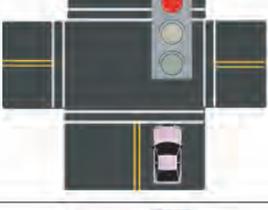
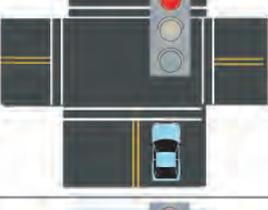
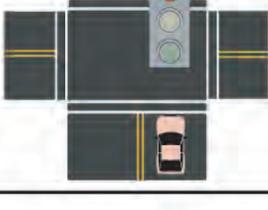
Level of Service	Description	Signalized Intersection Delay (seconds per vehicle)	Stop-Controlled Intersection Delay (seconds per vehicle)
A	Excellent operation. All approaches to the intersection appear quite open, turning movements are easily made, and nearly all drivers find freedom of operation.	$\leq 10$	$\leq 10$
B	Very good operation. Many drivers begin to feel somewhat restricted within platoons of vehicles. This represents stable flow. An approach to an intersection may occasionally be fully utilized and traffic cues start to form.	$> 10$ and $\leq 20$	$> 10$ and $\leq 15$
C	Good operation. Occasionally, drivers may have to wait more than 60 seconds, and backups may develop behind turning vehicles. Most drivers feel somewhat restricted.	$> 20$ and $\leq 35$	$> 15$ and $\leq 25$
D	Fair operation. Cars are sometimes required to wait more than 60 seconds during short peaks. There are no long-standing traffic cues.	$> 35$ and $\leq 55$	$> 25$ and $\leq 35$
E	Poor operation. Some long-standing vehicular queues develop on critical approaches to intersections. Delays may be up to several minutes.	$> 55$ and $\leq 80$	$> 35$ and $\leq 50$
F	Forced flow. Represents jammed conditions. Backups from locations downstream or on the cross street may restrict or prevent movement of vehicles out of the intersection approach lanes; therefore, volumes carried are not predictable. Potential for stop-and-go type traffic flow.	$> 80$	$> 50$

Traffic studies prepared for the project in 2004 and 2006 evaluated existing (baseline) and projected traffic conditions at key intersections in the vicinity of the project and existing interchanges. Several study intersections were analyzed, along with the Bradley Avenue/SR-67 on- and off-ramps under the Baseline and Future No-Build conditions.

As shown in Table 1-2 on page 1-9, the baseline (Year 2002) data indicate that two project area intersections, the Bradley Avenue/SR-67 southbound ramps and the Bradley Avenue/SR-67 northbound ramps, operate at LOS F during the p.m. peak hour. During the a.m. peak hour, the Bradley Avenue/SR-67 southbound ramps intersection operates at LOS E, and the Bradley Avenue/SR-67 northbound ramps intersection operates at LOS F. As identified in the 2006 report, the segment of Bradley Avenue between Mollison and Graves Avenues operates at an unacceptable LOS of E (refer to Table 1-3 on page 1-9).

# LEVELS OF SERVICE

for Intersections with Traffic Signals

Level of Service	Delay per Vehicle (seconds)
<b>A</b>	 ≤10
<b>B</b>	 11-20
<b>C</b>	 21-35
<b>D</b>	 36-55
<b>E</b>	 56-80
<b>F</b>	 >80

### Factors Affecting LOS of Signalized Intersections

#### Traffic Signal Conditions:

- Signal Coordination
- Cycle Length
- Protected left turn
- Timing
- Pre-timed or traffic activated signal
- Etc.

#### Geometric Conditions:

- Left- and right-turn lanes
- Number of lanes
- Etc.

#### Traffic Conditions:

- Percent of truck traffic
- Number of pedestrians
- Etc.

Source: 2000 HCM, Exhibit 16-2, Level of Service Criteria for Signalized Intersections

Figure 3  
Level of Service (LOS) for Signalized Intersections

# LEVELS OF SERVICE

## Unsignalized Intersections

Four-Way Stop

Level of Service	Flow Conditions	Delay per Vehicle (seconds)	Technical Descriptions
<b>A</b>		<10	Very short delays
<b>B</b>		10-15	Short delays
<b>C</b>		16-25	Minimal delays
<b>D</b>		26-35	Minimal delays
<b>E</b>		36-50	Significant delays
<b>F</b>		>50	Considerable delays

Source: 2000 HCM, Exhibit 17-22, Level of Service Criteria for AWSC Intersections

Figure 4  
Level of Service (LOS) for Unsignalized Intersections

**Table 1-2. Baseline (2002) Intersection Peak Hour Levels of Service**

Intersection	2002 Baseline Conditions	
	A.M. Peak Hour	P.M. Peak Hour
	LOS	LOS
Bradley Avenue at SR-67 SB Ramps	<b>E</b>	<b>F</b>
Bradley Avenue at SR-67 NB Ramps	<b>F</b>	<b>F</b>
Bradley Avenue and Graves Avenue	C	D
Bradley Avenue and Magnolia Avenue	C	D
Bradley Avenue and Mollison Avenue	B	B
<b>BOLD</b> Indicates unacceptable operating conditions		

**Table 1-3. Baseline (2002) Bradley Avenue Level of Service**

Bradley Avenue Segment	2002 Baseline Conditions
	Average Daily Traffic
	LOS
Graves Avenue to Mollison Avenue	<b>E</b>
<b>BOLD</b> Indicates unacceptable operating conditions	

Local and through commercial, industrial, and residential traffic uses the Bradley Avenue interchange and overpass to either access, exit, or traverse SR-67. High traffic volumes at the interchange and at local intersections in the project area contribute to deficient operating conditions, increased congestion, and additional vehicle delay. The heavy congestion at the interchange results in substantial spillover traffic along residential streets.

### 1.2.1.2 REGIONAL POPULATION AND TRAFFIC FORECASTS

#### **Regional Population and Traffic Forecasts**

The total population in the county of San Diego as reported in the 2000 Census was 2,813,833 persons. According to projections provided by SANDAG, the population of the county of San Diego in 2030 is projected to be 3,855,085, an increase of approximately 37 percent. The number of households in the county of San Diego is projected to be 1,296,496 in 2030, or approximately 31 percent more than in 2000.

Future year 2030 baseline traffic conditions are highly dependent on population levels, employment availability, and household formations. Following the construction of the Bradley Avenue interchange in 1966, the increase in population in eastern San Diego County, including the area adjacent to the project, has exceeded capacity expectations for the interchange.

#### **Local Population and Traffic Forecasts**

SANDAG projected the project study area population to be 21,583 for year 2030.<sup>1</sup> According to these projections, the population of the census tracts adjacent to the project would increase by

<sup>1</sup> Study area includes those block groups from the 2000 U.S. Census of Population and Housing (2000 Census) located adjacent to the proposed project.

14.14 percent for the 30-year period from 2000 to 2030. The households are projected to increase by 9.76 percent in the project study area for the same period.

According to the results of the traffic analysis, future year 2030 operating conditions throughout the local area would be unsatisfactory because of projected heavy growth in traffic volumes by 2030. As shown in Table 1-4 under the No-Build Alternative, it is predicted that the Bradley Avenue intersection with Magnolia Avenue would operate at LOS C during the a.m. peak hour and at LOS F during the p.m. peak hour by 2030, and the Bradley Avenue/Graves Avenue intersection would operate at LOS F during both the a.m. and p.m. peak hours by 2030. In addition, the roadway segment along Bradley Avenue from Graves Avenue to Mollison Avenue would operate at LOS F by 2030. The on- and off-ramp intersections with Bradley Avenue operate at LOS E or F, as previously described (see Table 1-2), and are projected to continue to operate at LOS F in 2030 with no improvements to the existing facility.

**Table 1-4. Future (2030) Peak Hour Levels of Service for Project Intersections**

Intersection	2030 Future A.M. Peak Hour		2030 Future P.M. Peak Hour	
	No-Build Alternative	Preferred Alternative	No-Build Alternative	Preferred Alternative
	LOS	LOS	LOS	LOS
Bradley Avenue at SR-67 SB Ramps	<b>F</b>	B	<b>F</b>	B
Bradley Avenue at SR-67 NB Ramps	<b>F</b>	B	<b>F</b>	B
Bradley Avenue and Graves Avenue	<b>F</b>	C	<b>F</b>	C
Bradley Avenue and Magnolia Avenue	C	C	<b>F</b>	D
Bradley Avenue and Mollison Avenue	N/A	C	N/A	C
<b>BOLD</b> Indicates unacceptable operating conditions				

In addition to the No-Build Alternative, Table 1-4 summarizes the LOS of the Preferred Alternative (Diamond Interchange [Build] Alternative). For year 2030 under the Preferred Alternative, all of the identified intersections are expected to operate at an acceptable LOS D or better during the a.m. and p.m. peak hours, as would the SR-67 southbound and northbound ramps. Without the project, the intersections would operate at LOS F, with the possible exception of the Bradley Avenue intersection with Mollison Avenue for which LOS information under the No-Build scenario is unavailable.

### 1.3 Project Description

This section describes the project and the numerous design solutions that were developed, but ultimately rejected, by a multidisciplinary team. The two alternatives that were carried through and considered, are the Diamond Interchange Alternative and the No-Build Alternative. Following the public circulation period and consideration of comments received on the Draft Initial Study/Environmental Assessment (IS/EA), a preferred alternative (Diamond Interchange) was selected by the Department. Please refer to Section 1.3.3, Identification of a Preferred Alternative, for further discussion regarding identification of a preferred alternative.

The project is located in eastern San Diego County at the SR-67 interchange at Bradley Avenue (see Figures 1 and 2). The project would include improvements to the Bradley Avenue/SR-67

overcrossing and the SR-67 on- and off-ramps, and would widen Bradley Avenue from west of Magnolia Avenue to the Mollison Avenue intersection, for a total distance of approximately 1.3 kilometers (0.8 mile).

Within the project limits, SR-67 is a six-lane freeway with single lane on-ramps and off-ramps at Bradley Avenue. Bradley Avenue transitions from a four-lane road to a two-lane road between the SR-67 overcrossing and Mollison Avenue. The purpose of the project is to alleviate existing and future traffic congestion along Bradley Avenue between Graves and Mollison Avenues and improve traffic operations at the Bradley Avenue/SR-67 interchange.

### 1.3.1 Preferred Alternative (Diamond Interchange)

The Preferred Alternative would widen Bradley Avenue from two to four lanes between Magnolia Avenue and Mollison Avenue and would construct a typical diamond interchange, similar to the existing configuration, at the Bradley Avenue/SR-67 interchange (see Figures 5a through 5l on pages 1-15 through 1-26). The Preferred Alternative has the following design features and elements:

- The existing two-lane Bradley Avenue overcrossing would be replaced by a new bridge that would consist of four through lanes (two in each direction) and two turn lanes, and that would be in conformance with the current vertical clearance standards. Each of the six lanes would be 3.6 meters (11.8 feet) wide. A 1.5-meter-wide (5-foot-wide) sidewalk would be installed along the north side of Bradley Avenue from Magnolia Avenue to Graves Avenue.
- The existing SR-67 on- and off-ramps would be widened from their existing one-lane configuration so that there would be one lane at the freeway that would flare out to two lanes along the ramps (see Figures 5a through 5e).
- Bradley Avenue between Graves and Mollison Avenues would be widened to accommodate four 3.6-meter (12-foot) lanes (two lanes in each direction) and a 3.9-meter (12.8-foot) two-way left turn lane. Mandatory design exceptions for the intersection spacing along Bradley Avenue would be required in the interchange area. The available distances between the intersections would be sufficient to accommodate the required queue lengths. This design exception already has been obtained.
- Along the entire length of the project, 1.5-meter-wide (5-foot-wide) shoulders, which could be used as Class 2 bike lanes, would be provided on the north and south sides of Bradley Avenue. On Bradley Avenue from Magnolia Avenue to Graves Avenue, a 1.5-meter-wide (5-foot-wide) sidewalk would be installed along its north side. Between Graves Avenue and Mollison Avenue, 1.5-meter-wide (5-foot-wide) sidewalks would be installed along the north and south sides of Bradley Avenue
- As shown in Figures 6a through 6h on pages 1-27 through 1-34, two distinct drainage systems collect runoff and transmit flows west toward Forester Creek. The existing drainage facilities include several open channels, a reinforced concrete box, a pump station, and a combination of corrugated steel pipe, cast-in-place concrete pipe, and reinforced concrete pipe. There are five concrete open channels, between 0.61- and 3.0-meters (2- to 10-feet) wide, along the SR-67 ramps and Bradley Avenue. In general, the drainage pattern would remain the same. The installation of new curb and gutter along the widened portions of

Bradley Avenue would require new curb inlets to intercept the roadway drainage. The concrete brow ditch on the north side of Bradley Avenue between the SR-67 northbound on-ramp and Graves Avenue would be removed and relocated, and underground pipes would be added. A detention basin in the northwest corner of the interchange would be constructed to treat on-site runoff.

- A Department water meter would be installed at the interchange. The intersection configurations under the Diamond Interchange Alternative are shown in Table 1-5 and depicted in Figures 5b, 5c, and 5h.
- The driveway extending between Bradley Avenue and the Starlight Mobile Home Park would be re-graded and paved to provide a smooth transition between the roadway and the mobile home parking lot and meet Americans with Disabilities Act requirements. As part of this work, minor re-paving in a portion of the parking lot to accommodate this change would occur. In addition, a small retaining wall or curb may be built within County right-of-way if it is deemed necessary to accommodate the elevation differences between Bradley Avenue and the Starlight Mobile Home Park. This structure would not preclude landscaping within the 1.5-meter (5-foot) space between the sidewalk and the parking lot. Construction is expected to take less than a week to complete and will be coordinated with the mobile home park owner.
- A 1.8-meter (6-feet) in height screen wall would be constructed on the right-of-way line west of the driveway of the Starlight Mobile Home Park to provide screening for the one mobile home located nearest the widening. The screen wall has been included in the Environmental Commitments record for the project (Appendix D, Environmental Commitments). Please refer to Appendix E, Landscape Development Plan, of this Final IS/EA for the location of the screen wall. The wall would be constructed of colored split faced concrete block or similar enhanced concrete block material that would harmonize with surrounding architecture. Shrubs (4.4-liter [5-gallon], 1.3-meter [4-foot] outer canopy) and trees (61-centimeter [24-inch] box, 7.6-meter [25 foot] outer canopy) would be planted and irrigated in the 1.5-meter (5-foot) County right-of-way.

The improvements would be designed so as not to impede construction of the SR-52 extension project.

The project would be funded by a combination of federal, state, and local funds. The estimated total project cost for the Diamond Interchange Alternative is \$34 million.

### ***Construction Staging and Other Considerations***

Access to all residences and businesses that were not acquired as part of the project would be maintained during construction. Existing access points and circulation routes to and from the surrounding area also would remain open. Because the project would not require any measurable import or export of fill to construct the identified improvements, the need to designate specific borrow and/or disposal sites is absent. A Traffic Management Plan has been prepared for the project that specifies actions and measures that would be implemented throughout the construction phase in order to prevent disruption to non-project-related traffic and to avoid safety issues. At this point in the project development process, it is anticipated that the construction staging would occur between the ramps and SR-67, within the project's footprint.

to avoid safety issues. At this point in the project development process, it is anticipated that the construction staging would occur between the ramps and SR-67, within the project's footprint.

**Table 1-5. Proposed Intersection Configurations**

<b>Intersection</b>	<b>Northbound</b>	<b>Southbound</b>	<b>Eastbound</b>	<b>Westbound</b>
Bradley Avenue/ Magnolia Avenue	<ul style="list-style-type: none"> <li>• dedicated left</li> <li>• through/right</li> </ul>	<ul style="list-style-type: none"> <li>• dedicated left</li> <li>• through (2)</li> <li>• dedicated right</li> </ul>	<ul style="list-style-type: none"> <li>• dedicated left</li> <li>• through (2)</li> <li>• dedicated right</li> </ul>	<ul style="list-style-type: none"> <li>• dedicated left</li> <li>• through (2)</li> <li>• dedicated right</li> </ul>
Bradley Avenue/ southbound ramps	<ul style="list-style-type: none"> <li>• N/A</li> </ul>	<ul style="list-style-type: none"> <li>• left</li> <li>• through/right</li> <li>• dedicated right</li> </ul>	<ul style="list-style-type: none"> <li>• through (2)</li> <li>• dedicated right (2)</li> </ul>	<ul style="list-style-type: none"> <li>• dedicated left (2)</li> <li>• through (2)</li> </ul>
Bradley Avenue/ northbound ramps	<ul style="list-style-type: none"> <li>• dedicated left</li> <li>• through/left</li> <li>• dedicated right (2)</li> </ul>	<ul style="list-style-type: none"> <li>• N/A</li> </ul>	<ul style="list-style-type: none"> <li>• dedicated left (2)</li> <li>• through (2)</li> </ul>	<ul style="list-style-type: none"> <li>• through (2)</li> <li>• dedicated right</li> </ul>
Bradley Avenue/ Graves Avenue	<ul style="list-style-type: none"> <li>• dedicated left</li> <li>• through</li> <li>• dedicated right</li> </ul>	<ul style="list-style-type: none"> <li>• dedicated left</li> <li>• through</li> <li>• dedicated right</li> </ul>	<ul style="list-style-type: none"> <li>• dedicated left</li> <li>• through</li> <li>• through/right</li> </ul>	<ul style="list-style-type: none"> <li>• dedicated left</li> <li>• through</li> <li>• through/right</li> </ul>
Bradley Avenue/ Mollison Avenue	<ul style="list-style-type: none"> <li>• Same as existing</li> </ul>	<ul style="list-style-type: none"> <li>• Same as existing</li> </ul>	<ul style="list-style-type: none"> <li>• left</li> <li>• through</li> <li>• right</li> </ul>	<ul style="list-style-type: none"> <li>• Same as existing</li> </ul>

### 1.3.2 No-Build Alternative

The No-Build Alternative would not include any improvements to the interchange or Bradley Avenue. No additional lanes would be provided, and no congestion improvement measures would be incorporated. The ramp intersections would not be adjusted, and the bridge would remain a two-lane structure across SR-67. Baseline conditions for the existing on- and off-ramp intersections with Bradley Avenue operate at LOS F; with no improvements to the existing facility, these conditions are projected to continue to operate at LOS F in 2030.

Based on the traffic analyses performed (see Table 1-4 on page 1-10), the Bradley Avenue intersection with Magnolia Avenue would operate at LOS C during the a.m. peak hour and at LOS F during the p.m. peak hour in 2030, and the Bradley Avenue/Graves Avenue intersection would operate at LOS F during both the a.m. and p.m. peak hours in 2030. In addition, the roadway segment along Bradley Avenue from Graves Avenue to Mollison Avenue would operate at LOS F by 2030.

The No Build Alternative does not meet the purpose and need because it would not (1) alleviate existing and future traffic congestion along Bradley Avenue between Mollison and Graves Avenues, and (2) improve traffic operations at the Bradley Avenue/SR-67 interchange.

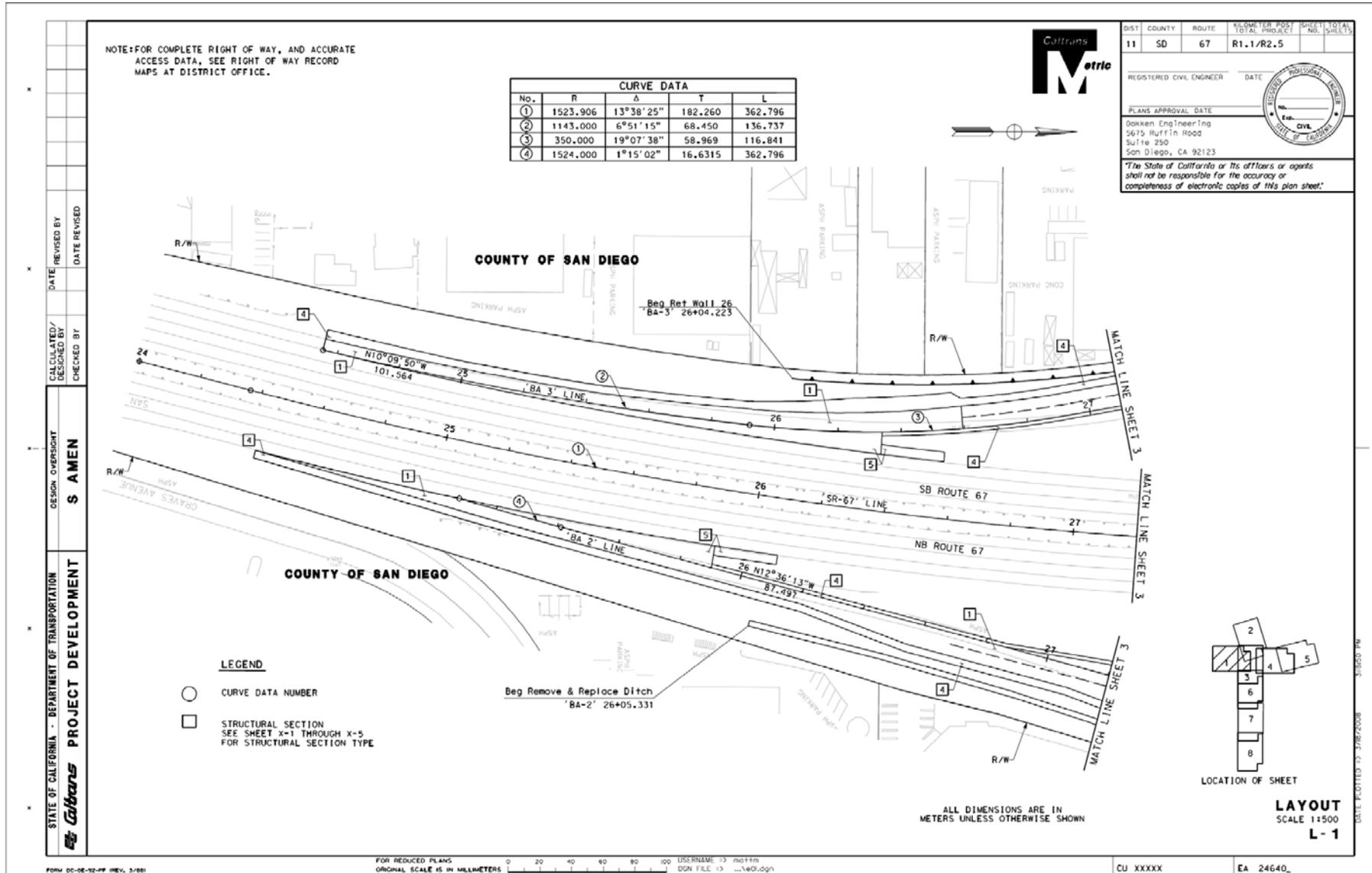


Figure 5a Preferred Alternative

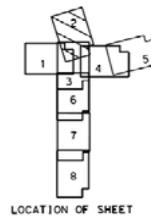
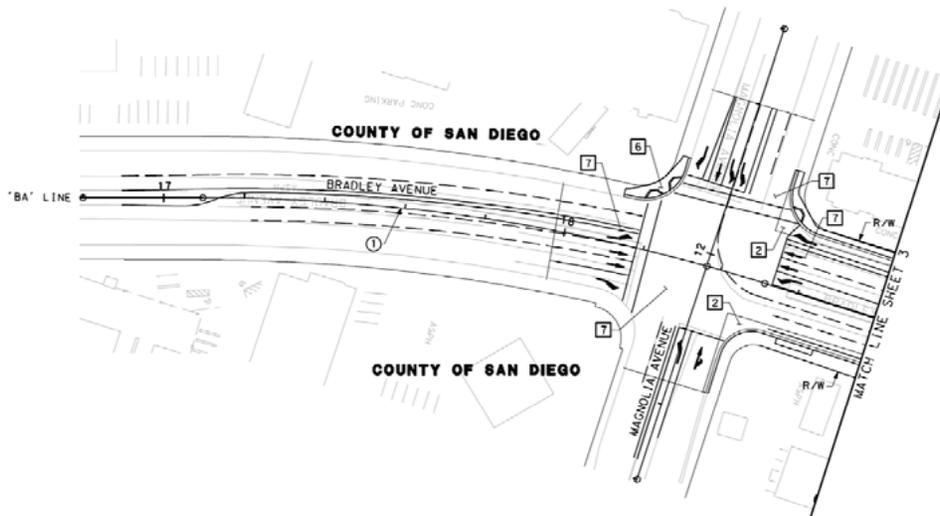
STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION  
**Caltrans** PROJECT DEVELOPMENT  
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DIST	COUNTY	ROUTE	ALIGNED R/W	POST TOTAL PROJECT	SHEET NO.	TOTAL SHEETS
11	SD	67	R1.1/R2.5			
REGISTERED CIVIL ENGINEER		DATE				
PLANS APPROVAL DATE						
(Seaman Engineering 5675 Ruffin Road Suite 250 San Diego, CA 92123 <i>The State of California or its officers or agents shall not be responsible for the accuracy or completeness of electronic copies of this plan sheet.</i>						

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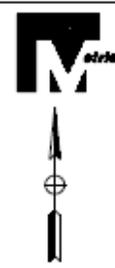
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 L-2

Figure 5b  
 Preferred Alternative

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**California PROJECT DEVELOPMENT**  
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**B AMEN**  
 DATE REVIEWED BY (DATE REVIEWED)  
 CHECKED BY

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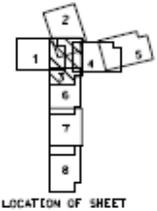
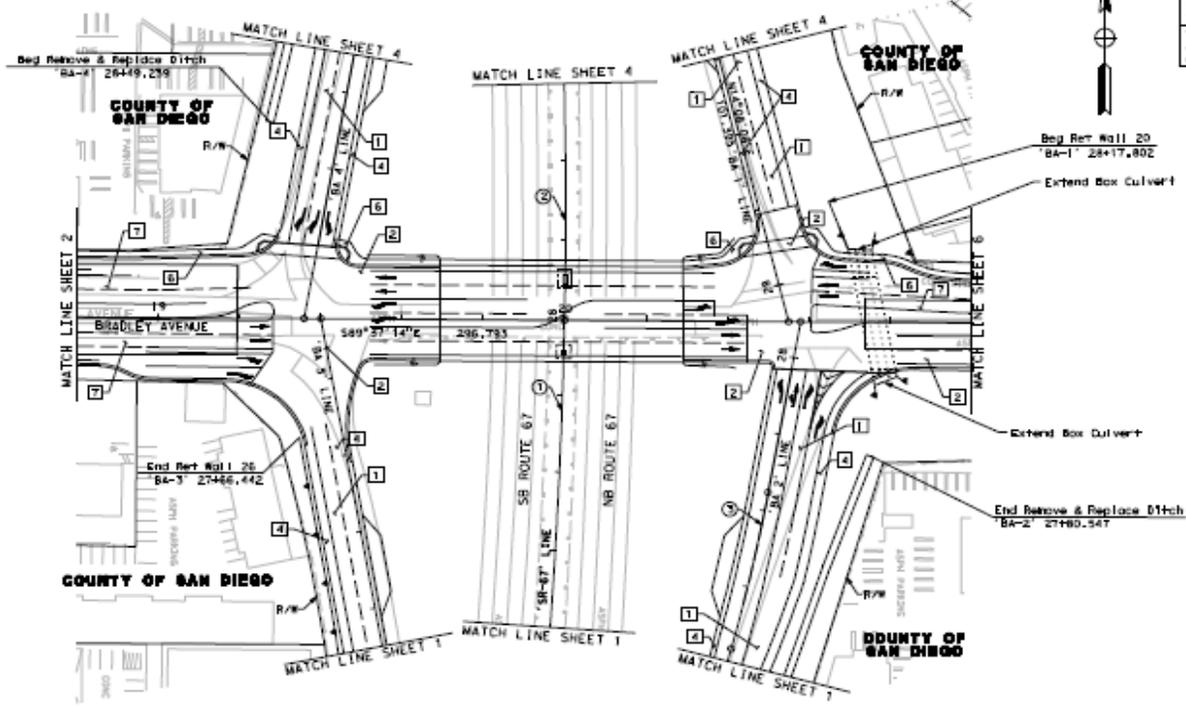
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11	SD	67	R1.1/R2.5		

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 San Diego, CA 92120

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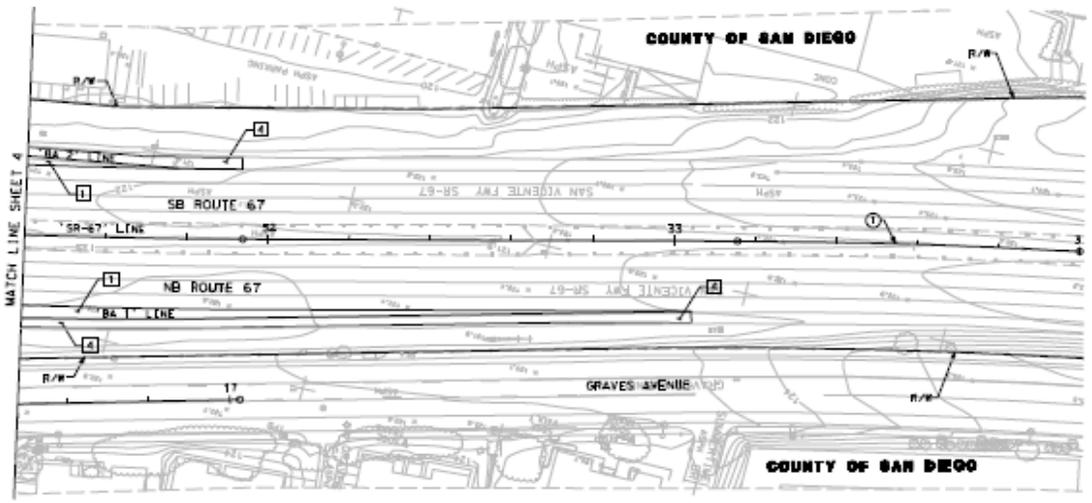
Figure 5c Preferred Alternative



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 6 AMEN  
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 DATE REVIEWED BY: [ ] DATE REVISION: [ ]

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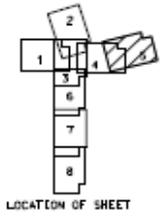
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11	SD	67	R1.1/R2.5			

DESIGNED: [ ] ENGINEER: [ ] DATE: [ ]

PLANS APPROVAL: [ ]

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 6075 Turley Road  
 Suite 200  
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**LAYOUT**  
 SCALE 1:500  
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Figure 5e Preferred Alternative

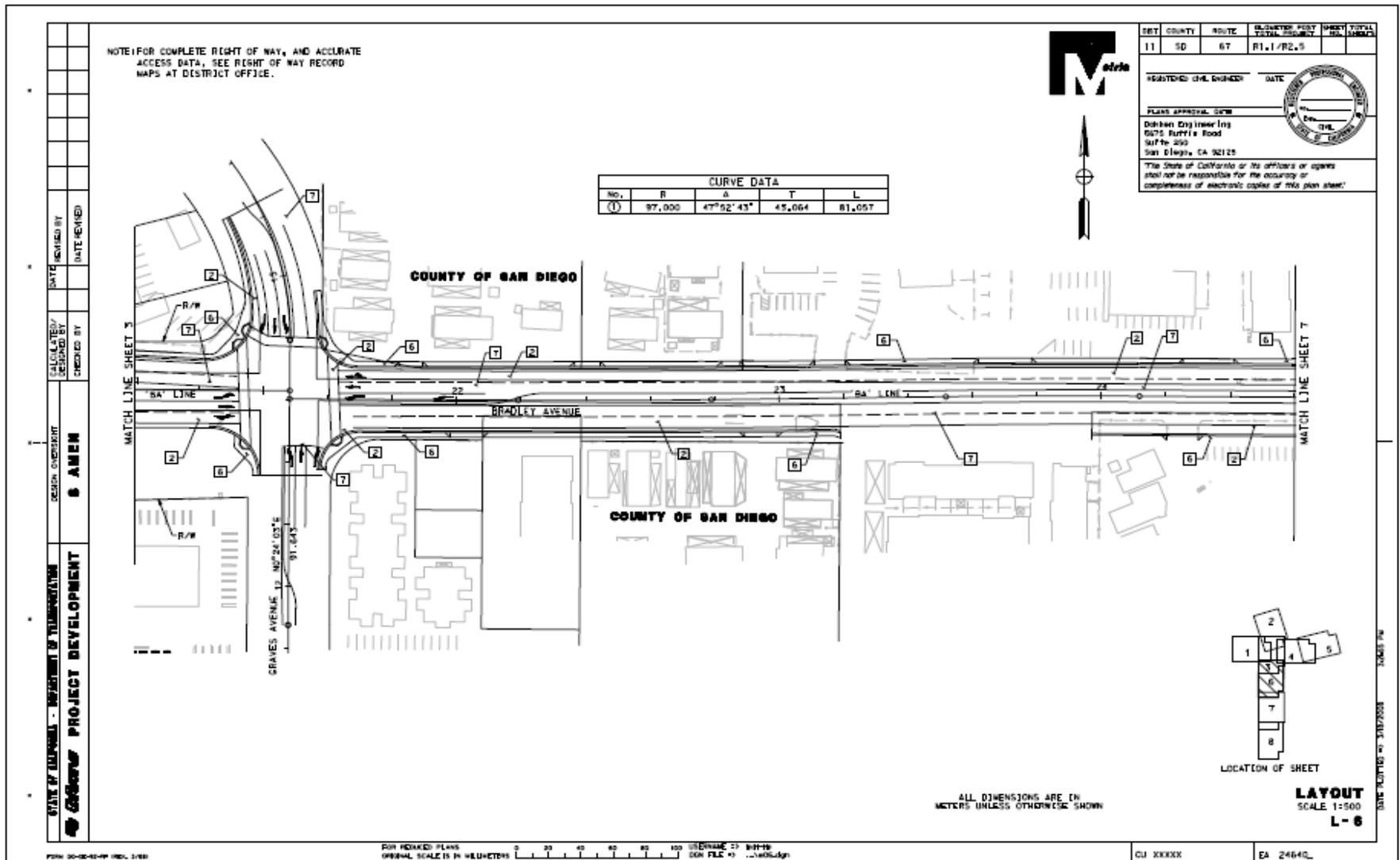


Figure 5f  
Preferred Alternative

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<b>California</b> PROJECT DEVELOPMENT	<b>6 AMEN</b>	CHECKED BY	(DATE RECEIVED)

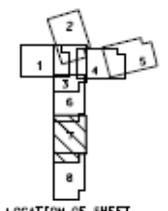
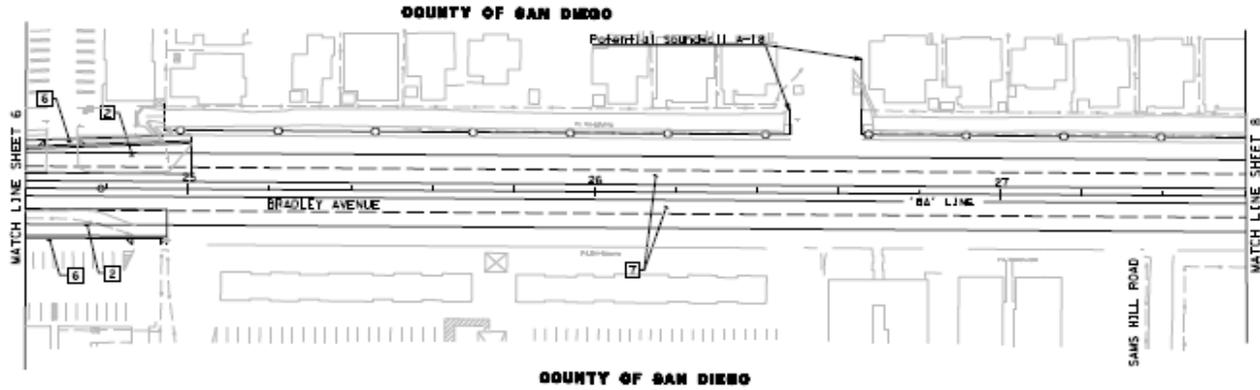
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DIST	COUNTY	ROUTE	ALIGNMENT POINT TO POINT	SHEET TOTAL
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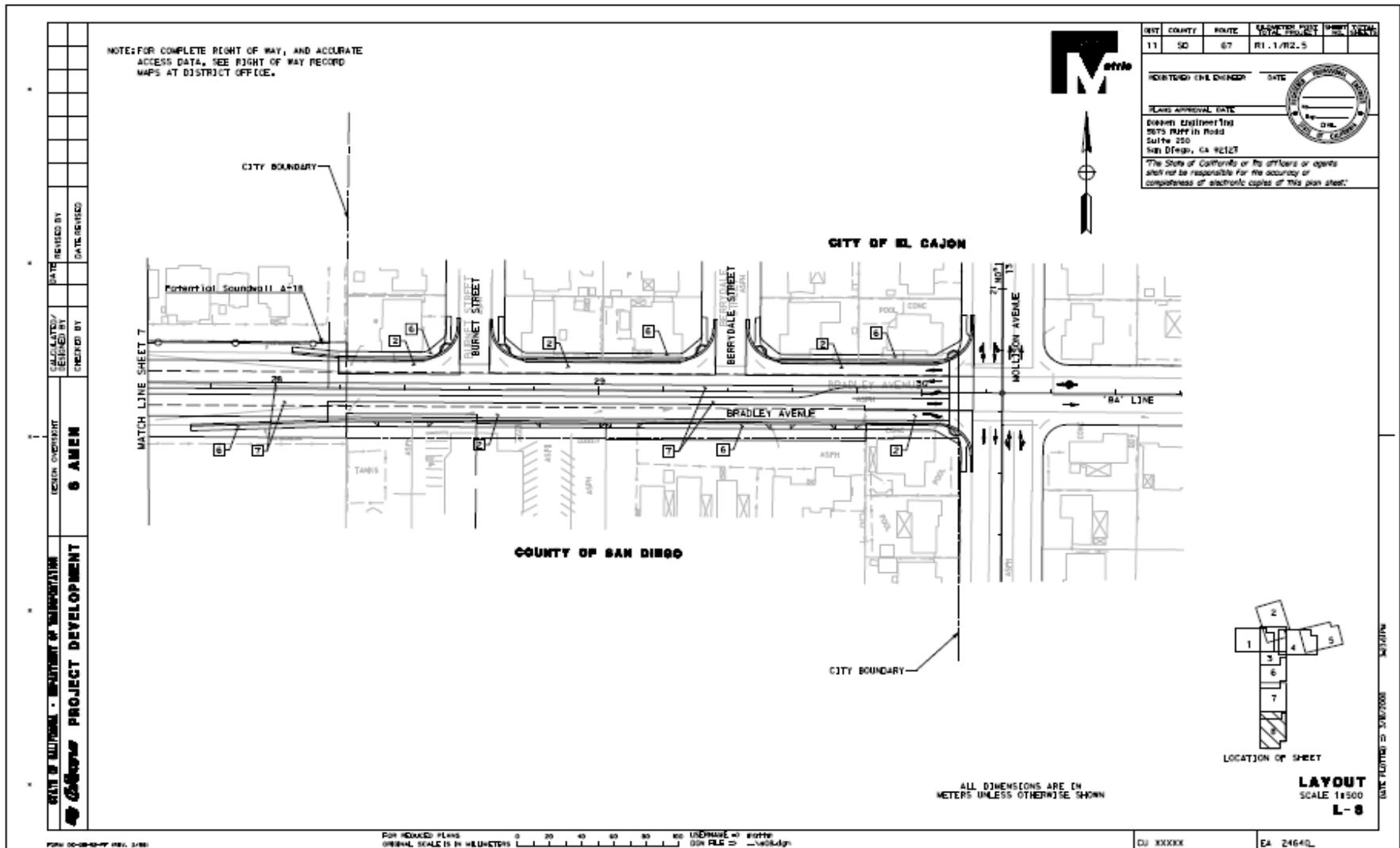
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Figure 5g  
Preferred Alternative



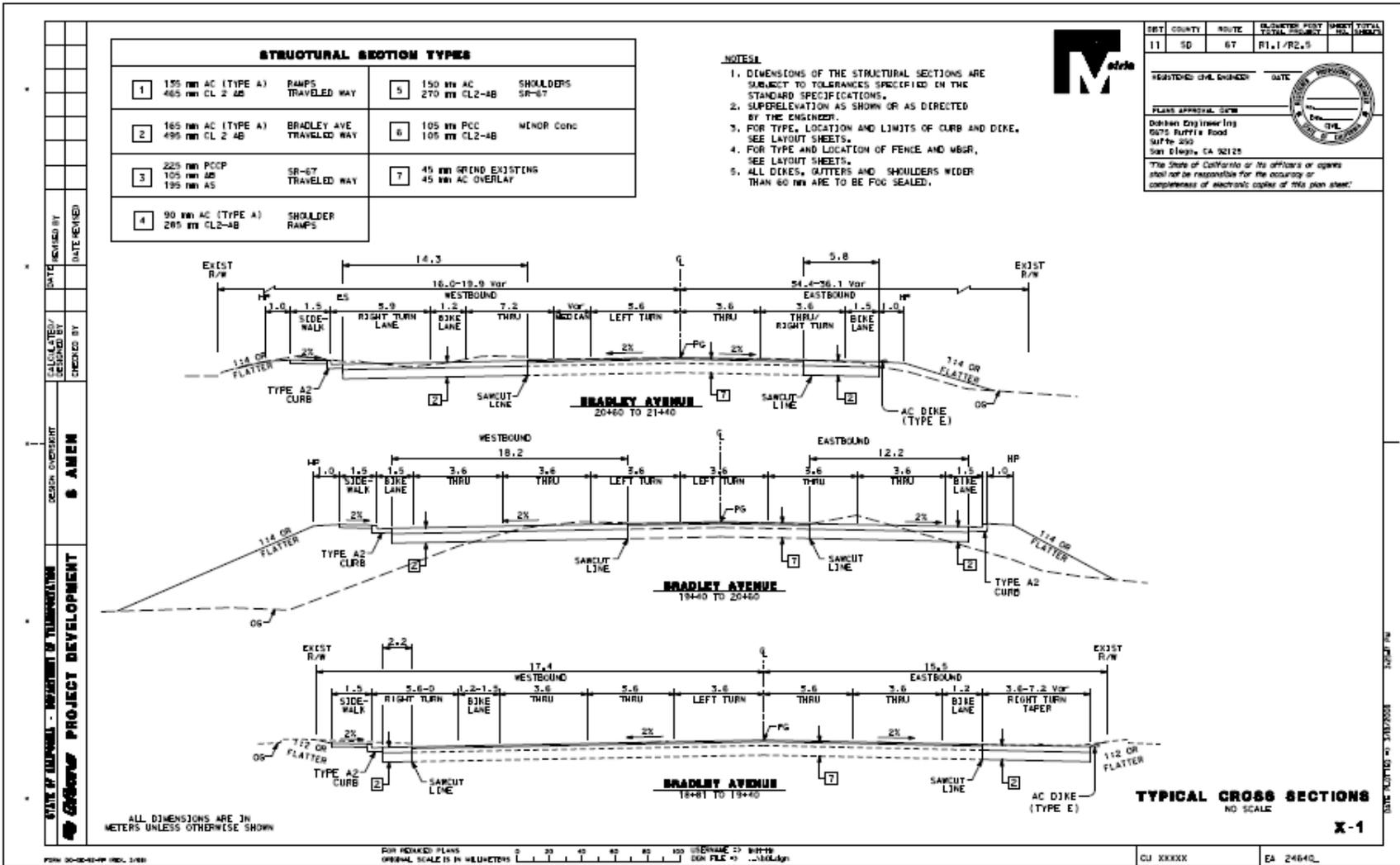


Figure 5i Preferred Alternative Cross Sections

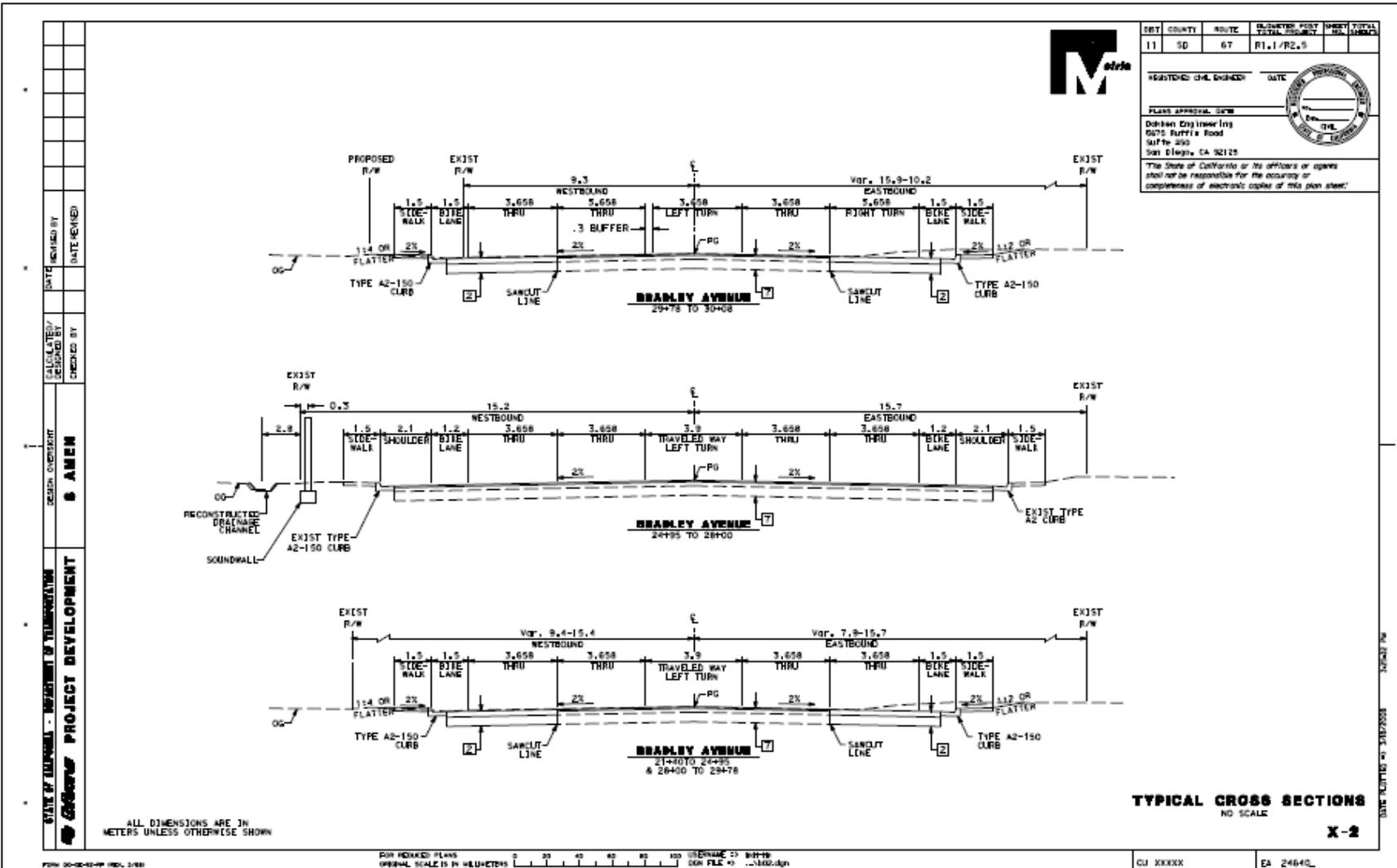


Figure 5j  
Preferred Alternative Cross Sections



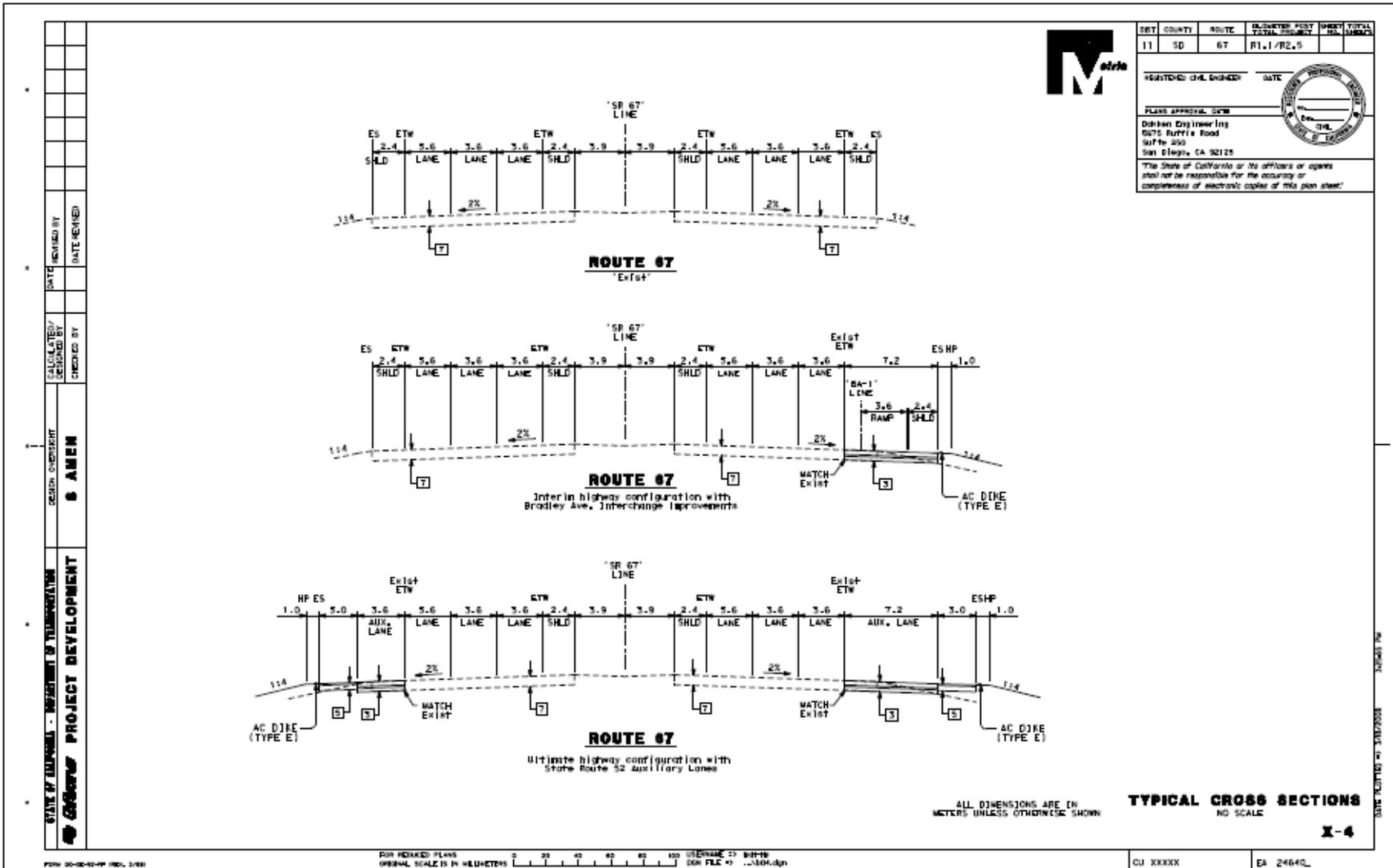


Figure 51  
Preferred Alternative Cross Sections

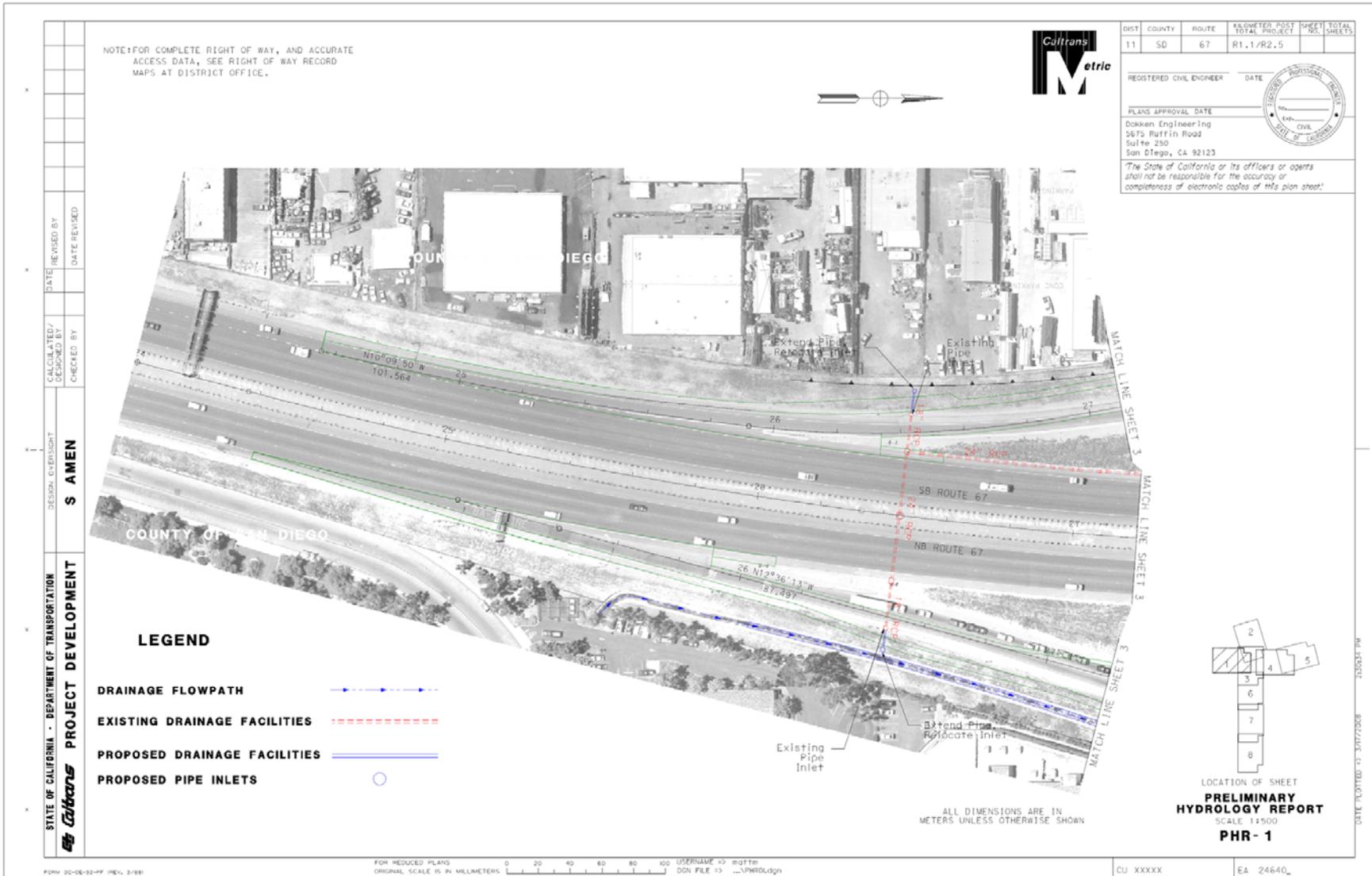


Figure 6a  
 Drainage Facilities

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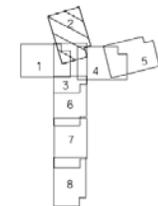
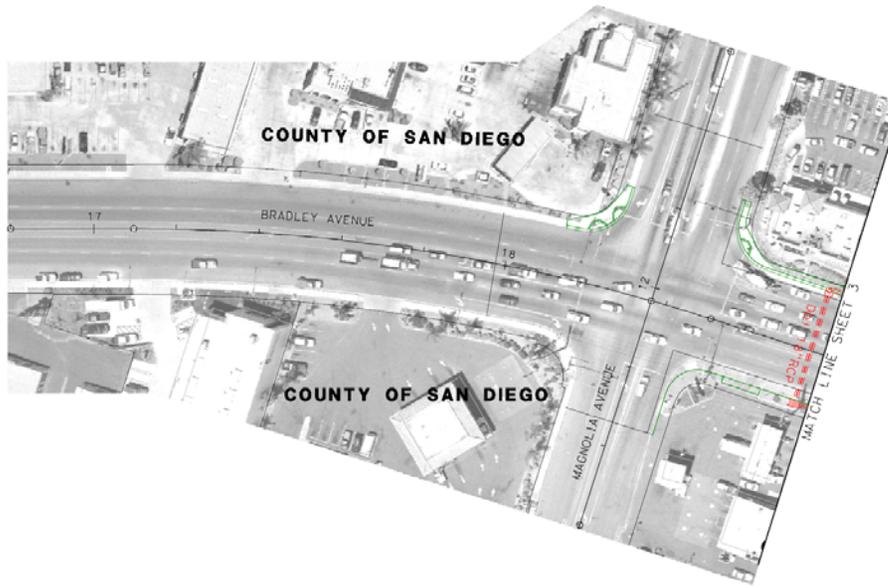
DIST	COUNTY	ROUTE	KILOMETER POST TOTAL PROJECT	SHEET NO.	TOTAL SHEETS
11	SD	67	R1.1/R2.5		

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Figure 6b  
Drainage Facilities

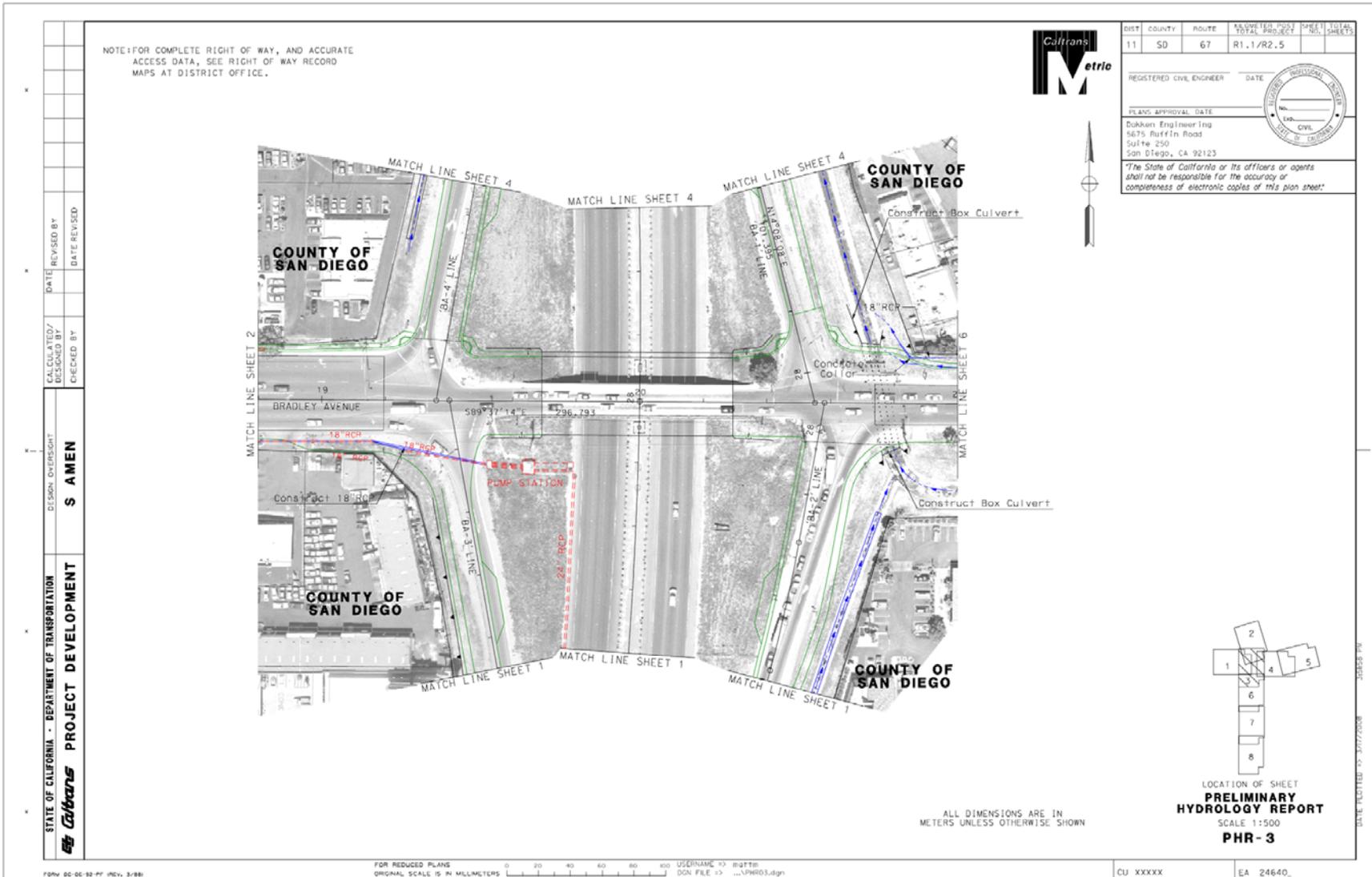
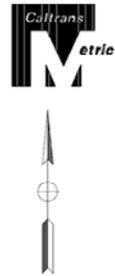


Figure 6c  
 Drainage Facilities





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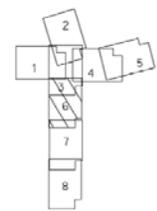
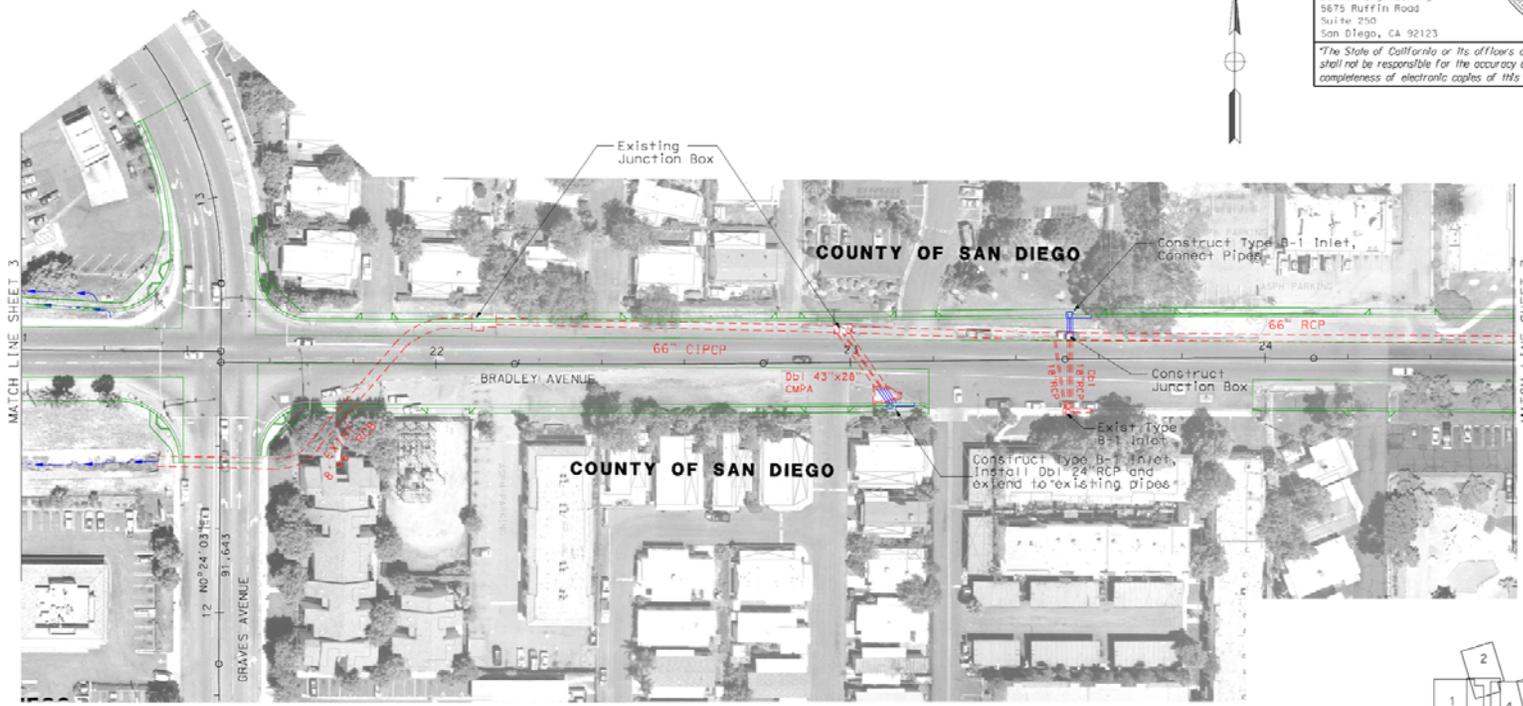


DIST	COUNTY	ROUTE	KILOMETER POST TOTAL PROJECT	SHEET NO.	TOTAL SHEETS
11	SD	67	R1.1/R2.5		

REGISTERED CIVIL ENGINEER	DATE
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Figure 6f  
 Drainage Facilities

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PLANS APPROVAL DATE	

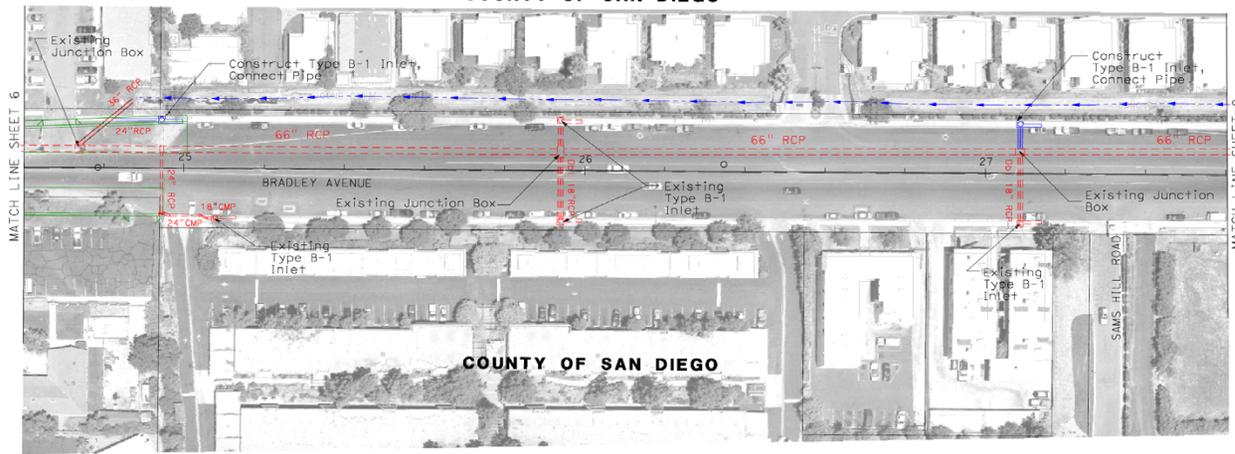
Dokken Engineering Inc  
5675 Ruffin Road  
Suite 250  
San Diego, CA 92123

REGISTERED PROFESSIONAL ENGINEER  
No. \_\_\_\_\_  
Exp. \_\_\_\_\_  
CIVIL  
STATE OF CALIFORNIA

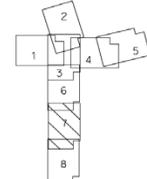
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COUNTY OF SAN DIEGO



COUNTY OF SAN DIEGO



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STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION	DESIGN OVERSIGHT	DATE	REVISOR
<b>Caltrans</b> PROJECT DEVELOPMENT	<b>S AMEN</b>		

FORM DC-01-92-PF (REV. 3/88)

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Figure 6g  
Drainage Facilities

### **1.3.3 Identification of a Preferred Alternative**

After the public circulation period and public hearing, all comments received were considered, and the Project Development Team selected the Diamond Interchange as the preferred alternative, and the Department made the final determination of the project's effect on the environment. For comments received on the Draft IS/EA and a summary of the public hearing held, please refer to Appendix F, Responses to Comments Received on the Draft Environmental Document, and Appendix G, Record of Public Hearing, of this Final IS/EA. In accordance with CEQA, no unmitigable significant adverse impacts were identified and the Department prepared a Negative Declaration (ND). For a summary of impact findings under CEQA, please refer to Appendix A, CEQA Checklist, of this Final IS/EA. Similarly, the Department, as assigned by FHWA, has determined that the NEPA action would not significantly affect the environment, and a Finding of No Significant Impact (FONSI) will be issued in accordance with NEPA.

The preferred alternative meets the purpose and need of the project and minimizes environmental impacts. The No Build Alternative does not meet the purpose and need because it would not (1) alleviate existing and future traffic congestion along Bradley Avenue between Mollison and Graves Avenues, and (2) improve traffic operations at the Bradley Avenue/SR-67 interchange. A series of traffic, engineering, and environmental analyses conducted by the PDT determined other alternatives to be infeasible in terms of traffic conditions, environmental impacts, right-of-way acquisition requirements, constructability constraints, and/or design restrictions. See discussion under Section 1.3.4.2, below.

### **1.3.4 Alternatives Considered but Eliminated from Further Discussion**

#### **1.3.4.1 INTERCHANGE DESIGN SOLUTIONS**

Following the identification of the need to improve existing and future traffic conditions in the Bradley Avenue/SR-67 interchange area, a VA investigation for the project was completed that established a baseline concept along with nine (9) project alternatives. The proposed design solutions included variations of the existing overcrossing, a single point urban interchange, and several roundabout combinations. Each was rated with respect to the following categories: traffic operations, community support, fundability, constructability, economic development support, and schedule. Following the VA investigation, the PSR/PDS process was initiated and twelve (12) solutions to the transportation problem at the Bradley Avenue/SR-67 interchange, including four (4) of the project alternatives evaluated in the VA investigation, were investigated. Each solution was evaluated in terms of its 1) ability to meet the project's purpose and need, 2) design feasibility, 3) environmental impact, and 4) cost. Several solutions involving roundabouts were considered, and for these, a Roundabout Feasibility Analysis was prepared.

