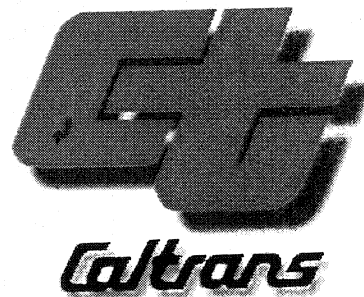
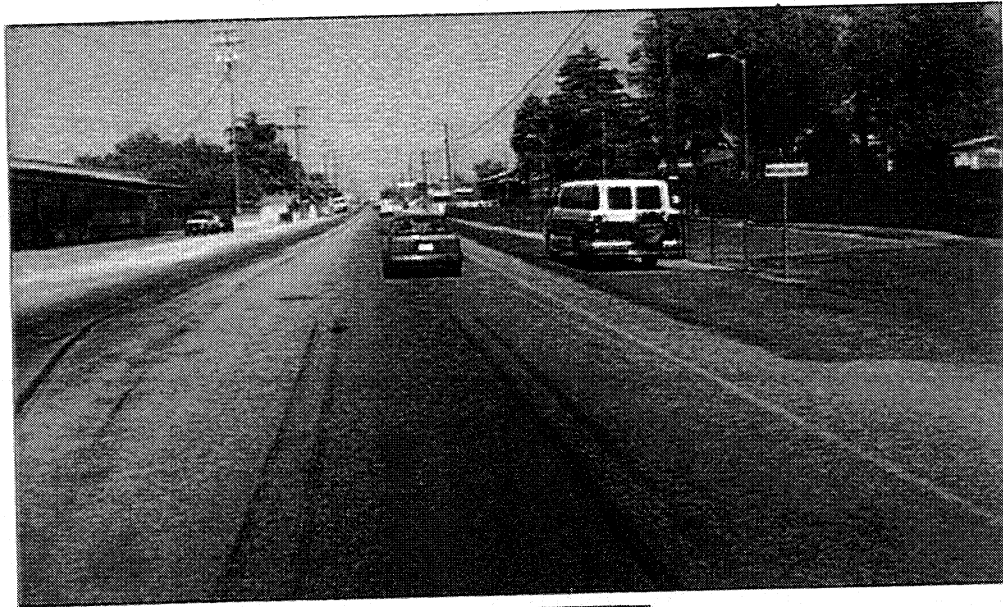
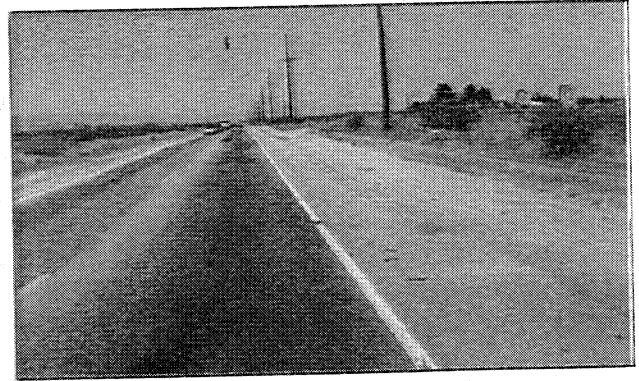


**Final
Environmental Impact Report/
Environmental Assessment**

**State Route 138 Widening Project
From Avenue T to State Route 18
Junction Through
the Communities of Littlerock,
Pearblossom, Llano and the City of
Palmdale**

SCH Number: 1998091007



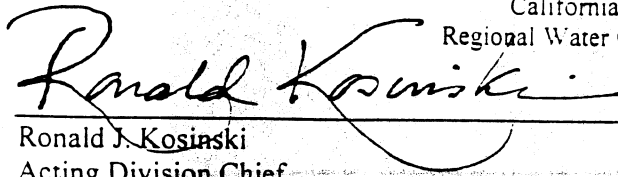
Widen Route 138 from Avenue T to Route 18 Junction
Palmdale, Littlerock, Pearblossom, and Llano, County of Los Angeles, California

**CEQA FINAL ENVIRONMENTAL IMPACT REPORT
NEPA ENVIRONMENTAL ASSESSMENT AND
SECTION 4(f) EVALUATION**

Pursuant to Division 13, Public Resources Code,
42 U.S.C. 4332(2)(C), and 49 U.S.C. 303

U.S. DEPARTMENT OF TRANSPORTATION
Federal Highway Administration
and
THE STATE OF CALIFORNIA
Department of Transportation

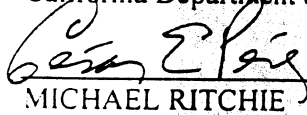
Responsible Agencies
Army Corps of Engineers
United States Fish and Wildlife Services
California Fish and Game
Regional Water Quality Control Board



Ronald J. Kosinski
Acting Division Chief
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March 21, 2001

Date



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ABSTRACT

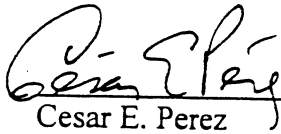
This Environmental Impact Report addresses the environmental consequences of the widening of State Route 138 from Avenue T in Palmdale to the State Route 138/18 Interchange. Five build alternatives and a no-action alternative are discussed in this document. The proposed project may result in environmental impacts to a historic site eligible for the National Register of Historic Places and contribute to a reduction in habitat for local endangered species. Mitigation measures can reduce these impacts.

FEDERAL HIGHWAY ADMINISTRATION
FINDING OF NO SIGNIFICANT IMPACT
FOR

State Route 138 Widening Project
From Avenue T to State Route 18 junction through the
Communities of Littlerock, Pearblossom, Llano and the City of Palmdale in
Los Angeles County, California

The Federal Highway Administration (FHWA) has determined that the proposed project will have no significant impact on the human environment. This Finding of No Significant Impact is based on the attached Environmental Assessment (EA) and incorporated technical reports, which have been independently evaluated by the FHWA and determined to adequately and accurately discuss the need, environmental issues, and impacts of the proposed project and appropriate measures to minimize harm. These documents provide sufficient evidence and analysis for determining that an Environmental Impact Statement (EIS) is not required. The FHWA assumes responsibility for the accuracy, scope, and content of the attached EA and incorporated technical reports.

Approved:



Cesar E. Perez
Senior Transportation Engineer

3-29-01
Date

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STATE ROUTE 138 WIDENING FROM AVENUE T TO ROUTE 18

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Note: A vertical line in the margin indicates changes in the text from the original Draft Environmental Impact Report/Environmental Assessment

S.0 Summary

The Final Environmental Impact Report/Environmental Assessment (EIR/EA) is in compliance with the guidelines and requirements set forth by both the California Environmental Quality Act (CEQA) and the National Environmental Policy Act (NEPA). This document provides the following components:

- A description of the purpose and need for the project
- A discussion of alternatives to the project
- A description of the project's affected environment
- Documentation of the project's potential environmental effects
- A description of measures to mitigate substantial environmental impacts

S.1 Purpose and Need for the Project

State Route 138 is a 4-lane divided urban highway from Route 14 to Avenue T, where it becomes a 2-lane facility carrying east-west traffic to its terminus at Crestline in the San Bernardino Mountains. State Route 138 is being used increasingly as a by-pass for recreation vehicles and heavy trucks, coming from the north and going to Las Vegas, Barstow, Victorville, San Bernardino County, and Riverside County, to avoid the congestion of the Los Angeles metropolitan area.

State Route 138 operates with a Level of Service (D/E), which is below the Caltrans standard for this type of arterial highway, which causes substantial delay to motorists (See page 14).

The existing pavement profile east of the community of Pearblossom is a rolling profile with depressions originally designed to accommodate the passage of drainage flows. These depressions in the pavement have the effect of reducing the stopping and passing sight distance available to the user. The rolling profile and lack of passing lanes have resulted in a high number of cross centerline accidents. Analysis from the Caltrans' Traffic Accident Surveillance and Analysis System (TASAS) for the period from April 1, 1994 to March 31, 1999 indicated the actual accident rate is .81/million vehicle miles traveled (mvm) within the project limits, which is lower than the statewide average of 1.02 /mvm. However, the actual fatality rate is 0.049/mvm, which is higher than the statewide average of 0.038/mvm. The proposed project is intended to achieve the following goals:

- Improve safety
- Facilitate the efficient flow of goods and services through this area
- Conform to state, regional, and local plans and policies.

S.2 Alternatives under Consideration

The California Department of Transportation (Caltrans) proposes to widen State Route 138 from an existing 2-lane highway to a standard 4 lane conventional highway from Avenue T at post mile (PM) 51.4 (Kilo Post 82.7) to the Junction of State Route 138 and State Route 18, PM 69.4(KP 111.69), a distance of approximately 18.0 miles (29 kilometers). Other proposed features for the highway widening are curve corrections, junction realignment, a proposed connector from eastbound State Route 138 to eastbound State Route 18 and bridge widening (see section 2.1). The preferred

alternative is Alternative 1 Design Variation B: South of Llano del Rio Hotel and North of U.S. Post office.

The addition of a second lane in both directions will decrease the need for vehicles to cross over the median to pass slow moving traffic and thereby reduce the number of cross-median accidents. Also the addition of a striped median would provide a two way left turn opportunity.

Alternative 1: Widening along existing facility

This alternative involves the addition of one lane in each direction, upgrading the existing facility to four (4) standard 12 ft (3.6 m) wide lanes, 8 ft (2.4 m) wide shoulders, and a 16 ft (4.8 m) wide striped median for left turns. The existing alignment and profile would be maintained except in the community of Pearblossom where the alignment would shift to the north by approximately 11.8 ft to 15.0 ft (3.6 to 4.6 m) from 121st St. East to Longview Road and then return to the existing roadway. The vertical profile would change from Pearblossom to the junction with State Route 18 to improve stopping sight distance and accommodate drainage culverts. Curves would be realigned and the bridges at California Aqueduct and Little Rock Creek would be widened. The bridge at Big Rock Wash would be replaced.

Design Variation A: South of Llano del Rio Hotel

This design variation involves all of the features of Alternative 1; however, near the community of Llano a new alignment would be constructed to the south to avoid impacts to the Llano del Rio site. The new alignment will shift to the south by approximately 20 ft (6 m) just east of 165th Street East and will continue east until it rejoins the existing highway west of 175th Street. This variation would not change the profile of the existing roadway.

Design Variation B (Preferred Alternative): South of Llano del Rio Hotel and North of U.S. Post Office

This design variation involves all the features of Alternative 1; however near the Llano del Rio site widening of the existing roadway will occur 82 ft (25 m) to the south and rejoin the existing roadway before the Post Office and the profile will be raised approximately 5 ft (1.52 m) to accommodate the arch type pipe drainage culverts for this variation before and after the Llano del Rio site.

Design Variation C: South of Llano del Rio Hotel

This design variation involves all the features of Alternative 1; however this variation proposes to realign the highway approximately 394 ft (120 m) to the south in order to raise the roadway profile approximately 15 ft (4.6 m) to accommodate 8 ft x 8 ft (2.4 m x 2.4 m) drainage culverts and avoid the hotel.

Design Variation D: Avenue V, Fort Tejon and Avenue V-8

This variation involves all of the features of Alternative 1; however, near the community of Littlerock a new alignment will be constructed to the south of the existing alignment. At 70th Street East, this alignment will veer south towards Avenue V and then continue along Avenue V to 82nd Street. At 82nd Street, the alignment will veer further to the south to continue along Fort Tejon Road and will then traverse further east along Avenue V-8 until it rejoins the existing highway at the intersection of 116th Street East and State Route 138 (PM 58.67, KP 94.52).

Design Variation E: Avenue V

This alternative involves all of the features of Alternative 1; however, near the community of Littlerock a new alignment will be constructed to the south of the existing alignment. At 70th Street East, this alignment will veer south towards Avenue V and then continue along Avenue V until it rejoins the existing highway at the intersection of Avenue V and State Route 138 (PM 57.94, KP 93.34).

Alternative 2: Building of Freeway

This alternative consisted of developing a freeway in the State Route 138 corridor. This alternative was withdrawn from consideration at this time as it would not address the safety and operational problems of the existing highway and funding is not available.

Alternative 3: Transportation System Management (TSM)

At the present time the project area does not meet the criteria for a Transportation System Management program. The project area is located in a unincorporated/rural area of Los Angeles County with the population below the 200,000 level that would make it eligible. This alternative is no longer under consideration due to its inability to address project goals.

Alternative 4: Widening along the existing highway through Pearblossom

This alternative proposed to widen both sides of the highway through the community of Pearblossom. This alternative is no longer under consideration due to the substantial commercial and residential impacts to the community of Pearblossom by eliminating the center of the town.

Alternative 5: No Action

This alternative retains the existing roadway conditions.

S.3 Other Actions in the Same Area

Caltrans has also proposed improvements on State Route 138 from State Route 14 to Avenue T. The other projects are planned or under construction in the project vicinity:

- Restripe 4-lane to 6-lane in and near Palmdale from State Route 14 to 30th St.. This project is in its final design and construction on this project is scheduled to begin in December 2000.
- Roadway Rehabilitation in and near Palmdale from State Route 14 to 57th St. East. This project is in its final design and construction on this project is scheduled to begin in December 2000.
- The State Route 138 Safety Corridor Task Force (Section 2.4) has identified deficiencies and coordinated work through various agencies and has increased the presence of California Highway Patrol (CHP) in order to improve safety along the corridor. A complete list is in Section 2.4.

S.4 Environmental Consequences and Recommended Mitigation Measures

The following matrix summarizes anticipated impacts of the proposed project and the measures to minimize those impacts. Section 3.0 and 4.0 discuss in detail the project impacts and measures to mitigate and/or minimize the impacts.

Table 1 Improvements Project and Environmental Evaluation Summary of Effects

Alternatives with Design Variations	Beneficial Impacts	Potential Impact	Mitigation Summary
4.1 Aesthetics			
<ul style="list-style-type: none"> Alternatives 1 (Design variations A-E) would all have the same potential impacts No Action Alternative 		<ul style="list-style-type: none"> Relocation of Joshua Trees along the existing roadway No impact to Joshua Trees or Utilities 	<ul style="list-style-type: none"> Revegetation of all areas temporarily impacted by construction activities Contour grading techniques to minimize disruption of natural forms Compliance with Caltrans <u>Standard Specifications for lighting and signing</u>
4.2 Geology			
<ul style="list-style-type: none"> Alternatives 1 (Design variations A-E) would all have the same potential impacts No Action Alternative 		<ul style="list-style-type: none"> Located in an area subject to geologic (seismic hazards) No potential impacts 	<ul style="list-style-type: none"> Detailed geotechnical studies in conjunction with final design to provide boring, soil, and fault information. Construct to Caltrans seismic standards
4.3 Soils			
<ul style="list-style-type: none"> Alternatives 1 (Design variations A-E) would all have the same potential impacts No Action Alternative 		<ul style="list-style-type: none"> Potential for erosion and dust during and immediately after construction No potential for erosion 	<ul style="list-style-type: none"> Conformance with Caltrans <u>Standard Specifications for ground disturbing activities</u>

Alternatives with Design Variations	Beneficial Impacts	Potential Impact	Mitigation Summary
<p>4.4 Hydrology, Floodplains, and Water Quality</p> <ul style="list-style-type: none"> Alternatives 1 (Design variations A-E) would have the same potential impacts 	<ul style="list-style-type: none"> Replacement of Big Rock Wash Bridge with one single structure instead of current two structure bridge. Improvements to Big Rock Wash Bridge and channel would reduce the floodplain area and provide additional usable land 	<ul style="list-style-type: none"> Potential for erosion Increased runoff 	<ul style="list-style-type: none"> Drainage would be designed to perpetuate existing flows to the maximum extent feasible Compliance with conditions of 1601 agreement and 401, 404, NPDES permits Conformance with Caltrans Standard specifications sections 7-1.01 Groundwater Pollution Control Program and/or Storm Water Pollution Prevention Plan
<ul style="list-style-type: none"> No Action Alternative 		<ul style="list-style-type: none"> No drainage built to accommodate existing floodwater. Floodwater would continue to wash over the road No improvement to bridges along State Route 138 	

Alternatives with Design Variations	Beneficial Impacts	Potential Impact	Mitigation Summary
<p>4.5 Biological</p> <ul style="list-style-type: none"> Alternatives 1 (Design variations A,B,C) would all have the same potential impacts 	<ul style="list-style-type: none"> Identification of existing flora and fauna 	<ul style="list-style-type: none"> Relocation of Joshua Trees Disruption of existing wildlife corridors Removal of alluvial fan scrub 	<ul style="list-style-type: none"> Acquisition by Caltrans of replacement Joshua Tree woodland Would consider potential off-site mitigation at a location such as Saddleback Butte State Park or the Antelope Valley Museum for the Desert tortoise and Mohave Ground squirrel habitat
<ul style="list-style-type: none"> Design Variation D and E 		<ul style="list-style-type: none"> Impacts are similar to rest of Alternative 1. These design variations would go over relatively undisturbed vegetation and have a greater impact to wildlife than the above variations 	
<ul style="list-style-type: none"> No Action Alternative 		<ul style="list-style-type: none"> No impact to wildlife and vegetation 	
<p>4.6 Wetlands and other Waters of the U.S.</p> <ul style="list-style-type: none"> Alternatives 1 (Design variations A-E) would have the same potential impacts 		<ul style="list-style-type: none"> Proposed project would impact jurisdictional waters of the U.S. at various locations throughout the project. Currently the ACOE is in the process of determining which areas are under their jurisdiction. Potential Impacts to State and Federal wetlands 	<ul style="list-style-type: none"> Compliance with conditions of Nationwide 404 permit, Section 1601 Streambed Alteration Agreement Conformance with Caltrans Standard Specifications for ground disturbing activities Mitigation would be established in the permit consultation with the U.S. Army Corps of Engineers, California Department of Fish and Game, and the State Water Quality Control Board
<ul style="list-style-type: none"> No Action Alternative 		<ul style="list-style-type: none"> No impact to jurisdictional waters of the U.S. 	

Alternatives with Design Variations	Beneficial Impacts	Potential Impact	Mitigation Summary
<p>4.7 Cultural</p> <ul style="list-style-type: none"> Alternatives 1 (Design variations A-E) would have the same potential impacts No Action Alternative 	<ul style="list-style-type: none"> Identification of potential archaeological artifacts 	<ul style="list-style-type: none"> Direct impact to 1 property/site eligible for NRHP status No impact to Cultural Resource 	<ul style="list-style-type: none"> If additional resources found, work halted until qualified archaeologist assesses significance Compliance with conditions of Section 106 Memorandum of Agreement and Section 4(f) for historic properties
<p>4.8 Air Quality</p> <ul style="list-style-type: none"> Alternatives 1 (Design variations A-E) would have the same potential impacts No Action alternative 	<ul style="list-style-type: none"> Would not cause or contribute to any new localized CO or PM₁₀ violation or increase the frequency or severity of any existing CO or PM₁₀ nonattainment and maintenance areas Decrease in pollutants over long term due to congestion reduction and idle time 	<ul style="list-style-type: none"> CO concentrations increase at receptors adjacent to the facility Potential for dust and equipment generated emissions during construction Would have an increase in pollutants over long term due to increased congestion and idle time 	<ul style="list-style-type: none"> Project Construction will be conducted in accordance with all federal, State, and local regulations and rules that govern site construction activities and emissions from construction vehicles Submit to SCAQMD Fugitive Dust Rule 403 Plan prior to project construction Operational/Vehicle Trip Emissions Conformance with: <ul style="list-style-type: none"> CARB & SCAQMD requirements Other regional air quality management plans (RTIP, RTP) Section 176 (C)(3)(B) of the 1990 Clean Air Act Amendments Construction Dust and Equipment Generated Emissions

Alternatives with Design Variations	Beneficial Impacts	Potential Impact	Mitigation Summary
4.9 Noise <ul style="list-style-type: none"> Alternatives 1 (Design variations A-E) would have the same potential impacts 		<ul style="list-style-type: none"> Temporary increase in noise levels during construction Permanent increase in noise levels from project operation 	<ul style="list-style-type: none"> Provision of noise attenuation in accordance with the latest FHWA noise abatement criteria and state noise policies at the time the project is advertised for construction Noise mitigation is not considered feasible and not recommended for this project
<ul style="list-style-type: none"> No Action alternative 		<ul style="list-style-type: none"> Current noise levels are above the State and FHWA accepted levels 	
4.10 Land Use <ul style="list-style-type: none"> Alternatives 1 (Design variations A-E) would have the same potential impacts 		<ul style="list-style-type: none"> Reduction of prime agricultural land by 0.14 (0.057 hectares) to 1.04 (0.42 ha) acres in Los Angeles County, which is not substantial 	<ul style="list-style-type: none"> No mitigation necessary
<ul style="list-style-type: none"> No Action Alternative 		<ul style="list-style-type: none"> No impact to Farm land 	
4.11 Parks and Recreation <ul style="list-style-type: none"> Alternatives 1 (Design variations A-E) and the No Action Alternative would have the same potential impacts 	<ul style="list-style-type: none"> Maintain existing equestrian trails Create an Equestrian crossing at 96th Street East and the California Aqueduct 		
4.12 Public Services and Utilities <ul style="list-style-type: none"> Alternatives 1 (Design variations A-E) would have the same potential impacts 	<ul style="list-style-type: none"> Improvement of response time for emergency vehicles Reduction in cross-centerline accident 	<ul style="list-style-type: none"> Relocation and/or removal of utility lines within the corridor 	<ul style="list-style-type: none"> Relocation and/or accommodation of utility lines with no major disruption of services
<ul style="list-style-type: none"> No Action Alternative 		<ul style="list-style-type: none"> Accident rates would increase due to no addition of lane in either direction Response time for emergency vehicles would stay the same or possible decrease 	

Alternatives with Design Variations	Beneficial Impacts	Potential Impact	Mitigation Summary
4.13 Hazardous Waste			
<ul style="list-style-type: none"> Alternatives 1 (Design variations A-E) would have the same potential impacts No Action Alternative 	<ul style="list-style-type: none"> Preliminary Site Investigation of potential hazardous waste sites Cleanup of potential hazardous/contaminated waste sites 	<ul style="list-style-type: none"> Potential soil contamination Potential lead contamination Potential hazardous waste sites would be maintained 	<ul style="list-style-type: none"> On site visual inspection of property with identification of drums, containers, vents, soil staining or any other possible point source contaminants Application of aerial lead variance
4.14 Social and Economic			
<ul style="list-style-type: none"> Alternatives 1 (Design variations A,B,C) would all have the same potential impacts Design Variation D and E No Action Alternative 	<ul style="list-style-type: none"> Greater efficiency in transportation of goods and materials 	<ul style="list-style-type: none"> Original design required 3 full takes and 41 partial takes of residential property and 5 full take and 82 partial takes of non-residential property Removal of street frontage parking This alignment would remove traffic through the Community of Littleton and eliminate all business generated by the highway Decrease efficiency in transportation of goods and materials 	<ul style="list-style-type: none"> Relocation Assistance to be provided as part of the project Provision of pedestrian access Modification of school accessibility and circulation Pearblossom avoidance alternative to reduce the number of properties acquired
4.15 Transportation and Circulation			
<ul style="list-style-type: none"> Alternatives 1 (Design variations A,B,C) would all have the same potential impacts Design Variation D and E No Action Alternative 	<ul style="list-style-type: none"> Reduction of overall congestion, accident rates and improved mobility 	<ul style="list-style-type: none"> Temporary construction delays Traffic and Circulation would be in an area of the community where there was none before causing an increase in traffic on side streets Increase of overall congestion, accident rates and decreased mobility 	<ul style="list-style-type: none"> Highway widening which would include additional lanes in each direction, two way left turn lane, shoulders, parking lane and turning lanes at the intersection

Alternatives with Design Variations	Beneficial Impacts	Potential Impact	Mitigation Summary
4.16 Construction <ul style="list-style-type: none"> • Alternatives 1 (Design variations A-E) would have the same potential impacts 		<ul style="list-style-type: none"> • Temporary impacts associated with noise, vibration, dust, erosion, aesthetics, and traffic 	<ul style="list-style-type: none"> • Covered in individual sections • Implementation of Traffic Management Plan
<ul style="list-style-type: none"> • No Action Alternative 		<ul style="list-style-type: none"> • No action alternative would result in no construction 	

1.0 Purpose and Need

1.1 Purpose of the Project

State Route 138 is regarded as an urban Principal Arterial (for the High Desert Corridor connection) between State Route 14 (Antelope Valley Freeway, PM 43.42, KP 69.88) in Palmdale and the Pearblossom Highway at Avenue T, (PM 51.41, KP 82.7). From Avenue T to the junction with State Route 18 (PM 69.4, KP 111.69) State Route 138 is a 2 lane undivided rural arterial highway with the exception in the areas between 60th and 75th Streets and between 106th and 116th Street East where it becomes a 4 lane highway for a short distance. State Route 138 does not have current standard drainage facilities. See Figures 1 and 2. The proposed project is intended to achieve the following goals:

- Improve safety.
- Facilitate the efficient flow of goods and services through this area.
- Conform to state, regional, and local plans and policies.

This section describes the existing operational deficiencies, projected travel demands in the State Route 138 corridor area, and other considerations that have created the need for the proposed project.

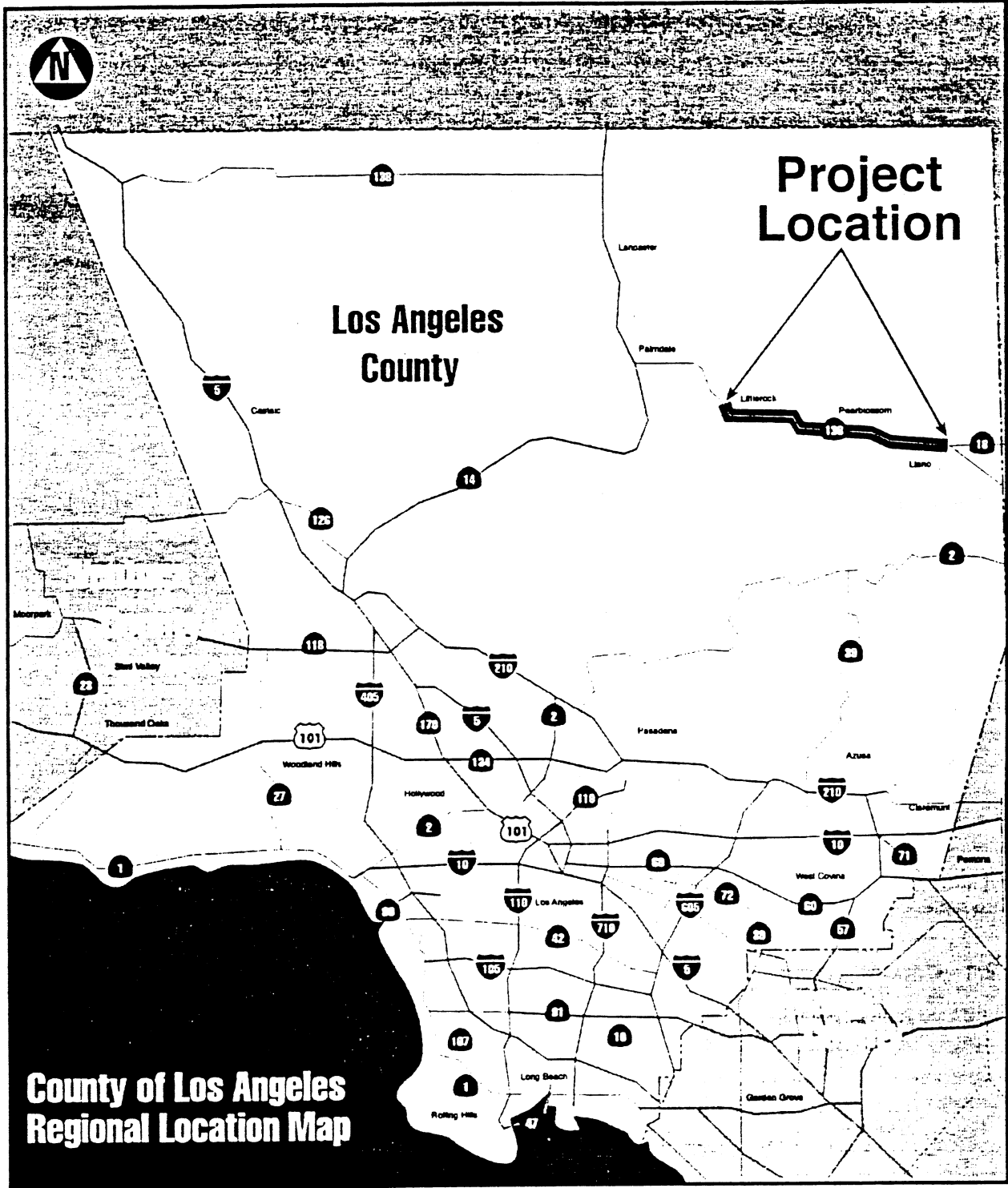
1.2 Need for the Project

The existing section of State Route 138 between Avenue T (PM 51.4, KP 82.7) and the junction of State Route 138/18 (PM 69.4, KP 111.69) consists of two 12 ft (3.6 m) mixed flow lanes, one in each direction, with a broken center line in some areas to allow vehicles to pass slow moving traffic. The paved right shoulder is 5 ft (1.5 m) to 8 ft (2.4 m) wide. Beyond the shoulder, swales have been graded to provide drainage along the highway. Vertical grades through the entire route are less than 3 % except between Big Rock Wash (PM 63.0, KP 101.37) and the junction of State Route 138/18 (PM 69.4, KP 111.69) where swales are greater than 3% to allow floodwater to cross the roadway. There are several pockets for left turns. The California Aqueduct crosses State Route 138 at two locations, under the California Aqueduct Bridge (Br# 53-2098) (PM 56.17, KP 90.3), and underground at approximately 116th Street (PM 58.8, KP 94.51).

1.2.1 Capacity Issues

Economic and population growth in the Antelope Valley has rapidly accelerated in the past decade. Southern California Association of Governments (SCAG) predicts high growth rates (approximately 5% per year) for the Palmdale area with the presumption that aerospace industry activity will increase. There has been extensive growth in population, housing, and employment.

State Route 138 carries heavy vehicle traffic including a substantial percentage of trucks. This route is being used increasingly as a by-pass for recreation vehicles and heavy trucks, coming from the north and going to Las Vegas, Barstow, Victorville, San Bernardino County, and Riverside County, to avoid the congestion of the Los Angeles metropolitan area.



Caltrans Project LA Route 138

Source: Caltrans District 7

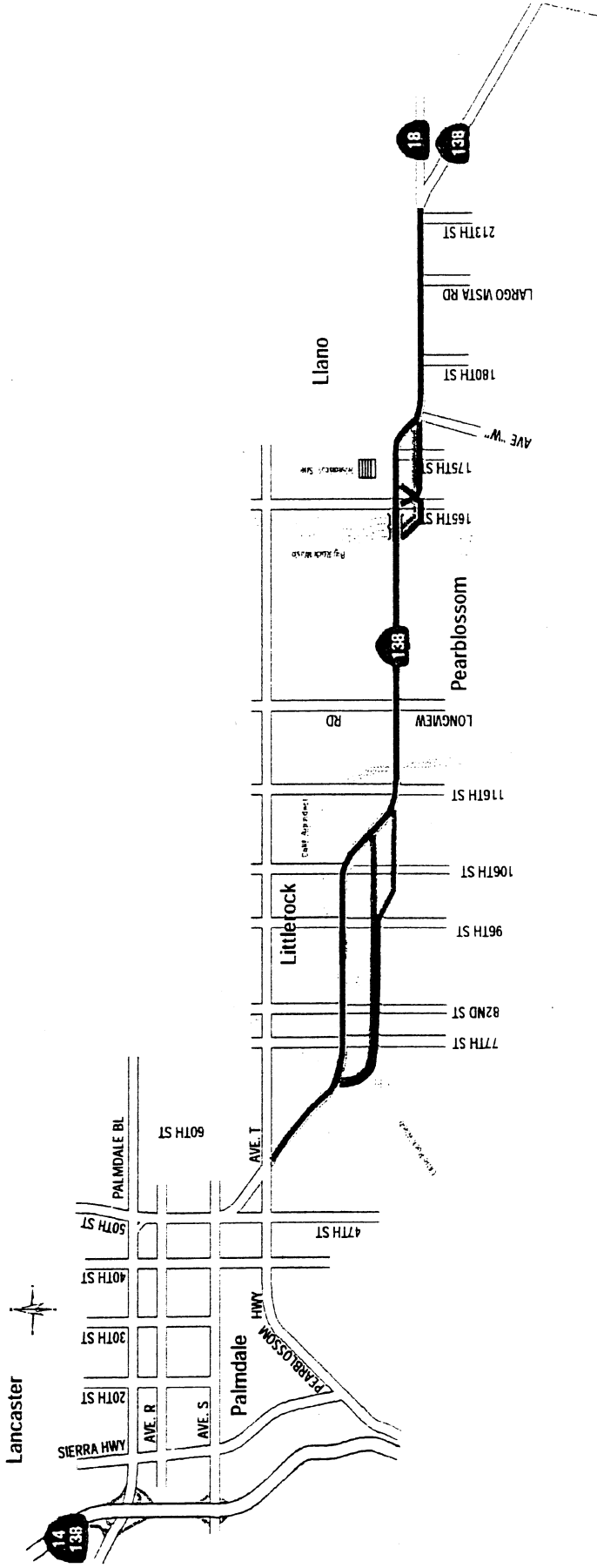
FIGURE 1

REGIONAL MAP



ROUTE 138 Alternatives

- Alternative 1 - Widening along existing facility
- Design Variation A - South of Llano Del Rio Hotel
- Design Variation B - South of Llano Site and North of Post Office
- Design Variation C - South of Llano Del Rio Hotel
- Design Variation D - Ave. V, Fort Tejon and Ave. V-8
- Design Variation E - Ave. V



7/17/00 - 138 location

Not to Scale

Source: Caltrans District 7

FIGURE 2 LOCATION MAP

The ability of a highway to accommodate traffic is typically measured in terms of level of service (LOS). Based on the ratio of traffic volume to the design capacity of the facility, LOS is expressed as a range from LOS A (free traffic flow with low volumes and high speeds) to LOS F (traffic volumes exceed capacity and results in forced flow operations at low speed). See Table 2 and Figure 3.

Table 2 Level of Service Criteria

Level of Service	Description
A	Free flow conditions. Individual users are virtually unaffected by the presence of others in the traffic stream. Freedom to select desired speeds: high maneuverability.
B	Stable flow, but the presence of others in the traffic stream begins to be noticeable. Freedom to select desired speeds but a slight decline in maneuverability.
C	Stable flow, but users become affected considerably by interactions with others in the traffic stream. Selection of speed is affected by presence of others: lowered maneuverability
D	High density but stable flow. Speed and freedom to maneuver are severely restricted.
E	Unstable flow. Operating conditions are at or near capacity. All speeds are reduced to a low, relatively uniform value. Queues begin to form and maneuverability extremely difficult.
F	Jammed forced flow conditions.

The Average Daily Traffic (ADT) volumes in 1998 on State Route 138 within the project limits varied from 17,500 (vicinity of Avenue T) to 10,600 vehicles (vicinity of Junction of State Route 18). The highway presently operates at LOS E in the vicinity of Avenue T to 96th Street East and LOS D in the vicinity of 96th Street East to the Junction of State Route 138/18. Table 3 shows the current (1998) and future (2024) level of service. Construction on the highway-widening project is not expected to start until 2003. Therefore traffic projections are calculated 20 years from the year of project construction.

Table 3 Level of Service (LOS) Analysis for Build/No Build Alternative

Location	LOS 1998	LOS 2024	LOS 2024
		(No Build) 2 lane Highway	(Build) 4 lane Highway
Avenue T to Little Rock Wash	E	F	B
Little Rock Wash to 96 th Street East	E	E	B
96 th Street East to Longview Road	D	E	B
Longview Road to 165 th Street East	D	F	B
165 th Street East to Junction Route 18	D	F	B

Source: Office of Traffic Investigations/Traffic Study 6/2000

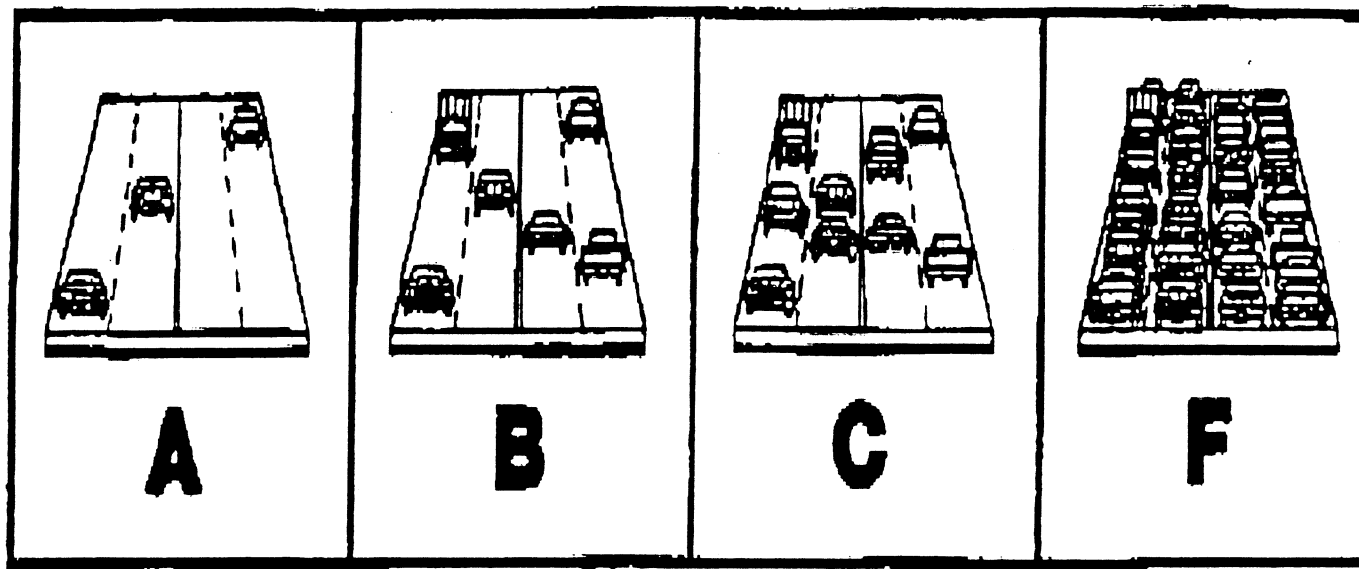


FIGURE 3 TYPICAL LEVEL OF SERVICE FOR EXISTING ROADWAYS

Average Daily Traffic (ADT) for 1998 ranges from a low of 6,900 vehicles near the junction of State Route 18 East to a high of 18,300 vehicles near Avenue T, with peak hour traffic of 1,650 and 1,600 vehicles (both directions) respectively as shown in Table 4, State Route 138 Present Traffic Volumes.

State Route 138 has a high percentage of truck traffic. As shown in Table 4, State Route 138 1998 Traffic Volumes indicates the percentage of trucks is 15.2% in the vicinity of Avenue T and 4.7% near the junction of State Route 138/18.

Table 4 1998 Traffic Volumes

Locations	West Peak Hr	ADT	East Peak Hr	ADT	Truck Percentage W/E
Avenue T	1,650	18,300	1,600	17,500	15.2/14.0
Little Rock Wash	1,350	15,000	1,350	15,000	10.7
Little Rock, 96 th St. East	1,350	15,000	1,250	13,700	-
Pearblossom, Longview Road	1,200	13,400	1,100	12,300	-
Llano, 165 th St. East	1,100	11,900	1,150	12,600	-
Junction Route 18 East	960	10,600	620	6,900	6.0/4.7

Source: Caltrans District 7 Traffic Operations 1998

The Los Angeles Regional Transportation Study (LARTS) traffic projections for the year 2025 (Table 5) range from a maximum of 26,700 ADT between Largo Vista Road and State Route 18/138 junction to a low of 22,700 ADT from 136th Street East to 165th Street East. The area between Largo Vista Road and State Route 18/138 Junction has a peak AM traffic projection of 1,975 vehicles and a peak PM traffic of 2,750 vehicles. The ideal capacity for smooth flow of traffic for a 2-lane conventional highway is approximately 1,200 vehicles per hour per lane. This data shows that State Route 138 should be upgraded to a 4-lane conventional highway so that Level of Service (LOS) C can be achieved as illustrated by Table 3 Level of Service (LOS) Analysis for Build/No Build Alternative.

The existing Level of Service (LOS) for State Route 138 between Avenue T and the junction of State Route 138/18 is D/E. It is expected that by adding 2 lanes to make it a 4-lane conventional highway, the LOS will be maintained at LOS B, which would consist of a stable flow of traffic through 2024.

Table 5 Future (2025) Traffic Volumes

Location	East		ADT	West		ADT
	AM	PM		AM	PM	
Avenue T to Little Rock Wash	875	1400	13,700	975	950	13,300
Little Rock Wash to 90 th St East	1000	1425	14,900	1025	1125	14,700
90 th St East to 106 th St East	800	1275	12,000	925	850	11,600
106 th St East to 136 th St East	925	1275	12,400	875	925	11,800
136 th St East to 165 th St East	800	1125	11,600	875	925	11,100
165 th St East to Largo Vista Rd	900	1425	14,400	1050	1200	13,500
Largo Vista Rd to the State Route 18/138 Junction	925	1375	13,800	1050	1375	12,900

Source: Caltrans District 7 LARTS Traffic Projections 10/11/2000

1.2.2 Safety Problems

This existing stretch of State Route 138 has one lane in each direction with passing lanes in only two areas (between 60th and 75th Streets and between 106th and 116th Street East).

Analysis from the Caltrans' Traffic Accident Surveillance and Analysis System (TASAS) for the period from April 1, 1994 to March 31, 1999 indicated the actual accident rate is .81/million vehicle miles traveled (mvm) within the project limits, which is lower than the statewide average of 1.02 /mvm. However, the actual fatality rate is 0.049/mvm, which is higher than the statewide average of 0.038/mvm. A more detailed analysis of the accident summary reveals that there were 25 fatalities and 354 injured within this same period within the project limits (Avenue T to the Junction State Route 138/18).

State Route 138 has been identified as having a high number of cross-centerline accidents. The Caltrans 2-3 lane cross-centerline accident monitoring program has identified a pattern of cross-centerline accidents between 96th Street East to approximately the junction of State Route 138/18. For the 5-year analysis period of 1994-1998 there were 10 fatal cross-centerline accidents between 96th Street East and the Junction of the 138/18.

The high truck volumes along with their slower speeds create a queue along the 2-lane section because of insufficient passing opportunities. The majority of the accidents indicate that the types of collision were broadside (21.5%), rear end (28.7%), and hit object (19.6%). See Table 6 for detailed examinations of accidents.

In response to community concern over accident history Caltrans District 7 (which consists of Los Angeles and Ventura County) in association with other agencies formed a Highway 138 Safety Corridor Task Force. See section 2.7.

Table 6 Accident History
4/1/94 through 3/31/1999 (60 Months)

	Code	Number	Percent
Primary Collision Factor			
	Influence of Alcohol	31	8.3
	Failure to Yield	49	13.1
	Improper Turn	74	19.8
	Speeding	105	28.2
	Other Violations	113	30.6
Type of Collision			
	Head-on	28	7.5
	Sideswipe	42	11.2
	Rear-end	107	28.7
	Broadside	80	21.5
	Hit Object	73	19.6
	Overturn	24	6.4
	Other	18	4.8

Source: Caltrans District 7 TASAS April 2000

Table 7 Accident Summary
04/01/94 through 3/31/99 (60 Months)

Accident Period	Total	Fatalities (F)	Injury (I)	F+I	Multi Vehicle	Persons Killed	Injured
04/01/94 to 03/31/95	64	1	31	32	48	1	54
04/01/95 to 03/31/96	70	7	33	40	51	10	73
04/01/96 to 03/31/97	76	3	37	40	63	3	88
04/01/97 to 03/31/98	70	4	33	37	50	4	69
04/01/98 to 03/31/99	88	5	34	39	66	7	70
04/01/94 to 03/31/99	368	20	168	188	278	25	354

Source: Caltrans District 7 TASAS April 2000

Table 8 Accident Comparison to the Statewide Average
04/01/94 through 3/31/99 (60 Months)

Accident Period	Accident Fatalities	Rate F+I	Actual Total	State Avg. Fatalities	State Avg. F+I	State Avg. Total
04/01/94 to 03/31/95	.011	.36	.72	.039	.51	.98
04/01/95 to 03/31/96	.079	.45	.79	.039	.51	.98
04/01/96 to 03/31/97	.035	.46	.88	.039	.51	.98
04/01/97 to 03/31/98	.046	.43	.81	.039	.51	.98
04/01/98 to 03/31/99	.058	.45	1.02	.039	.51	.98
04/01/94 to 03/31/99	.046	.43	.84	.039	.51	.98

Source: Caltrans District 7 TASAS April 2000

1.23 Operational Deficiencies

The existing pavement profile east of the community of Pearblossom is a rolling profile with drastically deep depressions originally designed to accommodate the passage of flash drainage flows. These depressions in the pavement have the effect of diminishing the stopping and passing sight distance available to the user. It should be noted that the sight distance is one of the 13 mandatory controlling design criteria elements required in the design of a highway facility.

The accidents associated with wet pavement conditions are relatively high, about 9 % of the total accidents can be attributed to wet conditions. If drainage conditions remain the same and drainage is allowed to flow over the roadway, it can be expected that these types of accidents will increase as result of the additional traffic lanes, increase traffic volumes, and higher speeds.

The present condition of the shoulders consists of the earth berms along side the roadway in the driver's recovery area this reduces the recovery areas for errant drivers and poses a potential safety hazard. Also the existing facility has curves in the project areas that are not up to the latest design standards at the following locations:

- 72nd Street East
- 116th Street
- 175th Street East
- Avenue W
- State Route 138/18 Junction

An Engineering and Traffic survey was completed in 1997 in which speed measurements were obtained. The observed critical speeds were generally around 65 to 70 miles per hour (mph) (104-112 kilometers per hour (kph)) outside developed areas, with 45 to 60 mph (72-104 kph) speeds in the community of Littlerock and 50-55 mph (80-88 kph) speeds in the community of Pearblossom. These curves do not provide adequate stopping sight distance for the speeds that motorists drive. The State Route 138/18 junction is on a curve, which has a left turn pocket onto State Route 18. The inadequate space for vehicles making a left hand turn on to State Route 18 from State Route 138 has the potential to create a queuing effect on the highway that backs up the traffic and poses the potential for rear end collisions.

1.24 Structural Deficiencies

Big Rock Wash Bridge (Bridge #53-313 and Bridge #53-314)

The existing bridges do not have sufficient waterway to convey a 100-year storm. Also, the existing bridge is not wide enough to carry the four lanes that are proposed for State Route 138. Big Rock Wash Bridge is in an area that has a rolling profile and has a restricted sight distance.

The Big Rock Wash Bridges are concrete bridges that were constructed in 1948 using the supports from earlier timber bridges. Bridge #53-313 is a two span continuous slab bridge that is 40 ft (12.2 m) long and bridge #53-314 is a three span continuous slab bridge that is 60 ft (18.2 m) long. Each bridge is presently 32.8 ft (10.0 m) wide. The new bridge would replace the two older bridges with one continuous bridge spanning Big Rock Wash.

The Q100 flow (100 year flood) for the Big Rock Wash Bridge was calculated by Caltrans District 7 Hydraulics to be 566 cubic meters per second (cms) (20,000 cubic feet per second (cfs)). Based on these flows the bridges will be overtopped by a 100-year storm event. The channels and bridges

currently have sufficient capacity for a 20-year flood. If the channels were allowed to aggrade to their natural state the bridge would only be able to handle a 10-year flood.

California Aqueduct (Bridge No. 53-2098)

It is proposed to widen both sides of the California Aqueduct Bridge at 96th Street East to accommodate four lanes and keep within the same alignment to bring the bridge up to current standards and to accommodate equestrian users.

Little Rock Wash Bridge (Bridge No. 53-0303R and Bridge No. 53-0303L)

Little Rock Wash Bridge consists of two bridges (53-0303R and 53-0303L). The westbound bridge (53-0303L) would be replaced. As a result the eastbound bridge (53-0303R) would be widened to the north to accommodate the 4-lane highway and bring the bridge up to current standard.

1.3 Summary

The proposed improvements of State Route 138 were planned to correct existing operational deficiencies, accommodate projected travel demands in the State Route 138 corridor area and achieve planning consistency. A transportation project is needed in this area to improve the safety characteristics, which would reduce the number of accidents. Adding an additional lane in both directions would allow traffic to flow at an acceptable Level of Service. Also the project would eliminate the need for fast moving vehicles to crossover the median to pass slow moving traffic thereby reducing the number of cross-centerline accidents. Due to the predicted increase in travel volumes, the existing facility will not be able to accommodate the future projected volumes adequately. In summary improvements to the existing State Route 138 facility are needed for the following reasons:

- Improve safety.
- Facilitate the efficient flow of goods and services through this area.
- Conform to state, regional, and local plans and policies.
- Vehicle miles of delay will continue to increase and vehicle hours of travel will increase from current conditions.
- Congestion on arterial roadways intersecting to State Route 138 will increase substantially from the 1999 conditions.
- Accident rates will continue to increase due to operational deficiencies.
- Regional emissions will increase due to the increase of vehicle hours of travel.

2.0 Alternatives including the Proposed Project

This section describes the alternative analysis by which the Preferred Alternative was identified. Also it describes how this process complies with the applicable requirements of the Intermodal Surface Transportation Efficiency Act (ISTEA) of 1991. Alternatives that were considered at various times are also described, along with the reasons why they were rejected. Related Transportation improvements, project phasing, and funding issues are also discussed.

The formulation of alternatives for analysis in this Environmental Impact Report/Environmental Assessment (EIR/EA) involved the review of prior studies and additional analysis. This analysis identified transportation system deficiencies, developed and screened a broad range of alternatives, and performed a detailed evaluation of those alternatives deemed most responsive to safety, travel and community concerns and demands. Alternatives were evaluated for their ability to attain project goals and objectives and as the alternative analysis process merged with the environmental process, the safety and transportation needs for the State Route 138 corridor were evaluated with consideration of environmental needs.

2.1 Alternative 1: Widening along existing facility

This alternative involves highway widening on State Route 138 between Avenue T to the west and the Los Angeles/San Bernardino County Line to the east. This alternative involves the addition of one lane in each direction, upgrading the existing facility to a standard 4 lane conventional highway with a 16 ft (4.8 m) median for turns. The existing alignment and profile would be maintained except in the community of Pearblossom where the alignment would shift to the north by approximately 12 ft (3.66 m) from 121st St. East to Longview Road and then return to the existing roadway. The vertical profile would change from Pearblossom to the junction with State Route 18 to improve stopping sight distance and accommodate drainage culverts. This alternative would include two 12 ft (3.6 m) lanes, in each direction, standard 8 ft (2.4 m) shoulders in undeveloped areas and 12 ft (3.6 m) shoulders in developed areas and a 16 ft (4.8 m) median for turns. Right-of-way width of 200 ft (60 m) would accommodate drainage culverts in undeveloped areas and curbs and gutters in developed areas. Present right-of-way varies from a minimum of 50 ft (15.24 m) to a maximum of 100 ft (30.48 m). See Figures 4 and 5. The preferred alternative is Alternative 1 Design Variation B: South of Llano del Rio Hotel and North of U.S. Post office.

Other proposed features for the highway widening are described below.

Curve Corrections - The widening will include curve corrections in the immediate vicinity of the following locations:

- 72nd Street East
- 116th Street
- 175th Street East
- Avenue W
- State Route 18 Junction.

Junction Modification – The project would modify the State Route 138/State Route 18 Junction by providing a direct connector from the eastbound 138 to the eastbound 18.

Bridge Widening – Two bridges, California Aqueduct (BR 53-2098), and Big Rock Wash (BR 53-313 and BR 53-314), will be widened. The widening of these bridges will accommodate drainage culverts and facilitate functional wildlife corridors. Little Rock Creek Bridge will have the existing median closed.

Elevation of Profile- the widening of the State Route 138 would include raised profiles along the highway to accommodate drainage requirements and eliminate the rolling profile from Pearblossom to State Route 18 thereby improving the stopping sight distance and reducing the number of fatal cross-median accidents.

It is Caltrans Policy to upgrade highways to the current highway standards in order to improve safety and efficiency in transportation. Consideration during the design process was given to the occurrences of flash floods between Big Rock Wash and Junction State Route 138/State Route 18. The highway along this area is subjected to flood waters washing over the highway. To meet the drainage requirements for this area a design was developed that would raise the profile of the existing highway. Caltrans policy states that the design of highway drainage structures and other features must consider the probability of flooding and provide protection which is commensurate with the importance of the highway, the potential for property damage and traffic safety. Drainage design seeks to prevent the retention of water on the highway and provide for removal of water from the roadway.

Standard highway dimensions for the State Route 138 widening project can be classified into the following categories:

Developed Areas: The existing width of both east and westbound lanes within urbanized areas is approximately 30 ft (9.14 m) from the highway centerline. Both directions of the highway, within the limits of the proposed project, will be widened to include an additional 20 ft (6.10 m). After project construction, each direction of State Route 138 will have a total width of 52 ft (15.85 m) from the highway centerline. These dimensions are illustrated by Figure 4, Typical Cross Section for Developed Areas.

Undeveloped Areas: The existing width of both east and westbound lanes within undeveloped areas is approximately 30 ft (9.14 m) from the highway centerline. Both directions of the highway, within the limits of the proposed project, will be widened to include an additional 50 ft (15.24 m). After project construction the width of the highway will have a total width of 80 ft (24.38 m) from the highway centerline in order to accommodate drainage easements along the highway. However, it should be noted that the 52 ft (15.85 m) will apply only to areas of the roadway which require additional fill (imported and local borrow) during project construction. These dimensions are illustrated by Figure 5, Typical Cross Section Undeveloped Areas.

These measurements are the standard dimensions anticipated for the State Route 138 widening project; however, slight variations to this standard may occur. It should also be noted that these dimensions include both paved areas resulting from project implementation along with any additional right-of-way which may extend beyond paved areas after project implementation.

The following alternatives are based on the existing highway structure and proposed changes in alternative 1, but with specific design variations along certain portions of the State Route 138. See Figure 6 Design Alternatives State Route 138.

The implementation of this design variation would:

- Have a direct impact on the Llano del Rio Hotel Site

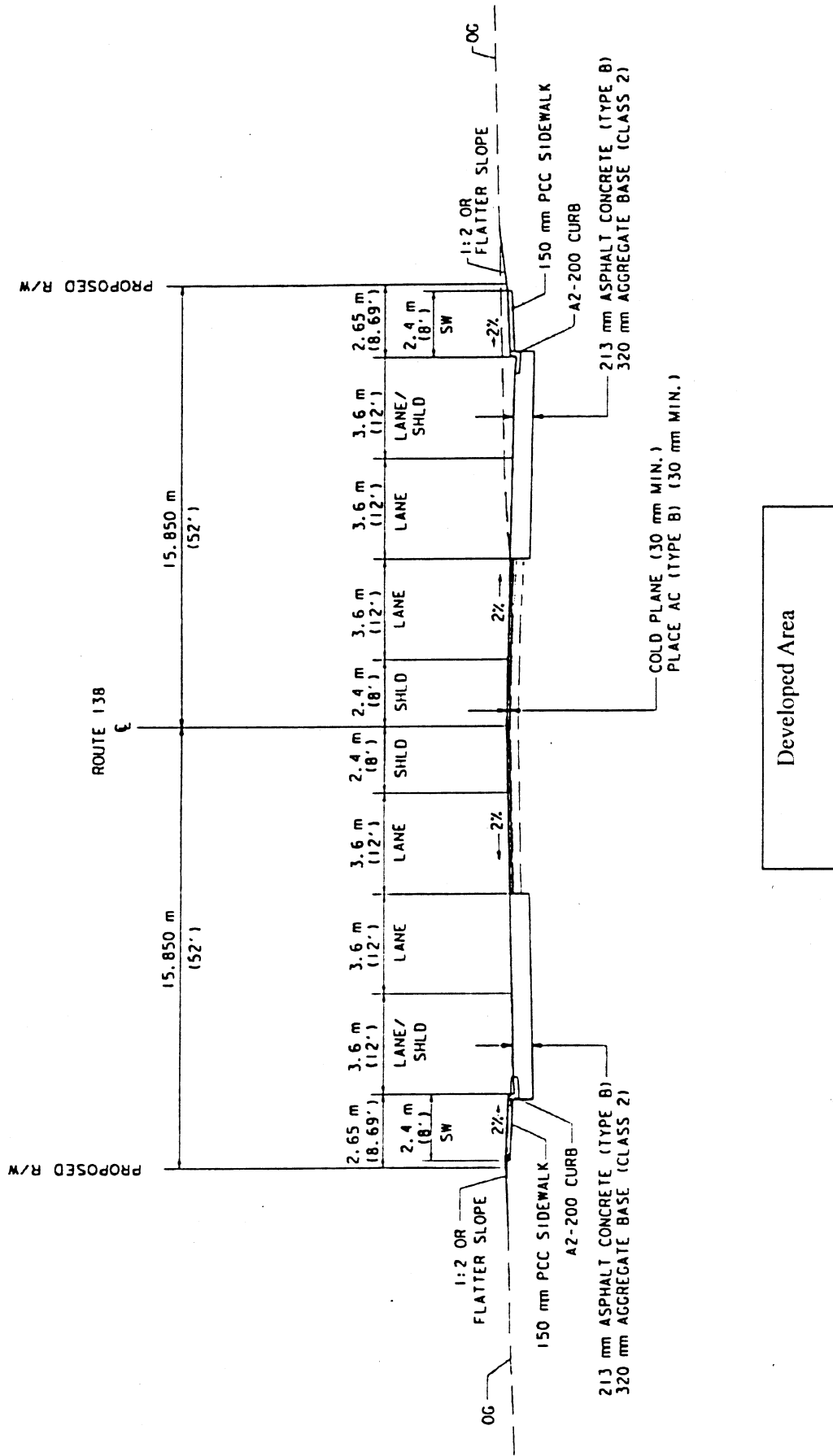


FIGURE 4 TYPICAL CROSS-SECTION FOR DEVELOPED AREA

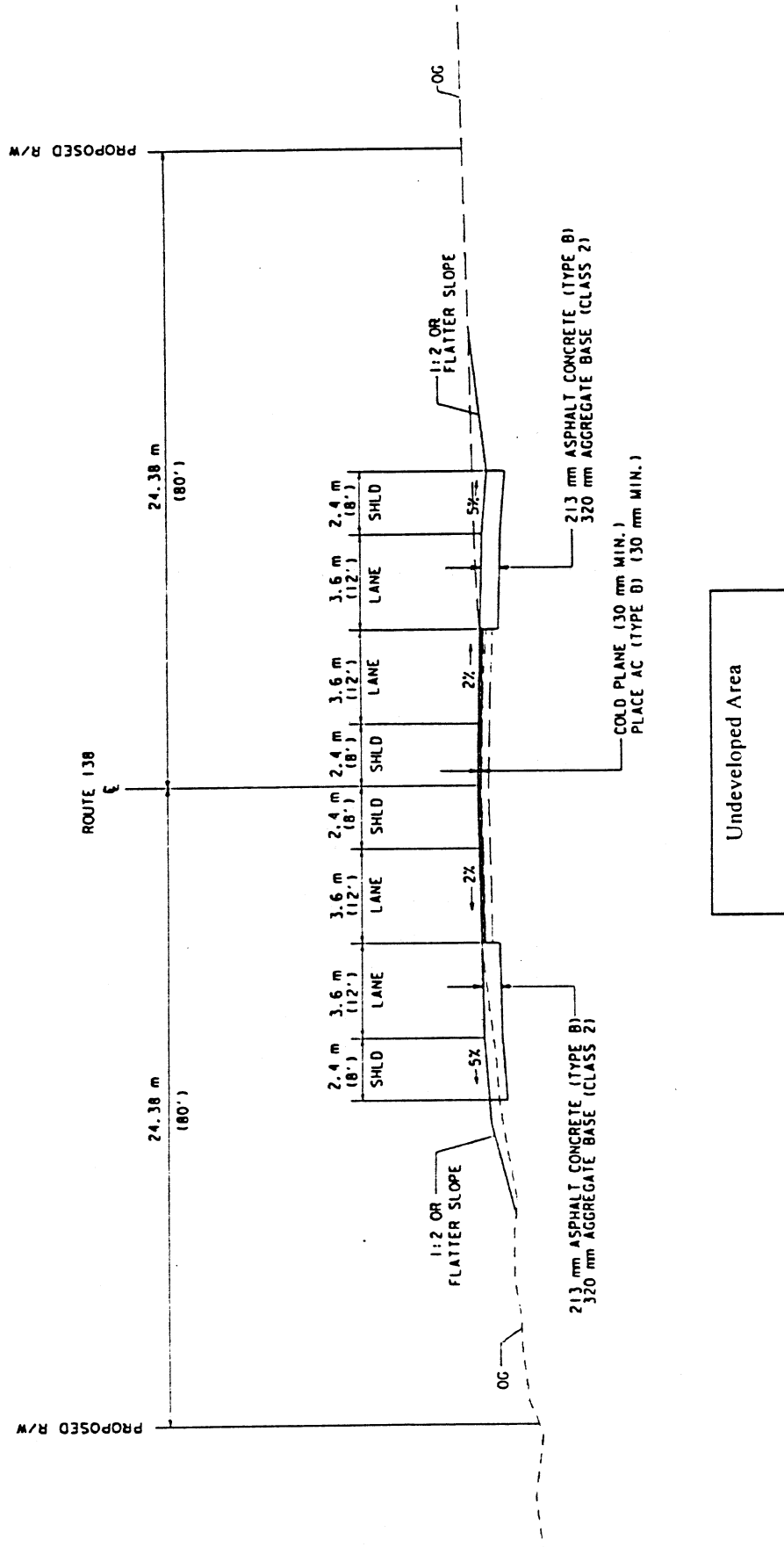
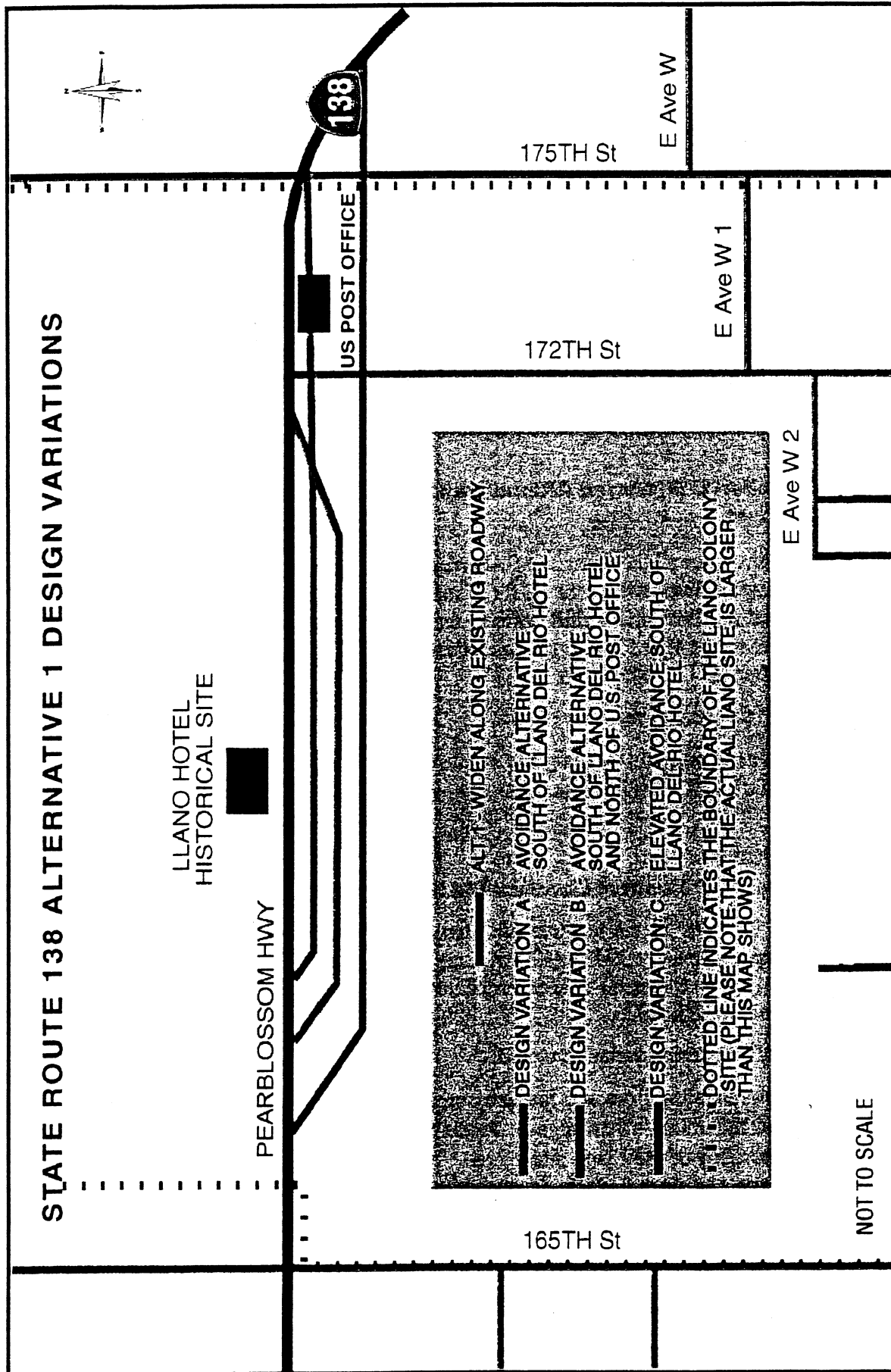


FIGURE 5 TYPICAL CROSS SECTION FOR UNDEVELOPED AREA



RTE 138 ALTERNATIVE • 8/16/00

FIGURE 6 DESIGN VARIATIONS A, B, AND C

2.1.1 Design Variation A: South of Llano del Rio hotel

This design variation involves all of the features of Alternative 1; however, near the community of Llano a new alignment would be constructed to the south to avoid impacts to the Llano del Rio site. The new alignment will shift to the south by approximately 20 ft (6 m) just east of 165th Street East and will continue east until it rejoins the existing highway west of 175th Street.

The implementation of this design variation would:

- Create a barrier for the animals that migrate across the highway
- Relocate State Route 138 from its historic setting within the Llano del Rio Cooperative Colony Site
- Keep the existing rolling profile that limits sight distance
- Allow floodwaters to cross over the highway between Big Rock Wash and Junction State Route 138/State Route 18 causing unsafe conditions for motorists

2.1.2 Design Variation B (Preferred Alternative): South of Llano del Rio Hotel and North of U.S. Post Office

This design variation involves all the features of Alternative 1; however near the Llano del Rio hotel widening of the existing roadway will occur 82 ft (25 m) to the south and as the route approaches the U.S. Post office located in Llano it will shift north to the existing roadway to avoid it and the profile will be raised approximately 5 ft (1.52m) to accommodate the arch type pipe drainage culverts for this variation before and after the Llano hotel site.

The implementation of this design variation would:

- Create a barrier for the animals that migrate across the highway
- Relocate State Route 138 from its historic setting within the Llano del Rio Cooperative Colony Site

2.1.3 Design Variation C: South of Llano del Rio Hotel

This design variation involves all the features of Alternative 1; however this variation proposes to realign the highway approximately 394 ft (120 meters) to the south in order to raise the roadway profile approximately 15 ft (4.6 meters) to accommodate 8 ft (2.4 m) x 8 ft (2.4 m) drainage culverts for this variation and avoid the hotel.

The implementation of this design variation would:

- Adversely affect the existing flora and fauna by creating a new alignment.
- Create a barrier for the animals that migrate across the highway.
- Visually impair the view of the Llano site
- Relocate State Route 138 from its historic setting within the Llano del Rio Cooperative Colony Site

2.1.4 Design Variation D: Avenue V, Fort Tejon and Avenue V-8

This variation involves all of the features of Alternative 1; however, near the community of Littlerock a new alignment will be constructed to the south of the existing alignment. At 70th Street East, this

alignment will veer south towards Avenue V and then continue along Avenue V to 82nd Street. At 82nd Street, the alignment will veer further to the south to continue along Fort Tejon Road and will then traverse further east along Avenue V-8 until it rejoins the existing highway at the intersection of 116th Street East and State Route 138 (PM 58.67, KP 94.52).

The implementation of this design variation would:

- Adversely impact relatively undisturbed native vegetation.
- Reduce and fragment habitat.
- Create barriers to wildlife movement throughout the area impacted.
- Disrupt the economic life of the three rural communities (Littlerock, Pearblossom, and Llano) by diverting traffic from the businesses along the existing highway.
- Require substantial new right-of-way
- Substantial number of displacements

2.1.5 Design Variation E: Avenue V

This alternative involves all of the features of Alternative 1; however, near the community of Littlerock a new alignment will be constructed to the south of the existing alignment. At 70th Street East, this alignment will veer south towards Avenue V and then continue along Avenue V until it rejoins the existing highway at the intersection of Avenue V and State Route 138 (PM 57.94, KP 93.34).

This alternative is similar to Littlerock Avoidance Alternative D mentioned above and will have the same impacts to relatively undisturbed native vegetation due to constructing a new facility away from the existing roadway.

2.1.6 Attainment of Project Goals

Alternative 1 design variation B attains the project goals and objectives as described below.

Goal: *Improve safety*

This alternative would meet the project goal for improving safety. The addition of another lane in each direction of traffic flow would improve the level of service for the highway by decreasing congestion and eliminate the need for vehicles to cross over the median to pass thereby reducing the number of cross-median accidents. The elevation of the profile would eliminate the rolling profile, eliminate floodwater from crossing the roadway and improve the sight distance. Curve corrections would bring the existing conditions up to the latest standard design. This alternative would increase the clear recovery zone by a minimum of 29.5 ft (9 m) and relocate power poles outside the clear recovery zone. Also this alternative would provide traversable side slopes with a minimum slope of 1:6.

Goal: *Facilitate the efficient flow of goods and services through this area*

This alternative would satisfy the goal of facilitating the efficient movement of goods and services through the area. This alternative would provide an improved route between Eastern Los Angeles County and Western San Bernardino County and Southern Kern County. This alternative would complete the planned integrated regional transportation network between San Bernardino County and the Eastern Los Angeles County.

Goal: *Conform to state, regional, and local plans and policies*

This alternative would comply with state, regional, and local plans and policies. The alternative is consistent with the assumptions for the State Transportation Improvement Plan and with the Regional Transportation Improvement Plan by meeting the approved facility location and type which would be a 4-lane facility. This alternative would conform to the Air Quality Management Plan (AQMP) by reducing emissions in the South Coast Air Basin by providing components of the AQMP in the State Route 138 corridor.

2.2 Other Alternatives Considered

2.2.1 Alternative 2: Building of Freeway

This alternative consisted of developing a freeway in the State Route 138 corridor. In the Project Study Report that was completed in 1992 it was one of the alternatives considered. It stated that the continuing intense development in the Antelope Valley would require development of a freeway by the year 2010.

This alternative was withdrawn from consideration at this time as it would not address the safety and operational problems of the existing highway and funding is not available. It is also currently inconsistent with the assumptions for the State Transportation Improvement Plan and with the Regional Transportation Improvement Plan.

2.2.2 Alternative 3: Transportation System Management (TSM)

At this time the project area does not meet the criteria for a Transportation System Management program. The project area is located in a unincorporated/rural area of Los Angeles County with the population below the 200,000 level that would make it eligible.

A TSM program would not satisfy the purpose and need of this project to improve safety, facilitate the movement of people and goods and comply with local, regional and state plans and policies. Therefore this alternative was eliminated from further consideration.

2.2.3 Alternative 4: Widening along the existing highway through Pearblossom

This alternative proposed to widen both sides of the highway through the community of Pearblossom. During preliminary design and environmental studies it was found that there is a significant concentration of commercial, residential property and an U.S. post office on the south side of the highway. This alternative would have substantial impacts to the community of Pearblossom by eliminating the center of the town.

2.2.4 Alternative 5: No Action

This alternative retains the existing roadway conditions. It has the following drawbacks:

- It is not consistent with the long-term objective of reducing congestion and improving the overall operation and safety for State Route 138.
- It would not provide sufficient capacity for projected 2025 traffic volumes.
- It would not improve safety conditions or reduce the number of accidents and fatalities.
- It would not facilitate the efficient movement of goods and services through the area.
- It would not complete the planned integrated regional transportation network between San Bernardino County and the Eastern Los Angeles County.

- It would be inconsistent with the 1990 STIP that allotted funds for Passing Lanes, Widen Bridge, and Channelization.
- It would not conform to the Air Quality Management Plan (AQMP)

2.3 Current Status of the Project

The California Highway Commission adopted State Route 138 as a State Highway in June 1950. Two projects were programmed in the 1998 State Transportation Improvement Program (STIP) for capital cost of 42.503 million-dollars to widen 2 lanes to 4 lanes, between Avenue T and 165th Street East. These projects are in the 1998 STIP and are described below:

Table 9 State Transportation Implementation Plan

STIP Number	Limit	Project Description
(A) 0694Q	PM 51.6 (KP 83.04)/60.2 (KP 96.88)	Near Palmdale. Avenue T to Longview Road Widen from 2 lanes to 4 lanes Capital Cost: \$19,766,000
(B) 0693J	PM 60.2 (KP 96.88)/63.7 (KP 102.51)	Near Pearblossom. Longview Road to 165 th Street East. Widen from 2 lanes to 4 lanes Capital Cost: \$22,740,000

Source: Project Nomination Fact Sheet 1998

Three other projects were programmed in the Interregional Transportation Improvement program (ITIP) for Design and Environmental Document (ED) support cost of 6.57 million dollars to widen 2 lanes to 4 lanes, between 165th Street East and the Junction of State Route 18/138. Limits of these projects and their funding are:

- 165th Street East to Avenue W- allocated \$1.58 million to complete the design and ED
- Avenue W to 199th Street- allocated \$2.275 million to complete the design and ED
- 199th Street to Junction 18- allocated \$2.715 million to complete the design and ED

2.4 Status of Other Projects or Proposals In The Area

In October 1998 the State Route 138 Safety Corridor Task Force was announced officially to the public at the Palmdale City Hall. The group is a multi-agency task force designed to reduce the number of people killed and injured in traffic related accidents on State Route 138 between the western City limits of Palmdale from State Route 14 into San Bernardino County till it reaches Interstate 15. Task Force involvement comes from elected officials from local and state levels, representatives from state, regional and local government agencies and the private sector. The objective of the Safety Task Force is to bring together various disciplines to study the accidents in the corridor and to find solutions related to safety. Various issues arose from the scoping meeting and were addressed by the safety corridor task force such as stoplights, speed zone, and other operational improvement concerns. On July 23, 1999 Senate Bill 155 passed and in chapter 169 it stated that State Route 138 would be classified as a Safety-Enhancement double fine zone which represents a legislative concern for safety on this highway.

The following highlights some of the traffic and engineering improvements completed by Caltrans along State Route 138 since its designation as a Safety Corridor in September 1998.

- Increased the number of speed limit signs along Palmdale Boulevard (Route 14 to Ave S). (Completed: Nov 99)
- Installed safety corridor signs (Ave T to San Bernardino County Line). (Completed: Mar 99)
- Installed additional speed limit signs in Littlerock. (Completed: Nov 98)
- Refurbished faded pavement markings and limit lines on cross streets within communities of Littlerock and Pearblossom. (Completed: Dec 98)
- Installed oversize Stop Signs (48 in, 1.22 m) on the 96th St East and 165th St East intersections. (Completed: Nov 98)
- Replaced faded school area speed zone signs in Littlerock. (Completed: Sep 98)
- Installed No Stopping Anytime sign in front of elementary school in Littlerock. (Completed: Oct 99)
- Installed reduced speed zone ahead sign east of Littlerock. (Completed: Jun 99)
- Removed passing zone on bridge west of 96th St East. (Completed: May 99)
- Relocated obscured stop sign at 106th St East. (Completed: Dec 98)
- Replaced faded side road warning sign west of Longview Rd. (Completed: Sep 98)
- Installed signing and striping for aerial speed zone enforcement between Pearblossom and Llano). (Completed: Dec 98)
- Installed larger Narrow Bridge signs (48 in., 1.22 m) for approaches to bridge at Big Rock Wash. (Completed: Dec 98)
- Replaced faded crossroad warning signs for 165th St East. (Completed: Sep 98)
- Restriped edgeline for eastbound approach to 165th St East. (Completed: Nov 98)
- Removed excessive sand accumulated on roadway at vicinity of 165th St East. (Completed: Mar 99)
- Restriped faded centerline and replaced missing pavement markers between 165th St East and the junction with Route 18. (Completed: May 99)
- Replaced faded stop sign at 175th St East. (Completed: Dec 98)
- Removed all 55-mph advisory speed signs on all curve-warning signs between Avenue T and the San Bernardino County Line. (Completed: Feb 99)
- Installed curve warning chevrons for westbound approach to Avenue W. (Completed: Nov 98)
- Relocated westbound curve warning sign at Avenue W. (Completed: May 99)
- Extend double yellow centerline striping east of Avenue W. (Completed: May 99)
- Removed 9 passing zones between the junction with Route 18 and the San Bernardino County Line. (Completed: Mar 99)
- Installed double fine zone signs between Avenue T and the San Bernardino County Line. (Completed: Dec 99)
- Minor project to construct a soft median barrier (median rumble strips, pavement markers, and centerline striping changes) from approximately one mile west of Big Rock Wash to 1500' east of Ave W. (Completed: April 2000)

The following lists some of Caltrans proposed Interim Projects:

- Initiate a project to install left turn pockets at 96th Street East. (Construction will start in Summer of 2001)
- Initiate a project to raise the profile of the roadway approaching the Big Rock Wash Twin Bridges. (Construction will start in Summer of 2001)

- Initiate a project to install left turn pocket at 175th Street East. (Construction will start in Summer of 2001)
- Initiate a project to install standard right turn pocket at 165th Street East. (Construction will start in Summer of 2001)
- Install new detector loops at Division St. (Permit in review)
- Resurface pavement at 106th St East / Hampel Ave (Permit in review)
- Planned development at SE corner of Avenue S impacting State Route 138 from Avenue S to Fort Tejon Road. (IGR/CEQA review in progress)
- Unresolved parking issues along State Route 138 within the Communities of Littlerock and Pearblossom. (Under investigation)
- Local advertising signs creating a potential conflict with regulatory signs on State Route 138 within the Community of Littlerock. (Under investigation)
- Update existing Daytime Headlight Zone

California Highway Patrol (CHP)

- Increased the number of CHP Officers on patrol (with grant through end of 2000)
- Implemented Aircraft Enforcement
- Increased Radar Units
- Implemented Community Awareness Programs

As a member of the "Highway 138 Safety Task Force Committee" which consists of the California Highway Patrol, County of Los Angeles, Local cities and private citizens, Caltrans continues to seek ways to make the highway safer and better.

Caltrans District 8 (San Bernardino and Riverside Counties) have begun work on the environmental document that would increase the number of lanes from 2 lanes to 4 lanes with a median from Interstate 15 in San Bernardino County to the Junction of 138/18 in Los Angeles County.

3.0 Affected Environment

3.1 Topography

The proposed project will occur in the Southern California northeastern portion of the Mojave Desert region in the Antelope Valley. The area ranges in altitude from 2450 ft (742 m) to 3200 ft (975 m) with the surrounding mountain rising up to 4000 ft (1211 m). The San Gabriel Mountains binds the region to the north and the Sierra Pelona Mountains on the Southwest. The topography varies from flat with occasional drainage's and sand dunes on the valley floor to steep foothill mountain areas on the south. The San Andreas Fault transverses the project limits parallel and just north of the mountains. The area surrounding State Route 138 is a flat terrain.

3.2 Geology and Soils

The project site is located northerly of the San Bernardino Mountains. The geologic profile situated beneath State Route 138 is composed of three types of strata. The surface stratum being alluvium and older alluvium, underlying the alluvium are the Punchbowl Formation of Cajon Valley (Nonmarine arkosic conglomerate which is usually derived from gneiss and sandstone), and the basement rock formation being metamorphic rock of gneiss, which locally contains undeformed to slightly deformed plutonic rocks. Based on data from geologic maps and the results of a field review, the soils in the upper stratum are identified as an alluvium fan composed of sand, gravel, cobbles and boulders.

In Palmdale consolidated rocks make up the mountains and rocky buttes while alluvial soils are found on streambeds and the valley floor. Pelona schist underlies most of the mountainous portions of Palmdale. Situated beneath the alluvial soil lies the same hard rocks found in the mountain areas.

Older alluvium deposits consist of sand, gravel silt, and boulders characterized by their ability to store and yield water. Younger alluvium deposits make up the alluvial fans found at the base of the San Gabriel Mountains.

3.2.1 Faults

The project site is situated in an active seismic region that is located less than 3 miles (3.82 km) northerly of the San Andreas Fault Zone. The San Andreas Fault is the boundary where the North American plate and the Pacific plate meet. The source of seismic activity is related to the tectonic activity of the right lateral movement of the Pacific Plate relative to the North American Plate. Relative movement along these plates boundaries is what causes earthquakes in this area. The San Andreas Fault extends over 600 miles (965.4 km) from the Salton Sea, northwest toward the Pacific Ocean at Point Arena. The San Andreas Fault system has several fault traces branch off the primary fault.

Active branches of the San Andreas Fault system in the Palmdale area are the Cemetery Fault, the Nadeau Fault, and the Littlerock Fault. Any movement from the San Andreas Fault may activate one or all of the subsidiary faults.

3.2.2 Mining

One of the predominant uses of land in the City of Palmdale and surrounding areas involves mining, which consists of sand and gravel operations. There are six mining operations located along the Little Rock Wash on the eastern edge of the City. In addition, there are six concrete batching operations, three asphalt batching operations and one concrete pipe manufacturer located within the Little Rock Wash area.

3.3 Water Resources

3.3.1 Hydrology

The largest waterways within the project area include Little Rock Wash, Big Rock Wash and the California Aqueduct which run generally north and northeast across the project lands toward the Rosamond and Rogers dry lakes. Thunderstorms are common, but washes are dry during much of the year. The California Aqueduct is channelized and flows year round. The Antelope Valley is a natural inland basin within the southwestern Mojave Desert. The groundwater system consists of an upper and lower aquifer covering 900 square miles (1448 km) separated vertically by silt and clay deposits from when an inland lake covered the valley that is also called a lacustrine deposit. The uplifting of the San Gabriel and the Sierra Pelona Mountain Ranges, the Tehachapi Mountains, and the Soleda Mountain upland created the aquifers in the Antelope Valley. The upper aquifer overlies the lacustrine deposits and supplies all water pumped from wells in the Antelope Valley. The lower aquifer underlies these deposits. Water moves downward from the upper aquifer to the lower aquifer on the western and southern limits of the lacustrine deposits.

Although a constant water flow within the California Aqueduct is maintained year-round, little riparian vegetation was noted in close proximity to the concrete lined channel. Little riparian vegetation was also noted at the Big Rock Wash Bridge area as well. In contrast, the Little Rock Wash area contains an extensive, diverse, dense riparian habitat.

Big Rock Wash is an intermittent stream that flows between the Angeles National Forest and the Antelope Valley. Near Highway 138, the wash is mostly unvegetated, except for limited alluvial scrub vegetation. Big Rock contains two channels separated by a 200-foot (61.38 m) island. Levees constructed from alluvial material line the wash immediately upstream and downstream of the bridges.

3.3.2 Water Quality

The chemical quality of the groundwater in the Antelope Valley Basin is generally satisfactory for domestic use and irrigation, as well as for most commercial and industrial uses. The levels of total dissolved solids generally range from 200 to 800 parts per million with concentrations of up to 2,600 parts per million near Rosamond and Rogers Playa. Although present quality is satisfactory, there is a slow trend toward reduced groundwater quality, due to increased urban run-off, septic tank failures in the San Gabriel watershed, declining water tables, and an extensive perched water condition in the Lancaster sub-unit of the Antelope Valley Basin. (This sub-unit presently supplies the majority of the pumped water supply in the Basin). Particular water quality problems exist in the Littlerock area. Past nitrate readings in Littlerock Creek Irrigation District (LCID) wells have indicated that such levels will exceed State standards.

3.3.3 Flood Hazards

In the vicinity of State Route 138 there are two floodplain areas, which are of concern. The areas are located at Littlerock Creek Bridge #52-303 (PM 53.57), Big Rock Wash Bridge #53-313 (PM 63.00, KP 101.38) and Big Rock Wash Bridge #53-314 (PM 63.04, KP 101.45).

Large areas of the Antelope Valley are subject to flooding due to weather conditions in the San Gabriel and Sierra Pelona Mountains. In the winter season the rainfall is concentrated and encourages run-off from exposed, highly fractured rocks. The topography of this area results in high velocity erosive flows due to steep canyon slopes and channel gradients which concentrate the rain fall. The flows quickly satisfy soil moisture deficiencies and then spread across alluvial deposits in new channels and/or sheet flow. Flooding in the Antelope Valley is further produced by impervious silt, clay and fine sand located on the desert floor.

Urban development reduces the total ground absorption area by creating impermeable surfaces such as pavement and streets. Storm runoff, increased by the presence of impermeable surfaces, flows from developed areas, contributing to street flooding. The amount and frequency of rain is variable, and although floodwaters may be diverted, the lack of a completed regional drainage system will continue to result in local flooding problems. Rainfall in the area is often in the form of thunderstorms and other fast moving, relatively intense storms, which may cause flash floods. There is a tendency for flash floods in the project area. It is difficult to forecast the force and strength of flash floods and the amount of rain they will produce, so there may be occasional occurrences of floodwater washing over the roadway. Runoff may be anticipated from storm water.

3.3.4 Climate

The climate of the Antelope Valley is dominated by the region's Pacific high-pressure system, which contributes to the area's hot, dry summers and relatively mild winters. The climate is characterized by its wide fluctuation in temperature between day and night. Temperatures in the area average a low of 71 F and a high of 95 F in summer months. During the winter the average low is 36 F and the average high is 58 F. The average annual precipitation is 8 inches in the antelope valley. The climate is characterized by spring being typically mild with cool nights and a tapering of rain showers; the summer months being typically dry, warm-hot, and often breezy; fall being mild, windy and dry with mild days and cool nights; and winter being cold, breezy and moist to wet.

3.4 Biological Resources

3.4.1 Vegetation

In the Antelope Valley there are Four (4) major zones that have distinct vegetative associations. The valley floor zone, the bajadas and plains, the floodplains and drainage courses, and the upper mountain slope zone. The valley floor extends to about 2,400 feet (731.5 m) and is a zone consisting of alkaline playa lakebeds, with compact clay soils and very little vegetation other than saltbushes (*Atriplex spp.*) and other salt tolerant species. The bajadas and plains are gently sloping alluvial fans extending from the nearby mountain ranges (below 4,000 feet, 1219.2 m) to the floor of the basin. Species associated with these well drained areas include creosote bush (*Larrea tridentata*), cheesebush (*Hymenoclea salsola*), burrobrush (*Franseria dumosa*), and Mormon tea (*Ephedra torreyana*). Cacti species (*Opuntia and Cereus spp.*) are more common in the drier valley areas and the most conspicuous tree of the bajadas is the Joshua Tree.

The types of vegetation found in the floodplains and concrete lined channels, which would be consistent with the Big Rock and Little Rock creeks, are clumps of desert willow or catalpa (*Chilopsis linearis*) and acacia (*Acacia spp.*) Other species found in this area include: bitterbrush (*Parishia glabulosa*), rabbitbrush (*Chrysothamnus spp.*), and goldenbush (*Haplopappus copperii*).

The vegetation in the higher valley areas consists of clumps of scrub juniper or California Junipers (*Juniperus californica*) present in the Joshua tree woodland areas in the upper elevations. The vegetation in the project area can be classified into five (5) plant communities; the Mojave Creosote Bush Scrub, Mojave Mixed Woody Scrub, Joshua Tree Woodland, Mojave Wash Scrub and Ruderal plant communities.

The following is a description of natural communities and associated plant species observed within the vicinity of the proposed project.

Mojave Creosote Bush Scrub: This plant community is dominant on well-drained secondary soils in relatively flat areas of the western Mojave Desert. Although this plant community is rarely adjacent to developed areas, it is found in the project vicinity. Of the most common species of this plant community, creosote, with sub-dominant species that included lycium (*Lycium spp.*), brittle bush (*Encelia farinosa*), and Mormon tea are present in the vicinity of the proposed project.

Mojave Mixed Woody Scrub: The Mojave Mixed Woody Scrub occurs in areas which are characterized by steep overly-drained soils with extremely low water holding capacity. These sites are scattered throughout the project area. Of the most common species of this plant community, rabbitbrush (*Chrysothamnus nauseosus*), saltbush (*Atriplex spp.*), phacelia (*Phacelia spp.*), and Joshua tree (*Yucca brevifolia*) are present in the vicinity of the proposed project.

Joshua Tree Woodland: Joshua Tree Woodland communities are characterized by higher densities of Joshua Trees and are generally found between higher elevation Juniper Woodland communities and lower elevation Mojave Creosote Bush Scrub Communities. Joshua Tree Woodland communities are interspersed throughout the project area. The most common species of this plant community found in this area are Lycium, cactus (*Opuntia spp.*) and California junipers (*Juniperus californica*).

Mojave Wash Scrub: This type of community is found in the sandy desert washes of the bajadas. Of the most common species of the Mojave Wash Scrub community, saltbush (*Atriplex sp.*), and rabbitbrush (*Chrysothamnus nauseosus*) are present in the vicinity of the proposed project.

Ruderal: Ruderal plant communities are characterized by extremely weedy and substantially degraded habitats that are unable too effectively retard soil erosion and runoff. Ruderal plant communities are present within the project area in sections disturbed by agricultural activities and other developments. Of the most common species of this plant community, several different species of mustards, nonnative grasses and forbs are present in the vicinity of the proposed project, which are considered invasive species.

Table 10 Plants Observed in the Project Vicinity.

Scientific Name	Common Name
<i>Acacia spp.</i>	Acacia
<i>Ambrosia sp.</i>	Ragweed
<i>Amsinckia tessellata</i>	Fiddleneck
<i>Argemone munita</i>	Prickley Poppy
<i>Aster scopulorum</i>	Aster
<i>Asteraceae family</i>	Ambrosia
<i>Atriplex canescens</i>	Four-Wing Saltbush
<i>Atriplex sp.</i>	Saltbush
<i>Baccharis salicifolia</i>	Mulefat
<i>Brassicaceae family</i>	Mustard
<i>Brodiaea pulchella, var. pauciflora</i>	Blue dicks
<i>Bromus rubens</i>	Red Brome
<i>Bromus tectorum</i>	Cheatgrass
<i>Calystegia peirsonii</i>	Pierson's morning glory
<i>Camissonia micrantha</i>	Miniature Sun Cup
<i>Camissonia campestris</i>	Mojave Sun Cup
<i>Canbya candida</i>	Pygmy poppy
<i>Chaenactis fremontii</i>	Pincushion Flower
<i>Chamaesyce albomarginata</i>	Rattlesnake Weed
<i>Chilopsis linearis</i>	Desert willow
<i>Chorizanthe sp.</i>	Spineflower
<i>Chrysothamnus nauseosus</i>	Rabbitbrush
<i>Encelia farinosa</i>	Brittle Bush
<i>Ephedra sp.</i>	Mormon Tea
<i>Eriastrum sp.</i>	Woolstar
<i>Erigonum sp.</i>	Buckwheat
<i>Eriodictyon trichocalyx</i>	Yerba Santa
<i>Eriophyllum confertiflorum</i>	Golden Yarrow
<i>Erodium texanum</i>	Common filaree
<i>Franseria dumosa</i>	Burro-weed
<i>Gilia sp.</i>	Gilia
<i>Glabrata californica</i>	
<i>Haplopappus cooperi</i>	Copper Goldenbush
<i>Hemizonia</i>	Tarweed
<i>Hymenoclea salsola</i>	Burrowbrush
<i>Hymenoclea salsola</i>	Cheese Bush
<i>Juniperus californica</i>	California Juniper
<i>Krascheninnikovia lanata</i>	Winter Fat
<i>Larrea tridentata</i>	Creosote Bush
<i>Lasthenia chrysostoma</i>	Goldfields
<i>Lepidium virginicum, var. robinsonii</i>	Robinson's pepper grass
<i>Linanthus parryae</i>	Parry Gilia

Scientific Name	Common Name
<i>Lycium californicum</i>	Boxthorn
<i>Malacothrix glabrata</i>	Desert Dandelion
<i>Marah macrocarpus</i>	Wild Cucumber
<i>Mirabilis sp.</i>	Four O'Clocks
<i>Myosotis sp.</i>	White Forget-Me-Not
<i>Oenothera deltoides</i>	Dune Primrose
<i>Opuntia basilaris, var. brachyclada</i>	Beavertail Cactus/Short-joint beavertail
<i>Opuntia bigelovii</i>	Jumping Cholla
<i>Opuntia bigelovii</i>	Teddy-Bear Cholla
<i>Opuntia spp.</i>	Prickly Pear
<i>Parishia glabulosa</i>	Bitterbrush
<i>Phacelia distans</i>	Distant Phacelia
<i>Phacelia tanacetifolia</i>	Lady Phacelia
<i>Phacelia vallis-mortae</i>	Death Valley Scorpionweed
<i>Plagiobothrys arizonicus</i>	Popcorn Flower
<i>Poaceae family</i>	Brome Grasses/ Scale broom
<i>Poaceae family</i>	Rice Grass and Others
<i>Rumex</i>	
<i>Salazaria mexicana</i>	Paperbag Bush/ Bladder sage
<i>Salix sp.</i>	Willow
<i>Salsola iberica</i>	Russian Thistle
<i>Solanaceae family</i>	Datura
<i>Stipa sp.</i>	Needlegrass
<i>Tamarix chinensis</i>	Tamarix
<i>Yucca brevifolia</i>	Joshua Tree
<i>Yucca sp.</i>	Yucca
	Anderson Thom
	Bean Flower
	Spencer Primrose
	Yellow Mist

Source: Caltrans District 7: Natural Environment Study January 2000

Sensitive species are flora and fauna protected under state and/or federal endangered species acts. The California Department of Fish and Game (CDFG), and the US Fish and Wildlife Service can also identify sensitive species. In the case of plant species the California Native Plant Society (CNPS) classifies sensitive plants. In the surrounding plant communities there have been a number of sensitive species identified. A list of sensitive species follows:

Sensitive Species

- Pierson's morning glory (*Calystegia peirsonii*)- Federal species of concern and CNPS species of limited distribution.

- Pygmy poppy (*Canbya candida*)- CNPS species that is rare and endangered in California and elsewhere.
- Robinson's pepper grass (*Lepidium virginicum, var. robinsonii*)-CNPS species that is rare and endangered in California and elsewhere.
- Short-joint beavertail cactus (*Opuntia basilaris, var. brachyclada*)- Federal species of concern and CNPS species that is rare and in California and elsewhere.

3.4.2 Wildlife

The proposed project widening of State Route 138 is going to occur in the southwestern portion of the Mojave Desert. This area of the Mojave Desert is known for its extreme temperature and precipitation. Even with these extreme conditions in the Mojave Desert there is a diverse range of animal life that the local flora can support such as reptiles, birds, invertebrates, and mammals.

The species of animals that may be within the general project vicinity based on either present or historical records include animals such as desert cottontails, panamint kangaroo rats, desert horned lizards, Desert tortoise, Burrowing owl, and Mohave ground squirrel. The Federal Endangered Species Act of 1973 (16 U.S.C. 1531-1543) provides for the conservation of endangered and threatened species and the ecosystems upon which they depend. Some of the species of wildlife in this area are considered to be "sensitive" species that have been identified and/or protected by the U.S. Fish and Wildlife Service (USFWS) and/or the California Department of Fish and Game (CDFG). A list of sensitive species follows:

Sensitive Species

The following sensitive species may be present in the vicinity of the proposed project.

- Burrowing owl (*Athene cunicularia*) - Federal species of concern/State species of special concern.
- California horned lizard (*Phrynosoma coronatum frontale*) - Federal species of concern/State species of special concern.
- Desert tortoise (*Gopherus agassizii*) – Federal threatened species/State endangered.
- Le Contes thrasher (*Toxostoma lecontei*) - State species of special concern.
- Mohave ground squirrel (*Spermophilus mohavensis*) – State threatened species/Federal Category 2 (threat and/or distribution are insufficient to support listing).
- Prairie falcon (*Falco mexicanus*) - State species of special concern.
- San Diego horned lizard (*Phrynosoma coronatum blainvillei*)- Federal species of concern/State species of special concern.
- San Joaquin pocket mouse (*Perognathus inornatus inornatus*)-Federal species of concern

3.4.3 Wildlife Corridors

In the area of the proposed project there are wildlife corridors that provide a link between wildlife habitats. The most important areas for concern are the corridors that are located at Little Rock Wash, and Big Rock Wash. The County of Los Angeles in the Antelope Valley Areawide General Plan identified the Wildlife Corridors and Significant Ecological Areas (SEA's) as:

Desert washes: desert washes areas are critical wildlife habitat and migration corridors: these areas have greater species diversity and the corridors function as an effective means of seed dispersal for many desert plants, and as such, are important to the stability of many of the desert ecosystems.

According to the 1986 General Plan, Little Rock Wash is the largest and least disturbed habitat of this type in Los Angeles County.

Desert-Montane Transect: The Desert-Montane transect is located within the project area along the eastern edge of Los Angeles County. This is an important transitional area between the Mojave Desert and the northern slopes of the San Gabriel Mountains. The mix of desert and Montane habitats make this area one of the most diverse in the county, as well as one of the largest undisturbed areas outside of the Angeles National Forest.

Desert Buttes: Although these buttes are north of the State Route 138 corridor, it is possible that wildlife may migrate through the State Route 138 study area to/from the buttes, e.g., Little Rock Wash and Big Rock Wash represent major wildlife corridors in this area. The Buttes are characterized as having substantially more biotic diversity relative to the surrounding areas and are ecologically valuable habitats to many desert-dwelling species. Most butte areas are potential habitat for the Mohave ground squirrel (*Spermophilus mohavensis*), a species protected by the state.

3.4.4 Wetlands

A wetland delineation and assessment for the areas adjacent to the current alignment of State Route 138 in Los Angeles County were prepared for this project. Previous surveys within the project area were conducted by windshield surveys and walking where the larger drainages crossed under State Route 138. This background knowledge was used to determine which drainage's needed further study. A Federal wetland is defined by meeting three criteria (hydrology, hydric soils, and hydrophytic vegetation) set by the U.S. Army Corps of Engineers and Environmental Protection Agency. A State wetland is defined by meeting one of the three criteria. The majority of the culverts in the project area do not meet the three criteria. Many of the culverts may meet one of the three criteria, typically the hydrology criteria, which would classify them as a state wetland, but would not be classified as a Federal wetland.

Within the proposed project area along State Route 138, three locations were chosen for further investigation to determine if the three criteria for a Federal wetland were present. These sites were chosen because the conditions indicate the possibility of meeting the three criteria mentioned. The three locations of the wetland delineation's included were State Route 138 crosses Little Rock Wash, Big Rock Wash, and near the State Route 138 and State Route 18 junction.

3.5 Air Quality Characteristics

The Antelope Valley lies within the Southeast Desert Air Basin (SEDAB). The Colorado River binds the air basin to the east, the crest of the San Bernardino, San Gabriel, and San Jacinto Mountains to the south and west, and the northern Kern County boundary to the north.

In the Antelope Valley the SEDAB air mass interacts with the air mass from the South Coast Air Basin which contains high levels of emissions and reacted air pollutants that originate from vehicular, commercial and industrial sources in Los Angeles, Orange, Riverside and San Bernardino counties. During the summer the polluted air from the South Coast Air Basin moves north into the Antelope Valley with emissions that exceed the National Ambient Air Quality Standards (NAAQS). Different physical factors can affect the air quality on any given day. The physical factors that can affect air quality are topography, wind patterns, average wind speeds and the frequency with which temperature inversions occur in the affected area.

The State and Federal governments have established levels for a number of pollutants to protect public health and well being. The State and Federal governments have identified four pollutants that affect the Antelope Valley, ozone, Carbon Monoxide, Nitrogen Oxides and Particulate Matter which is small particulates less than 10-microns in size (PM₁₀) and they are being monitored at the Lancaster station that is part of the South Coast Air Quality Management District.

