

3.8 Hydrology/Water Resources

The Pauma Reservation has access to multiple, currently-developed sources of water. These include Pauma Creek, groundwater and reclaimed water.

Pauma Creek - Pauma Creek's watershed extends essentially to the top of Palomar Mountain and the stream channel occurs along the southern side of the Mission Reserve and the Pauma Reservation. The Pauma Band has the highest priority water right for surface water from Pauma Creek and is entitled to divert 270 gallons per minute from the creek (435.5 acre-feet per year assuming sustained flow). The water is currently being used to support agriculture (primarily citrus and avocado), and for non-potable residential purposes.

The doctrine of reserved water rights evolved to ensure that Indian reservations and public lands set aside by the federal government would have sufficient water to fulfill the purposes for which they were established. These water rights extend back to the date the land was set aside, which in the case of the Pauma Reservation was August 18, 1892. This water right is referred to as the Winters Doctrine based on a series of judicial decisions that began with a U.S. Supreme Court decision in the case of Winters v. United States.

On-site Groundwater - Water supply wells currently support the residences and civic buildings of the Pauma Reservation, the existing casino, and a portion of irrigation demand. Wells have been constructed within the alluvial sediments that occur along the flank of Palomar Mountain along the San Luis Rey River, and in the underlying granitic rock. Since the Elsinore fault zone occurs along the base of the mountain and nearby to the reservation, well yields in excess of 100 gpm have been reported from on-site wells completed in granitic rock. Substantial recharge is expected to occur along the mountain front and into the alluvial fan of Pauma Creek.

On-site Reclaimed Water - Reclaimed water can be obtained from the existing wastewater treatment plant. Based on a 90 percent treatment efficiency, the existing system produces approximately 54 acre-feet of water per year.

Following project development, there will be an increase in the amount of reclaimed water produced from the expanded wastewater treatment plant. It is also possible that additional surface water will be imported by the San Luis Rey Indian Water Authority into the area. The Pauma Band is one of five tribes entitled to the imported water.

3.16 Transportation/Traffic

Existing Street System and Traffic Volumes

The key roadways located in the vicinity of the Project Site are SR-76 and Pauma Reservation Road. The existing street system and traffic volumes in the vicinity of the Project Site are shown in Figure 15. These volumes include 13,700 average daily traffic (ADT) along SR-76 between I-15 and Pala Mission Road, 11,200 ADT from Pala Mission Road to Pauma Reservation Road, and 7,400 ADT east of Pauma Reservation Road. Existing evening (PM) peak hour traffic volumes are shown in Figure 16. The intersections of SR-76 and Old Highway 395, the northbound and southbound I-15 ramps, and Pala Mission Road are currently signalized. Other study area intersections are currently unsignalized. The key characteristics of these roadways may be summarized as follows.

I-15 is an eight-lane north-south freeway with full diamond interchange at SR-76, located about five miles west of the site. The current 24-hour two-way volume of traffic (ADT) on I-15 is 137,100 north of SR-76 and 132,000 south of SR-76.

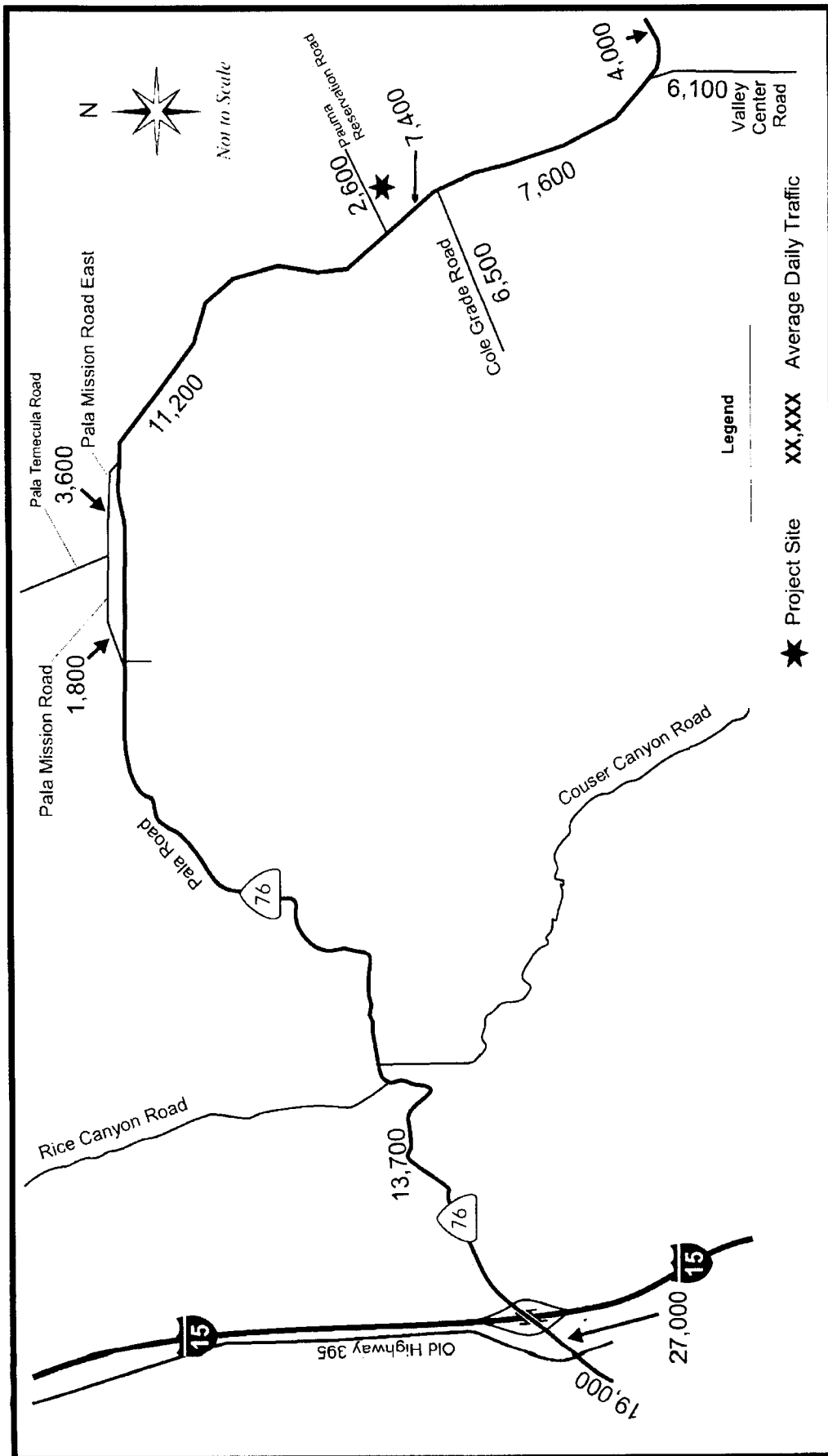
SR-76 (Pala Road) is a winding road with several sharp curves, generally with one lane in each direction, between I-15 and the Pala Reservation. It is approximately 24 feet wide, except through the Pala Reservation, where it has been widened to two lanes in either direction. SR-76 is straighter for the approximately 4 miles between the Pala Reservation and the Pauma Reservation, but there are several grades and turns along the way. The speed limit is posted at 45 miles per hour (mph). SR-76 is classified as a Major Road on the County Circulation Element east of I-15 to SR-79 at Lake Henshaw. According to County standards, Major Roads should be 78 feet wide in 98 feet of right of way, providing four through lanes.

Pauma Reservation Road is a two-lane roadway located on the west side of the Project Site. The roadway width is approximately 24 feet and unpaved shoulders are provided on both sides of the roadway.

The study area for the traffic impact analysis included the following street segments and intersections:

Street Segments:

- SR-76, west of Old Highway 395
- SR-76, west of I-15
- SR-76, I-15 to Pala Mission Road
- SR-76, Pala Mission Road to Cole Grade Road
- SR-76, Cole Grade Road to Valley Center Road
- SR-76, east of Valley Center Road
- Pala Mission Road East, SR-76 to Pala Temecula Road
- Pauma Reservation Road, east of SR-76
- Cole Grade Road, west of SR-76
- Valley Center Road, south of SR-76



