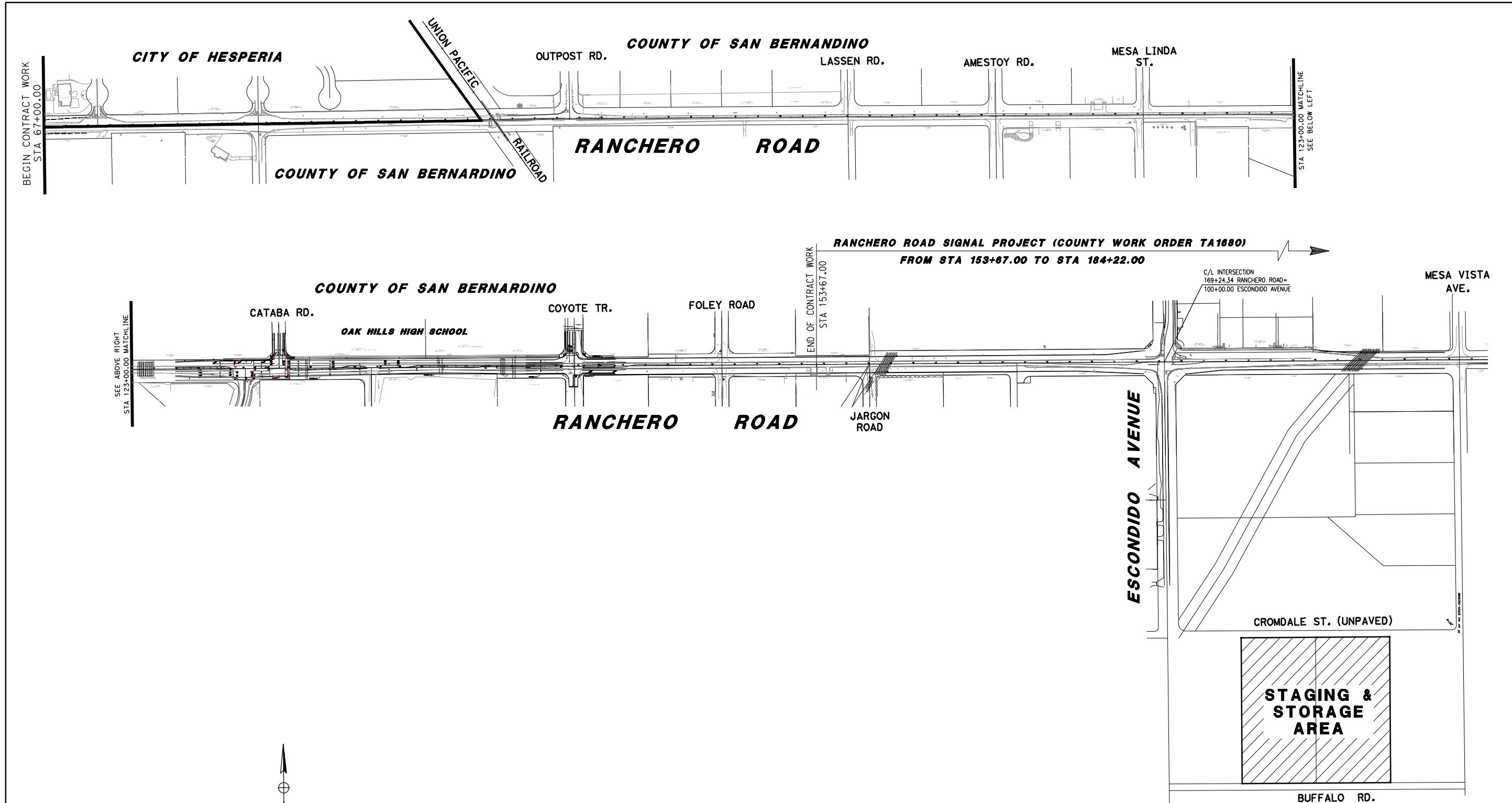
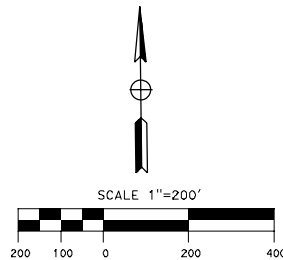


Appendix K Tentative Location of Staging
and Storage Areas



Know what's below.
Call before you dig.



REV.	DESCRIPTION	DATE	BY

BENCHMARK: CALTRANS
 LOCATION:
 FOUND 2" BRASS DISK IN WELL DN.
 0.74' STAMPED "CDOH C/L W FR RD
 150+00 POT"
 N = 1961873.536
 E = 6737651.801
 DESCRIPTION:
 2" BRASS DISK IN WELL
 ELEVATION = 3891.270

DESIGNED BY: AK/LT
 DRAWN BY: JL/LT
 CHECKED BY: BS/AK/AC
 SUBMITTED BY:
 SOON A. CHEAH RCE No. 52143 DATE



PLANS PREPARED BY:
PARSONS
 3200 EAST GUAISTI ROAD, SUITE 200
 ONTARIO, CA 91761
 PHONE: (909) 218-3600 FAX: (909) 218-3605

COUNTY OF SAN BERNARDINO DEPARTMENT OF PUBLIC WORKS			
DESIGNED BY:	DRAWN BY:	CHECKED BY:	APPROVED BY:
SUBMITTED BY:	DATE:	MAZIN KASEY, P.E. DEPUTY DIRECTOR/ROAD COMMISSIONER	DATE:
DESIGN ENGINEER	DATE:	RECOMMENDED FOR AUTHORIZATION BY:	DATE:
RECOMMENDED BY:	DATE:	GERRY NEWCOMBE DIRECTOR OF PUBLIC WORKS	DATE:
CHIEF DESIGN ENGINEER	DATE:		
RECOMMENDED FOR APPROVAL BY:		APPROVED BY:	
DATE:		DATE:	
AUTHORIZED SIGNATURE		JOHN R. LEVEILLEE R.C.E. 61904 EXP. DATE 9/30/2013 CITY ENGINEER	