For the portion of the project that is the Bradley Avenue/SR-67 interchange, the PDT found that only one of the twelve (12) design solutions was feasible—the Diamond Interchange Alternative. The remaining eleven (11) solutions were withdrawn from further consideration as they were determined to be infeasible in terms of traffic conditions, environmental impacts, right-of-way acquisition requirements, constructability constraints, and/or design restrictions. Discussion of the alternatives considered but withdrawn from further consideration is presented below:

### ***Single Point Urban Interchange***

The Single Point Urban Interchange (SPUI) was an interchange configuration that would have used a single set of traffic signals to control all the through traffic on Bradley Avenue and all traffic turning left onto, or off of, the interchange. The SPUI alternative would have replaced the two-lane Bradley Avenue overpass and the existing on- and off-ramps. This alternative was determined to be infeasible because it would have 1) resulted in inadequate access for pedestrians and bicyclists; 2) limited the ability of Bradley Avenue to handle the volumes of traffic accommodated by the SPUI design, thereby not meeting the project purpose and need; 3) not met FHWA requirements for spacing required between the traffic signal for the on-/off-ramps and the adjacent traffic signals at Magnolia and Graves Avenues; and 4) cost 35 percent more than the cost of the Diamond Interchange Alternative. The VA Team determined that the 35 percent cost differential for the SPUI would result in no real benefit to the community.

### ***Roundabout in lieu of Bridge***

The Roundabout in lieu of Bridge configuration would have relied on a circular traffic flow pattern and the use of YIELD control on each approach to the intersection. This alternative would have connected two two-lane bridges to form a large roundabout above the freeway. The interchange ramps would have tied into the roundabout, and the Bradley Avenue intersections would have remained signalized. This alternative was determined to be infeasible because it would have 1) included design features (“racetrack” configuration) that would have inhibited traffic performance in the roundabout and would have promoted higher speeds that would have resulted in reduced entry capacities and could have increased crash severity, thereby not meeting the project purpose and need; and (2) cost 15 percent more than the Preferred Alternative.

### ***Two Roundabouts at the Ramp Intersections***

Similar to the Roundabout in lieu of Bridge solution, the Two Roundabouts at the Ramp Intersections configuration would have relied on a circular traffic flow pattern and the use of YIELD controls. In place of ramp intersections, it would have used roundabouts with YIELD controls at each end of the overpass. This alternative was determined to be infeasible because it would have inhibited traffic performance in the roundabouts and thus would not have met the project purpose and need.

### ***Two Roundabouts at the Ramp Intersections including Graves Avenue***

The Two Roundabouts including Graves Avenue configuration would have relied on a circular traffic flow pattern and the use of YIELD controls and would have included a standard circular roundabout (in place of the southbound ramps intersection) and an elongated roundabout (in place of the intersections at Graves Avenue and the northbound ramps). According to the roundabout analysis, eastbound traffic entering the elongated roundabout from southbound Graves Avenue would have been required to travel around the west side of the roundabout in order to combine with eastbound traffic coming across the structure. This combined traffic would have reduced the entry capacity of the northbound off-ramp and would have created excessive queuing. This alternative was determined to be infeasible because it would have 1) created excessive queuing and promoted higher speeds that would have resulted in reduced entry capacity of the northbound off-ramp, and 2) included design features (“racetrack” configuration) that would have inhibited traffic performance in the roundabouts. Thus, this alternative configuration would not have met the project purpose and need.

### **Three Roundabouts**

The Three Roundabouts configuration would have relied on a circular traffic flow pattern and the use of YIELD controls and would have included modern roundabouts at both ramp intersections and the Graves Avenue/Bradley Avenue intersection. This alternative was determined to be infeasible because it included design features that would have inhibited traffic performance in the roundabouts and thus would not meet the project purpose and need.

### **Four Roundabouts**

The Four Roundabouts configuration would have relied on a circular traffic flow pattern and the use of YIELD controls and would have included modern roundabouts at all four Bradley Avenue intersections. The traffic operations analysis performed for this alternative demonstrated that each roundabout would have to provide two counterclockwise travel lanes in order to accommodate the predicted traffic volumes. The available distance between the roundabouts proposed at the intersections of Magnolia Avenue and the southbound on-ramp would not have been sufficient to accommodate the queue lengths required between the two intersections. Consequently, some spillover would occur in the roundabouts, which would have created delays. This alternative was determined to be infeasible because it included design features that would have inhibited traffic performance in the roundabouts, and between the intersections of Magnolia Avenue and the southbound on-ramp, thereby not meeting the project purpose and need.

### **Northbound Loop Off-Ramp**

The Northbound Loop Off-Ramp configuration would have provided a 35-meter-radius (115-foot-radius) loop off-ramp in the northeast quadrant of the interchange and would have eliminated left-turn movements at the existing northbound ramps intersection. This alternative was determined to be infeasible because it 1) included design features that would have inhibited traffic performance between the northbound ramps intersection and the Graves Avenue/Bradley Avenue intersection, thereby not meeting the project purpose and need; and 2) would have required extensive right-of-way acquisitions, including a full take of a gas station located in the northeast quadrant of the Bradley Avenue/SR-67 interchange, and a partial take of the strip mall located in the southeast quadrant of the Bradley Avenue/SR-67 interchange, west of Graves Avenue.

### **Partial Cloverleaf Off-Ramps**

The Partial Cloverleaf Off-Ramps configuration would have included loop off-ramps (with 35-meter [115-foot] radii) in the northeast and southwest quadrants of the Bradley Avenue/SR-67 interchange and would have eliminated the left-turn movements at both of the existing ramp intersections. This alternative was determined to be infeasible because it 1) included design features that would have inhibited traffic performance between the frontage roads and the interchange ramps, and thus would not have met the purpose and need; and 2) would have required extensive right-of-way acquisitions in the northeast and southwest quadrants, and partial acquisitions in the remaining two quadrants, of the interchange, including the removal of two gas stations.

### **Hook Loop Ramp**

The Hook Loop Ramp configuration would have included both loop and hook design ramps. A 35-meter-radius (115-foot-radius) loop off-ramp would have been located in the northeast

quadrant of the interchange, and hook ramps would have connected into Graves Avenue. Under this alternative, all traffic accessing northbound SR-67 from Bradley Avenue would have used the hook on-ramp from Graves Avenue, traffic exiting northbound SR-67 to westbound Bradley Avenue would have used the loop off-ramp, traffic accessing Graves Avenue from SR-67 would have used the hook off-ramp, and traffic accessing eastbound Bradley Avenue from northbound SR-67 would have used a standard diamond off-ramp that connected into Bradley Avenue. This alternative was determined to be infeasible because it 1) would have resulted in space limitations in the northeast quadrant that would have required non-standard geometrics that do not conform to current design standards, and 2) would have required a full take of the 7-Eleven gas station located in the northeast quadrant of the Bradley Avenue/SR-67 interchange.

***Full Standard Diamond Interchange (with offset frontage roads to meet mandatory design exception requirements)***

A Full Standard Diamond Interchange is an interchange configuration in which an off-ramp diverges only slightly from the freeway, runs directly across the minor road, and then becomes an on-ramp to the freeway. In addition to maintaining a typical diamond configuration similar to the existing conditions, this alternative would have realigned the frontage roads and offset the frontage road intersections 125 meters (410 feet) from the ramp intersections. This alternative was determined to be infeasible because it would have 1) required extensive right-of-way acquisitions from the realigned frontage roads, including removal of a gas station, a car wash, an apartment complex, residential housing, and other commercial businesses; and 2) cost 6 percent more than the Diamond Interchange Alternative.

***Hook Ramps***

This solution would have included hook ramps located in the northeast quadrant of the interchange and would have connected into Graves Avenue north of the Bradley Avenue/Graves Avenue intersection. Under this alternative, all traffic accessing northbound SR-67 from Bradley Avenue would have used the hook on-ramp from Graves Avenue. Traffic exiting northbound SR-67 to westbound Bradley Avenue would have used the proposed hook off-ramp, and traffic accessing eastbound Bradley Avenue from northbound SR-67 would have used a standard diamond off-ramp that connected into Bradley Avenue. This alternative was determined to be infeasible because it 1) could have created an unsafe condition related to high ramps speed and sight distance limitations; 2) would have resulted in space limitations in the northeast quadrant that would have required non-standard geometrics that do not conform to current design standards; 3) included design features that would have affected the driveways of a local apartment complex; and 4) may have required extensive right-of-way acquisitions, including a full take of the 7-Eleven gas station located in the northeast quadrant of the Bradley Avenue/SR-67 interchange, and full take of the In-N-Out Burger, located in the northwest quadrant of the interchange.

**1.3.4.2 BRADLEY AVENUE ALIGNMENT SOLUTIONS AND TRANSPORTATION SYSTEM MANAGEMENT STRATEGIES**

In an effort to try to avoid and/or minimize the impact of the residential acquisitions along Bradley Avenue between Graves and Mollison Avenues, the PDT investigated several design variations and alignment modifications to the Bradley Avenue component of the Diamond Interchange Alternative. Transportation System Management (TSM) strategies were also

considered for their use in the avoidance of increasing the number of through lanes on Bradley Avenue, and consequently the impacts to residents due to property acquisitions.

### ***Bradley Avenue Alignment Variations***

In an effort to avoid or minimize property acquisitions associated with modifications to Bradley Avenue as part of the Preferred Alternative, design variations that included the following alignment modifications to Bradley Avenue were identified and evaluated by the PDT:

- elimination of the two-way-left-turn lane on Bradley Avenue at the intersection of Bradley and Mollison Avenues;
- transition Bradley Avenue to two lanes and maintain a two-way-left-turn pocket at the Bradley and Mollison Avenue intersection;
- elimination of the sidewalks at the east end of the project; and
- modification of the lane configuration at the Bradley and Mollison Avenue intersection.

Discussion of the design, function, and potential effects of each Bradley Avenue alignment variation considered is presented in Chapter 2, Section 2.1.3.2, “Relocations,” of this document. The rationale for eliminating these Bradley Avenue alignment variations from further consideration are also presented in the above-referenced section.

### ***Transportation System Management***

TSM strategies are actions that increase the efficiency of existing facilities without increasing the number of through lanes, and that also encourage automobile, public and private transit, ridesharing programs, and bicycle and pedestrian improvements. Because TSM strategies currently are employed in the project area (San Diego Metropolitan Transit System bus routes 833 and 870), and traffic congestion is still prevalent in the project area, TSM measures alone would not be adequate to meet the purpose of and need for the project. In addition, TSM strategies would not accommodate the future planned widening of SR-67 between Interstate 8 and the proposed SR-52. Therefore, this alternative was determined to be infeasible.

## 1.4 Permits and Approvals Needed

The following permits, reviews, and approvals would be required for project construction:

<b>Agency</b>	<b>Permit/Approval</b>	<b>Status</b>
County of San Diego, City of El Cajon, and the Department	Encroachment Permit—unknown, await confirmation	Permit to be acquired prior to project construction.
County of San Diego	Freeway Agreement	Agreement to be finalized following route adoption by the California Transportation Commission.
Regional Water Quality Control Board	National Pollutant Discharge Elimination System Permit (NPDES)	To be obtained prior to project construction.
U.S. Army Corps of Engineers	Section 404 Permit for filling or dredging waters of the United States.	To be obtained prior to project construction.
California Department of Fish and Game	1602 Streambed Alteration Agreement	To be obtained prior to project construction.
California Water Resources Board	Water Discharge Permit	To be obtained prior to project construction.
City of El Cajon	Demolition Permits (removal of the six single-family residences located within El Cajon)	To be obtained prior to project construction
Padre Dam Municipal Water District (MWD)	Street Improvement Review for Utility Conflict	Approval to be obtained prior to project construction

## **Chapter 2. Affected Environment, Environmental Consequences and Avoidance and/or Minimization Measures**

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The following technical reports were prepared in support of this Initial Study/Environmental Assessment (IS/EA):

- Air Quality Report (June 2007);
- Community Impact Assessment (March 2006);
- Geotechnical Design Report (December 13, 2005);
- Historic Property Survey Report (May 20, 2005);
- Initial Site Assessment (May 2005; revised February 2006);
- Jurisdictional Delineation (June 2006);
- Natural Environment Study (June 2006);
- Preliminary Hydrology Report (February 2005);
- Storm Water Data Report (May 20, 2005);
- Noise Study Report (February 2006);
- Preliminary Noise Abatement Decision Report (March 2006);
- Draft Project Report (October 2006);
- Summary of VA Alternatives (July 2001);
- Final Relocation Impact Report (July 2008);
- Report of Environmental Site Assessment for Aerially Deposited Lead (March 22, 2005);
- Structure Foundation Report (December 13, 2005);
- Supplemental Traffic Analysis (Original October 1, 2004; Last Revised March 23, 2006);
- Traffic Operations Analysis Report (January 2004);
- Bradley Avenue/SR-67 Study: Series 9 and Series 10 Traffic Model Comparison (April 7, 2004);
- Visual Impact Assessment (June 2007);
- Visual Impact Assessment Memorandum (December 18, 2007); and
- Water Quality Report (April 2005).

As part of the scoping and environmental analysis conducted for the project, the following environmental resources were considered, but no potential for adverse impacts to these resources

was identified. Consequently, there is no further discussion regarding these resources in this document:

- *Parks and Recreation.* No established park, bicycle, Section 4(f) resource, or other recreational facility is located within the project vicinity. The project would not have an impact on park facilities and or use a Section 4(f) resource.
- *Farmlands /Timberlands.* There are no prime or unique farmlands, farmlands of statewide/local importance, or timberlands located within the study area. Impacts to farmland or timberlands would not occur.
- *Hydrology and Floodplain.* The site is not located in a Federal Emergency Management Agency (FEMA)-designated 100-year floodplain; therefore, the project would not have an impact on a floodplain.
- *Paleontology.* The majority of the SR-67 corridor overlies granitic rock. Because fossils are not known to occur in these batholithic rocks, these rocks are assigned a zero paleontological resource sensitivity. Cretaceous granitic rocks of the Southern California Batholith underlie the upper sedimentary layers of the site. Paleontological resources would not be impacted by the project.
- *Plant Species.* Sensitive plant species were not observed within the project area during any of the biological surveys. Because they are not present, the project would not directly or indirectly have an impact on sensitive plant species.
- *Threatened and Endangered Species.* No plant or wildlife species listed, or eligible for listing, as threatened or endangered were observed during any of the biological fieldwork or surveys performed. The project would not have an impact on threatened or endangered species.

For the analysis of impacts associated with the preferred alternative, in compliance with the requirements of the California Environmental Quality Act (CEQA), please refer to Appendix A, “CEQA Checklist.”

## **2.1 Human Environment**

### **2.1.1 Land Use**

The information presented in this section is based on the March 2006 Community Impact Assessment (CIA) that was prepared for this project, the June 1986 County of San Diego General Plan and November 2007 Land Use Map, and the January 1991 City of El Cajon General Plan, which are incorporated by reference.

### 2.1.1.1 EXISTING AND FUTURE LAND USE

#### ***Affected Environment***

##### Existing Land Use

The project is located within the community of Bostonia (which is an unincorporated area of the County) and the city of El Cajon (City) (see Figure 2). Within the unincorporated county areas along Bradley Avenue (east of the interchange), land uses are predominantly residential. The properties located at the northeast and southeast corners of the Bradley Avenue/SR-67 intersection are designated Neighborhood Commercial and General Commercial, respectively (see Figure 7 on page 2-5). Land uses within the portion of the project within El Cajon are designated Low Density Residential and zoned single-family residential. East of Graves Avenue, the commercial uses (primarily a gas station at the northwest corner of the Bradley Avenue/Graves Avenue intersection and a fast food restaurant at the southwest corner) transition to multi-family and mobile home parks, with some single-family residences located along the eastern end of the project alignment, along with some commercial structures located sporadically along both sides of Bradley Avenue between the residential uses. Land uses within the SR-67 right-of-way are designated Public/Semi-Public and Transportation, Communication, Utilities. The Gillespie Field Airport is located 0.4 kilometer (0.25 mile) northwest of the project.

##### Development Trends

In 2000, the total population of the county was 2,813,833, and the total population of the five census block groups comprising the project population study area (Census Tract 165.01 Block Groups 1, 2, and 3, Census Tract 162.02 Block Group 1, and Census Tract 165.02 Block Group 4) was 8,833. According to projections provided by SANDAG, the population of the county in 2030 is projected to be 3,855,085, an increase of about 37 percent. SANDAG has projected the populations of Census Tracts 165.01, 16.02, and 165.02, to be 21,583 for year 2030, an increase of about 14.2 percent. Population projections for block groups within each census tract were not available. The households are projected to increase by 9.8 percent in the project study area for the same period. Between 2000 and 2030, the number of households in the county is projected to grow 30.3 percent. The growth of both population and households would be much higher in the county compared to the census tracts in the project study area. Population and growth projections for the study area are discussed in detail in Section 2.12, "Growth." The following development projects listed in Table 2-1 are planned or underway to accommodate these growing populations within the project area.

##### Future Land Use

Information obtained from land use guidance documents and approved local development projects was relied upon and utilized in the development of an accurate characterization of future project area conditions. The approved local development projects listed in Table 2-1 are considered in this assessment of the project's effect on land use, and are not connected to or contingent upon the project. Selection of either project alternative would not prevent or otherwise affect the facilitation of any of the approved local development projects identified in the list below.

**Table 2-1. Approved Local Development Projects**

Name	Jurisdiction	Proposed Use	Approximate Distance km/mi	Status
Gillespie Field 28-hectare (70-acre) Redevelopment–1960 Joe Crosson Drive.	City	Aviation	0.8/0.5	Environmental review
Planned Residential Development and Annexation.	County/City	Residential	0.7/0.45	NA
UY 4500-4644 and 4920-33206 (05-0054972) Hart Avenue C& G. Road widening on Ballantyne Street, eastern half. Includes new sidewalk, curb and gutter, extension of RCP Storm Drain system with a clean out, two streetlights, and a handicap ramp.	County	Transportation	0.7/0.45	Permits pending
4920-33355 (07-0085787) Sky Ranch -Brockway Street (1007062), El Cajon. Road connection between Sky Ranch project (City of Santee) and Brockway Court (County of San Diego) to develop an emergency access. Includes BMP monitoring and drainage.	County/City	Transportation	1.0/0.65	Completed
US 4910-5748 (07-0082148) 1222 Pepper Drive, El Cajon. Sewer extension including three new manholes, trench restoration, 1-1/2” overlay on Pepper Drive.	County/City	Transportation	0.2/0.125	Permits pending
Animal Hospital Expansion and CUP.	City	Commercial	1.0/0.6	NA
Elementary School Expansion – 663 Greenfield Drive.	City	Education	0.4/0.25	Project approval pending
Tentative Map (convert a 15-unit apartment building to condominiums) – 241 East Bradley Avenue.	County	Residential	Adjacent	Permits pending
Tentative Map (subdivision to create 3 SFR parcels) – 624 Pepper Drive.	County	Residential	0.6/0.4	Environmental review
Tentative Map (subdivision to create 4 SFR parcels) – 560 Pepper Drive.	County	Residential	0.6/0.4	Permits pending
Tuttle Lane Lot Split (subdivision to create 3 SFR parcels) – 1269 Tuttle Lane.	County	Residential	0.5/0.3	Environmental review
Tentative Map (convert 277 apartment units to condominiums) - 1263 Ballantyne Street, 162, 246, and 316 Hart Drive.	County	Residential	0.7/0.45	Tentative Map completed
Corazon De La Aldea (convert 24 apartments to condominiums) – 445 and 523 Hart Drive.	County	Residential	0.8/0.5	Permits pending
Greenfield Dr Condo Conversion (convert 4 units to condominiums) – 991 Greenfield Drive.	County	Residential	0.6/0.4	Permits pending
Tentative Map (condominium conversion) – 1059 East Bradley Avenue.	County	Residential	0.3/0.2	Tentative Map completed
First Street Subdivision (subdivision to create 7 SFR parcels) – 1641 North 1 <sup>st</sup> Street.	County	Residential	0.5/0.3	Tentative Map completed
Tentative Parcel Map (subdivision to create 3 SFR parcels) – 1147 Pepper Drive.	County	Residential	1.0/0.6	Project completed
Tentative Parcel Map (subdivision to create 4 SFR parcels) - Topper Lane.	County	Residential	0.9/0.55	Environmental review
SR-52 Project - staged in five segments, proposes to construct a four-lane freeway from Santo Road in San Diego to SR-67 in Santee.	Department	Transportation	1.7/1.1	Construction in progress
NA = Not available				

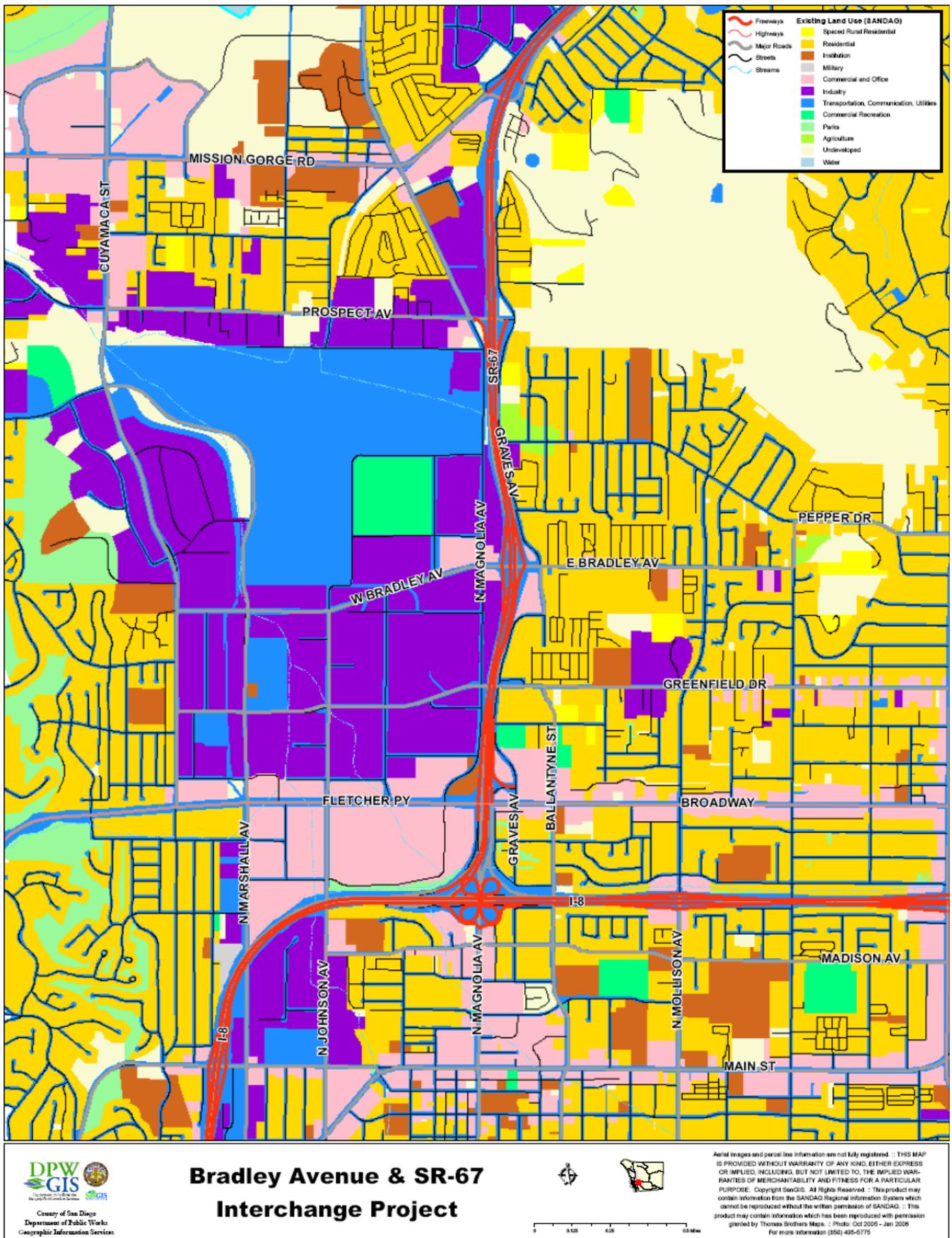


Figure 7  
Land Use Map

### ***Environmental Consequences***

A land use study area (with a radius of 0.8 kilometer [0.5 mile]) was defined in order to identify the potential for direct, indirect, and/or cumulative effects of the project. This area includes the surrounding unincorporated Pepper Drive–Bostonia community and portions of the city of El Cajon.

#### **Preferred Alternative**

##### **Existing**

The Preferred Alternative (Diamond Interchange) would permanently have an impact on the following land uses: residential, commercial, and roadway.

In total, six (6) single-family residences would be permanently impacted by this alternative. Commercial lands temporarily impacted during construction would include the 7-Eleven/CITGO store and gas station located at 1522 Graves Avenue. The existing roadway land would be widened in some locations, while abandoned or used as a frontage road in others.

##### **Future**

The proposed and/or planned projects located along the Preferred Alternative that may be affected by construction of the project would be the converted apartment building (to condominiums) located at 241 East Bradley Avenue. The specific locations of construction easements and future road closures associated with construction of the Preferred Alternative have not yet been established and potential construction-related impacts could not be determined.

Under the Preferred Alternative, the project would generally be consistent with the commercial and industrial uses in the immediate vicinity of the project. All of the land uses in the immediate vicinity of the interchange have accounted for the presence of SR-67 and the interchange facility. These types of uses are not typically impaired by, and in many cases benefit from, the close proximity of an expressway or interchange, and are already well integrated with the transportation facilities in the area.

#### **No-Build Alternative**

The No-Build Alternative would not have an impact on existing and/or future land uses.

### ***Avoidance and/or Minimization Measures***

No other avoidance and/or minimization measures are proposed under the Preferred Alternative. Refer to Section 2.1.3.2, “Relocations,” for discussion related to impacts to residential housing and local businesses.

#### **2.1.1.2 CONSISTENCY WITH STATE, REGIONAL, AND LOCAL PLANS**

##### ***Affected Environment***

##### **Plans and Programs**

**San Diego Association of Governments Regional Comprehensive Plan.** SANDAG’s Regional Comprehensive Plan (RCP) for the San Diego region is a compilation of local and

regional plans that, at the same time, recognizes that each jurisdiction in the region makes its own decisions regarding land use. The RCP contains the long-term planning framework for the San Diego region. It sets forth a regional vision and balances population, housing, and employment growth with habitat preservation, agriculture, open space, and infrastructure needs.

**San Diego Association of Governments Regional Transportation Plan 2030.** Mobility 2030, the RTP prepared by SANDAG, lays out a regional transportation system to enable current and future planning efforts to enhance quality of life. As part of the RCP, the RTP identifies specific transportation needs through Year 2030 that would enhance the land use-transportation connection in development within the San Diego region. The project is part of the RTP.

**County of San Diego Multiple Species Conservation Program (MSCP).** The portion of the project area located within the county is within the unincorporated areas of the Metro-Lakeside-Jamul Subarea of the County's MSCP Subarea Plan. The portion of the project area located within the city of El Cajon (small area at the eastern end of the project area) is located outside of the boundaries of the County's MSCP.

**County of San Diego General Plan.** The objectives of the Circulation Element of the County of San Diego General Plan (last revised July 1994) are 1) to provide a guide for the provisions of a coordinated system of highway routes serving all sections of San Diego County, 2) to help achieve efficiency and economy in this important field of public works, 3) to facilitate the planning to meet street and highway needs in subdivision and other land development programs, and 4) to inform the citizens of the county of these plans.

Bradley Avenue, between the SR-67 northbound off-ramp and Mollison Avenue, is classified as a four-lane Major Road on the County's circulation element. The County identifies Major Roads as roads that provide mobility and adjacent access. They are spaced at intervals consistent with population density to accept travel from Collector Roads and significant traffic generators. They provide traffic service linking areas of the county and cities to the system of arterials and freeways. Major Road locations are determined either by the anticipated traffic volume or by the necessity to designate a continuous uniform thoroughfare system. They accommodate shorter trips at intermediate speeds and serve as feeders to arterials. Access, parking, and intersections are controlled, as necessary. Planned corridor width is a minimum of 30 meters (98 feet). Between SR-67 and Mollison Avenue, Bradley Avenue varies in width from two lanes to four lanes, and has one lane in each direction from the SR-67 northbound on- and off-ramps to Graves Avenue. Therefore, this segment of Bradley Avenue is currently inconsistent with the Major Road classification of the County General Plan.

Goal 6 of Transportation Objective 6-3 of the County General Plan states, "Public facilities such as streets, curbs, gutters, sidewalks and drainage channels shall be completed to facilitate traffic needs."

The Scenic Highway Element of the County General Plan (last revised June 1986) is intended to enhance scenic, historic, and recreational resources along key roadways within both rural and urban areas.

**County of San Diego General Plan: Pepper Drive-Bostonia Community Plan.** The Pepper Drive-Bostonia Community Plan of the San Diego County General Plan was adopted in December 1974 and further amended in December 1986. According to the existing general plan, the project falls within the Pepper Drive–Bostonia Community Plan (Community Plan) area. The Draft 2020 General Plan proposes that the Community Plan area be included in the Lakeside Community Plan area.

Under the Circulation Element of the Community Plan, the goal is “...to ensure that there is an orderly flow of traffic on a safe network of circulation element and residential roads.” A goal of the land use element is to provide a land use pattern that is sensitive to the opportunities and the constraints of the area. This goal is supported by the policies and recommendations of the Community Plan. The purpose of the project is to alleviate existing and future traffic congestion along Bradley Avenue between Mollison and Graves Avenues, and improve traffic operations at the Bradley Avenue/SR-67 interchange; therefore, the project would be in conformance with the Community Plan Circulation Element goal to ensure that there is an orderly flow of traffic on a safe network of circulation element and residential roads. The project design would also be consistent with the County General Plan Circulation Element roadway classification (Major Road) for this segment of Bradley Avenue.

The general land use goal of the Community Plan is to “provide a land use pattern that is sensitive to the opportunities and the constraints of the area.” Relevant policies and recommendations adopted to meet this goal address visual standards in the project area. The first states that the revitalization and rehabilitation of substandard and dilapidated structures and public facilities should be encouraged. The second requires all multi-family dwellings and mobile home parks to submit landscaping plans showing that parking areas have been adequately screened from public view. The project would result in improvements to an existing bridge structure that is currently not in conformance with the vertical clearance height for this type of structure, and increase the capacity of Bradley Avenue within the project limits; therefore, the project would be consistent with the Community Plan policy to encourage “revitalization and rehabilitation of substandard...public facilities.”

**City of El Cajon General Plan.** The east end of the study area falls within the incorporated city limits of El Cajon and is thus subject to applicable land use policies of the City’s General Plan. The portion of the study area within city limits is zoned R-1-6. The residential single-family 6,000 square foot zone is established to provide areas exclusively for single-family dwellings on small lots, consistent with the Low Density Residential general plan designation (Ord 4653 § 324 [part], § 325, 2000). East of Mollison Avenue, Bradley Avenue is located in the city, where it is classified as a four-lane secondary highway.

Goal 6 of Transportation Objective 6-3 of the City General Plan states, “Public facilities such as streets, curbs, gutters, sidewalks and drainage channels shall be completed to facilitate traffic needs.” Chapter 3, “Elements of the Plan,” under “Open Space and Parks,” indicates that areas of “great importance are the smaller urban open spaces which occur as part of the city scene: spaces between buildings, street parkways and median strips, green belts and common open space area in residential developments, etc.” The project would be consistent with Goal 6, Transportation Objective 6-3, of the City General Plan because the Preferred Alternative would include necessary road improvements to complete Bradley Avenue’s curbs, gutters, sidewalks,

and drainage channels to facilitate traffic needs. The project would not adversely affect urban open space areas identified by the city as of “great importance” including spaces between buildings, street parkways and median strips, green belts and common open space area in residential developments; therefore, the project would not conflict with the city policy supporting the protection of these urban areas.

Objective 5-12, Policy 5-12.1, of the General Plan states, “Support new public and community facilities and improve the quality of existing public and community facilities to serve those of lower and moderate income.” Similarly, Objective 5-11 states, “Provide for needed infrastructure improvements in lower and moderate income target areas.” The project would result in improvements to an existing bridge structure and increase the capacity of Bradley Avenue within the project limits, within an area identified as containing low income populations.

Goal 8 of the City General Plan states, “The livability of El Cajon will be maintained and enhanced through respect for the environment.” Objective 8-2 states, “Ensure that the physical environment of the El Cajon area is protected from adverse impact.” The project would include standard Department and County measures, as well as the incorporation of measures identified in Appendix D, “Environmental Commitments,” that would address and avoid or minimize the potential for adverse impacts to occur as a result of the project. Therefore, the project would be consistent with Goal 8 of the City General Plan.

### ***Environmental Consequences***

#### ***Preferred Alternative***

The project is consistent with the policies, objectives, and goals of all of the previously referenced plans. The project addresses the Community Plan Circulation Element goal to ensure that there is an orderly flow of traffic on a safe network of circulation element and residential roads. The project would also be consistent with the County General Plan Circulation Element roadway classification (Major Road) for this segment of Bradley Avenue, as well as consistent with Goal 6, Transportation Objective 6-3, of the City General Plan because the Preferred Alternative would provide the necessary road improvements to complete Bradley Avenue’s curbs, gutters, sidewalks, and drainage channels to facilitate traffic needs.

The portion of the project located within the boundary of the adopted Metro-Lakeside-Jamul Subarea of the County’s MSCP would not conflict with the resource management policies of the subarea plan as no resources protected by the MSCP were identified within the project vicinity.

#### ***No-Build Alternative***

Under the No-Build Alternative, Bradley Avenue, between the SR-67 northbound on- and off-ramps and Mollison Avenue, would continue to be inconsistent with the four-lane Major Road classification as designated in the County General Plan Circulation Element. The number of lanes and width of this segment of Bradley Avenue would continue to vary, with only one lane in each direction from the SR-67 northbound on- and off-ramps to Graves Avenue, and only one lane in each direction west of the Bradley and Mollison Avenues intersection. East of Mollison Avenue, Bradley Avenue is two lanes, and is located in the city of El Cajon where it is classified as a four-lane secondary highway; thus, this segment of Bradley Avenue would continue to be inconsistent with the City General Plan classification.

Under the No-Build Alternative, Mollison Avenue would continue to be consistent with the City General Plan, which designates Mollison Avenue as a four-lane secondary thoroughfare.

### **Avoidance and/or Minimization Measures**

Because the Preferred Alternative is consistent with the relevant plans and programs, avoidance and/or minimization measures are not required or proposed.

#### **2.1.2 Growth**

The information presented in this section is based on the March 2006 CIA that was prepared for this project.

#### **Regulatory Setting**

The Council on Environmental Quality (CEQ) regulations, which implement NEPA of 1969, require evaluation of the potential environmental consequences of all proposed federal activities and programs. This provision includes a requirement to examine indirect consequences, which may occur in areas beyond the immediate influence of a proposed action and at some time in the future. The CEQ regulations, 40 Code of Federal Regulations (CFR) 1508.8, refer to these consequences as secondary impacts. Secondary impacts may include changes in land use, economic vitality, and population density, which are all elements of growth.

CEQA also requires the analysis of a project's potential to induce growth. CEQA Guidelines, Section 15126.2(d), require that environmental documents "discuss the ways in which the proposed project could foster economic or population growth, or the construction of additional housing, either directly or indirectly, in the surrounding environment."

#### **Affected Environment**

##### **Constraints**

The project area is located along the northeast edge of the El Cajon Valley, a region containing mixed land uses and some undeveloped land areas. Land uses adjacent to the project site are built out and are generally dominated by industrial and commercial uses in the vicinity of the interchange, while the uses along Bradley Avenue east of the interchange are predominantly multi-family residential and mobile home parks. The area to the west of the interchange is primarily developed as an industrial park use. No community facilities (including medical, educational, scientific, or religious institutions) are located in the vicinity of the project.

In the project area, SR-67 is a six-lane freeway with full standard shoulders with single lane on- and off-ramps at Bradley Avenue. Bradley Avenue has two lanes that are approximately 4.7 meters (15.4 feet) wide and a single 1.5-meter-wide (5-foot-wide) sidewalk along its north side. Currently, local and through commercial, industrial, and residential traffic uses the Bradley Avenue interchange and overpass to either access, exit, or traverse SR-67. High traffic volumes at the interchange and at local intersections in the project area contribute to deficient operating conditions, increased congestion, and additional vehicle delay. The heavy congestion at the interchange results in substantial spillover traffic along residential streets.

SANDAG has projected the populations of Census Tracts 165.01, 16.02, and 165.02, which include the project study area, to be 21,583 for year 2030 (see Table 2-2 below). According to these projections, the combined population of the three census tracts adjacent to the project (see Figure 8 on page 2-13) would increase by 14.2 percent for the 30-year period from 2000 to 2030. The households are projected to increase by 9.8 percent in the project study area for the same period. The county of San Diego is projected to grow 37 percent. Block group level data and data for the Bostonia Census Designated Place (CDP), which includes portions of the five census tract block groups, are not available for comparison.

As indicated in Table 2-2, between 2000 and 2030, the number of households in the county of San Diego is projected to grow 30.3 percent. The growth of both population and households is projected to be much higher in the county compared to the census tracts in the project study area.

**Table 2-2. Baseline and Projected Population and Households – 2000 to 2030**

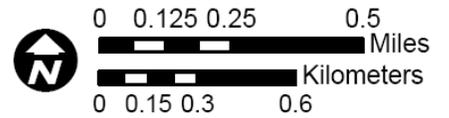
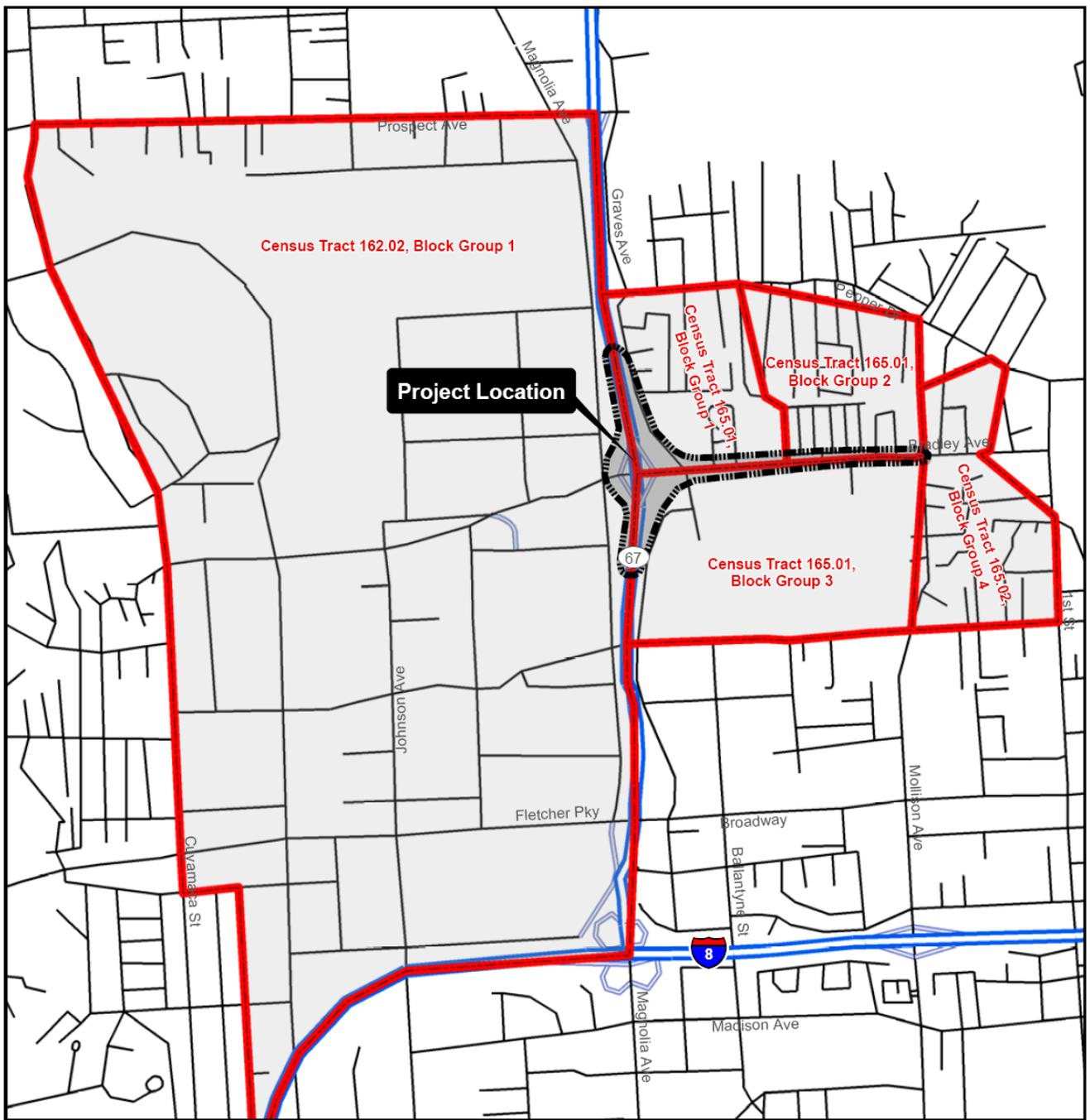
Area	Population 2000	Projected Population 2030	% Population Change	Households 2000	Projected Households 2030	% Household Change
San Diego County	2,813,833	3,855,085	37.00	994,677	1,296,496	30.34
<i>Study Area</i>	<i>18,909</i>	<i>21,583*</i>	<i>14.14</i>	<i>7,171</i>	<i>7,871</i>	<i>9.76</i>
Census Tract 162.02	3,465	3,774	8.92	1446	1,464	1.24
Census Tract 165.01	8,733	9,732	11.44	3461	3,716	7.37
Census Tract 165.02	6,711	8,077	20.35	2264	2,691	18.86
* For the purposes of population projections, the study area consists of all block groups within the three census tracts adjacent to the project (See Figure 8).						

## ***Environmental Consequences***

### **Preferred Alternative**

The project is intended to improve mobility across SR-67 and reduce congestion, and has been included and considered in local agency planning documents. The project is not designed to support new large commercial or residential developments and would, therefore, not result in additional growth or lead to the need for new or expanded facilities and services. The City and County have accounted for potential growth in their plans and have planned for community facilities to accommodate the projected growth. As indicated in Table 2-1, multiple development projects in the project area have been approved for construction. The project is not a required mitigation for any approved or planned development project.

Following implementation of the project, the pattern and rate of population and housing growth would be expected to remain consistent with that which is anticipated by existing plans for the area. Furthermore, no new or expanded infrastructure, housing, or other similar permanent physical changes to the environment would be necessary as an indirect consequence of the project.



-  Project Location Boundary
-  Census Block Groups
-  Population and Housing Study Area

Sources: U.S. Census Bureau TIGER Data, 2000.

Figure 8  
Census Map

The project would not lead to unforeseen economic and/or population growth within the project area as it is responding to planned growth in the region. The project would not create growth-related environmental effects that have not been previously considered in long-range planning documents and associated environmental review. Furthermore, the project would not directly tax community services or utilities because the project would not result in an immediate or unanticipated influx of population or development. Therefore, this alternative would have little to no influence on growth, and no adverse effects associated with growth would be anticipated with implementation of this alternative.

### No-Build Alternative

The No-Build Alternative would have little to no influence on growth.

### **Avoidance and/or Minimization Measures**

No avoidance and/or minimization measures are proposed, as no adverse impacts under NEPA are anticipated.

## **2.1.3 Community Impacts**

The information contained in this section was primarily taken from the 2006 CIA, July 2008 Final Relocation Impact Report (FRIR), October 2006 Draft Project Report (PR), and 2001 Summary of VA Alternatives prepared for this project, which are incorporated by reference.

### **2.1.3.1 COMMUNITY CHARACTER AND COHESION**

#### ***Regulatory Setting***

NEPA of 1969 as amended established that the federal government use all practicable means to ensure for all Americans safe, healthful, productive, and aesthetically and culturally pleasing surroundings (42 U.S.C. 4331[b][2]). The FHWA in its implementation of NEPA (23 U.S.C. 109[h]), directs that final decisions regarding projects are to be made in the best overall public interest. This requires taking into account adverse environmental impacts, such as destruction or disruption of human-made resources, of community cohesion, and of the availability of public facilities and services.

Under CEQA, an economic or social change by itself is not to be considered a significant effect on the environment. However, if a social or economic change is related to a physical change, then the social or economic change may be considered in determining whether the physical change is significant. Since this project would result in physical change to the environment, it is appropriate to consider changes to community character and cohesion in assessing the significance of the project's effects.

#### ***Affected Environment***

The community study area includes the project site and the adjacent 1.6-kilometer (1.0-mile) area. Characteristics of the defined community area were identified through direct observation of existing land uses and a review of their use history, combined with reviews of local area income and population data obtained from the U.S. Census and the California Department of Education, and communications with County planning staff.

The community study area, which includes portions of the Bostonia community and the city of El Cajon, consists of older commercial and residential uses. Commercial uses are intermixed with single- and multi-family structures, which are mixed with mobile home complexes. Industrial and commercial uses generally dominate the vicinity of the interchange, while the uses along Bradley Avenue east of the interchange are predominantly multi-family residential and mobile home parks. In the immediate vicinity of the interchange, there are commercial and public services uses. The area to the west of the interchange is primarily developed as an industrial park use. In addition, the Gillespie Field Airport is approximately 0.4 km (0.25 mile) northwest of the project.

The majority of home frontage for the single-family residential land uses, located to the west of the Bradley Avenue and Mollison Avenue intersection, is on the side streets with fenced back and side yards fronting Bradley Avenue. These residences, located on the north side of Bradley Avenue, and one single-family residence located at the southwest corner of Bradley Avenue and Mollison Avenue, were constructed in 1958. Certain characteristics of the residential neighborhood, including its longevity, physical and spatial attributes, and demographic profile, are indicative of an established cohesive community. The longevity of the homes in the neighborhood suggests that some aspects of cohesiveness and neighborhood character have developed over time among long-term residents. To the extent that demographic characteristics have enabled a shared sense of stability to develop, some degree of community cohesion likely exists.

### ***Environmental Consequences***

#### ***Preferred Alternative***

The assessment of whether, and to what extent, the Preferred Alternative would impact community cohesiveness depends largely on whether the alternative is likely to physically divide the community. Six single-family homes are expected to be acquired for the project. Because of the size of the existing, established community (Bostonia is defined as 4.92 square kilometers [1.9 square miles] in area, and the land use study area is defined to include the Bostonia community within about a 0.8-kilometer [0.5-mile] radius of the project), the acquisition is unlikely to result in adverse impacts on community cohesion. The number of residences to be relocated is not large enough to cause any changes in the overall community character and cohesion. Additionally, the project would not bisect any neighborhood or impair access to any of the community facilities. The community surrounding the project, therefore, would remain intact. Displacement of edge residential areas would not adversely affect the core of the community.

#### ***No-Build Alternative***

Under the No-Build Alternative, community character and cohesion would not be affected.

### ***Avoidance and/or Minimization Measures***

Because the project would not impact community cohesion, avoidance and/or minimization measures are not proposed. Refer to Section 2.1.3.2, “Relocations,” (below) for discussion related to impacts on residential housing and local businesses.

### **2.1.3.2 RELOCATIONS**

#### ***Regulatory Setting***

The Department's Relocation Assistance Program (RAP) is based on the Federal Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 (as amended) and Title 49 CFR Part 24, as is the relocation program for the County. The purpose of RAP is to ensure that persons displaced as a result of a transportation project are treated fairly, consistently, and equitably so that such persons would not suffer disproportionate adverse effects as a result of projects designed for the benefit of the public as a whole. Please see Appendix B for a summary of the RAP.

All relocation services and benefits are administered without regard to race, color, national origin, or sex in compliance with Title VI of the Civil Rights Act of 1964 (42 U.S.C. 2000d, et seq.). Title VI of the Civil Rights Act provides that no person in the United States shall, on the grounds of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving federal financial assistance. In addition, the project would be developed in conformity with related statutes and regulations mandating that no person in the State of California shall, on grounds of race, color, sex, age, national origin, or disabling condition, be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination under any program or activity administered by or on the behalf of the Department. Please refer to Appendix C, "Title VI Policy Statement."

#### ***Affected Environment***

The general area, which includes the six residential units, is almost entirely residential development with a small commercial area to the west of the units. A mobile home park is located along the north side of Bradley Avenue and immediately to the west of the residential units. A second mobile home park is located along the south side of Bradley Avenue between the residential unit at the southwest corner of the Bradley Avenue/Mollison Avenue intersection and the small commercial area.

#### ***Environmental Consequences***

##### ***Preferred Alternative***

The Preferred Alternative would displace six residential units within the city (Table 2-3). Partial temporary easements and partial permanent acquisitions on two additional properties would be necessary if noise abatement walls are implemented. The residential units that would be displaced by the project include four owner-occupied and two tenant-occupied single-family residential units ranging in size from three bedrooms to five bedrooms. The number of residents displaced is estimated to be approximately 15 and the estimated right-of-way acquisition cost is \$4.74 million. According to the Draft Relocation Impact Report (DRIR), the market for single-family residential listings is adequate, and ample single-family residential properties are expected to be available.

The project could include the construction of walls for noise abatement along Bradley Avenue at the Rancho Mesa Mobile Home. If constructed, the walls would require temporary and

permanent easements for the properties that front Bradley Avenue in the Rancho Mesa Mobile Home Park and within the property immediately adjacent to the west (Greystone Village apartment complex). The estimated easement requirements are shown in Table 2-3 and the location of the Rancho Mesa Mobile Home Park and the Greystone Village apartment complex are shown on Figure 9 on page 2-19. The project would be developed in accordance with Title VI of the Civil Rights Act. Please refer to Appendix C, “Title VI Policy Statement.”

**Table 2-3. Property Acquisitions**

Property Type		Location	Address	Acquisition Type
1	Single Family Residence	Bradley Avenue and Burnett Street - Northwest corner	1700 Burnett Street	Full
2	Single Family Residence	Bradley Avenue and Burnett Street - Northeast corner	1701 Burnett Street	Full
3	Single Family Residence	Bradley Avenue and Berrydale Street - Northwest corner	1700 Berrydale Street	Full
4	Single Family Residence	Bradley Avenue and Berrydale Street - Northeast corner	1701 Berrydale Street	Full
5	Single Family Residence	Bradley Avenue and Mollison Avenue - Northwest corner	920 Bradley Avenue	Full
6	Single Family Residence	Bradley Avenue and Mollison Avenue - Southwest corner	921 Bradley Avenue	Full
7	Rancho Mesa Mobile Home Park	Bradley Avenue, north side	450 E. Bradley Avenue	Partial Temporary: 1,135-m <sup>2</sup> (12,217-ft <sup>2</sup> ) Permanent: 111-m <sup>2</sup> (1,195-ft <sup>2</sup> )
8	Greystone Village	Bradley Avenue	360 E. Bradley Avenue	Partial Temporary: 25-m <sup>2</sup> (269-ft <sup>2</sup> ) Permanent: 11-m <sup>2</sup> (118-ft <sup>2</sup> )

**No-Build Alternative**

Under the No-Build Alternative, no displacements would occur.

**Avoidance and Minimization Measures**

In an effort to decrease the amount of right-of-way required along Bradley Avenue, the Preferred Alternative would incorporate narrow shoulders and parking restrictions at its eastern terminus. These proposed project design features accommodate the existing right-of-way limitations while maintaining conformance with County design standards.



**LEGEND**

- Rancho Mesa Mobile Home Park (APN No. 337-141-60)
- Greystone Village apartment complex (APN No. 337-141-41)

Figure 9  
Location of Rancho Mesa Mobile Home Park and  
Greystone Village Apartment Complex

Additional minimization measures would address relocation activities as follows. All relocation activities would be conducted by the County in accordance with state and federal standards, including the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, as amended. Relocation resources would be available without discrimination to all displacees. Please refer to Appendix B, “Summary of Relocation Benefits,” and Appendix C, “Title VI Policy Statement.”

In an effort to avoid and/or minimize the impact of the residential acquisitions, the PDT investigated several design variations and alignment modifications to the Bradley Avenue component of the Preferred Alternative. These are discussed below.

#### Elimination of the Two-Way-Left-Turn Lane on Bradley Avenue

The elimination of the two-way-left-turn lane at the eastern end of the project would have required the placement of a center median, which, as a result, would have eliminated left-turn options along this portion of Bradley Avenue. The center median would have functioned as a barrier to prevent left turns, which, absent a dedicated lane, would have obstructed traffic flow and created potential safety conflicts.

The elimination of the left-turn options would have altered the current circulation of traffic such that all residents of the Cajon Manor Mobile Home Park and of Berrydale and Burnet Streets, as well as Bradley Liquor patrons, would have been required to complete a U-turn when either leaving or returning to their residences or business. As a result, the elimination of the left turn would have decreased the access options for the 55 mobile home residents who live in Cajon Manor Mobile Home Park, the 47 homeowners who live along Berrydale and Burnet Streets, and for business patrons of Bradley Liquor located on the south side of Bradley Avenue. Access options for the Cajon Manor Mobile Home Park and Bradley Liquor would have been restricted to right-in/right-out only on Bradley Avenue, and access for the Berrydale and Burnet Streets residences would have been restricted to right-in/right-out only on Berrydale and Burnet Streets.

With the median in place and the need to complete the U-turn movement mentioned above, emergency personnel would not have been able to continue to access efficiently the residents of the Cajon Manor Mobile Home Park and the residents who live along Berrydale and Burnet Streets. This could have increased response times.

With the lane removed and a median in place, a modified Diamond Interchange Alternative would still have required property acquisition, as it would have encroached upon the footprint of four residential structures and would have been located within 1.5 meters (5 feet) of two additional residential structures and within 3.1 meters (10 feet) of the driveways of two of the six affected homes. These distances would have been inconsistent with the City of El Cajon’s Municipal Code, which states that buildings will not be closer than 5 feet to any sidewalk or 10 feet from the right-of-way of a public street or private street or driveway.

Because the elimination of the left-turn lane would have created undesirable access issues and would not have avoided or substantially decreased impacts, the PDT did not move forward with the design modification. The existing right-of-way at the east end of the project limits also narrows substantially, as Bradley Avenue shifts abruptly from a four-lane road to a two-lane

road. Thus, in order to accommodate turning traffic, a two-way-left-turn pocket was incorporated into the median of the project design.

#### Transition Bradley Avenue to Two Lanes and Maintain a Two-Way-Left-Turn Pocket at the Bradley and Mollison Avenues Intersection

Consideration was given to transitioning Bradley Avenue back to two lanes at the eastern end of the project while maintaining a two-way-left-turn pocket. The result would have been a three-lane road with a maximum Average Daily Traffic (ADT) of 13,500. Because the projected ADT at this location is 24,000, this segment of Bradley Avenue would have functioned at LOS F, which is unacceptable. This design variation would have deviated from County design standards for Bradley Avenue as a four-lane facility and would have been inconsistent with the project as described in the RTIP/RTP. Therefore, this design variation was not implemented into the final project design.

#### Elimination of Sidewalks on Bradley Avenue at the Eastern End of the Project

Consideration was given to eliminating the sidewalks proposed at the eastern end of the project. Sidewalks are required for the Bradley Avenue road classification per the County's General Plan and they are encouraged by SANDAG policy. Elimination of the sidewalk along the north side of Bradley Avenue within this eastern segment would result in the elimination of all accessibility for the residents of the neighborhood north of Bradley Avenue.

It was found that even with the sidewalks removed as a project feature, right-of-way requirements would have required the continued acquisition of the impacted residences.

For these reasons, and because sidewalks at this location were previously determined to be feasible, this design variation was not implemented into the final project design.

#### Modification of Lane Configuration at the Bradley and Mollison Avenues Intersection

The current lane configuration proposed with the Preferred Alternative aligns with the current lane configuration of Bradley Avenue to the east side of the intersection, beyond the project terminus. A small shift of approximately 1.3 to 1.8 meters (4 to 6 feet) would be possible. However, a shift this minimal would not negate the acquisition need. A shift of the centerline large enough to avoid the full acquisition of the impacted residences would have required a shift to Bradley Avenue to the east side of the intersection. This, in turn, would have necessitated the full acquisition of residences on the east side of Mollison Avenue.

The PDT also considered combining the Bradley Avenue through lane and right-turn lane on the west side of the Bradley and Mollison Avenues intersection. This change was not considered reasonable due to traffic impacts at the intersection. Combining these two moves would have put 440 peak hour turns into one lane, which would have produced a queue length that would have blocked access to the left-turn pocket. This would have had a negative impact on the operation of the intersection.

For the reasons stated above, the PDT decided not to include these design variations into the final project design.

### **2.1.3.3 ENVIRONMENTAL JUSTICE**

#### ***Regulatory Setting***

All projects involving a federal action (funding, permit, or land) must comply with Executive Order (EO) 12898, Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations, signed by President Clinton on February 11, 1994. This EO directs federal agencies to take the appropriate and necessary steps to identify and address, to the greatest extent practicable and permitted by law, disproportionately high and adverse effects of federal projects on the health or environment of minority and low-income populations. Section 673(2) of the Omnibus Budget Reconciliation Act (OBRA) of 1981 (42 U.S.C. 9902(2)) requires the Secretary of the Department of Health and Human Services to update, at least annually, the poverty guidelines, which will be used as an eligibility criterion for the Community Services Block Grant program. The poverty guidelines also are used as an eligibility criterion by a number of other Federal programs. For 2006, the poverty guideline for a family of four was \$20,000.

All considerations under Title VI of the Civil Rights Act of 1964 and related statutes have also been included in this project. The Department's commitment to upholding the mandates of Title VI is evidenced by its Title VI Policy Statement.

#### ***Affected Environment***

The study area used for the analysis included the 2000 U.S. Census of Population and Housing census tract block groups located adjacent to the project site (see Figure 8). The study area is intended to encompass an area where population and housing impacts of construction and operation of the project could reasonably occur. In order to provide a perspective of the study area relative to the surrounding demographic characteristics of the region, the Bostonia CDP, which includes portions of the five census tract block groups, as well as the Community Plan and the county areas, is referenced for comparative purposes only.

Table 2-4 presents the project's regional and local racial/ethnic characteristics as reported in the 2000 U.S. Census. The total population in the county was 2,813,833. Of the total population, the White origin (Non-Hispanic) segment was the largest group (55 percent), while Hispanic or Latino persons comprised the next largest group (26.7 percent). The remaining 18.3 percent, in order by descending proportions, were Asian, Black, Multi-Racial, Native American, Native Hawaiian/Pacific Islander, and Other.

As noted in Table 2-4 on the following page, of the total population in the study area in 2000, persons of Hispanic or Latino origin accounted for 18.7 percent, while Non-Hispanic White persons totaled 70.6 percent. The proportion of persons of Non-Hispanic White within the project study area was larger than the county (55.0 percent) but comparable to Bostonia CDP (73.2 percent). The proportion of persons of Hispanic or Latino origin was smaller in the Bostonia CDP (16.6 percent) and the project study area (18.7 percent) when compared to the county (26.7 percent).

As shown in Table 2-5 (see below), of those residing within the county, 25.7 percent of the population were under 18 years of age in 2000, while 11.2 percent were 65 years of age and

over. Table 2-5 indicates that the Bostonia CDP had a similar distribution for persons under 18 years of age and 65 years of age and over, at 28.3 percent and 11.6 percent, respectively.

**Table 2-4. Baseline Regional and Local Population Characteristics (2000)**

Area	Total:	White	%	Black	%	Native American	%	Asian	%	Native Hawaiian / Pacific Islander	%	Other Race	%	Two Or More Races	%	Hispanic or Latino:	%
San Diego County	2,813,833	1,548,833	55.04	154,487	5.49	15,253	0.54	245,297	8.72	12,164	0.43	5,822	0.21	81,012	2.88	750,965	26.69
Bostonia CDP	15,169	11,103	73.20	574	3.78	100	0.66	211	1.39	48	0.32	27	0.18	583	3.84	2,523	16.63
Study Area	8,833	6,238	70.62	359	4.06	55	0.62	175	1.98	34	0.38	13	0.15	308	3.49	1,651	18.69
Census Tract 162.02	3,465	1,951	56.31	322	9.29	33	0.95	163	4.70	14	0.40	8	0.23	161	4.65	813	23.46
Block Group 1	915	588	64.26	48	5.25	11	1.20	42	4.59	5	0.55	2	0.22	28	3.06	191	20.87
Census Tract 165.01	8,733	6,106	69.92	422	4.83	49	0.56	161	1.84	31	0.35	16	0.18	355	4.07	1,593	18.24
Block Group 1	1,470	1,046	71.16	48	3.27	5	0.34	26	1.77	3	0.20	0	0.00	55	3.74	287	19.52
Block Group 2	1,418	1,139	80.32	36	2.54	3	0.21	16	1.13	1	0.07	4	0.28	38	2.68	181	12.76
Block Group 3	3,115	2,121	68.09	171	5.49	27	0.87	64	2.05	20	0.64	7	0.22	115	3.69	590	18.94
Census Tract 165.02	6,711	4,712	70.21	223	3.32	51	0.76	94	1.40	16	0.24	14	0.21	282	4.20	1,319	19.65
Block Group 4	1,915	1,344	70.18	56	2.92	9	0.47	27	1.41	5	0.26	0	0.00	72	3.76	402	20.99

Note: The study area consists of the five block groups within three census tracts adjacent to the project (See Figure 8).

**Table 2-5. Baseline Regional and Local Population Characteristics - Age (2000)**

Area	Total Population	Age			
		Under 18	%	65 and Over	%
San Diego County	2,813,833	723,661	25.72	313,750	11.15
Bostonia CDP	15,169	4,293	28.30	1,754	11.56
Study Area	8,833	2,406	27.24	863	9.77
Census Tract 162.02	3,465	896	25.86	157	4.53
Block Group 1	915	200	21.86	41	4.48
Census Tract 165.01	8,733	2,382	27.28	822	9.41
Block Group 1	1,470	409	27.82	108	7.35
Block Group 2	1,418	385	27.15	236	16.64
Block Group 3	3,115	807	25.91	337	10.82
Census Tract 165.02	6,711	2,067	30.80	644	9.60
Block Group 4	1,915	605	31.59	141	7.36

Note: The study area consists of the five block groups within three census tracts adjacent to the project.

Table 2-6 on the following page presents regional and local housing occupancy characteristics. As shown, the percentage of occupied residential units in the county is 95.6 percent; the rate in the study area (96.4 percent) is comparable.

Table 2-7 below presents regional and local housing tenure characteristics. As shown, percentages of owner-occupied residential units in the county (55.4 percent) and the study area (41.2 percent) differ by approximately 14 percent.

**Table 2-6. Baseline Regional and Local Housing Characteristics – Occupancy (2000)**

Area	Total Units	Occupied Units	%	Vacant Units	%	Persons Per Household
San Diego County	1,040,149	994,677	95.63	45,472	4.37	2.73
Bostonia CDP	5,819	5,640	96.92	179	3.08	2.67
<i>Study Area</i>	<i>3,532</i>	<i>3,406</i>	<i>96.43</i>	<i>126</i>	<i>3.57</i>	<i>3</i>
Census Tract 162.02	1,520	1,446	95.13	74	4.87	2.37
Block Group 1	456	439	96.27	17	3.73	2
Census Tract 165.01	3,580	3,461	96.68	119	3.32	2.51
Block Group 1	606	595	98.18	11	1.82	2.47
Block Group 2	524	513	97.90	11	2.10	2.76
Block Group 3	1,331	1,257	94.44	74	5.56	2.44
Census Tract 165.02	2,306	2,264	98.18	42	1.82	2.91
Block Group 4	615	602	97.89	13	2.11	3.13

Note: The study area consists of the five block groups within three census tracts adjacent to the project.

**Table 2-7. Baseline Regional and Local Housing Characteristics – Tenure (2000)**

Area	Total Units	Occupied Units	Owner Occupied Units	%	Renter Occupied Units	%
San Diego County	1,040,149	994,677	551,461	55.44	443,216	44.56
Bostonia CDP	5,819	5,640	2,480	43.97	3,160	56.03
<i>Study Area</i>	<i>3532</i>	<i>3406</i>	<i>1404</i>	<i>41.22</i>	<i>2002</i>	<i>58.78</i>
Census Tract 162.02	1,520	1,446	118	8.16	1,328	91.84
Block Group 1	456	439	39	8.88	400	91.12
Census Tract 165.01	3,580	3,461	1,228	35.48	2,233	64.52
Block Group 1	606	595	293	49.24	302	50.76
Block Group 2	524	513	400	77.97	113	22.03
Block Group 3	1,331	1,257	401	31.90	856	68.10
Census Tract 165.02	2,306	2,264	769	33.97	1,495	66.03
Block Group 4	615	602	271	45.02	331	54.98

Note: The study area consists of the five block groups within three census tracts adjacent to the project.

To determine the income and poverty characteristics for the study area, data were obtained from the 2000 U.S. Census at the tract level. The data in Table 2-8 on the following page indicate that per capita income (PCI) for the project study area population was \$17,191 in 1999. This was lower than the PCI for the county, which was \$22,926 in 1999. The PCI for the project study area was comparable to the PCI for the Bostonia CDP, which was \$17,328. Census Tract 165.01 Block Group 2 had the highest PCI at \$24,552. Census Tract 165.01 Block Group 1 had a PCI of \$17,470, which was representative of the entire study area. For the other three block groups, Census Tract 162.02 Block Group 1 had a PCI of \$14,982, Census Tract 165.01 Block Group 3 had a PCI of \$14,903, and Census Tract 165.02 Block Group 4 had a PCI of \$14,047.

**Table 2-8. Baseline Regional and Local Housing Characteristics – Income/Poverty (1999)**

Area	Total Population	Per Capita Income (\$)	Below Poverty Threshold	%
San Diego County	2,813,833	22,926	338,399	12.43
Bostonia CDP	15,169	17,328	1,831	12.46
<i>Study Area</i>	8,833	17,191	256	13.51
Census Tract 162.02	3,465	17,000	376	10.85
Block Group 1	915	14,982	132	15.02
Census Tract 165.01	8,733	17,160	1,129	13.16
Block Group 1	1,470	17,470	165	11.51
Block Group 2	1,418	24,552	58	4.05
Block Group 3	3,115	14,903	420	13.71
Census Tract 165.02	6,711	14,780	1,071	16.11
Block Group 4	1,915	14,047	503	23.29
Note: The study area consists of the five block groups within three census tracts adjacent to the project.				

Data on the numbers of persons below the poverty threshold in the study area are similarly indicative of a disadvantaged population (see Table 2-8). The population below the poverty threshold in 1999 was higher in the study area (13.5 percent) than in the county (12.4 percent) or Bostonia CDP (12.5 percent). In addition, within the five block groups comprising the study area, the range was quite large: Census Tract 165.01 Block Group 2 had the lowest percentage under the poverty threshold (4.1 percent) and Census Tract 165.02 Block Group 4 had the highest (23.3 percent).

Based on these above data, it is evident that the project study area and the project vicinity contain low-income populations.

### ***Environmental Consequences***

#### ***Preferred Alternative***

For the Preferred Alternative, all impacts that would potentially result from the implementation of this alternative were considered for their effects on minority and low-income populations. According to the 2000 U.S. Census demographic data, low-income populations are evident in the project study area and the project vicinity, however, the racial/ethnic characteristics of the population within this area are primarily of White origin (Non-Hispanic), and, therefore, are not considered a minority group.

As discussed in Section 2.1.3.2, “Relocations,” implementation of the Preferred Alternative would result in the acquisition of six complete properties and two partial properties to the west of the Bradley Avenue/Mollison Avenue intersection. The PDT has investigated several scenarios in an attempt to avoid acquisition of these properties, including different Bradley Avenue widening variations (refer to Section 2.1.3.2, “Relocations”). All avoidance measures investigated would result in additional impacts elsewhere and would involve deviating from existing highway and County public roadway design standards, including development standards as discussed in Section 17.54 of the City of El Cajon “Planned Unit Development” (applicable to single family residential zone R-I-6) which require residential setbacks of 6.1-meter ([20-feet]

front), 3.1-meter ([10-feet] side), 4.6-meter ([15-feet] rear) and 1.5-meter ([5-feet] interior). Furthermore, consistent with the impacts of the Preferred Alternative, impacts from the avoidance scenarios would also affect low-income populations. Therefore, none of these avoidance scenarios were deemed to be advantageous in comparison to the project design.

The project entails the potential construction of noise walls along Bradley Avenue at the Rancho Mesa Mobile Home Park to protect residences from traffic noise generated along the roadway. If the walls are constructed, temporary and permanent easements for the properties that front Bradley Avenue in the Rancho Mesa Mobile Home Park, and within the property immediately adjacent to the west (Greystone Village apartment complex), would be required. It is anticipated that this would affect 17 residences in the Rancho Mesa Mobile Home Park and one structure in the Greystone Village apartment complex. As part of the Noise Abatement Decision Report (NADR) process, the residents that would be protected by the potential walls would be given the opportunity to provide their input, which would be taken into consideration when determining whether the walls would be constructed, along with the final location and design of the walls. A final decision on the installation of abatement measures would be made upon completion of the project design and the public involvement process.

Project impacts identified and discussed within this IS/EA that would potentially result from the implementation of Preferred Alternative, but that are not directly related to the acquisition of properties, would not be substantial under NEPA with the integration of avoidance and minimization measures. The proposed avoidance and minimization measures are expected to be of equal efficacy for all groups. Therefore, exclusive of impacts directly associated with the acquisition of properties, all other potential project impacts would not be substantial, and no disproportionately high and adverse effects to minority and low-income populations from these impacts would occur. A discussion of impacts directly associated with the acquisition of properties is provided below.

Of the six properties to be displaced by the project, five are located in Census Tract 165.01, Block Group 2, which had the lowest poverty rate of all areas evaluated (see Table 2-8). The sixth displaced residence is located in Census Tract 165.01, Block Group 3. Although this block group has a higher poverty rate than the county or the Bostonia CDP, 13.7% compared to 12.4% and 12.5% percent respectively, the difference is small. In addition, a review of on-the-ground conditions reveals that the property to be removed likely has more in common with the single-family dominated characteristics of Census Tract 165.01, Block Group 2, and likely shares more similar demographic characteristics with that block group than with Census Tract 165.01, Block Group 3.

As indicated in Table 2-8, the income characteristics of Census Tract 165.01, Block Groups 1 and 3, Census Tract 165.02, Block Group 1, and the Bostonia CDP, in terms of the percentage of persons below the poverty threshold, are similar to those of the county. Additionally, the avoidance scenarios discussed in Section 2.1.3.2 would result in impacts on persons located within the same census tract areas as those affected by the Preferred Alternative. Therefore, the acquisition of six complete properties and two partial properties west of the Bradley Avenue/Mollison Avenue intersection would not result in disproportionately high and adverse effects to low-income populations in the project area. Based on 2000 U.S. Census demographic

data, the racial/ethnic characteristics of the population within project study area and the project vicinity do not indicate minority group presence.