The adopted strategies and methods for enhancing the county's air quality are listed in the Air Quality Management Plan. These measures should be implemented through conditions of approval of discretionary entitlements and the goals, policies and programs of the General Plan.

Ozone

The surrounding communities in the Antelope Valley exceeded the State Ambient Air Quality Standards for ozone. The State standard for ozone is 0.09 parts per million (ppm) for a period of one hour and the National standard is 0.12 ppm for a period of 1 hour. Table 11 shows the last three years and the number of days with the Maximum ppm the standards have been exceeded.

**Table 11 Highest 4 Daily Maximum Hourly Ozone Measurements
& Number of Days above the Hourly Standards
at Lancaster-W Pondera Street
parts per million (ppm)**

	1997		1998		1999	
High	Jun 18	0.123	Jul 16	0.164	Jun 29	0.097
2nd High	May 30	0.118	Jun 29	0.139	Jun 30	0.093
3rd High	Aug 6	0.112	Jul 18	0.139	Jun 18	0.089
4th High	Aug 7	0.107	Jul 17	0.137	May 8	0.087
*Days > State Standard		14		2		1
*Days > Nat'l Standard		0		8		0
**Year Coverage		67		98		61

Source: California Air Resource Board

* The number of days at least one measurement was greater than the level of the state hourly standard (0.09 parts per million) or the national hourly standard (0.12 parts per million). The number of days above the standard is not necessarily the number of violations of the standard for the year.

** Year Coverage is an indicator of how extensive monitoring was during the time of year when high pollutant concentrations are expected. Year coverage ranges from 0 to 100. For example, a Year Coverage of 75 indicates that monitoring occurred 75% of the time when high pollutant concentrations are expected. For the current year, Year Coverage will be 0 at the beginning of the year and will increase as the data for the year become available.

An area is in nonattainment of the national ozone standard if a maximum hourly concentration exceeds the health-based standard of 0.12 parts per million (12 parts per hundred million) on more than three days in the past three years. A concentration greater than 0.12 parts per million is called an "adverse level."

Figure 7 shows the nonattainment areas for California

Carbon Monoxide

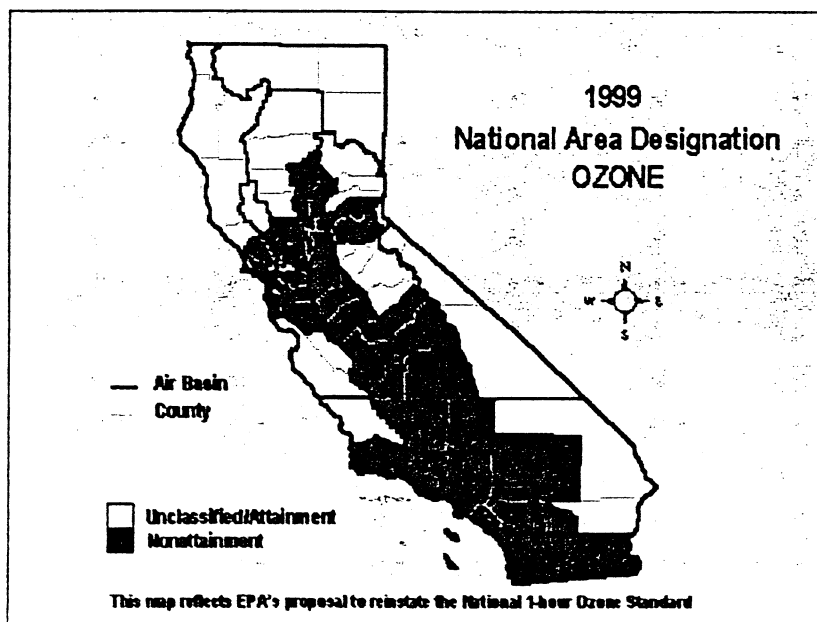
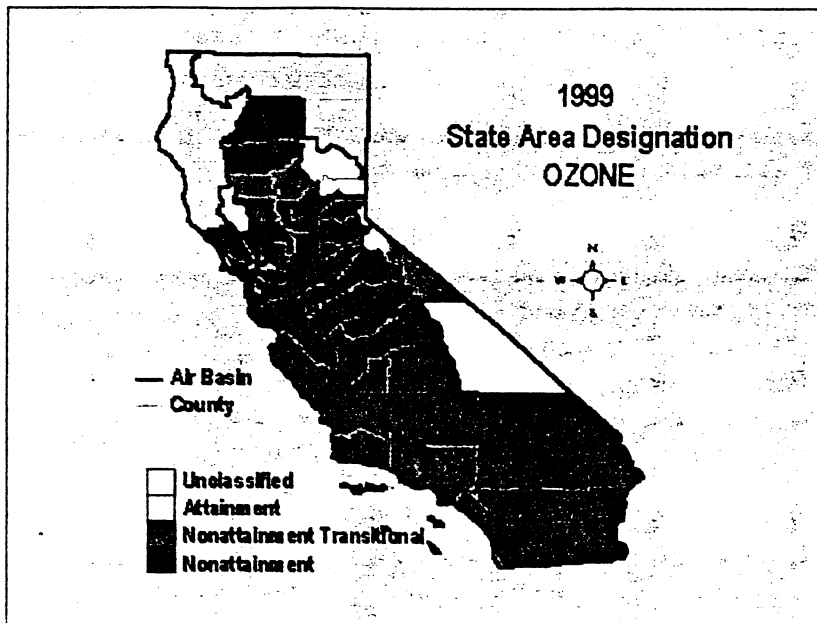
Carbon Monoxide levels in the Antelope Valley have been below State Ambient Air Quality Standards. Carbon monoxide (CO) gas is formed as the result of incomplete combustion of fuels and waste materials such as gasoline, diesel fuel, wood, and agricultural debris. Mobile sources generate over 80 % of the statewide CO emissions. Diesel-powered, on-road vehicles are small CO

contributors. Stationary and area-wide sources of CO are the same types of fuel combustion sources that also generate NO_x. The stationary source contribution to statewide CO is small, due in part to widespread use of natural gas as a fuel and the presence of combustion controls.

The carbon monoxide levels for the past three years are shown in Table 12. Figure 8 shows that the project area is in an attainment for Carbon Monoxide.

Particulate Matter

The levels of Particulate Matter (PM₁₀) have also exceeded the State Ambient Air Quality Standards. The major source of Particulate Matter in the Antelope Valley is due to wind blown dust as a major source of emission. Table 13 has the last three years levels. Figure 9 shows the Statewide and National designation for PM₁₀. The project area is in a state nonattainment area.



Source: California Air Resources Board 1999

FIGURE 7 STATE AND NATIONAL AREA OZONE ATTAINMENT/NONATTAINMENT AREAS

**Table 12 Highest 4 Daily Maximum 8-Hour Carbon Monoxide Averages
& Number of Days Above the 8-hour Standards
at Lancaster-W Pondera Street
parts per million (ppm)**

	1997		1998		1999	
High	Dec 30	3.99	Dec 30	3.59	Jan 6	5.41
2nd High	Nov 4	3.96	Nov 14	3.56	Jan 2	3.99
3rd High	Dec 27	3.89	Nov 20	3.43	Jan 5	3.91
4th High	Nov 25	3.75	Dec 29	3.14	Jan 4	3.74
*Days > State Standard		0		0		0
*Days > Nat'l Standard		0		0		0
**Year Coverage		100		99		36

Source: California Air Resource Board

* The number of days at least one non-overlapping 8-hour average was greater than the level of the state 8-hour standard (9.0 parts per million) or the national 8-hour standard (9 parts per million). The number of days above the standard is not necessarily the number of violations of the standard for the year.

** Year Coverage is an indicator of how extensive monitoring was during the time of year when high pollutant concentrations are expected. Year coverage ranges from 0 to 100. For example, a Year Coverage of 75 indicates that monitoring occurred 75% of the time when high pollutant concentrations are expected. For the current year, Year Coverage will be 0 at the beginning of the year and will increase as the data for the year become available.

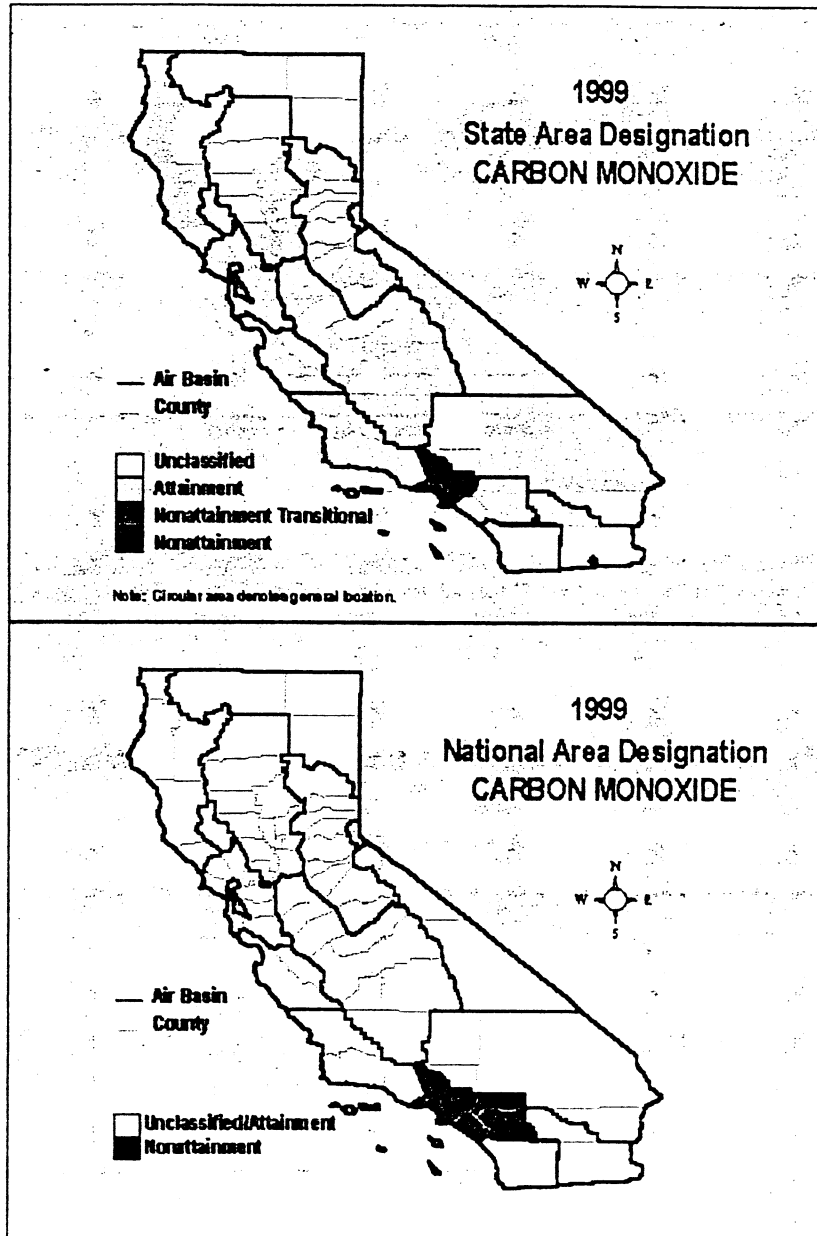
**Table 13 Highest 4 Daily PM₁₀ Measurements and Annual PM₁₀ Statistics
At Lancaster-W Pondera Street
parts per million (ppm)**

	1997		1998		1999	
High	Feb 27	54.0	Dec 31	80.0	Dec 2	85.0
2nd High	May 22	52.0	Apr 27	58.0	Jan 6	51.0
3rd High	Aug 8	46.0	Apr 17	48.0	May 6	44.0
4th High	Feb 15	45.0	Jul 16	46.0	Jun 23	40.0
*Days > State Standard		2		2		1
*Days > Nat'l Standard		0		0		0
**Year Coverage		94		85		26

Source: California Air Resource Board

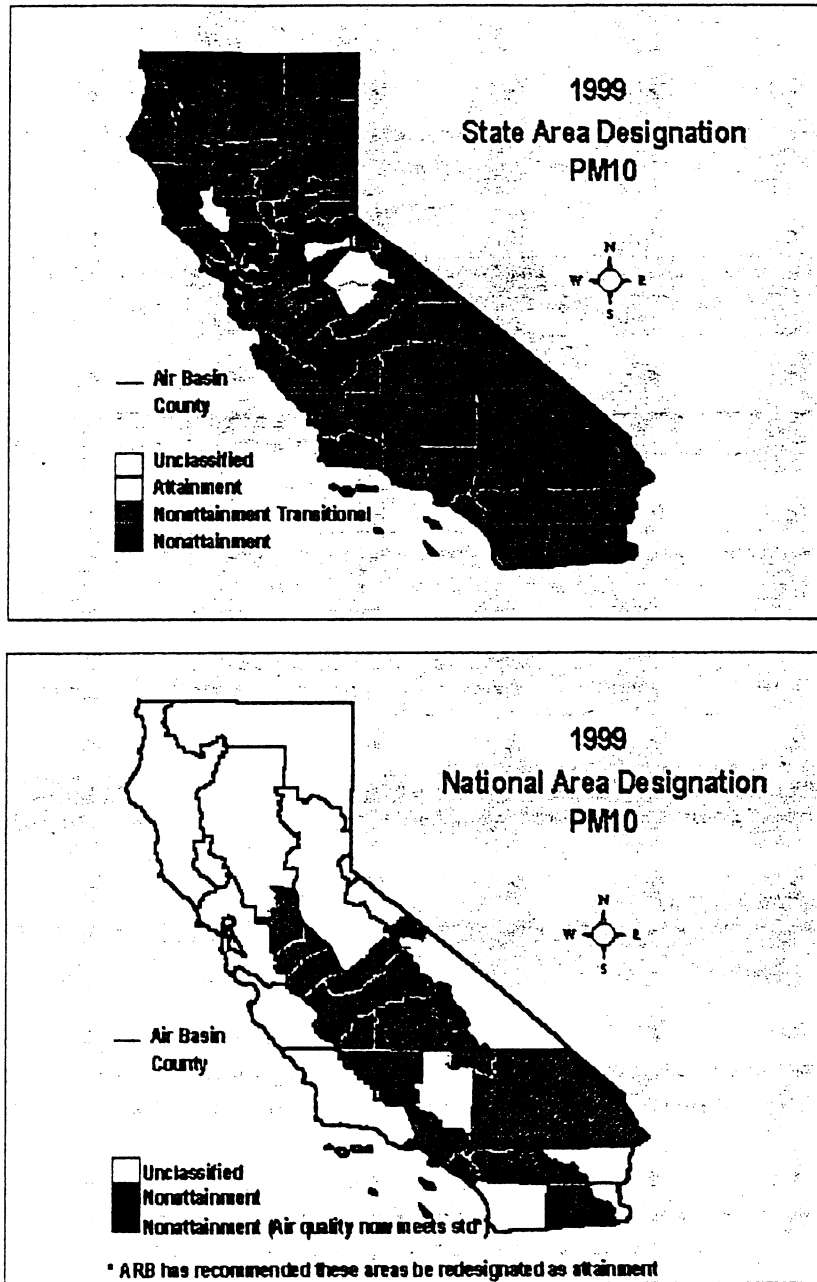
* Measured days are those days that an actual measurement was greater than the level of the state daily standard (50 micrograms per cubic meter) or the national daily standard (150 micrograms per cubic meter). Measurements are typically collected every six days. Calculated days are the estimated number of days that a measurement would have been greater than the level of the standard had measurements been collected every day. The number of days above the standard is not necessarily the number of violations of the standard for the year.

** The 3-year statistics include data from the listed year and the two years before the listed year.



Source: California Air Resources Board 1999

FIGURE 8 STATE AND NATIONAL AREA CARBON MONOXIDE ATTAINMENT/NONATTAINMENT AREAS



Source: California Air Resources Board 1999

FIGURE 9 STATE AND NATIONAL AREA PM₁₀ ATTAINMENT/NONATTAINMENT AREAS

Nitrogen Dioxide

The levels of Nitrogen Dioxide are below the State and Federal levels. The Nitrogen Dioxide is in attainment level in the project area.

Table 14 Highest 4 Daily Nitrogen Dioxide Measurements and Annual Nitrogen Dioxide Statistics At Lancaster-W Pondera Street parts per million (ppm)

	1997		1998		1999	
High	Oct 17	0.071	Nov 16	0.077	Nov 4	0.083
2nd High	Sep 22	0.061	Oct 11	0.069	Jan 11	0.078
3rd High	Mar 17	0.060	Oct 21	0.063	Nov 2	0.074
4th High	Sep 23	0.058	Jan 26	0.059	Nov 5	0.068
*Days > State Standard		0		0		0
*Days > Nat'l Standard		0		0		0
**Year Coverage		89		93		28

Source: California Air Resource Board

* The number of days at least one measurement was greater than the level of the state hourly standard (0.25 parts per million). The number of days above the standard is not necessarily the number of violations of the standard for the year.

** Year Coverage is an indicator of how extensive monitoring was during the time of year when high pollutant concentrations are expected. Year coverage ranges from 0 to 100. For example, a Year Coverage of 75 indicates that monitoring occurred 75% of the time when high pollutant concentrations are expected. For the current year, Year Coverage will be 0 at the beginning of the year and will increase as the data for the year become available.

3.6 Hazardous Waste

3.6.1 Storage Tanks

The Initial Site Assessment found that there are 9 unique locations that include Underground Storage Tanks (UST), leaking underground storage tanks (LUST), and above-ground storage tanks (AST) located along State Route 138. Federal State and local environmental and health regulatory agency records have been checked to see if any known hazardous waste sites are in the vicinity of the project area. The Initial Site Assessment identified four Leaking Underground Storage Tanks (LUST) which are within one-eighth mile of the project right of way. Also in the project vicinity the ISA used the Hazardous Waste and Substance Site List (Cortese List) to identify potential sites. Their findings suggest that there are three listed Cortese sites within one-eight mile (0.2 km) of the project right-of-way, as well as a Resources Conservation and Recovery Act (RCRA) large generator for the project area. The following are sites that were identified for potential hazardous waste.

- Concrete and metal piping remains located on the southwest corner of Four Points
- Valco Transmission 78226 Pearblossom Highway- UST
- C-Bar-B plaza (Littlerock Liquor and Gas), 8063 Pearblossom Highway-UST
- Black Gold Oils Company Station #147, 8157 Pearblossom Highway- LUST/Cortese List, UST
- Pacific Bell, 9550 Pearblossom Highway-RCRA large generator-LUST,AST

- Jerry's Minute Mart, 12515 Pearblossom Highway-LUST/Cortese,UST
- Kwik Tune Lube and Oil , 13100 Pearblossom Highway- UST
- Buchanan Union 76 (Jack's Gas and Mini Mart), 17326 Pearblossom Highway-UST
- Unidentified residential property at Largo Vista Road- Drums, AST

It has also been found that in four areas between Post Mile 59.8 (96.23 km) to 69.5 (11.84 km) there are concentrations of lead located 0.5 (0.15 m) to 1.5 feet (0.46 m) below the surface level that are at a hazardous level. It is estimated that approximately 222 cubic yards of soil at the site are impacted with hazardous concentrations of lead and will require special handling.

3.7 Land Use Setting

The Communities of Littlerock, Pearblossom, Llano and the City of Palmdale are located in the high desert region of Los Angeles County approximately 60 (96.56 km) miles from downtown Los Angeles. The City of Palmdale was incorporated August 24, 1962 and the Communities of Littlerock, Pearblossom and Llano are unincorporated areas of Los Angeles within the Antelope Valley. The project limits encompass an area between the foothills of the San Gabriel and Sierra Pelona Mountains and the Mojave Desert to the north and east.

The land use along State Route 138 varies as you go through the Communities of Littlerock, Pearblossom, Llano and the City of Palmdale. The City of Palmdale has urban residential, non-urban residential, commercial, industrial and open space land use. The land use in the Palmdale area has been focused primarily on the aerospace industry. The city's development pattern has been shaped by the existing constraints to growth within the city's own planning area. To the east, Little Rock Wash forms a natural boundary between urban residential development in Palmdale and rural residential uses in the unincorporated community of Littlerock.. Other established rural Communities in or adjacent to the project area have also indicated their desire to maintain lower densities and rural lifestyles. Also located on State Route 138 in the vicinity of 72nd Street East and 75th Street East (PM 53.95, KP 86.82) and the California Aqueduct and 96th street (PM 56.17, KP 90.39) are agricultural areas that support crops that are located on Prime Farmland.

3.7.1 Housing

The 1990 census shows the number of housing units in the communities that are in the project area. The City of Palmdale had 24,418 housing units. In January 1995, the California Department of Finance's Demographic Research Unit estimated that there were 35,780 housing units in the City of Palmdale. In five years the increase of housing units was 46.5%. The large percentage increase is due to an increase in the number of single-family homes.

Table 15 shows the number of Housing Units located in the communities in the project area.

Table 15 Housing Units for 1990

Dwelling Units	Palmdale	Littlerock	Pearblossom	Llano
Total Dwelling Units	24,418	422	447	543
Single Family Detached	16,293	382	-	-
Person/Household	3.13	3.27	-	-

Source: US Census Bureau 1990

3.7.2 Commercial

In the 1960's, the City of Los Angeles Department of Airports began to acquire landholdings in the Palmdale area to the east and north of the Airport Corridor Specific Plan area totaling approximately 17,500 acres (7082 hectares), for the purpose of developing a second international airport to supplement the increasingly burdened capacities of Los Angeles International Airport (LAX). Plans for the new airport have been discussed, and modified many times over the past few years and the project remains a future potential. A regional airport would require improved ground transportation.

3.7.3 Industrial

Aerospace

Aerospace and related industries dominate the industrial and business sectors of Palmdale. Companies that have their facilities in Palmdale include Northrop Corporation, McDonnell Douglas Corporation and the Lockheed Corporation. Also Rockwell International facilities are located on land that is leased from the Los Angeles City Department of Airports.

Mining

Mining is another industry that is prominent in the Palmdale and surrounding communities. There are sand and gravel mining operations in the City of Palmdale and Little Rock Wash. There are six mining operations located along the Little Rock Wash on the eastern edge of the City. Based on California State Mining and Geology Board Guidelines for Mineral Resource Zones (MRZ) the Palmdale Production-consumption region falls into MRZ-2 category and extends over 37 square miles within the general area of Little Rock Wash. In addition, there are six concrete batching operations, three asphalt batching operations and one concrete pipe manufacturer located within the Little Rock Wash Area.

3.7.4 Farm Land

The Farmland Protection Policy Act (FPPA) protects land that is identified as prime, unique and other farmland of statewide or local importance. Within the project area, prime farmland areas occur along the southern side of State Route 138 in the vicinity of 75th Street East and along the north side of the highway east of 96th Street East. Prime farmland is land that has the best combination of physical and chemical characteristics for producing agricultural crops and may include land currently used as cropland, pastureland, rangeland or forestland. The major crops grown in this area are onions, peaches and carrots. See Figure 10 and 11.

3.8 Socioeconomic Characteristics

3.8.1 Economics

Economic and population growth in the Antelope Valley have rapidly accelerated in the past decade. Southern California Association of Governments (SCAG) predicts high growth rates (approximately 5 % per year) for the Palmdale area with the presumption that aerospace industry activity will increase. There has been extensive growth in population, housing, and employment.

The Communities of Palmdale, Littlerock, Pearblossom and Llano are all situated on State Route 138 in the Antelope Valley. This area historically was dependent on agriculture for its economy but with growing populations and rising water costs the focus has shifted from agriculture towards commercial

and industrial businesses. Palmdale has a history with the aerospace industry. The City of Palmdale is the home for such companies as Northrop Grumman, Boeing and Lockheed Martin. Even with the recession of the early 1990's that affected the aerospace and defense industry, Palmdale has been able to recover with new jobs in the manufacturing field. The community of Littlerock still has active agriculture with the production of such crops as peach, pear, apple and cherry. Palmdale has designated 17,500 acres (7082 hectares) as the Palmdale Regional Airport owned by the City of Los Angeles Department of Airports. Also there are approximately 34% of the Palmdale residents that commute to jobs outside of the Antelope Valley. The majority of these people are employed within the San Fernando Valley or the Los Angeles Basin.

The smaller communities along State Route 138 are supported by a variety of small businesses and also by the traffic that passes along it on its way to the commercial and industrial businesses in more developed areas. The 1999 annual sales tax revenue for the City of Palmdale is \$7.5 million dollars.

Table 16 shows the Median Family Income based on the 1990 census.

Table 16 Median Family Income by Community compared to Los Angeles County

Income	Palmdale	Littlerock	Pearblossom	Llano	Los Angeles County
Median	\$45,225	\$41,912	\$45,547	\$38,807	39,035
% Below Poverty	8.9%	10.3%	-	-	15.1%

Source: US Census Bureau 1990

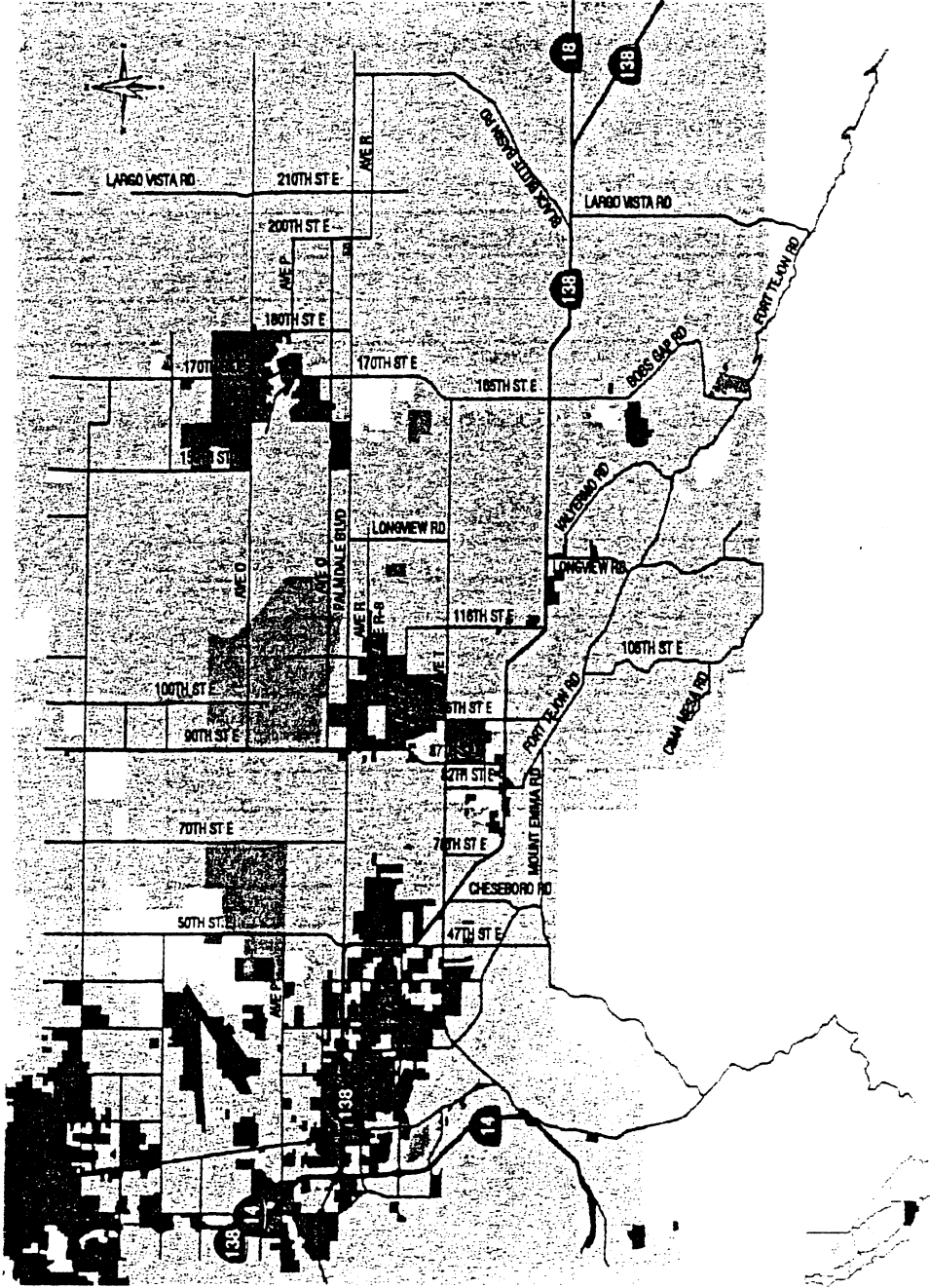
Table 17 describes the Labor Market-Industry that is located in the Antelope Valley with a breakdown of the numbers in the workforce.

Table 17 Labor-Market Industry

Occupation	# of Workers
Agriculture	750
Construction	2,740
Finance, Real Estate & Banking	5,434
Government	14,500
Manufacturing	18,800
Mining	809
Services	31,200
Transportation, Communication & Utilities	4,400
Wholesale/Retail Trade	4,400

Source: Greater Antelope Valley Economic Alliance 1999

Important Farmland in the Vicinity of the Proposed Project

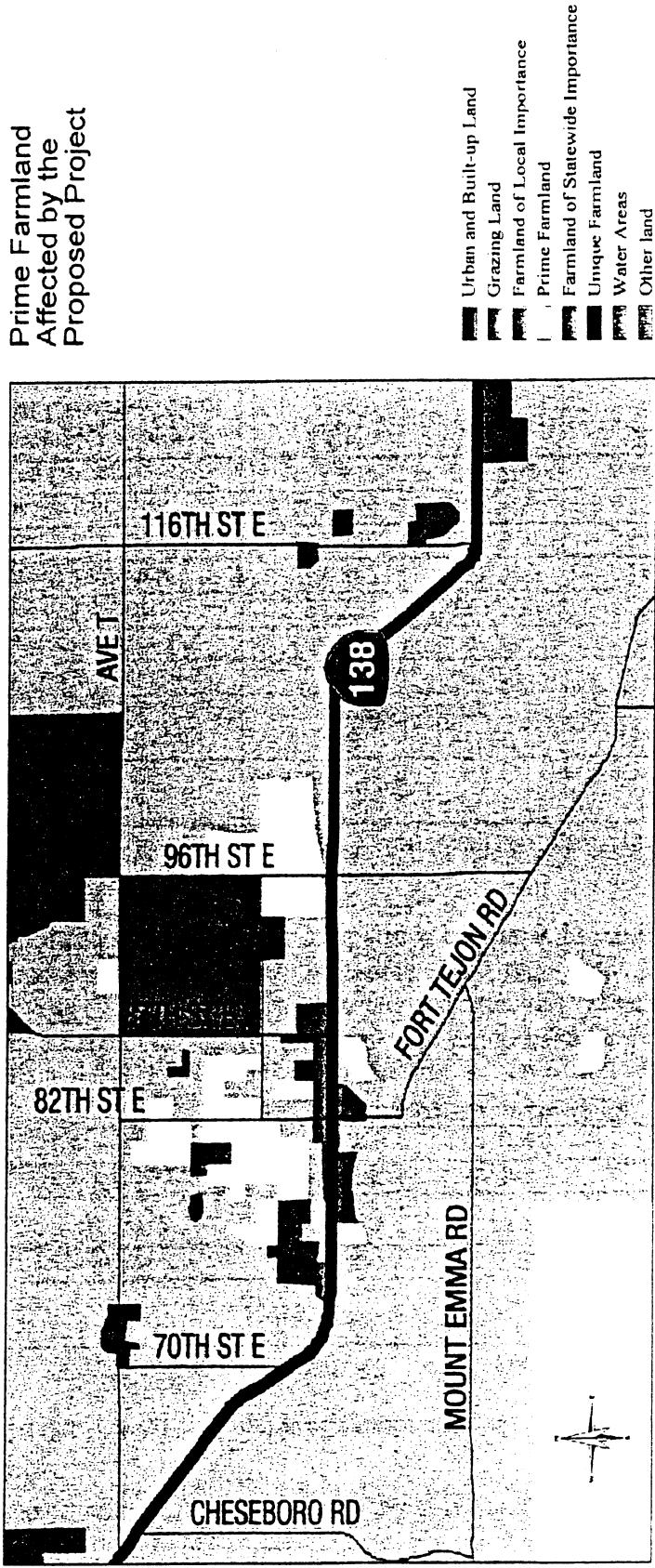


Source: California Department of Conservation, Division of Land Resource Protection, 1996



FIGURE 10

IMPORTANT FARMLAND IN THE VICINITY OF THE PROPOSED PROJECT



Source: California Department of Conservation, Division of Land Resource Protection, 1996

FIGURE 11 PRIME FARMLAND AFFECTED BY THE PROPOSED PROJECT

3.8.2 Population

Current trends in the Antelope Valley indicate that the population is increasing in large numbers and there will be an increase in the number of houses built. The construction of homes in the Antelope Valley is a large part of the economy. Between 1997-1998 a total of 394 homes were built in Palmdale.

Table 18 displays the regional demographics for all the communities in the proposed project site.

Table 18 Regional Demographics

	Palmdale	Littlerock	Pearblossom	Llano	Los Angeles County
Population	68,842	1,320	1,106	1,204	8,863,164
Median Age	27.6	28.3	-	-	30.7
Married Couples	65.4%	66.8%	35.4%	35.6%	48.7%
65 & over	4.8%	6.0%	16.2%	21.8%	9.7%

Source US Census Bureau 1990

Table 19 compares population trends by city and areas including Los Angeles and Kern County. From 1990 to 1997 the City of Palmdale and the Antelope Valley Area have grown considerably. The population of City of Palmdale has grown nearly 60% in the last seven years with an average annual increase of more than 8%. The total Antelope Valley growth is nearly 33% and the average annual increase for the last seven years is more than 4%.

Table 19 Antelope Valley Region Population Trends by City and Area

				Avg. Annual % Increase	Avg. Annual % Increase
Antelope Valley Locations	4/1/90	1/1/93	1/1/97	1990/93	1993/97
South Eastern Kern	32,876	36,363	41,451	2.68	4.05
Unincorporated LA	74,434	76,765	85,132	1.13	2.62
City of Lancaster	97,291	107,700	123,200	3.43	3.42
City of Palmdale	68,842	89,700	114,900	10.07	6.39
Total Antelope Valley	273,443	309,528	364,683	4.60	4.18
Los Angeles Co.	8,863,164	9,158,400	9,488,200	1.20	0.78
Kern County	543,477	603,300	628,200	3.85	1.03
Antelope Valley as a % of Combined Kern and LA Counties	2.91	3.17	3.6		

Source: Greater Antelope Valley Economic Alliance 1999

Table 20 compares the Education Demographics of the communities in the project area with that of Los Angeles County.

Table 20 Education Demographics

Education	Palmdale	Littlerock	Pearblossom	Llano	Los Angeles County
% High School Grad	28.3	18.2	32.6	27.1	70.0
% College Grad	13.3	8.40	5.10	12.6	22.3

Source: US Census Bureau 1990

Table 21 shows the total ethnic population for 1990 in the Antelope Valley Communities that are located on State Route 138 in the proposed project area compared to Los Angeles County.

Table 21 Ethnic Population in Antelope Valley Communities

Ethnic Population	Palmdale	Littlerock	Pearblossom	Llano	Los Angeles County
White	36,947	639	871	847	1,738,602
Hispanic	15,154	402	173	276	3,306,116
Asian / Pacific Islander	3,030	19	-	26	955,329
African-American	4,398	53	-	184	990,406
American Indian	648	10	26	30	43,689
Other	8,665	197	71	59	1,829,022
Total	68,842	1,320	1,141	1,422	8,863,164

Source: US Census Bureau 1990

3.9 Public Services & Facilities

The public utilities include electrical power, natural gas, telephone service, cable television services and communication services. Electricity is served to the county through Southern California Edison Company. The Southern California Gas Company provides gas service to Palmdale and the surrounding communities. Telephone services are provided by Pacific Bell and General Telephone Company of California (GTE). The Palmdale Water District and the Littlerock Creek Irrigation District provides the water service in the area. There are three post offices directly located within the project vicinity on State Route 138:

- 7727 Pearblossom Highway (Northern side of State Route 138)
- 12302 Pearblossom Highway (Southern side of State Route 138)
- 17234 Pearblossom Highway (Southern side of State Route 138)

Hospital service is provided by Palmdale Hospital Medical Center, which provides 24-hour emergency service. Sewer service to the City of Palmdale is provided by the Los Angeles County Sanitation District Number 20. Water treatment is provided by Palmdale Water District treatment plant. Six disposal companies that use the Antelope Valley Landfill for solid waste disposal serve the City of Palmdale. Police protection is provided by the Los Angeles County Sheriff's Department with additional services provided by the California Highway Patrol (CHP). The CHP provides traffic enforcement for the unincorporated area and will provide emergency assistance with respect to general law enforcement when necessary, as does the Los Angeles County Sheriff's department. The

Los Angeles County Fire Department provides fire protection for the project area. The proposed project area is serviced by two fire stations.

- Station number 92 located in Littlerock at 8905 East Avenue U
- Station number 79 located in Pearblossom at 33957 Longview road

3.9.1 Schools

Alpine Elementary is within the project vicinity and is part of the Keppel Union Elementary School District. Keppel Union Elementary School District is an independent school district not in the Los Angeles School District. Alpine Elementary provides education for children in grades K through 6. Table 22 describes the ethnic composition of the school.

Table 22 Ethnic Population of Alpine Elementary School 1998-1999 School Year

Race/Ethnicity	# of Students	% of School Population
White	299	52.8
African-American	19	3.4
Hispanic/Latino	234	41.3
American Indian or Alaskan Native	7	1.2
Asian	1	0.2
Filipino	3	0.5
Pacific Islander	3	0.5
Total	566	100.0

Source: California Department of Education 1998-1999 School Year/Educational Demographics Unit

3.10 Transportation

State Route 138 is a regional arterial highway that connects to State Route 14 and State Route 18. State Route 138 extends from the San Bernardino County line to Sierra Highway, where it branches into State Route 18 and Antelope Highway State Route 138 within the project limits between PM 51.4 (KP 82.7) and PM 69.4 (KP 111.69). State Route 138 consists of two 12 ft (3.65 m) lanes, one in each direction, with a broken centerline in some areas to allow for passing. State Route 138 has a high percentage of truck traffic, 14% in the vicinity of Avenue T and 7% near the junction of Route 138/18.

Bus service within the project area is provided through the Antelope Valley Transit Authority and serves the City of Palmdale and the communities of Littlerock and Pearblossom.

The Southern Pacific Railroad operates two rail lines that cut through the City of Palmdale and through the outlying communities. The rail traffic through the city and communities is used only for freight.

There is a proposed Metrolink station in the City of Palmdale, which would connect Palmdale with the rest of the Antelope Valley Metrolink Line that runs to Los Angeles.

3.11 Historic & Cultural Resources

The area around the project site was once home to such cultural groups as the Kitanemuk, Kawaiisu, Tatavium and the Serrano/Vanyume.

Between the intersection of the Pearblossom Highway, California Aqueduct and the Little Rock Wash there are paleontology records that show there are fossil sites that have vertebrate paleontology. The sites have produced fossil horse teeth, mammoth tooth fragments, and rabbit, bird, carnivore and rodent tooth and bone fragments

Situated on State Route 138 sixty miles north of Los Angeles is the town of Llano where the Llano del Rio Cooperative colony was founded on approximately 2100 acres bisected by State Route 138. The colony was founded in 1914 by Job Harriman to promote a Socialist Utopian Society and as a "haven from capitalism and competition". The colony started to take shape in May of 1914 when the first group of settlers arrived at the site. The first buildings were constructed of canvas and wood with a few buildings made from rock, adobe and mortar. As time progressed they started to build more complicated structures such as a two-story hotel, post office, boot factory and a cannery. The population of the colony increased gradually to almost a 1,000 people but experienced a decrease in population starting in 1917 due to internal conflicts within the colony and the lack of assistance from Job Harriman. In 1918 the colony went into receivership and there was a mass exodus to a new site in Louisiana. The State of California recognizes the site of Llano del Rio Cooperative colony as a historical landmark number 933. Also the colony is eligible for the National Register of Historic Places. This site is one of the most important non-religious Utopian experiments in western American history. See Figure 6.

3.12 Noise Analysis

The project area on State Route 138 must meet the noise criteria set forth by the Federal Highway Administration (FHWA) which is that noise levels must not exceed 67 decibels (dBA), the maximum allowable exterior noise level or 52 decibels (dBA), the maximum allowable interior noise levels for residential areas.

The Traffic Noise Analysis Protocol contains Caltrans noise policies, which fulfill the highway noise analysis and abatement/mitigation requirements stemming from the following State and Federal environmental statutes:

- California Environmental Quality Act (CEQA)
- National Environmental Policy Act (NEPA)
- Title 23 United States Code of Federal Regulations, Part 772 "Procedures for Abatement of Highway Traffic Noise and Construction Noise" (23 CFR 772)
- Section 216 et seq. of the California Streets and Highways Code.

Policies, procedures and practices are provided in the Traffic Noise Analysis Protocol for use by agencies that sponsor new construction or reconstruction of transportation projects. The Traffic Noise Analysis Protocol is designed to evaluate the potential traffic and construction generated noise impacts, and determines reasonable and feasible noise abatement/mitigation for the project.

A traffic noise impact will also occur when predicted noise levels within the project area approach within 1 dBA, or exceed the Noise Abatement Criteria as seen in Table 23. See Appendix B Noise Receptor Location Aerial Maps.

Table 23 Noise Criteria

Activity Category	NAC, Hourly A-Weighted Noise Level, dBA L _{eq} (h)	Description of Activities
A	57 Exterior	Lands on which serenity and quiet are of extraordinary significance and serve an important public need and where the preservation of those qualities is essential if the area is to continue to serve its intended purpose.
B	67 Exterior	Picnic areas, recreation areas, playgrounds, active sport areas, parks, residences, motels, hotels, schools, churches, libraries, and hospitals.
C	72 Exterior	Developed lands, properties, or activities not included in Categories A or B above. Lands on which serenity and quiet are of extraordinary significance and serve an important public need and where the preservation of those qualities is essential if the area is to continue to serve its intended purpose.
D	--	Undeveloped lands
E	52 Interior	Residences, motels, hotels, public meeting rooms, schools, churches, libraries, hospitals, and auditoriums.

Source: Caltrans Traffic Noise Analysis Protocol 1998

The current noise levels at the Project Site are shown in Table 24.

Table 24 Existing Noise Levels in Project Area

LOCATION	DATE	START TIME	Leq avg. (dBA)	FUTURE NOISE LEVELS	** (NAC) dBA	**NOISE IMPACT
LOCATION 1 Pearblossom at Little Rock Wash (PM 53.55) on the Westbound Side of the roadway, 30' from the edge of traveled way.	11/14/97	11:47:59	72.2	74.4	(B) 67	YES
LOCATION 2 Front Yard of 8026 Pearblossom Hwy, Pearblossom at 80th Street, on the Eastbound side of the traveled way	11/14/97	13:03:40	66.8	68.9	(B) 67	YES
LOCATION 3* Alpine School-located at Hwy 138 and 82nd Street.						
Room 1 - inside- door closed	12/30/97	15:15:45	42.5	44.7	(B) 67, (E) 52	NO
Room 1 - outside- door closed	12/30/97		66.1	68.3	(B) 67, (E) 52	NO
Room 6 - inside- door closed	12/30/97	15:49:24	41.5	43.1	(B) 67, (E) 52	NO
Room 6 - outside- door closed	12/30/98		65.2	67.2	(B)67, (E) 52	NO

*Note: The classroom windows are sealed and the rooms are air-conditioned.

The City of Palmdale also has noise generated by military aircraft traffic. Noise from military aircraft operations were recorded by the City of Palmdale at a maximum aircraft departure of 92 to 95 decibels. Approaching aircraft noise levels were recorded at 85 to 92 decibels.

3.13 Parks and Bicycle Facilities

3.13.1 Park

At one time there was a 46-acre proposed park located within the Community of Llano and within the boundaries of the 2100-acre Llano del Rio Colony site. The land is to the northwest corner of the State Route 138/175th street intersection, which is adjacent to State Route 138 in the project area. The County of Los Angeles Department of Parks and Recreation owns the land and it is zoned for light agricultural and commercial use and is no longer considered a feasible park site.

3.13.2 Equestrian Trails

Currently equestrian trails have not been formally designed for the project area, but extensive plans exist for many proposed trails. The Los Angeles County Department of Parks and Recreation has developed a Master Plan that identifies 5 equestrian trail crossings as of 1999. The locations of these crossings are along State Route 138 in the proposed project area and are located at:

- Littlerock Wash Bridge – trail crosses under east side of the bridge
- 96th St. East - at-grade crossing on the west side
- 121st St. East - at-grade crossing on the west side
- Big Rock Wash Bridge - trail crosses under west side of the bridge
- Largo Vista - at-grade crossing on the east side

Also the Antelope Valley Trails, Recreation and Environmental Council (AVTREC), which is an advisory group to the County Master plan has requested two additional at-grade crossings located at:

- 89th St. East
- 165th St. East

Figure 12 shows current and proposed equestrian trails in the project area.

3.13.3 Bicycle Lanes

In the proposed project area between Avenue T and State Route 138 there are no bicycle lanes. In the City of Palmdale General Plan and the Los Angeles County General Plan there are proposed plans that include a bicycle lane which would be in the project area. There are no plans to develop this bicycle lane. Implementation of the bicycle lane would be phased with other development in the specific area.

3.14 Scenic Resources

The scenic resources of the Antelope Valley include open space, landscaped corridors and viewsheds. The Godde Hills Road winds up the Portal Ridge Mountains and overlooks the entire Antelope Valley. The City of Palmdale has designated portions of the Pearblossom Highway as a Scenic Highway. The California Department of Transportation has not recognized State Route 138 as a Scenic Highway.

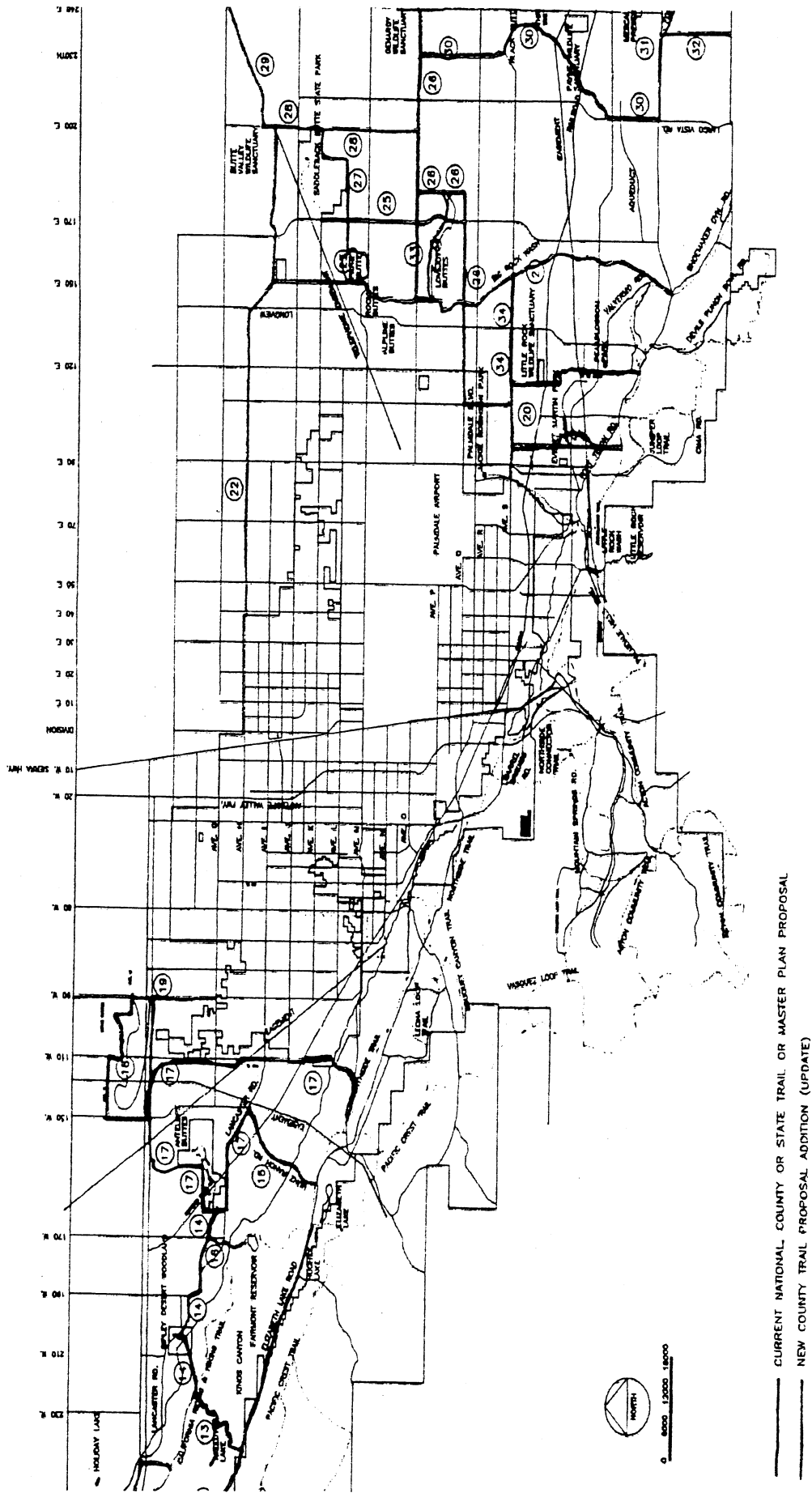


FIGURE 12 LOCATION OF EQUESTRIAN TRAILS IN PROJECT AREA

4.0 Environmental Evaluation

Projects located in California that are undertaken by federal agencies, utilize federal funds, or require discretionary approval from federal agencies, are subject to both the National Environmental Policy Act (NEPA) (42 USC 4321, et seq.) and the California Environmental Quality Act (CEQA) (PRC 2100-21178.1, et seq.). The basic procedural and policy structure of NEPA and CEQA are similar, and the content requirements for documents implementing NEPA and CEQA are also similar. CEQA does require a "finding of significant effects" in certain cases, which are not required by NEPA or the Federal Highway Administration (FHWA) guidance for applying NEPA (FHWA Technical Advisory T6640.8A).

Determining significance on project environmental impacts requires careful evaluation based on technical data. To assist in making this determination, an environmental checklist was completed. See Section 4.1.

Technical studies were conducted to provide background data and to assist in evaluating the environmental consequences of the proposed project. The following studies are incorporated by reference into the document.

- Air Quality Conformity (March 2000)
- Physical Environment Report-Noise, Air Quality and Energy (February 1998)
- Historical Property Survey Report (February 2000)
- Geotechnical Report (July 1999)
- Hydraulic/Floodplain Analysis (Location Hydraulic Study August 1998)
- Visual Impact Analysis (April 2000)
- Traffic Forecast Analysis (May 2000)
- Natural Sciences Study Report (January 2000)
- Project Scope Summary Report, Big Rock Wash Bridge (August 1997)
- City of Palmdale Specific Plan (1993)
- Draft Relocation Impact Report (January 2000)
- Antelope Valley General Plan (December 1986)
- Initial Site Assessment (Professional Service Industries January 1998)
- Utility Impact Study (November 1999)
- Project Study Report (October 1991)
- Traffic Study (June 2000)
- Site Investigation Report-Lead Testing (January 1996)
- Archaeological and Historical Investigation Report (February 2000)

The technical reports are available for review at the following location.

Caltrans, District 7
Office of Environmental Planning
120 South Spring Street
Los Angeles, CA 90012

4.1 CEQA Environmental Checklist

This checklist was used to identify physical, biological, social and economic factors, which might be impacted by the proposed project. In many cases, the background studies performed in connection with this project clearly indicate the project will not affect a particular item. A "NO" answer in the first column documents this determination. Where there is a need for clarifying discussion, an asterisk is shown next to the answer. The discussion is in the section following the checklist.

PHYSICAL. Will the proposal (either directly or indirectly):	YES or NO	If YES, is it significant? YES or NO
1. Appreciably change the topography or ground surface relief features?	YES	NO*
2. Destroy, cover, or modify any unique geologic or physical features?	YES	NO*
3. Result in the loss of availability of a known mineral resource or locally important mineral resource recovery site, that would be of value to the region and the residents of the state?	NO	
4. Result in unstable earth surfaces or increase the exposure of people or property to geologic or seismic hazards?	NO*	
5. Result in or be affected by soil erosion or siltation (whether by water or wind)?	YES	NO*
6. Result in the increased use of fuel or energy in large amounts or in a wasteful manner?	NO	
7. Result in an increase in the rate of use of any natural resource?	NO	
8. Result in the substantial depletion of any nonrenewable resource?	NO	
9. Violate any published Federal, State, or local standards pertaining to hazardous waste, solid waste or litter control?	NO*	
10. Modify the channel of a river or stream or the bed of the ocean or any bay, inlet or lake?	YES	NO*
11. Encroach upon a floodplain or result in or be affected by floodwaters or tidal waves?	YES	NO*
12. Adversely affect the quantity or quality of surface water, groundwater, or public water supply?	YES	NO*
13. Result in the use of water in large amounts or in a wasteful manner?	NO	
14. Affect wetlands or riparian vegetation?	YES	NO*
15. Violate or be inconsistent with Federal, State or local water quality standards?	NO*	
16. Result in changes in air movement, moisture, or temperature, or any climatic conditions?	NO	
17. Result in an increase in air pollutant emissions, adverse effects on or deterioration of ambient air quality?	NO	
18. Results in the creation of objectionable odors?	NO	
19. Violate or be inconsistent with Federal, State, or local air standards or control plans?	NO*	
20. Result in an increase in noise levels or vibration for adjoining areas?	YES	NO*
21. Result in any Federal, State, or local noise criteria being equal or exceeded?	YES	NO*
22. Produce new light, glare, or shadows?	NO	

BIOLOGICAL. Will the proposal (either directly or indirectly):	YES or NO	If YES, is it significant? YES or NO
23. Change in the diversity of species or number of any species of (including trees, shrubs, grass, microflora, and aquatic plants)?	YES	NO*
24. Reduction of the numbers of or encroachment upon the critical habitat or any unique, threatened or endangered species of plants?	YES	NO*
25. Introduction of new species of plants into an area, or result in a barrier to the normal replenishment of existing species?	NO	
26. Reduction in acreage of any agricultural crop or commercial timber stands, or affects prime, unique, or other farmland of State or local importance?	YES	NO*
27. Removal or deterioration of existing fish or wildlife habitat?	YES	NO*
28. Change in the diversity of species or numbers of any species of animals (birds, land animals including reptiles, fish and shellfish, benthic organisms, insects or microfauna)?	NO	
29. Reduction of the numbers of or encroachment upon the critical habitat of any unique threatened or endangered species of animals?	YES	NO*
30. Conflict with any applicable habitat conservation plan, natural community conservation plan or other approved local, regional or state habitat plan?	YES	NO
31. Introduction of new species of animals into an area, or result in a barrier to the migration of movement of animals?	YES	NO*
SOCIAL AND ECONOMIC. Will the proposal (directly or indirectly):		
32. Cause disruption of orderly planned development?	NO	
33. Be inconsistent with any elements of adopted community plans, policies or goals?	NO	
34. Be inconsistent with a Coastal Zone Management Plan?	NO	
35. Affect the location, distribution, density, or growth rate of the human population of an area?	NO*	
36. Affect life-styles, or neighborhood character or stability?	YES	NO*
37. Affect minority, elderly, handicapped, transit-dependent, or other specific interest groups?	YES	NO*
38. Divide or disrupt an established community?	NO	
39. Affect existing housing, require the acquisition of residential improvements or the displacement of people or create a demand for additional housing?	YES	NO*
40. Affect employment, industry or commerce, or require the displacement of businesses or farms?	YES	NO*
41. Affect property values or the local tax base?	YES	NO*
42. Affect any community facilities (including medical, educational, scientific, recreational, or religious institutions, ceremonial sites or sacred shrines)?	YES	NO*
43. Affect public utilities, or police, fire, emergency or other public services?	YES*	NO*
44. Have substantial impact on existing transportation systems or alter present patterns of circulation or movement of people and/or goods?	YES	NO*
45. Generate additional traffic?	YES	NO*
46. Affect or be affected by existing parking facilities or result in demand of new parking?	YES	NO*
47. Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?	NO	

FINAL ENVIRONMENTAL IMPACT REPORT/ENVIRONMENTAL ASSESSMENT
STATE ROUTE 138 WIDENING FROM AVENUE T TO ROUTE 18

SOCIAL AND ECONOMIC continued. Will the proposal (either directly or indirectly):	YES or NO	If YES, is it significant? YES or NO
48. Involve a substantial risk of an explosion or the release of hazardous substances in the event of an accident or otherwise adversely affect overall public safety?	NO	
49. Result in alterations to waterborne, rail or air traffic?	NO	
50. Support large commercial or residential development?	YES	NO
51. Affect a significant archaeological or historic site, structure object, or building?	YES	YES*
52. Affect wild or scenic rivers or natural landmarks?	NO	
53. Affect any scenic resources or result in the obstruction of any scenic vista or view open to the public, or creation of an aesthetically offensive site open to public view?	NO	
54. Result in substantial impacts associated with construction activities (e.g., noise, dust, temporary drainage, traffic detours and temporary access, etc.)?	YES*	NO*
55. Result in the use of any publicly owned land from a park, recreation area, or wildlife and waterfowl refuge?	NO	
MANDATORY FINDINGS OF SIGNIFICANCE		
56. Does the project have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number of, restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	YES	NO*
57. Does the project have the potential to achieve short-term, to the disadvantage of long-term, environmental goals? (A short-term impact on the environment is one, which occurs in a relatively brief, definitive period of time while long-term impacts will endure well into the future.)	NO	
58. Does the project have environmental effects, which are individually limited, but cumulatively considerable? Cumulatively considerable means that the incremental effects of an individual project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects probable future projects. It includes the effects of other projects, which interact with this project and, together, are considerable.	YES	YES*
59. Does the project have environmental effects that will cause substantial adverse effects on human beings, either directly or indirectly?	NO	

* An asterisk indicates that impacts can be mitigated to a level of non-significance

4.2 Discussion of Environmental Consequences

This section is devoted to explanations of impacts and proposed mitigation measures. Any mitigation measures that are proposed are clearly identified.

4.3 Geology, Topography, Seismic (Environmental Checklist Questions 1,2,4)

In the proposed alternatives there will be some changes in the profile of the existing highway. The preferred alternative will require the profile of the highway to be elevated 5 ft (1.5 m) to accommodate the drainage culverts required to eliminate the retention of water on the roadway. In the Big Rock Wash the topography will change due to an increase in the profile of the bridge in order to accommodate a wildlife corridor and to elevate the roadway from possible flooding during the storm event.

The Llano del Rio site would have a change in profile as much as 6 ft (1.8 m) in order to accommodate new culverts in order to diverge water away from the site.

The existing highway and the project site are situated in an active seismic region that is located less than 3 miles northerly of the San Andreas Fault Zone.

Measures to Minimize Harm

- 1. The effects of seismicity on geotechnical studies will be assessed and addressed in the Final Geotechnical Design Report (GDR) after the project has been finalized and all required geotechnical structures have been identified. The Final GDR will include detailed descriptions of all sections presented in the preliminary report, as well as a field investigation and laboratory testing, a soil corrosion investigation, construction considerations, recommendations for earthwork, embankment slopes and subgrade drains.*
- 2. Work would be conducted during the dry season, unless an emergency situation arises during the wet season.*
- 3. All bridges and other structures would be in conformance with the California Highway Design Manual and most recent earthquake research findings in order to ensure that the safest design would be implemented.*

4.3.1 Soil Erosion (5)

Construction of new bridges in the Little Rock and Big Rock Wash may result in soil erosion. The potential for high winds along the corridor contributes to erosion. The AQMD Rule 403 governs soil erosion due to wind across bare or excavated soil during the construction phase of the project.

Measures to Minimize Harm

- 1. An effective dust control plan shall be incorporated as required by the AQMD.*
- 2. Erosion control procedures, such as application of stabilizing materials to exposed soil, shall be used as appropriate during construction. Water may be used as a stabilizer; however hydroseeding or planting of vegetation, polymers or other chemical stabilizers, or straw matting may be used alternatively.*

4.4 Hazardous Waste (9)

An Initial Site Assessment was conducted for the State Route 138 widening project. Asbestos and a lead-based paint surveys were not performed in the Initial Site Assessment. However lead-based paint and asbestos containing materials and components may be present in existing buildings due to the age, which may be impacted by the proposed right-of-way acquisition. Therefore, sampling for lead-based paint and asbestos is recommended. Prior to right-of-way acquisition and/or any demolition activities, a comprehensive asbestos survey in accordance with the South Coast Air Quality Management District (SCAQMD) Rule 1403 will be conducted. There are above and underground storage tanks just outside the proposed right-of-way.

Between 126 St. East (PM 59.8, KP 96.23) and State Route 18 (PM 69.5, KP 111.84) a Site Investigation Report identified two areas where concentrations of lead located 0.5 (0.15 m) to 1.5 feet (0.46 m) below the surface level are at a hazardous level. It is estimated that approximately 222 cubic yards of soil at the site is impacted with hazardous concentrations of lead and will require special handling. Other areas along the State Route 138 widening project are below the Caltrans acceptable variance for lead and below the threshold limit for the amount of lead present in the soil. Therefore the sites are no longer considered to have a potential for hazardous waste.

Caltrans applies an Aerial Lead variance that has been approved by the Department of Toxic Substances Control to project sites when there is a potential for contaminated soil. The variance allows Caltrans to reuse soil-containing lead, as long as it is handled properly, replaced along the same section of highway (within the freeway corridor) and covered with clean soil or roadway. The goals of the variance are to 1) make sure that the lead will stay where it placed and 2) that neither animals nor humans can come into contact with it.

The following properties would require further investigations to ensure there is no contamination into the right-of-way.

- Concrete and metal piping remains located on the southwest corner of Four Points
- Valco Transmission 78226 Pearblossom Highway- UST
- C-Bar-B plaza (Littlerock Liquor and Gas), 8063 Pearblossom Highway-UST
- Black Gold Oils Company Station #147, 8157 Pearblossom Highway- LUST/Cortese List, UST
- Pacific Bell, 9550 Pearblossom Highway-RCRA large generator-LUST,AST
- Jerry's Minute Mart, 12515 Pearblossom Highway-LUST/Cortese,UST
- Kwik Tune Lube and Oil , 13100 Pearblossom Highway- UST
- Buchanan Union 76 (Jack's Gas and Mini Mart), 17326 Pearblossom Highway-UST
- Unidentified residential property at Largo Vista Road- Drums, AST

Measures to Minimize Harm

1. *A Preliminary Site Investigation (PSI) would be conducted prior to acquisition.*
2. *A thorough on site visual inspection of property with identification of drums, containers, vents, soil staining or any other possible point source contaminants.*
3. *Communication with property owners and personnel.*
4. *In the sites of lead contamination it is recommended to excavate intervals of 0.5 to 1.5 feet (0.15 to 0.46 m) of soil using the following process: The interval from 0 to 0.5*

feet (0 to 0.46 m) below ground surface (bgs) should be excavated and stockpiled as Stockpile A. The interval of lead impacted soil, 0.5 to 1.5 feet (0.15 to 0.46 m) bgs, should be excavated and stockpiled as Stockpile B. Soil existing at depths from 1.5 to 3.0 feet (0.46 to 0.91 m) bgs should be excavated and stockpiled with Stockpile A. Stockpile B should then be re-used and placed from 2.0 to 3.0 feet (0.6 to 0.91 m) bgs. Stockpile A should then be placed over the lead impacted cover.

5. *Notify contractors that there is a detectable concentration of lead present within the on-site soils.*
6. *Necessary health and safety precautions should be taken to avoid/minimize potential exposure to lead in the on-site soil.*
7. *All properties to be acquired should be clear of Hazardous Waste/Materials prior to acquisition by Caltrans.*
8. *Caltrans and its contractors would use Best Management practices in dealing with Hazardous waste.*

4.5 Floodplain (11)

The project area encroaches on floodplains transversely at various locations throughout its length. The roadway encroaches on all existing conditions and would be continued in all design alternatives of the project. In order to alleviate this problem it is proposed to raise and level the roadway to the top of the existing high points, and place culverts to allow water to pass under the 4-lane highway.

Three areas of concern that were identified by the Location Hydraulic Study are as follows.

- Little Rock Creek Bridge #53-303 PM 53.57
- Big Rock Wash Bridge #53-313 PM 63.00
- Big Rock Wash Bridge #56-314 PM 63.04

Little Rock Creek Bridge #53-303 is in a floodplain and is exposed to flooding. This bridge is in an alluvial fan formation and the extent of flooding will vary, because of the continual degradation, aggradation and meandering of the water in the channel and the strength of each individual storm. The risk associated with the implementation of any of the project alternatives is low.

Big Rock Wash Bridges # 53-313 and #53-314 are located in a floodplain and are both subjected to flooding. This location is in an alluvial fan formation and the extent and depth of flooding is dependent on the severity of the storm. The risk associated with the implementation of the proposed project is low.

As discussed in the Location Hydraulic Study (Appendix L) the proposed project would not constitute a significant floodplain encroachment, as required by 23 CFR 650, Subpart A (Executive Order 11988 and 23 CFR 650 Subpart A). The proposed project would not support incompatible floodplain development. It was also determined that the project would not adversely affect the base floodplain and would not impact the natural and beneficial floodplain values. The City of Palmdale and the Communities of Littlerock, Pearblossom, and Llano are all active participants in the National Flood Insurance Program.

4.5.1 Water Quality (10, 12,14,15)

Although present water quality is satisfactory, there is a slow trend toward reduced groundwater quality, due to increased urban run-off, septic tank failures in the San Gabriel watershed, declining water tables, and an extensive perched water condition in the Lancaster sub-unit of the Antelope Valley Basin (this sub-unit presently supplies the majority of the pumped water supply in the Basin). The proposed project widening of Big Rock Wash Bridge would occur in Big Rock Wash and since the creek is seasonal there will not be any effects to the existing water quality. Also all work that will be required would be done during low flow season.

Measures to Minimize Harm

- 1. Earthen or paved interceptors and diversions will be installed at the top of cut or fill slopes where there is a potential for surface runoff on constructed slopes.*
- 2. Excavated materials would not be deposited or stored alongside watercourses where material can be washed away by high water or storm runoff.*
- 3. Drainage would be designed to perpetuate existing flows to the maximum extent feasible.*
- 4. Water quality control measures would be undertaken during project construction in compliance with Caltrans Standard Specifications Section 7-1.01G – Water Pollution Control Program (WPCP) and/or Storm Water Pollution Prevention Plan (SWPPP) requirements.*
- 5. Caltrans would obtain water quality certification, under Section 401 of the Clean Water Act, from the California Regional Water Quality Control Board.*
- 6. Caltrans would obtain 404 permit from the Army Corps of Engineers.*
- 7. The drainage area would be evaluated for the need to acquire a Section 1601 Streambed Alteration Agreement from the California Department of Fish and Game.*
- 8. Caltrans will continue to coordinate with CDFG prior to submitting the Streambed Alteration Agreement application. Caltrans and its' contractors will comply with all conditions of the Streambed Alteration Agreement. Caltrans will be responsible for avoiding, minimizing, and mitigating impacts to the streambank areas. The agreement will include mitigation plans, the commitment to annual monitoring of the mitigation sites, and reporting to the resource agencies for five years.*

4.6 Air Quality (19)

The Quantitative measurement of the Air Quality was done with both microscale and mesoscale analysis. The major sources of air pollutants on State Route 138 are produced by motor vehicles. The emissions that were analyzed were found to contain carbon monoxide (CO), hydrocarbons (HC), oxides of nitrogen (NO_x), oxides of sulfur (SO_x) and particulates that are all primary pollutant emissions from vehicular traffic.

The Clean Air Act Amendments (CAAA's) of 1990 require that transportation plans, programs and projects which are funded by or approved under Title 23 U.S.C. or Federal Transit Act (FTA) conform with state or federal air quality plans. In order to be found to conform, a project must come from approved transportation plans and programs such as the State Implementation Plan (SIP), the Regional Transportation Plan (RTP) and the Regional

Transportation Improvement program (RTIP). This project is identified in the federally approved (July 31,1998) RTIP.

This project is identified in the Department of Transportation (District 7) 1991 Route/Transportation Concept Report (RCR/TCR). The project is also listed in the June, 1999 Los Angeles County Metropolitan Transportation Authority (LACMTA) Transportation Improvement Program (TIP) Call for Project Listing. The project is consistent with the 1998 Regional Transportation Plan (RTP), adopted on April 16,1998 and prepared by the Southern California Association of Governments (SCAG).

Regional Level

The project is located in an area that is classified attainment for Carbon Monoxide (CO); therefore it is not subject to localized CO impact review. The Quantitative Analysis for this project is provided for the purpose of relating project pollutant concentrations to State and Federal Ambient Air Quality standards shown in the Table 25. Worst case concentrations of roadside CO were computed using the screening procedure outlined in the Caltrans Air Quality Technical Analysis Notes for the build and no build alternatives.

Concentrations of CO are chosen as the indicator of impact because of the relative inertness of the gas (on some scales appropriate to urban regions). This characteristic makes it possible to reliably predict dispersion and transport to receptors adjacent to the highway. The rest of the primary emissions are considered too unstable for reliable prediction.

Table 25 shows a slight reduction at the micro-scale level will take place due to the easement of traffic congestion and idle time with the build alternative.

Table 25 CO Concentration Results compared to Build and No Build Alternative

Time	Receptor	Ambient	No Build		Build	
			Roadway Contribution	Total	Roadway Contribution	Total
1 Hour	Worst case location	1.8 ppm	4.0 ppm	5.8 ppm	3.4 ppm	5.2 ppm
8 Hour	Worst case location	1.3 ppm	2.8 ppm	4.1 ppm	2.4 ppm	3.7 ppm

Source: Caltrans Physical Environment Report 1998

This project is located in Federal Particulate Matter (PM₁₀) unclassified/attainment area. PM₁₀ hot spot analysis is not required for conformity purposes. Projects in federal attainment areas may need to perform hot spot analysis for CEQA or NEPA purposes independent of conformity analysis requirements. Based on the studies performed by Caltrans and UC Davis this type of project is unlikely to cause or experience a localized PM₁₀ problem. The PM₁₀ Air Quality Summaries for years 1997-1999 published by the Air Resources Board for Lancaster-W Pondera Street Monitoring Station showed no PM₁₀ monitored violations of the state annual geometric mean and two violations of state daily standard per year during this period. This monitoring station is closest to the project site. The monitoring station showed state attainment for the annual geometric mean therefore this project can be considered satisfactory. This project is identified in the federally approved (July 31,1998) 1998/99-04/05 RTIP.

This project would not cause or contribute to any new localized CO or PM₁₀ violations or increase the frequency or severity of any existing CO or PM₁₀ nonattainment and maintenance areas.

4.7 Noise (20, 21)

FHWA regulation for mitigation of highway traffic noise in the planning and design of federally aided highways is contained in 23 CFR 772. The regulation require the following during the planing and design of a highway project: (1) identification of traffic noise impacts; (2) examination of potential mitigation measures; (3) the incorporation of reasonable and feasible noise mitigation measures into the highway project; and (4) coordination with local officials to provide helpful information on compatible land use planning and control. The regulations contain noise abatement criteria, which represent the upper limit of acceptable highway traffic noise for different types of land uses and human activities. The regulations do not require that the abatement criteria be met in every instance. Rather, they require that every reasonable and feasible effort be made to provide noise mitigation when the criteria are approached or exceeded. Compliance with the noise regulations is a prerequisite for granting of federal funds for construction of a highway. The FHWA noise regulations require that abatement measure be considered when highway traffic noise impacts are identified and that abatement measures be implemented when they are determined to be reasonable and feasible.

The majority of the project area is surrounded by open space. Existing noise levels along State Route 138, as measured at sensitive receptors within the project limits and taken at times that would be representative of the higher traveled periods, qualify for the consideration of noise mitigation per Caltrans' Design Manual, chapter 1100 and FHWA noise abatement procedures in the Code of Federal Regulations (23 CFR part 772). Noise levels exceeded the 67 dBA recommended by the FHWA as the maximum for residential areas. However, since the businesses and residences have driveways and walkways abutting the highway, soundwalls would provide only 2-3 dBA of attenuation due to sound flanking. In addition, sight distance and sidewalk access requirements per Highway Design Manual 1102.4, Noise Barrier location, cannot be satisfied with the placement of soundwalls in any reasonable location. The construction of the soundwalls must prove reasonable and feasible. Therefore, noise mitigation is not considered feasible and not recommended for this project.

Alpine School

An area of particular concern is the Alpine elementary school. The entrance and exit to the school is via the driveways that connect to State Route 138. A noise impact may also be found if, as a result of a proposed project, noise levels exceed 52 dBA within the interior of an existing public or private elementary, or secondary school. An existing nominal height (6 ft., 1.8 m) soundwall provides minimal noise attenuation (1-2 dBA) for the outside area adjacent to room 6. Increasing the height of the soundwall would provide an additional 1-2 dBA of attenuation. Interior classroom noise levels are currently below 43dBA. All classrooms are air-conditioned much of the year. The projected future interior classroom noise levels with the project is 47 dBA or less. The future interior noise level will be well below the dBA criteria. Therefore, soundwalls are not recommended as a method of noise attenuation for this project.

4.8 Wildlife (23,29,56)

The proposed widening of State Route 138 from Avenue T to State Route 18 would impact local wildlife. Wildlife observed included mammal (primarily rabbits and coyotes), various birds (both songbirds and raptors, various reptiles and insects. Wildlife signs observed included various size burrows; tracks and scats of reptiles, rodents, and mammals. The California Department of Fish and Games Natural Diversity Data Base (NDDDB) has indicated certain species that have a potential for being present in the project vicinity. The NDDDB has indicated that the project area is in the historic range and habitat for the Mohave ground squirrel.

Impacts to the biological resources in the vicinity of State Route 138 widening would occur along the entire route, with particular concentration around the Little Rock Wash and Big Rock Wash. The largest waterways include Little Rock and Big Rock Washes and the California Aqueduct. These two large washes carry the bulk of rainwater runoff along the project area and they are critical areas for foraging and travel for local fauna. Impacts include loss or degradation of plant communities and habitats, noise and air pollution, light and glare, increased runoff and erosion, and "road kills." There are three main areas of potential impacts: 1) State Route 138 widening will create a greater barrier to faunal movement (for food, mating, etc.) and migration; 2) Some of the Joshua Trees adjacent to the roadway will have to be removed during construction and; 3) The deterioration and intrusion within the washes vis-à-vis grading and increased runoff along the route (especially Little Rock and Big Rock washes).

The Desert tortoise is a listed threatened species by the United States Fish and Wildlife Service (USFWS) and the California Department of Fish and Game (CDFG) have listed the tortoise as endangered. The Bureau of Land management has ranked areas within the historic range into categories, depending on the existing populations. The State Route 138 highway widening project lies south of a Category III area. A Category III area indicates a very low population of known tortoises within the area. Based on historical information and the preliminary surveys conducted during the Spring 1998, the proposed widening most likely would not have an adverse effect on the Desert tortoise. Prior to construction protocol surveys would be done to insure that there are no Desert tortoise in the project area.

With the implementation of the following measures impacts to the above mentioned resources would be mitigated.

Measures to Minimize Harm

- 1. A focused survey for the Burrowing owl species will be conducted approximately a year (or less) prior to the construction date. If the species is observed, construction will be limited to times outside of the breeding season which begin late March and nesting pairs usually have only a single brood per breeding season. The Caltrans District 7 Office of Environmental Planning, Natural Sciences Unit, would conduct these surveys.*
- 2. Caltrans will conduct United States Fish and Wildlife Service (USFWS) protocol surveys for the Desert tortoise prior to the start of construction. In addition, conservation measures will be taken to assure that there will be no adverse effect on the Desert tortoise. Our Office has been communicating with USFWS. Caltrans*

- plans to conduct informal consultation with the USFWS to meet the requirements of section 7 of the Endangered Species Act of 1974.*
- 3. Caltrans would consider the potential off-site mitigation at either Saddleback Butte State Park or the Antelope Valley Indian Museum for Desert tortoise and Mohave ground squirrel habitat. Consideration will be made by the Caltrans District 7 Office of Environmental Planning, Natural Sciences Unit.*
 - 4. Impacts to Desert tortoise may require land banking as mitigation, Desert tortoise fencing, and/or construction of wildlife passageways.*
 - 5. Because there is significant historic data regarding the presence of the Le Contes thrasher within the project vicinity, further study would be performed during the breeding season. These surveys will be conducted by the Caltrans District 7 Office of Environmental Planning, Natural Sciences Unit.*
 - 6. The historic range and habitat for the Mohave ground squirrel is within the project vicinity. Because of the number of occurrences of this species listed by the NDDDB within the project vicinity, further focused surveys and pre-construction surveys would be conducted in order to ensure that the species has not migrated into the project vicinity. These surveys will be conducted by the Caltrans District 7 Office of Environmental Planning, Natural Sciences Unit.*
 - 7. Caltrans will conduct surveys for the Mohave ground squirrel. Based on survey results, consultation with the CDFG will occur for appropriate mitigation measures including land banking/acquisition. Caltrans will continue to work with the CDFG and obtain all necessary permits prior to the commencement of work. Land banking to replace habitat could range from 1:1 to 5:1, e.g., for every acre (hectare) of habitat impacted; 1 to 5 acres would need to be purchased for mitigation.*
 - 8. Although the Prairie falcon and the San Diego horned lizard were not observed within the project vicinity, pre-construction focus surveys would be performed in the conservation areas within the project vicinity. The Caltrans District 7 Office of Environmental Planning, Natural Sciences Unit, would conduct these surveys.*
 - 9. The rodent signs that are present in the project vicinity may be evidence of the more common varieties of the pocket mouse such as the California pocket mouse (*Chaetodipus californicus*) or other rodent species. Pre-construction trapping would be conducted to identify if there are any San Joaquin pocket mouse in the project area. The Caltrans District 7 Office of Environmental Planning, Natural Sciences Unit, will conduct this activity.*
 - 10. FHWA and Caltrans will consult with the United States Fish and Wildlife Service to ensure that any action they authorize is not likely to jeopardize the continued existence of any listed species in accordance with Section 7 of the Endangered Species Act.*

Comparison of Alternatives

Most of the alternatives are located in areas where a listed species, according to the Endangered Species Act (either Federal or California), has the potential to occur. If a listed species may occur within the project area, then Caltrans will be responsible to conduct studies to determine the species presence or absence as required by the resource agencies. If a listed species is found within the Area of Impact, the mitigation cost will increase.

- 1) Option D and Option E may require a biological monitor on-site, during construction, for parts of these alternatives. The anticipated project duration for each alternative is not yet

known at this time. Therefore, the estimated cost does not include a biological monitor on-site. The cost of a biological monitor could substantially increase the cost estimate for biological mitigation.

- 2) The implementation of box culverts within the design of the highways may be considered a measure to minimize harm to the flora and fauna. The location and design of the culvert may be considered a measure to minimize impacts of the highway.

4.8.1 Vegetation (14,24,27)

The desert ecosystem is very sensitive and even the smallest changes can disrupt it. The project area lies in the southwestern portion of the Mojave Desert. The project has several potential impacts with emphasis on vegetation. The Natural Environment Study for State Route 138 (Pearblossom Highway) From the City of Palmdale to State Route 18 in Unincorporated Los Angeles County suggests that there will be a substantial loss of native vegetation, such as Mojave Creosote Bush Scrub and Joshua Tree Woodlands and impacts to sensitive flora.

Invasive Species

On February 3, 1999, President Clinton signed Executive Order (E.O.) 13112 and Caltrans issued a memorandum dated October 29, 1998, which promotes prevention and control of the introduction and spread of invasive species. Nonnative flora can cause substantial changes to ecosystems, upset the ecological balance, and cause economic harm to our nation's agricultural and recreational sectors.

Under the E.O., Federal agencies cannot authorize, fund or carry out actions that it believes are likely to cause or promote the introduction or spread of invasive species in the United States or elsewhere unless all reasonable measures to minimize risk of harm have been analyzed and considered. Complying with the E.O means that federal-aid and federal highway program funds cannot be used for construction, revegetation, or landscaping activities that purposely include the use of known invasive plant species.

Table 26 Sensitive Flora in Project Area

Species	State/Federal Category	CEQA Determination	Comments
Pierson's Morning Glory (<i>Calystegia peirsonii</i>)	Federal species of concern/California Native Plant Society (CNPS) - species of limited distribution.	Not substantial	This species was not observed during surveys of the project area.
Pygmy poppy (<i>Canbya candida</i>)	CNPS 1B - rare or endangered in California and elsewhere.	Not substantial	This species was not observed during surveys of the project area.
Robinson's pepper-grass (<i>Lepidium virginicum</i> , var. <i>robinsonii</i>)	CNPS 1B - rare or endangered in California and elsewhere.	Not substantial	This species was not observed during surveys of the project area.
Rock Creek Broomrape (<i>Orobanche valida</i> , ssp. <i>Valida</i>)	Federal species of concern/CNPS 1B - rare or endangered in California and elsewhere.	Not substantial	This species was not observed during surveys of the project area.
Short-joint beavertail cactus (<i>Opuntia basilaris</i> , var. <i>brachyclada</i>)	Federal Species of Concern/CNPS 1B - rare or endangered in California and elsewhere.	Not substantial	These species were not identified within the project area.

Source: Caltrans District 7 Natural Environment Study January 2000

Measures to Minimize Harm

1. Although the pygmy poppy was not observed during the various plant surveys performed to date, these plants are annuals and extremely small, and thus, additional surveys would be performed during the plant's blooming period; which is from April to May (USFS, 1995) and prior to construction.
2. The Robinson's pepper grass, Rock Creek Broomrape and the Short-joint beavertail cactus were not identified within the project area. There was not a positive identification for the rare variety of the cactus, additional surveys would be conducted prior to construction to ensure that this plant is not present.
3. Focused surveys will be conducted prior to the commencement of work, with the CDFG and other agencies notified of the surveys results. Impacts from this project to these plants will be avoided, minimized, and if necessary mitigated. To avoid the impacts, if sensitive plant species are found within the project site, then the plants will be flagged and avoided if possible. If the plants are found within the temporary construction area, the plants will be flagged and all measures possible will be taken so that the plant is not removed nor the immediate soil vicinity disturbed. If, however, the plant will be impacted by ground disturbing activities around the plant, then the plant may be relocated. For mitigation of the project's impacts, Caltrans will consider appropriate land acquisition if the survey results and consultation with CDFG determine it is required.
4. For effects onto the habitat of drainage areas, Section 404, 401, and 1601 permits/approvals will be obtained by the Caltrans District 7 Office of Environmental Planning, Natural Sciences Unit. Conditions may include one or more of the following items:

- a) *Handling of sensitive species, if found within the vicinity of the construction area is limited to a qualified biologist.*
 - b) *Fencing will be placed along the alignment. It will serve two purposes: (1) Define the limits of temporary construction impacts, as well as protect environmentally sensitive areas, and (2) prevent sensitive wildlife such as coast horned lizards from drifting into the work area.*
 - c) *If unknown sensitive species are encountered after construction has commenced, the project will be halted until after consultation with the appropriate resource agencies.*
 - d) *Any vegetation that is removed will be replaced in accordance with Caltrans policy. A Vegetation Replacement Mitigation Plan will be prepared for onsite mitigation. Caltrans District 7 policy dictates that native flora removed from the site, whether planted or natural shall be replaced at a 10:1 ratio. This ratio is generally lowered for extremely large projects and if larger plants are used in the revegetation plan.*
 - e) *Planting should be done between October and March. This is the optimal plant establishment period for this biotic community.*
 - f) *Revegetation should be completed within one year after construction is completed.*
 - g) *Vegetation monitoring will be conducted for five (5) years to determine success of the revegetation plan. Caltrans will prepare a mitigation plan that will include restoring the site, planting, maintenance and monitoring to ensure an appropriate level of success.*
 - h) *The revegetation plan will include the plant palette, quantities and a drawing showing the plant locations.*
5. *Revegetation of all areas temporarily impacted during construction activities, particularly drainage areas and other areas with substantial biotic diversity and density. Revegetation will be performed both on-site and off-site. Plans for this activity will be prepared by the Caltrans District 7 Office of Environmental Planning, Natural Sciences Unit and the Caltrans District 7 Division of Landscape Architecture.*
 6. *Off-site acquisition for permanent impacts, particularly for areas with valuable biological resources, such as drainage areas, will be considered. The amount of land depends on the quality and quantity of habitat impacted.*
 7. *A Desert Vegetation Preservation Plan must be submitted for the review and approval of the City of Palmdale. The plan will identify Joshua tree locations within the project area and recommend additional management efforts in order to remain consistent with local ordinances. The plan would be applicable to all Joshua trees within the jurisdiction of the City of Palmdale, which includes the sections of the proposed project between Avenue T and Avenue T-8.*
 8. *Invasive species would not be introduced as a result of this project. This would be achieved through some Best Management Practices, including:*
 - a) *All equipment cleaning shall be conducted away from areas containing native plant assemblages*
 - b) *All equipment will be cleaned prior to entering the work area from a distant locale, in this case outside the Antelope Valley*

- c) *All post-construction landscaping shall use species that, if not native, are not invasive*
- d) *A post-construction inspection by a landscape Architect and District Biologist will be conducted to inventory if this goal has been accomplished. If not, eradication methods will be established into any post-construction mitigation plan.*

4.8.2 Wildlife Movement/Habitat Fragmentation (30,31)

Wildlife Corridors

Wildlife corridors function as critical links between wildlife habitats. Many species during their life history require different habitats. Also, they may need to migrate due to seasonal changes, for breeding purposes, or possibly because of changes in forage conditions. Human activities may reduce habitat areas and displace species to other locations, which are often less desirable habitats. The Antelope Valley General Plan identifies two areas that are Significant Ecological Areas (see section 3.4). The areas are Little Rock Wash and Big Rock Wash. Little Rock Wash and Big Rock Wash are important, because they provide essential wildlife habitat and migration corridors.

Roads are considered to be a major impediment to wildlife movement due to the hazards the wildlife face trying to cross the roads. Within the State Route 138 study area, there are several major wildlife corridors. Frequently, riparian corridors are used for wildlife movement between habitats. Within the State Route 138 study area, the more significant of these corridors are Little Rock Creek/Wash, and the Big Rock Creek/Wash. The California Resources Agency and the Department of Parks and Recreation have determined that the bridges at Little Rock Creek/Wash and Big Rock Creek/Wash are sufficient to maintain a functioning wildlife corridor for both small and large animals.

Measures to Minimize Harm

1. *Prior to construction further studies will be performed to determine the level to which other washes and drainages may be used by wildlife.*
2. *Prior to construction the potential impacts of roads on pollinators (e.g. bees and moths) will be examined. A study will be conducted to determine whether widening the road will have a negative impact on the population of pollinators that are needed by the plants in the area.*
3. *Prior to project work a study will be conducted in order to determine the impacts to wildlife. In our study, we propose to place tracking stations within Caltrans right of way at the locations that have the possibility of being used as wildlife crossings. These stations will be monitored for an interval of five days and nights. The results of this study will be forwarded to all the agencies prior to the start of work.*
4. *Isolation and fragmentation of natural open space areas should be prevented wherever possible.*
5. *Natural stream drainages often serve as important movement corridors for wildlife, they should be preserved wherever it is feasible to do so.*
6. *All drainage plans will be included in the final design phase, which will be completed after the environmental document has been finalized. Caltrans will consult with the CDFG, United States Army Corps of Engineers (USACE), California Regional Water*

Quality Control Board (CRWQCB), and the USFWS at the final design phase in regards to drainage issues. In addition, Caltrans will be responsible for obtaining permits from the resource agencies including the USACE, CRWQCB and CDFG for impacts to the wash areas.

7. *Biological monitoring for bats at Big Rock Wash Bridge would be done prior to the construction date. If bats are using Little Rock Wash Bridge as day roots during the breeding season, the bridge construction work will not take place during this critical bat season. To mitigate for the impacts to bats, the new bridge design will include structures, such as wood panels, attached under the bridge for use by the bats. When possible, bird-nesting season will be avoided. If work must be conducted during bird nesting season, then pre-construction surveys will be conducted. If nests are found all work will stop until the agencies have been notified. The nest area will be flagged. Work area limits will be set by the appropriate agency (for example 500 feet (152.4 m) for raptors).*

Comparison of Alternatives

The magnitude of environmental impacts varies somewhat among alternative alignments for the State Route 138 corridor. For instance, improving the existing alignment will probably have far less impact on wildlife corridors and migration patterns than a new transportation infrastructure. This is particularly important to consider in areas where sensitive wildlife species are likely to be present. Fencing and wildlife passageways may be necessary for alternatives involving new roadway and/or potentially impacting sensitive fauna; with the resultant additional costs for construction of these items and ongoing maintenance.

Biological Issues

Listed below are key issues that were considered in evaluating each alternative's overall impact:

- Waterways – Potential degradation of washes and other waterways throughout the area of impact were evaluated for each alternative. Locations shown as blue line streams on USGS maps generally consist of greater biota diversity and have to be evaluated carefully to avoid and minimize impacts. More extensive habitat replacement and restoration activities will be needed along these washes and other drainage areas. The largest of areas are designated as Significant Ecological Areas (SEA's) by the County of Los Angeles and/or designated as Conservation Areas by the BLM. For example, Little Rock Wash and Big Rock Wash are SEA's and BLM Conservation Areas.
- Sensitive species – Impacts to sensitive flora and fauna and the proximity of alignments to the historic range and habitat for sensitive species were evaluated to determine which alternative would avoid or minimize impacting existing populations of these species to the greatest degree.
- Habitat fragmentation and wildlife corridors – habitat fragmentation and loss or degradation of wildlife corridors were other factors considered to determine relative impacts each alternative would have on habitat reduction and wildlife migration patterns.
- Native vegetation – substantial loss of native vegetation, such as Mojave creosote bush scrub and Joshua tree woodlands is likely to occur with any of the alternatives

selected. Native plant diversity, plant sizes, and densities were compared among the alternatives to establish relative impacts to the desert ecosystems. Impacts to Joshua trees and creosote bushes are particularly significant.

- Flora and fauna diversity – Potential reduction in species' variety and densities within the area of impact was also considered among the alternatives. Typically, areas that become highly disturbed by human activities will experience a reduction in wildlife species (many animals will shy away from the activity) and non-native plant species will begin to out compete native vegetation. Exotic vegetation has become a major problem in the southwest, e.g., non-native plants invading Nevada sagebrush range lands are more easily ignited by strikes of lightning and have caused huge, uncontrolled wildfires (Boxall, October 24, 1999).

Alternative 1 Design variations A: South of Llano del Rio Hotel and B: South of Llano del Rio Hotel and North of U.S. Post Office

Improving the existing State Route 138 between State Route 14 and State Route 18 involves widening of an existing facility only, and as such, sensitive biological resources are much less likely to be impacted than with the other proposed alternative alignments. Habitat along many areas of State Route 138 has been highly disturbed and degraded by human activities.

Although native vegetation is dominant, a substantial amount of non-native vegetation may be found along a large percentage of the route. As expected, the amount of disturbed and degraded habitat is most prevalent near the more developed areas.

The eastern portion of this alternative appears to be just below the area identified by the Bureau of Land Management (BLM) as Desert tortoise Management Category III. Category III has very low densities of tortoises and it is unlikely a Desert tortoise will be found. However Caltrans would coordinate closely with the USFWS to determine any appropriate mitigation.

In addition, this alternative crosses Little Rock Wash and Big Rock Wash, considered Significant Ecological Areas (SEA's) by Los Angeles and Conservation Areas by the BLM. Activities impacting these locations will require coordination with these agencies, as well as the resource agencies, for the 404, 401, 1601 permits/approvals.

Design variation C: South of Llano del Rio Hotel

Design variation C involves all the features of alternative 1, with the exception of the Llano del Rio Site. In this area a new alignment will be constructed 393.7 ft (120 m) to the south of the Llano del Rio Site with a raised profile of 15 ft (4.6 m). In this area, a portion of the alignment will involve constructing a new facility over relatively undisturbed native vegetation. This variation would result in habitat fragmentation and create a barrier to wildlife movement. The distance of the new alignment would be approximately 6300 ft (1900 m).

Design variation D: Avenue V, Fort Tejon and Avenue V-8

Design variation D involves all the features of alternative 1, with the exception of the Littlerock area. In this area, a portion of the alignment will involve constructing a new facility over relatively undisturbed native vegetation. The distance of the new alignment would be approximately 26,500 ft (8000 m).

New roadway segments not only permanently reduce a less disturbed habitat than widening activities, but also fragment the habitat and create barriers to wildlife movement through out the area impacted. Wildlife corridors and migration patterns will be impacted; the resource agencies may require fencing and/or wildlife passageways along the new roadway segments.

Design Variation E: Avenue V

Design Variation E involves all the features similar to Alternative 1, with the exception of the Littlerock area. Similar to design variation 4 a portion of the alignment in the Littlerock area will involve constructing a new facility over relatively undisturbed native vegetation. The distance of the new alignment would be approximately 29,000 ft (8900 m).

As already noted new roadway segments not only permanently reduce a less disturbed habitat than widening activities, but also fragment the habitat and create barriers to wildlife movement through out the area impacted. Wildlife corridors and migration patterns will be impacted; the resource agencies may require fencing and/or wildlife passageways along the new roadway segments.

Alignment with the Least Biological Impact

An assessment was made of the above to determine which alternative would have the least impact on the natural resources within the Mojave Desert. Clearly, Alternative 1 – Design variations A and B have the least impacts to natural resources of the five (5) alignments based on the following general factors:

- Alternative 1 – Design Variations A and B involves the least amount of new facility construction
- This alternative is along an area that is more urbanized, disturbed, than the other alternatives
- This alternative is estimated to involve less acres of habitat that will be permanently impacted by the roadway improvements. The exact number of acres will be determined during final design.

An evaluation of the key environmental issues is provided below:

- Waterways – The potential increase for an increase in degradation of washes and other waterways throughout the area of impact would be greater for Design Variations D and E because these alignments would double the number of existing culverts to accommodate washes crossing both State Route 138 and the new alignment within the Littlerock area.
- Sensitive species - Since many areas of State Route 138 are already fairly disturbed and ruderal in nature, impacts to sensitive flora and fauna would generally be less than the alternatives involving new roadway segments through the desert ecosystem.
- Habitat fragmentation and wildlife corridors – Clearly, Alternative 1- Design variations A and B are the only alternatives, which will not dramatically increase habitat fragmentation and loss or degradation of wildlife corridors.
- Native vegetation - It is more likely that because Design variation C and Design variation D and E involve new roadway segments that the loss of native vegetation will be greater with these alignments. Additionally, during surveys, native plant

diversity, plant sizes, and densities were generally greater for Design variation D and E.

- Flora and fauna diversity - Alternative 1 – Design variation A and B already show a substantially reduced variety and density in species within the area of impact in comparison to the other alternatives. Widening along the existing State Route 138 will primarily impact areas already disturbed.

Assuming that all additional pre-construction biological surveys support current data, it is likely that as long as measures to avoid and minimize biological impacts are employed, impacts of constructing Alternative 1- Design variation A and B may be reduced to a level of insignificance under CEQA.

4.8.3 Wetlands (14)

The wetland delineation that was completed for the State Route 138 widening project identified three locations for potential wetlands. The locations identified are Little Rock Wash, Big Rock Wash, and near the State Route 138 and State Route 18 junction. The wetland delineation completed for the State Route 138 widening has identified one area that qualify for both State and Federal wetlands and two areas that classify only for State wetlands. Potential impacts would result from new bridge piers, and increased shading that would be caused by the new bridges in the project area.

At the time of the field survey, Little Rock Wash consisted of areas that were dry, with the eastward channel having flowing water (25 August 2000). From the past observations it appears that Little Rock Wash has water flowing year round. Although speculative, it may be that the dam upstream releases small amounts of water year round there-by providing a year round source of water. The soil was hydric, with riparian vegetation in the area mostly along the edges of the current water flow. A profile of the soil at 0-1 inch, according to the Munsell soil color chart (1994), shows a value of 2.5/1 5BG Gley with greenish black color. As a result of the water flowing, it appears hydric soil and hydroptic vegetation has formed. The total cover of riparian vegetation is approximately 30% with the dominant vegetation consisting of mature stands of mulefat and some sycamore trees. The Federal wetland jurisdiction is delineated to approximately five feet from the water edge. Outside of the streamflow there is approximately 30% vegetation cover. The area under Little Rock Bridge does meet the three criteria and is considered a Federal and State wetland.

At the junction of Route 138 and 18, Graham Canyon Wash was shown on the U.S.G.S. topography as ephemeral blue line stream. On the south side of State Route 138, which is upstream, a culvert runs underneath Route 138. This culvert has created an area where water collects, at times, due to insufficient culvert capacity. This has created an area that appears to be a possible wetland. Within this area the total plant coverage was approximately 95%. Species found included chia (*Salvia columbariae*), four winged salt bush (*Artiplex canescens*), and two sub-species of rabbitbush (*Chrysothamus nauseosus* spp.). In comparison, the upland surrounding this area had a plant density/cover of approximately 70%. Within the area of the wetland assessment, the soil had no organic matter and no hydric features other than cracking on the surface. A profile description showed at 0-3 inches the value/chroma was 3/2 2.5YR with dusky red colour. The 3-10 inch profile had a value/chroma of 3/4 2.5YR with a dark reddish brown colour. The vegetation was dominated by non-riparian species. Curly dock

was the only wetland indicator species, which consisted of approximately 5% of the total vegetation. The vegetation was dominated by non-riparian species. This area is a State wetland based on hydrology but is not a Federal wetland.

Big Rock Wash was examined and also underwent wetland delineation. Big Rock Wash is a highly disturbed area due to maintenance activities. The area surrounding Big Rock Wash has large cobbles, with no water flowing during the assessment. The riparian vegetation in Big Rock Wash was sparse with a few patches scattered throughout the area. Due to maintenance activities no hydric soil or organic matter was present. Fine sand was present on top of the cobble and boulders. Since Big Rock Wash did not meet the soil criteria, it would not be classified as a Federal wetland; however it does meet the criteria for a State wetland.

The impacts created from building new bridges in the project area can be mitigated, and the mitigation would be established in the permit consultation with the U.S. Army Corps of Engineers, California Department of Fish and Game, and the State Water Quality Control Board. This project would require a 404 permit from the U.S. Army Corps of Engineers, a 401 permit from the State Water Quality Control Board and a 1601 Streambed Alteration Agreement from California Department of Fish and Game.

4.9 Growth Inducing (35)

NEPA regulations 40 CFR Section 1508.8 calls for a discussion of a project's indirect effects, which "... may include growth inducing effects and other effects related to induced changes in the pattern of land use, population density and growth rate, and related effects on air and water and other natural systems, including ecosystems." The California Environmental Quality Act (CEQA) guidelines (15126[a]) specify that "... significant environmental effects of the proposed project..." would include "...changes induced in population distribution, population concentration, the human use of the land (including commercial and residential development), health and safety problems caused by the physical changes, and other aspects of the resource base such as water, scenic quality, and public services."

The Antelope Valley General Plan 1986 lists the following development-related principles:

- All development in the rural Communities of Littlerock, Pearblossom and Llano must be of an infill nature.
- Commercial development should coincide with the rural western motif of the communities.

The Antelope Valley General Plan recognizes the unincorporated areas of Littlerock, Pearblossom, and Llano as areas of low-density lifestyle that characterizes much of the Antelope Valley. The General Plan promotes the protection of the existing rural communities as well as recognizes the urban centers such as Palmdale in the Antelope Valley. These rural communities offer an attractive low-density life style integrated into the natural environment and with the proposed project it should be maintained at the same level it is currently at.

The City of Palmdale is strategically located with respect to the Antelope Valley, San Joaquin Valley, Owens Valley and the San Fernando Valley/Los Angeles Basin. With direct access to State Route 14 (Antelope Valley Freeway) and Highway 138, as well as rail access via the Southern Pacific Transportation Company, Palmdale is readily accessible to commuters and future commercial or industrial users. The City of Los Angeles Department of Airports owns approximately 17,500 acres earmarked for a regional airport within the City of Palmdale. Once the regional airport is built there will be a significant increase in population and commercial properties due to an increase in employment and future needs. Palmdale has experienced the highest growth rate of any city in California since 1980 (586%). Although the rate of growth has diminished from 1989 to the present, indications are strong that residential growth will continue, due to relatively low housing prices as compared with the rest of Los Angeles County.