Source: VRPA Technologies

Figure 15
Existing Average Daily Traffic

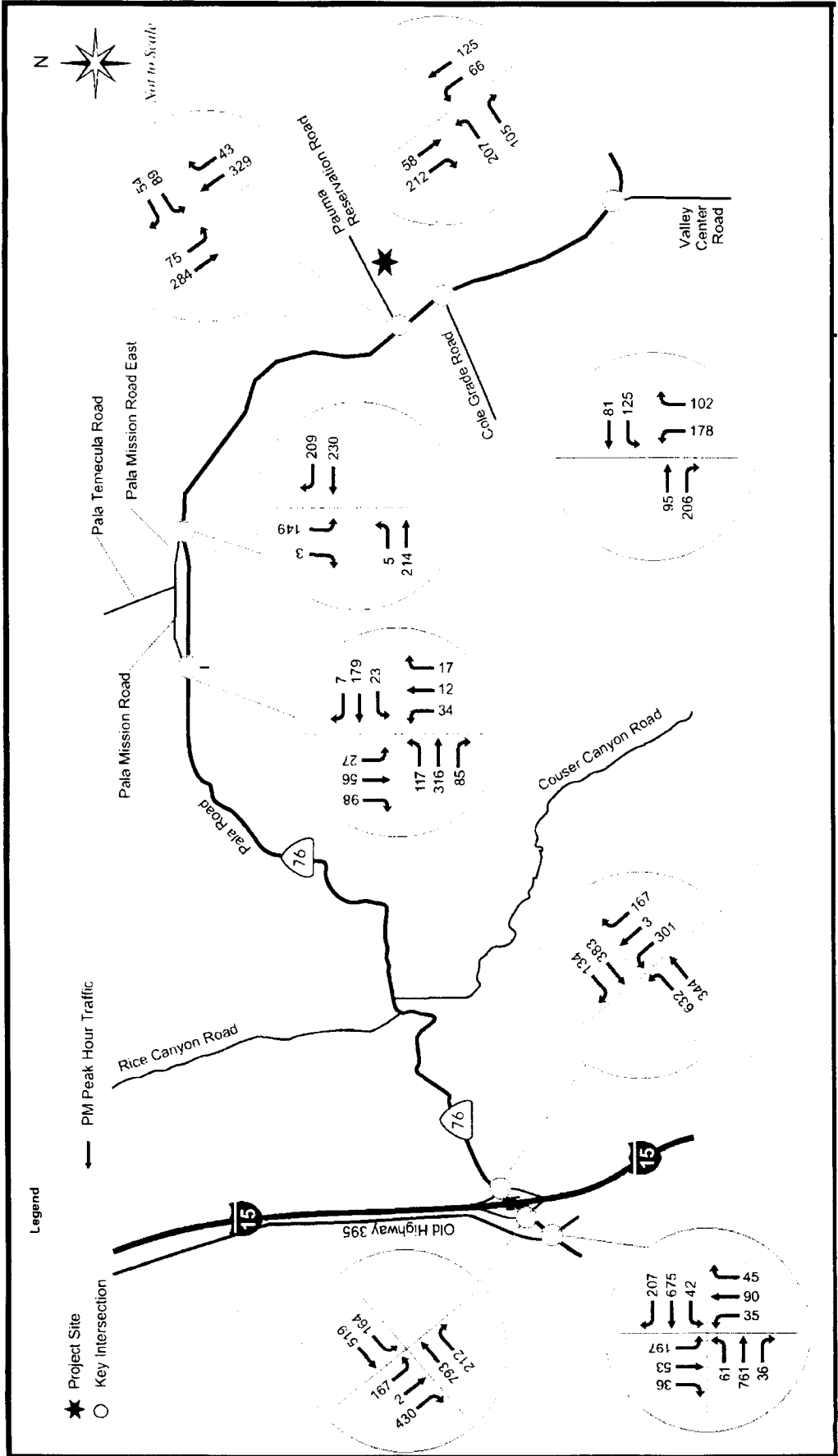


Figure 16
Existing PM Peak Hour Traffic Volumes

Source: VRPA Technologies

Intersections:

- SR-76/Old Highway 395
- SR-76/I-15 Southbound Ramps
- SR-76/I-15 Northbound Ramps
- SR-76/Pala Mission Road
- SR-76/Pala Mission Road East
- SR-76/Pauma Reservation Road
- SR-76/Cole Grade Road
- SR-76/Valley Center Road

Existing Operations

The functioning of a road segment or an intersection can be expressed as a level of service (LOS). LOS refers to the operational conditions within a traffic stream and motorists' perceptions in terms of delay, freedom to maneuver, traffic interruptions, comfort, convenience, and safety. There are six LOS capacity conditions designated from "A" to "F." LOS A represents a light traffic with minimal delays and LOS F represents significant traffic congestion. In general, the region-wide goal for an acceptable level of service on all freeways, roadway segments, and intersections is LOS D (SANTEC/ITE, 2000). Therefore, roadways in the study area operating at levels of service A through D were considered to be operating adequately with no need for improvement.

Street segment operating conditions were analyzed for SR-76 east of I-15 and west of I-15 to Valley Center Road. SR-76 was found to operate at LOS F west of Old Highway 395; LOS C in the 4-lane section west of I-15; LOS E from I-15 east to Cole Grade Road; and LOS D from Cole Grade Road to Valley Center Road. In the segments adjacent to SR-76, Pala Mission Road East and Pauma Reservation Road operate at LOS B; Cole Grade Road and Valley Center Road operate at LOS C.

Intersection operations were analyzed for the PM peak hour. The SR-76/Old Highway 395 and SR-76/I-15 NB ramps operate at LOS D, and the SR-76/I-15 SB ramps and SR-76 Pala Mission Road West intersections operate at LOS C. The unsignalized intersections of SR-76/Pala Mission Road East, SR-76/Pauma Reservation Road, SR-76/Cole Grade Road, and SR-76/Valley Center Road operate at LOS C.

4.8 Hydrology/Water Resources

The Proposed Project would rely entirely on the Tribe's on-Reservation water resources. All water used for the Proposed Project would be treated on the Reservation to California Title 22 standards and would be reused on the Reservation for the irrigation of citrus and avocado groves and landscaping. Water and wastewater services are discussed in more detail in Section 4.17, Utilities and Service Systems.

Impact Analysis

4.8a - Would the proposed project violate any water quality standards or waste discharge requirements?

The Proposed Project includes the expansion of the existing package wastewater treatment plant constructed for the existing casino. Although not required to do so, the Tribe has determined that the expanded wastewater treatment plant will meet California Title 22 Standards for reclaimed water and that the treated wastewater would be used to irrigate the citrus and avocado groves that surround the Project Site. No off-Reservation discharge of wastewater is proposed. This potential impact would not be significant.

4.8b - Would the proposed project substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there should be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?

The Proposed Project includes the construction of three new wells for the supply of potable water. There would not be a net increase in water use on the Reservation because water that is currently used for irrigation would be used in the Proposed Project facilities, treated, and then used for irrigation. Therefore, this potential impact would be less than significant.

4.8c - Would the proposed project substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream, or river, or substantially increase the rate or amount of surface runoff in a manner, which would result in flooding off-site?

Pauma Creek is the closest drainage to the Project Site. There would not be any development within the Pauma Creek floodplain. There are two existing detention basins that collect runoff from the existing casino parking lot. The Proposed Project includes the construction of a third detention basin to handle the increased development area. The proposed third detention basin would be constructed within a disturbed upland area. There would not be a substantial increase in flows to Pauma Creek as water would only overflow the detention basins during major storm events, which is the current condition. The purpose of the detention basins is to collect runoff onsite and allow it to percolate into the groundwater table. Therefore, this potential impact would be less than significant.

4.8f - Would the proposed project expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?

There are no levees or dams on or near the Project Site. Pauma Creek flows from north to south along the eastern edge of the Reservation. More often than not, there is no surface flow from the Reservation. The Proposed Project would not have any affect on Pauma Creek due to the intermittent nature of the creek and the lack of dams or levees. Therefore, the Proposed Project could not expose persons or structures to a significant risk of loss, injury, or death as a result of flooding, including that caused by the failure of a dam or levee.

Mitigation Measures

No adverse impacts to hydrology/water quality have been identified. No mitigation measures are necessary.

4.16 Transportation/Traffic

This section of the TEIR is based on the technical report, *Traffic Impact Analysis, Pauma Casino Expansion Project EIR*, prepared by VRPA Technologies (2007) and attached to this TEIR as Appendix F.

Development along the SR-76 corridor has been substantial and the need for improvements to the roadway have been well documented. Caltrans prepared a Transportation Concept Summary for SR-76 in January 2006. That document was considered a starting point for the evaluation of the corridor needs. Caltrans subsequently contracted with the Reservation Transportation Authority (RTA) to prepare the Draft SR-76 East Corridor Study in March 2007. The emphasis of the RTA study is to develop partnerships between Native American tribal governments, the County of San Diego, developers, local community planning groups, the San Diego Association of Governments (SANDAG), the environmental resource agencies, and the public for construction of necessary improvements to the SR-76 corridor. The RTA study identified curve corrections, turn lanes, site distance improvements, and intersection improvements along the roadway. Because SR-76 passes through hilly terrain with a number of curves, vehicle speeds and traffic accident issues are as important as levels of service, if not more so. Therefore, the RTA and Caltrans traffic studies have also evaluated accident data findings to determine what roadway improvements could reduce or avoid traffic accidents.

Impact Analysis

Would the proposed project cause an increase in traffic which is substantial in relation to the existing traffic load and capacity of the street system (i.e., result in a substantial increase in either the number of vehicle trips, the volume to capacity ratio on roads, or congestion at intersections)?