CITY OF HESPERIA
RANCHERO ROAD
CORRIDOR WIDENING PROJECT
 STAGING AND STORAGE AREA

JOB No.
C.O. 7094
 SHEET
1
OF
1

Appendix L Distribution List and Public Notices Regarding Circulation of the Draft Environmental Impact Report

Agency Distribution List

Agency	Address
United States Army Corps of Engineers	U.S. Army Corps of Engineers Los Angeles District Attention: Shannon Pankratz/Regulatory Branch 915 Wilshire Boulevard, Suite 980 Los Angeles, CA 90017
Lahontan Regional Water Quality Control Board	Lahontan Regional Water Quality Control Board Attention: Jan Zimmerman 1440 Civic Drive, Suite 200 Victorville, CA 92392
California Department of Fish and Wildlife Region 6	California Department of Fish and Wildlife Region 6 Regional Office Attention: Heather Weiche 3602 Inland Empire Boulevard Ontario, CA 91764
State Water Resource Control Board, Division of Water Quality	State Water Resources Control Board Attention: Division of Water Quality P.O. Box 100 Sacramento, CA 95812-0100
County of San Bernardino Public Works Department	County of San Bernardino Public Works Department Attention: Chris Nguyen 825 E. Third Street San Bernardino, CA 92415-0835
County of San Bernardino Flood Control Planning Division	County of San Bernardino Flood Control Planning Division Attention: Melissa Walker 825 E. Third Street San Bernardino, CA 92415

California Public Utilities Commission San Francisco Office	California Public Utilities Commission San Francisco Office 505 Van Ness Avenue San Francisco, CA 94102
Union Pacific Railroad	Union Pacific Railroad Attention: Kenneth Tom 2015 S. Willow Avenue Bloomington, CA 92316
Mojave Desert Air Quality Management District	Mojave Desert Air Quality Management District Attention: Tracy Walters 14306 Park Avenue Victorville, CA 92392
Hesperia Unified School District	Hesperia Unified School District Facilities Management 15576 Main Street Hesperia, CA 92345
California Department of Toxic Substances Control (DTSC Headquarters)	California Department of Toxic Substances Control P.O. Box 806 Sacramento, CA 95812-0806
County of San Bernardino Land Use Services Department	County of San Bernardino Land Use Services Department Attention: Planning 385 N. Arrowhead Avenue San Bernardino, CA 92415
County of San Bernardino Transportation Planning	County of San Bernardino Department of Public Works Transportation Planning Attention: Carrie Schindler 825 E. Third Street San Bernardino, CA 92415-0835
San Bernardino County Fire Department – Fire Marshal	San Bernardino County Fire Department Attention: Office of the Fire Marshal 620 South "E" Street San Bernardino, CA 92415-0179

San Bernardino Associated Governments (SANBAG) Planning Department	San Bernardino Associated Governments (SANBAG) Planning Department 1170 W. 3rd Street San Bernardino, CA 92410-1715
Victor Valley Economic Development Authority	Victor Valley Economic Development Authority 18374 Phantom Street Victorville, CA 92394
Victor Valley Transit Authority	Victor Valley Transit Authority 11741 East Santa Fe Avenue Hesperia, CA 92345
Victor Valley Transit Authority	Victor Valley Transit Authority 17150 Smoketree Street Hesperia, CA 92345
California Air Resources Board	California Air Resources Board 1001 "I" Street Sacramento, CA 95812
Southern California Association of Governments (SCAG) San Bernardino County Regional Office	Southern California Association of Governments (SCAG) San Bernardino County Regional Office Santa Fe Depot 1170 West Third Street, Suite 140 San Bernardino, CA 92418
Oak Hills Property Owners Association	Oak Hills Property Owners Association 6566 Caliente, Suite G Oak Hills, CA 92344-8909
Department of Water Resources Planning Department	Department of Water Resources Planning Department P.O. Box 942836 Sacramento, CA 94236
California State Parks Office of Historic Preservation Project Review and Compliance	California State Parks Office of Historic Preservation Project Review and Compliance 1725 23rd Street, Suite 100 Sacramento, CA 95816

California Native American Heritage Commission	California Native American Heritage Commission Attention: Cynthia Gomez 915 Capitol Mall, Room 364 Sacramento, CA 95814
Oak Hills High School	Oak Hills High School Attention: Principal 7625 Cataba Road Oak Hills, CA 92344
Just 4 Kids/Just 4 Toddlers Preschool	Just 4 Kids/Just 4 Toddlers Preschool Attention: Principal 15420 Ranchero Road Hesperia, CA 92345
Mesquite Trails Elementary School	Mesquite Trails Elementary School Attention: Principal 13884 Mesquite Street Hesperia, CA 92345
Cedar Middle School	Cedar Middle School Attention: Principal 13565 Cedar Street Hesperia, CA 92344
Cottonwood Elementary School	Cottonwood Elementary School Attention: Principal 8850 Cottonwood Avenue Hesperia, CA 92345
Krystal School of Science, Math, and Technology	Krystal School of Science, Math, and Technology Attention: Principal 17160 Krystal Drive Hesperia, CA 92345
California Highway Patrol	California Highway Patrol 14210 Amargosa Road Victorville 92392

