

APPROVED

By the Board of Directors of
The Metropolitan Water District
of Southern California
at its meeting held

40170

APR 6 1993



MWD

METROPOLITAN WATER DISTRICT OF SOUTHERN CALIFORNIA

[Handwritten Signature]
General Manager

7-2

March 26, 1993

To: Board of Directors (Engineering and Operations Committee--Action)
Board of Directors (Organization and Personnel Committee--Action)

From: General Manager

Subject: Authorization to Enter into an Agreement with NBS/Lowry to
Provide Design Services for the Realignment of Newport Road and
Consideration of Addendum to the Environmental Impact Report for
the Domenigoni Valley Reservoir Project

Report

Because existing Newport Road is located along the valley floor between the East and West Dams of the Domenigoni Valley Reservoir, it is necessary that Metropolitan relocate Newport Road prior to construction of the Dams. Metropolitan requires the services of a civil engineering consulting firm to design the new alignment for Newport Road (Relocation). Consultant will prepare plans, specifications, quantity take-offs, and cost estimates for the relocation of, and post design services, as needed, to accomplish the construction of Newport Road. The initial construction will include grading for a two-lane limited access road with bridges over the San Diego Canal and Salt Creek at Warren Road and Sanderson Avenue. The Relocation will be managed by Metropolitan and project consultant personnel under the direction of the Engineering Division's Domenigoni Valley Reservoir Program Manager.

Metropolitan publicly advertised this design work under RFP 069, and a total of ten proposals were submitted to Metropolitan for evaluation. These proposals were evaluated on the basis of the qualifications of the proposing firms, personnel offered, project execution, organization, firm location, affirmative action programs, MBE/WBE participation, schedule considerations, and estimated design fees. A proposal review team analyzed and evaluated the ten submissions and, based on this review, a short list of the four best qualified firms was developed.

Each firm on the short list was interviewed by the proposal review team. The interview included a 30-minute presentation period followed by a 30-minute question/answer

session. The review panel agreed that the NBS/Lowry team was the best qualified to perform the work.

NBS/Lowry's estimated fee schedule, attached to this letter, is competitive with the other proposing firms. The maximum amount payable to NBS/Lowry will be \$1,361,000 for design and post-design services. NBS/Lowry may also be compensated \$136,000 for contingencies, including all additional services. The total maximum amount payable to NBS/Lowry, including contingencies, will be \$1,497,000. Funds to perform the work are available under Appropriation No. 560.

NBS/Lowry is an equal opportunity employer, and a copy of its current Affirmative Action Plan is on file with Metropolitan. NBS/Lowry lists three MBE/WBE firms in its proposal, who will be asked to provide personnel and services.

Your Board certified the Final Environmental Impact Report (FEIR) for the Eastside Reservoir Project on October 8, 1991. The alignment proposed for Newport Road has been changed since the FEIR was certified in October 1991. The EIR alignment provided for relocation of the road to the north side of the proposed Salt Creek Flood Control Channel (Flood Control Channel) and the current road alignment will be along the south side of the Flood Control Channel. The City of Hemet has also included this road alignment in its current General Plan.

Pursuant to the California Environmental Quality Act (CEQA), an Addendum to the EIR has been prepared to address the proposed change in the relocation of Newport Road. The Addendum finds that the proposed realignment does not raise issues or cause environmental effects which are more severe than those disclosed in the EIR. The realignment would slightly reduce potential impacts to archaeological and biological resources. The same property ownerships are affected, although greater or lesser impacts occur on a number of properties.

Your Board and any advisory committees acting on this project are required to review the Addendum with the EIR and find that the changes to the EIR made by the Addendum do not raise important new issues about the significant effects on the environment. The addendum is enclosed with this letter as Attachment 2. A copy of the Eastside Reservoir EIR has previously been sent to each Director and a copy is also available for review in the office of the Executive Secretary. A copy of the City of Hemet General Plan and the General Plan

EIR are also available for review in the office of the Executive Secretary.

Board Committee Assignments

This letter is referred for action to:

The Engineering and Operations Committee because of its interest in the initiation, scheduling, and contracting of construction programs, pursuant to Administrative Code Section 2431, subsections (b) and (h); and

The Organization and Personnel Committee because of its jurisdiction over the terms and conditions of employment of all consultants, pursuant to Administrative Code Section 2471(g).

Recommendation

ENGINEERING AND OPERATIONS AND ORGANIZATION AND PERSONNEL COMMITTEES FOR ACTION.

It is recommended:

1. That the General Manager be authorized to enter into a contract with NBS/Lowry, in a form approved by the General Counsel, for design services on the Newport Road Relocation estimated at \$1,497,000 to provide design services for the relocation of Newport Road in accordance with the terms of this letter.

2. That your Board and any advisory committees acting on this project consider the Addendum with the EIR for the Domenigoni Valley Reservoir Project and find that the changes to the EIR made by the Addendum do not raise important new issues about the project's significant effects on the environment.


for Carl Boronkay

BAB:atr
(brd:nbslowry-02163)
Attachments

SCHEDULE OF HOURLY BILLING RATES
Effective July 1, 1992

OFFICE

Engineering/Planning

Senior Principal	\$135.00
Principal	115.00
Principal Engineer/Planner	95.00
Senior Engineer/Planner	85.00
Engineer/Planner	70.00
Assistant Engineer/Planner	55.00

Design and Drafting

Senior Designer	\$70.00
Designer	65.00
Senior Drafter	55.00
Drafter	45.00
Engineering Technician	40.00

FIELD

Construction Management

Principal Engineer/Construction Mgr	2.8 x Direct Salary
Senior Engineer/Construction Mgr	2.8 x Direct Salary
Resident Engineer/Construction Eng	2.8 x Direct Salary
Assistant Construction Engineer	2.8 x Direct Salary
Inspector	2.8 x Direct Salary

Surveying

Principal Surveyor	\$95.00
Senior Surveyor	85.00
Supervising Surveyor	70.00
Survey Technician	45.00
Survey Crew (3 Person)	175.00
Survey Crew (2 Person)	140.00
Travel Time	50% x Crew Rate
Mileage (Survey Truck)	.50/Mile

SERVICES AND EXPENSES

Systems Analyst/Sr Financial Analyst	\$85.00
Programmer/Financial Analyst	65.00
Senior Technician	55.00
Technician	45.00
Executive Secretary/Admin Assistant	45.00
Secretary	40.00
Word Processor/Clerk/Office Aide	35.00

Computers:

Mainframe Connect Time	\$30.00/Hour
PC Connect Time	10.00/Hour
Disk Storage (Per Mb)	15.30/Month
Reports: (\$25.00 Minimum)	
Lines Printed	.02/Line
CPU Time	.50/Second
Photocopies	.10/Copy
Mileage	.27 x82 /Mile
Subsistence	At Cost
Other Expenses	Cost + 15%

**DOMENIGONI VALLEY RESERVOIR PROJECT
FINAL ENVIRONMENTAL IMPACT REPORT**

Addendum No 1.