The project would be developed in accordance with Title VI of the Civil Rights Act of 1964, which provides that no person in the United States shall, on the grounds of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving federal financial assistance. In addition, the project would be developed in conformity with related statutes and regulations mandating that no person in the State of California shall, on grounds of race, color, sex, age, national origin, or disabling condition, be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination under any program or activity administered by or on the behalf of the Department.

Based on the above discussion and analysis, the Preferred Alternative would not cause disproportionately high and adverse effects on any minority or low-income populations as per EO 12898 regarding environmental justice.

#### No-Build Alternative

Under the No-Build Alternative, no displacements or effects to the environment would occur, and minority or low-income populations would not be affected. Therefore, no effects involving environmental justice would occur.

#### **Avoidance and/or Minimization Measures**

All relocation activities would be conducted by the County in accordance with state and federal standards, including the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, as amended. Relocation resources would be available without discrimination to all displacees. Please refer to Appendix B, "Summary of Relocation Benefits," and Appendix C, "Title VI Policy Statement."

#### **2.1.4 Utilities/Emergency Services**

The information presented in this section is based on the March 2006 CIA and October 2006 Draft PR prepared for this project, which are incorporated by reference.

#### **Affected Environment**

##### Utilities

The project area is served by San Diego Gas & Electric as the primary supplier of natural gas and electricity. The City of El Cajon is a member of the San Diego Metropolitan Sewer District, and Universal Refuse Removal Company is presently franchised by the City to provide scheduled trash pick up and recycling operations. Helix Water District provides water service for the area, and Padre Dam Municipal Water District provides sewer service. In addition, Pacific Bell provides telephone service and Cox Communications is the cable television provider within the project area.

## Services

Fire protection and paramedic service within the city and adjacent areas are provided by El Cajon Fire Department in cooperation with six surrounding fire agencies that participate in the Heartland Automatic Aid Agreement. The city is currently served by four fire stations.

## ***Environmental Consequences***

### ***Preferred Alternative***

The project would not result in a demand for new facilities or services. The project would not result in an increase in population, and thus would not increase demand for community services. The widening of the street and the improvement of the street and interchange would not have an impact on existing services, with the exception that these improvements would likely result in improved emergency response times for emergency response vehicles.

During construction activities, the project would temporarily affect various utilities in the immediate project area. The relocation area for these utilities is comparable in terms of amenities, public utilities, and accessibility to public services. Minimization measures are identified to address temporary utility relocation impacts.

Construction activities have the potential to result in temporary, localized, site-specific disruptions in the project area, potentially involving partial and/or complete street and lane closures and detours. This could lead to an increase in delay times for emergency response vehicles during construction.

### ***No-Build Alternative***

No effects to utilities are anticipated to occur under this alternative.

## ***Avoidance and Minimization Measures***

The County would coordinate all utility relocation work with the affected utility companies to ensure minimal disruption to customers in the service areas during construction. At a minimum, plans will be forwarded to Helix Water District and Padre Dam MWD. The potential for disruption or obstruction of emergency services access in the project area to occur as a result of construction activities would be avoided with the preparation of a construction staging plan, traffic management plan (TMP), and an access management plan (AMP). These plans would be written by the County's traffic operations staff. The TMP would include a public awareness campaign to ensure that the public is aware of when and where any utility disruptions would occur. The AMP would be designed in coordination with emergency services personnel to ensure that the communities within the project vicinity would remain accessible during the construction phase. Additionally, the County will submit plans to Padre Dam MWD and the Helix Water District for review and input. Please refer to Appendix D, "Environmental Commitments," for a summary of the avoidance and minimization measures of the preferred alternative.

### **2.1.5 Traffic and Transportation/Pedestrian and Bicycle Facilities**

The information presented in this section is based on the Traffic Analyses from January and October 2004 and March 2006, and the April 2004 Series 9 and Series 10 Traffic Model Comparison prepared for this project, which are incorporated by reference.

#### ***Regulatory Setting***

The Department, as assigned by FHWA, directs that full consideration should be given to the safe accommodation of pedestrians and bicyclists during the development of federal-aid highway projects (see 23 CFR 652). It further directs that the special needs of the elderly and the disabled must be considered in all federal-aid projects that include pedestrian facilities. When current or anticipated pedestrian and/or bicycle traffic presents a potential conflict with motor vehicle traffic, every effort must be made to minimize the detrimental effects on all highway users who share the facility.

The Department is committed to carrying out the 1990 Americans with Disabilities Act (ADA) by building transportation facilities that provide equal access for all persons. The same degree of convenience, accessibility, and safety available to the general public will be provided to persons with disabilities.

#### ***Affected Environment***

The following major roadways within the study area were included in the analysis:

**State Route 67.** In the study area, the SR-67 mainline has three northbound and four southbound lanes. North of the Bradley Avenue interchange, a total (two-way) of 5,906 vehicles per hour (vph) use SR-67 during the a.m. peak hour, and 8,081 during the p.m. peak hour. South of the Bradley Avenue interchange, 6,154 vph travel on SR-67 during the a.m. peak hour, and 8,876 during the p.m. peak hour.

**Bradley Avenue.** Bradley Avenue between Graves Avenue and Mollison Avenue is classified as a four-lane roadway in the Circulation Element of the County General Plan. Between SR-67 and Mollison Avenue, Bradley Avenue varies in width from two lanes to four lanes. There is one lane in each direction from the SR-67 northbound on- and off-ramps to Graves Avenue. East of Mollison Avenue, Bradley Avenue narrows to two lanes, and is located in the city of El Cajon where it is classified as a four-lane secondary highway.

A single 1.5-meter (5-foot) sidewalk extends along the north side Bradley Avenue from Magnolia Avenue to Graves Avenue. To the west of Magnolia Avenue, sidewalks are located along both sides of Bradley Avenue. Discontinuous sidewalks of varying widths and composition are located along both sides of Bradley Avenue to the east of Graves Avenue. No established bike lanes are located in the project area.

**Mollison Avenue.** Mollison Avenue is located in the city of El Cajon and is classified as a four-lane secondary thoroughfare. Presently, Mollison Avenue is constructed to provide four (4) lanes and is consistent with the City of El Cajon's classification. Sidewalks extend along both the

east and west sides of Mollison Avenue within the project limits. The 1.5-meter (5-foot) sidewalks are set back approximately 3.1 meters (10 feet) from the roadway.

### Traffic Conditions

Local and through commercial, industrial, and residential traffic use the Bradley Avenue interchange and overpass to either access, exit, or traverse SR-67. Presently, Bradley Avenue carries 11,516 daily vehicles between Graves Avenue and Mollison Avenue. The County's LOS C capacity for two-lane Light Collector roads is 7,100 daily vehicles. Baseline ADT volumes within the project area, along with projected 2010 and 2030 ADT volumes, are shown in Table 2-9.

**Table 2-9. Average Daily Traffic Volumes**

Description	Average Daily Traffic (ADT)			
	Baseline Conditions	2010	2030 No-Build Alternative	2030 Preferred Alternative
SR-67, south of Bradley Avenue	95,230	113,400	146,600	147,700
SR-67, north of Bradley Avenue	85,600	106,200	142,300	143,400
Northbound Off-ramp	9,600	nc	12,100	13,200
Northbound On-ramp	4,000	nc	6,300	6,500
Southbound Off-ramp	4,600	nc	8,700	9,700
Southbound On-ramp	8,700	nc	11,700	12,200
Bradley Avenue, west of SR-67	21,004	22,100	23,000	25,500
Bradley Avenue, west of Magnolia Avenue	16,811	20,000	25,100	26,000
Bradley Avenue, east of SR-67	17,650	23,300	29,400	32,800
Bradley Avenue, east of Graves Avenue	11,516	17,500	23,200	27,200
nc = not computed				

Following the construction of the Bradley Avenue interchange in 1966, the increase in population within East County, including the area adjacent to the project, exceeded the capacity expectations for the interchange. Baseline (Year 2002) conditions for the SR-67 on- and off-ramp intersections with Bradley Avenue operate under congested conditions and at unacceptable levels of service (LOS) of E or F during the a.m. peak hour and at LOS F during the p.m. peak hour. The segment of Bradley Avenue between Graves and Mollison Avenues operates at an unacceptable LOS of E. Refer to Tables 1-2 and 1-3 in Chapter 1 of this document for summaries of the baseline morning and evening peak hour LOS, and average daily traffic LOS for the segment of Bradley Avenue between Mollison and Graves Avenues.

High traffic volumes at the interchange, and at local intersections in the project area, contribute to deficient operating conditions, increased congestion, and additional vehicle delay. The heavy congestion at the interchange results in substantial spillover traffic along residential streets. Additionally, the closely spaced intersections on Bradley Avenue between Mollison Avenue and Magnolia Avenue require these intersections to be operated as a unit to ensure that gridlock does not occur.

Traffic congestion is projected to degrade to LOS F during the a.m. and p.m. peak hours at SR-67 on- and off-ramp intersections with Bradley Avenue by 2010. The Bradley Avenue intersection with Magnolia Avenue is projected to operate at LOS C during a.m. peak hour and at LOS F during p.m. peak hour in 2030, while the Bradley Avenue/Graves Avenue intersection is projected to operate at LOS F during both a.m. and p.m. peak hours in 2030. In addition, the roadway segment along Bradley Avenue from Graves Avenue to Mollison Avenue is projected to operate at LOS F by 2030.

**Environmental Consequences**

Mobility conditions for the study area were assessed based on intersection LOS. An intersection is assumed to operate under acceptable conditions at LOS D or better (A through D). Therefore, any study intersection in the traffic analysis with an LOS of E or F is considered to operate at an unacceptable LOS.

Preferred Alternative

As shown in Table 2-9, Bradley Avenue carries 11,516 daily vehicles between Graves Avenue and Mollison Avenue. Under the Diamond Interchange scenario, this number is expected to increase to 17,500 daily vehicles by 2010 and to 27,200 daily vehicles by 2030. Under the Preferred Alternative, this roadway segment would operate at LOS C/D in 2030.

A.m. and p.m. peak hour LOS analyses were conducted for year 2030. Under the Preferred Alternative, all of the intersections within the project limits are expected to operate at acceptable LOS during the a.m. and p.m. peak hours, as shown in Table 2-10 below.

**Table 2-10. Preferred Alternative 2030 Intersection Peak Hour LOS**

Intersection	2030 Future With Project	
	A.M. Peak Hour	P.M. Peak Hour
	LOS	LOS
Bradley Avenue at SR-67 SB Ramps	B	B
Bradley Avenue at SR-67 NB Ramps	B	B
Bradley Avenue and Graves Avenue	C	C
Bradley Avenue and Magnolia Avenue	C	D
Bradley Avenue and Mollison Avenue	C	C

**A.M. and P.M. Peak Hour**

Table 2-11 summarizes the LOS of the Preferred Alternative and the No-Build Alternative for the project site intersections during the a.m. and p.m. peak hours. An examination of the data in Table 2-11 (see below) indicates that the Preferred Alternative improvements would have a positive effect on the intersections of Bradley Avenue with Magnolia Boulevard, Mollison Avenue, Graves Avenue, and the SR-67 ramps, which are expected to operate acceptably at LOS D or better during the a.m. and p.m. peak hours by 2030.

**Table 2-11. 2030 Peak Hour LOS for Project Intersections**

Intersection	2030 Future A.M. Peak Hour		2030 Future P.M. Peak Hour	
	No-Build Alternative	Preferred Alternative	No-Build Alternative	Preferred Alternative
	LOS	LOS	LOS	LOS
Bradley Avenue at SR-67 SB Ramps	<b>F</b>	B	<b>F</b>	B
Bradley Avenue at SR-67 NB Ramps	<b>F</b>	B	<b>F</b>	B
Bradley Avenue and Graves Avenue	<b>F</b>	C	<b>F</b>	C
Bradley Avenue and Magnolia Avenue	C	C	<b>F</b>	D
Bradley Avenue and Mollison Avenue	N/A	C	N/A	C
<b>BOLD</b> Indicates unacceptable operating conditions				

The driveway extending between Bradley Avenue and the Starlight Mobile Home Park would be re-graded and paved to provide a smooth transition between the roadway and the mobile home parking lot and meet Americans with Disabilities Act requirements. As part of this work, minor re-paving in a portion of the parking lot to accommodate this change would occur. Construction is expected to take less than a week to complete and will be coordinated with the mobile home park owner.

Construction activities would result in temporary, localized, and site-specific disruptions involving construction-related traffic changes from trucks and equipment in the area. Existing access points and circulation routes to and from the surrounding area would all remain open. The TMP would include a public awareness campaign to ensure that the public is aware of when and where any temporary traffic lane modifications or detours would occur. Detour plans and lane closures would be provided during the Plans, Specifications and Estimates phase of the project. It is anticipated that access to all residences and businesses that are not acquired as part of the project prior to construction would be maintained during construction.

Since the project construction activities would be temporary and would have effects similar to those associated with typical construction activities, potentially adverse effects would be minimized to an acceptable level with the incorporation of avoidance and minimization measures. Other than the short-term access disruptions related to project construction, no permanent barriers to neighborhood access are expected. Existing access points and circulation routes to and from the surrounding area would all remain open, and access to all residences and businesses that were not acquired as part of the project would be maintained during construction. During construction, traffic and pedestrian access across the bridge would be maintained through staged construction; the northern portion of the bridge would be constructed first, followed by demolition and reconstruction of the southern portion. By relieving congestion on Bradley Avenue, it is anticipated that the existing delays at the on- and off-ramp intersections with the local streets would decrease, which in turn would reduce the backup on the off-ramps from the SR-67 freeway.

#### Bikes and Pedestrians

Under the Preferred Alternative, 1.5-meter (5-foot) wide shoulders, which could be used as Class 2 bike lanes, would be provided on both sides of Bradley Avenue along the entire length of the

project. In addition, from Magnolia Avenue to Graves Avenue, a 1.5-meter (5-foot) sidewalk would be installed along the north side of Bradley Avenue, with 1.5-meter (5-foot) sidewalks along the north and south sides of Bradley Avenue from Graves Avenue to Mollison Avenue. All pedestrian facilities would be provided in compliance with the ADA requirements. Pedestrian access would be maintained throughout construction.

**No-Build Alternative**

Under the No-Build Alternative, no improvements to the interchange or Bradley Avenue would occur. No additional lanes would be provided and no congestion improvement measures would be incorporated. Shoulders, which could be used as Class 2 bike lanes, would not be constructed and no improvements would be made to pedestrian facilities. The ramp intersections would not be adjusted and the Bradley Avenue overcrossing would remain a two-lane structure across SR-67. Baseline conditions for the existing on- and off- ramp intersections with Bradley Avenue operate at LOS E or F, and are projected to operate at LOS F in 2030 with no improvements to the existing facility.

The a.m. and p.m. peak hour LOS analyses were conducted for the year 2030 under the Future No-Build Alternative. The intersection LOS results are summarized in Table 2-12.

**Table 2-12. Future 2030 Peak Hour LOS Analysis –No-Build Alternative**

Intersection	2030 Future Without Project	
	A.M. Peak Hour	P.M. Peak Hour
	LOS	LOS
Bradley Avenue at SR-67 SB Ramps	<b>F</b>	<b>F</b>
Bradley Avenue at SR-67 NB Ramps	<b>F</b>	<b>F</b>
Bradley Avenue and Graves Avenue	<b>F</b>	<b>F</b>
Bradley Avenue and Magnolia Avenue	C	<b>F</b>
Bradley Avenue and Mollison Avenue	N/A	N/A
<b>BOLD</b> Indicates unacceptable operating conditions		

The existing roadway geometrics on Bradley Avenue would result in the roadway operating at unacceptable LOS F under 2030 conditions. Based on the traffic analyses performed, the Bradley Avenue intersection with Magnolia Avenue would operate at LOS C during the a.m. peak hour and at LOS F during the p.m. peak hour in 2030, while the Bradley Avenue intersection with Graves Avenue would operate at LOS F during both the a.m. and p.m. peak hours in 2030. In addition, the roadway segment along Bradley Avenue from Graves Avenue to Mollison Avenue would operate at LOS F by 2030, with an ADT of 23,200 vehicles, as shown in Table 2-12.

The results of year 2030 traffic analysis for the No-Build Alternative indicate that projected heavy growth in traffic volumes by 2030 would result in unsatisfactory operating conditions throughout the study area.

### **Avoidance and Minimization Measures**

No permanent operational impacts as a result of the Preferred Alternative are anticipated that would result in adverse impacts under NEPA. The potential for substantial disruptions or obstructions to vehicular and pedestrian traffic in the project area related to temporary construction activities would be minimized with the preparation and implementation of a construction staging plan, TMP, and AMP. The TMP would include a public awareness campaign to ensure that the public is aware of when and where any utility disruptions would occur. The AMP would be designed in coordination with emergency services personnel to ensure that the communities within the project vicinity would remain accessible during the construction phase.

#### **2.1.6 Visual/Aesthetics**

The information presented in this section is based on the June 2007 Visual Impact Assessment (VIA) and December 2007 VIA Memorandum prepared for this project, which are incorporated by reference.

#### **Regulatory Setting**

NEPA of 1969 as amended establishes that the federal government use all practicable means to ensure all Americans safe, healthful, productive, and *aesthetically* (emphasis added) and culturally pleasing surroundings (42 U.S.C. 4331[b][2])). To further emphasize this point, FHWA in its implementation of NEPA (23 U.S.C. 109[h]) directs that final decisions regarding projects are to be made in the best overall public interest, taking into account adverse environmental impacts, including, among others, the destruction or disruption of aesthetic values.

Likewise, CEQA establishes that it is the policy of the state to take all action necessary to provide the people of the state “with...enjoyment of *aesthetic* (emphasis added), natural, scenic and historic environmental qualities.” (CA Public Resources Code Section 21001[b].)

#### **Affected Environment**

##### **Project Setting**

The region surrounding the project site is characterized by urban and suburban development constructed during the 1950s and 1960s. The city of El Cajon and adjacent land within the county is set in the El Cajon Valley, which is surrounded by Fletcher Hills in the west and south and the foothills of the Cuyamaca Mountains in the east. Varied topography in the area intermixes flat lands with hilly areas covered by grasslands and brush. Developed and undeveloped hillsides are distantly visible in the vicinity of the project site. Structures of various sizes, including residential, commercial, and industrial buildings, are visible throughout; paved roadways provide access, and power lines are common. There are no major regional viewpoints or viewsheds contained within the project vicinity.

The immediate project area is typical of the overall urban setting in the surrounding area, with paved roads, ornamental vegetation, streetlights, traffic lights, utility poles/lines, and a mixture of residential, commercial, and industrial buildings of various heights and sizes.

The project site is on the valley floor, with surrounding developed hillsides to the north, south, and east at various distances. The eastern hillside area is most prominent, with two hills rising steeply from the offsite eastern terminus of Bradley Avenue; the northern hill contains one single-family residence on the hilltop, and the southern hill's ridgeline contains additional single-family development.

Due to the linear nature of the project, three landscape units were selected for project analysis in order to best represent a selection of views of the project features from various surrounding areas (see Figure 10 on page 2-37).

#### Eastern Bradley Avenue Landscape Unit

The Eastern Bradley Avenue Landscape Unit is located along the alignment of the improvements to Bradley Avenue east of SR-67. This landscape unit primarily includes residential uses, commercial uses, parking lots, and office buildings. It is typified by single-level and two-level buildings surrounded by ornamental landscaping and small parking lots. Bradley Avenue and its variable right-of-way improvements is a recognizable feature within this landscape unit.

Structures, paved roadways, and ornamental vegetation dominate the landscape, with power lines visible throughout much of the area. The area lacks visual integrity and coherence due to the inconsistency in street improvements and land uses. Ornamental vegetation enhances the setting by providing beneficial screening of certain structures and a source of visual relief and variance. The unit is devoid of prominent visual resources; distant hillsides are present but are often screened by structures or vegetation and obstructed by utility lines.

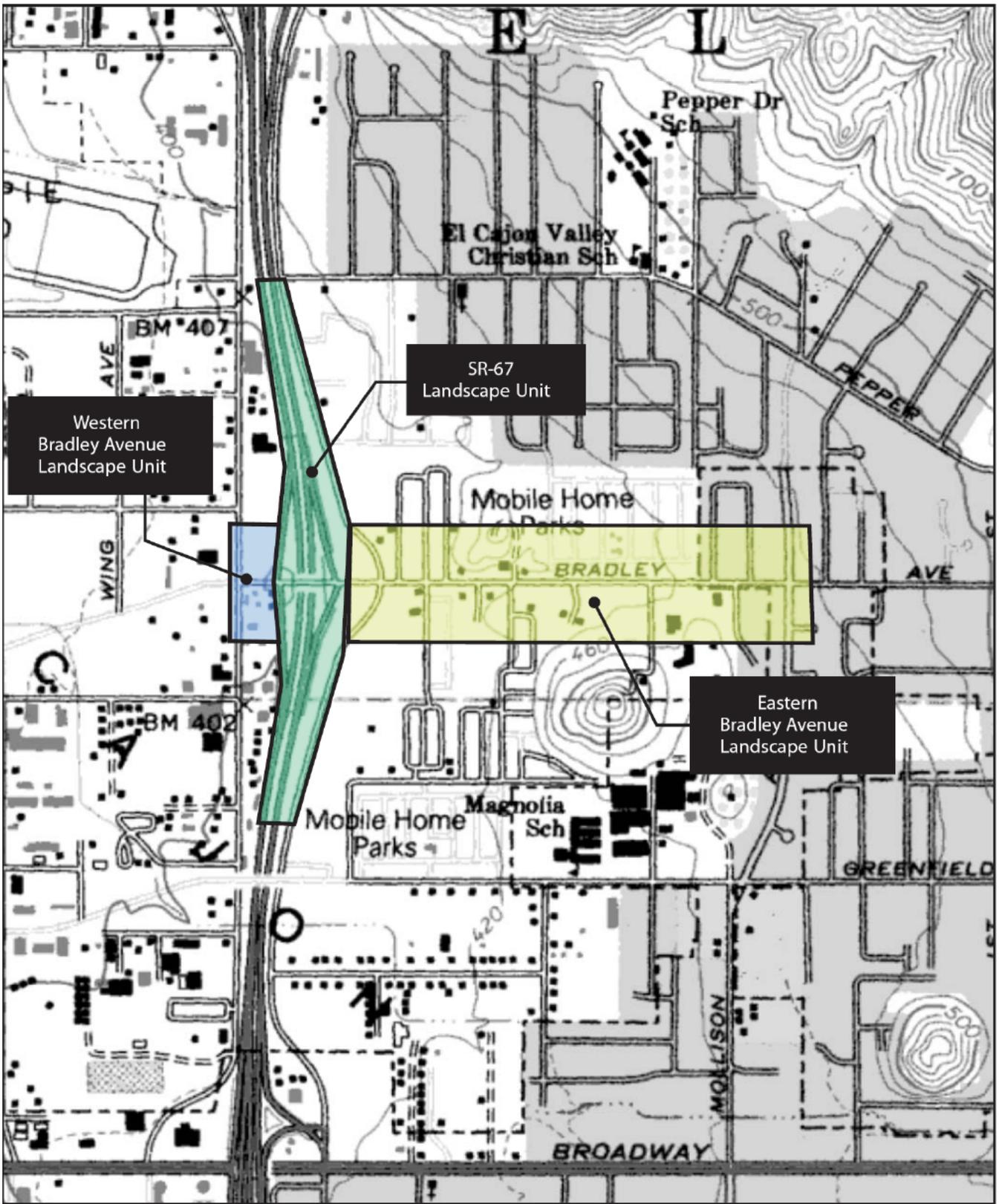
Two key viewpoints were selected for analysis of impacts to the Eastern Bradley Avenue Landscape Unit. One viewpoint is located on the north side of the roadway and just west of Burnet Street, oriented toward the east. The second viewpoint is located on the south side of the roadway near the Bradley Avenue/Burnet Street intersection (just west of the first key viewpoint), oriented toward the west.

#### Western Bradley Avenue Landscape Unit

The Western Bradley Avenue Landscape Unit is located along the Bradley Avenue roadway alignment west of SR-67. The area is dominated by large commercial structures, commercial-related signage, parking lots, and utility lines. Views include commercial businesses with minor amounts of ornamental landscaping, small parking lots, large signs, streetlights, and utility poles and lines. It is devoid of notable visual resources, and distant hillside views are obstructed by structures, power lines, streetlights, and other elements commonly associated with an urban/commercial setting. The key viewpoint selected for the Western Bradley Avenue Landscape Unit is located near the Bradley Avenue/Magnolia Avenue intersection, looking east toward the freeway ramps and overcrossing.

#### State Route 67 Landscape Unit

The SR-67 Landscape Unit is located along northbound and southbound SR-67 as the freeway approaches the Bradley Avenue interchange. The project site is within a noticeable urban, commercial setting marked by variably sized buildings, signs, ornamental landscaping, streetlights, utility poles, and other elements commonly associated with an urban/commercial setting. However, the ample space provided by the freeway alignment allows wide-open views



Source: USGS 7.5' Quad Map - El Cajon, CA



Not to Scale

Figure 10  
Landscape Units

of the sky and distant development. The Bradley Avenue ramps traverse graded slopes covered in nonnative grassland and sparse shrubs, as is common of freeway ramps throughout this stretch of SR-67. Maintained landscape features do not appear until south of the Greenfield Drive overcrossing that is located to the south of the project location. Distant views contain trees, developed and undeveloped hills, and utility lines. Views from SR-67 in the area surrounding the project site include a combination of undeveloped grassy hillsides and commercial, residential, and industrial development. Due to the topography, the eastern and western alignments of Bradley Avenue affected by the project are not visible from this landscape unit.

The key viewpoint selected for the SR-67 Landscape Unit is located along the southbound side of the freeway, just north of the Bradley Avenue off-ramp.

#### **Project Viewshed**

There are no major regional viewpoints or viewsheds (e.g., from recreational trails or scenic overlooks) contained within the project. The flat topography of the project site and development along Bradley Avenue limits the project viewshed. The viewshed along the eastern alignment of Bradley Avenue is generally limited to adjacent properties, including residences and businesses. The site is also visible in the foreground of expansive views from ridgeline residences east of the site, and from some hillside residences located south of Bradley Avenue. The project site does not play a major role in such views, nor are the roadway alignment, freeway overcrossing, and freeway ramps valuable scenic resources to these viewers.

The viewshed for the Eastern Bradley Avenue Landscape Unit includes the roadway, right-of-way improvements, surrounding development (residential and commercial), ornamental vegetation, and utility lines. Structures and scattered ornamental vegetation are the most dominant features of the landscape unit. Street parking is available along much of the roadway, and parked cars are often visible as a result.

The viewshed for the Western Bradley Avenue Landscape Unit includes views of commercial structures with little or no screening from the roadway, signs indicating the present businesses, streetlights, traffic lights, and the Bradley Avenue overcrossing of SR-67. Some landscaping is provided between the businesses and the roadway.

The viewshed for the SR-67 Landscape Unit includes the Bradley Avenue overcrossing, the on- and off-ramps to and from Bradley Avenue, and commercial development immediately surrounding the freeway.

#### **Environmental Consequences**

The visual impacts of the project are determined by assessing the visual quality change resulting from the project and by predicting viewer response to that change. Viewer response is composed of two elements: viewer sensitivity and viewer exposure. These elements combine to form a method of predicting how the public might react to visual changes brought about by a highway project. Visual quality change is represented by a comparison of the existing condition to the proposed condition.

### Preferred Alternative

#### Eastern Bradley Avenue Landscape Unit

Under the Preferred Alternative, noise abatement walls may be constructed along Bradley Avenue within the Eastern Bradley Avenue Landscape Unit (in front of the Rancho Mesa Mobile Home Park). If constructed, the noise abatement walls could degrade the visual character of the neighborhood by contributing bulky, incompatible features visible from residences, businesses, and roadway users. In addition, the removal of vegetation in front of the Starlight Mobile Home Park may result in an increase in viewer exposure and viewer sensitivity by those residents located closest to the widened Bradley Avenue. Potential impacts would be avoided through installation of landscaping and a screen wall that will be included as part of the project. Please refer to Appendix E, Landscape Development Plan, of this Final IS/EA for the location of the screen wall and proposed landscaping. The consistent roadway width and the installation of the landscaping identified in the Landscape Development Plan, sidewalks that connect, curbs and gutters, and the additional landscaped open space created by the vacant lots would create a sense of unity to the project area under the with-project condition.

#### Western Bradley Avenue Landscape Unit

Physical changes as a result of the project would be noticeable from within the Western Bradley Avenue Landscape Unit, but would not substantially alter the views, remove important features, or install any new features of note. The visual vividness, intactness, and unity would be unaffected by the project in this landscape unit.

#### State Route 67 Landscape Unit

The project would not have a major visual effect on the SR-67 Landscape Unit. However, the increased bulk of the overcrossing and installation of a retaining wall that would tend to attract graffiti, along the southbound off-ramp, would affect the intactness and unity of this landscape unit. Wider lanes would require an overall reduction in the amount of space between SR-67 and its ramps. The new overcrossing and the retaining wall adjacent to the southbound on-ramp proposed as part of the Preferred Alternative would affect the intactness and unity of the landscape unit. The visual quality of the SR-67 Landscape Unit would be impacted due to the removal of the nonnative grasses/shrubs that exist on the graded slopes between the ramps, and the introduction of the new retaining wall adjacent to the south bound on-ramp.

The project site is visible from a very limited stretch of SR-67, and the portion of the highway near the project site traverses an urban area lacking in substantial or memorable visual resources. On a small scale, the project would present an improvement, as the project includes native and naturalizing landscaping that may be seen from SR-67. Existing road edge treatment consists of nonnative grassland and a few scattered shrubs that are present for erosion control and slope stability instead of as a visual resource. Landscaping would be installed as part of the project after the widening is complete.

### No-Build Alternative

Under the No-Build Alternative, no effects to the existing visual setting and aesthetic conditions of the three landscape units would occur.

### **Avoidance and Minimization Measures**

The following measures would minimize effects on visual resources resulting from the project.

- New streetlights would include shielding to direct lighting onto the roadway and minimize spillover impacts on nearby residences.
- The overcrossing and retaining wall located along the southbound on-ramp would have architectural features, textures, and colors to soften the appearance of wall surfaces. Walls would incorporate architectural features such as pilasters and caps to provide shadow lines, provide relief from monolithic appearance, and reduce their apparent scale. These architectural treatments would be designed in consultation with the Department and would be compatible with the treatments being implemented as part of the SR-52 extension project. Sufficient space would be reserved between the retaining wall and the on-ramp, where feasible, to include a 1.8-meter (6-foot) -wide planting pocket.
- Implementation of the Landscape Development Plan for the project (see Appendix E) that includes landscaping placed in front of the potential noise walls in the form of shrubs, trees, and/or vines would be performed to provide sufficient cover for the walls and allow them to blend in with the surrounding landscaping. A screen wall would be located on the right-of-way line west of the driveway of the Starlight Mobile Home Park to provide screening for the one mobile home located nearest the proposed widening. The wall will be 1.8 meters (6 feet) in height and constructed of colored, split faced concrete block or similar enhanced concrete block material that will harmonize with surrounding architecture. Shrubs (4.4-liter [5-gallon], 1.3-meter [4-foot] outer canopy) and trees (61-centimeter [24-inch] box, 7.6-meter [25 foot] outer canopy) will be planted and irrigated in the 1.5-meter (5-foot) County right-of-way to offset the loss of existing vegetation. These measures will be subject to review by the District Landscape Architect and District Biologist. At a minimum, plans will be forwarded to Helix Water District and Padre Dam MWD.

#### **2.1.7 Cultural Resources**

The information presented in this section is based on the May 2005 Historic Property Survey Report that was prepared for this project, which is incorporated by reference.

##### **Regulatory Setting**

*Cultural resources*, as used in this document, refers to all historical and archaeological resources, regardless of significance. Laws and regulations dealing with cultural resources include:

The National Historic Preservation Act of 1966 (NHPA), as amended, sets forth national policy and procedures regarding *historic properties*, defined as districts, sites, buildings, structures, and objects included in or eligible for the National Register of Historic Places. Section 106 of NHPA requires federal agencies to take into account the effects of their undertakings on such properties and to allow the Advisory Council on Historic Preservation the opportunity to comment on those undertakings, following regulations issued by the Advisory Council on Historic Preservation (36 CFR 800). On January 1, 2004, a Section 106 Programmatic Agreement (PA) between the Advisory Council, FHWA, State Historic Preservation Officer (SHPO), and the Department went

into effect for Department projects, both state and local, with FHWA involvement. The PA implements the Advisory Council's regulations, 36 CFR 800, streamlining the Section 106 process and delegating certain responsibilities to the Department. Responsibilities of the FHWA under the PA have been assigned to the Department as part of the Surface Transportation Project Delivery Pilot Program (23 CFR 773) (July 1, 2007).

Historical resources are considered under CEQA, as well as California Public Resources Code (PRC) Section 5024.1, which established the California Register of Historical Resources. PRC Section 5024 requires state agencies to identify and protect state-owned resources that meet National Register of Historic Places listing criteria. It further specifically requires the Department to inventory state-owned structures in its rights-of-way.

### ***Affected Environment***

#### **Completed Cultural Resources Studies**

Reports prepared for the project include a Historic Property Survey Report, an Archaeological Survey Report, and a Historic Resources Evaluation Report.

#### **Methodology**

The Area of Potential Effects (APE) for the project was established in consultation with a qualified Caltrans archaeologist and the project manager and was signed on January 23, 2007. The archaeological APE was established based on this undertaking's potential for direct effects from ground-disturbing activities. The architectural APE was broadened beyond the limits of the archaeological APE to include the potential for indirect effects only when necessary and on a case-by-case basis. Efforts to identify cultural resources within the APE included record searches, field surveys, and consultation with Native American groups.

#### **Cultural Resources within the Area of Potential Effects**

Bradley Avenue (within the eastern portion of the site) was constructed prior to 1928 and the westernmost portion of Bradley Avenue (within the boundaries of the site) was developed between 1970 and 1973. The Bradley Avenue overcrossing (Bridge No. 57 0552) was constructed in 1966. The site and study area appeared developed in their present-day configuration by approximately 1989. A group of twelve houses within the APE was evaluated for historic significance. The houses, all built in 1958, are located on both sides of Burnet and Berrydale Streets just north of Bradley Avenue and on the west side of Mollison Avenue north and south of Bradley Avenue. This group of houses was determined to be ineligible for the NRHP with the SHPO concurrence in this finding coming on November 9, 2005. No historic properties were identified within or immediately adjacent to the project's APE.

### ***Environmental Consequences***

#### **Preferred Alternative**

This alternative would not have an impact on any historic properties.

#### **No-Build Alternative**

This alternative would not have an impact on any historic properties.

### **Avoidance and Minimization Measures**

Although not expected, if cultural materials are discovered during construction, all earth-moving activity within and around the immediate discovery area would be diverted until a qualified archaeologist can assess the nature and significance of the find.

If human remains are discovered, State Health and Safety Code Section 7050.5 states that further disturbances and activities will cease in any area or nearby area suspected to overlie remains, and the County Coroner contacted. Pursuant to PRC Section 5097.98, if the remains are thought to be Native American, the coroner will notify the Native American Heritage Commission (NAHC) who will then notify the Most Likely Descendent (MLD). At this time, the person who discovered the remains will contact the County Department of Public Works Archeologist to work with the MLD on the respectful treatment and disposition of the remains. Further provisions of PRC 5097.98 are to be followed as applicable.

## **2.2 Physical Environment**

### **2.2.1 Water Quality and Stormwater Runoff**

The information presented in this section is based on the April 2005 Water Quality Report, the 2005 Preliminary Hydrology Report, and the 2005 Storm Water Data Report (SWDR) prepared for this project, which are incorporated by reference.

#### **Regulatory Setting**

Section 401 of the federal Clean Water Act (CWA) requires a water quality certification from the State Water Resources Control Board (SWRCB) or from the Regional Water Quality Control Board (RWQCB) when the project requires a CWA Section 404 permit. Section 404 of the CWA requires a permit from the U.S. Army Corps of Engineers (USACE) to discharge dredged or fill material into waters of the United States.

Along with CWA Section 401, CWA Section 402 establishes the National Pollutant Discharge Elimination System (NPDES) permit for the discharge of any pollutant into waters of the United States. The federal Environmental Protection Agency (EPA) has delegated administration of the NPDES program to the SWRCB and nine RWQCBs. The SWRCB and RWQCB also regulate other waste discharges to land within California through the issuance of waste discharge requirements under authority of the Porter-Cologne Water Quality Act.

The SWRCB has developed and issued a statewide NPDES permit to regulate stormwater discharges from all Department activities on its highways and facilities. Department construction projects are regulated under the statewide permit, and projects performed by other entities on Department right-of-way (encroachments) are regulated by the SWRCB Statewide General Construction Permit. All construction projects over 0.4 hectare (1 acre) require a Storm Water Pollution Prevention Plan (SWPPP) to be prepared and implemented during construction. Department activities less than 0.4 hectare (1 acre) require a Water Pollution Control Program.

## **Affected Environment**

### **Water Quality Conditions**

The project is located within the 1,140-square-kilometer (440-square-mile) San Diego River watershed. Important hydrologic resources in the watershed include five water storage reservoirs, a large groundwater aquifer, extensive riparian habitat, coastal wetlands, and tide pools. The five reservoirs in the San Diego River watershed supply water to as many as 760,000 residents in the region. Groundwater was determined to occur at depths ranging between 2.7 to 6.0 meters (8.9 to 19.7 feet) in the project area.

The San Diego River discharges into the Pacific Ocean at the community of Ocean Beach. According to the 2002 CWA 303(d) lists published by the California SWRCB, there are three impaired water bodies associated with the project site:

- Forester Creek: impaired by fecal coliform, pH, and total dissolved solids.
- Lower San Diego River: impaired by fecal coliform, low dissolved oxygen, phosphorus, and total dissolved solids.
- Pacific Ocean Shoreline, San Diego Hydrologic Unit: impaired by bacteria indicators.

Beach postings and closures from elevated levels of coliform bacteria more than doubled between 1996 and 1999 due to urban runoff and sewage spills. Discharge from the San Diego River outlet may also influence water quality in other nearby coastal areas including Sunset Cliffs, Pacific Beach, and Mission Beach. The extensive groundwater resources beneath the San Diego River provide a cost effective and reliable water supply to four local water districts and the City of San Diego.

On SR-67, a sag location exists beneath Bradley Avenue. This area collects roadway runoff from approximately 610 meters (2,000 feet) north and south of the interchange. The underground storm drain systems within the project limit eventually flow into a channel located north of Bradley Avenue and west of SR-67. Discharges are then ultimately directed to Forester Creek, San Diego River, and finally, the Pacific Ocean. The existing drainage facilities consist of several open channels. Pollution constituents in these storm drain channels associated with surface water runoff may contain oil, grease, and heavy metals from urban land uses and local roadways. Runoff from SR-67 and Bradley Avenue are likely the greatest contributors in the immediate project vicinity.

## **Environmental Consequences**

### **Preferred Alternative**

The Preferred Alternative would result in a slight increase in impervious surfaces, thereby increasing the amount of onsite runoff. Additionally, runoff from painted materials could potentially decrease the quality of the water. Therefore, the project could result in chemical changes to both surface water resources of Forester Creek, lower San Diego River, and Pacific shoreline areas including Sunset Cliffs, Pacific Beach, and Mission Beach, as well as to groundwater resources beneath the San Diego River. Discharges are then ultimately directed to the Pacific Ocean.

The release of hazardous materials could occur as a result of spills from vehicles using the new interchange. However, the likelihood that increased spills would be associated with the project over the non-project condition is considered minimal. Furthermore, the transportation and cleanup of hazardous materials is strictly regulated by the EPA, the California and Federal Occupational Health and Safety Administrations, and a number of other federal, state, and local agencies. Therefore, adverse effects are not anticipated.

The use of pesticides, herbicides, and fertilizers associated with roadside vegetation maintenance could result in chemical changes to local waterbodies. However, due to the minimal amount of vegetation, and because vegetation maintenance would conform to all applicable local, state, and federal regulations, adverse effects are not anticipated.

*Potential for Short-Term Adverse Effects to Water Quality during Construction.* Substantial earthwork would be required for the proposed interchange. During project construction, surface water runoff from the project site could increase pollution to local surface waters. In addition, excavation would be required for support columns, foundations, and other improvements. Surface water runoff could result in the discharge of construction-related pollutants—such as petroleum, solvents, and cement—into local surface waters. Spills from Department-owned rights-of-ways would be discharged according to designated best management practices (BMPs); therefore, runoff from the project site would not be allocated to municipal or domestic water supply reservoirs or groundwater percolation facilities. Additional BMPs, as part of the NPDES permit requirements, would prevent pollutants from discharging into local surface waters; these BMPs are described under “Avoidance and/or Minimization Measures,” below.

*Substantial Erosion or Siltation On Site or Off Site as a Result of Substantial Alteration to the Existing Drainage Pattern.* Potential project impacts associated with alterations to the existing drainage pattern could occur as a result of construction activities. The Preferred Alternative would require grading of the immediate project area and a portion of the Starlight Mobile Home Park driveway and parking lot, which could result in the erosion of disturbed earth by wind and/or water. The total area of disturbed soil would be 4.2 hectares (10.4 acres).

#### No-Build Alternative

Under the No-Build Alternative, existing water quality conditions would continue.

#### **Avoidance and Minimization Measures**

All surface water runoff from the project site would be collected by a storm drain system and emptied into concrete-lined storm drain channels, and then into a detention basin for settlement, prior to being discharged into the Forester Creek tributary of the San Diego River downstream of the project site. The detention basin, which would be 30-meters (98.4-feet) long by 7-meters (23-feet) wide and 2-meters (6.6-feet) deep, would treat an estimated volume of 716 cubic meters (25,285.3 cubic feet) of the discharge. Larger storm events would pass over a spillway on the downstream side of the basin; 60 percent of the total project runoff would be treated through the drainage system. The detention basin would be designed in accordance with the Caltrans Project Planning and Design Guide (PPDG).

Additional BMPs would be implemented in compliance with the NPDES permit requirements to further minimize the potential for impacts on water quality, including the violation of any water quality standards or waste discharge requirements.

Erosion control measures would include slope stabilization, the use of berms to direct runoff away from exposed soils and slopes, and proper grading techniques. During the design phase, a water pollution control plan would be prepared to determine the minimum control requirements to be included in the SWPPP. The potential stormwater quality issues would be addressed in the Storm Water Pollution Prevention Study. The BMPs outlined in the project SWDR, as outlined below, are being considered. These include:

- Conventional cut and fill grading techniques would be used to produce the proposed grades. Both cut and fill slopes would be designed at overall slopes gradients of 1:2 (vertical:horizontal) or flatter. The highest proposed 1:2 cut slope is approximately 5.5-meters (18-feet) high. The highest 1:2 fill slope is approximately 6-meters (19.7-feet) high.
- Slopes would be vegetated, rounded, or shaped to reduce concentrated flows.
- In order to reduce the potential for runoff from painted materials to result in the decrease in water quality, the use of paint in architectural treatment would be limited. Textures would be used where appropriate to minimize the usage of paint and other related chemicals that may potentially contribute to stormwater pollution.
- During construction, soil stabilization would be utilized to prevent soil particles from detaching and becoming suspended in stormwater and non-stormwater runoff. All disturbed areas of the construction site would be stabilized with a uniform vegetative cover of at least 70 percent coverage, or stabilization measures such as blankets, reinforced concrete liners, fiber matrices, geotextiles, or other erosion resistant soil coverings would be utilized.
- Vegetated surfaces would feature native plants. Revegetation would utilize the seed mixture, mulch, tackifier, and fertilizer recommended by the District landscape architect. Hard surface BMPs are estimated to be 0.3 hectare (0.7 acre) and 0.4 hectare (1 acre) before and after construction, respectively.
- Additional impervious areas would be added and more flow would be collected by the drainage systems. To ensure stability from additional runoff, protection systems such as rock blanket, rock slope protection, concreted rock slope protection, sacked concrete slope protection, and slope paving would be implemented.
- The project drainage report would contain designs with the following general features:
  - Surface runoff would be conveyed via curb and gutter to inlets. Flared end sections and riprap material are proposed at the outlets of the storm drains or treatment BMP facilities to reduce the flow velocities of the discharged stormwater.
  - Bridge runoff would be collected in a bridge drainage system and conveyed to proposed treatment BMPs.

-Drainage would be designed to prevent increases to existing flow velocities by using grading and energy dissipaters. The drainage report would include an analysis of flows at the outlets of the project to determine impacts. Offsite drainage patterns would be maintained and onsite drainage patterns would be designed to closely mimic existing drainage patterns.

-Existing vegetation would be preserved, where feasible.

-Preservation areas identified on project drawings would be fenced during construction.

- A small retaining wall or curb may be built within County right of way if it is deemed necessary to accommodate the elevation differences between Bradley Avenue and the Starlight Mobile Home Park, and ensure compatibility with drainage design. If constructed, the structure would not preclude landscaping within the five foot space between the sidewalk and the parking lot and would not adversely impact drainage in the area.

#### Permanent Treatment BMPs to be Used on the Project

*Detention Basins.* A detention basin would be placed adjacent to the proposed southbound off-ramp. The design of the basin would be finalized during final design of the project.

*Short-Term Adverse Effects to Water Quality during Construction (including Erosion or Siltation Onsite or Offsite).* The project would require a NPDES Permit in accordance with the CWA and an SWDR has been prepared. A SWPPP, which would identify BMPs to mitigate water quality impacts on receiving waters due to surface water runoff from the project site, would be required as part of the General Permit from the SWRCB. Short-term construction impacts associated with soil erosion and discharge of other construction-related pollutants into waterbodies can be avoided or minimized through the implementation of BMPs for erosion control in compliance with the NPDES permit requirements and the SWDR.

*Exposure of Groundwater to Pollutants or Hazardous Materials.* Because of the shallow depth to groundwater in the vicinity of the site, there is a moderate-to-high likelihood that groundwater, which may be contaminated, would be encountered during construction activities associated with the project. Dewatering would be necessary in instances where groundwater is encountered during construction activities. Dewatering activities require obtaining a discharge permit from local agencies and/or the state. The discharge permit would require the collection and analysis of groundwater samples prior to discharge.

### **2.2.2 Geology/Soils/Seismicity/Topography**

The information presented in this section is based on the December 2005 Geotechnical Design Report and December 2005 Structure Foundation Report prepared for this project, which are incorporated by reference.

#### **Regulatory Setting**

For geologic and topographic features, the key federal law is the Historic Sites Act of 1935, which establishes a national registry of natural landmarks and protects “outstanding examples of major geological features.” Topographic and geologic features are also protected under CEQA.

This section also discusses geology, soils, and seismic concerns as they relate to public safety and project design. Earthquakes are prime considerations in the design and retrofit of structures. The Department's Office of Earthquake Engineering is responsible for assessing the seismic hazard for Department projects. The current policy is to use the anticipated Maximum Credible Earthquake (MCE) from young faults in and near California. The *MCE* is defined as the largest earthquake that can be expected to occur on a fault over a particular period of time.

### **Affected Environment**

The project is located within the eastern edge of the Coastal Plain province near the western side of the Peninsular Ranges. The site is situated along the northeast edge of the El Cajon Valley, which contains terrace and alluvial deposits underlain by Quaternary-aged terrace deposits. These deposits include older alluvium comprised of semi-consolidated sand with high silt and clay content and some gravel. Cretaceous granitic rocks crop out in the low hills to the east of the site. Cretaceous granitic rocks of the Southern California Batholith underlie the upper sedimentary layers.

The site is underlain by undifferentiated fill and alluvial material consisting of clayey silt with lenses of gravel. Soil types consist of Placentia sandy loam and Ramona sandy loam. The majority of the site is dominated by Placentia sandy loam, while the eastern end of the site supports Ramona sandy loam. The Placentia series consists of moderately well-drained sandy loams with a sandy clay subsoil. These soils formed in granitic alluvium and occur on old alluvial fans and have slopes ranging from 0–15 percent. For Placentia sandy loam, runoff is slow to medium, and erosion hazard is slight to moderate. The Ramona series consists of well-drained, very deep sandy loams with a sandy clay loam subsoil. These soils formed in granitic alluvium, are on terraces and alluvial fans, and have slopes of 0–30 percent. For Ramona sandy loam, runoff is slow and erosion hazard is slight.

No faults have been mapped within the limits of the project site; however, several active and potentially active Quaternary-age fault zones extend through much of seismically active southern California. The project area would likely be subject to strong ground shaking associated with an earthquake originating from one of the regional active faults. The nearest active faults are the Rose Canyon fault to the west and the Newport-Inglewood fault to the west and northwest; both are located approximately 21 kilometers (13 miles) from the site. Other active faults in the region include the Coronado Bank, San Diego Trough, and San Clement to the west; the Elsinore and San Jacinto to the east; and the Agua Blanca and San Miguel to the south. The Newport-Inglewood fault is capable of producing a 7.0 magnitude earthquake with a potential peak acceleration of approximately 0.3g at the project site.

The site is located in area 2 of the Landslide Hazard Identification Map No. 33, which is classified as "Marginally Susceptible" to slope instability. The area is characterized by gentle-to-moderate slopes that are generally less than 15 degrees.

### **Environmental Consequences**

#### Preferred Alternative

Because the project site is near known active faults, strong ground motion could occur in the vicinity of the project site in the event of a substantial earthquake on the Newport-Inglewood

fault system, and result in damage to the project. Avoidance and minimization measures are identified to ensure stable soil conditions and to avoid the potential for conditions that would contribute to onsite or offsite landslide, lateral spreading, subsidence, liquefaction, or collapse.

### No-Build Alternative

Under the No-Build Alternative, strong ground motion could occur in the vicinity of the Bradley Avenue overcrossing and interchange in the event of a substantial earthquake on the Newport-Inglewood fault system, and result in damage to the existing facility. The Bradley Avenue overcrossing (Bridge No. 57-0552) and interchange were constructed in 1966. According to bridge maintenance records and inspection record dated May 21, 2002, the overcrossing structure was identified as functionally obsolete with a sufficiency rating of 65.5. Sufficiency ratings are used to measure the current ability of the bridge to meet functional and structural design standards established by FHWA, and are used primarily for prioritizing grant applications under the FHWA Highway Bridge Program (HBP).

Because the Bradley Avenue overcrossing has been identified as functionally obsolete, the bridge structure is currently deficient in one or more of the following categories: lanes on structure, ADT, roadway width, structure type, bridge roadway width, VC over deck, deck condition, structural evaluation, deck geometry, underclearance, waterway adequacy, roadway alignment, and/or Strategic Highway Network (STRAHNET) Highway Designation.

The current Bradley Avenue overcrossing provides a clearance (underclearance) height of 4.62 meters (15.12 feet) above SR-67, which is not a standard clearance height for this type of facility, and, therefore, supports the functionally obsolete sufficiency rating. The bridge is a reinforced concrete four-cell box girder bridge with open end diaphragm abutments and a single column bent each with spread footings, and has not been identified as structurally deficient. A bridge structure that has been identified as structurally deficient indicates that the structure is deficient in structural adequacy and safety. While maintenance records show that the Bradley Avenue bridge has been struck on several occasions, and cracking in the vicinity of the bent and abutments has been noted, the bridge structure has been identified as functionally obsolete with a sufficiency rating above 50, and has not been identified as structurally deficient. Therefore, the Bradley Avenue overcrossing is considered structurally adequate and as such, should withstand a seismic event.

Long-term effects to the existing Bradley Avenue overcrossing and interchange structure as a result of seismically induced ground shaking are currently unknown and would be speculative. As part of the National Bridge Inspection Program, biennial bridge inspections would identify through evaluation and use of sufficiency ratings the potential for the overcrossing and interchange structure to be susceptible to damage or collapse due to seismic events. If future bridge inspections identify structurally deficient conditions, then the bridge would be eligible for, and addressed by, the HBP, through either rehabilitation or replacement.

### **Avoidance and Minimization Measures**

The following measures would avoid and/or minimize effects on geology, soils, and seismicity resulting from the project.

- Earthwork in the project area would be performed in accordance with the latest edition of the California Department of Transportation Standard Specifications and/or the requirements of applicable government agencies.
- Detailed earthwork recommendations would be provided in the design geotechnical report, and these recommendations would be incorporated into the project specifications.
- Settlement would be monitored to determine when structure construction can begin. Settlement markers consisting of wooden hubs would be established in a grid pattern on the top of the fill after completion of mass grading. The precise locations and spacing can be determined when grading plans are complete. The marker would be read initially and then twice a week for at least 2 weeks. The project geotechnical engineer would evaluate settlement marker readings and determine when settlement is essentially complete and when structure construction can start.
- The fill slopes would not be constructed at slope ratios steeper than 1:2 (vertical:horizontal). The slope surface would consist of uniform and well-compacted soils in order to minimize the potential for erosion. The landscape architect may require flatter slopes to satisfy geotechnical slope stability considerations.
- Cut slopes would be constructed at 1:1.5 or flatter.
- Earthwork associated with new abutments and roadway realignment would be performed in conformance with the Department's Standard Specifications. The following amendments to the Standard Specification in the project special provisions would be considered:

Section 19-3.06 – Ponding or jetting of backfill will not be permitted.

Section 19-3.065 – Previous backfill should have a gradation that would minimize migration of fines from the adjacent soil. Alternatively, a nonwoven geotextile (e.g. Supac 4NP or Nilex N45) can be placed between previous backfill and adjacent soil. A geocomposite drain (e.g. Tensar DC1100) can be used behind retaining walls in lieu of previous backfill.

- The upper 1.2 meters (4 feet) of material below the pavement subgrade in both cut and embankment areas would have an expansion index of 50 or less. Representative samples of soils within this zone would be obtained and tested to evaluate expansion potentials after grading and before the pavement is constructed. The project geotechnical engineer would observe excavation and fill placement within 1.2 meters (4 feet) of pavement subgrade.
- Gravel and cobbles might be encountered within excavated terrace deposit materials. Contract documents would specify that the contractor mobilize equipment capable of compacting materials with gravel and cobbles.
- Type II modified Portland cement is recommended for use in concrete in contact with the ground.

- An R-value (the measure of resistance to deformation of the soils under saturated conditions and wheel loading) of 19 was used to develop pavement structural sections. Additional testing would be performed during final grading when actual subgrade materials can be determined. Final pavement alternatives would be developed in consultation with the Department and County materials engineer. Unsuitable subgrade material would be removed and replaced with suitable material as identified by the project geotechnical engineer. The removal would extend to a depth beyond the influence of the planned construction. If wet or saturated soils are encountered, the use of a stabilizing fabric or an equivalent should be considered. Removal of unsuitable soils, placement and compaction of structural fill, and excavations for footings should be observed by the geotechnical engineer and engineering geologist of record. Appropriate field tests should be performed to provide quality control and quality assurance for structural fills and related earthwork elements.

### **2.2.3 Hazardous Waste/Materials**

The information presented in this section is based on the May 2005 Initial Site Assessment (revised February 2006), March 2005 Report of Environmental Site Assessment for Aerially Deposited Lead, and December 2005 Structure Foundation Report prepared for this project, which are incorporated by reference.

#### ***Regulatory Setting***

Hazardous materials and hazardous wastes are regulated by many state and federal laws. These include not only specific statutes governing hazardous waste, but also a variety of laws regulating air and water quality, human health, and land use.

The primary federal laws regulating hazardous wastes/materials are the Resource Conservation and Recovery Act of 1976 and the Comprehensive Environmental Response, Compensation and Liability Act of 1980. The purpose of the Comprehensive Environmental Response, Compensation and Liability Act of 1980, often referred to as Superfund, is to clean up contaminated sites so that public health and welfare are not compromised. The Resource Conservation and Recovery Act of 1976 provides for “cradle to grave” regulation of hazardous wastes. Other federal laws include:

- Community Environmental Response Facilitation Act (CERFA) of 1992
- Clean Water Act
- Clean Air Act
- Safe Drinking Water Act
- Occupational Safety & Health Act (OSHA)
- Atomic Energy Act
- Toxic Substances Control Act (TSCA)
- Federal Insecticide, Fungicide, and Rodenticide Act (FIFRA)

In addition to the acts listed above, EO 12088, Federal Compliance with Pollution Control, mandates that necessary actions be taken to prevent and control environmental pollution when federal activities or federal facilities are involved.

Hazardous waste in California is regulated primarily under the authority of the federal Resource Conservation and Recovery Act of 1976 and the California Health and Safety Code. Other California laws that affect hazardous waste are specific to handling, storage, transportation, disposal, treatment, reduction, cleanup, and emergency planning.

Worker health and safety and public safety are key issues when dealing with hazardous materials that may affect human health and the environment. Proper disposal of hazardous material is vital if it is disturbed during project construction.

### **Affected Environment**

A February 2006 Hazardous Waste Initial Site Assessment (ISA) and a March 2005 Report of Environmental Site Assessment were completed for the project and are incorporated by reference in this section.

A database search for properties known to contain hazardous waste/materials was conducted for an area within a 305-meter (1,000-foot) radius of the site. Reviews of the database search and records on file at the Department of Environmental Health (DEH) indicated that facilities located within the study area have had unauthorized releases of hazardous substances that have impacted the groundwater and, as a result, the soil beneath the subject site. Facilities with documented unauthorized releases located within the project vicinity are listed in Table 2-13 below:

**Table 2-13. Documented Unauthorized Releases of Substances in Project Vicinity**

Facility	Address	Distance from Project Site km/mi	Substance Released
Thrifty #113	1525 North Magnolia Avenue	Adjacent	gasoline
7-Eleven/CITGO #17637	1522 Graves Avenue	Adjacent	gasoline
Price Management	725 East Bradley Avenue	Adjacent	gasoline
Ace Towing	1354 North Magnolia Avenue	0.1/0.06	unknown
Hess Roofing, Inc.	1681 North magnolia Avenue	Adjacent	gasoline
Aro Trucking/Pullaro Construction	1485 North Magnolia Avenue	Adjacent	unknown
El Cajon Plumbing and Heating	1655 North Magnolia Avenue	Adjacent	gasoline
Lloyd Pest Control	1353 North Magnolia Avenue	Adjacent	diesel
John Saathoff	1333 North Magnolia Avenue	Adjacent	waste oil

During an initial reconnaissance survey, evidence of hazardous substances or wastes, or petroleum products at or adjacent to the site, was not observed; however, businesses located adjacent to the site maintain and generate hazardous materials. Unidentified substance containers, evidence of chemical releases, and aboveground storage tanks (ASTs) were not observed. Evidence of underground storage tanks (USTs) was observed at the three active gasoline service stations, while no evidence of leaks or stains was observed in the vicinity of several pad-mounted and pole-mounted transformers are adjacent to the site.

The residential structures located within the boundaries of the site may contain asbestos-containing materials (ACMs), lead-based paints (LBPs), and other hazardous building materials including fluorescent light bulbs and ballasts, mercury vapor lights and ballasts, mercury containing thermostat switches, freon-containing refrigerant systems, and lead acid batteries. Additionally, ACM may be present in the existing bridge structure and LBP may be present on roadway facility surfaces, such as roadways striping and metal guardrails at the site.

### ***Environmental Consequences***

#### **Preferred Alternative**

##### **Accidental Release of Unknown, Potentially Hazardous Substances**

Because of shallow depth to groundwater in the vicinity of the site (approximately 2.7 to 6.0 meters [8.9 to 19.7 feet] below ground surface in some areas), there is a moderate-to-high likelihood that groundwater, which may be contaminated, would be encountered during construction activities associated with the project. Additionally, based on the dates of construction of the residential structures located within the boundaries of the site (prior to 1980), hazardous building materials (in addition to asbestos and lead) are suspected to be present within these structures. These hazardous building materials may include fluorescent light bulbs and ballasts, mercury vapor lights and ballasts, mercury containing thermostat switches, freon-containing refrigerant systems, and lead acid batteries. Potential exposure to these substances during demolition activities could result in substantial adverse health effects. Measures are identified to avoid exposure to these substances, thereby minimizing risk of adverse effects.

##### **Exposure to Asbestos-Containing Materials and Lead-Based Paint**

Based on the dates of construction of the residential structures located within the boundaries of the site (prior to 1980), ACMs, LBPs, and other hazardous building materials are suspected to be present within these structures. These hazardous building materials may include fluorescent light bulbs and ballasts, mercury vapor lights and ballasts, mercury containing thermostat switches, freon-containing refrigerant systems, and lead acid batteries. Additionally, ACM may be present in the existing bridge structure, and LBP may be present on roadway facility surfaces, such as roadways striping and metal guardrails, at the site.

#### **No-Build Alternative**

Under the No-Build Alternative, the project would not be implemented and no effects involving hazardous materials would occur.

### ***Avoidance and Minimization Measures***

To ensure potential effects involving hazardous materials/waste during construction would not be considered substantial under NEPA, the following measures would be implemented:

- Sampling of painted roadway and roadway facility surfaces such as roadway striping and metal guardrails would be performed prior to any disturbance of the surfaces to assess whether they contain lead. If LBP is present, a licensed abatement contractor would remove the material under the oversight of a qualified contractor prior to removal and demolition of the painted materials. Sampling is only necessary if the paint striping is to be removed independently of the pavement.

- Asbestos and LBP surveys would be conducted at site structures and buildings prior to demolition to determine locations and quantities of ACMs and LBPs, if present. If ACMs or LBPs are encountered in the structures, a licensed abatement contractor would be contracted to remove the hazardous materials before demolition activities commence.
- Specifications prepared for the project would include a line item for loading, transportation, and disposal of any contaminated soil and/or groundwater encountered during the project.
- A site safety plan that addresses the management of potential health and safety hazards to workers and the public would be prepared and implemented prior to initiation of construction activities.
- Dewatering would be necessary in instances where groundwater is encountered during construction activities. Dewatering activities require obtaining a discharge permit from the local agencies and/or the state. The discharge permit would require the collection and analysis of groundwater samples prior to discharge. A waste discharge permit would be required as the groundwater at the site is potentially contaminated.
- If contaminated soil and/or groundwater are encountered during the project, the responsible party—e.g., property owner or operator—is liable for the contaminated soil or groundwater. If the contaminated soil or groundwater is transported from the site, the parties involved in removing the contaminated soil/groundwater would incur liability for the proper handling, storage, and disposal of the material. These parties then have the potential to recover costs associated with the handling, storage, and disposal of the contaminated soil or groundwater from the parties responsible for the contamination. All handling, storage, and disposal, if required, would be performed in accordance with applicable local, state, and federal requirements.

#### **2.2.4 Air Quality**

The information presented in this section is based on the June 2007 Air Quality Report that was prepared for this project, which is incorporated by reference.

##### ***Regulatory Setting***

The federal Clean Air Act (CAA) as amended in 1990 is the federal law that governs air quality. Its counterpart in California is the California CAA of 1988. These laws set standards for the quantity of pollutants that can be in the air. At the federal level, these standards are called National Ambient Air Quality Standards (NAAQS). Standards have been established for six criteria pollutants that have been linked to potential health concerns; the criteria pollutants are: carbon monoxide (CO), nitrogen dioxide (NO<sub>2</sub>), ozone, particulate matter (PM), lead (Pb), and sulfur dioxide (SO<sub>2</sub>).

Under the 1990 CAA Amendments, the U.S. Department of Transportation cannot fund, authorize, or approve federal actions to support programs or projects that are not first found to conform to the CAA requirements. Conformity with the CAA takes place on two levels: first, at

the regional level and second, at the project level. The proposed project must conform at both levels to be approved.

Regional-level conformity in California is concerned with how well the region is meeting the standards set for CO, NO<sub>2</sub>, ozone, and particulate matter. California is in attainment for the other criteria pollutants. At the regional level, RTPs are developed that include all of the transportation projects planned for a region over a period of years, usually at least 20. Based on the projects included in the RTP, an air quality model is run to determine whether the implementation of those projects would conform to emission budgets or other tests showing that attainment requirements of the CAA are met. If the conformity analysis is successful, the regional planning organization, SANDAG, and the appropriate federal agencies, such as FHWA, make the determination that the RTP is in conformity with the state implementation plan for achieving the goals of the CAA. Otherwise, the projects in the RTP must be modified until conformity is attained. If the design and scope of the proposed transportation project are the same as described in the RTP, then the proposed project is deemed to meet regional conformity requirements for purposes of project-level analysis.

Conformity at the project-level also requires hot spot analysis if an area is nonattainment, or maintenance for CO and/or particulate matter. A region is a nonattainment area if one or more monitoring stations in the region fail to attain the relevant standard. Areas that were previously designated as nonattainment areas but have recently met the standard are called maintenance areas. Hot spot analysis is essentially the same, for technical purposes, as CO or particulate matter analysis performed for NEPA and CEQA purposes. Conformity does include some specific standards for projects that require a hot spot analysis. In general, projects must not violate the CO standard, and, in nonattainment areas, the project must not cause any increase in the number and severity of violations. If a known CO or particulate matter violation is located in the project vicinity, the project must include measures to reduce or eliminate the existing violation(s) as well.

### ***Affected Environment***

#### **Topography and Climate**

The project is located within the San Diego Air Basin (SDAB), which consists of the entire county. The air basin is bounded by the Pacific Ocean to the west, Orange and Riverside Counties to the north, Imperial County to the east, and Mexico to the south.

Most of the populated areas in the county are within 24 kilometers (15 miles) of the coast. Thus, these areas experience summer high temperatures cooled substantially by the ocean. The SDAB maintains moderate temperatures and comfortable humidity. Precipitation is limited to a few storms during the wet winter season. Winds in the project area are usually driven by the dominant land/sea breeze circulation system. During the day, regional wind patterns are dominated by onshore sea breezes. At night, wind generally slows and reverses direction, traveling toward the sea.

The atmospheric conditions of the SDAB contribute to the region's air quality problems. Due to its climate, the SDAB experiences frequent temperature inversions. Typically, temperature decreases with height. However, under inversion conditions, temperature increases as altitude increases. Temperature inversions prevent air close to the ground from mixing with the air

above it. During the summer, air quality problems are created by the interaction between the ocean surface and the lower layer of the atmosphere, creating a moist marine layer. An upper layer of warm air mass forms over the cool marine layer, preventing air pollutants from dispersing upward. Additionally, hydrocarbons and nitrogen dioxide react under strong sunlight, creating smog. Light, daytime winds, predominately from the northwest, further aggravate the condition by driving the air pollutants inland, toward the foothills. During the fall and winter, air quality problems are created due to carbon monoxide and nitrogen dioxide emissions. High NO<sub>2</sub> levels usually occur during autumn or winter, on days with summer-like conditions.

The average winter temperature is 18-degrees Celsius (65-degrees Fahrenheit), while in summer the average mean temperature increases to 27-degrees Celsius (80-degrees Fahrenheit). The county records an average annual precipitation in the project area as 38.1 centimeters (15.0 inches).

### Air Quality

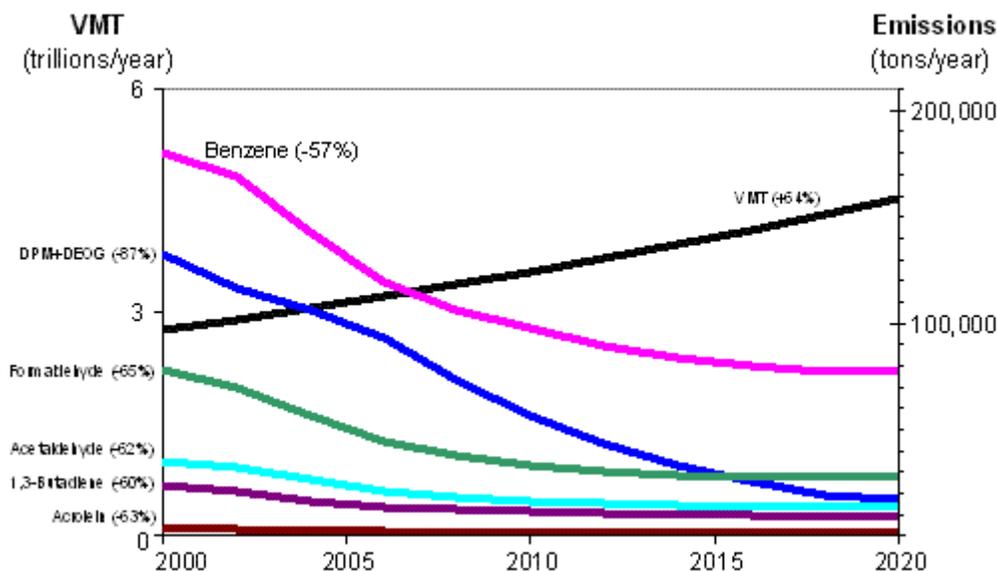
The San Diego Air Pollution Control District (SDAPCD) has jurisdiction over air quality issues throughout the county. The closest air quality monitoring station is located in the city of El Cajon. This station monitors for ozone, PM<sub>10</sub>, and PM<sub>2.5</sub>. The closest monitoring station that monitors for carbon monoxide is located in San Diego at the 12<sup>th</sup> Avenue Station.

In addition to the criteria air pollutants for which there are NAAQS, the EPA also regulates air toxics. Most air toxics originate from human-made sources, including on-road mobile sources, non-road mobile sources (e.g., airplanes), area sources (e.g., dry cleaners) and stationary sources (e.g., factories or refineries). Mobile source air toxics (MSATs) are a subset of the 188 air toxics defined by the CAA. The MSATs are compounds emitted from highway vehicles and non-road equipment. Some toxic compounds are present in fuel and are emitted to the air when the fuel evaporates or passes through the engine unburned. Other toxics are emitted from the incomplete combustion of fuels or as secondary combustion products. Metal air toxics also result from engine wear or from impurities in oil or gasoline.

The EPA is the lead Federal Agency for administering the Clean Air Act and has certain responsibilities regarding the health effects of MSATs. The EPA issued a Final Rule on Controlling Emissions of Hazardous Air Pollutants from Mobile Sources, 66 FR 17229 (March 29, 2001). This rule was issued under the authority in Section 202 of the Clean Air Act. In its rule, the EPA examined the impacts of existing and newly promulgated mobile source control programs, including its reformulated gasoline (RFG) program, its national low emission vehicle (NLEV) standards, its Tier 2 motor vehicle emissions standards and gasoline sulfur control requirements, and its proposed heavy duty engine and vehicle standards and on-highway diesel fuel sulfur control requirements.