Property Owners Distribution List

APN	Owner Name
0357-272-02	ANTHONY A & LORRAINE M ZUBIATE
0357-272-03	CASTILLO FAMILY TRUST 9/23/2004
0357-272-04	RAMAN S & VANISHREE R POOLA
0357-272-07	ATLAS HOMES INC
0357-272-08	KENNETH L & CONNIE DECKER
0357-272-09	LEOPOLDO & GUADALUPE GARCIA
0357-272-12	ANDREA PARSONS
0357-272-13	ALLAN & KIMBERLY GLASS
0357-272-14	YVONNE BARNES
0357-272-16	QCE LLC
0357-272-18	MUNEM & MAIDA MAIDA
0357-272-20	HNAM LLC
0357-361-01	MILLER SONDR A M TR (FBO S MILLER)
0357-371-01	KEVIN MEDINA
0357-371-02	CHRISTOPHER & TERRI GUTIERREZ
0357-371-03	CARL L & ERIKA E MENDENHALL
0357-371-04	THOMAS M & MARSHA MORRISON
0357-381-01	HOEHNKE WILLIAM F TR
0357-381-02	DURELL L & PATRICIA L WHEELER
0357-381-08	KENNETH D & JANICE E ROBERTSON
0357-381-23	FRANK B & BARBARA L JIMENEZ
0357-381-24	MARK E & LYNN M MOFF
0357-381-25	CHRIS MANNING
0357-381-26	USA RESIDENTIAL PROPERTIES LLC
0357-391-01	TEHRANCHI MOHAMMED M TR
0357-391-02	U S BANK NATIONAL ASSOCIATION
0357-391-09	TERRY P DAVIS
0357-391-14	VOUDOURIS GREGORY TR
0357-401-01	KOSTADENA LLC
0357-401-02	LUIS GUSTAVO GOMEZ
0357-401-03	ADALBERTO MOYA
0357-401-04	THOMAS J BOWMAN
0357-401-06	LE/TRAN LIVING TRUST 4/18/10
0357-401-07	BRIAN L & LORRAINE SIMONETTA

APN	Owner Name
0357-401-08	CONNY L GRAHAM
0357-411-01	EARL & ROBERTA L BAGLEY
0357-411-02	CUADROS FAMILY TRUST DTD 7/21/97
0357-411-03	SUSAN G KRATOFIL
0357-411-05	MEGDAL ELLIOTT AND ASSOCIATES
0357-421-02	BEAUCHAMP MILDRED S TR
0357-421-03	YELLOW CANARY VENTURES LLC
0357-421-08	BANK OF AMERICA NA
0357-421-09	GEORGE HUANG
0357-511-27	BAKOLAS FAMILY TRUST 08-14-90
0357-511-28	JIM K & NTINA J BAKOLAS
0357-511-30	ABUNDANT LIFE OF OAK HILLS
0357-511-31	DEL REAL NICOLASA 2001 REVOCABLE TR
0357-511-32	BALDING LIVING TRUST 03/31/10
0357-511-33	MURPHY FAMILY TRUST 10-30-08
0357-511-34	NANCY REVELES
0357-561-05	PAUL R IRA RUSS
0357-561-06	KENNETH W RICHMOND
0357-561-07	LORRAINE ARMENDARIZ
0357-561-08	W M C CAPITAL PARTNERS INC
0357-561-09	MC CLORY, VIOLET V REVOC LIVING TRUS
0357-561-52	SO PACIFIC TRANSPORTATION CO
0357-561-66	GALLAGHER MICHAEL & CHARLINE 1998 R
0357-561-67	GALLAGHER MICHAEL & CHARLINE REV LI
0357-561-70	MILLER FAMILY LIVING TRUST 11/24/03
0397-201-01	JETAET LLC
0397-201-02	MIKE FASCINATO
0397-201-03	VAZQUEZ FAM TR 4-17-06
0397-201-04	KRISTI A JONES
0397-201-05	JUDY A LEOS
0397-201-06	COFFMAN FAMILY TRUST 2006
0397-201-07	GREGG W & KRISTI A TURNER
0397-201-08	DONALD P & SHERRIE K SHORT
0397-201-09	JOHN HOLLAND
0397-201-10	SEAN JORDAN

APN	Owner Name
0397-201-11	MARDOLFO HOMES II LLC
0397-201-12	MADRID ISABEL TRUST DATED 3-19-2001
0397-201-13	RAUL VIDAL
0397-201-14	SENTRY HOME LOANS PROFIT SHARING PLA
0397-201-15-	RUSSELL KLIETHERMES
0397-201-16	VIRGINIA A HIGGINS
0397-201-17	JONATHAN ROSALES
0397-201-18	LEE ANN LENHART
0397-201-19	JACK E & TINA M GREUNKE
0397-211-01	AMADOR C BERUMEN
0397-211-02	CHARLES R PARIS
0397-211-03	STEVEN H & TRACY L YECKLEY
0397-211-04	JONATHAN & JENNIFER MARTIN
0397-211-05	JUAN ADAME
0397-211-06	JAMES M & BRENDA M HAWK
0397-211-07	LAND, TAMMY R
0397-211-08	FORTNER-HALBERT FAMILY TR 9-20-05
0397-211-09	GREGORY W & WANDA J JONES
0397-211-15	RUSSELL J MYERS
0397-211-16	DWAYNE A & DINORA G FURR
0405-115-01	DESERT-CANDLE LP
0405-134-05	KHAIR & MAGDA LABIB
0405-134-06	CANOVAS JESILINE T LIV TR 07/23/07
0405-134-07	VANESSA MARQUEZ
0405-134-12	CHAD B FOX
0405-134-13	ENRIQUE & LOIS CAROL FLORES
0405-134-14	PHILLIP K & CYNTHIA D BRYANT
0405-134-15	JOHN & LYDIA SLIVKOFF
0405-134-23	CITY OF HESPERIA
0405-134-24	LINDSAY HOUGH
0405-134-25	MICHAEL D & DEBRA G THARPE
0405-216-05	ABRAHAM & JEANNETTE ELIZABETH DYKSTRA
0405-216-06	JOEY REYES
0405-216-07	JANELLE COX
0405-216-08	RICHARD C BOYD