March 15, 1993

Prepared by:

Dr. Jud Monroe
Project Environmental Coordinator

Mr. William Wagner
Wagner Environmental

Ms. Patricia Gordon-Reedy
Ogden Environmental

Ms. Melinda Romano
INFOTEC Research, Inc.

DOMENIGONI VALLEY RESERVOIR PROJECT FINAL ENVIRONMENTAL IMPACT REPORT

Addendum No 1.

Background and Purpose of this Addendum

In the Final Environmental Impact Report (FEIR) for the Eastside Reservoir Project, certified in October 1991, the relocation of Newport Road was documented. The alignment described in the FEIR (Figure 1) called for the relocated road to begin on the west at Olive Avenue and run parallel to Olive for approximately 1/2 mile. From Patterson Avenue to Warren Road, the alignment would either follow the north boundary of the proposed Salt Creek Flood Control Channel or diverge to the north and follow Simpson Avenue until reaching Warren Road. At this point, the two alternative alignments would converge and the road would run parallel to the flood control channel until a crossing point southeast of Sanderson Road. From this point the road was to curve around the base of the North slope of the Domenigoni Mountains and proceed east southeast to a junction at State Street.

In their comment to the Draft EIR, the Riverside County Transportation Commission noted that the relocation of Newport Road would have impacts to its plans for Highway 79 improvements. Other comments on road alignments were received from Riverside County Planning Department and the City of Hemet. These comments included a general request to coordinate the final alignment of the relocated Newport Road. In response, Metropolitan made a commitment to a joint planning effort to arrive at a final alignment for the relocated Newport Road.

Since certification of the FEIR, Metropolitan staff have engaged in a coordinated effort with the City of Hemet Planning Department, the Riverside County Transportation Commission, and the Riverside County Flood Control District to make minor technical and alignment modifications to the relocation plan for Newport Road to accommodate the adopted plans of these other planning agencies. The purpose of this Addendum is to document the changes made and to document compliance with the California Environmental Quality Act (CEQA) in regard to such minor technical changes.

CEQA Issues

Under CEQA Section 15164, an Addendum is the appropriate form of documentation for project changes if:

- None of the conditions described in Section 15162 calling for preparation of a subsequent EIR have occurred;
- Only minor technical changes or additions are necessary to make the EIR under consideration adequate under CEQA; and
- The changes to the EIR made by the addendum do not raise important new issues about significant effects to the environment.

The conditions requiring a subsequent EIR are defined in Section 15162 of CEQA as:

- The project will have one or more significant effects not discussed previously in the EIR;
- Significant effects previously examined will be substantially more severe than shown in the EIR;
- Mitigation measures or alternatives previously found not to be feasible would in fact be feasible and would substantially reduce one or more significant effects of the project; or
- Mitigation measures or alternatives which were not previously considered in the EIR would substantially lessen one or more significant effects on the environment.

Regional Transportation and Flood Control Plans

The 1992 Riverside County General Plan Circulation Element shows a major (4-lane, 100-foot) road along the general alignment proposed for the relocated Newport Road, extending from Highway 79 in the west to State Street in the east. The County of Riverside plan further calls for Newport Road to cross Highway 79 about 1,300 feet south of Olive Street and proceed through a natural gap in the local hills to a junction with Interstate Highway 215, thereby creating a major east-west transportation corridor. In this alignment (Figure 2), the relationship between Newport Road and the proposed Salt Creek Flood Control Channel is not delineated.

The City of Hemet General Plan Circulation Element (Figure 3) identifies Newport Road as an "Expressway." This designation involves a 134-foot right-of-way and provides for 6 lanes of traffic with limited access. The City of Hemet plan covers the proposed alignment of Newport Road from the eastern terminus at

State Street to the western City Limit at California Street, about 1 mile east of Highway 79, at the City Limits.

The City of Hemet General Plan shows the Newport Road alignment to the south of the proposed Salt Creek Channel, and provides for several crossings of Salt Creek at Warren Road and Sanderson Avenue, which are similar to those proposed in Metropolitan's FEIR. The City of Hemet adopted its General Plan showing this alignment in August 1992, and certified the EIR for the General Plan on August 25, 1992 (Resolution #2993). A copy of these documents is available for review with the Clerk of the Board.

The Riverside County Flood Control District has developed plans for extending the existing Salt Creek Flood Control Channel from its present terminus near Sanderson Avenue west to at least Interstate Highway 215. The plan provides for a wide, shallow channel with unprotected side slopes of 1:15, a small low-flow channel, landscaping along the southern boundary of the flood control channel adjacent to Newport Road, and significant bicycle, equestrian, and pedestrian trails. The channel would thus also function as a wildlife corridor and recreation corridor for the County of Riverside. Interior drainage from the Domenigoni Mountains would be passed under Newport Road into the flood control channel via a series of large culverts.

The Proposed Change in Newport Road Relocation

To bring its plans for relocation of Newport Road into conformity with this regional transportation and flood control planning, as it committed to do in the FEIR, Metropolitan proposes to make the following changes to the proposed alignment (Figure 4):

- The western junction with Highway 79 will be moved to the south approximately 1,300 feet, to align the relocated road with the County of Riverside's proposed extension of Newport Road to the west.
- The road alignment would then run on the south side of the proposed Salt Creek Flood Control Channel, as opposed to the north side.
- A bridge crossing of the existing Salt Creek Channel would remain a feature of the project, but Sanderson Avenue would be extended to make this crossing perpendicular to the channel, rather than making an oblique crossing.
- A crossing would be provided at Warren Road to maintain access for residents of a development to the south of Simpson Avenue in this vicinity.

- The alignment of the road from Sanderson Avenue east to State Street would be shifted to the south in several places by approximately 250 feet to reduce impacts to previously documented sensitive species and cultural resources.