Trip generation for the expanded casino was based on a 2002 analysis of the Pala Casino, which is west of the Pauma Reservation. Based on that study, it was concluded that the casino generates 61.9 trips per 1,000 square feet. It was assumed that the new hotel would generate 3 trips per room, a trip generation rate that is accepted for hotels associated with casinos in San Diego County. Based on these criteria, the project is estimated to generate 4,512 ADT with 316 PM peak hour trips (150 inbound/166 outbound). The AM peak period was not analyzed as the site is projected to generate a very small amount of traffic between 7:00-9:00 AM.

The project traffic was distributed to the street system based on the proximity of I-15 to the site, the population distribution, and the location of other gaming facilities. Approximately 8 percent of the trips are assumed to arrive/depart from areas east of the hotel and expanded casino. The assignment of 20 percent along north I-15 is due to potential patrons in Riverside County. The 30 percent assignment west of I-15 on SR-76 is due to SR-76 being a direct feeder into Oceanside and to Interstate 5 serving patrons from Orange County and Los Angeles. The 40 percent assigned to south I-15 is due to the large population base of the San Diego metropolitan area. Figures 22 and 23 show

the assignment of project traffic based on the established trip distribution percentages and project PM peak hour traffic.

Near-term Plus Project. Project traffic impacts were analyzed for the year 2009, the anticipated year of completion of the project. It was assumed that existing traffic volumes would increase at the rate of 3 percent per year between the existing 2006 conditions and 2009. Figures 24 and 25 show the near-term plus project average daily traffic volumes and PM peak hour traffic.

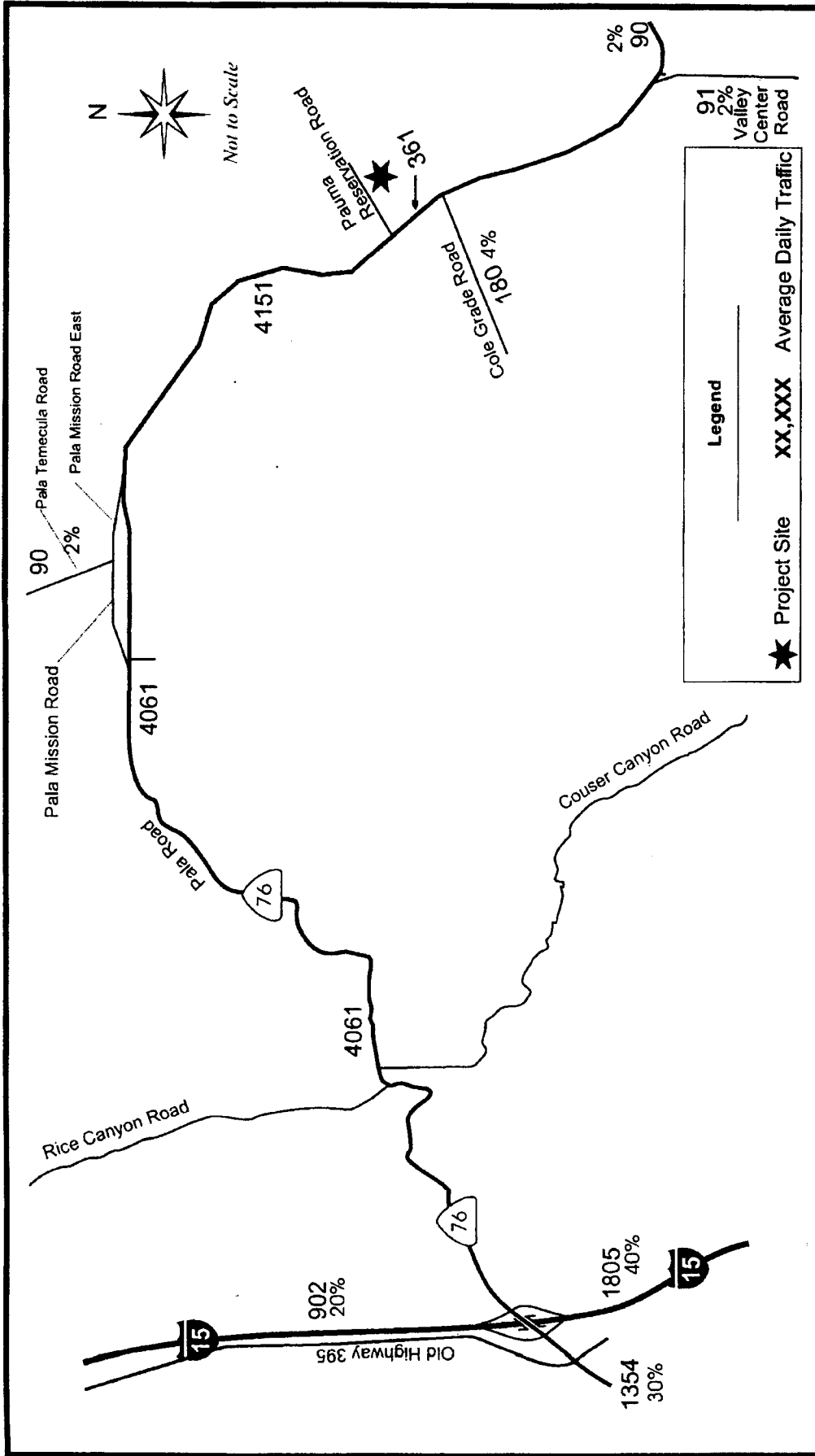
The addition of project traffic to SR-76 would result in the following degradation of segment level of service: West of I-15 would change from LOS C to LOS D; east of I-15 to Cole Grade Road would change from LOS E to LOS F; east of Valley Center Road would change from LOS B to LOS C. On Pauma Reservation Road adjacent to SR-76, the LOS would change from B to D, and on Cole Grade Road, from C to D. There would be no change of LOS in the remaining segments in the study area. The Proposed Project would add more than 200 trips to the following Circulation Element.

Roads operating at LOS E or F: SR-76 west of Old Highway 395, and SR-76 from I-15 to Cole Grade Road. According to County of San Diego guidelines for determining significance, there would be a significant traffic impact on these segments (**Impacts T-1 and T-2**) (County of San Diego 2006).

The addition of project traffic would result in a significant impact at two intersections, SR-76/I-15 NB ramps and SR-76/Pauma Reservation Road. The signalized SR-76/I-15 NB ramps intersection would operate at LOS F without the project, and the project would add more than 5 peak hour trips (**Impact T-3**). The unsignalized SR-76/Pauma Reservation Road intersection would change from LOS D to LOS F (**Impact T-4**). All other signalized intersections would operate at LOS D or better (Table 14).

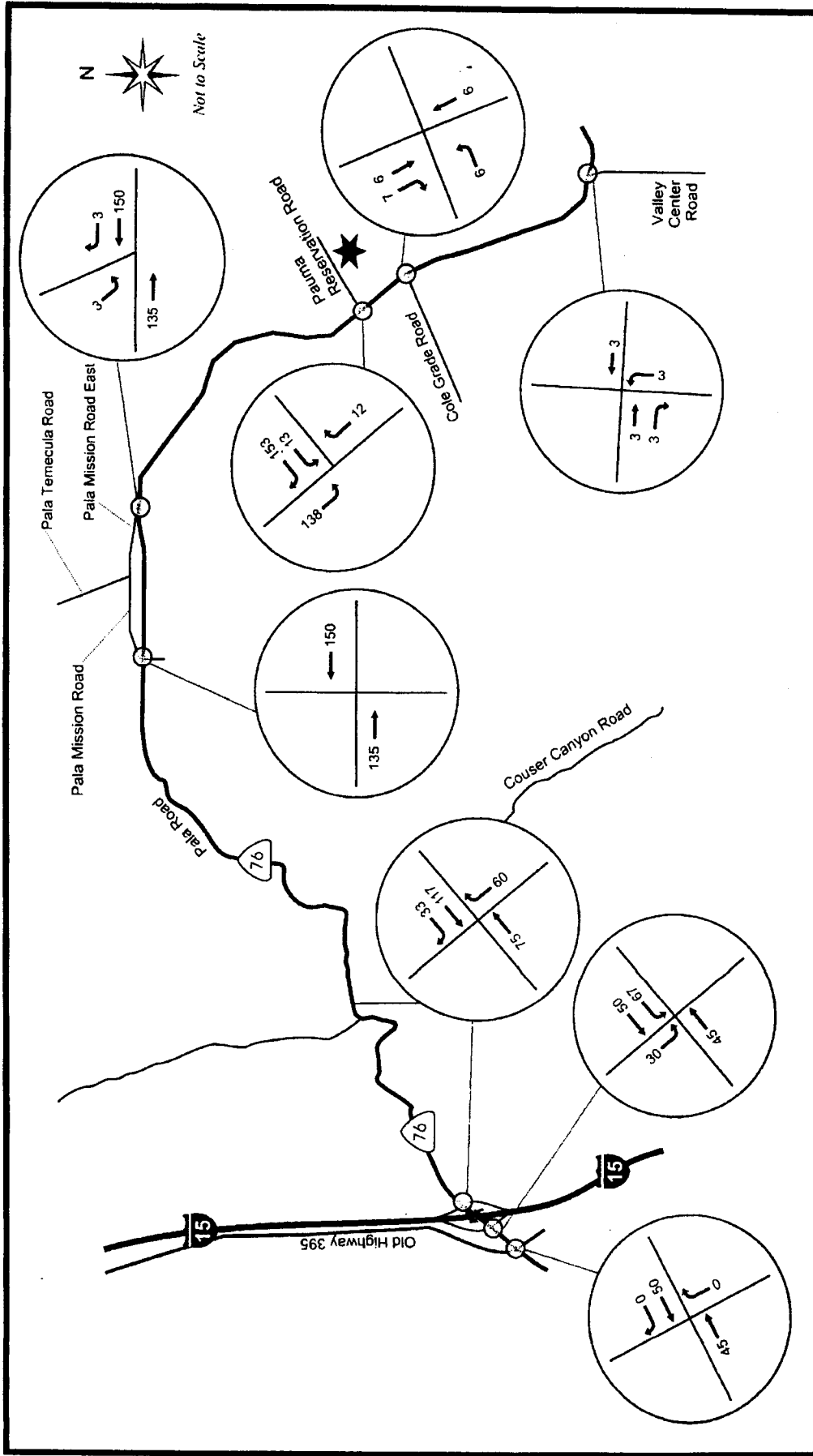
Horizon Year Without Project and With Project. Future traffic conditions in the study area in the Year 2030 estimated using the SANDAG regional model. Average daily and PM peak hour traffic volumes in 2030 without and with the project are shown in Figures 26 through 29.

