

Appendix E4
Public Comments and Responses

TABLE OF CONTENTS

Comments from the public appear in the order in which they were received. Each comment submission is identified by the author's last name. Individual issues within each comment are numbered (e.g., Name-1, Name-2, etc.). The General Table of Contents is followed by an Alphabetical Table of Commenters and an Alphabetical Table of Responses.

GENERAL TABLE OF CONTENTS

Comment: Olson, Dwayne	E4-1
Response: Olson, Dwayne	E4-2
Olson-1	E4-2
Olson-2	E4-2
Comment: MacKinney, Tom	E4-2
Response: MacKinney, Tom	E4-2
Comment: Miller, Craig	E4-3
Response: Miller, Craig	E4-3
Miller, C.-1	E4-3
Miller, C.-2	E4-3
Comment: Cronin, James	E4-4
Response: Cronin, James	E4-4
Cronin-1	E4-4
Comment: Miller, Lee M.	E4-5
Response: Miller, Lee M.	E4-5
Miller, L.-1	E4-5
Miller, L.-2	E4-5
Comment: Cline, Nikki	E4-6
Response: Cline, Nikki	E4-6
Cline-1	E4-6
Cline-2	E4-6
Comment: Spires, John	E4-7
Response: Spires, John	E4-7
Spires-1	E4-7
Comment: Sadler, Stacy	E4-8
Response: Sadler, Stacy	E4-8
Sadler-1	E4-8
Comment: Cavender, Ida	E4-9
Response: Cavender, Ida	E4-9
Cavender-1	E4-9
Comment: Clayton, Tony	E4-10
Response: Clayton, Tony	E4-10
Clayton-1	E4-10
Comment: Armstrong, Gary	E4-11
Response: Armstrong, Gary	E4-11
Armstrong-1	E4-11
Comment: Bady, Peter	E4-12

TABLE OF CONTENTS

Response: Bady, Peter	E4-12
Bady-1	E4-12
Comment: Darrah, Richard	E4-13
Response: Darrah, Richard	E4-14
Darrah-1	E4-14
Darrah-2	E4-14
Darrah-3	E4-14
Comment: Dopson, Joseph	E4-15
Response: Dopson, Joseph	E4-15
Dopson-1	E4-15
Comment: Hawbaker, Suzan	E4-16
Response: Hawbaker, Suzan	E4-16
Hawbaker-1	E4-16
Comment: Jani, Ajay	E4-17
Response: Jani, Ajay	E4-17
Ajay-1	E4-17
Comment: Self, Michael	E4-17
Response: Self, Michael	E4-17
Self-1	E4-17
Comment: Skala, Marilyn	E4-18
Response: Skala, Marilyn	E4-18
Skala-1	E4-18
Comment: Zarghami, Jason	E4-19
Response: Zarghami, Jason	E4-19
Zarghami-1	E4-19
Petition	E4-20
Response: Petition	E4-24
Petition-1	E4-24
Comment: Bache, Margee	E4-25
Response: Bache, Margee	E4-25
Bache-1	E4-25
Comment: Blake, Marianne	E4-26
Response: Blake, Marianne	E4-27
Blake-1	E4-27
Comment: Brisbane, Roger	E4-28
Response: Brisbane, Roger	E4-29
Brisbane-1	E4-29
Comment: Cost, James	E4-30
Response: Cost, James	E4-31
Cost-1	E4-31
Comment: Frei, Amy	E4-32
Response: Frei, Amy	E4-33
Frei-1	E4-33
Comment: Lewis, Beverly	E4-33
Response: Lewis, Beverly	E4-33
Lewis-1	E4-33

TABLE OF CONTENTS

Comment: Meyerhoff, Keith	E4-34
Response: Meyerhoff, Keith	E4-35
Meyerhoff-1	E4-35
Comment: O'Moore, Roxanne	E4-36
Response: O'Moore, Roxanne	E4-37
O'Moore-1	E4-37
Comment: Percy, Nancy	E4-38
Response: Percy, Nancy	E4-39
Percy-1	E4-39
Comment: Purdy, Gordon	E4-40
Response: Purdy, Gordon	E4-41
Purdy, G.-1	E4-41
Comment: Purdy, Lola	E4-42
Response: Purdy, Lola	E4-43
Purdy, L.-1	E4-43
Comment: Rodgers, Shelley	E4-44
Response: Rodgers, Shelley	E4-45
Rodgers-1	E4-45
Comment: Soulsby, Patty	E4-46
Response: Soulsby, Patty	E4-47
Soulsby-1	E4-47
Comment: Walter, Benita and Marquette, Leslie	E4-48
Response: Walter, Benita and Marquette, Leslie	E4-49
Walter-1	E4-49
Walter-2	E4-49
Comment: Anonymous	E4-50
Response: Anonymous	E4-50
Anonymous-1	E4-50
Comment: Bristow, Lillian	E4-51
Response: Bristow, Lillian	E4-51
Bristow-1	E4-51
Comment: Francisco, Daniel	E4-52
Response: Francisco, Daniel	E4-53
Francisco-1	E4-53
Comment: Jones, Barbara	E4-53
Response: Jones, Barbara	E4-53
Jones, B.-1	E4-53
Comment: Kallan, Patty	E4-54
Response: Kallan, Patty	E4-54
Kallan-1	E4-54
Comment: Kane, Dave	E4-55
Response: Kane, Dave	E4-56
Kane-1	E4-56
Kane-2	E4-56
Comment: Raveling, Paul	E4-57
Response: Raveling, Paul	E4-60

TABLE OF CONTENTS

Raveling-1	E4-60
Raveling-2	E4-61
Raveling-3	E4-61
Raveling-4	E4-61
Comment: Sprouse, Brenda	E4-62
Response: Sprouse, Brenda	E4-63
Sprouse-1	E4-63
Sprouse-2	E4-63
Sprouse-3	E4-63
Sprouse-4	E4-64
Sprouse-5	E4-64
Sprouse-6	E4-64
Comment: Enderton, Don	E4-64
Response: Enderton, Don	E4-64
Enderton-1	E4-64
Comment: Fehr, Stephanie	E4-65
Response: Fehr, Stephanie	E4-65
Fehr-1	E4-65
Comment: Nappi, Mr. and Mrs. John	E4-65
Response: Nappi, Mr. and Mrs. John	E4-65
Nappi-1	E4-65
Comment: Pelley, Jim	E4-66
Response: Pelley, Jim	E4-66
Pelley-1	E4-66
Comment: Scott, Tom	E4-67
Response: Scott, Tom	E4-68
Scott, T.-1	E4-68
Scott, T.-2	E4-68
Scott, T.-3	E4-68
Comment: Sekigahama, Gary	E4-68
Response: Sekigahama, Gary	E4-69
Sekigahama-1	E4-69
Comment: Flynn, Tim	E4-69
Response: Flynn, Tim	E4-69
Flynn-1	E4-69
Comment: Harper, Steve	E4-70
Response: Harper, Steve	E4-70
Harper-1	E4-70
Harper-2	E4-70
Harper-3	E4-71
Harper-4	E4-71
Comment: Isham, Alan	E4-72
Response: Isham, Alan	E4-72
Isham-1	E4-72
Comment: Leclere, Mark	E4-73
Response: Leclere, Mark	E4-73

TABLE OF CONTENTS

Leclere-1	E4-73
Leclere-2	E4-74
Leclere-3	E4-74
Comment: Patrick, Catherine	E4-74
Response: Patrick, Catherine	E4-74
Patrick-1	E4-74
Comment: Reed, Jane and Mike	E4-75
Response: Reed, Jane and Mike	E4-75
Reed-1	E4-75
Comment: Setnik, Bob (1 of 2)	E4-76
Response: Setnik, Bob (1 of 2)	E4-76
Setnik (1)-1	E4-76
Comment: Wrinkle, Larry	E4-76
Response: Wrinkle, Larry	E4-76
Wrinkle-1	E4-76
Comment: Marmins, Jeff	E4-78
Response: Marmins, Jeff	E4-79
Marmins-1	E4-79
Marmins-2	E4-79
Comment: Seaman, Ed	E4-79
Response: Seaman, Ed	E4-79
Seaman-1	E4-79
Comment: Tel, Lori	E4-80
Response: Tel, Lori	E4-80
Tel-1	E4-80
Comment: Catalano, Vinny	E4-81
Response: Catalano, Vinny	E4-81
Catalano-1	E4-81
Catalano-2	E4-81
Comment: Dillard, Beverly	E4-82
Response: Dillard, Beverly	E4-82
Dillard-1	E4-82
Dillard-2	E4-82
Dillard-3	E4-82
Comment: Black, Elizabeth and Drew	E4-83
Response: Black, Elizabeth and Drew	E4-84
Black-1	E4-84
Comment: Mouritsen, Judy	E4-84
Response: Mouritsen, Judy	E4-85
Mouritsen-1	E4-85
Mouritsen-2	E4-85
Mouritsen-3	E4-85
Comment: Story, Edwin L.	E4-86
Response: Story, Edwin L.	E4-87
Story-1	E4-87
Story-2	E4-87

TABLE OF CONTENTS

Comment: Carroll, Terry	E4-88
Response: Carroll, Terry	E4-89
Carroll-1	E4-89
Carroll-2	E4-90
Carroll-3	E4-90
Carroll-4	E4-90
Carroll-5	E4-90
Carroll-6	E4-90
Comment: Sharma, Ro	E4-91
Response: Sharma, Ro	E4-91
Sharma-1	E4-91
Comment: Van Rooyan, Kirk	E4-92
Response: Van Rooyan, Kirk	E4-92
Van Rooyan-1	E4-92
Van Rooyan-2	E4-92
Comment: Zanetta, Fred and Pat	E4-93
Response: Zanetta, Fred and Pat	E4-93
Zanetta-1	E4-93
Zanetta-2	E4-93
Zanetta-3	E4-93
Zanetta-4	E4-93
Comment: Allen, Rob	E4-94
Response: Allen, Rob	E4-94
Allen-1	E4-94
Allen-2	E4-94
Allen-3	E4-94
Allen-4	E4-95
Comment: den Dulk, Jim	E4-95
Response: den Dulk, Jim	E4-95
den Dulk-1	E4-95
Comment: Dunnett, Cindy	E4-96
Response: Dunnett, Cindy	E4-96
Dunnett-1	E4-96
Dunnett-2	E4-96
Dunnett-3	E4-96
Comment: Romero, Ryan	E4-97
Response: Romero, Ryan	E4-97
Romero-1	E4-97
Comment: Waters, Jim	E4-97
Response: Waters, Jim	E4-98
Waters-1	E4-98
Waters-2	E4-98
Comment: Akins, Betsy	E4-98
Response: Akins, Betsy	E4-98
Akins-1	E4-98
Akins-2	E4-98

TABLE OF CONTENTS

Comment: Bisharat, Leslie	E4-99
Response: Bisharat, Leslie	E4-99
Bisharat-1	E4-99
Comment: Boyd, Sharon	E4-99
Response: Boyd, Sharon	E4-100
Boyd-1	E4-100
Boyd-2	E4-100
Boyd-3	E4-100
Boyd-4	E4-100
Boyd-5	E4-101
Comment: Bryte, Ron	E4-101
Response: Bryte, Ron	E4-101
Bryte-1	E4-101
Bryte-2	E4-101
Bryte-3	E4-101
Comment: Calhoun, Kelly	E4-102
Response: Calhoun, Kelly	E4-103
Calhoun-1	E4-103
Calhoun-2	E4-103
Calhoun-3	E4-103
Comment: Callori, Steve	E4-104
Response: Callori, Steve	E4-104
Callori-1	E4-104
Callori-2	E4-104
Comment: Churchill, Shirley	E4-105
Response: Churchill, Shirley	E4-105
Churchill-1	E4-105
Comment: Collard, William	E4-105
Response: Collard, William	E4-105
Collard-1	E4-105
Collard-2	E4-106
Comment: Danberg, Denise	E4-106
Response: Danberg, Denise	E4-106
Danberg-1	E4-106
Comment: Dow, Rory	E4-107
Response: Dow, Rory	E4-107
Dow-1	E4-107
Comment: Drapeau, Barbara	E4-107
Response: Drapeau, Barbara	E4-107
Drapeau-1	E4-107
Comment: Aber, Elaine	E4-108
Response: Aber, Elaine	E4-108
Aber-1 and -2	E4-108
Aber-3	E4-108
Comment: Hilton, Sandy	E4-109
Response: Hilton, Sandy	E4-109

TABLE OF CONTENTS

Hilton-1	E4-109
Comment: Hudson, Leanna and Hogan, Doug	E4-110
Response: Hudson, Leanna and Hogan, Doug	E4-110
Hudson, L. and Hogan-1	E4-110
Comment: Koberg, Pat	E4-111
Response: Koberg, Pat	E4-111
Koberg-1	E4-111
Comment: Lasic, David	E4-112
Response: Lasic, David	E4-113
Lasic, D.-1	E4-113
Lasic, D.-2	E4-113
Lasic, D.-3 and -4	E4-113
Lasic, D.-5 and -6	E4-113
Lasic, D.-7	E4-113
Comment: Lasic, Judith	E4-114
Response: Lasic, Judith	E4-114
Lasic, J.-1	E4-114
Lasic, J.-2 and 3	E4-114
Lasic, J.-4	E4-115
Lasic, J.-5	E4-115
Comment: Morris, Diane	E4-115
Response: Morris, Diane	E4-115
Morris-1	E4-115
Comment: Mouriski, Michael	E4-116
Response: Mouriski, Michael	E4-116
Mouriski-1	E4-116
Comment: Parrish, Susan	E4-116
Response: Parrish, Susan	E4-116
Parrish-1	E4-116
Comment: Pauley, Lauren	E4-117
Response: Pauley, Lauren	E4-117
Pauley, L.-1	E4-117
Pauley, L.-2	E4-117
Comment: Pauley, Mary	E4-118
Response: Pauley, Mary	E4-118
Pauley, M.-1	E4-118
Pauley, M.-2 and -3	E4-119
Pauley, M.-4	E4-119
Comment: Perkes, Allison	E4-119
Response: Perkes, Allison	E4-119
Perkes-1	E4-119
Perkes-2	E4-119
Comment: Poimiroo, Joan and John	E4-120
Response: Poimiroo, Joan and John	E4-120
Poimiroo-1	E4-120
Poimiroo-2	E4-120

TABLE OF CONTENTS

Comment: Reinard, Kevin	E4-121
Response: Reinard, Kevin	E4-121
Reinard-1	E4-121
Reinard-2	E4-122
Comment: Sawa, Katrina	E4-122
Response: Sawa, Katrina	E4-122
Sawa-1	E4-122
Sawa-2	E4-123
Comment: Scott, Evangeline	E4-124
Response: Scott, Evangeline	E4-124
Scott, E.-1	E4-124
Scott, E.-2	E4-124
Comment: Setnik, Bob (2 of 2)	E4-125
Response: Setnik, Bob (2 of 2)	E4-126
Setnik (2)-1	E4-126
Setnik (2)-2	E4-126
Setnik (2)-3	E4-126
Setnik (2)-4	E4-126
Setnik (2)-5	E4-126
Setnik (2)-6	E4-126
Setnik (2)-7	E4-127
Comment: Simonsen, Sherryl and Larry	E4-127
Response: Simonsen, Sherryl and Larry	E4-127
Simonsen-1	E4-127
Comment: Southworth, Louise	E4-127
Response: Southworth, Louise	E4-127
Southworth-1	E4-127
Southworth-2	E4-127
Comment: Stevens, Mike	E4-128
Response: Stevens, Mike	E4-128
Stevens-1	E4-128
Stevens-2 and -3	E4-128
Stevens-4	E4-128
Comment: Thomas, Rob	E4-128
Response: Thomas, Rob	E4-129
Thomas-1	E4-129
Comment: Tom	E4-129
Response: Tom	E4-129
Tom-1	E4-129
Comment: Vernon, Rob	E4-130
Response: Vernon, Rob	E4-130
Vernon-1	E4-130
Comment: Zedlitz, Sherry	E4-130
Response: Zedlitz, Sherry	E4-130
Zedlitz-1	E4-130
Comment: Woppert, Evon Barris	E4-131