Metropolitan's project, however, remains a 2-lane replacement for the existing Newport Road. Metropolitan is, however, discussing a coordinated land acquisition and/or construction effort with the City of Hemet and the County of Riverside, which could involve the following cooperative efforts:

- Lands for the ultimate road and flood control channel may be acquired jointly by Metropolitan, Riverside County, and/or the City of Hemet;
- Additional lanes may be constructed by the City or the County, simultaneously with the Metropolitan relocation project; and
- Excavations of the flood control channel for Salt Creek and construction of bridges across this channel may be undertaken simultaneously by Flood Control District and the City.

These additional activities may be coordinated among the parties to optimize the expenditures of public funds, but Metropolitan's participation in them shall be to provide for the relocation of Newport Road.

As provided in the FEIR, Metropolitan will also relocate all utilities which must be relocated as a result of the Domenigoni Valley Reservoir Project, using the road alignment as a utility corridor.

Finally, interior drainage from the Domenigoni Mountains would be accommodated by a series of culverts under the proposed road, permitting flow into the proposed Salt Creek Flood Control Channel. Combined with the construction of the flood control channel, these culverts, which would also function to permit wildlife access to the Southwestern Riverside County Multi-Species Reserve, would improve drainage and reduce the potential for flooding of developed areas in the project area.

Environmental Impacts

Impacts related to the proposed alignment of Newport Road to the south of the Salt Creek Channel and the construction of a 6-lane road along this alignment were documented in the City of Hemet EIR. This EIR disclosed impacts to traffic and circulation as well as noting impacts to land use in the project area. These impacts are

this Addendum addresses only the specific impacts to biological and cultural resources associated with the elements of the re-alignment.

Impacts Disclosed in the FEIR

Environmental surveys were conducted during 1989-1991 along the alignments shown in the FEIR. At that time, an area 200 feet wide was surveyed along the alignments proposed, 100 feet to the north and south of the center line of the proposed roads. These surveys identified the following impacts:

- Potential impacts to the Federally-endangered Stephens' kangaroo rat (SKR). Although no SKR were found in areas surveyed, the field biologists concluded that some habitat suitable for SKR could occur in the alignments surveyed.
- Impacts to from 800 to 4,000 individuals of the smooth tarplant at the west end of the road relocation. The smooth tarplant is a candidate for listing as an endangered species.
- Potential loss of foraging habitat for sensitive raptors, such as the American kestrel, red-tailed hawk, golden eagle, black-shouldered kite, ferruginous hawk, and northern harrier.
- Potential loss of habitat for wildlife, including resident songbirds, (5 acres of non-native grasslands and 85 acres of open agricultural fields), as well as direct loss of wildlife due to mortality from traffic.
- Potential impacts to 1 potentially significant prehistoric archeological site, located approximately 1 mile west of State Street, designated as RIV-1162.

Impacts Identified Along the New Alignment

The new alignment was surveyed during the winter and spring of 1993 by William Wagner Environmental, Ogden Environmental, and INFOTEC Research, Inc. Approximately 50% of the alignment was surveyed by direct walkover. The remaining 50% of property was inaccessible due to rights-of-entry problems, but was visually evaluated from public roads immediately adjacent to the property. Based on these surveys, the alignment was first adjusted to ensure that areas with sensitive species, habitat types, or cultural resources would not be impacted, to the extent feasible. In particular, a small (< 1/4 acre) area with active SKR burrows was avoided by moving the road alignment slightly to the south at the east end of the road and the sensitive "midden area" at the RIV-1162 archeological site was avoided by moving the alignment to the south at this site as well. These avoidance actions resulted in a slightly lower level of

impact to the SKR and this cultural resource site than anticipated in the FEIR.

Following these actions to adjust the road alignment to avoid impacts, the following impacts were identified:

- Potential impacts to foraging habitat for sensitive raptor species, such as the American kestrel, red-tailed hawk, golden eagle, black-shouldered kite, ferruginous hawk, and northern harrier. These impacts would be no greater from the relocated Newport Road than from the previous alignment, as the same acreage of agricultural fields would be lost regardless of alignment.
- Potential impacts to songbirds, through loss of foraging habitat, although this impact would not be greater for the realignment than for the alignment disclosed in the FEIR, again because the habitats affected were similar and the acreage of habitat lost would remain the same.
- Impacts to small mammals, reptiles, and amphibians due to loss of habitat at the margins of agricultural fields and in several fields now fallowed. These impacts would not be greater for the proposed realignment than those disclosed in the FEIR, again because the habitats affected were similar and the acreage of habitat lost would remain the same.
- Impacts to the smooth tarplant. No populations of the smooth tarplant were identified in the areas surveyed, but this may have been a function of the timing of surveys. A worst-case assumption was made that the realignment would have equivalent level impacts to those associated with Alternative 2: loss of up to 4,000 individuals of this sensitive species. This can be considered a worst-case assumption because the realignment proposed places the road closer to the edge of the Domenigoni Mountains, in many areas taking the road out of the lower-lying areas where smooth tarplant is most likely to occur.
- Impacts to cultural resources. Based on surveys and on other data from the project, it is not likely that additional significant historic or prehistoric resources (beyond those reported in the FEIR) would be found along the proposed Newport Road alignment because (1) the area has been extensively disturbed by agricultural activity and earthmoving, particularly at the west end where the realignment is most pronounced and (2) significant prehistoric resources have generally been found in the hills, not in the alluvial areas.

Further, the realignment affects the same total acreage as that disclosed in the FEIR, and thus the potential for finding resources undetected by survey efforts is approximately equal for the FEIR alignment and the proposed realignment. Finally, the proposed realignment slightly reduces the potential impacts to RIV-1162.

- Impacts to Land Use. The proposed realignment is consistent with the City of Hemet's General Plan, and creates no new land use impacts than would occur under that plan. The western 1-mile of the alignment, not documented in the City of Hemet General Plan, would have similar land use impacts to those documented in Metropolitan's reservoir project FEIR. The alignments disclosed in the FEIR and the alignment presented in this Addendum No. 1 affect the same property owners and would have similar land use impacts for these property owners.

Conclusion

The proposed realignment of Newport Road is a minor technical change, bringing the project into compliance with previously documented County of Riverside and City of Hemet general plans. The social and economic impacts of the alignment have been disclosed in CEQA documents prepared by these entities. The cultural and biological impacts of the change in alignment are changed by the realignment action only to the extent that the specific location of previously documented impacts is changed. The magnitude of impact to biological and cultural resources will not vary significantly from that disclosed in the Domenigoni Valley Reservoir Project FEIR.