The City has been in a development boom with the potential to be an example to the region in terms of growth patterns. The likelihood is greatest that future growth in the project area would occur in conformance with local plans and policies, rather than in new, induced areas as a result of widening State Route 138. The proposed project has been designed to facilitate growth. Planned growth may also occur due to the improvements to the transportation facility. It should be noted that growth and land use decisions are the responsibility of local jurisdictions and are under their control

In summary, the proposed project has been designed to accommodate but not exceed the traffic volume capacities anticipated in 2025; the No Action Alternative is expected to operate at unacceptable levels of service. Additionally, the proposed project is consistent with the

growth and planning goals of the local jurisdictions, and with the "pre-existing" planned growth in the area. Caltrans, the City of Palmdale and Los Angeles County have been in close coordination for several years identifying the need for the project. Based on this information, and in accordance with NEPA and CEQA, it is concluded that the proposed project facilitates planned growth and would not induce growth.

4.10 Lifestyles, Neighborhood Stability (36)

Potentially disruptive effects to existing residential areas near or adjacent to State Route 138 would be related to the modification of neighborhood accessibility and circulation, visual effects, and noise effects.

Residential areas presently exist adjacent to or near the project right of way in all of the communities along the corridor. These areas would experience short-term construction related impacts such as increased truck traffic, noise, dust, visual impacts, detours, etc.

The Antelope Valley General Plan recognizes the unincorporated areas of Littlerock, Pearblossom, and Llano as areas of low-density lifestyle that characterize much of the Antelope Valley. The General Plan promotes the protection of the existing rural communities as well as recognizes the urban centers such as Palmdale in the Antelope Valley. These rural communities offer an attractive low-density life style integrated into the natural environment and with the proposed project it should be maintained at the same level at which it currently is.

4.11 Elderly or Specific Interest Groups, Housing and Employment (39)

The only change would be the distance that a disabled or elderly person would have to travel across State Route 138. Instead of disabled or elderly person crossing a two-lane highway they would now have to cross a four-lane highway. To assist the elderly and disabled across the road, a traffic signal will be provided at 82nd Street East. Sidewalks will be provided on both sides of the highway in the Community of Littlerock. In Pearblossom a sidewalk will be provided on the south side. Median refuge areas to assist those crossing the highway will be considered at various intersections. Locations and sizes will be determined during the design phase of the project.

4.12 Housing and Employment (40,41)

Relocations: Commercial and Residential

Along the proposed project area there will be relocation and acquisition of commercial and residential property. The majority of parcels to be acquired are partial acquisitions and commercial properties. The majority of businesses are retail stores or shops that employ skilled and non-skilled workers. The relocation of a few businesses will be required and the remaining businesses will require temporary construction easements for the use of the property through construction completion. This impact would be minimal and temporary until construction is complete.

All displaced businesses and farms will be subject to the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, as amended in 1987. The Uniform Relocation Assistance Program was developed to help displaced individuals move with as little

inconvenience and expense as possible, and all benefits and services will be administered to the general public without regard to race, color, national origin, or sex, in compliance with Title VI of the 1964 Civil Rights Act (42 USC 200d. et seq.). The Uniform Relocation Assistance program provides that:

Caltrans will provide relocation advisory assistance to any person, business, farm, or non-profit organization displaced as a result of the department's acquisition of real property for public use. The department will assist displacees in obtaining replacement housing by providing current and continuing information on the availability and prices of houses for sale and rental units that are comparable, "decent, safe and sanitary". Non-residential displacees will receive information on comparable properties for lease or purchase.

The Business and Farm Relocation Assistance Program provides aid in locating suitable replacement property, and reimbursement for certain costs involved in relocation. The Relocation Advisory Assistance Program can provide, when requested, a current list of properties offered for sale or rent, suitable for specific relocation needs. The types of payments available to business, farms and non-profit organizations can be summarized as follows:

- The expenses incurred in moving inventory, machinery, office equipment and similar business related personal property dismantling, disconnecting, crating, packing, loading, insuring, transporting, unloading, unpacking, and reconnecting of personal property.
- Payment for "actual direct" losses of personal property that the owner elects not to move.
- Expenses related to searching for a new business site could be reimbursed up to \$1,000 for actual reasonable cost incurred.
- Re-establishment expenses relating to the new business operation.

Payment "in lieu" of moving expenses is available to businesses which are expected to suffer a substantial loss of existing patronage as a result of the displacement, or if certain other requirements such as inability to find a suitable relocation site are met. This payment is an amount equal to the average annual net earnings for the last two taxable years prior to relocation. Such payment may not be less than \$1,000 and not more than \$20,000.

Following final design, final estimates of land taking would be made and access requirements would be established. Where possible, land exchanges would be investigated to reduce the effect of severed parcels.

Table 27 shows the number of single family residential, multi-residential, improved commercial and non-profit residential buildings that will be acquired in the best case scenario.

Table 27 Best Case Scenario for Right-of-Way acquisition for the communities of Palmdale, Littlerock, Pearblossom and Llano.

	Littlerock		Pearblossom		Llano		Palmdale
	Full	Partial	Full	Partial	Full	Partial	All Partial
Single Family Residence	2	11	0	19	0	4	0
Multi-Residential	1	2	0	5	0	0	0
Improved Commercial	3	43	0	27	0	2	0
Non-Profit	2	4	0	2	0	2	0
All Partial ²	RL-22, AG-4, VL-23, PL-2, I-0, U-8, E-1, CL-3		RL-14, VL-31, CL-40, I-1, IL-3, PL-1, MHP-1, AG-13		CL-5, VL-96, IL-2, I-1, RL-5		RL-2, AG-1

Source: Draft Relocation Impact Report 1998

Table 28 Worst Case Scenario for Right-of-Way acquisition for the communities of Palmdale, Littlerock, Pearblossom and Llano.

	Littlerock Full Takes	Pearblossom Full Takes	Llano Full Takes	Palmdale Full Takes
Single Family Residence	13	4	1	0
Multi-Residential	3	1	0	0
Improved Commercial	25	16	1 (I)	0
Non-Profit	3	3	1	0

Source: Draft Relocation Impact Report 1998

The following reflects the best and worst case scenarios for right-of-way acquisition from the Draft Relocation Impact Report and are based upon Alternative 1 (widening along the existing alignment).

Littlerock

In Littlerock, 13 residential (best case) parcels will be impacted partially and 3 residential partials will be impacted fully and 52 improved commercial and non-residential (best case) parcels will be impacted due to right-of-way requirements. The estimated breakdown of employees to be displaced in the community would be: 15 jobs displaced in Littlerock with best case scenario and 75 jobs displaced with worst case scenario.

Pearblossom

The new alignment of State Route 138 would shift the existing alignment to the north in order to reduce impact to commercial and residential property. Therefore there will be no relocation impacts in the community of Pearblossom as seen in Table 27. Prior to the new alignment the

² RL= Residential Lot; AG= Agricultural; VL= Vacant Lot; PL= Parking Lot; IL= Industrial Lot; U= Utilities; CL= Commercial Lot; E=Easement

community would have the worst case scenario as seen in Table 28. The number of partial takes in Pearblossom would be 24 residential properties and 29 commercial and non-profit parcels that would be impacted due to right-of-way requirements.

Llano

Llano will have a minor amount of displacement. Llano will have 4 residential parcels partially impacted and 5 improved commercial or non-residential parcels partially impacted. The estimated breakdown of employees to be displaced in the community ranges from 0 jobs displaced in Llano in best case to 5 jobs in the worst case scenario.

The greatest displacement will rest on the Communities of Littlerock and Pearblossom. Llano will have a minor amount of displacement. For the study area as a whole, approximately 10 employees in the best case scenario would be displaced by the proposed project. In the worst case scenario the acquisition would result in 107 employees would be displaced. The City of Palmdale would not suffer any employee displacement.

The exact number of parcels that will be in the project right-of-way will be determined in the Final Relocation Impact Report. As for the number of residential displacees they would be minimal and there would be no difficulty in finding replacement residential property within the project area that is affordable and accessible to public services.

Employment

The current commercial property is directed towards the traffic that passes along the existing State Route 138 corridor. The State Route 138 corridor brings business to the neighboring communities and continues to provide the economic base for these rural communities.

The number of commercial properties affected by the project right-of-way leads to employee displacement. The anticipated job displacement in the project area was measured with the Southern California Association of Governments (SCAG) Employment Forecasts for Los Angeles County for the year 2000 and 2010 using information from the 1990 US Census Data. According to the projected SCAG Employment Forecasts by Census Tracts there will be 3,114 jobs available in these communities for the year 2000 and 5,548 jobs by the year 2010.

It should be understood that when employment displacement would occur initially most, if not all of the displaced employees can be expected to find employment, either in the relocated business itself or at a similar business in another location. Given the nature of the affected business, the ability of the marketplace to absorb employees, the relocation efforts of the right-of-way staff, and the support of the affected communities, it is anticipated that the actual loss of jobs would be minimal.

4.13 Minority (37)

This Environmental Impact Report/Environmental Assessment considers not only The *National Environmental Policy Act* (NEPA) requirements, but also those of Title VI (see Appendix F) of the *Civil Rights Act of 1964*, as amended, as well as *Executive Order 12898*.

Title VI requires that no person, because of race, color, religion, national origin, sex, age, or handicap, be excluded from participation in, denied benefits of, or be subjected to discrimination by, any federal aid activity. *Executive Order 12898* broadens this requirement to mandate that disproportionately high and adverse health or environmental impacts to

minority and low-income populations be avoided or minimized to the extent possible. Implementation of the State Route 138 improvement project will not result in disproportionately high or adverse impacts on minority or low-income neighborhoods or communities. No denial or substantial delay in the receipt of benefits from Caltrans programs, projects, policies, or activities is expected to occur.

The Department of Housing and Community Development (HCD) gives income definitions for the housing needs in the area. The two income levels that are of interest are the very low income and the low income. The very low income for HCD is 50% of median income or below. In 1995-96, families earning less than \$25,650 were classified very low income. The low income housing for HCD is between 50% and 80% of median income. For a family of four in 1995-96, low income was \$41,050. The City of Palmdale is required by SCAG to provide sufficient housing for low and very low income. The proposed project will not affect any of the low-income housing. Table 16 shows the median family income.

In the project area all possible care was taken in the selection and processing of the Caltrans right-of-way. The project right-of-way took into account minority and low-income populations in order to avoid and minimize harm in the Communities of Palmdale, Littlerock, Pearblossom and Llano.

4.14 Property Values, Local Tax Base (41)

The proposed highway-widening project would create local short-term fiscal impacts as a result of right-of-way acquisition. The proposed build alternatives would have an impact due to the removal of acquired property from the local tax base. The acquisition of additional right-of-way and the resultant loss in taxable property, however, would be minimal compared to the total tax assessment base, since there is adequate space for relocation of displaced businesses within the local vicinity.

Positive effects would occur if the inducement of better transportation conditions encourages businesses to relocate into the project study area. Property value in the project area would be expected to increase as a result of improved access, resulting in higher property tax yield. Business sales and volume in the area would also be expected to improve due to improved access for customers, resulting in higher sales tax yield.

Under the No Action Alternative, there could be some reduction in the tax base if increased congestion and poor access discourage consumers from coming to the area.

4.15 Community Facilities (42)

Equestrian Trails

Currently equestrian trails have not been formally designed for the project area, but extensive plans exist for many proposed trails. The Los Angeles County Department of Parks and Recreation has developed a Master Plan that identifies 5 equestrian trail crossings and 2 more identified by Antelope Valley Trails, Recreation and Environmental Council (AVTREC) as of 1999. They are Littlerock Wash Bridge, 96th Street East, 121st East, Big Rock Wash Bridge and Largo Vista road. AVTREC has identified the two crossings at 89th Street East and 165th Street East. Caltrans has conducted equestrian counts along the project area. The results of the equestrian counts show low volumes of equestrian usage. Current equestrian counts would not

justify the need for overpasses or bridges to accommodate equestrian use. The only location where the project proposes specific feature changes is at 96th Street East. Caltrans would continue to monitor the need for equestrian crossings.

The following is a list of measures to ensure the project design does not preclude implementation of the plans for trails. Antelope Valley Trails, Recreation and Environmental Council (AVTREC) is an advisory ground for the County Master Plan.

Measures to Minimize Harm

96th Street Crossing

- 1) *As part of the realignment of the 96th Street trail, the existing bridge over the California aqueduct at 96th Street East would have a separate equestrian/pedestrian structure constructed along the west side.*

121st Street Crossing

- 1) *As part of the Caltrans project design features for the highway-widening project the need for a demand signal will be studied.*

Big Rock Wash Crossing

- 1) *The County is requesting the use of the West Side of this crossing for equestrian trails*
- 2) *Caltrans will study the possibility of maintaining a 10-foot (3.0 m) clearance at this bridge and a path width of 8-ft (2.4 m) to allow sufficient clearance and minimize possibility of rider being trampled if the horse jumps sideways. If sediment reduces clearance, Caltrans will study the possibility of signage on both sides of the trail, which will instruct equestrians to dismount and walk horses*
- 3) *With respect to safety & flood control, the county currently does not provide signage to discourage trail use during rains*

Little Rock Crossing

- 1) *The new bridge at this crossing will have 3% slope. Clearance will range from a 15 ft (4.6 m) width to 13ft (4.0 m) width, not accounting for sediment. It was noted by the County that the clearance at this location is sufficient for equestrian trails*
- 2) *In the case that the bridge is designed without a 10 ft (3.0 m) clearance, Caltrans will study the possibility of providing signage to instruct equestrians to dismount and walk horses and provide adequate path width in which to lead horses.*
- 3) *With respect to safety & flood control, the county currently does not provide signage to discourage trail use during rains*

The design and building of equestrian trails follow certain general standards and they would consist of:

- 1) Grades shall not exceed 10%, except that for distances less than 300 ft (91.4 m), 15 % shall be permitted to avoid switchbacks.
- 2) Drainage - provide surface drainage by rolling the grade and outsloping the surface, installing water bars (modified water bars or rubber water deflectors), and using metal or wood culverts or open rocks to provide cross drainage.
- 3) Clearing - trees and shrubs will be cleared to a minimum width of 8 ft (2.4 m), and overhead clearance shall be 10 ft (3.0 m), minimum, above the trail tread.

- 4) Trail tread width of 10 ft (3.0 m) is desirable where cut and fill is not required. A minimum width of 4 ft (1.2 m) is required, with 6 to 8 ft (1.82 m to 2.4 m) around corners and in hazardous areas.
- 5) Sharp switchbacks should be avoided. In areas where they are unavoidable, the trail should be structurally reinforced.
- 6) Based on the development plan, fencing shall be provided to confine equestrians to the trail where safety hazards or destruction of adjacent properties or vegetation may occur.
- 7) Surface county road crossings must have painted black and white crosswalk strips and warning signs to motorists, of the equestrians crossing the road.
- 8) Equestrian tunnel is to be a minimum of 8 ft wide (2.4) inside and 10 ft (3.0 m) high (head clearance) with a complete drainage system. The ingress and egress ramp to the tunnel must not exceed 15% grade. Concrete surface is to be rough broom finish. The construction will be the box culvert type.
- 9) All identification and directional signs shall be uniform throughout the project, and provided for safety and control.
- 10) All equestrian entrances are to have motorcycle barriers installed.
- 11) Natural character of the site shall not be disrupted.
- 12) All work shall conform to all governing codes and Los Angeles County ordinances and standard specifications for public works construction.
 - a) Trails shall remain within the park boundary.
 - b) Natural character of the site shall not be disrupted.
 - c) Grades shall not exceed 10%; except that for distances less than 300 ft (91.4 m), 15% shall be allowable.
 - d) Trail tread width of 10 ft (3.0 m) is desirable where cut and fill is not required. Minimum width of 4 ft (1.2 m) is required, with 6 to 8 ft (1.82 to 2.4 m) around corners and in hazardous areas.
 - e) Sharp switchbacks should be avoided. In areas where they are unavoidable, the trail should be structurally reinforced.
 - f) Barriers, of materials compatible with the site, shall be provided to confine equestrians to the trail where conflict may occur with adjacent properties or with other uses, and in areas where they may destroy vegetation or elements desirable to the site.
 - g) Signs shall be provided as required for safety and control.

4.16 Public Utilities and Services (43)

A Utility Impact Report has been completed for the State Route 138 widening project. The addition of two new lanes and passing lanes will result in the relocation of minimal amount of utilities in the project area. The affected utilities would be relocated in accordance with State law and regulations and Caltrans' policies. There would be ongoing coordination between Caltrans, FHWA, affected agencies, and utility companies to minimize potential disruption of utility services.

The project site would affect the U.S. Post Offices that are located in the Communities of Pearblossom and Llano. The Post Office that is located in the community of Littlerock was

already in the process of being relocated prior to the establishment of the project area. In the worst case scenario the Post Offices in the Communities of Pearblossom and Llano would be relocated. The areas that are going to be effected are: Avenue T to Longview Road; Longview Road to 165th St.; 165th St. to Avenue W; Avenue W to Largo Vista (PM 65.5, KP 105.4 to 67.3, KP 108.3) and from Largo Vista to Junction 18 (PM 67.3, KP 108.3 to 69.4, KP 111.68). Table 29 shows the location and type of utility being relocated along the project area.

Table 29 Sites of Utility Relocation in Project Area

	Avenue T to Longview Road	Longview Road to 165 th St.	165 th St. to Avenue W	Avenue W to Largo Vista	Largo Vista to Junction 18
Overhead Facilities					
Edison	48 Power Poles 3 Guy Poles	13 Power Poles	19 Power Poles	53 Power Poles	32 Power Poles
GTE	38 Telephone Poles	-	-	-	-
Underground Facilities					
Southern California Gas Co.	1" gas line = 853 ft (260 m) 4" M. gas line = 7480 ft (2280 m)	-	-	-	-
Little Rock Irrigation District	2" line = 820 ft (250 m) 8" line = 6300 ft (1920 m) 6" line = 919 ft (280 m)	-	-	-	-
MCI		Fiber Optic Cable 4" duct = 57,414 ft (17500 m)			
Los Angeles County Water District	8" line = 820 ft (250 m) 6" line = 5610 ft (1710 m)	10" line = 787 ft (240 m) 6" line = 5314 ft (1620 m)	-	-	-
Pacific Bell	<i>Buried Cable</i> 2 Buried Cable = 11,650 ft (3550 m) 1 Buried Cable = 15,100 ft (4620 m) <i>Ducts</i> 2 Ducts = 11,650 ft (3550 m) 9 Ducts = 656 ft (200 m) 11 Ducts = 6360 ft (1940 m) 13 Ducts = 656 ft (200 m) 15 Ducts = 1050 ft (320 m)	<i>Buried Cable</i> 2 Buried Cables = 755 ft (230 m) 1 Buried Cable = 328 ft (100 m)	<i>Buried Cable</i> 1 Buried Cable = 1180 ft (360 m)	<i>Buried Cable</i> 1 Buried Cable = 4420 ft (1350 m)	<i>Buried Cable</i> 1 Buried Cable = 2345 ft (715 m)

Source: Caltrans Utilities Relocation Study 11/22/99

4.17 Traffic and Circulation (44, 45,50)

Traffic Circulation

State Route 138 widening will enhance traffic circulation by improving the Level of Service (LOS) from level D/E to Level of Service B at the end of project completion. It will also benefit the local communities by optimizing the movement of people, goods, and services in a safe and efficient manner.

According to the California State CEQA guidelines, a project will normally have a significant effect on the environment if it will cause an increase in traffic that is substantial to the existing traffic load and capacity of the street system.

As compared to year 2025 baseline conditions, this project is expected to shorten work-trip travel times, increase average p.m. peak-hour highway speed, reduce daily hours of delay for all trips, and decrease the percent of all p.m. hours travel that are delayed, thereby improving regional mobility.

Parking

The Los Angeles County Department of Public Works, Traffic and Lighting Investigations was contacted concerning parking issues in relation to the proposed project. They stated that they would analyze the parking issues on an "as needed" basis or towards the design stage of the project. Caltrans has been coordinating with the Keppel Union School District to develop a plan to mitigate impacts to their parking and circulation at Alpine Elementary School.

Traffic Signals

The traffic studies conducted as part of the Draft EIR/EA do not warrant installation of traffic signals within the project area. Caltrans would continue to conduct additional traffic studies through the design phase in order to determine if traffic conditions change and signals would be justified within the project area.

Measures to Minimize Harm

- 1. A Traffic Management Plan (TMP) would be completed for the construction of the project during the final design preparation. Adequate public notices and posted announcements will be required to alert motorists about different construction stages and lane closures. Also posted announcements would be required to alert motorists/consumers that businesses are still open during construction.*
- 2. Caltrans would provide access to off-site residential developments at all times during construction activities.*
- 3. Caltrans will continue to work with Los Angeles County Department of Public Work on parking issues.*
- 4. Caltrans will continue to coordinate with Alpine Elementary School*

4.18 Cultural/Historic Resources (51)

According to the Historic Property Survey Report, the Area of Potential Effect (APE) contained 124 properties and 5 bridges. The study found that none of the structures appear to meet the criteria of eligibility for inclusion in the National Register of Historic Places. Likewise, Caltrans has evaluated the properties in accordance with Section 15064.5(a, 2-3) of the CEQA guidelines and determined that none of the resources are historical resources and

for the purposes of CEQA. Furthermore, there does not appear to be a National Register-eligible historic district or cultural landscape within the APE.

While no prehistoric archeological sites were identified within the project area, the historic Llano del Rio Cooperative colony would be effected by the project. The remnants of the colony (which consists of approximately 2100 acres) lie on both sides of State Route 138 with visible ruins serving as key landmarks to identify the center of the colony. The Llano del Rio Colony is already recognized as California Historical Landmark No. 933 and, by virtue of that registration, is also listed on the California Register of Historical Resources. The colony also appears to be eligible for the National Register of Historic Places as a discontinuous historic district. If project plans are changed, additional survey work will be required on any area not previously surveyed. If during construction, buried cultural remains are encountered, it is Caltrans policy that all work in that area be stopped until a qualified archeologist can evaluate the nature and significance of the find.

Section 106 of the National Historic Preservation Act has established very specific guidance for finding that a project has an effect on a historic property. Section 106 requires such a finding:

...when the undertaking may alter characteristics of the property that may qualify the property for inclusion in the National Register. For the purpose of determining effect, alteration to features of a property's location, setting, or use may be relevant depending on a property's significant characteristics and should be considered... An undertaking is considered to have an adverse effect when the effect on a historic property may diminish the integrity of the property's location, design, setting, materials, workmanship, feeling, or association. Adverse effects on historic properties include, but are not limited to:

- 1) Physical destruction, damage, or alteration of all or part of the property
- 2) Isolation of the property from or alteration of the character of the property's setting when that character contributes to the property's qualification for the National Register;
- 3) Introduction of visual, audible, or atmospheric elements that are out of character with the property or alter its setting
- 4) Neglect of a property resulting in its deterioration or destruction; and
- 5) Transfer, lease, or sale of the property... (36CFR80).

Under CEQA, a project would have a significant effect on the environment if it would disrupt or adversely affect any of the following:

- A historic or prehistoric archeological site
- A property of historic or cultural significance to a community,
- Ethnic or social group
- A paleontological site (except as a part of a scientific study).

All build alternatives would affect the Llano del Rio site. Alternative 1 – Design variation B would have the least impact.

Measures to Minimize harm

1. *Mitigation measures will be identified and considered through the public comment on this document and in completing consultation with the State Historic Preservation Officer pursuant to section 106 of the National Historic Preservation Act (16U.S.C. 470).*
2. *If during project construction additional cultural materials appear, work will stop in the immediate area. The District 7 Archaeologist will be notified upon such discovery and appropriate measures will be performed to mitigate the impacts to the resource. Work may only resume with approval from the Caltrans Archaeologist.*
3. *The site would be designated and managed as an Environmentally Sensitive Area (ESA).*
4. *Permanent fencing and vehicular gated will be installed as the first construction activity along this section of highway. These fences would extend along the north and south right-of-way boundary lines from 165th Street to 175th Street through the former urban core of the community. Vehicular gates would be placed to allow access to existing private dirt roads.*

4.19 Cumulative Effects (58)

Preparation of this section is in accordance with California Environmental Quality Act (CEQA) and the National Environmental Policy Act (NEPA). The CEQA Guidelines, Section 15130, states that "cumulative impacts shall be discussed when they are significant. The discussion of cumulative impacts shall reflect the severity of the impacts and their likelihood of occurrence, but the discussion need not provide as great detail as is provided of the effects attributable to the project alone." Under 40 CFR 1508.7, cumulative effects "which result from the incremental consequences of an action when added to other past and reasonably foreseeable future actions" shall be discussed.

The Antelope Valley General Plan and the Los Angeles County Growth Management Plan EIR were reviewed to determine whether the proposed State Route 138 project impacts were already included in the analysis. If not, the State Route 138 project impacts were then added to the forecasted impacts to determine the likelihood that cumulative impacts would occur.

Geology and Soils

Seismic hazards are experienced throughout Southern California, including in the project area. With or without the State Route 138 project, people would be exposed to such hazards as fault displacement/ground rupture, seismic groundshaking, liquefaction, differential settlement, subsidence, and landslides. The project would not increase or decrease these hazards, nor would it introduce additional population into an area where these hazards exist. Thus, the project would not contribute to cumulative geology or soils impacts.

Land Use and Socioeconomic

The Antelope Valley General Plan recognizes the unincorporated areas of Littlerock, Pearblossom, and Llano as areas of low-density lifestyle that characterize much of the Antelope Valley. The General Plan promotes the protection of the existing rural communities as well as recognizes the urban centers such as Palmdale in the Antelope Valley. The preferred

alternative would require acquisition of approximately 3 full takes and 41 partial takes of residential property through the Communities of Littlerock, Pearblossom and Llano. It would also require 5 full take and 82 partial takes of non-residential property through the Communities of Littlerock, Pearblossom and Llano. There is adequate replacement housing the area. Therefore, the project would not contribute to cumulative population or housing impacts. Most, if not all, of the displaced employees can be expected to find employment, either in the relocated business itself or at a similar business in another location.

The project would provide short-term employment opportunities (construction) and contribute to an overall increased economic activity in the long term by improving accessibility within and to the project area. Thus, the project's contribution to cumulative economic impacts would be neutral to beneficial; depending on the ability to relocate displaced businesses in the local area.

Traffic and Transportation

By design, the State Route 138 project would have beneficial traffic and transportation impacts, and would not contribute to cumulative adverse impacts.

Air Quality

As a result of congestion reduction which would result from the project, the State Route 138 improvements would have a beneficial impact on air quality, and would not contribute to cumulative adverse impacts. The proposed project is included in the Regional and Federal Transportation Improvement Plan and is consistent with the Regional Transportation Plan that further the goals of the Clean Air Act.

Noise

The majority of the project area is surrounded by open space. The noise-sensitive land uses that front State Route 138 are now, and would continue to be, exposed to adverse noise impacts. The only feasible form of noise abatement along State Route 138 is soundwalls. In some locations, however, such walls would block views of highway dependent business and may not be desirable. Since, the businesses and residences have driveways and walkways abutting the highway, soundwalls would provide only 2-3 dBA of attenuation due to sound flaking. In addition, sight distance and sidewalk access requirements per Highway Design Manual section 1102.4, Noise Barrier location, cannot be satisfied with the placement of soundwalls in any reasonable location. If mitigation is not fully implemented, noise impacts related to State Route 138 improvements would contribute to the existing and growing noise impacts.

Biological Resources

Habitat area along many areas of State Route 138 has been highly disturbed and degraded by human activities. Impacts to riparian vegetation will be temporary and mitigated based on coordination with the responsible resource agencies. The proposed project has the potential to impact wildlife corridors. The California Resources Agency and the Department of Parks and Recreation have determined that the bridges at Little Rock Creek/Wash and Big Rock Creek/Wash are sufficient to maintain a functioning wildlife corridor for both small and large animals.

Archaeological/Historical Resources

The Llano del Rio site is within the Area of Potential Effect and is eligible for the National Register of Historic Places. This site will be affected by the proposed project. Mitigation will be conducted after completing consultation with the State Historic Preservation Officer pursuant to Section 106 of the National Historic Preservation Act of 1966 (16 U.S.C 470).

Hydrology

Although present quality is satisfactory, there is a slow trend toward reduced groundwater quality, due to increased urban run-off, septic tank failures in the San Gabriel watershed, declining water tables, and an extensive perched water condition in the Lancaster sub-unit of the Antelope Valley Basin (this sub-unit presently supplies the majority of the pumped water supply in the Basin). The proposed project widening of Big Rock Wash Bridge would occur in Big Rock Wash and since the creek is seasonal there will not be any effects to the existing water quality. Also all work that will be required would be done during low flow season.

Hazardous Materials

The State Route 138 improvements would affect existing hazardous materials within the project area by disturbing the areas where these materials are found. With implementation of hazardous materials remediation, impacts related to hazardous materials would be reduced to a less-than-substantial level on an individual and cumulative basis.

Visual Resources

The State Route 138-improvement project would result in very few changes in the aesthetic composition of the area. Views of the surrounding desert and mountains will not be obscured as no sound walls are foreseen along the route.

4.20 Farmland (26)

The U.S. Soil Conservation Service within the U.S. Department of Agriculture determined the farmland in the proposed area of State Route 138 widening which happens to fall under the Federal Farmland Protection Act. Prime farmland is land, which has the best combination of physical and chemical characteristics for the production of crops. It has the soil quality, growing season, and moisture supply needed to produce sustained high yields of crops when treated and managed, including water management according to the current farming methods.

Construction of any of the alternatives would result in conversion of approximately .14 to 1.03 acres of prime farmland designated by the United States Department of Agriculture's Natural Resources Conservation Service (NRCS) depending on the alternative chosen. The farmland that would be converted is located between 72nd Street East and 75th Street East (PM 53.95, KP 86.82) and east of the California aqueduct in the proximity of 96th Street East (56.17, KP 90.39). According to the Farmland Conversion Impact Rating Form AD-1006 that was done by the NRCS the total prime farmland in the project area represents 1.9% of total farmable land in Los Angeles County which is 56,883 acres as defined in the Farmland Protection Policy Act (FPPA). The percentage of affected prime farmland that will be converted directly by the highway widening project is 0.0019% and 0.00026% according to the Farmland Conversion Impact Rating Form AD-1006. Given the extremely small proportion of regional farmland to be converted by the project, the proposed project's impact upon prime farmland is

not substantial based upon the score of 152 given to the farmland based on the criteria set by the NRCS scoring system (See Appendix H).

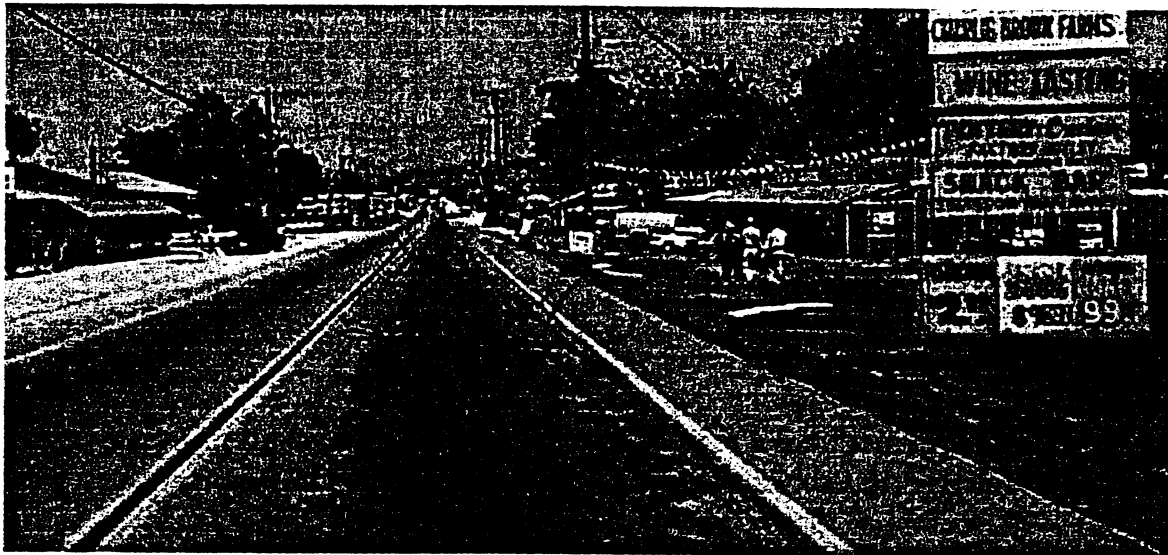
The NRCS classified the farmland "prime," but due to the relative value of the farmland and the Site Assessment, sites receiving a total score of less than 160 need not be given further consideration for protection and no additional alternatives need to be evaluated under 7 CFR 658.4 (c)(2). Therefore, no further coordination with the NRCS will be required.

4.21 Visual Impacts (53)

Visual Impacts

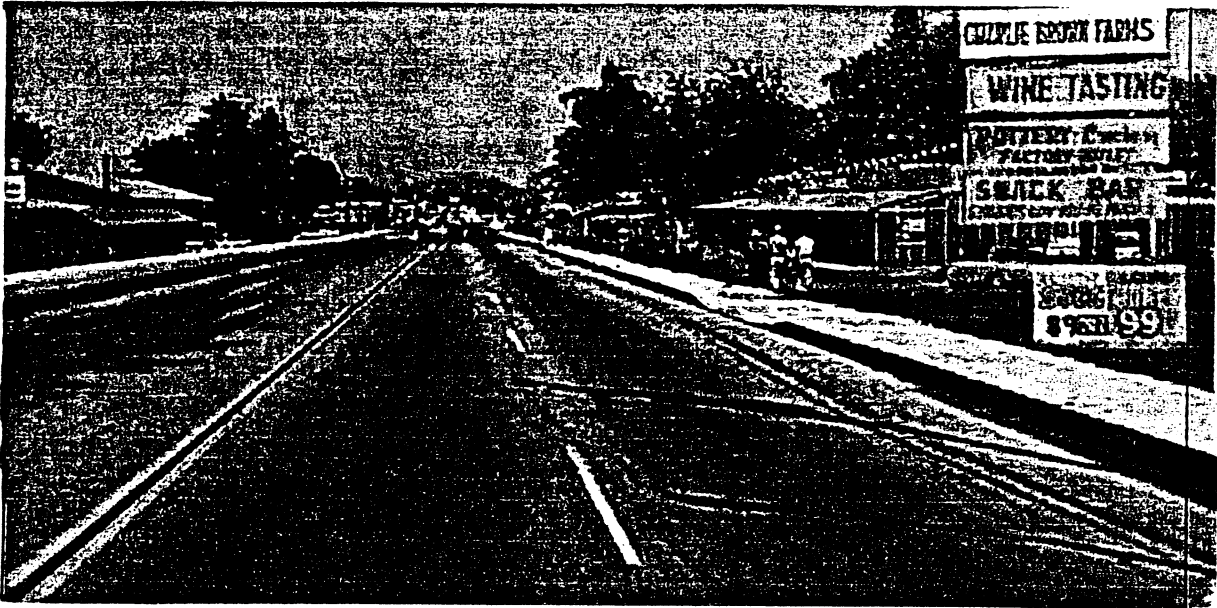
The Visual Impact Assessment was completed to evaluate the proposed construction of an additional mixed-flow lane in each direction on State Route 138 from Avenue T to the junction of State Route 18/138 (PM 51.4, KP 82.72 to 69.4, KP 111.68). The Visual Quality Analysis (VQA) of this proposed project site was performed to criteria set forth in The Visual Impact Assessment For Highway Projects (USDOT, FHA c. 1979). The visual quality was analyzed for each viewpoint in terms of vividness, intactness and unity. Viewpoints were selected for both east and west direction and commercial and rural viewpoints.

The first viewpoint was west bound on State Route 138 near 87th Street in Little Rock. According to the Visual Impact Study the visual quality of this viewpoint was evaluated below average. The terrain is flat and featureless. The man-made elements are chaotic and overpowering. The widening of the highway will affect the street diagonal parking, but improve the egress and access to this commercial zone parking. Telephone poles and roadside signs diminish the aesthetic experience. See Figure 13 and 14.



Source: Visual Impact Analysis April 2000

**FIGURE 13 WESTBOUND STATE ROUTE 138 NEAR 87TH STREET-LITTLE ROCK
EXISTING CONDITION**



Source: Visual Impact Analysis April 2000

**FIGURE 14 WESTBOUND STATE ROUTE 138 NEAR 87TH STREET-LITTLE ROCK
PROPOSED CONDITIONS**

The second viewpoint was eastbound on State Route 138 near 175th Street –Llano. The visual quality of this viewpoint was evaluated above average. The terrain is flat and featureless and the desert vegetation is limited. The dominance of the San Gabriel Mountains is the most significant feature. The addition of one travel lane per direction will have no impact on the visual quality. See Figure 15

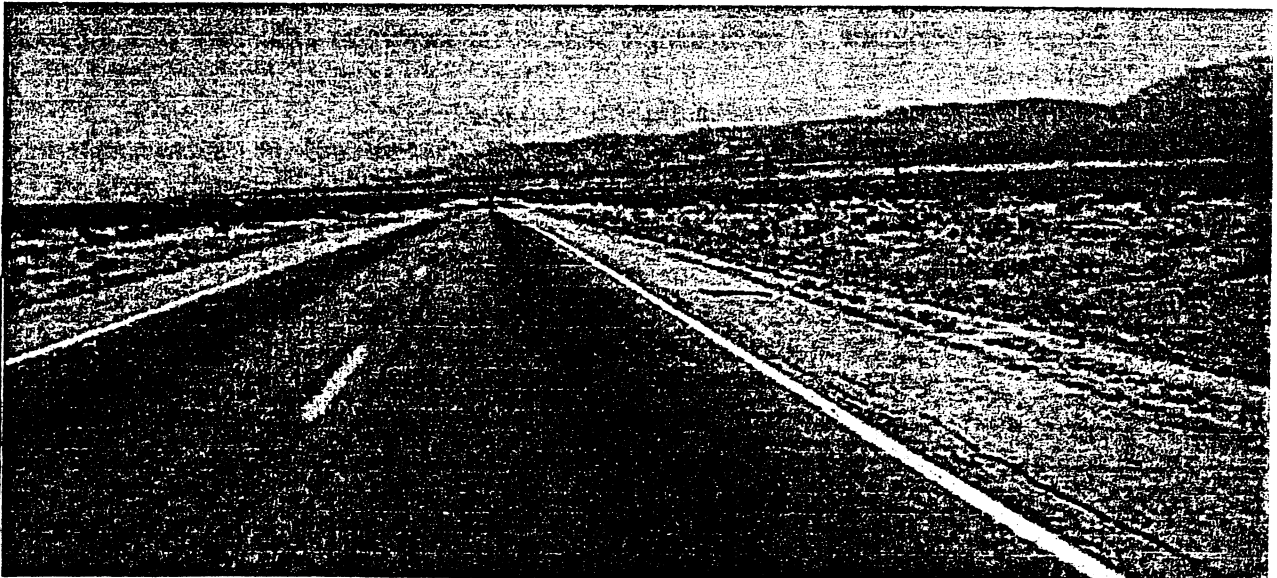


FIGURE 15 EASTBOUND STATE ROUTE 138 NEAR 175TH STREET –LLANO

The Visual Impact Study states that after the proposed construction the change to the visual quality would be slight change to an improvement for the viewpoints based on the visual

quality analysis criteria. The greatest visual impact will relate to the commercial and residential parking access. The widening of the roadway will eliminate some roadside parking. The connection to the parking and roadway is important in terms of safety and the visual quality of the commercial zone.

The State Route 138 project would result in very few changes in the aesthetic composition of the area. Views of the surrounding desert and mountains will not be obscured as no sound walls are foreseen along the route.

4.22 Construction Impacts (54)

Construction Air Impacts

Impacts to ambient air quality would occur as a result of construction activities. Fugitive Dust and particulate matter, especially those less than ten microns in size (PM₁₀) emissions will be generated during project excavation and filling. Construction equipment and offsite vehicles used for hauling debris and supplies will also produce emissions during the construction. Project construction will be conducted in accordance with all Federal, State and local regulations that govern construction activities and emissions from those vehicles. The following mitigation measures would be used to comply with AQMD Rule 403:

Measures to Minimize Harm

1. *Stabilize construction roads and dirt piles with water and/or chemicals.*
2. *Limit speeds on unpaved construction roads.*
3. *Daily removal of dirt spilled on to paved roads.*
4. *Cease grading and excavation activities when wind speeds exceed 25 miles per hour and during extreme air pollution episodes.*
5. *Require covering of all haul trucks.*
6. *Phased grading to minimize the area of disturbed soils.*
7. *Phased construction to minimize daily emissions.*
8. *Proper maintenance of construction vehicles to maximize efficiency and minimize emissions.*
9. *Prompt re-vegetation of road medians and shoulders.*
10. *Caltrans would use Best Management Practices when possible in the implementation of waste reduction and recycling programs to reduce the amount of construction/demolition and other wastes from landfills.*

Construction Noise

Construction of this project on State Route 138 may require use of equipment that has high noise characteristics. The equipment that would be used can range from concrete mixers producing noise levels of 80 decibels at a distance of 50 feet, to jack hammers over 90 decibels at the same distance. Normally construction noise levels should not exceed 86 dBA at a distance of 50 ft. To reduce the impact of these noises other measures should be used and are as follows:

Measures to Minimize Harm

1. *Construction activities should be confined to the daily period least disturbing to the neighboring communities.*

2. *Where there is close proximity to residential frontage, minimize operations from the City street side of the project to create the greatest distance between noise sources and residents.*
3. *Arrange the noisiest operations together in the construction program to avoid continuing periods of greater annoyance.*
4. *Require that equipment be installed and maintained with effective muffler exhaust systems.*

5.0 Section 4(f) Evaluation

U.S. Department of Transportation Act Section 4(f) Evaluation

State Route 138 Highway Widening

Project in Los Angeles County, California

State of California Department of Transportation

And

U.S. Department of Transportation

Federal Highway Administration

Pursuant to 42 U.S.C. 4332(2)(c) and 49 U.S.C. 303

January 2001

5.1 Section 4(f)

Section 4(f) of the Department of Transportation Act of 1966 prohibits the Secretary of Transportation from approving any program or project which:

...requires the use of any publicly owned land from a public park, recreation area, or wildlife or wildlife and waterfowl refuge of national, state, or local significance as determined by federal, state, or local officials having jurisdiction thereof, or any land from an historic site of national, state, or local significance as so determined by such officials unless

There is no feasible and prudent alternative to the use of such land, and

Such program includes all possible planning to minimize harm to such park, recreational area, wildlife and waterfowl refuge, or historic site resulting from such use....

(Department of Transportation Act of 1983, 49 U.S.C. Section 21)

Section 4(f) further requires consultation with the Department of the Interior (DOI) (comments from the DOI are included in Appendix J Response #A-5 Response to Comments) and, as appropriate other federal agencies, in developing transportation projects and programs, which use lands, protected by Section 4(f).

5.2 Proposed Action

The California Department of Transportation (Caltrans) proposes to widen State Route 138 from 2 to 4 lanes on the segment of the highway, which goes through the Communities of Pearblossom, Littlerock, Llano and the City of Palmdale, all within unincorporated Los Angeles County. The project involves widening along State Route 138 between Avenue T to the west and the Los Angeles/San Bernardino County line to the east. The preferred alternative involves the addition of one lane in each direction in order to make the existing highway a standard 4-lane conventional highway (for additional information see Section 1.0 in the EIR/EA). A more detailed description of the proposed project can be found in Section 1 (Purpose and Need) and Section 2 (Alternatives) of this document.

5.3 Description of Section 4(f) Properties Directly Used

5.3.1 Historic Resources

The historic archaeological site resource described below is identified in the Area of Potential Effect (APE) for the proposed State Route 138 widening project.

Llano Del Rio Colony Historic Archaeological Site

The Llano Del Rio Colony Historic Archaeological site encompasses a 2095 acre area of the Antelope Valley and is bisected by the Pearblossom Highway (State Route 138) as shown on Figure 2 and Figure 9. Figure 16A shows the Llano Hotel in a northerly direction situated approximately 150 ft (46 m) from the highway. Figure 16B is a picture taken in the southerly direction facing away from the Llano Hotel into the core area of the colony. Access to the property is not restricted, but traffic studies done show that the speeds in this area are between

65-70 miles per hour (104-112 kph). The lack of signs and vehicles traveling at a high rate of speed combine to prevent the commuter from realizing that there is a California Historical Landmark in such a remote area. Based on these two factors usage/visitation of this 4(f) resource is nearly nonexistent.

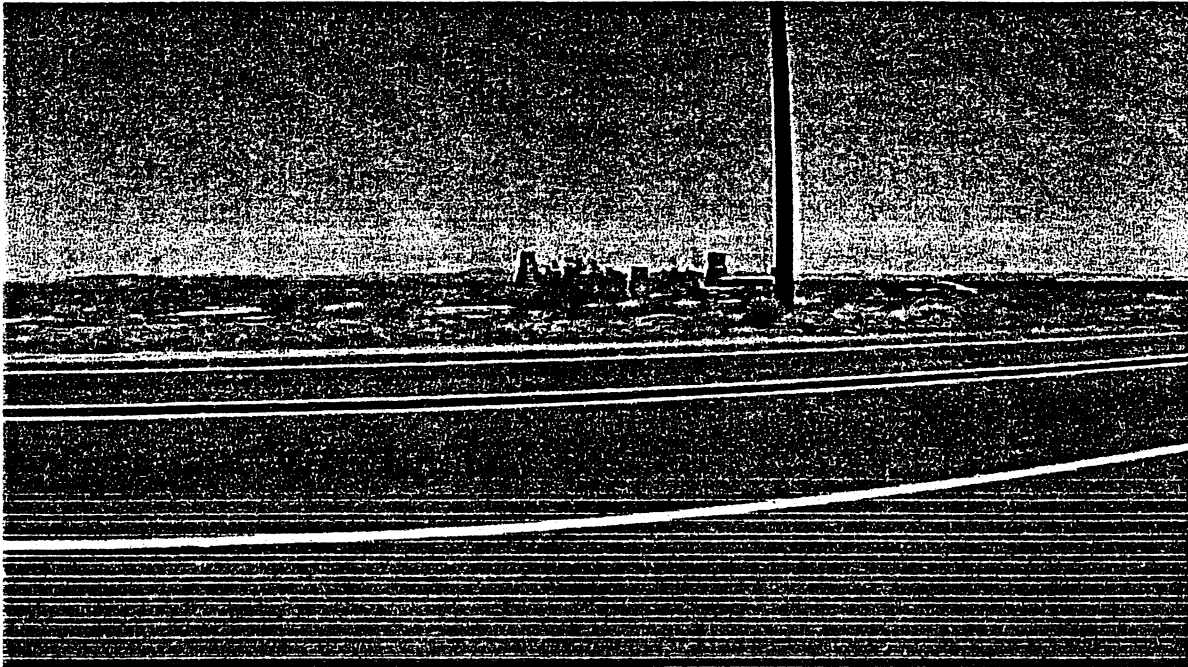


FIGURE 16A VIEW OF LLANO DEL RIO HOTEL ON NORTHSIDE OF STATE ROUTE 138



FIGURE 16B VIEW OF CORE AREA OF LLANO COLONY SOUTH SIDE OF STATE ROUTE 138

While little standing evidence of the colony remains, a number of key landmarks survive as visible ruins on the flat plain northeast of Big Rock Creek. At the center of the core area and highly visible from State Route 138 are ruins of the Llano Hotel, men's dormitory, and post office/business office complex. The hotel ruin is arguably the most important structure at the colony by virtue of the diverse social and political activities held there. See Figure 16C.

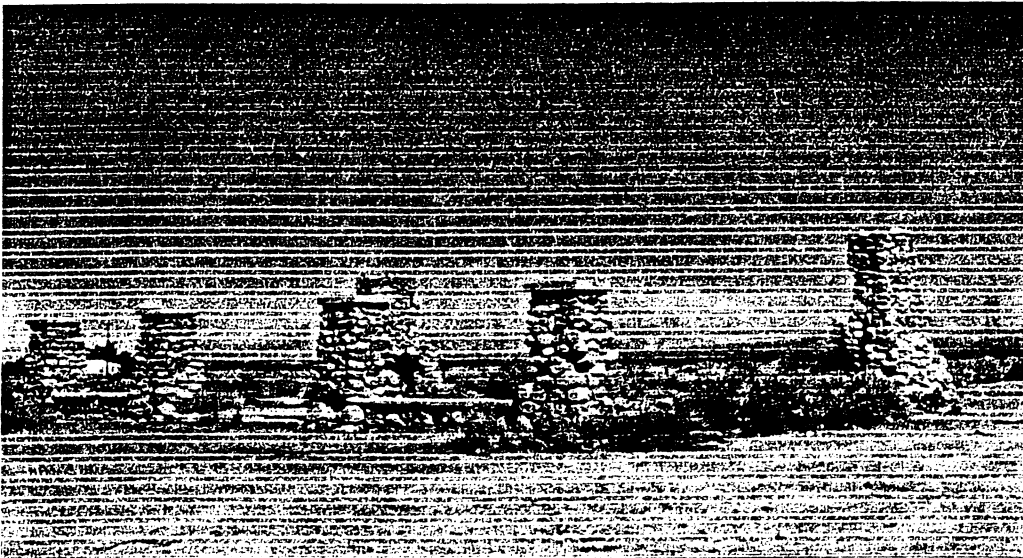


FIGURE 16C LLANO HOTEL (APPROX. 150 FT (46 M) FROM THE HIGHWAY)

At the north end of the core area are the ruins of the large barn, above ground pool/cistern, and root crop storage structure.

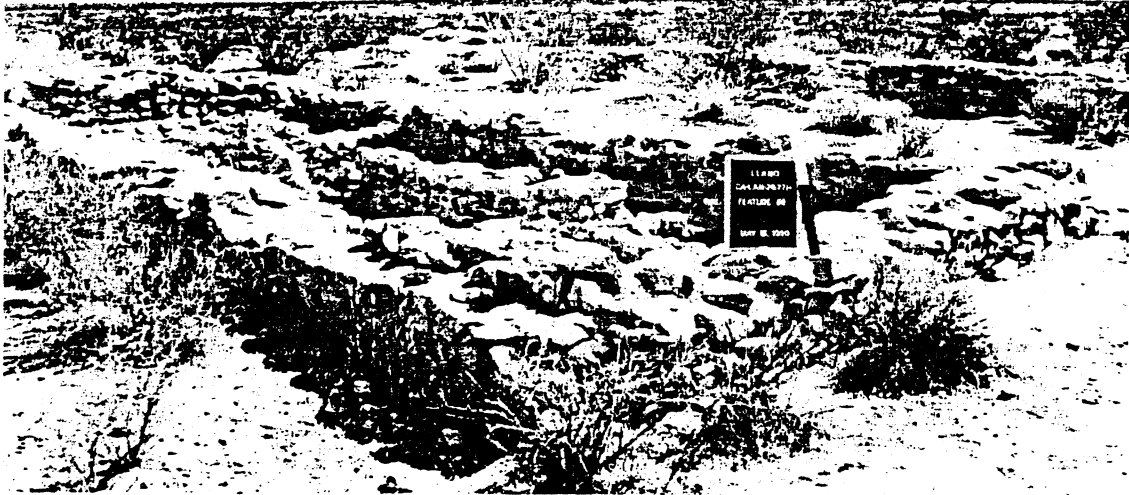


FIGURE 17 ROOT CROP STORAGE STRUCTURE (APPROX. 1340 FT (411 M) FROM HIGHWAY)

A masonry silo, smaller barn, and an adjacent stone building mark the southern limit of the core area.

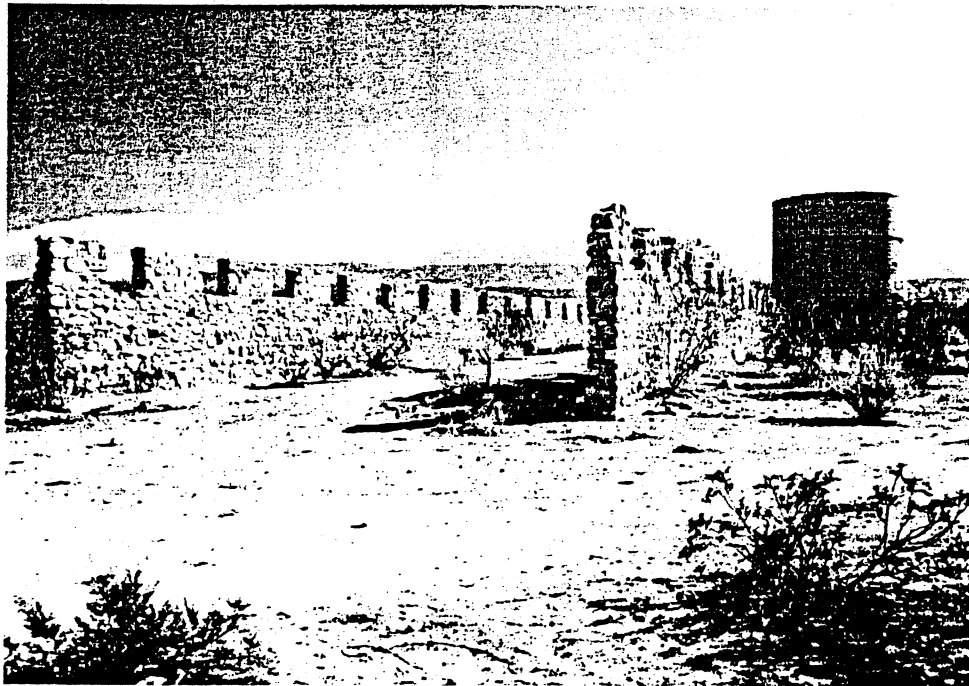


FIGURE 18 MASONRY SILO, SMALLER BARN (APPROX. 2350 FT (716M) FROM HIGHWAY)

5.3.2 Recreational Area

At one time there were 46-acres of proposed parkland located within the Community of Llano and within the boundaries of the 2100-acre Llano del Rio Colony site. The land is in the northwest corner of the State Route 138/175th street intersection, which is adjacent to State Route 138 in the project area. The County of Los Angeles Department of Parks and Recreation acquired the land on August 2, 1960. The land is currently undeveloped and not used as a park. Also the proposed parkland is zoned for light agricultural and commercial use and is no longer considered a feasible park site. On March 1, 2000 there was a visual/field examination of the proposed park and there were no aesthetics to identify it as a park or proposed park. Phone consultation with James Barber Advanced Planning Section Head (with the County of Los Angeles Department of Parks and Recreation) and Caltrans staff in May and June 2000 determined that the County of Los Angeles Department of Parks and Recreation has no planned facilities for the proposed park. Caltrans has contacted the County of Los Angeles Department of Parks and Recreation in regards to purchasing the required amount of property needed for the highway widening project. In a letter dated September 19, 2000 from the Office of Project Development B it stated that Caltrans was interested in purchasing 3 acres of the proposed parkland. The letter from the Office of Project Development B also requested a concurrence letter. A letter sent on November 21, 2000 (Appendix M) from the County of Los Angeles Chief Administrative Office Real Estate Division recommended that both required properties that would be needed for the project be consolidated to minimize processing costs.

5.4 Impacts on the Section 4(f) Property

An avoidance alternative was not considered a viable option for the highway-widening project due to the large detour that would be required to go around the enormous historic property. A detour of that magnitude would greatly increase project costs, travel distance, and travel time. The Llano Site consists of a variety of property owners. According to the Los Angeles County parcel assessor maps about 75 parcels are listed as vacant desert land, 3 are government owned land and 12 are single family residents. The County of Los Angeles Department of Parks and Recreation owns one of the parcels. Because the Llano Colony site is so extensive, there is no practical way to completely avoid the site. Personal contacts with members of the Big Pines and West Antelope Valley historical societies resulted in a meeting on July 15, 1999 to discuss project effects on the colony and ways those impacts might be reduced. Members of both groups were concerned about the proximity effects on the Llano hotel ruins, which is one of the most visible and significant surviving built elements at the Llano site. Instead of encroaching on this ruin, these interested parties suggested expanding the highway exclusively on the south side of the existing alignment. In consultation with FHWA, Caltrans had submitted a Finding of Effect to the State Historic Preservation Officer On June 22, 2000 in order to receive concurrence on our determination of the Llano Del Rio Cooperative Colony. An Memorandum of Agreement (MOA) was submitted to the State Historic Preservation Officer with a treatment plan in order to minimize the harm to the Llano del Rio Cooperative Colony.

5.4.1 No Build Alternative

The no build alternative has the least potential to affect the National Register eligible Llano site. However, this alternative fails to address the project objectives by not providing the necessary improvements for the projected safety and traffic conditions in the area. There have been a high number of fatalities along this segment of State Route 138. Hence, safety concerns stemming from use of the congested two-lane highway would not be addressed and no additional capacity would be provided. Flooding and debris accumulation would continue to be persistent safety problems. For this reason the No Build Alternative completely fails to meet the project's purpose and need and is dismissed.

5.4.2 Design Variation A

This alternative would expand the highway primarily on the south side within the existing highway right-of-way (ROW) in the core area of the Llano site and would then gradually curve back to follow the existing centerline on either side of the core. Design Variation A would increase the highway from two to four lanes, providing increased carrying capacity and addressing a selected range of safety problems. This alternative would address the problem of unsafe passing by offering an extra lane in each direction of travel.

The ROW for this alternative would encroach about 21 ft (6.5 m) closer to the standing ruins of the Llano Hotel and single men's dormitory, although the new edge of pavement would not move any closer to the ruins. Instead, the expanded ROW would be used to manage periodic flooding incidents consistent with existing maintenance practices. That would involve periodic grading to remove the buildup of debris and facilitate drainage. Design Variation A would directly impact 22 known archaeological features. Many of these features, particularly building pads, pit features, and refuse scatters can be expected to contain information that would help address important questions in history.

The reasons for dismissing Design Variation A stem from its failure to address several important safety concerns spurring development of this project. While less impacting to the Llano site than either of the viable project alternatives (design variations B and C), this alternative fails to meet the basic purpose and need of the project because it would not address several important safety issues including the currently inadequate sight distance caused by the undulating profile of the existing at grade facility, periodic flash flooding, and debris accumulation.

The existing pavement profile in the vicinity of the Llano colony site is a rolling profile that follows the existing grade, with some deep depressions originally designed to accommodate the passage of flush drainage flows. The dips and deeper depressions along this stretch have the effect of reducing the stopping and passing sight distance available to the user. Adequate sight distance is one of 13 mandatory controlling design criteria elements required in the design of highway facilities. The corrective measure for this condition is to raise the roadway profile, as needed, to eliminate the dips and smooth out the profile. Design Variation A fails to correct the vertical alignment deficiencies discussed above.

About 9% of the accidents on this stretch of highway are associated with wet pavement conditions. Design Variation A would not improve existing drainage conditions, continuing to allow flood waters, rocks, and other debris to flow over the roadway. Accidents due to flooding events would increase in number and severity if this alternative were selected because drivers would not expect to encounter such conditions on a multilane highway and would be travelling at greater speeds. For all of the foregoing reasons, Design Variation A does not meet the basic objectives of the project and has been dismissed.

5.4.3 Design Variation B (Preferred)

This alternative would expand the alignment to the south to avoid impacts to the Llano del Rio Hotel ruin and gradually curve back to follow the existing centerline on either side of the core area. The new alignment would shift to the south by approximately 19.7 ft (6 m) just east of 165th Street East and would continue east until it rejoins the existing highway west of 175th Street. This alternative would be elevated about 1.5 meters (5 feet) in the vicinity of the Llano hotel in order to address drainage requirements for a 25-year flood event. It would also have a total width of 233 ft (68 m) to accommodate required fill, and a series of 82 culverts and drainage channels that will be needed along both sides of the highway.

This alternative meets the project purpose and need, albeit below normal drainage design standards. This design would directly impact 42 archaeological features. Most of these features, particularly building pads, pit features, and refuse scatters can be expected to contain information that would help address important questions in history.

The elevated design would also create indirect effects associated with the introduction of a modest structure in the middle of the site. By truncating the view across this broad, flat cultural landscape, the ability to appreciate the scale and layout of the former settlement would be diminished. The elevated view from the structure would also make the features of the colony more visible in angled light, possibly causing an increase in looting activities. However, an elevation of the highway profile along the highway would accommodate drainage requirements and eliminate the rolling profile thereby improving the stopping sight distance and reducing the number of fatal cross-median accidents.

Design Variation B appears to be the least damaging choice among the two viable alternatives and is thus considered the preferred alignment. Design Variation A and the No Build alternative, while they would have fewer or no harmful effects on the Llano site, are not viable because they fail to address the fundamental safety and congestion problems prompting development of this project. Some of the adverse effects of Design Variation B can be reduced in severity through the implementation of mitigation measures summarized Section 5.6.1.

5.4.4 Design Variation C

Design Variation C would diverge from the existing alignment at a point just east of 165th street and then run parallel to it some 393.7 ft (120 m) to the south until it rejoins the existing alignment east of 175th street. It would be elevated 15 ft (46 m) to accommodate large culverts and have an average width of 290ft (88.4 m). This alternative would achieve a maximum

elevation of 15 ft (4.57 m) above the existing grade with a slope at a gradient of 1:6 to address a 100-year flood event. As a result, it would directly impact more archaeological features. A total of 53 features would be wholly or partly destroyed if this alignment is chosen.

In addition, Design Variation C would entail an even more massive and imposing structure than Design Variation B, causing indirect effects of the same types already discussed. Although Design Variation C is farther from the standing ruins at the center of the former colony, the massive scale of this elevated structure would be much more intrusive than the other build alternatives. It would also impact more features and may have a greater tendency to enhance the visibility of the site, potentially resulting in increased looting. These factors suggest this alignment would have the most potential to harm the significant values of the Llano site.

5.5 Avoidance Alternatives

5.5.1 No Build Alternative

This alternative retains the existing roadway conditions. It was rejected for the following reasons.

- It is not consistent with the long-term objective of reducing congestion and improving the overall operation and safety for State Route 138.
- It would not provide sufficient capacity for projected 2025 traffic volumes.
- It would not improve safety conditions or reduce the number of accidents and fatalities.
- It would not facilitate the efficient movement of goods and services through the area.
- It would not complete the planned integrated regional transportation network between San Bernardino County and the Eastern Los Angeles County.
- It would be inconsistent with the 1990 STIP that allotted funds for Passing Lanes, Widen Bridge, and Channelization.
- It would not conform to the Air Quality Management Plan (AQMP)

This alternative would not solve existing transportation safety or maintenance problems. While this project would have no impact on the section 4(f) property, it does not address the project objectives.

5.5.2 Avoidance Alternative

Llano Colony Site

Because the Llano Colony is so extensive (2095 acres), there is no practical way to completely avoid the site. Routing the highway around the site would substantially increase project costs and would also increase travel routes and travel time, resulting in concomitant reductions in air quality. Also, the new location would result in substantial adverse social, economic and environmental impacts including such impacts as extensive severing of productive farmland, displacement of a substantial number of families or businesses, serious disruptions of established travel patterns, substantial damage to sensitive species habitat. See Figure 19.

5.6 Measures to Minimize Harm

The general approaches that would be used to mitigate adverse effects to the Llano Colony are described in this section. That plan proposes treatment measures designed to address adverse effects on the full range of the values that qualify the Llano Colony for the National Register of Historic Places. The values that would be affected include the loss of significant data relative to Criterion D and diminishment of the integrity of the colony as a cultural landscape relative to Criterion A. To address the loss of these diverse values, an integrated program of historical and archaeological investigation, interpretation, and public involvement is planned. The goal of this work would be to gain a more complete understanding of the scope, layout, and characteristics of the colony as a whole and to recover important information that would be lost or diminished as a result of project implementation.

5.6.1 Mitigation Measures for Llano Colony Site

In order to mitigate the adverse effects to the Llano Colony site treatment measures have been developed to address adverse effects on the full range of the values that qualify the Llano Colony for the National Register of Historic Places. The values that would be affected include the loss of significant data relative to Criterion D and diminishment of the integrity of the colony as a cultural landscape relative to Criterion A. To address the loss of these diverse values, an integrated program of historical and archaeological investigation, interpretation, and public involvement is planned. The goal of this work would be to gain a more complete understanding of the scope, layout, and characteristics of the colony as a whole and to recover important information that would be lost or diminished as a result of project implementation. Caltrans staff will initiate a separate environmental enhancement and mitigation grant application for within Caltrans Right-of-Way at the Llano Hotel Site.

FHWA and Caltrans have consulted with the California State Historic Preservation Officer (SHPO) and notified the Advisory Council on Historic Preservation (Council) on the impacts to the Llano del Rio Colony site. FHWA, Caltrans and the California SHPO have reached an Memorandum of Agreement per Section 106 of the National Historic Preservation Act (Appendix A) that the adverse effects of the widening project on the Llano del Rio Colony site shall be mitigated in accordance with the provisions described in the *Treatment Plan for the Llano del Rio Colony in Los Angeles County, California (February 2001)*. To address the loss of the diverse values for which the Llano del Rio Colony site was evaluated an integrated program of historical and archaeological investigation, interpretation and public involvement has been proposed. The goal of this work will be to gain a more complete understanding of the scope, layout, and characteristics of the colony as a whole and to recover important information in the areas of community planning and the colony's metalworking industry that would be lost as a result of project implementation.

The Memorandum of Agreement (Appendix A) and Treatment Plan (available under separate cover) have the following guidelines and criteria:

1. *FHWA and Caltrans shall ensure that the approved treatment plan is fully implemented. All fieldwork required in the treatment plan would be completed prior to the start of any project ground-disturbing activities in the vicinity of the Llano del Rio Colony site. Other*

work required to carry out the purposes of the plan may continue after construction work begins. All work under the plan will be completed no later than three years after the fieldwork.

- 2. Public Interpretation. Following completion of the final technical report, Caltrans will develop public interpretive materials, covering historical and archaeological resources within the project area, and make the results of the treatment program available to the public through measures that minimally consist of a publication prepared for popular consumption.*
- 3. Protective Measures: To prevent inadvertent damage to the portions of the Llano Colony site that lie outside of the proposed ROW, the site will be designated and managed as an Environmentally Sensitive Area (ESA). Prior to construction, the ESA will be specifically described in the plans, specifications, and estimates prepared to guide the construction effort. Monetary penalties will be specified for ESA transgressions. Permanent fencing and vehicular gates will be installed as the first construction activity along this section of the highway. These fences will extend along the north and south ROW boundary lines from 165th Street to 175th Street through the former urban core of the community. Vehicular gates will be placed to allow access to existing private dirt roads. Upon completion of the construction project the local maintenance supervisor will review the location of the permanent ESA with a Caltrans archaeologist.*
- 4. Historical Research: The most important goal of the historical research will be to address effects on the cultural landscape of the colony under Criterion A. The additional research would concentrate on exploring previously untapped documentary sources and informants. Unexamined county, state, and federal records will be reviewed in an effort to trace leases, patents, claims, and assessments pertaining to community planning. Historical research will be conducted in order to aid in the identification and dating of materials recovered from excavations.*
- 5. Fieldwork: Fieldwork will entail additional archaeological survey and excavations designed to recover important data that would be impacted by the project specifically concerning community planning and the colony's metalworking industry. The survey would establish the boundaries, arrangement, and characteristics of uninspected or cursorily surveyed portions of the colony's land. Excavations would focus on those building locations, pit features, and refuse scatters that will be directly impacted by the project and that can specifically address the research questions concerning community planning and the colony's metalworking industry.*
- 6. Laboratory Work and Analysis: The laboratory work for this study will be completed following the fieldwork. All cultural materials, with the exception of delicate and perishable items, will be cleaned prior to cataloging and sorted by functional categories. Artifacts will be studied to see if they were temporally diagnostic. Although the occupation of Llano was brief, detailed information on the production dates for materials are crucial for the interpretation of the issues relating to community planning and the colony's metalworking industry. Other materials may be very closely dated and these items can help reconstruct the sequencing of colony development.*

7. *Public Involvement and Interpretation: The data recovery that will be undertaken for the public benefit to recover information that would otherwise be lost as a result of project impacts to the Llano del Rio Colony site. The results from the field investigation would be interpreted to public and professional audiences in a technical report, public report and possibly a museum exhibit.*
8. *Personnel and Schedule: The historical and archaeological work will be conducted under the direct supervision of professional/s who meet the Secretary of the Interior qualifications in the appropriate disciplines.*

Based upon the above considerations, there is no feasible and prudent alternative to the use of land from the Llano del Rio Colony and the proposed action includes all possible planning to minimize the harm to the Llano del Rio Colony resulting from such use.

5.7 Other Properties Evaluated Relative to the Requirements of Section 4(f)

The purpose of this discussion is to address section 4(f) requirements relative to other park, recreational facilities, and historical properties within approximately one-half mile (0.8 km) of the study area. Due to the remote/rural location of the Llano del Rio Colony site and Shady Bend Park there are no other 4(f) properties within one-half mile (0.8-km) of any of the project alternatives.

5.8 Section 6(f)

The Land and Water Conservation Fund Act lets State and local governments obtain grants to acquire or make improvements to parks and recreation areas. Section 6(f) of this Act prohibits the conversion of property acquired or developed with these grants to a nonrecreational purpose without the approval of the Department of the Interior's (DOI) National Park Service. Both the Llano del Rio Colony Site and the proposed Shady Bend Park have not received grants from the Land and Water Conservation Fund Act therefore there is no use of Section 6(f) land.

5.9 Coordination

A 30-day scoping period was allocated to ensure that all concerns were presented to the department for consideration and inclusion in the environmental studies. A scoping meeting was held on August 26, 1998 to address any initial concerns prior to design and development of the project. Members of the Big Pines Historical Society expressed concerns about the project effects on the Llano site. An additional meeting was held with members of the Big Pines and West Antelope Valley historical societies on July 15, 1999 to discuss project effects on the colony and ways those impacts might be reduced.

Members of both groups were concerned about proximity effects on the Llano Hotel ruin, one of the most visible and significant surviving built elements. Instead of encroaching on this ruin, these interested parties suggested expanding the highway exclusively on the south side of the existing alignment and installing fencing along the north side of the highway to limit access to the ruin. Design Variation A was initially proposed in response to these suggestions

and Design Variations B and C were later developed to move the expanded highway even farther away from the hotel.

Caltrans cultural resources experts also had personal and telephone contacts with individuals knowledgeable about the Llano Colony and heard similar concerns from those parties. Personal contacts were made with Felice Apodaca, Ralph Bowman, Jasper Kidd, and other members of the Big Pines Historical Society, as well as Milt Stark, Cora and James McCrumb, Jim Pledger, David Earle, and Dana Hicks of the Western Antelope Valley Historical Society. Dr. Robert Hine, a historian who has written extensively about western utopian communities including the Llano cooperative, was also contacted by email and expressed his wish that the colony be mapped and recorded to ensure project effects are adequately considered. Caltrans in coordination with FHWA and SHPO have had ongoing coordination and review of proposed treatment plans over the course of this project. Caltrans, SHPO and FHWA have had correspondence on the Llano del Rio Colony on the following dates:

- March 20, 2000
- April 21, 2000
- June 22, 2000
- August 18, 2000
- December 12, 2000
- January 16, 2001

In a letter sent on April 21, 2000, the Office of Historic Preservation determined that the Llano del Rio Colony is eligible for the National Register of Historic Properties under Criterion A and D. There is not sufficient evidence at this time to support the eligibility in the areas of economic practices and social behavior. Significance under Criterion A and D is sufficient to establish Llano del Rio as a historic property for the purposes of Section 106 consultation.

Public views on the proposed project have also been sought through numerous additional meetings, telephone conversations, and email exchanges with interested parties.

General public meetings were held on June 10, September 8, and December 15, 1999 with the Highway 138 Safety Corridor Task Force and another general public meeting took place March 9, 2000 in connection with a Littlerock Town Council Meeting. Those venues produced no specific comments about the treatment of the Llano Del Rio Colony site or Shady Bend Park.

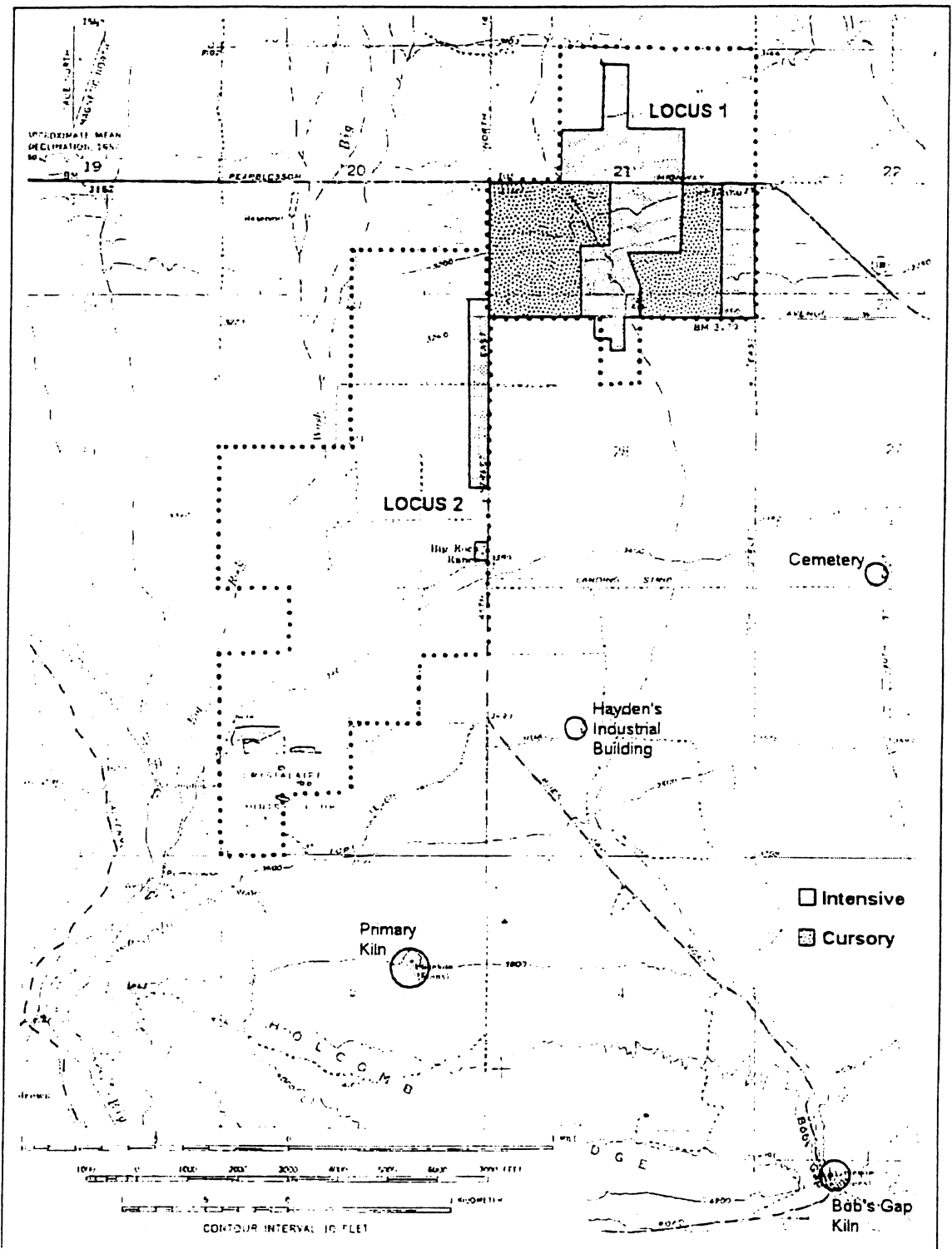


FIGURE 19 BOUNDARIES OF THE LLANO DEL RIO COLONY (BLACK DOTS)

6.0 Consultation and Coordination

6.1 Early Scoping Process

The CEQA requires a formal scoping process when an Environmental Impact Report is prepared. A 30-day scoping period was allocated to ensure that all concerns were presented to the department for consideration and inclusion in the environmental studies. At the start of the project there was a scoping meeting on August 26, 1998 to address any initial concerns prior to design and development of the project from concerned residents and business owners.

Scoping letters were mailed on July 28, 1998 to the appropriate local, state, and federal agencies, elected officials and over 3000 local homeowners and residents notifying them of the formal initiation of studies. A Notice of Intent was published in the Federal Register on August 27, 1998 and the Notice of Preparation was dated August 20, 1998 and sent by certified mail to the responsible agencies. The public notices (Appendix C) were published in the following newspapers.

Los Angeles Times-San Fernando Edition on August 12, 1998 and August 19, 1998

Antelope Valley Press on August 12, 1998 and August 19, 1998

La Voz on August 14, 1998

Acton Agua Dulce Weekly on August 17, 1998 and August 24, 1998

The comments of potentially affected agencies, businesses, and the public on pertinent social, economic, and environmental issues were required by September 30, 1998. The majority of the comments dealt with safety issues, primarily speeding violations and the difficulty involved in making turns or passing safely. There were requests for consideration of trail crossings for hikers and equestrians. Littlerock residents expressed some opposition to the project.

6.2 Consultation

Consultation and coordination by Caltrans Districts 7 with the following agencies and jurisdictions has occurred throughout the project.

- US Fish & Wildlife Service
- Natural Resources Conservation Service (Lancaster Office)
- Department of Interior (DOI)
- State Office of Historic Preservation (OHP)
- California Department of Fish and Game (CDFG)
- Littlerock Town Council
- City of Lancaster
- Llano Community Association
- City of Palmdale
- Los Angeles County Department of Parks and Recreation
- California Department of Water Resources
- Los Angeles County Department of Power and Water
- State Assemblyman George Runner
- CHP Southern Division, Victorville, Antelope Valley Area, San Bernardino
- Los Angeles County Sheriff's Department (Lancaster)
- Keppel Union School District
- Pearblossom Chamber of Commerce
- Littlerock Chamber of Commerce
- Route 138 Safety Task Force

It is Caltrans policy to avoid where feasible, cultural resources that are of value to contemporary Native Americans. In doing so Caltrans has been in consultation with the Tribal Office of the San Manuel Band of Serrano Mission Indians throughout the course of the technical studies for this highway widening project. Caltrans has also been in consultation with the Native American Heritage Commission and Andy Green a Kawaiisu tribal representative. A letter sent on behalf of the San Manuel Band of Serrano Mission Indians from the Law Offices of Thomas E. Luebben requested that an intensive and comprehensive cultural resource inventory be conducted in the planning stages of the project. Consultation with other individuals who are knowledgeable about the cultural resources within the Project's region were contacted including the State Archivist in Sacramento, Sutro Librarians in San Francisco, and historians Delores Hayden and Robert Hine. Based on the technical studies that have been completed for this project it appears that no Native American cultural resources have been identified within the project area.

6.3 Community and Agency Meetings

During project development there have been meetings with various groups to ensure that all possible concerns have been addressed. As mentioned in Section 2.7 there was a Highway 138 Safety Corridor Task Force formed in order to implement changes while design and development were in the works. The meetings for the Highway 138 Safety Corridor Task Force were held on:

- September 25, 1998
- November 19, 1998
- January 28, 1999
- March 11, 1999
- June 10, 1999
- September 8, 1999
- December 15, 1999
- March 15, 2000

Besides meetings of the 138 corridor task force there was a town council meeting in Littlerock on March 9, 2000 and a Cultural meeting concerning the archaeological site in Llano on July 15, 1999. A major concern during project development and design has been the impact of Caltrans right-of-way on Alpine Elementary school in Littlerock and the impacts on the faculty and visitor parking and the impact to the bus loading/unloading zone.

The meetings with Keppel Union School District were held on:

- August 10, 1999
- November 5, 1999
- December 3, 1999
- January 7, 2000
- February 4, 2000

Caltrans has also conducted workshops with the following organizations:

- Pearblossom Chamber of Commerce on June 1, 2000
- Littlerock Town Council on June 22, 2000
- Littlerock Chamber of Commerce on July 19, 2000
- City of Palmdale on August 9, 2000
- Littlerock Town Council Fall Festival on October 7, 2000
- Llano Association on October 24, 2000

6.4 Circulation of Draft Environmental Document

This document was circulated to the agencies and individuals shown on the mailing list in Appendix D. Notices of the document's availability were sent to all property owners (approximately 2000) in the corridor. Copies of the document were available at the local libraries and local post offices in Appendix C. A Public Hearing was held during the circulation of this Draft Environmental Impact Report/Environmental Assessment (EIR/EA). The Public Hearing was held on October 30, 2000 at Littlerock High School. Notice of the Public Hearing was published in six local newspapers servicing the surrounding communities in English and Spanish. Also the Draft Environmental Impact Report/Environmental Assessment was available at the following site:

<http://www.dot.ca.gov/dist07/route138/index.htm>

A record of the public hearing is available under separate cover. Appendix J contains the public comments and responses for this project.

7.0 List of Preparers

EIR/EA prepared by:

Cathy Wright	Senior Environmental Planner	Document Review/Preparation
Carlos J. Montez	Environmental Planner	Document Preparation
Chris Benz-Blumberg,	Environmental Planner	Document Preparation

Contributions By:

Fouad Abdelkerim	Senior Transportation Planner	Air Quality
Leann Williams	Senior Transportation Planner	Air Quality Conformity Study
Claudia, Harbert	Architectural Historian	Historical Property Survey Report
Thad M. Van Buren	Associate Archeologist	Archaeological Survey Report
Gary Iverson	Senior Environmental Planner	Archaeological Survey Report
Joseph Millman	Associate Landscape Architect	Visual Impacts Analysis
George T. Ghebranius	Senior Transportation Engineer	Hazardous Materials
Linda Taira	Senior Transportation Planner	Natural Environment Study
Karen Drewe	Natural Science Specialist	Natural Environment Study
Lorna Foster	Assoc. Right of Way Agent	Draft Relocation Impact Report
Sami Deeb	Utilities Engineer	Utilities Relocation Study Report
Yung Chung	Civil Engineer	Geotechnical Report
Dave Gilstrap	Senior Transportation Engineer	LARTS/Traffic Projections
Guillermo Gutierrez	Assoc. Transportation Planner	Traffic Projections
Art Correa	Senior Transportation Engineer	Design
Anthony Hughes	Civil Engineer	Design
Ed Shiao	Senior Transportation Engineer	Traffic Study

Consultants:

John Landgard, Geocon,	Environmental Geologist	Site Investigation Report (Lead Testing)
Phillip Richards Professional Services Industries Inc.	Environmental Professional	Initial Site Assessment

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APPENDIX A

**Letter of Concurrence from State Historic Preservation Officer
and
Section 106 Memorandum of Agreement**

**OFFICE OF HISTORIC PRESERVATION
DEPARTMENT OF PARKS AND RECREATION**

P.O. BOX 942866
SACRAMENTO, CA 94286-0001
(916) 653-8624 Fax: (916) 653-9824
calshpo@ohd.parks.ca.gov



April 21, 2000

Reply To: FHWA000324A

Michael G. Ritchie, Division Administrator
U.S. Department of Transportation
Federal Highway Administration
California Division
980 Ninth Street, Suite 400
Sacramento, CA 95814-2724

Re: Determination of National Register Eligibility for the Proposed Improvements to State Route 138 in the Communities of Palmdale, Littlerock, Pearblossom and Liano, CA

Dear Mr. Ritchie:

You have provided me with the results of your efforts to determine whether the area of potential effect (APE) for the undertaking described above contains historic properties. You have done this, and are consulting with me, in order to comply with Section 106 of the National Historic Preservation Act and implementing regulations codified at 36 CFR Part 800.

The Federal Highway Administration (FHWA) has determined that there are one hundred and thirty properties located within the APE. One hundred and six properties were treated under the 1989 Memorandum of Understanding (MOU) Regarding Evaluation of Post-1945 Buildings, Moved Pre-1945 Buildings and Altered Pre-1945 buildings, Updated in the Interim Post-1945 Guidelines of July 7, 1997. Five bridges were treated under the MOU for Bridge Evaluations dated December 12, 1980. The FHWA has also determined that the following properties are not eligible for the National Register of Historic Places (NRHP):

- 35149 77th Street, Littlerock, CA
- 7800 Pearblossom Highway, Littlerock, CA
- 7804 Pearblossom Highway, Littlerock, CA
- 7812 Pearblossom Highway, Littlerock, CA
- 7836 Pearblossom Highway, Littlerock, CA
- 8026 Pearblossom Highway, Littlerock, CA
- 8038 Pearblossom Highway, Littlerock, CA
- 8244 Pearblossom Highway, Littlerock, CA
- SR 138 at PM 56.06, Littlerock, CA
- 12144 Pearblossom Highway, Pearblossom, CA
- 12222 Pearblossom Highway, Pearblossom, CA
- 12234 Pearblossom Highway, Pearblossom, CA
- 12240 Pearblossom Highway, Pearblossom, CA
- 12260 Pearblossom Highway, Pearblossom, CA
- 12318 Pearblossom Highway, Pearblossom, CA
- 12356 Pearblossom Highway, Pearblossom, CA
- 12636 Pearblossom Highway, Pearblossom, CA
- 13031 Pearblossom Highway, Pearblossom, CA

Based on review of the submitted documentation, I have the following comments:

- 1) The project's APE is defined appropriately.
- 2) The cultural resource studies conducted to date are adequate.
- 3) The properties listed above are not eligible for the NRHP.

The FHWA has also determined that the Llano del Rio Colony is eligible for the NRHP under Criteria A and D. I acknowledge that the FHWA's letter stated that the colony "appears" eligible. However applicable regulation [36 CFR 800.4(c)(2)] requires the FHWA to determine if a property is or is not eligible for the NRHP. The property is significant under Criterion A as one of the most famous secular twentieth century utopian ventures in the United States. The original California colony served as a crucial formative endeavor for the socialist group from 1914 to 1918. A number of key landmarks survive as highly visible ruins that stand out on the flat plain northeast of Big Rock Creek, and many other landscape features serve as tangible reminders of the activities carried out at the colony. Under Criterion D the FHWA has determined that the property is eligible for its research value in the areas of community planning, economic practices, and the social behavior of the colonists.

I concur that the Llano del Rio Colony is eligible for the NRHP under Criterion A as one of the most famous secular twentieth century utopian ventures in the United States. As an archeological site the Llano del Rio Colony retains standing ruins of a number of the key landmarks for the community. These ruins consist of the Llano Hotel, a central meeting place for the community, the men's dormitory, a post office/business office complex, as well as a large barn, above ground pool/cistern, root crop storage structure, masonry silo, smaller barn, and adjacent stone building. In addition much of the colony's water management and transportation infrastructure is still present in a good state of preservation and there are traces of the agricultural fields that are discernible by virtue of agricultural terracing, relic orchards, period fence lines, furrows, and patterns of native plant revegetation. The extent of survival of the ruins (integrity level) is such that the layout and spatial relationships of the community that existed in 1918 are clearly evident. I concur that the colony is eligible under Criterion D for important information that it has already yielded, and for additional research potential in the area of community planning. I concur that, "Archeological research has revealed the actual layout of the core area of the colony and further research can add to and deepen those insights" (*Searching for Utopia: Results of Archaeological and Historical Investigations at the Llano del Rio Colony (CA-LAN-2677H) near Pearblossom, Los Angeles County, California, p. 82*). There is not sufficient evidence at this time to support the eligibility of the colony under Criterion D in the areas of economic practices and social behavior. Significance under Criterion A and Criterion D is sufficient to establish Llano del Rio as a historic property for purposes of Section 106 consultation.

I look forward to receiving an effect determination for this project from the FHWA. Thank you for considering historic properties during project planning. If you have any questions, please call Natalie Lindquist at (916) 654-0631 and e-mail at nlind@ohp.parks.ca.gov or Chuck Whatford at (916) 653-2716 and e-mail at cwhat@ohp.parks.ca.gov.

Sincerely,

Original Signed by

Daniel Abeyta, Acting
State Historic Preservation Officer

1 Plan may continue after construction begins. All work required by the Treatment Plan
2 will be completed no later than three years after the fieldwork is completed.

3 **B. Amending the Treatment Plan** - For reasons and under circumstances that it deems
4 appropriate, FHWA may propose to modify the Treatment Plan at any time in
5 consultation with Caltrans and the SHPO. The SHPO will be afforded 10 days
6 following receipt to review and comment on the proposed modification. Failure of the
7 SHPO to respond within this time frame shall not preclude FHWA from implementing
8 the proposed modification. FHWA shall ensure that any SHPO comments are
9 incorporated into the proposed modification and may accept any SHPO
10 recommendation that the proposed modification should not proceed. Should FHWA
11 object to the incorporation of any SHPO comments into the proposed modification,
12 such objection will be addressed pursuant to Stipulation V., below.

13 **C. Public Interpretation**—Following completion of the final technical report, Caltrans
14 will develop public interpretive materials, covering historical and archaeological
15 resources within the project area, and make the results of the treatment program
16 available to the public through measures that minimally consist of a publication
17 prepared for popular consumption, a portable temporary museum exhibit, and an
18 Internet web site. Other interpretive measures such as the preparation of curriculum
19 materials, oral presentations, and professional journal articles also may be prepared.

20 **D. Protective Measures**—Caltrans will ensure that CA-LAN-2677H is protected from
21 any inadvertent effects of this undertaking through permanent designation as an
22 Environmentally Sensitive Area (ESA).. Prior to construction, the ESA will be
23 described and illustrated in the plans, specifications, and estimates prepared to guide
24 the construction effort. The Resident Engineer will field review the location of the
25 ESA with appropriate professional Caltrans staff and ensure that permanent fencing is
26 installed along the right of way boundaries between Avenue 165 and Avenue 175 prior
27 to initiating any work in that area. If the site is inadvertently damaged during
28 construction, Caltrans will consult with the FHWA and SHPO under the terms of
29 Stipulation IV., below. At the conclusion of construction, the local maintenance
30 supervisor will review the location of the permanent ESA with appropriate
31 professional Caltrans staff.

32 II. REPORTING REQUIREMENTS

33 The FHWA will ensure that a technical report documenting implementation of the Treatment
34 Plan described in Stipulation I.A. and a popular report described in Stipulation I. C., above, are
35 submitted in draft to the SHPO for review and comment. The SHPO will have 30 days following
36 receipt of each draft report to submit any comments to the FHWA. The FHWA will modify the
37 draft reports in accordance with the SHPO's comments and will provide final reports to the
38 SHPO upon completion. Failure of the SHPO to comment within the specified time frame shall
39 be deemed by FHWA to constitute SHPO acceptance of the draft reports and shall not preclude
40 the FHWA from issuing the reports in final form. If the FHWA objects to revising the draft
41 reports in accordance with SHPO comments, the FHWA will proceed in accordance with
42 Stipulation V., below.

43

44

1 **III. USE OF PROFESSIONAL STANDARDS**

2 All historic preservation activities implemented pursuant to this MOA shall be carried out by or
3 under the direct supervision of a person or persons meeting, at a minimum, the Secretary of the
4 Interior's *Professional Qualifications Standards* (48 FR 44738-9) in the appropriate disciplines.
5 To every reasonable extent, all historic preservation activities carried out pursuant to this MOA
6 shall meet the Secretary of the Interior's *Standards and Guidelines for Archaeology and Historic*
7 *Preservation* (48 FR 44716-44740) as well as standards and guidelines for historic preservation
8 activities established by the SHPO.

9 **IV. DISCOVERIES AND UNANTICIPATED EFFECTS**

10 If the FHWA determines after construction has commenced that the undertaking will affect a
11 previously unidentified property that may be eligible for the National Register of Historic Places
12 or may affect a known property in an unanticipated manner, the FHWA will address the
13 discovery or unanticipated effect in accordance with 36 CFR 800.13 (b)(3). The FHWA may
14 assume any discovered property is eligible for the National Register of Historic Places in
15 accordance with 36 CFR 800.13(c).

16 **V. RESOLVING OBJECTIONS**

17 Any signatory may object at any time to the manner in which the terms of this MOA are
18 implemented or to any documentation prepared in accordance with and subject to the terms of
19 this MOA. The objecting signatory shall immediately submit its objection in writing to the other
20 signatories. Within 5 days following their receipt of the objection, these signatories will consult
21 for no more than 15 days with the objecting signatory to resolve the objection. If the FHWA
22 determines that the objection cannot be resolved within this time frame, the FHWA shall:

- 23 A. Render a decision regarding the dispute within 15 days after it has determined that
24 the dispute could not otherwise be resolved. FHWA will notify the other signatories
25 of its decision in writing within this time frame. In reaching its decision, FHWA will
26 take all comments from the other signatories regarding the dispute into account.
27 FHWA's decision will be final; or
- 28 B. Forward all documentation relevant to the dispute to the Council in accordance with
29 36 CFR § 800.2(b)(2). Any comment provided by the Council, and all comments
30 from the other signatories to this MOA, will be taken into account by FHWA in
31 reaching a final decision regarding the dispute. FHWA will promptly notify the other
32 signatories and the Council of its decision in writing. FHWA's decision will be final.
- 33 C. FHWA's responsibility to carry out all other actions under this MOA that are not the
34 subjects of the dispute will remain unchanged. FHWA may authorize Caltrans to
35 implement that portion of the undertaking subject to dispute under this Stipulation,
36 after complying with either paragraph A. or B. of this Stipulation.

37 **VI. PUBLIC OBJECTION**

38 At any time during implementation of the terms of this MOA, should an objection pertaining to
39 this MOA be raised by a member of the public, FHWA shall immediately notify the other
40 signatories in writing of the objection and take the objection into account. FHWA shall consult
41 with the objecting party and, if the objecting party so requests, with any or all of the other
42 signatories, for no more than 30 days. Within 14 days following closure of the consultation
43 period, FHWA will render a decision regarding the objection and notify all parties of this

1 decision in writing. In reaching its decision, FHWA will take all comments from the parties into
2 account. FHWA's decision regarding resolution of the objection will be final.

3 **VII. AMENDMENTS, NONCOMPLIANCE AND TERMINATION**

4 If any signatory believes that the terms of this MOA cannot be carried out or that an amendment
5 to its terms should be made, that signatory shall immediately consult with the other signatories to
6 develop amendments to this MOA pursuant to 36 CFR 800.6(c)(7) and 800.6(c)(8). If this MOA
7 is not amended as provided for in this stipulation, any signatory party may terminate it,
8 whereupon FHWA shall proceed in accordance with 36 CFR 800.6(c)(8). The signatory party
9 terminating the MOA will, in writing, provide the other signatories with an explanation of the
10 reasons for the termination. In the event that this MOA is terminated and the FHWA determines
11 that the undertaking will proceed, the FHWA shall comply with 36 CFR 800.4 through 800.6, as
12 appropriate.

13 **VIII. DURATION OF THE AGREEMENT**

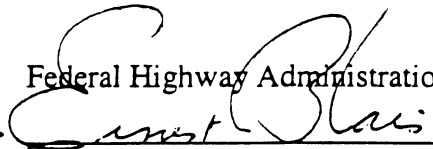
14 Unless terminated pursuant to Stipulation VII above, this MOA will be in effect until FHWA, in
15 consultation with the other signatories, determines that all of its terms have been satisfactorily
16 fulfilled. Upon a determination by FHWA that all of the terms of this MOA have been
17 satisfactorily fulfilled, this MOA will terminate and have no further force or effect. FHWA will
18 promptly provide the other signatories with written notice of its determination and of termination
19 of this MOA. The terms of this MOA shall be satisfactorily fulfilled within five calendar years
20 following the date of execution. If FHWA determines that this requirement cannot be met,
21 FHWA, in consultation with the other signatories, will proceed in accordance with Stipulation
22 VII, above.

23 **XI. EFFECTIVE DATE**

24 This MOA will take effect immediately upon signature by both the FHWA and the SHPO.
25 Execution of this Memorandum of Agreement by FHWA and the California SHPO, its
26 transmittal to the Council, and subsequent implementation of its terms, evidence that FHWA has
27 afforded the Council an opportunity to comment on the undertaking and its effects on historic
28 properties, that FHWA has taken into account the effects of the undertaking on historic
29 properties, and that FHWA has satisfied its responsibilities under Section 106 of the National
30 Historic Preservation Act and applicable implementing regulations.