APN	Owner Name
0405-216-09	LAWRENCE L & JULIE CHERVENY
0405-216-10	ADAM KRAUSE
0405-241-01	GARY & JOLENE BURNSIDE
0405-241-02	ELENA E GONZALEZ
0405-241-03	ROBERT J & LOURDES ANDERSON
0405-241-04	DELGADO JOSE & MARICELA LIV TR 07/2
0405-241-05	SERAFIN S & CELIA A SALAZAR
0405-241-06	CRISTAL GURROLA
0405-241-07	YUM CHANG SUB REV TR 9/24/97
0405-241-08	GEORGE A & JUDY M CAMPBELL
0405-241-09	SEUNG HAN
0405-241-10	CAROL MOSINO
0405-241-11	BROOKS FRANCES E -EST OF
0405-242-16	JAMES & ANN ALOIA
0405-242-17	SPEER IVAN G FAMILY TRUST 3-20-02
0405-242-18	SPEER IVAN G FAM TRUST (03/20/02)
0405-242-24	COVIEO LAWRENCE A & BETTY J TRUST
0405-251-29	ENGLERT ALICE LIVING TRUST 2-13-200
0405-251-30	CURTIS L JONES
0405-251-31	IGNACIO & ROSA G JIMENEZ
0405-251-32	CURTIS & DANNY A KIRCHNAVY
0405-251-33	DIANE L KIRCHNAVY
0405-382-21	MICHAEL B & HERLINDA FASCINATO
0405-382-22	EDGAR J & LINDA A HOLT
0405-382-23	VUNICH MILDRED REV LIV TR 8/21/07
0405-382-24	MICHAEL & HERLINDA FASCINATO
0405-382-29	WALLER PHILLIP & MARGARET TR 11/23
0405-382-30	JAMES R & JUDITH M CAFORIO
0405-382-31	CAROLYN S OLSEN
0405-382-32	THOMAS J & TARA M KERMAN
0405-382-33	ANDERSON WILLIAM H JR & M R JT LIV
0405-382-42	ING BANK FSB
0405-382-43	COREY & LINDSEY HERNANDEZ
0405-383-08	BERGSTROM FAMILY TRUST 5-27-86
0405-383-09	AHMAD S ALMASAD

APN	Owner Name
0405-383-10	GALLAGHER MICHAEL/CHARLINE 1998 REV
0405-383-11	COUNTY SERVICE AREA 70-J
0405-383-18	DE HAVEN JOINT LIVING TRUST
0405-383-19	JEFFREY C WATTS
0405-383-20	LUPE I GARCIA
0405-383-21	RICK & KAYE GREEN
0405-471-24	SOUTHERN CALIFORNIA EDISON COMPANY
0405-471-35	JOSE CRUZ RANGEL
0405-471-36	HESPERIA WATER DISTRICT
0405-571-01	STEVE H CHOI
0405-571-02	MARCO & MARIA AVINA
0405-571-03	CHARLES & AURORA THORNTON
0405-571-05	CHRIS & PAULA TAYLOR
0405-571-06	PAUL C DURHAM
0405-571-07	KNIGHT STEVEN W & SUN H REV TR 8/6
0405-571-08	REYNALDO L & ANITA RIVERA
0405-571-09	ADAM L & LORI A JULIAN
0405-571-10	ANNIE L HOUGH
0405-571-11	TONY J MATA
0405-571-12	RICHARD D & ELAINE L NORGAN
0405-831-05	DAVID L A & JAMIE J SHIRE
0405-831-06	YANIRA & CHRISTOPHER M KATELHUT
0405-831-07	ROBERTO H & AIDA V RAMIREZ
0405-831-08	SUBODH V & APRIL N THATTE
0405-831-13	CLARA S BUSH
0405-831-14	JAMES W & JUDITH M INNES
0405-831-19	EUGENE L & PATRICIA K BUCKLEY
0405-841-04	DAVID A & LYNN B DOBBINS
0405-841-05	CHRIS W & DONNA M LORD
0405-841-06	NORMAN C & BEVERLY A BLAKE
0405-841-07	CANDY L GARDNER-ORTMAN
0405-841-08	JASON A ALTER
0405-841-09	KENNETH & LAUREN WESTERMAN
0405-841-10	KEITH G & JUDITH A MOLINA
0405-841-11	DIANA & TERENCE R DAHLEN

APN	Owner Name
0405-841-12	JUAN C GONZALEZ
0405-841-13	TAUNIA R MCMILLEN
0405-841-14	TESCIA HARRIS
0405-841-15	DANIELLE R MURDOCK
0405-841-16	JORGE & JUANA POPOCA
0405-841-39	BANK OF NEW YORK MELLON
0405-841-40	EDWARD L & WHENNONA B KLINE
0409-211-09	JOHN & NEVART MOORADIAN
0409-211-10	US BANK NATIONAL ASSOC
0409-211-11	CONNIE I CRAVENS
0409-211-13	HOTCHKISS LIVING TRUST 1-18-05
0409-211-26	ISABEL Q MARMOLEJO
0409-212-15	BRANDON L & AMANDA F JENNINGS
0409-212-26	EDUARDO CARRILLO
0409-212-27	CELIA PARRA DIAZ
0409-212-28	EVANGELINA BASUA
0409-212-29	CICELY M EVANS
0409-213-08	PEDRO & GLORIA ALEJANDRE
0409-213-09	JOSE ALMANZA
0409-213-10	MARY A SOTO
0409-213-11	CRAIG J & CAROLYN A MC CORMICK
0409-213-12	ALBERT GUTIERREZ
0409-214-11	MAHHO SUHAIL & FAIROUZ LIV TR 1/7/1
0409-214-13	FRANCISCO MALDONADO
0409-214-14	BENJAMIN D & VICKI FUENTES
0409-214-15	KIMBERLY ANN SLOAN
0409-222-34	MOSIKIAN KAIZAK & ZEPHYR TR 9/27/04
0409-222-35	CARLOS A CONEJO
0409-222-36	DANIEL V & CARROLL M CAVINDER
0409-222-37	JOSE MANUEL & MARIA HERRERA
0409-222-38	VAN AUKEN JAMES E TR
0409-222-39	ALBERT ANGLEMYER
0409-222-40	GUSTAVO GUTIERREZ
0409-222-41	JAMES & RANDI L BARNETT
0409-222-42	ASNIV TERGUKASIAN