The addition of project traffic to the estimated SR-76 2030 traffic would result in the following degradation of segment level of service: Pala Mission Road to Cole Grade Road would change from LOS E to LOS F. There would be no change of LOS in the remaining segments in the study area. The Proposed Project would add more than 200 trips to the following Circulation Element roads operating at LOS E or F: SR-76 west of Old Highway 395, SR-76 west of I-15, and SR-76 from I-15 to Cole Grade Road. According to County of San Diego guidelines for determining significance, there would be a significant traffic impact on these segments (**Impacts T-3, T-4, and T-5**).



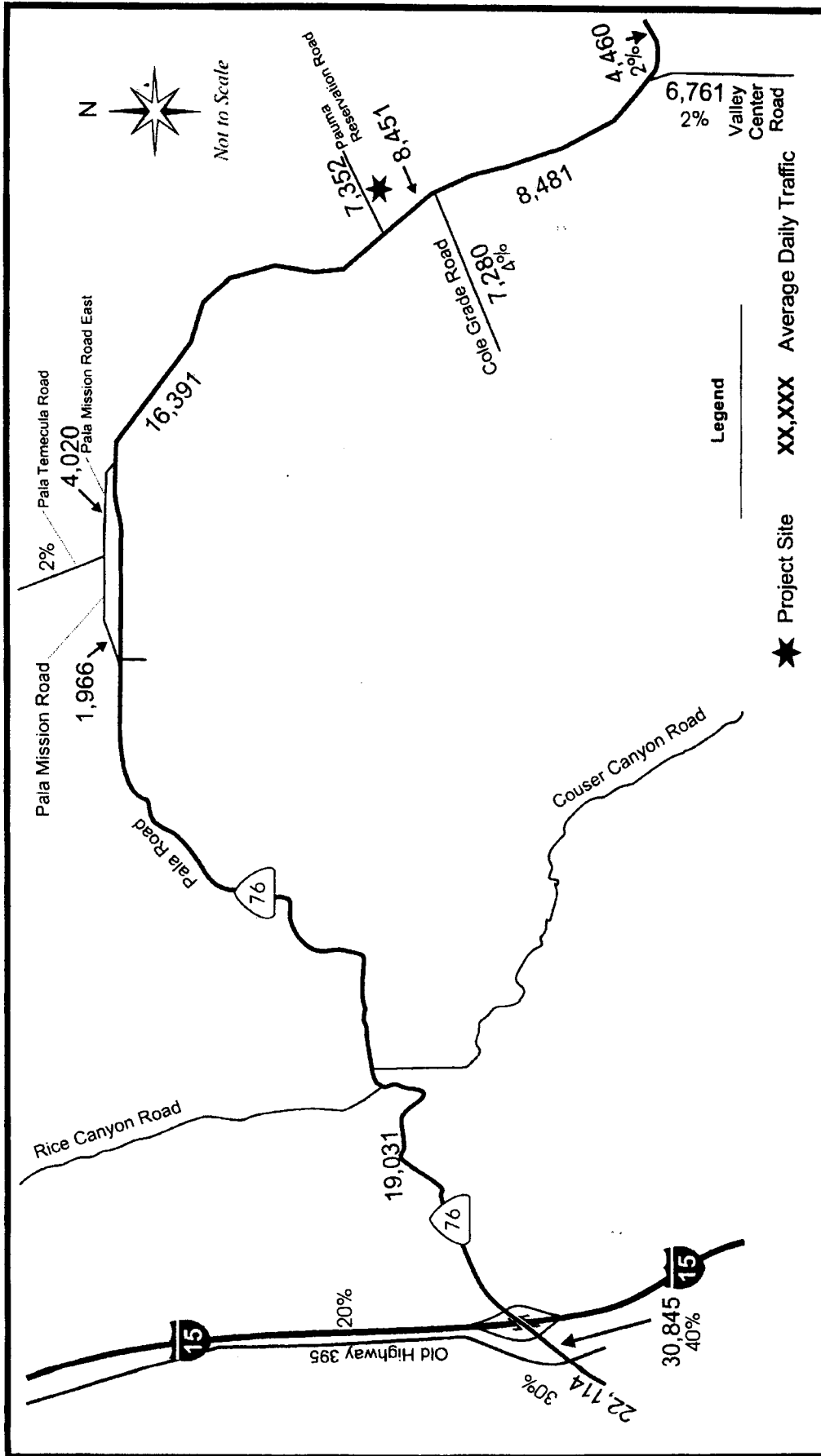
Source: VRPA Technologies

Figure 22
Distribution of Project Traffic