31
32 **SIGNATORY PARTIES:**

33
34 Federal Highway Administration

35 
36 Ernest Ritchie
37 Michael G. Ritchie, Division Administrator
California Division

Date: 3-29-01

1 California State Historic Preservation Officer

2 *Knox Mellon*

3 Dr. Knox Mellon

4 State Historic Preservation Officer

5

6 **CONCURRING PARTY:**

7

8 California Department of Transportation

9 *Bob Sassaman*

10 Bob Sassaman, Director

11 Caltrans, District 7

12

Date: 3/29/01

Date: 3/29/01

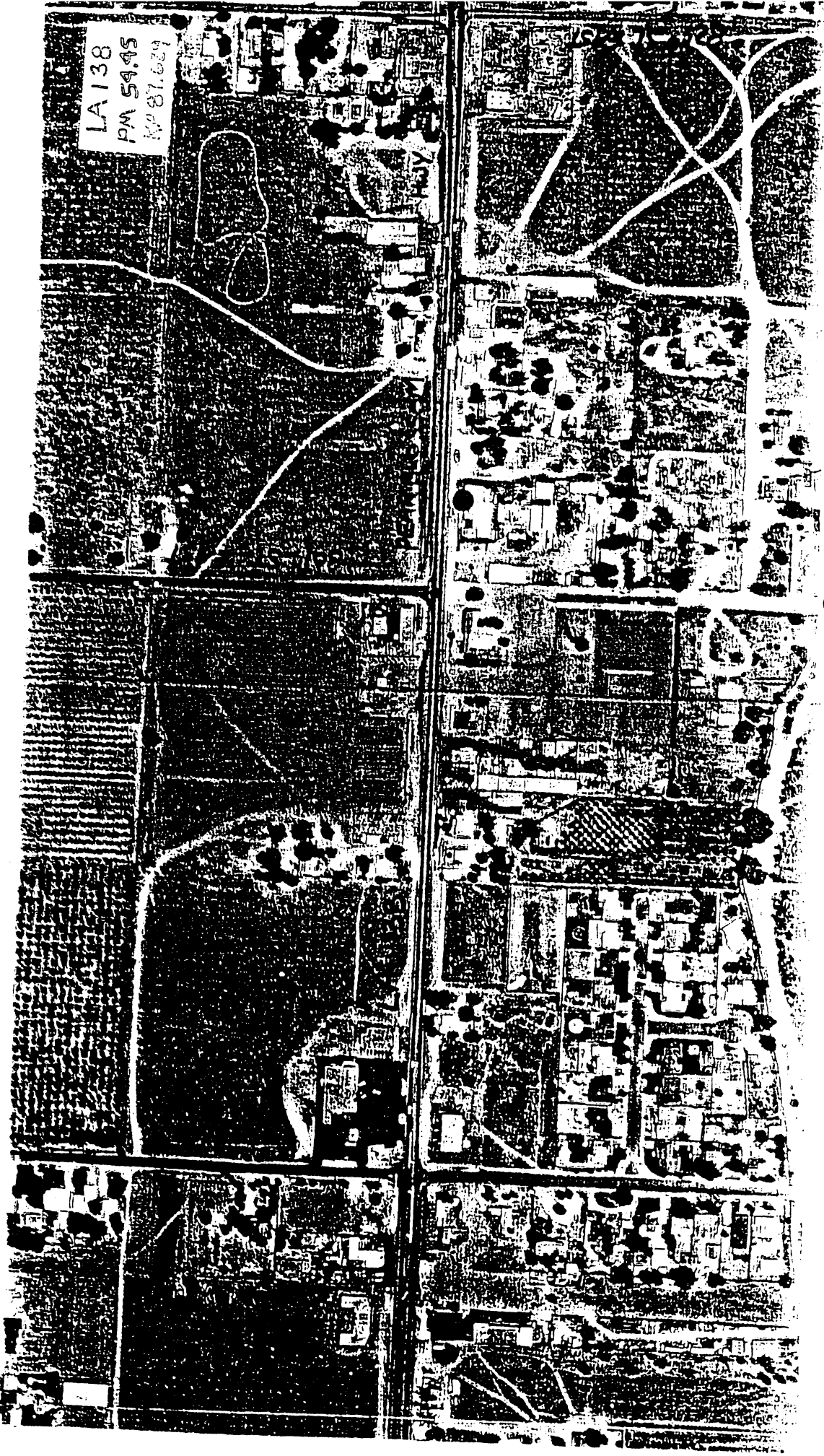
APPENDIX B

Noise Receptor Location Aerial Maps



LA 138
PM 53.54
No 86.167

● LOCATION OF NOISE READING



LA 138
PM 54.45
No 87.629

● LOCATION OF NOISE READING

8026 PEARBLOSSOM HWY



LA 138
PM 54.85
KP 58.273

OUTDOOR TABLE & CHAIRS
CHARLIE BROWN FARMS

ALPINE

ALPINE ELEMENTARY SCHOOL
WHERE NOISE MEASUREMENTS WERE TAKEN

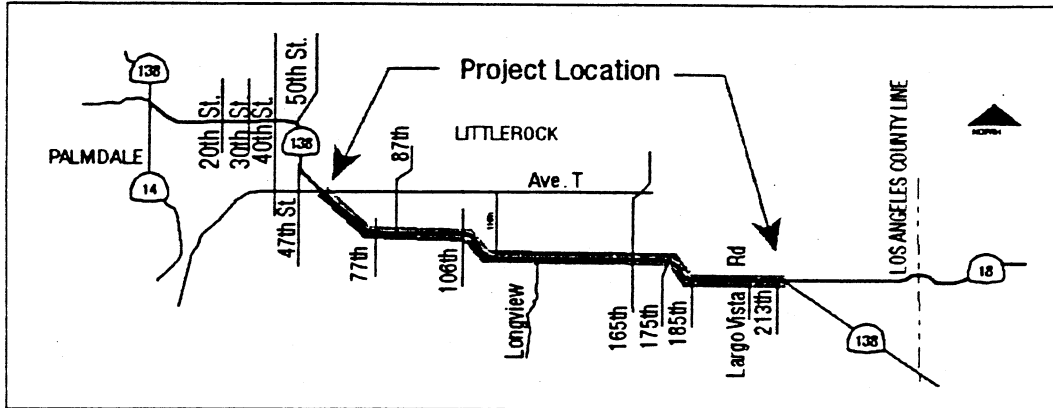
APPENDIX C

Scoping Notice and Notice of Availability



ENVIRONMENTAL SCOPING NOTICE

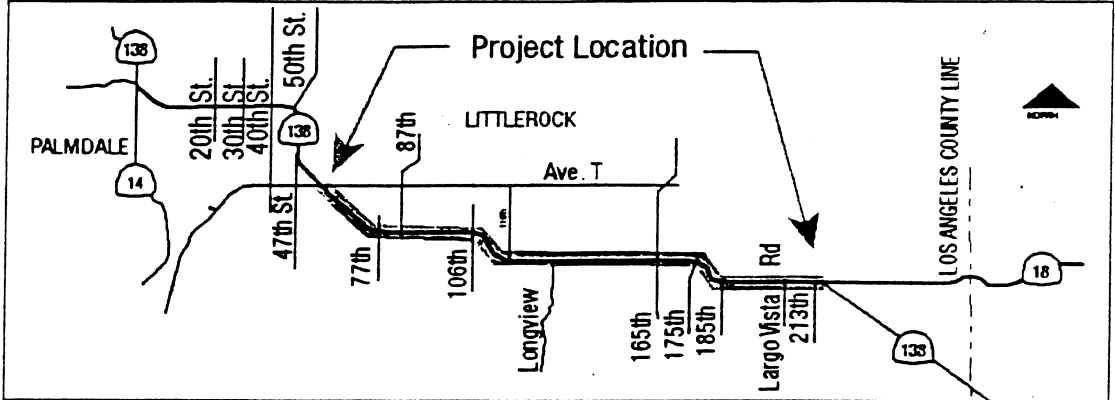
Seeking Public Comment on Plans for
Proposed Lane Additions on Route 138
in the Antelope Valley Region of Los Angeles County



<p>WHAT'S BEING PLANNED?</p>	<p>The Department of Transportation (Caltrans) is proposing to widen Route 138 from two lanes to four lanes in each direction from Avenue T to Route 18 in and near the city of Palmdale and the communities of Pearblossom, Littlerock, and Llano in Los Angeles County. The project would include acquisition of new Right of Way.</p>
<p>WHY THIS NOTICE?</p>	<p>Caltrans is formally initiating studies for this project. Preliminary environmental studies indicate that the resulting environmental document would be an Environmental Impact Report/Environmental Impact Statement.</p> <p>A public scoping meeting will be held to solicit comments from public agencies, private entities, and interested individuals regarding potential social, economic, and environmental issues related to the project. The scoping meeting also ensures that these parties are involved early in the environmental planning process.</p>
<p>WHEN AND WHERE?</p>	<p>You are invited to attend the public scoping meeting on:</p> <p>Date: August 26, 1998 Time: 6:00 PM – 8:00 PM Place: Alpine Elementary School Auditorium 8244 Pearblossom Highway Littlerock, CA 93543</p>
<p>CONTACT</p>	<p>Please send your written comments by September 15, 1998 to:</p> <p>Mr. Ronald Kosinski, Chief Office of Environmental Planning Caltrans 120 S. Spring Street Los Angeles, CA 90012 (213) 897-0703</p> <p>Be sure to indicate the name and address of a contact person in your organization in your letter.</p>
<p style="text-align: center;"><i>Thank you for your interest!</i></p>	



**Announcement of Public Hearing
Draft Environmental Impact Report
Available for State Route 138**



WHAT IS BEING PLANNED?

CALTRANS (California Department of Transportation) is proposing to widen State Route 138 from Avenue T in Palmdale through the Communities of Littlerock, Pearblossom and Llano. The proposed work would impact the Communities of Littlerock, Pearblossom and Llano; habitat for endangered species and have a direct impact to the Llano Colony Site a property/site eligible for the National Register of Historic Places. The project is being evaluated to determine if there are any practical alternatives to avoid this encroachment or, if not, to ensure that all-practical measures are taken to minimize environmental harm.

WHY THIS AD?

CALTRANS has studied the effects this project may have on the environment. Our studies show that the proposed project will significantly affect the quality of the environment. The report that explains why is called a Draft Environmental Impact Report/Environmental Assessment. This notice is to inform you of the preparation of the Draft Environmental Impact Report/Environmental Assessment and its availability for your review. A hearing will be held to give you an opportunity to talk about certain design features of the project with CALTRANS' staff before the final design is selected. The tentative schedule for the purchase of land for right of way and construction will be discussed, and CALTRANS' staff will explain the Department's relocation assistance for residents moved by the project.

WHAT IS AVAILABLE?

You may look at or obtain the Draft Environmental Impact Report/Environmental Assessment at the Caltrans District 7 Office located at 120 S. Spring Street, Los Angeles, CA 90012 on weekdays from 8:00 a.m. to 4:00 p.m. Maps and other information are also available. There are also copies of the report available at the Littlerock Library located at 35119 80th St. East Littlerock, CA 93543 and the Palmdale City Library located at 700 East Palmdale Blvd Palmdale, CA 93550. Littlerock Post Office located at 7727 Pearblossom Highway Littlerock, CA 93543 and the Pearblossom Post Office located at 12302 Pearblossom Highway Pearblossom, CA 93553 and also the Caltrans District 8 Office located at 464 West Fourth Street San Bernardino, CA 92401 on weekdays from 8:00 a.m. to 4:00 p.m.

WHERE YOU COME IN

Have the potential impacts been addressed? Do you have information that should be included? Your comments will be part of the public record. If you wish to make a comment on the report, you may submit your written comments until November 10, 2000 to:

Mr. Ronald Kosinski, Chief
Caltrans Office of Environmental Planning (LA-138-PM 51.4/69.4)
120 S. Spring Street
Los Angeles, CA 90012
chris.benz.blumberg@dot.ca.gov

Be sure that your letter indicates the name and address of a contact person in your organization.

WHEN AND WHERE

The formal public hearing will be held on October 30, 2000 from 7:00 to 9:00 p.m. at Littlerock High School, 10833 East Ave. R, Littlerock, CA 93543. Prior to the formal hearing there will be an open forum from 4:00 to 7:00 p.m. in the Littlerock High School Cafeteria. Individuals who require special accommodation (American Sign Language interpreter, accessible seating, documentation in alternate formats, etc.) are requested to contact the District 7 Environmental Planning Office at 213-897-4867 at least 21 days prior to the scheduled hearing date. TDD users may contact the California Relay Service line at 1-800-735-2929 or Voice Line at 1-800-735-2922.

CONTACT

For more information about this study or any transportation matter, call CALTRANS at 213-897-0674.

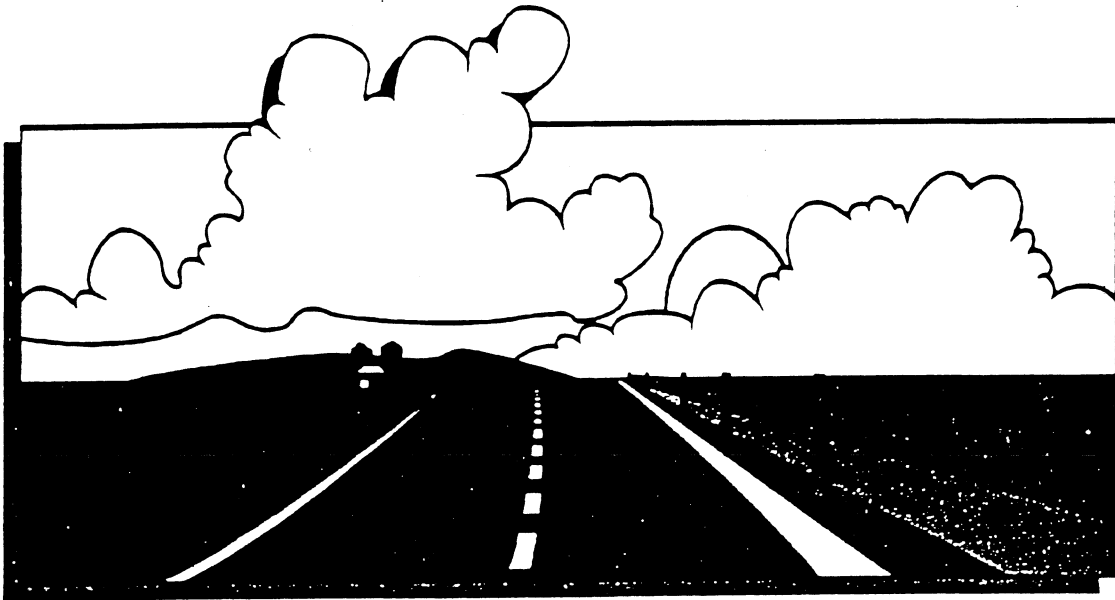
APPENDIX D

Scoping Comments

Scoping Summary Report

Widen Route 138 from 2 to 4 Lanes
from Avenue T to Route 18

07-LA-138 - PM 51.4/69.4
07226-127200, 104830, 172600, 18840K



Caltrans District 07
Office of Environmental Planning

October 1998

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INTRODUCTION

The CEQA and NEPA regulations require a formal scoping process when an Environmental Impact Report/Environmental Impact Statement is prepared. Letters were sent on July 28, 1998 to the appropriate local, state, and federal agencies, elected officials, and over 3000 local homeowners and residents notifying them of the formal initiation of studies (see Attachments A and B). The Notice of Intent was published in the Federal Register on August 27, 1998, and the Notice of Preparation was dated August 20, 1998 and sent by certified mail to the responsible agencies.

A scoping notice was published in several local newspapers (see Attachment C). The following table lists when and where the advertisements were published.

NEWSPAPER	DATE(S) PUBLISHED
Antelope Valley Press	August 12, 1998 and August 19, 1998
Acton/Agua Dulce News	August 17, 1998 and August 24, 1998
Los Angeles Times -San Fernando Valley Edition	August 12, 1998 and August 19, 1998
La Voz	August 14, 1998

In addition, various articles concerning the initiation of studies appeared in local newspapers.

A public scoping meeting was held on August 26, 1998 at the Alpine Elementary School Auditorium in Littlerock, CA from 6:00 PM to 8:00 PM. Approximately 145 people attended. Notice of the meeting appeared in all the scoping announcements.

The comments of potentially affected agencies, businesses, and the public on pertinent social, economic, and environmental issues were required by September 30, 1998.

SUMMARY OF REPOSSES

A. Letter Responses

A number of written letters were sent in response to the newspaper ads and the Notice of Scoping. The responses are separated according to agencies (A), businesses (B), and the public (P) (see Attachment D).

Some letters did not have specific concerns that needed to be addressed by Caltrans' staff and were sent a standard thank you letter (Attachment E.) These letters are L-A1, L-B3, L-P1, L-P3, L-P5, L-P6, L-P8, L-P9, L-P11, and L-P25. Other letters (L-A7, L-B1, L-B2, L-B4, L-B6, L-P2, L-P4, L-P7, L-P10, L-P12, L-P13, L-P14, L-P15, and L-P24) received a second type of response letter since they contained some concerns or comments that needed to be addressed by various departments within Caltrans (Attachment F). In addition, there were some letters that required individualized response letters sent from various departments within Caltrans (Letters L-A8, L-A11, L-A12, L-A13, L-B5, and L-B7) (Attachment G). An individualized letter was also sent to the principal of the Alpine Elementary School who expressed many concerns about the project at the Public Scoping Meeting (C-A9).

1. Agencies

Respondent	Date Sent/ Date Responded	Comment
<p><u>L-A1.</u> Laureen A. Yamakido Real Estate Specialist Pacific Facilities Service Office U. S. Postal Service 395 Oyster Point Blvd. S. San Francisco, CA 94099-0300 (650) 615 7251</p>	<p>8/3/98 8/12/98</p>	<p>1. Attached an Intergovernmental Review Notice for a proposed new Main Post Office, also located on Pearblossom Highway. The Littlerock Main Post Office is currently located at 7727 Pearblossom Highway.</p>
<p><u>L-A2.</u> Randy Floyd, Sr. Analyst City of Palmdale 38300 N. Sierra Highway Palmdale, CA 93550-4798 (805) 267 5100</p>	<p>8/18/98 N/A</p>	<p>1. "The City of Palmdale has long sought" the proposed Route 138 widening to 4 lanes. 2. The City, in cooperation with several other agencies, has developed a transportation model which is now being used to forecast future traffic volumes in the High Desert Corridor area. Mr. Floyd explains that Hamid Toossi of Caltrans has been providing coordination between the City and Caltrans. 3. Mr. Floyd will be the City contact person, as to this project. His address is Department of Public Works, 708 East Palmdale Blvd., Palmdale, CA 93550. (805) 267 5300</p>
<p><u>L-A3.</u> John Crossman, Resource Ecologist State of California Dept. of Parks and Rec. Mojave Desert State Parks 43779 15th Street West Lancaster, CA 93534-4754 (805) 942 0662</p>	<p>8/31/98 N/A</p>	<p>1. California State Parks is interested in participating in the scoping and initiation studies for the Route 138 widening near Palmdale and Littlerock. 2. Antelope Valley and Saddleback Butte State Parks and the Antelope Valley Indian Museum are about 9 miles north of Hwy. 138. Mr. Crossman is concerned that the existing signs directing motorists to the above State Parks will be retained at 165th Street East and Hwy 138. 3. He also requests to be placed on the 138 widening project's "mailing list for any environmental documents" generated by the Hwy project. 4. They are concerned about two threatened species that exist in the above State Parks: the Desert Tortoise and the Mohave Ground Squirrel.</p>
<p><u>L-A4.</u> Department of Health & Human Services Kenneth W. Holt, MSEH Special Programs Group (F16) National Center for Environmental Health</p>	<p>8/27/98 N/A</p>	<p>1. The department has no specific comments and is not a permitting agency. However, he does request, as a "reviewing agency", a copy of the Draft EIS. The document should be sent to: Centers for Disease Control & Prevention, DHHS, National Center for Environmental Health, Special Programs Group (F-16), 4770 Buford Hwy., N.E., Atlanta, GA 30341-3724</p>

<p><u>L-A5.</u> John W. Eldridge, Branch Chief, Community Mitigation Programs Federal Emergency Management Agency, Reg. IX, P.O. Box 29998 Presidio of San Francisco San Francisco, CA 94129</p>	<p>8/31/98 N/A</p>	<ol style="list-style-type: none"> 1. Mr. Eldridge is concerned that Caltrans "review the current Flood Insurance Rate Maps (FIRM). 2. Concerned that as participating communities, the county of Los Angeles and the City of Palmdale, "implement floodplain management development regulations within the high risk Special Flood Hazard Areas. 3. Additionally, the letter states that "the requirements under the Code of Federal Regulations, Volume 44 (44CFR), Section 65.12 must be implemented" if the project is within a delineated floodway area and would cause a rise in existing flood levels. In such a case, a Conditional Letter of Map Revision must be obtained from FEMA.
<p><u>L-A6.</u> William Budlong Executive Director Antelope Valley Transit Authority 1031 West Ave., L-12 Lancaster, CA 93534 (805) 726 2616</p>	<p>8/31/98 N/A</p>	<ol style="list-style-type: none"> 1. AVTA is in complete support of the Hwy. 138 widening and is "eager to see early completion of the project." 2. AVTA has no project environmental concerns and offers help with the project if needed.
<p><u>L-A7.</u> Marjorie Gregory, President Crystalaire Property Owners Association 32016 Crystalaire Drive Llano, CA 93544 (805) 944-2400</p>	<p>9/1/98 10/6/98</p>	<ol style="list-style-type: none"> 1. Supports the project and wishes it to be accelerated. 2. Concerned about traffic volume increases at 165th Street. 3. Concerned about terrain problems which make it difficult to see on either side of the twin bridges. 4. Concerned that heavy trucks will be entering the highway at 155th Street due to the surface mining and will cause accidents due to slow acceleration. 5. Would like more signs as well as coordinated traffic signals at 155th St. and 165th St. The bridge design will have to account for this as well. 6. Would like better signs, installation of some median barriers beginning immediately, as well as much stronger traffic enforcement to reduce the unsafe passing and excessive speeds that occur.
<p><u>L-A8.</u> James K. Hansen Law Offices of Thomas E. Luebben 211 12th Street N.W. Albuquerque, NM 87102</p>	<p>9/17/98 12/3/98</p>	<ol style="list-style-type: none"> 1. Represents the San Miguel Band of Serrano Mission Indians. 2. Concerned about the potential impact on Native American cultural resources. 3. Requests that an intensive and comprehensive cultural resources inventory be conducted in the planning stages of the project. 4. Requests that in areas of special concern to Native American tribes a Tribal Representative observes during project construction. 5. Provisions should be made for monitoring to ensure avoidance by construction activities of Native American resources in consultation with the Tribe.
<p><u>L-A9.</u> William T. Hogarth, Ph. D. Regional Administrator</p>	<p>9/25/98 N/A</p>	<ol style="list-style-type: none"> 1. Concerned with possible impacts to the federally endangered steelhead (<i>Oncorhynchus mykiss</i>) and its habitat.

<p>United States Department of Commerce National Oceanic and Atmospheric Administration National Marine Fisheries Service Southwest Region 501 West Ocean Boulevard, Suite 4200 Long Beach, CA 90802-4213 Attn: Korie Johnson (562) 980-4199</p>		<ol style="list-style-type: none"> 2. Include a description of the project and construction activities, a list of biological resources in the project area, a description of potential impacts to species in the area, and mitigation measures. 3. Korie Johnson is the principle contact.
<p><u>L-A10.</u> Lupe C. Valdez, DEO Public Affairs and Transportation Programs South Coast Air Quality Management District 21865 E. Copley Drive Diamond Bar, CA 91765-4182</p>	<p>10/1/98 N/A</p>	<ol style="list-style-type: none"> 1. Potential adverse air quality impacts from both construction and operations should be addressed in the final EIR/EIS. 2. Air quality impacts from indirect sources, such as sources that generate or attract vehicular trips, should be included in the evaluation. 3. Appropriate mitigation measures should also be included in the event of adverse air quality impacts due to this project. 4. Rules, reports, and data are available from AQMD.
<p><u>L-A11.</u> Elaine Macdonald, President Antelope Valley Trails, Recreation, and Environmental Council P.O. Box 3531 Quartz Hill, CA 93536-0580</p>	<p>10/6/98 10/27/98</p>	<ol style="list-style-type: none"> 1. Los Angeles County Trails should be recognized and provided the necessary elements to insure continued safe use. 2. Specific trails that need special consideration are listed 3. Request striping the shoulders for bicycles on the entire Route 138.
<p><u>L-A12.</u> James D. Vose Facilities Consultant Palmdale School District 39139-49 North Tenth Street East Palmdale, CA 93550</p>	<p>9/18/98 10/20/98</p>	<ol style="list-style-type: none"> 1. Concerned about school safety issues such as traffic congestion, bus routes, student pick-up and drop-off locations, pedestrian crossings, dust, construction scheduling, alternate routes, bus schedule delays, traffic flow.
<p><u>L-A13.</u> Robert Girolamo, Superintendent Antelope Valley Union High School District 44811 Sierra Highway Lancaster, CA 93534-3226</p>	<p>9/22/98 10/20/98</p>	<ol style="list-style-type: none"> 1. Supports the project and is in total agreement with the project as proposed. 2. Welcomes this addition as a measure of safe transportation for the increased population.

2. Businesses

Respondent	Date Sent/ Date Responded	Comment
<p><u>L-B1</u> Larry Ralston, Pres. Antelope Valley Restaurants P.O. Box 4459 Lancaster, CA (805) 266-1739</p>	<p>8/1/98 8/6/98</p>	<ol style="list-style-type: none"> 1. Property owners, Hamid and Ana Refai, and Antelope Valley Restaurants are constructing a Burger King Restaurant along with a Union 76 service station at 8314 Pearblossom Hwy. in Littlerock. 2. Mr. Ralston is supportive of widening the highway. 3. He is opposed to any speed limit change in the Littlerock business area. Higher speed limits would harm his business and that of the neighboring fruit stands which at certain times of the year creates high pedestrian foot traffic.
<p><u>L-B2</u> Douglas W. Sprague, Mgr. CalMat Co. P.O. Box 2950 Los Angeles, CA 90051 (213) 258 2777</p>	<p>8/4/98 8/12/98</p>	<ol style="list-style-type: none"> 1. Concerned that CalMat's Big Rock sand and gravel operation, located at 155th Street, will be provided safe access for heavy truck traffic. This letter is a follow up to an earlier telephone conversation.
<p><u>L-B3</u> David Cinquini, Pres. Centennial Federal Corp. 2049 Century Park East Suite 2670 Century City, CA 90067 (310) 277 3011</p>	<p>8/5/98 8/12/98</p>	<ol style="list-style-type: none"> 1. Strongly supports widening Route 138 since numerous accidents have occurred on this highway.
<p><u>L-B4</u> Thomas F. Rattray, President Rattray and Associates, Inc. 500 East Dyer Road, Suite E Santa Ana, CA 92707 (714) 979 9450</p>	<p>8/14/98 8/21/98</p>	<ol style="list-style-type: none"> 1. Rattray, et al are surveying and photogrammetric consultants concerned with Parcels 13, 16, & 17 on the NE corner of Pearblossom and 77th. 2. They would like to know if the Highway will be widened to more than 50 feet northerly from the Highway Centerline. 3. Will curbs, gutters, and sidewalks be included, and who will pay for the improvements?
<p><u>L-B5</u> Larry J. Connelly, D.V.M. 7193 Pearblossom Highway Littlerock, CA 93543 (805) 944-0104</p>	<p>8/24/98 9/24/98</p>	<ol style="list-style-type: none"> 1. Mr. Connelly and his wife run a large animal veterinary practice, a feed store, an accounting business, a fruit stand and raise various livestock at their Pearblossom Hwy location. 2. They have several problems with the Highway widening project. These include flooding from highway work recently done, and existing high-speed traffic. 3. They are also concerned about the future loss of their Fruit Stand and another building. 4. The statement is also made that they "have not had fair or civil treatment in the past from Caltrans."

<p><u>L-B6.</u> Daniel J. Stitt Stitt & Associates 6232 W. Avenue L-4 Lancaster, CA 93536 (805) 943 9294 Representing: Jim Goltche Royal Investors Group 6380 Wilshire Blvd., Ste. 1110 Los Angeles, CA 90048 (213) 653 7790</p>	<p>8/31/98 9/4/98</p>	<ol style="list-style-type: none"> 1. Mr. Stitt is representing Mr. Goltche regarding a piece of land on the northeast corner of 85th Street East and Pearblossom Highway. Mr. Stitt is requesting the information handed out during the Scoping Meeting. 2. The owners are concerned about any loss of future access to their property, which is to be a commercial development. Further, they request information as to any loss of property to roadway dedication.
<p><u>L-B7.</u> Jack Brian or Felice Apodaca Brian Ranch Airport 34810 Largo vista Rd. P.O. Box 355 Llano, CA 93544-0355 (805) 261 3216</p>	<p>8/26/98 9/8/98</p>	<ol style="list-style-type: none"> 1. Concerned about the dangerous driving conditions that exist on Hwy. 138 and they support the roadway widening. 2. They also suggest a median to prevent cars from entering lanes meant for opposing traffic, periodic stop lights to regulate traffic flow, deep left turn pockets "to allow slowing from cruising speed to a complete stop". retain the existing left turn lane from Hwy. 138 to northbound Largo Vista. 3. Additionally, the owners are concerned with access issues. In the past highway work resulted in no daytime access to their airport during daytime hours. 4. Also, long escorted lines of traffic during construction caused problems just to get to the Llano post office, some of these waiting periods were 45 minutes long. They state: "This could have been done better".

3. Public

Respondent	Date Sent/ Date Responded	Comment
<u>L-P1.</u> Daniel & Amelia Martinez 38247 6 th Street West Palmdale, CA 93551	8/1/98 8/6/98	1. Confirmed that they own a house at 35050 82 nd Street, Littlerock, CA 93543
<u>L-P2.</u> Frank Sandzimier 20363 Acre St. Canoga Park, CA 91306 (818) 341 2222	8/3/98 8/12/98	1. Owns property located at 6330 Pearblossom Highway. He explains that a building has been on this property since 1955. 2. Suggested that Caltrans widen only the North side of the road.
<u>L-P3.</u> Nora P. Lewis 1340 Ponderosa Ave. Brea, CA 92821-2524	8/7/98 8/12/98	1. Ms. Lewis is the owner of 5805 Pearblossom Hwy. She explains that our letter came to her addressed to Mr. Thomas, whom has been dead for thirty years. Further, she goes by the last name, Lewis rather than Thomas. Ms. Lewis supports the widening of Route 138.
<u>L-P4.</u> Judy K. Davis Rt. 1, Box 251 Davis, OK 73030	8/11/98 8/21/98	1. Ms. Davis explains that her Husband passed away 10/18/93 and that she has filed and recorded their 2.4 acres on Pearblossom Hwy in her own name. 2. Her intention is to sell this acreage. Ms. Davis asks whether Caltrans will be purchasing properties such as hers for the highway expansion.
<u>L-P5.</u> Francis D. North 18071 Mirasol Dr. San Diego, CA 92128	8/12/98 8/21/98	1. The North Family Trust, of which Ms. North is Trustee, has no plans in the foreseeable future to develop Lot 8 of Tract No. 29536, located on Route 138, which it presently owns.
<u>L-P6.</u> David B. Adams 4450 Browning Dr. Oxnard, CA 93033-6712 (805) 986 0230	8/13/98 8/21/98	1. Would like a four-lane highway since he is a touring motorcycle rider and has had problems with oncoming traffic crossing into his lane to avoid objects and dead animals in the road. Is responding to the L.A. Times ad.
<u>L-P7.</u> R. Lyle Talbot 633 West Avenue J-11 Lancaster, CA 93534 (805) 942 4209	8/13/98 8/21/98	1. At the transition of the four lanes down to the present two lane portions east of the junction of SR 138 and SR 18, advisory signs are needed. Motorists approaching the intersection at a relatively high rate of speed may not be prepared for the poor conditions that lie to the east. 2. Mr. Talbot suggests widening 138 to the eastern boundary of District Seven.
<u>L-P8.</u> Al Kirschenbaum 29850 106 th Street East Juniper Hills, CA 93543-4236	8/17/98 8/25/98	1. Mr. Kirschenbaum supports the addition of two lanes on Route 138 between Avenue T and Route 18. 2. The increase in lanes will help address motorists' safety concerns due to "ever-increasing traffic volumes." 3. Hwy. 138 is "already widely recognized as a

		dangerous, high-death-rate road." and that preventing other loss of life should overshadow any environmental concerns posed by the plan."
<u>L-P9.</u> Kenneth W. Zink 35609 80 th Street East Little Rock, CA 93543-2626 (805) 944 1239	8/18/98 8/25/98	1. Littlerock Community Presbyterian Church will provide a delegation to attend the August 26, 1998 scoping meeting.
<u>L-P10.</u> Nellie Lutchter 1629 S. Van Ness Ave. #1 Los Angeles, CA 90019 (323) 733 5781	8/22/98 9/2/98	1. She is "hoping" that her parcel of land will be purchased for the project. Ms. Lutchter also includes the name and address of her real estate broker, Cliff Harris 5478 Wilshire Blvd., Suite 303, Los Angeles, CA 90036, 936 2004.
<u>L-P11.</u> Mrs. Jeanie L. Mair 4343 McConnell Blvd. Los Angeles, CA 90066-612 (310) 391 8396	8/26/98 8/28/98	1. The Mairs do not intend to develop their property in the Pearblossom Hwy area.
<u>L-P12.</u> Claudia Bills 15616 Boca Raton Llano, CA	8/98 8/28/98	1. Ms. Bills is not in favor of the widening of Hwy. 138. She states "to try to Los Angelize this quiet, peaceful desert area would be a big mistake. A few conveniently located slow traffic turnouts would be a better solution than to widen the whole highway." 2. Is supportive of lower speed limits in greater Los Angeles. 3. Concerned about uncontrolled floodwaters within intersections. 4. Concerned about the lack of white lane striping on freeways such as Hwy. 55 and Hwy. 57. 5. Has an aversion to the "call-boxes" along Hwy. 138.
<u>L-P13.</u> Tracy Allyn Worley 2032 Brunt Mill Rd. Tustin, CA 92782 (714) 731-8075	8/24/98 9/3/98	1. She wants to know if the Highway widening will affect her property, which is parcel # 02304666, 51.73 acres located at "the Northeast one quarter of Section 2, Township 4 North Range 8 West San Bernardino Base and Meridian, in the County of Los Angeles." 2. Ms. Worley is now the owner of this piece of property since her husband has passed away.
<u>L-P14.</u> Juan B. Zamora P.O. Box 95254 Las Vegas, NV 89193 (702) 731 3609	8/25/98 9/3/98	1. Mr. Zamora states that he is not planning to develop his property Parcel No. 3036023093 located near the project.
<u>L-P15.</u> Charles W. Smith 9456 Lasaine Ave. Northridge, CA 91325 (818) 886-0209	8/19/98 9/3/98	1. Mr. Smith is in favor of the lane additions on the 138 Hwy. However, he would prefer that a new Freeway be constructed from the I-5 at Gorman to I-8. He feels that such a regional freeway would relieve the overburdened coastal freeways. 2. He is also concerned that the "many cross or feeder streets" are a hindrance to safe traffic. 3. Some additional suggestions include: the need of another freeway due to the Palmdale Airport

		becoming an international air freight center, and a tunnel through the Angeles National Forest and San Gabriel Mountains for rail, truck and passenger use.
<u>L-P16.</u> Constance J. Leshin 19805 Pearblossom Hwy. Llano, CA	9/2/98 N/A	1. Signed a petition asking that a left turn lane be installed at the intersection of 198 th Street East and Pearblossom highway. 2. In addition, the petition requests that a street light be installed as soon as possible at this intersection.
<u>L-P17.</u> Bonnie & Jorge Rivera 19743 Pearblossom Llano, CA	9/2/98 N/A	1. Signed a petition asking that a left turn lane be installed at the intersection of 198 th Street East and Pearblossom highway. 2. In addition, the petition requests that a street light be installed as soon as possible at this intersection.
<u>L-P18.</u> Doris & Cal Eckard 34220 198 th Street East Llano, CA	9/2/98 N/A	1. Signed a petition asking that a left turn lane be installed at the intersection of 198 th Street East and Pearblossom highway. 2. In addition, the petition requests that a street light be installed as soon as possible at this intersection.
<u>L-P19.</u> Jack Harrick 34125 198 th Street East Llano, CA	9/2/98 N/A	1. Signed a petition asking that a left turn lane be installed at the intersection of 198 th Street East and Pearblossom highway. 2. In addition, the petition requests that a street light be installed as soon as possible at this intersection.
<u>L-P20.</u> Louise Blakely 34100 198 th Street East Llano, CA	9/2/98 N/A	1. Signed a petition asking that a left turn lane be installed at the intersection of 198 th Street East and Pearblossom highway. 2. In addition, the petition requests that a street light be installed as soon as possible at this intersection.
<u>L-P21.</u> William Blakely 34180 198 th Street East Llano, CA	9/2/98 N/A	1. Signed a petition asking that a left turn lane be installed at the intersection of 198 th Street East and Pearblossom highway. 2. In addition, the petition requests that a street light be installed as soon as possible at this intersection.
<u>L-P22.</u> Roger & Judy Beedon 34230 198 th Street East Llano, CA	9/2/98 N/A	1. Signed a petition asking that a left turn lane be installed at the intersection of 198 th Street East and Pearblossom highway. 2. In addition, the petition requests that a street light be installed as soon as possible at this intersection.
<u>L-P23.</u> Winifred B. Bowes 34230 198 th Street East	9/2/98 N/A	1. Signed a petition asking that a left turn lane be installed at the intersection of 198 th Street East and Pearblossom highway.

Llano, CA		2. In addition, the petition requests that a street light be installed as soon as possible at this intersection.
<u>L-P24.</u> Deanna Townsend P.O. Box 1268 Pearblossom, CA 93553 (805) 824 7350	9/11/98 9/15/98	1. Ms. Townsend has lived in Pearblossom for six years. She is concerned about the increase in traffic and driving speed on Route 138, particularly the high speed of caused by younger drivers. 2. She further suggests that a new Freeway be constructed and leave Route 138 for local drivers. 3. Also, she suggests that seven additional traffic signals be placed along Route 138. This would have the effect of slowing the speed of traffic and preventing accidents.
<u>L-P25.</u> Ramzy I. Nassif, M.D. 15 North Liberty Street Arlington, VA 22203 (703) 522-6259	9/25/98 10/6/98	1. Telephoned on September 15, 1998 and is interested in hearing the progress of the project.
<u>L-P26.</u> Property Owners	8/10/98 N/A	1. Are in favor of the project and highly support it. 2. Widening Route 138 would help decrease traffic congestion and would benefit the community.

B. Telephone Calls

A number of individuals representing agencies (A), businesses (B), and the general public (P) also telephoned for information. Their comments are summarized below.

1. Agencies

NO.	DATE	NAME	COMMENT/CONCERN
<u>T-A1.</u>		Lorinia McKeto 650-615-7251	<ol style="list-style-type: none"> 1. Postal Service representative. There will be a new Post Office in Littlerock. 2. Was concerned the project would affect the post office
<u>T-A2.</u>		Randy Ford City of Palmdale 805-267-5375	<ol style="list-style-type: none"> 1. City of Palmdale want to see this project move forward and will send letter of support. 2. Contact him for more info. from City. 3. He will send a staff member to the meeting.
<u>T-A3.</u>	9/3	John Cross State Parks Int:Jcrossman@calparksMohave.com	<ol style="list-style-type: none"> 1. Saddleback Butte State Parks and Lancaster Museum. Wants to be considered as mitigation site for desert tortoise and Mohave ground squirrel. They are sending letter.

2. Businesses

NO.	DATE	NAME	COMMENT/CONCERN
<u>T-B1.</u>	8/31	Dan Stitt 6232 West Ave. L-4 Lancaster, CA 93536	<ol style="list-style-type: none"> 1. Would like a copy of the handout. 2. Represents Royal Investors Group at 6380 Wilshire Blvd., Suite 1110, Los Angeles, CA 90048. Attn: Jim Goltche.
<u>T-B2.</u>		Corrine Hardy 10710 Sierra Mesa Littlerock, CA 93543	<ol style="list-style-type: none"> 1. Owns property at 7704 Pearblossom that includes Littlerock Video, Silver Scissors and another business. 2. Put on mailing list with Sierra Mesa address. 3. Wants us to consider impacts to her advertising sign in front of the property.
<u>T-B3.</u>	10/29	Peter Robles NMO-JPL Environmental Safety Engineer 4800 Oak Grove Drive, MS-180-801 Pasadena, CA 91109 (818) 393-2920	<ol style="list-style-type: none"> 1. Asked about plans for widening 138. 2. Wants to be on our mailing list.

3. Public

NO.	DATE	NAME	COMMENT/CONCERN
<u>T-P1.</u>		Merna Meneses 619-423-1308	<ol style="list-style-type: none"> 1. Wanted to know if her property would be affected by the widening. 2. (8/26/98) – Didn't receive much info. from R/W. 3. Wanted to know where her property was and if it would be affected. Suggested she write us a letter and we will respond.
<u>T-P2.</u>		Sylvia Fontana 504-271-5394	<ol style="list-style-type: none"> 1. Wanted to know if her property would be affected by the widening.
<u>T-P3.</u>		Jason Zink P.O. Box 295 Littlerock, CA 93543 805-944-1444	<ol style="list-style-type: none"> 1. Would like to be hired as a community consultant since family has been in area since 1900. 2. Had info. on local homeowners associations and chambers of commerce.
<u>T-P4.</u>		Patty Hathaway 310-377-6038	<ol style="list-style-type: none"> 1. Mailing list.
<u>T-P5.</u>		Alice Lion 15141 Camarillo St. Sherman Oaks, CA 818-789-3055	<ol style="list-style-type: none"> 1. Wanted to know if her property would be affected, but its next to San Bernardino county line.
<u>T-P6.</u>		Art Householder 9516 Glory Avenue Tujunga, CA 91042 818-353-3624	<ol style="list-style-type: none"> 1. Mailing list.
<u>T-P7.</u>		Tamura 3224 Monsarrat Ave. Honolulu, HI	<ol style="list-style-type: none"> 1. Mailing list.
<u>T-P8.</u>		George W. Cameron 22727 Sylvan Street Woodland, CA 91367 818-347-4029	<ol style="list-style-type: none"> 1. Wants info. on amount of R/W to be acquired. Elderly man who has recently had a stroke. He can't attend mtg., but put on mailing list.
<u>T-P9.</u>		Onsi Malaty P.O. Box 91485 Los Angeles, CA 90009 310-542-0588 310-730-3716 (pager)	<ol style="list-style-type: none"> 1. Has property along the 138 and wanted to know if it would be affected.
<u>T-P10.</u>		Sona Tashdjan 1118 East Acacia Ave. Glendale, Ca 91205 818-409-6445	<ol style="list-style-type: none"> 1. Owns undeveloped property along LA - 138 and wants to remain on the mailing list.
<u>T-P11.</u>		Nellie Lucher 1629 Van Nuys Ave. #1 Los Angeles, CA 90019 213-733-5781 323-733-5781	<ol style="list-style-type: none"> 1. Wondering if her property would be affected and if Caltrans would buy it for her. 2. Wants Caltrans to buy all the property - not just part of it.

<u>T-P12.</u>	8/10/98	Patty Hathaway 19 Wide Loop Rd. Rolling Hills, CA 90274 (310) 377 6038	1. In support of the project. She is also interested in how soon her property will be purchased for this project.
<u>T-P13.</u>		Tracey Worle 2032 Burnt Mill Rd. Tustin, CA 92782 714-731-8075	1. Owns 50 acres near the project area and wants to know if her property would be affected. 2. Will write a letter asking for a response.
<u>T-P14.</u>	8/26	Harry Marinelli 9035 Sheep Creek Rd. Phelan, CA 92371 909-466-1648	1. Wanted to know the schedule from the Environmental Document through to construction. 2. Also wanted to know if the project continued to the state line.
<u>T-P15.</u>		Ramzy & Mary W. Nassif 15 North Liberty Street Arlington, VA 22203	1. Own property on Pearblossom Highway and want to remain on the mailing list.
<u>T-P16.</u>	9/3	Gladys Cahuenas 25312 DeSalle Street Laguna Hills, CA 92653 949-458-7009	1. Owns property in the area and wants to remain on the mailing list.
<u>T-P17.</u>	9/3	Craig McCue 2040 Edgewood Rd. NW, Apt. 2 Cedar Rapids, IA 52405	1. Owns property in the vicinity of project and wants project information distributed at the meeting. 2. Also wants to be put on the mailing list. 3. Found out about meeting through the Antelope Valley newspaper website. (handouts sent out 9/3)
<u>T-P18.</u>	9/3	Herman and Thelma Riley 1421 South Stearns Drive Los Angeles, CA 90034	1. Want handout and to remain on the mailing list.
<u>T-P19.</u>	9/8	Charles Smith 818-886-0209	1. Wants us to look into a tunnel through the San Gabriel Mountains, another freeway going north through California to divert traffic from I-5, a freeway from Palmdale to San Bernardino. 2. He thinks Jerry Brown sabotaged California's infrastructure.
<u>T-P20.</u>	9/16/1998	Ramzy & Mary W. Nassif 15 North Liberty Street Arlington, VA 22203	1. Own property on Pearblossom Highway and want to remain on the mailing list.
<u>T-P21.</u>	9/16/1998	Roman Noriega 7201 Pearblossom Highway Little Rock, CA	1. Wants us to widen to the south to avoid his property.
<u>T-P22.</u>		Albert Chan 2491 Rikkard Drive Thousand Oaks, CA 91362 805-492-6668	1. Mailing list.
<u>T-P23.</u>	8/6/98	Wayne Bratlien 13864 Marbok Way Jamul, CA 91935 (619) 669-7214	1. This is a new address. Mr. Bratlien has property in Llano.

C. Comment Cards

Attendees at the Public Scoping Meeting on August 26 1998 were requested to fill out comment cards with their concerns. Responsible Caltrans staff addressed the cards at the meeting. The following table summarizes the cards according to agencies (A), businesses (B), and the general public (P).

1. Agencies

Name, Address	Representing	Comment
<u>C-A1.</u> Suellen Hall 33159 E 165st Llano, CA 93544 (805)944-4677	Antelope Valley Trails and Recreation	1. Would like provisions for a crossing at 96 th street for multi-use trail.
<u>C-A2.</u> M. Sam Page 9857 E Ave. 5-10 Littlerock, CA (805)944-1000	Littlerock Town Council	1. Will the town of Littlerock be provided with adequate lights or traffic signals to slow down traffic through town?
<u>C-A3.</u> Marilyn Loomis (805)944-3379	Littlerock Town Council	1. We need to lower our speed limit to 30 and add two more lights. 2. Will the businesses along route 138 be taken out due to the widening of the highway?
<u>C-A4.</u> Marjorie Gregory 32016 Crystalaire Dr Llano, CA (805)944-2400	Crystalaire Property Owners Association	1. A traffic light needs to be installed at 138 th and 165 th to insure the safety of over 1000 homeowners and their families who live near this area.
<u>C-A5.</u> Nancy Ruth	U.S. Postal Service	1. It is very dangerous for our carriers to deliver mail on 138.
<u>C-A6.</u> Maria Watson 8809 Pearblossom Hwy Littlerock, CA 93543 (805)944-3357	Business Chamber	1. Will there be more lights? 2. How will speeds be kept down to 45mph?
<u>C-A7.</u> Kathy Hestes 2050 E. Ave Q Palmdale, CA (805)947-1234	American Medical Response	1. How will this effect the people of this area as far as Emergency vehicles responding to area? 2. Will AMR be informed of any road construction/closures? 3. How long will the construction last?
<u>C-A8.</u> Fred Walter 16754 E Ave X # 62 (805) 944-2134	Llano Community Association	1. Is this project a freeway? 2. Where will the signals be?
<u>C-A9.</u> Randall Jolin, Principal	Alpine Elementary	1. Most of the accidents in front of the school are rear-enders when cars stop at the light at 82 nd

<p>Alpine Elementary School 8244 E. Pearblossom Hwy. Littlerock, CA 93543 (805) 944-3221</p>	<p>School</p>	<p>Street and also when cars stop to enter local businesses.</p> <ol style="list-style-type: none"> 2. Will widening the highway reduce or increase speed? 3. Would it be feasible to keep the two lane highway in Littlerock and add more traffic lights? 4. Consider the impact of widening on traffic going up 82nd Street to drop off students in the back of the school instead of the front which is where it is now. Parents will be forced to go up 82nd Street. 5. Please consider how employees and visitors will enter and exit the parking lot on the east side of the school. 6. What is the estimated impact on student safety in terms of crossing the street to enter and exit the school, and students who ride bicycles? 7. Consider the impact that widening will have on busses entering and exiting the front of the school. 8. Parking for visitors will be reduced along Pearblossom. Provisions will be needed for visitor parking.
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2. Businesses

Name, Address	Representing	Comment
<p><u>C-B1.</u> Joe Almanza 32819 Longview Rd Pearblossom, CA (805)944-6553</p>	<p>ETI Corral-9</p>	<ol style="list-style-type: none"> 1. Would like an equestrian crossing in Littlerock for the trail that will be along 96th street. An undercrossing would be a safer route, possible near 101st area. 2. Would like a signal at Longview road that would accommodate residents of Pearblossom & Juniper Hills.
<p><u>C-B2.</u> Ray Drasher 38972 164th St East Palmdale, CA (805)264-4564</p>	<p>ETI #9</p>	<ol style="list-style-type: none"> 1. Wants access to a safe crossing and undercrossing for equestrian and hikers in areas such as 96th street in Littlerock and bridges at Little Rock Creek and Big Rock Creek.
<p><u>C-B3.</u> Louis Scattaglia PO Box 508 Littlerock, CA 93543 (805)944-4260</p>	<p>Scattaglia Farms</p>	<ol style="list-style-type: none"> 1. Would like to receive aerial photos depicting the easements or right of ways required for the proposed road improvements between 75th street East and 106th street East.
<p><u>C-B4.</u> Charles Haley 41402 154th (805)264-3323</p>	<p>Roberson Realty</p>	<ol style="list-style-type: none"> 1. Is the answer really to widen the highway or to just simply regulate slower commercial traffic and slow down speeders?
<p><u>C-B5.</u> Sallie Spiuais PO Box 669 Littlerock, CA (805)944-2113</p>	<p>Foothill Realty</p>	<ol style="list-style-type: none"> 1. Speed should be no more than 40mph. 2. Speed zone into Littlerock should be posted in at least 3 different places along the road. Signs cannot be seen when large trucks are present.
<p><u>C-B6.</u> Carol Logan 7715 E Pearblossom Hwy Littlerock, CA (805)944-1925</p>	<p>M.B. Grocery Discount</p>	<ol style="list-style-type: none"> 1. Would like traffic signals at 77th street & Pearblossom Highway and at 87th and Pearblossom Highway. 2. Consider a center lane for left-hand turns instead of two lanes of traffic. Resume four lanes beyond town limits.
<p><u>C-B7.</u> Larry Grooms PO Box 880 Palmdale, CA (805)267-4153</p>	<p>Antelope Valley Press</p>	<ol style="list-style-type: none"> 1. Please do move ahead with all deliberate speed on widening SR 138 from 2 to 4 lanes east of Palmdale. 2. Forget restriping Palmdale Boulevard. 3. Reroute 138 North on 50th street West to Ave M, and then West to the 14 freeway. Palmdale Blvd would still be a local commercial street even with six lanes with a traffic light on every other block. 4. It would be inaccurate to call Palmdale Blvd a state

		<p>highway.</p> <p>5. Aside from the safety issue, the present condition of 138 is an impediment to ongoing economic development efforts in the region.</p>
<p><u>C-B8.</u> William L. Louderman 8309 Pearblossom Hwy Littlerock, CA (805)944-2606</p>	<p>Charley Brown Farms</p>	<p>(requested to speak)</p>
<p><u>C-B9.</u> Roberta Larsen 501 Alahmar St Alhambra, CA (626)281-1931</p>	<p>Pearblossom Motel</p>	<p>1. A left-hand turn lane must be put in front of the motel located at 13250 Pearblossom Hwy. A turn out area for those coming from the West must be put in to allow time to turn into the Pearblossom Motel.</p>
<p><u>C-B10.</u> Jean Hamby 8605 Pearblossom Hwy Littlerock, CA (805)944-1220</p>	<p>Vern's Garage</p>	<p>1. How soon will acquisitions of property begin?</p>
<p><u>C-B11.</u> K.W. Zink 356009 80th Street E Littlerock, CA (805)944-1239</p>	<p>Presbyterian Church</p>	<p>1. Is there anyway to expedite the project?</p>

3. Public

Name, Address	Representing	Comment
<u>C-P1.</u> Constance Leshin PO Box 66 Llano, CA 93544 (805)261-3321		<ol style="list-style-type: none"> 1. Wants solar powered flashing lights at twin bridges on 138 @ Big Rock creek. 2. Would like a left turn lane street light there as well.
<u>C-P2.</u> Dennis Jackson 5625 Graves Ave Encino, CA (818)345-4938		<ol style="list-style-type: none"> 1. What is the plan for water drainage and will that require more R/W land?
<u>C-P3.</u> Don Hollander PO Box 58 Valyermo, CA (805)944-3825		<ol style="list-style-type: none"> 1. Why no center divider? 2. How is access for the open pit mine trucks at 155th street going to be accomplished?
<u>C-P4.</u> Name withheld		<ol style="list-style-type: none"> 1. What is the purpose of widening 138? Is the purpose to increase speed for moving vehicles or to reduce the speed for moving vehicles?
<u>C-P5.</u> Diana Sanders 35301 77 th street E Littlerock, CA (805)944-6525	My family	<ol style="list-style-type: none"> 1. The posted speed limit is 45mph; average speed is 55-60mph, for trucks it's slightly higher. Is concerned about children crossing 4 lanes of traffic to reach Alpine Elementary School and the new library. 3 lanes should go through downtown areas, one being a turn lane. 2. Two more lights at each end of the town are needed that should be synchronized for a 45mph speed limit.
<u>C-P6.</u> John Blalock 32810 165 th Street E Llano, CA 944-1341		<ol style="list-style-type: none"> 1. Consider not ending a phase of widening at a major intersection, for example extend the project East past 165th street East. 2. Consider expanding the planning requirements to include long merging lanes for the gravel and concrete trucks in Littlerock and Llano. 3. Expand the bridge at Big Rock Creek immediately.
<u>C-P7.</u> Gertrude Lambdin 10045 E. Ave S-4 Littlerock, CA (805)944-1527	A caring Littlerock resident	<ol style="list-style-type: none"> 1. Why do people get away with passing on the right side of a car- going over the white line when the car is making a left turn and waiting for a chance to turn? 2. Why do they also get away with going over the posted 45mph-speed limit through Littlerock?

<u>C-P8.</u> Name withheld		1. If you have a business will you be compensated for the disturbance during construction?
<u>C-P9.</u> Name withheld		1. What happened to the Metropolitan bypass? 2. What about using T instead!
<u>C-P10.</u> Name withheld		1. What about fast track to push this ahead?
<u>C-P11.</u> Kenna Lewis 33526 Longview Rd Longview, CA (805)944-6863	Myself	1. Would like a four-lane highway. More law enforcement is needed to reduce speeders. 2. Reduce speed to 45mph in downtown Pearblossom. 3. Traffic light needed at Longview and Pearblossom Highway.
<u>C-P12.</u> Mrs. Debbie Ogdahl 7305 ½ Pearblossom Hwy Little Rock, CA 93543 (805)944-5612		1. Would like to see more stop lights and reduced speed limits, not more lanes of traffic.
<u>C-P13.</u> Art Beck 36851 96 th Street East Little Rock, CA		1. Can some passing lanes be installed while the process takes its course?
<u>C-P14.</u> Charles Habery 91400 154 (805)264-3373		1. What price can you put on someone's life and the families who have lost their loved ones from stressed out drivers trying to pass 10 cars and a slow moving diesel.
<u>C-P15.</u> Name withheld		1. Does this mean that Palmdale will be "taking more" of our small town? 2. Are we going to have to pay for the sewers that are going to be put in the businesses?
<u>C-P16.</u> Name withheld		1. What was the response from San Bernardino County regarding their part of the highway? 2. Can you stop all trucks from using 138 and build a special lane for slow vehicles?

<p><u>C-P17.</u> Frances Wood 7308 E U-3 Ave Littlerock, CA (805)944-6286</p>		<ol style="list-style-type: none"> 1. Is there anyway to stop you from stealing our town out from under us? 2. We need our speed limits enforced and more signals, not LA moving in!
<p><u>C-P18.</u> Janice Lord 35709 89th Street E Littlerock, CA</p>		<ol style="list-style-type: none"> 1. How and or where will Littlerock business be rebuilt-or will it? 2. What speed limits will be imposed in what is left of Littlerock shopping area?
<p><u>C-P19.</u> Lynn David 9056 E Ave T4 Littlerock, CA</p>		<ol style="list-style-type: none"> 1. Are there going to be cement dividers to prevent head-on collisions? 2. There should be signals at 165th and a light at 96th. 3. Make the road flatter to eliminate blind spots like the one over twin bridges.
<p><u>C-P20.</u> W. Budlong 1031 W. Ave L-12 Lancaster, CA</p>		<ol style="list-style-type: none"> 1. What is the feasibility of leaving the current roadway through Littlerock and adding a 4-lane highway either on the North or South side of town so as not to impact the residents or businesses?
<p><u>C-P21.</u> Name withheld</p>		<ol style="list-style-type: none"> 1. Will there be zoning changes for homes and businesses?
<p><u>C-P22.</u> W. Blakely PO Box 473 198th St. E. Llano, CA (805)261-3119</p>	<p>198th Street Residents</p>	<ol style="list-style-type: none"> 1. Would like a left turn lane at 198th street East and one streetlight to allow drivers to see where they are going.
<p><u>C-P23.</u> Darwin Ogdahl 7305 ½ Pearblossom Hwy Littlerock, CA (805)944-5612</p>	<p>Home-owner</p>	<ol style="list-style-type: none"> 1. What are the proposed speed limits in city/highway? 2. What are the proposed access points for homeowners? 3. How much will homeowners be compensated for the decrease in land value due to heavy traffic and noise? 4. What is the projected increase in noise and air pollution due to truck traffic?
<p><u>C-P24.</u> Vito Scattaglia 8202 Pearblossom Hwy Littlerock, CA (805)944-1364</p>		<ol style="list-style-type: none"> 1. Is there more traffic anticipated with the widening? 2. Will speeds increase with 4 lanes?
<p><u>C-P25.</u> Kayoko Bane 1646 E Palmdale Blvd #1 Palmdale, CA (805)265-6500</p>		<ol style="list-style-type: none"> 1. Are you planning to make P-8 a new freeway from 14 to 15 and if so when? 2. Does that new freeway replace Hwy 138?

<p><u>C-P26.</u> Patricia Morry 35956 80th Street E. Littlerock, CA</p>		<ol style="list-style-type: none"> 1. Warning lights should be placed at each end of town to warn vehicles of dangerous conditions. 2. Add a few turnouts and a rest area for the truckers. Enforcement of the speed limit by local law enforcement is needed. 3. This resident does not want a super highway going through the town. The design of the 4 lane highway west of Littlerock encourages high speeds through town.
<p><u>C-P27.</u> Gregg Anderson 41478 Mission Dr. Palmdale, CA (805)943-2572</p>		
<p><u>C-P28.</u> R.W. Riley 8057 East U-10 Littlerock, CA</p>		<ol style="list-style-type: none"> 1. Is there anyway we can get 2 lanes coming East from 4 Points on 138 at Ave. T soon! Bad Bottleneck at this section!
<p><u>C-P29.</u> Anne Barry P.O. Box 545 Pearblossom, CA (805) 944-3835</p>		<ol style="list-style-type: none"> 1. We live on 175th Street and can see and hear from our house the "S" curve where the fatal accident of 8/21/98 occurred. We are aware, first-hand, of many more bad accidents here than are reported in the news or known by the community. We strongly support Supervisor Antonovich's move to install center dividers here and at the other fatal curves on State Route 138.

APPENDIX E

Mailing List

Elected Officials

The Honorable George Runner
Assemblyman, 36th District
709 W. Lancaster Boulevard
Lancaster, CA 93534

The Honorable Howard McKeon
Congressman, 25th District
23929 W. Valencia Boulevard, Suite 410
Santa Clarita, CA 91355

The Honorable David J. Myers
Councilmember, City of Palmdale
38300 North Sierra Highway
Palmdale, CA 93550

The Honorable James C. Ledford, Jr.
Mayor, City of Palmdale
38300 North Sierra Highway
Palmdale, CA 93550

The Honorable Diane Feinnstein
U.S. Senator
11111 Santa Monica Boulevard, Suite 915
Los Angeles, CA 90025

The Honorable Michael Antonovich
Supervisor, 5th District County of Los Angeles
500 West Temple Street, Room 869
Los Angeles, CA 90012

Mr. Robert W. Toone
City Manager, City of Palmdale
38300 North Sierra Highway
Palmdale, CA 93550

The Honorable Terry Judge
Councilmember, City of Palmdale
38300 North Sierra Highway
Palmdale, CA 93550

The Honorable Shelley Sorsabal
Councilmember, City of Palmdale
38300 North Sierra Highway
Palmdale, CA 93550

The Honorable Barbara Boxer
U.S. Senator
2250 E. Imperial Highway, Suite 545
EL Segundo, CA 90245

The Honorable William Knight
Senator, 17th District
1008 W. Avenue M-14, Suite G
Palmdale, CA 93551

The Honorable Keith Olberg
Assemblyman, 34th District
14011 Park Avenue, #470
Victorville, CA 92392

Agencies

EIS Coordinator, Region 9
U.S. Environmental Protection Agency
75 Hawthorne Street
San Francisco, CA 94105

Henry Duro, Tribal Chair
San Manuel Reservation
5438 Victoria Avenue
Highland, CA 92346

Metropolitan Transit Authority
1 Gateway Plaza
Los Angeles, CA 90012-2932

Federal Transit Administration
Region 9
201 Mission Street, Suite 2210
San Francisco, CA 94105

Director, Office of Environmental
Compliance
U.S. Department of Energy
1000 Independence Ave., SW, Rm. 4G064
Washington, DC 20585

Centers for Disease Control & Prevention,
DHHS
National Center for Environmental Health
Special Programs Group, MS F-16
4770 Buford Highway, N.E.
Atlanta, GA 30341-3724

Environmental Clearance Officer
Department of Housing and Urban
Development
450 Golden Gate Avenue
P.O. Box 36003
San Francisco, CA 94102

Andy Green
Kawaiisu Tribal Representative
713 Brentwood
Tehachapi, CA 93561-2142

Lana Radle, LA County Department of
Public Works
Mapping & Property Management Division
900 South Freemont Avenue
Alhambra, CA 91803

William Budlong
Antelope Valley Transit
1031 West Ave. L-12
Lancaster, CA 93534

Director, Office of Environmental Policy
and Compliance
U.S. Department of Interior
1849 C Street, NW
Washington, DC 20240

Director, Office of Environmental Affairs
Department of Health and Human Services
200 Independence Ave. SW, Rm. 537 F
Washington, DC 20201

District Engineer
U.S. Army Corps of Engineers
300 N. Los Angeles Street
Los Angeles, CA 90012

Rich Campbell
U.S. Soil Conservation Service
Area Conservationist
44811 N. Date Avenue, Suite G
Lancaster, CA 93534

Regional Air Pollution Control District
21865 East Copley Drive
Diamond Bar, CA 91765

Vice Chancellor, Physical Planning and
Development
The California State University, Attn:
Contract Manager
400 Golden Shore Boulevard
Long Beach, CA 90802-4275

California Wildlife Federation
PO Box 1527
Sacramento, CA 95812-1527

Regional Director, Federal Emergency
Management Agency
Region 9, Building 105
Presidio, CA 94129

Museum of Vertebrate Zoology
2593 Life Sciences Building
Berkeley, CA 94720

Mr. Randall Jolin
Keppel Union School District
PO Box 186
34004 128th Street E.
Pearblossom, CA 93553

State Clearinghouse
1400 Tenth Street
Sacramento, CA 95814

Assistant Vice President
Budget, Analysis, and Planning
247 University Hall
Berkeley, CA 94720

California Native Plant Society
1722 J Street, Suite 17
Sacramento, CA 95814

Office of the Secretary
U.S. Department of Agriculture
Washington, DC 20250

Sierra Club
3435 Wilshire Blvd., Suite 320
Los Angeles, CA 90010

Environmental Protection Agency
Office of Federal Activities (A-104)
401 M Street, SW
Washington, DC 20460

Lt. Craig Klein
California Highway Patrol
411 N. Central Avenue, Suite 410
Glendale, CA 91203

Aeronautics Program Manager
1120 N Street
Sacramento, CA 95814

Executive Director, Public Utilities
Commission
505 Van Ness Avenue
San Francisco, CA 94102

Chief, Environmental Planning
Office of Project Development and
Management
Dept of General Services
400 R Street, Suite 5100
Sacramento, CA 95814

Chief, Airports Branch
Federal Aviation Administration
5885 West Imperial Highway
Los Angeles, CA 90045

Federal Railroad Administration
Office of Policy and Plans
400 - 7th Street, SW
Washington, DC 20590

Executive Secretary, Native American
Heritage Commission
915 Capitol Mall, Room 288
Sacramento, CA 95814

Western Region
U.S. Department of the Interior
National Park Service
600 Harrison Street, Suite 600
San Francisco, CA 94107-1372

Director, Office of Ecology and
Conservation
U.S. Department of Commerce, Room 6800
National Oceanic and Atmospheric
Administration
Washington, DC 20230

Director, Department of Food and
Agriculture
1220 N Street
Sacramento, CA 95814

Chief, Bureau of School Planning
Department of Education
721 Capitol Mall
Sacramento, CA 95814

San Banh, Planning Division
County of Los Angeles Department of Public
Works
900 South Fremont Avenue, 11th Floor
Alhambra CA 91803

James D. Vose
Palmdale School District
39139-49 N. Tenth St. East
Palmdale CA 93550

Robert Girolamo, Superintendent
Antelope Valley Union High School District
44811 Sierra Highway
Lancaster CA 93534

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P.O. Box 6531
Quartz Hill CA 93536

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Los Angeles Department of Water and Power
111 North Hope St., Room 1121
Los Angeles CA 90012

LADOT
200 N. Spring Street
Los Angeles CA 90012

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City of Palmdale, Dept. of Public Works
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Palmdale, CA 93550

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P.O. Box 36063 450 Golden Gate Ave.
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State of California Dept. of Parks and Rec.
43779 15th St. West
Lancaster CA 93534

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395 Oyster Point Blvd.
South San Francisco CA 94099

Alice Huffaker, Assoc. Transportation
Planner
California Highway Patrol
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Sacramento CA 95818

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Los Angeles CA 90020

David R. Leininger
County of Los Angeles Fire Dept.
1320 North Eastern Ave.
Los Angeles CA 90063

US Fish & Wildlife Service
Ventura Field Office
2493 Portola Road, Suite B
Ventura CA 93003

David Wrightsman
DWR
1416 Ninth Street
Sacramento CA 95814

C.F. Raysbrook
Department of Fish and Game
4949 Viewridge Avenue
San Diego CA 92123

Scott Harris
Department of Fish and Game
P.O. Box 950310
Mission Hills CA 91395

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Littlerock CA 93543

Larry Connelly
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Littlerock CA 93543

Daryll Chenoweth
LA County Public Works
900 S. Fremont Ave. 11th Floor
Alhambra CA 91803

Caltrans District 8
Public Affairs
247 West 3rd St.
San Bernardino CA 92402

Harry W. Stone
Department of Public Works
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Alhambra CA 91803-1331

P. Michael Freeman
LA County Fire Department
1320 North Eastern Avenue
Los Angeles CA 900633294

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Governments
818 West Seventh Street, 12th Floor
Los Angeles CA 90017-3435

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United States Department of the Interior
Office of the Secretary
Washington D.C. 20240

Matthew Knudson
Palmdale Water District
2029 East Avenue Q
Palmdale CA 93552

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Larry Ralston, Pres.
Antelope Valley Restaurants
P.O. Box 4459
Lancaster, CA

Douglas W. Sprague, Mgr.
CalMat Co.
P.O. Box 2950
Los Angeles, CA 90051

David Cinquini, Pres.
Centennial Federal Corp.
2049 Century Park East, Suite 2670
Century City, CA 90067

Thomas F. Rattray, President
Rattray and Associates, Inc.
500 East Dyer Road, Suite E
Santa Ana, CA 92707

Dr. Larry J. Connelly, D.V.M.
7193 Pearblossom Highway
Littlerock, CA 93543

Daniel J. Stitt
Stitt & Associates
6232 W. Avenue L-4
Lancaster, CA 93536

Jim Goltche
Royal Investors Group
6380 Wilshire Blvd., Ste. 1110
Los Angeles, CA 90048

Jack Brian or Felice Apodaca
Brian Ranch Airport
34810 Largo vista Rd.
P.O. Box 355
Llano, CA 93544-0355

Peter Robles
NMO-JPL
Environmental Safety Engineer
4800 Oak Grove Drive, MS-180-801
Pasadena, CA 91109

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38247 6th Street West
Palmdale, CA 93551

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20363 Acre St.
Canoga Park, CA 91306

Nora P. Lewis
1340 Ponderosa Ave.
Brea, CA 92821-2524

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Rt. 1, Box 251
Davis, OK 73030

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Juniper Hills, CA

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Llano, CA

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Llano, CA

Bonnie & Jorge Rivera
19743 Pearblossom
Llano, CA

Doris & Cal Eckard
34220 198th Street East
Llano, CA

Jack Harrick
34125 198th Street East
Llano, CA

Louise Blakely
34100 198th Street East
Llano, CA

Louise Blakely
34100 198th Street East
Llano, CA

Roger & Judy Beedon
34230 198th Street East
Llano, CA

Winifred B. Bowes
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Llano, CA

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Arlington, VA 22203

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Glendale, Ca 91205

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Palmdale, CA

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Larry Grooms
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William L. Louderman
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Littlerock, CA 93543

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Alhambra, CA

Jean Hamby
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Enchain, CA

Don Hollander
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Valyermo, CA

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Longview, CA

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36851 96th Street East
Littlerock, CA 93543

Frances Wood
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Littlerock, CA 93543

Janice Lord
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Littlerock, CA 93543

Lynn David
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Littlerock, CA 93543

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Palmdale, CA

R.W. Riley
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Littlerock, CA 93543

Anne Barry
P.O. Box 545
Pearblossom, CA 93553

Joan S. Rudisil
Offices of Nossaman, Guthner, Knox & Elliot,
LLP
445 S. Figueroa St. 31st Floor
Los Angeles CA 90071

James K. Hansen
Law Offices of Thomas E. Luebben
211 12th St. N.W.
Albuquerque, NM 87102

Littlerock Chamber of Commerce
P.O. Box 326
Littlerock CA 93543

Littlerock Town Council
P.O. Box 766
Littlerock CA 93543

Pearblossom Chamber of Commerce
P.O. Box 358
Pearblossom CA 93553

Llano Community Association
P.O. Box 7
Llano CA 93544

Littlerock Library
35119 80th St. East
Littlerock CA 93543

Palmdale City Library
700 East Palmdale Blvd
Palmdale CA 93550

Littlerock Post Office
USPS
7727 Pearblossom Hwy
Littlerock CA 93543

Pearblossom Post Office
USPS
12302 Pearblossom Hwy
Pearblossom CA 93553

Alpine Elementary School
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Littlerock CA 93543

Llano Post Office
USPS
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Llano CA 93544

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James R. Butzke
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Palmdale CA 935525903

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Big Pines Historical Society
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Wrightwood CA 92397

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Burbank CA 91501-1336

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Palmdale Lane CA 93550

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Jason Zink
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Littlerock CA 93543

APPENDIX F
Title VI Policy Statement

DEPARTMENT OF TRANSPORTATION
OFFICE OF THE DIRECTOR
1120 N STREET
P. O. BOX 942873
SACRAMENTO, CA 94273-0001
PHONE (916) 654-5267
FAX (916) 654-6608



July 26, 2000

**TITLE VI
POLICY STATEMENT**

The California State Department of Transportation under Title VI of the Civil Rights Act of 1964 and related statutes, ensures that no person in the State of California shall, on the grounds of race, color, sex and national origin be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination under any program or activity it administers.

A handwritten signature in black ink that reads "Jeff Morales".

JEFF MORALES
Director

APPENDIX G

Footprint

PROJECT ENGINEER	CHECKED BY	DATE
DESIGNED BY	REVISOR	DATE
DATE	REVISOR	DATE

CURVE DATA

NO	R	A	L	T
①	3200.406	5° 57' 05"	322.430	166.364

PRELIMINARY PLANS
 SUBJECT TO CHANGE

NOV. 1, 2000



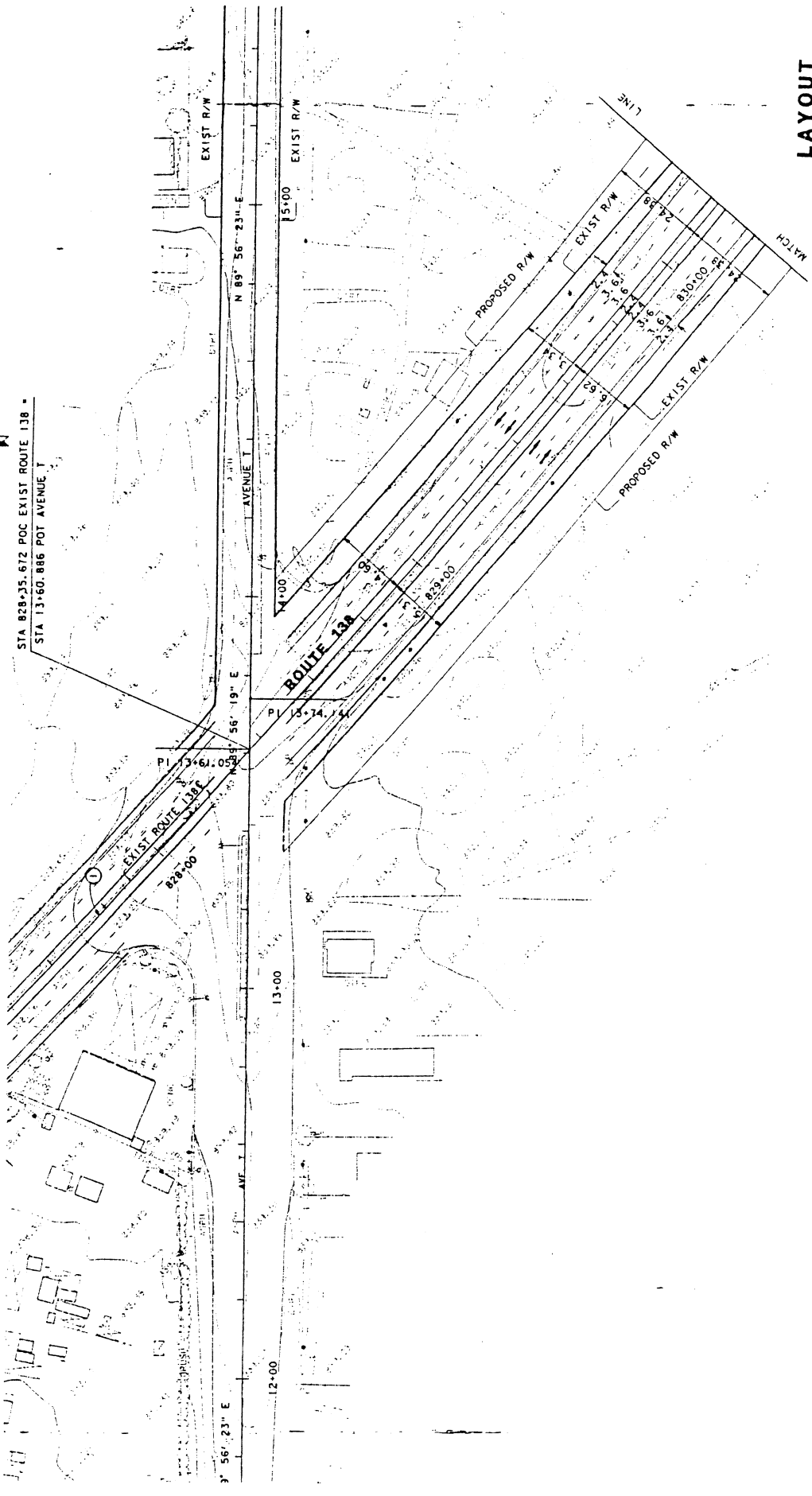
REGISTERED CIVIL ENGINEER

PLANS APPROVAL DATE

IN THE STATE OF CALIFORNIA OR ITS DEPENDENT TERRITORIES, I HEREBY CERTIFY THAT I AM A LICENSED PROFESSIONAL ENGINEER IN THE STATE OF CALIFORNIA.

CITY COUNTY ROUTE PROJECT SHEET TOTAL SHEETS

07 LA 138 82.7/111.7



LAYOUT
 SCALE: 1"=50'

L-1

FOR REDUCED PLANS ORIGINAL SCALE IS IN MILLIMETERS

CU 07241

EA 127200

DIST	COUNTY	ROUTE	TOTAL PROJECT MILES	SHEET NO.
07	LA	138	82.7/111.7	

REGISTERED CIVIL ENGINEER

PLANS APPROVAL DATE

NOV. 1, 2000

NOV. 1, 2000

NOV. 1, 2000

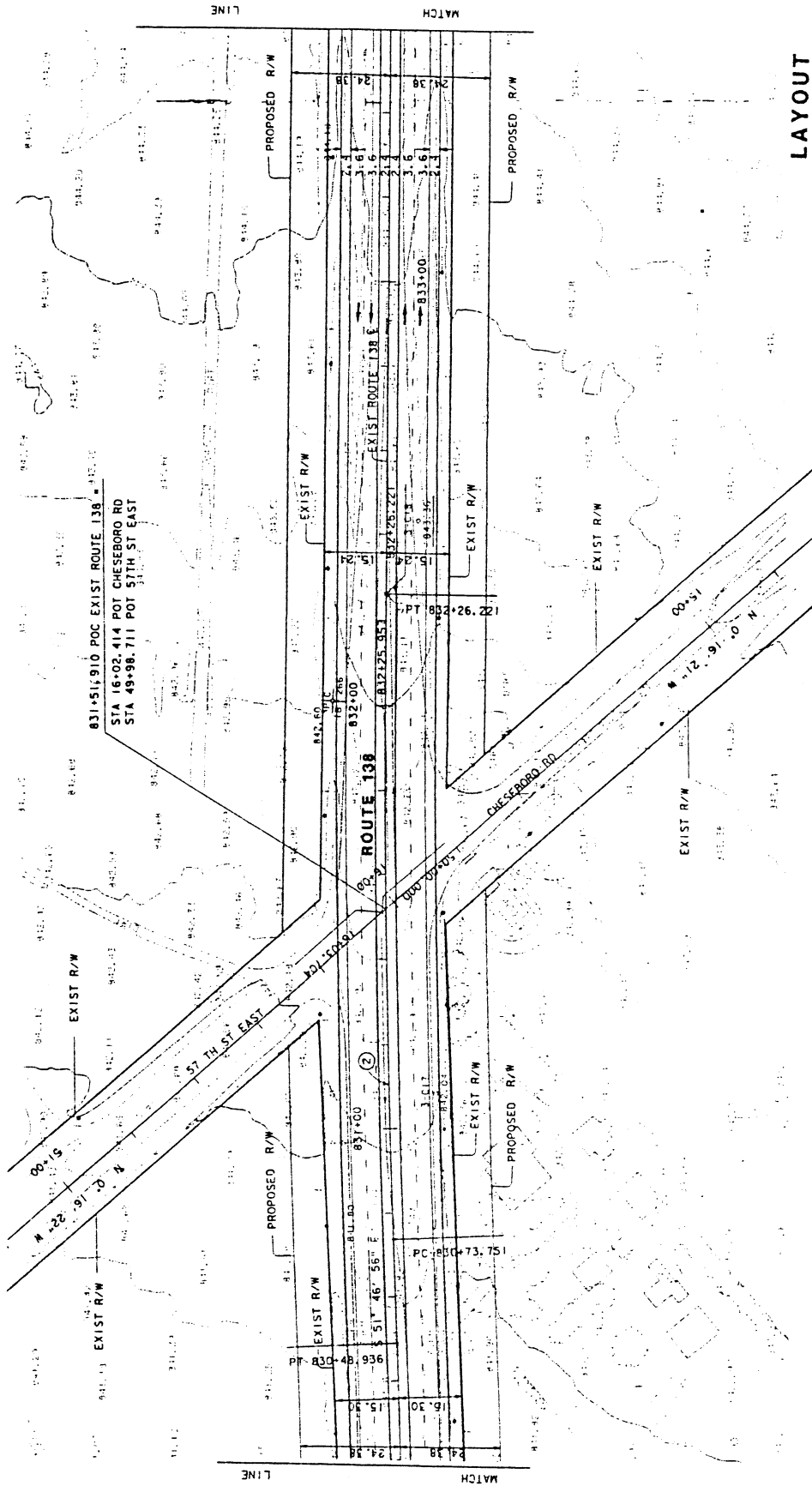


**PRELIMINARY PLANS
SUBJECT TO CHANGE**

NOV. 1, 2000

CURVE DATA

NO	R	Δ	L	T
②	3038.006	2° 51' 58"	152.470	76.251



LAYOUT
SCALE: 1"=500'

L-2

FOR REDUCED PLANS ORIGINAL SCALE IS IN MILLIMETERS

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION	PROJECT ENGINEER	CALCULATED/DESIGNED BY	DATE	REVISOR	DATE
Citrans PROJECT DEVELOPMENT		CHECKED BY	DATE REVISOR	DATE	

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION	PROJECT ENGINEER	DATE	REVISOR	DATE
PROJECT DEVELOPMENT		CHECKED BY		
		DESIGNED BY		
		DATE REVISOR		

DIST	COUNTY	SHEET	TOTAL PROJECT SHEETS
07	LA	138	82.7/111.7

REGISTERED CIVIL ENGINEER

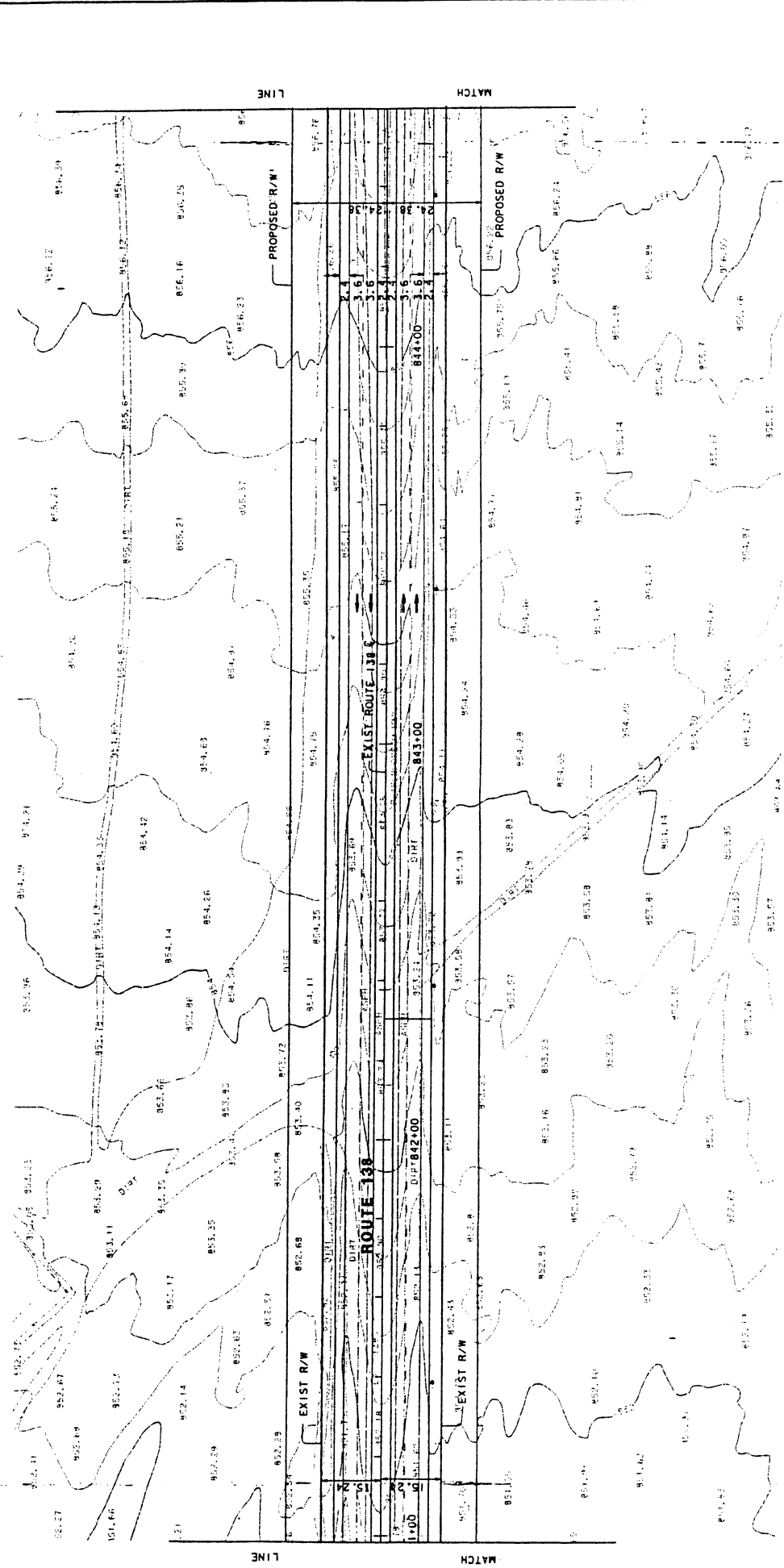
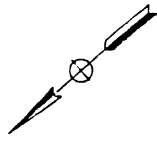
PLANS APPROVAL DATE

The State of California by the authority of the State Engineer and the State Board of Control, hereby certifies that the above-named engineer is a duly licensed professional engineer in the State of California, and that the above-named engineer is the author of the plans hereon.



PRELIMINARY PLANS
SUBJECT TO CHANGE

NOV. 1, 2000



LAYOUT
SCALE: 1:500

L-5

FOR REDUCED PLANS ORIGINAL SCALE IS IN MILLIMETERS

EA 127200

CU 07241

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION	PROJECT ENGINEER	CALCULATED BY	CHECKED BY	DATE REVISID BY	DATE
McClintons PROJECT DEVELOPMENT					

PRELIMINARY PLANS SUBJECT TO CHANGE

NOV. 1, 2000

CURVE DATA

NO	R	A	L	T
①	609.601	19° 51' 12"	211.230	106.685

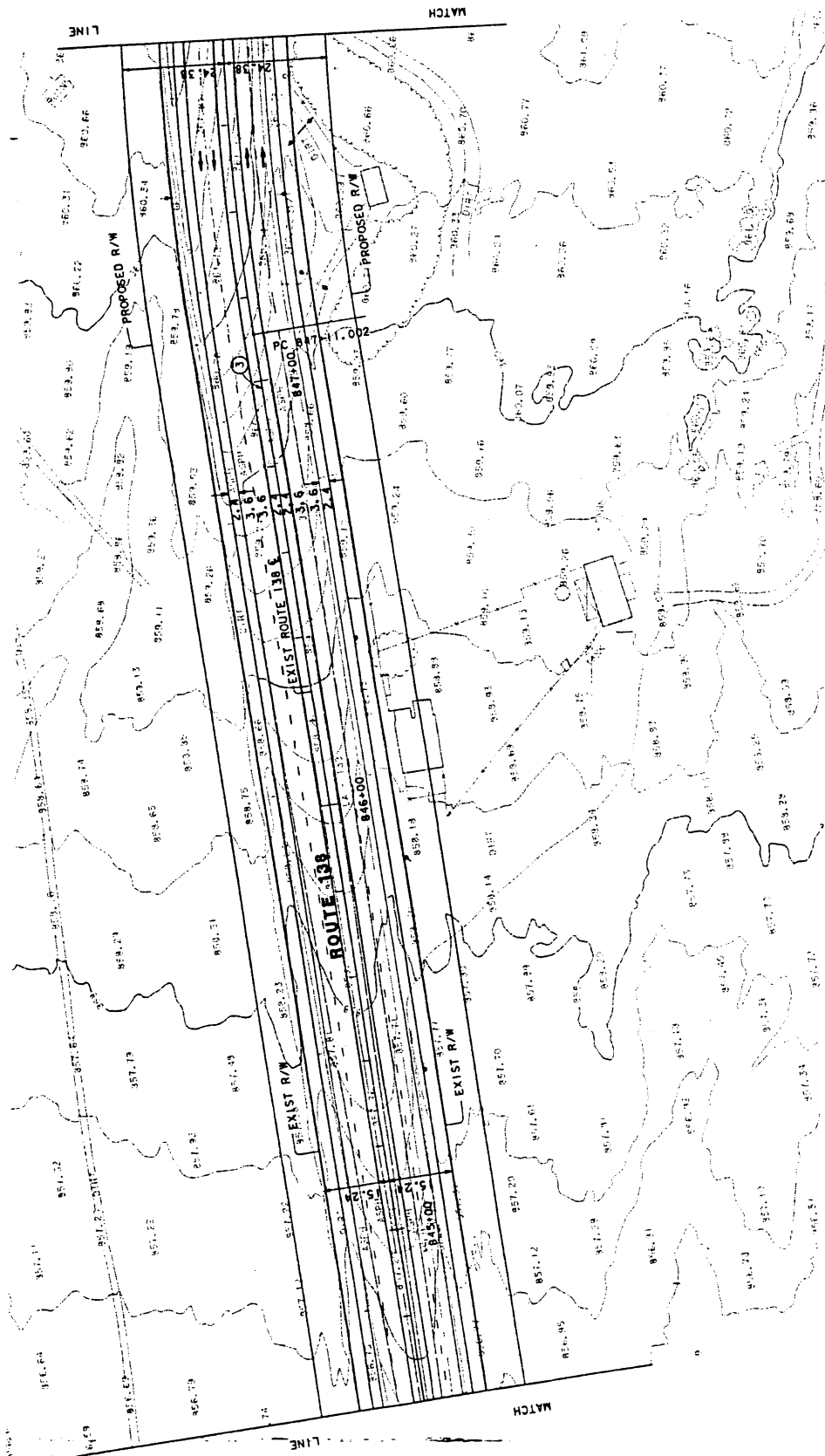


DIST/ COUNTY	ROUTE	ALLOWED POST MILEAGE	TOTAL PROJECT	SHEET NO.	TOTAL SHEETS
07 LA	138	82.7/111.7			

REGISTERED CIVIL ENGINEER

PLANS APPROVAL DATE

The State of California or its officers or agents shall not be responsible for the accuracy or completeness of electronic copies of this plan.



LAYOUT

SCALE: 1"=500'

L-6

FOR REDUCED PLANS ORIGINAL
SCALE IS IN MILLIMETERS

CU 07241

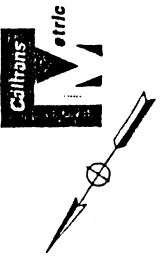
EA 127200

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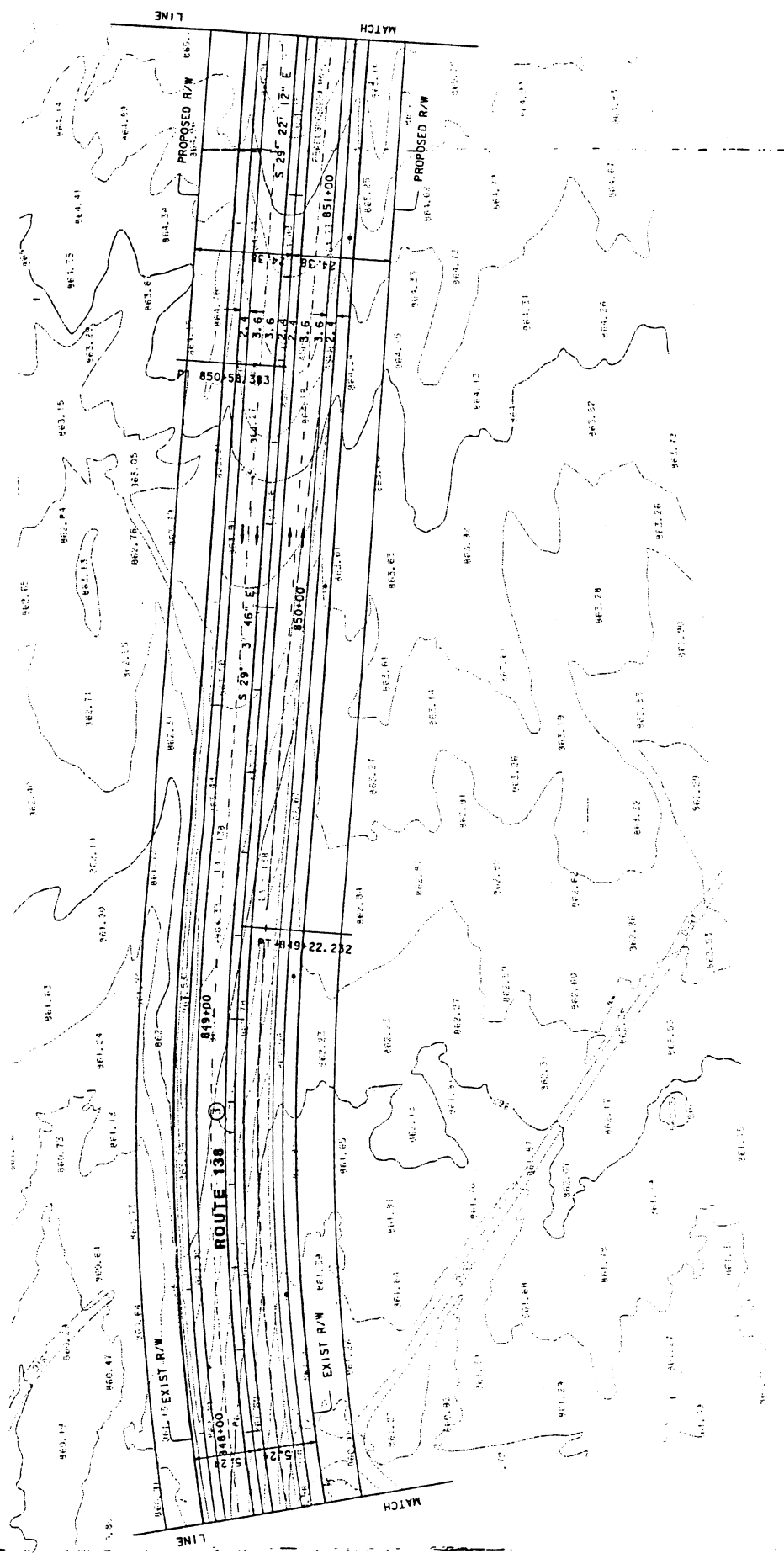
NO	R	A	L	T
①	609.601	19° 51' 12"	211.230	106.685

**PRELIMINARY PLANS
 SUBJECT TO CHANGE**

NOV. 1, 2000



PROJECT NO.	07 LA 138	SHEET NO.	82.7/111.7
COUNTY	LA	TOTAL SHEETS	111
REGISTERED CIVIL ENGINEER			
PLANS APPROVAL DATE			
The State of California, Department of Transportation, hereby certifies that the above information is true and correct for the purposes of the Public Works Act of 1982, Chapter 1095, Section 1095.010, and the Public Works Act of 1982, Chapter 1095, Section 1095.015.			



LAYOUT
 SCALE: 1:500

L-7
 EA 127200
 CU 07241

ALL DIMENSIONS ARE IN METERS UNLESS OTHERWISE SHOWN
 FOR REDUCED PLANS ORIGINAL
 SCALE IS IN MILLIMETERS
 0 20 40 60 80
 UTM ZONE 18 Q UTM PROJECTION
 NAD 83
 UTM FILE IS 1177001240001

**PRELIMINARY PLANS
 SUBJECT TO CHANGE**

NOV. 1, 2000

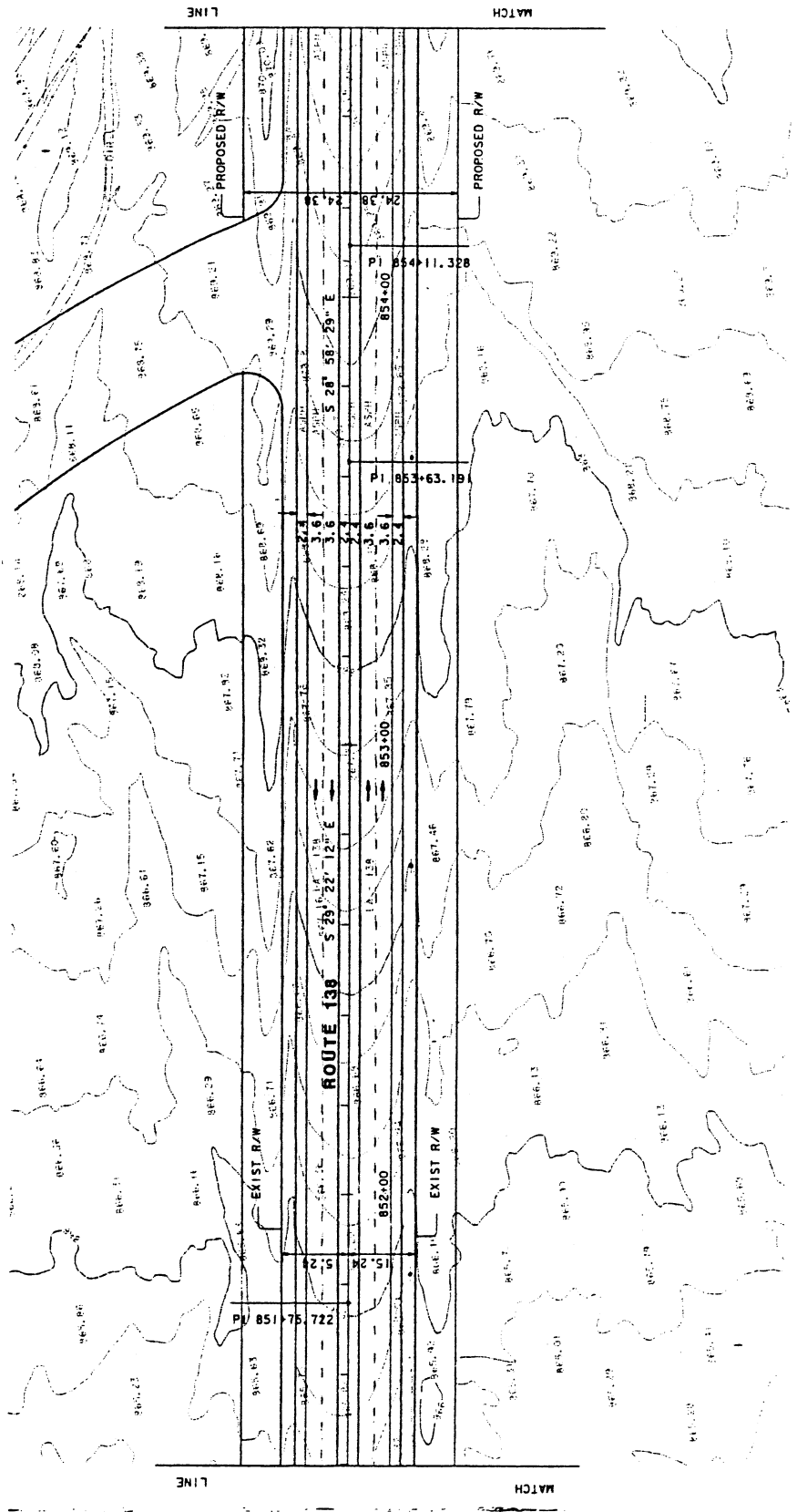


07	LA	138	82.7/111.7	REGISTERED CIVIL ENGINEER
0451	COUNTY	ROUTE	ALTIMETER POST TOTAL PROJECT	SHEET TOTAL SHEETS
07	LA	138	82.7/111.7	11

REGISTERED CIVIL ENGINEER

PLANS APPROVAL DATE

THE STATE OF CALIFORNIA IS NOT RESPONSIBLE FOR THE ACCURACY OR COMPLETENESS OF ELECTRONIC COPIES OF THIS PLAN.



LAYOUT
 SCALE: 1:1500
L-8

ALL DIMENSIONS ARE IN METERS UNLESS OTHERWISE SHOWN
 FOR REDUCED PLANS ORIGINAL SCALE IS IN MILLIMETERS

DATE PLOTTED: 11/01/2000 11:00 AM

CU 07241

EA 127200

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION		PROJECT ENGINEER	
CALCULATED/DESIGNED BY		CHECKED BY	
DATE	REVISYED BY	DATE	REVISYED

DIST	COUNTY	ROUTE	SUSAN T. BUS	PROJECT NO.	SHEET NO.
07	LA	138	82.7/111.7		

REGISTERED CIVIL ENGINEER

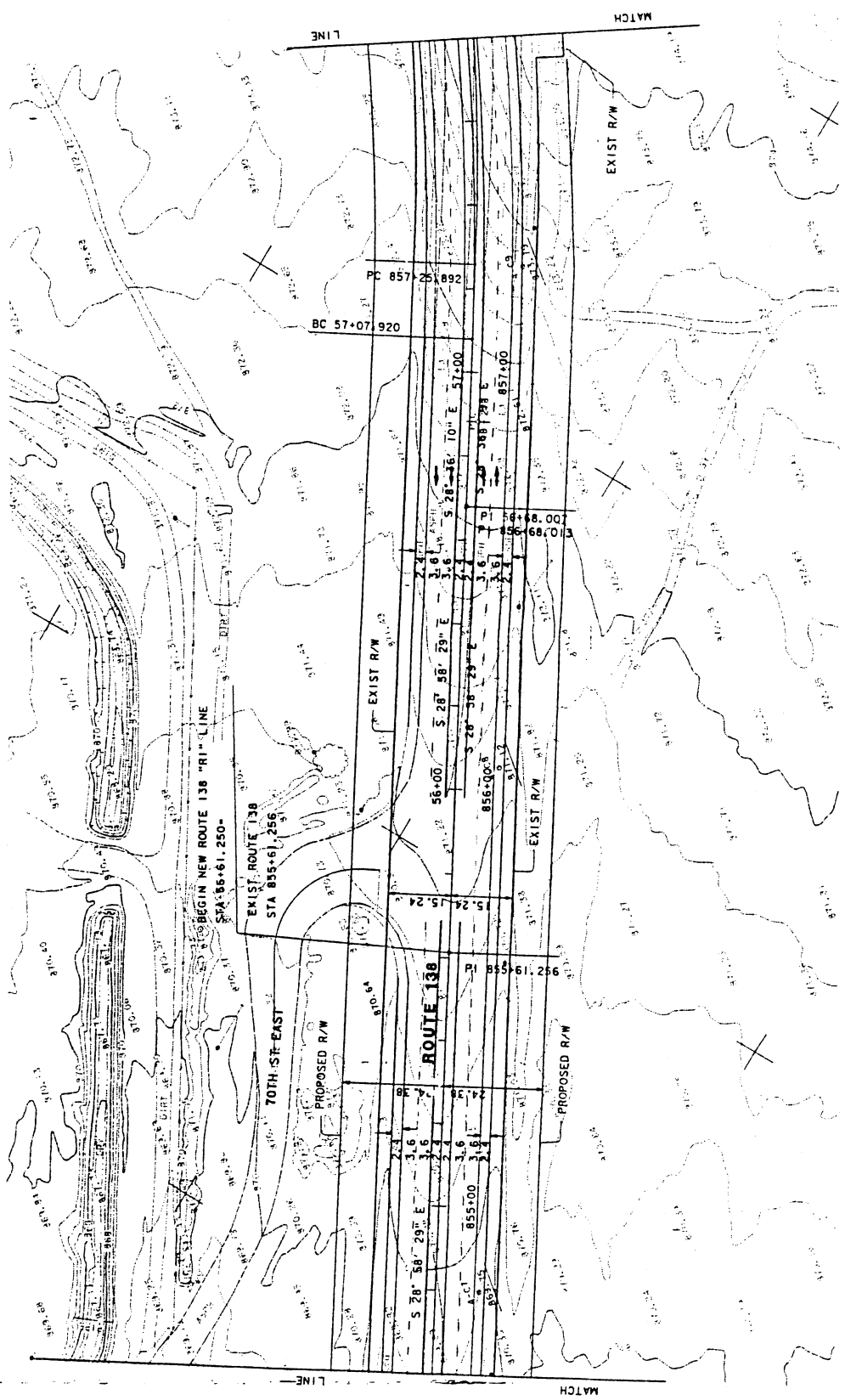
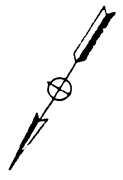
PLANS APPROVAL DATE

The State of California or its officers or agents, in accepting or approving any plan or contract for electric utility work, does not assume any liability for the safety or adequacy of the same.