TABLE OF CONTENTS

Response: Woppert, Evon Barris	E4-131
Woppert-1	E4-131
Comment: Hudson, Don	E4-132
Response: Hudson, Don	E4-133
Hudson, D.-1	E4-133
Hudson, D.-2	E4-133
Comment: Summers, Runi	E4-134
Response: Summers, Runi	E4-134
Summers-1	E4-134
Comment: O'Day, Richard	E4-135
Response: O'Day, Richard	E4-136
O'Day-1	E4-136
Comment: Dellinger, Pat	E4-137
Response: Dellinger, Pat	E4-138
Dellinger-1	E4-138
Comment: Wilson, Raeh	E4-138
Response: Wilson, Raeh	E4-138
Wilson-1	E4-138
Comment: Riedinger, Michael	E4-139
Response: Riedinger, Michael	E4-142
Riedinger-1	E4-142
Riedinger-2	E4-143
Riedinger-3	E4-143
Riedinger-4	E4-144
Riedinger-5	E4-144
Riedinger-6	E4-145
Riedinger-7	E4-145
Riedinger-8	E4-146
Riedinger-9	E4-146
Riedinger-10	E4-146
Riedinger-11	E4-146
Comment: Wells, Russ and Linda	E4-147
Response: Wells, Russ and Linda	E4-147
Wells-1	E4-147
Comment: Ruana, Virginia	E4-148
Response: Ruana, Virginia	E4-149
Ruana-1	E4-149
Comment: Campbell, Carol	E4-149
Response: Campbell, Carol	E4-149
Campbell, C.-1	E4-149
Campbell, C.-2	E4-149
Campbell, C.-3	E4-149
Comment: Bouck, Steven	E4-150
Response: Bouck, Steven	E4-150
Bouck-1	E4-150
Bouck-2	E4-150

TABLE OF CONTENTS

Comment: Field, Sue	E4-151
Response: Field, Sue	E4-151
Field-1	E4-151
Comment: Goodwin, Tom	E4-152
Response: Goodwin, Tom	E4-152
Goodwin-1	E4-152
Comment: Holmes, Karen	E4-152
Response: Holmes, Karen	E4-152
Holmes-1	E4-152
Holmes-2 and -3	E4-153
Comment: Nece, Karen	E4-153
Response: Nece, Karen	E4-153
Nece-1	E4-153
Comment: Scott-Skillman, Thelma	E4-154
Response: Scott-Skillman, Thelma	E4-154
Scott-Skillman-1	E4-154
Scott-Skillman-2	E4-154
Comment: Colson, Darla	E4-155
Response: Colson, Darla	E4-155
Colson-1	E4-155
Comment: Garity, Jim	E4-156
Response: Garity, Jim	E4-156
Garity-1	E4-156
Comment: Hays, Opal	E4-157
Response: Hays, Opal	E4-157
Hays-1	E4-157
Hays-2	E4-157
Comment: LaCasse, Cindy	E4-158
Response: LaCasse, Cindy	E4-158
LaCasse-1	E4-158
LaCasse-2	E4-158
Comment: Rubly, Sandra	E4-159
Response: Rubly, Sandra	E4-159
Rubly-1	E4-159
Rubly-2	E4-159
Comment: Scott, Phil	E4-160
Response: Scott, Phil	E4-161
Scott, P.-1	E4-161
Scott, P.-2	E4-161
Scott, P.-3	E4-161
Comment: Solberg, Gerald	E4-161
Response: Solberg, Gerald	E4-162
Solberg-1 and -2	E4-162
Solberg-3	E4-162
Comment: Sprague, Steve	E4-162
Response: Sprague, Steve	E4-163

TABLE OF CONTENTS

Sprague-1 and -2	E4-163
Sprague-3	E4-163
Comment: Blank, Michael	E4-163
Response: Blank, Michael	E4-163
Blank-1	E4-163
Blank-2	E4-164
Comment: Cameron, Mina	E4-164
Response: Cameron, Mina	E4-164
Cameron-1	E4-164
Comment: Edmondson, Paige	E4-164
Response: Edmondson, Paige	E4-165
Edmondson-1	E4-165
Edmondson-2	E4-165
Comment: Evans, Shellene	E4-165
Response: Evans, Shellene	E4-166
Evans-1	E4-166
Evans-2	E4-166
Comment: Flores, Michele	E4-166
Response: Flores, Michele	E4-166
Flores-1	E4-166
Flores-2	E4-166
Comment: Jackson, Barbara	E4-167
Response: Jackson, Barbara	E4-167
Jackson-1	E4-167
Comment: McKinney, Patty	E4-167
Response: McKinney, Patty	E4-167
McKinney-1	E4-167
Comment: Miller-Hobbs, Lisa	E4-168
Response: Miller-Hobbs, Lisa	E4-169
Miller-Hobbs-1	E4-169
Miller-Hobbs-2	E4-169
Miller-Hobbs-3	E4-169
Miller-Hobbs-4	E4-169
Miller-Hobbs-5	E4-169
Miller-Hobbs-6	E4-169
Comment: Packer, Ron	E4-170
Response: Packer, Ron	E4-170
Packer-1	E4-170
Comment: Quisenberry, Donna	E4-171
Response: Quisenberry, Donna	E4-171
Quisenberry-1	E4-171
Quisenberry-2	E4-171
Comment: Rittenhouse, John	E4-172
Response: Rittenhouse, John	E4-172
Rittenhouse-1	E4-172
Rittenhouse-2	E4-172

TABLE OF CONTENTS

Rittenhouse-3	E4-173
Rittenhouse-4	E4-173
Comment: Strain, Laura and David	E4-174
Response: Strain, Laura and David	E4-174
Strain, L. and D.-1	E4-174
Strain, L. and D.-2	E4-175
Strain, L. and D.-3	E4-175
Strain, L. and D.-4	E4-175
Comment: Strain, Laura	E4-175
Response: Strain, Laura	E4-175
Strain, L.-1	E4-175
Comment: Campbell, Robert	E4-176
Response: Campbell, Robert	E4-177
Campbell, R.-1	E4-177
Campbell, R.-2	E4-177
Campbell, R.-3	E4-177
Campbell, R.-4	E4-177
Comment: Delp, Bob	E4-178
Response: Delp, Bob	E4-181
Delp-1	E4-181
Delp-2	E4-181
Delp-3	E4-181
Delp-4	E4-182
Comment: Gragg, Eric	E4-182
Response: Gragg, Eric	E4-182
Gragg-1	E4-182
Comment: King, Lorraine	E4-183
Response: King, Lorraine	E4-183
King-1	E4-183
King-2	E4-184
Comment: Miller, Jeffrey	E4-184
Response: Miller, Jeffrey	E4-184
Miller, J.-1	E4-184
Miller, J.-2	E4-184
Comment: Munger, Curt	E4-185
Response: Munger, Curt	E4-185
Munger-1	E4-185
Munger-2	E4-185
Comment: Stetson, Laurene	E4-186
Response: Stetson, Laurene	E4-186
Stetson-1	E4-186
Comment: Storer, David	E4-187
Response: Storer, David	E4-192
Storer-1	E4-192
Storer-2	E4-192
Storer-3	E4-192

TABLE OF CONTENTS

Storer-4	E4-193
Storer-5	E4-193
Storer-6	E4-193
Storer-7	E4-193
Storer-8	E4-193
Storer-9	E4-193
Storer-10	E4-193
Storer-11	E4-194
Storer-12	E4-194
Storer-13	E4-194
Storer-14	E4-194
Storer-15	E4-194
Storer-16	E4-194
Storer-17	E4-195
Storer-18	E4-195
Storer-19	E4-195
Storer-20	E4-195
Storer-21	E4-195
Storer-22	E4-195
Storer-23	E4-196
Storer-24	E4-196
Storer-25	E4-196
Storer-26	E4-196
Storer-27	E4-196
Storer-28	E4-196
Storer-29	E4-196
Storer-30	E4-197
Storer-31	E4-197
Storer-32	E4-197
Comment: Cimaroli, Neva	E4-198
Response: Cimaroli, Neva	E4-199
Cimaroli-1	E4-199
Cimaroli-2	E4-199
Cimaroli-3	E4-199
Cimaroli-4	E4-199
Comment: Gagliardi, Joseph (1 of 2)	E4-200
Response: Gagliardi, Joseph (1 of 2)	E4-201
Gagliardi (1)-1	E4-201
Gagliardi (1)-2	E4-201
Gagliardi (1)-3	E4-202
Gagliardi (1)-4	E4-202
Gagliardi (1)-5	E4-202
Gagliardi (1)-6	E4-202
Comment: Gagliardi, Joseph (2 of 2)	E4-203
Response: Gagliardi, Joseph (2 of 2)	E4-204
Gagliardi (2)-1	E4-204

TABLE OF CONTENTS

Gagliardi (2)-2	E4-204
Gagliardi (2)-3	E4-204
Gagliardi (2)-4	E4-204
Comment: Garnica, Alicia	E4-205
Response: Garnica, Alicia	E4-206
Garnica-1	E4-206
Garnica-2	E4-206
Garnica-3	E4-206
Garnica-4	E4-206
Comment: Heilman, Sharon	E4-207
Response: Heilman, Sharon	E4-208
Heilman-1	E4-208
Heilman-2	E4-208
Comment: Krakow, Monica	E4-209
Response: Krakow, Monica	E4-210
Krakow-1	E4-210
Comment: Ross, Bruce	E4-211
Response: Ross, Bruce	E4-211
Ross-1	E4-211
Ross-2	E4-212
Ross-3	E4-212
Comment: Thayne, Sandy	E4-213
Response: Thayne, Sandy	E4-214
Thayne-1	E4-214
Thayne-2	E4-214
Thayne-3	E4-214
Thayne-4	E4-214
Thayne-5	E4-214
Thayne-6	E4-214
Thayne-7	E4-214
Comment: DeBruin, Robert	E4-215
Response: DeBruin, Robert	E4-215
DeBruin-1	E4-215
Comment: Carson, Kevin	E4-216
Response: Carson, Kevin	E4-217
Carson-1	E4-217
Carson-2	E4-217
Comment: Jeffrey, Debbie	E4-217
Response: Jeffrey, Debbie	E4-217
Jeffrey-1	E4-217
Comment: Meyer, Tony	E4-218
Response: Meyer, Tony	E4-218
Meyer-1	E4-218
Meyer-2	E4-218
Meyer-3	E4-218

TABLE OF CONTENTS

ALPHABETICAL TABLE OF COMMENTERS

Aber, Elaine	E4-108
Akins, Betsy	E4-98
Allen, Rob	E4-94
Anonymous	E4-50
Armstrong, Gary	E4-11
Bache, Margee	E4-25
Bady, Peter	E4-12
Bisharat, Leslie	E4-99
Black, Elizabeth and Drew	E4-83
Blake, Marianne	E4-26
Blank, Michael	E4-163
Bouck, Steven	E4-150
Boyd, Sharon	E4-99
Brisbane, Roger	E4-28
Bristow, Lillian	E4-51
Bryte, Ron	E4-101
Calhoun, Kelly	E4-102
Callori, Steve	E4-104
Cameron, Mina	E4-164
Campbell, Carol	E4-149
Campbell, Robert	E4-176
Carroll, Terry	E4-88
Carson, Kevin	E4-216
Catalano, Vinny	E4-81
Cavender, Ida	E4-9
Churchill, Shirley	E4-105
Cimaroli, Neva	E4-198
Clayton, Tony	E4-10
Cline, Nikki	E4-6
Collard, William	E4-105
Colson, Darla	E4-155
Cost, James	E4-30
Cronin, James	E4-4
Danberg, Denise	E4-106
Darrah, Richard	E4-13
DeBruin, Robert	E4-215
Dellinger, Pat	E4-137
Delp, Bob	E4-178
den Dulk, Jim	E4-95
Dillard, Beverly	E4-82
Dopson, Joseph	E4-15
Dow, Rory	E4-107
Drapeau, Barbara	E4-107
Dunnett, Cindy	E4-96

TABLE OF CONTENTS

Edmondson, Paige	E4-164
Enderton, Don	E4-64
Evans, Shellene	E4-165
Fehr, Stephanie	E4-65
Field, Sue	E4-151
Flores, Michele	E4-166
Flynn, Tim	E4-69
Francisco, Daniel	E4-52
Frei, Amy	E4-32
Gagliardi, Joseph (1 of 2)	E4-200
Gagliardi, Joseph (2 of 2)	E4-203
Garity, Jim	E4-156
Garnica, Alicia	E4-205
Goodwin, Tom	E4-152
Gragg, Eric	E4-182
Harper, Steve	E4-70
Hawbaker, Suzan	E4-16
Hays, Opal	E4-157
Heilman, Sharon	E4-207
Hilton, Sandy	E4-109
Holmes, Karen	E4-152
Hudson, Don	E4-132
Hudson, Leanna and Hogan, Doug	E4-110
Isham, Alan	E4-72
Jackson, Barbara	E4-167
Jani, Ajay	E4-17
Jeffrey, Debbie	E4-217
Jones, Barbara	E4-53
Kallan, Patty	E4-54
Kane, Dave	E4-55
King, Lorraine	E4-183
Koberg, Pat	E4-111
Krakow, Monica	E4-209
LaCasse, Cindy	E4-158
Lasic, David	E4-112
Lasic, Judith	E4-114
Leclere, Mark	E4-73
Lewis, Beverly	E4-33
MacKinney, Tom	E4-2
Marmins, Jeff	E4-78
McKinney, Patty	E4-167
Meyer, Tony	E4-218
Meyerhoff, Keith	E4-34
Miller, Craig	E4-3
Miller, Jeffrey	E4-184
Miller, Lee M.	E4-5

TABLE OF CONTENTS

Miller-Hobbs, Lisa	E4-168
Morris, Diane	E4-115
Mouriski, Michael	E4-116
Mouritsen, Judy	E4-84
Munger, Curt	E4-185
Nappi, Mr. and Mrs. John	E4-65
Nece, Karen	E4-153
O'Day, Richard	E4-135
Olson, Dwayne	E4-1
O'Moore, Roxanne	E4-36
Packer, Ron	E4-170
Parrish, Susan	E4-116
Patrick, Catherine	E4-74
Pauley, Lauren	E4-117
Pauley, Mary	E4-118
Pelley, Jim	E4-66
Percy, Nancy	E4-38
Perkes, Allison	E4-119
Petition	E4-20
Poimiroo, Joan and John	E4-120
Purdy, Gordon	E4-40
Purdy, Lola	E4-42
Quisenberry, Donna	E4-171
Raveling, Paul	E4-57
Reed, Jane and Mike	E4-75
Reinard, Kevin	E4-121
Riedinger, Michael	E4-139
Rittenhouse, John	E4-172
Rodgers, Shelley	E4-44
Romero, Ryan	E4-97
Ross, Bruce	E4-211
Ruana, Virginia	E4-148
Rubly, Sandra	E4-159
Sadler, Stacy	E4-8
Sawa, Katrina	E4-122
Scott, Evangeline	E4-124
Scott, Phil	E4-160
Scott, Tom	E4-67
Scott-Skillman, Thelma	E4-154
Seaman, Ed	E4-79
Sekigahama, Gary	E4-68
Self, Michael	E4-17
Setnik, Bob (1 of 2)	E4-76
Setnik, Bob (2 of 2)	E4-125
Sharma, Ro	E4-91
Simonsen, Sherryl and Larry	E4-127