Therefore,

- None of the conditions described in Section 15162 calling for preparation of a subsequent EIR have occurred;
- Only minor technical changes or additions are necessary to make the EIR under consideration adequate under CEQA; and
- The changes to the EIR made by the addendum do not raise important new issues about significant effects to the environment.

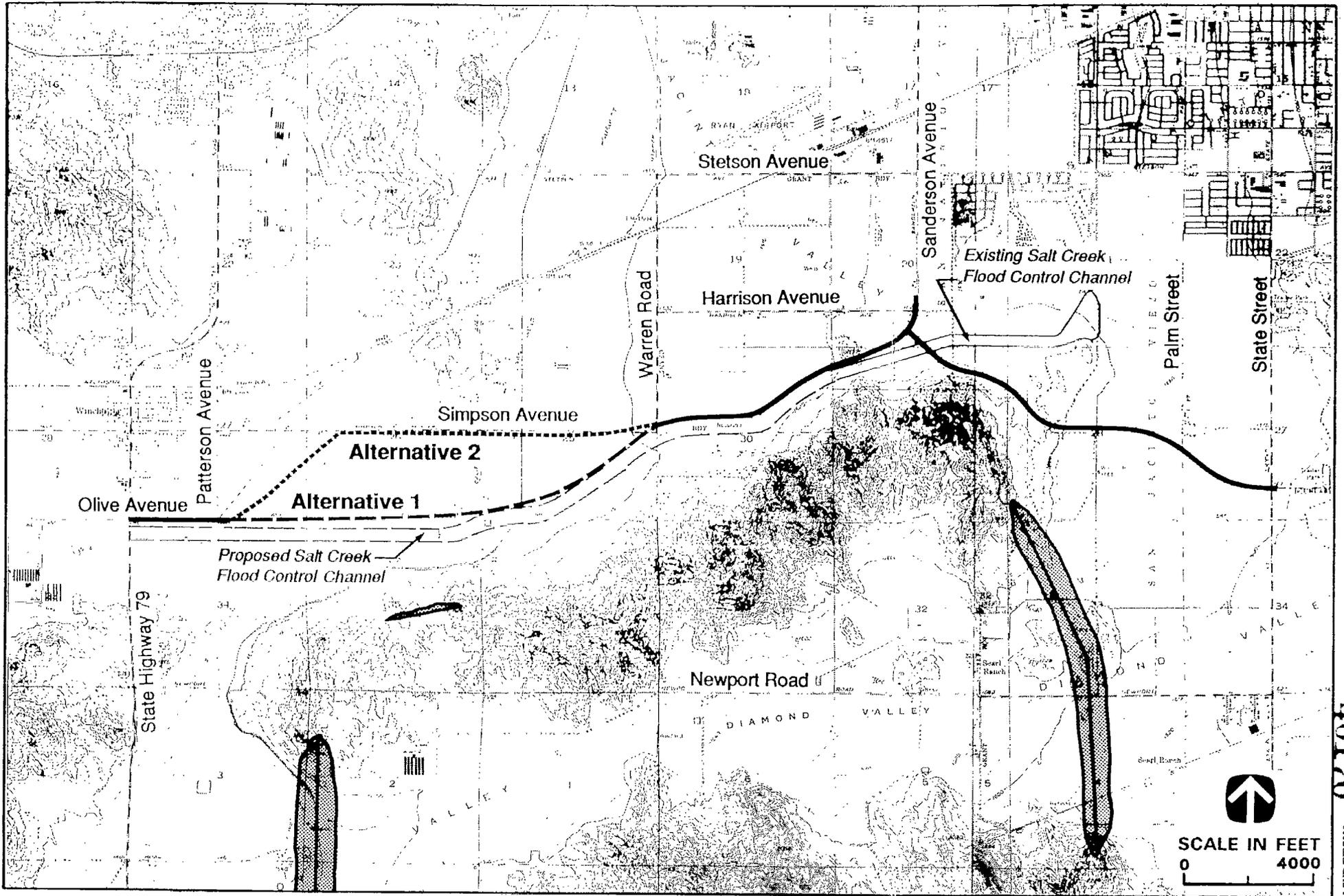
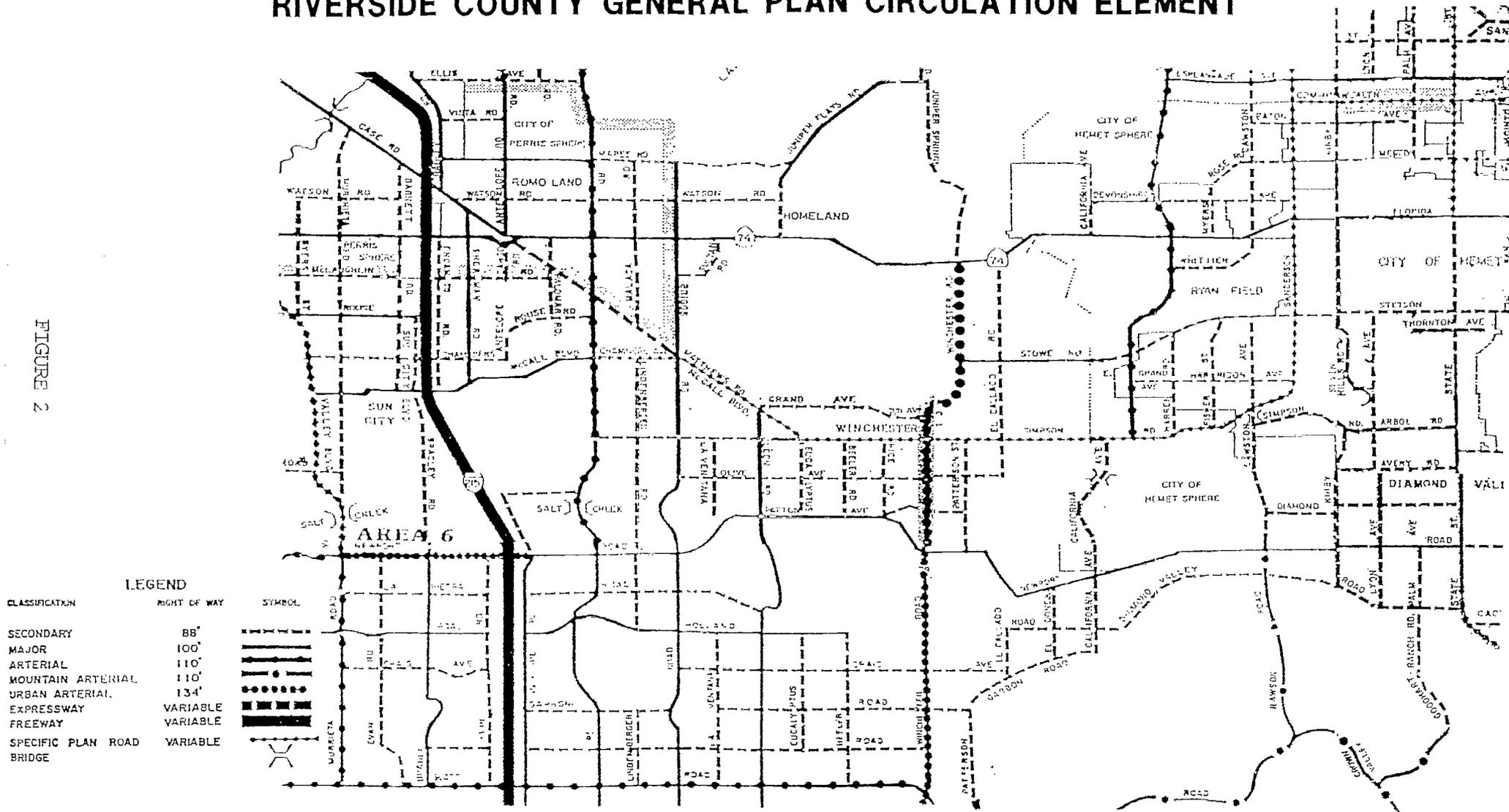