PRELIMINARY PLANS
SUBJECT TO CHANGE

NOV. 1, 2000



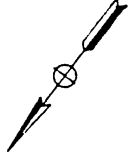
LAYOUT
SCALE: 1"=500'

L-9

**PRELIMINARY PLANS
 SUBJECT TO CHANGE**

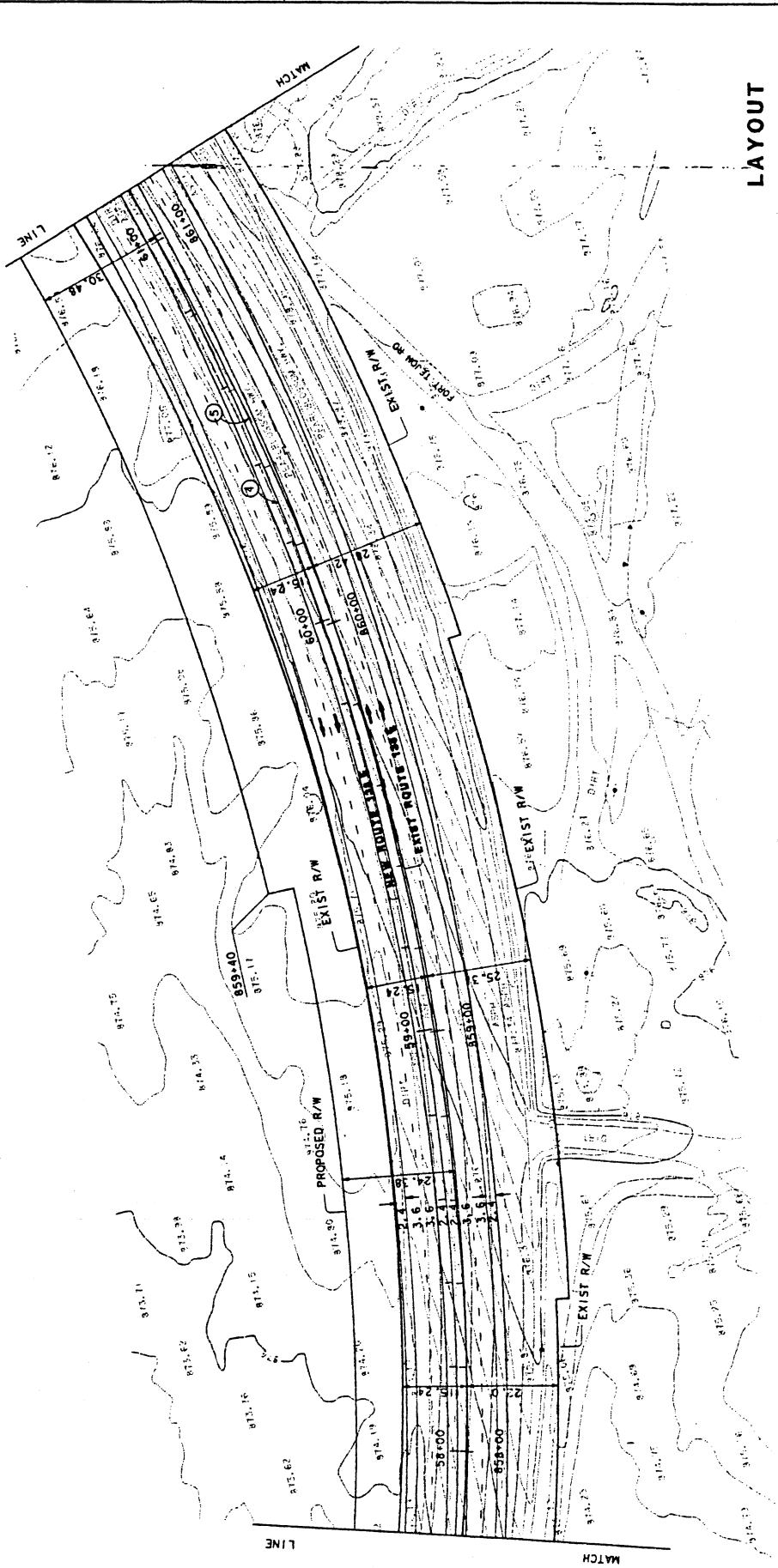
SEPT 15 2000

07 LA 138 82.7/111.7
 REGISTERED CIVIL ENGINEER
 PROFESSIONAL ENGINEER
 PLEASE INTRODUCE DATE _____
 THIS DRAWING IS THE PROPERTY OF THE ENGINEER OR ARCHITECT AND IS NOT TO BE REPRODUCED OR COPIED IN ANY MANNER WITHOUT THE WRITTEN CONSENT OF THE ENGINEER OR ARCHITECT.



CURVE DATA

NO	R	Δ	L	T
④	548.641	55°13'35"	528.925	286.983
⑤	600	55°13'33"	578.323	313.844



LAYOUT
 SCALE: 11:500
L-10

ALL DIMENSIONS ARE IN METERS UNLESS OTHERWISE SHOWN

FOR REDUCED PLANS ORIGINAL SCALE IS IN MILLIMETERS
 0 20 40 60 80
 MILLIMETERS
 0 20 40 60 80
 METERS

CU 01241

EA 121200

ALL DIMENSIONS ARE IN METERS UNLESS OTHERWISE SHOWN

FOR REDUCED PLANS ORIGINAL SCALE IS IN MILLIMETERS

DATE PLOTTED: 11/27/2000

SCALE: 0 20 40 60 80

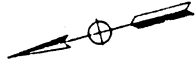
STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION		PROJECT ENGINEER		CALCULATOR/DESIGNED BY		CHECKED BY		DATE	
DATE		REVISOR		DATE		REVISOR		DATE	

Caltrans PROJECT DEVELOPMENT

NO	R	Δ	L	T
④	548.641	55° 13' 35"	528.825	286.983
⑤	600	55° 13' 33"	578.323	313.844

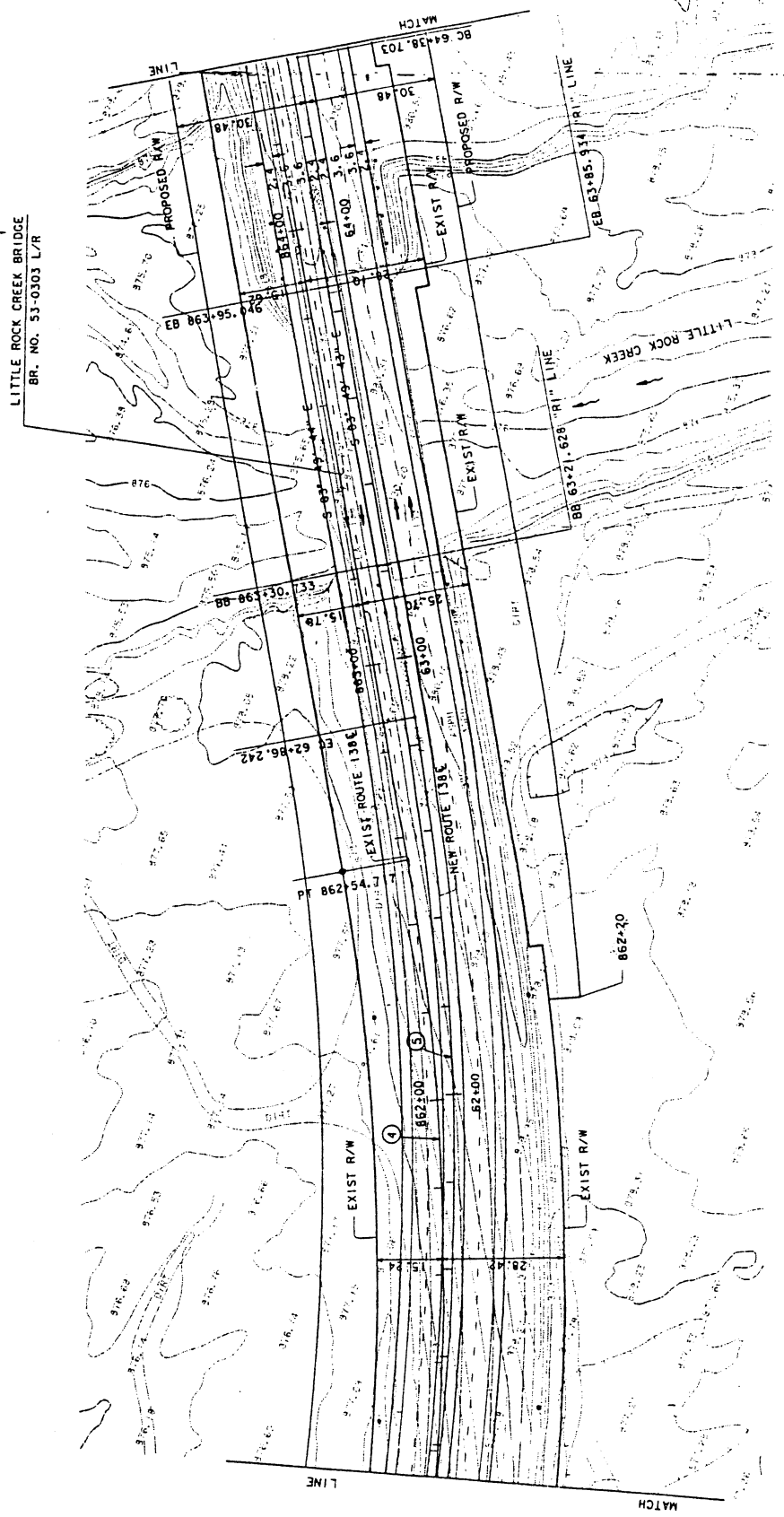
PRELIMINARY PLANS
SUBJECT TO CHANGE

NOV. 1, 2000



07	LA	138	82.7/111.7	2ND SHEET
REGISTERED CIVIL ENGINEER				
PLANS APPROVAL DATE				
The State of California or its officers or agents shall not be responsible for the accuracy or completeness of electronic copies of this plan.				

LITTLE ROCK CREEK BRIDGE
BR. NO. 53-0303 L/R

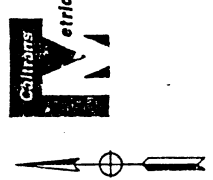


LAYOUT

NO	R	A	L	T
⑥	1100	6' 26' 41"	123.728	61.929

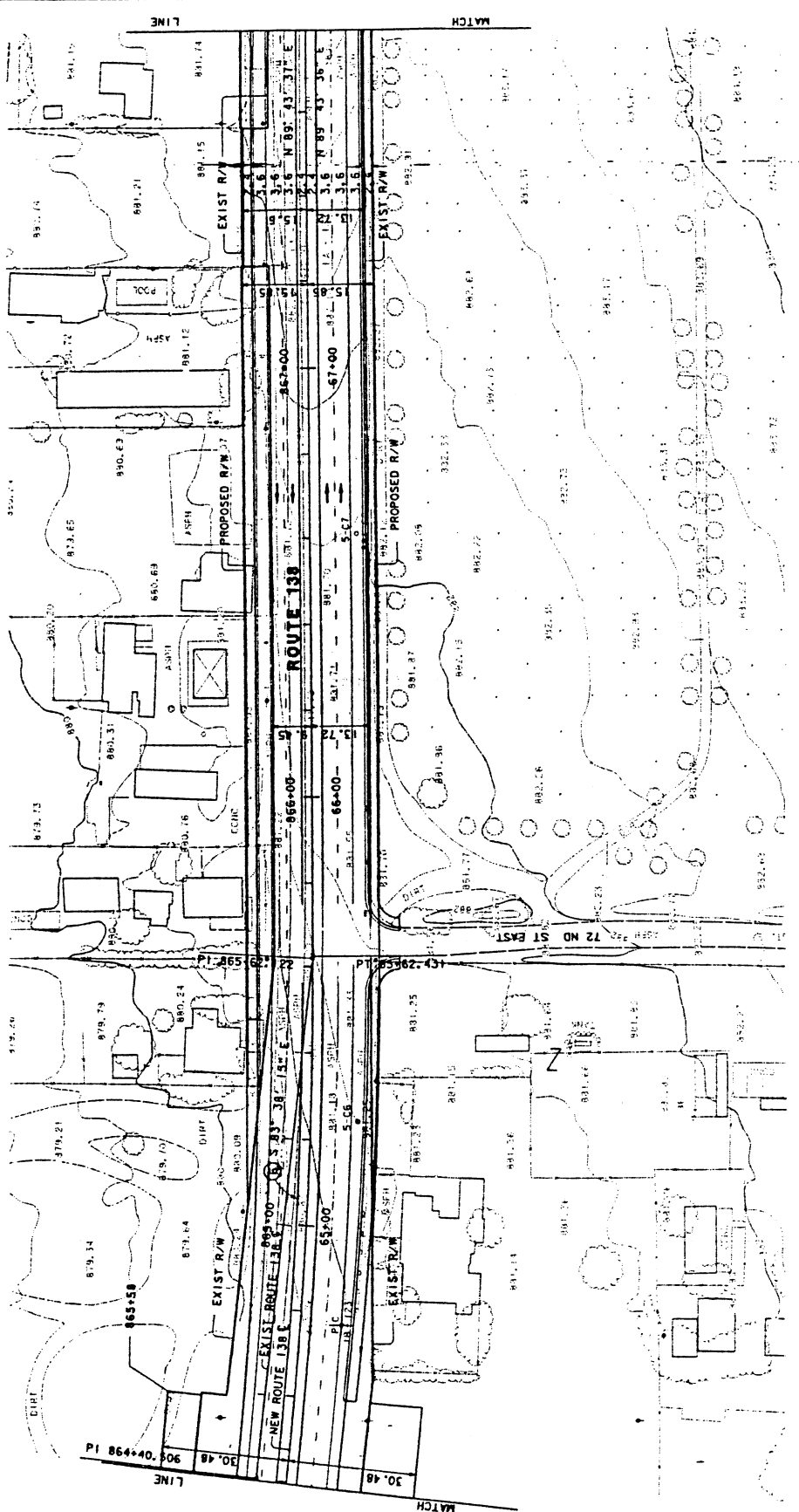
**PRELIMINARY PLANS
 SUBJECT TO CHANGE**

NOV. 1, 2000



DIST	COUNTY	ROUTE	TOTAL PROJECT MILES
07	LA	138	82.7/111.7

REGISTERED CIVIL ENGINEER
 PLANS APPROVAL DATE
 THE STATE OF CALIFORNIA DEPARTMENT OF TRANSPORTATION
 DIVISION OF HIGHWAYS
 1515 MARKET STREET, SACRAMENTO, CALIFORNIA 95833



LAYOUT
 SCALE: 1:500

L-12

ALL DIMENSIONS ARE IN METERS UNLESS OTHERWISE SHOWN
 FOR REDUCED PLANS ORIGINAL
 SCALE IS IN MILLIMETERS

USE THESE DIMENSIONS TO DETERMINE THE ORIGINAL SCALE

CU 07241

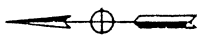
EA 127200

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION		PROJECT ENGINEER	
CALCULATED/DESIGNED BY		DATE	
CHECKED BY		DATE REVISIED BY	

Caltrans PROJECT DEVELOPMENT

PRELIMINARY PLANS
SUBJECT TO CHANGE

NOV. 1, 2000

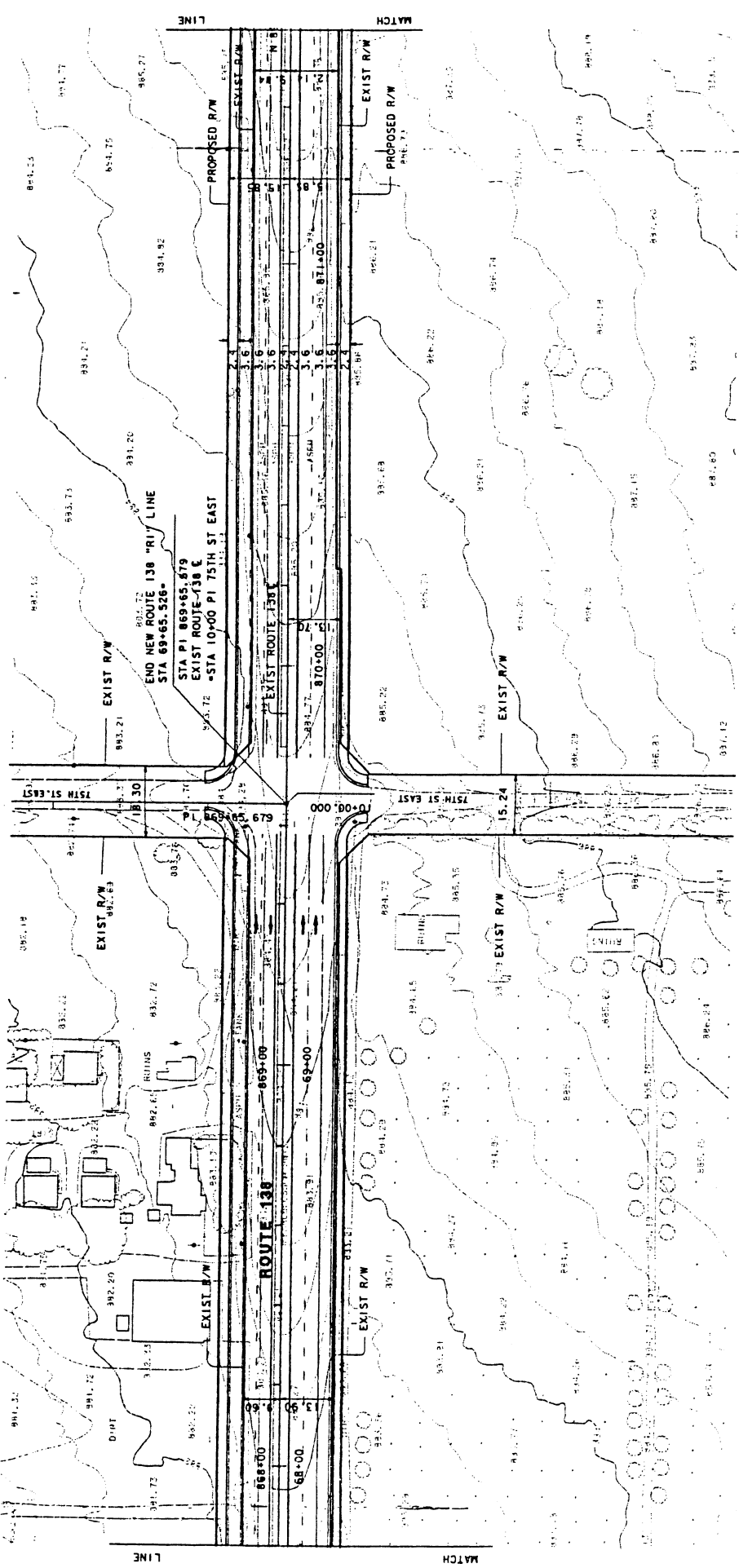


DIST	COUNTY	ROUTE	100% PLAN SHEET NO.	TOTAL SHEETS
07	LA	138	82.7/111.7	1

REGISTERED CIVIL ENGINEER

PLANS APPROVAL DATE

The State of California or its officers or employees shall not be held liable for consequences of any errors or omissions on these plans.



LAYOUT
SCALE: 1:1500

L-13
EA 127200

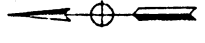
ALL DIMENSIONS ARE IN METERS UNLESS OTHERWISE SHOWN
FOR REDUCED PLANS ORIGINAL SCALE IS IN MILLIMETERS

CUR 07241

PROJECT ENGINEER	DESIGNED BY	CHECKED BY
DATE	REVISD BY	DATE REVISD

**PRELIMINARY PLANS
 SUBJECT TO CHANGE**

NOV. 1, 2000

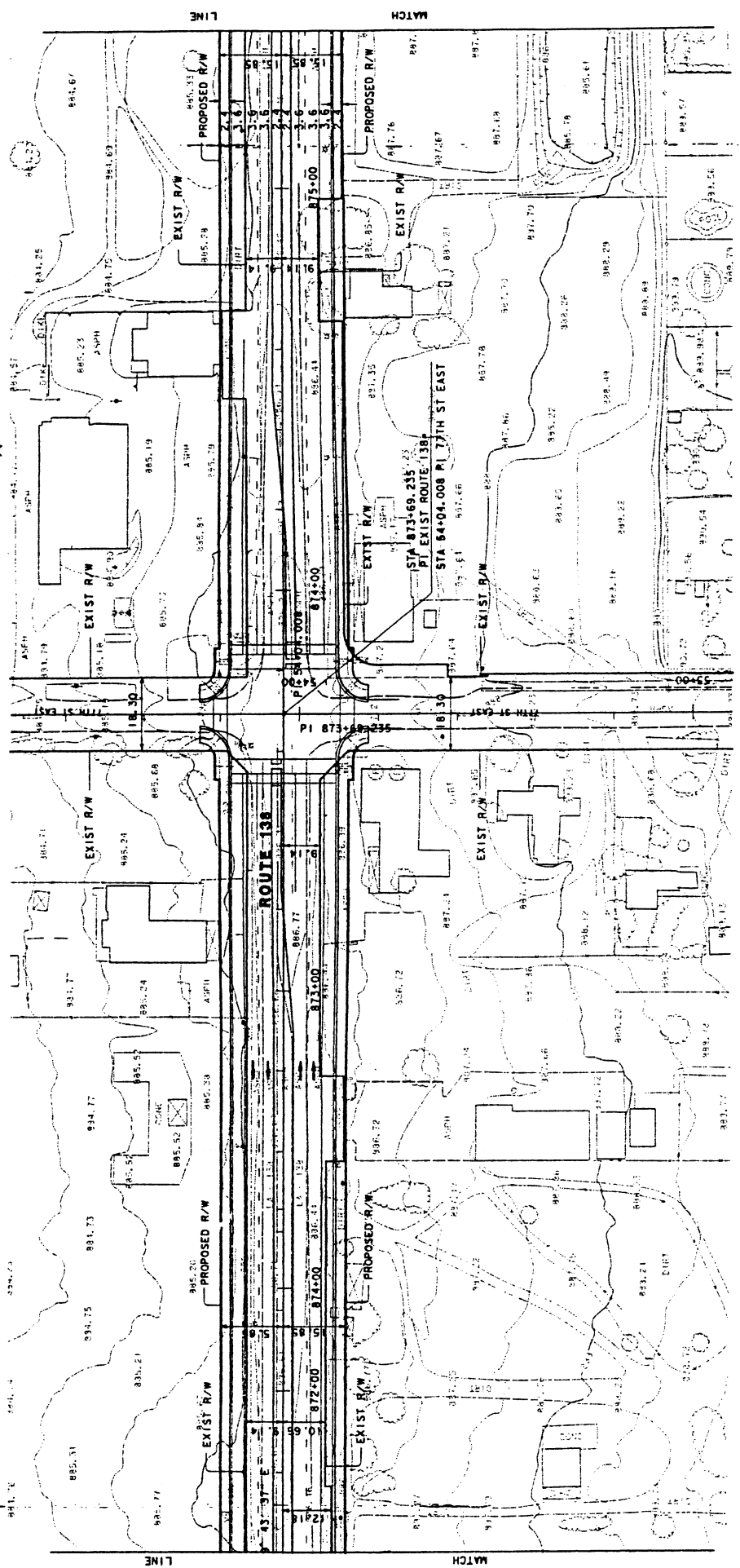


DIST	COUNTY	ROUTE	SHEET NO.	TOTAL SHEETS
07	LA	138	82.7/111.7	

REGISTERED CIVIL ENGINEER

PLANS APPROVAL DATE

I'm State of California or its officers or agents shall not be responsible for the accuracy or completeness of information contained in this plan.



LAYOUT
 SCALE: 1"=50'

L-14

ALL DIMENSIONS ARE IN METERS UNLESS OTHERWISE SHOWN
 FOR REDUCED PLANS ORIGINAL
 SCALE IS IN MILLIMETERS

CU 07241

EA 127200

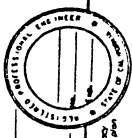
DATE PLOTTED: 11/07/2000 10:17:14

DIST	COUNTY	ROUTE	PROJECT	SHEET NO.	TOTAL SHEETS
07	LA	138	82.7/111.7		

REGISTERED CIVIL ENGINEER

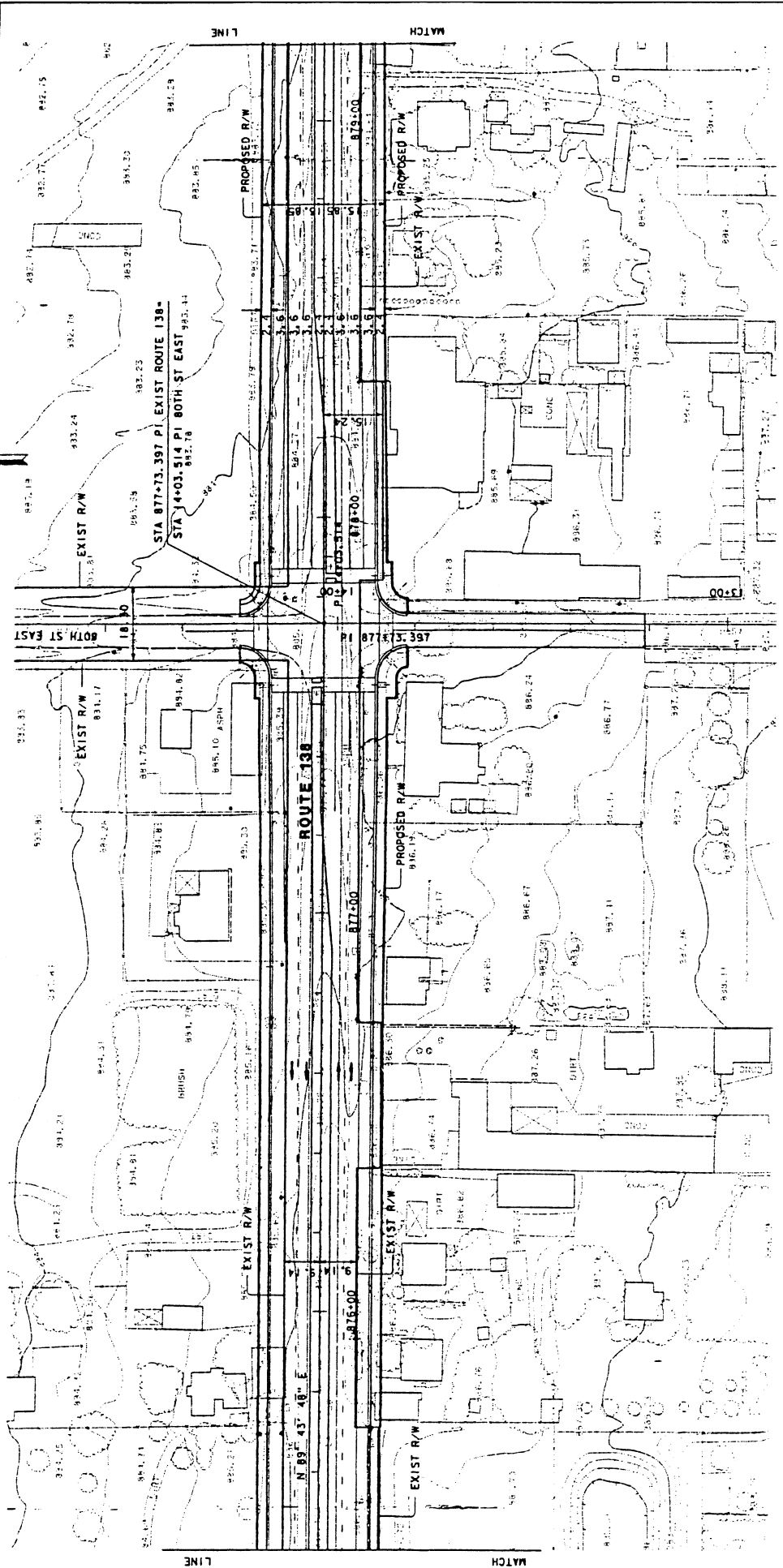
PLANS APPROVAL DATE

The State Engineer and his/her assistants are not responsible for the accuracy or completeness of electronic copies of this plan.




PRELIMINARY PLANS
SUBJECT TO CHANGE

NOV. 11, 2000



LAYOUT
SCALE: 1:500
L-15

ALL DIMENSIONS ARE IN METERS UNLESS OTHERWISE SHOWN
FOR REDUCED PLANS ORIGINAL 0 20 40 60 80

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION	PROJECT ENGINEER	DATE	REVISOR
Collins & Metrix PROJECT DEVELOPMENT			
CHECKED BY	DESIGNED BY	DATE	REVISOR
CALCULATED/	DATE	REVISOR	

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION		PROJECT ENGINEER	
CALCULATED/DESIGNED BY		CHECKED BY	
DATE	REVISOR	DATE	REVISOR

ST. CALIFORNIA PROJECT DEVELOPMENT

PRELIMINARY PLANS
SUBJECT TO CHANGE

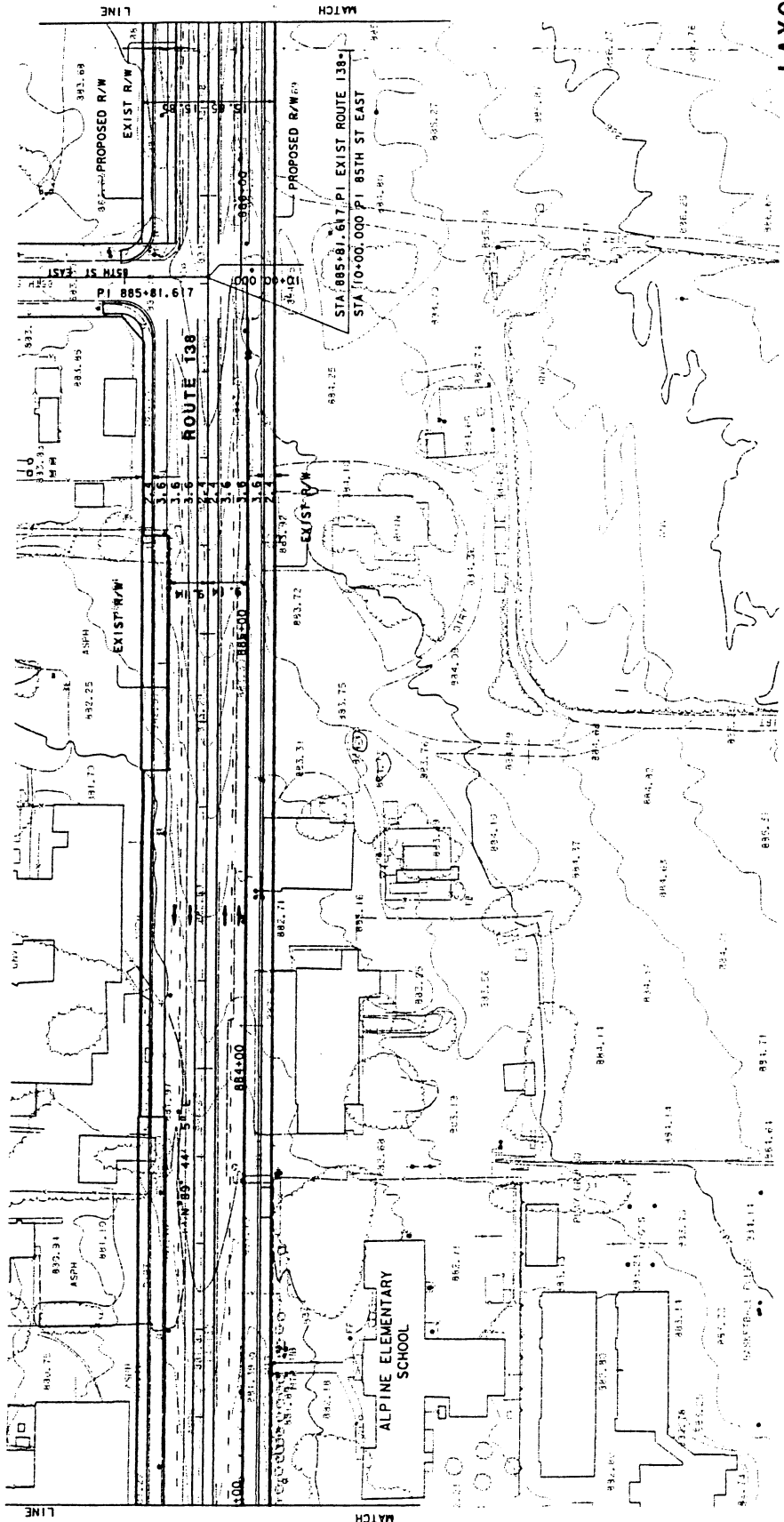
NOV. 11, 2000



DIST	COUNTY	ROUTE	TOTAL PROJECT LENGTH	PROJECT TOTAL SHEETS
07	LA	138	82.7/111.7	1

REGISTERED CIVIL ENGINEER

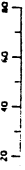
PLANS APPROVAL DATE: _____
 The State of California or its officials or employees are not liable for consequences of electronic copies of this plan.



LAYOUT
SCALE 11:500

ALL DIMENSIONS ARE IN METERS UNLESS OTHERWISE SHOWN

FOR REDUCED PLANS ORIGINAL SCALE IS IN CAPITAL LETTERS



DATE PLOT: 11/11/00

CU 07241

EA 127200

L-17

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION		Caltrans PROJECT DEVELOPMENT	
PROJECT ENGINEER	DESIGNED BY	CHECKED BY	DATE
	REVISOR		DATE
	REVISOR		DATE
	REVISOR		DATE

PRELIMINARY PLANS
SUBJECT TO CHANGE

NOV. 1, 2000

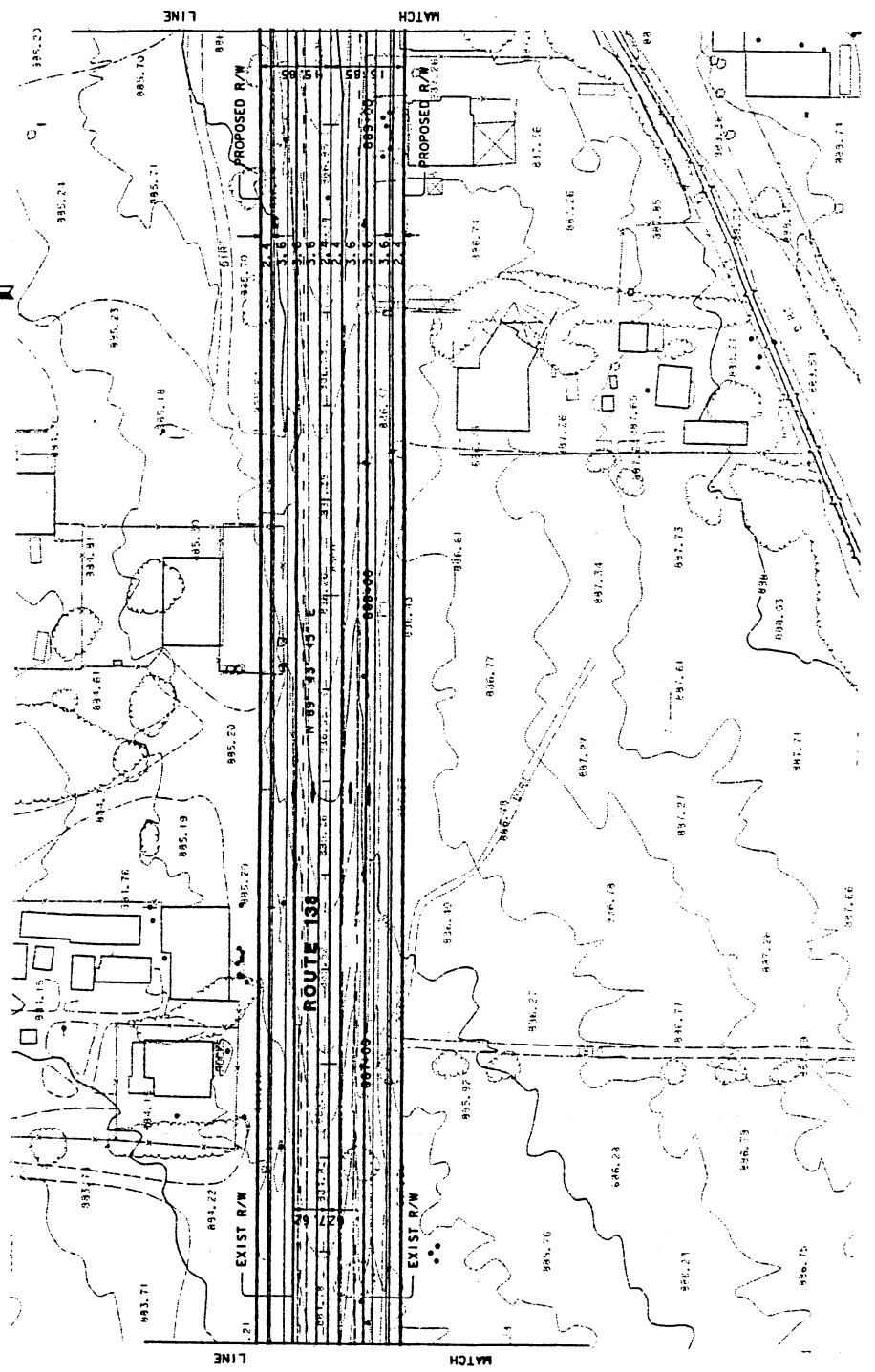


DIST	COUNTY	ROUTE	ALIGNED PIST	SECTIONAL
07	LA	138	TOTAL PROJECT	NO
			82.7/111.7	7

REGISTERED CIVIL ENGINEER

PLANS APPROVAL DATE

The State of California or its officers or agents shall not be responsible for the accuracy or completeness of electronic copies of this plan.



LAYOUT
SCALE: 1:500

L-18

ALL DIMENSIONS ARE IN METERS UNLESS OTHERWISE SHOWN
FOR REDUCED PLANS ORIGINAL

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION		PROJECT ENGINEER	
PROJECT DEVELOPMENT		DESIGNED BY	
CHECKED BY		DATE REVISID	
REVISID BY		DATE	

**PRELIMINARY PLANS
SUBJECT TO CHANGE**

NOV. 11, 2000

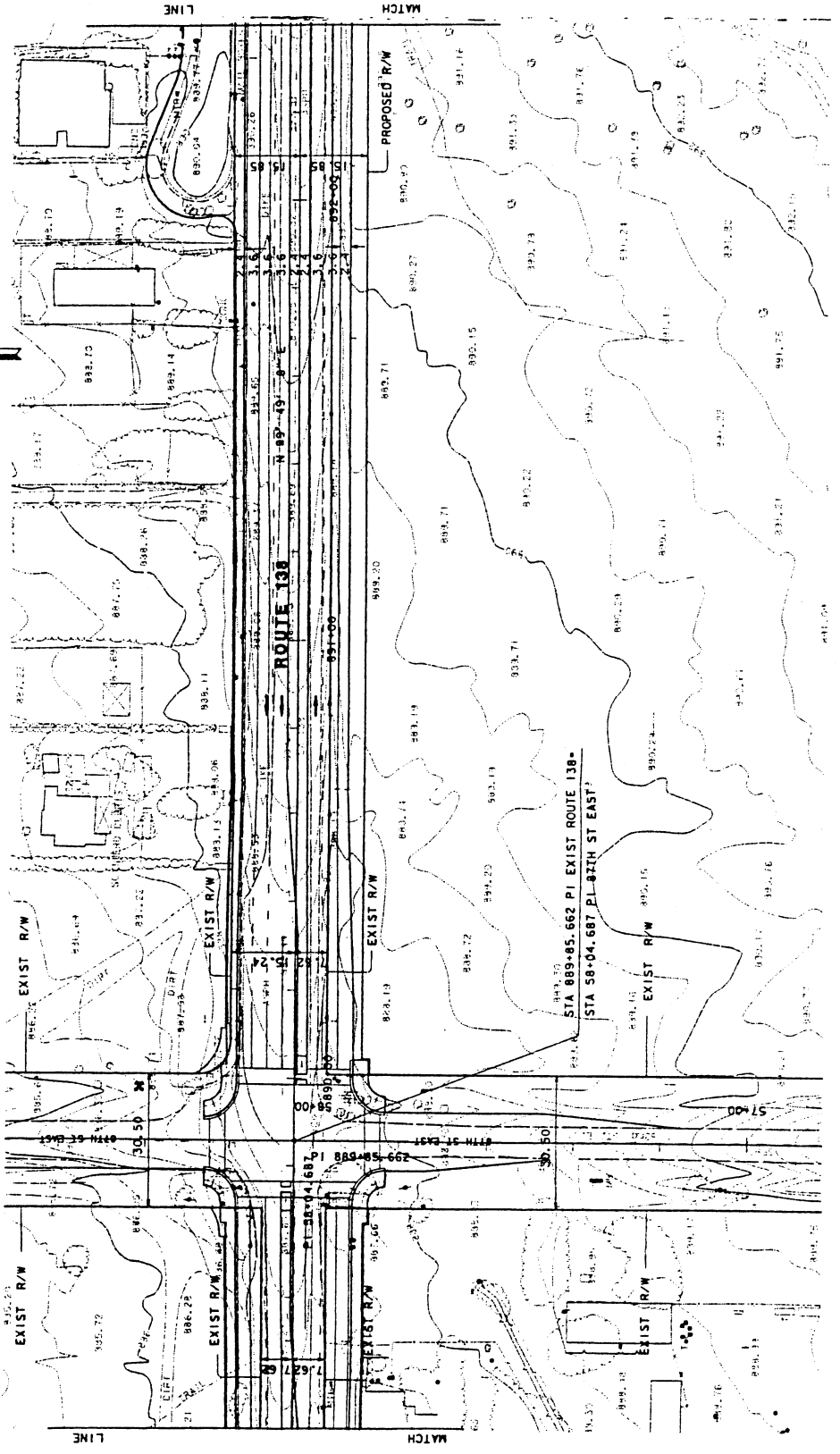


07	LA	138	82.7/111.7
ROUTE		TOTAL PROJECT	
COUNT		SHEET NO.	

REGISTERED CIVIL ENGINEER

PLANS APPROVAL DATE

THIS STATE OF CALIFORNIA ENGINEER'S SEAL IS VALID FOR THE EXERCISE OF PROFESSIONAL ENGINEERING SERVICES ONLY AND IS NOT VALID FOR THE EXERCISE OF ANY OTHER PROFESSIONAL ENGINEERING SERVICES.

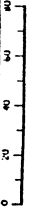


LAYOUT
SCALE: 1:500

L-19

ALL DIMENSIONS ARE IN METERS UNLESS OTHERWISE SHOWN

FOR REDUCED PLANS ORIGINAL
SCALE IS IN MILLIMETERS



EA 127200
CU 07241

PROJECT ENGINEER	DESIGNED BY	CHECKED BY
DATE	REVISOR	DATE
	REVISION	DATE

**PRELIMINARY PLANS
 SUBJECT TO CHANGE**

NOV. 1, 2000

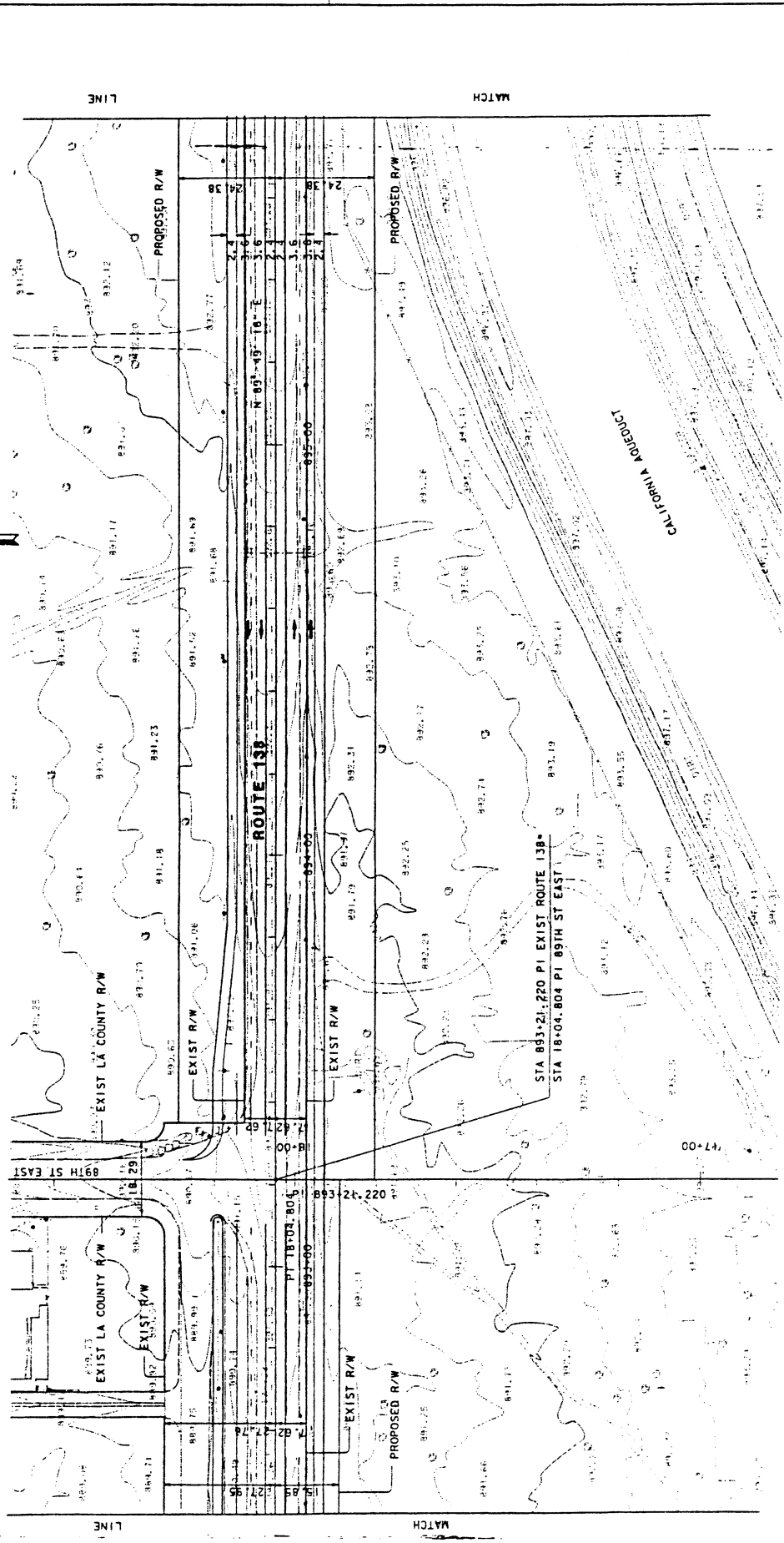


DIST	COUNTY	ROUTE	TOTAL PROJECT	SHEETS
07	LA	138	82.7/111.7	7

REGISTERED CIVIL ENGINEER

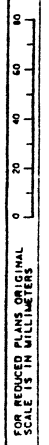
PLANS APPROVAL DATE

The State of California or its officers or agents shall not be responsible for the accuracy or completeness of electronic copies of these plans.



LAYOUT
 SCALE: 1"=500'

ALL DIMENSIONS ARE IN METERS UNLESS OTHERWISE SHOWN



CU 07241 EA 127200

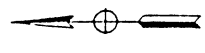
DATE PLOTTED: 11/15/2000 10:23

DATE PLOTTED: 11/15/2000 10:23

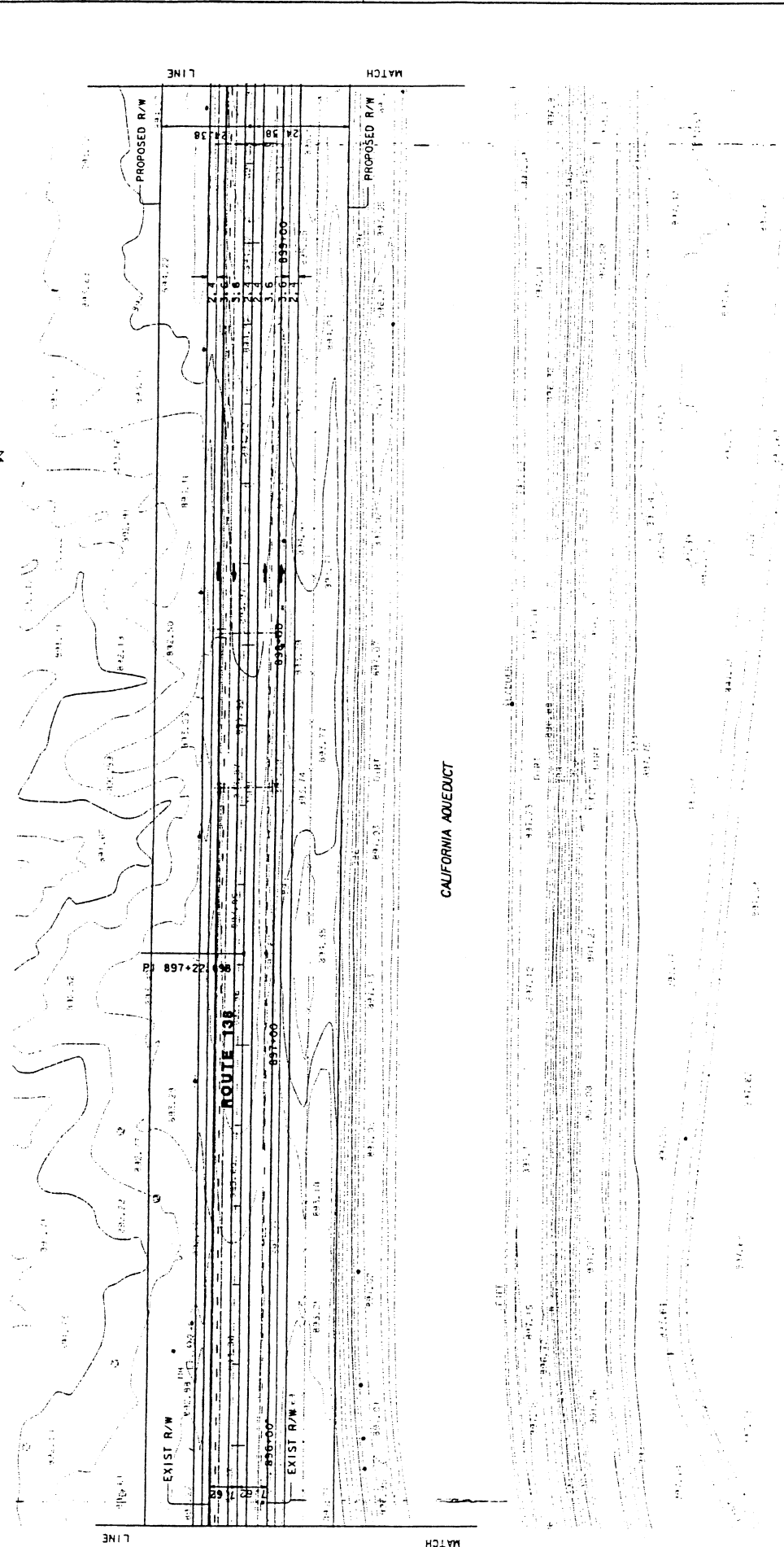
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**PRELIMINARY PLANS
 SUBJECT TO CHANGE**

NOV. 1, 2000



PLANS APPROVAL DATE	REGISTERED CIVIL ENGINEER
NOV. 1, 2000	
PLANS APPROVAL DATE	REGISTERED CIVIL ENGINEER
NOV. 1, 2000	
PLANS APPROVAL DATE	REGISTERED CIVIL ENGINEER
NOV. 1, 2000	



LAYOUT
 SCALE: 1:1500

ALL DIMENSIONS ARE IN METERS UNLESS OTHERWISE SHOWN



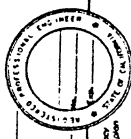
FOR REDUCED PLANS ORIGINAL
 SCALE IS IN MILLIMETERS

CU 01241

EA 127200

L-21

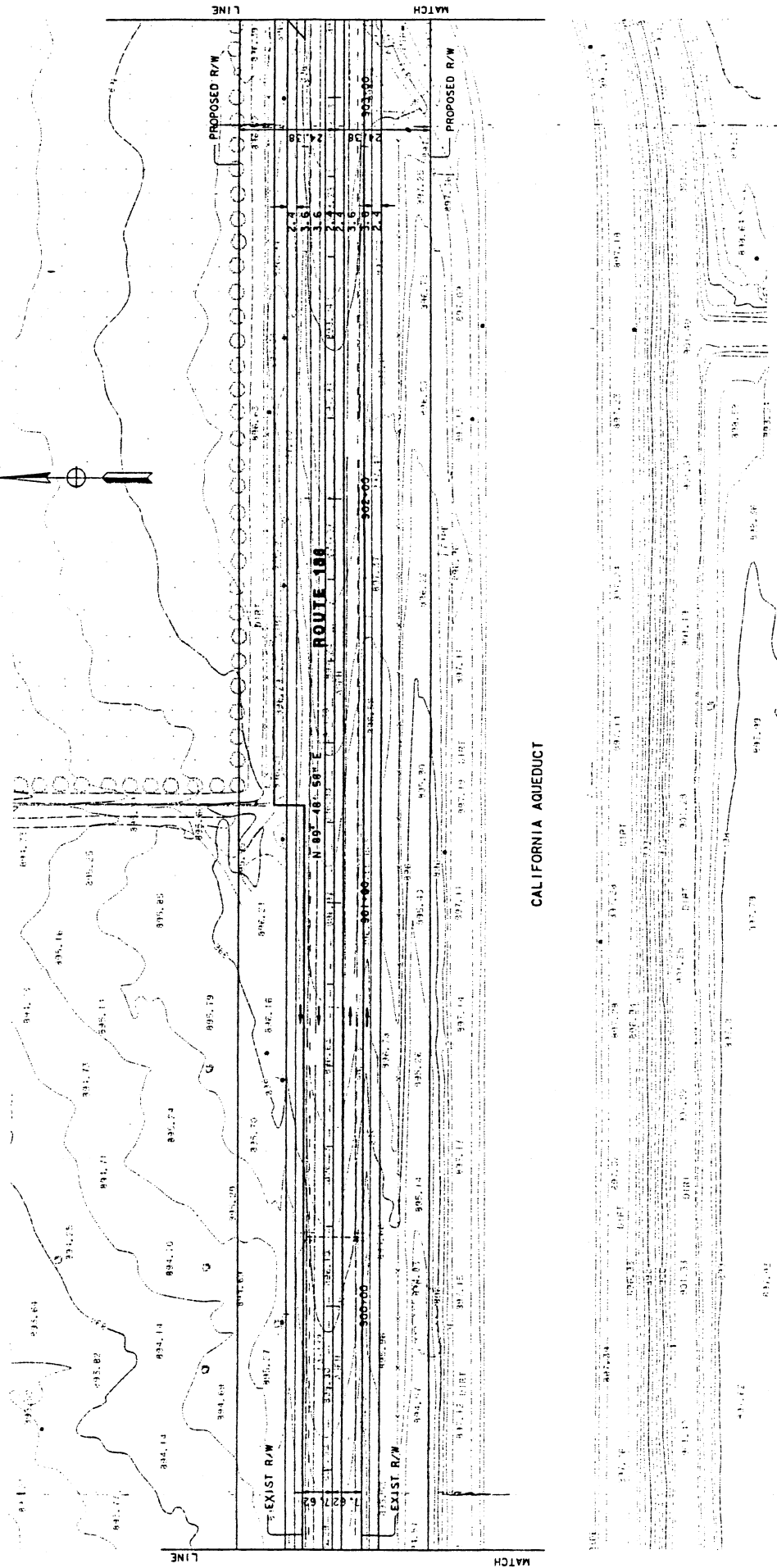
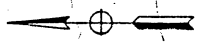
STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION		PROJECT ENGINEER	
CALCULATED/DESIGNED BY		DATE	
CHECKED BY		DATE REVISD	
REVISD BY		DATE	

DIST	COUNTY	ROUTE	TOTAL PROJECT SHEETS
07	LA	138	82.7/111.7
REGISTERED CIVIL ENGINEER			
			
PLANS APPROVAL DATE: _____ I, _____, hereby certify that the above is a true and correct copy of the original plans as approved by me for the purpose of construction of the project described herein.			



PRELIMINARY PLANS
SUBJECT TO CHANGE

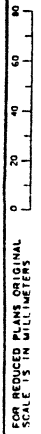
NOV. 11, 2000



LAYOUT
SCALE: 1"=500'

L-22

ALL DIMENSIONS ARE IN METERS UNLESS OTHERWISE SHOWN



EA 127200

CU 07241

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION		PROJECT ENGINEER	
CALCULATED/DESIGNED BY		CHECKED BY	
DATE REVISED BY		DATE REVISED	

Et Caltrans PROJECT DEVELOPMENT

**PRELIMINARY PLANS
SUBJECT TO CHANGE**

NOV. 1, 2000

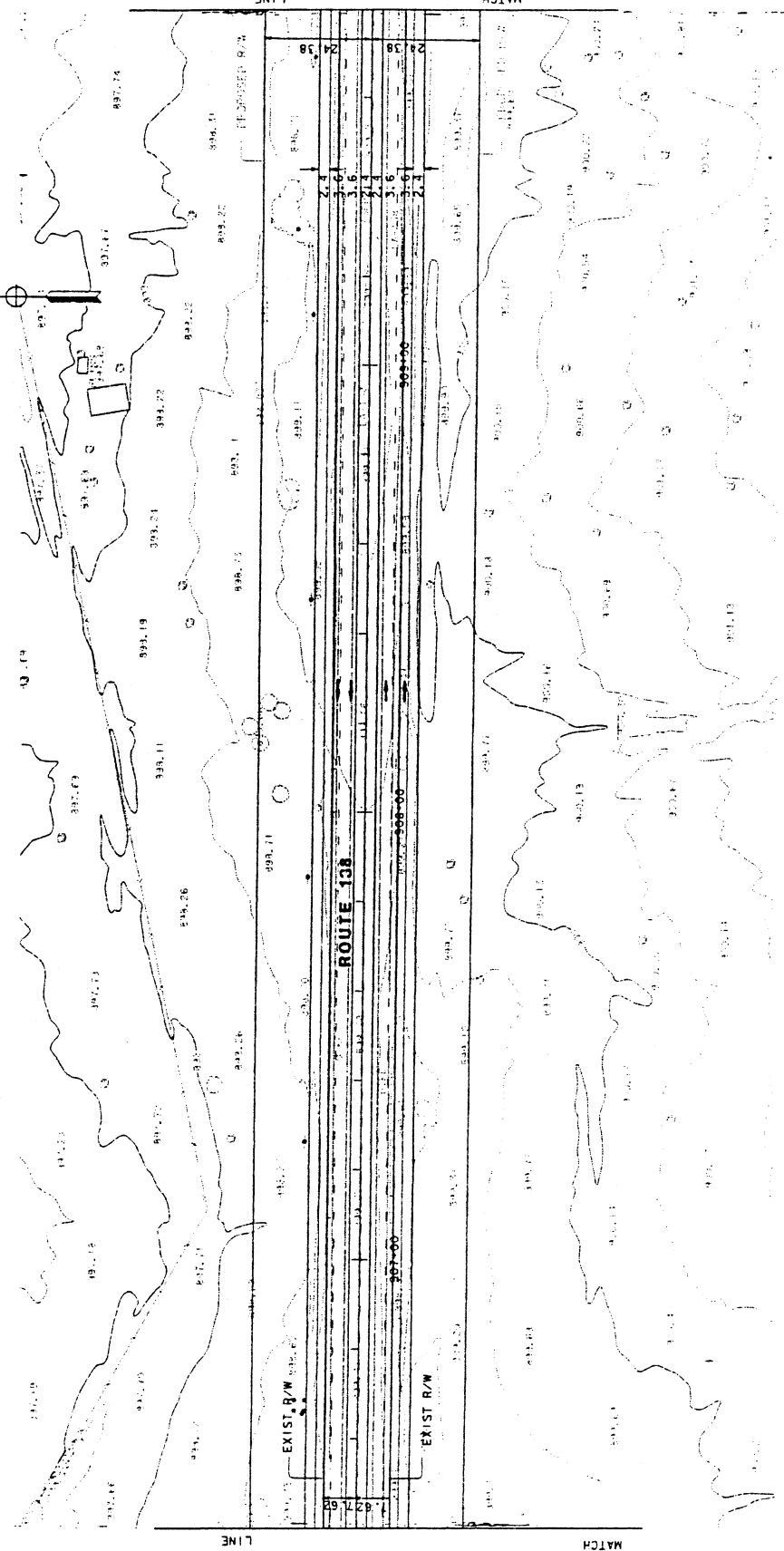


DIST	COUNTY	ROUTE	LOCAL PROJECT NO.	SHEET NO.	TOTAL SHEETS
07	LA	138	82.7/111.7		

REGISTERED CIVIL ENGINEER

PLANS APPROVAL DATE

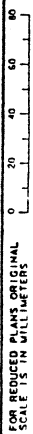
The State of California or its officers or agents shall not be held responsible for consequences or electronic copies of this plan if used.



LAYOUT
SCALE: 1:500

L-24

ALL DIMENSIONS ARE IN METERS UNLESS OTHERWISE SHOWN



FOR REFERRED PLANS ORIGINAL SCALE IS IN MILLIMETERS

DATE PLOTTED: 11/01/00

FILE 07241

EA 127000

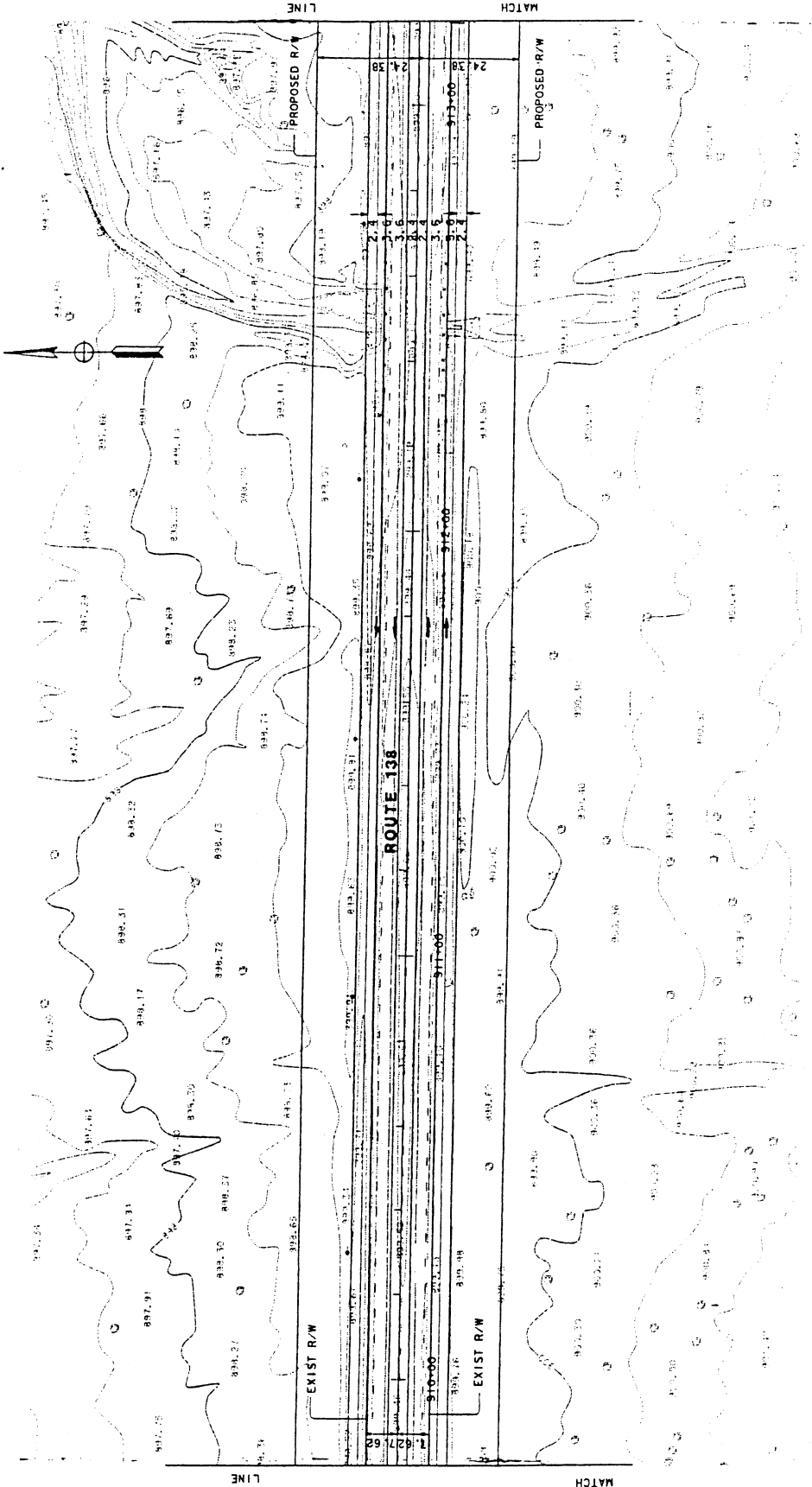
PRELIMINARY PLANS
SUBJECT TO CHANGE

NOV. 11, 2000



DATE	COUNTY	ROUTE	SECTION	SHEET NO.	TOTAL SHEETS
07	LA	138	82.7/111.7	11	11

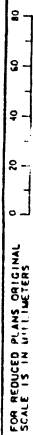
REGISTERED CIVIL ENGINEER
PLANS APPROVAL DATE
The State of California, Department of Transportation, hereby certifies that the above-named engineer is duly licensed and qualified to prepare and supervise the execution of the plans herein.



LAYOUT
SCALE: 11:500

L-25

ALL DIMENSIONS ARE IN METERS UNLESS OTHERWISE SHOWN



FOR REVISIONS IN THIS ORIGINAL SCALE USE THE FOLLOWING
DATE FILE # 11/17/00 11:00 AM

CU 07241

EA 127200

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION		PROJECT ENGINEER	
CALCULATED/DESIGNED BY		CHECKED BY	
DATE		DATE	
REVISOR		REVISOR	
DATE		DATE	

ST Caltrans PROJECT DEVELOPMENT

STATE	COUNTY	ROUTE	SHEET NO.	TOTAL SHEETS
07	LA	138	82.7/111.7	117



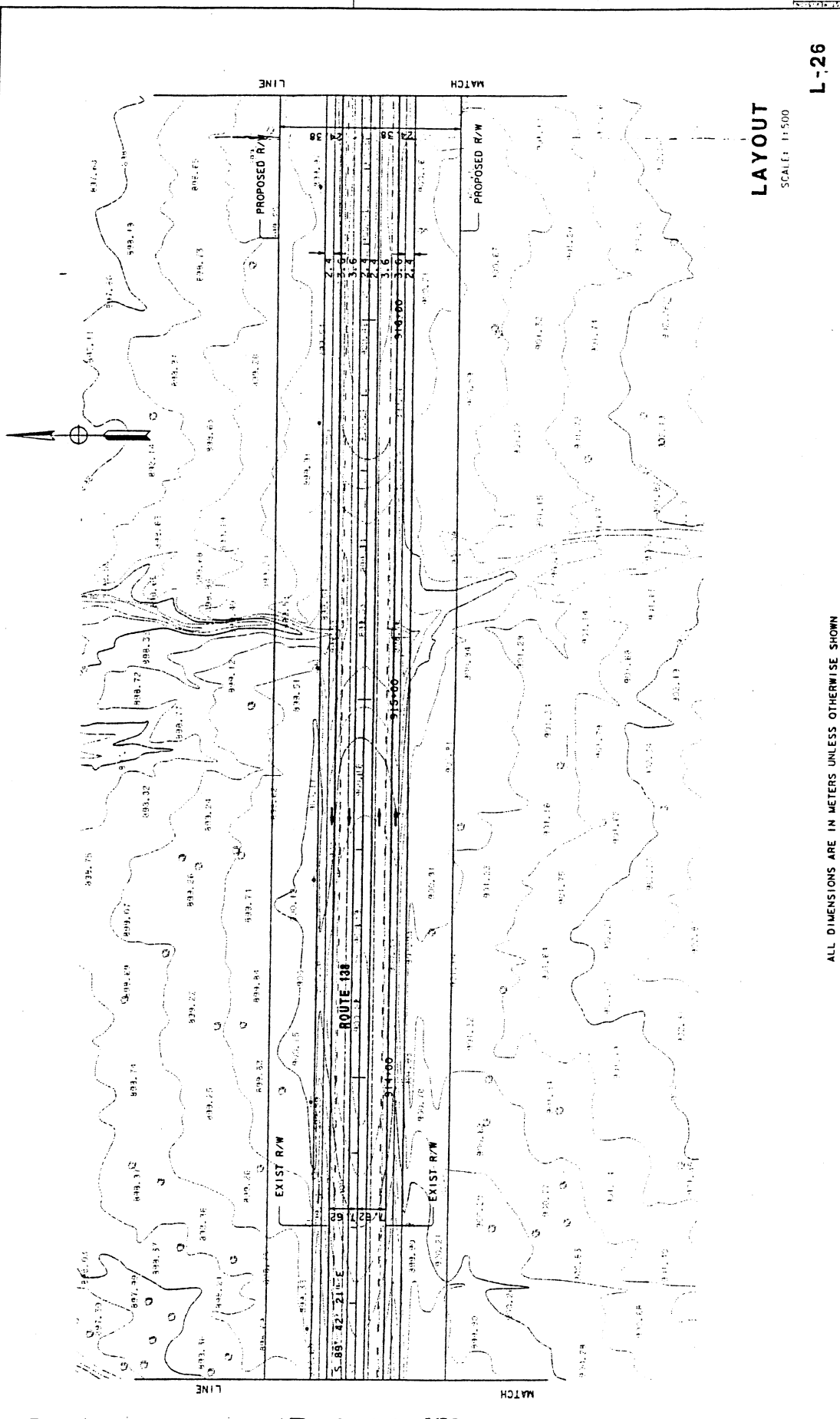
**PRELIMINARY PLANS
SUBJECT TO CHANGE**

NOV. 1, 2000

REGISTERED CIVIL ENGINEER

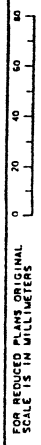
PLANS APPROVAL DATE

The State of California and its officials or agents shall not be responsible for the accuracy or completeness of electronic copies of this data.



LAYOUT
SCALE: 1:1500
L-26

ALL DIMENSIONS ARE IN METERS UNLESS OTHERWISE SHOWN



FOR REDUCED PLANS ORIGINAL SCALE IS IN MILLIMETERS

CU 01241

EA 127200

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION	PROJECT ENGINEER	DATE	REVISOR	DATE
DESIGNED BY	CHECKED BY	DATE REVISOR	DATE REVISOR	DATE

Caltrans PROJECT DEVELOPMENT

00-00-00-00

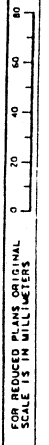
LAYOUT
SCALE: 1:500

EA 127200

CU 07241

DATE: 11/11/00
DRAWN BY: J. H. HARRIS

ALL DIMENSIONS ARE IN METERS UNLESS OTHERWISE SHOWN



FOR REDUCED PLANS ONLY
SCALE IS IN METERS

DATE: 11/11/00

SCALE: 1:500

EA 127200

CU 07241

DATE: 11/11/00

SCALE: 1:500

EA 127200

CU 07241

DATE: 11/11/00

SCALE: 1:500

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION	PROJECT ENGINEER	DATE	REVISD BY
DATE	DESIGNED BY	DATE	REVISD BY
DATE	CHECKED BY	DATE	REVISD BY

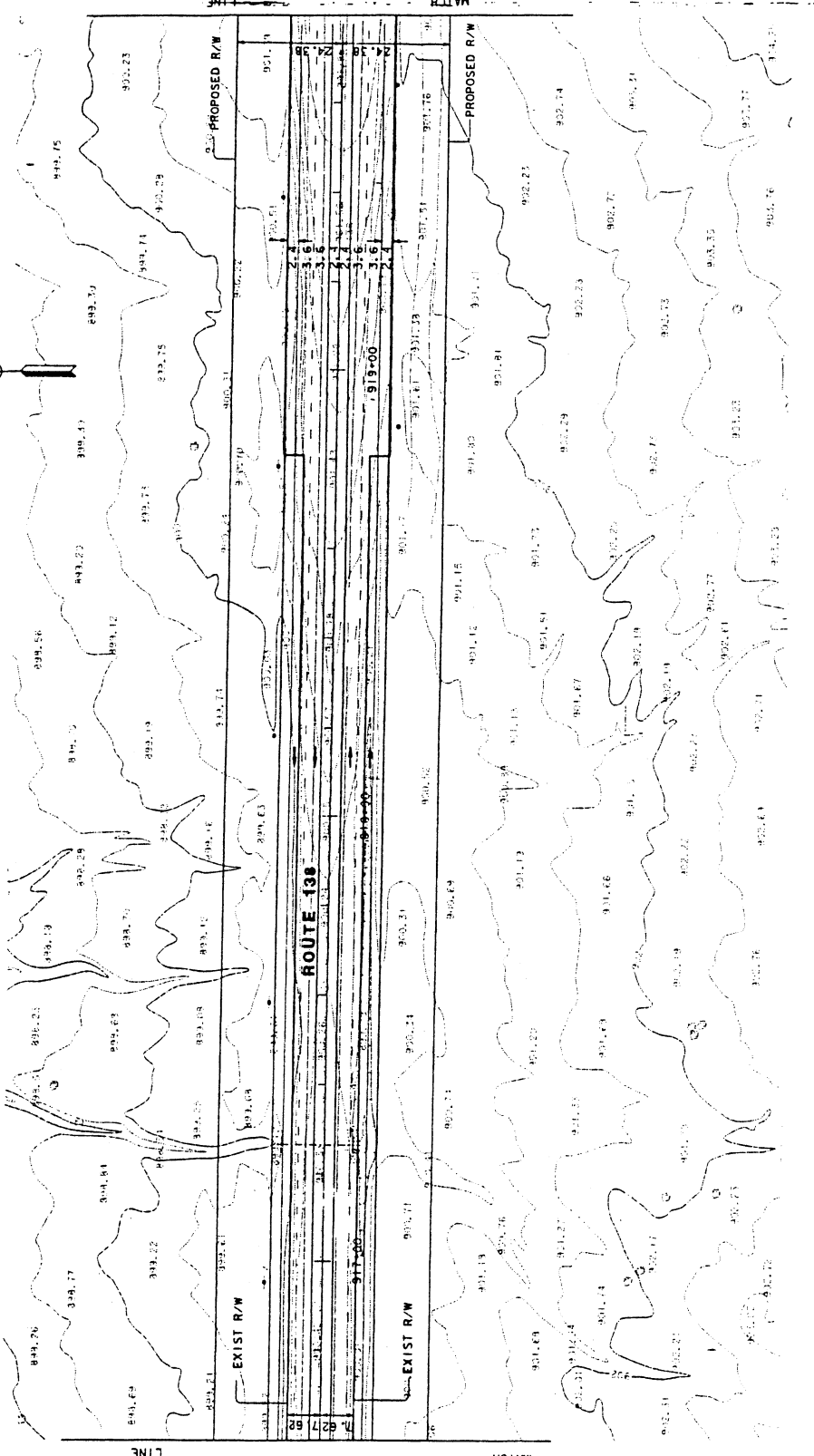
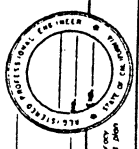
PROJECT NO.	07	LA	138
DATE	82.7/11.7		
TOTAL SHEETS	82.7/11.7		
TOTAL PROJECT SHEETS	82.7/11.7		



PRELIMINARY PLANS
SUBJECT TO CHANGE

NOV. 11, 2000

REGISTERED CIVIL ENGINEER
PLANS APPROVAL DATE



LINE

MATCH

MATCH

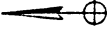
LINE

CURVE DATA

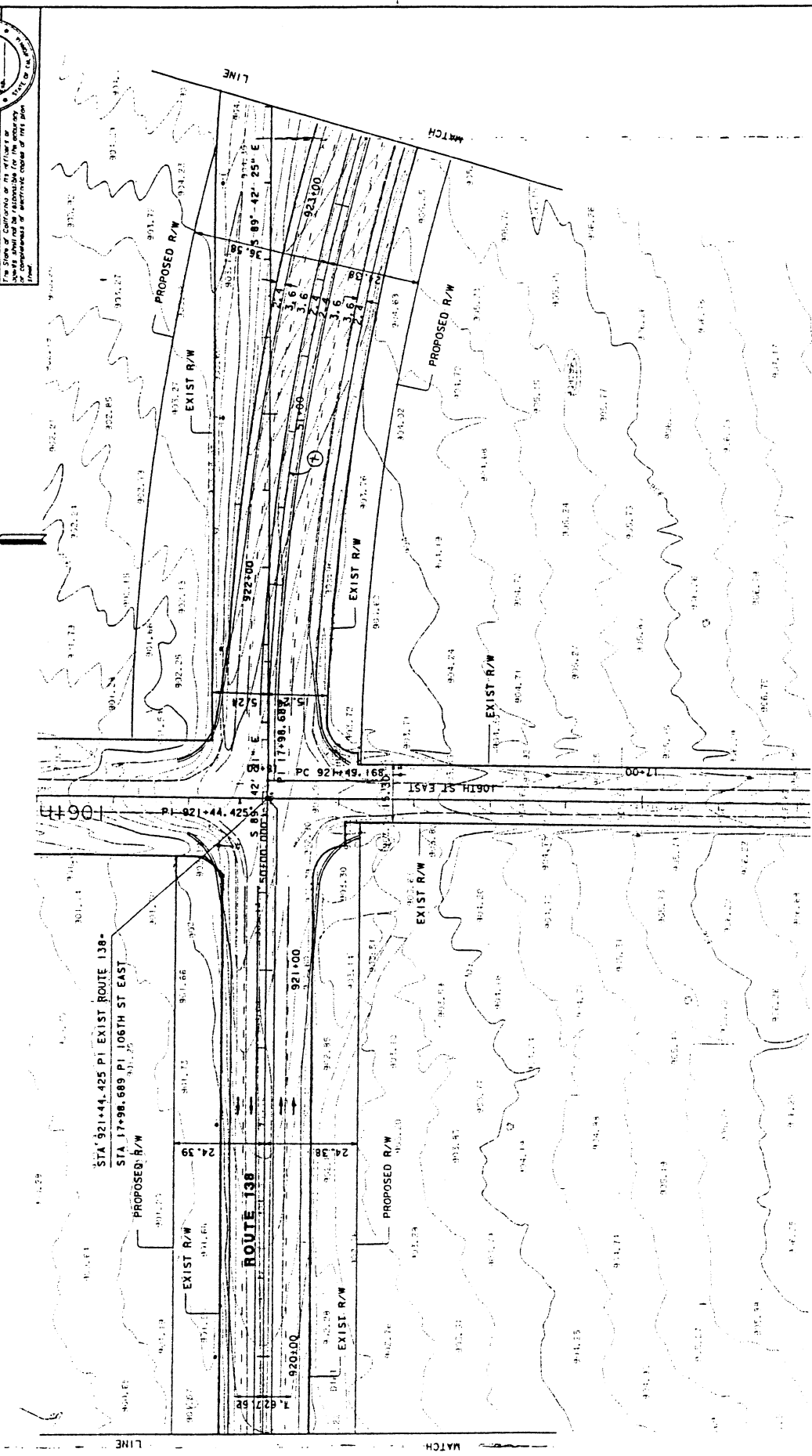
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**PRELIMINARY PLANS
 SUBJECT TO CHANGE**

NOV. 1, 2000



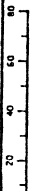
07 LA 138 82.7/111.7
 DIST. COUNTY ROUTE
 REGISTERED CIVIL ENGINEER
 PLANS APPROVAL DATE
 The State of California or its officials or employees shall not be held liable for the accuracy or completeness of electronic copies of these plans.



LAYOUT
 SCALE: 1:500

L-28

ALL DIMENSIONS ARE IN METERS UNLESS OTHERWISE SHOWN
 FOR REDUCED PLANS ORIGINAL
 SCALE IS IN MILLIMETERS



USE THESE FILE # 11270000100274

CU 07241

EA 127200

NO	R	A	L	T
①	609.601	2° 51' 53"	571.258	308.546

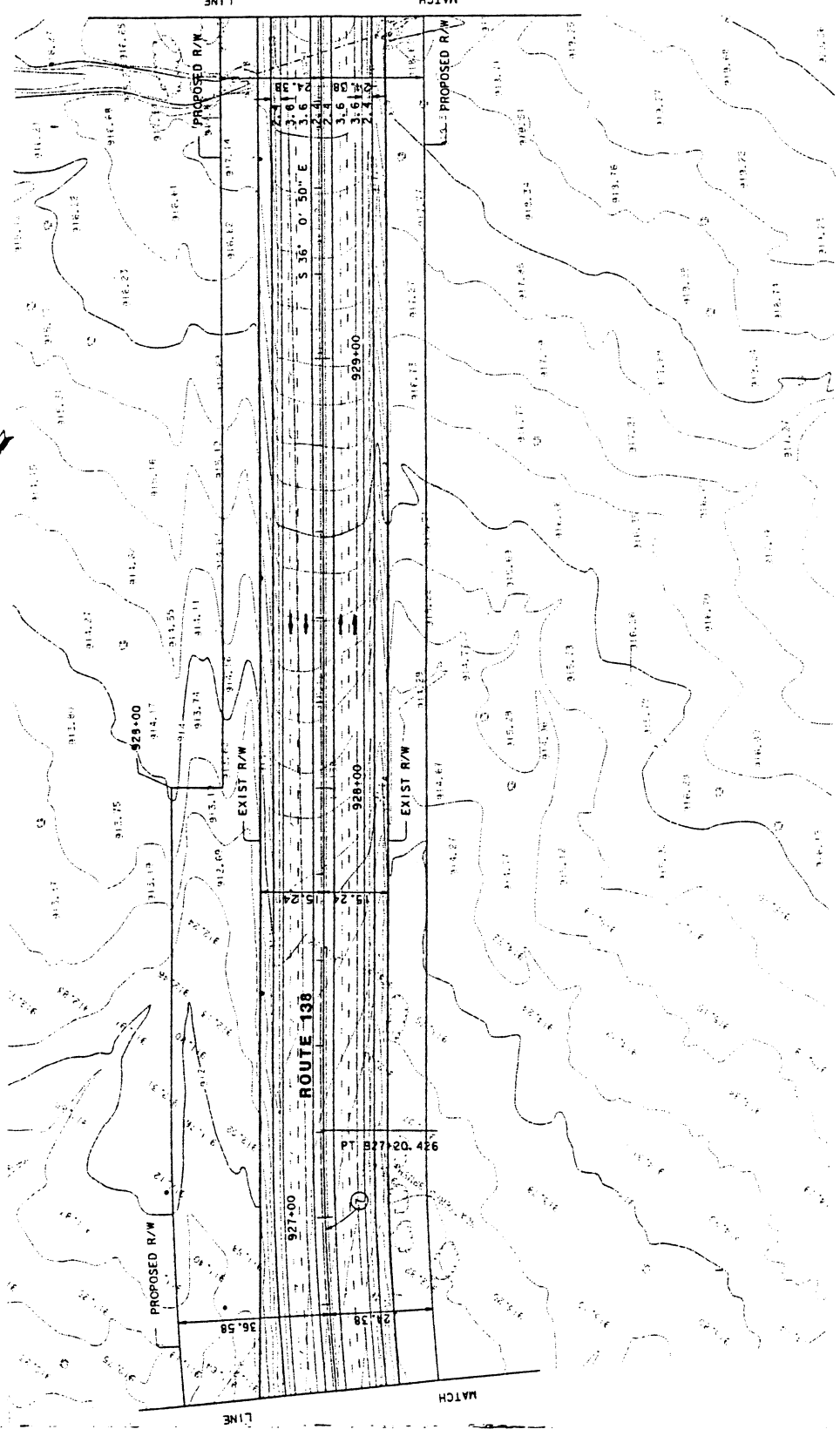
**PRELIMINARY PLANS
 SUBJECT TO CHANGE**

NOV. 1, 2000



REGISTERED CIVIL ENGINEER
 PLANS APPROVAL DATE
 The State of California or its officers or agents shall not be responsible for the accuracy or completeness of electronic copies of this plan.

DIST	COUNTY	ROUTE	WILLOW RIVER POST OFFICE	TOTAL SHEETS
07	LA	138	82.7/111.7	7



LAYOUT
 SCALE: 1:500

ALL DIMENSIONS ARE IN METERS UNLESS OTHERWISE SHOWN
 FOR REDUCED PLANS ORIGINAL
 SCALE IS IN MILLIMETERS

L-30

CU 07241

FA 127200

00-00-00
 11-11-11

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION		PROJECT ENGINEER	
DATE	REVISOR	DESIGNED BY	CHECKED BY

PRELIMINARY PLANS
SUBJECT TO CHANGE

NOV. 1, 2000

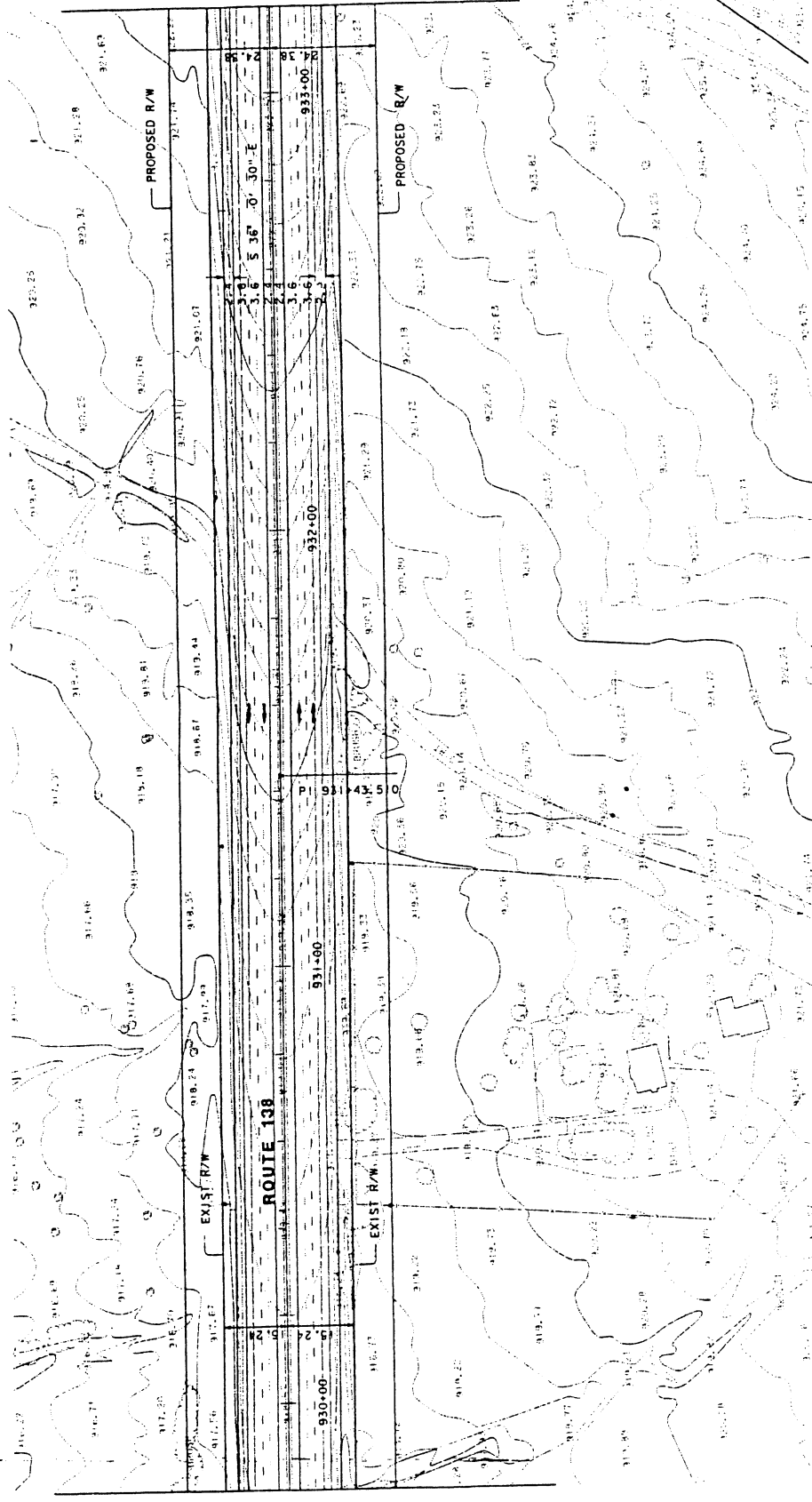
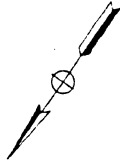


REGISTERED CIVIL ENGINEER

PLANS APPROVAL DATE
 I have approved the design of the proposed project and the information for the accuracy or completeness of all information shown on these plans.

NO. OF SHEETS	PROJECT NO.	DATE
1	82.7/111.7	

STATE	COUNTY	ROUTE	PROJECT NO.	SHEET NO.	TOTAL SHEETS
07	LA	138	82.7/111.7		

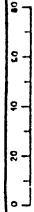


LAYOUT
SCALE: 1"=500'

L-31

ALL DIMENSIONS ARE IN METERS UNLESS OTHERWISE SHOWN

FOR REPRODUCED PLANS ORIGINAL COPY MUST BE IN METERS



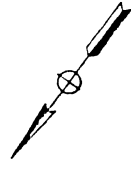
CU 07241

EA 127200

PROJECT ENGINEER	DATE
CALCULATED/DESIGNED BY	REVISOR
CHECKED BY	DATE REVISOR

**PRELIMINARY PLANS
 SUBJECT TO CHANGE**

NOV. 1, 2000

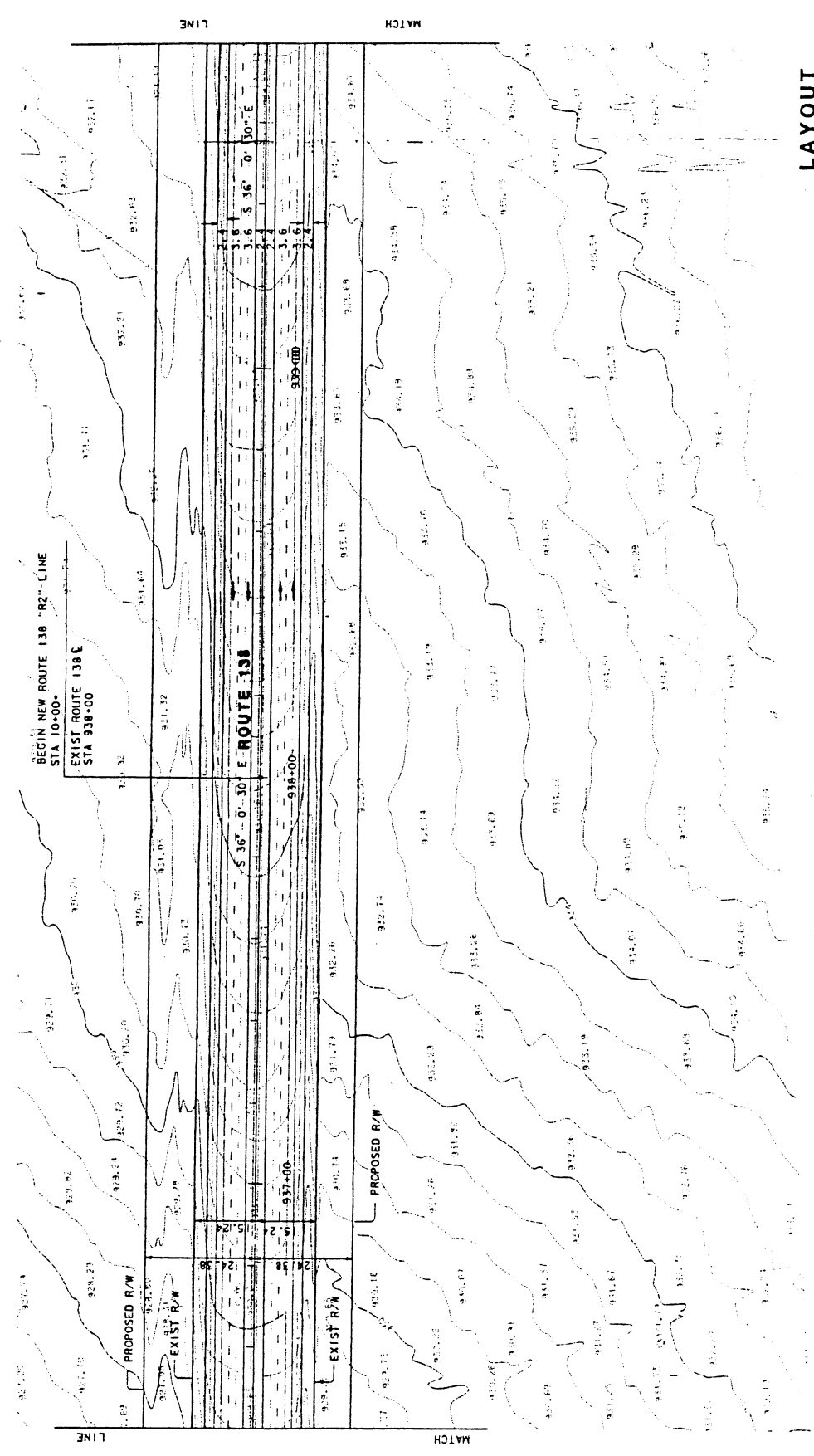


DIST	COUNTY	ROUTE	MILEAGE FOR ACCT	SHEET NO.	TOTAL SHEETS
07	LA	138	82.7/111.7		

REGISTERED CIVIL ENGINEER

PLANS APPROVAL DATE

The State of California or its officers or agents shall not be responsible for the accuracy or completeness of electronic copies of this plan.



LAYOUT
 SCALE: 1"=500'

L-33

ALL DIMENSIONS ARE IN METERS UNLESS OTHERWISE SHOWN

FOR REDUCED PLANS ORIGINAL SCALE TO BE INDICATED

PL 07241

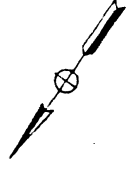
FA 127200

CURVE DATA

NO	R	A	L	T
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⑩	600	53° 59' 12"	565.347	305.627

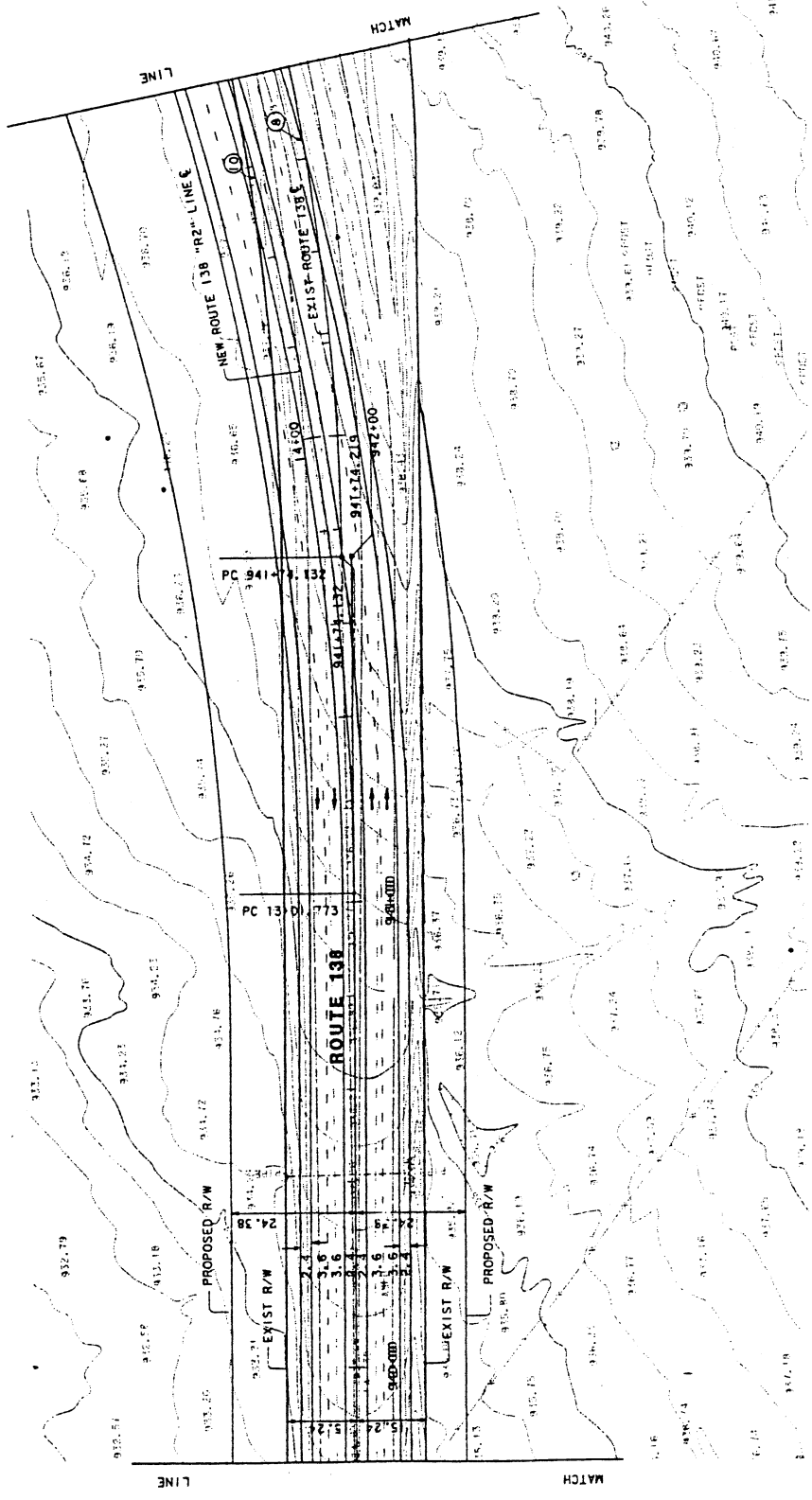
PRELIMINARY PLANS
 SUBJECT TO CHANGE

NOV. 1, 2000



DIST	COUNTY	ROUTE	SECTION	SHEET	TOTAL SHEETS
07	LA	138	82.7/111.7		

REGISTERED CIVIL ENGINEER
 PLANS APPROVAL DATE
 The State of California or its officers or employees shall not be held liable for consequences of any design or construction of any work done hereon.