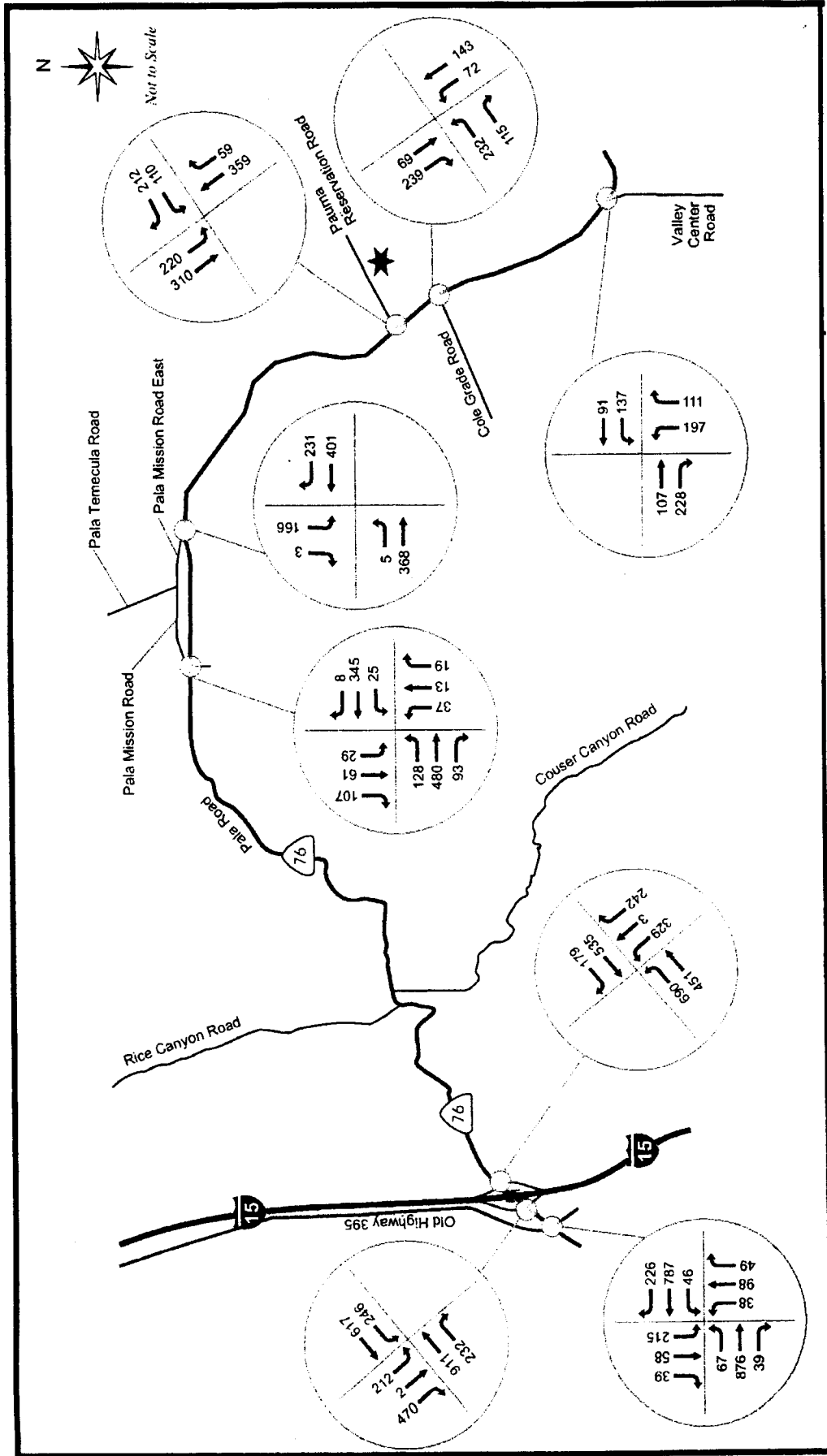
Source: VRI/A Technologies

Figure 23
PM Peak Hour Traffic



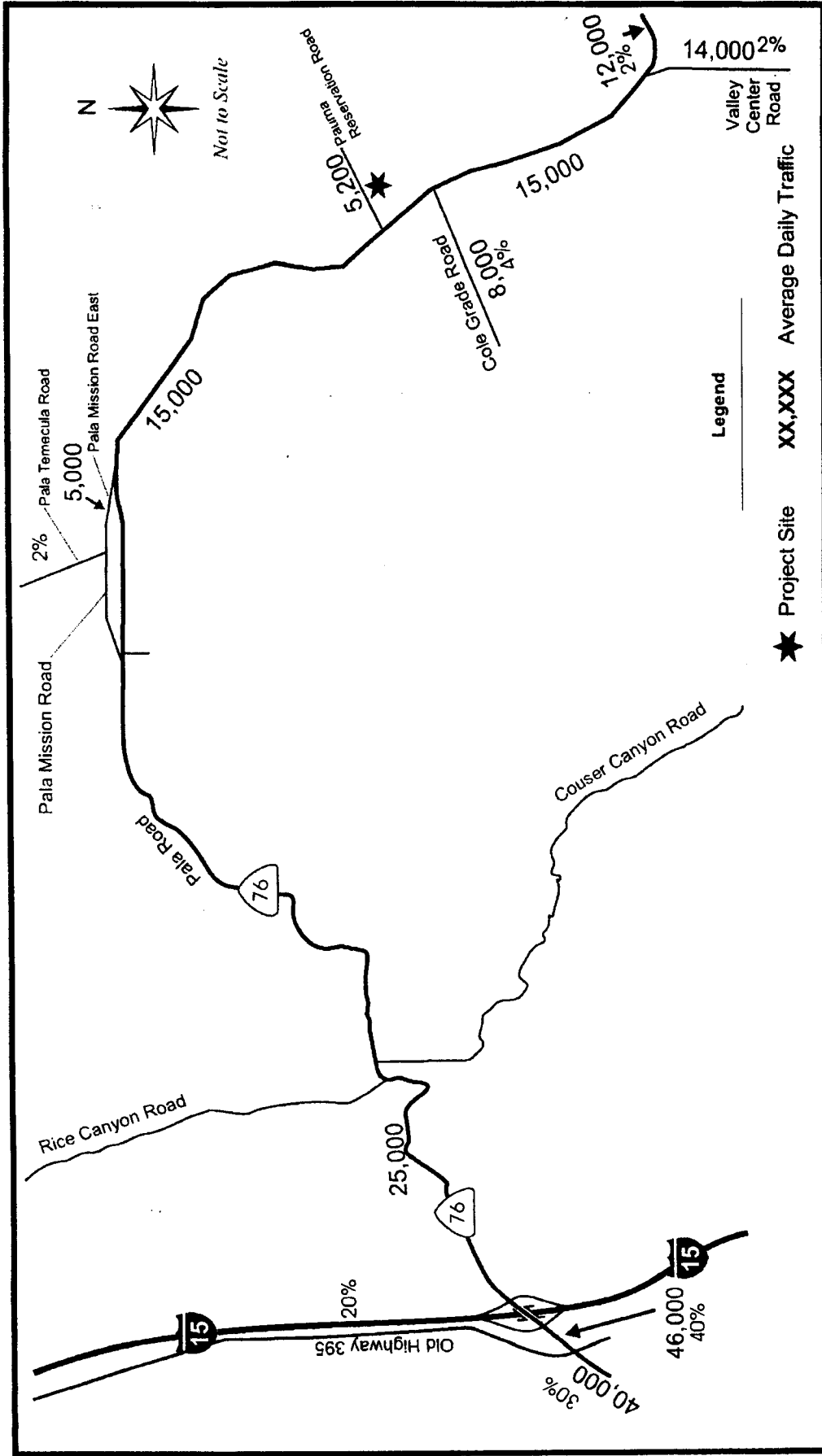
Source: VRIA Technologies

Figure 24
 Near Term Plus Project Traffic Average Daily Traffic



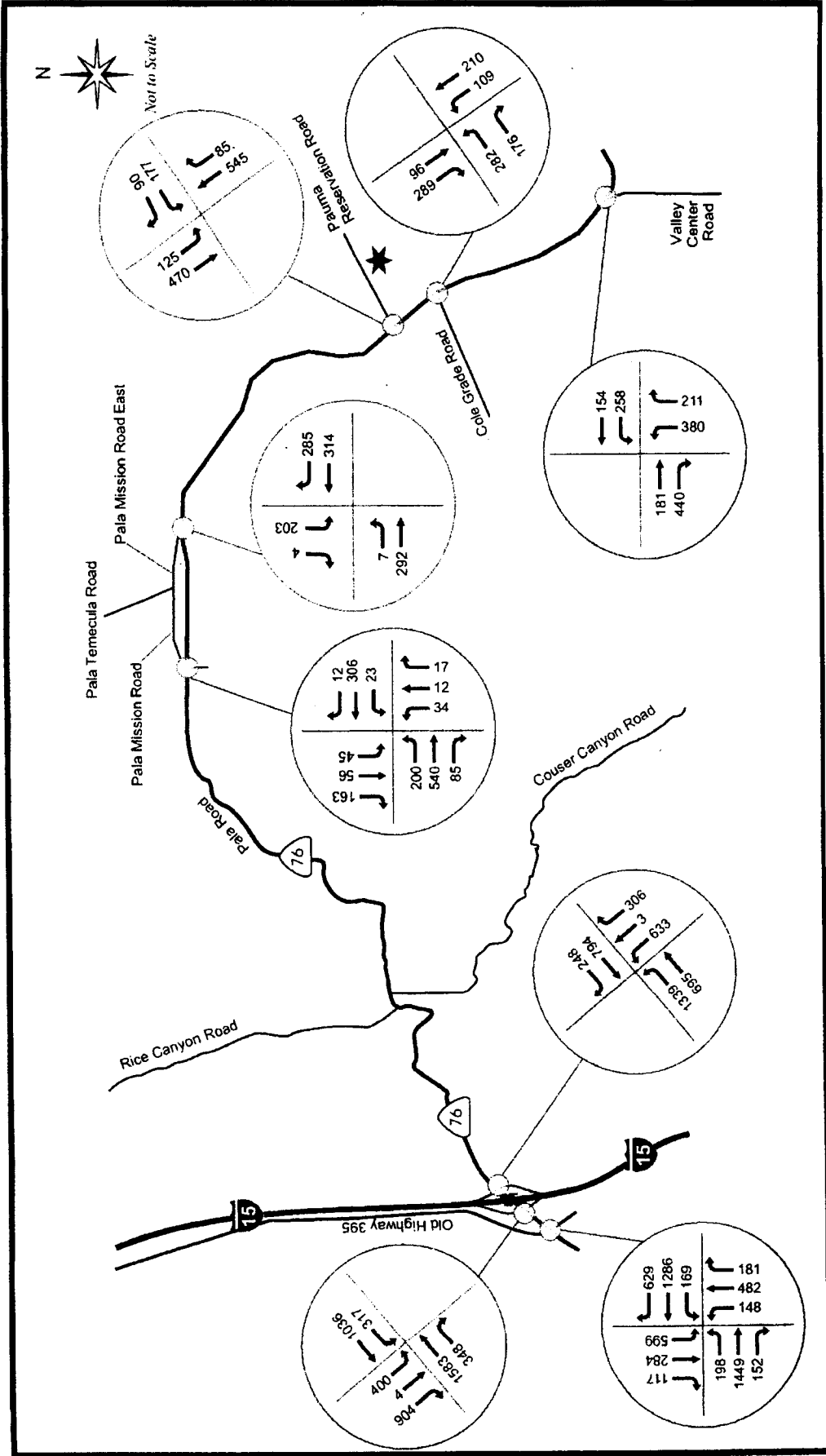
Source: VRPA Technologies

Figure 25
Near Term Plus Project PM Peak Hour Traffic



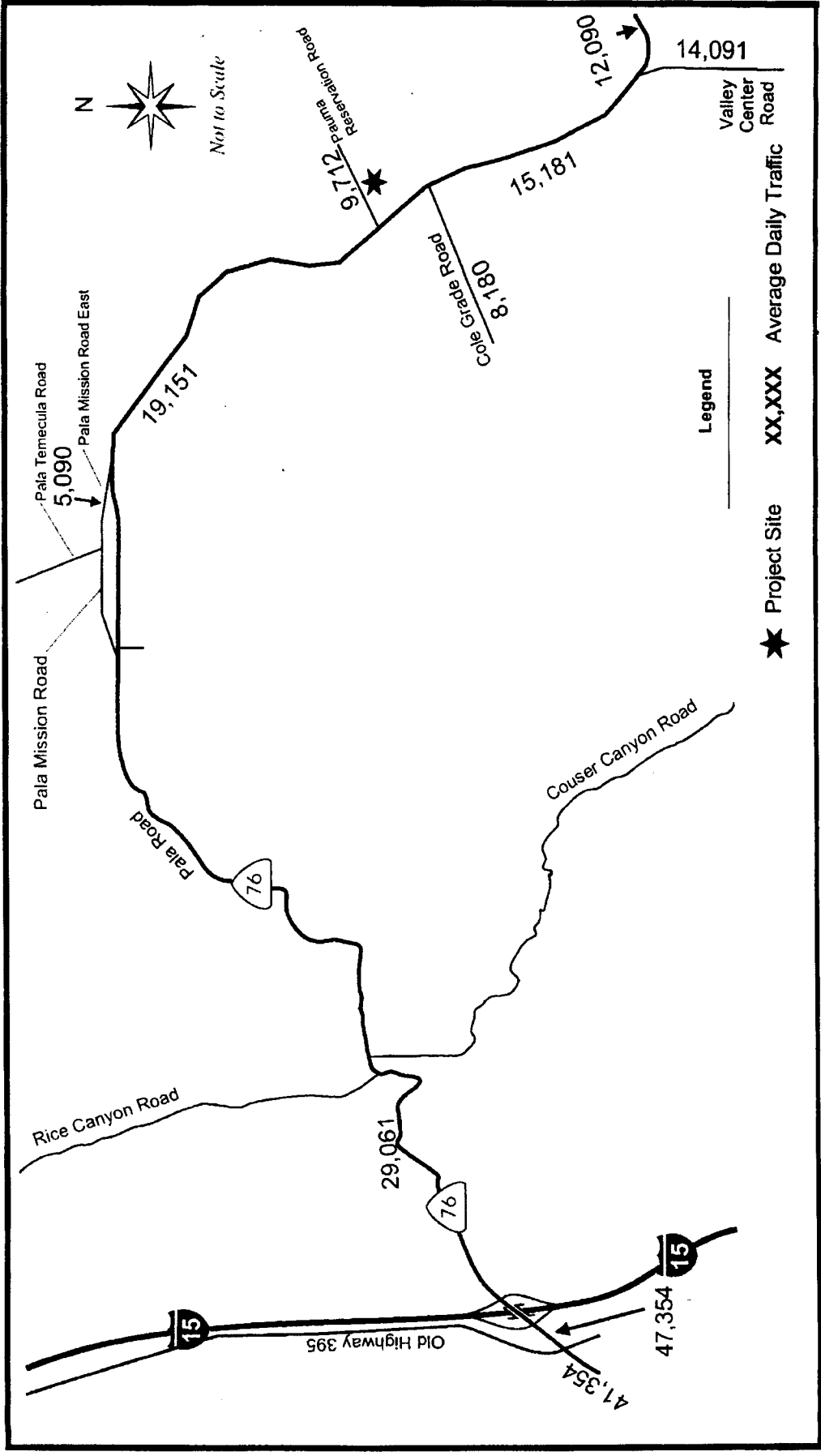
Source: VRPA Technologies

Figure 26
Horizon Year 2030 Average Daily Traffic Without Project



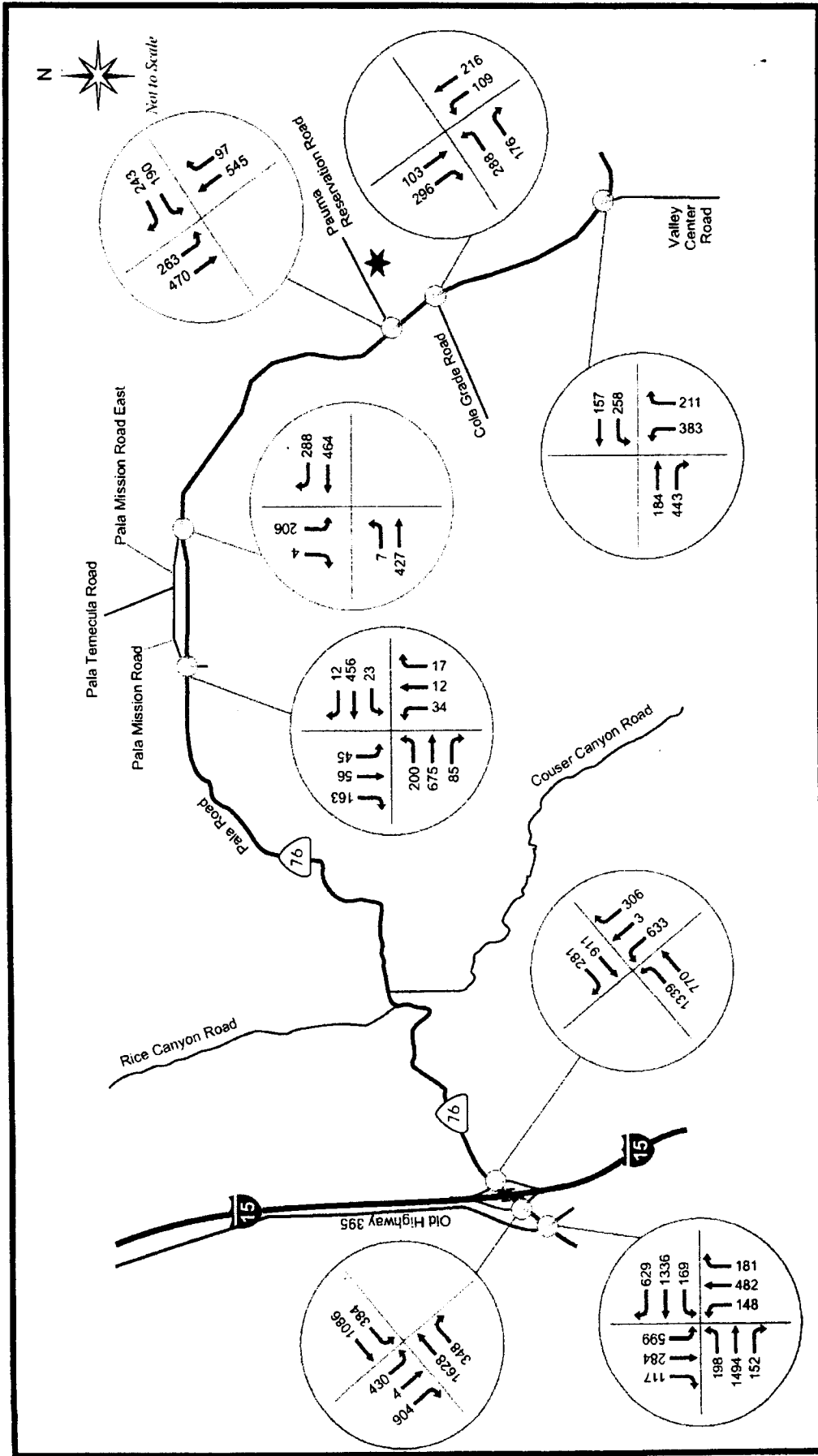
Source: VRPA Technologies

Figure 27
Horizon Year 2030 PM Peak Traffic



Source: VRPA Technologies

Figure 28
Horizon Year 2030 With Project Average Daily Traffic



Source: VRPA Technologies

Figure 29
Horizon Year 2030 With Project PM Peak Traffic With Project

