

CONSTRUCTION IMPACTS

Freeway construction activities will result in several inconvenience causing impacts. These impacts can be categorized as follows:

- Airborne dust due to clearing, grubbing, hauling, and construction activities.
- The use of local and regional arterials to haul excess material to disposal sites.
- Increase in noise levels due to construction activities and equipment.
- Temporary traffic detours.
- Mud and water runoff due to rain and dust control.

Mitigation (Indicated in the FEIS)

Construction impacts are mitigated on two levels: (1) direct intervention methods; and, (2) construction procedures that have an ancillary effect of lessening construction impacts below the levels that will occur if these procedures were not employed.

Direct intervention methods are typically active measures contained in the Caltrans Standard Specifications or local ordinances pertaining to the mitigation of construction impacts. Contractors are required by the Standard Specifications to control dust. The impact of noisy construction equipment is controlled by restricting operating times to periods of normal human activity and compliance to the Standard Specifications and local ordinances.

Traffic impacts during construction will be addressed by implementation of a Traffic Management Plan (TMP). TMP's include the following:

- a. Staging of construction activities
- b. Providing detours around construction areas
- c. Limiting work on arterial streets to off-peak hours
- d. Confining haul routes to designated streets
- e. Providing a public relations and media campaign to inform residents and motorists of upcoming activities.

Noise related activities will be confined to normal daylight hours when feasible.

Additional Mitigation for the Selected Alternative

Reduction of the selected freeway cross-section from 176 feet to 142 together with the elimination of the SR 710/110 interchange will reduce the duration of construction assuming consistent funding. Encouraging the use of fast-track construction techniques to speed construction completion times will be in effect throughout the project.

Measures identified in the FEIS to mitigate construction impacts on air, noise, traffic, and water runoff have been enhanced for implementation. DAG's will be involved in determining the specific measures to be utilized.

Construction Air Quality Impacts

Impacts to ambient air quality will occur as a result of construction activities. Fugitive dust and particulate matter, including those less than ten microns in size (PM₁₀), emissions will be generated during project excavation and filling. Construction equipment and off-site vehicles used for hauling debris and supplies will also produce emissions during the construction. The pollutants of primary concern include fugitive dust, PM₁₀, reactive organic gases, oxides of nitrogen, CO and, to a lesser extent, sulfur dioxides. Because the variables affecting construction emissions (e.g. type of construction vehicles, timing and phasing of construction activities, haul routes, etc.) cannot be determined until the project is ready for construction, no estimate of construction emissions can be undertaken. However, project construction will be conducted in accordance with all Federal, State and local regulations that govern construction activities and emissions from these vehicles. Specific mitigation measures that can be utilized will be identified in a dust control plan prepared and submitted to the South Coast Air Quality Management District prior to project construction. These mitigation measures comprise the following:

1. Stabilize construction roads and dirt piles with water and/or chemicals.
2. Limit speeds on unpaved construction roads.
3. Remove dirt spilled onto paved roads daily.
4. Cease grading and excavation activities when wind speeds exceed 25 miles per hour and during extreme air pollution episodes.
5. Require covering of all haul trucks.
6. Phase grading to minimize the area of disturbed soils.
7. Phase construction to minimize daily emissions.
8. Ensure proper maintenance of construction vehicles to maximize efficiency and minimize emissions.
9. Re-vegetate road medians and slopes, promptly.

While emissions from construction activities and equipment are an unavoidable consequence of project construction, an aggressive mitigation plan will serve to minimize impacts to ambient air quality and the nuisance impacts to the public in proximity to the project corridor. Other mitigation measures will include temporary drainage facilities and the use of erosion control strategies.

ADDITIONAL MITIGATION ENHANCEMENTS FOR EACH CITY

Additional measures will be implemented to visually enhance the SR 710 corridor. These enhancement measures differ from city to city, based on the desires of the community (as identified in the Urban Design Mitigation Report for the SR 710 Meridian Variation Enhancement and Mitigation Advisory Committee). The following is the mitigation suggested by the SR 710 Enhancement and Mitigation Advisory Committee accepted by Caltrans and contained in the "Proposed Decision" for the communities in the proposed 710 corridor:

(Note: The same mitigation item may be shown in more than one city as the streets with suggested mitigation pass through multiple cities.)

~