Between 2000 and 2020, FHWA projects that even with a 64 percent increase in VMT, these programs will reduce on-highway emissions of benzene, formaldehyde, 1,3-butadiene, and acetaldehyde by 57 percent to 65 percent, and will reduce on-highway diesel PM emissions by 87 percent, as shown in the following graph:

### U.S. Annual Vehicle Miles Traveled (VMT) vs. Mobile Source Air Toxics Emissions, 2000-2020



Notes: For on-road mobile sources. Emissions factors were generated using MOBILE6.2. MTBE proportion of market for oxygenates is held constant, at 50%. Gasoline RVP and oxygenate content are held constant. VMT: Highway Statistics 2000, Table VM-2 for 2000, analysis assumes annual growth rate of 2.5%. "DPM + DEOG" is based on MOBILE6.2-generated factors for elemental carbon, organic carbon and SO4 from diesel-powered vehicles, with the particle size cutoff set at 10.0 microns.

As a result, EPA concluded that no further motor vehicle emissions standards or fuel standards were necessary to further control MSATs. The agency is preparing another rule under authority of CAA Section 202(l) that will address these issues and could make adjustments to the full 21 and the primary six MSATs.

### Environmental Consequences

#### Preferred Alternative

#### Regional Air Quality Conformity

This project is included in the FY 2000/2007 FSTIP. The project is also in the 2030 Regional Transportation Plan: 2007 Pathways to the Future, which was found to be conforming by FHWA and FTA on December 10, 2007.

The project is included as Amendment No. 9 to the RTIP as capacity increasing and non-exempt (approved December 10, 2007). The design concept and scope of the project is consistent with the project description in the 2030 RTP: 2007 Update and the 2006 RTIP (with amendments).

The required air quality conformity determination for this project was issued by FHWA on July 18, 2008 (see Appendix I for Air Quality Conformity Letter).

#### Project-Level Air Quality Conformity

Standards and attainment status of the project area for applicable criteria pollutants are identified in Table 2-14 below:

**Table 2-14. Attainment Status of the Project Area**

Criteria Pollutant	Federal Standard (NAAQ)	Federal Attainment Status	State Standard	State Attainment Status
Carbon Monoxide (CO)	9 ppm, 8-hr avg. 35 ppm, 1-hr avg.	Maintenance	9.0 ppm, 8-hr avg. 20 ppm, 1-hr avg.	Attainment
Particulate Matter (PM <sub>10</sub> )	ann. revoked 150 µg/m <sup>3</sup> , 24-hr avg.	Unclassified/ Attainment	20 µg/m <sup>3</sup> , ann. 50 µg/m <sup>3</sup> , 24-hr average	Non-Attainment
Particulate Matter (PM <sub>2.5</sub> )	15 µg/m <sup>3</sup> , ann. 35 µg/m <sup>3</sup> , 24-hr avg.	Attainment	12 µg/m <sup>3</sup> , ann.	Non-Attainment
Ozone	0.075 ppm, 8-hr average	Non-Attainment	0.09 ppm, 1-hr. avg. 0.07 ppm, 8-hr avg.	Serious Non- Attainment

The project is located in an unclassified/attainment area for the federal PM<sub>10</sub> standard. Because the area is not classified as a maintenance or nonattainment area for this standard, a conformity determination for PM<sub>10</sub> is not required under the federal transportation conformity requirements. The project is located in an attainment area for the federal PM<sub>2.5</sub> standard. Therefore, a PM<sub>2.5</sub> hot-spot analysis is not required.

#### *Carbon Monoxide*

Traffic conditions with and without the project for existing, interim (2010), and buildout (2030) years were modeled to evaluate CO concentrations relative to the NAAQS. Modeled CO concentrations, including background levels, are well below the NAAQS. Modeled concentrations for the year 2010 are higher than concentrations for the year 2030, although peak-hour traffic volumes are higher in the year 2030. This is due to the predicted decrease in Emission Factor 2002 (EMFAC2002) emission factors for CO from the year 2010 to the year 2030 because of continuing improvements in engine technology and the retirement of older, higher-emitting vehicles.

CO modeling was conducted at the selected intersections because they represent the intersections with the greatest traffic volumes and worst LOS/delay. Results of the CO modeling are presented in Table 2-15 on the following page.

Results of the CO modeling indicate that the minimal effects of the project traffic conditions on ambient CO levels in the project area are not considered adverse. Consequently, the project would be a conforming transportation project, and no mitigation is required.

#### *Mobile Source Air Toxics*

The FHWA has developed a tiered approach for analyzing MSATs in NEPA documents depending on the specific project circumstances (*Interim Guidance on Air Toxic Analysis in NEPA Documents*, February 3, 2006). FHWA has identified the following three levels of analysis:

- No analysis for projects with no potential for meaningful MSAT effects;
- Qualitative analysis for projects with low potential MSAT effects; or

- Quantitative analysis to differentiate alternatives for projects with higher potential MSAT effects

**Table 2-15. Modeled Carbon Monoxide Concentrations (ppm) at the Intersection Locations of Maximum Impact**

Intersection	Receivers	Baseline Conditions (Parts Per Million)		2010 Conditions (Parts Per Million)				2030 Conditions (Parts Per Million)			
				No Project		With Project		No Project		With Project	
		1-hour <sup>a</sup>	8-hour <sup>b</sup>	1-hour <sup>a</sup>	8-hour <sup>b</sup>	1-hour <sup>a</sup>	8-hour <sup>b</sup>	1-hour <sup>a</sup>	8-hour <sup>b</sup>	1-hour <sup>a</sup>	8-hour <sup>b</sup>
Bradley Avenue at Graves Avenue	1	4.2	5.3	4.2	5.3	4.1	5.2	3.9	5.0	3.9	5.0
	2	4.1	5.2	4.1	5.2	4.1	5.2	3.9	5.0	3.8	5.0
	3	4.1	5.2	4.1	5.2	4.0	5.1	3.8	5.0	3.8	5.0
	4	4.3	5.3	4.3	5.3	4.2	5.3	4.0	5.1	3.9	5.0
	5	4.1	5.2	4.1	5.2	4.0	5.1	3.9	5.0	3.8	5.0
	6	4.2	5.3	4.2	5.3	4.2	5.3	4.0	5.1	3.9	5.0
Bradley Avenue at Magnolia Avenue	7	4.1	5.2	4.1	5.2	4.1	5.2	3.9	5.0	3.8	5.0
	8	4.2	5.3	4.2	5.3	4.1	5.2	3.9	5.0	3.9	5.0
	9	4.2	5.3	4.2	5.3	4.1	5.2	3.9	5.0	3.9	5.0
	10	4.3	5.3	4.3	5.3	4.2	5.3	4.0	5.1	3.9	5.0
Prospect Avenue at SR-67 Northbound Off-Ramp	11	4.0	5.1	4.1	5.2	4.1	5.2	3.8	5.0	3.8	5.0
	12	4.1	5.2	4.1	5.2	4.1	5.2	3.8	5.0	3.8	5.0
	13	4.0	5.1	4.1	5.2	4.1	5.2	3.8	5.0	3.8	5.0
	14	4.0	5.1	4.1	5.2	4.1	5.2	3.8	5.0	3.8	5.0
Fletcher Parkway at Magnolia Avenue	15	4.2	5.3	4.2	5.3	4.2	5.3	3.9	5.0	3.9	5.0
	16	4.2	5.3	4.1	5.2	4.1	5.2	3.9	5.0	3.9	5.0
	17	4.2	5.3	4.2	5.3	4.2	5.3	3.9	5.0	3.9	5.0
	18	4.2	5.3	4.2	5.3	4.2	5.3	3.9	5.0	3.9	5.0
<p>Note: Background concentrations of 3.82 ppm and 4.97 ppm were added to the modeling 1-hour and 8-hour results, respectively. Background concentrations may be higher than modeled concentrations due to rounding. <sup>a</sup> The federal 1-hour standard is 35 ppm. <sup>b</sup> The federal 8-hour standard is 9 ppm.</p>											

Projects that fall under the first category, Exempt Projects or Projects with No Meaningful Potential MSAT Effects, are those which meet the following criteria:

- Projects qualifying as a categorical exclusion under 23 CFR 771.117(c);
- Projects exempt under the Clean Air Act conformity rule under 40 CFR 93.126; or
- Other projects with no meaningful impacts on traffic volumes or vehicle mix.

Projects that fall under the second category, Projects with Low Potential MSAT Effects, are those that serve to improve operations of highway, transit or freight without adding substantial new capacity or without creating a facility that is likely to meaningfully increase emissions. This category covers a broad range of projects. Any projects not meeting the threshold criteria for

higher potential effects and not meeting the criteria for exempt projects or projects with no meaningful potential MSAT effects should be included in this category.

Projects that fall under the third category, Projects with Higher Potential MSAT Effects, are those projects that have the potential for meaningful differences among project alternatives and meet the following criteria:

- Create or significantly alter a major intermodal freight facility that has the potential to concentrate high levels of diesel particulate matter in a single location; or
- Create new or add significant capacity to urban highways such as interstates, urban arterials, or urban collector-distributor routes with traffic volumes where the AADT is projected to be in the range of 140,000 to 150,000<sup>3</sup>, or greater, by the design year;

And also

- be proposed to be located in proximity to populated areas or in rural areas, in proximity to concentrations of vulnerable populations (i.e., schools, nursing homes, hospitals).

Because the project does not meet the FHWA guidance threshold criteria for projects higher potential MSAT effects or the criteria for exempt projects or projects with no meaningful potential MSAT effects, the potential MSAT effects as a result of the project were evaluated qualitatively in accordance with FHWA guidance for Projects with Low Potential MSAT Effects.

This IS/EA includes a basic analysis of the likely MSAT emission impacts of this project. However, available technical tools do not enable the prediction of the project-specific health impacts of the emission changes associated with the project. Due to these limitations, the following discussion is included in accordance with CEQ regulations (40 CFR 1502.22(b)) regarding incomplete or unavailable information.

Evaluating the environmental and health impacts from MSATs on a highway project would involve several key elements, including emissions modeling, dispersion modeling in order to estimate ambient concentrations resulting from the estimated emissions, exposure modeling in order to estimate human exposure to the estimated concentrations, and then final determination of health impacts based on the estimated exposure. Each of these steps is encumbered by technical shortcomings or uncertain science that prevents a more complete determination of the MSAT health impacts of this project.

### Emissions

The EPA tools to estimate MSAT emissions from motor vehicles are not sensitive to key variables determining emissions of MSATs in the context of highway projects. While MOBILE 6.2 is used to predict emissions at a regional level, it has limited applicability at the project level. MOBILE 6.2 is a trip-based model--emission factors are projected based on a typical trip of 7.5 miles, and on average speeds for this typical trip. This means that MOBILE 6.2 does not have the ability to predict emission factors for a specific vehicle operating condition at a specific location at a specific time. Because of this limitation, MOBILE 6.2 can only approximate the operating

speeds and levels of congestion likely to be present on the largest-scale projects, and cannot adequately capture emissions effects of smaller projects. For particulate matter, the model results are not sensitive to average trip speed, although the other MSAT emission rates do change with changes in trip speed. Also, the emissions rates used in MOBILE 6.2 for both particulate matter and MSATs are based on a limited number of tests of mostly older-technology vehicles. Lastly, in its discussions of PM under the conformity rule, EPA has identified problems with MOBILE6.2 as an obstacle to quantitative analysis.

These deficiencies compromise the capability of MOBILE 6.2 to estimate MSAT emissions. MOBILE6.2 is an adequate tool for projecting emissions trends, and performing relative analyses between alternatives for very large projects, but it is not sensitive enough to capture the effects of travel changes tied to smaller projects or to predict emissions near specific roadside locations.

### Dispersion

The tools to predict how MSATs disperse are also limited. The EPA's current regulatory models, CALINE3 and CAL3QHC, were developed and validated more than a decade ago for the purpose of predicting episodic concentrations of carbon monoxide to determine compliance with the NAAQS. The performance of dispersion models is more accurate for predicting maximum concentrations that can occur at some time at some location within a geographic area. This limitation makes it difficult to predict accurate exposure patterns at specific times at specific highway project locations across an urban area to assess potential health risk. The NCHRP is conducting research on best practices in applying models and other technical methods in the analysis of MSATs. This work also will focus on identifying appropriate methods of documenting and communicating MSAT impacts in the NEPA process and to the general public. Along with these general limitations of dispersion models, FHWA is also faced with a lack of monitoring data in most areas for use in establishing project-specific MSAT background concentrations.

### Exposure Levels and Health Effects

Finally, even if emission levels and concentrations of MSATs could be accurately predicted, shortcomings in current techniques for exposure assessment and risk analysis preclude us from reaching meaningful conclusions about project-specific health impacts. Exposure assessments are difficult because it is difficult to accurately calculate annual concentrations of MSATs near roadways, and to determine the portion of a year that people are actually exposed to those concentrations at a specific location. These difficulties are magnified for 70-year cancer assessments, particularly because unsupportable assumptions would have to be made regarding changes in travel patterns and vehicle technology (which affects emissions rates) over a 70-year period. There are also considerable uncertainties associated with the existing estimates of toxicity of the various MSATs, because of factors such as low-dose extrapolation and translation of occupational exposure data to the general population. Because of these shortcomings, any calculated difference in health impacts between alternatives is likely to be much smaller than the uncertainties associated with calculating the impacts. Consequently, the results of such assessments would not be useful to decision makers, who would need to weigh this information against other project impacts that are better suited for quantitative analysis.

Summary of Existing Credible Scientific Evidence Relevant to Evaluating the Impacts of MSATs  
Research into the health impacts of MSATs is ongoing. For different emission types, there are a variety of studies that show that some either are statistically associated with adverse health outcomes through epidemiological studies (frequently based on emissions levels found in occupational settings) or that animals demonstrate adverse health outcomes when exposed to large doses.

Exposure to toxics has been a focus of a number of EPA efforts. Most notably, the agency conducted the National Air Toxics Assessment (NATA) in 1996 to evaluate modeled estimates of human exposure applicable to the county level. While not intended for use as a measure of or benchmark for local exposure, the modeled estimates in the NATA database best illustrate the levels of various toxics when aggregated to a national or state level.

The EPA is in the process of assessing the risks of various kinds of exposures to these pollutants. The EPA Integrated Risk Information System (IRIS) is a database of human health effects that may result from exposure to various substances found in the environment. The IRIS database is located at <http://www.epa.gov/iris>. The following toxicity information for the six prioritized MSATs was taken from the IRIS database Weight of Evidence Characterization summaries. This information is taken verbatim from EPA's IRIS database and represents the Agency's most current evaluations of the potential hazards and toxicology of these chemicals or mixtures.

- **Benzene** is characterized as a known human carcinogen.
- The potential carcinogenicity of **acrolein** cannot be determined because the existing data are inadequate for an assessment of human carcinogenic potential for either the oral or inhalation route of exposure.
- **Formaldehyde** is a probable human carcinogen, based on limited evidence in humans, and sufficient evidence in animals.
- **1,3-butadiene** is characterized as carcinogenic to humans by inhalation.
- **Acetaldehyde** is a probable human carcinogen based on increased incidence of nasal tumors in male and female rats and laryngeal tumors in male and female hamsters after inhalation exposure.
- **Diesel exhaust** is likely to be carcinogenic to humans by inhalation from environmental exposures. Diesel exhaust as reviewed in this document is the combination of diesel particulate matter and diesel exhaust organic gases.
- **Diesel exhaust** also represents chronic respiratory effects, possibly the primary noncancer hazard from MSATs. Prolonged exposures may impair pulmonary function and could produce symptoms, such as cough, phlegm, and chronic bronchitis. Exposure relationships have not been developed from these studies.

There have been other studies that address MSAT health impacts in proximity to roadways. The Health Effects Institute, a non-profit organization funded by EPA, FHWA, and industry, has undertaken a major series of studies to research near-roadway MSAT hot spots, the health implications of the entire mix of mobile source pollutants, and other topics. The final summary of the series is not expected for several years.

Some recent studies have reported that proximity to roadways is related to adverse health outcomes, particularly respiratory problems<sup>1</sup>. Much of this research is not specific to MSATs, instead surveying the full spectrum of both criteria and other pollutants. The FHWA cannot evaluate the validity of these studies, but more importantly, they do not provide information that would be useful to alleviate the uncertainties listed above and enable us to perform a more comprehensive evaluation of the health impacts specific to this project.

Relevance of Unavailable or Incomplete Information to Evaluating Reasonably Foreseeable Significant Adverse Impacts on the Environment, and Evaluation of impacts based upon theoretical approaches or research methods generally accepted in the scientific community.

Because of the uncertainties outlined above, a quantitative assessment of the effects of air toxic emissions impacts on human health cannot be made at the project level. While available tools do allow one to reasonably predict relative emissions changes between alternatives for larger projects, the amount of MSAT emissions from each of the project alternatives and MSAT concentrations or exposures created by each of the project alternatives cannot be predicted with enough accuracy to be useful in estimating health impacts. (As noted above, the current emissions model is not capable of serving as a meaningful emissions analysis tool for smaller projects.) Therefore, the relevance of the unavailable or incomplete information is that it is not possible to make a determination of whether any of the alternatives would have "significant adverse impacts on the human environment."

As discussed above, technical shortcomings of emissions and dispersion models and uncertain science with respect to health effects prevent meaningful or reliable estimates of MSAT emissions and effects of this project. However, even though reliable methods do not exist to accurately estimate the health impacts of MSATs at the project level, it is possible to qualitatively assess the levels of future MSAT emissions under the project. Although a qualitative analysis cannot identify and measure health impacts from MSATs, it can give a basis for identifying and comparing the potential differences among MSAT emissions-if any-from the various alternatives. The qualitative assessment presented below is derived in part from a study conducted by the FHWA entitled *A Methodology for Evaluating Mobile Source Air Toxic Emissions Among Transportation Project Alternatives*.

For the project, the amount of MSATs emitted would be proportional to the vehicle miles traveled, or VMT, assuming that other variables such as fleet mix are the same for each alternative. The VMT estimated for the Preferred Alternative would be slightly higher than that

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<sup>1</sup> South Coast Air Quality Management District, Multiple Air Toxic Exposure Study-II (2000); Highway Health Hazards, The Sierra Club (2004) summarizing 24 Studies on the relationship between health and air quality); NEPA's Uncertainty in the Federal Legal Scheme Controlling Air Pollution from Motor Vehicles, Environmental Law Institute, 35 ELR 10273 (2005) with health studies cited therein.

for the No-Build Alternative, because the additional capacity increases the efficiency of the roadway and interchange, which would likely attract rerouted trips from elsewhere in the transportation network. See Table 2-16 below. This increase in VMT would lead to a marginal increase in MSAT emissions for the Preferred Alternative along the improved segments of Bradley Avenue, along with a corresponding decrease in MSAT emissions along parallel routes. The emissions increase would be offset somewhat by lower MSAT emission rates due to increased speeds; according to EPA's MOBILE6 emissions model, emissions of all of the priority MSATs except for diesel particulate matter decrease as speed increase. The extent to which these speed-related emissions decreases would offset VMT-related emissions increases cannot be reliably projected due to the inherent deficiencies of technical models.

Average travel speed along the project limits of Bradley Avenue would be approximately 40 miles per hour (mph) under both the Preferred and No-Build alternatives. The forecast of average daily trips anticipated along the project limits of Bradley Avenue is provided below in Table 2-16:

**Table 2-16. Forecast of Year 2030 Traffic Volumes**

<b>Bradley Avenue Roadway Segment</b>	<b>Year 2030 Daily Volumes (ADT)</b>	<b>Automobile Fraction of ADT (97.8 %)</b>	<b>Medium Truck Fraction of ADT (1.6%)</b>	<b>Heavy Truck Fraction of ADT (0.6%)</b>
West of Graves Ave	32,800	32,078	525	197
East of Graves Ave	27,200	26,602	435	163
West of Mollison Ave	24,000	23,472	384	144

Because the estimated VMT under both the Preferred and No-Build Alternatives would be nearly the same, it is expected there would be no appreciable difference in overall MSAT emissions. Also, regardless of alternative, emissions would likely be lower than present levels in the design year as a result of EPA's national control programs that are projected to reduce MSAT emissions by 57 to 87 percent between 2000 and 2020. Local conditions may differ from these national projections in terms of fleet mix and turnover, VMT growth rates, and local control measures. However, the magnitude of the EPA-projected reductions is so great (even after accounting for VMT growth) that MSAT emissions in the study area are likely to be lower in the future in nearly all cases.

The additional travel lanes contemplated as part of the Preferred Alternative would have the effect of moving some traffic closer to nearby homes and businesses that are immediately adjacent to project limits of the Bradley Avenue roadway segment. Therefore, there may be localized areas where ambient concentrations of MSATs could be higher than those associated with the No-Build Alternative. The localized increases in MSAT concentrations would likely be most pronounced along the segment of Bradley Avenue between Graves Avenue and Mollison Avenue, where the roadway would be expanded from one to two lanes in each direction. However, as discussed above, the magnitude and the duration of these potential increases cannot be accurately quantified due to the inherent deficiencies of current models. In sum, when a roadway is widened and, as a result, moves closer to receptors, the localized level of MSAT emissions for the Preferred Alternative could be higher relative to the No-Build Alternative, but

this could be offset due to increases in speeds and reductions in congestion (which are associated with lower MSAT emissions). In addition, MSATs would be lower in other locations when traffic shifts away from them. However, on a regional basis, EPA's vehicle and fuel regulations, coupled with fleet turnover, will over time cause substantial reductions that, in almost all cases, will cause region-wide MSAT levels to be substantially lower than today.

### Construction Impacts

The principal criteria pollutants emitted during construction would be PM<sub>10</sub> and PM<sub>2.5</sub>. The source of the pollutants would be fugitive dust created during clearing, grubbing, excavation, and grading; demolition of structures and pavement; vehicle travel on paved and unpaved roads; and material blown from unprotected graded areas, stockpiles, and haul trucks. *Fugitive* is a term used in air quality analysis to denote emission sources that are not confined to stacks, vents, or similar paths. Generally, the distance that particles drift from their source depends on their size, emission height, and wind speed. About 50 percent of fugitive dust is made up of relatively large particles, greater than 100 microns in diameter. These particles are responsible for the reduced visibility often associated with construction, as well as the nuisance caused by the deposition of dust on vehicles, and in exterior areas used by people for recreation and business. Given their relatively large size, these particles tend to settle within 6 to 9 meters (20 to 30 feet) of their source. Small particles, less than 100 microns in diameter, can travel nearly 100 meters (330-feet) before settling to the ground, depending on wind speed. These smaller particles also contribute to visibility and nuisance impacts, and include PM<sub>10</sub> and PM<sub>2.5</sub>, which are potential health hazards.

An additional important source of pollutants during construction would be the engine exhaust from construction equipment. The principal pollutants of concern would be nitrogen oxide (NO<sub>x</sub>) and volatile organic compounds (VOC) emissions that would contribute to the formation of ozone (O<sub>3</sub>), which is a regional nonattainment pollutant.

Federal conformity regulations require analysis of construction impacts for projects when construction activities will last for more than 5 years. The project would last less than 5 years; therefore, no quantitative estimates of regional construction emissions have been made.

### No-Build Alternative

Under the No-Build Alternative, localized ambient concentrations of MSATs are likely to remain consistent with current levels. Regardless of project alternative, regional MSAT emissions would likely be lower than present levels in year 2030 as a result of EPA's national control programs that are projected to reduce MSAT emissions by 57 to 87 percent between 2000 and 2020.

The results of CO modeling presented in Table 2-15 indicate that future CO concentrations at the intersections of Bradley Avenue and Graves Avenue, and Bradley Avenue and Magnolia Avenue, would be slightly higher for the No-Build Alternative than for the Preferred Alternative. The differential would be 0.1 ppm, and is not considered a substantial impact.

Under the No-Build Alternative, no effects to air quality as a result of construction activities would occur.

### **Avoidance and Minimization Measures**

Construction and operation of the project would result in unavoidable increases in certain pollutants, as described above; however, measures would be incorporated into the project to minimize effects to air quality to the maximum extent feasible.

The project contractor would follow Department Standard Specification 7-1.01F and Standard Specification 10, which address following the local air pollution control district's rules and dust control, respectively.

The following measures would be incorporated into the project to minimize the emission of fugitive dust, PM<sub>10</sub>, and PM<sub>2.5</sub>:

1. Minimize land disturbance.
2. Use watering trucks to minimize dust; watering should be sufficient to confine dust plumes to the project work areas.
3. Suspend grading and earth moving when wind gusts exceed 40 kph (25 mph) unless the soil is wet enough to prevent dust plumes.
4. Stabilize the surface of inactive stockpiles.
5. Limit vehicular paths on unpaved surfaces.
6. Minimize unnecessary vehicular and machinery activities.
7. Conduct street sweeping where sediment is tracked from the job site onto paved roads; perform immediately after soil-disturbing activities occur or offsite tracking of material is observed.
8. Revegetate disturbed land, including vehicular paths created during construction to avoid future off-road vehicular activities.
9. Remove unused material.

Additionally, it is recommended that the following measure be incorporated into the project to minimize exposure to diesel particulate emissions:

1. Locate construction equipment and truck staging and maintenance areas as far as feasible from, and nominally downwind of, schools, active recreation areas, and other areas of high population density.

For the No-Build Alternative, no substantial air quality impacts were identified and, therefore, no mitigation measures are proposed.

### **2.2.5 Noise**

The information presented in this section is based on the February 2006 Noise Study Report and March 2006 Preliminary Noise Abatement Decision Report prepared for this project, which are incorporated by reference.

## Regulatory Setting

NEPA (1969) and CEQA provide the broad basis for analyzing and abating highway traffic noise effects. The intent of these laws is to promote the general welfare and to foster a healthy environment. The requirements for noise analysis and the consideration of noise abatement and/or mitigation, however, differ between NEPA and CEQA.

### California Environmental Quality Act

CEQA requires a strictly baseline versus build analysis to assess whether a proposed project would have a noise impact. If a proposed project is determined to have a significant noise impact under CEQA, then CEQA dictates that mitigation measures must be incorporated into the project unless such measures are not feasible. The rest of this section will focus on the NEPA and 23 CFR 772 noise analysis.

### National Environmental Policy Act and 23 CFR 772

For highway transportation projects with FHWA (and the Department, as assigned) involvement, the Federal Aid Highway Act of 1970 and the associated implementing regulations (23 CFR 772) govern the analysis and abatement of traffic noise impacts. The regulations require that potential noise impacts in areas of frequent human use be identified during the planning and design of a highway project. The regulations contain noise abatement criteria (NAC) that are used to determine when a noise impact would occur. The NAC differ depending on the type of land use under analysis. For example, the NAC for residences (67 dBA) is lower than the NAC for commercial areas (72 dBA). Table 2-17 lists the noise abatement criteria.

**Table 2-17. Noise Abatement Criteria**

Activity Category	NAC, Hourly A-Weighted Noise Level, dBA $L_{eq}(h)$	Description of Activities
A	57 Exterior	Lands on which serenity and quiet are of extraordinary significance and serve an important public need and where the preservation of those qualities is essential if the area is to continue to serve its intended purpose.
B	67 Exterior	Picnic areas, recreation areas, playgrounds, active sport 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 above.
D	—	Undeveloped lands.
E	52 Interior	Residence, motels, hotels, public meeting rooms, schools, churches, libraries, hospitals, and auditoriums.

Source: California Department of Transportation, Traffic Noise Analysis Protocol, 1998.

The graphic presented on the next page lists the noise levels of common activities to enable readers to compare the actual and predicted highway noise-levels discussed in this section with common activities.

Common Outdoor Activities	Noise Level (dBA)	Common Indoor Activities
Jet Fly-over at 300m (1000 ft)	110	Rock Band
Gas Lawn Mower at 1 m (3 ft)	100	
Diesel Truck at 15 m (50 ft), at 80 km (50 mph)	90	Food Blender at 1 m (3 ft)
Noisy Urban Area, Daytime	80	Garbage Disposal at 1 m (3 ft)
Gas Lawn Mower, 30 m (100 ft)	70	Vacuum Cleaner at 3 m (10 ft)
Commercial Area		Normal Speech at 1 m (3 ft)
Heavy Traffic at 90 m (300 ft)	60	Large Business Office
Quiet Urban Daytime	50	Dishwasher Next Room
Quiet Urban Nighttime	40	Theater, Large Conference Room (Background)
Quiet Suburban Nighttime		Library
Quiet Rural Nighttime	30	Bedroom at Night, Concert Hall (Background)
	20	Broadcast/Recording Studio
	10	
Lowest Threshold of Human Hearing	0	Lowest Threshold of Human Hearing

In accordance with the Department’s Traffic Noise Analysis Protocol for New Highway Construction and Reconstruction Projects, October 1998, a noise impact occurs when the future noise level associated with the project results in a substantial increase in noise level (defined as a 12 dBA or more increase) or when the future noise level with the project approaches or exceeds the NAC. *Approaching the NAC* is defined as coming within 1 dBA of the NAC.

If it is determined that the project would have noise impacts, then potential abatement measures must be considered. Noise abatement measures that are determined to be reasonable and feasible at the time of final design are incorporated into the project plans and specifications. This document discusses noise abatement measures that would likely be incorporated in the project.

The Department’s Traffic Noise Analysis Protocol sets forth the criteria for determining when an abatement measure is reasonable and feasible. Feasibility of noise abatement is basically an engineering concern. A minimum 5-dBA reduction in the future noise level must be achieved for an abatement measure to be considered feasible. Other considerations include topography, access requirements, other noise sources, and safety considerations. The reasonableness determination is basically a cost-benefit analysis. Factors used in determining whether a proposed noise abatement

measure is reasonable include residents' acceptance, the absolute noise level, build versus existing noise, environmental impacts of abatement, public and local agencies input, newly constructed development versus development pre-dating 1978, and the cost per benefited residence.

### ***Affected Environment***

As identified in the 2006 Noise Study Report, the land uses adjacent to the project corridor are residential, commercial, and industrial. Noise measurement sites are locations where noise measurements are taken in order to determine existing noise levels and to verify or calibrate computer noise models. These sites are chosen as being representative of similar sensitive sites in the area. Locations that are expected to receive the greatest noise impacts are generally chosen. Noise measurements were mainly conducted in frequent outdoor human-use areas. The sensitive receptors for the Preferred Alternative are listed in Table 2-18 on page 2-75; those in bold are those receptors where the noise increase due to the proposed build alternatives approaches or exceeds the NAC. The sensitive receptors are depicted on Figures 11a through 11d on pages 2-71 through 2-74.

### ***Environmental Consequences***

#### ***Preferred Alternative***

The Preferred Alternative would impact three (3) three-bedroom, one-bath single-family residences, one (1) three-bedroom, two-bathroom single-family residence, one (1) four-bedroom, two-bath single-family residence, and one (1) five-bedroom, three-bathroom single-family residence.

During construction, noise may temporarily dominate the noise environment in the area of construction activities. Caltrans' Standard Specifications require that noise generated during construction should comply with federal, state, and local regulations and that all equipment shall be fitted with adequate mufflers according to the manufacturers' specifications. Construction equipment is expected to generate noise levels ranging from 74 to 85 dBA at a distance of 15 meters (50 feet), which would be further reduced at a rate of about 6 dBA per doubling of distance. No adverse noise impacts are anticipated because construction would be short-term, intermittent, and dominated by local traffic noise and construction activities would be conducted in accordance with the Caltrans' Standard Specifications.

#### ***No-Build Alternative***

Under the No-Build Alternative, future design year (2030), maximum hourly traffic noise levels are predicted to approach or exceed the NAC of 67 dBA- $L_{eq}(h)$  for Activity Category B land uses and the NAC of 72 dBA- $L_{eq}(h)$  for Activity Category C land uses in the project area (see Table 2-18). This impact would not be addressed under the No-Build Alternative and would remain.

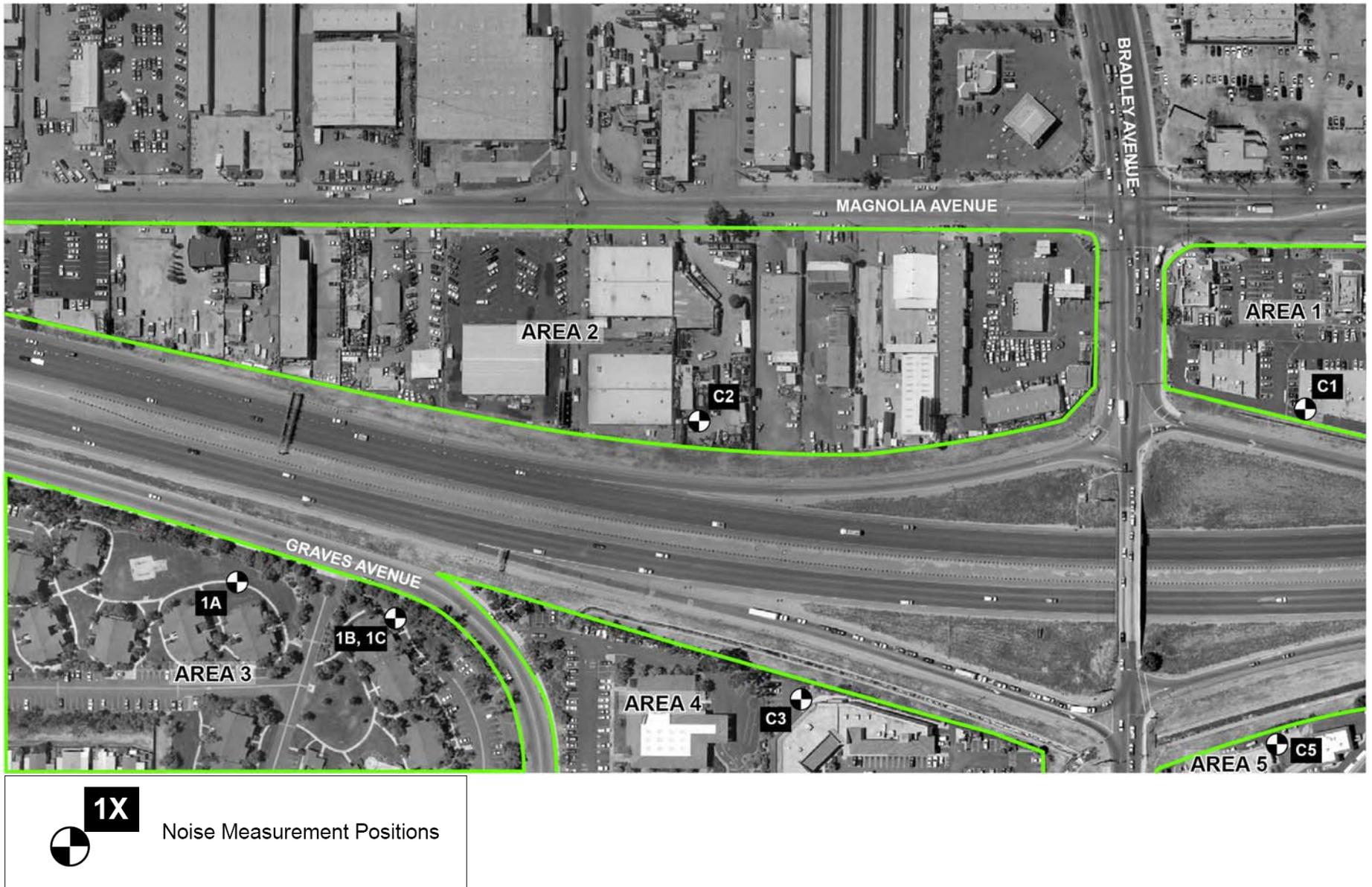


Figure 11a  
Representative Sensitive Receptor Locations



Figure 11b  
Representative Sensitive Receptor Locations



Figure 11c  
Representative Sensitive Receptor Locations



Figure 11d  
Representative Sensitive Receptor Locations

**Table 2-18. Traffic Noise Impact Evaluation (dBA)**

Receptor # and Location	Existing	Design Year No Project	Design Year with Project
2A-Countryside Village Unit 204 (balcony)-1525 Graves Ave.	75	77	77
2B-Countryside Village (ground level)-1525 Graves Ave.	67	69	69
3A-Apartment complex	77	79	79
4A-Pepper Creek Apartments-1475 Graves Ave.	69	71	72
4B-Pepper Creek Apartments-1475 Graves Ave.	68	69	69
1A-Spring Tree Apartment Complex Unit 133-1423 Graves Ave.	64	66	66
1B-Spring Tree Apartment Complex Unit 108 (ground level)-1423 Graves Ave.	65	67	67
1C-Spring Tree Apartment Complex Unit 208 (balcony)-1423 Graves Ave.	71	73	73
5A-Anchor Down Mobile Homes-260 E. Bradley Ave.	69	71	71
6A-Anchor Down Mobile Homes Unit 24-260 E. Bradley Ave.	68	70	69
6B-Anchor Down Mobile Homes Unit 22-260 E. Bradley Ave.	58	61	61
7A-Villa Cajon-255 E. Bradley	67	69	71
7B-Villa Cajon across from Unit 36-255 E. Bradley-255 E. Bradley	60	63	63
8A-Starlight Mobile Home Park-351 E. Bradley, Coral Gardens Apartments-425 E. Bradley, Sunset View Apartments-1518 Sams Hill Road, Bradley Vista Apartments	67	69	71
9A-Rancho Mesa Mobile Home Park (adjacent to Unit 52)-450 E. Bradley	63	65	66
9B-Rancho Mesa Mobile Home Park (Between 50 and Open Lot)-450 E. Bradley	54	56	56
10A-Rancho Mesa Mobile Home Park-450 E. Bradley	61	63	65
11-Bradley Court Assisted Living-675 E. Bradley	55	57	58
13A-Cajon Mobile Manor (common use area)-751 E. Bradley	63	65	68
13B-Cajon Mobile Manor-751 E. Bradley	56	58	58
12A-Residential Subdivision	66	68	NA
12B-Residential Subdivision	58	60	60
12C-Residential Subdivision	54	56	57
2C-Countryside Village (pool area)-1525 Graves Ave.	64	66	67
<b>RX1 (exterior)-Bradley One Apartments-241 E. Bradley</b>	<b>68</b>	<b>70</b>	<b>71</b>
RX1 (interior)- Bradley One Apartments-241 E. Bradley	46	48	49
<b>RX2-Bradley Arms Apartments-241 E. Bradley</b>	<b>68</b>	<b>70</b>	<b>70</b>
<b>RX3-Sunset Terrace Apartments-325 E. Bradley</b>	<b>67</b>	<b>69</b>	<b>70</b>
<b>RX4-Greystone Village-360 E. Bradley</b>	<b>64</b>	<b>68</b>	<b>69</b>
RX5-Apartment complex-pool	60	62	62
<b>C1-Bradley/SR-67 NW quadrant—APN 387-121-45</b>	<b>75</b>	<b>77</b>	<b>77</b>
<b>C2-Bradley/SR-67 SW quadrant—387-130-16</b>	<b>73</b>	<b>75</b>	<b>75</b>
<b>C3-Bradley/SR-67 SE quadrant—387-131-03</b>	<b>72</b>	<b>74</b>	<b>74</b>
<b>C4-Bradley/Graves SW quadrant—387-131-03</b>	<b>70</b>	<b>72</b>	<b>71</b>
<b>C5-Bradley/SR-67 NE quadrant—381-131-17</b>	<b>73</b>	<b>75</b>	<b>75</b>
<b>C6-Bradley/Graves NW quadrant</b>	<b>72</b>	<b>74</b>	<b>74</b>
C7-340 East Bradley Avenue—378-141-54	66	68	68
C8-713 East Bradley Avenue—388-291-23	66	68	70
M13A-Burnett Street—388-181-06	59	63	63
M13B-Burnett Street—388-181-05	57	59	61
M14A-Burnett Street—388-182-06	60	63	63
M14B-Burnett Street—388-182-05	58	60	61
M15A-Berrydale Street—388-183-05	61	63	64
M15B-Berrydale Street—388-183-04	60	62	62

Receptors in bold are those receptors where the noise increase approaches or exceeds the NAC.

### Avoidance and Minimization Measures

A field investigation of the project area was conducted to identify uses in the project area that could be subject to traffic noise impacts from the project. Twenty-four locations within the project area were originally identified as having potential to be affected by the project due to their type of use and/or proximity to the project. In accordance with 23 CFR 772, noise abatement was considered only where noise impacts are predicted, where frequent human use occurs, and where a lowered noise level would be of benefit. Upon further investigation of the receivers for their potential to be affected by the project, it was determined that frequent human use did not occur at most of the receiver locations within the project area; therefore, the evaluation of noise abatement was limited to the six receptor locations as shown in Table 2-19.

The Noise Study prepared for this document identified projected noise levels and anticipated impacts, and provided barrier recommendations to abate the noise impacts. All noise barriers were analyzed as sound walls. An analysis with barrier heights ranging from 1.8 meters (6 feet) to 4.9 meters (16 feet) was conducted for impacted noise sensitive areas. Within the Noise Study, all recommended barrier heights and locations were designed to provide a minimum 5-dBA reduction in noise. The six proposed noise barriers were found to be preliminarily feasible in the Noise Study and were carried forward into the next stage of analysis.

**Table 2-19. Noise Prediction with Barrier Heights**

Receptor and Location	Project Build without Barrier $L_{eq(h)}$ , dBA	Noise Prediction with Barrier				
		$L_{eq(h)}$				
		2.4 m (8 ft)	3.0 m (10 ft)	3.7 m (12 ft)	4.3 m (14 ft)	4.9 m (16 ft)
Countryside Village Apartments	67	65	63	62	61	60
Anchor Down Mobile Home Park	71	60	59	58	56	55
Villa Cajon Mobile Home Park	70	61	59	57	56	55
Starlight Mobile Home Park	71	60	59	58	57	56
Rancho Mesa Mobile Home Park	66	57	55	54	53	52
Cajon Manor Mobile Home Park	68	57	55	54	53	52

Working off the preliminary results of the Noise Study, the March 2006 Preliminary Noise Abatement Decision Report (NADR), which is incorporated by reference, was prepared to evaluate the feasibility and reasonableness of measures to abate traffic noise impacts (see Table 2-20 on the following page).

The feasibility of a noise abatement measure is an engineering consideration. A minimum of 5dBA noise reduction must be achieved for the proposed measure to be considered feasible. The determination of reasonableness is more subjective and requires common sense and good judgment. The overall reasonableness is determined by considering a multitude of factors (such as cost, absolute noise levels, noise level change, and abatement benefits), and a final decision is determined after environmental impacts and public input are considered.

**Table 2-20. Noise Abatement Decision Report (NADR) Results Summary**

Area # and Location	Existing Noise Level (dBA)	Predicted Noise Level without Project (dBA)	Predicted Noise Level with Project (dBA)	5 dB Reduction in Predicted Noise Level with Abatement <sup>c</sup>				Reasonable and Feasible
				1.8 m Wall	2.4 m Wall	3.0 m Wall	3.7 m Wall	
A6—Countryside Village	64	66	67	NA	NA	NA	Yes	No
A9—Anchor Down Mobile Home Park	69	71	71	Yes	Yes	Yes	Yes	No
A11—Villa Cajon Mobile Home Park	67	69	71	Yes	Yes	Yes	Yes	No
A15—Starlight Mobile Home Park	67	69	71	Yes	Yes	Yes	Yes	No
A18—Rancho Mesa Mobile Home Park	63	65	66	Yes	Yes	Yes	Yes	Yes
A23—Cajon Manor Mobile Home Park	63	65	68	Yes	Yes	Yes	Yes	No

Noise barrier A6 was considered at an existing 1.8-meter (6-foot) high solid barrier located between the Country Side Village outdoor use area and Graves Avenue. It is represented by receptor 2C. The considered noise barrier extended for approximately 45.7 meters (150 feet); heights of 1.8–3.7 meters (6–12 feet) were evaluated. The 3.7-meter (12-foot) wall height would benefit one residence and is considered feasible. The 1.8-, 2.4-, and 3-meter (6-, 8-, and 10-foot) wall heights would not benefit any receivers. The reasonable total cost allowance for the 3.7-meter (12-foot) barrier is \$30,000. The estimated cost without temporary construction easements and permanent easements would be \$121,356. The estimated cost with construction easements only would be \$130,356. The estimated costs with all easements would be \$145,356. All of these amounts are above the reasonable allowance. Construction of noise barrier A6 is feasible but not reasonable due to the estimated construction cost being higher than the total cost allowance for barrier A6. Construction of barrier A6 is not recommended.

Noise barrier A9 was considered between Bradley Avenue and Anchor Down Mobile Home Park, and is represented by receptors 5A, 6A, and 6B. Noise barrier A9 was analyzed through multiple iterations. The first iteration was composed of three wall segments. The first segment of wall, located on the corner of Bradley Avenue and Graves Avenue, could not be constructed due to the close proximity to an existing mobile home unit. The footing of the proposed sound wall segment would have impacted the existing foundation structure of the mobile home, and the mobile home would have to be removed in order for the proposed sound wall to be constructed. This problem was encountered on the third segment of the wall as well. Due to these construction conflicts, the wall was not constructible and therefore considered infeasible. Other construction features of noise barrier A9 would have required the relocation of utilities. Seven (7) meters (23 feet) of gas line, a water service backflow preventer, and a large water valve, would need to be removed and reconstructed.

The middle segment of noise barrier A9 was analyzed for multiple wall heights varying from 1.8 meters (6 feet) to 3.7 meters (12 feet). The modeled noise barrier shows a benefit for two

residences. The estimated cost of sound wall A9 exceeds the reasonable allowance with and without easements for all modeled wall heights. Construction of sound wall A9 is not recommended since it is not reasonable from a cost basis. It is not reasonable with the cost of easement acquisition included, and it is not reasonable with the cost of easement acquisition waived by the property owner. The number of receivers benefited and estimated costs for each of the evaluated wall heights for the middle segment of wall A9 are provided in Table 2-21 below.

**Table 2-21. Reasonable Allowances for Barrier A9**

Height (meters [feet])	Number of Benefited Receivers	Reasonable Allowance	Estimated cost without easements	Estimated cost with construction easements only	Estimated costs with all easements	Feasible?
1.8 (6.0)	2	\$88,000	\$101,535	\$111,535	\$141,535	No
2.4 (8.0)	2	\$92,000	\$122,087	\$132,087	\$162,087	No
3.0 (10.0)	2	\$92,000	\$147,160	\$157,160	\$187,160	No
3.7 (12.0)	2	\$96,000	\$169,694	\$179,694	\$209,694	No

Noise barrier A11 was considered between Bradley Avenue and Villa Cajon Mobile Home Park and is represented by receptors 7A and 7B. Noise barrier A11 was analyzed for multiple wall heights varying from 1.8 meters (6 feet) to 3.7 meters (12 feet). The modeled noise barrier shows a benefit for six residences for the wall heights of 1.8 meters (6 feet), 2.4 meters (8 feet), and 3.0 meters (10 feet). The modeled noise barrier shows a benefit for eight residences for the wall height of 3.7 meters (12 feet). The estimated cost of sound wall A11 exceeds the reasonable allowance with easements for all modeled wall heights. The footing of the proposed sound wall segment would impact the existing foundation structure of a mobile home unit in the Villa Cajon Mobile Home Park. The mobile home would have to be removed in order for the proposed sound wall to be built. Due to constructability issues, the proposed sound wall is not feasible.

Other sound wall construction features would have required the relocation of utilities. Two fire hydrants and a telephone riser would need to be removed and reconstructed. The number of receivers benefited, and estimated costs for each wall evaluated are provided in Table 2-22 below.

**Table 2-22. Reasonable Allowances for Barrier A11**

Height (meters [feet])	Number of Benefited Receivers	Reasonable Allowance	Estimated cost without easements	Estimated cost with construction easements only	Estimated costs with all easements	Feasible?
1.8 (6.0)	6	\$264,000	\$168,584	\$203,584	\$308,584	No
2.4 (8.0)	6	\$276,000	\$202,950	\$237,950	\$342,950	No
3.0 (10.0)	6	\$276,000	\$244,876	\$279,876	\$384,876	No
3.7 (12.0)	8	\$384,000	\$282,553	\$317,553	\$422,553	No

Noise barrier A15 was considered between Bradley Avenue and Starlight Mobile Home Park, and is represented by receptor 8A. Noise barrier A15 was analyzed for multiple wall heights varying from 1.8 meters (6 feet) to 3.7 meters (12 feet). The modeled noise barrier shows a benefit of one residence for a 1.8-meter (6-foot) wall, two residences for a 2.4-meter (8-foot)

wall, and three residences for a 3.0-meter (10-foot) and 3.7-meter (12-foot) wall. The estimated cost of noise barrier A15 exceeds the reasonable allowance with and without easements for all modeled wall heights.

Other sound wall construction features would require the relocation of utilities. Two CATV pull boxes, one telephone pull box, one telephone riser, and one telephone and power pole would need to be removed and reconstructed. Construction of noise barrier A15 is not recommended since it is not reasonable on a cost basis. It is not reasonable with the cost of easement acquisition included and it is not reasonable with the cost of easement acquisition waived by the property owner.

The number of receivers benefited, and estimated costs for each wall evaluated are provided in Table 2-23 below.

**Table 2-23. Reasonable Allowances for Barrier A15**

Height (meters [feet])	Number of Benefited Receivers	Reasonable Allowance	Estimated cost without easements	Estimated cost with construction easements only	Estimated costs with all easements	Feasible?
1.8 (6.0)	1	\$44,000	\$166,496	\$181,496	\$226,496	No
2.4 (8.0)	2	\$92,000	\$198,501	\$213,501	\$258,501	No
3.0 (10.0)	3	\$144,000	\$237,552	\$252,522	\$297,552	No
3.7 (12.0)	3	\$144,000	\$272,645	\$287,645	\$332,645	No

Noise barrier A18 was considered adjacent to the Rancho Mesa Mobile Home Park, on the roadway side of the existing trapezoid channel, and 1.2 meters (4 feet) in front of the existing right-of-way limits, and is represented by receptors 9A, 9B, and 10A.

Noise barrier A18 was analyzed through multiple iterations. The first iteration was composed of two wall segments. Each wall segment could not be constructed since the construction of each return wall would impact two existing mobile home units in the Rancho Mesa Mobile Home Park. Each of the footings of the proposed sound wall segments would have impacted the existing foundation structures of two mobile homes, and the mobile homes would have to be removed in order for the proposed sound wall to be constructed. Due to these construction conflicts, the wall was considered infeasible and therefore not constructible.

The PDT decided to reanalyze the wall with shortened return walls. Noise barrier A18 was analyzed for multiple wall heights varying from 1.8 meters (6 feet) to 3.7 meters (12 feet). The modeled noise barrier shows a benefit for 18 residences. The estimated cost of barrier A18 exceeds the reasonable allowance with easements for all modeled wall heights. Noise barrier A18 is feasible with a variable height, from 1.8 meters (6 feet) to 2.4 meters (8 feet).

Other sound wall construction features would require the relocation of utilities. Eighteen (18) meters (59 feet) of telephone line, two telephone risers, one electrical pull box, one CATV pull box, one telephone and power pole, 295 meters (968 feet) of trapezoidal concrete channel, and 286 meters (938 feet) of sidewalk would need to be removed and reconstructed.

The number of receivers benefited and estimated costs for each wall evaluated are provided in Table 2-24 below.

**Table 2-24. Reasonable Allowances for Barrier A18**

Height (meters [feet])	Number of Benefited Receivers	Reasonable Allowance	Estimated cost without easements	Estimated cost with construction easements only	Estimated costs with all easements	Feasible?
1.8 (6.0)	14	\$588,000	\$569,966	\$734,966	\$809,966	Yes
2.4 (8.0)	18	\$792,000	\$685,525	\$850,525	\$925,525	Yes
3.0 (10.0)	18	\$792,000	\$826,515	\$991,515	\$1,066,515	No
3.7 (12.0)	18	\$828,000	\$953,212	\$1,118,212	\$1,193,212	No

Based on the studies completed to date, the County intends to incorporate noise abatement at the Rancho Mesa Mobile Home Park location with barrier A18. A combined 1.8-meter (6-foot) and 2.4-meter (8-foot) -high wall was determined to benefit the same receivers as a 2.4-meter (8-foot) -high wall along the length of the entire mobile home park. Calculations based on preliminary design data indicate that the barrier would reduce noise levels by 5 dBA for 18 residences at a cost of \$734,966, with the cost of construction easements only. If during final design conditions have substantially changed, noise abatement may not be necessary. The final decision of the noise abatement would be made upon completion of the project design and the public involvement processes. Without the waiving of the permanent easement fees, these soundwalls would exceed the established Department/FHWA reasonable cost allowance criterion.

Construction for the potential sound wall at Area 18 is only recommended if the property owners waive the permanent easement fees. As part of the NADR process, the property owners that would be protected by the potential walls would be given the opportunity to provide their input, which would be taken into consideration when determining whether the walls would be constructed, along with the final location and design of the walls. At a minimum, plans will be forwarded to Helix Water District and Padre Dam MWD.”

Noise barrier A23 was considered between Bradley Avenue and the Cajon Manor Mobile Home Park and single-family residence, and is represented by receptors 13A and 13B. Noise barrier A23 was analyzed for multiple wall heights varying from 1.8 meters (6 feet) to 3.7 meters (12 feet). The modeled noise barrier shows a benefit for four residences.

Construction features would require the relocation of utilities. Forty-eight (48) meters (158 feet) of underground electrical lines and CATV lines would need to be removed and reconstructed.

Construction of sound wall A23 is not recommended since it is not reasonable from a cost basis. The estimated cost of noise barrier A23 exceeds the reasonable allowance with and without easements for all modeled wall heights. It is not reasonable with the cost of easement acquisition included, and it is not reasonable with the cost of easement acquisition waived by the property owner.

The number of receivers benefited, and estimated costs for each wall evaluated are provided in Table 2-25 below.

**Table 2-25. Reasonable Allowances for Barrier A23**

Height (meters [feet])	Number of Benefited Receivers	Reasonable Allowance	Estimated cost without easements	Estimated cost with construction easements only	Estimated costs with all easements	Feasible?
1.8 (6.0)	4	\$176,000	\$187,692	\$202,692	\$247,692	No
2.4 (8.0)	4	\$176,000	\$211,275	\$226,275	\$271,275	No
3.0 (10.0)	4	\$184,000	\$240,048	\$255,048	\$300,048	No
3.7 (12.0)	4	\$184,000	\$265,906	\$280,906	\$325,906	No

## 2.3 Biological Environment

The information presented in this section is based on the June 2006 Natural Environment Study (NES) and June 2006 Jurisdictional Delineation, which are incorporated by reference.

### 2.3.1 Natural Communities

This section of the document discusses natural communities of concern. The focus of this section is on biological communities, not individual plant or animal species. This section also includes information on wildlife corridors and habitat fragmentation. Wildlife corridors are areas of habitat used by wildlife for seasonal or daily migration. Habitat fragmentation involves the potential for dividing sensitive habitat and thereby lessening its biological value.

Wetlands and other waters are also discussed below in Section 2.3.2, “Wetlands and Other Waters.”

#### ***Affected Environment***

The topography within the Biological Study Area (BSA) consists of manufactured slopes and flat stretches of road with an elevation of approximately 122 meters (400 feet). The BSA is dominated by development; however, scattered undeveloped areas supporting native and nonnative vegetation also occur within the project area. Vegetation communities observed within the project area include nonnative grassland and freshwater marsh. Disturbed areas and nonnative vegetation are also located within the project area; however, these areas consist of dirt driveways/turnouts and landscaping associated with the residential and commercial development and therefore are classified as urban/developed.

#### ***Environmental Consequences***

##### ***Preferred Alternative***

The Preferred Alternative would directly affect 5.0 hectares (12.3 acres) of nonnative grassland. If noise walls are constructed as part of this alternative, 0.004 hectare (0.009 acre) of freshwater marsh and 0.11 hectare (0.26 acre) of concrete-lined channels would be permanently impacted. If noise walls are not constructed, the area of freshwater marsh impacted would decrease slightly to 0.002 hectare (0.006 acre), and the area of concrete-lined channels impacted would decrease slightly to 0.07 hectare (0.18 acre). Refer to Section 2.3.2, “Wetlands and Other Waters,” for

further discussion concerning impacts and avoidance and minimization measures involving freshwater marsh and concrete channel resources.

### No-Build Alternative

Under the No-Build Alternative, no effects to natural communities would occur.

### **Avoidance, and Minimization Measures**

Environmentally Sensitive Areas (ESAs) have been identified to avoid impacts to jurisdictional waters within the Project Impact Area (PIA) that are not identified as being impacted (i.e., portions of the channels located adjacent to the northbound on- and off-ramps, and a portion of the freshwater marsh area at the northern end of the channel located adjacent to the southbound off-ramp).

Impacts to the two small patches of freshwater marsh, regulated as wetlands by the USACE, waters of the state by RWQCB, and streambeds by the CDFG, are proposed to be offset through 3:1 enhancement within the tributary to Forester Creek between SR-67 and Magnolia Avenue, for a total of 0.012 hectare (0.027 acre) of enhancement if the noise walls are constructed, or 0.006 hectare (0.018 acre) of enhancement if the noise walls are not constructed.

The impacts to nonnative grassland located within current Department- or County-maintained rights-of-way would not require mitigation.

Because the concrete-lined channels and the two patches of freshwater marsh are considered jurisdictional by the USACE, CDFG, and RWQCB, the following permits/approvals from these agencies would be required: Section 401 Water Quality Certification (RWQCB); nationwide Section 404 permit (USACE); and Streambed Alteration Agreement (CDFG). Any additional measures outlined in these permits, if included, will be implemented.

## **2.3.2 Wetlands and Other Waters**

### **Regulatory Setting**

Wetlands and other waters are protected under a number of laws and regulations. At the federal level, the CWA (33 U.S.C. 1344) is the primary law regulating wetlands and waters. The CWA regulates the discharge of dredged or fill material into waters of the United States, including wetlands. Waters of the United States include navigable waters, interstate waters, territorial seas, and other waters that may be used in interstate or foreign commerce. To classify wetlands for the purposes of the CWA, a three-parameter approach is used that includes the presence of hydrophytic (water-loving) vegetation, wetland hydrology, and hydric soils (soils subject to saturation/inundation). All three parameters must be present, under normal circumstances, for an area to be designated as a jurisdictional wetland under the CWA.

Section 404 of the CWA establishes a regulatory program that provides that no discharge of dredged or fill material can be permitted if a practicable alternative exists that is less damaging to the aquatic environment or if the nation's waters would be substantially degraded. The Section 404 permit program is run by the USACE with oversight by the EPA.

The EO for the Protection of Wetlands (EO 11990) also regulates the activities of federal agencies with regard to wetlands. Essentially, this EO states that a federal agency, such as the FHWA, cannot undertake or provide assistance for new construction located in wetlands unless the head of the agency finds: 1) that there is no practicable alternative to the construction and 2) the project includes all practicable measures to minimize harm.

At the state level, wetlands and waters are regulated primarily by the CDFG and the SWRCB. In certain circumstances, the Coastal Commission (or Bay Conservation and Development Commission) may also be involved. Sections 1600-1607 of the Fish and Game Code require any agency that proposes a project that would substantially divert or obstruct the natural flow of or substantially change the bed or bank of a river, stream, or lake to notify CDFG before beginning construction. If CDFG determines that the project may substantially and adversely affect fish or wildlife resources, a Lake or Streambed Alteration Agreement would be required. CDFG jurisdictional limits are usually defined by the tops of the stream or lake banks, or the outer edge of riparian vegetation, whichever is wider. Wetlands under jurisdiction of the USACE may or may not be included in the area covered by a Streambed Alteration Agreement obtained from the CDFG.

The RWQCBs were established under the Porter-Cologne Water Quality Control Act to oversee water quality. The RWQCB also issues water quality certifications in compliance with Section 401 of the CWA. Please see the Water Quality section for additional details.

### ***Affected Environment***

Three small patches of freshwater marsh are located within the BSA: one at the beginning of the concrete-lined channel located east of the southern end of the northbound Bradley Avenue/SR-67 off-ramp, the second along the north side of Bradley Avenue and the Rancho Mesa Mobile Home Park, and the third at the north end of the channel located adjacent to the southbound SR-67 off-ramp where this channel confluences with an east-west trending dirt lined channel. Dominant plants observed in the freshwater marsh within the BSA include broad-leaf cattails (*Typha latifolia*), annual beard grass (*Polypogon monspeliensis*), and ryegrass. There are no natural drainage features within the project footprint; however, along the interchange ramps and along portions of Bradley Avenue, there are concrete-lined, maintained ditches that transport water from storm events and urban nuisance runoff. These flows eventually reach the northwest corner of the study area where they are congregated into a single dirt lined channel that is a tributary to Forester Creek.

### ***Environmental Consequences***

#### ***Preferred Alternative***

The Preferred Alternative would result in impacts to two small patches of freshwater marsh; one located along the north side of Bradley Avenue at the west end of the Rancho Mesa Mobile Home Park and one located at the north end of the channel located adjacent to the southbound SR-67 off-ramp where this channel confluences with an east-west trending dirt lined channel. The locations of these resources are shown in Figures 12a through 12e. Impacts to freshwater marsh would occur as a result of the construction of channel improvements associated with a detention basin at the north end and to the west of the SR-67 southbound off-ramp and the possible construction of noise walls at the Rancho Mesa Mobile Home Park. This alternative would result in a permanent impact to 0.002 hectare (0.006 acre) of freshwater marsh; if noise walls are constructed in front of the Rancho Mesa Mobile Home Park (which would result in the

removal and replacement of the concrete-lined channel), the area of freshwater marsh impacted would increase slightly to 0.004 hectare (0.009 acre). If the channel is removed and replaced in-kind, the area of existing freshwater marsh would be removed and this portion of the channel would be piped to allow for construction of the western noise wall turnback.

The Preferred Alternative would also require the relocation/realignment of approximately 244 linear meters (800 linear feet) of concrete-lined channel located adjacent to the northbound off-ramp and approximately 270 linear meters (680 linear feet) of concrete channel located along the southbound off-ramp, which would be reconstructed to accommodate the construction of a detention basin. The locations of these facilities are shown in Figures 12a through 12e. Approximately 10.7 meters (35 feet) of concrete channel would be undergrounded along the southbound on-ramp adjacent to intersection with Bradley Avenue. In addition, approximately 295 meters (968 feet) of the concrete channel in front of the Rancho Mesa Mobile Home Park would be removed and reconstructed if the potential noise walls at this location are constructed. The Preferred Alternative would permanently impact 0.07 hectare (0.18 acre) of concrete-lined channels; if noise walls are constructed in front of the Rancho Mesa Mobile Home Park (which would result in the removal and replacement of the concrete-lined channel), the area of concrete-lined channels impacted would increase slightly to 0.11 hectare (0.26 acre).

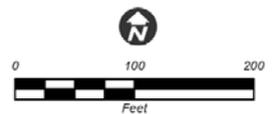
Impacts to the two small patches of freshwater marsh would be offset through 3:1 enhancement within the tributary to Forester Creek between SR-67 and Magnolia Avenue. This would amount to 0.006 hectare (0.018 acre) of enhancement. If the noise abatement is implemented, the enhancement amount would increase to a total of 0.012 hectare (0.027 acre). Impacts to the concrete-lined channels are not anticipated to require mitigation beyond the proposed relocation/realignment of these channels as part of the project.

A wetland delineation was conducted on May 27 and June 1, 2006, and it was determined that the two patches of freshwater marsh that would be impacted by the project would be regulated as wetlands by the USACE, waters of the state by the RWQCB, and streambeds by the CDFG. The concrete-lined drainage channels would be regulated as nonwetland waters by the USACE, waters of the state by the RWQCB, and streambeds by the CDFG. Resources impacted by jurisdiction are summarized in Table 2-26 on page 2-91. The freshwater marsh areas are believed to support the following wetland functions: groundwater recharge, sediment stabilization, and nutrient removal/transformation. Wetland enhancement is proposed to compensate for the loss of these values.



Source: SANDAG, SanGIS

-  Concrete-Lined Channel (USACE Waters of the U.S./RWQCB Waters of the State/CDFG Streambed)
-  Freshwater Marsh (USACE Wetlands/RWQCB Waters of the State/CDFG Streambed)
-  Construction Limits
-  Environmentally Sensitive Area \*
-  Environmentally Sensitive Area (will be impacted if noise walls are constructed) \*



08/08/08 :GIS\bradleyave\mxd\fig4\impacts

\* Environmentally Sensitive Areas are areas that will be fenced prior to, and avoided during, all clearing, grading, and/or construction activities.

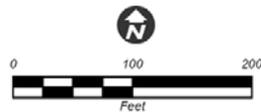
Figure 12a  
Jurisdictional Resources Map



Source: SANDAG, SanGIS

-  Concrete-Lined Channel (USACE Waters of the U.S./RWQCB Waters of the State/CDFG Streambed)
-  Freshwater Marsh (USACE Wetlands/RWQCB Waters of the State/CDFG Streambed)
-  Construction Limits
-  Environmentally Sensitive Area \*
-  Environmentally Sensitive Area (will be impacted if noise walls are constructed) \*

\* Environmentally Sensitive Areas are areas that will be fenced prior to, and avoided during, all clearing, grading, and/or construction activities.



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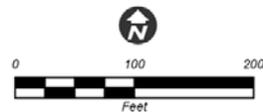
Figure 12b  
Jurisdictional Resources Map



Source: SANDAG, SanGIS

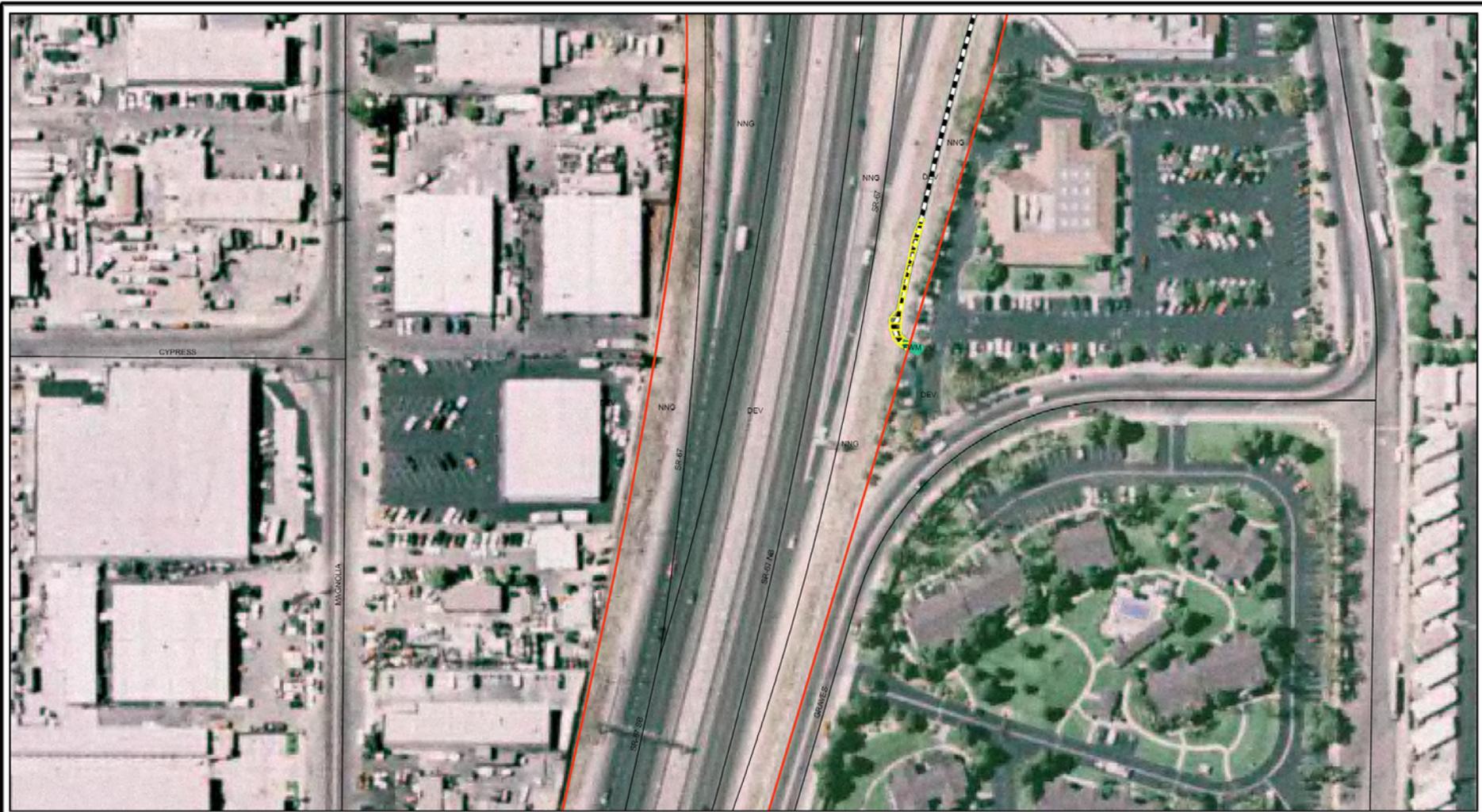
-  Concrete-Lined Channel (USACE Waters of the U.S./RWQCB Waters of the State/CDFG Streambed)
-  Freshwater Marsh (USACE Wetlands/RWQCB Waters of the State/CDFG Streambed)
-  Construction Limits
-  Environmentally Sensitive Area \*
-  Environmentally Sensitive Area (will be impacted if noise walls are constructed) \*

\* Environmentally Sensitive Areas are areas that will be fenced prior to, and avoided during, all clearing, grading, and/or construction activities.



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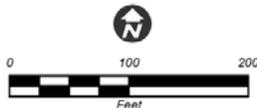
Figure 12c  
Jurisdictional Resources Map



Source: SANDAG, SanGIS

-  Concrete-Lined Channel (USACE Waters of the U.S./RWQCB Waters of the State/CDFG Streambed)
-  Freshwater Marsh (USACE Wetlands/RWQCB Waters of the State/CDFG Streambed)
-  Construction Limits
-  Environmentally Sensitive Area \*
-  Environmentally Sensitive Area (will be impacted if noise walls are constructed) \*

\* Environmentally Sensitive Areas are areas that will be fenced prior to, and avoided during, all clearing, grading, and/or construction activities.