FIGURE 1

Figure 3.3.2-3 Newport Road Relocation Alternatives, Domenigoni Valley Reservoir Site

RIVERSIDE COUNTY GENERAL PLAN CIRCULATION ELEMENT

FIGURE 2



EASTSIDE RESERVIOR TRAFFIC MODEL (ERTM)
 County of Riverside, California

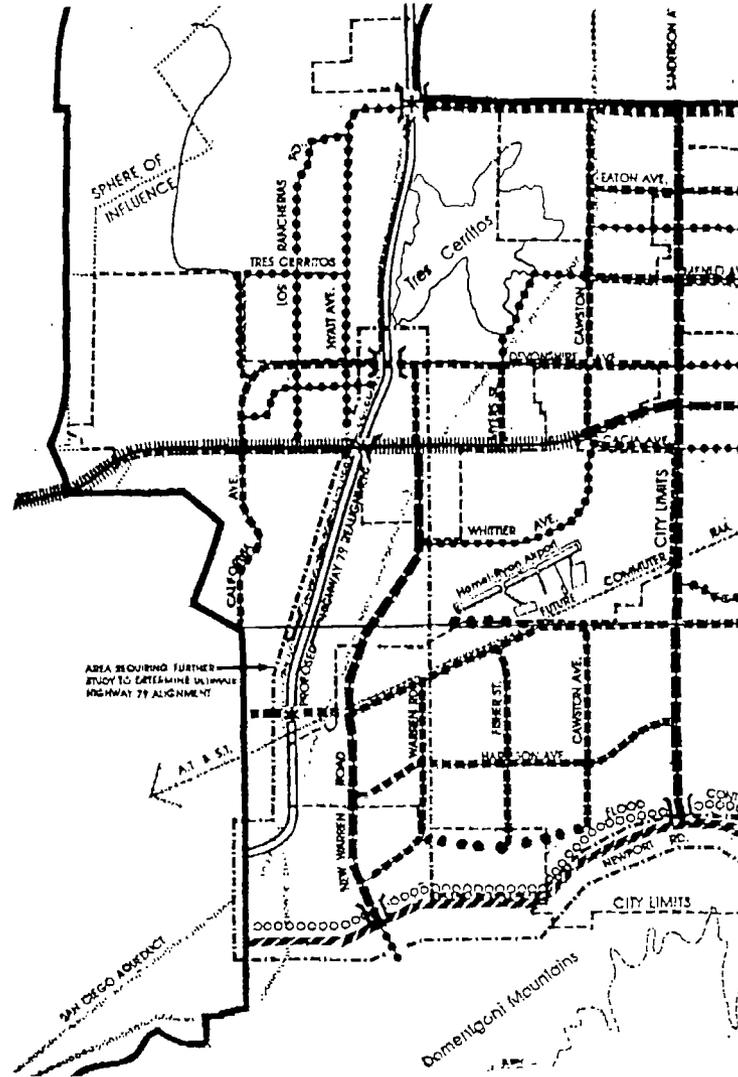
EXHIBIT B

Robert Kahn, John Kain
 & Associates, Inc.

CITY OF HEMET GENERAL PLAN CIRCULATION ELEMENT

FIGURE 3

CLASSIFICATION	RIGHT-OF-WAY
 Local Collector	60' R.O.W.
 Collector	66' R.O.W.
 Secondary Highway	88' R.O.W.
 Major Highway	100' R.O.W.
 Arterial Highway	110' R.O.W.
 Expressway	134' R.O.W.
 Major Bridge Crossing	



EASTSIDE RESERVIOR TRAFFIC MODEL (ERTM)
 County of Riverside, California

EXHIBIT C

Robert Kahn, John Kain
 & Associates, Inc.

WINCHESTER
ROAD
(S.H. #79)