TABLE OF CONTENTS

Skala, Marilyn	E4-18
Solberg, Gerald	E4-161
Soulsby, Patty	E4-46
Southworth, Louise	E4-127
Spires, John	E4-7
Sprague, Steve	E4-162
Sprouse, Brenda	E4-62
Stetson, Laurene	E4-186
Stevens, Mike	E4-128
Storer, David	E4-187
Story, Edwin L	E4-86
Strain, Laura	E4-174, E4-175
Strain, Laura and David	E4-174
Summers, Runi	E4-134
Tel, Lori	E4-80
Thayne, Sandy	E4-213
Thomas, Rob	E4-128
Tom	E4-129
Van Rooyan, Kirk	E4-92
Vernon, Rob	E4-130
Walter, Benita and Marquette, Leslie	E4-48
Waters, Jim	E4-97
Wells, Russ and Linda	E4-147
Wilson, Raeh	E4-138
Woppert, Evon Barris	E4-131
Wrinkle, Larry	E4-76
Zanetta, Fred and Pat	E4-93
Zarghami, Jason	E4-19
Zedlitz, Sherry	E4-130

ALPHABETICAL TABLE OF RESPONSES

Aber-1 and -2	E4-108
Aber-3	E4-108
Ajay-1	E4-17
Akins-1	E4-98
Akins-2	E4-98
Allen-1	E4-94
Allen-2	E4-94
Allen-3	E4-94
Allen-4	E4-95
Anonymous-1	E4-50
Armstrong-1	E4-11
Bache-1	E4-25
Bady-1	E4-12
Bisharat-1	E4-99
Black-1	E4-84

TABLE OF CONTENTS

Blake-1	E4-27
Blank-1	E4-163
Blank-2	E4-164
Bouck-1	E4-150
Bouck-2	E4-150
Boyd-1	E4-100
Boyd-2	E4-100
Boyd-3	E4-100
Boyd-4	E4-100
Boyd-5	E4-101
Brisbane-1	E4-29
Bristow-1	E4-51
Bryte-1	E4-101
Bryte-2	E4-101
Bryte-3	E4-101
Calhoun-1	E4-103
Calhoun-2	E4-103
Calhoun-3	E4-103
Callori-1	E4-104
Callori-2	E4-104
Cameron-1	E4-164
Campbell, C.-1	E4-149
Campbell, C.-2	E4-149
Campbell, C.-3	E4-149
Campbell, R.-1	E4-177
Campbell, R.-2	E4-177
Campbell, R.-3	E4-177
Campbell, R.-4	E4-177
Carroll-1	E4-89
Carroll-2	E4-90
Carroll-3	E4-90
Carroll-4	E4-90
Carroll-5	E4-90
Carroll-6	E4-90
Carson-1	E4-217
Carson-2	E4-217
Catalano-1	E4-81
Catalano-2	E4-81
Cavender-1	E4-9
Churchill-1	E4-105
Cimaroli-1	E4-199
Cimaroli-2	E4-199
Cimaroli-3	E4-199
Cimaroli-4	E4-199
Clayton-1	E4-10
Cline-1	E4-6

TABLE OF CONTENTS

Cline-2	E4-6
Collard-1	E4-105
Collard-2	E4-106
Colson-1	E4-155
Cost-1	E4-31
Cronin-1	E4-4
Danberg-1	E4-106
Darrah-1	E4-14
Darrah-2	E4-14
Darrah-3	E4-14
DeBruin-1	E4-215
Dellinger-1	E4-138
Delp-1	E4-181
Delp-2	E4-181
Delp-3	E4-181
Delp-4	E4-182
den Dulk-1	E4-95
Dillard-1	E4-82
Dillard-2	E4-82
Dillard-3	E4-82
Dopson-1	E4-15
Dow-1	E4-107
Drapeau-1	E4-107
Dunnett-1	E4-96
Dunnett-2	E4-96
Dunnett-3	E4-96
Edmondson-1	E4-165
Edmondson-2	E4-165
Enderton-1	E4-64
Evans-1	E4-166
Evans-2	E4-166
Fehr-1	E4-65
Field-1	E4-151
Flores-1	E4-166
Flores-2	E4-166
Flynn-1	E4-69
Francisco-1	E4-53
Frei-1	E4-33
Gagliardi (1)-1	E4-201
Gagliardi (1)-2	E4-201
Gagliardi (1)-3	E4-202
Gagliardi (1)-4	E4-202
Gagliardi (1)-5	E4-202
Gagliardi (1)-6	E4-202
Gagliardi (2)-1	E4-204
Gagliardi (2)-2	E4-204

TABLE OF CONTENTS

Gagliardi (2)-3	E4-204
Gagliardi (2)-4	E4-204
Garity-1	E4-156
Garnica-1	E4-206
Garnica-2	E4-206
Garnica-3	E4-206
Garnica-4	E4-206
Goodwin-1	E4-152
Gragg-1	E4-182
Harper-1	E4-70
Harper-2	E4-70
Harper-3	E4-71
Harper-4	E4-71
Hawbaker-1	E4-16
Hays-1	E4-157
Hays-2	E4-157
Heilman-1	E4-208
Heilman-2	E4-208
Hilton-1	E4-109
Holmes-1	E4-152
Holmes-2 and -3	E4-153
Hudson, D.-1	E4-133
Hudson, D.-2	E4-133
Hudson, L. and Hogan-1	E4-110
Isham-1	E4-72
Jackson-1	E4-167
Jeffrey-1	E4-217
Jones, B.-1	E4-53
Kallan-1	E4-54
Kane-1	E4-56
Kane-2	E4-56
King-1	E4-183
King-2	E4-184
Koberg-1	E4-111
Krakow-1	E4-210
LaCasse-1	E4-158
LaCasse-2	E4-158
Lasic, D.-1	E4-113
Lasic, D.-2	E4-113
Lasic, D.-3 and -4	E4-113
Lasic, D.-5 and -6	E4-113
Lasic, D.-7	E4-113
Lasic, J.-1	E4-114
Lasic, J.-2 and 3	E4-114
Lasic, J.-4	E4-115
Lasic, J.-5	E4-115

TABLE OF CONTENTS

Leclere-1	E4-73
Leclere-2	E4-74
Leclere-3	E4-74
Lewis-1	E4-33
Marmins-1	E4-79
Marmins-2	E4-79
McKinney-1	E4-167
Meyer-1	E4-218
Meyer-2	E4-218
Meyer-3	E4-218
Meyerhoff-1	E4-35
Miller, C.-1	E4-3
Miller, C.-2	E4-3
Miller, J.-1	E4-184
Miller, J.-2	E4-184
Miller, L.-1	E4-5
Miller, L.-2	E4-5
Miller-Hobbs-1	E4-169
Miller-Hobbs-2	E4-169
Miller-Hobbs-3	E4-169
Miller-Hobbs-4	E4-169
Miller-Hobbs-5	E4-169
Miller-Hobbs-6	E4-169
Morris-1	E4-115
Mouriski-1	E4-116
Mouritsen-1	E4-85
Mouritsen-2	E4-85
Mouritsen-3	E4-85
Munger-1	E4-185
Munger-2	E4-185
Nappi-1	E4-65
Nece-1	E4-153
O'Day-1	E4-136
Olson-1	E4-2
Olson-2	E4-2
O'Moore-1	E4-37
Packer-1	E4-170
Parrish-1	E4-116
Patrick-1	E4-74
Pauley, L.-1	E4-117
Pauley, L.-2	E4-117
Pauley, M.-1	E4-118
Pauley, M.-2 and -3	E4-119
Pauley, M.-4	E4-119
Pelley-1	E4-66
Percy-1	E4-39

TABLE OF CONTENTS

Perkes-1.....	E4-119
Perkes-2.....	E4-119
Petition-1.....	E4-24
Poimiroo-1.....	E4-120
Poimiroo-2.....	E4-120
Purdy, G.-1.....	E4-41
Purdy, L.-1.....	E4-43
Quisenberry-1.....	E4-171
Quisenberry-2.....	E4-171
Raveling-1.....	E4-60
Raveling-2.....	E4-61
Raveling-3.....	E4-61
Raveling-4.....	E4-61
Reed-1.....	E4-75
Reinard-1.....	E4-121
Reinard-2.....	E4-122
Riedinger-1.....	E4-142
Riedinger-10.....	E4-146
Riedinger-11.....	E4-146
Riedinger-2.....	E4-143
Riedinger-3.....	E4-143
Riedinger-4.....	E4-144
Riedinger-5.....	E4-144
Riedinger-6.....	E4-145
Riedinger-7.....	E4-145
Riedinger-8.....	E4-146
Riedinger-9.....	E4-146
Rittenhouse-1.....	E4-172
Rittenhouse-2.....	E4-172
Rittenhouse-3.....	E4-173
Rittenhouse-4.....	E4-173
Rodgers-1.....	E4-45
Romero-1.....	E4-97
Ross-1.....	E4-211
Ross-2.....	E4-212
Ross-3.....	E4-212
Ruana-1.....	E4-149
Rubly-1.....	E4-159
Rubly-2.....	E4-159
Sadler-1.....	E4-8
Sawa-1.....	E4-122
Sawa-2.....	E4-123
Scott, E.-1.....	E4-124
Scott, E.-2.....	E4-124
Scott, P.-1.....	E4-161
Scott, P.-2.....	E4-161

TABLE OF CONTENTS

Scott, P.-3.....	E4-161
Scott, T.-1.....	E4-68
Scott, T.-2.....	E4-68
Scott, T.-3.....	E4-68
Scott-Skillman-1.....	E4-154
Scott-Skillman-2.....	E4-154
Seaman-1.....	E4-79
Sekigahama-1.....	E4-69
Self-1.....	E4-17
Setnik (1)-1.....	E4-76
Setnik (2)-1.....	E4-126
Setnik (2)-2.....	E4-126
Setnik (2)-3.....	E4-126
Setnik (2)-4.....	E4-126
Setnik (2)-5.....	E4-126
Setnik (2)-6.....	E4-126
Setnik (2)-7.....	E4-127
Sharma-1.....	E4-91
Simonsen-1.....	E4-127
Skala-1.....	E4-18
Solberg-1 and -2.....	E4-162
Solberg-3.....	E4-162
Soulsby-1.....	E4-47
Southworth-1.....	E4-127
Southworth-2.....	E4-127
Spires-1.....	E4-7
Sprague-1 and -2.....	E4-163
Sprague-3.....	E4-163
Sprouse-1.....	E4-63
Sprouse-2.....	E4-63
Sprouse-3.....	E4-63
Sprouse-4.....	E4-64
Sprouse-5.....	E4-64
Sprouse-6.....	E4-64
Stetson-1.....	E4-186
Stevens-1.....	E4-128
Stevens-2 and -3.....	E4-128
Stevens-4.....	E4-128
Storer-1.....	E4-192
Storer-10.....	E4-193
Storer-11.....	E4-194
Storer-12.....	E4-194
Storer-13.....	E4-194
Storer-14.....	E4-194
Storer-15.....	E4-194
Storer-16.....	E4-194

TABLE OF CONTENTS

Storer-17	E4-195
Storer-18	E4-195
Storer-19	E4-195
Storer-2	E4-192
Storer-20	E4-195
Storer-21	E4-195
Storer-22	E4-195
Storer-23	E4-196
Storer-24	E4-196
Storer-25	E4-196
Storer-26	E4-196
Storer-27	E4-196
Storer-28	E4-196
Storer-29	E4-196
Storer-3	E4-192
Storer-30	E4-197
Storer-31	E4-197
Storer-32	E4-197
Storer-4	E4-193
Storer-5	E4-193
Storer-6	E4-193
Storer-7	E4-193
Storer-8	E4-193
Storer-9	E4-193
Story-1	E4-87
Story-2	E4-87
Strain, L. and D.-1	E4-174
Strain, L. and D.-2	E4-175
Strain, L. and D.-3	E4-175
Strain, L. and D.-4	E4-175
Strain, L.-1	E4-175
Summers-1	E4-134
Tel-1	E4-80
Thayne-1	E4-214
Thayne-2	E4-214
Thayne-3	E4-214
Thayne-4	E4-214
Thayne-5	E4-214
Thayne-6	E4-214
Thayne-7	E4-214
Thomas-1	E4-129
Tom-1	E4-129
Van Rooyan-1	E4-92
Van Rooyan-2	E4-92
Vernon-1	E4-130
Walter-1	E4-49

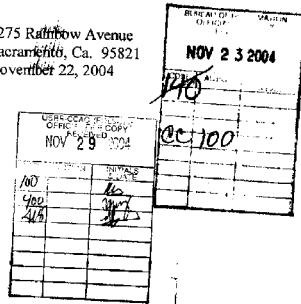
TABLE OF CONTENTS

Walter-2	E4-49
Waters-1	E4-98
Waters-2	E4-98
Wells-1	E4-147
Wilson-1	E4-138
Woppert-1	E4-131
Wrinkle-1	E4-76
Zanetta-1	E4-93
Zanetta-2	E4-93
Zanetta-3	E4-93
Zanetta-4	E4-93
Zarghami-1	E4-19
Zedlitz-1	E4-130

**Appendix E4
Public Comments and Responses**

COMMENT: OLSON, DWAYNE

2275 Rainbow Avenue
Sacramento, Ca. 95821
November 22, 2004



Public Affair Office
Bureau of Reclamation
2800 Cottage Way
Sacramento, Ca.

Dear Sir or Madam:

I just read the article in "The Sacramento Bee" and had to write this letter.

IF I was a terrorist, and in no way am I, I certainly would not even think about using a bomb against either Shasta Dam, at least not one that would require me to read any book. That is why I am writing this letter directly to your office, not as a letter to The Bee where everyone could see it.

Back in World War II, they blew up three large dams by dropping a bomb directly against the dam on the water side. They did this by bombing the dam with a bomb that skipped against the water and sunk directly behind the dam. They wrote a book and made that into a movie. It is called "The Dambusters".

1 If I was a terrorist, I would load a large boat and sail it directly next to the dam, then sink it to go off at a certain depth. What type of protection do you have to stop that? A simple rope barrier just to stop floating debris. Someone has plenty of time to load the boat with no problem.

2 I think stopping traffic from Folsom Dam is not very smart. A bomb going off would not do that much damage. One thing that my dad and I were talking about both for Hoover Dam and Folsom Dam would be to build a metal structure about 25 feet above the actual concrete structure. This would be a fairly inexpensive answer vs. building a full size bridge, yet if someone blew up anything it would not do much damage.

Just a few thoughts that I had. Again, I wrote this letter directly to your office. You might want to figure out some way to stop boats from coming close to a dam, rather than stopping traffic on top of the dam.

Yours truly,

Dwayne Olson

**Appendix E4
Public Comments and Responses**

RESPONSE: OLSON, DWAYNE

Olson-1

See Master Response to Comment-3.

Olson-2

In addition to the No Action Alternative, three action alternatives that meet the purpose and need (Section 1.1) have been analyzed in the EIS. Building a bridge such as the metal structure suggested may address community traffic needs, but it does not directly address the need to control access on Folsom Dam Road itself, or the need to improve the safety of the dam facility and surrounding areas. Therefore, it has not been analyzed as an alternative for the proposed action. The Folsom Bridge Project (referred to in the Draft EIS as the Folsom Dam Bypass Project) is a separate action being undertaken by the USACE.

Upon review, Reclamation has determined that building a metal structure 25 feet above the concrete dam would not provide adequate security. Furthermore, extensive engineering studies and design and environmental reviews would be required before such a plan could be implemented.

COMMENT: MACKINNEY, TOM

From: Robert Schroeder
To: MacKinney, Thomas
Date: 12/10/2004 10:39 AM
Subject: Re: Closing of Folsom Dam Road
CC: Bishop, David; Finnegan, Mike; Johnson, Richard

Mr. Mackinney, the information you wish to obtain, because it contains sensitive security data, is not available for public review. We hope you understand the need to maintain and protect this information. Please contact me if you have other information needs.