APN	Owner Name
0409-222-43	ARCHIE A & HELEN KARAPETIAN
0409-222-44	DAVID DIAZ
0409-222-45	OSCAR N GARCIA
0409-222-46	ALLISON BERNARD B & J S REV LIV TR
0409-222-47	MATTHEW J & GREGORY J MILES
0409-222-48	ENNIO & ESTHELA ESCOBAR
0409-222-49	DIGRAM HAIRAPETIAN
0409-222-58	DAVID & MARJORIE SCHULTE
0409-222-61	JIM E BLANKENSHIP
0412-182-15	MAIDA & MUNEM MAIDA
0412-182-16	SAMUEL L SCHLACTA
0412-182-17	JANE M HUBER
0412-182-18	JASON E COURVILLE
0412-182-19	MICHAEL ANDREW & NANCY WONG
0412-182-22	PAUL E KLOPP
0412-182-23	ROGER L & DEBORAH A CHESSER
0412-182-24	CANDY L EIDSON
0412-182-26	JAHN FAMILY TRUST 7/31/08
0412-182-34	NICHOLAS A & EDNA C URANGA
0412-182-35	ROBERT F BEAUCHAMP
0412-182-36	WILLIAM W & HELEN CUNNINGHAM
0412-182-37	ERIC & KATHERINE TAYLOR
3039-481-04	CAROL A THOMAS
3039-481-05	ADOLFO & MARIZELA E MARTINEZ
3039-481-06	BERRY TRUST 12/5/07
3039-481-07	JOHN & VERONICA SAUNDERS
3039-481-12	MICHAEL COX
3039-481-14	THOMAS L & MARY H DENNIS
3039-481-15	GABRIEL C & CARLA R CERVANTES
3039-481-16	DANNY & CHERYL HANKLA
3039-481-17	HECTOR MANUEL & MARIA NAVARRO
3039-481-18	SARA QUERCIO
3039-481-19-	TATWINDER DHAMI
3039-481-20	WILLIAM C & MARJORIE A NIELSEN
3039-481-21	ROOSEVELTE & MORRELL TUGGLE

APN	Owner Name
3039-481-22	GEORGE W & SYLVIA S WOLF
3039-521-03	HESPERIA UNIFIED SCHOOL DISTRICT
3039-541-03	JESSE & CAROLYN M FORD
3039-541-04	HERMENEGILDO L & LORNA ABDON TECSON
3039-541-05	JOSE H & LAURA MORALES
3039-541-06	CARLOS A & ANNETTE D ACOSTA
3039-541-07	MICHAEL & VIVIAN NEIL
3039-541-08	ANNIE & JETRICK TABLANG
3039-541-09	VENG AN KEK
3039-541-10	MARVIN & JENNIFER A MORTON
3039-541-11	ESMERALDA OSHEEHAM
3039-541-12	CARMEL L FAULKNER
3039-541-14	JAMES A RIALS
3039-541-15	GREGORY & TERRY D CATRAMBONE
3039-541-16	DANNY K & JANET R GASSAWAY
3039-541-17	KUM B FITZGERALD
3039-541-21	ADAM A AGUIRRE
3039-541-22	DEUTSCHE BANK NATIONAL TR CO
3039-541-23	PACITA B & ERNESTO S SALVIO

Appendix M Public Comments and
Responses on the Draft
Environmental Impact Report

|

Summary of Public Comments and Responses:

No.	From	Date/Type of Comment	Comment Summary
A	US Army Corps of Engineers (USACE)	December 17, 2012 (e-mail)	USACE issued a standard form letter in response to the Public Notice for the Draft EIR. USACE outlines the potential permitting requirements of the project.
B	Native American Heritage Commission (NAHC)	December 24, 2012 (mail)	NAHC issued a standard form letter in response to the Public Notice for the Draft EIR. NAHC provides an overview of state and federal statutes related to religious and cultural sites. NAHC's letter also outlines best practices and requirements for tribal consultation.
C	Mojave Desert Air Quality Management District (MDAQMD)	January 8, 2013 (mail)	MDAQMD issued a standard form letter in response to the Public Notice for the Draft EIR. MDAQMD concurs that the proposed mitigation measures for air quality represent feasible mitigation. The letter also notes that the project is subject to the provisions of District Rule 403.2 for fugitive dust control.
D	Thomas Kerman	January 10, 2012 (in person at Open House Public Meeting)	Resident of home near Rancho Road. Concerned about noise and air quality.
E	Mr. and Mrs. Selle	January 10, 2012 (in person at Open House Public Meeting)	Resident of home near Rancho Road. Concerned about traffic volume. Expressed support for a signalized intersection at Kouries Way and Rancho Road.
F	Kathleen Holt	January 10, 2012 (in person at Open House Public Meeting)	Resident of home near Rancho Road. Concerned about level of outreach efforts to residents along the corridor.
G	Jim and Donna Blankenship	January 10, 2012 (in person at Open House Public Meeting)	Resident of home near Rancho Road. Concerned about intersection signalization and noise.

No.	From	Date/Type of Comment	Comment Summary
H	Department of Water Resources (DWR)	January 14 (mail)	DWR's letter requested that the EIR address and/or provide more information on: traffic volume/ impact; proposed work crossing the aqueduct; potential impacts to aqueduct; and permits needed to work in DWR ROW. In addition, their letter requests that the EIR identify DWR as both a responsible and trustee agency. The letter also designated a preferred contact at DWR for future correspondence.
I	Albert J. Gutierrez	January 22, 2013 (e-mail)	Resident of home near Ranchoero Road. Concerned about ROW acquisition.
J	Lahontan Regional Water Quality Control Board (RWQCB)	January 28, 2013 (e-mail)	RWQCB's letter requested that the EIR be revised with respect to: water quality standards/ prohibitions listed in the Basin Plan; beneficial uses; 303(d) List of Impaired Waterbodies; low impact development strategies; mitigation measures for hydrology/water quality; construction staging area locations; restoration of temporarily impacted areas; and proposed mitigation. The letter also outlines the potential permitting requirements of the project.
K	Department of Fish and Wildlife (CDFW)	January 28, 2013 (mail)	CDFW's letter provided general comments on potential impacts to biological resources, and avoidance and mitigation measures. Specific comments were provided for Mojave ground squirrel, burrowing owl, botanical surveying, and jurisdictional delineation.