Table 14. Intersection Operations (PM Peak Hour)

Intersection	Existing (2006)		Near Term (2009)		Near Term (2009) + Project		Horizon Year (2030)		Horizon Year (2030) + Project	
	Avg. Delay (Sec)	LOS	Avg. Delay (Sec)	LOS	Avg. Delay (Sec)	LOS	Avg. Delay (Sec)	LOS	Avg. Delay (Sec)	LOS
SR-76/Old 395 Hwy	44.1	D	46.4	D	50.1	D	>80.0	F	>80.0	F
SR-76/I-15 NB Ramps	50.3	D	>80.0	F	>80.0	F	>80.0	F	>80.0	F
SR-76/I-15 SB Ramps	30.4	C	36.7	D	48.3	D	>80.0	F	>80.0	F
SR-76/Pala Mission Road West	34.3	C	34.7	C	37.4	D	43.1	D	43.8	D
SR-76/Pala Mission Road East	(1)	C	(1)	C	(1)	D	(1)	E	(1)	F
SR-76/Pauma Reservation Road	(1)	C	(1)	D	(1)	F	(1)	F	(1)	F
SR-76/Cole Grade Rd	(1)	C	(1)	C	(1)	D	(1)	F	(1)	F
SR-76/Valley Center Rd	(1)	C	(1)	D	(1)	D	(1)	F	(1)	F

(1) Unsignalized intersection. Average delay not applicable.