Robert Schroeder
Folsom Dam Road Access Restriction EIS Project Manager

>>> "Thomas MacKinney" <thosmack@comcast.net> 12/9/2004 12:04:29 PM >>>

Mr. Schroeder,

Would it be possible to obtain a copy of the government security evaluation done on your facility which determined closing the road would "preserve and protect" the facility and public safety.

Or in the event you cannot accomplish this, could you refer me to someone who could.

I can find no record of the report in public records.

Sincerely,

Tom MacKinney
Folsom, California

RESPONSE: MACKINNEY, TOM

Response to comment is provided in the above e-mail.

Appendix E4 Public Comments and Responses

COMMENT: MILLER, CRAIG

From: "Craig Miller" <cmiller@ccnmag.com>
To: <rschroeder@mp.usbr.gov>
Date: 12/11/2004 8:17:15 AM
Subject: Folsom Dam Road

Dear Sir:

- 1 [I feel that enough businesses have been ruined by your previous decision! You have destroyed the town
2 [of Folsom. If that dam is going to be effected by terrorists it will be done by boat not car. You need to open
it up to commute traffic until the new dam road is finished. If you need to get guards then so be it. It is
easy for you to cover your ass by closing the road. It will take a man to step up and open it to commute.

Quit being a bureaucrat and open the dam road!

Craig Miller
Folsom Resident

RESPONSE: MILLER, CRAIG

Miller, C.-1

For a discussion of effects to businesses that have occurred since the emergency closure of Folsom Dam Road in February 2003, see Master Response to Comment-2.

Miller, C.-2

In the Final EIS, Restricted Access Alternative 2 has been designated the Preferred Alternative. For a complete description of Preferred Alternative—Restricted Access Alternative 2, please see Section 2.2.2 of the Final EIS.

Appendix E4 Public Comments and Responses

COMMENT: CRONIN, JAMES

From: "Cronin, Jim" <jim.cronin@intel.com>
To: <rschroeder@mp.usbr.gov>
Date: 12/22/2004 11:28 AM
Subject: Folsom Dam Road public hearings in January

To: Robert Schroeder, Project Manager, Bureau of Reclamation,
Central California Area Office,
7794 Folsom Dam Road, Folsom, CA 95630-1799.

Mr. Schroeder,
I just wanted to let you know that the Folsom City Council has compounded the traffic problem brought about by the closure of Folsom Dam Road. They are the ones who bowed to political pressure from a small but vocal minority of local residents who live in the older part of Folsom.

These residents complained because the increased traffic from the Folsom Dam Road closure naturally bled off into their neighborhoods. These drivers were only trying to use alternative routes to get across the river.

City Council unwisely closed off several of these alternate routes to placate the locals. These selfish locals don't want to have to share the suffering. Many of these local residents work for the city of Folsom in the same building that houses the City Council members. The closure of the side streets insured that most of the excess traffic would be funneled onto Riley Street. Any fool knows that if you force all traffic onto one street, that street is going to get more congested. Perhaps it is their plan: increase the suffering, more people will complain.

- 1 [The City Council could alleviate part of the problem by opening up the side street routes that they closed off. Granted, it would not fix the problem but it would help a great deal. The local residents would not like it but they would only have to suffer along with everyone else till the new bridge is built, which is only fair to all.

PS: If you live in that neighborhood, I'm not sure you will suggest that the city council rethink the road closures, but, it would be a good suggestion for interim relief.

James Cronin
Concerned citizen

RESPONSE: CRONIN, JAMES

Cronin-1

To the extent that data are available, traffic impacts that have occurred as a result of the Folsom Historic District Traffic Calming Program are described in Section 3.1.1.3 of the EIS. The traffic analysis includes the conditions before and after implementation of the Traffic Calming Program. Based on the analysis presented, measures taken by the City of Folsom to divert traffic away from neighborhood streets off of Riley Street are receiving support from residents on those streets. The EIS acknowledges that others have commented that the program limits access to their business establishments. The commenter's preference for the reopening of these side streets

Appendix E4 Public Comments and Responses

is noted; however, the decision to reopen those streets would be made by the Folsom City Council and not by Reclamation.

COMMENT: MILLER, LEE M.

From: "Miller, Lee M" <lee.m.miller@intel.com>
To: <rschroeder@mp.usbr.gov>
Date: 12/22/2004 10:11 AM
Subject: Folsom Dam Road public hearings

- 1 [Though I can't attend the meeting, I would like to give you my input. Since the closing of the dam road, traffic in the city of Folsom has increased not only during rush hour, but off hours also. Where once it took several minutes to get across town, it takes 15-30min. I don't think that Folsom is going to be a target... Most people out of state think that the state capitol is either in Southern CA or San Francisco. Sacramento is thought of a small town, though it is the state capital. All people know about Folsom is that there is a prison, so I believe if the government actually does an analysis they will find what the general population of Sacramento already knows, that no one cares about Sacramento, let alone Folsom.
- 2 [

Come on and open the road.

Lee.M.Miller@intel.com

Forecasting & Planning CAM
Phone: 916.356.3646

FM5-119 Location: FM5, 3rd floor, pole H8

RESPONSE: MILLER, LEE M.

Miller, L.-1

The EIS discusses traffic conditions since the closure of Folsom Dam Road in Section 3.1.1.3. The evaluation of roadway segment operations was based on daily volumes, which includes both peak and off-peak hours. Table 3.1-2 shows that daily traffic volumes for the roadway segments analyzed have increased since February 2003, as noted in this comment. In addition, the traffic analysis presented in the EIS indicates that the periods of time during which congested traffic conditions occur have also increased.

Miller, L.-2

See Master Response to Comment-4.

Appendix E4 Public Comments and Responses

COMMENT: CLINE, NIKKI

From: <nikkicline@comcast.net>
To: <rschroeder@mp.usbr.gov>
Date: 12/27/2004 11:34 PM
Subject: Folsom Dam Road

Mr. Schroeder,

When I moved from Folsom to Colorado Springs in January 2000, both the Dam Road and the new bridge were open. Between the two, traffic was negotiable. Now I've returned to Folsom and find that the traffic situation in Folsom is unbearable. I live in American River Canyon and have a PO Box in Folsom. Had I known about the traffic problem, I would have rented a PO Box in Orangevale so I wouldn't have to frequent Folsom.

The other day, it took me 45 minutes just to get out of Folsom. I tried Folsom Blvd., then Rainbow bridge, and finally went all the way out Bidwell and got on the freeway just to go East. I've never seen anything like it. Traffic was backed up on the freeway for about 1/2 mile with cars trying to exit on Folsom Blvd and as far as I could see on Folsom Blvd coming from the West.

Unfortunately, I don't think the Dam Road will help the situation much but something has to be done. I suspect that many travel Folsom Blvd to get from the freeway to Folsom-Auburn Road without doing any business in Folsom at all.

- 1 [I believe that the 21% drop in Folsom business has more to do with traffic congestion than the article in Folsom Life gives credit. In fact, I had occasion over the holidays to overhear conversations of those who may have done some of their shopping in Folsom but knew once they were in town they would have difficulty getting out again.
- 2 [Having moved from Colorado Springs, I understand terrorist threats but I don't believe that Folsom faces such a threat. Nor do I think closing the Dam Road protects the dam from someone who wants to attack it. All that has been accomplished is restricting access to Folsom and robbing us of a beautiful view of the lake.

When I first came back to visit family after 9/11, the lookout parking area was closed but Folsom Dam Road was open. I think we have paid too high a price for fear, unfounded fear. Please give us our road and view back, without inspections or restrictions.

Respectfully,
Nikki Cline
916-988-1083

RESPONSE: CLINE, NIKKI

Cline-1

For a discussion of effects to businesses, see Master Response to Comment-2.

Cline-2

The commenter's opinion that the road should be reopened is noted. Although the specific justification for security risks cannot be disclosed, Reclamation has conducted thorough due

Appendix E4 Public Comments and Responses

diligence in its review of safety and security issues that may face the dam facilities and surrounding areas. See Master Responses to Comment-3 and Comment-4. Reclamation is committed to protecting its facilities and people and resources downstream.

COMMENT: SPIRES, JOHN

From: "Spires, John E" <john.e.spires@intel.com>
To: <rschroeder@mp.usbr.gov>
Date: 12/27/2004 1:44 PM
Subject: Folsom Dam Road Closure ideas

Dear Robert,
Please read this entire letter because it will take a little time to understand my point.

The Folsom Dam Road needs to be reopened...

I agree that we should close the Folsom Dam Road. Terrorist could drive a truck across it and blow it up. Since we have the road close they could use a boat and ram the dam from the lake. I think we should close the lake access also. If we close the lake access they could get a plane from Cameron Park Airport and fly it into the dam. We should close all the airports in the area also.

My point is that if they want to destroy the dam, they will anyway. We can take measures to reduce it but the basic point is, if they really want to destroy it they can. Have we closed the Bay Bridges? Then why this bridge closed? But back to driving across it. The level of the lake, and the amount of force to blow up that much concrete from the surface would be tremendous. Most of the force would be directed up and the dam would still be standing and the area would not flood.

I would just like to add that the President has told us to go about our business after 9-11 and closing this road is not allowing us to do that. I would go up to the dam and use the parking lot near it to view the lake at least once a week. It is very peaceful looking out at the lake from there. I can't do that anymore. How is this going about our lives normally?

How about some ideas? There has been complaints that trucks were still using the road, when they should have not been. How about installing toll booths and charging a small toll to use the dam road from both ends. This way you can control the cars that go across and make money to pay for the workers manning the booths. You could still have limited hours 5 am to 8 pm. Or getting a fast track system that requires some pre-screening before people can use the dam road. There are ways to help secure this bridge and give back to the people, the ability to use it.

John Spires

RESPONSE: SPIRES, JOHN

Spires-1

The commenter's opinion that closing Folsom Dam Road may not deter security risks to the Folsom Dam facility is noted. Reclamation has a mandate to protect the physical integrity of Folsom Dam facilities and minimize any potential risks to residents in and around its facilities. Alternatives reviewed as part of this EIS cover a range of actions and impacts that reflect these goals. Risks and vulnerabilities of facilities owned and operated by Reclamation were evaluated individually and in depth through multiple security assessments. As such, actions taken by Reclamation to protect and secure each of its facilities are unique to those facilities and may differ when compared to each other. See Master Response to Comment-3.

Traffic congestion is discussed in Section 3.1 of the EIS. Collectively, the impacts described in the EIS demonstrate the effects of the proposed action on the human environment and the overall

Appendix E4 Public Comments and Responses

quality of life. See Master Response to Comment-1 for further discussion of intangible effects. Restrictions on access to Folsom Dam Road, both partial and full, would require changes in traffic patterns. Reclamation recognizes the intensity of such changes throughout the analysis presented in the EIS. However, a return to pre-2003 conditions with uncontrolled access to Folsom Dam Road presents security risks that Reclamation deemed unacceptable at the time the road was closed.

The Preferred Alternative—Restricted Access Alternative 2 and Restricted Access Alternative 3 incorporate measures such as those recommended by the commenter that are designed to control access to Folsom Dam facilities. Impacts of these alternatives are discussed for each of the 10 resource areas evaluated.

COMMENT: SADLER, STACY

From: "Merchant Data Systems" <infomds@pacbell.net>
To: <rschroeder@mp.usbr.gov>
Date: 12/28/2004 9:24 PM
Subject: Dam Road Closure

Robert Schroeder-

Due to my inability to attend either of the public meetings regarding the permanent closure of the dam road, I am writing to voice my **COMPLETE OBJECTION** to the "preferred closure" recommended by the EIS. I strongly believe that the dam road should be re-opened, even if it has to be only during peak traffic times.

It seems un-necessary to list the negative effects the closure of the Dam road has caused. As a resident of the city I feel it is **ESSENTIAL** that someone take responsibility for problems and do something to help correct the problem immediately...not force residents to deal with it for the next 2 years!!

Please take our concerns seriously...Folsom has always been a great place to live and work lets try to keep it that way by showing that resident's concerns are heard!

Sincerely,

Stacy Sadler
Folsom Resident and local business owner

RESPONSE: SADLER, STACY

Sadler-1

The commenter's opinion that Folsom Dam Road should be reopened to public access immediately is noted. NEPA requires that all impacts, both positive and negative, associated with alternatives considered be disclosed. As such, and due to the nature of the proposed action, impacts associated with each of the alternatives over time have been identified and discussed in detail throughout the EIS. As part of the NEPA process, Reclamation has also provided opportunities for the public to participate in the development of the EIS. The resource areas analyzed and the specific issues addressed are a reflection of public comments received during the scoping period and in public meetings.

Appendix E4 Public Comments and Responses

In the Final EIS, Restricted Access Alternative 2 has been designated the Preferred Alternative. For a complete description of Preferred Alternative—Restricted Access Alternative 2, please see Section 2.2.2 of the Final EIS.

COMMENT: CAVENDER, IDA

From: "Ida" <icav0223@comcast.net>
To: <rschroeder@mp.usbr.gov>
Date: 1/2/2005 1:04 PM
Subject: Open the Folsom Dam road

1 [Hello Mr Schroeder,
PLEASE open the Dam Road, at least during commute hours, to alleviate the horrible traffic congestion in the middle of our great city of Folsom.
It has not only hurt our businesses, but has been a danger to our way of life.
Again, PLEASE OPEN THE DAM ROAD.
Folsom resident,
Mrs I Cavender

RESPONSE: CAVENDER, IDA

Cavender-1

The commenter's opinion that Folsom Dam Road should be reopened to alleviate traffic is noted. See Master Responses to Comment-1 and Comment-2.

In the Final EIS, Restricted Access Alternative 2 has been designated the Preferred Alternative. For a complete description of Preferred Alternative—Restricted Access Alternative 2, please see Section 2.2.2 of the Final EIS.

Appendix E4 Public Comments and Responses

COMMENT: CLAYTON, TONY

From: "Clayton, Tony" <tony.clayton@hp.com>
To: <rschroeder@mp.usbr.gov>
Date: 1/3/2005 2:20:23 PM
Subject: Public Hearing regarding the Dam Road

Dear Sir/Madam,

1 [As a resident of Historic Folsom, I live at 608 Mormon St., I would like to ask that the barriers at the junction of Mormon and Riley are made permanent. Alternatively I would request the current barriers remain in place for the duration of 2005.
The reason for this request is that even prior to the dam road closing, Mormon street was a 'rat run' for cars and trucks that caused both a physical safety hazard, as well as a noise concern. Personally I have invested over \$8,000 in installing high quality double glazed windows to address the noise problem and have appreciated the steps the City has done to address these issues. Please don't undo the improved quality of life we now enjoy.

With best regards,

Tony Clayton
Mobile: 916.9959419

RESPONSE: CLAYTON, TONY

Clayton-1

The EIS analysis presented in Section 3.1 indicates that prior to the February 2003 road closure, a number of roadway segments experienced levels of service below those deemed acceptable by City of Folsom standards. As noted in Response to Cronin-1, measures taken by the City of Folsom to divert traffic away from neighborhood streets off of Riley Street are receiving support from residents on those streets. The EIS acknowledges that others have commented that the program limits access to their business establishments and affects other quality-of-life issues. See Master Response to Comment-1 for further discussion.

The commenter's request for maintaining barriers to control traffic hazards and noise is noted. However, the decision to maintain those barriers would be made by the Folsom City Council and not by Reclamation.