COMMENT A:

Agency: U.S. Army Corps of Engineers (USACE)

Date of Comment: December 17, 2012

Comment submitted via e-mail

Comment:

From: Mack, Juanita SPL [<mailto:Juanita.Mack@usace.army.mil>]
Sent: Monday, December 17, 2012 5:14 PM
To: Cheah, Andy
Subject: Proposed construction at Rancho Road (Corps No. SPL-2012-00903) (UNCLASSIFIED)

Classification: UNCLASSIFIED
Caveats: NONE

Dear Mr. Cheah:

It has come to our attention you are evaluating proposed construction for the development of Rancho Road, potentially involve widening existing two lane segments of Rancho Road to four lanes. This activity may require a U.S. Army Corps of Engineers permit.

A Corps of Engineers permit is required for:

a) structures or work in or affecting "navigable waters of the United States" pursuant to Section 10 of the Rivers and Harbors Act of 1899. Examples include, but are not limited to,

1. constructing a pier, revetment, bulkhead, jetty, aid to navigation, artificial reef or island, and any structures to be placed under or over a navigable water;

2. dredging, dredge disposal, filling and excavation;

b) the discharge of dredged or fill material into, including any redeposit of dredged material other than incidental fallback within, "waters of the United States" and adjacent wetlands pursuant to Section 404 of the Clean Water Act of 1972. Examples include, but are not limited to,

1. creating fills for residential or commercial development, placing bank protection, temporary or permanent stockpiling of excavated material, building road crossings, backfilling for utility line crossings and constructing outfall structures, dams, levees, groins, weirs, or other structures;

2. mechanized land clearing, grading which involves filling low areas or land leveling, ditching, channelizing and other excavation activities that would have the effect of destroying or degrading waters of the United States;

3. allowing runoff or overflow from a contained land or water disposal area to re-enter a water of the United States;

4. placing pilings when such placement has or would have the effect of a discharge of fill material;

c) the transportation of dredged or fill material by vessel or other vehicle for the purpose of dumping the material into ocean waters pursuant to Section 103 of the Marine Protection, Research and Sanctuaries Act of 1972;

d) any combination of the above.

An application for a Department of the Army permit is available on our website:
<http://www.spl.usace.army.mil/Missions/Regulatory/PermitProcess.aspx>. If you have any questions, please contact me (contact information below). Please refer to this letter and SPL-2012-00903 in your reply.

Sincerely,

Juanita Mack
Program Support
Regulatory Division - CESPL-RG
U.S. Army Corps of Engineers, Los Angeles District
915 Wilshire Blvd, Los Angeles, CA 90017
Ph-(213) 452-3408

Classification: UNCLASSIFIED
Caveats: NONE

COMMENT A:

Agency: U.S. Army Corps of Engineers (USACE)

Date of Comment: December 17, 2012

Response:

(A-1) The comment is noted. The City of Hesperia and County of San Bernardino are familiar with USACE's permitting process and conditions. The City and the County will apply for applicable permits as necessary during the design phase. As discussed in Section S.9, it is anticipated that a USACE Nationwide Permit will be required to construct the proposed project. The proposed project will obtain the necessary permits or approvals from USACE prior to construction of the proposed project and will not commence construction within Waters of the U.S. until the permit is issued by USACE. Once issued, the conditions of these permits will be incorporated into the project.

COMMENT B:

Agency: Native American Heritage Commission (NAHC)

Date of Comment: December 24, 2012

Comment submitted via mail

Comment:

STATE OF CALIFORNIA

Edmund G. Brown, Jr., Governor

NATIVE AMERICAN HERITAGE COMMISSION

915 CAPITOL MALL, ROOM 364
SACRAMENTO, CA 95814
(916) 653-6251
Fax (916) 657-5390
Web Site www.nahc.ca.gov
ds_nahc@pacbell.net



December 24, 2012

Mr. Scott Priester, Project Planner

City of Hesperia

9700 Seventh Avenue
Hesperia, CA 92345

Re: SCH#201212061058; CEQA Notice of Completion; draft Environmental Impact Report (DEIR) for the "Ranchero Road Widening Project (formerly Ranchero Road Improvement Project);" located in the City of Hesperia; San Bernardino County, California

Dear Mr. Priester:

The California Native American Heritage Commission (NAHC) is the State of California 'trustee agency' for the preservation and protection of Native American cultural resources pursuant to California Public Resources Code §21070 and affirmed by the Third Appellate Court in the case of EPIC v. Johnson (1985: 170 Cal App. 3rd 604).

B-1:

This letter includes state and federal statutes relating to Native American historic properties or resources of religious and cultural significance to American Indian tribes law. State law also addresses the freedom of Native American Religious Expression in Public Resources Code §5097.9.

The California Environmental Quality Act (CEQA – CA Public Resources Code 21000-21177, amendments effective 3/18/2010) requires that any project that causes a substantial adverse change in the significance of an historical resource, that includes archaeological resources, is a 'significant effect' requiring the preparation of an Environmental Impact Report (EIR) per the CEQA Guidelines defines a significant impact on the environment as 'a substantial, or potentially substantial, adverse change in any of physical conditions within an area affected by the proposed project, including ...objects of historic or aesthetic significance.' In order to comply with this provision, the lead agency is required to assess whether the project will have an adverse impact on these resources within the 'area of potential effect (APE), and if so, to mitigate that effect. The NAHC did perform a Sacred Lands File search of the area of potential effect – APE; no Native American cultural sites were identified.

B-2:

The NAHC "Sacred Sites," as defined by the Native American Heritage Commission and the California Legislature in California Public Resources Code §§5097.94(a) and 5097.96. Items in the NAHC Sacred Lands Inventory are confidential and exempt from the Public Records Act pursuant to California Government Code §6254 (r).

