

### I-60 Doreen Burchett

**I-60-1** The commenter expresses concern regarding increased traffic impacts, noise and dust associated with blasting, air contamination during construction due to dust, and evacuation during wildfires. Regarding the increase in traffic due to the proposed project, impacts have been adequately analyzed in Section 2.13 Traffic and Transportation and mitigation measures have been provided to reduce or substantially lessen potentially significant impacts.

As stated on page 2.10-21, noise from blasting (and the associated drilling that precedes blasting) would only occur between 7 a.m. and 7 p.m. Construction blasting generates a maximum noise level of approximately 94 dBA at a distance of 50 feet (FHWA 2006). This noise level is used in the analysis because it provides a reasonable estimate of the construction blasting noise level. However, the noise level would vary depending on various factors, as more fully described below. The blast is generally perceived as a dull thud rather than as a loud explosion. Blasting is expected to occur at 2- to 3-day intervals with no more than one blast per day. Blasting is also expected to generally occur in the center of the project Site and along roads within the project Site. Furthermore, as stated on page 2.10-36 mitigation measure M-N-5 would require a blast drilling and monitoring plan to identify measures shown to effectively reduce noise and vibration levels (e.g., altering orientation of blast progression, increased delay between charge detonations, presplitting), and implementation of those measures to comply with the noise level limits of the County's Noise Ordinance, Sections 36.409 and 36.410, and the vibration-level limits of 1 inch per second PPV. Therefore, with implementation of M-N-5, impacts from blasting would be less than significant.

With respect to air contamination due to dust, Appendix F to DEIR Appendix G is a letter report summarizing, "the potential health effects associated with expected respirable crystalline silica emissions from blasting." Long term exposure to ambient respirable crystalline silica concentrations greater than 3 µg/m<sup>3</sup> causes silicosis and other adverse health effects. However, the DEIR concludes that "[m]aterials that would be blasted at the proposed project are granitic and similar to those blasted at hard rock quarries. The SCAQMD monitored respirable crystalline silica concentrations near the Azusa Rock Quarry and found that average concentrations were 0.5 µg/m<sup>3</sup> or six times less than the REL. This concentration included emissions from blasting and other construction emission sources on-site. Accordingly, concentrations that nearby receptors would be exposed to would be considered acceptable." (DEIR, p 2.3-50) As a result, "Dust that is deposited near sensitive receptors is unlikely to result in exposure to respirable crystalline silica because the vast majority of deposited material is too large to be respirable." (DEIR, p. 2.3-49) In addition, "there are no existing processes taking place or future processes that would

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take place as part of the proposed project at nearby receptor locations that would reduce the size of particles deposited making them smaller, respirable particles.” (DEIR, p. 2.3-49) Finally, “the small amount of respirable dust that may be deposited would need to be re-entrained into the air in order to be hazardous.” (DEIR, p. 2.3-49)

Relative to the concern that increased traffic from the project during an evacuation would result in gridlock, which has been experience in previous evacuations within the project vicinity, the proposed project includes improvements to Deer Springs Road which would increase capacity of the main evacuation route compared to the existing condition. Further, improvements to North Twin Oaks Valley Road and Buena Creek Road would expand capacity of the network to assist evacuation efforts for the surrounding community.

The Evacuation Plan notes that “fire and law enforcement official will identify evacuation points before evacuation routes are announced to the public. Evacuation routes are determined based on the location and extent of the incident and include as many pre-designated transportation routes as possible.” Accordingly, Appendix N-2 “defers to Law Enforcement and Office of Emergency Services” because, “among the most important factors for successful evacuations in urban settings is control of intersections downstream of the evacuation area.” Please also see **Topical Responses AQ-1, AQ-2, AQ-3, NOI-1, TR-1, TR-2, and TR-3.**