06/08/06: /GIS/bradleyave/mxd/fig4impacts

Figure 12d  
Jurisdictional Resources Map



**Table 2-26. Jurisdictional Impacts**

Jurisdictional Resources	Type	Permanent Impacts (hectares [acres])
Impacts With Construction of Noise Walls		
USACE nonwetland waters/RWQCB waters of the state/CDFG streambed	Concrete-lined	0.11 (0.26)
USACE wetlands/RWQCB waters of the state/CDFG Streambed	Freshwater marsh	0.004 (0.009)
Totals		0.114 (0.269)
Impacts Without Construction of Noise Walls		
USACE nonwetland waters/RWQCB waters of the state/CDFG streambed	Concrete-lined	0.07 (0.18)
USACE wetlands/RWQCB waters of the state/CDFG Streambed	Freshwater marsh	0.002 (0.006)
Totals		0.072 (0.186)

**No-Build Alternative**

Under the No-Build Alternative, no effects to wetlands or other waters would occur.

**Avoidance and/or Minimization Measures**

In effort to avoid or minimize impacts to wetlands and freshwater marsh, design variations that included alignment modifications to channels and proposed noise abatement wall were considered by the project team. A comparison of impacts to ACOE jurisdictional wetlands and other waters by the Preferred Alternative and the following design variations is provided in Appendix G, Wetlands Only Practicable Finding, of this Final IS/EA. It was determined that the Preferred Alternative is the alternative with the least environmental impacts that would also meet the Purpose and Need of the project.

**Modification to Drainage Connection on West Side of SR-67 Southbound Off-Ramp.**

Modifications to the design of the drainage connection between the outlet from the detention basin and the channel located adjacent to the southbound SR-67 off-ramp were evaluated during the development of the project design. The freshwater marsh that is present within the channel extends along the entire reach of the channel within the project impact area. Therefore, regardless of where the outlet connects with the channel, there would be impacts to freshwater marsh. Therefore, this design variation was not implemented into the final project design. The design of the connection was designed to discharge into the small area of freshwater marsh that extends to the south of the main portion of the channel. By doing so, this allowed for the least practicable amount of impact to the freshwater marsh area.

**Realign Noise Abatement Wall A18.**

Realignment of the proposed noise abatement wall A18 was considered. Placement of the proposed noise abatement wall on the north side of the existing channel would require construction activities and foundation work to occur adjacent to the wall along the entire length of the channel segment, and would result in the destruction of the channel within this area. Placement of the return wall further east to avoid the freshwater marsh area would result in a reduction of the number of residents at the Rancho Mesa Mobile Home Park benefited by the proposed noise abatement wall. In addition, this shift would result in additional impacts to the channel in front of the mobile home park because the return wall would be constructed over the

existing channel. Under this design scenario, the channel would have to either be 1) filled in to support the wall and to attenuate the noise, which would require additional impacts due to the need for the construction of a new channel or piping of the existing channel; or 2) modified to support the new channel and left open, thus likely reducing the effectiveness of the noise wall in terms of attenuating noise at the mobile home park. Therefore, these design variations were not implemented into the final project design.

Impacts to wetlands in this area would only occur if the noise abatement wall is implemented as part of the project, and implementation of the noise abatement wall would occur only if requested by the property owners, and appropriate easements are donated to the County. Design of the noise abatement wall took into consideration the wetlands located in the PIA, and impacts to the unvegetated concrete-lined channel and freshwater marsh have been minimized to maximum extent feasible in the proposed project design.

Because the concrete-lined channels and the freshwater marsh are considered jurisdictional by the USACE, CDFG, and RWQCB, the following permits/approvals from these agencies would be required: Section 401 Water Quality Certification (RWQCB); Nationwide Section 404 permit (USACE); and Streambed Alteration Agreement (CDFG). Any additional measures outlined in these permits, if included, would be implemented.

### **2.3.3 Animal Species**

#### ***Regulatory Setting***

Many state and federal laws regulate impacts to wildlife. The U.S. Fish and Wildlife Service (USFWS), the National Marine Fisheries Service (National Oceanic and Atmospheric Administration [NOAA] Fisheries), and the CDFG are responsible for implementing these laws. This section discusses potential impacts and permit requirements associated with wildlife not listed or proposed for listing under the FESA or CESA. All other special-status animal species are discussed here, including CDFG fully protected species and species of special concern, and USFWS or NOAA Fisheries candidate species.

Federal laws and regulations pertaining to wildlife include the following:

- NEPA,
- Migratory Bird Treaty Act, and
- Fish and Wildlife Coordination Act.

State laws and regulations pertaining to wildlife include the following:

- CEQA,
- Sections 1601–1603 of the California Fish and Game Code, and
- Section 4150 and 4152 of the California Fish and Game Code.

The USFWS, NOAA Fisheries, and the CDFG are responsible for implementing these laws.

### **Affected Environment**

Prior to the field surveys discussed in Section 2.3.1, a search was conducted of the CNDDDB to identify sensitive wildlife species historically noted in the vicinity of the survey area. The search identified two sensitive wildlife species with potential to occur within the survey area: California gnatcatcher (*Poliophtila californica californica*) and least Bell's Vireo (*Vireo pusillus belli*). In addition, the USFWS list dated February 27, 2004, identified one additional wildlife species that may have potential to occur in the project vicinity: Quino checkerspot butterfly (*Euphydryas editha quino*). An additional 51 listed and nonlisted special status wildlife species were identified during the initial research to have some potential to occur within the project area. None of these 54 sensitive wildlife species identified were observed within the BSA and none are considered to have potential to occur due to lack of suitable habitat.

The number of wildlife detected during surveys was minimal with a total of 27 species recorded. Common species observed include domestic pigeon (*Columba livia*), yellow-rumped warbler (*Dendroica coronata*), house sparrow (*Passer domesticus*), mourning dove (*Zenaida macroura*), house finch (*Carpodacus mexicanus*), Anna's hummingbird (*Calypte anna*), California ground squirrel (*Spermophilus beecheyi*), and Botta's pocket gopher (*Thomomys bottae*). Evidence of bats and swallows was not observed at the bridge (Bradley Avenue/SR-67 overpass) during the biological surveys.

### **Environmental Consequences**

#### Preferred Alternative

Adverse effects to sensitive wildlife species resulting from the Preferred Alternative are not anticipated because sensitive wildlife species were not observed within the BSA during any of the biological surveys. However, suitable nesting habitat for raptors and migratory birds within the project impact area may be exposed to increased noise during construction as a result of the project. Bats and swallows, though not identified during surveys, may utilize the bridge as habitat and be exposed to project activities that would cause harm or loss to the species or their habitat.

Because the existing project site is heavily developed and is currently used as a linear transportation corridor, the movement of wildlife species would likely be unchanged from what currently exists as a result of the implementation of the Preferred Alternative.

#### No-Build Alternative

Under the No-Build Alternative, no effects involving animal species would occur.

### **Avoidance and Minimization Measures**

All clearing and grubbing of vegetation would occur outside the breeding season (February 15-September 30). If construction activities, including vegetation clearing, must occur between February 15 and September 30, then pre-construction surveys for the presence of raptors, migratory birds, bats, and swallows would be performed to identify any active nests located within the construction area. If breeding birds are present, no activity would occur within 152 meters (500 feet) of active nesting territories unless measures (i.e., noise barriers) are implemented to ensure that noise levels at the nest site do not exceed 60 dBA  $L_{eq}$  or current ambient noise levels if currently above 60 dBA  $L_{eq}$ . If bats are identified, measures to avoid impacts to this species would be coordinated with the County and resource agency staff.

## 2.3.4 Invasive Species

### **Regulatory Setting**

On February 3, 1999, President Clinton signed EO 13112 requiring federal agencies to combat the introduction or spread of invasive species in the United States. The order defines *invasive species* as “any species, including its seeds, eggs, spores, or other biological material capable of propagating that species, that is not native to that ecosystem whose introduction does or is likely to cause economic or environmental harm or harm to human health.” FHWA guidance issued on August 10, 1999, directs the use of the state’s noxious weed list to define the invasive plants that must be considered as part of the NEPA analysis for a proposed project.

### **Affected Environment**

In addition to species typically used for landscaping purposes, noxious weeds were observed within the BSA. Noxious weed species include species designated as federal noxious weeds by the U.S. Department of Agriculture, species listed by the California Department of Food and Agriculture (CDFA), and other exotic pest plants designated by California Exotic Pest Plant Council (CEPPC). Table 2-27 on page 2-95 identifies the noxious weed species found in the study area.

Roads, highways, and related construction projects are some of the principal dispersal vectors for noxious weeds. This introduction and spread of exotic pest plants adversely affect natural plant communities by displacing native plant species that provide shelter and foraging habitat for wildlife species.

### **Environmental Consequences**

#### Preferred Alternative

Under the Preferred Alternative, soil disturbance and the introduction of construction vehicles and equipment during construction activities create the potential for tracking in and establishing invasive species in the BSA.

#### No-Build Alternative

Under the No-Build Alternative, no effects involving invasive species would occur.

### **Avoidance and Minimization Measures**

The proposed landscaping and erosion control included in the project would not use species listed as noxious weeds. In areas of particular sensitivity, extra precautions would be taken to prevent invasive species from entering and propagating in or adjacent to the construction areas. These include the inspection and cleaning of construction equipment and eradication strategies.

The following measures would be implemented to prevent the potential spread of invasive plant species from or into the project area:

- Bared soil would be landscaped with the Department’s recommended seed mix of locally adapted species to preclude the invasion of noxious weeds. The use of site-specific materials, which are adapted to local conditions, increases the likelihood that revegetation would be successful and maintains the genetic integrity of the local ecosystem.

**Table 2-27. Noxious Weed Species Observed within the Biological Study Area**

Scientific Name	Common Name	California Food and Agriculture Code <sup>1</sup>	California Exotic Pest Plant Council <sup>2</sup>
<i>Aptenia cordifolia</i>	Baby Sun-Rose		*
<i>Arundo donax</i>	Giant Reed		A-1
<i>Atriplex semibaccata</i>	Australian Saltbush		A-2
<i>Avena fatua</i>	Wild Oat		**
<i>Brassica nigra</i>	Black Mustard		B
<i>Bromus diandrus</i>	Ripgut Brome		**
<i>Bromus madritensis</i>	Spanish Brome		A-2
<i>Centaurea melitensis</i>	Tocalote		B
<i>Convolvulus arvensis</i>	Field Bindweed	C	***
<i>Cynodon dactylon</i>	Bermuda Grass	C	
<i>Foeniculum vulgare</i>	Fennel		A-1
<i>Gazania linearis</i>	Treasureflower		*
<i>Hirschfeldia incana</i>	Short-pod Mustard		*
<i>Nerium oleander</i>	Oleander		***
<i>Nicotiana glauca</i>	Tree Tobacco		*
<i>Oxalis pes-caprae</i>	Bermuda-buttercup		*
<i>Pennisetum setaceum</i>	Fountain Grass		A-1
<i>Picris echioides</i>	Bristly Ox-Tongue		***
<i>Salsola tragus</i>	Russian-Thistle	C	*
<i>Solanum elaeagnifolium</i>	Silver-leaved Horse-Nettle	B	

<sup>1</sup> Codes (California Department of Food and Agriculture 2001).  
 B = eradication, containment, control or other holding action at the discretion of the commissioner.  
 C = state endorsed holding action and eradication only when found in a nursery; action to retard spread outside of nurseries at the discretion of the commissioner; reject only when found in a cropseed for planting or at the discretion of the commissioner.  
<sup>2</sup> Codes (California Exotic Pest Plant Council 1999)  
 A-1 = widespread pests that are invasive in more than three Jepson regions.  
 A-2 = Regional pests invasive in three or fewer Jepson regions.  
 B = wildland pest plants of lesser invasiveness; invasive pest plants that spread less rapidly and cause a lesser degree of habitat disruption; may be widespread or regional.  
 \* = plants for which current information does not adequately describe nature of threat to wildlands, distribution, or invasiveness. Further information is requested from knowledgeable observers.  
 \*\* = a preliminary list of annual grasses, abundant and widespread in California, that pose significant threats to wildlands. Information is requested to support further definition of this category in next List edition.  
 \*\*\* = plants that, after review of status, do not appear to pose a significant threat to wildlands

- Seed purity would be certified by planting seed labeled under the California Food and Agricultural Code, or that has been tested within 1 year by a seed laboratory certified by the Association of Official Seed Analysts or by a seed technologist certified by the Society of Commercial Seed Technologies.
- Before mobilizing to arrive at the site and before leaving the site, construction equipment would be cleaned of mud and other debris that may contain invasive plants and/or seeds and inspected to reduce the potential spreading of noxious weeds.
- Trucks with loads carrying vegetation would be covered, and vegetative materials removed from the site would be disposed of in accordance with all applicable laws and regulations.

- Final project landscape plan will be reviewed by the District Landscape Architect and District Biologist prior to implementation to ensure that the planting plan complies with EO 13112, resource agency permit conditions, and meet visual and biological mitigation requirements.

## 2.4 Climate Change (CEQA)

### **Regulatory Setting**

While climate change has been a concern since at least 1988, as evidenced by the establishment of the United Nations and World Meteorological Organization's Intergovernmental Panel on Climate Change (IPCC), the efforts devoted to greenhouse gas<sup>2</sup> (GHG) emissions reduction and climate change research and policy have increased dramatically in recent years. In 2002, with the passage of Assembly Bill 1493 (AB 1493), California launched an innovative and proactive approach to dealing with GHG emissions and climate change at the state level. AB 1493 requires the Air Resources Board (ARB) to develop and implement regulations to reduce automobile and light truck GHG emissions; these regulations will apply to automobiles and light trucks beginning with the 2009 model year.

On June 1, 2005, Governor Arnold Schwarzenegger signed EO S-3-05. The goal of this EO is to reduce California's GHG emissions to 1) 2000 levels by 2010, 2) 1990 levels by the 2020, and 3) 80 percent below the 1990 levels by the year 2050. In 2006, this goal was further reinforced with the passage of Assembly Bill 32 (AB 32), the Global Warming Solutions Act of 2006. AB 32 sets the same overall GHG emissions reduction goals while further mandating that ARB create a plan, which includes market mechanisms, and implement rules to achieve "real, quantifiable, cost-effective reductions of greenhouse gases." EO S-20-06 further directs state agencies to begin implementing AB 32, including the recommendations made by the state's Climate Action Team.

With Executive Order S-01-07, Governor Schwarzenegger set forth the low carbon fuel standard for California. Under this executive order, the carbon intensity of California's transportation fuels is to be reduced by at least 10 percent by 2020.

Climate change and GHG reduction is also a concern at the federal level; at this time, no legislation or regulations have been enacted specifically addressing GHG emissions reductions and climate change. However, California, in conjunction with several environmental organizations and several other states, sued to force the U.S. Environmental Protection Agency (EPA) to regulate GHGs as a pollutant under the Clean Air Act (*Massachusetts vs. Environmental Protection Agency et al.*, U.S. Supreme Court No. 05-1120. 549 U.S. \_\_\_\_\_).

Argued November 29, 2006—Decided April 2, 2007). The court ruled that GHGs do fit within the Clean Air Act's definition of a pollutant, and that EPA does have the authority to regulate GHGs. Despite the Supreme Court ruling, there are no promulgated federal regulations to date limiting greenhouse gas emissions.

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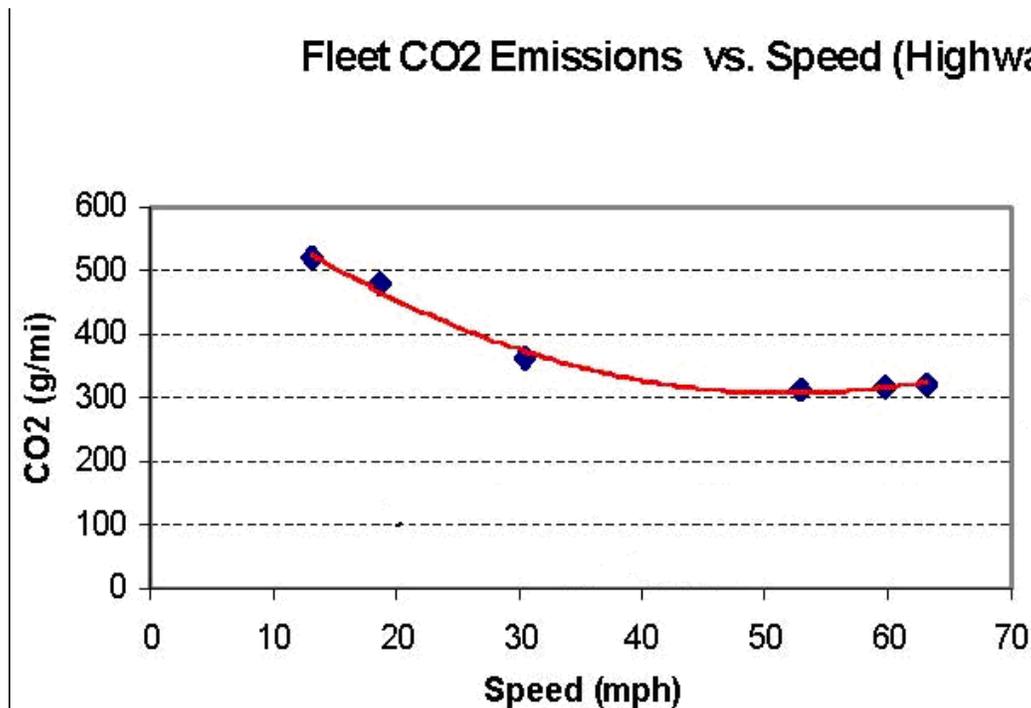
<sup>2</sup> Greenhouse gases related to human activity include: Carbon dioxide, Methane, Nitrous Oxide, Tetrafluoromethane, Hexafluoroethane, Sulfur hexafluoride, HFC-23, HFC-134a\*, and HFC-152a\*.

### Affected Environment

According to a recent white paper by the Association of Environmental Professionals<sup>3</sup>, “an individual project does not generate enough greenhouse gas emissions to significantly influence global climate change. Global climate change is a cumulative impact; a project participates in this potential impact through its incremental contribution combined with the cumulative increase of all other sources of greenhouse gases.”

The Department and its parent agency, the Business, Transportation, and Housing Agency, have taken an active role in addressing GHG emission reduction and climate change. Recognizing that 98 percent of California’s GHG emissions are from the burning of fossil fuels and 40 percent of all human made GHG emissions are from transportation, the Department has created and is implementing the Climate Action Program at Caltrans (December 2006). Transportation’s contribution to GHG emissions is dependent on 3 factors: the types of vehicles on the road, the type of fuel the vehicles use, and the time/distance the vehicles travel.

One of the main strategies to reduce GHG emissions is to make California’s transportation system more efficient. The highest levels of carbon dioxide (CO<sub>2</sub>) from mobile sources, such as automobiles, occur at stop-and-go speeds (0-40 kilometers per hour [kph] [0-25 mph]) and speeds over 86 kph (55 mph) (see graph below). Relieving congestion by enhancing operations and improving travel times in high congestion travel corridors will lead to an overall reduction in GHG emissions.



Source: Center for Clean Air Policy— [http://www.ccap.org/Presentations/Winkelman%20TRB%202004%20\(1-13-04\).pdf](http://www.ccap.org/Presentations/Winkelman%20TRB%202004%20(1-13-04).pdf)

<sup>3</sup> Hendrix, Micheal and Wilson, Cori. *Recommendations by the Association of Environmental Professionals (AEP) on How to Analyze Greenhouse Gas Emissions and Global Climate Change in CEQA Documents* (March 5, 2007), p. 2.

**Environmental Consequences**

As indicated in Section 2.2.4, CO modeling was conducted for intersections representing those project area intersections with the greatest traffic volumes and worst LOS/delay; results of the CO modeling are presented in Table 2-15 on page 2-59. The CO modeling (evaluation of future ambient CO concentrations from traffic emissions) was performed using the CALINE4 dispersion model (Benson 1989). While the CALINE4 dispersion model is primarily used for CO modeling, CO2 concentrations may be ascertained from the modeling CO output by proportionally adjusting the CO to CO2 mass emissions rates and related concentrations.

A comparison of the CO2 concentrations derived from the CALINE4 dispersion modeling outputs for CO for the No-Build Alternative and Preferred Alternative is presented in Table 2-28 below.

**Table 2-28. Modeled Carbon Dioxide Concentrations (ppm) at the Intersection Locations of Maximum Impact**

Intersection	Receivers	Baseline Conditions (Parts Per Million)		2030 Conditions (Parts Per Million)			
		1-hour <sup>a</sup>	8-hour <sup>a</sup>	No Build		Preferred Alternative	
				1-hour <sup>a</sup>	8-hour <sup>a</sup>	1-hour <sup>a</sup>	8-hour <sup>a</sup>
Bradley Avenue at Graves Avenue	1	1.3	1.7	1.2	1.6	1.2	1.6
	2	1.3	1.6	1.2	1.6	1.2	1.6
	3	1.3	1.6	1.2	1.6	1.2	1.6
	4	1.4	1.7	1.3	1.6	1.2	1.6
	5	1.3	1.6	1.2	1.6	1.2	1.6
	6	1.3	1.7	1.3	1.6	1.2	1.6
Bradley Avenue at Magnolia Avenue	7	1.3	1.6	1.2	1.6	1.2	1.6
	8	1.3	1.7	1.2	1.6	1.2	1.6
	9	1.3	1.7	1.2	1.6	1.2	1.6
	10	1.4	1.7	1.3	1.6	1.2	1.6
Prospect Avenue at SR-67 Northbound Off-Ramp	11	1.3	1.6	1.2	1.6	1.2	1.6
	12	1.3	1.6	1.2	1.6	1.2	1.6
	13	1.3	1.6	1.2	1.6	1.2	1.6
	14	1.3	1.6	1.2	1.6	1.2	1.6
Fletcher Parkway at Magnolia Avenue	15	1.3	1.7	1.2	1.6	1.2	1.6
	16	1.3	1.7	1.2	1.6	1.2	1.6
	17	1.3	1.7	1.2	1.6	1.2	1.6
	18	1.3	1.7	1.2	1.6	1.2	1.6

Note:

<sup>a</sup> Data shown not necessarily an accurate reflection of what the true CO2 emissions would be; CO2 emissions are dependent on other factors that are not part of the model such as the fuel mix (EMFAC model emission rates are only for direct engine-out CO2 emissions not full fuel cycle; fuel cycle emission rates can vary dramatically depending on the amount of additives like ethanol and the source of the fuel components), rate of acceleration, and the aerodynamics and efficiency of the vehicles.

As noted in Table 2-28, the data presented may not accurately reflect what the true CO2 emissions would be because CO2 emissions are dependent on other factors that are not part of the model such as the fuel mix, rate of acceleration, and the aerodynamics and efficiency of the

vehicles. In addition, the calculation of the difference between “new” emissions as opposed to existing emissions that would just transfer to another route would be difficult because a protocol for collecting and modeling such data has not yet been established. Thus, the purpose of the CO<sub>2</sub> emissions factors data presented in Table 2-28 is to provide a general comparison between alternatives.

As identified in Section 1.2, the purpose of the project is to alleviate existing traffic congestion and improve interchange traffic operations. Baseline conditions for two of the project area intersections, the Bradley Avenue/SR-67 southbound ramps and the Bradley Avenue/SR-67 northbound ramps, operate at LOS F during the p.m. peak hour. During the a.m. peak hour, the Bradley Avenue/SR-67 southbound ramps intersection operates at LOS E, while the Bradley Avenue/SR-67 northbound ramps intersection operates at LOS F (see Table 1-2). Baseline conditions for the segment of Bradley Avenue between Graves and Magnolia Avenues operates at an unacceptable LOS of E. By 2030, it is predicted that the Bradley Avenue intersection with Magnolia Avenue would operate at LOS C during the a.m. peak hour and at LOS F during the p.m. peak hour, while the Bradley Avenue/Graves Avenue intersection would operate at LOS F during both the a.m. and p.m. peak hours by 2030. In addition, the roadway segment along Bradley Avenue from Graves Avenue to Mollison Avenue would operate at LOS F by 2030. Baseline conditions for the existing on- and off-ramp intersections with Bradley Avenue operate at LOS E or F, as previously described, and are projected to continue to operate at LOS F in 2030 with no improvements to the existing facility (see Table 1-3). For year 2030 under the Preferred Alternative, all of the identified intersections are expected to operate at acceptable LOS during the a.m. and p.m. peak hours (see Table 1-4). The project is included in the 2030 RTP and 2006 RTIP.

Carbon dioxide emissions and their role in climate change is a recognized concern; however, modeling and gauging the impacts associated with an increase in GHG emissions levels, including carbon dioxide, at the project level is not currently possible. No federal, state, or regional regulatory agency has provided methodology or criteria for GHG emission and climate change impact analysis. Therefore, the development of a scientific- or regulatory-based conclusion regarding whether the project’s contribution to climate change is cumulatively considerable is not currently feasible.

The Department continues to be actively involved on the Governor’s Climate Action Team as ARB works to implement AB1493 and AB 32. As part of the Climate Action Program at Caltrans, efforts to reduce vehicle miles traveled include planning and implementing smart land use strategies: job/housing proximity, developing transit-oriented communities, and high-density housing along transit corridors. While the Department is working closely with local jurisdictions on planning activities, the Department does not have local land use planning authority. Efforts to improve the energy efficiency of the transportation sector are also being supported by increasing vehicle fuel economy in new cars and light and heavy-duty trucks. However, it is important to note that the control of the fuel economy standards is held by the EPA and ARB. Lastly, the use of alternative fuels is also being considered, and includes the participation in funding for alternative fuel research at the University of California, Davis.

## Chapter 3. Comments and Coordination

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Early and continuing coordination with the general public and appropriate public agencies is an essential part of the environmental process to determine the scope of environmental documentation, the level of analysis, potential impacts and mitigation measures, and related environmental requirements. Agency consultation and public participation for this project have been accomplished through a variety of formal and informal methods, including project development team meetings and interagency coordination meetings. This chapter summarizes the results of the Department's efforts to fully identify, address, and resolve project-related issues through early and continuing coordination.

In July 2001, a Value Analysis (VA) for the project was completed in order to establish a baseline concept and project alternatives, alternatives rating, and identify issues associated with the project. The VA committee included representatives from the Department, San Diego Association of Governments, the County, the cities of El Cajon and Santee, and other organizations. Representatives were provided the opportunity to voice concerns of their respective communities and county areas. Opportunity for feedback from local representatives, as well as from FHWA, was also provided during the Project Study Report (PSR)/Project Development Support (PDS) preparation phase of the project. Following the consideration of feedback received during this process, the PSR/PDS was approved on July 24, 2004.

In addition to input and feedback received during the VA and PSR/PDS phases of the project, consultation with several agencies occurred in conjunction with preparation of the project technical reports and this IS/EA. These agencies are identified in the various technical reports and include the Department, NAHC (April 8, 2005), San Diego Historic Society, San Diego County Department of Public Works, USFWS, CDFG, and the South Coastal Information Center at San Diego State University. The results of coordination with appropriate Federal, State, and local agencies to date have been incorporated into the environmental analysis presented in this document, and are briefly summarized below:

- Correspondence between Jones & Stokes and the city of El Cajon Department of Community Development Planners concerning zoning, housing, and City-approved planned projects in the project area. Correspondence occurred in the form of phone conversations on June 8, 2005 and February 27, 2006, and direct communication on March 7, 2006.
- Correspondence between Jones & Stokes and the county of San Diego Department of Public Works (Environmental Services Unit) and Department of Planning and Land Use, regarding Lakeside Community Plan General Plan 2020. Correspondence occurred in the form of email on March 29, 2006, and phone calls on August 17, 2005, and February 27, 2006.
- Correspondence between Jones & Stokes and Department Biologist (Kim Miller) concerning the potential for impacts to channels and non-native grasslands in the project area. Correspondence occurred in the form of email on April 4, 2005.
- On behalf of the Department, Jones & Stokes contacted the USFWS January 22, 2004, to request an updated species list for the proposed project. An updated list was provided by

USFWS in February 2004 and is included in the NES prepared for the project. The NES and all other technical reports prepared for this project are available to the public upon request.

- A species list was also requested from CDFG on January 26, 2004; however, a list was not received. Approval in the form of a Streambed Alteration Agreement for modification to areas identified as streambeds would need to be obtained from CDFG in accordance with Section 1602 of the Fish and Game Code. The coordination process would include the submittal of project information (including relevant technical reports), Streambed Alteration Notification, the Notice of Determination or copy of CEQA document, copies of the USACE and RWQCB submittals, and processing fee to CDFG. Within 30 days of receipt of the application, a response letter from CDFG would confirm whether the application is either complete or incomplete. If the application is determined complete, a draft agreement would be issued within 60 days.
- On behalf of the Department, Tierra Environmental Services contacted local Native American tribes in April 2005 to determine whether they had any concerns regarding the APE. No responses were received and follow-up calls were made in May 2005 to the Barona, Viejas, and Sycuan Bands as well as the Kumeyaay Cultural Repatriation Committee. Only one response to the 2005 follow-up calls was received. Mr. Jamal Kanj, a representative from the Sycuan Band of Kumeyaay Indians, stated that band had no comment on the project.
- In April 2005, the Department contacted and received concurrence from FHWA regarding the use of SANDAG Series 9 Traffic Model for the proposed project.

As identified in Chapter 1, Section 1.4, “Permits and Approvals Needed,” of this document, coordination with various agencies that maintain jurisdictional authority involving the project and/or project area resources would be required in order to obtain applicable permits and authorizations prior to the initiation of project construction activity. Authorization for the placement of fill in areas identified as waters and wetlands of the United States would need to be obtained from USACE. The coordination process would include the submittal of project information (including wetland delineation and other relevant technical reports), preconstruction notification, and mitigation proposal to the USACE District Engineer, Los Angeles District, and subsequent USACE verification for project activity authorization under Nationwide Permit (NWP) No. 14, in compliance with Section 404 of the CWA. Within 45 days of receipt of the complete application, notification of whether the project may proceed under the NWP, and any special conditions imposed by the district or division engineer, would be provided. Following the completion of covered activities, a signed certification would be submitted to USACE stating whether the completed work and any required mitigation have been implemented.

Compliance with the San Diego Regional Water Quality Control Board (RWQCB) requirements for discharges of stormwater runoff associated with construction activities and for discharges of urban runoff from the municipal separate storm sewer systems under the NPDES would be needed. Compliance would include the preparation of a SWPPP and BMPs in accordance with the applicable General Permit (issued by the State Water Resources Control Board).

Efforts will continue to ensure meaningful opportunities for public participation during the project planning and development process. Public involvement and outreach for the project has and will continue to actively and effectively engage the affected community and include mechanisms to reduce cultural, language, and economic barriers to participation. A public hearing for the Bradley Avenue/SR-67 Interchange Project was held on Wednesday, May 28, 2008, from 6:00 to 8:00 p.m., in the City of El Cajon. The details of the public meeting held was made available to the community well in advance of the meeting. A Notice of Availability of Initial Study/Environmental Assessment/Notice of Intent to Adopt A Negative Declaration/Notice of Public Hearing was circulated to federal, state, and local agencies, public officials, local property owners, and posted at the County office and local libraries. The meeting was held at Magnolia Elementary School, a location convenient for the community members to access. The meeting was conducted in an open forum format. The public was invited to view displays of the project and discuss the project with Caltrans and County of San Diego representatives. Facilities were available for the public to make written comments for the record. Fourteen people attended the meeting, not including Department and County personnel. Comments and comment cards that were submitted at the meeting regarding the project are included in Appendix H, Record of Public Hearing, of this Final IS/EA.

The proposed Negative Declaration (ND)/Draft IS/EA for the project was circulated for a 30-day public review period between May 14, 2008 and June 13, 2008, and provided opportunity to review and comment on the project. The proposed ND/Draft IS/EA was also made available for review and copying at the following locations and media sources:

- Department District Office, 4050 Taylor Street, San Diego;
- Department website, [www.dot.ca.gov/dist11](http://www.dot.ca.gov/dist11);
- Santee Branch Library, 9225 Carlton Hills Blvd. #17, San Diego, CA 92071;
- El Cajon Branch Library, 201 E. Douglas Ave., El Cajon, CA 92020.

Comments received during the public review period and responses to comments received are included in Appendix F, Responses to Comments Received on the Draft Environmental Document, and Appendix H, Record of Public Hearing, of this Final IS/EA. A total of 12 comment letters were received during the comment period. Copies of the letters and responses to relevant comments are provided in Appendix F. Comments were received from the following:

**Agencies**

California Department of Toxic Substances Control (Greg Holmes)  
California Native American Heritage Commission (Dave Singleton)  
City of El Cajon (Anthony Shute)  
Governor's Office of Planning and Research (Terry Roberts)  
Helix Water District (Aneld Anub)  
Padre Dam Municipal Water District (Tom Martin)

**Private Citizens/Individuals**

Belle Burgess

Jennie Cullmer

Julie Dutcher

Karen Gomes

Mort Hirshman

Nelson M. Millsberg

Comments received about the project that required changes to the IS/EA have been incorporated into this Final IS/EA, and noted in the responses to comments. Based on the comments received and the Final IS/EA, the Department will request approval from the Federal Highway Administration and adopt the proposed ND for the project.

The proposed project would comply with applicable federal requirements promulgated in accordance with EO 13166, Improving Access to Services for Persons with Limited English Proficiency (August 11, 2000), which requires that federal programs and activities be accessible to persons with limited English-language proficiency.

The proposed project would also be developed in accordance with Title VI of the Civil Rights Act of 1964, which provides that no person in the United States shall, on the grounds of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving federal financial assistance. In addition, the project would be developed in conformity with related statutes and regulations mandating that no person in California shall, on grounds of race, color, sex, age, national origin, or disabling condition, be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination under any program or activity administered by or on the behalf of the Department. Please see Appendix C for a copy of the Department's Title VI Policy Statement.

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# Chapter 5. Distribution List

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## FEDERAL AGENGIES

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US ARMY CORPS OF ENGINEERS,  
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PO BOX 532711  
LOS ANGELES, CA 90053-2325

UNITED STATES FISH &  
WILDLIFE SERVICE  
6010 HIDDEN VALLEY ROAD  
CARLSBAD, CA 92011

NATURAL RESOURCES  
CONSERVATION SERVICE  
SAN DIEGO AREA OFFICE  
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QUALITY CONTROL BOARD – SAN  
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SAN DIEGO, CA 92123-4340

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TRANSPORTATION, DIST. #11  
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1001 "I" STREET  
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## LOCAL AGENGIES

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DEPT OF PUBLIC WORKS -  
ENVIRONMENTAL SERVICES UNIT  
5469 KEARNY VILLA ROAD, # 305  
SAN DIEGO, CA 92123

HELIX WATER DISTRICT  
7811 UNIVERSITY AVE.  
LA MESA, CA 91941

VERIZON TELEPHONE COMPANY  
PO BOX 11328  
ST PETERSBURG, FL 33733

PADRE DAM WATER DISTRICT  
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AUTHORITY  
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ELECTRIC CO.  
P.O. BOX 129831  
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THE CITY OF EL CAJON  
KATHI HENRY, CITY MANAGER  
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THE CITY OF EL CAJON  
PLANNING COMMISSION  
201 E. MAIN ST  
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SANTEE SCHOOL DISTRICT  
DR. LISBETH A. JOHNSON  
9625 CUYAMACA ST  
SANTEE, CA 92071

COX COMMUNICATIONS  
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PLANNING SERVICES  
MELANIE RUSH, CITY PLANNER  
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SAN DIEGO COUNTY CLERK  
COUNTY ADMINISTRATION CENTER  
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SAN DIEGO, CA 92101

DR. JANICE COOK,  
SUPERINTENDENT  
EL CAJON SCHOOL DISTRICT  
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EL CAJON, CA 92020

EL CAJON BRANCH LIBRARY  
201 EAST DOUGLAS AVENUE  
EL CAJON, CA 92020

SANTEE BRANCH LIBRARY  
9225 CARLTON HILLS BLVD. #17  
SAN DIEGO, CA 92071

SAN DIEGO METROPOLITAN  
WASTEWATER  
JOINT POWERS AUTHORITY  
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PLANNER  
SAN DIEGO ASSOCIATION OF  
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PLANNER  
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COUNTY ADMIN CENTER  
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SAN DIEGO, CA 92101

DENNIS HOLLINGSWORTH,  
STATE SENATOR, DIST. 36  
1870 CORDELL COURT SUITE 107  
EL CAJON, CA 92020

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SAN DIEGO, CA 92127

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C/O THE MCKEE CO  
P O BOX 180980  
CORONADO, CA 92178

CULLMER JENNIE REVOCABLE  
TRUST  
1701 BERRYDALE STREET  
EL CAJON, CA 92021

MANUEL JR & NANCY CASTANON  
P O BOX 1689  
NOGALES, AZ 85628

JOSE F & GLORIA C LEPE  
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EL CAJON, CA 92021

ADAN & MARIA DLN RESENDIZ  
921 E BRADLEY AVENUE  
EL CAJON, CA 92021

DOUG & LISA BARKER TRUST  
1312 PASA TIEMPO  
LEANDER, TX 78641

MHC RANCHO MESA LP, c/o FAIZ ALI  
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CHICAGO, IL 60606

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### ***Personal Communications***

Bruno, Stella. Environmental Planner I. County of San Diego, Department of Public Works, Environmental Services Unit. March 29, 2006—E-mail.

Eric. Planner—Planning Counter. City of El Cajon Department of Community Development. February 27, 2006—Phone call by Keturah Anderson, Environmental Planner, Jones & Stokes.

Miller, Kim. Biologist. California Department of Transportation. April 4, 2005—E-mail to Erin Schorr, Senior Biologist, Jones & Stokes.

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Switzer, Dixie. Planner. San Diego County Department of Planning and Land Use. August 17, 2005—Phone call by Shilpa Trisal, Environmental Planner, Jones & Stokes, regarding Lakeside Community Plan General Plan 2020.

Zoning Counter. San Diego County Department of Planning and Land Use. February 27, 2006—Phone call.

## **Appendix A. CEQA Checklist**

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# Appendix A. CEQA Checklist

Supporting documentation of all CEQA checklist determinations is provided in Chapter 2 of this Initial Study/Environmental Assessment. Documentation of "No Impact" determinations is provided at the beginning of Chapter 2. Discussion of all impacts, avoidance, minimization, and/or compensation measures under the appropriate topic headings in Chapter 2.

## ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED:

<input type="checkbox"/>	Aesthetics	<input type="checkbox"/>	Agriculture Resources	<input type="checkbox"/>	Air Quality
<input type="checkbox"/>	Biological Resources	<input type="checkbox"/>	Cultural Resources	<input type="checkbox"/>	Geology/Soils
<input type="checkbox"/>	Hazards & Hazardous Materials	<input type="checkbox"/>	Hydrology/Water Quality	<input type="checkbox"/>	Land Use/Planning
<input type="checkbox"/>	Mineral Resources	<input type="checkbox"/>	Noise	<input type="checkbox"/>	Population/Housing
<input type="checkbox"/>	Public Services	<input type="checkbox"/>	Recreation	<input type="checkbox"/>	Transportation/Traffic
<input type="checkbox"/>	Utilities/Service Systems	<input type="checkbox"/>	Mandatory Findings of Significance		

## DETERMINATION: On the basis of this evaluation:

I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.	<input checked="" type="checkbox"/>
I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.	<input type="checkbox"/>
I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.	<input type="checkbox"/>
I find that the proposed project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.	<input type="checkbox"/>
I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.	<input type="checkbox"/>

  
Signature

7/24/08  
Date

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

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less-than-Significant Impact	No Impact	
<b>III. AIR QUALITY.</b> When available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. Would the project:					
a.	Conflict with or obstruct implementation of the applicable air quality plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b.	Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c.	Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is a nonattainment area for an applicable federal or state ambient air quality standard (including releasing emissions that exceed quantitative thresholds for ozone precursors)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d.	Expose sensitive receptors to substantial pollutant concentrations?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e.	Create objectionable odors affecting a substantial number of people?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<b>IV. BIOLOGICAL RESOURCES.</b> Would the project:					
a.	Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

		Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less-than-Significant Impact	No Impact
b.	Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c.	Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marshes, vernal pools, coastal wetlands, etc.) through direct removal, filling, hydrological interruption, or other means?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d.	Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e.	Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f.	Conflict with the provisions of an adopted habitat conservation plan, natural community conservation plan, or other approved local, regional, or state habitat conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<b>V.</b>	<b>CULTURAL RESOURCES.</b> Would the project:				
a.	Cause a substantial adverse change in the significance of a historical resource as defined in Section 15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b.	Cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c.	Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

		Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less-than-Significant Impact	No Impact
d.	Disturb any human remains, including those interred outside of formal cemeteries?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<b>VI.</b>	<b>GEOLOGY AND SOILS.</b> Would the project:				
a.	Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:				
	1. Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
	2. Strong seismic groundshaking?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
	3. Seismic-related ground failure, including liquefaction?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
	4. Landslides?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b.	Result in substantial soil erosion or the loss of topsoil?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c.	Be located on a geologic unit or soil that is unstable or that would become unstable as a result of the project and potentially result in an onsite or offsite landslide, lateral spreading, subsidence, liquefaction, or collapse?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d.	Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e.	Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems in areas where sewers are not available for the disposal of wastewater?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less-than-Significant Impact	No Impact
<b>VII. HAZARDS AND HAZARDOUS MATERIALS.</b> Would the project:				
a. Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. Emit hazardous emissions or involve handling hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d. Be located on a site that is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e. Be located within an airport land use plan area or, where such a plan has not been adopted, be within two miles of a public airport or public use airport, and result in a safety hazard for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f. Be located within the vicinity of a private airstrip and result in a safety hazard for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g. Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
h. Expose people or structures to a significant risk of loss, injury, or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

		Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less-than- Significant Impact	No Impact
<b>VIII. HYDROLOGY AND WATER QUALITY.</b>					
Would the project:					
a.	Violate any water quality standards or waste discharge requirements?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b.	Substantially deplete groundwater supplies or interfere substantially with groundwater recharge, resulting in a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level that would not support existing land uses or planned uses for which permits have been granted)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c.	Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner that would result in substantial erosion or siltation onsite or offsite?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d.	Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner that would result in flooding onsite or offsite?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e.	Create or contribute runoff water that would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f.	Otherwise substantially degrade water quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
g.	Place housing within a 100-year flood hazard area, as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

		Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less-than- Significant Impact	No Impact
h.	Place within a 100-year flood hazard area structures that would impede or redirect floodflows?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
i.	Expose people or structures to a significant risk of loss, injury, or death involving flooding, including flooding as a result of the failure of a levee or dam?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
j.	Contribute to inundation by seiche, tsunami, or mudflow?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<b>IX.</b>	<b>LAND USE AND PLANNING.</b> Would the project:				
a.	Physically divide an established community?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b.	Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to, a general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c.	Conflict with any applicable habitat conservation plan or natural community conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<b>X.</b>	<b>MINERAL RESOURCES.</b> Would the project:				
a.	Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b.	Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

		Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less-than- Significant Impact	No Impact
<b>XI. NOISE.</b>	Would the project:				
a.	Expose persons to or generate noise levels in excess of standards established in a local general plan or noise ordinance or applicable standards of other agencies?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b.	Expose persons to or generate excessive groundborne vibration or groundborne noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c.	Result in a substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d.	Result in a substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e.	Be located within an airport land use plan area, or, where such a plan has not been adopted, within two miles of a public airport or public use airport and expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f.	Be located in the vicinity of a private airstrip and expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<b>XII. POPULATION AND HOUSING.</b>	Would the project:				
a.	Induce substantial population growth in an area, either directly (e.g., by proposing new homes and businesses) or indirectly (e.g., through extension of roads or other infrastructure)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b.	Displace a substantial number of existing housing units, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less-than-Significant Impact	No Impact
c. Displace a substantial number of people, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<b>XIII. PUBLIC SERVICES.</b> Would the project:				
a. Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities or a need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for any of the following public services:				
Fire protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Police protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Schools?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Parks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Other public facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<b>XIV. RECREATION.</b> Would the project:				
a. Increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Include recreational facilities or require the construction or expansion of recreational facilities that might have an adverse physical effect on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

		Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less-than-Significant Impact	No Impact
<b>XV. TRANSPORTATION/TRAFFIC.</b>	Would the project:				
a.	Cause an increase in traffic that is substantial in relation to the existing traffic load and capacity of the street system (i.e., result in a substantial increase in the number of vehicle trips, the volume-to-capacity ratio on roads, or congestion at intersections)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b.	Cause, either individually or cumulatively, exceedance of a level-of-service standard established by the county congestion management agency for designated roads or highways?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c.	Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d.	Substantially increase hazards because of a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e.	Result in inadequate emergency access?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f.	Result in inadequate parking capacity?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
g.	Conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<b>XVI. UTILITIES AND SERVICE SYSTEMS.</b>	Would the project:				
a.	Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

		Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less-than- Significant Impact	No Impact
b.	Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c.	Require or result in the construction of new stormwater drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d.	Have sufficient water supplies available to serve the project from existing entitlements and resources, or would new or expanded entitlements be needed?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e.	Result in a determination by the wastewater treatment provider that serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f.	Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
g.	Comply with federal, state, and local statutes and regulations related to solid waste?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less-than-Significant Impact	No Impact
<b>XVII. MANDATORY FINDINGS OF SIGNIFICANCE.</b>				
a. Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal, or eliminate important examples of the major periods of California history or prehistory?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Does the project have impacts that are individually limited but cumulatively considerable? (“Cumulatively considerable” means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.)	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. Does the project have environmental effects that will cause substantial adverse effects on human beings, either directly or indirectly?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

## **Appendix B. Summary of Relocation Benefits**

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# Summary of Relocation Benefits

## County of San Diego

### Relocation Assistance Advisory Services

The County of San Diego (County) will provide relocation advisory assistance to any person, business, farm or non-profit organization displaced as a result of the County's acquisition of real property for public use. The County will assist residential displacees in obtaining comparable decent, safe and sanitary replacement housing by providing current and continuing information on sales price and rental rates of available housing. Non-residential displacees will receive information on comparable properties for lease or purchase.

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, displacees will be offered comparable replacement dwellings that are open to all persons regardless of race, color, religion, sex or national origin, and are 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 known services being offered by public and private agencies in the area.

### Residential Relocation Payments Program

The Relocation Payment program will assist eligible residential occupants by paying certain costs and expenses. These costs are limited to those necessary for, or incidental to, purchasing or renting a replacement dwelling, and actual reasonable expenses incurred in moving to a new location within 80 kilometers (50 miles) of displacee's property. Any actual moving costs in excess of 80 kilometers (50 miles) are the responsibility of the displacee. The Residential Relocation Program can be summarized as follows:

#### Moving Costs

Any displaced person who was "lawfully" in occupancy of the acquired property regardless of the length of occupancy in the property acquired will be eligible for reimbursement of moving costs. Displacees will receive either the actual reasonable costs involved in moving themselves and personal property up to a

maximum of 80 kilometers (50 miles), a moving service authorization, or a fixed payment based on a fixed moving cost schedule which is determined by the number of furnished or unfurnished rooms of the displacement dwelling.

## **Purchase Supplement**

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

Homeowners who have owned and occupied their property for 180 days prior to the date of the first written offer to purchase the property, may qualify to receive a price differential payment equal to the difference between the County's offer to purchase their property and the price of a comparable replacement dwelling, 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 "lesser of" either the loan on the displacement property or the loan on the replacement property. The maximum combination of these three supplemental payments that the owner-occupants can receive is \$22,500. If the calculated total entitlement (without the moving payments) is in excess of \$22,500, the displacee may qualify for the Last Resort Housing described below.

## **Rental Supplement**

Tenants who have occupied the property to be acquired by the County for 90 days or more and owner-occupants who have occupied the property 90 to 180 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 County determines that the cost to rent a comparable and "decent, safe and sanitary" replacement dwelling will be more than the present rent of the displacement dwelling. As an alternative, the eligible occupant 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 limitation noted below under the "Down Payment" section (see below). The maximum amount of 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 calculated total entitlement for rental supplement exceeds \$5,250, the displacee may qualify for the Last Resort Housing Program described below.

The rental supplement of \$5,250 or less will be paid in a lump sum, unless the displacee requests that it be paid in installments. The displaced person must rent and occupy a "decent, safe and sanitary" replacement dwelling within one year from the date the County takes legal possession of the property, or from the date the displacee vacates the County-acquired property, whichever is later.

## Down Payment

Displacees eligible to receive a rental differential payment may elect to apply it to a down payment for the purchase of a comparable replacement dwelling. The down payment and incidental expenses cannot exceed the maximum payment of \$5,250, unless the Last Resort Housing Program is indicated. The one-year eligibility period in which to purchase and occupy a "decent, safe and sanitary" replacement dwelling will apply.

## Last Resort Housing

Federal regulations (49 CFR 24.404) contain the policy and procedure for implementing the Last Resort Housing Program on federal aid projects, and the County shall follow these federal guidelines. Except for the amounts of payments and the methods in making them, last resort housing benefits are 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 \$2,520 and \$22,500 limits of the 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 County will, within a reasonable length of time, personally contact the displacees to gather important information relating to:

- Preferences in area of relocation.
- Number of people to be displaced and the distribution of adults and children according to age and sex.
- Location of school and employment.
- Special arrangements to accommodate any handicapped member of the family.
- Financial ability to relocate into 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 the County. Any persons to be displaced will be assigned a relocation advisor who will work closely with each displacee 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.

# The Business and Farm Relocation Assistance Program

The Business and Farm Relocation Assistance Program provides aid in locating suitable replacement property for the displacee's farm or business, including, when requested, a current list of properties offered for sale or rent. In addition, certain types of payments are available to businesses, farms, and non-profit organizations. These payments may be summarized as follows:

- Reimbursement for the actual direct loss of tangible personal property incurred as a result of moving or discontinuing the business in an amount not greater than the reasonable cost of relocating the property.
- Reimbursement up to \$1,000 of actual reasonable expenses in searching for a new business site.
- Reimbursement up to \$10,000 of actual reasonable expenses related to the reestablishment of the business at the new location
- Reimbursement of the actual reasonable cost of moving inventory, machinery, office equipment and similar business-related personal property, including dismantling, disconnecting, crating, packing, loading, insuring, transporting, unloading, unpacking, and reconnecting personal property.

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 and not more than \$20,000.

## Additional Information

No relocation payment received will be considered as income for the purpose of the Internal Revenue Code of 1954 or for the purposes of determining eligibility or the extent of eligibility of any person for assistance under the Social Security Act or any other federal law (except for any federal law providing low-income housing assistance).

Persons who are eligible for relocation payments and who 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 the County, or believes that the payments are inadequate, may appeal for a hearing. No legal assistance is required; however, the displacee

may choose to obtain legal council at his/her expense. For more information about the appeal procedure please contact the County's Public Works Department.

The information above is not intended to be a complete statement of all of the County's laws and regulations. At the time of the first written offer to purchase, owner-occupants are given a more detailed explanation of the County'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 County's relocation programs.

## **Important Notice**

To avoid loss of possible benefits, no individual, family, business, farm or non-profit organization should commit to purchase or rent a replacement property without first contacting a County at:

County of San Diego  
5555 Overland Avenue, Building 6  
San Diego, California 92123-1295

# **Your Rights and Benefits as a Displacee Under the Uniform Relocation Assistance Program (Residential)**

## **Introduction**

In building a modern transportation system, the displacement of a small percentage of the population is often necessary. However, it is the policy of Caltrans that displaced persons shall not suffer unnecessarily as a result of programs designed to benefit the public as a whole.

Displaced individuals and families may be eligible for relocation advisory services and payments.

This brochure provides information about available relocation services and payments. If you are required to move as the result of a Caltrans transportation project, a Relocation Agent will contact you. The Relocation Agent will be able to answer your specific questions and provide additional information.

## **Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 As Amended “The Uniform Act”**

The purpose of this Act is to provide for uniform and equitable treatment of persons displaced from their homes, businesses, or farms by federal and federally assisted programs and to establish uniform and equitable land acquisition policies for federal and federally assisted programs.

49 Code of Federal Regulations Part 24 implements the “Uniform Act” in accordance with the following relocation assistance objective:

To ensure that persons displaced as a direct result of federal or federally-assisted projects are treated fairly, consistently and equitably so that such persons will not suffer disproportionate injuries as a result of projects designed for the benefit of the public as a whole.

*While every effort has been made to assure the accuracy of this booklet, it should be understood that it does not have the force and effect of law, rule, or regulation governing the payment of benefits. Should any difference or error occur, the law will take precedence.*

## **Some Important Definitions...**

Your relocation benefits can be better understood if you become familiar with the following terms:

***Comparable Replacement:*** means a dwelling which is:

- (1) Decent, safe, and sanitary. (See definition below)
- (2) Functionally equivalent to the displaced dwelling.
- (3) Adequate in size to accommodate the family being relocated.
- (4) In an area not subject to unreasonable adverse environmental conditions.
- (5) In a location generally not less desirable than the location of your displacement dwelling with respect to public utilities and commercial and public facilities, and reasonably accessible to the place of employment.
- (6) On a site that is typical in size for residential development with normal site improvements.

***Decent, Safe and Sanitary (DS&S):*** Replacement housing must be decent, safe, and sanitary – which means it meets all of the minimum requirements established by federal regulations and conforms to applicable housing and occupancy codes. The dwelling shall:

- (1) Be structurally sound, weather tight, and in good repair.
- (2) Contain a safe electrical wiring system adequate for lighting and other devices.
- (3) Contain a heating system capable of sustaining a healthful temperature (at least 70 degrees) for a displaced person, except in those areas where local climatic conditions do not require such a system.

- (4) Be adequate in size with respect to the number of rooms and area of living space needed to accommodate the displaced person. The Caltrans policy is that there will be no more than two persons per room unless the room is of adequate size to accommodate the normal bedroom furnishings for the occupants.
- (5) Have a separate, well-lighted and ventilated bathroom that provides privacy to the user and contains a sink, bathtub or shower stall, and a toilet, all in good working order and properly connected to appropriate sources of water and to a sewage drainage system.

**Note:** *In the case of a housekeeping dwelling, there shall be a kitchen area that contains a fully usable sink, properly connected to potable hot and cold water and to a sewage drainage system, and adequate space and utility service connections for a stove and refrigerator.*

- (6) Contains unobstructed egress to safe, open space at ground level. If the replacement dwelling unit is on the second story or above, with access directly from or through a common corridor, the common corridor must have at least two means of egress.
- (7) For a displaced person who is handicapped, be free of any barriers which would preclude reasonable ingress, egress, or use of the dwelling by such displaced person.

**Displaced Person or Displacee:** Any individual or family who moves from real property or moves personal property from real property as a result of the acquisition of the real property, in whole or in part, or as the result of a written notice from the agency to vacate the real property needed for a transportation project. In the case of a partial acquisition, Caltrans shall determine if a person is displaced as a direct result of the acquisition.

Residents **not lawfully present** in the United States are not eligible to receive relocation payments and assistance.

Relocation benefits will vary, depending upon the type and length of occupancy. As a residential displacee, you will be classified as either:

- An owner occupant of a residential property (includes mobile homes)

- A tenant occupant of a residential property (includes mobile homes and sleeping rooms)

**Dwelling:** The place of permanent or customary and usual residence of a person, according to local custom or law, including a single family house; a single family unit in a two-family, multi-family, or multi-purpose property; a unit of a condominium or cooperative housing project; a non-housekeeping unit; a mobile home; or any other residential unit.

**Owner:** A person is considered to have met the requirement to own a dwelling if the person purchases or holds any of the following interests in real property:

- (1) Fee title, a life estate, a land contract, a 99-year lease, oral lease including any options for extension with at least 50 years remaining from the date of acquisition; or
- (2) An interest in a cooperative housing project which includes the right to occupy a dwelling; or
- (3) A contract to purchase any interests or estates; or
- (4) Any other interests, including a partial interest, which in the judgment of the agency warrants consideration as ownership.

**Tenant:** A person who has the temporary use and occupancy of real property owned by another.

## Moving Expenses

If you qualify as a displaced person, you are entitled to reimbursement of your moving costs and certain related expenses incurred in moving. The methods of moving and the various types of moving cost payments are explained below.

Displaced individuals and families may choose to be paid on the basis of actual, reasonable moving costs and related expenses, or according to a fixed moving cost schedule. However, to ensure your eligibility and prompt payment of moving expenses, you should contact your Relocation Agent before you move.

### You Can Choose Either:

**Actual Reasonable Moving Costs** – You may be paid for your actual reasonable moving costs and related expenses when a commercial mover performs the move. Reimbursement will be limited to a move of 50 miles or less. Related expenses may include:

- Transportation
- Packing and unpacking personal property.
- Disconnecting and reconnecting household appliances.
- Temporary storage of personal property.
- Insurance while property is in storage or transit.

OR

**Fixed Moving Cost Schedule** – You may be paid on the basis of a fixed moving cost schedule. Under this option, you will not be eligible for reimbursement of related expenses listed above. The fixed schedule is designed to cover such expenses.

Examples (Year 2001 Rate):

4 Rooms – \$ 950  
7 Rooms – \$1,550

The Fixed Move Schedule for a furnished unit (e.g. you are a tenant of an apartment that is furnished by your landlord) is based on Schedule B.

Examples (Year 2001 Rate):

4 Rooms – \$475

7 Rooms – \$625

Under the Fixed Move Schedule, you will not receive any additional payments for temporary storage, lodging, transportation or utility hook-ups.

## **Replacement Housing Payments**

The type of Replacement Housing Payment (RHP) depends on whether you are an owner or a tenant and the length of your occupancy in the property being acquired.

If you are a qualified **owner occupant** of more than 180 days prior to the initiation of negotiations for the acquisition of your property, you may be entitled to a RHP that consists of:

**Price Differential, and**

**Mortgage Differential, and**

**Incidental Expenses;**

**OR**

**Rent Differential**

If you are a qualified **owner occupant** of more than 90 days but less than 180 days, OR you are a qualified **tenant occupant** of at least 90 days, you may be entitled to a RHP as follows:

**Rent Differential**

**OR**

**Down Payment Option**

Length of occupancy simply means counting the number of days that you actually occupied a dwelling before the date of initiation of negotiations by Caltrans for the

purchase of the property. The term “initiation of negotiations” means the date Caltrans makes the first personal contact with the owner of real property, or his/her representative, to give him/her a written offer for the property to be acquired.

**Note:** *If you have been in occupancy **less than 90 days** before the initiation of negotiations and the property is subsequently acquired, or if you move onto the property after the initiation of negotiations and you are still in occupancy on the date of acquisition, you **may** be eligible for a Replacement Housing Payment, based on the established affordability guidelines. Check with your Relocation Agent before you make any decision to vacate your property.*

## For Owner Occupants of 180 Days or More

If you qualify as a 180-day owner occupant, you may be eligible – in addition to the fair market value of your property – for a Replacement Housing Payment that consists of a Price Differential, Mortgage Differential and/or Incidental Expenses.

The **Price Differential** payment is the amount by which the cost of a replacement dwelling exceeds the acquisition cost of the displacement dwelling. This payment will assist you in purchasing a comparable decent, safe, and sanitary (DS&S) replacement dwelling.

Caltrans will compute the maximum payment you may be eligible to receive. (See page 9 for an example)

In order to receive the full amount of the calculated price Differential, you must spend at least the amount calculated by Caltrans on a replacement property

The **Mortgage Differential** payment will reimburse you for any increased mortgage interest costs you might incur because the interest rate on your new mortgage exceeds the interest rate on the property acquired by Caltrans. The payment computation is complex as it is based on prevailing rates, your existing loan and your new loan. Also, some of the payment may be prorated such as reimbursement for a portion of your loan origination fees and mortgage points.

To be eligible to receive this payment, the acquired property must have been encumbered by a bona fide mortgage which was a valid lien for at least 180 days prior to the initiation of negotiations.

You may also be reimbursed for any actual and necessary **Incidental Expenses** that you incur in relation to the purchase of your replacement property. These expenses may be those costs for title search, recording fees, credit report, appraisal report, and certain other closing costs. You will not be reimbursed for any recurring costs such as prepaid real estate taxes and property insurance.

If the total amount of your **Replacement Housing Payment** (Price Differential, Mortgage Differential and Incidental Expenses) exceeds \$22,500, the payment must be deposited directly into an escrow account or paid directly to the mortgage company.

**EXAMPLE OF PRICE DIFFERENTIAL  
PAYMENT COMPUTATION:**

Assume that Caltrans purchases your property for \$98,000. After a thorough study of available, decent, safe and sanitary dwellings on the open market, Caltrans determines that a comparable replacement property will cost you \$100,000. If your actual purchase price is \$100,000, you will receive \$2,000 (see *Example A.*)

If your actual purchase price is more than \$100,000, you pay the difference (see *Example B.*) If your actual purchase price is less than \$100,000, the differential payment will be based on actual costs (see *Example C.*)

How much of a differential payment you receive depends on how much you actually spend on a replacement dwelling as shown in these examples:

**Caltrans' Computation**

Comparable Replacement Property	\$100,000
Acquisition Price of Your Property	<u>– 98,000</u>
Maximum Price Differential	\$ 2,000

**Example A**

Purchase Price of Replacement	\$100,000
Comparable Replacement Property	\$100,000
Acquisition Price of Your Property	<u>– 98,000</u>
Maximum Price Differential	\$ 2,000

**Example B**

Purchase Price of Replacement	\$105,000
Comparable Replacement Property	\$100,000
Acquisition Price of Your Property	<u>– 98,000</u>
Maximum Price Differential	\$ 2,000
You Must Pay the Additional	\$ 5,000

**Example C**

Comparable Replacement Property	\$100,000
Purchase Price of Replacement	\$ 99,000
Acquisition Price of Your Property	<u>– 98,000</u>
Price Differential	\$ 1,000

In Example C you will only receive \$1,000 – not the full amount of the Caltrans “Comparable Replacement Property” because of the “Spend to Get” requirements.

**In order for a “180 day owner occupant” to receive the full amount of their Replacement Housing Payment (*Price Differential, Mortgage Differential and Incidental Expenses*), you must:**

A) Purchase and occupy a DS&S replacement dwelling within one year after the later of:

(1) The date you first receive a notification of an available replacement house, **OR**

(2) The date that Caltrans has paid the acquisition cost of your current dwelling (usually the closing of escrow on State’s acquisition),

**AND**

B) Spend at least the amount of the Caltrans “Comparable Replacement Property” for a replacement property,

**AND**

C) File a claim for relocation payments within 18 months of the later:

(1) The date you vacate the property acquired by Caltrans, **OR**

(2) The date that Caltrans has paid the acquisition cost of your current dwelling (usually the close of escrow on State’s acquisition)

You will **not** be eligible to receive any relocation payments until the State has actually made the first written offer to purchase the property. You will also receive at least 90 days’ written notice before you must move.

## **For Owner Occupants and Tenants of 90 Days or More**

If you qualify as a 90-day occupant (either as an owner\* or tenant), you may be eligible for a Replacement Housing Payment in the form of a Rent Differential.

The **Rent Differential** payment is designed to assist you in renting a comparable decent, safe and sanitary replacement dwelling. The payment is based on the difference between the base monthly rent for the property acquired by Caltrans (including average monthly cost for utilities) and the lesser of:

- a) The monthly rent and estimated average monthly cost of utilities for a comparable replacement dwelling as determined by Caltrans, **OR**
- b) The monthly rent and estimated average monthly cost of utilities for the decent, safe and sanitary dwelling that you actually rent as a replacement dwelling.

Utility costs are those expenses you incur for heat, lights, water, garbage and sewer – regardless of the source (e.g. electricity, propane, and septic system.) It does not include cable, telephone, or security. The utilities at your property are the average costs over the last 12 months. The utilities at the comparable replacement property are the estimated costs for the last 12 months for the type of dwelling and area used in the calculation.

This difference is multiplied by 42 months and may be paid to you in a lump sum payment or in periodic installments in accordance with policy and regulations. *(See page 20 for an example.)*

In order to receive the full amount of the calculated Rent Differential, you must spend at least the amount calculated by Caltrans on a replacement property.

This payment may – with certain limitations – be converted to a **Down Payment** to assist you in purchasing a replacement property. *(See page 24 for a full explanation.)*

## EXAMPLE OF RENT DIFFERENTIAL PAYMENT COMPUTATION:

After a thorough study of comparable, decent, safe and sanitary dwellings that are available for rent, Caltrans determines that a comparable replacement property will rent for \$325.00 per month.

### Caltrans Computation

Rental Rate for Comparable Replacement Property:	\$ 325 per month
PLUS: average estimated utility costs:	+ <u>100</u> per month
TOTAL Cost to rent Comparable Replacement Property	\$ 425 per month
Rental Rate for Your Current Property:	\$ 300 per month
PLUS: average utility costs	+ <u>90</u> per month
TOTAL Cost you pay to rent your current property:	\$ 390 per month
Comparable Replacement Property including utilities:	\$ 425 per month
Cost you pay to rent your property including utilities:	– <u>390</u> per month
Difference	\$ 35 per month

Multiplied by 42 months = \$1,470 Rent Differential

### Example A:

Rental Rate for a Replacement Property, including estimated average utilities costs	\$ 525 per month
Comparable Replacement Property including utilities	\$ 425 per month
Cost you pay to rent your property including utilities:	\$ 390 per month

Since \$425 is less than \$525, the Rent Differential is based on the difference between \$390 and \$425.

Rent Differential (\$35 x 42 months = \$1,470)

*In this case you spent “at least” the amount of the Comparable Replacement Property on the replacement property and will receive the full amount.*

**Example B:**

Rental Rate for Replacement Property, including estimated average utilities costs: \$ 400 per month

Comparable Replacement Property including utilities: \$ 425 per month

Cost you pay to rent your property including utilities: \$ 390 per month

Since \$400 is less than \$525, the Rent Differential is based on the difference between \$400 and \$390.

Rent Differential (\$10 x 42 months = \$420)

*In this case you spent "less than" the amount of the Comparable Replacement Property on the replacement property and will not receive the full amount.*

**In order for a "90 day owner occupant" to receive the full amount of their Replacement Housing Payment (Rent Differential), you must:**

A) Rent and occupy a DS&S replacement dwelling within one year after the later of:

(1) The date you first receive a notification of an available replacement house, **OR**

(2) The day you vacate the property acquired by Caltrans.

**AND**

B) Spend at least the amount of the Caltrans "Comparable Replacement Property" to rent a replacement property,

**AND**

C) File a claim for relocation payments within 18 months of the later of:

(1) The date you vacate the property acquired by Caltrans, **OR**

(2) The date that Caltrans has paid the acquisition cost of your current dwelling (usually the close of escrow on State's acquisition)

You will **not** be eligible to receive any relocation payments until Caltrans has actually made the first written offer to purchase the property. And you will also receive at least 90 days' written notice before you must move.

## **Down Payment Option**

The Rent Differential payment may – with certain limitations – be converted to a **Down Payment** to assist you in purchasing a replacement property. The Down Payment is a direct conversion of the Rent Differential payment.

If the Caltrans calculated Rent Differential is between \$0 and \$5,250, your Down Payment option will be \$5,250 which can be used towards the purchase of a replacement decent, safe and sanitary dwelling.

If the Rent Differential is over \$5,250, you may be able to convert the entire amount of the Rent Differential to a Down Payment option.

The Down Payment must be used for the required down payment, which is usually a percentage of the entire purchase price, plus any eligible incidental expenses (see page 13 “180-day Owner Occupants Incidental Expenses”) related to the purchase of the property. You must work closely with your Relocation Agent to ensure you can utilize the full amount of your Down Payment towards the purchase.

If any portion of the Rent Differential was used prior to the decision to convert to a Down Payment, those advance payments will be deducted from the entire benefit.

## **Last Resort Housing**

On most projects, an adequate supply of housing will be available for sale and for rent, and the benefits provided will be sufficient to enable you to relocate to comparable housing. However, there may be projects in certain locations where the supply of available housing is insufficient to provide the necessary housing for those persons being displaced. In such cases, Caltrans will utilize a method called Last Resort Housing. Last Resort Housing allows Caltrans to construct, rehabilitate or modify housing in order to meet the needs of the people displaced from a project. Caltrans can also pay above the statutory limits of \$5,250 and \$22,500 in order to make available housing affordable.

## Relocation Advisory Assistance

Any individual, family, business or farm displaced by Caltrans shall be offered relocation advisory assistance for the purpose of locating a replacement property. Relocation services are provided by qualified personnel employed by Caltrans. It is their goal and desire to be of service to you and assist in any way possible to help you successfully relocate.

A Relocation Agent from Caltrans will contact you personally. Relocation services and payments will be explained to you in accordance with your eligibility. During the initial interview with you, your housing needs and desires will be determined as well as your need for assistance. You cannot be required to move unless at least one comparable replacement dwelling is made available to you.

You can expect to receive the following services, advice and assistance from your Relocation Agent who will:

- Explain the relocation benefits and eligibility requirements.
- Provide the amount of the replacement housing payment in writing.
- Assure the availability of a comparable property before you move.
- Inspect possible replacement residential units for DS&S compliance.
- Provide information on counseling you can obtain to help minimize hardships in adjusting to your new location.
- Assist you in completing loan documents, rental applications or Relocation claims.

AND provide information on:

- Security deposits
- Interest rates and terms
- Typical down payments
- Veterans Administration and Federal Housing Administration loan requirements
- Real property taxes
- Consumer education literature on housing

If you desire, your Relocation Agent will give you current listings of other available replacement housing. Transportation will be provided to inspect available housing, especially if you are elderly or handicapped. Though you may use the services of a real estate broker, Caltrans cannot provide a referral.

Your Relocation Agent is familiar with the services provided by others in your community and will provide information on other federal, state, and local housing programs offering assistance to displaced persons. If you have special problems, your Relocation Agent will make every effort to secure the services of those agencies with trained personnel who have the expertise to help you.

If the highway project will require a considerable number of people to be relocated, Caltrans will establish a temporary Relocation Field Office on or near the project. Project relocation offices will be open during convenient hours and evening hours if necessary.

In addition to these services, Caltrans is required to coordinate its relocation activities with other agencies causing displacements to ensure that all persons displaced receive fair and consistent relocation benefits.

Remember – YOUR RELOCATION AGENT is there to offer advice and assistance. Do not hesitate to ask questions. And be sure you fully understand all of your rights and available benefits.

## **Your Rights As A Displacee**

All eligible displacees have a ***freedom of choice*** in the selection of replacement housing, and Caltrans will not require any displaced person to accept a replacement dwelling provided by Caltrans. If you decide not to accept the replacement housing offered by Caltrans, you may secure a replacement dwelling of your choice, providing it meets DS&S housing standards. Caltrans will not pay more than your calculated benefits on any replacement property.