LAYOUT
 SCALE: 1:1500

L-34

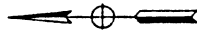
ALL DIMENSIONS ARE IN METERS UNLESS OTHERWISE SHOWN

CURVE DATA

NO	R	A	L	T
1	600	53° 59' 12"	565.347	305.627

PRELIMINARY PLANS
 SUBJECT TO CHANGE

NOV. 1, 2000

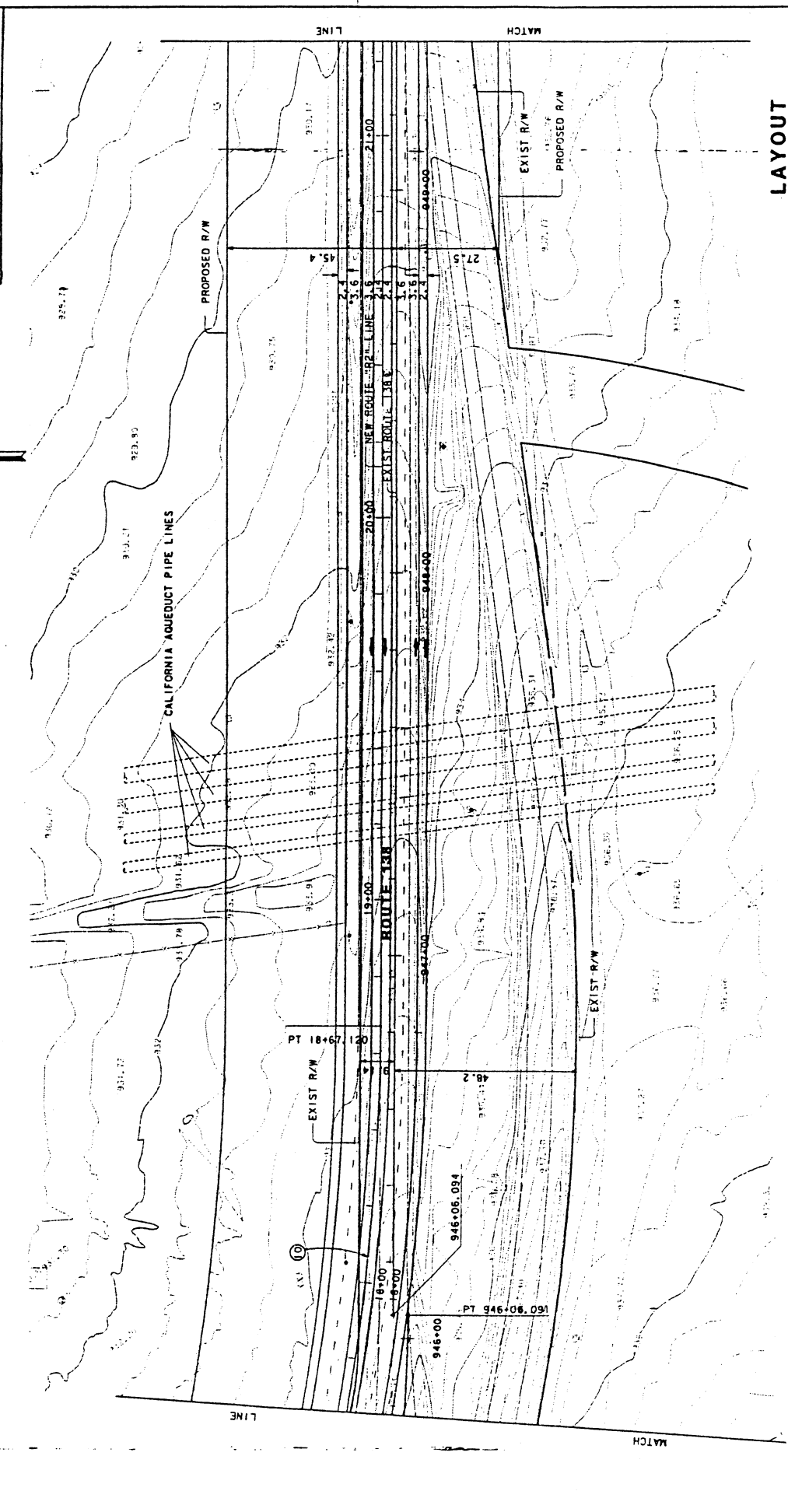


DIST COUNTY ROUTE POST MILEAGE TOTAL SHEETS
 07 LA 138 82.71111.7 202 SHEETS

REGISTERED CIVIL ENGINEER

PLANS APPROVAL DATE

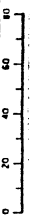
The State of California or its officers or agents shall not be held liable for any consequences or damages resulting from the use of these plans.



LAYOUT
 SCALE: 1:1500

ALL DIMENSIONS ARE IN METERS UNLESS OTHERWISE SHOWN

FOR REDUCED PLANS ORIGINAL SCALE IS IN MILLIMETERS



PROJECT FILE # 110779-0441016

CU 07241

EA 127200

L-36

PROJECT ENGINEER	DESIGNED BY	DATE
CHECKED BY	DATE REVISID	
REVISID BY		

PRELIMINARY PLANS
 SUBJECT TO CHANGE

NOV. 1, 2000

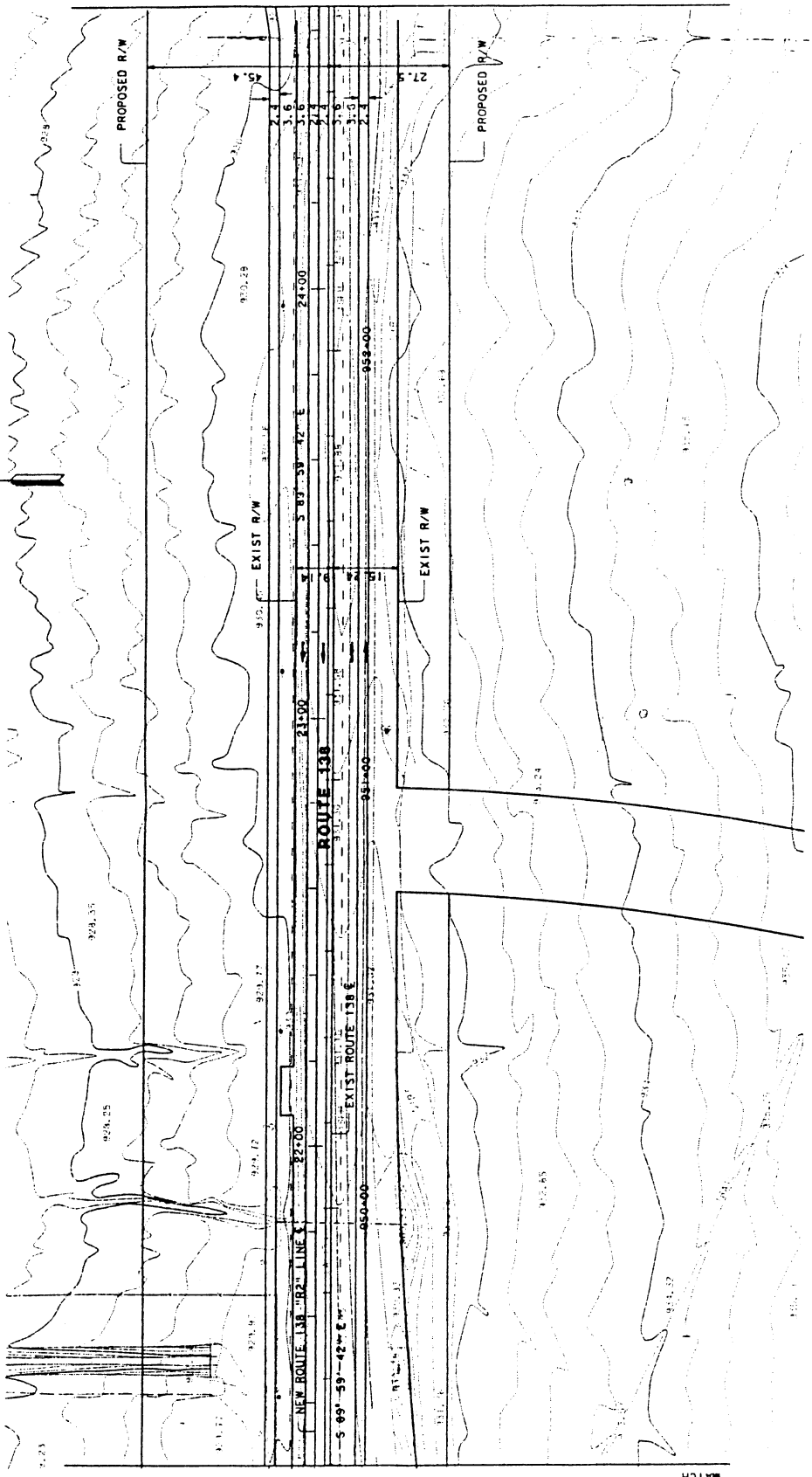
Caltrans **Metric**

REGISTERED CIVIL ENGINEER

PLANS APPROVAL DATE

By the State of California or the Engineer or Surveyor shall not be responsible for the accuracy or completeness of information supplied by the client.

DIST	COUNTY	ROUTE	MILEAGE FROM POST MILE	SHEET NO.	TOTAL SHEETS
07	LA	138	82.7/111.7		



PRELIMINARY PLANS
SUBJECT TO CHANGE

NOV. 1, 2000

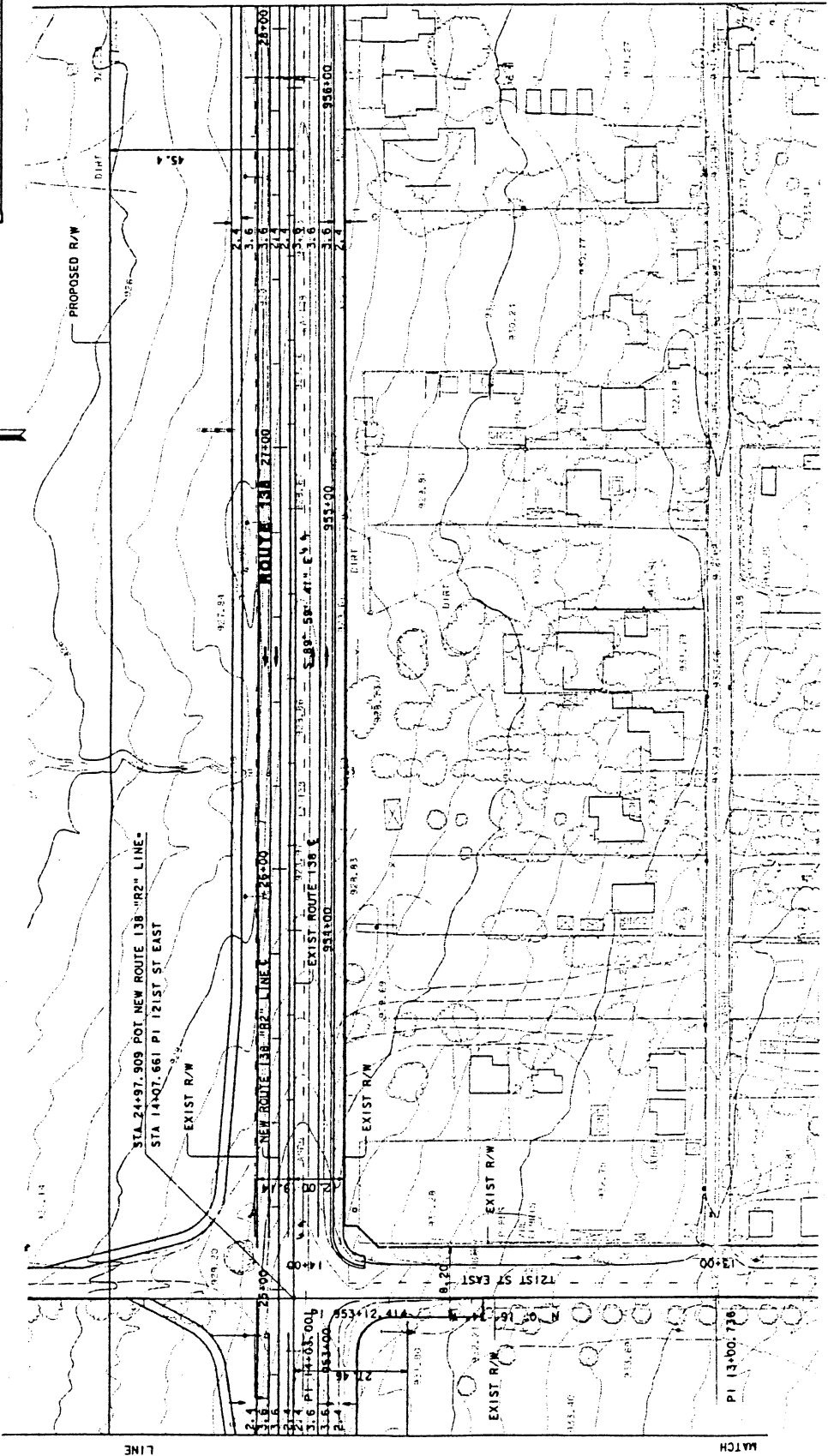


07	LA	138	82.7/111.7	NO. SHEETS	TOTAL SHEETS
ROUTE			ALLOWED PER 2551	NO.	TOTAL
COUNTY			PROJECT		

REGISTERED CIVIL ENGINEER

PLANS APPROVAL DATE

The State of California or its officers or agents shall not be responsible for the accuracy or completeness of electronic copies of this plan.



LAYOUT
SCALE: 1"=50'

L-38

ALL DIMENSIONS ARE IN METERS UNLESS OTHERWISE SHOWN

FOR REDUCED PLANS ORIGINAL
SCALE IS IN MILLIMETERS



EA 127200
CU 07241

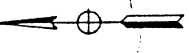
EA 127200

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION	PROJECT ENGINEER	DATE	REVISD BY	DATE	REVISD BY	DATE	REVISD BY	DATE	REVISD BY
Caltrans PROJECT DEVELOPMENT									
CHECKED BY	DESIGNED BY	DATE REVISD							

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PRELIMINARY PLANS SUBJECT TO CHANGE

NOV. 1, 2000

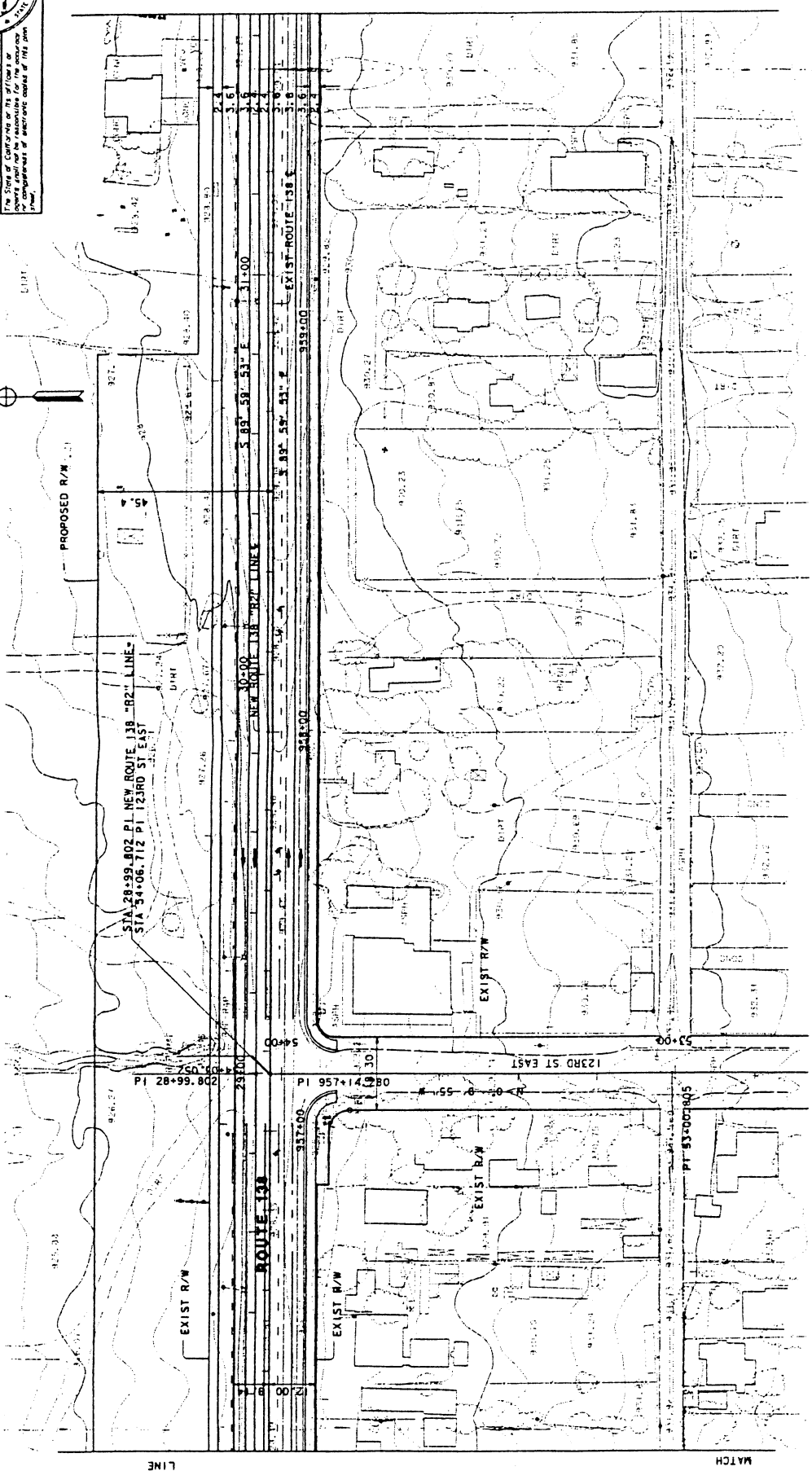


DIST	COUNTY	ROUTE	PROJECT NO.	SHEET NO.	TOTAL SHEETS
07	LA	138	82.7/111.7		

REGISTERED CIVIL ENGINEER

PLANS APPROVAL DATE

The State of California or its officers or agents shall not be responsible for the accuracy or completeness of electronic data of this plan.



STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION		PROJECT ENGINEER	
CALCULATED/DESIGNED BY		PROJECT ENGINEER	
DATE REVISIED BY	DATE REVISIED		

LAYOUT
SCALE: 1:1500
L-39

ALL DIMENSIONS ARE IN METERS UNLESS OTHERWISE SHOWN

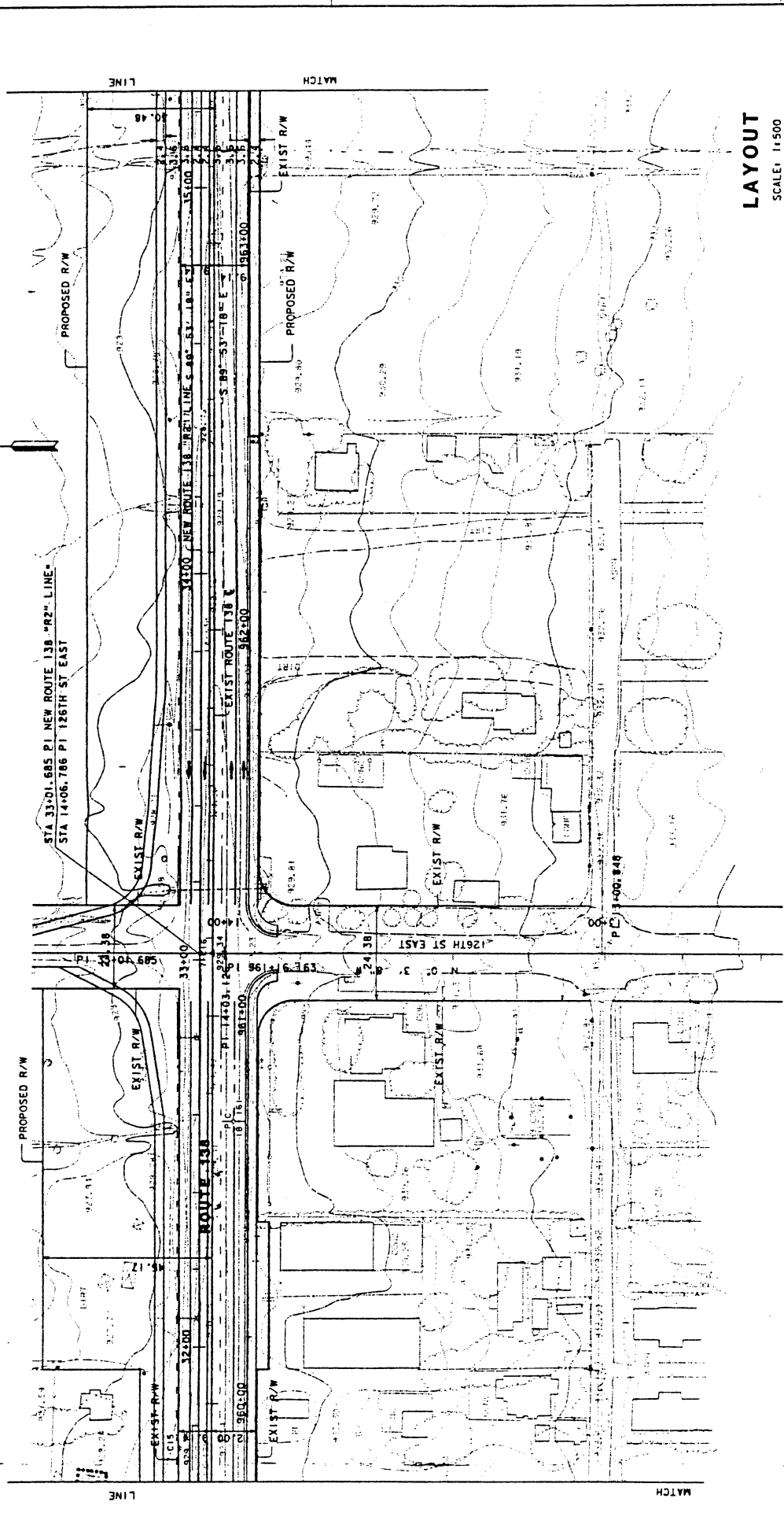
DIST	COUNTY	ROUTE	SECTION	POST MILE	SHEET TOTAL
07	LA	138	82.7/111.7		112/112



**PRELIMINARY PLANS
SUBJECT TO CHANGE**

NOV. 1, 2000

REGISTERED CIVIL ENGINEER
 REGISTERED PROFESSIONAL ENGINEER & ARCHITECT
 PLANS APPROVAL DATE
 IN THE STATE OF CALIFORNIA BY HIS OFFICE
 LICENSE NO. 44800
 REGISTERED CIVIL ENGINEER



LAYOUT
SCALE: 11:500
L-40

ALL DIMENSIONS ARE IN METERS UNLESS OTHERWISE SHOWN

FOR REDUCED PRINTING ORIGINAL 0 10 20 30 40 50 60 70 80 90 100

CU 07241 EA 127200

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION		PROJECT ENGINEER	
DATE	REVISOR	DESIGNED BY	CHECKED BY

Collins & Aerie PROJECT DEVELOPMENT

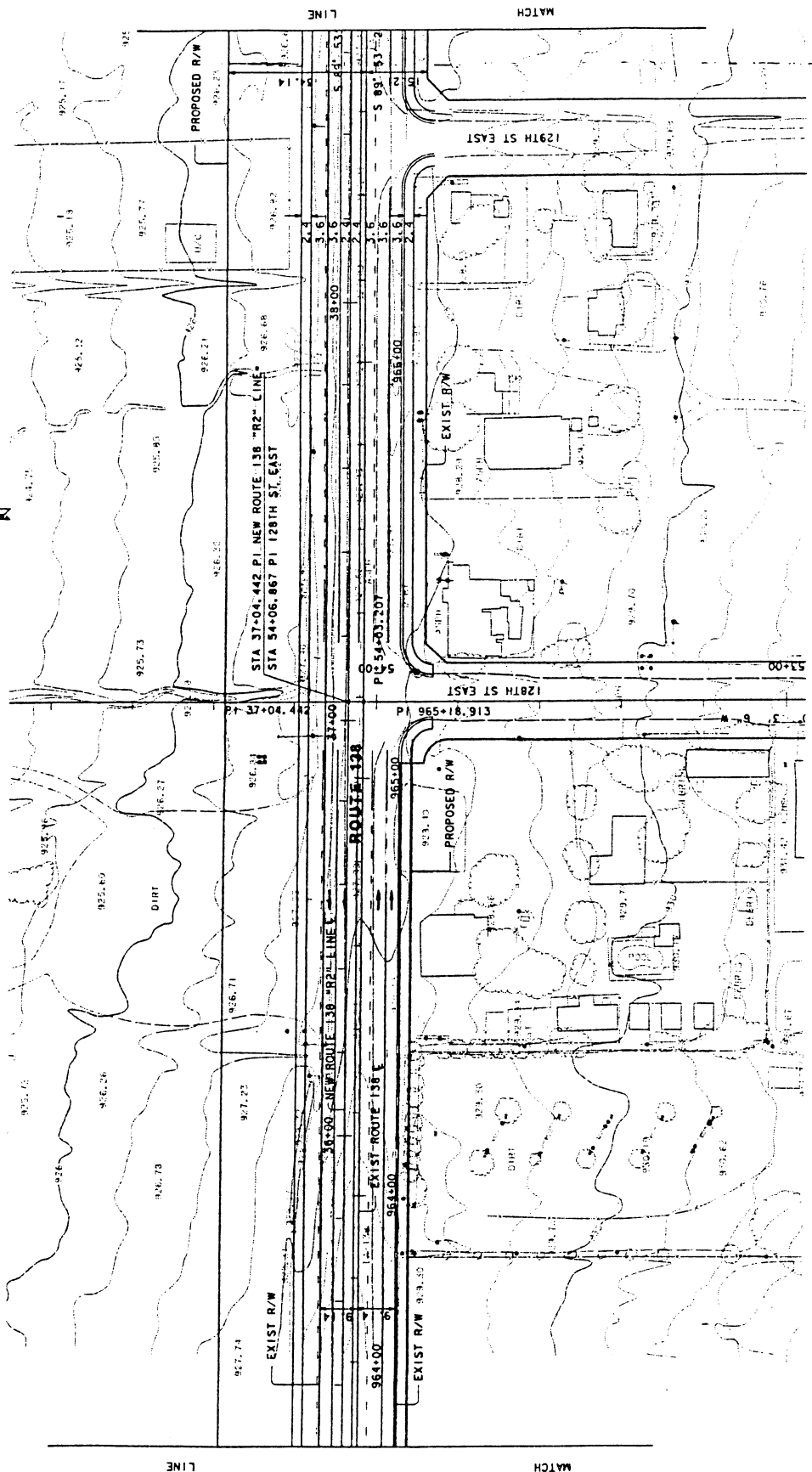
STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION		PROJECT ENGINEER		DATE		DATE REVIS	
CALCULATED/DESIGNED BY		CHECKED BY		DATE		DATE REVIS	
PROJECT ENGINEER		CHECKED BY		DATE		DATE REVIS	

DIST	COUNTY	ROUTE	SECTION	POST MILE	SHEET NO.	TOTAL SHEETS
07	LA	138	82.77/111.7			



PRELIMINARY PLANS
SUBJECT TO CHANGE

NOV. 1, 2000

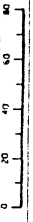


LAYOUT
SCALE: 1:500

L-41

ALL DIMENSIONS ARE IN METERS UNLESS OTHERWISE SHOWN

FOR REDUCED PLANS ORIGINAL SCALE IS IN MILLIMETERS



CU 07241

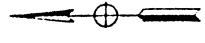
EA 127200

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION		PROJECT ENGINEER	
DATE REVISION BY	DESIGNED BY	CHECKED BY	DATE REVISION BY

Caltrans PROJECT DEVELOPMENT

**PRELIMINARY PLANS
SUBJECT TO CHANGE**

NOV. 1, 2000

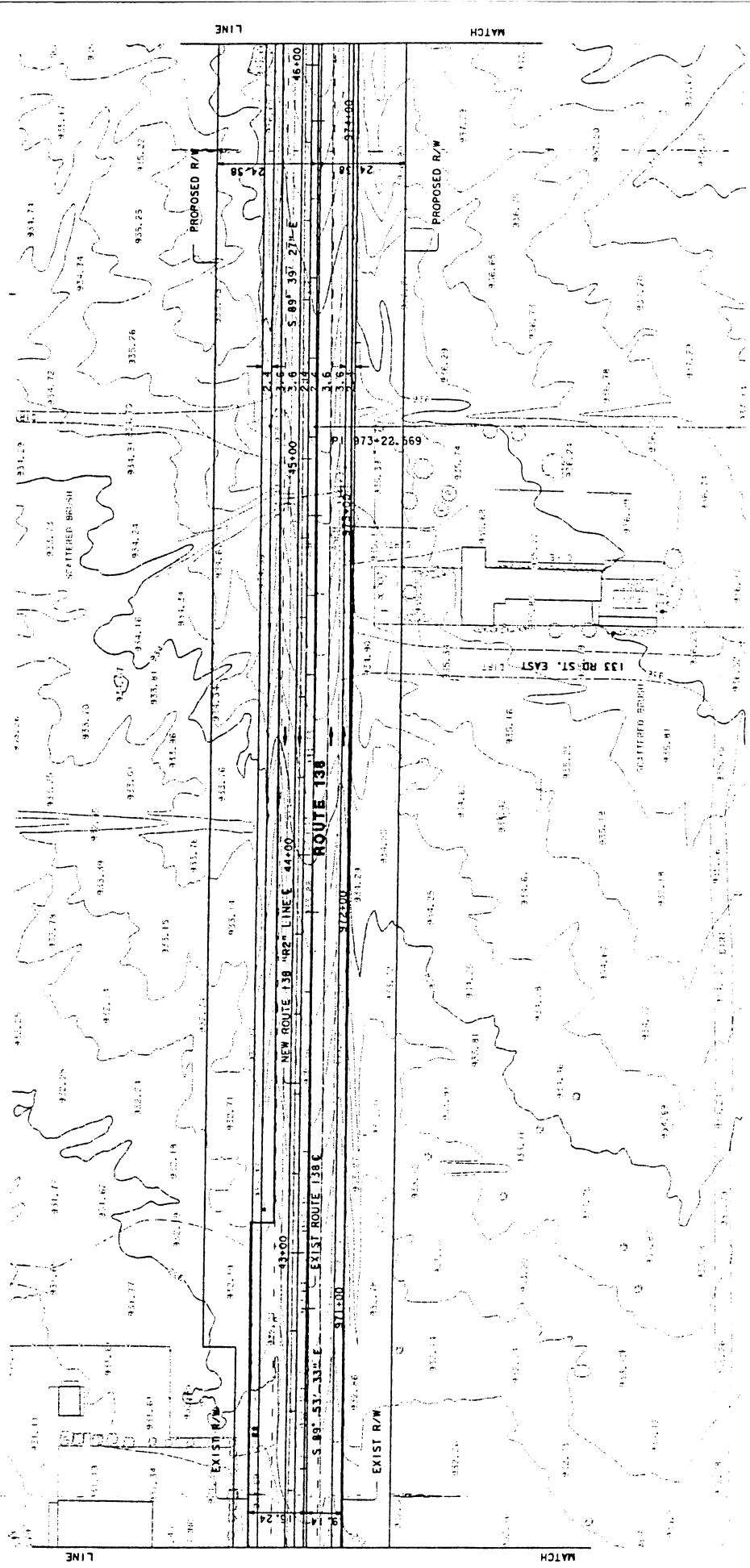


DIST	COUNTY	ROUTE	TOTAL SHEETS	SHEET NO.	TOTAL SHEETS
07	LA	138	82	1/11	7

REGISTERED CIVIL ENGINEER

PLANS APPROVAL DATE

The State of California or its officers or agents shall not be held responsible for the consequences of any errors or omissions on the part of the contractor or electrician under the contract.

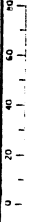


LAYOUT
SCALE 1"=500

L-43

ALL DIMENSIONS ARE IN METERS UNLESS OTHERWISE SHOWN

FOR REDUCED PLANS ORIGINAL
FOR FULL SIZE PLANS WITH DIMENSIONS



CU 07241

EA 104830

LAYOUT
SCALE 1:500

L-44

EA 104830

CU 07241

DATE PLOTTED: 11/11/00
DRAWN BY: [Signature]

ALL DIMENSIONS ARE IN METERS UNLESS OTHERWISE SHOWN
FOR REDUCED PLANS ORIGINAL SCALE IS IN MILLIMETERS

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DATE	REVISION	BY

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
PROJECT ENGINEER

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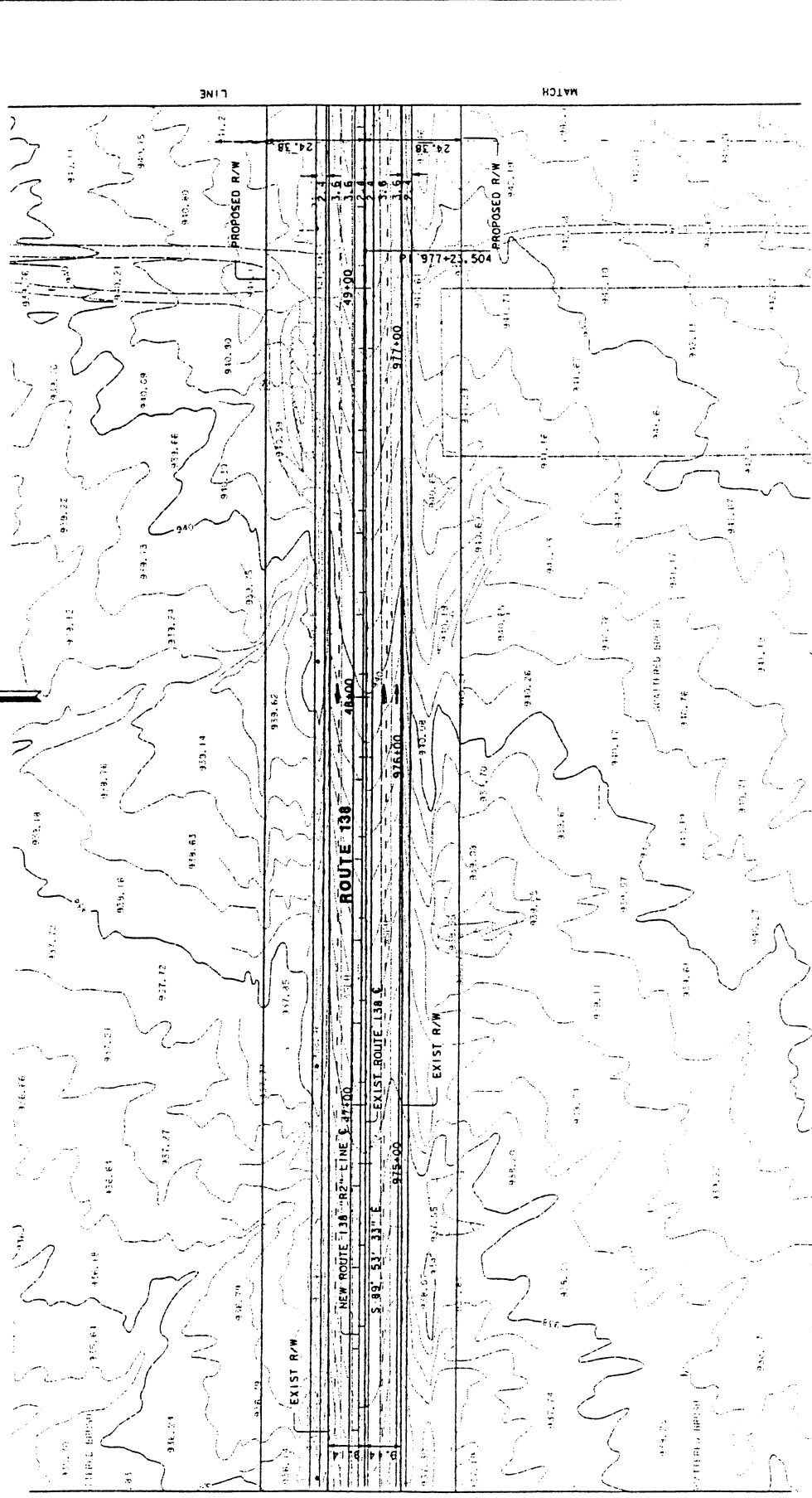
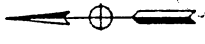
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PRELIMINARY PLANS
SUBJECT TO CHANGE

NOV. 1, 2000



EA 104830

CU 07241

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION		PROJECT ENGINEER	
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DIST	COUNTY	ROUTE	SHEET NO.	TOTAL SHEETS
07	LA	138	82.7/111.7	

REGISTERED CIVIL ENGINEER

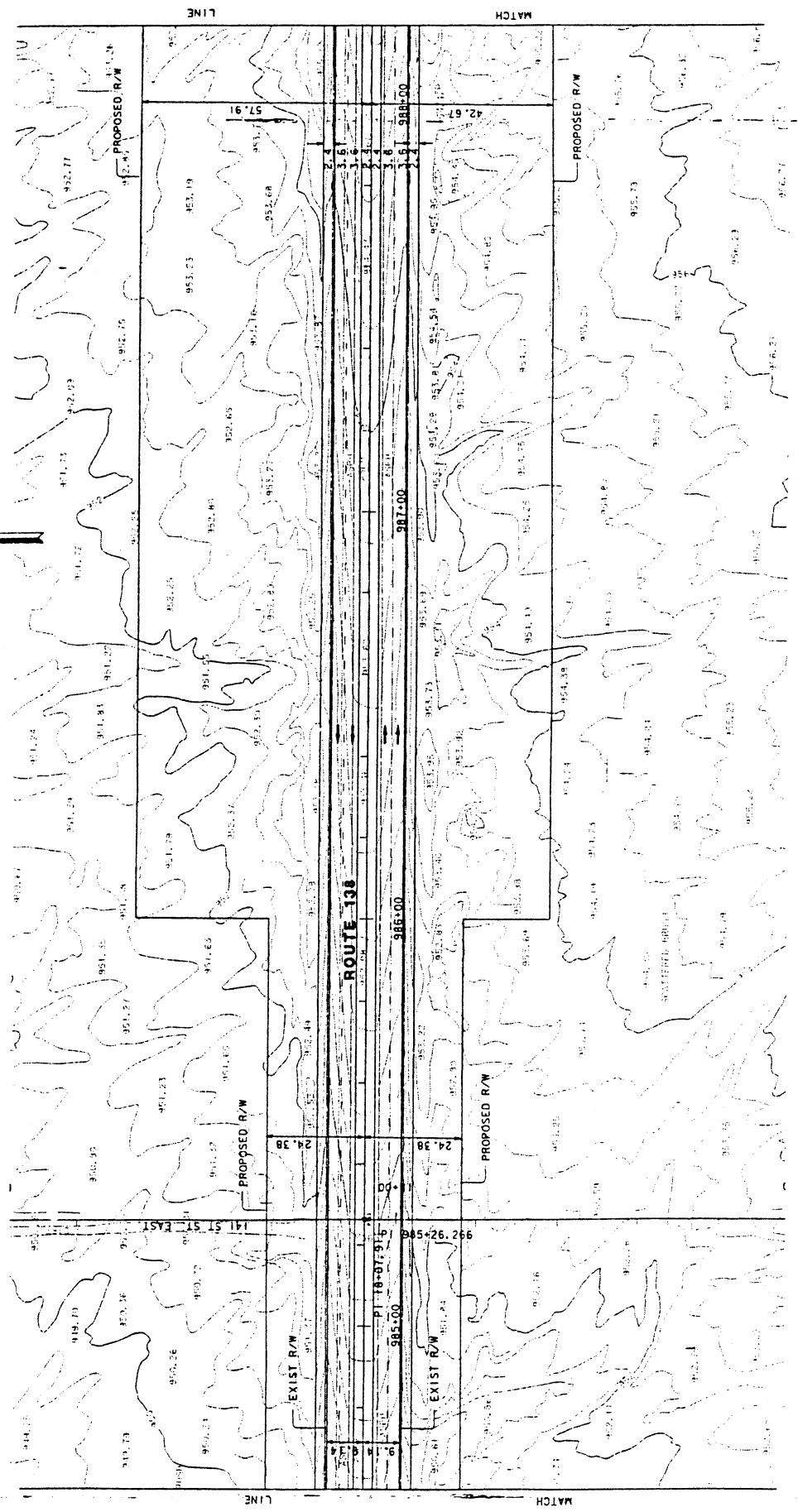
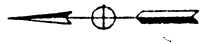
PLANS APPROVAL DATE

The State of California or its officers or agents shall not be responsible for the accuracy or completeness of electronic copies of this plan.



PRELIMINARY PLANS
SUBJECT TO CHANGE

NOV. 1, 2000



LAYOUT
SCALE 1"=500

ALL DIMENSIONS ARE IN METERS UNLESS OTHERWISE SHOWN



EA 104830
CU 07241

L-47

DIST	COUNTY	ROUTE	SHEET NO.	TOTAL SHEETS
07	LA	138	82	7/111.7



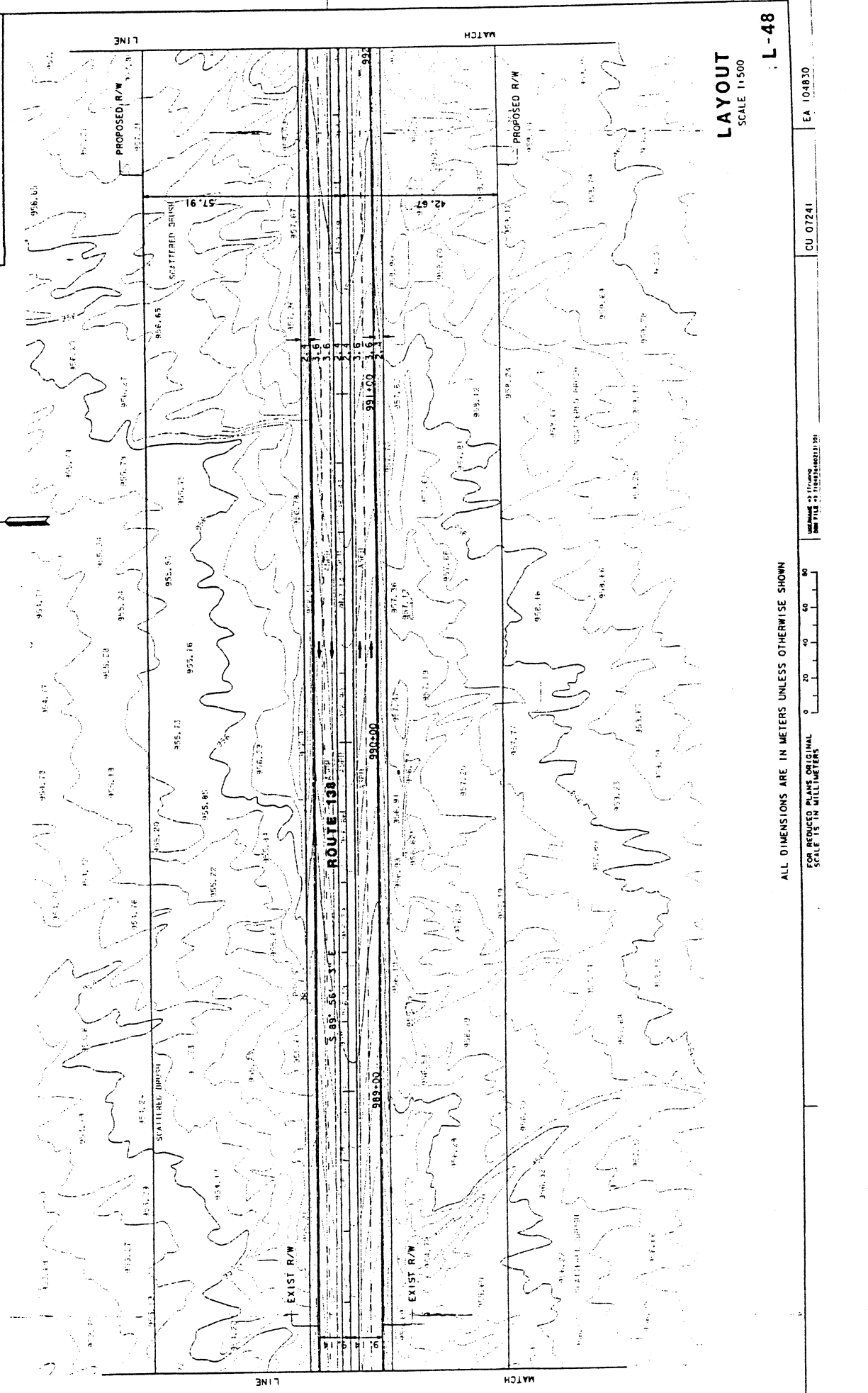
REGISTERED CIVIL ENGINEER
 PLANS APPROVAL DATE: 11/1/00
 THE STATE ENGINEER'S OFFICE IS NOT RESPONSIBLE FOR THE ACCURACY OR COMPLETENESS OF ELECTRONIC COPIES OF THIS PLAN.



**PRELIMINARY PLANS
 SUBJECT TO CHANGE**

NOV. 1, 2000

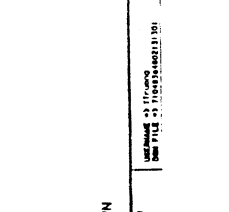
STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION	PROJECT ENGINEER
DATE	DESIGNED BY
REVISOR	REVISION
CHECKED BY	DATE REVISOR



LAYOUT
 SCALE 1:1500
 L-48

EA 104830
 CU 07241

ALL DIMENSIONS ARE IN METERS UNLESS OTHERWISE SHOWN
 FOR REDUCED PLANS ORIGINAL
 SCALE IS IN MILLIMETERS



DATE: 11/1/00
 FILE: 10000(100213).DWG

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION	PROJECT ENGINEER	DATE	REVISIONS
DESIGNED BY	CHECKED BY	DATE	REVISIONS
REVISIONS	DATE	REVISIONS	DATE

ALL DIMENSIONS ARE IN METERS UNLESS OTHERWISE SHOWN

FOR REDUCED PLANS ORIGINAL SCALE IS IN MILLIMETERS

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CU 07241

EA 104830

NOV. 1, 2000

PRELIMINARY PLANS SUBJECT TO CHANGE

Caltrans

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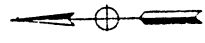
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DATE	REVISIONS BY
CHECKED BY	
DATE REVISIONS	

**PRELIMINARY PLANS
 SUBJECT TO CHANGE**

NOV. 1, 2000



DIST	COUNTY	ROUTE	PROJECT NO.	SHEET NO.	TOTAL SHEETS
07	LA	138	82.7/111.7		

REGISTERED CIVIL ENGINEER

PLANS APPROVAL DATE

PROFESSIONAL ENGINEER

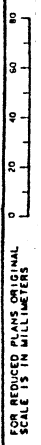
THE STATE OF CALIFORNIA DEPARTMENT OF TRANSPORTATION



LAYOUT
 SCALE 1:500

L-50

ALL DIMENSIONS ARE IN METERS UNLESS OTHERWISE SHOWN



CU 07241

EA 104830

**PRELIMINARY PLANS
SUBJECT TO CHANGE**

NOV. 1, 2000

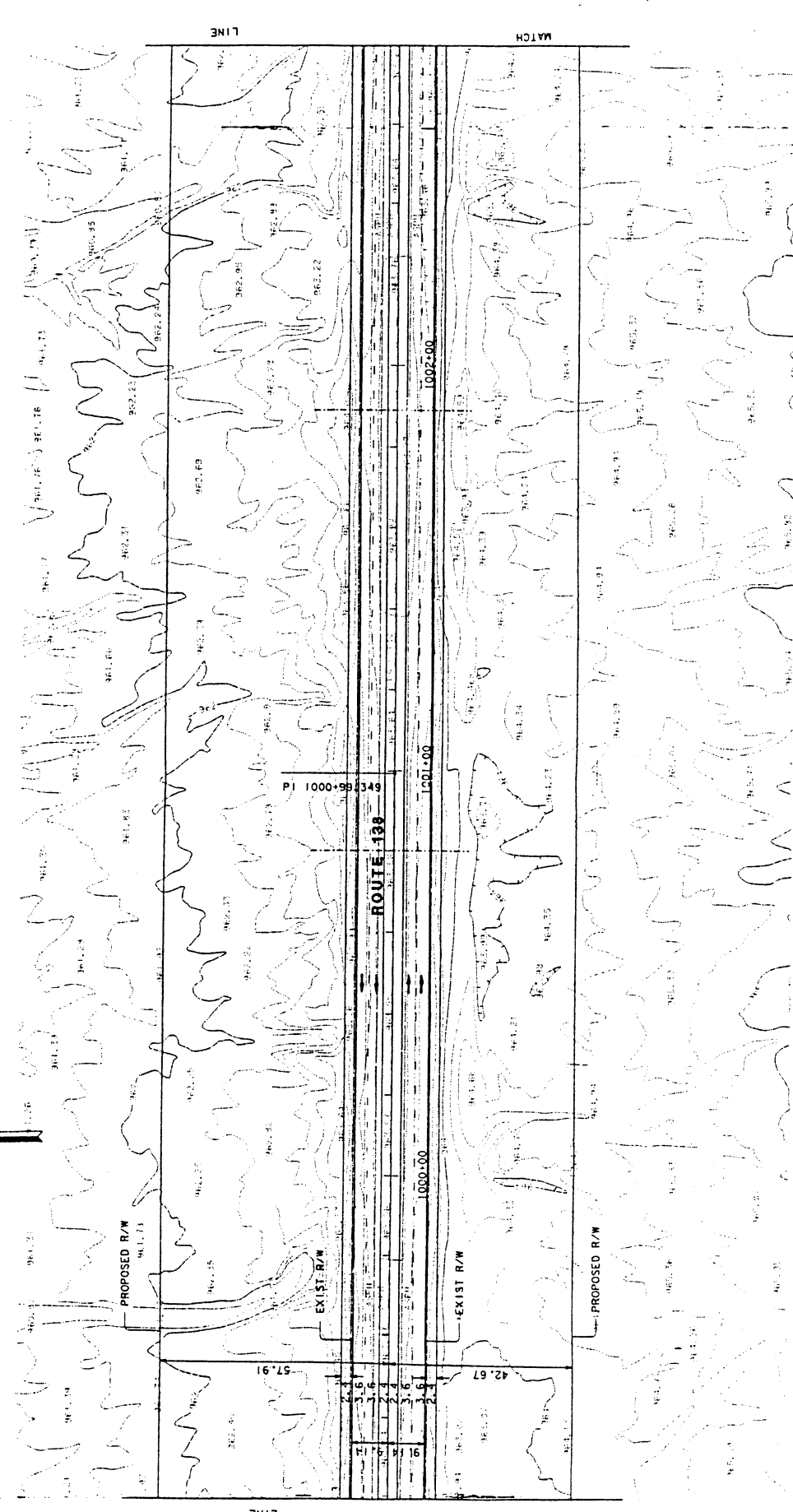


DIST	COUNTY	ROUTE	ALLOWED POST MILE	TOTAL SHEETS
07	LA	138	82.7/111.7	2/2

REGISTERED CIVIL ENGINEER

PLANS APPROVAL DATE

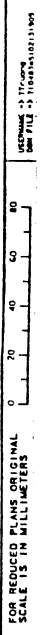
The State of California is the authority for the approval of these plans. The engineer's responsibility is to ensure the accuracy and completeness of the information contained in these plans.



LAYOUT
SCALE 1:500

L-51

ALL DIMENSIONS ARE IN METERS UNLESS OTHERWISE SHOWN

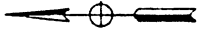


CU 07241

EA 104830

PRELIMINARY PLANS
SUBJECT TO CHANGE

NOV. 1, 2000

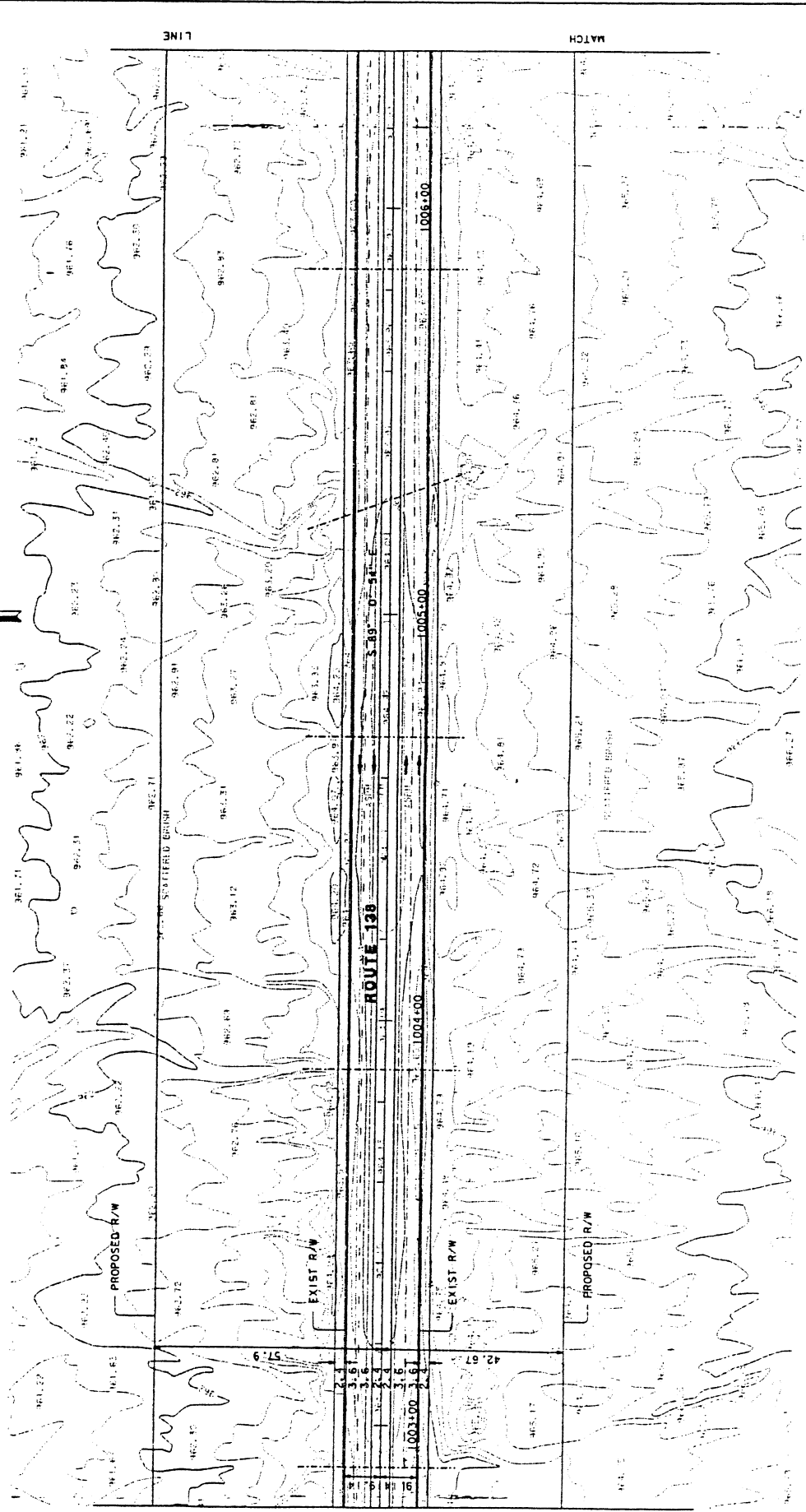


DIST	COUNTY	ROUTE	KILOMETER POST MILE	TOTAL SHEETS
07	LA	138	82.7/111.7	

REGISTERED CIVIL ENGINEER

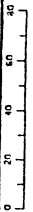
PLANS APPROVAL DATE

The State of California or its officers or agents and no person shall be responsible for the accuracy or completeness of electronic copies of this plan.



LAYOUT
SCALE 1:500
L-52

ALL DIMENSIONS ARE IN METERS UNLESS OTHERWISE SHOWN
FOR REDUCED PLANS ORIGINAL SCALE IS IN MILLIMETERS



CU 07241

PA 104870

DIST	COUNTY	ROUTE	LOCAL PROJECT NO.	SHEET TOTAL
07	LA	138	82.7/11.7	11

REGISTERED CIVIL ENGINEER

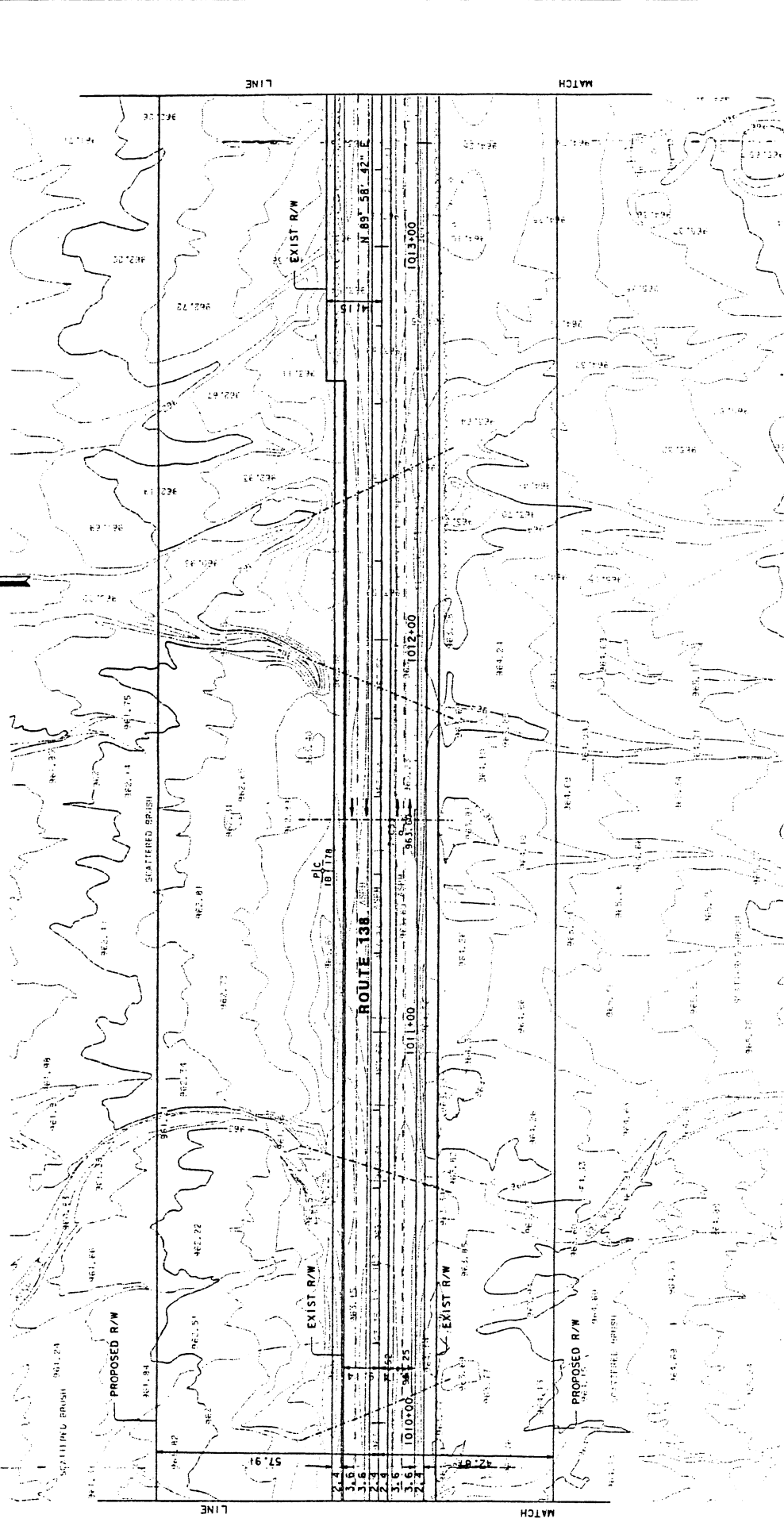
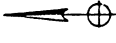
PLANS APPROVAL DATE

The State of California or its officials or any agency thereof, is not responsible for compliance or non-compliance with the provisions of this plan.



PRELIMINARY PLANS
SUBJECT TO CHANGE

NOV. 1, 2000



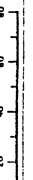
LAYOUT
SCALE 1:500

L-54

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION	PROJECT ENGINEER	CHECKED BY	DATE
Caltrans PROJECT DEVELOPMENT		DESIGNED BY	REVISOR
		DATE REVISOR	DATE REVISOR

ALL DIMENSIONS ARE IN METERS UNLESS OTHERWISE SHOWN

FOR REDUCED PLANS ORIGINAL SCALE 1:5 IN MILLIMETERS



EA 104830
CU 07241

USE FILE 23 (10/14/00) 10/14/00

LAYOUT
SCALE 1:500

L-55

PRELIMINARY PLANS
SUBJECT TO CHANGE

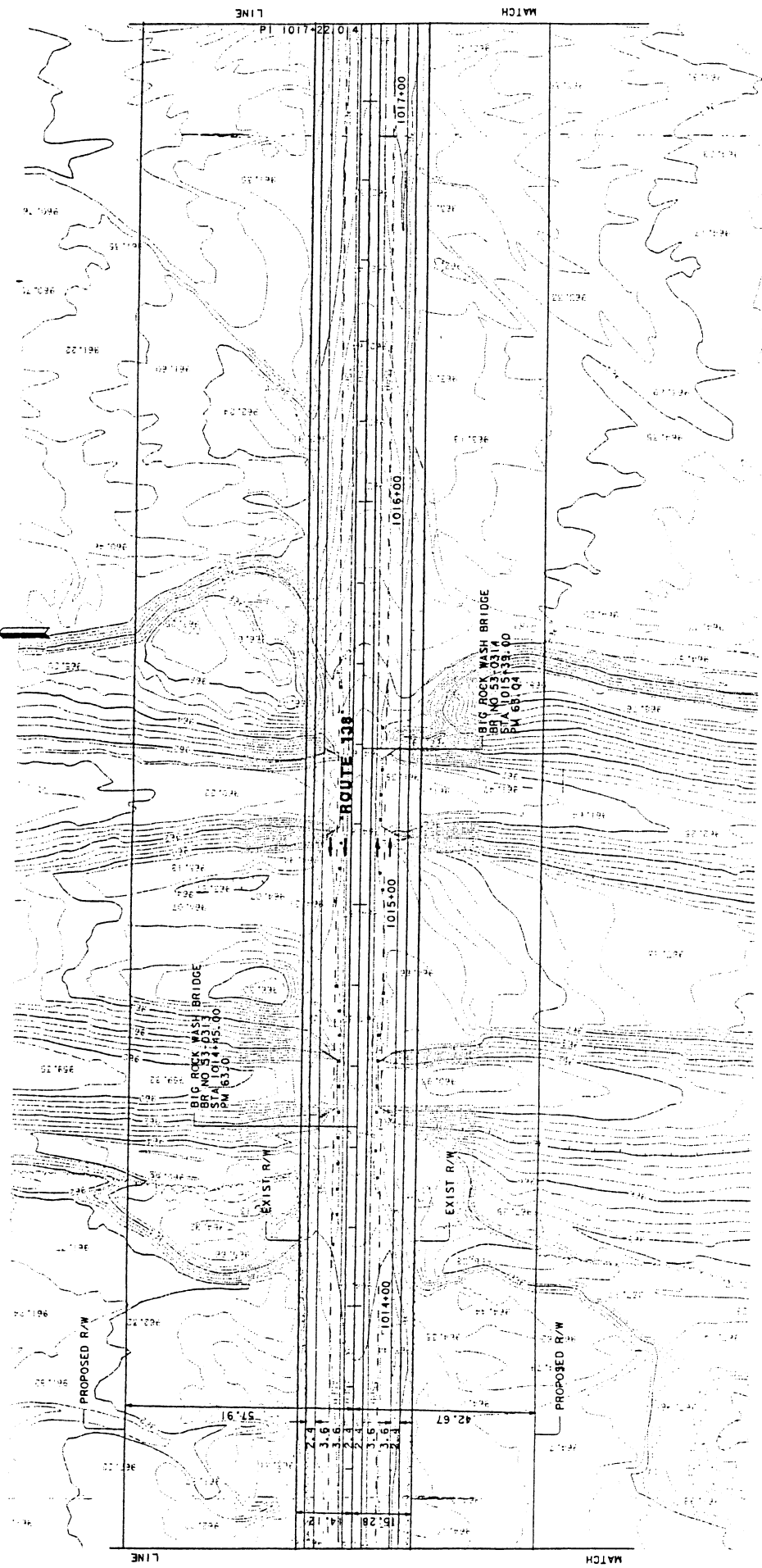
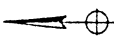
NOV. 1, 2000



DIST.	COUNTY	ROUTE	DATE	SHEET NO.	TOTAL SHEETS
07	LA	138	82.7/111.7		

REGISTERED CIVIL ENGINEER

PLANS APPROVAL DATE: _____
 The State of California hereby certifies that the undersigned is a duly licensed and qualified professional engineer in the State of California, and is authorized to prepare and seal the plans and specifications for the work shown on the accompanying sheets of this plan.



ALL DIMENSIONS ARE IN METERS UNLESS OTHERWISE SHOWN

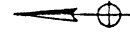
FOR REDUCED PLANS ORIGINAL 0 20 40 60 80 100 METERS

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION		PROJECT ENGINEER	
CALCULATED/DESIGNED BY		CHECKED BY	
DATE		DATE REVISID	
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PRELIMINARY PLANS
 SUBJECT TO CHANGE

NOV. 1, 2000

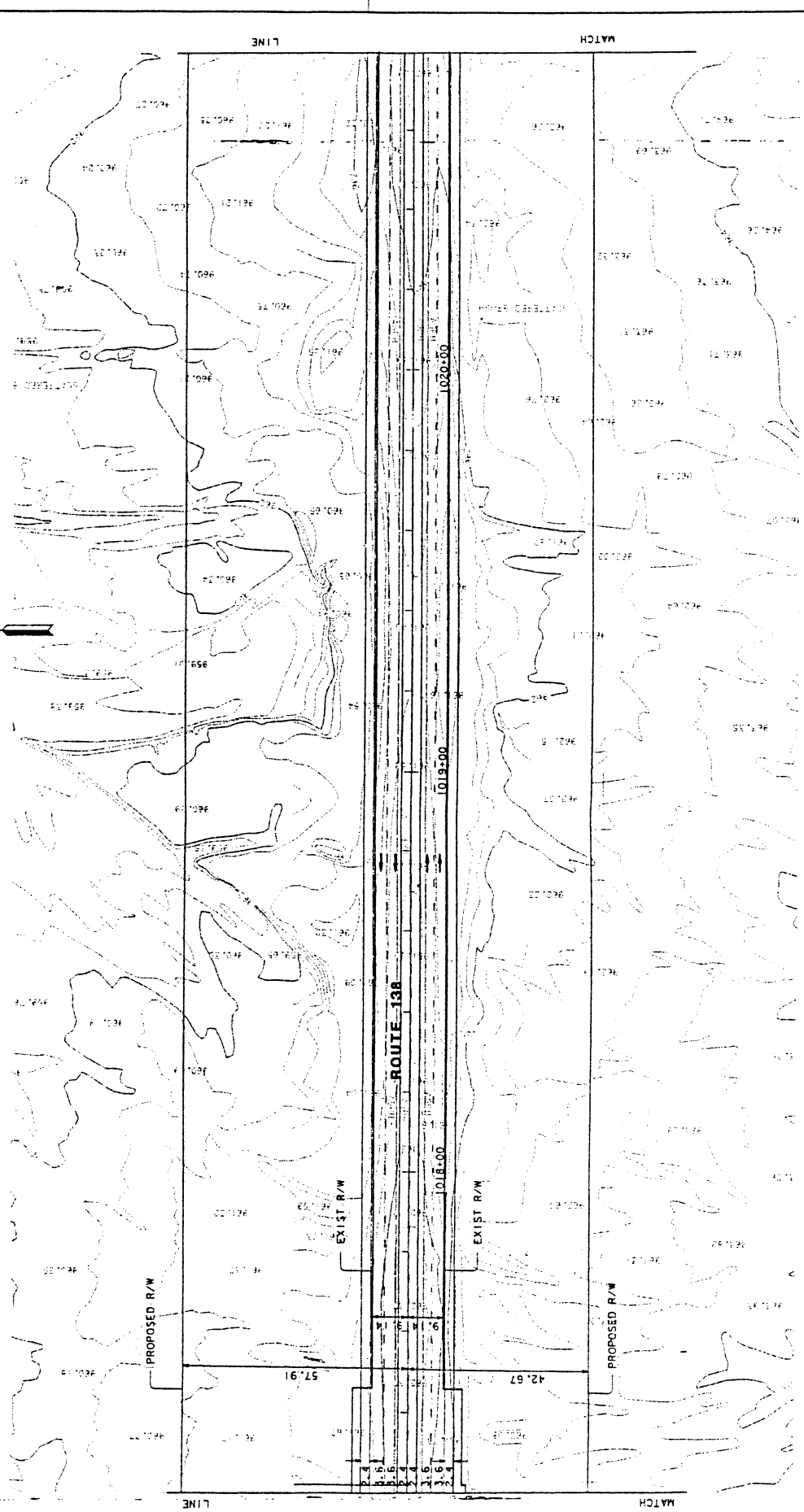


07	LA	138	ROUTE	82.7/11.7	TOTAL PROJECT SHEETS
07	LA	138	ROUTE	82.7/11.7	TOTAL PROJECT SHEETS

REGISTERED CIVIL ENGINEER

PLANS APPROVAL DATE

The State of California or its officers or agents shall not be held responsible for consequences of electronic copies of this plan.

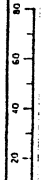


LAYOUT
 SCALE 11:500

L-56

ALL DIMENSIONS ARE IN METERS UNLESS OTHERWISE SHOWN

FOR REDUCED PLANS ORIGINAL
 SCALE IS IN MILLIMETERS



DATE PLOTTED: 11/01/2000 11:17

CU 07241

EA 104830

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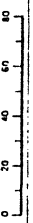
LAYOUT
SCALE 11:500

EA 104830

CU 07241

DATE PLOTTED: 11/15/2000
DRAWN BY: J. HARRIS

ALL DIMENSIONS ARE IN METERS UNLESS OTHERWISE SHOWN



FOR REDUCED PLANS USE FULL SCALE 1:1 IN ALL DIMENSIONS

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
Caltrans PROJECT DEVELOPMENT

PROJECT ENGINEER

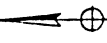
DATE	REVISION	BY

NO	R	Δ	L	T
①	1400	3° 48' 50"	93.191	46.613

CURVE DATA

**PRELIMINARY PLANS
SUBJECT TO CHANGE**

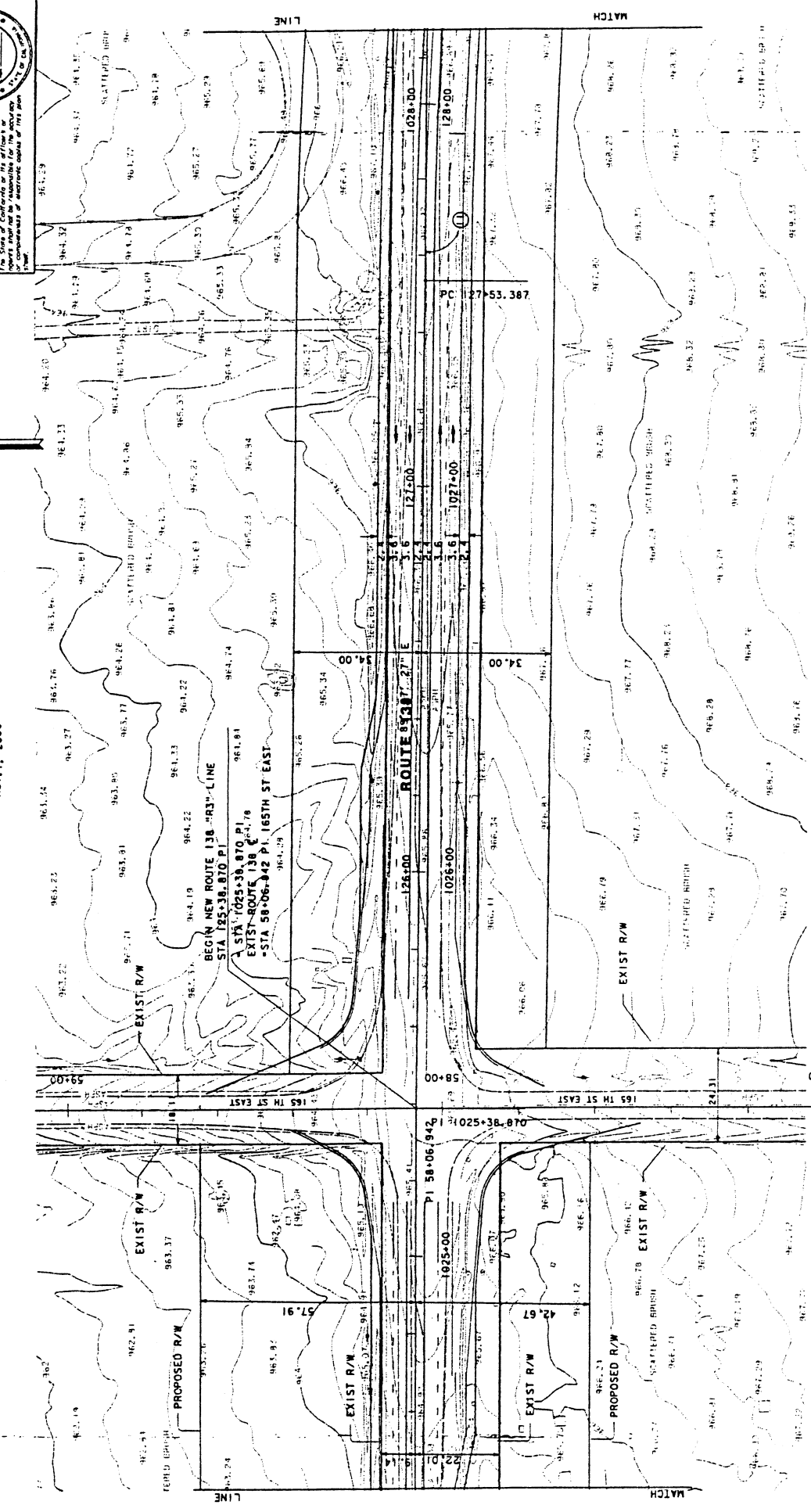
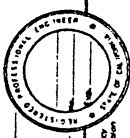
NOV. 11, 2000



REGISTERED CIVIL ENGINEER

PLANS APPROVAL DATE
The State of California or its officers or agents shall not be held responsible for any errors or omissions on any drawings or specifications prepared by any contractor or other person.

DIST	COUNTY	ROUTE	SECTION	SHEET NO.	TOTAL SHEETS
07	LA	138	82.7/111.7	7	7



DATE

DESIGNED BY

CHECKED BY

DATE REVISION

BY

DATE

CURVE DATA

NO	R	Δ	L	T
②	1400	3° 48' 50"	93.191	46.613

PRELIMINARY PLANS
SUBJECT TO CHANGE

NOV. 1, 2000



DATE	NOV. 1, 2000	SHEET NO.	1	TOTAL SHEETS	1
COUNTY	LA	PROJECT NO.	82.7/111.7		
ROUTE	138				

REGISTERED CIVIL ENGINEER

PLANS APPROVAL DATE

The State of California or its officers or agents shall not be responsible for the accuracy or completeness of electronic copies of this plan.



LAYOUT
SCALE 1"=500'

ALL DIMENSIONS ARE IN METERS UNLESS OTHERWISE SHOWN

FOR REDUCED PLANS ORIGINAL SCALE IS IN MILLIMETERS

DATE FILED: 11/01/2000 09:13:00

CU 07241

EA 188400

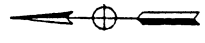
L-59

CURVE DATA

NO.	R	Δ	L	T
②	1400	3° 48' 50"	93.191	46.613
③	1400	4° 53' 55"	119.701	59.887

**PRELIMINARY PLANS
 SUBJECT TO CHANGE**

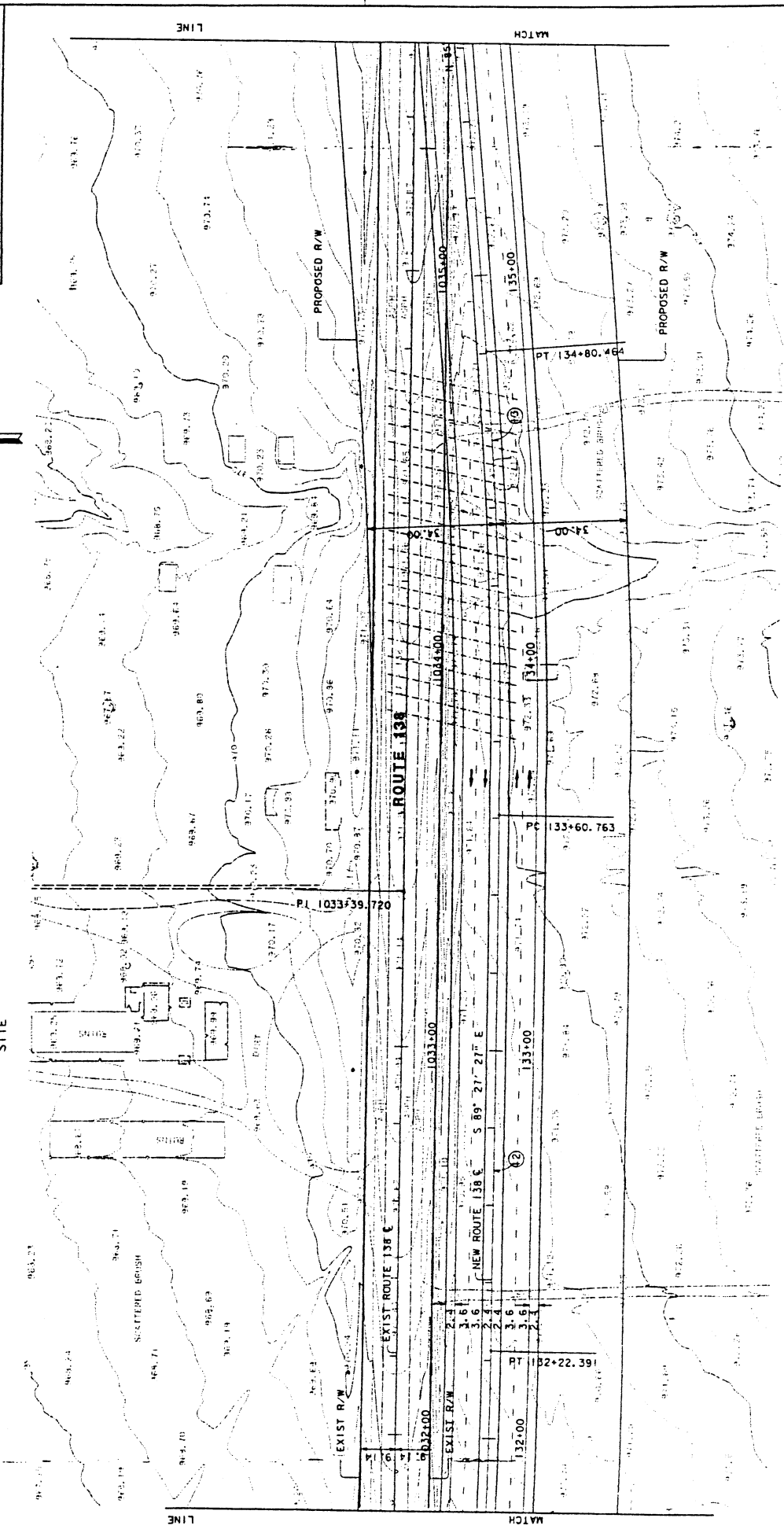
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REGISTERED CIVIL ENGINEER

PLANS APPROVAL DATE
 The State of California or its officers or agents, in accepting these plans, do not assume any liability for consequences of any errors or omissions of any kind.

DIST	COUNTY	ROUTE	POST MILEAGE	SHEET NO.	TOTAL SHEETS
07	LA	138	82.7111.7	1	1



LAYOUT
 SCALE 1:500
L-60

ALL DIMENSIONS ARE IN METERS UNLESS OTHERWISE SHOWN

FOR REDUCED PLANS ORIGINAL SCALE IS IN MILLIMETERS

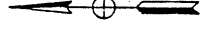
CU 07241 EA 188400

CURVE DATA

NO	R	A	L	T
15	304.801	42° 17' 35"	224.990	117.897
16	600	42° 17' 38"	442.899	232.085

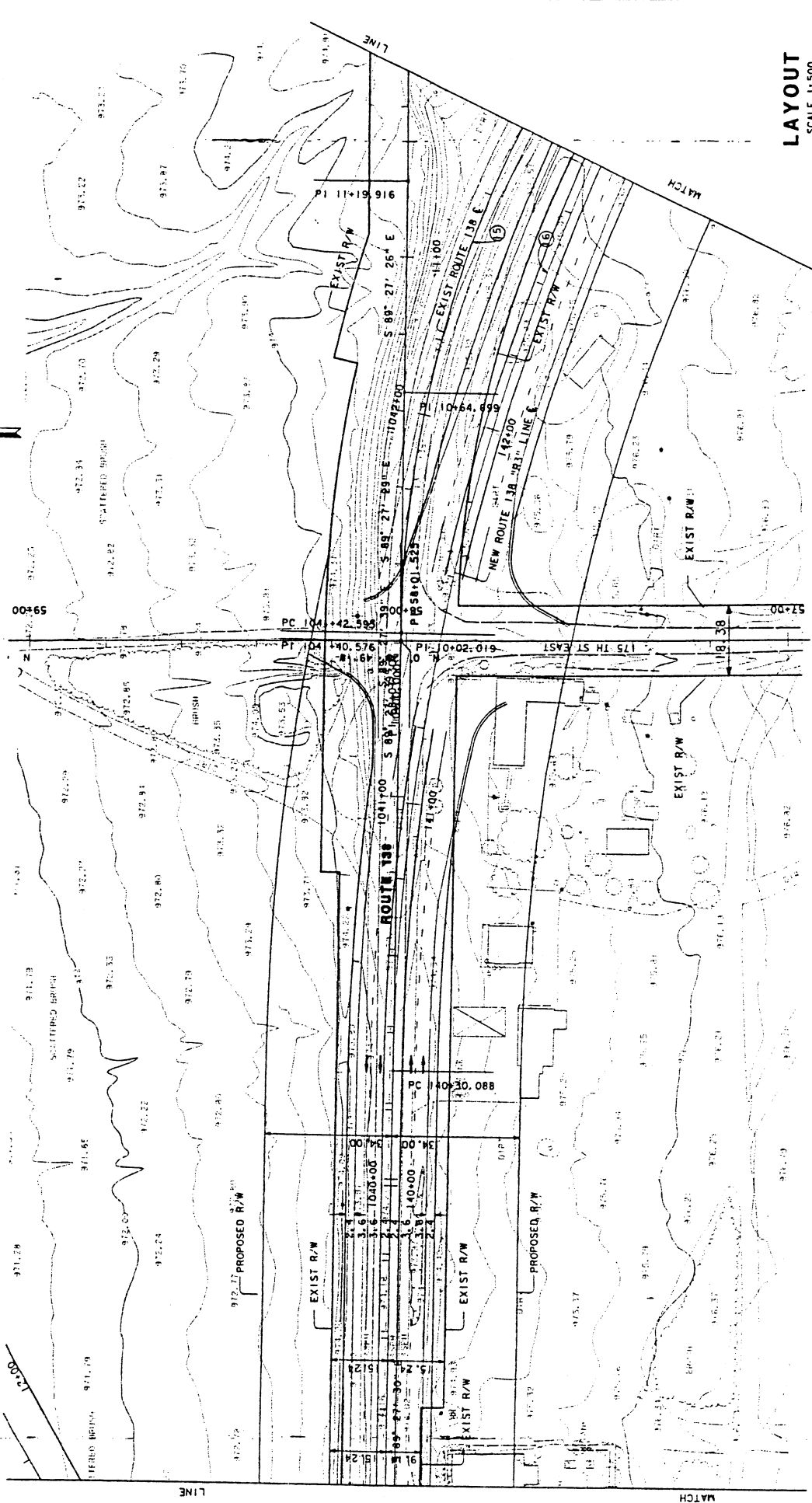
**PRELIMINARY PLANS
 SUBJECT TO CHANGE**

NOV. 11, 2000



DIST	COUNTY	ROUTE	TOTAL SHEETS	THIS SHEET NO.	TOTAL SHEETS
07	LA	138	82	7	111

REGISTERED CIVIL ENGINEER
 PLANS APPROVAL DATE
 The State of California or its officers or agents shall not be held responsible for the consequences of any error or omission of any kind in these plans.



LAYOUT
 SCALE 1:1500
L-62

EA 188400

CU 07241

ALL DIMENSIONS ARE IN METERS UNLESS OTHERWISE SHOWN
 FOR REDUCED PLANS ORIGINAL
 SCALE IS IN MILLIMETERS

CURVE DATA

NO	R	A	L	T
⑤	304.801	42°17'35"	224.990	117.897
⑥	600	42°17'38"	442.899	232.085

PRELIMINARY PLANS
 SUBJECT TO CHANGE

NOV. 1, 2000

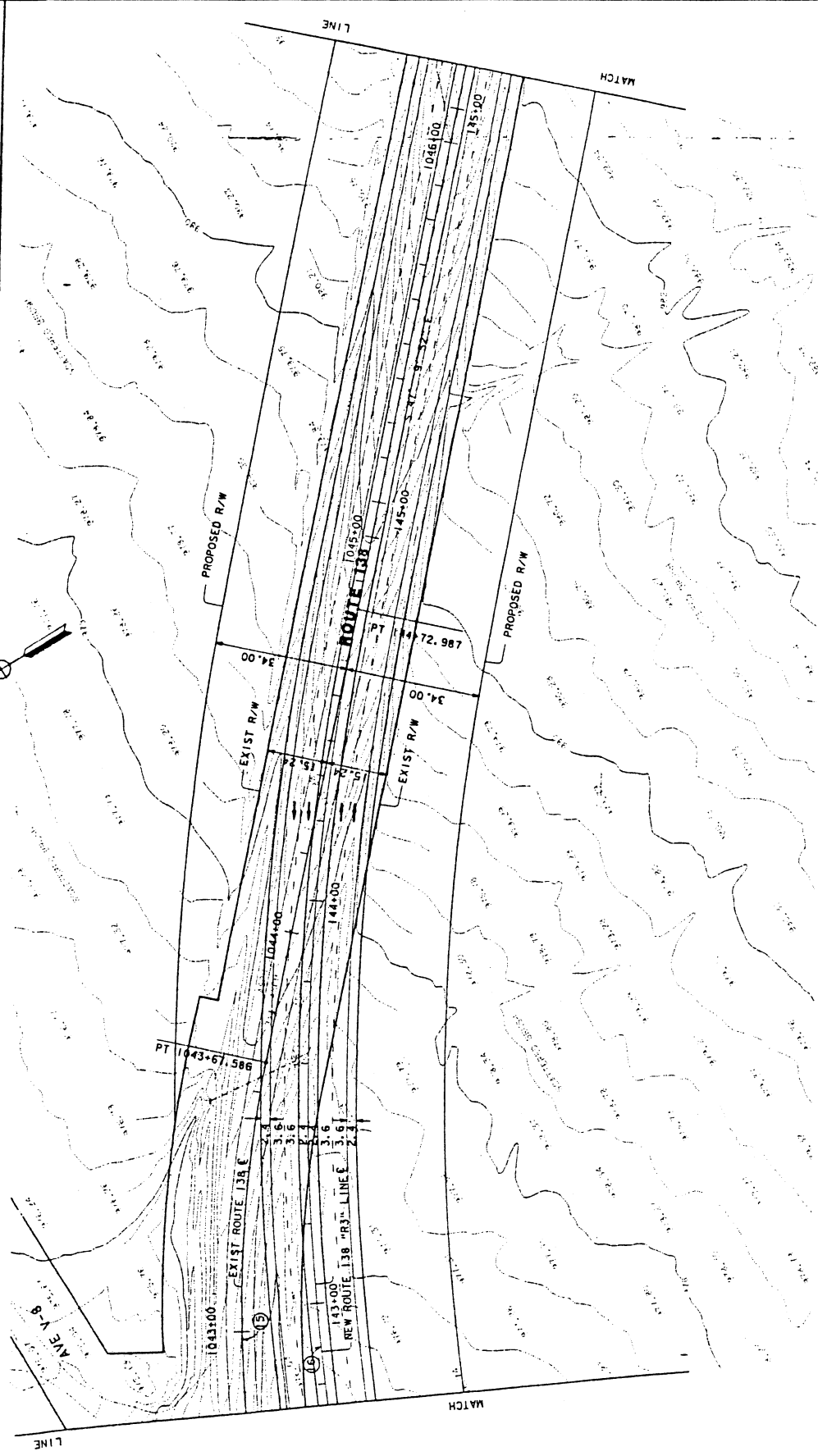


DIST	COUNTY	ROUTE	SHEET NO.	TOTAL SHEETS
07	LA	138	82.7/111.7	

REGISTERED CIVIL ENGINEER

PLANS APPROVAL DATE

THE STATE OF CALIFORNIA OR THE OFFICE OF THE REGISTERED CIVIL ENGINEER HAS REVIEWED THESE PLANS FOR CONFORMANCE WITH THE REQUIREMENTS OF THE CALIFORNIA REGISTERED CIVIL ENGINEER ACT.



LAYOUT
 SCALE 1:1,500

L-63

ALL DIMENSIONS ARE IN METERS UNLESS OTHERWISE SHOWN

FOR REDUCED PLANS ORIGINAL SCALE IS IN MILLIMETERS
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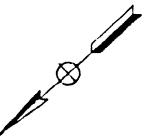
CU 07241

EA 188400

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PRELIMINARY PLANS SUBJECT TO CHANGE

NOV. 1, 2000



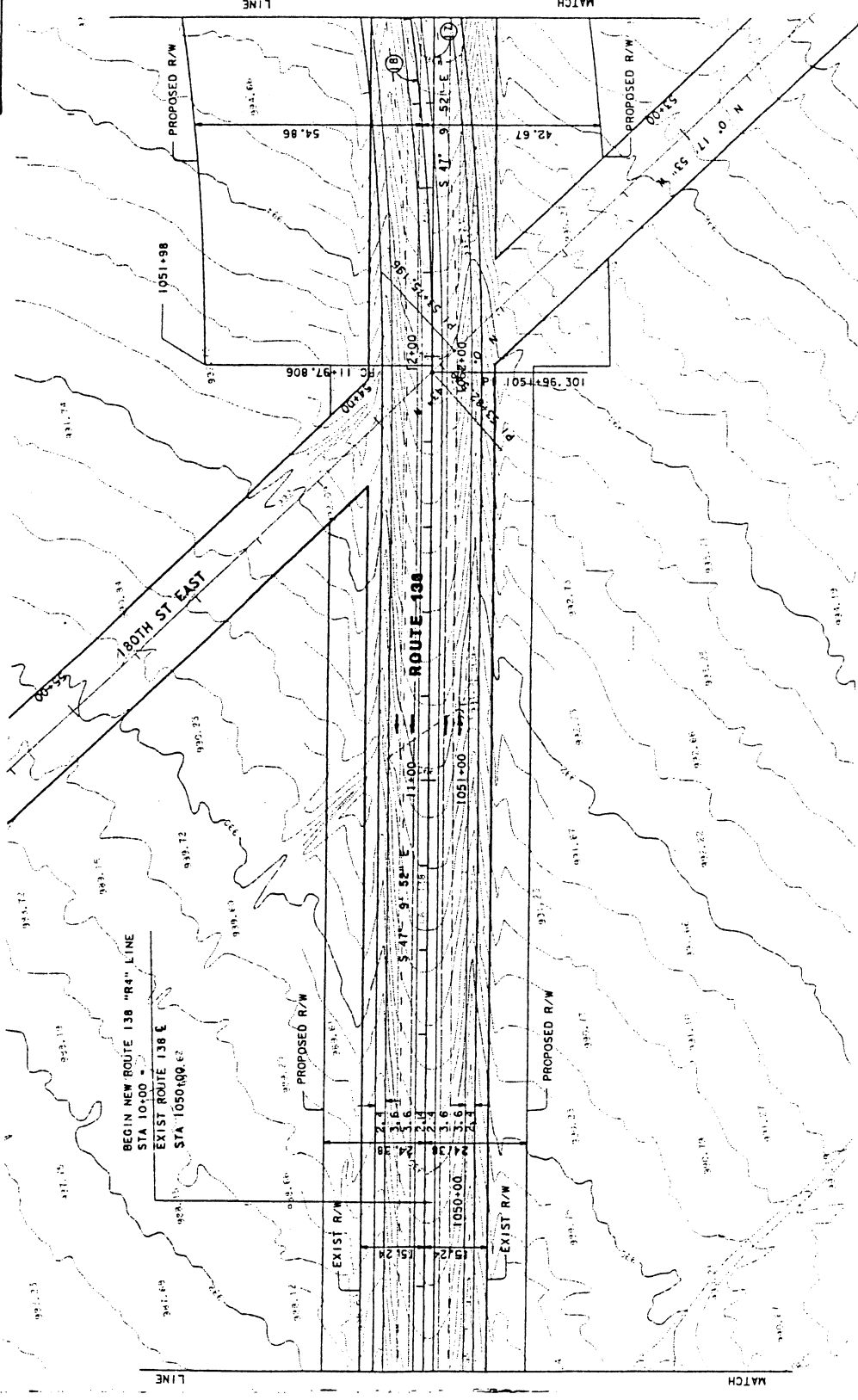
DIST.	COUNTY	ROUTE	TOTAL PROJECT MILEAGE	INLET SHEET NO.	TOTAL SHEETS
07	LA	138	82.7/111.7		

REGISTERED CIVIL ENGINEER

PLANS APPROVAL DATE

The State of California or its officers or agents shall not be held liable for any errors or omissions on this plan or any consequences thereof.

CURVE DATA					
NO	R	A	L	T	
①	304.801	42° 38' 17"	226.825	118.954	
②	600	42° 38' 17"	446.505	234.160	

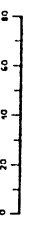


LAYOUT
SCALE 1"=500'

L-65

CU 07241

FOR REDUCED PLANS ORIGINAL SCALE IS IN MILLIMETERS



EA 188400

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION

PROJECT ENGINEER

DESIGNED BY

CHECKED BY

DATE

REVISOR

DATE

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REVISION

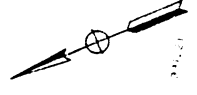
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DESCRIPTION

NO	R	A	L	T
⑦	304.801	42° 38' 17"	226.825	118.954
⑧	600	42° 38' 17"	446.505	234.160

PRELIMINARY PLANS
SUBJECT TO CHANGE

NOV. 1, 2000



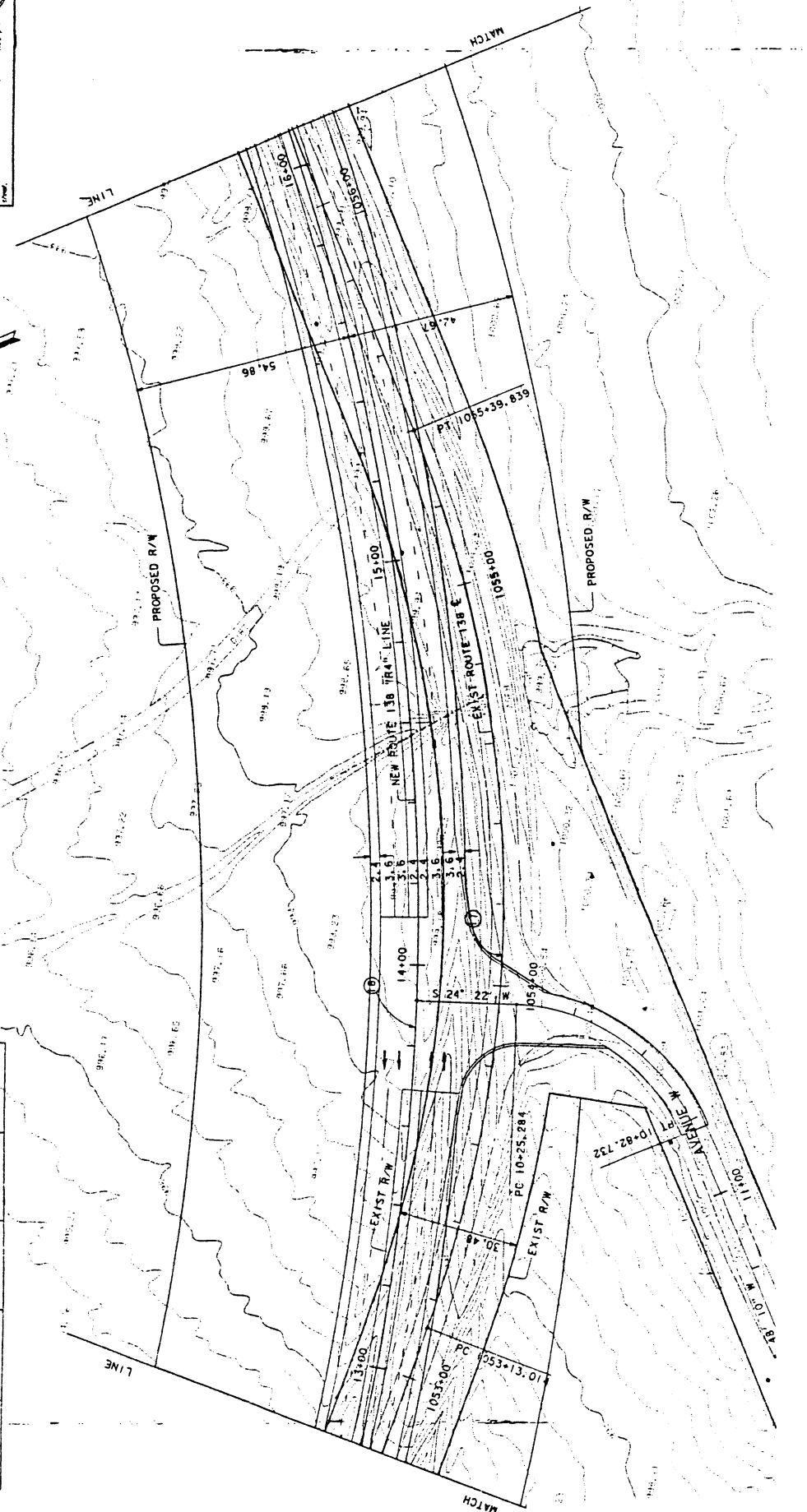
REGISTERED CIVIL ENGINEER

PLANS APPROVAL DATE

STATE OF CALIFORNIA

REGISTERED CIVIL ENGINEER

DIST	COUNTY	ROUTE	PROJECT NO.	SHEET NO.	TOTAL SHEETS
07	LA	138	82-7/111.7		

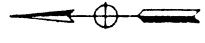


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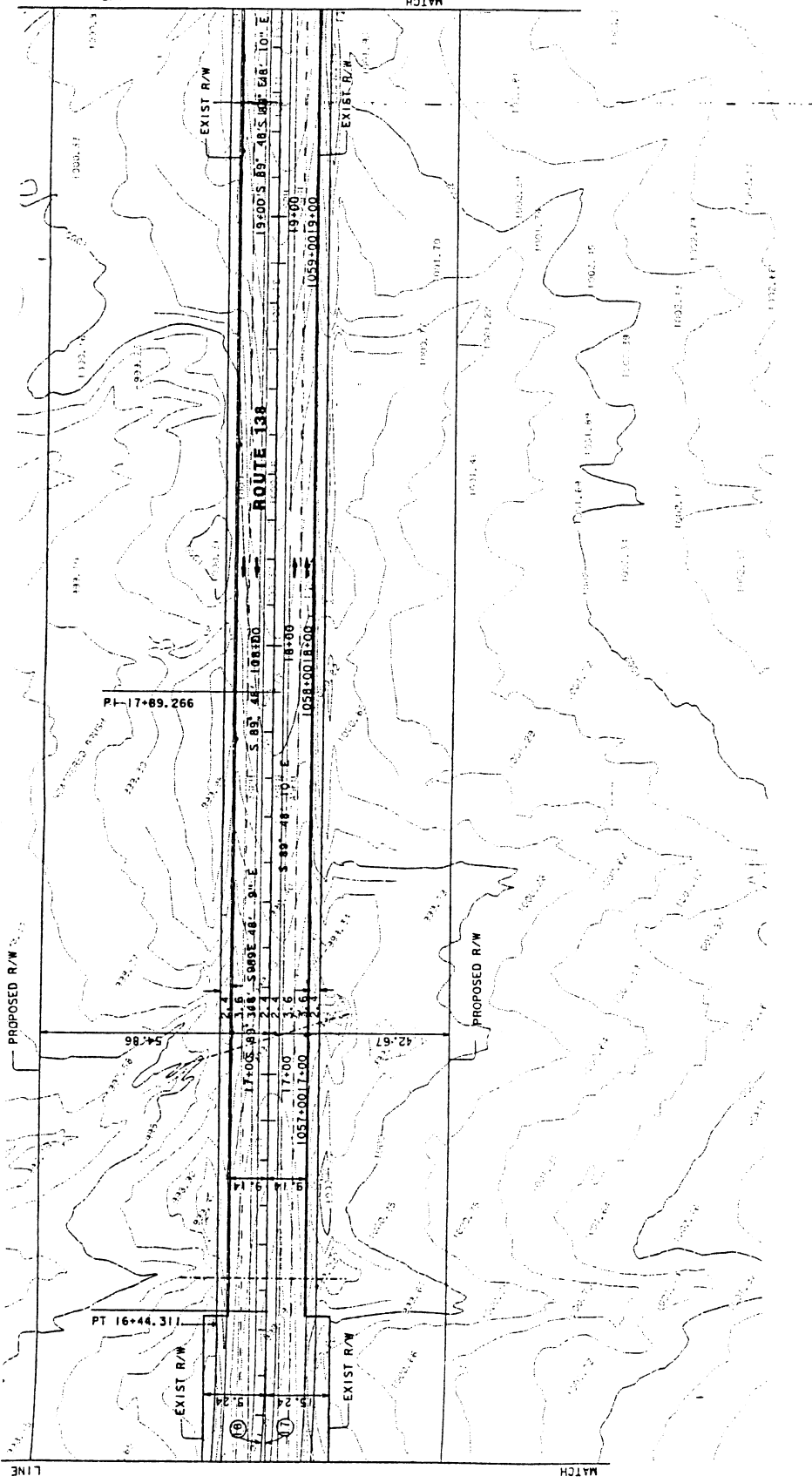
NO	R	A	L	T
⑦	304.801	42° 38' 17"	226.825	118.954
⑧	600	42° 38' 17"	446.505	234.160

PRELIMINARY PLANS
 SUBJECT TO CHANGE

NOV. 1, 2000



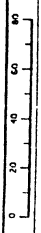
DIST COUNTY ROUTE 07 LA 138
 SHEET NO. 106 OF 106 TOTAL SHEETS
 PROJECT NO. 82-7/111.7
 REGISTERED CIVIL ENGINEER
 PLANS APPROVAL DATE
 The State of California and its officers or agents are not responsible for the accuracy or completeness of electronic data or other information used in the preparation of these plans.