CALIFORNIA
AVENUE

WARREN
ROAD

SANDERSON
AVENUE

LYON
AVENUE

STATE
STREET

LEGEND

PROPOSED NEWPORT ROAD

PROPOSED SALT CREEK CHANNEL

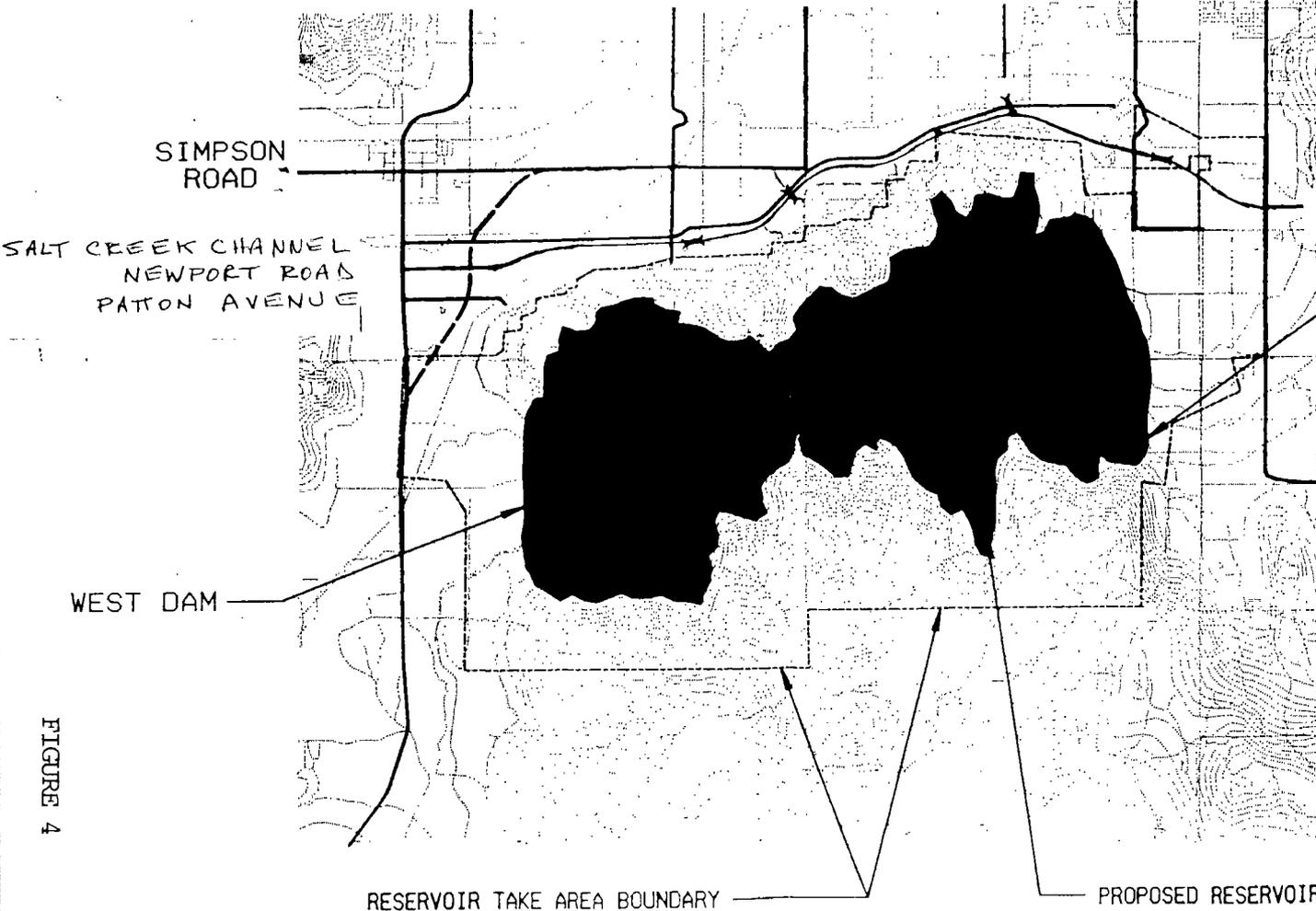
POSSIBLE HIGHWAY #79 REALIGNMENT

POSSIBLE WARREN ROAD REALIGNMENT

EXISTING MAJOR ROADS

RELOCATED LOCAL STREETS

✕ PROPOSED BRIDGE



NEWPORT ROAD

EAST DAM

WEST DAM

RESERVOIR TAKE AREA BOUNDARY

PROPOSED RESERVOIR

NEWPORT ROAD REALIGNMENT
EASTSIDE RESERVOIR PROJECT

METROPOLITAN WATER DISTRICT
OF SOUTHERN CALIFORNIA

NBS
LOWRY

ENGINEERS & PLANNERS
1545 N. FLORIDA AVE. - P.O. BOX 881
MENET, CALIFORNIA 92543
714/652-7116 FAX 714/652-8854

FIGURE 4

40170



RIVERSIDE COUNTY TRANSPORTATION COMMISSION

July 24, 1991

Mr. Dennis G. Majors
 Project Manager
 Metropolitan Water District
 Box 54153
 1111 Sunset Blvd.
 Los Angeles, CA 90054-0153

SUBJECT: DEIR for Eastside Reservoir Project

Dear Mr. Majors:

The Riverside County Transportation Commission (RCTC) has reviewed the Eastside Reservoir Project Draft Environmental Impact Report (DEIR) and has some concerns regarding State Route 79 (SR-79).

Each of your proposed alternatives will have some effect on various segments of SR-79. SR-79 is included in the present Measure A program (1/2 cent sales tax for transportation improvements). RCTC, along with Caltrans, is responsible for implementing the program and we are proposing to improve two (2) segments of SR-79. The first segment extends between Keller Road and Newport Road and your proposed Domenigoni Valley Reservoir alternative described in Section 3-3 would impact SR-79 within this reach. Heavy equipment traffic would affect SR-79 during the construction phase (only employee traffic is discussed in Section 5.1.7. Some more information about construction equipment impacts should be provided, such as the number of trucks potentially using SR-79 as an access route.

The potential relocation of Newport Road is described in Section 3.3.29 of the DEIR and is not discussed in the Traffic Impacts Section 5.1.7. Some discussion of improving the proposed new intersection of SR-79 and Newport Road to an "ultimate" condition as mitigation needs to be provided. The ultimate condition would include signing, signalization and possibly turning lanes.

The Traffic Operations Impacts evaluation (Section 5.1.7.2) alludes to recreational traffic using the reservoir and no mitigation is

3560 University Avenue, Suite 100 • Riverside, California 92501
 (714) 787-7141 • FAX (714) 787-7920

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July 24, 1991
Mr. Dennis G. Majors

3 proposed in Section 5.1.7.3. Improvements to the SR-79 and Holland Road intersection (access to reservoir) are necessary to accommodate this traffic. It is likely that SR-79 will be improved to a four-lane cross-section before your project is complete.

3 However, you need to discuss the improvement of the SR-79/Holland Road intersection by providing turning lanes, signing and signalization as possible mitigation for recreational access into the reservoir. A recreational access evaluation should also be provided for the Potero Creek and Vail Lake alternatives.

The Potero Creek Reservoir Alternative described in Section 3.4 could impact three (3) projects as proposed by Caltrans, RCTC and the Riverside County Transportation Department (RCTD).