The addition of project traffic would result in a significant impact at three signalized intersections, SR-76/Old Highway 395, SR-76/I-5 NB ramps and SR-76/I-5 SB ramps. Each intersection would operate at LOS F without the project, and the project would add more than 5 peak hour trips (**Impacts T-6, T-7, and T-8**) (Table 14). The addition of project traffic would result in a significant impact at two unsignalized intersections, SR-76/Pauma Reservation Road and SR-76/Cole Grade Road. At each intersection the project would add more than five trips to a critical movement when the intersection would operate at LOS F without the project. There would be a less than significant impact at the remaining intersections.

Would the proposed project exceed, either individually or cumulatively, a level of service standard established by the county congestion management agency for designated roads or highways?

SR-76 is a CMP highway (County of San Diego 2006). As is noted above, the Proposed Project would contribute cumulatively to segment and intersection levels of service that exceed the CMP standards, which are the same as the County significant impact guidelines. This impact would be cumulatively significant.

Would the proposed project substantially increase hazards due to a design feature (e.g. sharp curves or dangerous intersections) or incompatible uses (e.g. farm equipment)?

SR-76 currently features sharp curves and potentially dangerous intersections. Accident data obtained by the RTA from Caltrans for the five-year period of 2001-2005 indicate that there have been 693 accidents along the SR-76 corridor from I-15 to SR-79. The accident rate for SR-76 exceeds the expected rate for a two-lane highway through rolling rural terrain. The RTA and Caltrans

have been working to improve highway safety on SR-76. The mitigation measures recommended for the Proposed Project would assist Caltrans to address these issues through the widening and realignment of SR-76 between I-15 and the Reservation. A short-term project to improve the SR-76/Pauma Reservation Road intersection has been proposed by the RTA. This project would increase the left turn pocket by approximately 60 feet to 300 feet total, lower the roadway to the east and west to improve vertical site distance, and signalize the intersection. The estimated project cost is \$382,060. Figures 30 through 32 provide photographs of the existing intersection. It is not certain that this project would be completed by Caltrans prior to construction of the Proposed Project without the assistance of the Tribe. The Tribe has informed Caltrans that it believes the intersection should be improved prior to the completion of the Proposed Project. Therefore, the Tribe and has agreed to fund the design and construction of the necessary improvements. With the proposed intersection improvements, this potential impact would be less than significant.

Would the proposed project result in inadequate emergency access?

The Proposed Project would not impede emergency access. The additions to the existing casino, the new hotel, parking structures, and access roads would meet CBC standards for emergency access, including fire suppression. This impact would be less than significant.

Would the proposed project result in inadequate parking capacity?

The Proposed Project includes the development of approximately 3,900 parking spaces; the parking capacity would be more than adequate. This impact would not be significant.

Mitigation Measures

The following mitigation measures are recommended:

Mitigation Measure T-1: The Tribe shall provide a fair share contribution to the RTA for the improvement of the intersection of SR 76/I-15 NB Ramp. This is an operational improvement that has been identified by the RTA.

Mitigation Measure T-2: At the intersection of SR 76/Pauma Reservation Road

- Signalize
- Add an eastbound left turn lane, a westbound right turn lane, and add a southbound lane that would provide for a dedicated left turn and dedicated right turn. These improvements would result in the following lane geometry:
 Eastbound (SR76): 1 left, 1 thru
 Westbound (SR76): 1 thru, 1 right
 Southbound (Pauma Reservation Road): 1 left, 1 right

Implementation of this measure would result in LOS D operation for this intersection, and the impact would be reduced to less than significant.