LAYOUT
 SCALE 1:500

ALL DIMENSIONS ARE IN METERS UNLESS OTHERWISE SHOWN

FOR REDUCED PLANS ORIGINAL
 SCALE IS IN MILLIMETERS



DATE: 11/01/00
 DRAWN BY: J. HARRIS
 CHECKED BY: J. HARRIS

CU 07241

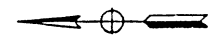
EA 188400

L-67

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION	PROJECT ENGINEER	DATE	REVISOR	DATE
Caltrans PROJECT DEVELOPMENT	DESIGNED BY	DATE	DESIGNED BY	DATE
	CHECKED BY	DATE	REVISOR	DATE

PRELIMINARY PLANS
SUBJECT TO CHANGE

NOV. 1, 2000

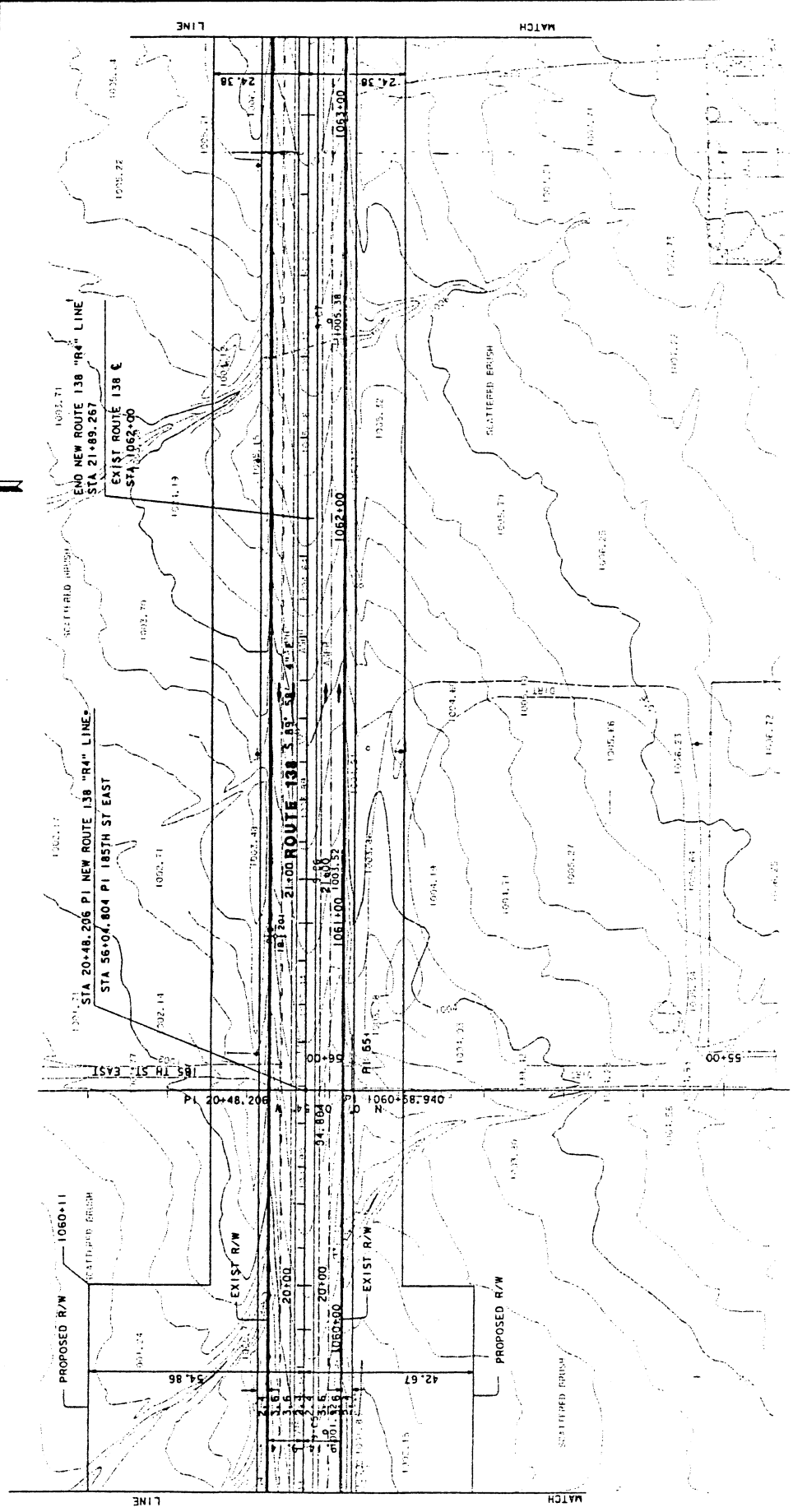


DIST	COUNTY	ROUTE	STATIONING PER POST MILE	SHEET NO.	TOTAL SHEETS
07	LA	138	82.7/111.7		

REGISTERED CIVIL ENGINEER

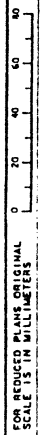
PLANS APPROVAL DATE

The State of California or its officers or agents shall not be responsible for the accuracy or completeness of the data furnished for this project.



LAYOUT
SCALE 1:500
L-68

ALL DIMENSIONS ARE IN METERS UNLESS OTHERWISE SHOWN



FOR REDUCED PLANS ORIGINAL SCALE IS IN MILLIMETERS

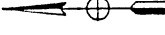
UNLESS OTHERWISE SHOWN

CU 07241

EA 188400

PRELIMINARY PLANS
SUBJECT TO CHANGE

NOV. 1, 2000

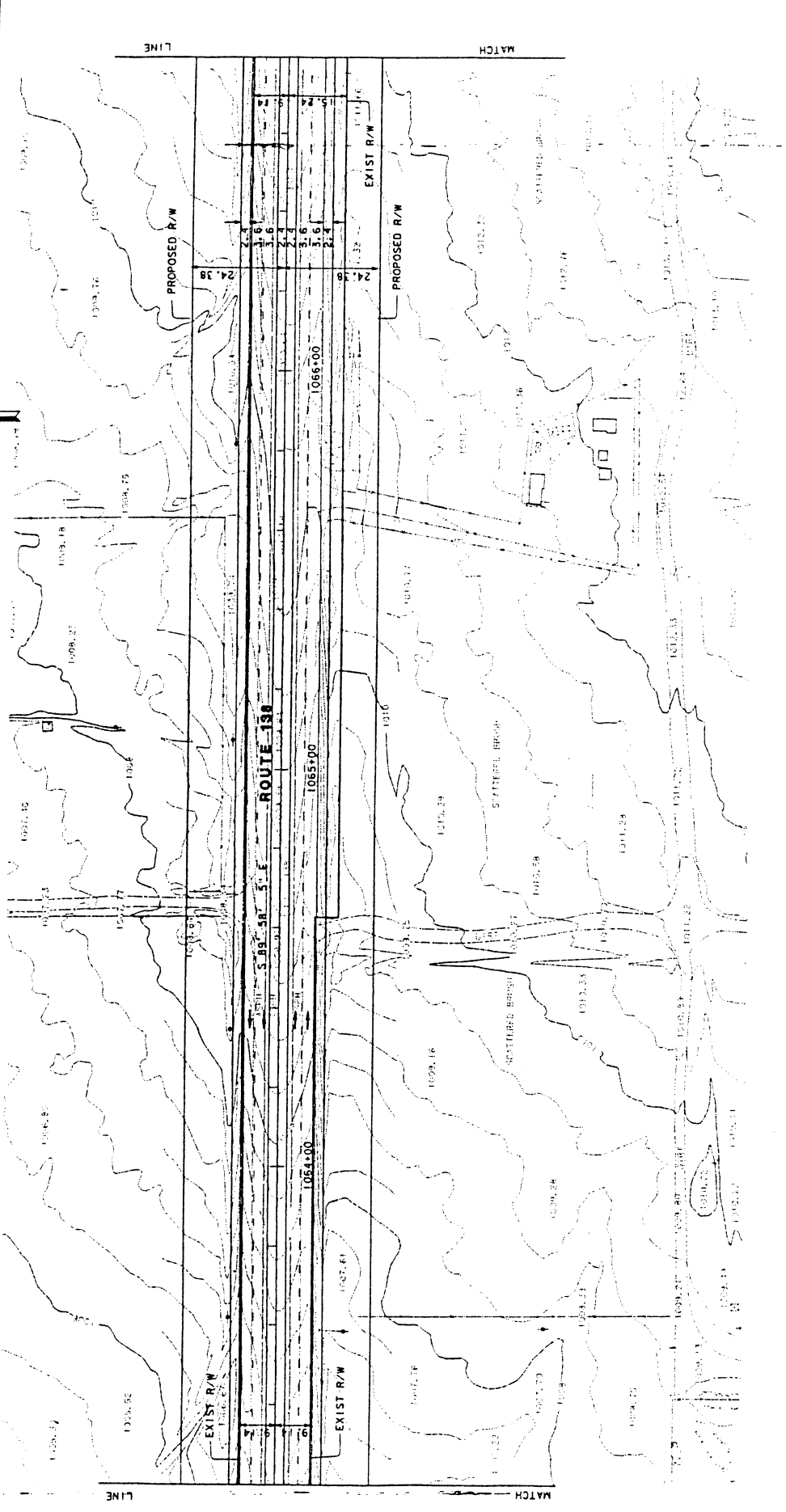


DIST	COUNTY	ROUTE	PROJECT NO.	SHEET NO.	TOTAL SHEETS
07	LA	138	82-7/111.7		

REGISTERED CIVIL ENGINEER

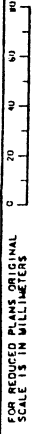
PLANS APPROVAL DATE

The State of California or its officers or agents, in accepting these plans, does not assume any liability for the consequences of any errors or omissions of any kind.



LAYOUT
SCALE 1:500

ALL DIMENSIONS ARE IN METERS UNLESS OTHERWISE SHOWN



FOR REDUCED PLANS ORIGINAL SCALE IS IN MILLIMETERS

CU 07241

EA 188400

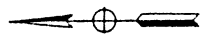
L-69

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION		PROJECT ENGINEER	
DESIGNED BY	DATE	CHECKED BY	DATE REVISED

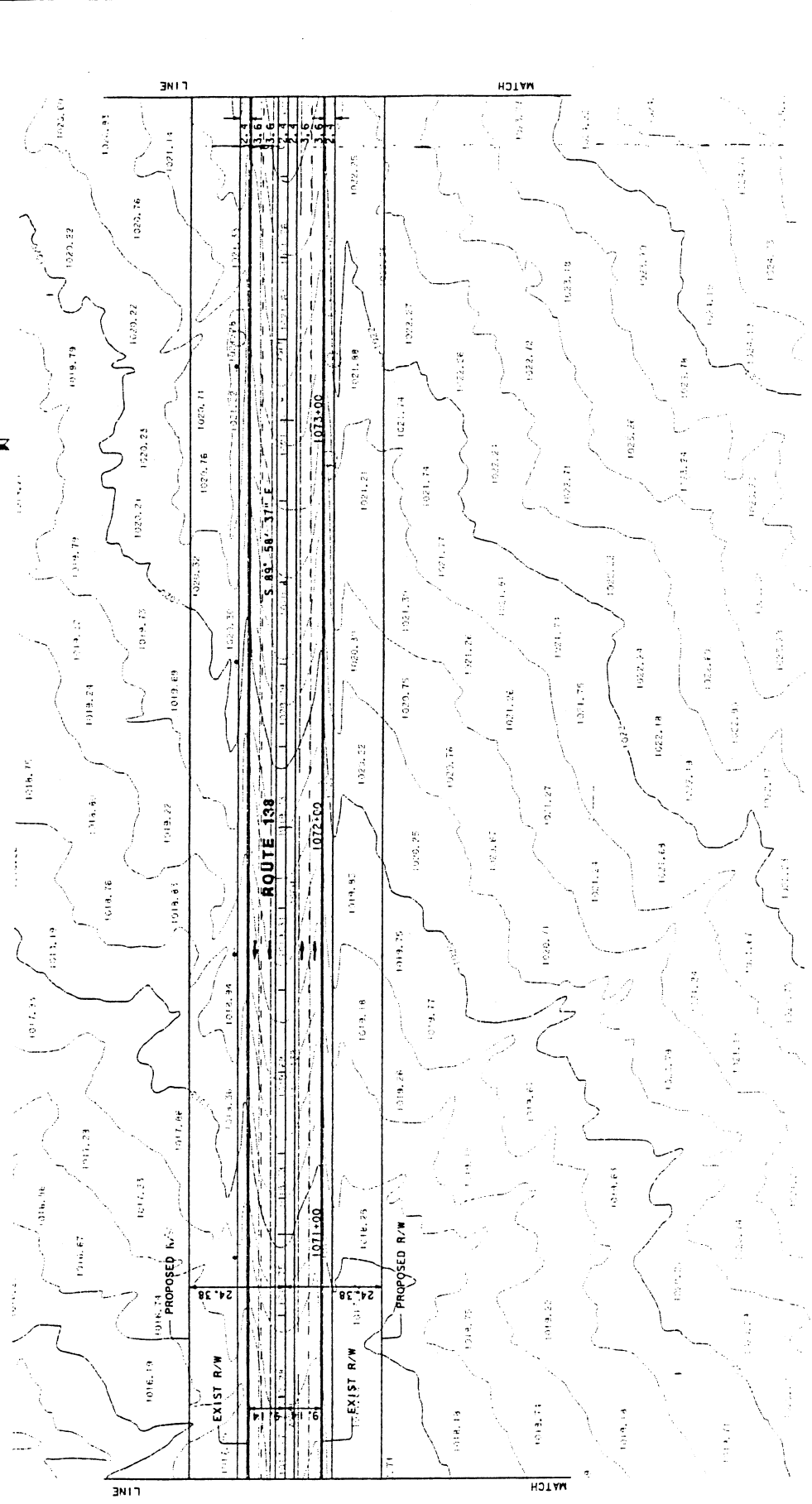
Caltrans PROJECT DEVELOPMENT

**PRELIMINARY PLANS
 SUBJECT TO CHANGE**

NOV. 1, 2000

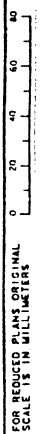


07	LA	138	82.17/11.7	82.17/11.7	82.17/11.7
01	01	01	01	01	01
PLANS APPROVAL DATE The State of California or the authority of the State of California is not responsible for the accuracy or completeness of electronic copies of these plans.					
REGISTERED CIVIL ENGINEER					



LAYOUT
 SCALE 1:500
L-71

ALL DIMENSIONS ARE IN METERS UNLESS OTHERWISE SHOWN



FOR REDUCED PLANS, SEE ORIGINAL
 SCALE 1:500 METERS

CU 07241

EA 188400

LAYOUT

SCALE 1:500

L-72

EA 189400

CU 07241

ALL DIMENSIONS ARE IN METERS UNLESS OTHERWISE SHOWN

FOR REDUCED PLANS ORIGINAL SCALE IS IN MILLIMETERS

DATE: 11/01/00

SCALE: 1:500

PROJECT: ROUTE 138

DATE: 11/01/00

SCALE: 1:500

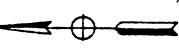
PROJECT: ROUTE 138

DATE: 11/01/00

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION	PROJECT ENGINEER	DATE	REVISOR	DATE	REVISION
Caltrans PROJECT DEVELOPMENT	CHECKED BY	DESIGNED BY	DATE REVISOR	DATE	REVISION

PRELIMINARY PLANS SUBJECT TO CHANGE

NOV. 1, 2000

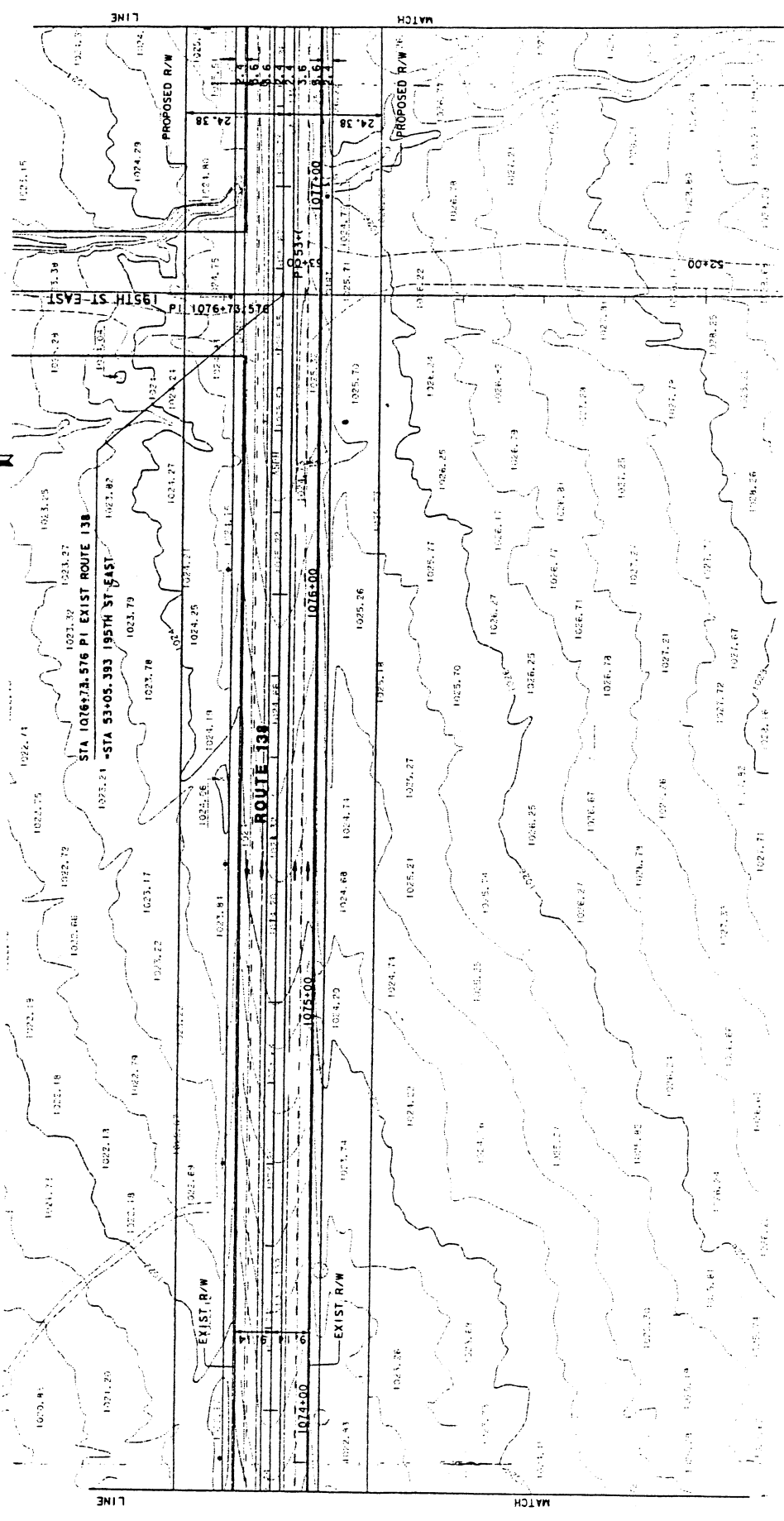


DIST	COUNTY	ROUTE	SECTION	PIST	SHEET	TOTAL SHEETS
07	LA	138	82.7/111.7			3

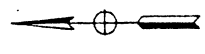
REGISTERED CIVIL ENGINEER

PLANS APPROVAL DATE

The State of California or its officers or agents shall not be responsible for the accuracy or completeness of the information contained herein.



DIST	COUNTY	ROUTE	KILOMETER POST MILE	TOTAL SHEETS
07	LA	138	82.7/111.7	17

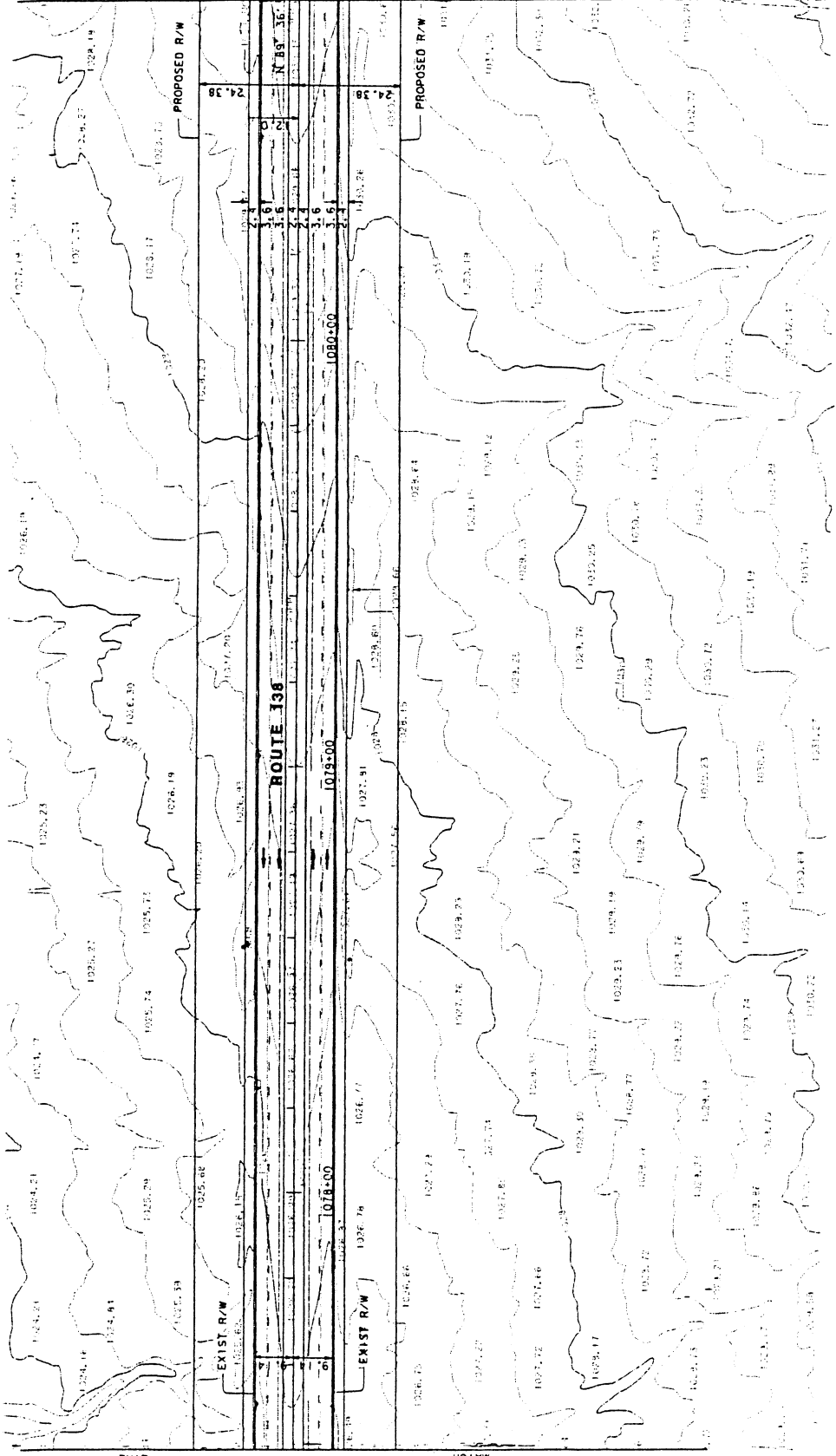


PRELIMINARY PLANS
SUBJECT TO CHANGE

NOV. 1, 2000



REGISTERED CIVIL ENGINEER
PLANS APPROVAL DATE
I, the State of California or its officers or agents, hereby certify that the above-named engineer is duly licensed and qualified to practice his profession in the State of California, and that he is the author of the above-named plans.

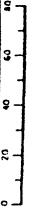


LAYOUT
SCALE 1:500

L-73

ALL DIMENSIONS ARE IN METERS UNLESS OTHERWISE SHOWN

FOR REDUCED PLANS ORIGINAL
SCALE IS IN MILLIMETERS



CU 07241

EA 188400

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION		PROJECT ENGINEER	
CALCULATED BY	DESIGNED BY	CHECKED BY	DATE
REVISOR	DATE	REVISOR	DATE

DIST	COUNTY	ROUTE	SCALE	TOTAL SHEETS
07	LA	138	82.7/111.7	1



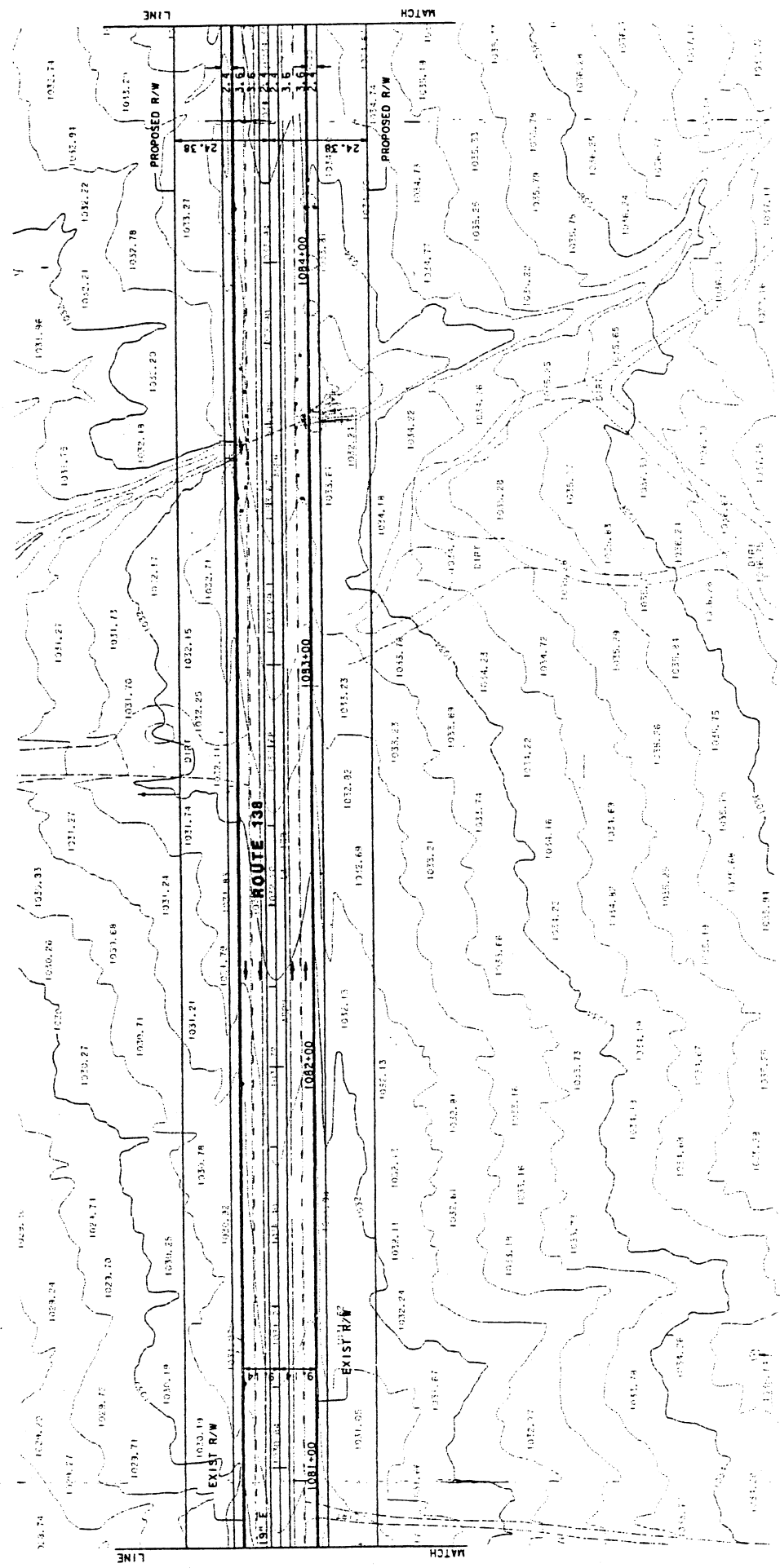
**PRELIMINARY PLANS
SUBJECT TO CHANGE**

NOV. 1, 2000

REGISTERED CIVIL ENGINEER

PLANS APPROVAL DATE

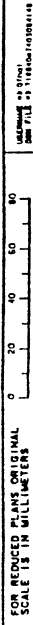
THE STATE OF CALIFORNIA



LAYOUT
SCALE 1:500

L-74

ALL DIMENSIONS ARE IN METERS UNLESS OTHERWISE SHOWN



CU 07241

EA 188400

DATE	REVISOR	DATE	REVISION

PROJECT ENGINEER	DESIGNED BY	CHECKED BY

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
Calltrans PROJECT DEVELOPMENT

PRELIMINARY PLANS
SUBJECT TO CHANGE

NOV. 1, 2000

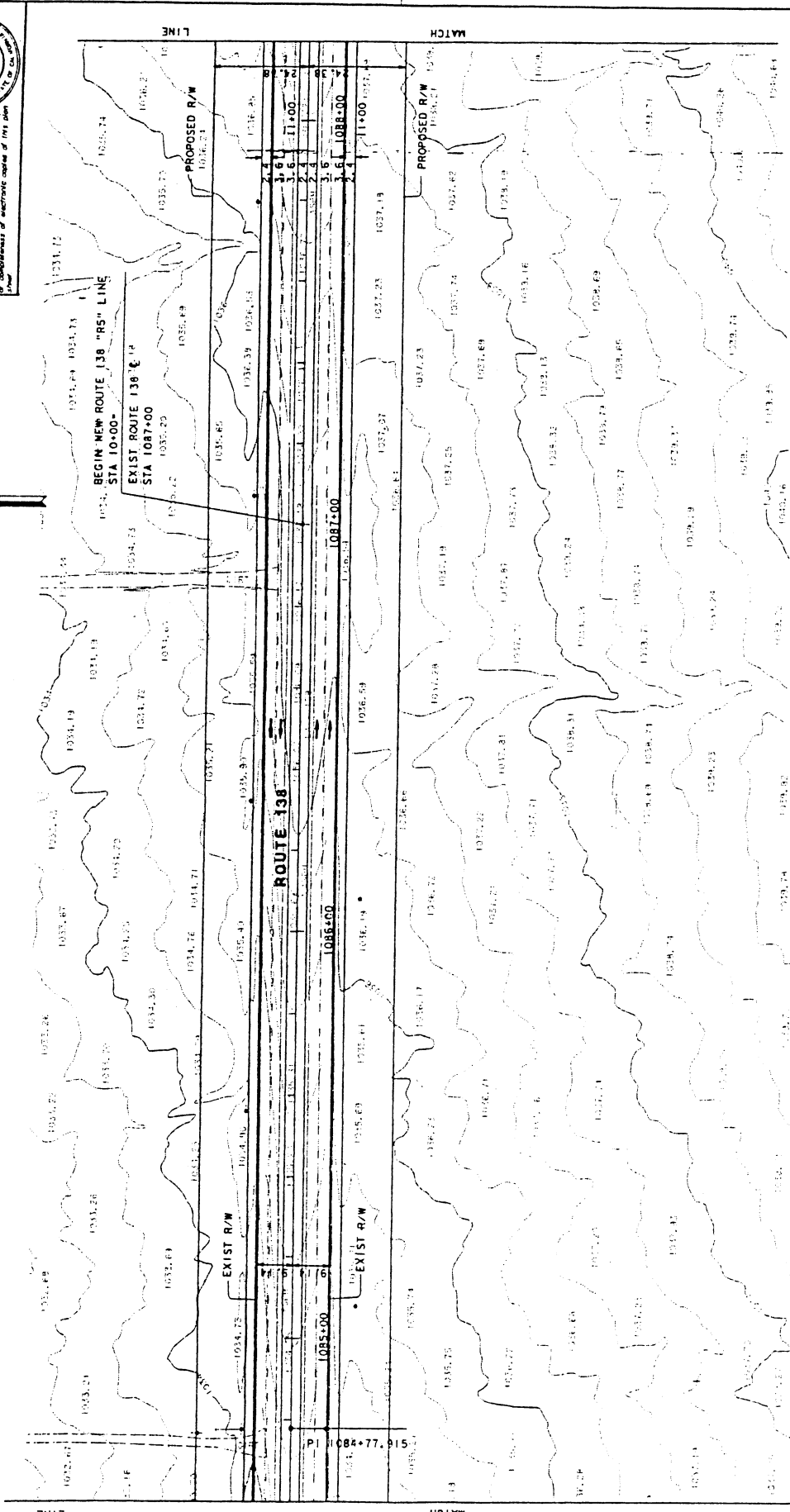


DIST	COUNTY	ROUTE	MILEPOST	POST MILE	TOTAL SHEETS
07	LA	138	82.7	111.7	

REGISTERED CIVIL ENGINEER

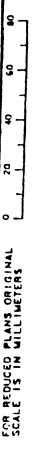
PLANS APPROVAL DATE

The State of California or its officers or agents shall not be responsible for the accuracy or completeness of electronic copies of this plan sheet.



LAYOUT
SCALE 1:500

ALL DIMENSIONS ARE IN METERS UNLESS OTHERWISE SHOWN



FOR REVIEW ONLY ORIGINAL SCALE IS IN MILLIMETERS

CI 07241

FA 188400

L-75

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION		PROJECT ENGINEER	
DESIGNED BY		CHECKED BY	
DATE REVISD BY		DATE REVISD	

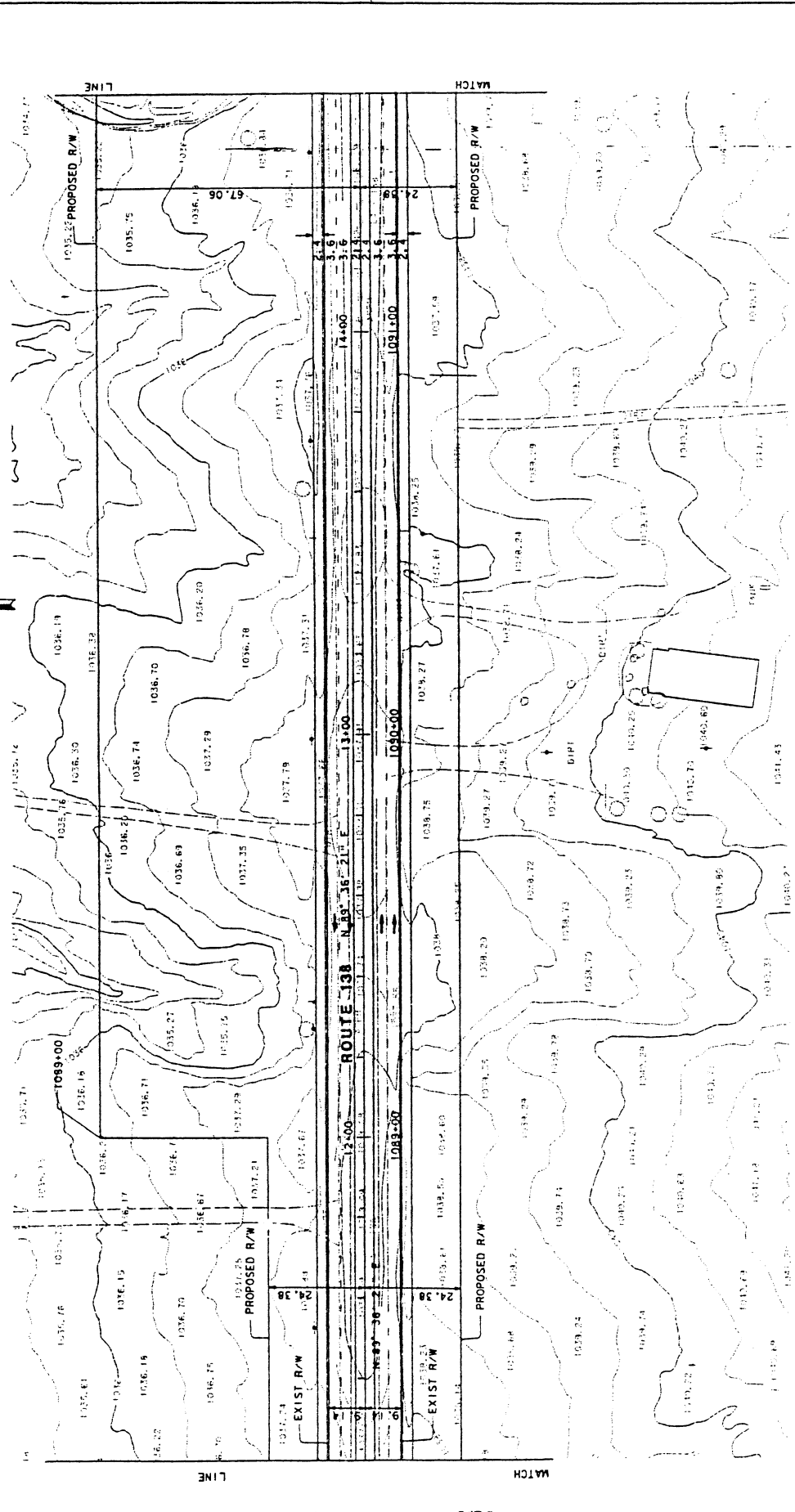
STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION		PROJECT ENGINEER	
CALCULATED/DESIGNED BY		CHECKED BY	
DATE REVISOR		DATE REVISOR	

**PRELIMINARY PLANS
SUBJECT TO CHANGE**

NOV. 1, 2000



01ST	COUNTY	ROUTE	ALLOWED PER POST	SHEET	TOTAL
07	LA	138	82.7/111.7	7	11
REGISTERED CIVIL ENGINEER					
PLANS APPROVAL DATE					
The State of California or its officers or agents shall not be responsible for the accuracy or completeness of electronic copies of this plan.					



LAYOUT
SCALE 1:500
L-76

ALL DIMENSIONS ARE IN METERS UNLESS OTHERWISE SHOWN
FOR REDUCED PLANS ORIGINAL SCALE IS IN MILLIMETERS



CU 07241

EA 188400

DATE OF PRINT
DATE OF REVISION

100-00-00

PRELIMINARY PLANS
SUBJECT TO CHANGE

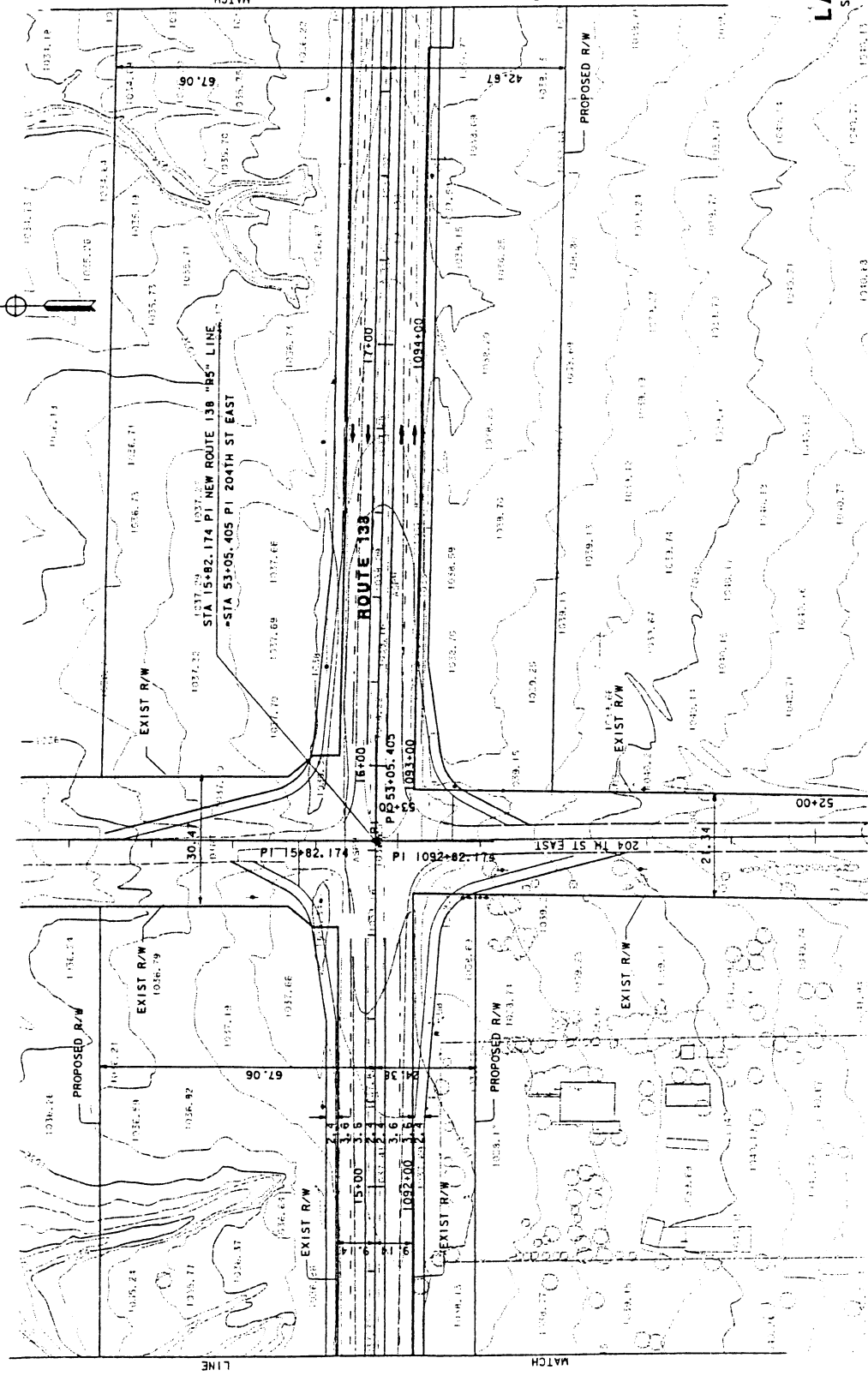
NOV. 1, 2000



DIST	COUNTY	ROUTE	PROJECT	DATE
07	LA	138	82.7/111.7	11/1/00

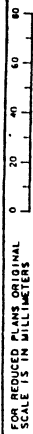
REGISTERED CIVIL ENGINEER

PLANS APPROVAL DATE: _____
 I hereby approve these plans for the construction of the project described herein, and I am a duly licensed and registered professional engineer in the State of California, and I am duly qualified to perform the duties and responsibilities of a professional engineer in the State of California.



LAYOUT
SCALE 1"=500
L-77

ALL DIMENSIONS ARE IN METERS UNLESS OTHERWISE SHOWN



DATE PLOTTED: 11/1/00
 DRAWN BY: J. HARRIS

CU 07241

EA 188400

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION	PROJECT ENGINEER	DATE	REVISOR
Caltrans PROJECT DEVELOPMENT		DATE	REVISOR
		DATE	REVISOR
		DATE	REVISOR

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION		PROJECT ENGINEER	
DESIGNED BY		CHECKED BY	
DATE	REVISD BY	DATE	REVISD



PRELIMINARY PLANS
SUBJECT TO CHANGE

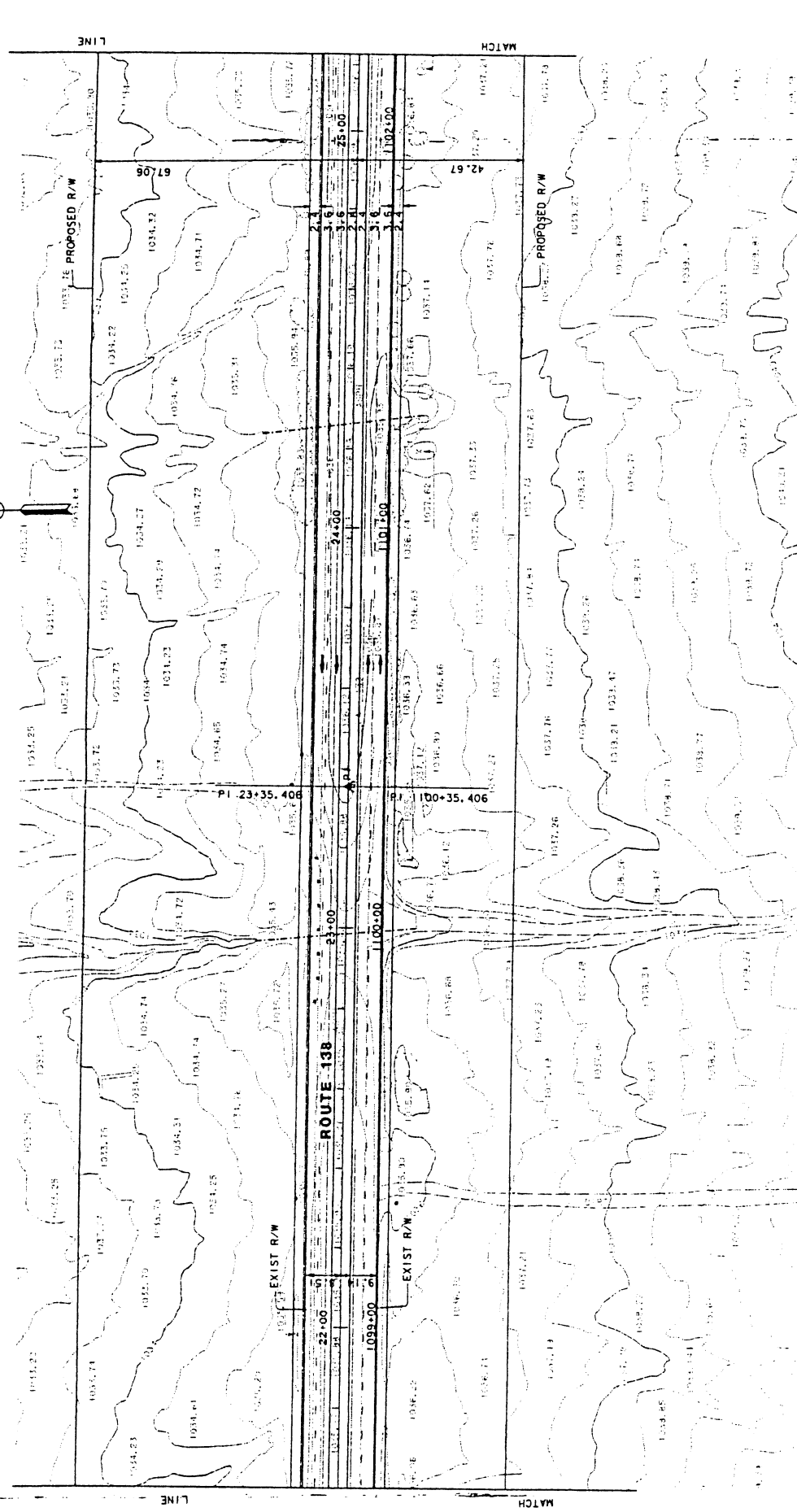
NOV. 1, 2000

DISI	COUNTY	ROUTE	ALLOWED POST TOTAL PROJECT SHEETS
07	LA	138	82, 7/111.7

REGISTERED CIVIL ENGINEER

PLANS APPROVAL DATE

For State of California or its officers or agents shall not be responsible for the accuracy or completeness of electronic copies of their plan.

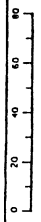


LAYOUT
SCALE 11=500

L-79

ALL DIMENSIONS ARE IN METERS UNLESS OTHERWISE SHOWN

FOR REDUCED PLANS ORIGINAL SCALE IS IN MILLIMETERS



DATE: NOV. 1, 2000 11:55 AM '00

CU 07241

EA 188400

DIST	COUNTY	ROUTE	MILEAGE FROM DIST. OFFICE TO PROJECT START	PROJECT SHEETS
07	LA	138	82.7/111.7	NO

REGISTERED CIVIL ENGINEER

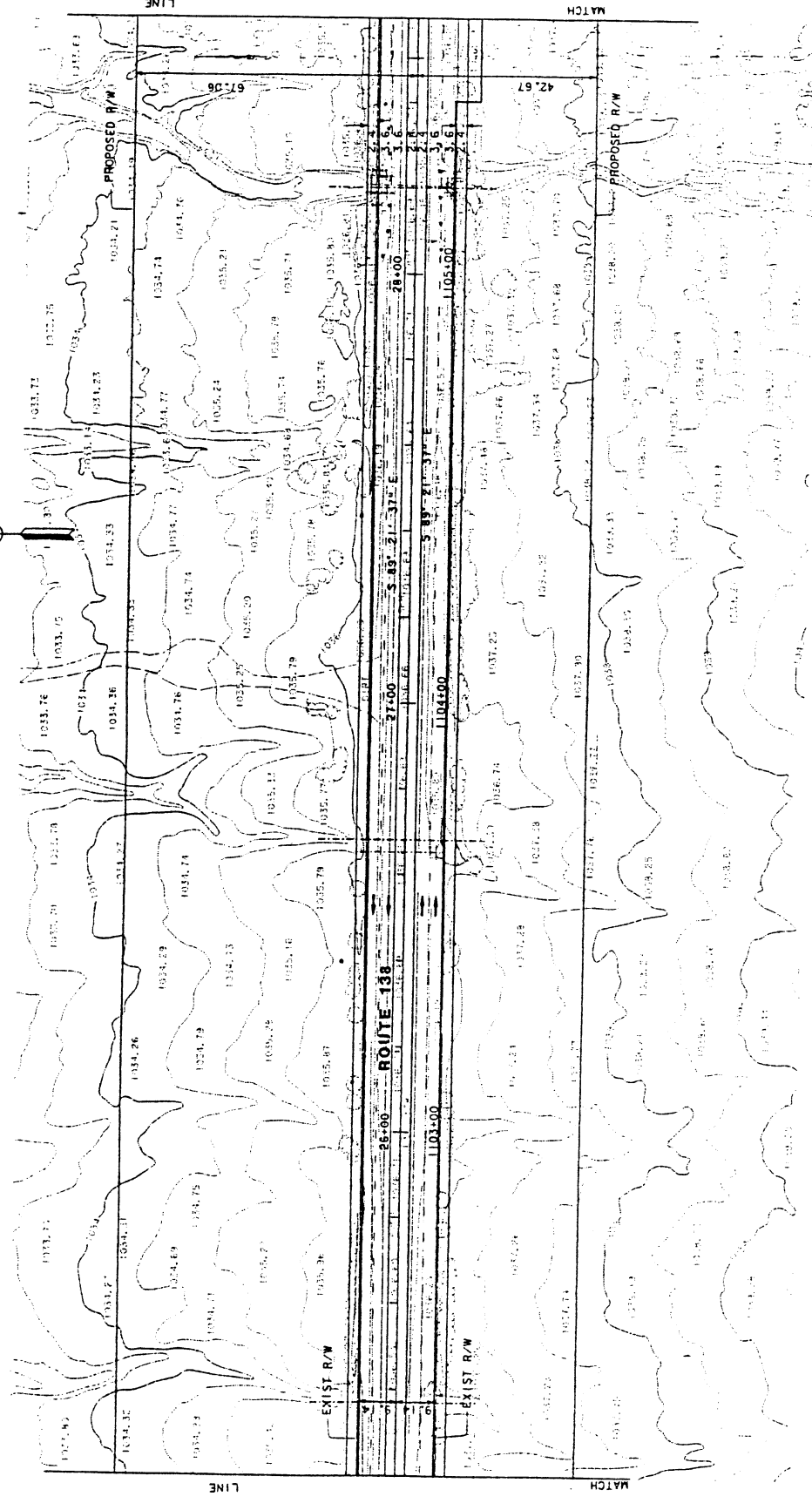
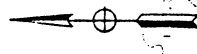
PLANS APPROVAL DATE

THIS PLAN IS APPROVED FOR THE PROJECT AND THE WORK SHOWN HEREON IS THE RESPONSIBILITY OF THE ENGINEER OR CONSULTANT OF RECORD AND NOT THE RESPONSIBILITY OF THE STATE OF CALIFORNIA.



**PRELIMINARY PLANS
SUBJECT TO CHANGE**

NOV. 1, 2000



LAYOUT
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FOR REDUCED PLANS ORIGINAL SCALE IS IN MILLIMETERS

CU 07241

FA 188400

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION	PROJECT ENGINEER	CHECKED BY	DATE REVISIED
Call/rans PROJECT DEVELOPMENT		DESIGNED BY	DATE

PRELIMINARY PLANS
SUBJECT TO CHANGE

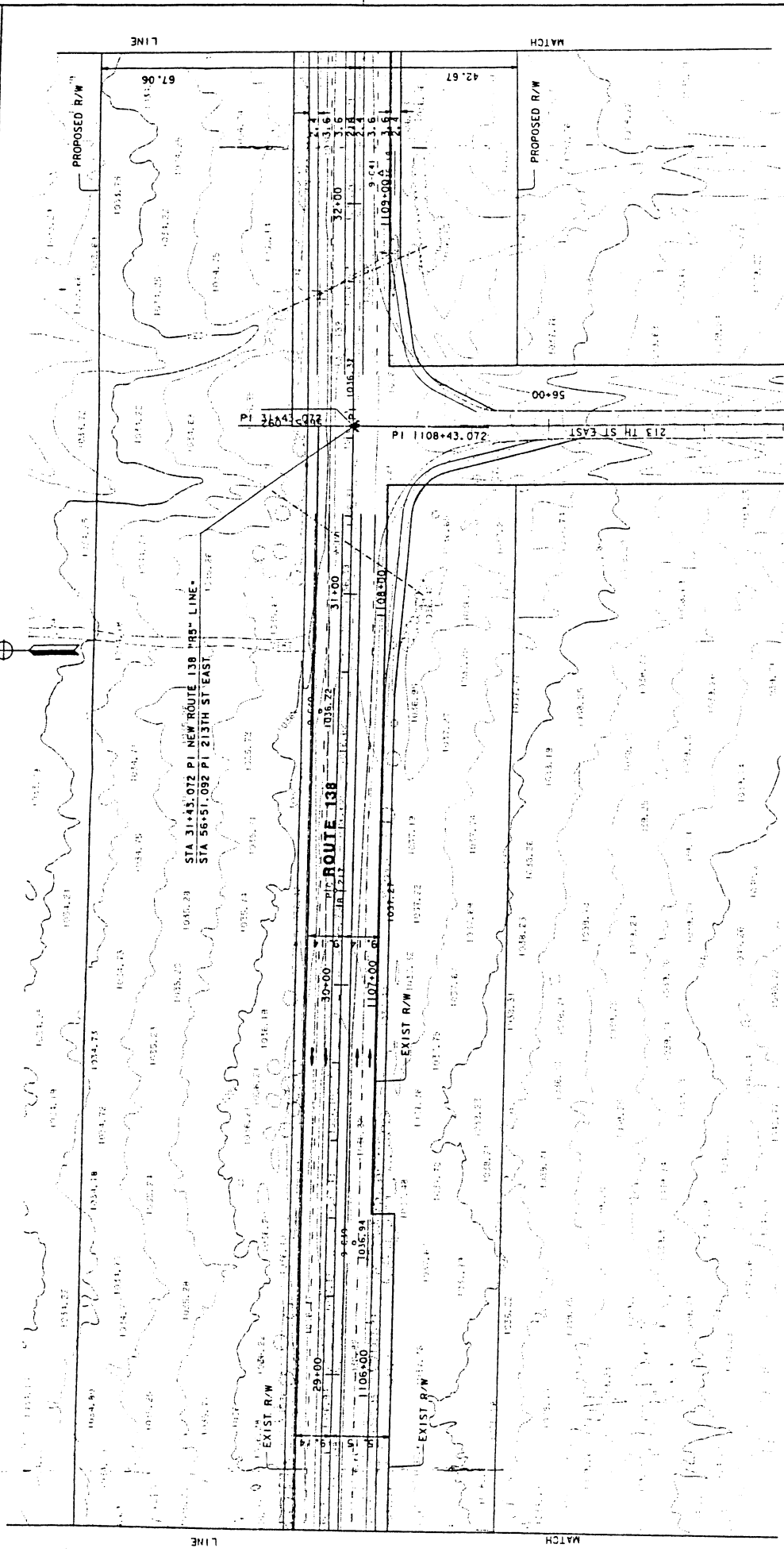
NOV. 11, 2000



REGISTERED CIVIL ENGINEER

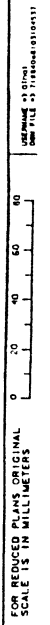
PLANS APPROVAL DATE
The Plans are approved for the purposes of the project and are not to be used for any other purpose or for any other project without the written consent of the engineer.

DIST.	COUNTY	ROUTE	ALLOWED DIST.	TOTAL PROJECT	SHEET NO.	TOTAL SHEETS
07	LA	139	82.7/111.7			



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ALL DIMENSIONS ARE IN METERS UNLESS OTHERWISE SHOWN



CU 07241

EA 198400

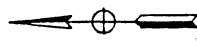
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PROJECT ENGINEER	DESIGNED BY	CHECKED BY	DATE REVISIED BY

CURVE DATA

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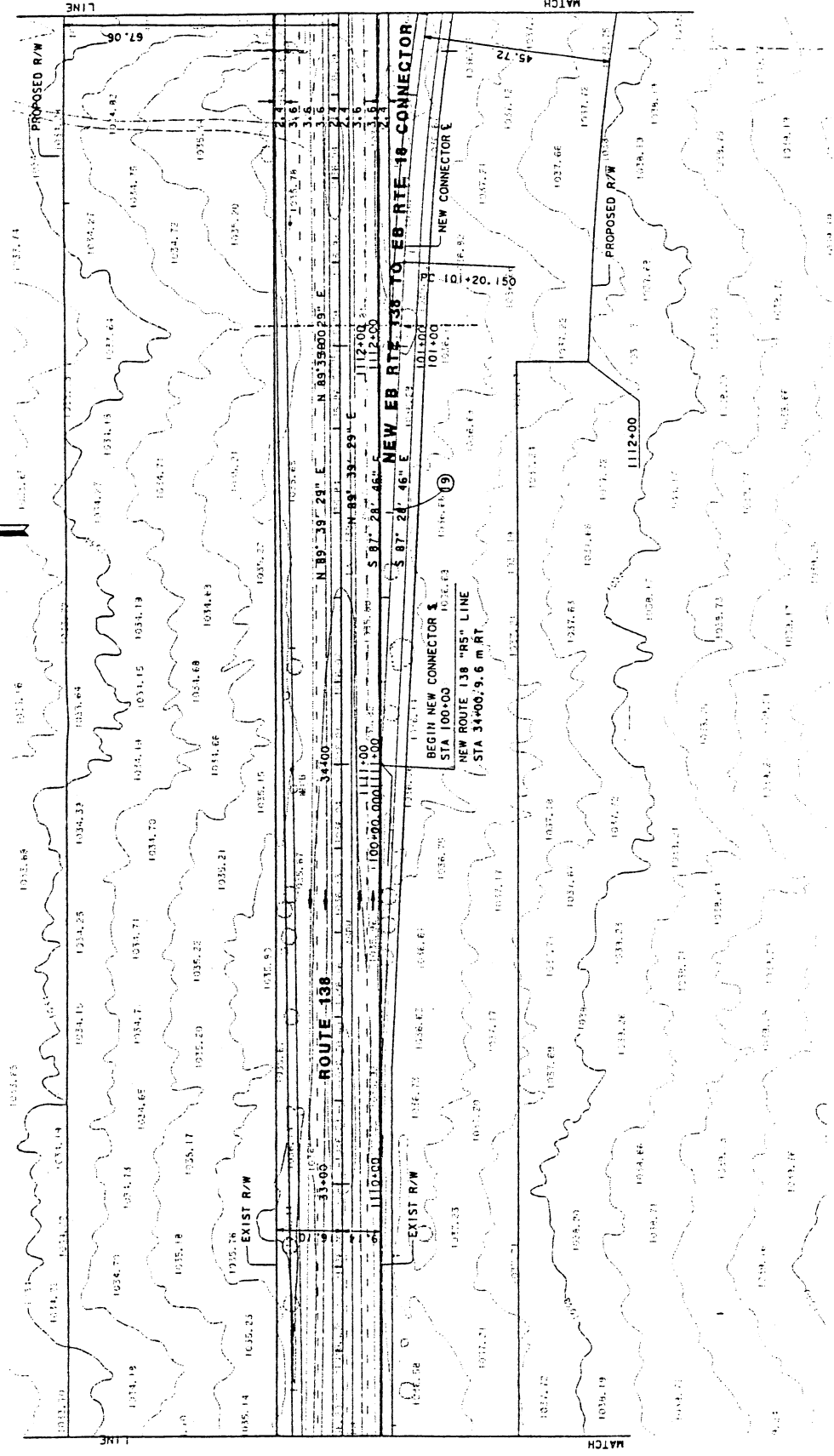
PRELIMINARY PLANS
 SUBJECT TO CHANGE

NOV. 1, 2000



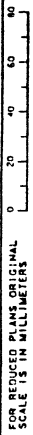
DIST	COUNTY	ROUTE	TOTAL PROJECT	SHEETS
07	LA	138	82.7/111.7	11

REGISTERED CIVIL ENGINEER
 PLANS APPROVAL DATE
 The State of California or its officers or employees shall not be held liable for consequences of reliance upon these plans.



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ALL DIMENSIONS ARE IN METERS UNLESS OTHERWISE SHOWN



FOR REDUCED PLANE ORIGINAL
 SCALE IS IN MILLIMETERS

CU 07241
 EA 188400

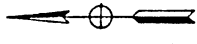
L-82

PROPOSED R/W CURVE DATA

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22	1171.600	35° 45' 22"	374.483	193.541
23	33.528	67° 46' 52"	39.664	22.522

PRELIMINARY PLANS
 SUBJECT TO CHANGE

NOV. 1, 2000



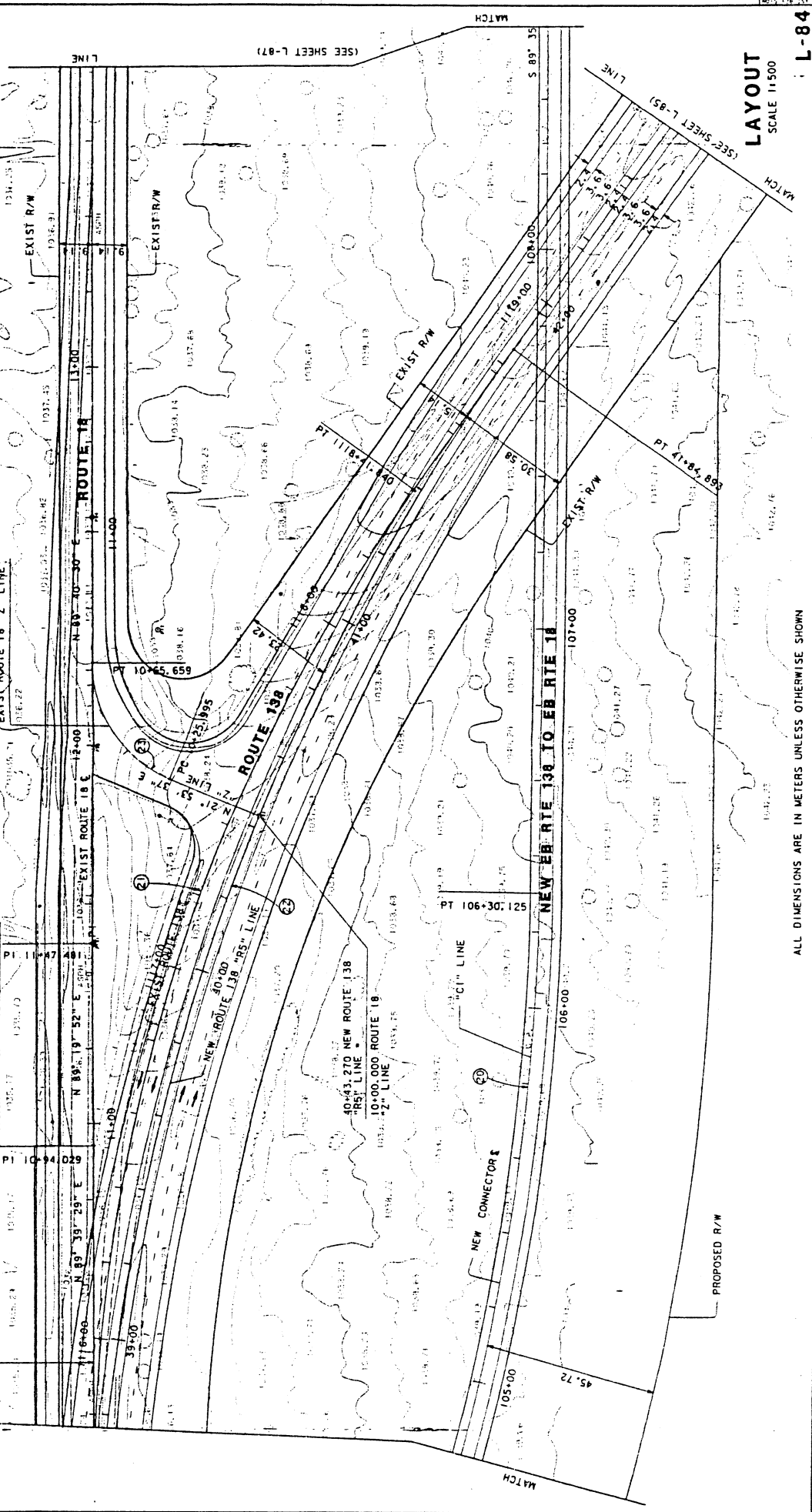
DIST. COUNTY ROUTE PROJECT NO. SHEET NO. TOTAL SHEETS

07 LA 138 82.7/111.7

REGISTERED CIVIL ENGINEER

PLANS APPROVAL DATE

The State of California or its officers or agents shall not be liable for damages or consequences of any kind arising from the use of these plans.



LAYOUT
 SCALE 1:1500

L-84

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CU 07241

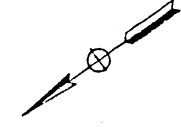
EA 188400

DIST	COUNTY	ROUTE	ALLOCATION POST	TOTAL SHEETS	TOTAL SHEETS
07	LA	138	82.7/111.7		



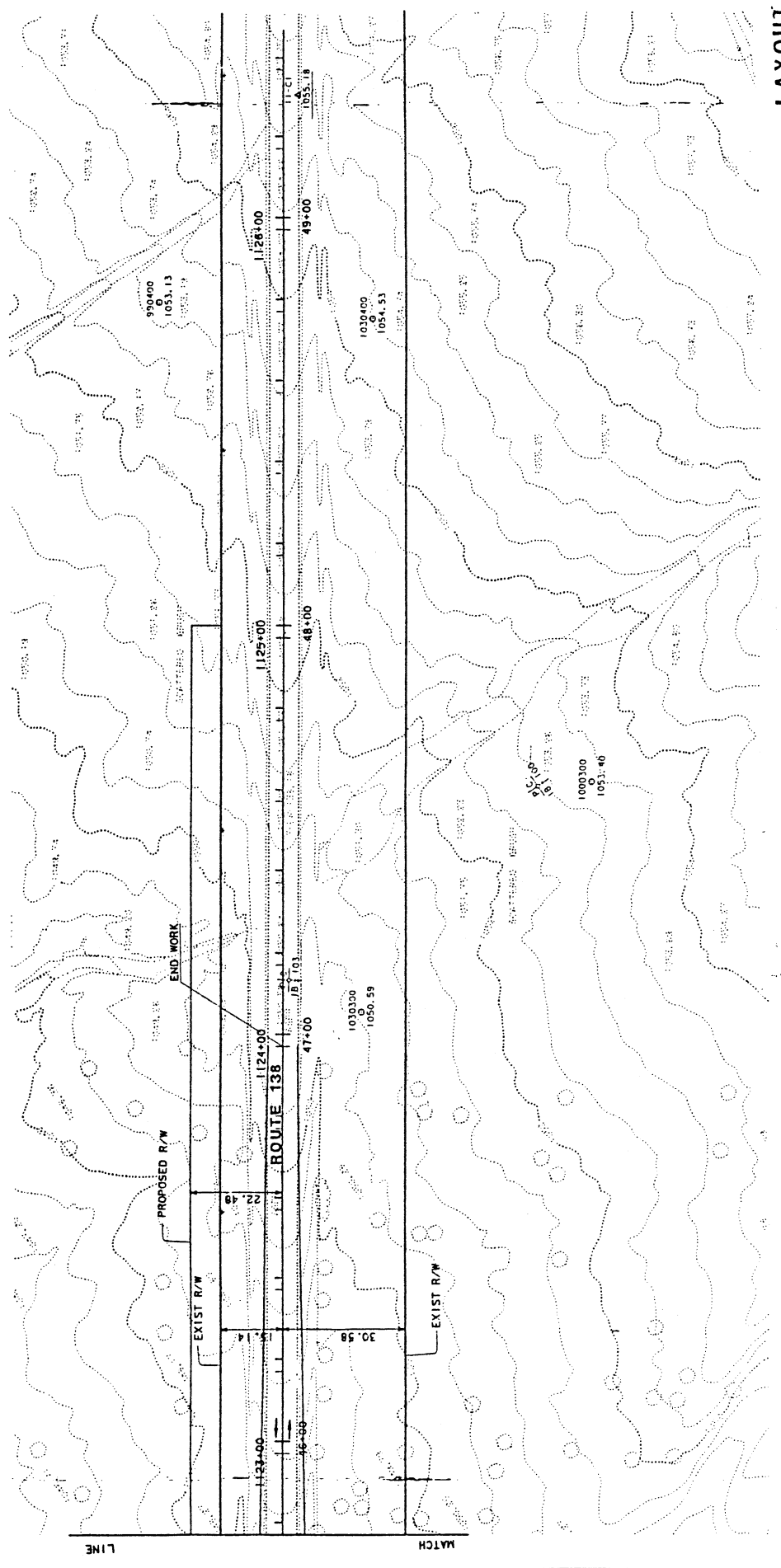
PRELIMINARY PLANS
SUBJECT TO CHANGE

NOV. 1, 2000



REGISTERED CIVIL ENGINEER
PLANS APPROVAL DATE
The State of California or its officers or agents shall not be responsible for the accuracy or completeness of electronic data of this plan.

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION	PROJECT ENGINEER	CHECKED BY	DATE REVISION	DATE REVISION	DATE REVISION
BY <i>California</i> PROJECT DEVELOPMENT					



LAYOUT
SCALE 1:500

L-86

ALL DIMENSIONS ARE IN METERS UNLESS OTHERWISE SHOWN

LAYOUT
SCALE 1:500

FOR REDUCED PLANS ORIGINAL SCALE IS IN MILLIMETERS

PRELIMINARY PLANS
SUBJECT TO CHANGE

NOV. 1, 2000

CURVE DATA

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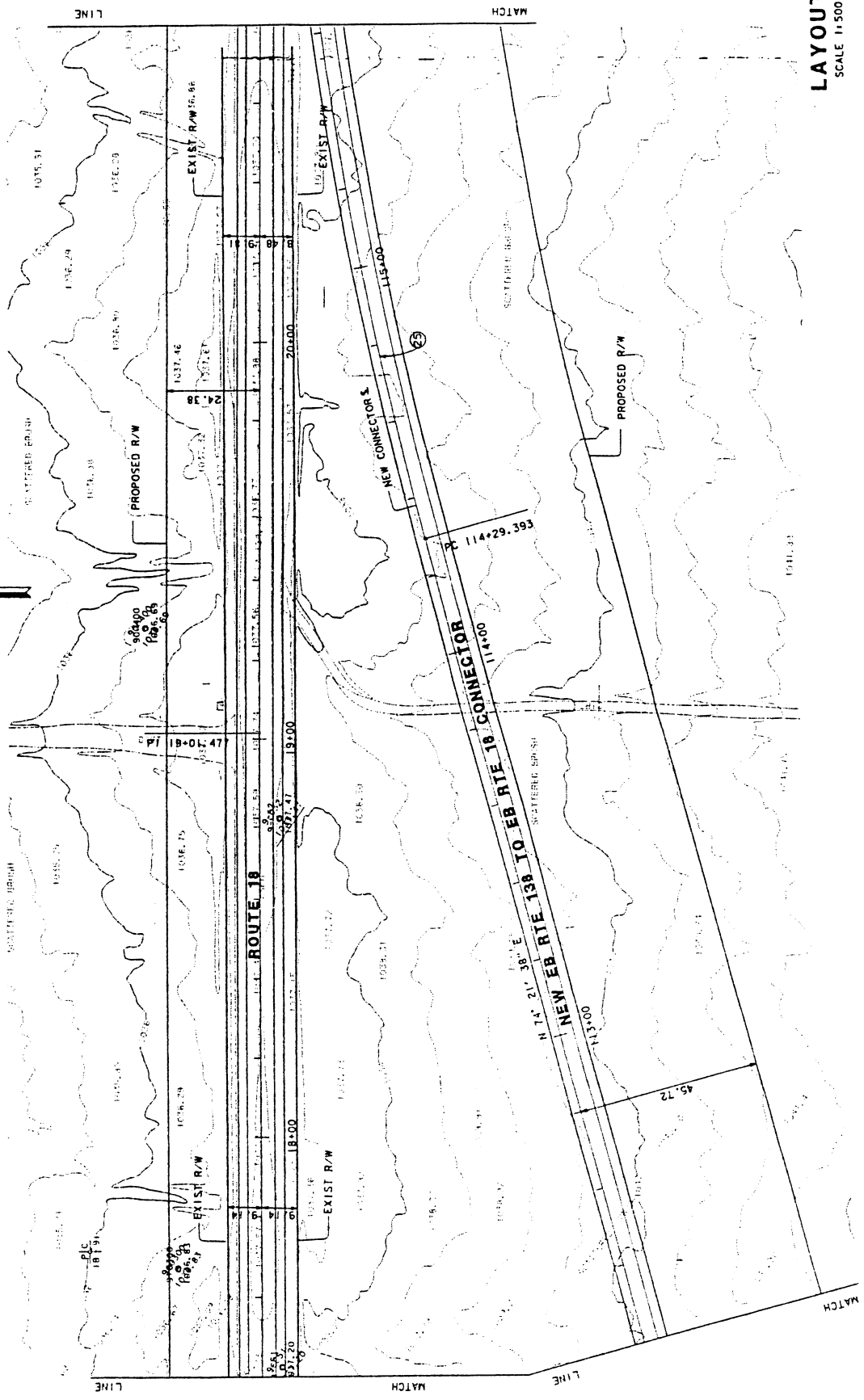


DIST	COUNTY	ROUTE	PROJECT NO.	SHEET NO.
07	LA	138	82.7/111.7	1

REGISTERED CIVIL ENGINEER

PLANS APPROVAL DATE

FOR STATE OF CALIFORNIA OR ITS POLICE OR FOR COMPLETION OF MEASUREMENTS OF THIS PLAN



DATE	REVISOR	DATE	REVISOR

CALCULATED/DESIGNED BY	CHECKED BY

PROJECT ENGINEER

NO.	R	A	L	T
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PRELIMINARY PLANS
SUBJECT TO CHANGE

NOV. 1, 2000



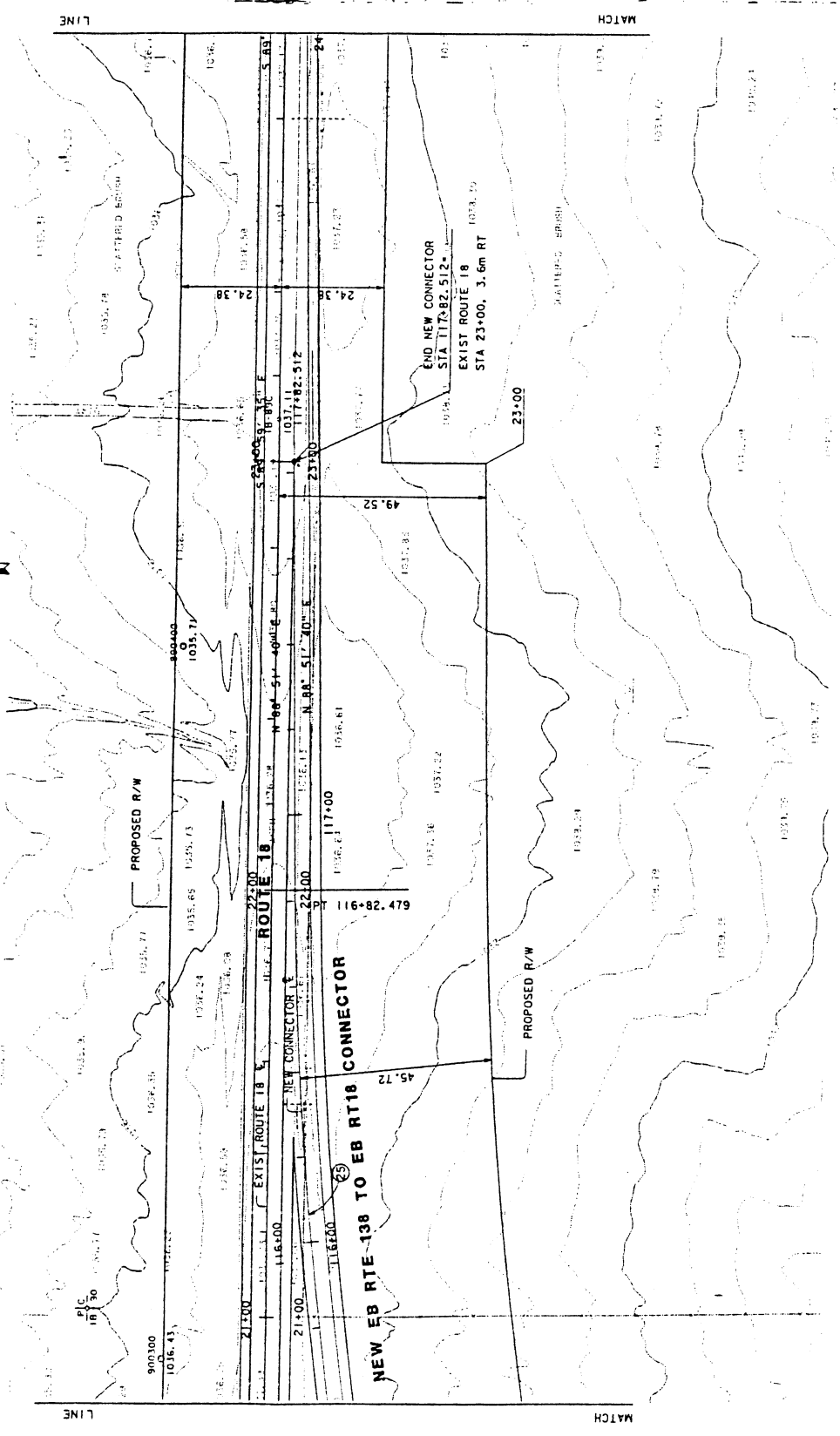
REGISTERED CIVIL ENGINEER

DATE	COUNTY	ROUTE	SECTION	PROJECT	DATE
07	LA	138	82.7/111.7		

PLANS APPROVAL DATE
This approval is for the proposed project only and does not constitute a warranty or representation of the accuracy of the information contained herein. The engineer shall be responsible for the accuracy of the information contained herein.

CURVE DATA

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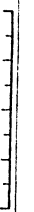


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EA 188400

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION

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STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION		PROJECT ENGINEER	
CALCULATED/DESIGNED BY		CHECKED BY	
DATE		DATE REVISED BY	
REVISOR		DATE REVISED	

DIST. COUNTY	ROUTE	TOTAL PROJECT SHEET NO.	SHEET NO.
07 LA	138	82.7/111.7	111.7

REGISTERED CIVIL ENGINEER

PLANS APPROVAL DATE

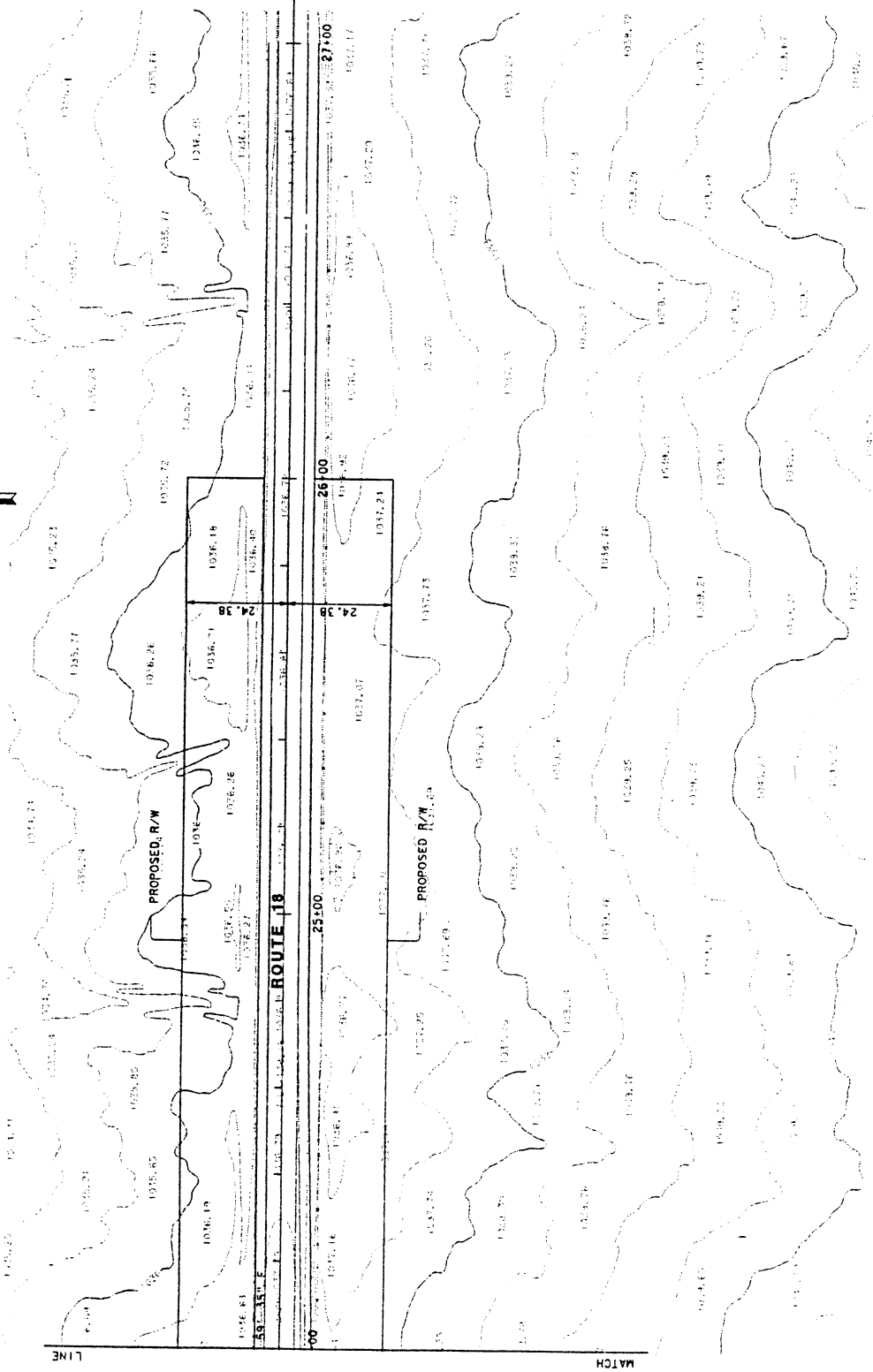
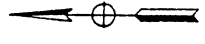
NOV. 1, 2000

APPROVED FOR THE STATE OF CALIFORNIA BY THE BOARD OF SUPERVISORS OF THE STATE ENGINEERS' BOARD



PRELIMINARY PLANS
SUBJECT TO CHANGE

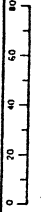
NOV. 1, 2000



LAYOUT
SCALE 1:1500
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ALL DIMENSIONS ARE IN METERS UNLESS OTHERWISE SHOWN

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APPENDIX H

Farmland Conversion Impact Rating (Form AD-1006)

FARMLAND CONVERSION IMPACT RATING

PART I (To be completed by Federal Agency)

1. Date of Land Evaluation Request 6/30/99	2. Sheet: <u>1</u> of <u>1</u>
3. Name of Project Route 138 Widening	4. Federal Agency Involved Federal Highway Administration, FHWA
5. Proposed Land Use Highway	6. County and State Los Angeles, CA
7. Type of Project Corridor <input type="checkbox"/> Other <input type="checkbox"/>	

PART II (To be completed by NRCS)

1. Date Request Received by NRCS 7/16/99	2. Person Completing the NRCS parts of this form PAUL M. NGUYEN
3. Does the site or corridor contain prime, unique, statewide or local important farmland? (If no, the FPPA does not apply - Do not complete additional parts of this form) Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>	4. Acres Irrigated 16,817
5. Average Farm Size 127	6. Amount of Farmland As Defined in FPPA Acres: 56,883 % 1.9
7. Farmable Land in Government Jurisdiction Acres: 53,163 % 1.7	8. Name of Land Evaluation System Used California - Storie System
9. Name of Local Site Assessment System None	10. Date Land Evaluation Returned by NRCS 8/3/99

PART III (To be completed by Federal Agency)

	Alternative Site Rating			
	Site A	Site B	Site C	Site D
A. Total Acres To Be Converted Directly	1.03	.14	.14	:
B. Total Acres To Be Converted Indirectly, Or To Receive Services	0	0	0	:
C. Total Acres in Site	1.03	.14	.14	:

PART IV (To be completed by NRCS) Land Evaluation Information

A. Total Acres Prime and Unique Farmland	1.03	1.03	1.03
B. Total Acres Statewide and Local Important Farmland	0	0	0
C. Percentage of Farmland in County or Local Govt. Unit to be Converted	0.0019	0.00026	0.00026
D. Percentage of Farmland in Govt. Jurisdiction with Same or Higher Relative Value	Date	Not Available	

PART V (To be completed by NRCS) Land Evaluation Criterion: Relative Value of Farmland to be Serviced or Converted (Scale of 0 - 100 Points)

	100	100	100
--	-----	-----	-----

PART VI (To be completed by Federal Agency) Corridor or Site Assessment Criteria (These criteria are explained in 7 CFR 658.5(b & c))

	Max. Points		Site A	Site B	Site C
	Corridor	Other			
1. Area in Nonurban Use	15	15	6	1	1
2. Perimeter in Nonurban Use	10	10	5	5	5
3. Percent of Site Being Farmed	20	20	20	0	0
4. Protection Provided by State and Local Government	20	20	0	0	0
5. Distance from Urban Built-up area	0	15	0	0	0
6. Distance to Urban Support Services	0	15	0	0	0
7. Size of Present Farm Unit Compared to Average	10	10	10	0	0
8. Creation of Non-Farmable Farmland	25	10	0	0	0
9. Availability of Farm Support Services	5	5	1	1	1
10. On-Farm Investments	20	20	10	0	0
11. Effects of Conversion on Farm Support Services	25	10	0	0	0
12. Compatibility with Existing Agricultural Use	10	10	0	0	0
TOTAL CORRIDOR OR SITE ASSESSMENT POINTS	160		52	7	7
PART VII (To be completed by Federal Agency)					
Relative Value of Farmland (from Part V above)	100		100	100	100
Total Corridor or Site Assessment (From Part VI above or a local site assessment)	160		52	07	07
TOTAL POINTS (Total of above 2 lines)	260		152	107	107

PART VIII (To be completed by Federal Agency after final alternative is chosen)

1. Corridor or Site Selected:	2. Date of Selection:	3. Was A Local Site Assessment Used? Yes <input type="checkbox"/> No <input type="checkbox"/>
4. Reason For Selection:		

Signature of person completing the Federal Agency parts of this form: Chris D. Benz-Blumberg DATE: 8/10/00

APPENDIX I

List of Acronyms

List of Acronyms

A&D	Acquisition and Development	CMA	Congestion Management Agency	FEIS	Final Environmental Impact Statement
A&E	Architectural and Engineering	CMP	Congestion Management Plan	FEMA	Federal Emergency Management Agency
AASHTO	American Association of State Highway and Transportation Officials	CO	Carbon Monoxide	FHWA	Federal Highway Administration
ACHP	Advisory Council on Historic Preservation	COE	US Army Corps of Engineers	FONSI	Finding of No Significant Impact (NEPA)
ADT	Average Daily Traffic	CT	California Depart. of Trans. (Caltrans)	FR	Federal Register
AE	Adverse Effect	CTC	California Transportation Committee	FTA	Federal Transit Administration
APE	Area of Potential Effect	CWA	Clean Water Act	FTIP	Federal Transportation Improvement Program
AQ	Air Quality	d.B.A	Decibels on the A scale	FWS	US Fish and Wildlife Service
AQCR	Air Quality Control Region(s)	DED	Draft Environmental Document	HASR	Historical Architectural Survey Report
ARB	Air Resources Board	DEIR	Draft Environmental Impact Report	HCP	Habitat Conservation Plan
ASR	Archaeological Survey Report	DEIS	Draft Environmental Impact Statement	HOV	High Occupancy Vehicle
AST	Above-ground Storage Tank	DFG	California Department of Fish and Game	HPSR	Historic Property Survey Report
BH&T	Business, Housing and Transportation Agency	DOA	Department of Agriculture	HW	Hazardous Waste
BLM	Bureau of Land Management	DOI	Department of the Interior	HWMP	Hazardous Waste Management Plan
BMP	Best Management Practice	DOT	Department of Transportation	IGR	Intergovernmental Review
BRC	Budget Review Committee	DPR	Draft Project Report	ITIP	Interregional Improvement Program
CAA	Clean Air Act	EA	Environmental Assessment (NEPA)	IS	Initial Study (CEQA)
CAAA	Clean Air Act Amendments of 1990	ED	Environmental Document	ISA	Initial Site Assessment
CAC	California Administrative Code	EIR	Environmental Impact Report (CEQA)	ISTEA	Intermodal Surface Transportation Efficiency Act of 1990
CARB	California Air Resources Board	EIS	Environmental Impact Statement (NEPA)	KP	Kilometer Post
CCR	California Code of Regulations	EO	Executive Order	LOS	Level of Service
CE	Categorical Exemption (CEQA)	EPA	Environmental Protection Agency	LUST	Leaking Underground Storage Tank
CE	Categorical Exclusion (NEPA)	ER	Environmental Reevaluation	MOA	Memorandum of Agreement
CEQ	Council on Environmental Quality	ESA	Environmentally Sensitive Area	MOU	Memorandum of Understanding
CEQA	California Environmental Quality Act	ESA	Endangered Species Act	MPO	Metropolitan Planning Organization
CERCLA	Comprehensive Environmental Response, Compensation and Liability Act	FCAA	Federal Clean Air Act Amendments of 1990	MTP	Metropolitan Transportation Plan
CESA	California Endangered Species Act	FED	Final Environmental Document	MTIP	Metropolitan Transportation Improvement Program
CFR	Code of Federal Regulations	FEIR	Final Environmental Impact Report	NAAQS	National Ambient Air Quality Standard

List of Acronyms

NAE	No Adverse Effect	PSSR	Project Scope Summary Report	USFS	United States Forest Service
NAC	Noise Abatement Criteria	RAP	Relocation Assistance Program	USFWS	United States Fish and Wildlife Service
NASR	Negative Archaeological Survey Report	ROD	Record of Decision (NEPA)	USGS	United States Geological Survey
ND	Negative Declaration (CEQA)	RTIP	Regional Transportation Improvement Program	UST	Underground Storage Tank
NEPA	National Environmental Policy Act	RTP	Regional Transportation Plan	UZA	Urbanized Area
NMFS	National Marine Fisheries Services	RTPA	Regional Transportation Planning Agency	VCTC	Ventura County Transportation Commission
NOAA	National Oceanic and Atmospheric Administration	R/W	Right of Way	VMT	Vehicle Miles Traveled
NOD	Notice of Determination (CEQA)	S&HC	Streets and Highway Code	VOC	Volatile Organic Compound
NOE	Notice of Exception (CEQA)	SCAG	Southern California Association of Governments	WASHTO	Western Association of State Highway and Transportation Officials
NOI	Notice of Intent (NEPA)	SCH	State Clearinghouse		
NOP	Notice of Preparation (CEQA)	SCS	Soil Conservation Service (USDA)		
NO_x	Nitrogen Oxide	SEDAB	Southeast Desert Air Basin		
NPDES	National Pollutant Discharge Elimination System	SEIS	Supplemental EIS		
NRHP	National Register of Historic Places	SHOPP	State Highway Operation and Protection Program		
O₃	Ozone	SHPO	State Historic Preservation Officer		
OC	Overcrossing	SI	Site Investigation		
PCE	Programmatic Categorical Exclusion (NEPA)	SIP	State Implementation Program		
PDT	Project Development Team	SMARA	Surface Mining and Reclamation Act		
PH	Public Hearing	SOV	Single Occupant Vehicle		
PM	Post Mile	SR	State Route		
PM	Project Manager	STIP	State Transportation Improvement Program		
PM₁₀	Particulate Matter of 10 microns in diameter or smaller	TASAS	Traffic Accident Surveillance and Analysis System		
ppm	Parts per million	TCM	Transportation Control Measure		
PR	Project Report	TIP	Transportation Improvement Program		
PS&E	Planning, Specifications and Estimates	TSM	Transportation System Management		
PSI	Preliminary Site Investigation (HW)	USC	United States Code		
PSR	Project Study Report	USDA	United States Department of Agriculture		

APPENDIX J

Response to Comments

**WRITTEN COMMENTS RECEIVED FROM PUBLIC
OFFICIALS/AGENCIES/GENERAL PUBLIC/GROUPS/ORGANIZATIONS**

This section of the Response to Comments includes comments received from elected officials, public agencies, and the general public/groups/organizations the accompanying responses to these comments. The following elected officials; agencies and public/groups/organizations provided written comments on the DEIR/EA. The numbers indicate the unique number assigned to each comment letter.

Exhibit	Elected Officials/Public Agencies/Individuals	Contact	Date
A-1	Southern California Association of Governments	Jeffrey M. Smith	10/12/00
A-2	Department of Fish and Game	Scott Harris	11/08/00
A-3	County of Los Angeles Fire Department	David Leininger	11/15/00
A-4	County of Los Angeles Dept. of Public Works	Carrie Inciong	11/28/00
A-5	United States Department of the Interior	Willie R. Taylor	3/13/01
B-1	Brian Ranch Airport	Jack Brian and Felice Apodaca	10/30/00
B-2	Big Pines Historical Society	Felice Apodaca	10/30/00
C-1	Leslie Urban		10/20/00
C-2	Eric E. Torricelli		10/22/00
C-3	Marjorie Kimbriuegh		10/25/00
C-4	Charles W. Smith		10/27/00
C-5	Hiromi Kawaji		10/29/00
C-6	Helen Shukal		10/30/00
C-7	Dr. Larry J. Connelly		10/31/00
C-8	Steve McIntosh		11/02/00
C-9	Kaye Bruns		11/06/00
C-10	Don Preston		11/06/00
C-11	James R. Butzke		11/03/00
C-12	Donald & Gertrude Waterman		11/25/00
C-13	Jason Zink		12/12/00
D-1	Richard Day		10/19/00
D-2	Jesus Hernandez		10/23/00
D-3	Jack Milburn		10/24/00
D-4	Kamal M. Al-Khatib		11/10/00
D-5	John Frehn		11/15/00
D-6	Sam Page		10/21/00
D-7	Matt Cobb		10/21/00
D-8	Labergie		11/01/00
D-9	Leon Barzegar		11/12/00
D-10	Joseph J. Healy		11/06/00

SOUTHERN CALIFORNIA



ASSOCIATION of GOVERNMENTS

Main Office

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12th Floor
Los Angeles, California
90017-3435

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(213) 236-1825

www.scag.ca.gov

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Riverside County: Bob Buster, Riverside County • Pam Lovelidge, Riverside • Greg Pettis, Cathedral City • Andrea Puga, Corona • Ron Roberts, Temecula • Charles White, Moreno Valley

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Ventura County: Judi Mikels, Ventura County • Cynthia De Paula, San Buenaventura • Gien Becerra, Santa Valley • Tony Young, Port Hueneme

Riverside County Transportation Commission: • John Lowe, Hemet

Ventura County Transportation Commission: • John Lowe, Hemet

October 12, 2000

Mr. Ronald Kosinski
Chief
Caltrans District 7
Office of Environmental Planning
120 S. Spring Street
Los Angeles, CA 90012

RE: **Comments on the Draft Environmental Impact Report / Environmental Assessment for the State Route 138 Widening Project - SCAG No. 1 20000477**

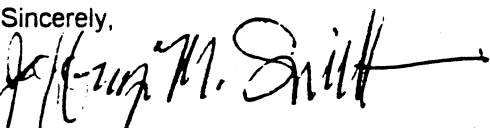
Dear Mr. Kosinski:

Thank you for submitting the **Draft Environmental Impact Report / Environmental Assessment for the State Route Widening Project** to SCAG for review and comment. As areawide clearinghouse for regionally significant projects, SCAG assists cities, counties and other agencies in reviewing projects and plans for consistency with regional plans.

It is recognized that the proposed Project considers the widening of State Route 138 through the communities of Littlerock, Pearblossom, Llano, and the City of Palmdale. The proposed project will consist of widening State Route 138 from an existing two-lane highway to a four-lane conventional highway from Avenue "T" to the Junction of State Route 138/18.

SCAG staff has evaluated the Draft EIR/EA for consistency with the Regional Comprehensive Plan and Guide, and Regional Transportation Plan (RTP). The proposed project is consistent with the 1998 RTP. Therefore, we have no further comments. A description of the proposed Project was published in the October 1, 2000 Intergovernmental Review Report for public review and comment.

If you have any questions, please contact Jeffrey Smith, Senior Planner, at (213) 236-1867. Thank you.

Sincerely,

JEFFREY M. SMITH, AICP
Senior Planner,
Intergovernmental Review

1

Response #	Comments from	Responses
A-1	Southern California Association of Governments	1) No response required

DEPARTMENT OF FISH AND GAME

http://www.dfg.ca.gov
1416 Ninth Street
Sacramento, CA 95814
(916) 653-1070



November 8, 2000

Mr. Ronald Kosinski, Chief *RK*
Caltrans District 7
Office of Environmental Planning
120 South Spring Street
Los Angeles, California 90012

Dear Mr. Kosinski:

**Draft Environmental Impact Report/Environmental Assessment for
State Route 138 Widening Project
SCH # 1998091007, Los Angeles County**

The Department of Fish and Game (Department), has reviewed the Draft Environmental Impact Report/Environmental Assessment (DEIR/EA) for impacts to biological resources. The proposed project includes the widening of approximately 18 miles of State Route 138 from an existing 2-lane highway to a 4-lane highway with a total width of approximately 100 feet. The proposed project would run from Avenue T to eastbound State Route 18 through the Communities of Littlerock, Pearblossom, Llano and the City of Palmdale. The project also includes associated curve corrections, junction realignments and bridge widening/improvements.

The Department has previously discussed the proposed project with Caltrans to address impacts to sensitive species, drainages, and wildlife movement. The DEIR/EA in concept generally reflects and addresses the Department's concerns regarding impacts to biological resource and avoidance/mitigation measures. The following statements and comments have been prepared pursuant to the Department's authority as Trustee Agency with jurisdiction over natural resources affected by the project (CEQA Section 15386) and pursuant to our authority as a Responsible Agency under CEQA Section 15381 over those aspects of the proposed project that come under the purview of the California Endangered Species Act (Fish and Game Code Section 2050 et seq) and Fish and Game Code Section 1600 et seq.:

Alternatives

The Department recommends project design alternative 1, which according to figure 6 in the DEIR/EA, appears to more closely focus on areas of previous disturbance along the existing alignment of SR138.