4 Caltrans is currently developing a project to replace the existing SR-79 San Jacinto Bridge. Also, concurrently, RCTD is in the process of developing a project that would construct a bridge for Sanderson Avenue over the San Jacinto River. The hydrology of the San Jacinto River and sediment transport are major issues with both of these projects. Engineers for these projects have determined that the proposed "earthfill/rockfill dam" at the upper end of Massacre Canyon would affect the hydrology and sediment transport in Potero Creek and subsequently, in the San Jacinto River. Potential changes in the hydrology or sediment transport in the San Jacinto River could affect the design and selection of alternatives for the San Jacinto River Bridge replacement and construction of a new bridge at Sanderson Avenue. We would recommend that you coordinate the Potero Creek Reservoir alternative closely with Caltrans and RCTD to ensure there are no significant adverse impacts to either proposed bridge improvement project.

5 Also, the increased recreational traffic on SR-79 between Beaumont and Gilman Springs could affect the roadway level of service, especially on the weekends. We recommend that you coordinate with RCTC and Caltrans traffic engineers to determine if additional improvements to accommodate the increased traffic attributed to your project needs to be incorporated with the ongoing development of SR-79. SR-79 through Lamb Canyon is the second roadway segment that is being funded for improvement under Measure A by RCTC.

Page Three
July 24, 1991
Mr. Dennis G. Majors

There is a concern about SR-79 for the Vail Lake Reservoir alternative described in Section 3.5. Figure 3.5.3.3 indicates that a portion of SR-79 would be inundated between Dripping Springs and Radec. The relocation of SR-79 is briefly mentioned in Section 5.3.7.2 (Page 5-183) as Mitigation of Construction of the reservoir. Figure 3.5.3-5 shows a possible location for the relocation of SR-79 and a brief paragraph describes this process in Section 3.5..3.2. However, there is no discussion provided for the potential traffic impacts of relocating the roadway during construction or whether or not there would be improvements to SR-79 included as mitigation for relocating it and where funding for the improvements would come from. Are costs of these roadway improvements included in the overall project costs? Please provide an expanded discussion of the proposed relocation of SR-79, and an evaluation of adverse impacts as well as mitigation measures.

6

We also suggest that all relocation improvements be constructed to current Caltrans standards and existing level of service.

7

If you need clarification on these concerns, please call Mike Davis at (714) 787-7935. Thank you for giving RCTC the opportunity to comment on the Eastside Reservoir Project DEIR.

Sincerely,



Paul Blackwelder, Deputy Executive Director
Riverside County Transportation Commission

PB/MD:sc

cc: Mike Davis - Bechtel
Karl Sauer - Bechtel
Doug Stroup - Dames & Moore
Carlos Cadena - Centennial
Frank Lin - Caltrans
Dave Parra - Caltrans
Ed Studor - RCTD

PUBLIC COMMENTS

- 20.3 Upon selection of a reservoir site, Metropolitan will begin a process of detailed project planning, engineering, and design. Relevant project-specific information concerning pipeline and transmission line corridors would be coordinated with SCE and other agencies to ensure adequate and timely mitigations. Metropolitan would be responsible for project-related facility relocations and replacement right-of way.

**Document 21 Paul Blackwelder, Deputy Executive Director
Riverside County Transportation Commission**

- 21.1 The traffic analysis was prepared on the basis that all construction equipment movements would be limited to the site and would not affect existing public streets in the vicinity of Domenigoni Valley. Project traffic on public streets during the facility construction phases will consist of employee/visitor trips and material delivery. Both of these traffic types were accounted for in the analysis.

Non-workforce traffic (discussed in Section 5.1.7.1 of the DEIR) was assumed to be 10 percent of the total workforce traffic volume. On State Highway 79, this equals approximately 90 vehicles per day. Nearly all of construction materials required for the Domenigoni Valley Reservoir alternative would be obtained from quarrying or production on the site, resulting in a minimum of heavy equipment traffic on public roads. The transport of heavy equipment would occur during the start-up and completion of construction activities, in compliance with state and local regulations.

- 21.2 The construction of a reservoir at the Domenigoni Valley site will require relocation of Newport Road from Winchester Road (State Highway 79) to State Street in the City of Hemet. The relocation would involve right-of-way acquisition and replacement of necessary improvements and design capacity, including additional project-related traffic control improvements to a location north of the reservoir site. Metropolitan would also cooperate with other interests to accommodate acquisition of additional right-of-way for ultimate improved roadway width and other contiguous improvements involving complementary or compatible land uses. Because existing conditions at Winchester Road/Newport Road do not warrant a traffic signal or additional turning lanes, these improvements are not planned with the construction of relocated Newport Road.

One alignment of the relocated roadway would be east from State Highway 79 along the existing Olive Avenue alignment, access the San Diego Canal, then roughly parallel to the existing and proposed Salt Creek Channel, intersecting State Street approximately 1 and 1.5 miles north of the current Newport Road/State Street intersection.

The roadway relocation will involve coordination related to existing and proposed flood control channel improvements, planned street and flood control channel crossings, school improvements, and existing and proposed development plans in close proximity to the relocated roadway. These improvements may involve compatible and complementary land uses that could best be addressed through a joint planning effort. Coordination would involve the California Department of Transportation (Caltrans), the Riverside

County Flood Control District, the City of Hemet, the community of Winchester, the Hemet Unified School District, and several private development interests.

- 21.3 The primary access for recreational traffic to Potrero Creek is via Highland Springs Avenue. This traffic will be accommodated by the existing signals and channelization at the intersections of the Interstate 10 ramps and Highland Springs Avenue and additional improvements will not be required. The secondary access off of State Highway 79 should be improved to provide two outbound (one left- and one right-turn lane) and one inbound lane at the intersection with Lamb Canyon Road. The projected volume of recreation traffic using this access (approximately 660 vehicles/day) does not warrant signalization.

Access roads to Vail Lake should be improved to provide two outbound (one left- and one right-turn lane) and one inbound lane at State Highway 79. The low volumes of recreation traffic at Vail Lake are not expected to warrant traffic signalization at any access road intersection with State Highway 79.

Comment noted regarding recreational traffic at the Domenigoni Valley Reservoir site. The project should improve the future recreational access road off of State Highway 79 to provide for two outbound (one left- and one right-turn lane) and one inbound lane at the intersection. In addition, the projected volume of recreational traffic using this access will warrant the installation of a traffic signal. The recreation areas described in the DEIR are preliminary. Metropolitan will work with county and local land use and recreation agencies in the development of specific recreation plans. Specific plans for traffic movement and roadway improvements will be designed to accommodate the final recreation plan.