Appendix E4
Public Comments and Responses

COMMENT: ARMSTRONG, GARY

From: "gary armstrong" <aremfg@ulink.net>
To: <rschroeder@mp.usbr.gov>
Date: 1/4/2005 7:20 AM
Subject: Dam bridge
CC: "sandy" <hdrocklin@hotmail.com>

1 [Hi, As an Orangevale resident, I wish to express my views on the closing of the Dam road. I think there should be a toll station at each entrance, and allow only passenger cars thru. The costs for this would be offset by a \$1 toll charge. Seems very simple to me, and would solve the traffic problems. I don't believe anyone would complain about the toll charge, to offset armed guards, and eliminate trucks large enough to pack enough explosives to harm the dam.
Regards, Gary Armstrong

RESPONSE: ARMSTRONG, GARY

Armstrong-1

As described in Sections 2.2.2 and 2.2.3, both the Preferred Alternative—Restricted Access Alternative 2 and Restricted Access Alternative 3 envision scenarios in which control measures such as size or type of vehicle may be required. Truck access on Folsom Dam Road was not allowed prior to February 2003, so this restriction would remain in place under any of the action alternatives. Furthermore, both alternatives include security stations and vehicle screening. Impacts associated with each of these alternatives are described in detail in the EIS by resource area.

A toll for the use of Folsom Dam Road is not under consideration. Whether a toll charge, if required, would completely offset the cost of implementing these alternatives has not been analyzed.

Appendix E4
Public Comments and Responses

COMMENT: BADY, PETER

From: "Bady, Peter" <peter.bady@intel.com>
To: <rschroeder@mp.usbr.gov>
Date: 1/4/2005 3:14:27 PM
Subject: Folsom Dam Road Closure

To whom it may concern,

I think it is in the best interest of all to open the road. The chance of Folsom being a terrorist target is very very slim.
1 [A bigger problem for the people in the Folsom area is traffic. I myself and several of my friends go out of our way to avoid Folsom due to the heavy traffic. I am sure that the economic impact of the road being closed is far greater than the terrorist "threat".

Thanks,
Pete Bady

RESPONSE: BADY, PETER

Bady-1

The commenter's opinion that the road should be reopened is noted. See Master Responses to Comment-2 and Comment-4.

In the Final EIS, Restricted Access Alternative 2 has been designated the Preferred Alternative. For a complete description of Preferred Alternative—Restricted Access Alternative 2, please see Section 2.2.2 of the Final EIS.

**Appendix E4
Public Comments and Responses**

COMMENT: DARRAH, RICHARD

January 4, 2005

Robert Schroeder, project manager
Bureau of Reclamation, Central California Area Office
7794 Folsom Dam Road
Folsom, Ca. 95630

I am but one of so many local citizens that has been affected by the closure of our Folsom Dam road. I have been made aware of your pending public meetings this week and would like to offer my feelings, regarding the continued misuse of the Folsom Dam Road.

I am concerned that the driving public has been brushed aside in their strong need for the reopening of this vital roadway. For those of us having lived in the immediate area, this is a road that we have become dependent upon for a great number of years.

1 [What has been done by the closure has caused unnecessary discrimination against all who have become accustomed to the benefits of using this route, to and from so many of the adjacent communities. In addition to the hardship, we the drivers have experienced, is the extreme hardship that many of the small business people whose business has fallen off so badly as to place them in jeopardy of having to close up due to lack of business.

2 [We are not unaware of the September 11, 2001 attacks, which preceded the close of the road, but rather feel very strongly that the closure of the road was not in part due to the terrorist attacks, but rather, as a means of justification to provide the need for yet another road across the American River.

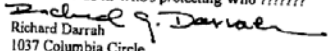
If this be the case, then I would suggest that all Air Lines be shut down at once as hijackers could take over every flight, and at the same time, why not close down all railways as they must attract the attention of all terrorists. What about Cruise Ships and buses, etc, etc.

How can this one road in the United States draw so much attention, not by the terrorists, but by Our Government itself?

3 [If it would provide a measure of safety, why couldn't the road be used during the commute hours. The posting of a select number of guards could provide safety and the cost would be negligible. For that matter, why not reopen the road with guards in place 24 hours.

The Airlines continue to fly, the Trains run and the Cruise Ships are never ending. The only trauma is to the citizens of this area, who for so long have had the benefits of the Dam Road taken away from them.

If someone wanted to blow up the Folsom Dam, they wouldn't have to drive across the Dam to do it. Who's protecting Who ??????


Richard Darrah
1037 Columbia Circle
El Dorado Hill, Ca. 95762

**Appendix E4
Public Comments and Responses**

RESPONSE: DARRAH, RICHARD

Darrah-1

The resources and issues analyzed in the EIS are a reflection of public comments and concerns raised during the public scoping period. Traffic and socioeconomic impacts since the closure of Folsom Dam Road in February 2003 and future impacts associated with each of the four alternatives have been analyzed in Sections 3.1 and 3.4 of the EIS. As the commenter notes, some business losses have been reported by business owners and operators on some of the most affected roads since the road closure. Changes in traffic patterns may have contributed to some of these losses.

Darrah-2

The commenter's opinion that the closure of Folsom Dam Road is not justified based on security risks is noted. The proposed action was not carried out to justify new or alternative river crossings. Reclamation has a responsibility to secure its facilities and safeguard the people and resources in the vicinity of its facilities. See Response to Spires-1.

Darrah-3

The commenter's opinion that the road should be reopened to public access is noted. The Preferred Alternative—Restricted Access Alternative 2 and Restricted Access Alternative 3 envision measures for screening vehicles that use Folsom Dam Road. The three action alternatives analyzed in the EIS were the alternatives that Reclamation believes would be reasonable, represent a range of roadway operating conditions under restricted access, and meet the purpose and need of the proposed action (Section 1.1).

Appendix E4
Public Comments and Responses

COMMENT: DOPSON, JOSEPH

From: <JosephD96@aol.com>
To: <rschroeder@mp.usbr.gov>
Date: 1/4/2005 10:27 PM
Subject: Folsom Dam Road Closure

I am a Folsom resident impacted by the closure of Folsom dam and want to add one comment on the issue of closing the dam road.
1 I believe the US Army Corp of engineers could (and should) be called upon to build an upstream pontoon bridge (s) across the american river to allow the excess traffic an alternative route to the other side of the river. Based on their experience during war time I would expect the project to be completed in months vs years. The pontoon bridges would negate the need to open the dam road while the bridge being built below the dam is completed. The pontoon bridge also offers the advantage of unlimited (security) access to the auto traffic.
Thank you for your consideration
Joseph Dopson
Folsom Ca
916 983 3264

RESPONSE: DOPSON, JOSEPH

Dopson-1

Like the Folsom Bridge Project (referred to in the Draft EIS as the Folsom Bypass Project), building an upstream pontoon bridge across the American River was not analyzed as an alternative in the EIS. Although such a crossing may address community traffic needs, it does not directly address the need to control access on Folsom Dam Road or the need to improve safety of the Folsom Dam facility and surrounding areas. An upstream bridge or any other new crossing is independent of the decision on whether Folsom Dam Road would be reopened, remain closed, or be made available for restricted use, which are the alternatives considered in this EIS.

The construction of a pontoon bridge would require environmental analysis and engineering and design studies to ensure that all impacts are properly identified and addressed. Such review and clearances could not be avoided, as they are based on laws and regulations that have been passed since World War II to protect people and the environment. The review process for a pontoon bridge project would require at least one year or more, as preliminary design, environmental review, public involvement and hearings, and final design clearance could be required steps. However, if a pontoon bridge or other temporary solution is identified, it can still be pursued regardless of the ultimate decision on Folsom Dam Road access.

Appendix E4
Public Comments and Responses

COMMENT: HAWBAKER, SUZAN

From: "Hawbaker, Suzan K" <suzan.k.hawbaker@intel.com>
To: <rschroeder@mp.usbr.gov>
Date: 1/4/2005 4:17 PM
Subject: Feedback on the Folsom Dam Road Closure

1 I am an employee in Folsom and get to enjoy the loss of benefits felt by the bridge opening a few years back. Getting home using that direction is absolutely ridiculous and I hope that everyone can start thinking about opening it again. As far as the terrorist threats we are avoiding, I think that is not top on their list and should we be forced to live a state of fear just in case... Open the bridge and let me get out of town at the end of my work day.

Suzan Hawbaker
Information Quality Analyst
Phone: 916-356-8597
Fax: 916-377-3639
Email: suzan.k.hawbaker@intel.com

RESPONSE: HAWBAKER, SUZAN

Hawbaker-1

As noted in Section 3.1.1.3 of the EIS, the closure of Folsom Dam Road left only two routes for crossing Lake Natoma: Riley Street (Rainbow Bridge) and Folsom Boulevard (Lake Natoma Crossing). Of the estimated 18,000 vehicles that used Folsom Dam Road, approximately half or 9,000 vehicles per day have shifted to the Rainbow Bridge and the Lake Natoma Crossing, according to the EIS analysis. This has resulted in increased volumes on Folsom-Auburn Road and Riley Street through the center of the Folsom Historic District. The operating conditions on these roads, which were already poor, were therefore further impacted by the closure action as noted by the commenter.

The commenter's opinions regarding security risks to Folsom Dam facilities and that the road should be reopened are noted. The purpose and need for the action (Section 1.1) was identified based on the independent security assessments conducted for Reclamation and on the issues raised during those investigations. Reclamation acted to ensure the safety of the facility as a top priority, based on the findings of the security assessments.

In the Final EIS, Restricted Access Alternative 2 has been designated the Preferred Alternative. For a complete description of Preferred Alternative—Restricted Access Alternative 2, please see Section 2.2.2 of the Final EIS.

Appendix E4
Public Comments and Responses

COMMENT: JANI, AJAY

From: "Jani, Ajay M" <ajay.m.jani@intel.com>
To: <rschroeder@mp.usbr.gov>
Date: 1/4/2005 3:03 PM
Subject: Please open folsom Dam road

1 [Not only is it affecting traffic. But also environment by burying extra gas...

RESPONSE: JANI, AJAY

Ajay-1

More fuel would be consumed under some alternatives because of additional miles that would be traveled, but the difference was not determined to cause a significant effect to air quality or the environment. Effects of each of the four proposed alternatives on air quality and energy use are discussed in EIS Sections 3.2.2 and 3.7.2.

COMMENT: SELF, MICHAEL

From: "Michael Self" <mself@jsi-micro.com>
To: <rschroeder@mp.usbr.gov>
Date: 1/4/2005 2:04 PM
Subject: EIS Statement, Folsom Dam Road Jan.5th,2005

1 [I have been a resident of Placer County for 48 years. I worked as a Student Aid for USBR in 1966, so have some knowledge of the situation. I would like to attend the public hearing in Folsom tomorrow night and make comments. Is there anything I need to do or will it be an open forum?

Michael Self
Mktg. & Sales Mgr.
JSI Microelectronics
4235 Forcum Ave., Ste 500
McClellan, CA. 95652
mself@jsi-micro.com
916-648-2089 ext.104

RESPONSE: SELF, MICHAEL

Self-1

The hearings were open to public participation by any interested individuals.

Appendix E4
Public Comments and Responses

COMMENT: SKALA, MARILYN

From: M Skala <mskala2000@yahoo.com>
To: <rschroeder@mp.usbr.gov>
Date: 1/4/2005 10:07 AM
Subject: Folsom Bridge

1 [We need to reopen the bridge....Has any of the smart government employees that are so worried about the bridge ever thought that closing the road is not the solution. If I was a terrorist and really wanted to destroy the bridge, all I would have to do is launch my boat any where on the lake and go blow up the bridge that way. Maybe we should close the lake and open up the road. Marilyn Skala

RESPONSE: SKALA, MARILYN

Skala-1

The commenter's opinion that the road should be reopened is noted. See Master Response to Comment-3.

In the Final EIS, Restricted Access Alternative 2 has been designated the Preferred Alternative. For a complete description of Preferred Alternative—Restricted Access Alternative 2, please see Section 2.2.2 of the Final EIS.

Appendix E4 Public Comments and Responses

COMMENT: ZARGHAMI, JASON

From: "Zarghami, Jason" <jason.zarghami@intel.com>
To: <rschroeder@mp.usbr.gov>
Date: 1/4/2005 11:57 AM
Subject: RE: Dam road closure!

1 This must be one of the better examples of how ineffective our government really is. Closure of Folsom Dam road has created many problems for commuters, massive traffic jam in Folsom, affecting local business and most important of all it is useless. If a group of terrorist want to damage the Dam, blowing up a truck on top of the Dam would be the last thing they would think of doing! We have several dykes build by dirt that are so much easier to blow up or using a boat full of explosives going into the Dam gates from the lakeside, etc. etc. (How do we stop people from adding poison to our drinking water in Folsom Lake?) closing the Dam road will not stop any of that! This issue is like the gun control issue in our country, no matter how restricted the gun purchase process become for people who actually follow the rule of law to purchase a gun, bad people will find a way to buy guns on the street, regardless of how many laws are added for gun control. We just make it more difficult for the good people. We are doing exactly what the terrorists wanted us to do, make our daily lives as hard as possible. We have to be smart about this. I really would like to know what we are doing to protect Folsom Dam other than closing the road going over the Dam? How are we going to stop some one using a boat to blow away the gates? Or the Dykes, etc. etc. lets stop doing the dumb stuff and focus on what really is important. Lets stop the war for Oil in Iraq and bring our kids home, this war will create many more young terrorists who may have lost their brothers or parents due to US fire power who would love to do nothing but blow themselves up to hurt us back. Lets be smart about our actions. Closing the Dam road is like putting our head in the sand and be dumb and happy that our Folsom Dam is fully protected. My family and my house hold is not effected by the Dam road closure, I live in EDH and commute to Intel using Hwy50 or Greenback road, but I think it is horrible that we let a bunch of people in W.D.C. decide how to protect us and effect so many people's daily lives without really protecting anything!! They use scare tactics to spend our Tax dollars and get rich. We "the citizens" of this great country can't allow this to happen.....

Regards
 Jason Zarghami

RESPONSE: ZARGHAMI, JASON

Zarghami-1

The commenter's opinion that closing Folsom Dam Road will not deter security risks to the Folsom Dam facility is noted. The analysis presented in Sections 3.1.1.3 and 3.4.2 also discusses the extent of the traffic and socioeconomic impacts that have occurred since the February 2003 road closure.

In reference to other actions taken by Reclamation and other forms of access to Folsom Dam facilities, see Master Response to Comment-3. For a discussion of intangible effects of road closure, see Master Response to Comment-1.

Appendix E4 Public Comments and Responses

PETITION

The following petition pages were submitted at the Folsom public hearing on January 5, 2005.



Bureau of Reclamation
 SCOPING OPEN HOUSE FOR THE FOLSOM DAM ROAD
 ENVIRONMENTAL IMPACT STATEMENT

Thursday, May 27, 2004
 Folsom Community Center

1 WE, THE UNDERSIGNED RESIDENTS AND BUSINESS OWNERS OF THE CITY OF FOLSOM AND SURROUNDING COMMUNITIES, DO HEREBY EXPRESS OUR SUPPORT FOR CONSIDERATION OF AN EIS ALTERNATIVE THAT PROVIDES FOR AT LEAST A PARTIAL RE-OPENING OF THE FOLSOM DAM ROAD. OUR REQUEST IS MADE ON THE BASIS OF THE SIGNIFICANT TRAFFIC, ECONOMIC, AND QUALITY OF LIFE IMPACTS THAT HAVE RESULTED FROM THE CLOSURE OF THE DAM ROAD. WE MAKE THIS REQUEST WITH FULL KNOWLEDGE OF THE SECURITY CONCERNS EXPRESSED BY THE BUREAU, BUT WITH A CLEAR UNDERSTANDING THAT IT MAY BE POSSIBLE TO MEET THOSE CONCERNS THROUGH THE IMPLEMENTATION OF APPROPRIATE SECURITY MEASURES THAT WILL PERMIT AT LEAST A PARTIAL AND EXPEDITED RE-OPENING OF THE ROAD.