Sensitive Biological Resources

1. Desert tortoise - Page 69, paragraph two of The DEIR/EA states that "Surveys conducted during May 1998 (Spring) in the project area confirmed that the desert tortoise was not present"

- The DEIR/EA should state if Desert tortoise surveys were conducted following U.S. Fish and Wildlife standard proposal, and if not, protocol surveys should be conducted within the propose project area.

2

2. Mitigation for impacts to Desert tortoise and/or Mohave ground squirrel - The DEIR on page 69 describes several measures to minimize harm to sensitive species including Desert tortoise and Mohave ground squirrel. Measure 3 proposes performing off-site mitigation at Saddleback Butte State Park or the Antelope Valley Indian Museum for loss of Desert tortoise and/or Mohave ground squirrel habitat

- The Department would only consider land banking or some other form of habitat acquisition as acceptable mitigation for loss of occupied Desert tortoise and/or Mohave ground squirrel habitat. Mitigation involving land banking/acquisition for occupied or assumed occupied habitat must be approved by the Department and shall be included under the Department's incidental take permit authorization for the proposed project (Sections 2080.1, 2081(b), Fish and Game Code).

Wildlife Movement

1. On Page 73, *Measures to Minimize Harm*, the DEIR/EA defers studies to determine wildlife use of the washes crossing beneath the proposed project and impacts to pollinators from the proposed project.

3

- The Department recommends that studies to determine impacts and formulate specific mitigation measures be conducted prior to submittal of the DEIR and included or referenced in the DEIR/EA. There is little information available as to where wildlife is crossing SR 134 other than within Little Rock and Big Rock washes which, lacking any referenced data in the DEIR/EA, are assumed to convey wildlife movement. Several drainages also cross the 18-mile long project area. Other habitat attributes, not strictly confined to drainages, such as proximity to cover, food and water may also influence wildlife movement across the study area and should be considered in any wildlife movement studies.

2. The Department concurs with the statement on page 70, *Comparison of Alternatives*, number 2, which states "The implementation of box culverts within the design of the highway may be considered a measure to minimize harm to flora and fauna.

4

- Location and design of box culverts should be justified by the wildlife movement study data to maximize usefulness of the culverts. Placement of culverts should also take into account future urbanization within the study area and proximity to public land and other open space. Location and design of box culverts should be included in the DEIR/EA.

Impacts to Breeding Birds and Bats

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6

The Department recommends avoiding disturbances to vegetation and bridge structures between March 1 and August 31 to avoid the nesting season for birds. Bridges should also be evaluated for the presence for bat roosts and nurseries and similarly avoided. A biological monitor should establish a minimum buffer zone around active bird and bat breeding locations to avoid take (including eggs and nestlings). The Department recommends a minimum 500-foot buffer around active raptor nests.

Sensitive Botanical Resources

The DEIR/EA states that additional surveys for Pygmy poppy and Short-joint beavertail cactus will be conducted to confirm absence/presence and that appropriate resource agencies shall be consulted if sensitive plants are detected after construction commences.

7

1. Mitigation for impacts to rare, threatened or endangered plants should preferably be accomplished by avoidance measures. The Department recommends that focused botanical surveys for sensitive plants be conducted prior to issuance of any draft CEQA document for a proposed project which may impact these resources. Only when the location of sensitive resources are known may realistic avoidance measures and associated project design considerations be proposed by the applicant and evaluated by reviewing parties under CEQA.
2. If avoidance of sensitive botanical resources is not feasible, appropriate mitigation should consist of the acquisition of replacement habitat of equal or greater value. The Department does not consider relocation of sensitive plants as adequate mitigation for loss of these resources. Please contact Ms. Mary Meyer at (805) 640-8010 to discuss this further.

Riparian Resources

According to the DEIR/EA, Road widening and associated bridge improvements will impact several drainages within the Department's jurisdiction including Little Rock and Big Rock Creek/Wash.

8

1. The Department requires a streambed agreement, pursuant to Section 1600 et seq. of the Fish and Game Code, with the applicant prior to any direct or indirect impact (including preliminary geotechnical activities) of a lake or streambed, bank or channel or associated riparian resources. The Department's issuance of a streambed alteration agreement is considered a project that is subject to CEQA. To facilitate our issuance of the agreement, the Department as a responsible agency under CEQA may consider the local jurisdiction's (lead agency) document for the project. To minimize additional requirements by the Department under CEQA the document should fully identify the potential impacts to any lake, stream or riparian resources and provide adequate avoidance, mitigation, monitoring and reporting commitments for issuance of the agreement. The DEIR does not fully

identify the potential impacts to drainages and associated riparian resources within the Department's jurisdiction nor provide adequate avoidance, mitigation, monitoring and reporting commitments for issuance of an agreement at this time. Early consultation is recommended, since modification of the proposed project may be required to avoid or reduce impacts to fish and wildlife resources under CEQA. Please contact Ms. Betty Courtney, Environmental Specialists III, at (661) 263-8306 to discuss this further.

9

2. The Department recommends that bridge improvements over Big Rock Creek/Wash include replacing existing box culverts with a single spanned bridge providing enhanced access beneath the bridge for wildlife movement. A bridge of sufficient design would also eliminate the need to maintain the artificial center levee and associated maintenance to the north of the bridge thus allowing natural revegetation of the wash and further enhancing habitat use and wildlife corridor value within the project area.

In conclusion, the Department recommends that the above concerns are addressed prior to lead agency approval of the propose project.

Thank you for this opportunity to provide comment. Questions regarding this letter and further coordination on these issues should be directed to Mr. Scott Harris, Associate Wildlife Biologist at (818) 360-8140.

Sincerely,



C.F. Raysbrook
Regional Manager

cc: Department of Fish and Game:

Scott Harris, Mission Hills
Morgan Wehtje, Santa Barbara
Betty Courtney, Saugus
Mary Meyer, Ojai

State Clearinghouse, Sacramento

MW:sl

File:Chron

mwehtje@caltransrRT138

Response #	Comments from	Responses
A-2	Department of Fish and Game	<p>1) Caltrans will conduct United States Fish and Wildlife Service (USFWS) protocol surveys prior to the start of work. In addition, conservation measures will be taken to assure that there will be no adverse effect on the desert tortoise. Caltrans has been communicating with USFWS. Caltrans plans to conduct informal consultation with the USFWS to meet the requirements of section 7 of the Endangered Species Act of 1974.</p> <p>2) Caltrans will continue to work with the California Department of Fish and Game (CDFG) to obtain the necessary permits and mitigation measures for both the desert tortoise and Mohave ground squirrel. Caltrans will conduct surveys for the Mohave ground squirrel. Based on survey results, consultation with the CDFG will occur for appropriate mitigation measures including land banking/acquisition. Caltrans District Biologist has spoken to Scott Harris and Becky Jones of the CDFG regarding the Mohave ground squirrel issues and potential impacts to this species from the proposed widening project. A Memorandum of Agreement (MOA) between the California Department of Transportation and the California Department of Fish and Game signed in April 1992 and amended in September 2000 considers impacts to the Mohave ground squirrel and mitigation for project impacts. Caltrans hopes to use the MOA for Los Angeles, Kern, Inyo and San Bernardino as a template for mitigating potential impacts from this project along the project area. Caltrans will continue to work with the CDFG and obtain all necessary permits prior to the commencement of work, including, if applicable meeting the provisions of Section 2080.1 and 2081 (b), of the Fish and Game Code.</p> <p>3) Caltrans would conduct prior to start of project work in order to determine the exact crossing locations. In the study, we propose to place tracking stations within Caltrans right of way at the locations that have the possibility of being used as wildlife crossings. These stations will be monitored for an interval of five days and nights. The results of this study will be forwarded to all the agencies prior to the start of work.</p> <p>4) In response to the CDFG comments requesting that the location and design of the box culverts included in the DEIR/DEA, wildlife movement will be an important criteria to assist in locating box culvert sites. Caltrans Biologists and Project Engineers will work with the CDFG to minimize impacts to wildlife movement with proposed wildlife movement study in which we would investigate each suitable culvert a minimum of six times within twelve months. Caltrans will consult with the CDFG, United States Army Corps of Engineers (USACE), California Regional Water Quality Control Board (CRWQCB), and the USFWS at the final design phase in regards to drainage issues. In addition, Caltrans will be responsible for obtaining permits from the resource agencies including the USACE, CRWQCB and CDFG for impacts to the wash areas.</p>

Response #	Comments from	Responses
A-2	Department of Fish and Game	<p>5) The evidence of bats roosting was seen though guano and staining on the westbound Little Rock Wash Bridge on 25 August 2000. The staining was at the corner of the beams along the underside of the bridge. The eastbound bridge does not have the beams along the underside, with bats not appearing to use the eastbound bridge at this time. During this survey, water was flowing within Little Rock Wash. The presence of water and riparian vegetation nearby may be a reason that the bats are using Little Rock Wash Bridge. No evidence of bats was seen at Big Rock Wash Bridge on 25 August 2000. However, this does not preclude the use of Big Rock Wash Bridge by bats; therefore, biological monitoring for its possible use by bats will continue prior to the project start date. If bats are using Little Rock Wash Bridge as day roosts during the breeding season, the bridge construction work will not take place during this critical bat season. To mitigate for the impacts to bats, the new bridge design will include structures, such as wood panels, attached under the bridge for the use by bats.</p>
		<p>6) When possible, bird-nesting season will be avoided. If work must be conducted during bird nesting season, then pre-construction surveys will be conducted. If nests are found all work will stop until the agencies have been notified. The nest area will be flagged. Work area limits will be set by the appropriate agency (for example 500 feet for raptors).</p>
		<p>7) Focused surveys for Pygmy poppy (<i>Canbya candida</i>), Short-joint beavertail cactus (<i>Opuntia basilaris</i> var. <i>brachyclada</i>), and other sensitive plant species will be conducted prior to construction. During preliminary surveys these species were not found. However, our Office can not determine the absence of these plants at this time based on the limited surveys. Therefore, focused surveys will be conducted prior to the commencement of work, with the CDFG and other agencies notified of the surveys results. Impacts from this project to these plants will be avoided, minimized, and if necessary mitigated. To avoid the impacts, if sensitive plant species are found within the project site, then the plants will be flagged and avoided if possible. If the plants are found within the temporary construction area, the plants will be flagged and all measures possible will be taken so that the plant is not removed nor the immediate soil vicinity disturbed. If, however, the plant will be impacted by ground disturbing activities around the plant, then the plant may be relocated. For mitigation of the project's impacts, Caltrans will consider appropriate land acquisition if the survey results and consultation with CDFG determine it is required.</p>
		<p>8) Caltrans will obtain a 1601 Streambed Agreement from the CDFG prior to the start of work. The application will include the project plans and potential impacts. On 27 July 2000, a meeting was held among Caltrans, United States Army Corps of Engineers, California Department of Fish and Game, and the California Regional Water Quality Control Board. One of the people invited to this meeting was Ms. Betty Courtney, Environmental Specialists III. Caltrans will continue to coordinate with Ms. Courtney prior to sending the Streambed Alteration Agreement application to the CDFG. Caltrans and its' contractors will comply with all conditions of the Streambed Alteration Agreement. Caltrans will be responsible for avoiding, minimizing, and mitigating impacts to the streambank areas. The agreement will include mitigation plans, the commitment to annual monitoring of the mitigation sites, and reporting to the resource agencies for five years.</p>
		<p>9) Our Office thanks the CDFG for the recommendation of a single span bridge to replace the twin bridges, which currently requires the maintenance of the center levee at Big Rock Wash Bridge.</p>

Ronald Kosinski, Chief

November 15, 2000

Page 2

3

Temporary bridges shall be designed, constructed, and maintained to support a live load of at least 75,000 pounds. A minimum vertical clearance of 13'6 will be required through out construction.

4

Disruptions to water service shall be coordinated with the County of Los Angeles Fire Department and alternate water sources shall be provided for Fire Protection during such disruptions.

Should any questions arise regarding subdivision, water systems, or access issues, please contact Inspector Michael McHargue at (323) 890-4243.

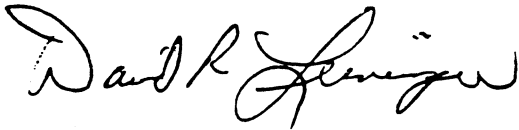
OTHER ENVIRONMENTAL CONCERNS:

5

The statutory responsibilities of the County of Los Angeles Fire Department Forestry Division include erosion control, watershed management, rare and endangered species, vegetation, fuel modification for Very High Fire Hazard Severity Zones or Fire Zone 4, archeological and cultural resources and the County Oak Tree Ordinance. The areas germane to these statutory responsibilities have been addressed.

If you have any additional questions, please contact this office at (323) 890-4330.

Very truly yours,



DAVID R. LEINGER, ACTING CHIEF, FORESTRY DIVISION
PREVENTION BUREAU

DRL:lc

Response #	Comments from	Responses
A-3	County of Los Angeles Fire Department	1) Caltrans would provide access to off-site residential developments at all times during construction activity. Please see section 4.17 of the EIR/EA.
		2) Caltrans would create a Traffic Management Plan to insure the flow of traffic is safe and consistent at all times. Please see section 4.17 of the EIR/EA.
		3) Caltrans would design and implement temporary bridges that meet both the state, federal and county standards to support loads of at least 75,000 pounds.
		4) The affected utilities would be relocated in accordance with State law and regulations and Caltrans Policies. There would be ongoing coordination between Caltrans, FHWA, affected agencies, and utility companies to minimize potential disruption of services. See section 4.16 of the EIR/EA.
		5) Comments noted.



COUNTY OF LOS ANGELES
DEPARTMENT OF PUBLIC WORKS

900 SOUTH FREMONT AVENUE
ALHAMBRA, CALIFORNIA 91803-1331
Telephone: (626) 458-5100

HARRY W. STONE, Director

ADDRESS ALL CORRESPONDENCE TO:
P.O. BOX 1460
ALHAMBRA, CALIFORNIA 91802-1460

November 28, 2000

IN REPLY PLEASE
REFER TO FILE: WM-2

Mr. Ronald Kosinski, Chief *RK*
Office of Environmental Planning
California Department of Transportation District 7
120 South Spring Street
Los Angeles, CA 90012-3606

Dear Mr. Kosinski:

**RESPONSE TO A DRAFT ENVIRONMENTAL IMPACT REPORT -
STATE ROUTE 138 WIDENING PROJECT**

Thank you for the opportunity to provide comments on the Draft Environmental Impact Report (DEIR) for the proposed State Route 138 Widening Project. We have reviewed the DEIR and offer the following comments:

Environmental Programs

1 As projected in the Los Angeles County Countywide Siting Element, which was approved by a majority of the cities in Los Angeles County in late 1997 and by the County Board of Supervisors in January 1998, a shortfall in permitted daily landfill capacity may be experienced in the County within the next few years. The construction and demolition activities associated with the proposed project will increase the generation of solid waste, and will negatively impact solid waste management infrastructure in the County. Therefore, the proposed EIR must identify what measures the project proponent will implement to mitigate the impact. Mitigation measures may include, but are not limited to, implementation of waste reduction and recycling programs to divert construction/demolition and other wastes, from the landfills.

2 The existing hazardous waste management facilities in this County are inadequate to handle the hazardous waste currently being generated. The proposed project may generate hazardous waste which could adversely impact existing hazardous waste management facilities. This issue should be addressed and mitigation measures provided.

3

Should any operation within the subject project include the construction/installation, modification, or removal of underground storage tanks and/or industrial waste control or disposal waste control or disposal facilities, Public Works' Environmental Programs Division must be contacted for required approvals and operating permits.

If you have any questions regarding the above comments, please contact Mr. Jasper Junio at (626) 458-3568.

Traffic and Lighting

4

The proposed Project consists of widening SR 138 from an existing two-lane highway to a standard four-lane conventional highway for a distance of 18 miles (29 kilometers). The Project is being proposed as an effort to eliminate the high number of cross centerline accidents along SR 138 and to facilitate the efficient flow of goods and services through this area.

We believe the Project may have a temporary transportation circulation impact on nearby County roadways and intersections during the construction period. Detour plans should be prepared and submitted to Public Works for review and approval.

We believe the Project may have a temporary transportation circulation impact on nearby County roadways and intersections during the construction period. Detour plans should be prepared and submitted to Public Works for review and approval.

We do not believe the Project will have any permanent significant traffic impact on County roads or intersections in the area.

We recommend the City of Palmdale review this document for significant impacts/mitigations within its jurisdictions.

If you have any questions, please contact Mr. Vicente Cordero of our Traffic Studies Section at (626) 300-4761.

Mr. Ronald Kosinski, Chief
November 28, 2000
Page 3

If you have any questions regarding the environmental reviewing process of this Department, please contact Ms. Carrie Inciong at the address on the first page or at (626) 458-4346.

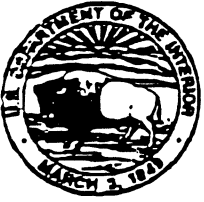
Very truly yours,

HARRY W. STONE
Director of Public Works

C.O. 1/2
for
ROD H. KUBOMOTO
Assistant Deputy Director
Watershed Management Division

SS:ro
A:\SS504.wpd

Response #	Comments from	Responses
A-4	County of Los Angeles Dept. of Public Works	<p>1) Caltrans would use Best Management Practices when possible in the implementation of waste reduction and recycling programs to reduce the amount of construction/demolition and other wastes from landfills.</p> <p>2) Caltrans would use Best Management practices in dealing with Hazardous waste.</p> <p>3) Caltrans would coordinate with the County of Los Angeles Public Works' Environmental Programs Division when modification or removal of underground storage tanks and/or industrial waste control or disposal control or disposal facilities have been identified along the State Route 138 project site in order to obtain the required approvals and operating permits.</p> <p>4) Comments noted. During circulation copies of the Draft EIR/EA were sent to the City of Palmdale. The final EIR/EA will also be sent for review to the City of Palmdale. Upon completion of detour plan for this project copies would be submitted to the City of Palmdale and the Los Angeles County Dept. of Public Works.</p>



United States Department of the Interior

OFFICE OF THE SECRETARY
Washington, D.C. 20240

ER 00/761

MAR 12 2001

Mr. Michael G. Ritchie
Division Administrator
Federal Highway Administration
980 9th Street, Suite 400
Sacramento, California 95814-2724

Dear Mr. Ritchie:

This is in response to the request for the Department of the Interior's comments on the Draft Environmental Impact Report/Environmental Assessment (Draft EIR/EA) with potential Section 4(f) involvement for *Route 138 Widening* from Avenue "T" to Route 18 Junction, through the Communities of Littlerock, Pearblossom and Llano, City of Palmdale, County of Los Angeles, California.

GEOLOGY - GENERAL COMMENTS:

Potential geologic hazards to the roadway and bridges are inadequately examined in this Draft EIR/EA. Quantification of seismic hazards, soil hazards, liquefaction, and landslides, if applicable, should be discussed and analyzed for this project. Mitigation plans for any geologic hazards should be included in Section 4.2, Discussion of Environmental Consequences.

PAGE SPECIFIC COMMENTS:

P.32, Section 3.2 Geology and Soils: A description of the soils, with percentages of soil components (silt, sands, boulders, etc.), is needed. An assessment of any possible expansion attributes and whether these soils, especially the older alluvium, have properties that might impact the roadway and bridges that are being built should be included. In addition, with alluvium, depth to groundwater needs to be included as well as an analysis of the liquefaction susceptibility of the area.

Although the area appears to be quite flat, because of the seismic hazards for the area, potential mass wasting in the washes, whose banks are most likely alluvium, should be discussed, especially the areas underlying the bridges.

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Mr. Michael G. Ritchie

-2-

P.32, Section 3.2.1 Faults: This area has extreme seismic risk. A quantification of the seismic risk and standards should be included in any discussion of faults and/or fault systems.

P.63, Section 4.3 Geology, Topography, Seismic: "Maximum credible earthquake" is insufficient criteria for defining seismic hazards for construction in the area. New 2000 building codes require evaluation of seismic hazards using peak ground acceleration (PGA) with 2% probability of exceedance in 50 years. For Llano, on the eastern end of the project, the PGA with 2% probability of exceedance in 50 years is 1.01g while for Palmdale, on the western end, it is 1.08g. These PGA values are calculated for firm rock types so additional analysis is needed to evaluate the seismic risk for the soft sediments in the project area, which will amplify the risk.

The design parameters used for the Bridge Design Specifications in this project should be formulated using the more recent post-Northridge earthquake research findings, in addition to Loma Prieta standards, in order to ensure that the safest designs are submitted, evaluated, and implemented.

P.65, Section 4.5 Floodplain (11): In the first paragraph, the Draft EIR/EA states, "The project area encroaches on floodplains transversely at various locations throughout its length. The roadway encroaches on all existing conditions and would be continued in all design alternatives of the project. In order to alleviate this problem, it is proposed to raise and level the roadway to the top of the existing high points, and place culverts to allow water to pass under the 4-lane highway." In the fourth paragraph, it states, "As discussed in the Location Hydraulic Study, the proposed project would not constitute a significant floodplain encroachment The proposed project would not support incompatible floodplain development. It was also determined that the project would not adversely affect the base floodplain and would not impact the natural and beneficial floodplain values."

Apparently a Hydraulic/Floodplain Analysis (Location Hydraulic Study) was done for the project area and was used to evaluate the significance of the environmental consequences of the proposed project on the affected floodplains in the project area. Because the Location Hydraulic Study results are the basis for the conclusion that the project would not adversely affect the floodplain environments in the project area and because it provides the hydraulic information needed for the design of culverts to convey flooding under the 4-lane highway, it seems that it would be

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Mr. Michael G. Ritchie

essential to attach the Location Hydraulic Study report or relevant sections of the report as an appendix to the subject Draft EIR/EA in support of the stated conclusions relating to floodplains in the project area.

CULTURAL RESOURCES - GENERAL COMMENTS:

The early 20th century cooperative Utopian colony of Llano del Rio would suffer adverse direct and indirect impacts from the proposed action. Llano del Rio is distinguished as California Historical Landmark No. 933, and was determined by the SHPO to be eligible for the National Register of Historic Places (under Criteria A and Criteria B). Proposed mitigation under a proposed Memorandum of Agreement is essential; this would include partial avoidance and ". . . an integrated program of historical and archeological investigation, interpretation, and public involvement"

4

We recommend that all reasonable efforts should be made to avoid adverse impacts to the proposed site. Moreover, efforts should be undertaken to investigate, document, and interpret the site for the edification of the public. In particular, we are concerned that the remains of Llano del Rio not be damaged by the flow or accumulation of water that might be generated by the elevated roadbed proposed to be constructed (especially during flood events). The design of the elevated roadbed should be such that flood-induced harm is suppressed or avoided.

CONCLUSION:

There were no other comments or objections to the range of alternatives, the action proposed, or mitigations identified. Except as noted, prudent measures to minimize harm appear to be addressed. If there are questions regarding geology comments, please contact Ms. Patricia E. Riley, USGS directly at telephone (703) 648-6822. For questions regarding cultural resource comments, please contact Mr. Mark Rudo, NPS directly at telephone (415) 427-1405.

5

References Provided by USGS in Review of ER 00\761:

Tinsley, J.C., Youd, T.L., Perkins, D.M., and Chen, A.T.F., 1985, Evaluating liquefaction potential *in* Ziony, J.I., ed., Evaluating earthquake hazards in the Los Angeles Region - An earth science perspective: USGS Professional Paper 1360, p. 263-315.

Jennings, C.W., compiler, 1996, Fault activity map of California and adjacent areas with locations and ages of recent volcanic eruptions (scale 1:750,000): California Department of Conservation, Division of Mines and Geology, Geologic Data Map No. 6.

Probabilistic Seismic Hazard Assessment for the State of California, 1996, Report published jointly by California Division of Mines and Geology as Open File Report 96-08 and by the USGS at Open File Report 96-706.

National Seismic Hazard Mapping Project: <http://geohazards.cr.usgs.gov/eq/>

Mr. Michael G. Ritchie

-4-

Thank you for the opportunity to provide these comments, and we apologize for the lateness of them.

Sincerely,

Terence N. Monte

for

Willie R. Taylor
Director, Office of Environmental Policy
and Compliance

Attachment: References provided by USGS

cc:

Mr. Ronald Kosinski
Chief, Office of Environmental Planning
California Department of Transportation
120 South Spring Street
Los Angeles, CA 90012

Response #	Comments from	Responses
A-5	United States Department of the Interior	<p>1) Comment noted. The Office of Project Development is still in the process of identifying and locating all geotechnical structures in the project area. When all geotechnical structures have been identified and located and the project has been finalized, the Office of Roadway Geotechnical Engineering-South would prepare a Final Geotechnical Design Report (GDR). The Final GDR will include detailed descriptions of all sections presented in the preliminary report, as well as a field investigation and laboratory testing, a soil corrosion investigation, construction considerations, recommendations for earthwork, embankment slopes and subgrade drains. See Section 4.3 of the EIR/EA.</p> <p>2) Bridge design specifications will be in conformance with the California Highway Design Manual and most recent earthquake research findings in order to ensure that the safest design would be implemented.</p> <p>3) Comment noted. Please see Appendix L (Location Hydraulic Study).</p> <p>4) Caltrans would make every effort to minimize the impacts to the Llano del Rio Colony. Caltrans has been in coordination with the State Historic Preservation Officer for Section 106 consultation. Please see section 5.6.1 of the EIR/EA, which identifies the mitigation measures for the Llano Colony site and Appendix A for the Treatment Plan and Memorandum of Agreement between SHPO, Caltrans and FHWA. The preferred alternative (Design Variation B) took into consideration the drainage flow at the Llano del Rio Hotel site and was designed to avoid flooding the Hotel site.</p> <p>5) Comments noted.</p>

Brian Ranch Airport

34810 Largo Vista Rd.
PO Box 355
Llano, CA 93544-0355
(661) 261-3216

October 30, 2000

Ronald Kosinski
Chief, Office of Environmental Planning
Caltrans District 7
120 S. Spring St.
Los Angeles, CA 90012

Sirs:

We attended the meeting with the Llano Community Association led by Art Correa about the latest developments in the Highway 138 widening project.

As residents and business owners in Llano, we have several items directly impact us that we wish to comment on. In general, we are in agreement with the project, as we believe that it will greatly increase the safety on Highway 138. We use the highway every day and encounter a safety problem nearly every time we venture out onto the highway.

1. We understand that the height of the highway will be raised, at times as much as fifteen feet higher than the current roadbed. We are located on Largo Vista Road, one mile north of the highway. This is the only access to our home and business. Even though Largo Vista is a dirt road, there can be twenty to forty car trips making the transition on weekend mornings. We want to make sure that there will be a good transition between the new road level on Highway 138 and the existing road level on Largo Vista.

2. We also understand that flood water coming from the mountains will be diverted under Highway 138 in culverts. It is vitally important to our business that the culverts do not divert water in such a way that Largo Vista Road or our runways are negatively impacted. I want to point out that our airport is fully permitted by the FAA, the state of California, and the County of Los Angeles. We would appreciate being contacted by the appropriate person when these culverts are being planned so that we may discuss our concerns in greater detail.

Brian Ranch Airport

34810 Largo Vista Rd.
PO Box 355
Llano, CA 93544-0355
(661) 261-3216

3

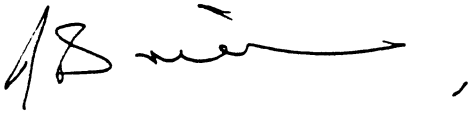
3. Because we do not have local mail delivery, we must go to the Llano post office every day to pick up our mail. We want the highway design to emphasize safe access to and from the post office for both westbound and eastbound traffic.

4

4. We value the ruins of the Llano colony as a local treasure. We agree with the slight diversion of the proposed roadbed to the south in the vicinity of the ruins as crucial to the preservation of the site.

We wish to thank Caltrans for the attention that it has paid to our concerns in the past. We have found you pleasant to work with. We hope that this will continue through the entire Highway 138 project.

Sincerely,



Jack Brian



Felice Apodaca

Response #	Comments from	Responses
B-1	Brian Ranch Airport	<p>1) The current design for this project calls for the profile to be raised approximately 5-6 ft in the area of the Llano del Rio Colony site in order to eliminate the depressed profile and improve the vertical profile. The proposed cross section will include provisions to maintain a minimum grade of 1:6 (V: H) for the areas between the edge of shoulder and the right of way line. The local streets will be reconstructed as necessary to maintain the standard grades. Caltrans will evaluate all possible design features in order to minimize the impacts to roads that intersect with the highway. See Section 2.0 of the EIR/EA.</p> <p>2) Although, the exact details of how the drainage would be handled have not been developed, it is anticipated that every effort would be made to maintain existing flow patterns. Any system used would be designed to return the flows to the original pattern and velocity.</p> <p>3) Caltrans would make every effort to ensure safe access to and from the post office for both westbound and eastbound traffic. An addition of a 16-ft median, 12-ft lane and an 8-ft (undeveloped area) to 12-ft (developed area) shoulder would provide a safe area for motorists in their attempt to merge with traffic.</p> <p>4) Caltrans would make every effort to minimize the impacts to the Llano del Rio Colony. Caltrans has been in coordination with the State Historic Preservation Officer for Section 106 consultation. See Appendix A.</p>



October 30, 2000

Ronald Kosinski
Chief, Office of Environmental Planning
Caltrans District 7
120 S. Spring St.
Los Angeles, CA 90012

Sirs:

Big Pines Historical Society would like to reiterate its position on the Highway 138 widening project.

- 1 [We believe that the Llano colony ruins are a historical treasure that must be preserved. We agree with the current plan that all improvements to the highway be made to the south of the existing roadbed to minimize the impact upon the ruins.
- 2 [We also believe that a fence installed around the ruins would help prevent further vandalism. Caltrans did agree to install such a fence provided that appropriate permissions could be obtained from the landowners.

Thank you for your cooperation.

Felice Apodaca
Director, Secretary-Treasurer.

Response #	Comments from	Responses
B-2	Big Pines Historical Society	1) Comments noted.
		2) Please see section 5.6.1 of the EIR/EA, which identifies the mitigation measures for the Llano Colony site.



NAME: LESLIE URBAN DATE: 10-20-00
ADDRESS: 818 HARVARD RD, BURBANK CA CITY/ZIP: 91501-1336
REPRESENTING: SELF PHONE: (908) 843 1188

I wish to speak. I would like to have the following question answered.
 I would like to have the following statement filed for the record. I am opposed in favor Neutral to the project.
If you would like to speak or have your question answered, please hand the card to a Caltrans representative.

I HAVE DRIVEN THE SUBJECT PORTION OF HWY MANY TIMES. IT IS A
VERY STRESSFUL RIDE WHEN YOU CONSIDER THE TAILGATERS
WAITING TO PASS YOU, AND THE PROXIMITY OF THE FAST MOVING
ON COMING TRAFFIC. I STRONGLY APPROVE OF IMPROVING THE

QUESTION / COMMENT CARD



NAME: ERIC E TORRICEHI DATE: OCT 22-2000
ADDRESS: 1124 SOUTH SAN GORGONIO CITY/ZIP: BANNING
REPRESENTING: LIANO (178 ST) LAND PHONE: 908 849-9108

I wish to speak. I would like to have the following question answered. DAYS (HOME)
 I would like to have the following statement filed for the record. I am opposed in favor Neutral to the project.
If you would like to speak or have your question answered, please hand the card to a Caltrans representative.

5 AC PARCLE ON (138) TRAFFIC IMPACT.
WE NEED THE EXTER LANES AND 1
DIGHT A WAY FOR (TRUCK) (BUSSES) (CARS
VERY WELL USED "COMUTERS" TO WORK
(15 SOUTH - AND) (30 EAST) TO (10) REDLANDS
TO CUT OUT L.A. GOING EAST FROM NORT.

OK,

THANK YOU
MA TORRICEHI

Response #	Comments from	Responses
C-1	Leslie Urban	1) Comments noted. No response required.
C-2	Eric E. Torricelli	1) Comments noted. No response required.

QUESTION / COMMENT CARD

Ca. c-1



Caltrans

STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION
120 S. SPRING STREET
LOS ANGELES, CA 90012

NAME: Marjorie Lumbrough DATE: 10/25/00
ADDRESS: 139949 Gulf Road Dr CITY/ZIP: Palmdale 935
REPRESENTING: _____ PHONE: (661) 273-3725

- I wish to speak. I would like to have the following question answered.
 I would like to have the following statement filed for the record. I am opposed in favor Neutral to the project.

If you would like to speak or have your question answered, please hand the card to a Caltrans representative.

Improving Route 138 Corridor is a necessity for improvement of safety and relieving congestion. It is a long-overdue project.

I prefer "widening along existing facility".

Response #	Comments from	Responses
C-3	Marjorie Kimbriough	1) Comments noted. No response required.

27 October 2000

Mr. Ronald Kosinski, Chief
Caltrans Office or Environmental Planning (LA-138-PM 51.4.4/69.4)
120 South Spring Street
Los Angeles, CA 90012


Dear Sir:

The proposed widening of the subject route will create more problems than it will solve. Widening the alignment will have a major impact on the communities it is designed to serve. Such As,

- 1 [1. It is the main thoroughfare for local business without alternate roads to serve business frontages and small roads leading into it. It will continue to be used as a major east west route.
- 2 [2. The proposed improvements will only draw more inter and intra state traffic creating major problems for traffic control. As the local communities continue to grow so will the local traffic speed zones, an annoying and major problem for through traffic.
- 3 [3. The improvements will be very costly for both the state and abutting property owners. The owners will of necessity have to move their building lines back or find new avenues for ingress and egress. This in turn will require expense and new roads.
- 4 [The State should properly seek a major freeway bypassing the small communities and to serve the major problem of through traffic. To that end let me propose that the State a freeway starting at Gorman I-5 and extending through the Antelope, Lucerne, Yucca, Coachella and Imperial Valleys to I-8. This would also relieve pressure on I-5 coastal route.

In my humble opinion that major freeway would better serve all of Southern California. The proposed State 138 improvements are only a piecemeal approach and not serve transportation in the Antelope Valley.

Sincerely,


Charles W. Smith

9456 Lasaine Avenue
Northridge, CA 91325

PS: See attached letter of July 11th to Governor Gray Davis.



11 July 2000

Gray Davis, Governor
State of California
State Capitol
Sacramento, CA 95814

RE: New Southern California Freeway

Honorable Governor:

May I propose for your consideration and implementation a major southern California freeway? I have in mind a new state route to relieve pressure on I-5 in the coastal area for both inter and intra state traffic.

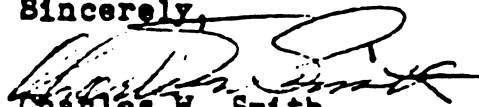
I would propose a new freeway starting at Lebec on I-5 extending east southeast through the Antelope, Lucerne, Yuca and Coachella Valleys as far as Freeway I-8. Such a freeway would link Routes 6, 8, 10 and 15 at an average elevation of about 3500' and serve as an alternate more direct route for through traffic from northern California to points east via I-8 and I-10.

Lebec at I-5 could also be the starting point for new connecting road westward through Frazier Park and Cuyama Valley to Santa Maria on Highway 101.

Vast reaches of this proposed highway would transverse vast stretches of open space and could be completed at a fraction of the cost of widening I-5 through the south coast serving as an alternate route.

It is my hope that you will be as far sighted as Governors Earl Warren and Pat Brown correcting years of neglect for new roads to accommodate the millions of new arrivals. To ignore that need will place a huge burden on future generations.

Sincerely,



Charles W. Smith

9456 Lasaine Avenue
Northridge, Ca. 91325
Phone (818) 886-0209

4

Response #	Comments from	Responses
C-4	Charles W. Smith	<p>1) Comment noted</p> <p>2) By design the State Route 138 project would have beneficial traffic and transportation impacts. The proposed project has been designed to accommodate, but not exceed the traffic volumes anticipated in 2025. The No Action Alternative is expected to operate at unacceptable levels of service. This proposed project is consistent with the growth and planning goals of the local jurisdictions, and with the pre-existing planned growth in the area. Please see sections 1.2.1, 1.2.2, 4.9 and 4.19 of the EIR/EA.</p> <p>3) As part of the process of selecting an alternative, both the environmental impacts and an economic analysis are prepared for each alternative to determine the least costly. Caltrans' decision to widen to the north was basically based on the cost of taking the existing businesses on the south side and the overall impact to the community of Pearblossom. If Caltrans had shifted the alignment of State Route 138 to the south it would have eliminated the business district in the community of Pearblossom.</p> <p>4) Caltrans has studied various alternatives involving the bypass of the communities within the project area. Caltrans would continue to evaluate the future need for the bypass that is suggested as a part of the ongoing "High Desert Corridor Study". Caltrans is aware that the communities along State Route 138 depend on business generated by the highway to support themselves. Elimination of traffic through these communities would disrupt the economic livelihood of these communities. A bypass would not solve the safety issue along the project area within in these communities. An addition of a 16-ft median, 12-ft lane and an 8-ft (undeveloped area) to 12-ft (developed area) shoulder would improve circulation along this highway and eliminate the need for drivers to cross over the centerline to pass slow moving vehicles.</p>



Caltrans

NAME: Hiroimi Kawaji DATE: 10/29/00
ADDRESS: 1727 Pali Hwy CITY/ZIP: Honolulu 96813
REPRESENTING: _____ PHONE: (808) 5214222

I wish to speak. I would like to have the following question answered.
 I would like to have the following statement filed for the record. I am opposed in favor Neutral to the project
If you would like to speak or have your question answered, please hand the card to a Caltrans representative.

1 I am in favor of improvements to the area w/~~as~~ ^{least} as possible negative impact to the natural environment. I'd like every consideration be made to minimize negative impact on cultural / historical sites, wetlands, and biological resources, even if this may increase the costs (of the project).

2 I'd like information on how the project will affect the value of the property in the area.

3 I'd also like more information on parties interested in buying ^{my} property.

Thank you.

Response #	Comments from	Responses
C-5	Hiromi Kawaji	<p>1) Comments noted. Caltrans would make every consideration in minimizing the impacts to the cultural, historical and biological resources within this project area.</p> <p>2) As for the value of the property in the area, it is possible that property values in the project area could increase as a result of improved access. Any estimate of effects of highway development on property values is highly speculative due to the wide variety of factors that could also influence property values.</p> <p>3) Appraisal and purchase of properties needed for this transportation facility is the responsibility of the State Department of Transportation. The Department provides a Relocation Assistance program for businesses and persons who must move because of a project. If your property is required for the project a Right of Way Agent from the Department will assist you and give you general information about the project.</p>

5150 VIA PORTOLA
OCEANSIDE, CA 92057
OCTOBER 30, 2000

MR. RONALD KOSINSKI
CHIEF ^{OFFICE} OF ENVIRONMENTAL PLANNING
ROUTE 138 COMMENTS
CALTRANS DISTRICT 7
120 SOUTH SPRING STREET
LOS ANGELES, CA 90012

DEAR MR. RONALD KOSINSKI

1 [WE ARE PROPERTY OWNERS OF PEAR BLOSSOM
AND WOULD LIKE TO KNOW WHAT IS GOING TO
TRANSPIRE IN THAT VICINITY.
IS THERE A MAP ON WHAT AREAS ARE GOING
TO BE AFFECTED.

2 [WOULD LIKE THE FOLLOWING CALTRANS PUBLICATIONS
THAT ARE AVAILABLE AND MIGHT GIVE US
ANSWERS AS TO WHAT THE PLANS ARE GOING TO BE.
① YOUR PROPERTY, YOUR TRANSPORTATION PROJECT.
② WORKING TOGETHER WORKS, CALTRANS & YOU, TITLE 6
WOULD APPRECIATE RECEIVING THEM.

THANK YOU

Helen Shukal

Response #	Comments from	Responses
C-6	Helen Shukal	1) Please refer to section 2.0 of the EIR/EA, which includes a description of the project, alternatives and a project location map.
		2) The requested Caltrans publications have been sent.

DR. LARRY J. CONNELLY, D.V.M.

7193 Pearblossom Hwy., Littlerock, CA 93543
Phone: 661-944-0104 - FAX: 661-944-5193

October 31, 2000

Ronald Kosinski
Chief, Office of Environmental Planning
ATTN: Chris Benz-Blumberg
Caltrans
120 South Spring Street
Los Angeles, CA 90012

Re: Comment on Draft EIR/EA, SCH #1998091007
(Highway 138 widening)

Dear Mr. Kosinski and Caltrans District Staff:

I am in favor of the project, however, as I own buildings that will be adversely affected by the project (7193 Pearblossom Highway, Littlerock), I have a number of concerns regarding issues that will make my buildings no longer useful.

1

My understanding is that the widened highway will come within 30" of my residential and office building. My fruit stand and about 20' of property will be lost to the project. Additionally, my residential and office building will become useless as such due to extreme proximity to the new wider highway due to set-back codes and noise and pollutant contamination. I hope that I will receive fair and reasonable compensation for relocation of my fruit stand and residential and office building.

2

Additionally, other concerns are regarding flooding and traffic. As a result of the last widening project (March 1995) in front of my property, the water run-off pattern was drastically changed resulting in water from not only the highway but from 72nd Street East being channeled directly at my residential and office building. A heavy rainstorm resulted in 2" of mud and considerable damage on the interior of my buildings. I was put through 2 years of stonewalling, denial and insults from Caltrans adjustors, engineers and attorneys before I was compensated. The run-off still has not been properly addressed, with only "Band-Aid" efforts put in place to channel the water past my highway frontage only to have it come back onto my property at a further north-west location (please see attached assessors map). And, as my property is at the far west end of town, I have concerns that traffic will be adequately warned and controlled with respect to the business district so as not to disrupt my business affairs from this location (during both construction and when finalized). As my wife and I run three businesses from this location, our

3

4

customers need safe access in and out of our property. I would like to see flashing yellow lights at both the east and west sides of Littlerock, as well as traffic signals within the town at the intersections of 80th St. East and 87th St. East.

5

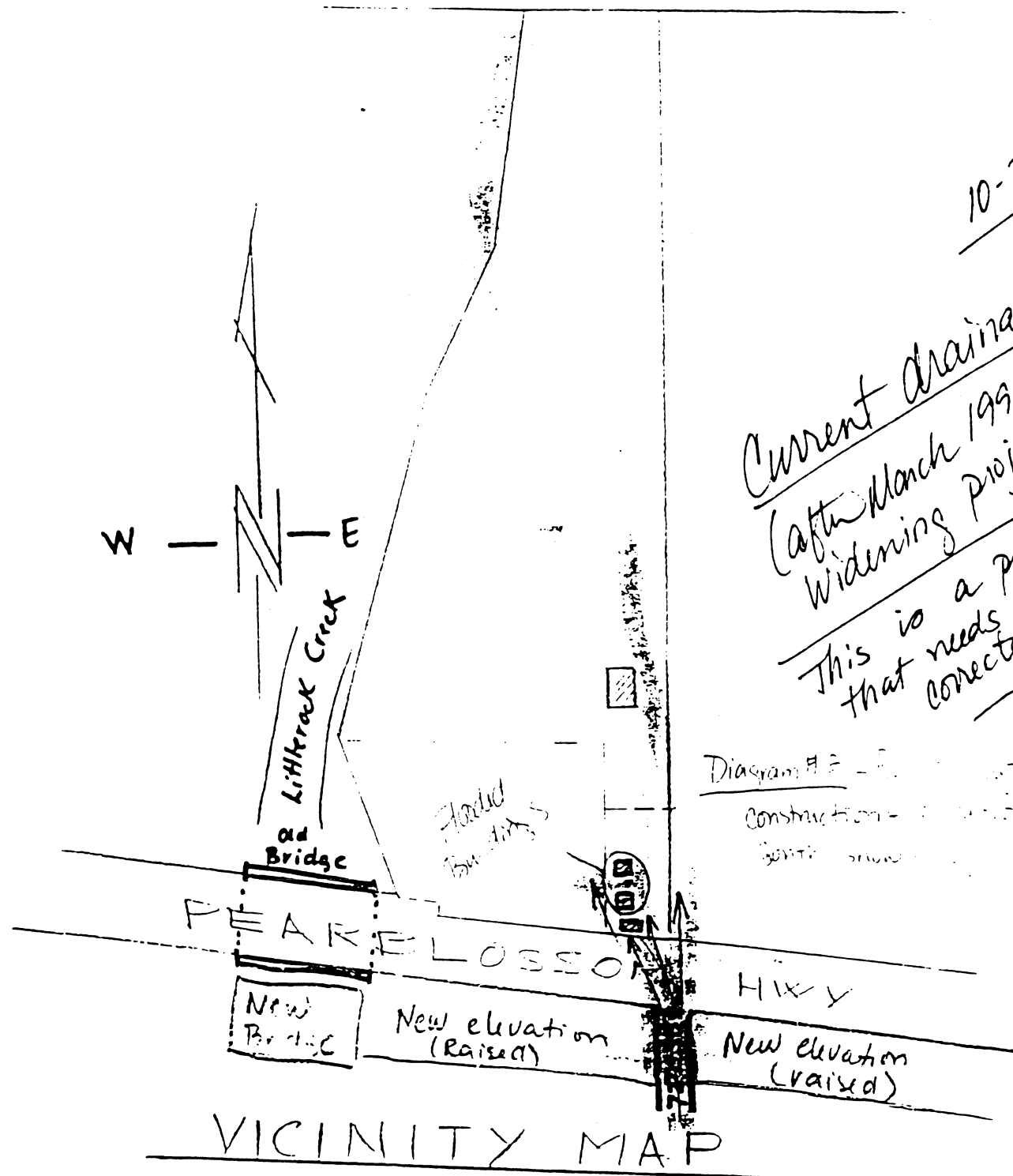
With respect to relocation of the buildings and loss of property, we are looking for fair compensation and assistance with all phases including but not limited to extending our commercial zoning at the back (north) side of the property, planning, engineering and construction costs involved with relocation/or construction of replacement buildings, disruption of business, and any other assistance necessary to help us make the necessary changes needed for this project.

6

Thank you for your time and consideration of our needs.

Sincerely,

Larry J. Connelly, D.V.M.



10-31-2007

Current drainage
(after March 1995 widening project)

This is a problem that needs to be corrected.

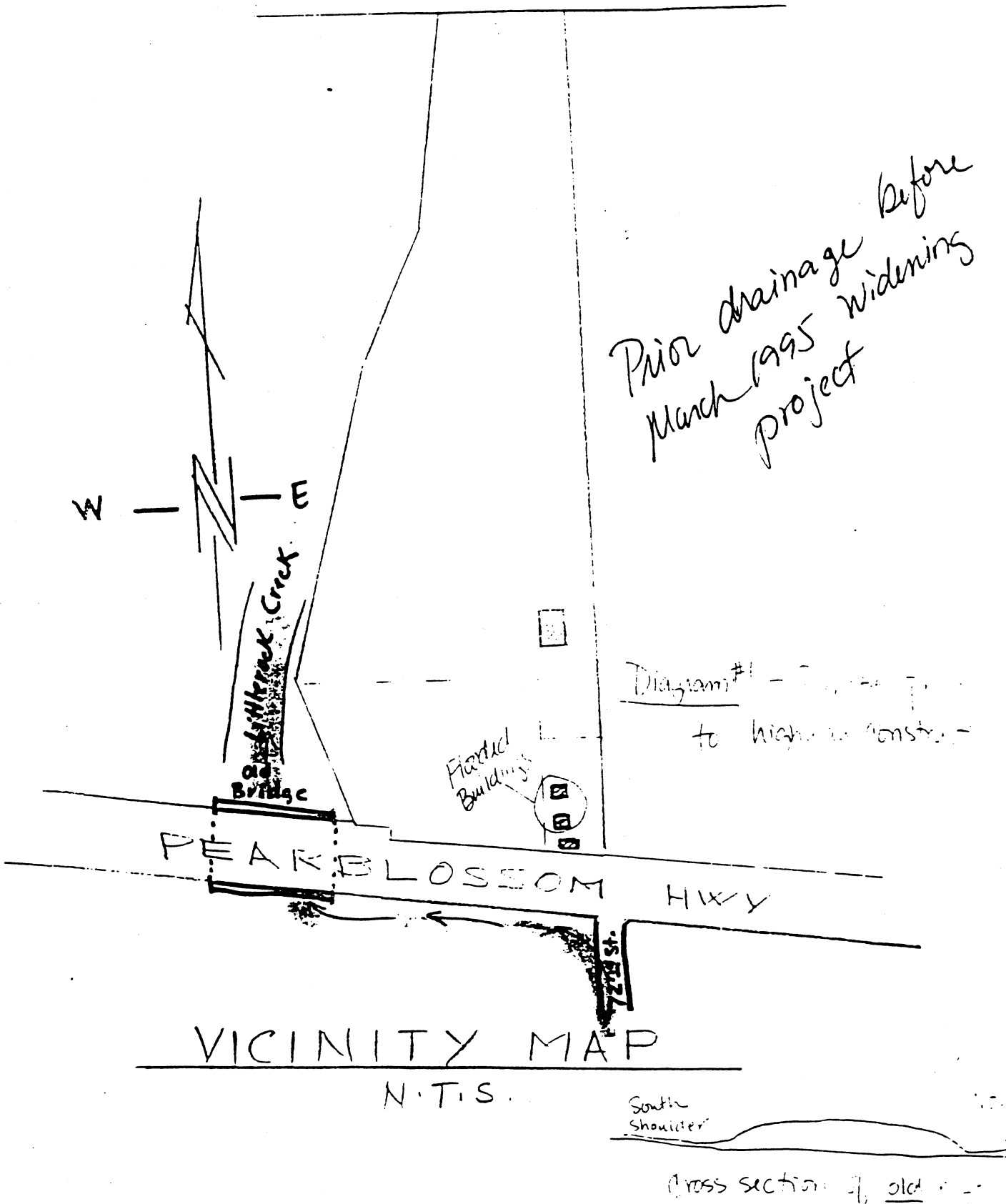
Diagram # 2 -
Construction -
Slope -

VICINITY MAP

N.T.S.

South
Main shoulder

Construction of new highway



Prior drainage before
March 1995 widening
project

Diagram #1 - ...
to highway construction

Flooded
Buildings

PEAKBLOSEM HWY

72nd St.

VICINITY MAP

N.T.S.

South
Shoulder


Cross section of old...

Response #	Comments from	Responses
C-7	Dr. Larry J. Connelly	<p>1) Comment noted.</p> <p>2) All acquisition and any relocation of persons, farms or business will be done in compliance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970. It is also called the Uniform Act. Compensation, if any, would be part of the right of way negotiations.</p> <p>3) Although, the exact details of how the drainage would be handled have not been developed, it is anticipated that every effort would be made to maintain existing flow patterns. Any system used would be designed to return the flows to its original pattern and velocity.</p> <p>4) The project proposes to maintain access at all times to all-abutting properties during the construction project.</p> <p>5) The traffic studies conducted as part of the Draft EIR/EA do not warrant the installation of a traffic signal at the intersection of 80th Street East and 87th Street East and State Route 138. However, the department has agreed to conduct additional traffic studies through the design phase to determine if traffic conditions change and a signal can be justified at this location.</p> <p>6) All acquisition and any relocation of persons, farms or business will be done in compliance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970. It is also called the Uniform Act. Compensation, if any, would be part of the right of way negotiations.</p>

AN UNDER PASS ~~OR~~ OR

OVER PASS AT 165TH ST ELS

2

AND ANOTHER ONE BY THE PIKE-
TURN OFF, WOULD RESULT IN LOWER DEATH
RATES. THE UNDER/OVER PASSES SHOULD INCORPORATE
ROOM FOR PEDESTRIAN & EQUINE TRAFFIC.
THIS WOULD ELIMINATE THE DANGEROUS FEELING
OF THESE INTERSECTIONS.
(OVER) 



THE UNIV. OF IOWA HAS
A BEAUTIFUL PEDESTRIAN
CROSSING OVER A MAJOR

THOROUGHFARE. IT IS

CIRCULAR IN NATURE, LIKE

THE EXITS IN THE SAN DIEGO
(QUALCOMM) STADIUM

Notes

1

Response #	Comments from	Responses
C-8	Steve McIntosh	<p>1) Comment noted</p> <p>2) Caltrans would not be able to develop an overpass or underpass on this type of highway. This type of structure would eliminate access to the highway at this intersection. In order to correct that ramps would have to be created in order to provide access to State Route 138, which would require additional right-of-way, and not be within the scope of the project. Caltrans would continue to study the need for a stoplight at 165th Street East.</p>

NAME: Kaye Bruns

DATE: Nov 6, 2000

ADDRESS: 37443 96th St. East Littlerock, CA 93543

REPRESENTING: E.T.I. Corral #9 in Littlerock

PHONE 661-944-4927

I would like to have filed for record that I am opposed to the Project.

I live in Littlerock, and there have been many times that I cross Highway 138 on the weekends.

It is VERY DANGEROUS, and UNSAFE at the intersection of 96th Street East. I travel across this highway to go to friends houses and many times I am pulling my horse trailer.

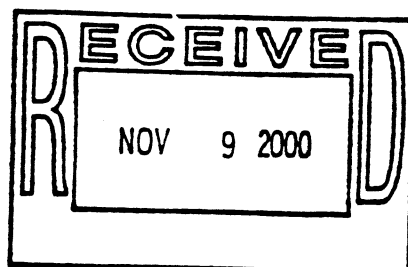
I would like to see a light at 96th Street East to help cars, truck and trailers have any easier and SAFER time getting across this highway.

If you have not actually sat at intersections (96th) or (Longview) and watched traffic on weekends, I strongly urge you to do so.

Once this highway is widened, more cars and trucks will be on this roadway, and it will be almost impossible to cross.

Please consider a light at 96th Street East.

Thank you for your time.



Response #	Comments from	Responses
C-9	Kaye Bruns	1) Caltrans would continue to study the need for a stoplight at 96 th Street East. An addition of a 16-ft median, 12-ft lane and an 8-ft (undeveloped area) to 12-ft (developed area) shoulder would improve circulation along this highway and would also provide a refuge in which to merge with traffic.

QUESTION / COMMENT CARD



STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION
120 S. SPRING STREET
LOS ANGELES, CA 90012

NAME: DON R. PRESTON (mailing) DATE: Nov 6th 2000
ADDRESS: 18756 PEARBLOSSOM HYN } PO Box 131 CITY/ZIP: LLANO, CA 93544
REPRESENTING: PRESTON RANCH } 93544 PHONE: (661) 533-0511

- I wish to speak. I would like to have the following question answered.
 - I would like to have the following statement filed for the record. I am opposed in favor Neutral to the project
- If you would like to speak or have your question answered, please hand the card to a Caltrans representative.

I have 2 1/2 acres on Hwy 138, in LLANO, CA,
I am on south side of Hwy 138, between 165th St & Langhorne
1 St - I wish to find out if, new addition to Hwy 138 will
effect my property.? I know 138 isit a very safe
Highway and I hope improvements will be soon.
Thank You - Don R. Preston

Graphic Services • Q/C Card 7.71.0

Response #	Comments from	Responses
C-10	Don Preston	1) Sent Aerial photos and Plans (L- 69) for the properties (3083-013-033/035) located on 188 th and Pearblossom Hwy



NAME: JAMES R. BUTZKE DATE: Nov. 3, 2000
ADDRESS: 5680 E. PEARBLOSSOM HWY, PALMDALE, CA. CITY/ZIP: 93552-5903
REPRESENTING: HERBERT O. BUTZKE - FATHER PHONE: (661) 533-1893

I wish to speak. I would like to have the following question answered.
I would like to have the following statement filed for the record. I am opposed in favor Neutral to the project
If you would like to speak or have your question answered, please hand the card to a Caltrans representative.

AFTER VIEWING THE CALTRANS MAPS OF THE PROPOSED WIDENING OF
HWY 138 AT 4 POINTS I SEE THAT OUR PROPERTY IS NEGATIVELY
AFFECTED. MY FATHER OWNS THE PROPERTY FRONTING THE HWY TO
CHESEBRO ROAD. AT PRESENT THERE ALREADY IS 4 LANES PLUS
A CENTER LANE FOR LEFT TURNS GOING WEST TO LOS ANGELES
AND EASTBOUND TURNING NORTH FROM PEARBLOSSOM HWY / HWY 138

Graphic Services • Q/C Card 7/11/00

57TH ST. AND AVE T. ANY FURTHER WIDENING OF THE HIGHWAY RIGHT-OF-WAY
WILL PUT TRAFFIC IN OUR FRONT YARD AND WILL ELIMINATE OUR HOME,
WELL AND IRRIGATION SYSTEM. THE CALTRANS RIGHT-OF-WAY RUNS
THROUGH ALL FRONT CORNERS OF THE HOUSE AND OVER OUR WELL. IF THE RIGHT-
OF-WAY WOULD BE MOVED NORTH 30' TO RUN ALONG THE SIDE OF THE PAVEMENT
EXISTENCE THERE WILL BE NO PROBLEMS. WHERE IS THE RIGHT-OF-WAY NOW?
THE HIGHWAY HAS BEEN IN ITS PRESENT STATE FOR THE PAST 40 YEARS AND I
ASSUME THE RIGHT-OF-WAY IS PRESENTLY IN PLACE. IF THE STATE IS NOT GOING
TO WIDEN THE HIGHWAY TO 4 LANES UNTIL IT PASSES CHESEBRO ROAD / 57TH ST.
THEN THERE IS NO NEED TO DISTURB OUR PROPERTY.

I SPOKE WITH ART CORREA AT THE CALTRANS PRESENTATION AT THE
LITTLE ROCK HIGH SCHOOL ON OCT. 30TH. HE SUGGESTED THEY COULD SHIFT THE
HIGHWAY RIGHT-OF-WAY FARTHER TO THE NORTH SIDE OF THE PRESENT HIGHWAY.
A GOOD IDEA! UNDER THE NEW PLANS FOR EXPANSION LET THE RIGHT-OF-WAY ON THE
SOUTH SIDE OF THE HIGHWAY REMAIN AS IS AND DEVELOPE THE NORTH SIDE AS THE
WIDENED PART OF THE HIGHWAY. THAT WAY THE EXISTING 2 LANES WILL EVENTUALLY
BE THE EASTBOUND LANES OF HWY 138 AND THE WESTBOUND LANES WILL BE NEW.
AT THE 1ST CURVE TO THE EAST THE HIGHWAY CAN THEN MERGE INTO THE EXISTING
LANES TO THE LITTLE ROCK CREEK BRIDGE. THERE IS NOTHING ON THE NORTH SIDE OF
THE HIGHWAY EXCEPT DESERT ALL THE WAY FROM 57TH ST. TO THE 1ST CURVE AT ABOUT
70TH ST. EAST.

THIS STATEMENT SUPERCEDES THAT STATEMENT GIVEN TO THE COURT REPORTER
ON OCT. 30TH AT THE LITTLE ROCK HIGH SCHOOL.

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Response #	Comments from	Responses
C-11	James R. Butzke	<p>1) Comment noted.</p> <p>2) Caltrans is still working on final design refinements as part of the environmental planning process. This does not mean that we have determined to take the property. In this area the highway is already widened to 4 lanes, but there are utility poles or fixed objects that would need to be relocated. It would be required to move them at a minimum of 30 feet away from the edge of travel way for the standard clear recovery zone. Caltrans would conduct final Plans, Specifications and Estimates (PS&E) to determine if the house and the other property features can be saved. The department will contact him once the final design studies are completed.</p> <p>3) Comment noted.</p>

QUESTION / COMMENT CARD

STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION
120 S. SPRING STREET
LOS ANGELES, CA 90012



NAME: Donald & Gertrude Waterman DATE: 11-25-00
ADDRESS: 4130 EXA COURT CITY/ZIP: SACRAMENTO CA
REPRESENTING: Self PHONE: (916) 488-8298

- I wish to speak. I would like to have the following question answered.
 I would like to have the following statement filed for the record. I am opposed in favor Neutral to the project.
If you would like to speak or have your question answered, please hand the card to a Caltrans representative.

1 | My wife & I own land listed by the Assessor's ID. No.
Mzp Books 3083, Page 016, Parcel 021
Will this land be effected by the improvements on
route 138. Thank you. Donald Waterman

Response #	Comments from	Responses
C-12	Donald & Gertrude Waterman	1) Parcel Number 3083- 016-021 is not directly affected by the proposed project due to the fact that the property is located south of the project area.

Jason Zink
P.O. Box 295
Littlerock, CA 93543
(661) 947-6598

December 12, 2000

Ron Kosinski
Caltrans District 7
Office of Environmental Planning
120 South Spring Street
Los Angeles, CA 90012
(213) 897-0687

Re: Highway 138

Dear Sir,

This is my comment on the planned improvements to highway 138. To give you background on myself, my family moved to Littlerock back in 1900 and I lived there all my life. I am a former three term Littlerock Town Councilman and a former Littlerock Chamber of Commerce Director and work as a real estate realtor. My brother died in a car crash on Hwy 138 and I have lost friends through the years on the highway. So I am very pleased to see progress on improvements being planned on highway 138.

I'd like to let you know what I think would be good improvements to make highway 138 a better highway.

- 1) You need to have 2 lane turning lanes at Four Points. Every morning, weekend, and holiday you see traffic that is turning west onto Pearblossom Hwy that is so backed up it prevents traffic from going straight. Several times I've seen traffic backed up from Four Points to 82nd street in Littlerock. Littlerock and Pearblossom are not even built up with homes yet. So the more people that move there, the more of a problem this is going to become.
- 2) All telephones and utility poles need to be placed underground, period. There has been too many accidents that killed people because of these telephone hazards. They are also eyesores.
- 3) You need to put pipe crossing under the highway for future uses. Littlerock and Pearblossom will need sewers because of ground water contamination in the area. Work with LA County Public Works, LA County Flood Control, Utility Companies and Littlerock Creek and Irrigation District to see their future plans, that way the highway will not be torn up again.
- 4) Highway 138's best use would be to make it like an expressway/freeway highway where on and off traffic would be controlled and homes would not be allowed to be built with driveways coming on to the highway between Four-Points & Littlerock,

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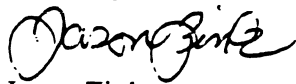
5

Littlerock & Pearblossom, and Pearblossom & Llano. Caltrans should buy an additional 30 feet on both sides of the four-lane highway. That way you could control on coming traffic at controlled intersections and would allow for an expressway between towns. This would make the highway more functional and convenient to travel. There would be under passes under the highway for 70th, 106th, 116th and 145th streets where you would have on and off ramps for getting onto the highway at these intersections. By doing this I believe you extend the life of the highway before you would have to build a freeway for 138 in years to come.

- 5) With the 30 feet of land on both sides of the highway you would build a rail fence and plant pepper trees where there is no native vegetation like Joshua trees. The new highway will have a major impact on the scenic value and change the lifestyle of the area; this would be a good way to mitigate that. 6
- 6) I would also like to see a 30 foot wide landscape median put in between 89th and 96th street east this would make entering into Littlerock very pleasant while continuing the expressway. 7
- 7) Littlerock's community plan says new construction should take on a western motif. So you should consider this in the construction of lights, signs, and buildings of any kind. 8
- 8) In Pearblossom widening of the highway should be done to the north of the highway because there are fewer buildings that would be impacted. I think It would smother in the construction and traffic impacts if you were building only on one side of the highway. 9
- 9) Llano ruins should have a park developed with a sign put in place that explains the significance of the site. 10
- 10) Trail crossings need to be considered along the highway, Littlerock Creek, between 96th & 106th, Bigrock creek. The under passes should be big enough and high enough for horses and their riders. 11

I hope my suggestions will help you in your study in making the best plan for Highway 138. Please call me when you receive this letter so I can hear from you. I will be happy to work as a consultant if needed. 12

Sincerely,



Jason Zink

Response #	Comments from	Responses
C-13	Jason Zink	<p>1) Comment noted. No response required.</p> <p>2) Caltrans is still conducting studies at the intersections and if it is determined that additional lanes are needed they would be provided.</p> <p>3) The project does not propose to underground the power poles. That is a local issue. There is an underground fee tax that is a portion of the electrical surcharge that the property owners pay to the electrical provider. The electrical provider has a master plan to underground their lines. They set the timetables. If they wish to do that, the department will cooperate with the provider in the relocation effort. However, Caltrans will not fund said work.</p> <p>4) The project does not propose sewer lines. Sewer systems are a local issue and are not part of the highway project. In the future lines can be jacked across the highway eliminating the need to trench the new facility.</p> <p>5) The existing transportation need in this corridor is best served by a conventional highway facility.</p> <p>6) Planting trees at said location would interfere with the access to private property and businesses. It would also create a fixed object, which could be hit by errant vehicles.</p> <p>7) The impacts to the existing facilities, including the aqueduct and the orchards would be too great to justify the construction of such a facility.</p> <p>8) The final project would be designed with the appropriate input from the Caltrans architects. Caltrans would also obtain and use the input from local officials. However, it should be noted that the project does not propose the construction of new buildings or the installation of streetlights.</p> <p>9) The preferred alternative proposes to shift the alignment to the north to protect the Community of Pearblossom.</p> <p>10) This is a local issue. However, Caltrans is aware of the importance of this site and has been in consultation with the State Historic Preservation Officer (SHPO). In this area the proposed project proposes to realign the highway to the south about 75 feet in order to save the Llano Hotel ruins.</p> <p>11) The project will maintain all of the existing equestrian trails. The bridges are being designed to accommodate the equestrian community. The design of these facilities is being coordinated with the local equestrian groups and the Los Angeles County Department of Parks and Recreation.</p> <p>12) Comment noted. No response required.</p>



To: <abdi.saghafi@dot.ca.gov>
cc: <art.correa@dot.ca.gov>, <dan.dunn@dot.ca.gov>, <cathy.wright@dot.ca.gov>
Subject: Route 138 Widening Project

October 19, 2000

2880 Wards Terrace

Laguna Beach, CA

92651

Mr Saghafi,

1 I received your public information booklet on the subject project. I am interested in obtaining all the available information on this project. I am the property owner at Pearblossom and Largo Vista. I reviewed your website named in the booklet and found nothing about this project. I will be on the

2 east coast during the October 30 Public Hearing so I will not benefit from that meeting. When will detail information about the project be available on the website? I would like have access to the Right of Way publications cited in the booklet on page 9. If there is going to be some delay getting them on the website, I would like to submit my request for these publications now. Comment about the booklet

3 The diagrams on pages 26 through 28 would be more helpfull if some text was provided as to how they relate to the project plans and the existing roadway.


I thank you for your attention to my request.

Sincerely,

Richard W. Day



Art Correa
10/24/2000 09:29 AM

To: "Richard W Day" <beachdays@email.msn.com >
cc: Abdi Saghafi/D07/Caltrans/CAGov@DOT, Cathy Wright/D07/Caltrans/CAGov@DOT, Chris Benz-Blumberg/D07/Caltrans/CAGov@DOT
Subject: Re: Route 138 Widening Project 

Mr. Richard Day, please accept my apologies for the inconvenience of not being able to obtain the information you wanted on the web as we have advertised. We had some technical difficulties, outside of our control with the web site last week. We have not fully resolved them; however, portions of the project's web site are back on line.

The information you requested about the right of way booklets is not linked to the project site at this time because of the technical difficulties. However, you can view the same booklets by visiting the following site: www.dot.ca.gov/hq/row

To obtain information about the project, please visit the site at: www.dot.ca.gov/dist07 and then click on "Rte 138 Information".

If you have any problems please let me know which right of way books you need and I will e-mail them to you.

If you have any other questions or if you need additional information about the project, please contact me by e-mail at art.correa@dot.ca.gov or by phone at 213-897-0122.

Thanks

Art Correa, P.E.
Design Manager
Office of Project Development B

Response #	Comments from	Responses
D-1	Richard Day	<ol style="list-style-type: none"><li data-bbox="646 239 1507 327">1) The information that was requested is not linked to the project site at this time due to technical difficulties. However, you can view the same booklets by visiting the following site: www.dot.ca.gov/hq/row<li data-bbox="646 327 1507 394">2) To obtain information about the project, please visit the following website www.dot.ca.gov/dist07 and then click on "Rte 138 Information".<li data-bbox="646 394 1507 426">3) Comment noted



To: cathy.wright@dot.ca.gov
cc:
Subject: state route 138 corridor between ave,T and the junction with State route18

Hi!

I received a Caltrans pamphlet regarding an impending hearing of environmental impact regarding the above subject. I don't have any idea what is this all about.I like to have some more information about it .I don't even have a map indicating how will it affect my property . Please send additional information about the proposed improvement. I look forward for your earliest response. Thank you.

Jesus Hernandez

Get Your Private, Free E-mail from MSN Hotmail at <http://www.hotmail.com>.

Share information about yourself, create your own public profile at <http://profiles.msn.com>.

>Get Your Private, Free E-mail from MSN Hotmail at <http://www.hotmail.com>.

>

>Share information about yourself, create your own public profile at <http://profiles.msn.com>.

>

>Hi!

One question come to mind. I would appreciate any help I can get. It is regarding parcel 3083 001 017, Where is this parcel located exactly? I am not sure how to locate it in a regular street map. When I bought the property I was just given a discription. Someday I would like to visit the property but my problem is how to locate it in a regular city/county map. I am asking if there is such map that would show it. What would you suggest I do?Thank you for your time.

>

>Thank you very much,
Jesus Hernandez

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Get Your Private, Free E-mail from MSN Hotmail at <http://www.hotmail.com>.

Share information about yourself, create your own public profile at <http://profiles.msn.com>.

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> >Get Your Private, Free E-mail from MSN Hotmail at <http://www.hotmail.com>.

> >Share information about yourself, create your own public profile at
> ><http://profiles.msn.com>.

> >I was beginning to wonder my self if you have recieved my e-mail. Thank
>you

> >for you prompt response. It is unfortunate that I will be unable to
>attend

> >you upcoming meeting. Due to other committments plus I live all the way
> >here in San Diego. With this proposed improvement how will it affect our
> >property and the neighboring properties? What is the future impact to our
> >property? Will our parcel appreciate or depreciate? Will it change the
> >zoning of this area once the improvement takes place? I am not sure if I
>am

> >asking pertinent questions since at this point I don't know if it will
> >affect our property directly or indirectly. Please let us Know what to do
> >in any case. Thank you! I appreciate the return information very much.

> >Thanks again for the prompt response you have been giving me. I hope you
> >will have a fruitful meeting.

>Thanks Again,

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Response #	Comments from	Responses
D-2	Jesus Hernandez	<p>1) Parcel Number 3083- 001-017 is not directly affected by the proposed project due to the fact that the property is located northeast of the project area.</p> <p>2) As far as property appreciation, it is possible that property values in the project area could increase as a result of improved access. However, any estimate of effects of highway development on property values is highly speculative, given the wide variety of other factors that also influence property values.</p> <p>3) Future zoning changes are under the jurisdiction of Los Angeles County.</p>

To: <cathy.wright@dot.ca.gov>
cc: <art.correa@dot.ca.gov>
Subject: Widening Hwy 138...

Dear Cathy and Art,

I have lived in the Antelope Valley 56 years, and in the Littlerock area for nearly 30 years. I have watched Littlerock and Pearblossom grow into the communities that they are.

My concern is the widening of Hwy. 138 through Littlerock. Pearblossom will not be impacted to the same degree as Littlerock.

1 I shop in Littlerock, and access to the highway will be a problem. We are already aware that there will be no more parking along the highway if it requires backing out into traffic in order to leave a business. As there is currently a paucity of parking area for many of the small business's, this will create problems for most business owners. Leaving and picking up children at the school will be very hazardous. It is tough NOW to make a left turn from 87th, or 96th Street... What will it be like when the traffic count is higher, and it is 4 lanes?

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3 I would like to add a suggestion/observation... As I travel from my home in Juniper hills to the office in Palmdale, I avoid Hwy. 138 as often as possible. When I was commuting to the City every day, I also made every effort to stay off of the Highway. Much of this is because of the terrible accidents that I saw as a younger man who worked for a tow service part-time, and now, because of the traffic on the weekends. My wife and I use Barrel Springs and Mount Emma Road as an alternate route. What amazes me is the number of other drivers who also utilize that route. Mt. Emma Rd. is heavily used by commuters using Angeles Forest Highway, and "locals" from Littlerock, Pearblossom, Valyermo, and Juniper Hills prefer that route, as a connection to Barrel Springs at Cheseboro Road. I would estimate the daily auto traffic as near 2,000 vehicles.

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Over the years, I could not help but notice that Mt. Emma would link directly to the curve at the West end of Pearblossom using Avenue V-8 if it were developed. Would this not be better for all, particularly in the future?? If 138 were to veer south along Littlerock Creek, and then East again along Ft. Tejon to V-8, thence East to Pearblossom, you would benefit ALL of the area residents, as well as the heavy (and predicted even heavier) traffic headed for Victorville, San Bernardino, and points beyond. There WILL be a day when 4 lanes through Littlerock, with the incumbent signal lights to allow traffic to enter from the sideroads, will be just like the Palmdale Boulevard section of 138 is now. Why have to do this all over in the future?? Will business in Littlerock be affected?? Certainly.... however, as the population continues to grow in the area, the business's along the old highway will do fine. As for the folks who have stopped at Charlie Browns, the sausage vendor, and farmers mart for years?? They will still be able to use the "Old Road" which will be available as a secondary highway.

Many, many people are now turning right on Ft. Tejon from Mt. Emma, and going South on Ft. Tejon. They then turn back to the north on 106th, 121st, or Longview Rd. to get into the areas along the south side of 138. If V-8 were developed, they could go straight through from Palmdale, Angeles Forest, Barrel Springs, and Mt. Emma. I believe that a decision to re-align the highway now, before the area south of Littlerock is developed any further, will be hailed as the correct one in the future, when we need to take 138 out to 3 lanes in each direction. If it passes through Littlerock, that will never be an option, only a bigger bottleneck....

Thank you,

Jack F. Milburn
REALTOR
SRES, CRS, GRI.

Response #	Comments from	Responses
D-3	Jack Milburn	<p>1) The department would be conducting a detailed investigation of the existing and the proposed parking conditions along the project limits. At the completion of the study the department would develop mitigation measures. The mitigation measures would then be incorporated in the final contract plans.</p> <p>2) Caltrans has conducted extensive negotiations with the school district to mitigate the impacts created by the widening project. Caltrans and the school have reached an agreement to relocate the loading facilities and to replace the parking to the back of the school. Traffic circulation would also be improved at 82nd Street and at the school drop off area.</p> <p>3) Caltrans has studied Design Variations D and E along Avenue V and V-8. These alternatives were considered, but rejected because of the economic impacts on the community, additional impacts to the environment and failure to meet all of the project objectives.</p>



To: cathy.wright@dot.ca.gov
cc:
Subject: 7243 pearblossom hwy.littlerock,ca 93543.

Dear Ms Wright:

My name is Kamal Al-khatib , i'm the owner of the Dena Inn on Pearblossom Hwy which is included in the widening of Hwy 138. I submitted my comments to you on

the Oct 13,2000 meeting held in Littlerock High school.

I would like to add to my comments , i would appreciate the consideration of left turn

1 to my motel traveling east, or leaving the situation the way it is now which a broken

yellow line from both sides. this will ease the entrance to my business and will help

me to retain my current customes who are used to come to this Motel since 1946.

a confirmation of receiving this letter is greatly appreciated so i can keep in my files

of this project.

thanks

Kamal M.Al-khatib
cwner
Dena inn apartment motel
7243 pearblossom hwy.
;ittlerock,ca 93543

Response #	Comments from	Responses
D-4	Kamal M. Al-Khatib	1) An addition of a 16-ft median, 12-ft lane and an 8-ft (undeveloped area) to 12-ft (developed area) shoulder would improve circulation along the highway and would also provide a refuge in which to merge with traffic. The addition of a 16-ft median could serve as a left-hand /right-hand turn lane that would provide access for eastbound and westbound traffic into local businesses.



"corpus" <jl@QNET.COM> on 11/15/2000 09:30:53 PM

To: <chris.benz-blumberg@dot.ca.gov>
cc: <jl@qnet.com>
Subject: Fw: New Hwy 138 Alignment & R/W Aquisition at N/E Corner of 126th St East & Hwy 138

This email had been sent on 11-13-00 but was not delivered due to an error in the email address which had been given to me. It is now being forwarded again with the corrected address.

John Frehn

----- Original Message -----

From: corpus
To: chris.benz.blumberg@dot.ca.gov
Cc: jl@qnet.com
Sent: Tuesday, November 14, 2000 12:04 AM
Subject: New Hwy 138 Alignment & R/W Aquisition at N/E Corner of 126th St East & Hwy 138

Date: 11-13-00

TO: Ronald Konsinski, Chief
Caltrans District 7
Office of Environmental Planning
120 S. Spring St.
Los Angeles, CA 90012
Atten: Chris D. Benz-Blumberg

FROM: John Frehn
2807 Dearborn Ave.
Palmdale, CA 93551
jl@qnet.com

In 1999, I purchased the N/E corner of Hwy 138 and 126th St. East, Assessor ID No. 3053-025-035, for the purpose of constructing a 24,000 S.F. combination of Service Station, Fast Food Restaurant and Grocery Store. The plans and the design plans are completed and I will be ready to build within the next 18 months. I have just discovered that your recent plans shows the future R/W for northside of Hwy 138 to come just past Jerry's Service Station and then widens out to 30+ meters from the centerline of Hwy 138 and takes a large amount off of the frontage of my property. This will kill my project. I am requesting that you do the same thing for me as you did for Jerry's and go on past my property and not widen the future R/W out to the ultimate width until you have passed my easterly property line. It is a puzzle to me why you have taken right of way for road right of way purposes only 24+ meters from the centerline of Hwy 138 going through Littlerock on both sides of the road and even have taken much less out side of Pearblossom than inside of this town where the road passes by vacant land on both sides of the road, but in Pearblossom you are widening out 30+ meters on my side of the road and not in the S/S of the road in this town. This is breaking the rule of sharing the pain. You are to go equal distance on both sides of a centerline when you take R/W for road construction projects.

If you align a road on a section or quarter section line you are to acquire equal R/W from all parcels along the section or quarter section line, for to do otherwise places an unfair burden on one property owner and an unfair gift or sparing of the property owners who did not have their properties ruined by the same taking.

If in the town of Pearblossom you have decided to save money by not buying R/W on the developed S/S of the road and have opted to buy the vacant land on the N/S of the road then you have given the S/S owners an advantage over the north side land owners and that is

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not equitable. I don't know where the engineers at Caltrans are from who are making these decisions but that is not how it is done in America. It is either fair for all or it is not done in this country.

I would have to ask that my land be purchased at the same value per S.F. that an appraiser would appraise the Chevron Land up the Street. My entire property would have to be purchased at that price including the cost of the engineering Plans. My land also includes the road easement for the future service road between my land and Hwy 138 which was set aside for this purpose but was never used by the state within the 25 year time limit since the tract map was approved. The Surveyor's Map Act of California states that if a government entity takes R/W for road R/W purposes as conditions for approval of a subdivision of land and then does not use that land for the intended purpose within 25 years of the taking, that land is to revert back to the parcel from which it was taken. Therefore the 25 year term has passed and you did not use the land for road purposes (a service road or other road), it now belongs to my land and is part of the north east corner of Hwy 138 and 126th St. East. This R/W once reserved for the service road would also have to be purchased from me.

I must tell you that you are doing an injustice not only to the N/S property owners but also to the S/S property owners who live in homes close to what will be an expanded Hwy 138 with many more trucks hauling nuclear waste and hazardous material, in the event of accidents in the town of Pearblossom. A more competent way to design this section of roadway would be to have the south R/W line go along my north property line and the north property lines of the adjoining parcels which are contiguous to my parcel and running east of my property, if these properties are about the same depth of my property. This way you would have a buffer zone of either vacant land or further commercial development between the Highway and the existing residential development. This is what is taught in urban planning courses and it makes sense. To accomplish this you would need to do what is normal in these situations which is to bypass Pearblossom and provide off ramps or side roads at the west and east ends of the town for travelers who want to take the business district route and be slowed down by the town. The same should be done for Littlerock. The way you have designed your route throws every rule and precept of transportation engineering out the window. Time is money. The vehicle hours (travel time) you are wasting for truckers and travelers to be slowed down by taking them through these towns instead of passing them by it on a high speed road is immense, not to mention the danger of the intersection crossings in town on this soon to be crowded in town state highway with people rushing on it on holidays.

I hope that you were not yielding to special interests groups in Littlerock and Pearblossom when deciding the alignment of this Highway and you took into consideration the safe and timely conveyance of traffic flow for the traveling public.

Just so you know, I am the person who contacted your maintenance people and instructed them to put up full plastic posts on the left turn lane for east bound traffic to avoid anymore heads at 116th St. East and Hwy 138. When it seemed that they were not going to follow my instructions I told them in no uncertain terms I would go to the head of Caltrans to accomplish this end. I could not believe Caltrans built this albatross at that location. The plastic posts served to channel motorists to the small east bound lane you provided for them instead of going eastbound into the two west bound lanes. Semi's were even sliding 100 to 175 feet up those two lanes the wrong way. I probably saved you 3-4 million dollars in law suit awards at that location, and many injuries and lives.

Remember, you can perfectly design a segment so that it meets all of the rules on the charts and graphs but if you do not look carefully at how you connect those segments together and what the combination will produce you end up with a disaster like 116 th St. East and Hwy 138.

I would have contracted you on 11/10/2000 but believed you were closed for the holiday.

I look forward to receiving a response from you soon. Thank You

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Response #	Comments from	Responses
D-5	John Frehn	<p>1) The department conducted numerous studies and developed various alternatives in the community of Pearblossom before selecting the alignment presented at the public hearing as the preferred alternative. We understand the concern about the impacts to your property. However, as part of the process of selecting an alternative, both the environmental impacts and an economic analysis are prepared for each alternative to determine the least costly. The department's decision to widen to the north was basically based on the cost of taking the existing businesses on the south side and the overall impact to the community. It is worth mentioning that if the department had taken the properties on the south side of State Route 138, it would have eliminated the business district in the community of Pearblossom.</p> <p>2) All acquisition and any relocation of persons, farms or business will be done in compliance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970. It is also called the Uniform Act. Compensation, if any, would be part of the right of way negotiations.</p> <p>3) Caltrans conducted numerous studies and developed various alternatives in the community of Pearblossom before selecting the alignment presented at the public hearing as the preferred alternative.</p> <p>4) Comment noted. No response required.</p> <p>5) Comment noted. No response required.</p>



To: art.correa@dot.ca.gov
cc:
Subject: Re: Correction of community name

Art

I am very excited about the meeting to be held on Oct.30, 2000 at the high school, but I feel you should make a better effort in spelling our name correctly. LITTLE ROCK is spelled as ONE word not TWO as in LITTLE ROCK, ARKANSAS. Could you please make the corrections before attending the meeting. Thanks
M. Sam Page

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Response #	Comments from	Responses
D-6	Sam Page	1) We are aware of the error in the spelling of the town's name. The reason for using it was to have a picture with the town's name on it for each of the communities in the corridor. We tried to edit the photo but were unsuccessful. It should be noted that the photo was taken from a local Internet site. Mr. Page can be assured that any documents edited by the department would include the appropriate spelling for Littlerock. In no way was this an attempt to disrespect the community.



To: art.correa@dot.ca.gov, Cathy Wright <cathy.wright@dot.ca.gov>
cc:
Subject: Hwy 138 Expansion Proposal (1)

I am a land owner in the area of the proposed Hwy 138 expansion.
I am interested in finding out if the this project consideration encroaches on my property.

Here is a property description. VAC/AVE V6 (DRT)/ VIC 127
STE
PEARBLOSSOM

BK 74 PAGE

18-19 of RS
LOT 15

I hope that description gives you enough information.

If you could tell me the relation of the proposal to my property and potential impacts as you currently understand them I would appreciate that.

Thank you

Matthew Cobb

Response #	Comments from	Responses
D-7	Matt Cobb	1) Mr. Cobb's property is outside of the proposed State Route 138 corridor.

Please respond to labergerie@QNET.COM

To: cathy.wright@dot.ca.gov

cc:

Subject: ROUTE 138

I received the Public Information Booklet regarding the CT project on ROUTE 138 but couldn't attend this past October 30th meeting in Littlerock. This is unfortunate as when we don't voice our problems, we don't count.

We have attended a public hearing in the past and openly expressed our concerns about community issues, and have filled a comment card. Our concern is for the placement of a traffic signal at Longview Road and Highway 138. It has been a problem for the past three years, as we have so many cars using Longview Road compared to five years ago. According to the CT study there is no sufficient traffic to warrant additional traffic signals. I could say honestly that no studies have been conducted. We get so many cars all day long, every day of the week, not only on weekends anymore.

On Longview we have school buses, access to Fort Tejon Road, fire station #79, 30,000 cars on a yearly Valyermo Fall Festival weekend, access to state park's Devil's Punch Bowl. Longview Road is also the National 6. Half of west Los Angeles traffic uses Highway 138 when going to Las Vegas, especially heavy when for a boxing match, and is now like the freeway on a Model T style road. It has become extremely dangerous to try to make a left turn from Longview Road on Highway 138 to even go to our ost office situated on that highway. We do need a traffic signal now and is overdue.

1

2

I would suggest CT to make a survey to study this problem.
Thank you.

Response #	Comments from	Responses
D-8	Labergie	<ol style="list-style-type: none"><li data-bbox="630 260 1500 294">1) Comment noted. No response required.<li data-bbox="630 294 1500 445">2) The traffic studies conducted as part of the Draft EIR/EA do not warrant the installation of a traffic signal at the intersection of Longview Road and State Route 138. Caltrans would continue to conduct additional traffic studies through the design phase to determine if traffic conditions change and a signal can be justified at this location.



To: <art.correa@dot.ca.gov>
cc:
Subject: Widening of the State Hwy 138

Leon Barzegar

639 Palm Drive

Glendale, CA. 90202

Tel: (818) 241-8868

(818) 244-6761

Mr. Ronald Kosinski, Chief
Office of Environmental Planning.
Route 138 Comments
Caltrans District 7
120 South Spring St.
Los Angeles, CA. 90012

Dear Mr. Kosinski;

After reading the pamphlet sent to me and visiting the website for the public hearing, I have several concerns about how the project will affect my property, which is located directly on the State Highway 138, close to long view. Parcel #3037 002 012

1) The elevation of the highway should be designed in a way that does not subject my property to flooding or depreciation of value and use. Large differences in elevation of the highway and adjacent lot would impose additional expenses, such as building a ramp and taking away a useful and vital portion of the front property.

2) If there are any plans for paving a sidewalk on the sides of the highway, I would like to make sure the sidewalk is placed on both sides of

the highway.

3

3) I would like equal widening on both sides of the State Route 138 at the vicinity of my lot, in order to be fair to properties on both sides of the highway.

4

4) I am in favor of widening the State Route 138, if it will add to the safety and use of the Route 138, and improve the use of the land and vitality of the area.

Thank You

Sincerely
yours,

Leon
Barzegar

Registered
Structural Engineer

Response #	Comments from	Responses
D-9	Leon Barzegar	<p>1) The proposed cross-section will include provisions to maintain a minimum grade of 1:6 (V: H) for the areas between the edge of shoulder and the right of way line.</p> <p>2) Based on the existing conditions and the expected pedestrian routed eight-foot (8") wide sidewalks would be provided through the downtown area. In Littlerock sidewalks would be constructed on both sides of the highway and in Pearblossom along the south side.</p> <p>3) Caltrans decision to widen to the north was basically based on the cost of taking the existing businesses on the south side and the overall impact to the community. It is worth mentioning that if the department had taken the properties on the south side of State Route 138, it would have eliminated the business district in the community of Pearblossom.</p> <p>4) Comment noted.</p>



Hidesjoe@aol.com on 11/06/2000 04:54:18 PM

To: art.correa@dot.ca.gov
cc:
Subject: Project 138 Statement

The following statement is being made on behalf of the Llano Community Association.

First of all, the residents of Llano voice their appreciation to Caltrans and their representative Art Correa for the presentation made at a special meeting of the association. It was well received and informative.

The residence have two remaining concerns:

The heavy traffic flow in SR138 at the intersection of 165th Street East. The problem becomes serious on Friday night when eastbound traffic reaches its highest volume during the hours of 3:00 and 8:00 P.M. and on Sunday night when westbound traffic peaks during the same time periods. Traffic testing done at hours other than stated will not produce a true picture of the real traffic problems residents encounter gaining access to or crossing 138.

Where the highway passes to the south of the Llano del Rio hotel, several alternatives have been explored to lessen the damage to this historical site. In the process, the profile of the roadbed will be lowered from the original design level. The lowering of the road bed in this area could increase the probability of roadway flooding and create a serious safety problem. We ask that this issue be given serious consideration in the design phase to maintain a high level of safety.

Submitted by:
Joseph J. Healy
Chair - Highway and Safety Committee.

Response #	Comments from	Responses
D-10	Joseph J. Healy	<p>1) Comment noted. No response necessary.</p> <p>2) The traffic studies conducted as part of the Draft EIR/EA do not warrant the installation of a traffic signal at the intersection of 165th Street East and State Route 138. However, Caltrans has agreed to conduct additional traffic studies throughout the design phase to determine if traffic conditions and a signal can be justified at this location. Caltrans would conduct the intersection analysis for various days and times.</p> <p>3) Caltrans would try to maintain the existing flow patterns. Any system used would be designed to return the flows to its original pattern and velocity. Caltrans is committed to protect the integrity of the Llano Ruins.</p>

APPENDIX K

USFWS Species List



United States Department of the Interior

FISH AND WILDLIFE SERVICE

Ventura Field Office
2493 Portola Road, Suite B
Ventura, California 93003

March 27, 1997

Ronald J. Kosinski
Chief, Office of Environmental Planning
Department of Transportation
District 7, 120 South Spring Street
Los Angeles, California 90012-3606

Subject: ^{Hwy 138} Species List for Pearblossom Highway Project, Los Angeles County, California

Dear Mr. Kosinski:

This letter is in response to your request, dated March 3, 1997 and received by us on March 6, 1997, for information on federally listed, proposed and candidate species which may occur in the vicinity of Pearblossom Highway, Los Angeles County, California. The requested information will be used by the California Department of Transportation (Caltrans) in environmental documents in support of the Pearblossom Highway Project. This letter fulfills the requirements of the U.S. Fish and Wildlife Service (Service) under section 7(c) of the Endangered Species Act of 1973, as amended (Act).

If the subject project may affect a listed species and Federal funds are involved in implementation of the proposed action, the Federal funding agency must prepare a Biological Assessment if the project is a construction project which may require an Environmental Impact Statement^{1/}. If a Biological Assessment is not required, the Federal agency still has the responsibility to review its proposed activities and determine whether the listed species will be affected.

During the assessment or review process, the Federal agency may engage in planning efforts, but may not make any irreversible commitment of resources. Such a commitment could constitute a violation of Section 7(d) of the Act. If a listed species may be affected, the Federal agency should request, in writing through our office, formal consultation pursuant to Section 7 of the Act. Informal consultation may be used to exchange information and resolve conflicts with respect to listed species prior to a written request for formal consultation.

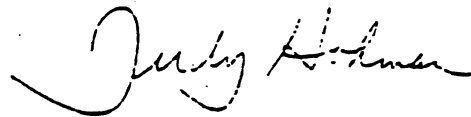
Projects proponents without a Federal nexus should be aware of the prohibitions against the take

of a listed species. Section 9 of the Act prohibits the "take" of any listed species. The definition of "take" includes to harass, harm, hunt, shoot, wound, kill, trap, capture, or collect, or attempt to engage in any such conduct. A notable component of take, is the definition of "harm." "Harm" in the definition of 'take' in the Act means an act which actually kills or injures wildlife. Such act may include significant habitat modification or degradation where it actually kills or injures wildlife by significantly impairing essential behavior patterns, including breeding, feeding, or sheltering (50 CFR 17.3)." Anyone who engages in a take would be subject to prosecution under section 9 of the Act. Such taking may occur only under the authority of the Service pursuant to section 7 (through Federal interagency consultation if there is Federal involvement with a project) or through a section 10(a) permit, as mandated in the Act.

We have enclosed a list of federally threatened and endangered species. To the best of our present knowledge, no species that are proposed or candidates for Federal listing are known to occur in the vicinity of the action. We recommend that you review information in the California Department of Fish and Games's Natural Diversity Data Base to determine whether any State or local species of concern occur in the vicinity of the proposed project.

Should you have any questions, please contact Cindy Carpanzano of my staff at (805) 644-1766.

Sincerely,



Diane K. Noda
Diane K. Noda
Field Supervisor

Enclosure

If "Construction Project" means any major Federal action which significantly affects the quality of the human environment designed primarily to result in the building or erection of man-made structures such as dams, buildings, roads, pipelines, channels and the like. This includes Federal actions such as permits, grants, licenses, or other forms of Federal authorizations or approval which may result in construction.

**THREATENED AND ENDANGERED SPECIES
WHICH MAY OCCUR IN THE VICINITY OF PEARBLOSSOM HIGHWAY, LOS
ANGELES COUNTY, CALIFORNIA**

Birds

Peregrine falcon *Falco peregrinus* (E)

Reptiles

Desert tortoise *Gopherus agassizii* (T)

Key:

E - Endangered T - Threatened C - Critical habitat

PE - Taxa proposed for listing as endangered

PT - Taxa proposed for listing as threatened

PCH - Critical habitat which has been proposed

C - Candidate species for which the Fish and Wildlife Service has on file sufficient information on the biological vulnerability and threats to support proposals to list as endangered or threatened.

APPENDIX L
Location Hydraulic Study

MEMORANDUM

To: Barb Pilolla
Environmental Planner

Date: August 12, 1998
File No: 07-LA-138 PM 51.4/69.4
From Ave T to SR 18
Highway widening
EA 127200,104830
172600, 18840K

From: RALPH M. SASAKI
DEPARTMENT OF TRANSPORTATION
Office of Project Development A/Hydraulics

Subject: LOCATION HYDRAULICS STUDY

LOCATION HYDRAULIC STUDY (SEE FHPM 6-7-3-2, PARAGRAPH 7)

- (a) The project encroaches on floodplains transversely at various locations throughout its length. These encroachments are the existing conditions and will be continued in all the design alternates of the proposed action.

Examination of the National Flood Insurance Program Maps (FIRM's) indicates that there are ten (10) locations that encroach upon the floodplains. The floodplains are predominantly designated as Zone A and B (See attached NFIP Maps for definitions and locations). Of the ten locations analyzed, it was determined that there are three areas of concern (See attached - Summary of Floodplain Encroachment).

The three (3) areas of concern are:

- | | | |
|----|------------------------------|----------|
| 1. | LITTLE ROCK CREEK Br #53-303 | PM 53.57 |
| 2. | BIG ROCK WASH Br #53-313 | PM 63.00 |
| 3. | BIG ROCK WASH Br #53-314 | PM 63.04 |

NOTE: () show paragraph 3 item to which statement responds.

(a.1) LITTLE ROCK CREEK BR #53-303

As shown on the FIRM, the existing freeway is in a floodplain and subject to flooding. Because this location is in an alluvial fan formation, the extent and depth of flooding will vary because of the continual meandering, aggradation, and degradation of the channel with each successive storm. The risk associated with the implementation of the action is low. The risk associated with the implementation of the action is low.

(a.2/) BIG ROCK WASH BR #53-313

As shown on the FIRM, the existing freeway is in a floodplain and subject to flooding. Because this location is in an alluvial fan formation, the extent and depth of flooding will vary because of the continual meandering, aggradation, and degradation of the channel with each successive storm. The risk associated with the implementation of the action is low.

(a.3/) BIG ROCK WASH BR #53-314

As shown on the firm, the existing freeway is in a floodplain and subject to flooding. Because this location is in an alluvial fan formation, the extent and depth of flooding will vary because of the continual meandering, aggradation, and degradation of the channel with each successive storm. The risk associated with the implementation of the action is low.

- (b.1/) The existing freeway encroaches on floodplains transversely. There is no need to evaluate and discuss the practicability of alternatives to any longitudinal encroachments.
- (c.1/) Implementation of this action for all design alternates will not-increase the flood risks that are presently associated with the existing highway.
- (c.2/) The design alternates will not impact on the natural and beneficial floodplain values.
- (c.3/) The action will not support incompatible floodplain development. The Cities of Palmdale, Little Rock, Pearblossom and Llano, along with Los Angeles County, are active participants in the National Flood Insurance Program. All five entities require pad elevations for new structures to be one foot above the water surface elevation of the flood that have a one percent occurrence in any given year.
- (c.4/) State freeway standard design measures would be taken to minimize floodplain impacts associated with the action. These measures would include an evaluation of the adequacy of the existing culverts and bridges. New culverts and bridges would be designed to conform with Topic 7-821.6 of the Highway Design Manual, which states:

7-821.6 Exceptions

When the greatest flood of record is so large that the cost to provide for such an exceptional flood without damage or flooding to the highway or adjacent property can be shown by

analysis to be excessive for the protection given, a lesser flood for culverts and a 50-year flood for bridges may be used for design.

Exceptions to design flood criteria for culverts and bridges require Office of Planning and Design approval.

Any mitigate measures proposed by the State to minimize flooding will need to be coordinated with the upgrading of the existing flood control facilities.

- (c.5/) The action does not impact on natural and beneficial floodplain values.
- (d/) The action does not support incompatible floodplain development. There is no need to evaluate and discuss the practicability of alternates to any support of incompatible floodplain development.
- (f/) Design studies would be coordinated with the affected City, County, State, and Federal Agencies to be consistent with existing watershed and floodplain management programs.

The Location Hydraulic Study can be summarized as follows:

1. The risk associated with the proposed widening is low.
2. The action will not impact on natural and beneficial floodplain values.
3. This action does not support incompatible floodplain development.
4. This action does not adversely affect the base floodplain.
5. Requirements to restore the site to its original condition, to the extent practicable, can be specified in the construction contract.
6. The proposal does involve transverse encroachment.
7. This action does not contain a significant encroachment.
8. Location Hydraulic Studies Documents are on file in this office.

Ralph M. Sasaki
Senior Transportation Engineer
District Hydraulics Engineer
Office of Project Development A/Hydraulics

APPENDIX M

Correspondence Letter

from

County of Los Angeles Chief Administrative Office



CHIEF ADMINISTRATIVE OFFICE

REAL ESTATE DIVISION

222 SOUTH HILL STREET, LOS ANGELES, CA 90012
(213) 974-4300

David E. Janssen
Chief Administrative Officer

November 21, 2000

Board of Supervisors

GLORIA MOLINA
First District

YVONNE BRATHWAITE BURKE
Second District

ZEV YAROSLAVSKY
Third District

DON KNAEE
Fourth District

MICHAEL D. ANTONOVICH
Fifth District

Art Correa, P.E.
Design Manger
Office of Project Development B
California Department of Transportation
120 South Spring Street
Los Angeles, CA 90012

Dear Mr. Correa:

WIDENING OF PEARBLOSSOM HIGHWAY (138)

This is to acknowledge receipt of your letter of September 19, 2000, addressed to James Barber, of the Los Angeles County Department of Parks and Recreation, regarding the proposed widening of this highway involving County park property. The County has also received a letter from Gary Skow, Right-of-Way-Agent, with your agency advising us of the need to acquire a smaller portion of the same County-owned property required by your project to resolve a traffic situation at the intersection of 175th Street East.

We have enclosed a copy of Mr. Skow's letter of October 26, 2000 for your reference, and of the map which details that portion of County property required by his acquisition project.

Since both these State projects require the acquisition of a portion of the same County-owned property, we recommend that they be consolidated to minimize processing costs.

Please review and advise if this approach is acceptable to your agency. We look forward to working with you on this public project. Please contact me at (213) 974-4200 or Greg Merrel at (213) 974-4705, if you wish to discuss this matter further.

Sincerely yours,

DAVID E. JANSSEN
Chief Administrative Officer


CARLOS BREA, Manager
Property Management

CWW:CB
GM:kb

Attachment
c: Kimel Conway
Gary Skow

snaovcenc.1

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
NOTICE OF DECISION TO APPRAISE
Form # 7-EX-17 (Rev. 1/94)

October 26, 2000

Los Angeles County
500 West Temple St. #754
Los Angeles, Ca 90012-2713 C025

07-LA-138
EA: 4G3709
Parcel # 77024

Dear Sir:

As explained in our last letter to you, the California Department of Transportation (Caltrans) is proposing to widen Pearblossom Highway in Los Angeles County. You have property (APN 3036-024-901) located along this highway within the project area and a portion of it is required for the project.

The Department has started appraising the required properties. It would be helpful in expediting this process and to answer any questions you may have if you would call me at your earliest convenience. If I am not available to receive your call, please leave a daytime number where you can be reached.

Thank you.

Sincerely,



Gary Skow
Right of Way Agent
(949) 724-2392