The most important thing to remember is that the replacement dwelling you select must meet the basic “decent, safe, and sanitary” standards. ***Do not execute a purchase agreement or a rental agreement*** until a representative from Caltrans has inspected and certified in writing that the dwelling you propose to occupy meets the basic standards. ***DO NOT jeopardize*** your right to receive a replacement housing payment by moving into a substandard dwelling.

It is important to remember that your relocation benefits will ***not have an adverse*** affect on your:

- Social Security Eligibility
- Welfare Eligibility
- Income Taxes

In addition, the **Title VIII of the Civil Rights Act of 1968** and later acts and amendments make discriminatory practices in the purchase and rental of most residential units illegal if based on race, color, religion, sex, or national origin.

Whenever possible, minority persons shall be given reasonable opportunities to relocate to decent, safe, and sanitary replacement dwellings, not located in an area of minority concentration, and that is within their financial means. This policy, however, does not require Caltrans to provide a person a larger payment than is necessary to enable a person to relocate to a comparable replacement dwelling.

Caltrans' **Non-Discrimination Policy** ensures that all services and/or benefits will be administered to the general public without regard to race, color, national origin, or sex in compliance with Title VI of the 1964 Civil Rights Act (42 USC 2000d. et seq..)

And you always have the **Right to Appeal** any decision by Caltrans regarding your relocation benefits and eligibility.

Your Right of Appeal is guaranteed in the "Uniform Act" which states that any person may file an appeal with the head of the responsible agency if that person believes that the agency has failed to properly determine the person's eligibility or the amount of a payment authorized by the Act.

If you indicate your dissatisfaction, either verbally or in writing, Caltrans will assist you in filing an appeal and explain the procedures to be followed. You will be given a prompt and full opportunity to be heard. You have the right to be represented by legal counsel or other representative in connection with the appeal (but solely at your own expense.)

Caltrans will consider all pertinent justifications and materials submitted by you and other available information needed to ensure a fair review. Caltrans will

provide you with a written determination resulting from the appeal with an explanation of the basis for the decision. If you are still dissatisfied with the relief granted, Caltrans will advise you that you may seek judicial review.

# NOTES

## **Appendix C. Title VI Policy Statement**

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**DEPARTMENT OF TRANSPORTATION**

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*Flex your power!  
Be energy efficient!*

January 14, 2005

**TITLE VI  
POLICY STATEMENT**

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

A handwritten signature in black ink that reads "Will Kempton".

WILL KEMPTON  
Director

## **Appendix D. Environmental Commitments**

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## Appendix D. Environmental Commitments

No.	Task and Brief Description	Responsible Party	Timing / Phase	Action Taken to Comply with Task	Date
<b>COMMUNITY IMPACTS (Section 2.1.3 in Environmental Document)</b>					
1	Incorporate narrow shoulders and parking restrictions at the eastern terminus of the project in order to accommodate the existing right-of-way limitations while maintaining conformance with County design standards.	County and Department (during final design) / Resident Engineer and Contractor (during construction)	Incorporate design elements during final design and implement during construction		
2	Conduct all relocation activities in accordance with state and federal standards including the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, as amended. Make relocation resources available without discrimination to all displacees.	County	Prior to any grading or construction activities		
<b>UTILITIES/EMERGENCY SERVICES (Section 2.1.4 in Environmental Document)</b>					
3	Coordinate all utility relocation work with the affected utility companies to ensure minimal disruption to customers in the service areas during construction. At a minimum, plans will be forwarded to Helix Water District and Padre Dam MWD.	County, Department, Resident Engineer, and Contractor	Prior to any grading or construction activities		
4	Prepare construction staging plan, traffic management plan (TMP) and an access management plan (AMP). Include a public awareness campaign in the TMP to ensure that the public is aware of when and where any traffic closures or detours, or utility disruptions, if any, would occur. Design AMP in coordination with emergency services personnel to ensure that the communities within the project vicinity would remain accessible during the construction phase. Consult with local school personnel during preparation of TMP and AMP in order to maintain safe vehicular and pedestrian access to schools in the project vicinity.	County	Prior to any grading or construction (prepare) / During any grading or construction (implement)		

No.	Task and Brief Description	Responsible Party	Timing / Phase	Action Taken to Comply with Task	Date
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**TRAFFIC AND TRANSPORTATION/PEDESTRIAN AND BICYCLE FACILITIES (Section 2.1.5 in Environmental Document)**

Refer to Task 4 under Utilities/Emergency Services.

**VISUAL/AESTHETICS (Section 2.1.6 in Environmental Document)**

5	Include shielding for new streetlights to direct lighting onto the roadway and to minimize spillover impacts on nearby residences.	County and Department (during final design) / Resident Engineer and Contractor (during construction)	Design lighting during final design and install during construction		
6	Incorporate architectural features, textures, and colors to soften the appearance of wall surfaces on the overcrossing and retaining wall located along the southbound on-ramp. Apply architectural features such as pilasters and caps to walls to provide shadow lines, provide relief from monolithic appearance, and reduce apparent scale. Design architectural treatments in consultation with the Department and as compatible with the treatments being implemented as part of the SR-52 extension project. Reserve sufficient space between the retaining wall and the on-ramp, where feasible, to include a 1.8-meter (6-foot) -wide planting pocket.	County and Department (during final design) / Resident Engineer and Contractor (during construction)	Incorporate design elements and landscaping during final design and implement during construction		
7	Implementation of the Landscape Development Plan for the project (see Appendix E) that includes landscaping placed in front of the potential noise walls in the form of shrubs, trees, and/or vines would be performed to provide sufficient cover for the walls and allow them to blend in with the surrounding landscaping. A screen wall would be located on the right-of-way line west of the driveway of the Starlight Mobile Home Park to provide screening for the one mobile home located nearest the proposed widening. The wall will be 1.8 meters (6 feet) in height and constructed of colored, split faced concrete block or similar enhanced concrete block material that will harmonize with surrounding architecture. Shrubs (4.4-liter [5-gallon], 1.3-meter [4-foot] outer	County and Department (during final design) / Resident Engineer and Contractor (immediately following construction)	Incorporate design elements and landscaping during final design and implement immediately following construction		

No.	Task and Brief Description	Responsible Party	Timing / Phase	Action Taken to Comply with Task	Date
	canopy) and trees (61-centimeter [24-inch] box, 7.6-meter [25 foot] outer canopy) will be planted and irrigated in the 1.5-meter (5-foot) County right-of-way to offset the loss of existing vegetation. These measures will be subject to review by the District Landscape Architect and District Biologist. At a minimum, plans will be forwarded to Helix Water District and Padre Dam MWD.				

**CULTURAL RESOURCES (Section 2.1.7 in Environmental Document)**

8	If cultural resources are discovered or unearthed, divert all earth-moving activity within and around the immediate discovery area until a qualified archaeologist can assess the nature and significance of the find.	Resident Engineer and Contractor	During all grading activities		
9	Cease further disturbances and activities in any area or nearby area suspected to overlie remains if human remains are discovered. Contact County Coroner. If the remains are thought to be Native American, the coroner shall notify the Native American Heritage Commission (NAHC), who shall then notify the Most Likely Descendent (MLD). At this time, the person who discovered the remains shall contact the County Department of Public Works Archeologist to work with the MLD on the respectful treatment and disposition of the remains. Further provisions of PRC 5097.98 are to be followed as applicable.	Resident Engineer and Contractor	During all grading and construction activities		

**WATER QUALITY AND STORMWATER RUNOFF (Section 2.2.1 in Environmental Document)**

10	Install storm drain system that collects all surface water runoff from the project site, empties the collected water into concrete-lined storm drain channels, and then channels the water into a detention basin for settlement prior to being discharged into Forester Creek. The detention basin shall be 30-meters (98.4-feet) long by 7-meters (23-feet) wide and 2-meters (6.6-feet) deep, and treat an estimated volume of 716 cubic	Resident Engineer and Contractor	During final design and implemented during construction		
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No.	Task and Brief Description	Responsible Party	Timing / Phase	Action Taken to Comply with Task	Date
	meters (25,285.3 cubic feet) of the discharge. A spillway located on the downstream side of the basin shall be provided for flows during larger storm events; 60 percent of the total project runoff shall be treated through the drainage system. The detention basin shall be placed adjacent to the proposed southbound off-ramp and designed in accordance with the Caltrans Project Planning and Design Guide.				
11	Implement erosion control measures that shall include slope stabilization, the use of berms to direct runoff away from exposed soils and slopes, and proper grading techniques.	Resident Engineer and Contractor	During all grading and construction activities		
12	Implement best management practices (BMPs) in compliance with the National Pollution Discharge Elimination System (NPDES) permit requirements and as identified in the Storm Water Data Report. Unless NPDES permit requirements direct otherwise, Task numbers 12 through 18 listed below and identified in the Storm Water Data Report shall be implemented.	County and Department (during final design) / Resident Engineer and Contractor (during construction)	Incorporate BMPs into project during final design and implement BMPs prior to and during all grading and construction activities		
13	Utilize conventional cut and fill grading techniques to produce the proposed grades. Design both cut and fill slopes at overall slope gradients of 1:2 (vertical:horizontal) or flatter, with the highest proposed 1:2 cut slope at approximately 5.5 meters (18 feet) in height, and the highest 1:2 fill slope at approximately 6 meters (19.7 feet) in height.	County and Department (during final design) / Resident Engineer and Contractor (during construction)	Prior to any grading or construction (design) / During any grading or construction (implement)		
14	Vegetate, round, or shape slopes to reduce concentrated flows.	County and Department (during final design) / Resident Engineer and Contractor (during construction)	Prior to any grading or construction (design) / During any grading or construction (implement)		
15	Where appropriate, incorporate texture in place of paint in architectural treatments to minimize the usage of paint and other related chemicals.	County and Department (during final design) / Resident Engineer and Contractor (during construction)	Prior to construction (design) / During construction (implement)		

No.	Task and Brief Description	Responsible Party	Timing / Phase	Action Taken to Comply with Task	Date
16	Utilize soil stabilization during construction to prevent soil particles from detaching and becoming suspended in stormwater and non-stormwater runoff. Stabilize all disturbed areas of the construction site with a uniform vegetative cover of at least 70 percent coverage, or stabilization measures such as blankets, reinforced concrete liners, fiber matrices, geotextiles, or other erosion resistant soil coverings.	Resident Engineer and Contractor	During grading or construction		
17	Feature native plants for vegetated surfaces and utilize the seed mixture, mulch, tackifier, and fertilizer recommended by the District landscape architect and biologist for revegetation. Hard surface BMPs are estimated to be 0.3 hectare (0.7 acre) and 0.4 hectare (1 acre) before and after construction, respectively.	Resident Engineer, and Contractor	Immediately following completion of construction activities		
18	Implement protection systems such as rock blanket, rock slope protection, concreted rock slope protection, sacked concrete slope protection, and slope paving to ensure stability from additional runoff.	County and Department (during final design) / Resident Engineer and Contractor (during construction)	Prior to any grading or construction (design) / During construction (implement)		
19	<p>Include the following general design features in the project drainage report:</p> <ul style="list-style-type: none"> <li>-Convey surface runoff via curb and gutter to inlets. Place flared end sections and riprap material at the outlets of the storm drains, or treatment BMP facilities, to reduce the flow velocities of the discharged stormwater.</li> <li>- Utilize grading and energy dissipaters to prevent increases to existing flow velocities. Include an analysis of flows at the outlets of the project in the drainage report to determine impacts. Maintain offsite drainage patterns and design onsite drainage patterns to closely mimic existing drainage patterns.</li> <li>-Preserve existing vegetation where</li> </ul>	County and Department (during final design) / Resident Engineer and Contractor (during construction)	Prior to any grading or construction (design) / During construction (implement)		

No.	Task and Brief Description	Responsible Party	Timing / Phase	Action Taken to Comply with Task	Date
	feasible. -Fence preservation areas (environmentally sensitive areas [ESAs]) identified on project drawings during construction.				
20	If groundwater is encountered during construction activities, obtain a discharge permit for dewatering activities from local agencies and/or the state. The collection and analysis of groundwater samples prior to discharge shall also occur per discharge permit requirements.	Resident Engineer and Contractor	Immediately following encounter with groundwater (if any) during any ground disturbance or construction activities		
21	If contaminated groundwater is encountered, perform all handling, storage, and disposal, if required, in accordance with applicable local, state, and federal requirements.	Resident Engineer and Contractor	Immediately following encounter with groundwater (if any) during any ground disturbance or construction activities		

**GEOLOGY/SOILS/SEISMICITY/TOPOGRAPHY (Section 2.2.2 in Environmental Document)**

22	Perform earthwork in the project area in accordance with the latest edition of the California Department of Transportation Standard Specifications and/or the requirements of applicable government agencies. The following amendments to the Standard Specification in the project special provisions shall be considered:  -Section 19-3.06 – Ponding or jetting of backfill will not be permitted.  -Section 19-3.065 – Previous backfill should have a gradation that would minimize migration of fines from the adjacent soil. Alternatively, a nonwoven geotextile (e.g. Supac 4NP or Nilex N45) can be placed between previous backfill and adjacent soil. A geocomposite drain (e.g. Tensar DC1100) can be used behind retaining walls in lieu of previous backfill.	Resident Engineer and Contractor	During all grading and construction activities		
23	Provide detailed earthwork recommendations in the design geotechnical report, and incorporate these recommendations into the	County and Department	During final design		

No.	Task and Brief Description	Responsible Party	Timing / Phase	Action Taken to Comply with Task	Date
	project specifications.				
24	Monitor settlement to determine when structure construction can begin. Settlement markers consisting of wooden hubs shall be established in a grid pattern on the top of the fill after completion of mass grading. The precise locations and spacing can be determined when grading plans are complete. The marker shall be read initially and then twice a week for at least 2 weeks. The project geotechnical engineer shall evaluate settlement marker readings and determine when settlement is essentially complete and structure construction can start.	Project Geotechnical Engineer, Resident Engineer, and Contractor	Prior to structure construction		
25	Construct fill slopes at a slope ratio no steeper than 1:2 (vertical:horizontal). The slope surface shall consist of uniform, well-compacted soils in order to minimize the potential for erosion.	County and Department (during final design) / Resident Engineer and Contractor (during construction)	Design appropriate fill slopes during final design and implement during construction		
26	Construct cut slopes at a slope ratio of 1:1.5 or flatter.	County and Department (during final design) / Resident Engineer and Contractor (during construction)	Design appropriate fill slopes during final design and implement during construction		
27	Maintain an expansion index of 50 or less in the upper 1.2 meters (4 feet) of material below the pavement subgrade (total depth of 1.2 meters [4 feet] plus pavement structural section thickness below final pavement surface grade) in both cut and embankment areas. Representative samples of soils within this zone shall be obtained and tested. The project geotechnical engineer should observe excavation and fill placement within 1.2 meters (4 feet) of pavement subgrade.	Resident Engineer and Contractor	After grading and prior to pavement construction/observe during excavation and fill placement		
28	Specify in contract documents that the contractor mobilize equipment capable of compacting materials with gravel and cobbles.	County and Department	Include during preparation of contract documents		
29	Use Type II modified Portland cement in concrete in contact with ground.	Resident Engineer and Contractor	During construction		

No.	Task and Brief Description	Responsible Party	Timing / Phase	Action Taken to Comply with Task	Date
30	A rainfall runoff erosivity factor (R-value) of 19 was used to develop pavement structural sections. Perform additional testing when actual subgrade materials can be determined.	Resident Engineer and Contractor	During final grading when subgrade materials can be determined		
31	Develop final pavement alternatives in consultation with the Department and County materials engineer. Unsuitable subgrade material shall be removed and replaced with suitable material as identified by the project geotechnical engineer. The removal shall extend to a depth beyond the influence of the planned construction. If wet or saturated soils are encountered, the use of a stabilizing fabric or an equivalent should be considered.	County and Department/ Materials Engineer and Contactor	Develop final pavement alternatives during final design and implement during construction		

**GEOLOGY/SOILS/SEISMICITY/TOPOGRAPHY (Section 2.2.2 in Environmental Document)**

32	Observe removal of unsuitable soils, placement and compaction of structural fill, and excavations for footings, and perform appropriate field tests to provide quality control and quality assurance for structural fills and related earthwork elements.	Project Geotechnical Engineer, Engineering Geologist of Record, Resident Engineer, and Contractor	During grading and construction		
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**HAZARDOUS WASTE/MATERIALS (Section 2.2.3 in Environmental Document)**

33	If roadway paint striping is to be removed independently of the pavement, sample painted roadway and roadway facility surfaces such as roadway striping and metal guardrails to assess whether they contain lead. If lead-based paint is present, a licensed abatement contractor shall remove the material under the oversight of a qualified contractor prior to removal and demolition of the painted materials.	County and Department/ Contractor	Prior to any disturbance of the surfaces to be sampled		
34	Conduct asbestos and lead-based paint (LBP) surveys at site buildings to be demolished to determine locations and quantities of asbestos-containing materials (ACM) and LBPs present. If ACMs or LBPs are encountered in the structures, a licensed abatement contractor shall be contracted to remove the hazardous materials before demolition activities commence.	County, Department, and Contractor	Prior to demolition		

No.	Task and Brief Description	Responsible Party	Timing / Phase	Action Taken to Comply with Task	Date
35	Include in specifications prepared for the proposed project a line item for loading, transportation, and disposal of any contaminated soil and/or groundwater encountered during the project.	County and Department	During specifications preparation		
36	Prepare and implement a site safety plan that addresses the management of potential health and safety hazards to workers and the public.	Resident Engineer and Contractor	Prior to any ground disturbance or construction activities		
37	Perform all handling, storage, and disposal of contaminated soil, if required, in accordance with applicable local, state, and federal requirements.	Resident Engineer and Contractor	During grading and construction		
Also refer to Tasks 20 and 21 under Water Quality and Stormwater Runoff.					

**AIR QUALITY (Section 2.2.4 in Environmental Document)**

38	Follow Department Standard Specification 7-1.01F and Standard Specification 10, which address following the local air pollution control district's rules and dust control, respectively.	Resident Engineer and Contractor	During any grading and construction activities		
39	Minimize land disturbance, including limiting vehicular paths on unpaved surfaces.	Resident Engineer and Contractor	During any grading and construction activities		
40	Use watering trucks to minimize dust and confine dust plumes to the project work areas.	Resident Engineer and Contractor	During any grading and construction activities		
41	Suspend grading and earth-moving activities when wind gusts exceed 40 kph (25 mph), unless the soil is wet enough to prevent dust plumes.	Resident Engineer and Contractor	During any grading and construction activities		
42	Stabilize inactive stockpile surfaces.	Resident Engineer and Contractor	During any grading and construction activities		
43	Minimize unnecessary vehicular and machinery activities.	Resident Engineer and Contractor	During any grading and construction activities		
44	Conduct street sweeping where sediment is tracked from the job site onto paved roads.	Resident Engineer and Contractor	Immediately following soil-disturbing activities or if offsite tracking of material is observed		
45	Revegetate disturbed land, including vehicular paths created during construction,	Resident Engineer and Contractor	Immediately following the completion of soil-disturbing		

No.	Task and Brief Description	Responsible Party	Timing / Phase	Action Taken to Comply with Task	Date
	to avoid future off-road vehicular activities.		activities		
46	Remove unused material.	Resident Engineer and Contractor	During any grading and construction activities, and immediately following the completion of soil-disturbing activities		
47	Locate construction equipment and truck staging and maintenance areas as far as feasible from, and nominally downwind of, schools, active recreation areas, and other areas of high population density.	Resident Engineer and Contractor	During any grading and construction activities		

**NOISE (Section 2.2.5 in Environmental Document)**

48	Fit all equipment with adequate mufflers according to the manufacturers' specifications.	Resident Engineer and Contractor	During any grading and construction activities		
49	Conduct all construction activities in accordance with Department Standard Specifications and Special Provisions.	Resident Engineer and Contractor	During any grading and construction activities		
50	Incorporate noise abatement in the form of a combined 1.8-meter (6-foot) and 2.4-meter (8-foot) -high wall at the Rancho Mesa Mobile Home Park (barrier A18), if the permanent easement fees are waived by the property owners. If during final design, conditions have substantially changed, noise abatement may not be necessary. Final decision of the noise abatement shall be made upon completion of the project design and the public involvement processes. At a minimum, plans will be forwarded to Helix Water District and Padre Dam MWD.	County and Department (during final design and public involvement process) / Resident Engineer and Contractor (during construction)	Confirm and finalize design elements during final design and public involvement process, and implement during construction		

Also refer to Task 47 under Air Quality.

**NATURAL COMMUNITIES (Section 2.3.1 in Environmental Document)**

51	Identify environmentally sensitive areas (ESAs) on the portions of the channels located adjacent to the northbound on- and off-ramps, and the portion of the freshwater marsh area at the northern end of the channel located adjacent to the southbound off-ramp that are not to be impacted during construction.	County and Department, and Resident Engineer and Contractor	Identify ESAs on project plans during final design. Install construction fencing prior to any clearing, grading, or construction activities and avoid ESAs during clearing, grading, and construction activities.		
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No.	Task and Brief Description	Responsible Party	Timing / Phase	Action Taken to Comply with Task	Date
52	Perform 3:1 enhancement within the tributary to Forester Creek between SR-67 and Magnolia Avenue, for a total of 0.012 hectare (0.027 acre) of enhancement if the noise walls are constructed at the Rancho Mesa Mobile Home Park or 0.006 hectare [0.018 acre] of enhancement if the noise walls are not constructed.	County and Department	Once permits are obtained		
53	Obtain Section 401 Water Quality Certification, Section 404 Permit, and Streambed Alteration Agreement, and implement any measures included in the permits and authorizations.	County and Department	Prior to construction		

**WETLANDS AND OTHER WATERS (Section 2.3.2 in Environmental Document)**

54	Design the drainage connection between the detention basin outlet and the channel located adjacent to the southbound SR-67 off-ramp to discharge into the small area of freshwater marsh that extends to the south of the main portion of the channel.	County and Department (during final design) / Resident Engineer and Contractor (during construction)	Incorporate design elements during final design and implement during construction		
55	If a noise abatement wall (barrier A18) is constructed at the Rancho Mesa Mobile Home Park, design and construct the wall to minimize impacts to the unvegetated concrete-lined channel and freshwater marsh to maximum extent feasible.	County and Department (during final design) / Resident Engineer and Contractor (during construction)	Incorporate design elements during final design and implement during construction		
Also refer to Tasks 52 and 53 under Natural Communities.					

**ANIMAL SPECIES (Section 2.3.3 in Environmental Document)**

56	If construction activities, including vegetation clearing, must occur between February 15 and September 30, then perform pre-construction surveys for the presence of raptors, migratory birds, bats, and swallows to identify any active nests located within the construction area. If breeding birds are present, no activity shall occur within 152 meters (500 feet) of active nesting territories unless measures (i.e., noise barriers) are implemented to ensure that noise levels at the nest site do not exceed 60 dBA Leq or current ambient noise levels if currently	County, Department, Resident Engineer, and Contractor	Conduct surveys prior to construction if construction will occur between February 15 and September 30. Implement avoidance measures if nests are found.		
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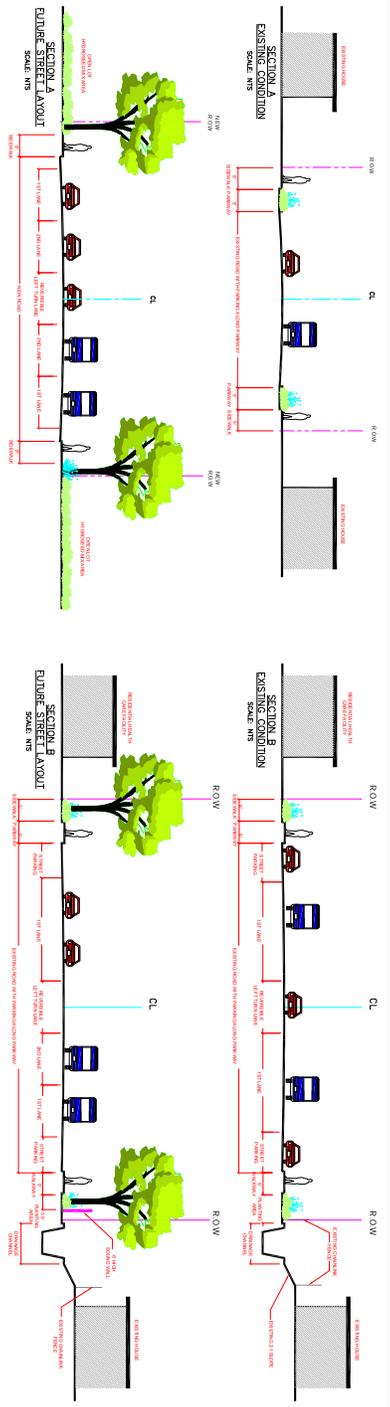
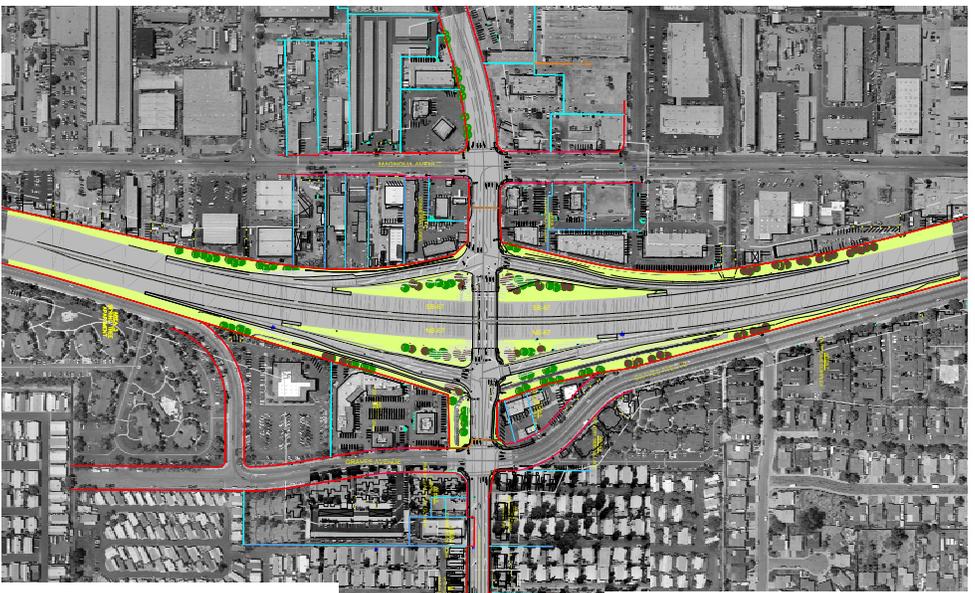
No.	Task and Brief Description	Responsible Party	Timing / Phase	Action Taken to Comply with Task	Date
	above 60 dBA Leq. If bats are identified, measures to avoid impacts to this species shall be coordinated with the Department and resource agency staff.				

**INVASIVE SPECIES (Section 2.3.4 in Environmental Document)**

57	Landscape bare soil with the Department's recommended seed mix of locally adapted native species to preclude the invasion of noxious weeds.	County and Department (during final design) / Resident Engineer and Contractor (during construction)	Finalize landscaping and materials during final design and implement during construction		
58	Use seed mixtures whose seed purity has been certified by a planting seed labeled under the California Food and Agricultural Code, or that has been tested within 1 year by a seed laboratory certified by the Association of Official Seed Analysts or by a seed technologist certified by the Society of Commercial Seed Technologists.	County, Department, Resident Engineer, and Contractor	Prior to installing landscaping		
59	Clean construction equipment of mud and other debris that may contain invasive plants and/or seeds and inspect to reduce the potential spreading of noxious weeds.	Resident Engineer and Contractor	Daily before mobilizing to arrive at site and before leaving the site		
60	Cover trucks with loads carrying vegetation and dispose of vegetative materials removed from the site in accordance with all applicable laws and regulations.	Resident Engineer and Contractor	During all grading and construction related activities		
61	The final project landscape plan will be reviewed the by the District Landscape Architect and District Biologist prior to implementation to ensure that the planting plan complies with EO 13112, resource agency permit conditions, and meets visual and biological mitigation requirements.	Department	During final design		

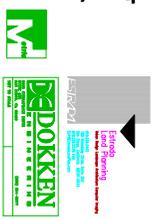
## **Appendix E. Landscape Development Plan**

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- RIGHT INTERCHANGE**
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BRADLEY AVENUE / SR-67 INTERCHANGE  
 LANDSCAPE DEVELOPMENT PLAN  
 JANUARY 18, 2006



## **Appendix F. Responses to Comments Received on the Draft Environmental Document**

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# Appendix F. Responses to Comments Received on the Draft Environmental Document

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## **Comment Summary**

A total of six (6) agencies, one (1) business owner, four (4) residents, and one (1) property manager, provided comments and/or letters during the availability period for the Draft Environmental Document (ED). This appendix includes copies of the letters received with the responses to the comments raised immediately following each letter.

STATE OF CALIFORNIA

Arnold Schwarzenegger, Governor

**NATIVE AMERICAN HERITAGE COMMISSION**

915 CAPITOL MALL, ROOM 364  
 SACRAMENTO, CA 95814  
 (916) 653-6251  
 Fax (916) 657-5390  
 Web Site [www.nahc.ca.gov](http://www.nahc.ca.gov)  
 e-mail: [ds\\_nahc@pacbell.net](mailto:ds_nahc@pacbell.net)



Commenter A-1

June 3, 2008

Mr. David Nagy  
**CALIFORNIA DEPARTMENT OF TRANSPORTATION- DISTRICT 11**  
 4050 Taylor Street, MS 342  
 San Diego, CA 92110

Re: SCH#2008051067; CEQA Notice of Completion; proposed Negative Declaration for the Bradley Avenue/State Route 67 Interchange Project, El Cajon/Eastern San Diego County, California

Dear Mr. Nagy:

The Native American Heritage Commission is the state agency designated to protect California's Native American Cultural Resources. The California Environmental Quality Act (CEQA) requires that any project that causes a substantial adverse change in the significance of an historical resource, that includes archaeological resources, is a 'significant effect' requiring the preparation of an Environmental Impact Report (EIR) per the California Code of Regulations §15064.5(b)(c) (CEQA guidelines). Section 15382 of the 2007 CEQA Guidelines defines a significant impact on the environment as "a substantial, or potentially substantial, adverse change in any of physical conditions within an area affected by the proposed project, including ... objects of historic or aesthetic significance." In order to comply with this provision, the lead agency is required to assess whether the project will have an adverse impact on these resources within the 'area of potential effect (APE)', and if so, to mitigate that effect. To adequately assess the project-related impacts on historical resources, the Commission recommends the following action:

√ Contact the appropriate California Historic Resources Information Center (CHRIS) for possible recorded sites in locations where the development will or might occur. Contact information for the Information Center nearest you is available from the State Office of Historic Preservation (916/653-7278)/ <http://www.ohp.parks.ca.gov>. The record search will determine:

- If a part or the entire APE has been previously surveyed for cultural resources.
- If any known cultural resources have already been recorded in or adjacent to the APE.
- If the probability is low, moderate, or high that cultural resources are located in the APE.
- If a survey is required to determine whether previously unrecorded cultural resources are present.

√ If an archaeological inventory survey is required, the final stage is the preparation of a professional report detailing the findings and recommendations of the records search and field survey.

- The final report containing site forms, site significance, and mitigation measures should be submitted immediately to the planning department. All information regarding site locations, Native American human remains, and associated funerary objects should be in a separate confidential addendum, and not be made available for public disclosure.
- The final written report should be submitted within 3 months after work has been completed to the appropriate regional archaeological Information Center.

√ Contact the Native American Heritage Commission (NAHC) for:

- \* A Sacred Lands File (SLF) search of the project area and information on tribal contacts in the project vicinity that may have additional cultural resource information. Please provide this office with the following citation format to assist with the Sacred Lands File search request: USGS 7.5-minute quadrangle citation with name, township, range and section.
- The NAHC advises the use of Native American Monitors to ensure proper identification and care given cultural resources that may be discovered. The NAHC recommends that contact be made with Native American Contacts on the attached list to get their input on potential project impact (APE). In some cases, the existence of a Native American cultural resources may be known only to a local tribe(s).

√ Lack of surface evidence of archeological resources does not preclude their subsurface existence.

- Lead agencies should include in their mitigation plan provisions for the identification and evaluation of accidentally discovered archeological resources, per California Environmental Quality Act (CEQA) §15064.5 (f). In areas of identified archaeological sensitivity, a certified archaeologist and a culturally affiliated Native American, with knowledge in cultural resources, should monitor all ground-disturbing activities.
- A culturally-affiliated Native American tribe may be the only source of information about a Sacred Site/Native American cultural resource.
- Lead agencies should include in their mitigation plan provisions for the disposition of recovered artifacts, in consultation with culturally affiliated Native Americans.

A-1-1

A-1-2

A-1-3

A-1-4

A-1-5

√ Lead agencies should include provisions for discovery of Native American human remains or unmarked cemeteries in their mitigation plans.

- \* CEQA Guidelines, Section 15064.5(d) requires the lead agency to work with the Native Americans identified by this Commission if the initial Study identifies the presence or likely presence of Native American human remains within the APE. CEQA Guidelines provide for agreements with Native American, identified by the NAHC, to assure the appropriate and dignified treatment of Native American human remains and any associated grave liens.

A-1-5  
contd.

√ Health and Safety Code §7050.5, Public Resources Code §5097.98 and Sec. §15064.5 (d) of the California Code of Regulations (CEQA Guidelines) mandate procedures to be followed, including that construction or excavation be stopped in the event of an accidental discovery of any human remains in a location other than a dedicated cemetery until the county coroner or medical examiner can determine whether the remains are those of a Native American.

A-1-6

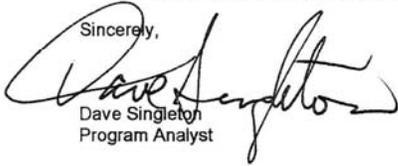
Note that §7052 of the Health & Safety Code states that disturbance of Native American cemeteries is a felony.

√ Lead agencies should consider avoidance, as defined in §15370 of the California Code of Regulations (CEQA Guidelines), when significant cultural resources are discovered during the course of project planning and implementation

A-1-7

Please feel free to contact me at (916) 653-6251 if you have any questions.

Sincerely,



Dave Singleton  
Program Analyst

Attachment: List of Native American Contacts

Cc: State Clearinghouse

**Native American Contacts**  
San Diego County  
May 27, 2008

Manzanita Band of Kumeyaay Nation Leroy J. Elliott, Chairperson PO Box 1302 Boulevard, CA 91905 (619) 766-4930 (619) 766-4957 Fax	Kumeyaay	Jamul Indian Village William Mesa, Chairperson P.O. Box 612 Jamul, CA 91935 jamulrez@sctdv.net (619) 669-4785 (619) 669-48178 - Fax	Diegueno/Kumeyaay
Sycuan Band of the Kumeyaay Nation Danny Tucker, Chairperson 5459 Sycuan Road El Cajon, CA 92021 ssilva@sycuan-nsn.gov 619 445-2613 619 445-1927 Fax	Diegueno/Kumeyaay	Kumeyaay Cultural Heritage Preservation Paul Cuero 36190 Church Road, Suite 5 Campo, CA 91906 chairman@campo-nsn.gov (619) 478-9046 (619) 478-9505 (619) 478-5818 Fax	Diegueno/ Kumeyaay
Viejas Band of Mission Indians Bobby L. Barrett, Chairperson PO Box 908 Alpine, CA 91903 daguiar@viejas-nsn.gov (619) 445-3810 (619) 445-5337 Fax	Diegueno/Kumeyaay	Kumeyaay Cultural Repatriation Committee Steve Banegas, Spokesperson 1095 Barona Road Lakeside, CA 92040 (619) 742-5587 (619) 443-0681 FAX	Diegueno/Kumeyaay
Kumeyaay Cultural Historic Committee Ron Christman 56 Viejas Grade Road Alpine, CA 92001 (619) 445-0385	Diegueno/Kumeyaay	Ewiiapaayp Tribal Office Michael Garcia, Vice-Chairman/EPA Director PO Box 2250 Alpine, CA 91903-2250 michaelg@leaningrock.net (619) 445-6315 - voice (619) 445-9126 - fax	Kumeyaay

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

Distribution of this list does not relieve any person of statutory responsibility as defined in Section 7050.5 of the Health and Safety Code, Section 5097.94 of the Public Resources Code and Section 5097.98 of the Public Resources Code.

This list is only applicable for contacting local Native Americans with regard to cultural resources for the propose SCH#2008051067; CEQA Notice of Completion; proposed Negative Declaration for the Bradley Avenue/State Route 67 Interchange Project located in the City of El Cajon and in unincorporated areas of San Diego County, California.

**Native American Contacts**  
San Diego County  
May 27, 2008

Clint Linton  
P.O. Box 507  
Santa Ysabel , CA 92070  
(760) 803-5694  
cjlinton73@aol.com

Diegueno/Kumeyaay

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

Distribution of this list does not relieve any person of statutory responsibility as defined in Section 7050.5 of the Health and Safety Code, Section 5097.94 of the Public Resources Code and Section 5097.98 of the Public Resources Code.

This list is only applicable for contacting local Native Americans with regard to cultural resources for the propose SCH#2008051067; CEQA Notice of Completion; proposed Negative Declaration for the Bradley Avenue/State Route 67 Interchange Project located in the City of El Cajon and in unincorporated areas of San Diego County, California.

**Commenter A-1: Dave Singleton, Program Manager, Native American Heritage Commission (Letter, June 3, 2008)**

**Response to Comment A-1-1**

The local California Historical Resources Information System (CHRIS) information center at San Diego State University was contacted and solicited for data on previously recorded sites and/or studies conducted within the Phase I study footprint (record search).

**Response to Comment A-1-2**

An Archaeological Survey Report (ASR) was prepared for the proposed project signed May 20, 2005, and was included in the Historic Property Survey Report (HPSR) that was approved by the California Department of Transportation (Department) May 20, 2005. Although previous surveys identified one cultural resource within the project area, no remnant of the site could be relocated during the survey and it appears to have been destroyed by development. No additional archaeological resources were identified during the survey. The Archeological Survey Report documents Negative Findings for the project area APE and therefore, there are no site forms, site significance determinations, and mitigation measures in the Archeological Survey Report. A separate report including information regarding Native American human remains was not warranted. The HPSR and ASR have been submitted to the regional archaeological Information Center at San Diego State University.

**Response to Comment A-1-3**

The Native American Heritage Commission was contacted for a sacred lands search and a list of most likely descendants.

**Response to Comment A-1-4**

Provisions regarding the procedures to be followed if cultural resources are discovered during construction activities are detailed in Section 2.1.7, Cultural Resources, of the Draft ED. These procedures, which are standard practice on all Department projects, are also included in the Environmental Commitments Record (ECR) (refer to Appendix D of the Draft ED) that will be implemented for the proposed project under item 8.

Considering the negative findings of the ASR for the proposed project, the disturbed condition of much of the interchange area due to previous construction, and the low potential for the project area to contain cultural resources, it has been determined that this project does not meet the Department's criteria or support the use of an archaeological or Native American monitor.

Should remains be encountered during construction, it is Department policy that work in the immediate area of the finds be diverted to another location, and sufficient time and resources be allocated for an assessment of their nature and significance. In the event that cultural materials are discovered during construction they will be addressed as detailed in the Initial Study, Section 2.1.7, and the ECR under Item 8.

**Response to Comment A-1-5**

Provisions regarding the procedures to be followed if human remains are uncovered during construction activities are detailed in Section 2.1.7, Cultural Resources, of the Draft ED. These procedures, which are standard practice on all Department projects, are also included in the ECR (see Appendix D of the Draft ED) that will be implemented for the proposed project under item 9.

**Response to Comment A-1-6**

Provisions regarding the procedures to be followed if human remains are uncovered during construction activities are detailed in Section 2.1.7, Cultural Resources, of the Draft ED. These procedures, which are standard practice on all Department projects and are consistent with the procedures outlined in Health and Safety Code §7050.5, Public Resources Code §5097.98, and Section 15064.5(d) of the California Environmental Quality Act (CEQA) Guidelines, are also included in the Environmental Commitments Record (see Appendix D of the Draft ED) that will be implemented for the proposed project under item 9.

**Response to Comment A-1-7**

As documented in the HPSR that was prepared for the proposed project, no known cultural resources are present within the project APE. If cultural resources are located, they will be addressed as documented in Section 2.1.7, Cultural Resources, of the Draft ED and in items 8 and 9 of the ECR that will be implanted for the proposed project.



CITY OF EL CAJON

COMMUNITY DEVELOPMENT

June 2, 2008

Commenter A-2

David Nagy
Environmental Analysis – Branch B, Chief
California Department of Transportation – District 11
4050 Taylor Street, MS 242
San Diego CA 92110

Re; Proposed Negative Declaration for Bradley Interchange at Highway 67

Dear Mr. Nagy:

Thank you for the opportunity to review the proposed negative declaration for the proposed work at the Bradley Avenue and Highway 67 interchange. The following is a list of comments as it pertains to the proposed negative declaration by page number and section or paragraph.

On Page 1-37, Section 1.4, under the heading "Permit/Approval" for the City of El Cajon; demo permits will be required for the removal of the six single-family residences located within El Cajon. A-2-1

On Page 2-10, second paragraph from the top. The paragraph begins with Goal 7; it should state "Objective 5-12, Policy 5-12.1 of the General Plan states. Support, instead of Provide. And again at "Similarly, Goal 10 states..." It should be Objective 5-11 instead of Goal 10. The last sentence should not include Goal 7, which has to do with annexation, and Goal 10, which has to do with managing growth. A-2-2

On Page 2-23, last paragraph; reference is made to certain development standards for the City of El Cajon. The stated development standards come from Planned Unit Development Section 17.54. Setbacks for the six residences are 20-feet for front, 10-feet for street side, 15-feet for rear and 5-feet for interior. There are no setback requirements from sidewalks in the R-1-6 zone, and all setbacks are taken from the property line. A-2-3

If you should have any questions, please contact me at 619 441 1705, tshute@ci.el-cajon.ca.us or at the address at the bottom of the page.

Sincerely,
[Signature]
Anthony Shute
Senior Planner

PLANNING: (619) 441-1741 or 1742 / BUILDING AND FIRE SAFETY: (619) 441-1726 or 1727
200 E. MAIN STREET • EL CAJON, CA 92020-3996 • FAX: (619) 441-1743

Printed on recycled paper.

**Commenter A-2: Anthony Shute, Senior Planner, City of El Cajon (Letter, June 2, 2008)**

**Response to Comment A-2-1**

Page 1-37, Section 1.4 of the Final Environmental Document (Final ED) has been updated to reflect this information.

Agency	Permit/Approval	Status
City of El Cajon	Demolition Permits (removal of the six single-family residences located within El Cajon)	To be obtained by contractor prior to demolition

**Response to Comment A-2-2**

Page 2-10, Section 2.1.1.2 of the Final ED has been updated to reflect this information.

The old text reads as follows: “Goal 7, Policy 7.1, of the City General Plan states, “Provide for new public and community facilities and improve the quality of existing public and community facilities to serve those of lower and moderate income.” Similarly, Goal 10 states, “Provide for needed infrastructure improvements in lower and moderate income target areas.” The proposed project would result in improvements to an existing bridge structure and increase the capacity of Bradley Avenue within the project limits, within an area identified as containing low income populations. Therefore, the project would be consistent with Goal 7 and Goal 10 of the City General Plan.”

The text has been updated to read: “Objective 5-12, Policy 5-12.1 of the General Plan states. “Support new public and community facilities and improve the quality of existing public and community facilities to serve those of lower and moderate income.” Similarly, Objective 5-11 states, “Provide for needed infrastructure improvements in lower and moderate income target areas.” The proposed project would result in improvements to an existing bridge structure and increase the capacity of Bradley Avenue within the project limits, within an area identified as containing low income populations.”

**Response to Comment A-2-3**

Thank you for the information regarding development standards and setbacks. Page 2-23 and 2-24, Section 2.1.3.3 (Environmental Justice) of the Final ED has been updated to reflect this information.

The old text reads as follows: “All avoidance measures investigated would result in additional impacts elsewhere and would involve deviating from existing design standards. Furthermore,

consistent with the impacts of the Diamond Interchange Alternative, impacts from the avoidance scenarios would also affect low-income populations.”

The text has been updated to read: “All avoidance measures investigated would result in additional impacts elsewhere and would involve deviating from existing highway and County public roadway design standards, including development standards as discussed in Section 17.54 of the City of El Cajon “Planned Unit Development” (applicable to single family residential zone R-I-6) which require residential setbacks of 6.1-meter ([20-feet] front), 3.1-meter ([10-feet] side), 4.6-meter ([15-feet] rear) and 1.5-meter ([5-feet] interior).”



**Helix Water District**

Setting standards of excellence in public service

Commenter A-3

7811 University Avenue  
La Mesa, CA 91941-4927

(619) 466-0585  
FAX (619) 466-1823  
www.hwd.com

May 21, 2008

Mr. David Nagy  
Environmental Analyst – Branch B, Chief  
California Department of Transportation – District 11  
4050 Taylor Street, MS 242  
San Diego, CA 92110

Subject: Draft Initial Study and Proposed Negative Declaration/Environmental Assessment – Bradley Avenue/State Route 67 Interchange

Dear Mr. Nagy:

I would like to thank you for the opportunity to review and comment on the subject Draft Initial Study. Helix Water District has an existing 8-inch water line and appurtenances within the proposed project limits of Bradley Avenue. Existing water facilities may be required to be relocated to a standard location due to the proposed improvements of Bradley Avenue.

A-3-1

We request a review of any improvement plans for Bradley Avenue and State Route 67 Interchange, and a Helix Water District signature of the plans.

A-3-2

Additionally, it is noted that landscaping is a part of this project. Helix Water District has policy and procedures for water efficiency that need to be incorporated into your project. Please coordinate the design and installation of water efficient technologies and landscaping with a Helix Water District representative, as outlined in the attached "Procedure for Water Efficiency – Summary."

A-3-3

If you need more information, or have questions, please feel free to call me at (619) 667-6273 or Chris Magill at (619) 667-6277.

Sincerely,

Aneld Anub, P.E.  
Associate Engineer

enclosure

c: C. Magill, T. Smith, L. Galvin, L. Campbell, HWD

**Elected Board of Directors:**  
Charles W. Muse  
President

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Vice President  
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Board Secretary

**Legal Counsel:**  
Scott C. Smith

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## PROCEDURE FOR WATER EFFICIENCY - Summary

### General

The District hereby establishes a comprehensive water efficiency program for new development or redevelopment within the District.

The District finds that water efficiency in all new domestic or commercial development or redevelopment is essential to the District's continued ability to provide water to new and redeveloped areas and to avoid or minimize the effects of any future shortage.

### Requirements

All new commercial and domestic developments or redevelopments shall install only high-efficiency appliances, use only high-efficiency watering technologies, and landscape using low-water-use plants as follows:

- (1) Install the following indoor fixtures in all residential (houses, condominiums, apartments) and commercial/industrial areas:
  - (a) High-efficiency toilets (1.28 gallons or less per flush)
  - (b) High-efficiency dishwashers (Energy Star, WaterSense or equivalent)
  - (c) High-efficiency clothes washers (5.0 water factor or lower)
  - (d) Low-flow shower heads (2.5 gallons per minute or less);
- (2) Utilize California-Friendly (low water use) plant materials in all parks, common areas, and residential landscapes;
- (3) Install dedicated irrigation meters:
  - (a) In residences with one or more acre(s) of irrigated landscape
  - (b) In all parks and common areas
  - (c) In commercial/industrial sites with 5,000 square feet or more of irrigated landscape;
- (4) Enroll all new irrigation meters in the Helix Water Budget Program and provide documentation of irrigated landscape area at the time of meter purchase;
- (5) Install "smart" or weather-based irrigation controllers at all homes (residential areas), common areas, parks, and commercial/industrial landscapes
- (6) Install high-efficiency, matched-precipitation rate sprinkler nozzles at all homes (residential landscapes), common areas, parks, and commercial/industrial landscapes.

### Compliance and Monitoring

- (1) Ensure that Covenants, Conditions and Restrictions (CC&Rs) pertaining to the proposed subdivision/development do not prohibit the use and maintenance of low-water-use plant materials, and/or the use of artificial turf;
- (2) Certify that all units, common areas, and parks comply with all of the above requirements;
- (3) Schedule inspection for compliance with water efficiency requirements;
- (4) Provide water-use efficiency data upon request to the Helix Water District for six years following installation/development.

2/04/08

**Commenter A-3: Aneld Anub, Associate Engineer, Helix Water District  
(Letter, May 21, 2008)**

**Response to Comment A-3-1**

The County is aware of the existing waterline. However, it is not anticipated that relocation will be required. County work associated with the line is anticipated to consist of adjusting valve cans to grade.

**Response to Comment A-3-2**

It is the standard practice of the County to not include water district signature blocks on the plans. The County will send the Bradley plans to the Helix Water District for review and input. Page 2-26, Section 2.1.4, page 2-36, Section 2.1.6, page 2-74, Section 2.2.5, and item No. 3, No.7 and No. 50 of the Environmental Commitments Record (ECR), of the Final ED, have been updated to reflect this information.

The text on page 2-26, Section 2.1.4, has been updated to include the following clarification:  
“At a minimum, plans will be forwarded to Helix Water District and Padre Dam MWD...  
Additionally, the County will submit plans to Padre Dam MWD and the Helix Water District for review and input.”

The text on page 2-36, Section 2.1.6, has been clarified and includes the following text:  
“At a minimum, plans will be forwarded to Helix Water District and Padre Dam MWD.”

The text on page 2-74, Section 2.2.5, has been clarified and includes the following text:  
“At a minimum, plans will be forwarded to Helix Water District and Padre Dam MWD.”

Item No. 3 of the ECR has been clarified and includes the following text:  
“At a minimum, plans will be forwarded to Helix Water District and Padre Dam MWD.”

Item No. 7 of the ECR has been clarified and includes the following text:  
“At a minimum, plans will be forwarded to Helix Water District and Padre Dam MWD.”

Item No. 50 of the ECR has been clarified and includes the following text:  
“At a minimum, plans will be forwarded to Helix Water District and Padre Dam MWD.”

**Response to Comment A-3-3**

The Helix Water District Water Efficiency standards will be applied and included with the Project Specifications where applicable.



Department of Toxic Substances Control

Maureen F. Gorsen, Director  
5796 Corporate Avenue  
Cypress, California 90630



Arnold Schwarzenegger  
Governor

May 29, 2008

Commenter A-4

Caltrans Department of Transportation  
Attn.: DAVID NAGY  
Senior Environmental Planner  
DISTRICT 11  
4050 Taylor Street MS242  
San Diego, California 92110

INITIAL STUDY AND PROPOSED MITIGATED NEGATIVE DECLARATION (ND)  
FOR BRADLEY AVENUE/STATE ROUTE 67 INTERCHANGE PROJECT  
(SCH#2008051067)

Dear: Mr. Nagy

The Department of Toxic Substances Control (DTSC) has received your submitted document for the above-mentioned project. As stated in your document: "Reconstruct existing State Route 67 interchange at Bradley Avenue and widen Bradley Avenue. The interchange reconstruction would include improvements to the Bradley Avenue/SR-67 overcrossing and the SR-67 on- and off- ramps. Bradley Avenue would be widened to four lanes between Magnolia and Mollison Avenues. The purpose of the Project is to alleviate existing and future traffic congestion and improve interchange traffic operations."

Based on the review of the submitted document DTSC has the following comments:

- 1) The ND should identify and determine whether current or historic uses at the project site may have resulted in any release of hazardous wastes/substances. A-4-1
  
- 2) The ND should identify any known or potentially contaminated sites within the proposed project area. For all identified sites, the ND should evaluate whether conditions at the site may pose a threat to human health or the environment. Following are the databases of some of the regulatory agencies:
  - National Priorities List (NPL): A list maintained by the United States Environmental Protection Agency (U.S.EPA). A-4-2

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Mr. David Nagy  
May 29, 2008  
Page 2

- Site Mitigation Program Property Database (formerly CalSites): A Database primarily used by the California Department of Toxic Substances Control.
  - Resource Conservation and Recovery Information System (RCRIS): A database of RCRA facilities that is maintained by U.S. EPA.
  - Comprehensive Environmental Response Compensation and Liability Information System (CERCLIS): A database of CERCLA sites that is maintained by U.S.EPA.
  - Solid Waste Information System (SWIS): A database provided by the California Integrated Waste Management Board which consists of both open as well as closed and inactive solid waste disposal facilities and transfer stations.
  - Leaking Underground Storage Tanks (LUST) / Spills, Leaks, Investigations and Cleanups (SLIC): A list that is maintained by Regional Water Quality Control Boards.
  - Local Counties and Cities maintain lists for hazardous substances cleanup sites and leaking underground storage tanks.
  - The United States Army Corps of Engineers, 911 Wilshire Boulevard, Los Angeles, California, 90017, (213) 452-3908, maintains a list of Formerly Used Defense Sites (FUDS).
- 3) All environmental investigations, sampling and/or remediation for the site should be conducted under a Workplan approved and overseen by a regulatory agency that has jurisdiction to oversee hazardous substance cleanup. The findings of any investigations, including any Phase I or II Environmental Site Assessment Investigations should be summarized in the document. All sampling results in which hazardous substances were found should be clearly summarized in a table.
- 4) If any property adjacent to the project site is contaminated with hazardous chemicals, and if the proposed project is within 2,000 feet from a contaminated site, then the proposed development may fall within the "Border Zone of a Contaminated Property." Appropriate precautions should be taken prior to construction if the proposed project is within a Border Zone Property.

A-4-2  
contd.

A-4-3

A-4-4

Mr. David Nagy  
May 29, 2008  
Page 3

- 5) The project construction may require soil excavation and soil filling in certain areas. Appropriate sampling is required prior to disposal of the excavated soil. If the soil is contaminated, properly dispose of it rather than placing it in another location. Land Disposal Restrictions (LDRs) may be applicable to these soils. Also, if the project proposes to import soil to backfill the areas excavated, proper sampling should be conducted to make sure that the imported soil is free of contamination. A-4-5
  
- 6) Human health and the environment of sensitive receptors should be protected during the construction or demolition activities. A study of the site overseen by the appropriate government agency might have to be conducted to determine if there are, have been, or will be, any releases of hazardous materials that may pose a risk to human health or the environment. A-4-6
  
- 7) If during construction/demolition of the project, soil and/or groundwater contamination is suspected, construction/demolition in the area should cease and appropriate health and safety procedures should be implemented. If it is determined that contaminated soil and/or groundwater exist, the ND should identify how any required investigation and/or remediation will be conducted, and the appropriate government agency to provide regulatory oversight. A-4-7
  
- 8) If weed abatement occurred, onsite soils may contain herbicide residue. If so, proper investigation and remedial actions, if necessary, should be conducted at the site prior to construction of the project. A-4-8
  
- 9) Envirostor (formerly CalSites) is a database primarily used by the California Department of Toxic Substances Control, and is accessible through DTSC's website. DTSC can provide guidance for cleanup oversight through an Environmental Oversight Agreement (EOA) for government agencies, or a Voluntary Cleanup Agreement (VCA) for private parties. For additional information on the EOA please see [www.dtsc.ca.gov/SiteCleanup/Brownfields](http://www.dtsc.ca.gov/SiteCleanup/Brownfields), or contact Maryam Tasnif-Abbasi, DTSC's Voluntary Cleanup Coordinator, at (714) 484-5489 for the VCA. A-4-9

Mr. David Nagy  
May 29, 2008  
Page 4

10) In future CEQA documents please provide the contact person's e-mail address.

A-4-10

If you have any questions regarding this letter, please contact  
Ms. Eileen Khachatourians, Project Manager, at (714) 484-5349.

Sincerely,



for  
Greg Holmes  
Unit Chief  
Brownfields and Environmental Restoration Program - Cypress

cc: Governor's Office of Planning and Research  
State Clearinghouse  
P.O. Box 3044  
Sacramento, California 95812-3044

Mr. Guenther W. Moskat, Chief  
Planning and Environmental Analysis Section  
CEQA Tracking Center  
Department of Toxic Substances Control  
P.O. Box 806  
Sacramento, California 95812-0806

CEQA # 2175

**Commenter A-4: Greg Holmes, Unit Chief, Brownsfields and Environmental Restoration Program – Cypress, Department of Toxic Substances Control (Letter, May 29, 2008)**

**Response to Comment A-4-1**

Current and historic uses at the project site are identified on page 2-47 of the Draft ED. Page 2-47 of the Draft ED also identifies facilities located within the study area have had unauthorized releases of hazardous substances.

**Response to Comment A-4-2**

Nine sites with documented unauthorized releases located within the project vicinity are identified on page 2-47 of the Draft ED. An evaluation of the potential for the nine sites to affect human health or the environment is included on pages 2-48 and 2-49 of the Draft ED. The results of the evaluation indicate that potential exists for adverse health effects and environmental effects to occur during demolition activities. Measures are identified on pages 2-48 and 2-49 of the Draft ED that would avoid exposure to these substances.

**Response to Comment A-4-3**

Based on the findings of the Hazardous Waste Initial Site Assessment, the only environmental investigation warranted for the project was for Aerially Deposited Lead (ADL). The Environmental Site Assessment Investigation (March 2005 Report of Environmental Site Assessment) performed for the project determined that ADL is below maximum allowable levels. The Draft ED includes a summary of the findings of the Hazardous Waste Initial Site Assessment on pages 2-47 and 2-48.

**Response to Comment A-4-4**

Thank you for the information regarding border zone properties (BZPs). As your clarification notes, the BZPs are not applicable to this project and no further action is required. The proposed development project involves highway construction which is not considered a "sensitive" or "restricted" land use under the BZP statutes (California Health and Safety Code (H&SC), Chapter 6.5, Article 11, Hazardous Waste Disposal Land Use, sections 25220 et al). H&SC section 25232 (b) (1) delineates the following specific sensitive land uses as the only ones subject to the BZP statutes:

- a) any type of residential building, including mobile homes or factory-built housing;
- b) hospital for humans;

- c) school for children (K - 12);
- d) day care for children; and
- e) any permanently occupied human habitation other than those used for industrial purposes (e.g., jail, guard house, parsonage, etc.).

Thus, for all other land uses, including industrial and commercial, the BZP statutes are not applicable. A highway is not considered a sensitive use and therefore, not subject to the BZP statutes.

**Response to Comment A-4-5**

Excavated soil will be exported for this project. Appropriate sampling will occur where deemed necessary. If these soils, or any unsuspected or unknown hazardous wastes, are encountered during construction, an investigation and characterization will be performed in accordance with local, state, and federal regulations to evaluate the nature and extent of contamination, and to evaluate the potential threat to public health or the environment. This will be followed by appropriate remediation, if necessary. Fill imported for the project will be sampled/tested to ensure that the imported soil is free of contamination.

**Response to Comment A-4-6**

As indicated in Responses Comments A-4-2 and A-4-3, a Hazardous Waste Initial Site Assessment was conducted and nine sites with documented unauthorized releases were identified as located within the project vicinity. The Hazardous Waste Initial Site Assessment findings are summarized on pages 2-47 and 2-48 of the Draft ED. Measures are identified on pages 2-48 and 2-49 of the Draft ED that would avoid exposure to hazardous substances, thereby minimizing risk of adverse health effects.

**Response to Comment A-4-7**

The County anticipates that dewatering would be required. A waste discharge permit would be required as the groundwater at the site is potentially contaminated. The discharge permit would require the collection and analysis of groundwater samples prior to discharge. Please refer to page 2-49 of the Draft ED where remediation of groundwater described.

**Response to Comment A-4-8**

Thank you for information regarding the potential for herbicide residue. As indicated in Responses Comment A-4-3, a Hazardous Waste Initial Site Assessment was conducted; findings are summarized on pages 2-47 and 2-48 of the Draft ED. The Hazardous Waste Initial Site Assessment did not indicate presence of herbicide residue for onsite soils.

**Response to Comment A-4-9**

Thank you for this information.

**Response to Comment A-4-10**

Thank you for the clarification.

06/12/2008 20:50 8585784967

MILLSBERG PROPERTIES

PAGE 01

**NELSON M MILLSBERG**

**FAX COVER SHEET**

Please deliver the following page(s) to:

NAME: **David Nagy**

COMPANY: **Department of Transportation**

Commenter A-5

FAX #: **1- 619-688-6998**

FROM: **Nelson M. Millsberg**

FAX #: **(858) 578-4967**

DATE: **06-12-08**

RE: **Starlight Mobile Home Park  
Bradley Avenue, El Cajon CA street widening**

NUMBER OF PAGES 3 (including cover sheet)

MESSAGE – Attached is my letter containing some thoughts and concerns about the Bradley Street widening. I would appreciate hearing your position on them.

P.O.Box 26215, San Diego CA 92196

Telephone (858) 549-4030

June 12, 2008

David Nagy  
Senior Environmental Planner  
Department of Transportation  
4050 Taylor Street M.S. 242  
SAN Diego CA 92110

Re: Bradley Street Improvement Project

Dear Mr. Nagy,

This letter is in response to your request for public input and comment regarding the Bradley Street Improvement Project.

Bradley Street between Graves and Mollison is quite unique as it is the access for probably one of the highest densities of residents of any area. This strip of road is the ingress and egress for approximately 2000 residents. I believe if traffic was measured by comparing the number of vehicles that enter Bradley/Graves and, during the same time period, exiting at Bradley/Mollison, or visa-versa, you may find that a very high number of drivers have the Bradley strip as their final destinations. Bradley Avenue is not a major east/west artery. The main east/west routes are Pepper Drive to the North and Greenfield to the South.

A-5-1

A-5-2

While we welcome the creation of a turnout lane in the middle of Bradley, the creation of a four lane road will cause the average speed on this stretch of road to increase and require drivers who are turning to judge the speed of two instead of one lane of oncoming cars. I fear that the incidents of collisions involving turning drivers will increase from its present rate notwithstanding the addition of a turnout lane. As far as this stretch of road is concerned, the emphasis should be on the safety of the drivers exiting or entering the road rather than on the convenience of the drivers using Bradley Avenue as a thru road. Bradley Avenue should remain a two-lane road with a large turn out center lane.

A-5-3

A-5-4

A-5-5

A-5-6

Obviously, when you widen Bradley Avenue you will be taking the front twenty feet of the Starlight Mobile Home Park property. This would be almost 100% of our landscaping. In addition one of our mobile homes would be then within a few feet of the sidewalk and roadway, facing sideways. All the other mobile homes fronting on Bradley Avenue face away from Bradley Avenue exposing only the rear portion thereof to the noise etc.

A-5-7

Further, the elevation of our property at where we assume the new sidewalk would be is between one to five feet higher than the present elevation of where the gutter of Bradley

Avenue is at the moment. It does not appear that you will be changing the elevation of Bradley Avenue significantly.

Therefore we feel that some type of wall needs to be constructed along the frontage of Starlight Mobile Home Park and that it should be the obligation of the Department of Transportation to cover the scar. We suggest that an eight-foot wall should be constructed commencing at the Northwest corner of the property decreasing in height incrementally to approximately four feet at least ten feet from the west edge of the west access road of the Park. Thence, it should continue at a height of approximately four feet to the west edge of the east access road of the Park.

A-5-7  
contd.

It probably also will be necessary for us to rearrange our parking area and adjoining landscaping to provide some evidence of landscaping from the road and provide an area for our signage, but we will take that up with the right of way agent later.

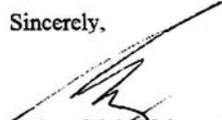
A-5-8

Lastly, we have a storm drain that runs northerly along the west edge of the Park. We trust that this flow of water, which can be quite large at times, will be able to continue to flow unimpeded onto Bradley Avenue. Has this been taken into consideration?

A-5-9

I hope you will consider these comments and if you wish to review them with me, feel free to contact me at any time at 858-549-4030.

Sincerely,



Nelson M. Millsberg, Managing Agent  
Starlight Mobile Home Park

**Commenter A-5: Nelson M. Millsberg, Managing Agent, Starlight Mobile Home Park (Facsimile/Letter, June 12, 2008)**

**Response to Comment A-5-1**

Thank you for your suggestion regarding traffic measurement, however, the San Diego Association of Governments (SANDAG) Series 9 Forecasts Traffic Model, a standardized traffic model for generating projected traffic data, was utilized in the analysis of the future projected traffic conditions with and without the proposed project. This traffic model has been approved by the Federal Highway Administration (FHWA), Department, and County for use in the evaluation of transportation projects. Minor adjustments to the traffic model were made to properly represent land use loadings. The minor adjustments to the SANDAG model network included the addition of zone connectors to/from parcels on the north of Pepper Drive and the removal of the connection of Graves Avenue to Woodside Avenue. The future AM/PM volumes at Graves Avenue and Bradley Avenue are from the SR-67/Bradley Avenue Interchange Report and the future volumes at the Bradley Avenue and Mollison Avenue intersection were estimated by utilizing the existing volumes and turn reports produced with the traffic models.

**Response to Comment A-5-2**

Thank you for your comments regarding local traffic routes. According to County planning documents, Bradley Avenue is a major east-west roadway in the project area. The County concurs with the statement regarding Pepper Drive and Greenfield Drive as major routes.

**Response to Comment A-5-3**

The widened Bradley Avenue facility will be designed to current design standards which takes speed into consideration. The posted speed for Bradley Avenue within the project limits will be the same as what currently exists.

**Response to Comment A-5-4**

The widened Bradley Avenue facility will be designed to current design standards which takes safety into consideration.

**Response to Comment A-5-5**

The purpose of the proposed project is to reduce traffic congestion in the Bradley Avenue/SR-67 area. The reduction in traffic congestion in the project area will be achieved by using current design standards which will encourage safe traffic operations.

**Response to Comment A-5-6**

Thank you for your comment. However, should Bradley Avenue remain as two-lane roadway, the current congestion conditions experienced along the roadway segment from Graves Avenue to Mollison Avenue would remain and increase with longer delays in the future. A build alternative has been identified by the County that will decrease traffic congestion along this segment of Bradley Avenue.

**Response to Comment A-5-7**

The potential for the project to adversely affect noise conditions at the Starlight Mobile Home Park property was evaluated in the Traffic Noise Impact Evaluation prepared for the project. Findings of the Traffic Noise Impact Evaluation indicated that noise abatement (noise reduction measures) be considered the mobile home and a Noise Abatement Decision Report (NADR) was prepared. The NADR determined that a sound wall at the Starlight Mobile Home Park was not reasonable on a cost basis and was therefore not recommended. A summary of the noise abatement evaluation is provided on pages 2-70 through 2-75 of the Draft ED.

Due to elevation differences between Bradley Avenue and the Starlight Mobile Home Park, and to meet the Americans with Disabilities Act requirements, the driveway to the mobile home park would be re-graded and paved to provide a smooth transition between Bradley Avenue and the mobile home parking lot. As part of this work, there will also be minor re-paving in a portion of the parking lot to accommodate this change. Construction is expected to take less than a week to complete and will be coordinated with the mobile home park owner to ensure that the impacts to the mobile home park are minimized.

In addition, a small retaining wall or curb may be built within County right-of-way if it is deemed necessary to accommodate the elevation differences between Bradley Avenue and the Starlight Mobile Home Park. However, this structure would not preclude landscaping within the 1.5-meter (5-foot) space between the sidewalk and the parking lot and would not adversely impact drainage in the area. Access to the Starlight Mobile Home Park will be maintained during all construction and paving activities. Page 1-11, Section 1.3.1, page 2-30, Section 2.1.5, page 2-40, Section 2.2.1, and page 2-43, Section 2.2.1, of the ECR, of the Final ED, have been updated to reflect this information.

The text on page 1-11, Section 1.3.1, has been updated to read: “The driveway extending between Bradley Avenue and the Starlight Mobile Home Park would be re-graded and paved to provide a smooth transition between the roadway and the mobile home parking lot and meet Americans with Disabilities Act requirements. As part of this work, minor re-paving in a portion

of the parking lot to accommodate this change would occur. In addition, a small retaining wall or curb may be built within County right-of-way if it is deemed necessary to accommodate the elevation differences between Bradley Avenue and the Starlight Mobile Home Park. This structure would not preclude landscaping within the 1.5-meter (5-foot) space between the sidewalk and the parking lot. Construction is expected to take less than a week to complete and will be coordinated with the mobile home park owner.”

The following text has been added to page 2-30, Section 2.1.5: “The driveway extending between Bradley Avenue and the Starlight Mobile Home Park would be re-graded and paved to provide a smooth transition between the roadway and the mobile home parking lot and meet Americans with Disabilities Act requirements. As part of this work, minor re-paving in a portion of the parking lot to accommodate this change would occur. Construction is expected to take less than a week to complete and will be coordinated with the mobile home park owner.”

The old text on page 2-40 reads as follows: “Potential project impacts associated with alterations to the existing drainage pattern could occur as a result of construction activities. The Diamond Interchange Alternative would require grading of the immediate project area, which could result in the erosion of disturbed earth by wind and/or water.”

The text on page 2-40 has been updated to read: “Potential project impacts associated with alterations to the existing drainage pattern could occur as a result of construction activities. The Preferred Alternative would require grading of the immediate project area and a portion of the Starlight Mobile Home Park driveway and parking lot, which could result in the erosion of disturbed earth by wind and/or water.”

The text on page 2-43, Section 2.2.1, has been updated to read:

- “A small retaining wall or curb may be built within County right of way if it is deemed necessary to accommodate the elevation differences between Bradley Avenue and the Starlight Mobile Home Park, and ensure compatibility with drainage design. If constructed, the structure would not preclude landscaping within the five foot space between the sidewalk and the parking lot and would not adversely impact drainage in the area.”

While the noise abatement wall at the Starlight Mobile Home Park property was not recommended, a 1.8-meter (6 feet) in height screen wall shall instead be located on the right-of-way line west of the driveway to provide screening for the one mobile home located nearest the proposed widening. Page 1-11, Section 1.3.1, page 2-34 and page 2-36, Section 2.1.6, and item 7 of the ECR, of the Final ED, have been updated to reflect this information.