	NAME	MAILING ADDRESS	CITY, ST, ZIP
1.	Andie Erickson	806 Figueira	Folsom
2.	Carroll Wilmick	258 Danville Way	Folsom
3.	JEFF BAENETT	923 KING HENRY CT	EDHUIS
4.	Linda Bamez	933 King Henry Court	Edenbridge Hills
5.	Clair Nisbet	923 King Henry Court	Edenbridge Hills
6.	Bob Haddis	6916 Folsom Oak Ct	Granite Bay
7.	Roger J. Long	4714 Greenhome Dr. H4	Sacramento
8.	Leahy Quinn	6771 Main Ave.	O.U.
9.	Jimmy Gies	9200 Pershing Ave.	O.V.
10.	SAM WUSKEY	169 BRIGGS PARK DR.	FOLSOM
11.	Mike Eaker	116 Sierra Cir Folsom	Folsom, CA 95630
12.	Richard Sinker	321 Copie Dr	Folsom, CA

Petition prepared and circulated by the City of Folsom
 May 27, 2004

**Appendix E4
Public Comments and Responses**



Bureau of Reclamation
SCOPING OPEN HOUSE FOR THE FOLSOM DAM ROAD
ENVIRONMENTAL IMPACT STATEMENT

Thursday, May 27, 2004
Folsom Community Center

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	NAME	MAILING ADDRESS	CITY, ST, ZIP
1.	Rick Vaytes	7426 La Canada	Campan, PR CA 95682
2.	Robert Pelletier	3563 FOLKING WAY	El Dorado Hills, CA 95762
3.	EDUARDO DASILVA	3404 Smokee Mtn Circle	El Dorado Hills, CA 95762
4.	Tracy Lind	208 Rutha Court	Folsom, CA 95630
5.	R. SAMPANDRONE	12048 GOLD RIVER	GOLD RIVER, 95670
6.	C. Slove	8540 WINDY ROAD, #	Grass Valley
7.	John Hansen	490 Hill St	Folsom
8.	Shirley A. Plating	2041 Brookman Dr	El Dorado Hills 95762
9.	Edmund Crowley	7013 Cloumpton Way	Stambridge, Ca 95761
10.	Jerry Riches	951 Shasta Circle	El Dorado Hills 95762
11.	Shirley S. Lank	1308 Fong Street	Folsom, CA 95630
12.	Shirley S. Lank	107 TERRAUD DR	Folsom, CA 95630-2711
13.	Jack Schmidt	7144N RIDGE CIR	Folsom CA 95630

Petition prepared and circulated by the City of Folsom
May 27, 2004

**Appendix E4
Public Comments and Responses**



Bureau of Reclamation
SCOPING OPEN HOUSE FOR THE FOLSOM DAM ROAD
ENVIRONMENTAL IMPACT STATEMENT

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	NAME	MAILING ADDRESS	CITY, ST, ZIP
1.	Stan Wallace	8004 MURRAY WAY	EDH 95762
2.	Martha Robinson	3577 Amer Way,	EDH 95762
3.	Quigley, Susan	461 Appleton Ct	EDH 94762
4.	Victoria McDowell	451 Jewel Stone Way	F. 95630
5.	David Potter	451 Jewel Stone Way	F. 95630
6.	Mike Dougherty	1504 Halifax Way	EDH 95762
7.	David J. Jolly	128 Oak Canyon Way	Folsom 95630
8.	Tommy Williams	713 Stafford St #43	Folsom 95630
9.	Debi W. H.	915 Pacheco St.	EDH 95762
10.	Robert Morrison	5129 Aliso Dr.	EDH 95762
11.	BRONTE LUKANISH	2578 KING EDWARD CT	EDH 95762
12.	Amy L. Sellers	104 Bathurst Ct.	Folsom 95630

Petition prepared and circulated by the City of Folsom
May 27, 2004

**Appendix E4
Public Comments and Responses**



Bureau of Reclamation
SCOPING OPEN HOUSE FOR THE FOLSOM DAM ROAD
ENVIRONMENTAL IMPACT STATEMENT

Thursday, May 27, 2004
Folsom Community Center

WE, THE UNDERSIGNED RESIDENTS AND BUSINESS OWNERS OF THE CITY OF FOLSOM AND SURROUNDING COMMUNITIES, DO HEREBY EXPRESS OUR SUPPORT FOR CONSIDERATION OF AN EIS ALTERNATIVE THAT PROVIDES FOR AT LEAST A PARTIAL RE-OPENING OF THE FOLSOM DAM ROAD. OUR REQUEST IS MADE ON THE BASIS OF THE SIGNIFICANT TRAFFIC, ECONOMIC, AND QUALITY OF LIFE IMPACTS THAT HAVE RESULTED FROM THE CLOSURE OF THE DAM ROAD. WE MAKE THIS REQUEST WITH FULL KNOWLEDGE OF THE SECURITY CONCERNS EXPRESSED BY THE BUREAU, BUT WITH A CLEAR UNDERSTANDING THAT IT MAY BE POSSIBLE TO MEET THOSE CONCERNS THROUGH THE IMPLEMENTATION OF APPROPRIATE SECURITY MEASURES THAT WILL PERMIT AT LEAST A PARTIAL AND EXPEDITED RE-OPENING OF THE ROAD.

	NAME	MAILING ADDRESS	CITY, ST. ZIP
1.	ELIZABETH SCOTT	159 River Ridge Folsom	CA 95630
2.	FREDA RIVERA	1228 HEATHCOT PL. EDH	EDH, CA 95762
3.	ROBERT ALANIZ	865 DENVER WAY,	Folsom, CA
4.	PATRICIA LITTLE	144 BULLOCK DR.	Folsom, CA 95630
5.	JACK F. DODSON	144 Bitternut Dr.	Jack F. Dodson
6.	ED ADAMS	782 LAKECREST	EDH CA 95742
7.	ROBERT GOWDY	2608 HOORDEEN EDH	EDH CA 95762
8.	JENNIFER CARTER	458 BERTON	Folsom
9.	KEVIN HALSEY	704 LA TOWER DR.	SKO, CA 95842
10.	JEREMY DROHOS	1232 Souza Way	Folsom, CA 95630
11.	TONY TRACH	202 TALISMAN RD.	Folsom CA 95630
12.	ROCKY DOW	102 ESTABROOK WAY	FOLSOM CA. 95630

Petition prepared and circulated by the City of Folsom
May 27, 2004

**Appendix E4
Public Comments and Responses**

RESPONSE: PETITION

Petition-1

The opinions of the 49 signatories to the petition—that (1) an expedited partial reopening of the road should occur and (2) appropriate security measures could satisfy security concerns to enable renewed road access—have been noted. Traffic and economic impacts of the road closure are described in Sections 3.1.1.3–3.1.2 and 3.4.2 of the EIS, respectively. As described in Sections 2.2.2 and 2.2.3, both the Preferred Alternative—Restricted Access Alternative 2 and Restricted Access Alternative 3 envision scenarios in which control measures such as vehicle permitting, vehicle type restrictions, and vehicle inspections may be required. A final determination and selection of alternative will be made at the conclusion of the EIS process in the Record of Decision.

**Appendix E4
Public Comments and Responses**

COMMENT: BACHE, MARGEE

From: Margee Bache <mbache03@yahoo.com>
To: <rschroeder@mp.usbr.gov>
Date: 1/5/2005 8:33 PM
Subject: Folsom Dam Road

Mr Schroeder, I am one of the unfortunate commuters who travels to my job in Folsom from Rocklin. My commute used to be Douglas Blvd. to Folsom Dam Road to The Dam Road to my job as a Physician's Assistant next to Mercy Folsom Hospital. It was a 30 minute drive in the morning, and at the end of the day, a 30 minute drive home.

Since the closure of the Dam Road, my commute has become a horror. I must leave 45 minutes earlier, travel all the back, one lane roads to get to Greenback to go over the bridge onto Folsom Blvd. The cars getting into Folsom are traveling at speeds of 70 miles an hour and up. They tailgate you if you are doing the speed limit, and merging onto Folsom Blvd. is almost impossible, as no one wants you in front of them. Then I travel through the side streets of the town of Folsom, and get flipped off by the homeowners who want you off their streets, and flipped off again by the other commuters who are trying to get to Highway 50. It is unbelievable to me how you can just close a road without any other routes available to the thousands of commuters, except streets that were built for horses and buggys. Do you know what it would take to blow up a dam?????. Why not close the Golden Gate Bridge also, if it is because of terrorism.

I'm sure you really do not care about all of the commuters who have to deal with the dangers of getting to Folsom everyday, having to put up with the terrible inconvenience, the dangers of road rage, and the extra HOURS it takes to get in and out of Folsom since the Dam Road has been closed, not to mention how much worse it will be when Light Rail starts its operation.

The city of Folsom will be in total gridlock very soon if you do not allow the Dam Road to be opened just a few hours a day to let the commuters come and go. If you yourself do not travel to Folsom you do not have a clue how bad it is. Closing roads to the INTRUDING commuters, and putting up more traffic lights, and stop signs is not the answer to help the traffic problem.

Opening the DAM ROAD is the answer, even if it is only for commuter hours.

Margee Bache, Rocklin, CA.

RESPONSE: BACHE, MARGEE

Bache-1

Please see Master Response to Comment-1. The operation of the Folsom Light Rail Extension project is accounted for in the traffic forecast for 2013, as described in Section 3.1.2 of the EIS.

**Appendix E4
Public Comments and Responses**

COMMENT: BLAKE, MARIANNE



**Comment Sheet for the
Folsom Dam Road Access Restriction Draft EIS**

Written comments can be submitted tonight at the Comment Table or are due to the Bureau of Reclamation by close of business on Monday, January 18, 2005.

If you do not submit your comments tonight, please mail them to the address on the back, or fax your comments to 916 989-7208, or e-mail your comments to rschroeder@mp.usbr.gov. Thank you.

(Please print clearly)

Name Marianne P. Blake

Organization and Address 130 Price Way
Folsom CA 95630

Phone (916) 351-5945 FAX () E-mail _____

Comment here: 1/5/05
Date

You still haven't proved any security threat. It should not be a secret as anyone w/ radio, TV, internet, etc. can figure out how to blow a dam. What about just dropping some poison in the dam water? You can't stop someone who really wants to blow/poison the dam) water.

Open the dam road all the time. Peoples livelihoods are being threatened; their health is being threatened.

Action NOW!

All comments become part of the public record.

**Appendix E4
Public Comments and Responses**

RESPONSE: BLAKE, MARIANNE

Blake-1

The commenter's opinion that Folsom Dam Road should be reopened is noted.

Reclamation has a responsibility to protect its facilities, as well as the people and resources around its facilities. As such, Reclamation has commissioned several independent security assessments to identify the issues of concern.

Reclamation is committed to taking necessary actions within its authority that can mitigate security risks to the maximum extent possible, and controlling access to Folsom Dam Road is one such action. Although the security assessments cannot be shared with the public due to their sensitive nature, Reclamation has reviewed the risks, including those that relate to access on Folsom Dam Road. See Master Response to Comment-3 for further discussion.

As demonstrated by the analysis presented in the EIS, Reclamation has also reviewed the environmental consequences of four alternatives. Changes in traffic (described in Section 3.1.1.3 and in Sections 3.1.2.1 through 3.1.2.4) have affected other resources including air quality and economic and social conditions. The nature and extent of these impacts are described in Sections 3.2.2 and 3.4.2, respectively. These impacts, and their relative magnitude, are being taken into account in Reclamation's decision-making process along with the security issues at hand.

**Appendix E4
Public Comments and Responses**

COMMENT: BRISBANE, ROGER

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<small>(Please print clearly)</small>	
Name <u>Dr. Roger S. Brisbane</u>	
Organization and Address <u>Brisbane Chiropractic</u>	
<u>608-A East Bidwell St</u>	
<u>Folsom, CA 95630</u>	
Phone (916) <u>983-3279</u> FAX (916) <u>983-2675</u> E-mail <u>Dubris@aol.com</u>	
Comment here: <u>1/5/05</u>	<small>Date</small>
<div style="border: 1px solid black; padding: 5px; margin-bottom: 10px;">1 The Dam closure has affected my business because patients are that usually come after work are less eager to deal with the traffic congestion & so they tend to cancel their treatments. This affects their recovery from their health problems and obviously affects my income.</div> <div style="border: 1px solid black; padding: 5px;">2 Having the Dam Rd. opened during the morning & afternoon commuting times would certainly help the traffic flow & allow my patients the opportunity to get the treatments they need.</div>	
<small>All comments become part of the public record.</small>	

Appendix E4
Public Comments and Responses

RESPONSE: BRISBANE, ROGER

Brisbane-1

Sections 3.1.1.2 and 3.1.1.3 describe the changes in traffic that have occurred both before and after the February 2003 road closure. The discussion provides an overview of the various factors that have contributed to increased traffic volumes in the area over time. Following the closure of Folsom Dam Road, however, a number of businesses have reported that revenues have declined. These changes are reflected in the analysis presented in Section 3.4.2.

As the commenter notes, with increases in traffic congestion, individuals are making different choices about when and where to travel. For a more detailed discussion, see Master Response to Comment-1.

Brisbane-2

The commenter's opinion that reopening Folsom Dam Road during peak commute hours would be beneficial to traffic and economic and social conditions is noted.

In the Final EIS, Restricted Access Alternative 2 has been designated the Preferred Alternative. For a complete description of Preferred Alternative—Restricted Access Alternative 2, please see Section 2.2.2 of the Final EIS.

Appendix E4
Public Comments and Responses

COMMENT: COST, JAMES

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<small>(Please print clearly)</small>	
Name <u>JAMES COST</u>	
Organization and Address <u>464 TROWBRIDGE LANE</u>	
Phone () <u>9846209</u> FAX () _____ E-mail <u>james@epks.com</u>	
Comment here: <u>1-5-04</u>	
<div style="border: 1px solid black; padding: 5px;"><div style="text-align: center; font-size: small;">Date</div><p><i>I am a medically Retired Police Officer (30 yrs) with congestive heart failure & throat Cancer. My Cardiologist is Across the River but with the Congestion my Access to him is Limited. With my condition and medication it is very detrimental to sit in grid lock. It also contributes to my stress and limits my access to medical treatment. IF there was some kind of Access Across the DAM I could have better access to my Doctors. For me, it's A Health Issue. As A professional Law Enforcement officer I know that the Security concerns can be addressed w/o A Complete Closure.</i></p></div>	
<small>All comments become part of the public record.</small>	

**Appendix E4
Public Comments and Responses**

RESPONSE: COST, JAMES

Cost-1


Reclamation recognizes that the loss of one of only three roadways that cross Folsom Lake, Folsom Dam, and Lake Natoma has contributed to changes in traffic patterns. As noted in Section 3.1.1.3, "with the Folsom Dam Road closure, the only options for crossing Lake Natoma in the study area are the Riley Street and Folsom Boulevard crossings, and all of the roadway segments operate at LOS D or worse... The already poor existing operating conditions on these roads ... were therefore further impacted by the closure action."

With the increase in traffic congestion on other roadway segments (identified in Section 3.1.1.3 and for future years by alternative in Section 3.1.2), several commenters have noted that there have been impacts to quality of life, which cannot be quantified. For a detailed discussion, see Master Response to Comment-1. Under the Long-Term Closure Alternative, congestion would continue as described in Section 3.1.2.4. Under the Preferred Alternative—Restricted Access Alternative 2 and Restricted Access Alternative 3, some traffic congestion would be relieved during peak morning and evening commute hours (see Sections 3.1.2.2 and 3.1.2.3 for analysis). Folsom Dam Road would remain closed during off-peak and weekend hours under the Preferred Alternative—Restricted Access Alternative 2 and Restricted Access Alternative 3.

Reclamation is committed to minimizing security risks to its facilities, the public, and resources. Both the Preferred Alternative—Restricted Access Alternative 2 and Restricted Access Alternative 3 incorporate security measures that would reduce the risks associated with uncontrolled public access to Folsom Dam Road. The extent to which risks can be reduced is part of the analysis that will determine the selection of an alternative in the Record of Decision.