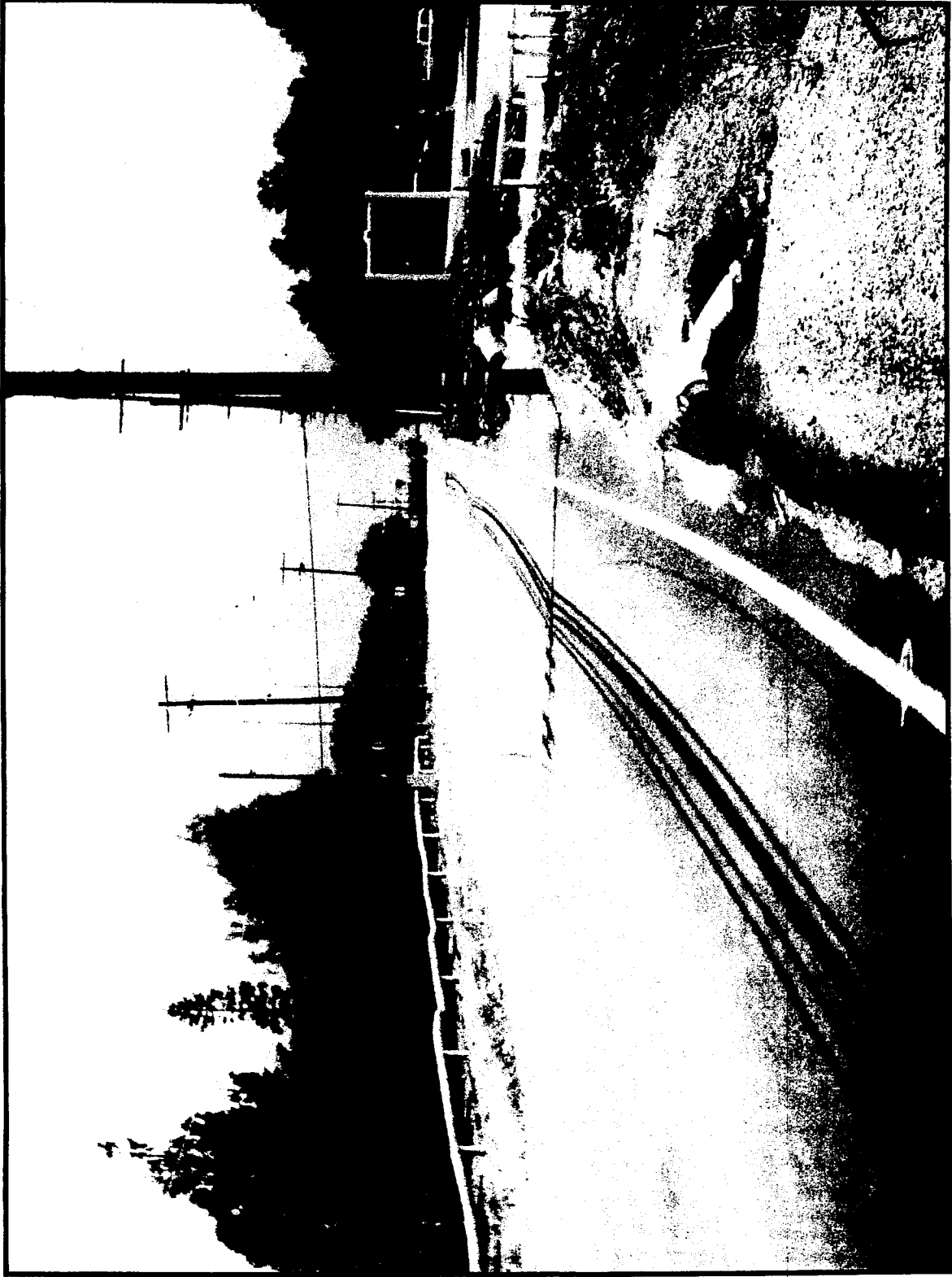


Figure 30
Eastbound SR-76



Figure 31
Westbound SR-76

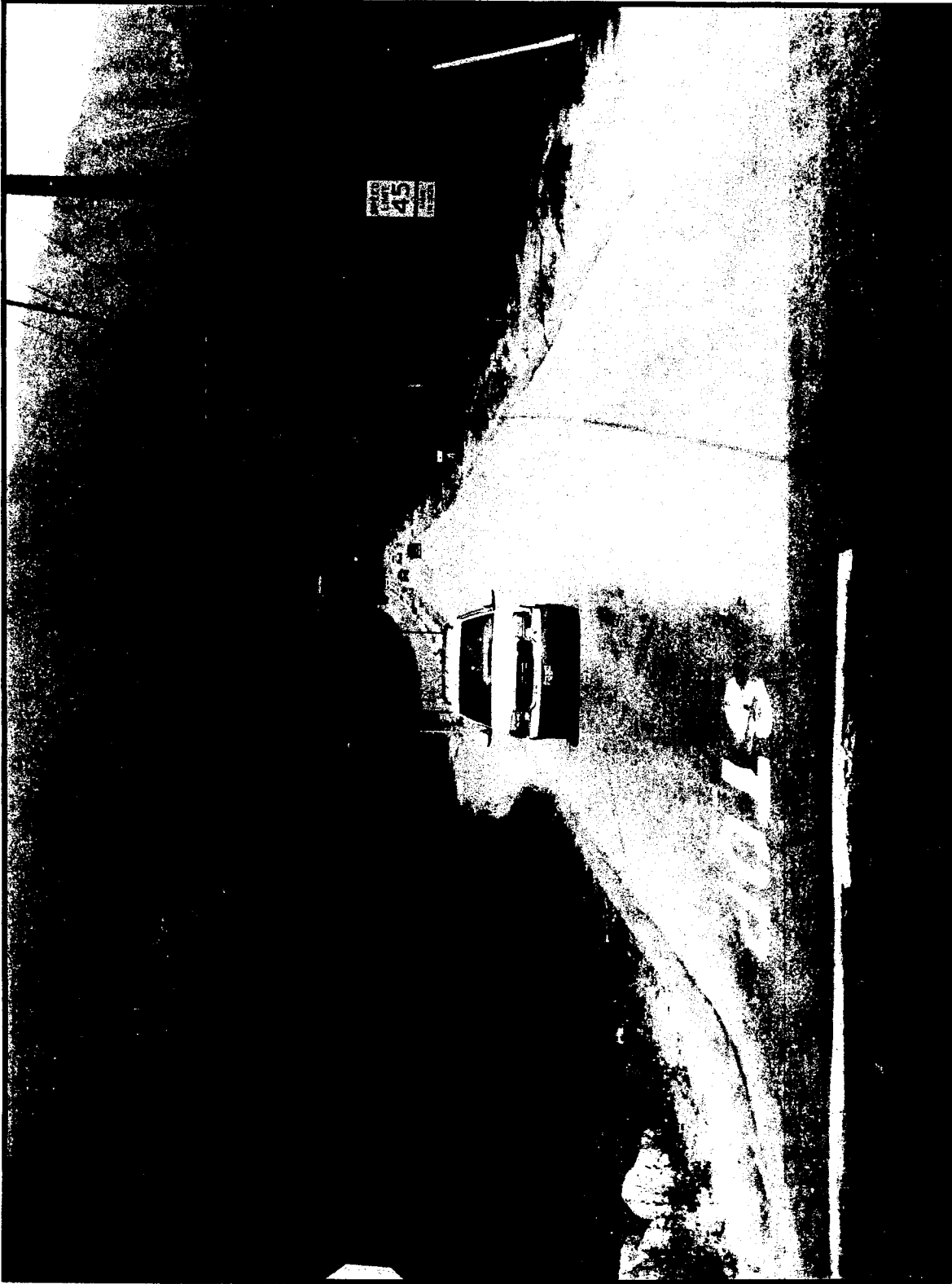


Figure 32
Pauma Reservation Road

Mitigation Measure T-3: For the roadway segments and intersections listed below, Caltrans is in the process of conducting a corridor study along SR 76 from I-15 to SR 79. It is recommended that the Proposed Project pay a fair share, as determined by the MOU the Tribe will enter per Section 10.8.8 and 10.8.9 of the Tribal/State Compact, toward implementation of the results of the corridor study to address cumulative indirect traffic impacts associated with the Proposed Project.

Segments:

- SR 76, I-15 to Cole Grade Road
- SR 76 Cole Grade Road to Valley Center Road
- SR 76 East of Valley Center Road
- Valley Center Road, South of SR 76

Intersections:

- SR 76/Pala Mission Road East
- SR 76/Cole Grade Road
- SR 76/Valley Center Road

6.0 MITIGATION MEASURES

With incorporation of the following mitigation measures, no significant environmental effects would result from approval and implementation of the proposed action.

6.1 Aesthetics

Mitigation Measure A-1: All exterior lighting associated with the Proposed Project shall be focused toward the facilities and shall be fully-shielded to prevent any direct upward illumination or spill-over of light onto adjacent properties. The intensity of lights, as well as the number, shall be kept to a minimum while allowing for adequate public safety and security.

6.2 Agricultural Resources

No significant impacts to agricultural resources would occur. No mitigation measures are necessary.

6.3 Air Quality

The Proposed Project would expand a wastewater treatment plant that is located within one mile of off-Reservation residences. In order to avoid a significant impact, Mitigation Measure AQ-1 will be incorporated into the project.

Mitigation Measure AQ-1: The wastewater treatment plant design shall incorporate odor control features that would eliminate significant odor impact at downwind receptors. The plant design shall be prepared by a professional engineer (PE) registered in the State of California with a specialty in wastewater treatment. The PE shall inspect and approve the plant odor control facilities prior to the operation of the plant.

Although no other significant impacts were identified the following emission reduction measures will be implemented:

Mitigation Measure AQ-2: Project construction specifications shall include the requirement that commercial electric power would be provided to the site at the start of construction and be used during construction to the maximum extent feasible. Accordingly, the use of diesel or gasoline engine portable generators would be minimized or avoided.

Mitigation Measure AQ-3: Project construction specifications shall require common dust control practices, such as watering all active grading areas and storage piles, cessation of grading in high winds, the limiting of vehicle speeds on unpaved roads to 15 miles per hour, and preventing the track out of dirt from unpaved areas to paved roadways.

Plan and Safety Plan. The Tribe would ensure through the enforcement of contractual obligations that all contractors immediately control the source of any leak and immediately contain any spill of hazardous materials or waste using appropriate spill containment and countermeasures. Clean-up and disposal, if any is required, would also be handled in accordance with all applicable laws and regulations by licenced hazardous materials handlers and haulers for disposal at approved disposal sites.

6.8 Hydrology/Water Resources

No mitigation measures are necessary for hydrology/water resources.

6.9 Land Use

No mitigation measures are necessary for land use.

6.10 Mineral Resources

No mitigation measures are necessary for mineral resources.

6.11 Noise

The Tribe shall implement the following mitigation measures in order to reduce or avoid potential adverse noise impacts:

Mitigation Measure N-1: Heavy truck traffic and use of heavy equipment shall be limited to the hours of 7:00 a.m. to 7:00 p.m., Monday through Saturday.

Mitigation Measure N-2: Project operations procedures shall require that testing of diesel generators occur between 7:00 AM and 7:00 PM.

6.12 Population and Housing

No mitigation measures are necessary for population and housing.

6.13 Public Services

Mitigation Measure PS-1: The Tribe will provide additional security for the Proposed Project. The Mitigation for public service impacts shall be enforceable through a Memorandum of Understanding (MOU) between the Tribe and the County per Sections 10.8.8 and 10.8.9 of the Tribal/State Compact.

Mitigation Measure PS-2: The Tribe will address off-Reservation impacts to the County Sheriff's Department through the contribution of funding for personnel and equipment. The amount of the contribution is to be agreed upon by the Tribe and the County through the MOU process.

6.14 Recreation

No mitigation measures are necessary for recreation.

6.15 Socioeconomics and Environmental Justice

No mitigation measures are necessary for socioeconomics or environmental justice.

6.16 Transportation/Traffic

The following mitigation measures are recommended:

Mitigation Measure T-1: The Tribe shall make a fair share contribution to the RTA for the near-term improvements to the intersection of SR 76/I-15 NB Ramp identified in the SR-76 Corridor Study.

Mitigation Measure T-2: The Tribe shall immediately fund the following improvements identified by the RTA in the SR-76 Corridor Study for the intersection of SR 76/Pauma Reservation Road:

- Signalize
- Add an eastbound left turn lane, a westbound right turn lane, and add a southbound lane that will provide for a dedicated left turn and dedicated right turn. These improvements will result in the following lane geometry:
 Eastbound (SR76): 1 left, 1 thru
 Westbound (SR76): 1 thru, 1 right
 Southbound (Pauma Reservation Road): 1 left, 1 right

Implementation of this measure would result in LOS D operation for this intersection, and the impact would be reduced to less than significant.

Mitigation Measure T-3: For the roadway segments and intersections listed below, Caltrans is in the process of conducting a corridor study along SR 76 from I-15 to SR 79. It is recommended that the Proposed Project pay a fair share, as determined by the MOU the Tribe will enter per Section 10.8.8 and 10.8.9 of the Tribal/State Compact, toward implementation of the results of the corridor study to address cumulative indirect traffic impacts associated with the Proposed Project.

Segments:

- SR 76, I-15 to Cole Grade Road
- SR 76 Cole Grade Road to Valley Center Road

SR 76 East of Valley Center Road
Valley Center Road, South of SR 76

Intersections:

SR 76/Pala Mission Road East
SR 76/Cole Grade Road
SR 76/Valley Center Road

6.17 Utilities and Service Systems

No mitigation measures are necessary for utilities and service systems.