The text on page 1-11, Section 1.3.1, has been updated to read: “A 1.8-meter (6-feet) in height screen wall would be constructed on the right-of-way line west of the driveway of the Starlight Mobile Home Park to provide screening for the one mobile home located nearest the widening. The screen wall has been included in the Environmental Commitments record for the project (Appendix D, Environmental Commitments). Please refer to Appendix E, Landscape Development Plan, of this Final IS/EA for the location of the screen wall. The wall will be constructed of colored split faced concrete block or similar enhanced concrete block material that will harmonize with surrounding architecture. Shrubs (4.4-liter [5-gallon], 1.3-meter [4-foot] outer canopy) and trees (61-centimeter [24-inch] box, 7.6-meter [25 foot] outer canopy) will be planted and irrigated in the 1.5-meter (5-foot) County right-of-way.”

The old text on page 2-34 reads as follows: “If constructed, the noise abatement walls could degrade the visual character of the neighborhood by contributing bulky, incompatible features visible from residences, businesses, and roadway users. Potential impacts would be reduced through installation of the landscaping that will be included as part of the proposed project.”

The text has been updated to read: “If constructed, the noise abatement walls could degrade the visual character of the neighborhood by contributing bulky, incompatible features visible from residences, businesses, and roadway users. In addition, the removal of vegetation in front of the Starlight Mobile Home Park may result in an increase in viewer exposure and viewer sensitivity by those residents located closest to the widened Bradley Avenue. Potential impacts would be avoided through installation of landscaping and a screen wall that will be included as part of the project. Please refer to Appendix E, Landscape Development Plan, of this Final IS/EA for the location of the screen wall and proposed landscaping.”

The old text on page 2-36 and item 7 of the ECR reads as follows: “Implementation of the Landscape Development Plan for the proposed project (see Appendix E) that includes landscaping placed in front of the potential noise walls in the form of shrubs, trees, and/or vines would be performed to provide sufficient cover for the walls and allow them to blend in with the surrounding landscaping.”

The text has been updated to read: “Implementation of the Landscape Development Plan for the project (see Appendix E) that includes landscaping placed in front of the potential noise walls in the form of shrubs, trees, and/or vines would be performed to provide sufficient cover for the walls and allow them to blend in with the surrounding landscaping. A screen wall would be located on the right-of-way line west of the driveway of the Starlight Mobile Home Park to

provide screening for the one mobile home located nearest the proposed widening. The wall will be 1.8 meters (6 feet) in height and constructed of colored, split faced concrete block or similar enhanced concrete block material that will harmonize with surrounding architecture. Shrubs (4.4-liter [5-gallon], 1.3-meter [4-foot] outer canopy) and trees (61-centimeter [24-inch] box, 7.6-meter [25 foot] outer canopy) will be planted and irrigated in the 1.5-meter (5-foot) County right-of-way to offset the loss of existing vegetation. These measures will be subject to review by the District Landscape Architect and District Biologist. At a minimum, plans will be forwarded to Helix Water District and Padre Dam MWD.”

**Response to Comment A-5-8**

Please see Response to Comment A-5-7. The driveway to the Starlight Mobile Home Park would be re-graded and paved to provide a smooth transition between Bradley Avenue and the parking lot. As part of this work, there will also be minor re-paving in a portion of the parking lot. In addition, a small retaining wall or curb may be built within County right-of-way if it is deemed necessary to accommodate the elevation differences between Bradley Avenue and the Starlight Mobile Home Park. However, this structure would not preclude landscaping within the 1.5-meter (5-foot) space between the sidewalk and the parking lot. Please to the Landscape Development Plan (Appendix E) for the proposed landscaping adjacent to the Starlight Mobile Home Park.

**Response to Comment A-5-9**

The storm drain has been taken into consideration. A small retaining wall or curb may be built within County right of way if it is deemed necessary to accommodate the elevation differences between Bradley Avenue and the Starlight Mobile Home Park; if constructed the wall or curb will be compatible with drainage design. Please see pages 2-41 and 2-42 of the Draft ED for discussion of drainage features.

**Bradley Avenue/State Route 67 Interchange Project**  
Public Open House: May 28, 2008



## Comment Card

Document your questions and comments below. They will become part of the permanent record for the public review of the proposed project. Your comments will be addressed in the Final Environmental Document, you will not receive a personal response to your comments. You may leave your Comment Card in the Comment Box provided at the Open House. Comments and questions will also be accepted via mail if postmarked by June 13, 2008, or via email to [ct.public.information.dll@dot.ca.gov](mailto:ct.public.information.dll@dot.ca.gov) if sent by June 13, 2008.

Name: *Mort Hirshman (by JB)*

Commenter A-6

Phone Number: *619-449-7300*

Address: *1655 N. Magnolia El Cajon = El Cajon Plumbing + Heating Supply*

How did you hear about the open house:

Comments:

*North bound traffic on Magnolia stacks up for cars wanting to go eastbound on Bradley Ave. Hopefully the additional lanes on Bradley will alleviate this problem.*

A-6-1

**Thank You For Your Participation!**

**Commenter A-6: Mort Hirshman, Business Owner, El Cajon Plumbing and Heating Supply, 1655 North Magnolia Avenue, El Cajon (Comment Card, May 28, 2008)**

**Response to Comment A-6-1**

The project will alleviate the traffic issue because the additional lanes on Bradley Avenue will allow for more capacity and decrease traffic congestion.

To Caltrans  
From Jennie Cullmer  
1701 Berrydale st.  
El Cajon

Commenter A-7

6/9/08

The Problem we have with this project is,we have our house on the market to sell,but with discloser law,we must disclose to buyers,that the house will most likey be removed because of the Bradey Ave/State route 67 interchange,as result of this project we will not be able to sell this house,the problem we have is we are set in limo,now we must wait 1 to 2 years for the ctity to buy our house, this don,t seem fair,it would seem to us that right thing you Caltrns should come and purchase this property now,and save this problem for us now,this is creating a hardship for us is there a way to work this out now.

A-7-1

Thank you for hearing  
our comments.

5626779-7495210

X Jennie Cullmer  
X Ernest Robinson

**Commenter A-7: Jennie Cullmer, Resident, 1701 Berrydale Street, El Cajon  
(Letter, June 9, 2008)**

**Response to Comment A-7-1**

Property owners who are experiencing hardships may submit a request for advanced acquisition. An evaluation and analysis of each request will be performed. The application for early acquisition due to financial hardship may require submittal of supporting documents, such as job transfer, documentation of medical or health issues, or financial statements. The County will provide additional information to affected property owners regarding this process.



June 12, 2008

Commenter A-8

Attn: David Nagy  
Senior Environmental Planner  
Caltrans Department of Transportation  
District 11  
4050 Taylor Street, MS 242  
San Diego, CA 92110

**SUBJECT: PADRE DAM MWD REVIEW OF DRAFT INITIAL STUDY / ENVIRONMENTAL ASSESSMENT**

Padre Dam MWD has reviewed the draft Initial Study/Environmental Assessment provided on May 14, 2008. After a review of the document some items noted below need to be added:

- Section 1.4 Permits and Approvals Needed  
In the Agency box add "Padre Dam MWD"  
In the Permit/Approval box add "Street Improvement Review for Utility Conflict"  
In the Status box add "Approval to be Obtained Prior to Project Construction"
- Section 2.1.4 Utilities/Emergency Services  
The County will be required to submit plans to Padre Dam MWD for approval.
- Environmental Commitments Item No. 3, No. 7 & No. 50  
Ensure Padre Dam MWD is part of the plan review process.

A-8-1

A-8-2

A-8-3

In addition to the above comments, there is concern regarding the drainage facilities, sound barrier wall, and landscaping along Bradley Avenue. These items appear to be in conflict with an 8" sewer main located in front of Rancho Mesa Mobile Home Park.

A-8-4

If you have any questions or need further clarification, I can be reached by email [tmartin@padre.org](mailto:tmartin@padre.org) or at (619) 258-4638.

PADRE DAM MUNICIPAL WATER DISTRICT

Tom Martin  
Engineering Technician

TM:cc

#30255v1

BOARD OF DIRECTORS  
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F 619 449 9469  
[www.padredam.org](http://www.padredam.org)  
PO Box 719003  
Santee, CA 92072-9003

**Commenter A-8: Tom Martin, Engineering Technician, Padre Dam Municipal Water District (Letter, June 12, 2008)**

**Response to Comment A-8-1**

Page 1-37, Section 1.4 of the Final ED has been updated to reflect this information.

<b>Agency</b>	<b>Permit/Approval</b>	<b>Status</b>
Padre Dam MWD	Street Improvement Review for Utility Conflict	Approval to be Obtained Prior to modification to Padre MWD facility

**Response to Comment A-8-2**

The County will send the project plans to Padre Dam MWD for review and input. The County does not include water district signature blocks on the plans.

**Response to Comment A-8-3**

Items No. 3, No.7 and No. 50 of the Environmental Commitments Record have been clarified.

Item No. 3 has been clarified and includes the following text:

“At a minimum, plans will be forwarded to Helix Water District and Padre Dam MWD.”

Item No. 7 has been clarified and includes the following text:

“At a minimum, plans will be forwarded to Helix Water District and Padre Dam MWD.”

Item No. 50 has been clarified and includes the following text:

“At a minimum, plans will be forwarded to Helix Water District and Padre Dam MWD.”

**Response to Comment A-8-4**

During construction activities, the proposed project would temporarily affect various utilities in the immediate project area. The County will coordinate all utility relocation work with the affected utility companies to ensure minimal disruption to customers in the service areas during construction.

1 JULIE DUTCHER  
2 650 Greenfield Drive  
3 El Cajon, California 92021  
4 (619) 588-3080

Commenter A9

5 \* \* \*

6 MS. DUTCHER: How did I hear about it? An  
7 open house/public meeting was conducted at my work  
8 site.

9 Comments, I am a teacher in the neighborhood  
10 where the proposed changes will be taking effect.  
11 Residents are concerned about the fact that a  
12 four-lane freeway interchange will end abruptly into  
13 two lanes on Bradley Avenue.

A-9-1

14 Residents want freeway signage that will  
15 clearly let the freeway users know that when they exit  
16 the freeway, it's going to be to a two-lane road.  
17 Freeway signage to indicate the merge from four lanes  
18 to two lanes is critical for traffic safety.

19 Parents of school kids that use the proposed  
20 exit of the freeway onto Bradley Avenue will need  
21 freeway signage of the merge to prevent bad accidents,  
22 death or injury to their family members.

A-9-2

23 (Comment concluded.)

24 /////

25 /////

**Commenter A-9: Julie Dutcher, 650 Greenfield Drive, El Cajon, California  
(Public Meeting Record, June 11, 2008)**

**Response to Comment A-9-1**

Thank you for sharing citizens' concerns regarding the project. The improved SR-67 interchange ramps will exit onto the widened, four-lane Bradley Avenue. It is not standard County or Department practice to provide signs that identify the number of lanes to expect when exiting a highway. However, the County will work with the Department to ensure the interchange is properly signed in accordance with design and safety standards. The SR-67 ramps that exit onto Bradley Avenue will exit onto a four-lane road and not a two-lane road.

**Response to Comment A-9-2**

Please see Response to Comment A-9-1. Existing and future signage in the interchange area and along Bradley Avenue is, and will be, provided in accordance with design and safety standards.

1 KAREN GOMES  
2 1608 Danny Way Commenter A-10  
3 El Cajon, California 92021  
4 (619) 448-1533

5 \* \* \*

6 MS. GOMES: And I heard about the meeting  
7 because I was mailed a letter to let me know that it  
8 would be taking place this evening. I have concerns  
9 about the Bradley Bridge, and I have spoken to everyone  
10 here, one about noise and one about a water problem.

11 Over the years, since 1990, we have been told  
12 that the pump at the southwest corner of the existing  
13 Bradley Bridge is pumping water 24 hours a day, seven A-10-1  
14 days a week. Those people here from Caltrans, half  
15 know about it and half do not.

16 I've also been informed by Caltrans over the  
17 years that it really would be impossible to build a  
18 bridge four-lanes wide, because they would have to go A-10-2  
19 up too high to successfully do that and put a  
20 foundation in where there's water, also would not be  
21 able to get access to that pump station, and it would  
22 be almost impossible to move the pump station.

23 My other problem, which was not addressed  
24 this evening, is the fact that we're going to have an A-10-3  
25 expansion on 67 as soon as 52 goes into 67 at Prospect.

4

Peterson Reporting, Video & Litigation Services

1 It will become four lanes north, four lanes south. It  
2 will come to the Bradley Bridge, which is the end of  
3 the project.

A-10-3  
contd.

4 And a woman that I spoke to in Sacramento,  
5 who is, I believe, in charge of the freeway part,  
6 informed me that there is nothing on the books at all  
7 to take care of the traffic jam that is going to start  
8 for those of us going south on 67, in particular, to  
9 try to go onto 8 East or West. West has two lanes, but  
10 east has 28 feet to go down an off-ramp to go across  
11 traffic to get in a wrap-around to get onto 8 East. I  
12 believe no one has given this enough thought before we  
13 have a disaster.

A-10-4

14 Now, I only have one other suggestion in the  
15 traffic flow that comes from 8 East before it gets to  
16 67: You have Mollison, M-o-l-l-i-s-o-n, Street  
17 off-ramp and on-ramps. It might be in the best  
18 interest for everyone, for traffic flow and even for  
19 the residents, that you close those on-ramps and  
20 off-ramps.

A-10-5

21 There's not enough room coming down the  
22 freeway to get onto 67. You're going to have massive  
23 car accidents, traffic jams and very irate customers.

24 And the other problem with all of this  
25 traffic, I don't think you've taken into consideration

A-10-6

1 that even where we're meeting today is a school. We  
2 have a lot of children, and all of the residential  
3 areas is on the east side of 67. Everything on the  
4 west is industrial. This is going to be great for  
5 those that are in industrial, but not for those of us  
6 who will have to fight the traffic with the trucks and  
7 everything else on the east side.

A-10-6  
contd.

8 And please don't forget we got approximately  
9 480 homes to be built, finished up on Rattlesnake  
10 Mountain, and that's 480 times probably 2-1/2 of  
11 drivers that are going to be added into this mixture.

A-10-7

12 And I would appreciate talking to someone.  
13 (Comment concluded.)

A-10-8

14  
15 BELLE BURGESS  
16 (ADDRESS NOT PROVIDED)  
17 (PHONE NUMBER NOT PROVIDED)

18 \* \* \*  
19 MS. BURGESS: Belle, B-e-l-l-e, Burgess, and  
20 I just think it's great. So it's not a negative.  
21 (Comment concluded.)

22  
23  
24  
25

**Commenter A-10: Karen Gomes, 1608 Danny Way, El Cajon, California  
(Public Meeting Record, June 11, 2008)**

**Response to Comment A-10-1**

Commenter states knowledge of pump operations at the Bradley Avenue bridge. Comment is acknowledged and included in the project record.

**Response to Comment A-10-2**

The County is aware of the existing pump and the project report indicates that the pump will be relocated laterally in order to accommodate the widening of Bradley Avenue. As design begins, detailed soil and groundwater explorations will be performed to determine the appropriate bridge foundation design.

**Response to Comment A-10-3**

Table 2-1, Approved Local Development Projects, on page 2-4 of the Draft ED provides a list of projects that were considered in the traffic analysis for the proposed project. All approved projects have been considered in the traffic analysis. The widening SR-67 from six to eight lanes between Interstate 8 and the proposed State Route 52 (SR-52) is identified in the Mobility 2030 RTP: 2007 Pathways to the Future Update; however, projects which have not yet received local agency approval were not considered in the cumulative impact analysis for traffic.

**Response to Comment A-10-4**

The San Diego Association of Governments (SANDAG) Series 9 Forecasts Traffic Model, a standardized traffic model for generating projected traffic data, was utilized in the analysis of the future projected traffic conditions with and without the proposed project. This traffic model has been approved by the Federal Highway Administration (FHWA), Department and County for use in the evaluation of transportation projects.

As part of the project development process, a Value Analysis (VA) for the project was completed in July 2001 in order to establish a baseline concept and project alternatives, alternatives rating, and identify issues associated with the project. The VA committee included representatives from the Department, San Diego Association of Governments, the County, the cities of El Cajon and Santee, and other organizations. Representatives were provided the opportunity to voice concerns of their respective communities and county areas. Opportunity for feedback from local representatives, as well as from Federal Highway Administration (FHWA), was also provided during the Project Study Report (PSR)/Project Development Support (PDS) preparation phase of

the project. Additional efforts to fully identify, address, and resolve project-related issues through early and continuing coordination is documented in Chapter 3, Comments and Coordination, of the Draft ED.

**Response to Comment A-10-5**

To avoid the bottleneck conditions, the project limits were extended east (on Bradley Avenue) to Mollison Avenue, and the widening of Bradley Avenue was included as part of the interchange project. Improvements to I-8 on/off ramps at Mollison are outside of the scope of this project. The need for this improvement would be studied separately from the proposed project. An improvement on I-8 would have unconnected logical termini and independent utility and could not be included with the proposed project.

**Response to Comment A-10-6**

The purpose of the proposed project is to reduce traffic congestion in the Bradley Avenue/SR-67 area; the project is designed to reduce congestion for all vehicles traveling on this segment of Bradley Avenue. The project would not bisect any neighborhood or impair access to any of the community facilities.

Between the SR-67 northbound off-ramp and Mollison Avenue, Bradley Avenue is classified as a four-lane Major Road on the County's circulation element. The County identifies Major Roads as roads that provide mobility and adjacent access. They are spaced at intervals consistent with population density to accept travel from Collector Roads and significant traffic generators, and provide traffic service linking areas of the county and cities to the system of arterials and freeways.

Under current (baseline) conditions, Bradley Avenue carries 11,900 daily vehicles between Graves Avenue and Mollison Avenue (Page 2, Supplemental Traffic Analysis for the State Route 67(SR-67)/Bradley Avenue Interchange Traffic Operations Report). The results of year 2030 traffic analysis for the No-Build Alternative indicate that projected heavy growth in traffic volumes by 2030 would result in unsatisfactory operating conditions throughout the study area. With existing roadway geometric, the roadway segment along Bradley Avenue from Graves Avenue to Mollison Avenue would operate at LOS F by 2030, with an ADT of 23,200 vehicles. Refer to Table 2-12, Future 2030 Peak Hour LOS Analysis–No-Build Alternative, on page 2-31 of the Draft ED.

**Response to Comment A-10-7**

Table 2-1, Approved Local Development Project, on page 2-4 of the Draft ED provides a list of projects that were considered in the traffic analysis for the proposed project. All approved projects have been considered in the traffic analysis. Projects which have not yet received local agency approval were not considered in the cumulative impact analysis for traffic.

**Response to Comment A-10-8**

A public open house meeting for the project was held May 28, 2008 at the Magnolia Elementary School in El Cajon. Court reporters were present to receive comments and statements from stakeholders during the public meeting. For questions and additional information, the following project contact information was provided in the environmental document: California Department of Transportation, Attn: David Nagy, Senior Environmental Planner, District 11, 4050 Taylor Street MS242, San Diego, CA 92110, (619) 688-0224.

1 that even where we're meeting today is a school. We  
2 have a lot of children, and all of the residential  
3 areas is on the east side of 67. Everything on the  
4 west is industrial. This is going to be great for  
5 those that are in industrial, but not for those of us  
6 who will have to fight the traffic with the trucks and  
7 everything else on the east side.

8 And please don't forget we got approximately  
9 480 homes to be built, finished up on Rattlesnake  
10 Mountain, and that's 480 times probably 2-1/2 of  
11 drivers that are going to be added into this mixture.

12 And I would appreciate talking to someone.

13 (Comment concluded.)

14

15

BELLE BURGESS

16

(ADDRESS NOT PROVIDED)

Commenter A11

17

(PHONE NUMBER NOT PROVIDED)

18

\* \* \*

19

MS. BURGESS: Belle, B-e-l-l-e, Burgess, and

20

I just think it's great. So it's not a negative.

A-11-1

21

(Comment concluded.)

22

23

24

25

**Commenter A-11: Belle Burgess, address not provided (Public Meeting Record, June 11, 2008)**

**Response to Comment A-11-1**

Commenter's support for the project is acknowledged and included in the project record.



ARNOLD SCHWARZENEGGER  
GOVERNOR

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



CYNTHIA BRYANT  
DIRECTOR

June 16, 2008

Commenter A-12

David Nagy  
California Department of Transportation, District 11  
4050 Taylor Street, MS 242  
San Diego, CA 92110

Subject: Bradley Avenue/State Route 67 Interchange Project  
SCH#: 2008051067

Dear David Nagy:

The State Clearinghouse submitted the above named Negative Declaration to selected state agencies for review. On the enclosed Document Details Report please note that the Clearinghouse has listed the state agencies that reviewed your document. The review period closed on June 13, 2008, and the comments from the responding agency (ies) is (are) enclosed. If this comment package is not in order, please notify the State Clearinghouse immediately. Please refer to the project's ten-digit State Clearinghouse number in future correspondence so that we may respond promptly.

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

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

A-12-1

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

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

Sincerely,

  
Terry Roberts  
Director, State Clearinghouse

Enclosures  
cc: Resources Agency

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

**Commenter A-12: Terry Roberts, Director, Governor's Office of Planning and Research, State Clearinghouse and Planning Unit (Letter, June 16, 2008)**

**Response to Comment A-12-1**

Comment noted. No response required.

## **Appendix G. Wetlands Only Practicable Finding**

## **WETLAND ASSESSMENT: ONLY PRACTICABLE ALTERNATIVE FINDING**

### **INTRODUCTION**

Pursuant to Executive Order 11990, dated May 24, 1977, "Protection of Wetlands," which established a national policy "to avoid to the extent possible long- and short-term adverse impacts associated with the destruction or modification of wetlands and to avoid direct or indirect support of new construction in wetlands wherever there is a practicable alternative," the following Wetlands Assessment has been prepared.

### **PREFERRED ALTERNATIVE**

As part of the project development process and with input from the Project Development Team, several design options were considered as solutions to the transportation need. From these, the No Build and one build alternative were identified for further study. The identified build alternative, which is the preferred alternative, will reconstruct the existing State Route 67 (SR-67) interchange at Bradley Avenue and widen Bradley Avenue. The interchange reconstruction will include improvements to the Bradley Avenue/SR-67 overcrossing and the SR-67 on- and off-ramps. Bradley Avenue will be widened to four lanes between Magnolia and Mollison Avenues. The preferred alternative's project footprint reflects the smallest necessary footprint to complete the replacement project.

### **PREFERRED ALTERNATIVE IMPACTS TO WETLANDS**

The preferred alternative would result in permanent impacts to 0.004 hectare (0.009 acre) of United States Army Corps of Engineers (USACE) jurisdictional wetlands (freshwater marsh) and 0.11 hectare (0.26 acre) of USACE jurisdictional nonwetland waters (concrete-lined channels), if the noise wall is constructed in front of the Rancho Mesa Mobile Home Park (which would result in removal and replacement of approximately 295 meters [968 feet] concrete-lined channel). Because the noise wall is a potential feature of the preferred alternative, the noise wall may or may not be included in the final project design. If the noise wall is not constructed, the area of USACE jurisdictional wetlands (freshwater marsh) impacted would decrease slightly to 0.002 hectare (0.006 acre), and the area of USACE jurisdictional nonwetland waters (concrete-lined channels) impacted would decrease slightly to 0.07 hectare (0.18 acre).

### **AVOIDANCE ALTERNATIVES**

#### The No Build Alternative

The No Build Alternative would impact 0.0 hectare (0.0 acre) of USACE jurisdictional wetlands or other waters of the U.S. This alternative would not meet the need to correct the problems associated with high traffic volumes and deficient operating conditions, congestion and vehicle delay at the Bradley Avenue/SR-67 interchange ramps and local Bradley Avenue intersections. Local and through commercial, industrial, and residential traffic uses the Bradley Avenue interchange and overpass to either access, exit, or traverse SR-67. Under the No Build condition, no additional lanes or congestion improvement measures would be provided on Bradley Avenue, ramp intersections at the Bradley Avenue overcrossing would not be adjusted, and the Bradley Avenue overcrossing would remain a two-lane structure across SR-67. Bradley Avenue would operate at unacceptable LOS F under 2030 conditions.

The No Build Alternative would not provide a bridge that meets current vertical clearance standards. Bradley Avenue, between the SR-67 northbound on- and off-ramps and Mollison Avenue, would continue to be inconsistent with the four-lane Major Road classification as designated in the County General Plan Circulation Element. Shoulders, which could be used as Class 2 bike lanes, would not be constructed and no improvements would be made to pedestrian facilities. Under this alternative, impacts to wetlands or other waters of the U.S. would have been avoided, but the project purpose and need would not be met.

#### Modification to Drainage Connection on West Side of SR-67 Southbound Off-Ramp

Modifications to the design of the drainage connection between the outlet from the detention basin and the channel located adjacent to the southbound SR-67 off-ramp were evaluated during the development of the project design. The freshwater marsh that is present within the channel extends along the entire reach of the channel within the project impact area. The design of the connection was designed to discharge into the small area of freshwater marsh that extends to the south of the main portion of the channel. By doing so, this allowed for the least practicable amount of impact to the freshwater marsh area. However, regardless of where the outlet connects with the channel, there would be impacts to freshwater marsh. Under this alternative, relocation/realignment of concrete channel east of the northbound on-ramp, undergrounding of concrete channel west the southbound on-ramp, and relocation/realignment of concrete channel and detention basin west of the SR-67 southbound off-ramp would occur, and reconstruction of the concrete channel at Rancho Mesa Mobile Home Park may still occur with implementation of a sound wall. This alternative would result in permanent impacts to a minimum of 0.004 hectare (0.009 acre) of United States Army Corps of Engineers (USACE) jurisdictional wetlands (freshwater marsh) and 0.11 hectare (0.26 acre) of USACE jurisdictional nonwetland waters (concrete-lined channels), if construction of the noise wall in front of the Rancho Mesa Mobile Home Park was included. If the noise wall was not constructed, the area of USACE jurisdictional wetlands (freshwater marsh) impacted would decrease slightly to a minimum of 0.002 hectare (0.006 acre), and the area of USACE jurisdictional nonwetland waters (concrete-lined channels) impacted would decrease slightly to a minimum of 0.07 hectare (0.18 acre). Impacts to wetlands or other waters of the U.S. would not have been avoided with this alternative and would be the same as the Preferred Alternative.

#### Realign Noise Abatement Wall A18

Placement of the proposed noise abatement wall on the north side of the existing channel would require construction activities and foundation work to occur adjacent to the wall along the entire length of the channel segment, and would result in the destruction of the channel within this area. Placement of the return wall further east to avoid the freshwater marsh area would result in a reduction of the number of residents at the Rancho Mesa Mobile Home Park benefited by the proposed noise abatement wall. In addition, this shift would result in additional impacts to the channel in front of the mobile home park because the return wall would be constructed over the existing channel. Under this design scenario, the channel would have to either be 1) filled in to support the wall and to attenuate the noise, which would require additional impacts due to the need for the construction of a new channel or piping of the existing channel; or 2) modified to support the new channel and left open, thus likely reducing the effectiveness of the noise wall in terms of attenuating noise at the mobile home park. Therefore, these design variations were not implemented into the final project design. Impacts to ACOE jurisdictional nonwetland waters (concrete-lined channels) would have been greater, and impacts to ACOE jurisdictional wetlands (freshwater marsh) would have been less with this alternative than the Preferred Alternative. Therefore, impacts to wetlands or other waters of the U.S. would not have been

avoided with this alternative and impacts to other waters of the U.S. would be greater than the Preferred Alternative.

#### Transportation System Management Alternative

This alternative would impact 0.0 hectare (0.0 acre) of USACE jurisdictional wetlands or other waters of the U.S. Transportation System Management (TSM) strategies are actions that increase the efficiency of existing facilities without increasing the number of through lanes, and that also encourage automobile, public and private transit, ridesharing programs, and bicycle and pedestrian improvements. Because TSM strategies currently are employed in the project area (San Diego Metropolitan Transit System bus routes 833 and 870), and traffic congestion is still prevalent in the project area, TSM measures alone would not be adequate to meet the purpose of and need for the proposed project. In addition, TSM strategies would not accommodate the future planned widening of SR-67 between Interstate 8 and the proposed SR-52. Therefore, impacts to wetlands or other waters of the U.S. would have been avoided, but this alternative would not meet the project purpose and need.

#### Elimination of the Two-Way-Left-Turn Lane on Bradley Avenue

The elimination of the two-way-left-turn lane at the eastern end of the project would have required the placement of a center median, which, as a result, would have eliminated left-turn options along this portion of Bradley Avenue. The center median would have functioned as a barrier to prevent left turns, which, absent a dedicated lane, would have obstructed traffic flow and created potential safety conflicts.

The elimination of the left-turn options would have altered the current circulation of traffic such that all residents of the Cajon Manor Mobile Home Park and of Berrydale and Burnet Streets, as well as Bradley Liquor patrons, would have been required to complete a U-turn when either leaving or returning to their residences or business. As a result, access options for the Cajon Manor Mobile Home Park and Bradley Liquor would have been restricted to right-in/right-out only on Bradley Avenue, and access for the Berrydale and Burnet Streets residences would have been restricted to right-in/right-out only on Berrydale and Burnet Streets.

With the median in place and the need to complete the U-turn movement mentioned above, emergency personnel would not have been able to continue to access efficiently the residents of the Cajon Manor Mobile Home Park and the residents who live along Berrydale and Burnet Streets. This could have increased response times.

With the lane removed and a median in place, a modified Diamond Interchange Alternative would still have required property acquisition, as it would have encroached upon the footprint of four residential structures and would have been located within 1.5 meters (5 feet) of two additional residential structures and within 3.1 meters (10 feet) of the driveways of two of the six affected homes. These distances would have been inconsistent with the City of El Cajon's Municipal Code, which states that buildings will not be closer than 5 feet to any sidewalk or 10 feet from the right-of-way of a public street or private street or driveway.

Because the elimination of the left-turn lane would have created undesirable access issues and would not have avoided or substantially decreased impacts, the PDT did not move forward with the design modification. Under this alternative, relocation/realignment of concrete channel east of the northbound on-ramp, undergrounding of concrete channel west the southbound on-ramp, and relocation/realignment of concrete channel and detention basin west of the SR-67

southbound off-ramp would occur, and reconstruction of the concrete channel at Rancho Mesa Mobile Home Park may still occur with implementation of a sound wall. This alternative would result in permanent impacts to a minimum of 0.004 hectare (0.009 acre) of United States Army Corps of Engineers (USACE) jurisdictional wetlands (freshwater marsh) and 0.11 hectare (0.26 acre) of USACE jurisdictional nonwetland waters (concrete-lined channels), if construction of the noise wall in front of the Rancho Mesa Mobile Home Park was included. If the noise wall was not constructed, the area of USACE jurisdictional wetlands (freshwater marsh) impacted would decrease slightly to a minimum of 0.002 hectare (0.006 acre), and the area of USACE jurisdictional nonwetland waters (concrete-lined channels) impacted would decrease slightly to a minimum of 0.07 hectare (0.18 acre). Therefore, impacts to wetlands or other waters of the U.S. would not have been avoided with this alternative and would be the same as the Preferred Alternative.

#### Transition Bradley Avenue to Two Lanes and Maintain a Two-Way-Left-Turn Pocket at the Bradley and Mollison Avenues Intersection

Consideration was given to transitioning Bradley Avenue back to two lanes at the eastern end of the project while maintaining a two-way-left-turn pocket. The result would have been a three-lane road that functioned at LOS F, which is unacceptable. This design variation would have deviated from County design standards for Bradley Avenue as a four-lane facility and would have been inconsistent with the project as described in the RTIP/RTP. Therefore, this design variation was not implemented into the final project design. Under this alternative, relocation/realignment of concrete channel east of the northbound on-ramp, undergrounding of concrete channel west the southbound on-ramp, and relocation/realignment of concrete channel and detention basin west of the SR-67 southbound off-ramp would occur, and reconstruction of the concrete channel at Rancho Mesa Mobile Home Park may still occur with implementation of a sound wall. This alternative would result in permanent impacts to 0.004 hectare (0.009 acre) of United States Army Corps of Engineers (USACE) jurisdictional wetlands (freshwater marsh) and 0.11 hectare (0.26 acre) of USACE jurisdictional nonwetland waters (concrete-lined channels), if construction of the noise wall in front of the Rancho Mesa Mobile Home Park was included. If the noise wall was not constructed, the area of USACE jurisdictional wetlands (freshwater marsh) impacted would decrease slightly to 0.002 hectare (0.006 acre), and the area of USACE jurisdictional nonwetland waters (concrete-lined channels) impacted would decrease slightly to 0.07 hectare (0.18 acre). Therefore, impacts to wetlands or other waters of the U.S. would not have been avoided with this alternative and would be the same as the Preferred Alternative.

#### Elimination of Sidewalks on Bradley Avenue at the Eastern End of the Project

Consideration was given to eliminating the sidewalks proposed at the eastern end of the project. Elimination of the sidewalk would result in the elimination of all accessibility for the residents of the neighborhood north of Bradley Avenue, and would not be in conformance with County General Plan requirements for sidewalks for the Bradley Avenue road classification. For these reasons, and because sidewalks at this location were previously determined to be feasible, this design variation was not implemented into the final project design. Under this alternative, relocation/realignment of concrete channel east of the northbound on-ramp, undergrounding of concrete channel west the southbound on-ramp, and relocation/realignment of concrete channel and detention basin west of the SR-67 southbound off-ramp would occur, and reconstruction of the concrete channel at Rancho Mesa Mobile Home Park may still occur with implementation of a sound wall. This alternative would result in permanent impacts to 0.004 hectare (0.009 acre) of United States Army Corps of Engineers (USACE) jurisdictional

wetlands (freshwater marsh) and 0.11 hectare (0.26 acre) of USACE jurisdictional nonwetland waters (concrete-lined channels), if construction of the noise wall in front of the Rancho Mesa Mobile Home Park was included. If the noise wall was not constructed, the area of USACE jurisdictional wetlands (freshwater marsh) impacted would decrease slightly to 0.002 hectare (0.006 acre), and the area of USACE jurisdictional nonwetland waters (concrete-lined channels) impacted would decrease slightly to 0.07 hectare (0.18 acre). Therefore, impacts to wetlands or other waters of the U.S. would not have been avoided with this alternative and would be the same as the Preferred Alternative.

#### Modification of Lane Configuration at the Bradley and Mollison Avenues Intersection

A small shift of approximately 1.3 to 1.8 meters (4 to 6 feet) on the east side of the Bradley Avenue/Mollison Avenue intersection, beyond the project terminus would have required a shift to Bradley Avenue to the east side of the intersection. This, in turn, would have necessitated the full acquisition of residences on the east side of Mollison Avenue. The PDT also considered combining the Bradley Avenue through lane and right-turn lane on the west side of the Bradley and Mollison Avenues intersection. This change was not considered reasonable due to traffic impacts at the intersection. Combining these two moves would have put 440 peak hour turns into one lane, which would have produced a queue length that would have blocked access to the left-turn pocket. This would have had a negative impact on the operation of the intersection.

Under this alternative, relocation/realignment of concrete channel east of the northbound on-ramp, undergrounding of concrete channel west the southbound on-ramp, and relocation/realignment of concrete channel and detention basin west of the SR-67 southbound off-ramp would occur, and reconstruction of the concrete channel at Rancho Mesa Mobile Home Park may still occur with implementation of a sound wall. This alternative would result in permanent impacts to a minimum of 0.004 hectare (0.009 acre) of United States Army Corps of Engineers (USACE) jurisdictional wetlands (freshwater marsh) and 0.11 hectare (0.26 acre) of USACE jurisdictional nonwetland waters (concrete-lined channels), if construction of the noise wall in front of the Rancho Mesa Mobile Home Park was included. If the noise wall was not constructed, the area of USACE jurisdictional wetlands (freshwater marsh) impacted would decrease slightly to a minimum of 0.002 hectare (0.006 acre), and the area of USACE jurisdictional nonwetland waters (concrete-lined channels) impacted would decrease slightly to 0.07 hectare (0.18 acre). Therefore, impacts to wetlands or other waters of the U.S. would not have been avoided with this alternative and would be the same as the Preferred Alternative.

#### **MEASURES TO MINIMIZE HARM**

All impacts to wetland/waters areas identified were avoided to the maximum extent practicable. Design of the noise abatement wall took into consideration the wetlands located in the Project Impact Area (PIA), and impacts to the unvegetated concrete-lined channel and freshwater marsh have been minimized to maximum extent feasible in the proposed project design. Impacts to wetlands in this area would only occur if the noise abatement wall is implemented as part of the project, and implementation of the noise abatement wall would occur only if requested by the property owners, and appropriate easements are donated to the County.

Additional measures to minimize wetland impacts include:

- Environmentally Sensitive Areas (ESAs) have been identified to avoid impacts to jurisdictional waters within the PIA that are not identified as being impacted (i.e., portions of the

channels located adjacent to the northbound on- and off-ramps, and a portion of the freshwater marsh area at the northern end of the channel located adjacent to the southbound off-ramp).

- Impacts to the two small patches of freshwater marsh, regulated as wetlands by the USACE, waters of the state by RWQCB, and streambeds by the CDFG, are proposed to be mitigated through 3:1 enhancement within the tributary to Forester Creek between SR-67 and Magnolia Avenue, for a total of 0.012 hectare (0.027 acre) of enhancement if the noise walls are constructed, or 0.006 hectare (0.018 acre) of enhancement if the noise walls are not constructed.
- Because the concrete-lined channels and the freshwater marsh are considered jurisdictional by the USACE, CDFG, and RWQCB, the following permits/approvals from these agencies would be required: Section 401 Water Quality Certification (RWQCB); Nationwide Section 404 permit (USACE); and Streambed Alteration Agreement (CDFG). Any additional measures outlined in these permits, if included, would be implemented and coordinated with the resource agencies.

## **FINDING**

Based on the above considerations, it is determined that there is no practicable alternative to the proposed new construction in wetlands and that the proposed action includes all measures to minimize harm to wetlands, which may result from such use.

## **Appendix H. Record of Public Hearing**

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**RECORD OF  
OPEN FORUM PUBLIC  
HEARING**

**FOR**

**BRADLEY AVENUE /  
STATE ROUTE 67  
INTERCHANGE PROJECT**

In the unincorporated County  
of San Diego

## **TABLE OF CONTENTS**

1. RESUME OF PUBLIC HEARING
2. PUBLIC HEARING HANDOUTS
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6. PUBLIC HEARING COMMENTS
7. OFFICIAL NOTICES AND PUBLICITY
8. RECORD OF INVITATIONS

## 1. RESUME OF PUBLIC HEARING

The public hearing for the Bradley Avenue / State Route 67 Interchange Project was held on May 28, 2008 from 6 p.m. to 8 p.m. at the Magnolia Elementary School Auditorium on 650 Greenfield Drive in the City of El Cajon. The meeting was conducted in an “open forum” format. The public was invited to view displays of the project and discuss the project with Caltrans and County of San Diego representatives.

Facilities were available for the public to make written comments for the record. Fourteen people attended, not including Caltrans and County of San Diego personnel.

Caltrans representatives involved in the hearing:

David L. Nagy  
Hayden Manning

Jayne Dowda

Hanh Nguyen

County of San Diego representatives involved in the hearing:

Wendy Orth  
April Torbett

Jill Bankston

Kathleen Hider

Non-Caltrans and non-County of San Diego staff:

Jason Lemons, Dokken Engineering  
Keturah Anderson, Jones & Stokes  
Destree Lazo, Collaborative Services  
Mary Yard, Collaborative Services  
Regina L. Garrison, Court Reporter, Peterson Reporting

## **2. PUBLIC HEARING HANDOUTS**



# **Bradley Avenue/State Route 67 Interchange Project FACT SHEET**

## **THE PROJECT**

Located in the El Cajon/Santee area of the unincorporated County of San Diego, this project will widen Bradley Avenue from two to four lanes between Magnolia and Mollison Avenues and make improvements to the Bradley Avenue/State Route (SR) 67 overcrossing and SR-67 on- and off-ramps. The project's goals are to alleviate existing and future traffic congestion along Bradley Avenue between Magnolia and Mollison Avenues and to improve traffic operations at the Bradley Avenue/SR-67 interchange. See Preliminary Project Area Map on reverse for more detail.

## **PROJECT STATUS**

The California Department of Transportation has prepared an Initial Study/Environmental Assessment (IS/EA) with proposed Negative Declaration (ND) examining the potential environmental impacts of the proposed Bradley Avenue/State Route 67 Interchange Project.

The Initial Study/Environment Assessment with proposed Negative Declaration is available for public review and copying from May 14 - June 13, 2008 at:

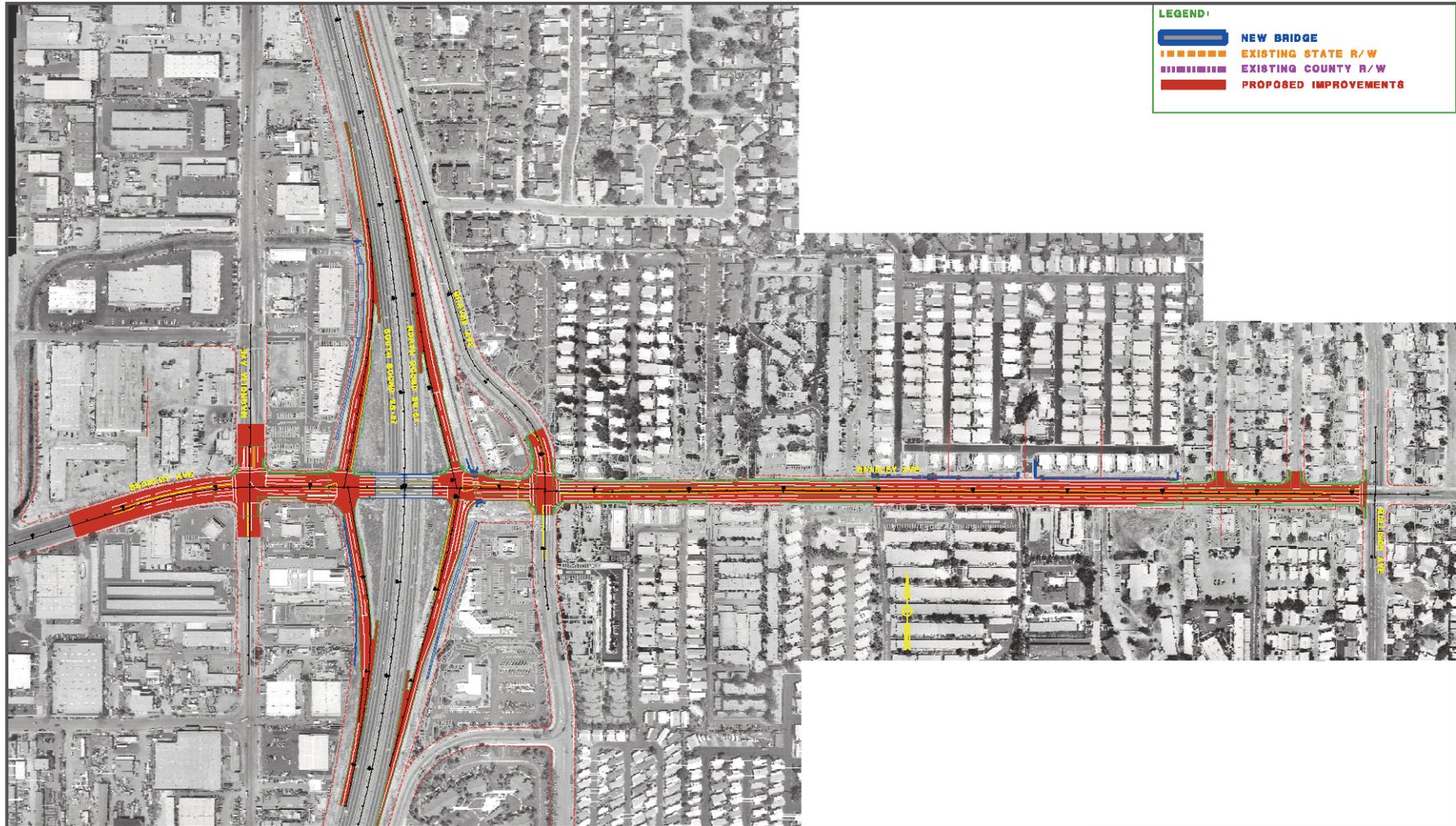
- ▶ Caltrans District Office, 4050 Taylor Street, San Diego, 92110, weekdays from 8 a.m. to 5 p.m
- ▶ Caltrans District web site, [www.dot.ca.gov/dist11](http://www.dot.ca.gov/dist11)

It can also be reviewed at the following San Diego County Branch Libraries:

- ▶ Santee Branch Library, 9225 Carlton Hills Blvd. #17, San Diego, CA 92071
- ▶ El Cajon Branch Library, 201 E. Douglas Ave., El Cajon, CA 92020

Additionally, you can submit written comments on the Initial Study/Environmental Assessment with proposed Negative Declaration. Comments must be sent by June 13, 2008 in order to be considered during this Public Review period. Send comments to David Nagy, Caltrans District 11, 4050 Taylor Street, MS: 242, San Diego, CA 92110, or to [ct.public.information.dll@dot.ca.gov](mailto:ct.public.information.dll@dot.ca.gov). If there are no major concerns or comments on the project, Caltrans will adopt the proposed Negative Declaration.

# BRADLEY AVENUE/SR-67 INTERCHANGE PROJECT PRELIMINARY PROJECT AREA MAP



### **3. MEETING SIGN-IN SHEETS**



# MEETING SIGN-IN SHEET

Bradley Avenue/State Route 67 Interchange Project  
Magnolia Elementary School Auditorium

May 28, 2008  
6:00 pm - 8:00 pm

Name	Address	Telephone Number	Affiliation
Ernest Robinson	1701 Berrydale St El Cajon	619 562-6719	
Jennie Cullmer	1701 Berrydale St	749 5210	
April Corbett	5555 Overland	(8) 694-8982	County DPW
James Phan	1700 Berrydale St.	(619) 562-4836	Home owner
RICK FERIA	1798 N MOLLISON AVE	619-449-0985	Homeowner
Julie Dutcher	650 Greenfield Dr. El Cajon, CA 92021	619.588.3080	Community Member
KAREN Gomes	1608 Danny Way EC 92021	448-1533	Home Owner
Noah Gomes	same	same	Home Owner

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# MEETING SIGN-IN SHEET

Bradley Avenue/State Route 67 Interchange Project  
Magnolia Elementary School Auditorium

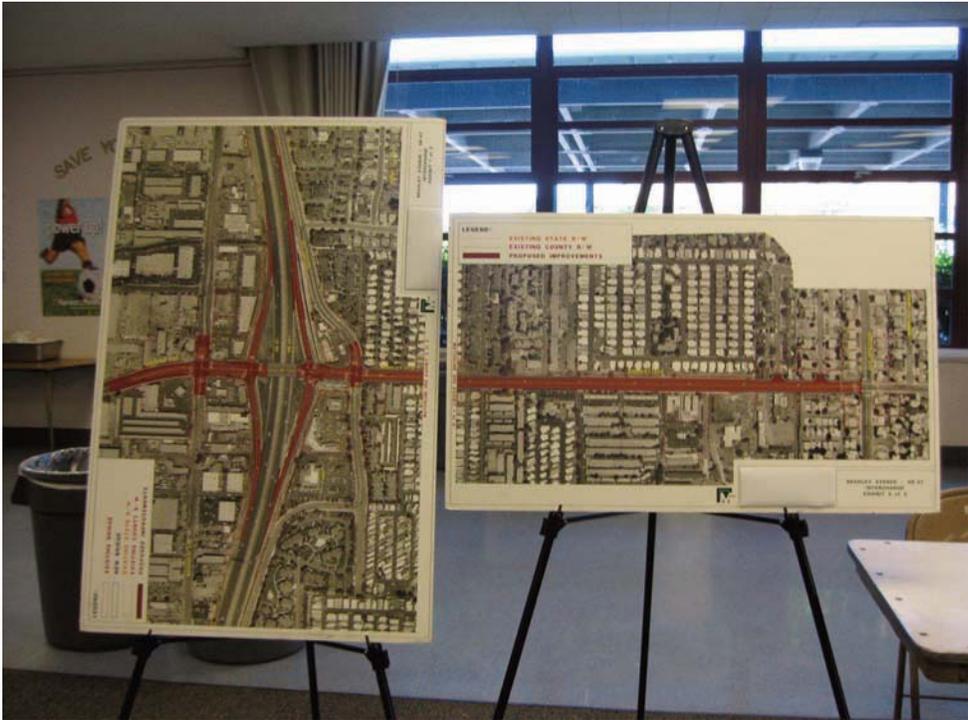
May 28, 2008  
6:00 pm - 8:00 pm

Name	Address	Telephone Number	Affiliation
<i>Cery &amp; Shelby Nunn</i>	<i>are</i>		
<i>Cajon Mobile Manor</i>	<i>751 Bradley Sp 52</i>	<i>619 448 7675</i>	<i>Cajon Mobile Park</i>
<i>Mama more</i>	<i>1729 Berridge St</i>	<i>619 442 2999</i>	
<i>Karen Whitcomb</i>	<i>351 E Bradley Ave</i>	<i>619 562-5755</i>	<i>Starlight Mobile Park</i>
<i>Meideth Leygraff</i>	<i>1771 Burnet St</i>	<i>619 449 4916</i>	
<i>Belle Burgess</i>	<i>1666 Summertime hrs</i>		

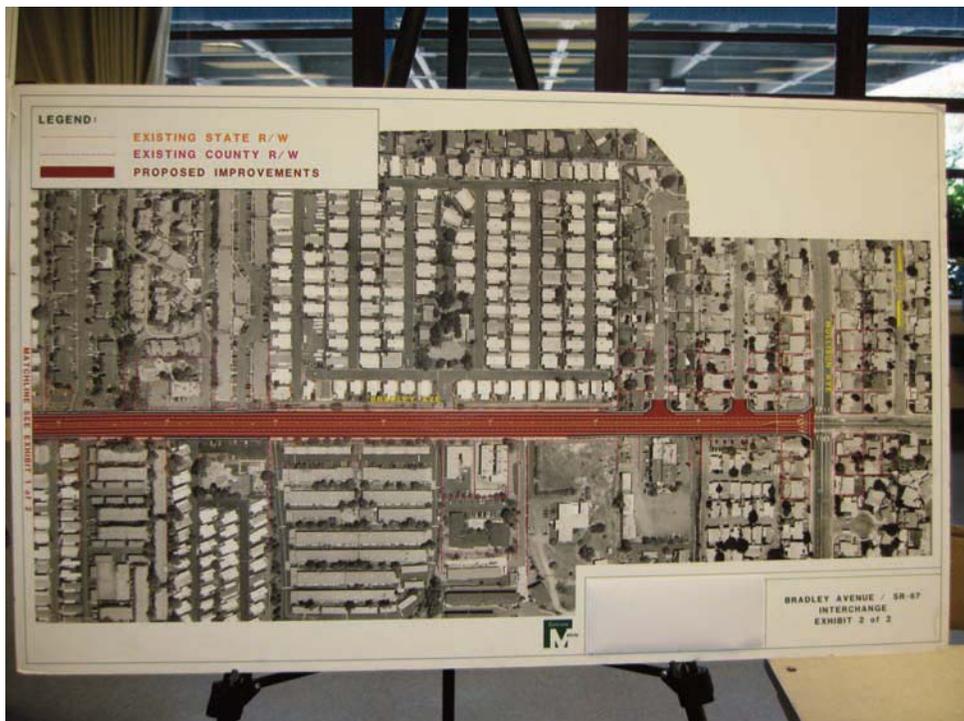
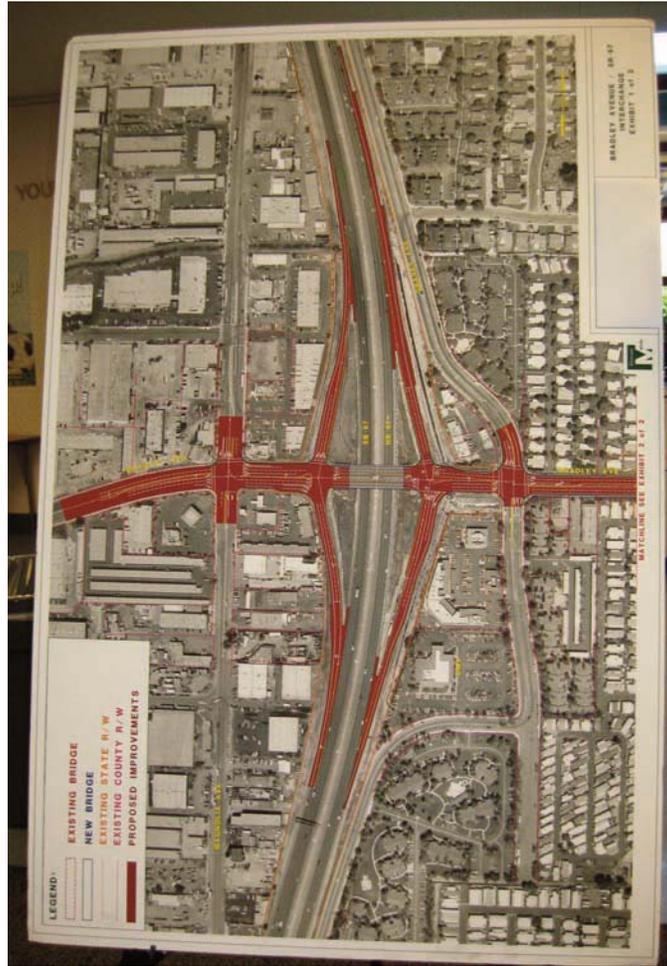
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## **4. PUBLIC HEARING DISPLAYS**

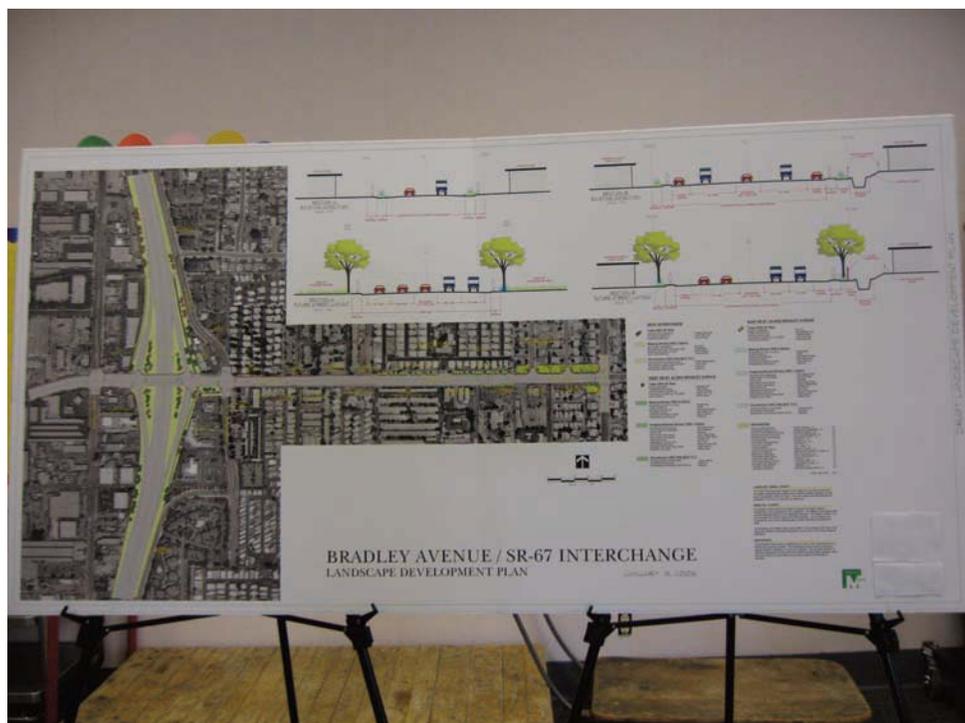
# PROJECT DESIGN OVERVIEW EXHIBITS



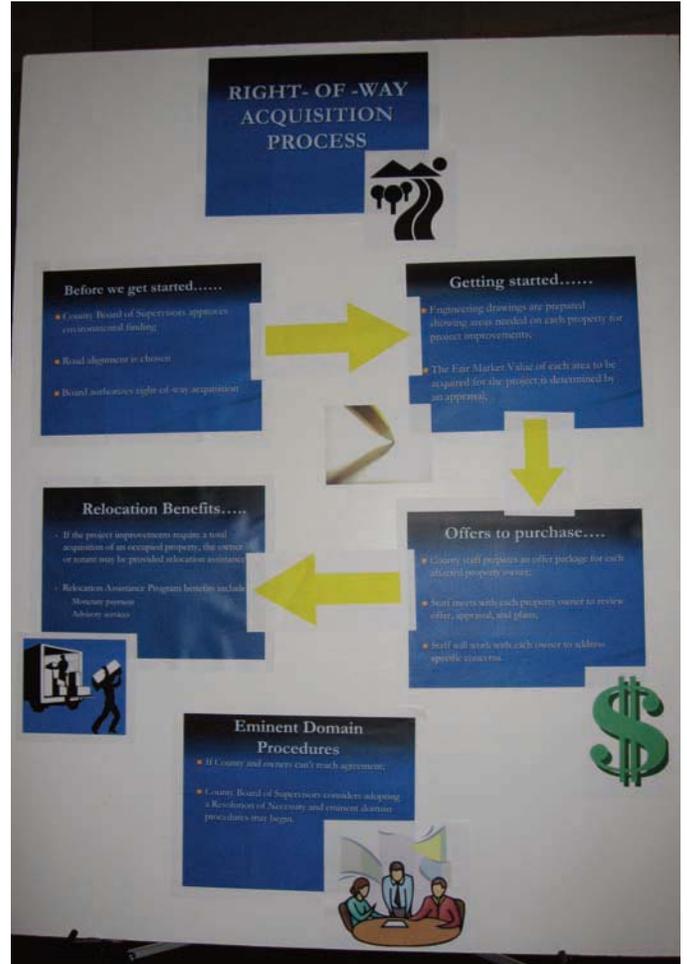
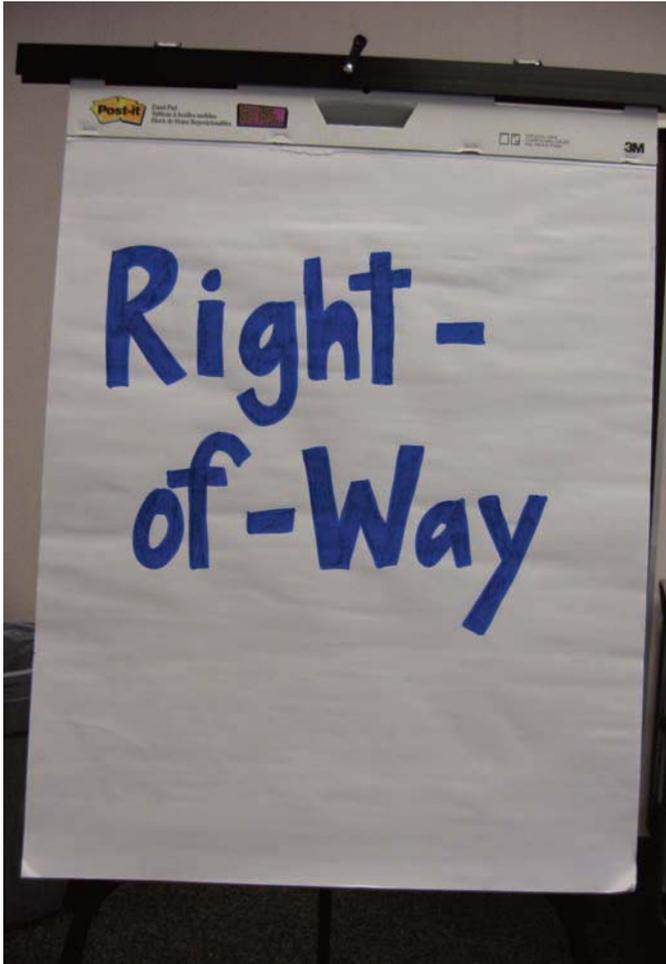
# PROJECT DESIGN OVERVIEW EXHIBITS



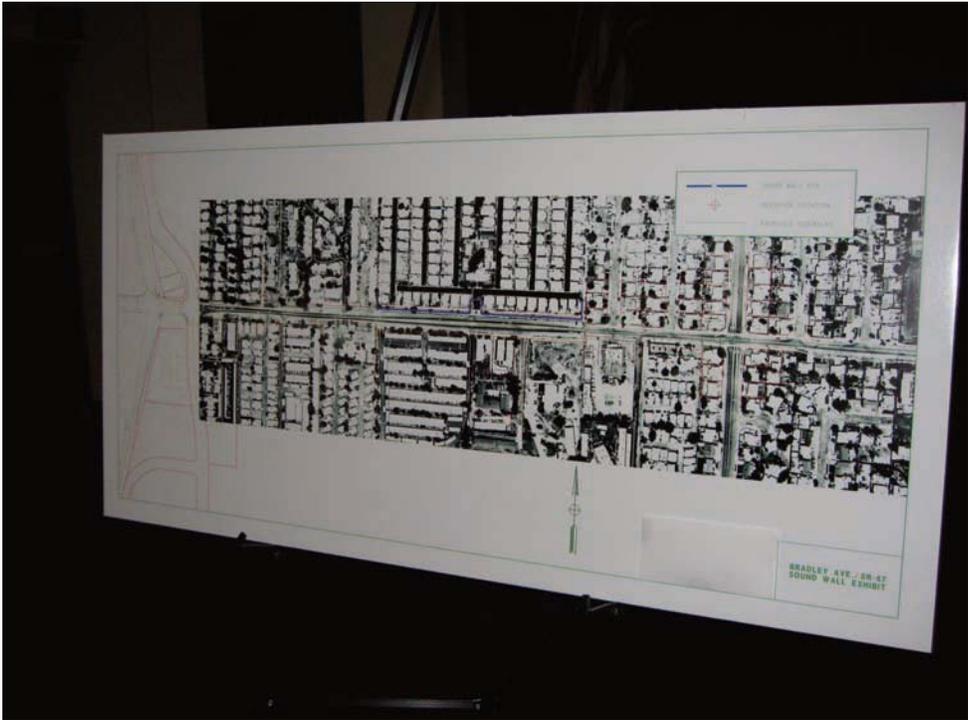
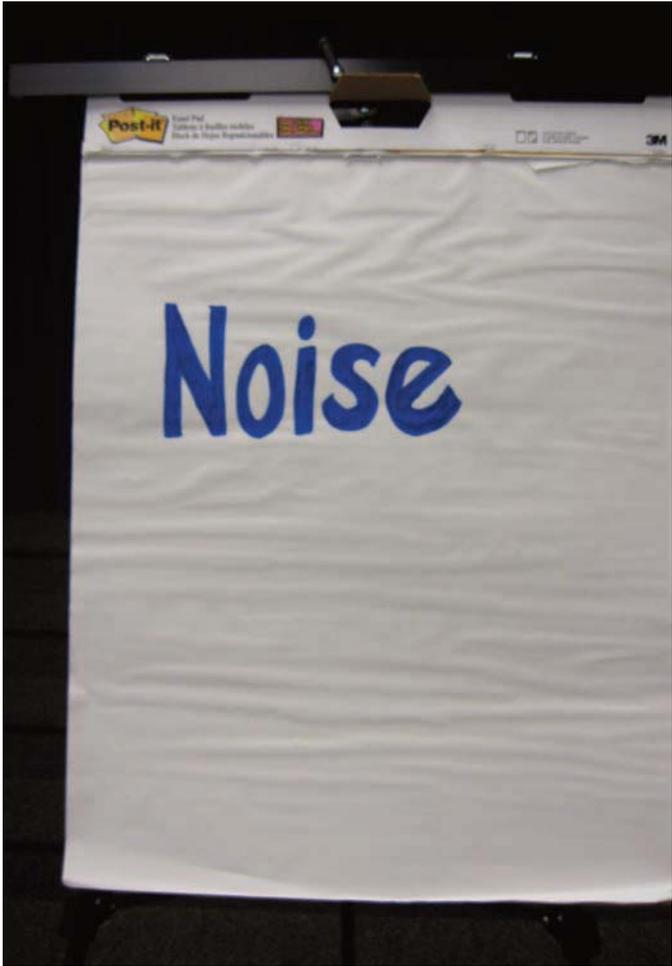
# VISUAL & AESTHETICS EXHIBITS



# RIGHT-OF-WAY EXHIBITS



**NOISE EXHIBITS**



## **5. PUBLIC HEARING PHOTOGRAPHS**

Bradley Avenue / State Route 67 Public Hearing, May 28, 2008



# Bradley Avenue / State Route 67 Public Hearing, May 28, 2008



## **6. PUBLIC HEARING COMMENTS**

Bradley Avenue/State Route 67 Interchange Project  
Public Open House: May 28, 2008



## Comment Card

Document your questions and comments below. They will become part of the permanent record for the public review of the proposed project. Your comments will be addressed in the Final Environmental Document, you will not receive a personal response to your comments. You may leave your Comment Card in the Comment Box provided at the Open House. Comments and questions will also be accepted via mail if postmarked by June 13, 2008, or via email to [ct.public.information.dll@dot.ca.gov](mailto:ct.public.information.dll@dot.ca.gov) if sent by June 13, 2008.

Name: Mont Hirshman (bg JB)

Phone Number: 619-449-7300

Address: 1655 N. Magnolia El Cajon = El Cajon Plumbing + Heating Supply

How did you hear about the open house:

Comments:

-----  
North bound traffic on Magnolia stacks  
up for cars wanting to go eastbound on  
Bradley Ave. Hopefully the additional lanes  
on Bradley will alleviate this problem.  
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**Thank You For Your Participation!**

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BRADLEY AVENUE/SR67 INTERCHANGE  
PUBLIC MEETING  
EL CAJON, CALIFORNIA  
MAY 28, 2008

TRANSCRIBED BY REGINA L. GARRISON, CSR NO. 12921

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I N D E X

PUBLIC COMMENTS	PAGE
Julie Dutcher . . . . .	3
Karen Gomes . . . . .	4
Belle Burgess . . . . .	6

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JULIE DUTCHER  
650 Greenfield Drive  
El Cajon, California 92021  
(619) 588-3080

\* \* \*

MS. DUTCHER: How did I hear about it? An open house/public meeting was conducted at my work site.

Comments, I am a teacher in the neighborhood where the proposed changes will be taking effect. Residents are concerned about the fact that a four-lane freeway interchange will end abruptly into two lanes on Bradley Avenue.

Residents want freeway signage that will clearly let the freeway users know that when they exit the freeway, it's going to be to a two-lane road. Freeway signage to indicate the merge from four lanes to two lanes is critical for traffic safety.

Parents of school kids that use the proposed exit of the freeway onto Bradley Avenue will need freeway signage of the merge to prevent bad accidents, death or injury to their family members.

(Comment concluded.)

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KAREN GOMES

1608 Danny Way

El Cajon, California 92021

(619) 448-1533

\* \* \*

MS. GOMES: And I heard about the meeting because I was mailed a letter to let me know that it would be taking place this evening. I have concerns about the Bradley Bridge, and I have spoken to everyone here, one about noise and one about a water problem.

Over the years, since 1990, we have been told that the pump at the southwest corner of the existing Bradley Bridge is pumping water 24 hours a day, seven days a week. Those people here from Caltrans, half know about it and half do not.

I've also been informed by Caltrans over the years that it really would be impossible to build a bridge four-lanes wide, because they would have to go up too high to successfully do that and put a foundation in where there's water, also would not be able to get access to that pump station, and it would be almost impossible to move the pump station.

My other problem, which was not addressed this evening, is the fact that we're going to have an expansion on 67 as soon as 52 goes into 67 at Prospect.

1 It will become four lanes north, four lanes south. It  
2 will come to the Bradley Bridge, which is the end of  
3 the project.

4 And a woman that I spoke to in Sacramento,  
5 who is, I believe, in charge of the freeway part,  
6 informed me that there is nothing on the books at all  
7 to take care of the traffic jam that is going to start  
8 for those of us going south on 67, in particular, to  
9 try to go onto 8 East or West. West has two lanes, but  
10 east has 28 feet to go down an off-ramp to go across  
11 traffic to get in a wrap-around to get onto 8 East. I  
12 believe no one has given this enough thought before we  
13 have a disaster.

14 Now, I only have one other suggestion in the  
15 traffic flow that comes from 8 East before it gets to  
16 67: You have Mollison, M-o-l-l-i-s-o-n, Street  
17 off-ramp and on-ramps. It might be in the best  
18 interest for everyone, for traffic flow and even for  
19 the residents, that you close those on-ramps and  
20 off-ramps.

21 There's not enough room coming down the  
22 freeway to get onto 67. You're going to have massive  
23 car accidents, traffic jams and very irate customers.

24 And the other problem with all of this  
25 traffic, I don't think you've taken into consideration

1 that even where we're meeting today is a school. We  
2 have a lot of children, and all of the residential  
3 areas is on the east side of 67. Everything on the  
4 west is industrial. This is going to be great for  
5 those that are in industrial, but not for those of us  
6 who will have to fight the traffic with the trucks and  
7 everything else on the east side.

8 And please don't forget we got approximately  
9 480 homes to be built, finished up on Rattlesnake  
10 Mountain, and that's 480 times probably 2-1/2 of  
11 drivers that are going to be added into this mixture.

12 And I would appreciate talking to someone.

13 (Comment concluded.)

14

15

BELLE BURGESS

16

(ADDRESS NOT PROVIDED)

17

(PHONE NUMBER NOT PROVIDED)

18

\* \* \*

19

MS. BURGESS: Belle, B-e-l-l-e, Burgess, and

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I just think it's great. So it's not a negative.

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(Comment concluded.)

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I, REGINA GARRISON, Certified Shorthand Reporter for the State of California, do hereby certify:

That the foregoing proceedings were reported by me stenographically and later transcribed into typewriting under my direction; that the foregoing is a true record of the proceedings taken at that time.

IN WITNESS WHEREOF, I have subscribed my name this 11<sup>th</sup> day of June, 2008, at San Diego, California.

*Regina Garrison*

---

REGINA GARRISON  
CSR NO. 12921

## **7. OFFICIAL NOTICES AND PUBLICITY**



David Nagy  
Environmental Analysis – Branch B, Chief  
California Department of Transportation – District 11  
4050 Taylor Street, MS 242  
San Diego, CA 92110

An open forum public hearing for the project is scheduled for May 28, 2008 from 6-8 PM at Magnolia Elementary School located at 650 Greenfield Drive, El Cajon, CA 92021. At the public hearing, Caltrans representatives will be on hand to provide information on the project and answer questions. A Certified Court Reporter will be available to take public comments for the record, or comments may be submitted in writing if preferred. The public is invited to make formal comments on the project and Caltrans will respond to substantive comments in the Final IS/EA (ND/FONSI).