**Appendix E4
Public Comments and Responses**

COMMENT: FREI, AMY



**Comment Sheet for the
Folsom Dam Road Access Restriction Draft EIS**

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If you do not submit your comments tonight, please mail them
to the address on the back, or fax your comments to 916 989-7208,
or e-mail your comments to rschroeder@mp.usbr.gov. Thank you.

(Please print clearly)

Name Amy Frei

Organization and Address 134 Darrington Drive, Folsom, CA 95630

Phone (916) 928-9348 FAX () _____ E-mail amy.frei@hp.com

Comment here: 1-5-04
Date

Moving to Folsom from the Bay Area was a methodical
change that was worth changing employers for a
wonderful family life in Folsom. Since the dam
road closed I have seen first hand how my
federal tax dollars are not used for the good of
community members. Reasonable compromises have
been proposed to support interests of all parties and
I am hopeful that you will finally consider
what is best for the entire community. Allow me
to get home to our children sooner. Allow us to
enjoy a brief drive to show our children the
dam and Folsom Lake from a view that
demonstrates the importance of conservation and
water management. Allow us to gain back the charm
that Folsom offered when we moved this special city.
Please, please open the dam road during commuter hours. Thank you.
All comments become part of the public record.

**Appendix E4
Public Comments and Responses**

RESPONSE: FREI, AMY

Frei-1

The commenter's opinion that the road should be reopened during commute hours is noted.

Reclamation has a long-term commitment to providing safety and security associated with its facilities, first and foremost. Through the EIS process, Reclamation has also been working with the City of Folsom to evaluate two restricted access alternatives (the Preferred Alternative—Restricted Access Alternative 2 and Restricted Access Alternative 3) that meet the basic purpose and need of the action.

As demonstrated by the EIS, each alternative has numerous impacts, both short- and long-term. Several commenters have also identified intangible effects to quality of life. For a complete discussion, see Master Response to Comment-1.

COMMENT: LEWIS, BEVERLY

1/5/05

1 [Beverly Lewis
would like the DAM
Road open.]

RESPONSE: LEWIS, BEVERLY

Lewis-1

The commenter's opinion that the road should be reopened is noted.

In the Final EIS, Restricted Access Alternative 2 has been designated the Preferred Alternative. For a complete description of Preferred Alternative—Restricted Access Alternative 2, please see Section 2.2.2 of the Final EIS.

**Appendix E4
Public Comments and Responses**

COMMENT: MEYERHOFF, KEITH

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(Please print clearly)

Name KEITH F. MEYERHOFF

Organization and Address THRUTTLE WEAR
6610 FOLSOM AUBURN RD #10
FOLSOM CA 95630

Phone (916) 990-9800 FAX () E-mail keith@thruttlewear.com

Comment here: 1/5/2005
Date

MY STORE IS LOCATED ON FOLSOM AUBURN RD JUST NORTH OF GREENBACK IN FOLSOM PAVILIONS. WE OPENED IN DECEMBER, 2003. THE LOCATION SEEMED PERFECT BASED ON DEMOGRAPHICS AND EASE OF ACCESS.

AFTER COMPLETING A FULL YEAR OF OPERATIONS I CAN STATE THAT SALES WERE 1/3 OF WHAT I PROJECTED. TRAFFIC CONGESTION IS NOTED BY SOME CUSTOMERS AS A REASON THEY DON'T COME TO MY STORE MORE OFTEN.

HOWEVER THE REAL IMPACT IS FROM NOT GAINING NEW CUSTOMERS WHO CAN'T SEE THE STORE BECAUSE THEY'RE FRUSTRATED IN TRAFFIC. *Keith Meyerhoff*

All comments become part of the public record.

**Appendix E4
Public Comments and Responses**

RESPONSE: MEYERHOFF, KEITH

Meyerhoff-1

As described in Section 3.4.2, traffic growth in the City of Folsom has already approached or exceeded the capacity of many roads, and the closure of Folsom Dam Road has further impacted or constrained traffic. Traffic has been adversely affected on Folsom-Auburn Road between Folsom Dam Ram Road and Greenback Lane. Under the Preferred Alternative—Restricted Access Alternative 2 and Restricted Access Alternative 3, traffic flow on Folsom Dam Road would resume during peak morning and evening commute hours. Under the long-term closure of Folsom Dam Road (Long-Term Closure Alternative), the analysis presented in Section 3.4.2.4 states that local businesses located in areas most directly affected by the road closure would continue to be impacted by the change in traffic patterns.

The commenter notes that his store was opened approximately 10 months after the closure of Folsom Dam Road. It is not known what assumptions were used to derive revenue projections for the store, and industry-related factors may also have impacted business revenues. The EIS discusses many economic factors or conditions that can affect business revenues, and traffic congestion could contribute.

Intangible effects associated with traffic such as choices people make about where to shop and increased frustration with congestion have been noted by several commenters. See Master Response to Comment-1 for further discussion.

**Appendix E4
Public Comments and Responses**

COMMENT: O'MOORE, ROXANNE

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<small>(Please print clearly)</small>	
Name <u>Roxanne O'Moore</u>	
Organization and Address <u>Lake Natoma Inn</u>	
<u>702 Gold Lake Drive</u>	
<u>Folsom, CA 95630</u>	
Phone (916) <u>932-2754</u> FAX (916) <u>351-0643</u> E-mail <u>groupsales@lake</u>	<u>natomainn.com</u>
Comment here: <u>1/5/05</u>	
<small>Date</small>	
<u>Both a.m. & p.m. commute traffic are strangling the</u> <u>historic district. We receive numerous & regular client</u> <u>complaints that it can take anywhere from 30 to 40</u> <u>minutes to get from the exit @ Hwy 50 to our</u> <u>location. This should be a 5-15 minute drive,</u> <u>equating to only 4 1/2 miles. We have lost & continue</u> <u>to lose clients to other hotels due to the "Folsom</u> <u>traffic". This includes clients in both Folsom &</u> <u>El Dorado Hills. These companies simply will not</u> <u>consider our location due to the difficulty to</u> <u>get to our hotel in a timely fashion. It is</u> <u>their choice to travel down Hwy. 50 into Rancho</u> <u>Cordova. Folsom Police & Fire rely heavily on the</u> <u>hotel occupancy tax generated by it's 5 Folsom</u> <u>hotels. This revenue is being lost to Sacto. county</u> <u>hotels in Rancho Cordova.</u> <small>All comments become part of the public record.</small>	

**Appendix E4
Public Comments and Responses**

RESPONSE: O'MOORE, ROXANNE

O'Moore-1

Of the estimated 18,000 vehicles that used Folsom Dam Road at the time of the road closure in February of 2003, approximately 9,000 vehicles per day have shifted to the Rainbow Bridge and the Lake Natoma Crossing, according to the EIS analysis. This has resulted in increased volumes on Folsom-Auburn Road and Riley Street through the center of Folsom's historic district. The operating conditions on these roads, which were already poor, were therefore further impacted by the closure action.

The increase in traffic volumes through the historic district has resulted in delays that several commenters have noted affect the choices people are making (see Master Response to Comment-1). As described in Section 3.1.2.2, under the Preferred Alternative—Restricted Access Alternative 2, traffic congestion would increase at the following intersections: (1) Folsom-Auburn Road and Greenback Lane, (2) Folsom-Auburn Road and Oak Avenue Parkway, and (3) Riley Street and Natoma Street intersections (as compared to projected traffic under pre-2003 conditions). Operations at the Folsom-Auburn Road and Folsom Dam Road intersection and the East Natoma Street and Folsom Dam Road intersections would improve due to the flow of traffic on Folsom Dam Road during peak commute hours. Under the Long-Term Closure Alternative (Section 3.1.2.4), traffic congestion would continue to increase at the following intersections: (1) Folsom-Auburn Road and Oak Avenue Parkway, (2) Folsom-Auburn Road and Greenback Lane, (3) Riley Street and Natoma Street, and (4) Folsom Boulevard and Natoma Street. Congestion at these intersections would continue to cause difficulty for patrons accessing the commenter's hotel.

Section 3.4.2 discusses the business impacts that were identified by Folsom business owners along some of the most affected roadways. Folsom's historic district is one of the areas identified with increased traffic, both before 2003 and after the road closure. To the extent that clients are patronizing hotels in Rancho Cordova or other cities outside of Folsom because of traffic constraints, tax revenues to Folsom Fire and Police Departments could be reduced. However, in cases where clients may be staying at other hotels within Folsom, tax revenues would continue to benefit the city.

**Appendix E4
Public Comments and Responses**

COMMENT: PERCY, NANCY

**Comment Sheet for the
Folsom Dam Road Access Restriction Draft EIS**

Written comments can be submitted tonight at the Comment Table or are due to the Bureau of Reclamation by close of business on Monday, January 18, 2005.

If you do not submit your comments tonight, please mail them to the address on the back, or fax your comments to 916 989-7208, or e-mail your comments to rschroeder@mp.usbr.gov. Thank you.

(Please print clearly)

Name Nancy Percy

Organization and Address PO Box 667
Folsom, CA 95763

Phone (916) 985-8475 FAX () _____ E-mail _____

Comment here: _____
Date _____

I support the restricted access alternative because the terrible traffic impacts within the historic district of Folsom are causing businesses to fail, prolonging commute times, and creating dangerous conditions for bicyclists & pedestrians. I can't believe the EIS will support a permanent closure based on a lack of impact on local traffic.

All comments become part of the public record.

**Appendix E4
Public Comments and Responses**

RESPONSE: PERCY, NANCY

Percy-1

The commenter's opinion that the road should be reopened during peak commute hours is noted. See Response to O'Moore-1 for a discussion of traffic impacts in Folsom's historic district. The analysis presented in Section 3.1.2 describes adverse impacts to local traffic that are associated with the action alternatives, and Section 3.4.2 discusses business impacts.

A Pedestrian Master Plan is currently being developed by the City of Folsom to identify benefits and disadvantages of the existing pedestrian system and to establish policies, objectives, and priorities for improving this system. Under the No Action Alternative, with access to Folsom Dam Road restored to pre-2003 conditions, existing motor vehicle traffic would increase on Natoma Street, Folsom-Auburn Road, and Folsom Boulevard. These roads provide facilities for pedestrians and bicycles. Under the action alternatives, traffic would also increase relative to the No Action Alternative, as described in Section 3.1.2.

As noted in Section 2.2.2, the concept of the "preferred alternative" can be different from the "environmentally preferable alternative." Reclamation recognizes the environmental impacts, including adverse local traffic impacts, associated with the long-term closure of Folsom Dam Road. However, the selection of the Preferred Alternative also considers economic, technical, and security issues. Furthermore, Reclamation notes that identification of a Preferred Alternative in the Draft or Final EIS does not preclude the option of selecting a different alternative in the Record of Decision. In the Final EIS, Restricted Access Alternative 2 has been designated the Preferred Alternative. For a complete description of Preferred Alternative—Restricted Access Alternative 2, please see Section 2.2.2 of the Final EIS.

**Appendix E4
Public Comments and Responses**

COMMENT: PURDY, GORDON

THE NEW MILLENNIUM, INC.

January 5, 2005

Robert Schroeder, Project Manager
Bureau of Reclamation
Central California Area Office
7794 Folsom Dam Road
Folsom, CA 95630-1799

RE: EIS *draft* (Environmental Impact Statement) report - Folsom Dam Road closure.

Dear Mr. Schroeder:

As a business owner and resident of the greater Folsom community, I am writing to provide comment on the draft Environmental Impact Statement (EIS) report for the Folsom Dam Road closure.

I support reopening the dam road. The closure has severely impacted the business vitality of the entire Folsom area, discouraging shoppers, prolonging employee commutes, increasing commercial property vacancy, spurring bankruptcies, polluting the air and creating widespread frustration.


The City of Folsom has exhausted every possible traffic congestion measure. No re-routing or traffic signal change will prevail. The dam road is a necessary and critical artery to serve commerce between South Placer, El Dorado and East Sacramento Counties. The bottom line is the City of Folsom and the region suffer as a result.

Furthermore, residents of cities and areas bursting with growth, such as Auburn, El Dorado Hills, Folsom, and Roseville, are frustrated with traffic congestion resulting from the closure. Access to and from life events, education and community activities is time consuming, costly, and undesirable.

We advocate re-opening the dam road. Mr. Schroeder and fellow associates of the Bureau of Reclamation, please consider this strong urging for you to resolve to re-open the dam road.

We appreciate the opportunity to provide comment on the draft EIS report. Thank you for any consideration regarding this matter.

Regards,


Gordon Purdy
President

Office: 916-990-9191

benefits@wisdomispower.com
www.wisdomispower.com

Mobile: 916-806-2828

Appendix E4
Public Comments and Responses

RESPONSE: PURDY, GORDON

Purdy, G.-1

The commenter's opinion that the road should be reopened is noted. See Response to Brisbane-1 for a discussion of impacts to businesses and Master Response to Comment-1 for a discussion of intangible effects to quality of life in Folsom and nearby communities. The nature and extent of air quality impacts associated with access to Folsom Dam Road are described in Section 3.2.2. More fuel will be burned with some alternatives because of additional miles traveled, but the difference was not determined to cause a significant effect to air quality of the environment.

In the Final EIS, Restricted Access Alternative 2 has been designated the Preferred Alternative. For a complete description of Preferred Alternative—Restricted Access Alternative 2, please see Section 2.2.2 of the Final EIS.

Appendix E4
Public Comments and Responses

COMMENT: PURDY, LOLA

THE NEW MILLENNIUM, INC.

January 5, 2005

Robert Schroeder, Project Manager
Bureau of Reclamation
Central California Area Office
7794 Folsom Dam Road
Folsom, CA 95630-1799

RE: EIS *draft* (Environmental Impact Statement) report - Folsom Dam Road closure.

Dear Mr. Schroeder:

As a business owner and resident of the greater Folsom community, and a member of the Folsom Chamber Board of Directors, I am writing to provide comment on the draft Environmental Impact Statement (EIS) report for the Folsom Dam Road closure.

I support reopening the dam road. The closure has severely impacted the business vitality of the entire Folsom area, discouraging shoppers, prolonging employee commutes, increasing commercial property vacancy, spurring bankruptcies, polluting the air and creating widespread frustration. We need relief. A new bridge in 2007 will be too late.

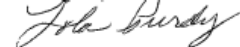
- 1 The City of Folsom has exhausted every possible traffic congestion measure. No re-routing or traffic signal change will prevail. The dam road is a necessary and critical artery to serve commerce between South Placer, El Dorado and East Sacramento Counties. The bottom line is the City of Folsom and the region suffer as a result.

Furthermore, residents of cities and areas bursting with growth, such as Auburn, El Dorado Hills, Folsom, and Roseville, are frustrated with traffic congestion resulting from the closure. Access to and from life events, education and community activities is time consuming, costly, and undesirable.

We advocate re-opening the dam road. Mr. Schroeder and fellow associates of the Bureau of Reclamation, please consider this strong urging for you to resolve to re-open the dam road.

We appreciate the opportunity to provide comment on the draft EIS report. Thank you for any consideration regarding this matter.

Regards,



Lola Purdy
C.E.O.

Office: 916-990-9191

benefits@wisdomispower.com
www.wisdomispower.com

Mobile: 916-806-2828

**Appendix E4
Public Comments and Responses**

RESPONSE: PURDY, LOLA

Purdy, L.-1

The commenter's opinion that the road should be reopened is noted. In the Final EIS, Restricted Access Alternative 2 has been designated the Preferred Alternative. For a complete description of Preferred Alternative—Restricted Access Alternative 2, please see Section 2.2.2 of the Final EIS. See Response to Purdy, G.-1.

**Appendix E4
Public Comments and Responses**

COMMENT: RODGERS, SHELLEY

**Comment Sheet for the
Folsom Dam Road Access Restriction Draft EIS**

Written comments can be submitted tonight at the Comment Table or are due to the Bureau of Reclamation by close of business on Monday, January 18, 2005.

If you do not submit your comments tonight, please mail them to the address on the back, or fax your comments to 916 989-7208, or e-mail your comments to rschroeder@mp.usbr.gov. Thank you.