Early consultation with Native American tribes in your area is the best way to avoid unanticipated discoveries of cultural resources or burial sites once a project is underway. Culturally affiliated tribes and individuals may have knowledge of the religious and cultural significance of the historic properties in the project area (e.g. APE). We strongly urge that you

B-2:
(cont.)

make contact with the list of Native American Contacts on the attached list of Native American contacts, to see if your proposed project might impact Native American cultural resources and to obtain their recommendations concerning the proposed project. Pursuant to CA Public Resources Code § 5097.95, the NAHC requests cooperation from other public agencies in order that the Native American consulting parties be provided pertinent project information. Consultation with Native American communities is also a matter of environmental justice as defined by California Government Code §65040.12(e). Pursuant to CA Public Resources Code §5097.95, the NAHC requests that pertinent project information be provided consulting tribal parties, including archaeological studies. The NAHC recommends *avoidance* as defined by CEQA Guidelines §15370(a) to pursuing a project that would damage or destroy Native American cultural resources and California Public Resources Code Section 21083.2 (Archaeological Resources) that requires documentation, data recovery of cultural resources, construction to avoid sites and the possible use of covenant easements to protect sites.

Furthermore, the NAHC if the proposed project is under the jurisdiction of the statutes and regulations of the National Environmental Policy Act (e.g. NEPA; 42 U.S.C. 4321-43351). Consultation with tribes and interested Native American consulting parties, on the NAHC list, should be conducted in compliance with the requirements of federal NEPA and Section 106 and 4(f) of federal NHPA (16 U.S.C. 470 *et seq.*), 36 CFR Part 800.3 (f) (2) & .5, the President's Council on Environmental Quality (CSQ, 42 U.S.C 4371 *et seq.* and NAGPRA (25 U.S.C. 3001-3013) as appropriate. The 1992 *Secretary of the Interiors Standards for the Treatment of Historic Properties* were revised so that they could be applied to all historic resource types included in the National Register of Historic Places and including cultural landscapes. Also, federal Executive Orders Nos. 11593 (preservation of cultural environment), 13175 (coordination & consultation) and 13007 (Sacred Sites) are helpful, supportive guides for Section 106 consultation. The aforementioned Secretary of the Interior's *Standards* include recommendations for all 'lead agencies' to consider the historic context of proposed projects and to "research" the cultural landscape that might include the 'area of potential effect.'

Confidentiality of "historic properties of religious and cultural significance" should also be considered as protected by California Government Code §6254(r) and may also be protected under Section 304 of the NHPA or at the Secretary of the Interior discretion if not eligible for listing on the National Register of Historic Places. The Secretary may also be advised by the federal Indian Religious Freedom Act (cf. 42 U.S.C., 1996) in issuing a decision on whether or not to disclose items of religious and/or cultural significance identified in or near the APEs and possibility threatened by proposed project activity.

Furthermore, Public Resources Code Section 5097.98, California Government Code §27491 and Health & Safety Code Section 7050.5 provide for provisions for inadvertent discovery of human remains mandate the processes to be followed in the event of a discovery of human remains in a project location other than a 'dedicated cemetery'.

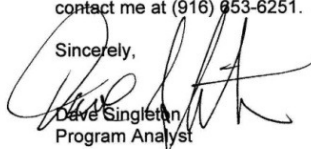
To be effective, consultation on specific projects must be the result of an ongoing relationship between Native American tribes and lead agencies, project proponents and their contractors, in the opinion of the NAHC. Regarding tribal consultation, a relationship built around regular meetings and informal involvement with local tribes will lead to more qualitative consultation tribal input on specific projects.

Finally, when Native American cultural sites and/or Native American burial sites are prevalent within the project site, the NAHC recommends 'avoidance' of the site as referenced by CEQA Guidelines Section 15370(a).

2.

If you have any questions about this response to your request, please do not hesitate to contact me at (916) 653-6251.

Sincerely,



Dave Singleton
Program Analyst

Cc: State Clearinghouse

Attachment: Native American Contact List

**Native American Contacts
San Bernardino County
December 24, 2012**

Ramona Band of Cahuilla Mission Indians
Joseph Hamilton, Chairman
P.O. Box 391670 Cahuilla
Anza, CA 92539
admin@ramonatribe.com
(951) 763-4105
(951) 763-4325 Fax

San Fernando Band of Mission Indians
John Valenzuela, Chairperson
P.O. Box 221838
Newhall, CA 91322
tsen2u@hotmail.com
(661) 753-9833 Office
(760) 885-0955 Cell
(760) 949-1604 Fax

Fernandeño
Tataviam
Serrano
Vanyume
Kitanemuk

San Manuel Band of Mission Indians
Carla Rodriguez, Chairwoman
26569 Community Center Drive Serrano
Highland, CA 92346
(909) 864-8933
(909) 864-3724 - FAX
(909) 864-3370 Fax

AhaMaKav Cultural Society, Fort Mojave Indian
Linda Otero, Director
P.O. Box 5990 Mojave
Mohave Valley AZ 86440
(928) 768-4475
LindaOtero@fortmojave.com
(928) 768-7996 Fax

Chemehuevi Reservation
Edward Smith, Chairperson
P.O. Box 1976 Chemehuevi
Chemehuevi Valley CA 92363
chair1cit@yahoo.com
(760) 858-4301
(760) 858-5400 Fax

Morongo Band of Mission Indians
Michael Contreras, Cultural Heritage Prog.
12700 Pumarra Road Cahuilla
Banning, CA 92220 Serrano
(951) 201-1866 - cell
mcontreras@morongo-nsn.
gov
(951) 922-0105 Fax

Fort Mojave Indian Tribe
Timothy Williams, Chairperson
500 Merriman Ave Mojave
Needles, CA 92363
(760) 629-4591
(760) 629-5767 Fax

San Manuel Band of Mission Indians
Ann Brierty, Policy/Cultural Resources Departmen
26569 Community Center. Drive Serrano
Highland, CA 92346
(909) 864-8933, Ext 3250
abrierty@sanmanuel-nsn.
gov
(909) 862-5152 Fax

This list is current only as of the date of this document.

Distribution of this list does not relieve any person of the statutory responsibility as defined in Section 7050.5 of the Health and Safety Code, Section 5097.94 of the Public Resources Code and Section 5097.98 of the Public Resources Code.

