



DATE: August 12, 2016

TO: Bahar Heydari, Associate Environmental Planner
Caltrans District 12

FROM: Rob Miller, Senior Technologist, CH2M

SUBJECT: SR-241/SR-91 Express Lanes Connector Project – Errata for the Noise Study Report (August 2015)

This Errata documents changes to the approved Noise Study Report (NSR) based on comments from Caltrans Headquarters. These revisions do not change the findings of the approved NSR. Added text is shown in underline and removed text is shown in strikeout.

Comment No. 27. The following text is updated on pages 2 and 3 of the NSR consistent with the approved Purpose and Need:

In addition to the originally intended objectives of the Eastern Transportation Corridor, changed circumstances at the SR-241/SR-91 interchange have led to the following objectives for the Proposed Project:

- Implement the build out of the ETC, as approved in 1994;
- Attain compatibility with the SR-91 mainline and SR-91 Express Lanes;
- Improve traffic flow and operations by reducing weaving across multiple general purpose lanes between the SR-91 Express Lanes and the SR-241 general purpose lane connectors; and
- Enhance the efficiency of the tolled system, thereby reducing congestion on the non tolled system on SR-91.

There is a need for improved access between SR-241 and SR-91. Roadway deficiencies are described below:

- Demand exceeds capacity on the northbound SR-241 connector to eastbound SR-91 and on the westbound SR-91 connector to southbound SR-241
- Northbound vehicles on SR-241 cannot access the eastbound SR-91 Express Lane
- Westbound SR-91 Express Lanes motorists cannot access southbound SR-241.
- The weaving between the general purpose connectors and the median lanes is an issue because it degrades the level of service due to increased vehicle density. In addition, the weaving operations contribute to sideswipe accidents.

~~The proposed SR-241/SR-91 Express Lane Connector Project is one of several projects intended to improve operations within this highly congested region. Several advantages of the project include:~~

- ~~• The direct connection closes the gap between two major toll systems (SR-91 Express Lanes and SR-241 Toll Roads)~~

~~• The project improves vehicle throughput in SR 91 corridor since more vehicles can be pushed through the SR 91 Express Lanes (i.e., the project brings more cars into the express lanes in the mixing bowl and therefore the combined General Purpose and Express Lane throughput increases in the mixing bowl). The Express Lanes throughput upstream and downstream of the mixing bowl remains the same with or without the project (approximately 3,200 vehicles/hour), consistent with the Orange County Transportation Authority (OCTA) and Riverside County Transportation Commission (RCTC) tolling policy assumptions.~~

~~• The project improves vehicle miles traveled throughout the region.~~

~~• The project will pull 1,700 vehicles during the peak hours (AM/PM) from I-5, SR-55 and surrounding local arterials to SR-241 in the 2017 Opening Year.~~

~~• Travel time will be reduced by 24% for northbound SR-241 to eastbound SR-91 toll users in the 2017 Opening Year.~~

Comment No. 28. A reference to Exhibit 5-1 is added to page 21 of the NSR:

Land uses in the project area have been grouped into a series of Common Noise Environments (CNE). See **Figure 6-1** and **Exhibits 5-1 and 6-1a-6-1e (Appendix D)**.

Comment No. 29. The following text is added to the Summary and page 5 of the NSR:

Topographically, the project's roadways run through rolling foothills which provides some shielding to receptors. Along SR-91, the meandering floodplain of the Santa Ana River puts distance between the roadway noise and many potential receptors. State Route 241 runs between hills, roughly 100 feet below the hilltops.

Comment No. 30. Captions are added to photos as follows:

6.1.1 Common Noise Environment (CNE) 1-3

View from Oak Canyon Drive. SR-241 is at the bottom of this steep hill.

6.1.2 Common Noise Environment (CNE) 2-3

View of existing ramp to SR-241 from the Canyon RV Park

6.1.3 Common Noise Environment (CNE) 3-3

View from SR-91 across the Santa Ana River floodplain

Comment No. 31. Page 30 of the NSR is revised as follows:

Noise Barriers Constructed on the ~~along the~~ New Express Lane Flyover Ramp Structure

Comment No. 32. Page 30 of the NSR is revised as follows:

The primary causes for this are the low number of vehicles using the express ramps (1,876 in the peak noise hour) and the position of the barrier away and above the noise-sensitive receptors.

Comment No. 33. The word "receivers" is replaced with "receptors" throughout the NSR.

Comment No. 34. Topography information is added to the Summary and Chapter 6, (which was moved to Chapter 2) as follows:

Topographically, the project's roadways run through rolling foothills which provides some shielding to receptors. Along SR-91, the meandering floodplain of the Santa Ana River puts distance between the roadway noise and many potential receptors. State Route 241 runs between hills, roughly 100 feet below the hilltops.

Comment No. 36. The following text is added to page 16 of the NSR:

A radar speed detector was used to establish speeds for all traffic lanes. Vehicle travel was used for confirmation.

A handwritten signature in blue ink, appearing to read "Rob Miller".

Rob Miller, AICP
Senior Technologist
CH2M