(Please print clearly)

Name: Shelley Rodgers

Organization and Address: 1991 Thompson - Fabulous Finishes 2 to B. Birchall Folsom

Phone: 916 984-5505 FAX: () E-mail: shelley@fabulousfinishes.com

Comment here: 1-5-05
As a Business owner/Resident of 25 yrs. This has greatly impacted my Business Clientele & Loss of income due to the closure. The traffic mess is horrible & very uncomfortable. Please with out a doubt re-open the Dam & save Folsom our Community & Business Freedom!
Thank you,

All comments become part of the public record.

**Appendix E4
Public Comments and Responses**

RESPONSE: RODGERS, SHELLEY


Rodgers-1

The commenter's opinion that the road should be reopened is noted. See Response to Brisbane-1 for a discussion of traffic and related business impacts.

In the Final EIS, Restricted Access Alternative 2 has been designated the Preferred Alternative. For a complete description of Preferred Alternative—Restricted Access Alternative 2, please see Section 2.2.2 of the Final EIS.

**Appendix E4
Public Comments and Responses**

COMMENT: SOULSBY, PATTY

Comment Sheet for the Folsom Dam Road Access Restriction Draft EIS	
	<small>Written comments can be submitted tonight at the Comment Table or are due to the Bureau of Reclamation by close of business on Monday, January 18, 2005.</small>
	<small>If you do not submit your comments tonight, please mail them to the address on the back, or fax your comments to 916 989-7208, or e-mail your comments to rschroeder@mp.usbr.gov. Thank you.</small>
	Name <small>(Please print clearly)</small> <u>Patty Soulsby</u>
	Organization and Address _____
	Phone (916) <u>255-3564</u> FAX () _____ E-mail _____
	Comment here: <u>1/5/05</u> <small>Date</small>
	<div style="border: 1px solid black; padding: 5px; min-height: 100px;">Open the Dam Road. Stopping delaying the Decision. It's been 2 years.</div>

<small>All comments become part of the public record.</small>	

Appendix E4
Public Comments and Responses

RESPONSE: SOULSBY, PATTY

Soulsby-1

The commenter's opinion that the road should be reopened is noted. In the Final EIS, Restricted Access Alternative 2 has been designated the Preferred Alternative. For a complete description of Preferred Alternative—Restricted Access Alternative 2, please see Section 2.2.2 of the Final EIS.

Appendix E4
Public Comments and Responses

COMMENT: WALTER, BENITA AND MARQUETTE, LESLIE

>>> Benita <kaatsi@pacbell.net> 1/5/2005 4:48:17 PM >>>

Dear Mr Schroeder,

My name is Benita Walter. I am a Folsom resident who owns 604 Natoma St. My son, a forth generation resident owns 608 Natoma St. My family has lived here in the same place for 88 years. My Aunt worked for the Bureau as a draftsman and helped to put the Central Valley Water Project on paper in the 50's.

1

We are located between Scott and Riley, a part of Natoma that acts as a funnel for both Rainbow Bridge as well as Natoma Crossing. Due to the volume of traffic, we no longer have parking in front of our houses. That is now a right turns lane. We have garages in the alley to the rear for our vehicles but no parking for visitors. The alleys are being used for short cuts to avoid the light at Riley and they could be taken for raceways!

2

I read through the EIS and found that no noise or air quality tests were conducted at Riley and Natoma, where the bumper to bumper traffic is steady for a minimum of 6 hours a day. Morning peak, noon peak, and the longer evening peak. The banking of the Natoma Crossing Bridge adds to our noise pollution by echoing up the hill and is loud enough to wake me up by 5.

I've put in double pane windows, which help to dampen the noise, but especially in the evening the honking and hollering of irritable people gets extremely loud. The carbon monoxide gets so thick in the peak hours, I can't even work in my own yard without getting a headache, and my son's asthma keeps him indoors after he gets home from work. My trees and hedges are starting to die. In the summer it would be nice to be able to open a window. I'm afraid to sweep my sidewalk, as the traffic is crowded right to the gutter. The pedestrian crossing is a joke.

Per the noise study, we like another local area seem to be considered a casualty of progress. Since we have a small number of residences on the block, mitigation is pronounced as not practical. We can cope or move. Four houses have been sold within two blocks since summer.

I don't believe the Air Quality study is at all accurate.

If we could divert peak hour traffic over the dam until some other diverter roads could be built, it would certainly improve our health and stress levels on Natoma.

Sincerely,

Benita L. Walter, 604 Natoma St., Folsom CA 95630 Phone # (916)985-2237

Leslie L. Marquette, 608 Natoma St., Folsom, CA 95630

Appendix E4
Public Comments and Responses

RESPONSE: WALTER, BENITA AND MARQUETTE, LESLIE

Walter-1

Reclamation notes the commenters' statement that visitor parking is no longer available in front of their homes due to a right-hand turn lane installed as part of the Folsom Historic District Traffic Calming Program. The statement that the alleyway behind the commenters' homes is being used as a shortcut to bypass the Riley Street intersection is also noted. As described in Section 3.1.1.3 of the EIS, the Traffic Calming Program is an independent measure by the City of Folsom to improve traffic congestion following the closure of the Folsom Dam Road.

Walter-2

Air quality at the intersection of Riley Street and Natoma Street is analyzed in EIS Section 3.2.2. In the Draft EIS, the intersection was mislabeled as Riley Street and East Natoma Street; this reference has been corrected in the Final EIS. Additional vehicle miles would be traveled under the Preferred Alternative—Restricted Access Alternative 2, Restricted Access Alternative 3, and the Long-Term Closure Alternative, as compared with the No Action Alternative. Table 3.2-5 summarizes the difference in estimated criteria pollutant emissions between the No Action Alternative (return to pre-February 2003 access conditions) and the Preferred Alternative—Restricted Access Alternative 2, Restricted Access Alternative 3, and the Long-Term Closure Alternative (indefinite road closure) for the study years 2005 and 2013. Based on the air quality models analyzed, the closure of Folsom Dam Road is not expected to cause an exceedance or add to an exceedance of the ambient air quality standards for oxides of nitrogen, particulate matter less than 10 micrometers in diameter, and ozone because (1) the emissions fall within the State Implementation Plan budget surplus for all three pollutants, and (2) the emission estimates for ozone precursors for all study years are below those used by the Sacramento Metropolitan Air Quality Management District for determining whether further analysis should be performed.

As stated in Section 3.3.2, the noise impact area was considered to extend along Natoma Street to the intersection of Riley Street, since most traffic would continue to that point. Residences were considered noise-sensitive land uses in the analysis. As shown in the EIS, noise levels would exceed 2 decibels, the threshold for audible increases in noise, under the Preferred Alternative—Restricted Access Alternative 2, Restricted Access Alternative 3, and the Long-Term Closure Alternative. Construction of noise barriers was considered to mitigate the impact, but noise barriers were not found to be feasible because they would not substantially reduce the magnitude of the impact. Other mitigation measures were also considered and not deemed feasible, as explained in Section 3.3.3.

In regard to the increase in noise, air pollution, and traffic congestion that is preventing the commenters from enjoying an expected quality of life, see Master Response to Comment-1.

Appendix E4
Public Comments and Responses

COMMENT: ANONYMOUS

Telephone Comment received 1/6/05

From: cell 718-1575; caller prefers not to give name.

1 [Impact of traffic from closure of road. Could be opened during day and closed at night. Reclamation didn't ask people who live nearby what they thought. At Folsom Dam and Auburn-Folsom Road, now that gas station is going in, the intersection is worse.
Security threat is reduced, and no longer necessary to close the road.

RESPONSE: ANONYMOUS

Anonymous-1

Section 3.1 of the EIS discusses the effects of the road closure on traffic levels, and Table 3.1-3 compares pre-closure and post-closure levels of service at the Folsom Dam Road/Auburn-Folsom Road intersection and other local intersections.

As described in Section 1.2.2, Reclamation closed Folsom Dam Road as a response to concerns identified following a series of independent security assessments that were conducted since September 2001. The long-term decision regarding access to Folsom Dam Road will be made at the conclusion of the EIS process, which is being conducted in compliance with the National Environmental Policy Act (NEPA). Public input is invited and encouraged during the EIS process. Early in the EIS process, Reclamation held open houses in Folsom and Sacramento to share information on the project and better understand key public concerns. A Web site was also set up to provide information and facilitate public input. Once the Draft EIS was prepared, it was made available to members of the public who had expressed an interest in the project. It was also made available at local public libraries, through the project Web site, and by mail. Public hearings were held to provide forums for public comment and input on the EIS analysis. These opportunities were advertised in local newspapers, on the Web site, and in the *Federal Register*.

The commenter's opinion that it is not necessary to close the road is noted. For a discussion of the rationale for restricting access to Folsom Dam Road, see Master Response to Comment-4.

**Appendix E4
Public Comments and Responses**

COMMENT: BRISTOW, LILLIAN

>>> "Lillian Bristow" <lbristow10@hotmail.com> 1/6/2005 8:11:37 PM >>>

1 I would like to tender my vote for ALTERNATIVE 2 as described in Table 2-1 of the Draft Environmental Impact Statement Released for Folsom Dam Road Access.

I live in Pinebrook Village which is on Folsom Auburn Blvd.

I am acutely aware of the traffic problems that have resulted since the closure of Folsom Dam Road.

I sincerely hope you will open the Folsom Dam Road in the very near future.

Thank You.

Lillian Bristow
420 Nugget Drive
Folsom, CA 95630
phone 988-2377

RESPONSE: BRISTOW, LILLIAN

Bristow-1

The commenter's opinion that Folsom Dam Road should be reopened during peak commute hours is noted. In the Final EIS, Restricted Access Alternative 2 has been designated the Preferred Alternative.

**Appendix E4
Public Comments and Responses**

COMMENT: FRANCISCO, DANIEL

>>> "Francisco, Daniel J" <daniel.j.francisco@intel.com> 1/6/2005 1:38:06 PM >>>

January 6, 2005

Robert Schroeder, Project Manager
Bureau of Reclamation
Central California Area Office
7794 Folsom Dam Road
Folsom, CA 95630-1799

Dear Mr. Schroeder:

1 I am writing on behalf of Intel Corporation to provide comment on the draft Environmental Impact Statement (EIS) report for the Folsom Dam Road closure. As Intel has indicated to the bureau during several productive discussions, we are supportive of re-opening the road during peak traffic commute hours given that the proper safety measures can be put into place to allow this to happen. We recognize that safety related to this issue is paramount. Therefore, at the current time, we are supportive of Restricted Access Alternative 2 in the EIS since it most closely reflects our position.

However, we also recognize the impacts the dam road closure has had on the Folsom community. While we can't comment specifically on the potential business impacts the closure has had on downtown Folsom merchants without analyzing the appropriate data, we can confirm that our employees have notified us the closure coincided with increased traffic congestion in the downtown area.

We can report that Intel employees, particularly ones that live in Placer County, have expressed concern and frustration with the closure and how it coincided with greater traffic congestion during their commute to Intel. We have hundreds of workers from the greater Roseville and Granite Bay communities who have altered their work schedules in an attempt to avoid the traffic congestion.

While the dam road closure has not directly affected Intel's business revenues, it has affected the general productivity of many of our employees. In the hopes that some of the traffic congestion can be calmed, we are supportive of a measure such as re-opening the dam road with the proper security in place.

We appreciate the opportunity to be able to provide comment on the draft EIS report.

Regards,
Daniel Francisco
External Affairs Manager
Intel Corporation
1900 Prairie City Road, FM4-125
Folsom, CA 95630

Appendix E4 Public Comments and Responses

RESPONSE: FRANCISCO, DANIEL

Francisco-1

Reclamation notes the commenter's opinion that Folsom Dam Road should be reopened during peak commute hours with special security measures. In the Final EIS, Restricted Access Alternative 2 has been designated the Preferred Alternative.

The increase in traffic congestion that has resulted from the closure of Folsom Dam Road in February 2003, as mentioned by the commenter's employees, is noted. The changes in traffic prior to and after the road closure have been analyzed and are documented in Section 3.1.1 of the EIS.

In regard to the issues of frustration due to traffic conditions, the need to alter work schedules to avoid traffic congestion, and subsequent effects to employee productivity, see Master Response to Comment-1.

COMMENT: JONES, BARBARA

>>> Barbara Jones <chocolate8784@sbcglobal.net> 1/6/2005 10:45:01 AM >>>

Dear Mr. Schroeder,

This is a personal reason for wanting the road re-opened. We were right in the middle of buying a home in El Dorado Hills, when, without any decent notice, the government decided to close the road. Had we had enough notice, we would not have chosen not to move!

1 [Since we now here in El Dorado Hills, I must commute to Roseville three times a week in order to care for grandchildren I usually leave home about 10am and return about 4pm. I would hope, that if an agreement is made to open the road for commute hours, that it would be more than just a couple of hours in the morning. Aside from my needs, I cannot see how having the road open in the early commute hours, is going to help the Folsom merchants. During the early hours of commute times, the stores and businesses are not even open. The only way it can benefit merchants, in my opinion, is to keep the road open during the daylight hours. There is still lots of traffic all day long, that has to pass thru Folsom.

Thank you,

Barbara Jones

PS I am a senior citizen and dislike the extra 15 minutes it takes, each way, to make this drive.

RESPONSE: JONES, BARBARA

Jones, B.-1

The commenter's opinion that Folsom Dam Road should be open during all daylight hours is noted. In the Final EIS, Restricted Access Alternative 2 has been designated the Preferred Alternative instead of the Long-Term Closure Alternative. For a complete description of Preferred Alternative—Restricted Access Alternative 2, please see Section 2.2.2 of the Final EIS.

Appendix E4 Public Comments and Responses

The transportation analysis in the EIS considers the changes in traffic congestion during off-peak, noncommute hours. See Master Response to Comment-4 regarding traffic congestion and commute times during off-peak, noncommute hours. Controlling public access to Folsom Dam Road is necessary to meet the purpose and need of the proposed action. After considering proposals set forth by the City of Folsom and public input during the scoping period, Reclamation evaluated two alternatives, the Preferred Alternative—Restricted Access Alternative 2 and Restricted Access Alternative 3, that would reopen the road during peak commute hours. These hours were deemed by the City of Folsom and by the public as the most critical to provide traffic relief in Folsom.

The commenter's opinion that the Preferred Alternative—Restricted Access Alternative 2 and Restricted Access Alternative 3 would not benefit Folsom merchants is noted. As stated in Section 3.4.2 of the EIS, these alternatives would benefit some businesses that have employees that would use Folsom Dam Road, or businesses with service routes that could use the road to better reach their customers or service areas. Under the Preferred Alternative—Restricted Access Alternative 2 and Restricted Access Alternative 3, Folsom Dam Road would be open for 3-hour and 2-hour periods, respectively, in the morning and in the afternoon/evening. Retail businesses and services with hours of operation that coincide with those periods could experience beneficial effects under these alternatives.

COMMENT: KALLAN, PATTY

>>> Patty Lo Kallan <patty.kallan@kallnet.com> 1/6/2005 8:50:52 PM >>>

1 [Mr. Schroeder, I am writing to you to urge you to reopen the Folsom Dam road immediately. This road is a critical route for drivers from El Dorado Hills where I reside, to Granite Bay, Roseville, and points beyond. The Folsom Dam road is the most direct and convenient route, and helps to lessen the congestion on alternate roads in this area which drivers have been forced to take during the dam road closure. It is bad public policy to continue to have the Dam road closed.

Thank you for your consideration.

Patty Lo Kallan
patty.kallan@kallnet.com

RESPONSE: KALLAN, PATTY

Kallan-1

The commenter's opinions that Folsom Dam Road should be reopened and that continuing to keep the road closed is bad public policy are noted. The EIS discusses the potential effects of reopening Folsom Dam Road as the No Action Alternative.