Individuals who require special accommodation (American Sign or Foreign Language interpreter, accessible seating, documentation in alternative formats, etc) are requested to contact District 11 Public Information Office at (619) 688-6670 at least 14 days prior to the scheduled meeting date. TTY users may contact the California Relay Service TTY line at 711 or call the Voice Line at 1-800-735-2922.

This notice is also to inform you that Caltrans intends to adopt this proposed Negative Declaration pending the results of the public review which ends on June 13, 2008.

If you have any questions regarding this project, please contact David Nagy at (619) 688-0224. Thank you for your interest in the project.

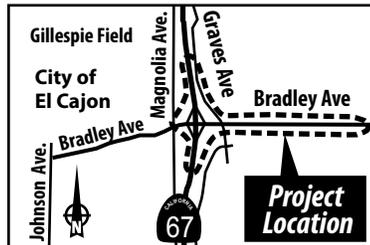
Sincerely,



David Nagy  
Senior Environmental Planner  
Environmental Analysis Branch B  
Caltrans District 11



# Notice of Availability of Initial Study/Environmental Assessment and Notice of Intent to Adopt a Negative Declaration (ND), and Notice of Public Hearing



**WHAT'S BEING PLANNED:** The California Department of Transportation (Caltrans) has prepared this Initial Study / Environmental Assessment (IS/EA) with proposed Negative Declaration (ND), which examines the potential environmental impacts of the proposed Bradley Avenue/State Route 67 Interchange Project located along Bradley Avenue between Magnolia Avenue and Mollison Avenue in San Diego County, California. Effective July 1, 2007, Caltrans assumed all the United States Department of Transportation Secretary's responsibilities under NEPA pursuant to Section 6005 of SAFETEA-LU codified at 23 U.S.C. 327(a)(2)(A). Caltrans is now the lead federal agency for this undertaking.

**WHY THIS AD:** Caltrans has studied the effects the project may have on the environment. Our studies show that the project will not have a significant effect on the environment with the included mitigation measures. An IS/EA, which discusses potential project impacts, has been prepared. This notice is to inform you of the proposed ND and its availability for review. Caltrans intends to adopt a ND for this project pending completion of the 30-day public review period that starts May 14, 2008 and ends June 13, 2008. This does not mean that Caltrans' decision regarding the project is final. This ND is subject to modification based on comments received by interested agencies and the public.

**ABOUT THE PUBLIC HEARING:** There will be no formal presentation. This will be an "Open Forum" hearing where you will have the opportunity to speak directly with Caltrans representatives about the project and its environmental impacts. A Certified Court Reporter will be available to take your comments for the record, or you may make them in writing if preferred. All substantive comments will be addressed in the Final Environmental Document.

**WHAT'S AVAILABLE:** The Proposed ND & IS/EA, is available for review and copying at the Caltrans District Office located at 4050 Taylor Street, San Diego, weekdays from 8 a.m. to 5 p.m. and online at [www.dot.ca.gov/dist11](http://www.dot.ca.gov/dist11). You can also review the report at the following San Diego County Branch Libraries: **Santee Branch Library, 9225 Carlton Hills Blvd. #17, San Diego, CA 92071;** **El Cajon Branch Library, 201 E. Douglas Ave., El Cajon, CA 92020.**

**WHERE YOU COME IN:** Have the potential impacts been addressed? Do you have information that should be included? Do you agree with the findings? Your comments will be part of the public record. Please submit your comments during the public review period. If you wish to submit written comments please send them to David Nagy, Caltrans District 11, 4050 Taylor Street, MS: 242, San Diego, CA 92110. If there are no major concerns or comments on the project, Caltrans will request approval from the Federal Highway Administration and adopt the proposed ND.

#### **PUBLIC HEARING:**

**DATE: Wed., May 28, 2008  
6:00 pm to 8:00 pm**

**PLACE: Magnolia Elementary School  
650 Greenfield Drive, El Cajon**

Individuals who require special accommodations (American Sign or Foreign Language interpreter, accessible seating, documentation in alternative formats, etc.) are requested to contact District 11 Public Information Office at (619) 688-6670 at least 10 business days prior to the scheduled meeting date. TDD users may contact the California Relay Service TDD line at 711.

**CONTACT:** For more information about this project, please contact **David Nagy, Senior Environmental Planner, at (619) 688-0224**. For general information about transportation issues, please contact the **Caltrans Public Information Office at (619) 688-6670**.

A10

The San Diego Union-Tribune | FROM THE FRONT PAGE | Friday, May 16, 2008

# Amid devastation, rescuers make difficult decisions on who to help

By Jim Yardley  
NEW YORK TIMES NEWS SERVICE

WANDENG, China — The People's Liberation Army marched into this tiny village only to find that Monday's earthquake had destroyed the road leading deeper into the mountains. Beyond, 20 men were trapped in a distant coal mine. Even farther away, a mining town of 5,000 people was cut off and partly buried beneath fallen rocks and dirt.

And, finally, just across a small riverbed from where the soldiers assembled, a foreman named Liu Rui was pinned inside the shattered bricks and concrete that once were the office of the Tianshi No. 1 coal mine. Faced with so much need and misery, the soldiers hiked down to the riverbed and began walking toward the trapped foreman. But Qianguang, 10 miles away by foot.

"There is one person who is alive in there," said Li Xiaoxue, a local man pointing to the de-

stroyed Tianshi mine on Wednesday afternoon as the soldiers forded the river below. "But they can't stop and do anything because there are so many people trapped up ahead, and they need help and medicine."

The scale of devastation is so great that even as the government has mobilized a mammoth rescue effort, much of the manpower is focused on the most populated places, like Wenduan and Beichuan, in hopes that more lives can be saved.

The soldiers who arrived Wednesday afternoon at this mining village near the town of Hanwang faced the same cold calculus. Local rescuers had been trying to extract Liu, the foreman, but without success. But Qianguang, located roughly 12 miles down the blocked road, presented the biggest potential calamity. No major rescue team had yet reached it.

Later in the afternoon, a line

of people carrying a stretcher began edging down the hillside. The local rescue crew had pulled Liu Rui out.

They precisely 5:27 p.m., the earth shook. Screams came from people watching across the riverbed in Wandeng. For a long moment, the ground felt soft and loose beneath the feet. The rescuers frize below the stretcher. An enormous boarder bounced down a nearby hillside and crashed into the road.

Then the men slowly carried Liu across the river, his blackened body strapped to the stretcher, but with his eyes open, blinking and wide.

"He is the last survivor," said Deng Qingta, a member of the rescue team. Liu had been one of several foremen and administrators attending a meeting when the earthquake destroyed the mine. Sixteen people were pulled out, and the rest remained buried under the rubble.



Rescue workers carried an earthquake victim evacuated by boat from Yingxiu to the Zipingpu Dam yesterday as roads are still inaccessible near Dujiangyan, China. (By Alan Gao / Associated Press)

## 3 Taiwanese groups invited to help don't have official government ties

There appear to be no immediate concerns, the official said.

Nevertheless, "it's potentially a serious issue," said Hans Kristensen, a nuclear arms expert at the Federation of American Scientists, a private group in Washington. "Radioactive materials could be released if there's damage."

China began building the plants in the 1990s, calculating their remote locations would make them less vulnerable to enemy attack.

China yesterday asked the United States for satellite images of quake-stricken Sichuan province to help locate victims and identify seriously damaged roads and infrastructure. U.S. and Chinese officials said.

The request, hand-delivered to the State Department by a Chinese Embassy official, seeks high-resolution imagery of the region surrounding the south-central Chinese city of Chengdu, officials told Reuters. China is still struggling to provide humanitarian aid to tens of thousands of homeless people even as it tries to ramp up search-and-rescue efforts for 40,000 buried or missing people scattered across remote villages in the serpentine valleys of Sichuan province.

Officials estimated yesterday that the death toll, at nearly 20,000, could rise to 30,000. Doctors say those who are alive but still buried cannot survive

lingual politically," said a Chinese relief official in Shanghai, who spoke on condition of anonymity. "It means we're opening up and merging with international society, including the area of rescue efforts. The biggest news is that Japanese are allowed into China. We're in the big family of rescue efforts now."

Whatever the diplomatic goals, Sichuan needs foreign help. The earthquake, which had a magnitude of 7.9, devastated entire counties, destroying an estimated 4 million homes, rendering roads impassable and leaving as many as 10 million people dependent on relief aid.

One of them will be a teenage girl whose crushed legs were amputated yesterday, the only way doctors could pull her alive from the wreckage of her school in Hanwang.

Yang Liu was trapped in what appeared to be a doorway by Monday's quake, near the top of a massive pile of bricks and concrete.

"We saved her," one of the doctors involved told Reuters.

In Dujiangyan, a 22-year-old woman was pulled to safety after more than three days trapped under debris. Covered in dust and peering out through a small opening, she was interviewed by state television as hard-hatted rescuers worked to free her.

"I was confident that you were coming to rescue me. I'm alive. I'm so happy," the unnamed woman said on state-run CCTV.

Also needing help was Yang Jinqun, an 86-year-old who had to hobble over bodies of her neighbors to descend from the mountains and save her life. She ended up in a sports stadium in Mianyang, sharing out a treadmill and slaking thirst with more than 10,000 other people left homeless.

"There are just so many people here," said her granddaughter, Liu Ying, 24, one of 12 family members sharing a few dozen square feet of floor space. "What can anyone do?"

Hundreds of thousands of people remain homeless, snared in camps like the Nine Comments Stadium where Yang lives, others sleeping in muddy fields high in the mountains of Sichuan province.

Power was restored to most of Sichuan for the first time since the quake, although Beichuan remained without electricity, Xinhua said.

Troops dug burial pits in Lashan town and black smoke poured from crematorium chimneys elsewhere in central China as priorities began shifting from the hunt for survivors to dealing with the dead.

### Notice of Availability

of Initial Study/Environmental Assessment and Notice of Intent to Adopt a Negative Declaration (ND), and Notice of Public Hearing

**WHAT'S BEING PLANNED:** The California Department of Transportation (Caltrans) has prepared this Initial Study/Environmental Assessment (IS-EA) with proposed Negative Declaration (ND), which examines the potential environmental impacts of the proposed Bradley Avenue/State Route 67 Interchange Project located along Bradley Avenue between Magnolia Avenue and Millton Avenue in San Diego County, California. Effective July 1, 2007, Caltrans assumed all the United States Department of Transportation Secretary's responsibilities under NEPA pursuant to Section 6005 of SAFETEA-LU codified at 23 U.S.C. Caltrans is now the lead federal agency for this undertaking.

**WHY THIS IS IMPORTANT:** Caltrans has studied the effects the project may have on the environment. Our studies show that the project will not have a significant effect on the environment with the included mitigation measures. An IS-EA, which discusses potential project impacts, has been prepared. This notice is to inform you of the proposed ND and its availability for review. Caltrans intends to adopt a ND for this project pending completion of the 30-day public review period that starts May 14, 2008 and ends June 13, 2008. This does not mean that Caltrans' decision regarding the project is final. This ND is subject to modification based on comments received by interested agencies and the public.

**ABOUT THE PUBLIC HEARING:** There will be no formal presentation. This will be an "Open Forum" hearing where you will have the opportunity to speak directly with Caltrans representatives about the project and its environmental impacts. A Certified Court Reporter will be available to take your comments for the record, or you may make them in writing if preferred. All substantive comments will be addressed in the Final Environmental Document.

**WHAT'S AVAILABLE:** The Proposed ND & IS-EA, is available for review and copying at the Caltrans District Office located at 4050 Taylor Street, San Diego, weekdays from 8 a.m. to 5 p.m., and online at [www.dot.ca.gov/dot11](http://www.dot.ca.gov/dot11). You can also review the report at the following San Diego County Branch Libraries: **San Diego Branch Library, 9225 Carlton Hills Blvd., #17, San Diego, CA 92101;** **El Cajon Branch Library, 201 E. Douglas Ave., El Cajon, CA 92020**

**WHERE YOU COME IN:** Have the potential impacts been addressed? Do you have information that should be included? Do you agree with the findings? Your comments will be part of the public record. Please submit your comments during the public review period. If you wish to submit written comments please send them to David Nagg, Caltrans District 11, 4050 Taylor Street, MSC 242, San Diego, CA 92110. If there are no major concerns or comments on the project, Caltrans will request approval from the Federal Highway Administration and adopt the proposed ND.

**PUBLIC HEARING:**  
DATE: Wed., May 28, 2008  
6:00 pm to 8:00 pm  
PLACE: Magnolia Elementary School  
450 Greenfield Drive, El Cajon

Individuals who require special accommodations (American Sign or Foreign Language interpreter, accessible seating, documentation in alternative formats, etc.) are requested to contact District 11 Public Information Office at (619) 688-4670 at least 10 business days prior to the scheduled meeting date. TDD users may contact the California Relay Service TDD line at 711.

**CONTACT:** For more information about this project, please contact David Nagg, Senior Environmental Planner, at (619) 688-4224. For general information about transportation issues, please contact the Caltrans Public Information Office at (619) 688-4670.

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Bradley Ave  
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## **8. RECORD OF INVITATIONS**

## **FEDERAL AGENCIES**

Joseph Evelyn  
US Army Corps of Engineers  
Los Angeles District  
911 Wilshire Blvd.  
P.O. Box 532711  
Los Angeles, CA 90053-2325

United States Fish &  
Wildlife Service  
6010 Hidden Valley Rd.  
Carlsbad, CA 92011

Natural Resources  
Conservation Service  
San Diego Area Office  
332 S. Juniper St., #110  
Escondido, CA 92025-4225

## **STATE AGENCIES**

California Office of Planning  
and Research - State  
Clearinghouse  
P.O. Box 3044  
Sacramento, CA 95812-3044

Michael McCann  
California Regional Water  
Quality Control Board -  
San Diego Region  
9174 Sky Park Ct., #100  
San Diego, CA 92123-4340

California Department of  
Transportation, District #11  
4050 Taylor St.  
San Diego, CA 92110

California Department of  
Fish and Game  
1416 9th St.  
Sacramento, CA 95814

Chair  
California Air Resources  
Board  
P.O. Box 2815  
Sacramento, CA 95812

Sam Amen, PE, PMP  
Dept. of Transportation,  
District #11  
4050 Taylor St.  
San Diego, CA 92110

Clerk of the Board  
California Air Resources  
Board  
1001 I St.  
P.O. Box 2815  
Sacramento, CA 95812

Mark Stuart, Chief  
California Department of  
Water Resources -  
South District  
770 Fairmont Ave., #102  
Glendale, CA 91203-1035

Larry Eng, Regional Director  
CA Dept. of Fish & Game  
South Coast Region  
4949 Viewridge Ave.  
San Diego, CA 92123

## **LOCAL AGENCIES**

County of San Diego,  
Dept. of Public Works  
Environmental Services Unit  
5469 Kearny Villa Rd., #305  
San Diego, CA 92123

County of San Diego,  
Dept. of Planning &  
Land Use  
5201 Ruffin Rd., Suite B  
San Diego, CA 92123

Freddie Morrison  
County of San Diego, Air  
Pollution Control District  
10124 Old Grove Rd.  
San Diego, CA 92131

Nelson Olivas  
County of San Diego  
Dept. of Public Works -  
Environmental Services Unit  
5469 Kearny Villa Rd., #305  
San Diego, CA 92123

Helix Water District  
7811 University Ave.  
La Mesa, CA 91941

Verizon Telephone Company  
P.O. Box 11328  
St. Petersburg, FL 33733

## **LOCAL AGENCIES (cont.)**

Padre Dam Water District  
Engineering Department  
P.O. Box 719003  
Santee, CA 92072

Lakeside Community  
Planning Group  
Rick Smith  
P.O. Box 2040  
Lakeside, CA 92040

San Diego County Water  
Authority  
4677 Overland Ave.  
San Diego, CA 92123

San Diego Gas & Electric Co.  
P.O. Box 129831  
San Diego, CA 92112

City of El Cajon  
Kathi Henry, City Manager  
200 E. Main St.  
El Cajon, CA 92020

City of El Cajon  
Planning Commission  
201 E. Main St.  
El Cajon, CA 92020

City of Santee  
Keith Till, City Manager  
10601 N. Magnolia Ave.  
Santee, CA 92071

Santee School District  
Dr. Lisbeth A. Johnson  
9625 Cuyamaca St.  
Santee, CA 92071

Cox Communications  
5159 Federal Blvd.  
San Diego, CA 92105

City of Santee  
Planning Services  
Melanie Rush, City Planner  
10601 N. Magnolia Ave.  
Santee, CA 92071

San Diego County Clerk  
County Administration Center  
1600 Pacific Hwy., Rm. 260  
San Diego, CA 92101

Dr. Janice Cook,  
Superintendent  
El Cajon Union School Dist.  
189 Roanoke Rd.  
El Cajon, CA 92020

El Cajon Branch Library  
201 E. Douglas Ave.  
El Cajon, CA 92020

Santee Branch Library  
9225 Carlton Hills Blvd., #17  
San Diego, CA 92071

San Diego Metropolitan  
Wastewater  
Joint Powers Authority  
P.O. Box 719003  
Santee, CA 92072-9003

John Duve, Sr. Transportation  
Planner  
San Diego Association of  
Governments  
401 B St., Suite 800  
San Diego, CA 92101

Kim Kawada, Principal  
Regional Planner  
San Diego Association of  
Governments  
401 B. St., Suite 800  
San Diego, CA 92101

## **PUBLIC OFFICIALS**

County of San Diego,  
Supervisor Dianne Jacob  
County Administration Center  
1600 Pacific Hwy.  
San Diego, CA 92101

Dianne Feinstein, US Senator  
750 B St., Suite 1030  
San Diego, CA 92101

Barbara Boxer, US Senator  
600 B St., Suite 2240  
San Diego, CA 92101

Dennis Hollingsworth,  
State Senator, Dist. 36  
1870 Cordell Ct., Suite 107  
El Cajon, CA 92020

**PROPERTY OWNERS**

Phan Trust  
16763 Santanella St.  
San Diego, CA 92127

Samuel & Sara Zands  
C/O The McKee Co.  
P.O. Box 180980  
Coronado, CA 92178

Cullmer Jennie Revocable  
Trust  
1701 Berrydale Street  
El Cajon, CA 92021

Manuel Jr. & Nancy Castanon  
P.O. Box 1689  
Nogales, AZ 85628

Jose F. & Gloria C. Lepe  
1701 Burnet Street  
El Cajon, CA 92021

Adan & Maria DLN Resendiz  
921 E. Bradley Ave.  
El Cajon, CA 92021

Doug & Lisa Barker Trust  
1312 Pasa Tiempo  
Leander, TX 78641

MHC Rancho Mesa LP,  
c/o Faiz Ali  
2 N. Riverside Plaza, #800  
Chicago, IL 60606

OWN_NAME1	OWN_ADDR1	OWN_ADDR2	OWN_ADDR3	OWN_ZIP
WALKER GLADYS L	940 GLADYS ST	EL CAJON CA		92021
MCCARTHY KEVIN P REVOCABLE LIVING TRUST 07-04-07	1716 BERRYDALE ST	EL CAJON CA		92021
BATCHELDER RICHARD	1717 BURNET ST	EL CAJON CA		92021
ADAMS FAMILY 2007 TRUST 03-29-07	8263 E COUNTY DR	EL CAJON CA		92021
SOTO JOSE M	1796 SUMMERTIME DR	EL CAJON CA		92021
BERNDT PATRICIA A	1794 SUMMERTIME DR	EL CAJON CA		92021
KINKEAD IRA M&PATRICIA M	1792 SUMMERTIME DR	EL CAJON CA		92021
RIVERA PEDRO&KAMFONIK-RIVERA NATASHA	1790 SUMMERTIME DR	EL CAJON CA		92021
VALANTINE ALAN S&PANDORA L	1788 SUMMERTIME DR	EL CAJON CA		92021
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DONOVAN PAULINE	1668 BUCKEYE DR	EL CAJON CA		92021
WASHBURN KENNETH&BRIANNA	852 ADELE ST	EL CAJON CA		92021
WILLIAMS LARRY L	3790 DESERT MARINA DR #150	LAUGHLIN NV		89029
RUTLEDGE INTER VIVOS TRUST 07-30-96	7556 BLUE LAKE DR	SAN DIEGO CA		92119
ROGERS JOSETTE	465 E BRADLEY AVE #1	EL CAJON CA		92021
RUIZ FRANCISCO J	465 E BRADLEY AVE #2	EL CAJON CA		92021
BOHLEN JOSEPH M&JUDY L TRS	3015 PIONEER WAY	JAMUL CA		91935
JOHNSON NETTIE M	469 E BRADLEY AVE #7	EL CAJON CA		92021
PAVON MARIA	469 E BRADLEY AVE #8	EL CAJON CA		92021
CARO JOSE A&NORMA C	401 MULGREW ST	EL CAJON CA		92019
MALLON TRAVIS&MARIE	P O BOX 621	DESCANSO CA		91916
DENNISON DAVE&JANET LIVING TRUST 12-17-99	11724 SHADOWGLEN RD	EL CAJON CA		92020
NUNLEY CHARLES&MARIE FAMILY TRUST 07-09-04	1707 VULCAN ST	EL CAJON CA		92021
JOHNSON HERBERT ARTHUR&JENNIFER FLORECE C	1820 N MOLLISON AVE	EL CAJON CA		92021
GOMES FAMILY TRUST 05-10-93	P O BOX 2434	LA MESA CA		91943
PARKINS FELIPE G&HARTUNG PATRICIA A	1722 BURNET ST	EL CAJON CA		92021
CABRERA FAMILY TRUST 04-12-01	1717 N MOLLISON AVE	EL CAJON CA		92021
HARPER ROY G&CARRIE A	13663 PASEO DEL MAR	EL CAJON CA		92021
GUTIERREZ HILDA	1648 BUCKEYE DR	EL CAJON CA		92021
AGSTEN JACQUELINE	943 E BRADLEY AVE	EL CAJON CA		92021
REYNOSO HECTOR E&MARIA E	1220 WALNUT TREE LN	EL CAJON CA		92021
GREGORY CLARENCE LIVING TRUST 10-07-94	1814 PEPPERVILLA DR	EL CAJON CA		92021
PRAY HOWARD B&CHARLINE M	1658 BUCKEYE DR	EL CAJON CA		92021
MORRISON MAYBELYN	1744 BERRYDALE ST	EL CAJON CA		92021
HOPE JEAN F	165 DENNY WAY	EL CAJON CA		92020
MAGNOLIA GATEWAY II L L C <LF> WOSK LEVIN CO L L C	3914 MURPHY CANYON RD #A107	SAN DIEGO CA		92123
DUICH FAMILY TRUST 04-26-94	P O BOX 2	DESCANSO CA		91916
GERSTEIN FRANK	1423 GRAVES AVE #101	EL CAJON CA		92021
SPRING TREE L L C	C/O ERIC LUNA	5465 MOREHOUSE DR #200	SAN DIEGO CA	92121
BRUNGARDT JOYCE L	1423 GRAVES AVE #108	EL CAJON CA		92021
SPRING TREE L L C	C/O ERIC LUNA	5465 MOREHOUSE DR #200	SAN DIEGO CA	92121
BOYCHEW RITA M	1423 GRAVES AVE #204	EL CAJON CA		92021
SPRING TREE L L C	C/O ERIC LUNA	5465 MOREHOUSE DR #200	SAN DIEGO CA	92121
KENDRICK CRAIG R	1423 GRAVES AVE #207	EL CAJON CA		92021
PATTON DARCY	1423 GRAVES AVE #208	EL CAJON CA		92021
FISHER DANIEL E	1423 GRAVES AVE #125	EL CAJON CA		92021
BOLOGNA JORDAN J	1423 GRAVES AVE #128	EL CAJON CA		92021
GRAHAM EDWARD C	1423 GRAVES AVE #129	EL CAJON CA		92021
GONZALEZ BRUCE F&LAURA V	1423 GRAVES AVE #130	EL CAJON CA		92021
SNIFF DUSTIN&MELISSA	1423 GRAVES AVE #131	EL CAJON CA		92021
LAUGEN DAVID N&ROSEMARIE	1423 GRAVES AVE #132	EL CAJON CA		92021
BATTAGLIA BRANDON	1423 GRAVES AVE #133	EL CAJON CA		92021
KIM TAEHOON	1423 GRAVES AVE #134	EL CAJON CA		92021
LOPEZ ANGEL&GLORIE	1423 GRAVES AVE #136	EL CAJON CA		92021
CLAUSON GWENETH M EST OF	1423 GRAVES AVE #137	EL CAJON CA		92021

OWN_NAME1	OWN_ADDR1	OWN_ADDR2	OWN_ADDR3	OWN_ZIP
BONAIR FINANCIAL CORP DEFINED BENEFIT PENSION PLAN	1224 PROSPECT ST #150	LA JOLLA CA		92037
CADWELL JOHN C&MICHELLE R	585 ANDERSON RD	ALPINE CA		91901
RODRIGUEZ ALEXANDER II&ESTHER A	1325 SANTA RITA ST #339	CHULA VISTA CA		91913
MALDONADO JORGE I	1423 GRAVES AVE #143	EL CAJON CA		92021
AMES JULIAN D	1423 GRAVES AVE #225	EL CAJON CA		92021
MENDOZA MARK	1423 GRAVES AVE #226	EL CAJON CA		92021
SHAW WILLIAM H JR	1423 GRAVES AVE #227	EL CAJON CA		92021
STOEKL JONATHAN L&BENTLEY-STOEKL JESSICA L	1423 GRAVES AVE #228	EL CAJON CA		92021
MCCALLISTER SILBERN	1423 GRAVES AVE #231	EL CAJON CA		92021
RAMSEY ROGER R	1423 GRAVES AVE #232	EL CAJON CA		92021
WILLIAMS RYAN	1423 GRAVES AVE #233	EL CAJON CA		92021
ELENES JENNIFER N	1423 GRAVES AVE #234	EL CAJON CA		92021
MONCE ROSARIE	1423 GRAVES AVE #235	EL CAJON CA		92021
LILLARD ROBERT G&JAMIE L	1423 GRAVES AVE #236	EL CAJON CA		92021
STEPHENS DARRIN M&SHANNON C	1423 GRAVES AVE #237	EL CAJON CA		92021
BOYD LEONA L	1423 GRAVES AVE #238	EL CAJON CA		92021
HUNT ROBIN	2895 RICHGROVE CT	SAN JOSE CA		95148
RODRIGUEZ LETICIA	1423 GRAVES AVE #240	EL CAJON CA		92021
CADWELL JOHN C&MICHELLE R	585 ANDERSON RD	ALPINE CA		91901
JILLARD JOHN W	1423 GRAVES AVE #244	EL CAJON CA		92021
QUICK CHRISTOPHER S	1423 GRAVES AVE #148	EL CAJON CA		92021
BRAVO ANTHONY	1423 GRAVES AVE #169	EL CAJON CA		92021
IBARRA EDUARDO D	1423 GRAVES AVE #170	EL CAJON CA		92021
PETERSON DANIEL L&LAURA R	1423 GRAVES AVE #171	EL CAJON CA		92021
DAVID SHEILA M	1423 GRAVES AVE #172	EL CAJON CA		92021
KELLY BRIAN	1423 GRAVES AVE #173	EL CAJON CA		92021
MARTINEZ MIGUEL A	1423 GRAVES AVE #174	EL CAJON CA		92021
BOONE MARTY M&RONDA	155 RITTER CT	FAIRFIELD CA		94534
NATISIN MICHAEL	1423 GRAVES AVE #246	EL CAJON CA		92021
HIGGINS CARSON D	1423 GRAVES AVE #247	EL CAJON CA		92021
SPRING TREE L L C	C/O ERIC LUNA	5465 MOREHOUSE DR #200	SAN DIEGO CA	92121
NEWMAN CRYSTAL L	1423 GRAVES AVE #272	EL CAJON CA		92021
ANDRIC DAVOR	1423 GRAVES AVE #149	EL CAJON CA		92021
BARBA RENE L	15251 GLEN RIDGE DR	CHINO HILLS CA		91709
HERNANDEZ ROBERTO	1423 GRAVES AVE #152	EL CAJON CA		92021
KENDRICK MICKEY K	1423 GRAVES AVE #154	EL CAJON CA		92021
FARRIS JILL	1423 GRAVES AVE #157	EL CAJON CA		92021
RICHARD CORY J	1423 GRAVES AVE #158	EL CAJON CA		92021
BARAJAS MARIA L	251 WILSON AVE	OXNARD CA		93030
RING WALTER&ZABRISKIE MARIA	1423 GRAVES AVE #160	EL CAJON CA		92021
HINTON NOEL C&BERTHA V	1423 GRAVES AVE #161	EL CAJON CA		92021
SOSH RYAN	9935 MOLLIE LN	SANTEE CA		92071
GOMEZ RUBEN E&JULIANA M	1423 GRAVES AVE #164	EL CAJON CA		92021
HOWELL MICHAEL R&PACITA B	1423 GRAVES AVE #166	EL CAJON CA		92021
ARNESON PAUL&VELASCO VALERIE C	1423 GRAVES AVE #167	EL CAJON CA		92021
HASMAN PHILIP A&MARIA L	1423 GRAVES AVE #168	EL CAJON CA		92021
MASIS BARBARA C	1423 GRAVES AVE #249	EL CAJON CA		92021
CAMACHO BARBARA S	1423 GRAVES AVE #250	EL CAJON CA		92021
MORRISON MONICA R	1423 GRAVES AVE #251	EL CAJON CA		92021
STEEVES JESSE	1423 GRAVES AVE #252	EL CAJON CA		92021
VARIAS ANTHONY	1423 GRAVES AVE #253	EL CAJON CA		92021
TUCKER TERESA J	1423 GRAVES AVE #254	EL CAJON CA		92021
OLACHEA ARIDELCY	1423 GRAVES AVE #255	EL CAJON CA		92021
MILLER DANIEL K	4595 MISSION BAY DR	SAN DIEGO CA		92109
DEANE ROBERT A&CAROLYN R	1423 GRAVES AVE #257	EL CAJON CA		92021
VOSS ROBERT&MITCHELL-VOSS CAROLYN	1423 GRAVES AVE #259	EL CAJON CA		92021
WILLIS DAVID R	1423 GRAVES AVE #260	EL CAJON CA		92021

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KAPADIA PANKAJ	1423 GRAVES AVE #263	EL CAJON CA		92021
CRUZ MIMI W F	1423 GRAVES AVE #264	EL CAJON CA		92021
STALLARD MARY L EST OF	C/O DIANA L HOUCK	10158 MARCELLA CT	SANTEE CA	92071
BERGMAN MINDY	1423 GRAVES AVE #266	EL CAJON CA		92021
PUJIDA EUGENE C	1423 GRAVES AVE #268	EL CAJON CA		92021
ESPINOZA IGNACIO	1766 BERRYDALE ST	EL CAJON CA		92021
MEZA PETER P III	1701 WOODBURN ST	EL CAJON CA		92021
MACHADO SARA V REVOCABLE TRUST 01-18-99	1826 PEPPER VILLA DR	EL CAJON CA		92021
VANKIRK JASON&DIANA C	1775 PEPPER VILLA DR	EL CAJON CA		92021
TIBBETT HOLLY	1765 BURNET ST	EL CAJON CA		92021
DENNISON DAVE&JANET LIVING TRUST 12-17-99	11724 SHADOWGLEN RD	EL CAJON CA		92020
BRUSO CINDY	8860 ELLSWORTH CIR	SANTEE CA		92071
TARANTINO COSIMO&ROSARIA L	801 W HAWTHORN ST #405	SAN DIEGO CA		92101
BATES MICHAEL T&JOANNE	1241 BATES LN	EL CAJON CA		92021
ROLFE DANIEL L JR	1610 DANNY LN	EL CAJON CA		92021
TORRES JESUS&GLORIA M	1650 N MOLLISON AVE	EL CAJON CA		92021
J M S ACQUISITION L L C	C/O ESSEX PORTFOLIO, LP	925 E MEADOW DR	PALO ALTO CA	94303
JANZ DENNIS&GIDGET L	875 ADELE ST	EL CAJON CA		92021
A K C L L C	1675 N MAGNOLIA AVE	EL CAJON CA		92020
ENGELKE B&E REVOCABLE TRUST 09-25-04	1627 VULCAN ST	EL CAJON CA		92021
CALKINS DAVID I&JANIE O	C/O HEARTLAND PROP MGMT	8870 LA MESA BLVD	LA MESA CA	91941
BAKER LOIS L <AKA CARROLL LOIS L>	997 BRADLEY AVE	EL CAJON CA		92021
HIPPERT DAVID	1777 BERRYDALE ST	EL CAJON CA		92021
WILSON RICHARD L&NORMA J	1647 VULCAN ST	EL CAJON CA		92021
PRICE DONALD E&LOIS M	1770 BERRYDALE ST	EL CAJON CA		92021
LEWIS DEAN J&SHERMA L	1761 BERRYDALE ST	EL CAJON CA		92021
KLINE KEVIN T&LORRIE A	1700 WOODBURN ST	EL CAJON CA		92021
BASSLER-WRONA CLAUDIA LIVING TRUST 04-28-92	5625 ARDEN AVE	HIGHLAND CA		92346
WHITE CLARA P TRUST 01-08-87	1701 VULCAN ST	EL CAJON CA		92021
MARTINEZ RAYMOND J&TRACEY R	1745 BERRYDALE ST	EL CAJON CA		92021
CHABOT ROBERT J&MICHELE J	8732 GLENIRA AVE	LA MESA CA		91941
WILLIAMS GWYNNE M	9511 PALOMINO RIDGE DR	LAKESIDE CA		92040
O F P	C/O CHARLES H OWSLEY	3826 KENDALL ST #1	SAN DIEGO CA	92109
WEAVER JOHN C&MELBA M	507 DANNY ST	EL CAJON CA		92021
VALLEY VIEW INVESMENTS L L C	10023 MAINE AVE	LAKESIDE CA		92040
MAGNOLIA GATEWAY L L C	3914 MURPHY CANYON RD #A107	SAN DIEGO CA		92123
SAATHOFF MERVIN A&JUDITH M TRS	3726 SOUTHERNWOOD WAY	SAN DIEGO CA		92106
TARANTINO ANTHONY	1721 PEPPERVILLA DR	EL CAJON CA		92021
RASCON 1998 FAMILY TRUST 07-08-98	1658 N MOLLISON AVE	EL CAJON CA		92021
ATWATER HENRY W TR	C/O JOHNSTONE SUPPLY	4320 PACIFIC HWY	SAN DIEGO CA	92110
SLIFKA THERESA L	1630 VULCAN ST	EL CAJON CA		92021
VILLA CAJON ASSCS L L C	4888 NIAGARA AVE	SAN DIEGO CA		92107
MAGNOLIA INDUSTRIAL RENTALS	12365 MAPLEVIEW ST	LAKESIDE CA		92040
RAMOS CRISTOBAL	210 CYPRESS LN	EL CAJON CA		92020
MEECH MARK&BETINA	4380 GORDON WAY	LA MESA CA		91941
PRIKRYL JAROMIR&KVETOSLAVA	1754 PEPPER VILLA DR	EL CAJON CA		92021
MOSE GARRY S&MARNA D	1729 BERRYDALE ST	EL CAJON CA		92021
KUBO SHIGETAKA	549 DANNY ST	EL CAJON CA		92021
MORAN WILLIAM A	1762 PEPPER VILLA DR	EL CAJON CA		92021
LOZANO JOSE L&DORA	1214 WALNUT TREE LN	EL CAJON CA		92021
ALEGRIA JOSE A&JESSENIA	531 DANNY ST	EL CAJON CA		92021
SCHLAEFLI FAMILY TRUST 06-19-03	501 DANNY ST	EL CAJON CA		92021
DIAMOND NORMAN&EVELYN FAMILY PARTNERSHIP L P	1051 SORRENTO DR	SAN DIEGO CA		92107
DECKER MICHELE L	1753 PEPPERVILLA DR	EL CAJON CA		92021
B P WEST COAST PRODUCTS L L C	P O BOX 5015	BUENA PARK CA		90622
RISPOLI SABBY M	900 LELAND PL	EL CAJON CA		92019
LUNA JORGE	1747 N MOLLISON AVE	EL CAJON CA		92021

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VANKIRK TIFFANY S	1757 PEPPER VILLA DR	EL CAJON CA		92021
KELLEMS ARCHIE T TR	1941 TRESEDER CIR	EL CAJON CA		92019
JOHNSON JOHN M&HOPE J	1642 VULCAN ST	EL CAJON CA		92021
ELLIS DAVID L	1741 BURNET ST	EL CAJON CA		92021
DOUCETTE PATRICIA A REVOCABLE TRUST 08-26-05	1758 BERRYDALE ST	EL CAJON CA		92021
CASTANON MANUEL JR&NANCY	P O BOX 1689	NOGALES AZ		85628
HOPWOOD MELBA E	506 DANNY ST	EL CAJON CA		92021
PACIFIC NORTH MAGNOLIA LP	3838 CAMINO DEL RIO N #300	SAN DIEGO CA		92108
HOWARD JEREMIAH&JENNIFER	13155 CURRANT CT	LAKESIDE CA		92040
POLAK FAMILY TRUST 02-07-97	5173 WARING RD #505	SAN DIEGO CA		92120
SCHENDEL LIVING 1987 TRUST A 08-05-875-	5454 MOUND AVE	SAN DIEGO CA		92120
JOHNSON RODNEY A&ASSOCIATES NO VII <LF> ORDWAY EDWARD J BY-PASS TRUST 07-01-99 (40%) ET AL	6161 EL CAJON BLVD #607	SAN DIEGO CA		92115
BARKER DOUG&LISA TRUST 06-04-04	2415 NIGHT STAR PL	ALPINE CA		91901
THORNBLOOM KEVIN D&DEBRA J	1780 N MOLLISON AVE	EL CAJON CA		92021
RESENDIZ ADAN&MARIA D L N	921 E BRADLEY AVE	EL CAJON CA		92021
NOLLET DANIEL K	1838 PEPPER VILLA DR	EL CAJON CA		92021
GOODWIN MICHAEL R&EDITH A	P O BOX 820	PINE VALLEY CA		91962
MCCARTHY THOMAS T&LINDA	1636 VULCAN ST	EL CAJON CA		92021
ISHAM DARRIN L	42555 DEVANT CIR	TEMECULA CA		92592
REISS DAVID L	1777 N MOLLISON AVE	EL CAJON CA		92021
HARRIS JEFFREY M&SHEILA C	1721 BERRYDALE ST	EL CAJON CA		92021
PREBYS CONRAD TRUST 12-17-82	5847 EL CAJON BLVD	SAN DIEGO CA		92115
UTTER DORCAS E 2004 TRUST 11-18-04	1729 BURNET ST	EL CAJON CA		92021
PEARSON LEEANNE L FAMILY TRUST 11-15-96	532 DANNY ST	EL CAJON CA		92021
CLARRU ENTERPRISES LTD	C/O NELSON M MILLSBERG	P O BOX 26215	SAN DIEGO CA	92196
SPALSBURY LAWRENCE L&LOIS F	950 GLADYS ST	EL CAJON CA		92021
SEXTON LINDA F I	10834 CORTE PLAYA MAJORCA	SAN DIEGO CA		92124
BOZZO-MARTINEZ LISA	1728 SUMMERTIME DR	EL CAJON CA		92021
SPENCER AARON	1724 SUMMERTIME DR	EL CAJON CA		92021
PARRISH ALBERT L TRUST 04-30-04	1737 SUMMERTIME DR	EL CAJON CA		92021
IMBIMBO LOUIS R SR&ARLEEN M	1230 CORAL ST	EL CAJON CA		92021
AGOSTINI JESSIE A&JANIE F	1733 SUMMERTIME DR	EL CAJON CA		92021
LEBLANC JOHN E	1731 SUMMERTIME DR	EL CAJON CA		92021
PEREZ JOSE L	1729 SUMMERTIME DR	EL CAJON CA		92021
GRABARCZYK JAMES A JR 2005 TRUST 08-26-05	1727 SUMMERTIME DR	EL CAJON CA		92021
COOKER SHERYL	1723 SUMMERTIME DR	EL CAJON CA		92021
KERNA JOSEPH F&GAIL A	9971 DOMINGO DR	BROOKSVILLE FL		34601
SUAZO JOSE C&BERTHA	1719 SUMMERTIME DR	EL CAJON CA		92021
RICHEY CEILA	8970 W 170TH ST	STILWELL KS		66085
KING MICHAEL P&SUZANNE D	1715 SUMMERTIME DR	EL CAJON CA		92021
HOSKINS HARLAN E&TRUMAN-HOSKINS SUSAN	3310 RILLET CT	CHARLOTTE NC		28269
MILTON HELEN F TRUST OF 2004	1711 SUMMERTIME DR	EL CAJON CA		92021
DEPUY MARY A	1709 SUMMERTIME DR	EL CAJON CA		92021
JAMES DARRYL L&CHERYL T	1705 SUMMERTIME DR	EL CAJON CA		92021
PETERSEN FAMILY TRUST 06-15-04	3962 SAN MARTINE WAY	SAN DIEGO CA		92130
DRAKE DANIEL W VI	1701 SUMMERTIME DR	EL CAJON CA		92021
SCHOELKOPH GENEVIEVE B FAMILY TRUST 01-14-97	1606 SUMMERTIME DR	EL CAJON CA		92021
SAO HY E	1604 SUMMERTIME DR	EL CAJON CA		92021
MCNAIR MORTONFORD	1602 SUMMERTIME DR	EL CAJON CA		92021
GIBBS ANTOINETTE	1600 SUMMERTIME DR	EL CAJON CA		92021
EWOLDT THERESA	1712 PEERLESS DR	EL CAJON CA		92021
KOHL FAMILY TRUST 02-11-03	2683 WIND RIVER RD	EL CAJON CA		92019
MULBERRY STEPHEN&MARINA	1608 SUMMERTIME DR	EL CAJON CA		92021
POPPOFF FAMILY TRUST 12-04-00	10438 ESCADERA DR	LAKESIDE CA		92040
GINSBERG FAMILY TRUST 06-08-07	1620 SUMMERTIME DR	EL CAJON CA		92021
MARTINEZ FLORENTINO&DIANA	1618 SUMMERTIME DR	EL CAJON CA		92021
FIVECOAT KATHRYN TR	1616 SUMMERTIME DR	EL CAJON CA		92021

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VILLA TANIA G	1630 SUMMERTIME DR	EL CAJON CA		92021
LUGARDO LUIS	1628 SUMMERTIME DR	EL CAJON CA		92021
BRADSHAW PATRICIA H EST OF	1624 SUMMERTIME DR	EL CAJON CA		92021
BENDER LANDIS L II	1636 SUMMERTIME DR	EL CAJON CA		92021
DIEPENHORST TANYA	1634 SUMMERTIME DR	EL CAJON CA		92021
RITTENHOUSE KATHLEEN M	1632 SUMMERTIME DR	EL CAJON CA		92021
LUNDBERG MOLLI	1646 SUMMERTIME DR	EL CAJON CA		92021
MARTINEZ FAMILY TRUST 03-07-07	5840 OLD MEMORY LN	SAN DIEGO CA		92114
HARRINGTON CHRISTOPHER&KRISTIN	1642 SUMMERTIME DR	EL CAJON CA		92021
OTTO WILLIAM	1640 SUMMERTIME DR	EL CAJON CA		92021
ARAMBULA MARTIN A&DALILA	1650 SUMMERTIME DR	EL CAJON CA		92021
BJORSTROM MARLENE W	15950 W SANDY BEACH DR NW	MILTONA MN		56354
PAIN ALFONSO C	1660 SUMMERTIME DR	EL CAJON CA		92021
RHYNER FAMILY 1993 TRUST	10150 PALM GLEN DR #34	SANTEE CA		92071
BURTON KENNETH	1656 SUMMERTIME DR	EL CAJON CA		92021
AARON BULFRANO	1670 SUMMERTIME DR	EL CAJON CA		92021
WASHINGTON THOMAS A&SHEILA J	1668 SUMMERTIME DR	EL CAJON CA		92021
BURGESS RUSSELL N&BELLE TRUST 08-04-94	6447 LAKE ATLIN AVE	SAN DIEGO CA		92119
BARBA JAIME M&LUCY L	1664 SUMMERTIME DR	EL CAJON CA		92021
QUINTERO FAMILY 1998 TRUST 01-12-98	1678 SUMMERTIME DR	EL CAJON CA		92021
WASHINGTON DOROTHY P TR	1676 SUMMERTIME DR	EL CAJON CA		92021
BARRANCO CHARLES R&BARRANCO VALERY TRS	4648 DENWOOD RD	LA MESA CA		91941
NATIONS JOSHUA M	1672 SUMMERTIME DR	EL CAJON CA		92021
HENSLEY ROBERT S&LINDA D	1374 SADDLEVIEW CT	EL CAJON CA		92019
CRULL KENNETH W&SHERYL L	1684 SUMMERTIME DR	EL CAJON CA		92021
NICKERSON LINDA M	11315 ROCKY LN	LAKESIDE CA		92040
BAILEY JUSTINA N	1680 SUMMERTIME DR	EL CAJON CA		92021
HOLDEN DALE L&JEAN E	9020 HAVETEUR WAY	SAN DIEGO CA		92123
DELAPENA ISABELLE	1688 SUMMERTIME DR	EL CAJON CA		92021
SOLIS DEBORAH S	1772 SUMMERTIME DR	EL CAJON CA		92021
ORTIZ ENRIQUE&DEBORA	1770 SUMMERTIME DR	EL CAJON CA		92021
CORDERO JOSE	1768 SUMMERTIME DR	EL CAJON CA		92021
FERRARA CHAD&LISA M	1722 SUMMERTIME DR	EL CAJON CA		92021
BRUE JENNIFER M	1720 SUMMERTIME DR	EL CAJON CA		92021
CHIGHIZOLA DWIGHT&CAROL	1718 SUMMERTIME DR	EL CAJON CA		92021
PASEK BARBARA	12250 VISTA DEL CAJON RD #26	EL CAJON CA		92021
RETHWISH MAGGIE L	304 SUN CT	EL CAJON CA		92021
HELTON RAYMOND&KATHERINE M	12015 LOS AMIGOS WAY	LAKESIDE CA		92040
RUGG FAMILY TRUST 11-08-02	ROBERT L RUGG TRUSTEE	EILEEN RUGG TRUSTEE	8445 SHEILA ST	92021
STONER FAMILY TRUST 03-09-00	1815 SWEETWATER RD #53	SPRING VALLEY CA		91977
STANFILL BRIAN&KAREN	322 SUN CT	EL CAJON CA		92021
BRENT EDMOND M&DENISE A	320 SUN CT	EL CAJON CA		92021
RAYMOND SUSAN L	318 SUN CT	EL CAJON CA		92021
AGUILERA MANUEL A&WHEELER SUSANNA R	9830 DALE AVE #10	SPRING VALLEY CA		91977
MAQEDONCI IZET&SABRIJE	321 SUN CT	EL CAJON CA		92021
CHILDRESS KAREN L	1267 AVOCADO SUMMIT DR	EL CAJON CA		92019
CASPETA OSWALDO	317 SUN CT	EL CAJON CA		92021
UEHLING DEANN D	313 SUN CT	EL CAJON CA		92021
BELHUMEUR GARY&LORRAYNE	139 W ESCALONES	SAN CLEMENTE CA		92672
HURTADO DOREEN A	307 SUN CT	EL CAJON CA		92021
SHANE MARK O&LAURA D	317 DANNY ST	EL CAJON CA		92021
MCRAE SHAUN F&RIVAS-MCRAE PATRICIA O	315 DANNY ST	EL CAJON CA		92021
GRANT RUSSELL E&MELVA	333 DANNY ST	EL CAJON CA		92021
DANGELO ANTHONY J	1093 AUSTRALIA ST	EL CAJON CA		92020
MARTINEZ CECILIA M	329 DANNY ST	EL CAJON CA		92021
WATERS PATRICIA	409 DANNY ST	EL CAJON CA		92021
HARMON ROBERT D&MARIZA E	407 DANNY ST	EL CAJON CA		92021

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LEE DENNIS A <DVA>	1678 BUCKEYE DR	EL CAJON CA		92021
WILLIAMS GWYNNNE M	9511 PALOMINO RIDGE DR	LAKESIDE CA		92040
ZANDS SAMUEL&SARA	C/O THE MCKEE CO	P O BOX 180980	CORONADO CA	92178
BRADLEY SELF STORAGE L P	12625 HIGH BLUFF DR #310	SAN DIEGO CA		92130
FOOTHILLS CHRISTIAN MINISTRIES	350B CYPRESS LN	EL CAJON CA		92020
SWAIM KELLY G&ROBIN R	1601 DANNY WAY	EL CAJON CA		92021
MOORE HAROLD M 1998 REVOCABLE TRUST	2375 E TROPICANA AVE #378	LAS VEGAS NV		89119
HOFFMAN CHARLES J&SHARON K	1730 BERRYDALE ST	EL CAJON CA		92021
SNOW MURIEL C TRUST OF 2004 08-21-04	1741 PEPPER VILLA DR	EL CAJON CA		92021
WASCHER MICHAEL L&DANA L	439 DANNY ST	EL CAJON CA		92021
MAGNOLIA GATEWAY L L C	3914 MURPHY CANYON RD #A107	SAN DIEGO CA		92123
HOMAN ANDREW&HEATHER	1794 PEPPERVILLA DR	EL CAJON CA		92021
CURRY JACK R&BARBARA A	9245 CARTHAY CIR	SPRING VALLEY CA		91977
HATCHER RICHARD L&CLAIRE A	1744 N MOLLISON AVE	EL CAJON CA		92021
SHORT LEE&DONNA	1716 BURNET ST	EL CAJON CA		92021
BULAI DENNIS M&JANICE L	1839 N MOLLISON AVE	EL CAJON CA		92021
HANSON MARITAL TRUST 04-12-94	769 CATALPA WAY	EL CAJON CA		92021
SCHONEBAUM MICHAEL P	1680 N MOLLISON AVE	EL CAJON CA		92021
SEXTON LINDA F I	10834 CORTE PLAYA MAJORCA	SAN DIEGO CA		92124
DOSE STEPHEN R&BRENDA L	215 DENNY WAY #F	EL CAJON CA		92020
DOSE STEPHEN R&BRENDA L	215 DENNY WAY #F	EL CAJON CA		92020
BRAMLAGE MICHAEL&MIRNA	215 DENNY WAY #D	EL CAJON CA		92020
CIUFFO FAMILY TRUST A 05-16-80	P O BOX 20266	EL CAJON CA		92021
M&N PARTNERS L P	1655 N MAGNOLIA AVE	EL CAJON CA		92020
VENTURA JAIME	1692 N MOLLISON AVE	EL CAJON CA		92021
GEGAX EDWARD H&BETTIE M CREDIT SHELTER TRUST	STAR ROUTE	P O BOX 3762	WINKLEMAN AZ	85292
J R PROPERTIES LTD	C/O JAMES A OGLE JR	935 SHERMAN ST	SAN DIEGO CA	92110
MCAIRNIE FAMILY TRUST 11-15-04	4335 MERRITT BLVD	LA MESA CA		91941
FERIA RICKEY L&HARRIET R	1798 N MOLLISON AVE	EL CAJON CA		92021
MAGNOLIA GATEWAY L L C	3914 MURPHY CANYON RD #A107	SAN DIEGO CA		92123
WENHAM GREGORY R&KIMBERLY J	900 ADELE ST	EL CAJON CA		92021
SHUTTLEWORTH CHRISTINE	962 GLADYS ST	EL CAJON CA		92021
HEWITT IRENE M SEPARATE PROPERTY TRUST 04-24-03	940 WILFRED ST	EL CAJON CA		92021
CAMPBELL WILLIAM A&CAROLYN F	998 JOPLIN DR	EL CAJON CA		92021
RODERS CHARLES W TR	P O BOX 573	PINE VALLEY CA		91962
MAGOWN RONNA K	1758 N MOLLISON AVE	EL CAJON CA		92021
ORKIN INC	THRIFTY OIL CO	13116 IMPERIAL HWY	SANTA FE SPRINGS CA	90670
TARANTINO TONY	1799 N MOLLISON AVE	EL CAJON CA		92021
BRE PROPERTIES INC	ATTN PROPERTY TAX DEPT	525 MARKET ST #4	SAN FRANCISCO CA	94105
PERKINS PROPERTIES	3838 CAMINO DEL RIO N #115	SAN DIEGO CA		92108
RECHT FAMILY TRUST 08-31-88	C/O SUNWEST MGNT	2340 TAMPA AVE #E	EL CAJON CA	92020
DIAMOND NORMAN&EVELYN FAMILY PARTNERSHIP L P	1051 SORRENTO DR	SAN DIEGO CA		92107
JOHNSON ROBERT ARTHUR	1612 PEERLESS DR	EL CAJON CA		92021
JOHNSON WILLIAM R&BETTE A REVOCABLE INTERVIVOS TRUST	4 PARKWOOD CIR	LONG BEACH MS		39560
UMSCHEID BARBARA	876 ADELE ST	EL CAJON CA		92021
MITCHELL LARRY J&PAMELA L	538 DANNY ST	EL CAJON CA		92021
AGUILAR JAVIER	1753 BURNET ST	EL CAJON CA		92021
ATHA ALAN H	393 LUCY LN	EL CAJON CA		92021
HAASE MARTIN E	3868 AVE PALO VERDE	BONITA CA		91902
PREISS JASON D	335 LUCY LN	EL CAJON CA		92021
HOFFMAN GERALD&HEATHER	1502 STONE EDGE CIR	EL CAJON CA		92021
TIPPETT TERA R	12323 TOPA HILL CIR	LAKESIDE CA		92040
SIBAYAN JACOB R&PRISCILLA	1526 STONE EDGE CIR	EL CAJON CA		92021
KINSLER LEE R&LUCILLE A	1534 STONE EDGE CIR	EL CAJON CA		92021
APPELQUIST PAUL	1542 STONE EDGE CIR	EL CAJON CA		92021
IMEL STEPHEN	1523 STONE EDGE CIR	EL CAJON CA		92021
SUN COAST HOMES PENSION TRUST	843 JAMACHA RD	EL CAJON CA		92019

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GRIEBEL GREGG&CALISTIA	382 LUCY LN	EL CAJON CA		92021
GARCIA JAMES J&SANDI C	20837 DEERHORN VALLEY RD	JAMUL CA		91935
SHUMAKER SHERRIE A	395 STONE EDGE DR	EL CAJON CA		92021
FINK EDWARD	379 STONE EDGE DR	EL CAJON CA		92021
RUBY GARY L&SANDRA O	1697 STONE EDGE CIR	EL CAJON CA		92021
BREEDLOVE ELLA A FAMILY LIVING TRUST 12-10-06	1691 STONE EDGE CIR	EL CAJON CA		92021
ABELING DENNIS&MARIA D	1685 STONE EDGE CIR	EL CAJON CA		92021
CERASOLI BRIAN	1679 STONE EDGE CIR	EL CAJON CA		92021
CRECCO ROBERT H	1673 STONE EDGE CIR	EL CAJON CA		92021
SOUTH SCOTT	1608 TINA PL	EL CAJON CA		92021
BAIR GARY L JR&DARLENE L	1551 STONE EDGE CIR	EL CAJON CA		92021
HITCHCOCK LYNDA S	1620 TINA PL	EL CAJON CA		92021
WOLINSKY JUDITH	1613 TINA PL	EL CAJON CA		92021
KOSTRON TODD&HUFFSTUTLER SARA	1661 STONE EDGE CIR	EL CAJON CA		92021
SUN COAST HOMES PENSION TRUST	843 JAMACHA RD	EL CAJON CA		92019
D&P MANAGEMENT CO L L C	1943 FRIENDSHIP DR #B	EL CAJON CA		92020
SMITH TRAVIS S&MONICA	1637 STONE EDGE CIR	EL CAJON CA		92021
NUNGARAY JUAN&MONICA	1625 STONE EDGE CIR	EL CAJON CA		92021
COOK WILLARD W	1572 STONE EDGE CIR	EL CAJON CA		92021
SUN COAST HOMES PENSION TRUST	843 JAMACHA RD	EL CAJON CA		92019
LANE RANDY&GERI	1626 STONE EDGE CIR	EL CAJON CA		92021
ALDRICH FAMILY TRUST 12-15-03	3136 RANCHO DIEGO CIR	EL CAJON CA		92019
NASCA GARY P&KATHY L	1760 BURNET ST	EL CAJON CA		92021
MAZIS SPEROS TR	4455 MORENA BLVD #208	SAN DIEGO CA		92117
SILVA MICHAEL A&LISA M	1717 PEPPER VILLA DR	EL CAJON CA		92021
PETERSON ERIC&CHERILYN	1798 PEPPERVILLA DR	EL CAJON CA		92021
SIMPKINS GREGORY A	1364 OPAL ST	SAN DIEGO CA		92109
ENRIQUEZ PETER D&SARITA M	1708 VULCAN ST	EL CAJON CA		92021
PELLETIER THOMAS J&DANIELLE A	1714 VULCAN ST	EL CAJON CA		92021
BUTLER LIVING TRUST 10-12-06	1666 N MOLLISON AVE	EL CAJON CA		92021
LEYGRAFF MERIDETH	1771 BURNET ST	EL CAJON CA		92021
DEMATTIA WALTER&LAWYER ALICE F	1208 WALNUT TREE LN	EL CAJON CA		92021
HOWLETT SCOTT E&ANGELA J	920 ADELE ST	EL CAJON CA		92021
HOLT CRAIG F&BARBARA J	1769 N MOLLISON AVE	EL CAJON CA		92021
TOLLIS INC	C/O PETER LUSTER	3026 MIDWAY DR	SAN DIEGO CA	92110
DAME RICHARD C&SHARON P	512 DANNY ST	EL CAJON CA		92021
HALL JAMES&PAMELA	1750 N MOLLISON AVE	EL CAJON CA		92021
PEPPER LANA M TRUST 02-29-00	C/O DAVID PEPPER	18655 OLD COACH DR	POWAY CA	92064
BRADLEY ARMS PARTNERSHIP	C/O WESTERN COMMUNITIES GROU	P O BOX 3337	LA MESA CA	91944
SOSA ANGIE S	1674 N MOLLISON AVE	EL CAJON CA		92021
JONES KENNETH C&MARLA L	971 BRADLEY AVE	EL CAJON CA		92021
DUICH STEPHEN J TR&DUICH JOYCE A TR	P O BOX 2	DESCANSO CA		91916
DIVELEY SEAN T&JENNIFER M	1744 BURNET ST	EL CAJON CA		92021
PASSANISI RANDY T&ANN	1702 VULCAN ST	EL CAJON CA		92021
ROBERTSON DONALD S	1473 MERRITT DR	EL CAJON CA		92020
RUTLEDGE INTER VIVOS TRUST 07-30-96	7556 BLUE LAKE DR	SAN DIEGO CA		92119
SORRENTO SQUARE L L C	9720 BLACKGOLD RD	LA JOLLA CA		92037
MACHADO FREDERICK&MARIE	306 GRAVES CT	EL CAJON CA		92021
MILLER DONALD E&CATHLEEN C	304 GRAVES CT	EL CAJON CA		92021
OCHOA ENRIQUE&CONSUEO Z	316 GRAVES CT	EL CAJON CA		92021
BOCKERT DENNIS L	314 GRAVES CT	EL CAJON CA		92021
WARCZAK ROBERTA L	312 GRAVES CT	EL CAJON CA		92021
DYER RICHARD T	310 GRAVES CT #4C	EL CAJON CA		92021
SWAIM BARRY A&EVELYN D	1820 WESTWARD HO CIR	EL CAJON CA		92021
BILYEU JOANNE E LIVING TRUST 05-04-95	322 GRAVES CT	EL CAJON CA		92021
KILLEBREW DAVID E&SUSAN N W	320 GRAVES CT	EL CAJON CA		92021
SCHUBERT DIANE M	318 GRAVES CT	EL CAJON CA		92021

OWN_NAME1	OWN_ADDR1	OWN_ADDR2	OWN_ADDR3	OWN_ZIP
GODDE JUDITH A LIVING TRUST 08-14-06	332 GRAVES CT	EL CAJON CA		92021
THORNTON RUTH A FAMILY TRUST 08-05-05	330 GRAVES CT	EL CAJON CA		92021
MCCRAY TYLER	326 GRAVES CT	EL CAJON CA		92021
HAMMER TERRY&JOANN	339 GRAVES CT	EL CAJON CA		92021
OGLE MAXINE TRUST 05-27-93	335 GRAVES CT	EL CAJON CA		92021
FALTADO EARLYN M	331 GRAVES CT	EL CAJON CA		92021
OLIVER FAMILY TRUST 07-19-06	329 GRAVES CT	EL CAJON CA		92021
DAOUD MIKE M	1772 BURNET ST	EL CAJON CA		92021
DARBY TANYA R	327 GRAVES CT	EL CAJON CA		92021
ZAWACKI PHYLLIS E	325 GRAVES CT	EL CAJON CA		92021
MARVEL MICHAEL L&WENDY S	323 GRAVES CT	EL CAJON CA		92021
LESSARD ERIC M	321 GRAVES CT	EL CAJON CA		92021
WILLIAMS CHARLES&DAWN	319 GRAVES CT	EL CAJON CA		92021
FRAZER WILLIAM&CATHY	317 GRAVES CT	EL CAJON CA		92021
ROBINSON LORRAINE A	P O BOX 613	EL CAJON CA		92022
TRENT LIVING TRUST 08-02-05	8028 PASADENA AVE	LA MESA CA		91941
BARKER BRUCE&JUDY	311 GRAVES CT	EL CAJON CA		92021
GELLES JOHN J FAMILY TRUST 10-04-00	309 GRAVES CT	EL CAJON CA		92021
KIRK MICHAEL L&DEBORAH P	C/O ML TRUST	4540 KEARNY VILLA RD	SAN DIEGO CA	92123
ESTRADA JUAN	1701 N MOLLISON AVE	EL CAJON CA		92021
CAHILL CHRISTOPHER M&ROSA L	1792 N MOLLISON AVE	EL CAJON CA		92021
DUKES REMIGIO&GUADALUPE N	1821 N MOLLISON AVE	EL CAJON CA		92021
RITTENHOUSE KATHLEEN M	1785 BERRYDALE ST	EL CAJON CA		92021
ROY SEAN&DEANNA	1604 DANNY LN	EL CAJON CA		92021
OHARA JAMES J	1727 PEPPERVILLA DR	EL CAJON CA		92021
FAREBROTHER CHARLES V&STELLA M	1755 N MOLLISON AVE	EL CAJON CA		92021
HESS ARTHUR&JANA FAMILY TRUST 06-02-04	C/O ARTIDAN HESS	P O BOX 710118	SANTEE CA	92072
ANCHOR DOWN OWNERS ASSN INC	C/O PACIFIC HOUSING GROUP	100 S OLA VISTA #E	SAN CLEMENTE CA	92672
CARROLL MICHAEL J&THERESA M	1766 N MOLLISON AVE	EL CAJON CA		92021
HARRELL LAVERN&BARBARA TRS	C/O WAYNE   DOLORES BROWNING	1046 PESCADOR DR	NEWPORT BEACH CA	92660
DILLE JAMES D	745 E BRADLEY AVE #101	EL CAJON CA		92021
ERICKSON JOHN&JULEEN	745 E BRADLEY AVE #105	EL CAJON CA		92021
SERRANO RODOLFO	42184 DELMONTE ST	TEMECULA CA		92591
YEOMANS PAUL	745 E BRADLEY AVE #111	EL CAJON CA		92021
BOYD KATHRYN E	745 E BRADLEY AVE #13	EL CAJON CA		92021
STEVENSON GERALD W	745 E BRADLEY AVE #15	EL CAJON CA		92021
PRIDGEN ALEC&CAROLINE	P O BOX 21037	EL CAJON CA		92021
REINDERSMA TRUST 10-15-92	3724 VIA PICANTE	LA MESA CA		91941
HARRISON JOHN A&DEBRA K	745 E BRADLEY AVE #23	EL CAJON CA		92021
PRATT EVERETT L&ALICIA M	3841 EL CANTO DR	SPRING VALLEY CA		91977
LEONARD GARY	745 E BRADLEY AVE #129	EL CAJON CA		92021
PAYAN SERGIO L	745 E BRADLEY AVE #31	EL CAJON CA		92021
JACKLIN JOHN&REBECCA	827 RAMADA DR	HOUSTON TX		77062
FIERRO ENRIQUE	745 E BRADLEY AVE #37	EL CAJON CA		92021
M L M I TRUST 2005-H E 3	C/O WILSHIRE CREDIT CORP	14523 SW MILLIKAN WAY	BEAVERTON OR	97005
MCKENZIE MICHAEL&DIANE	745 E BRADLEY AVE #143	EL CAJON CA		92021
AURORA LOAN SERVICES INC	601 5TH AVE	SCOTTSSBLUFF NE		69361
TENA MARY	745 E BRADLEY AVE #47	EL CAJON CA		92021
GUERRERO RIGOBERTO	745 E BRADLEY AVE #49	EL CAJON CA		92021
WELLS FARGO BANK N A	18700 NW WALKER RD	BEAVERTON OR		97006
RITH JESSICA S	745 E BRADLEY AVE #155	EL CAJON CA		92021
HOLDERBY DAVID	745 E BRADLEY AVE #2	EL CAJON CA		92021
ENDICOTT PHILLIP D	19735 E COLIMA RD #4	ROWLAND HEIGHTS CA		91748
ROGOZIENSKI TUESDAY	1267 FLAMINGO AVE	EL CAJON CA		92021
ACCORSI MARK O	745 E BRADLEY AVE #218	EL CAJON CA		92021
BIERMAN ELISHA S	745 E BRADLEY AVE #20	EL CAJON CA		92021
NIESSEN CHRISTINE M	745 E BRADLEY AVE #22	EL CAJON CA		92021

OWN_NAME1	OWN_ADDR1	OWN_ADDR2	OWN_ADDR3	OWN_ZIP
SISCO LINDA S	P O BOX 2481	LA MESA CA		91943
NICKERSON LINDA	11315 ROCKY LN	LAKESIDE CA		92040
JEMERSON CARL A&GEE JESSIE	24007 SEVEN WINDS	SAN ANTONIO TX		78258
TRIMUEL BONNIE	745 E BRADLEY AVE #40	EL CAJON CA		92021
WILLIAMS JERRY T	745 E BRADLEY AVE #42	EL CAJON CA		92021
BERRY KENNETH C&CATHERINE P	595 KIDD WAY	EL CAJON CA		92020
HENSHAW LESLIE E	745 E BRADLEY AVE #46	EL CAJON CA		92021
TREVIZO JESUS M	745 E BRADLEY AVE #248	EL CAJON CA		92021
CICHOCKI FAMILY TRUST 03-09-04	8733 LAKE MURRAY BLVD #4	SAN DIEGO CA		92119
NELSON JOHN C&LINDA L	20314 TRAILS END	WALNUT CA		91789
STRAW HONG	8688 NEW SALEM ST #177	SAN DIEGO CA		92126
PRATT EVERETT&ALICIA	3841 EL CANTO DR	SPRING VALLEY CA		91977
EQUITY LIFESTYLES	8301 MISSION GORGE RD	SANTEE CA		92071
RANCHO MESA MOBILEHOME PARK	450 E BRADLEY AVE	EL CAJON CA		92021
EQUITY LIFESTYLES (SCOTT BROWN)	8700 E UNIVERSITY RD	MESA, AZ		85207

# **Appendix I. Air Quality Conformity Determination**



**U.S. DEPARTMENT OF TRANSPORTATION**  
FEDERAL HIGHWAY ADMINISTRATION  
CALIFORNIA DIVISION  
650 Capitol Mall, Suite 4-100  
Sacramento, CA. 95814  
July 18, 2008

IN REPLY REFER TO  
HDA-CA  
File #: 11-SD-67 Bradley Interchange  
Document #: P58532

Mr. Pedro Orso-Delgado, District Director  
California Department of Transportation  
District 11  
4050 Taylor St.  
San Diego, CA 92110

Attention: Matthew Fowler

Dear Mr. Orso-Delgado:

**SUBJECT:** Project Level Conformity Determination for the Bradley/ SR 67 (MPO ID CNTY21) Interchange Project

On June 16, 2008, the California Department of Transportation (Caltrans) submitted to the Federal Highway Administration (FHWA) a request for the project level conformity determination for the Bradley/ SR 67 (MPO ID CNTY21) Interchange Project pursuant to 23 U.S.C. 327(a)(2)(B)(ii)(1). The project is in an area that is designated Nonattainment or Maintenance for 8-hour Ozone and Carbon Monoxide (CO).

The project level conformity analysis submitted by Caltrans indicates that the project level transportation conformity requirements of 40 C.F.R. Part 93 have been met. The project is included in the San Diego Association of Government's (SANDAG) currently conforming *2030 Regional Transportation Plan: Pathways for the Future (RTP)*, and the *2006 Regional Transportation Improvement Program (RTIP)*. The current conformity determinations for the RTP and RTIP were approved by FHWA and the Federal Transit Administration (FTA) on December 10, 2007. The design concept and scope of the preferred alternative have not changed significantly from those assumed in the regional emissions analysis.

As required by 40 C.F.R. 93.116 and 93.123, the localized CO analyses are included in the documentation. The CO hotspot analysis was performed with the *Transportation Project-Level Carbon Monoxide Protocol*. The analyses demonstrate that the project will not create any new violation of the standards or increase the severity or number of existing violations.



Based on the information provided, FHWA finds that the Conformity Determination for the Bradley/ SR 67 (MPO ID CNTY21) Interchange Project conforms to the State Implementation Plan (SIP) in accordance with 40 C.F.R. Part 93.

If you have any questions pertaining to this conformity finding, please contact Joseph Vaughn, FHWA Air Quality Specialist, at (916) 498-5346.

Sincerely,

*/s/ Steve Luxenberg*

For  
Gene K. Fong  
Division Administrator

cc: (email)

Mike Brady, Caltrans

Matthew Fowler, Caltrans

David Nagy , Caltrans

Joseph Vaughn, FHWA

Steve Luxenberg, FHWA

Aimee Kratovil, FHWA