- 21.4 If the Potrero Creek Reservoir alternative is selected, the development of project design and potential changes in hydrology and sediment transport in the San Jacinto River will be closely coordinated with Caltrans and the Riverside County Transportation Commission (RCTC) to assure adequate information for the design of the State Highway 79 San Jacinto River Bridge.
- 21.5 A reservoir at Potrero Creek is estimated to add approximately 825 vehicles/day (on Saturdays and Sundays) on State Highway 79 between Beaumont and Gilman Hot Springs. Field studies show that weekend traffic on surface streets in the vicinity of this site is approximately 80 percent of weekday traffic. Lamb Canyon Road is now planned to be improved to a four-lane street between Beaumont and Gilman Hot Springs as a Measure A project. This will provide a daily capacity of approximately 38,000 vehicles/day. Because the project will add significantly less traffic (825 vehicles) than 20 percent of the daily capacity (7,600 vehicles - the difference between weekend and weekday traffic), no additional improvements will be needed.

Using the estimates of peak recreation use for the proposed Domenigoni Valley site, approximately 4,200 additional daily (Saturday) vehicle trips would be generated along

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State Highway 79 by the year 2000 (DEIR, Table 5.1.7-2). Assuming that improvements to State Highway 79 are completed by that time, the level of service (LOS) for this segment would be at least LOS B (DEIR, Figure 5.1.7-1). Because these recreation traffic projections are based on a preliminary design of the recreation areas, they are subject to change. Metropolitan will coordinate changes in recreation planning with RCTC and Caltrans to determine the need for additional improvements.

- 21.6 The expansion of the reservoir at Vail Lake will necessitate the relocation (to the south) of a section of State Highway 79. Metropolitan proposes to construct the new segment as a two-lane roadway (i.e., relocation in kind). No other improvements, with the exception of left-turning lanes on State Highway 79 at any relocated intersection, are proposed.

If the Vail Lake Reservoir alternative is selected, the relocation of State Highway 79 would be part of the overall reservoir construction project and would be accomplished prior to modification of the dam and facilities. Metropolitan would provide new right-of-way and roadway construction to replace the portion of State Highway 79 affected by the project. Upon completion of the relocated segment of State Highway 79, the existing segment would be abandoned, with no adverse impacts on traffic movement. Metropolitan will work with RCTC and Caltrans to accommodate other planned improvements on the highway and will provide additional improvements related to project-generated traffic as required. Costs of all roadway modifications are included in project costs.

- 21.7 Comment noted. On State Highway 79 in the vicinity of the site, traffic is currently LOS A. All relocation improvements will be constructed to current Caltrans standards and existing level of service.

**Document 22 James F. Wickser, Assistant General Manager - Water
City of Los Angeles, Department of Water and Power**

- 22.1 The Los Angeles Department of Water and Power's support for the Eastside Reservoir Project is noted for Metropolitan's Board of Directors consideration.

**Document 23 James M. Strock, Secretary for Environmental Protection
California Environmental Protection Agency**

- 23.1 The sole purpose of the Eastside Reservoir Project is for regulation of imported supplies. Local runoff captured by the reservoir would be released downstream in accordance with agreements to be developed with the Watermaster.

Document 24 Edith E. Steel

- 24.1 Comment noted. Metropolitan will acquire only the land necessary to assure an operationally efficient and safe reservoir facility, and will use fair market value of land

DEPARTMENT OF TRANSPORTATION

DISTRICT 8, P.O. BOX 231
 SAN BERNARDINO, CALIFORNIA 92402
 TDD (714) 383-4609



August 8, 1991

08-Riv-Var-Var
 SCH# 89081422

Mr. Dennis Majors, Project Manager
 The Metropolitan Water District
 of Southern California
 Box 54153
 1111 Sunset Boulevard
 Los Angeles, CA 90054-0153

Dear Mr. Majors:

Draft Environmental Impact Report (DEIR)
for the Eastside Reservoir Project

We have reviewed the above-referenced document and request consideration of the following comments:

- o The Vail Lake alternative expansion directly affects State Route 79. Approval of this project will cause a realignment of State Route 79, project design and funding must be discussed with Caltrans. 1
- o The Domenigoni Valley alternative raises concern due to its proximity to State Route 79. Downstream impacts to State Route 79 need to be included. 2

If you have any questions, please contact Tony Calvillo at (714) 383-6285 or FAX (714) 383-4936.

Sincerely,

HARVEY J. SAWYER, Chief
 Transportation Planning
 San Bernardino County
 Coordination Branch

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**Document 49 Richard W. Atwater, General Manager
West Basin Municipal Water District**

- 49.1 The West Basin Municipal Water District's support for the Eastside Reservoir Project is noted for the Metropolitan Board of Directors' consideration.

**Document 50 Jay Lukkarila, President (Resolution)
Banning Chamber of Commerce**

- 50.1 The Banning Chamber of Commerce's support of the Potrero Creek Reservoir alternative is noted for the Metropolitan Board of Directors' consideration.

**Document 51 Harvey J. Sawyer, Chief - Transportation Planning
California Department of Transportation, District 8, San Bernardino County
Coordination Branch**

- 51.1 If the Vail Lake alternative is selected, the relocation of State Highway 79 would be part of the overall reservoir construction project and would be accomplished prior to modification of the dam and facilities. Metropolitan would provide new right-of-way and roadway construction to replace the portion of State Highway 79 affected by the project. Upon completion of the relocated segment of State Highway 79, the existing segment would be abandoned, with no adverse impacts on traffic movement. Metropolitan will work with RCTC and Caltrans to accommodate other planned improvements on the highway and will provide additional improvements related to project-generated traffic as required.
- 51.2 The risk of dam failure has been determined by Metropolitan to be a highly unlikely event for the reasons contained in the risk study, and, therefore, it is not discussed in further detail in the EIR. There would be no impacts on State Highway 79 downstream of the reservoir. An inundation map would be prepared after design is complete for the State Department of Emergency Services in accordance with Section 8589.5 of the Emergency Services Act.

Document 52 Donald J. Kint

- 52.1 Please see Document Response 14 from the same commentor.
- 52.2 Thank you for the additional information concerning cultural sites and the location of the lake at the Potrero Creek site.

**Document 53 John Hunt, 1st Vice President and Director; Orville E. Strickland, 2nd Vice
President and Director, Sun Lakes County Club Homeowners Association**

- 53.1 The Sun Lakes Country Club support for the Potrero Creek Reservoir alternative is noted. In regard to Metropolitan's participation in the benefit district for the Highland