This list is applicable for contacting local Native Americans with regard to cultural resources for the proposed SCH#2012061058; CEQA Notice of Completion; draft Environmental Impact Report (DEIR) for the Rancho Road Widening Project; located in the City of Hesperia; San Bernardino County, California.

**Native American Contacts
San Bernardino County
December 24, 2012**

Serrano Nation of Mission Indians
Goldie Walker, Chairwoman
P.O. Box 343 Serrano
Patton, CA 92369

(909) 528-9027 or
(909) 528-9032

Ernest H. Siva
Morongo Band of Mission Indians Tribal Elder
9570 Mias Canyon Road Serrano
Banning, CA 92220 Cahuilla
siva@dishmail.net
(951) 849-4676

This list is current only as of the date of this document.

Distribution of this list does not relieve any person of the statutory responsibility as defined in Section 7050.5 of the Health and Safety Code, Section 5097.94 of the Public Resources Code and Section 5097.98 of the Public Resources Code.

This list is applicable for contacting local Native Americans with regard to cultural resources for the proposed SCH#2012061058; CEQA Notice of Completion; draft Environmental Impact Report (DEIR) for the Rancho Road Widening Project; located in the City of Hesperia; San Bernardino County, California.

COMMENT B:

Agency: Native American Heritage Commission (NAHC)

Date of Comment: December 24, 2012

Comment submitted via mail

Response:

(B-1) Your comment is noted. The City and the County are familiar with the state and federal statutes regarding historic properties and resources identified in NAHC's comment letter. As discussed in Section 2.5, a cultural resources study was conducted for the proposed project along an approximately 5-mile-long segment of Ranchero Road with the purpose of providing the City with the necessary information and analysis to determine potential impacts to historic and archaeological resources.

(B-2) Additionally, in an effort to identify and evaluate these resources, the project team conducted a historical/archaeological resources records search, pursued historical background research, consulted with Native American representatives, and carried out an intensive-level field survey of the project area.

On August 19, 2009, a letter was sent to the NAHC in Sacramento notifying them of the proposed project. The NAHC was asked to conduct a search of the Sacred Lands File (SLF) to identify any known sensitive or sacred Native American resources located in or near the project area, and to identify Native American groups and representatives in the region with traditional and/or historical ties to the project area. Following NAHC's recommendations, 10 Native American representatives were contacted by mail on August 31, 2009, to solicit local Native American input regarding any possible cultural resource concerns of the proposed project. In a letter dated September 4, 2009, Charles F. Wood, Chairman of the Chemehuevi Indian Tribe, requested notification if Native American artifacts are found and further recommended contacting the San Manuel Band and other tribes in the immediate area. More information on Native American consultation is provided in Section 2.5 of this EIR.

COMMENT C:

Mojave Desert Air Quality Management District (MDAQMD)

Date of Comment: January 8, 2013

Comment submitted by mail

Comment:



Mojave Desert Air Quality Management District
14306 Park Avenue, Victorville, CA 92392-2310
760.245.1661 • fax 760.245.2699
Visit our web site: <http://www.mdaqmd.ca.gov>
Eldon Heaston, Executive Director

January 8, 2013

James Santos, Environmental Planner
Parsons
3200 E. Guasti Road, Suite 200
Ontario, CA 91761

Re: Draft Environmental Impact Report, Rancho Road Widening Project

Dear Mr. Santos:

The Mojave Desert Air Quality Management District (MDAQMD) has reviewed the Draft Environmental Impact Report for the Rancho Road Widening Project. The project is proposing to widen Rancho Road from its current two-lane configuration to a four-lane facility from 2,200 feet east of Mariposa Road to Seventh Avenue within the City of Hesperia and the unincorporated area in the Oak Hills community (approximate five mile stretch). The project consists of reconstructing asphalt pavement, widening the Union Pacific Railroad concrete panel crossing to an ultimate curb-to-curb design width of 92 feet, constructing traffic signals at intersections along Rancho Road, culvert extensions, and stormwater facilities.

C-1:

The District concurs that the proposed mitigation measures for Air Quality (AQ-1 through AQ-7) represent feasible mitigation. Please note that during construction this project is subject to the provisions of District Rule 403.2 – *Fugitive Dust Control for the Mojave Desert Planning Area*. The District has no additional comments at this time.

Thank you for the opportunity to review this planning document. If you have any questions regarding this letter, please contact me at (760) 245-1661, extension 6726, or Tracy Walters at extension 6122.

Sincerely,

A handwritten signature in black ink, appearing to read "Alan De Salvio", is written over a white background.

Alan De Salvio
Supervising Air Quality Engineer

AJD/tw Hesperia Rancho Road Widening DEIR

City of Adelanto Town of Apple Valley City of Barstow City of Blythe City of Hesperia City of Needles County of Riverside County of San Bernardino City of Twentynine Palms City of Victorville Town of Yucca Valley

COMMENT C:

Mojave Desert Air Quality Management District (MDAQMD)

Date of Comment: January 8, 2013

Comment submitted by mail

Response:

(C-1) MDAQMD's concurrence with the Project's proposed mitigation measures (AQ-1 through AQ-7) related to air quality is noted. The City and the County are familiar with MDAQMD's provisions of District Rule 403.2 – *Fugitive Dust Control for the Mojave Desert Planning Area*. As discussed on page 2-25 of the EIR, the proposed project will implement these fugitive dust control and other minimization measures related to air quality during construction of the proposed project.



COMMENT D:

Thomas Kerman

Date of Comment: January 10, 2013

Comment submitted on a comment card in person at the Ranchoero Road Corridor Widening Open House Public Meeting

Comment:

	
Ranchoero Road Widening Project	COMMENT CARD
Name: <u>Thomas Kerman</u>	Date: <u>1/10/13</u>
Address: _____	Phone: _____
Representing: <u>Self Living on Ranchoero Rd.</u>	
<input checked="" type="checkbox"/> I support the project:	<input checked="" type="checkbox"/> My Comments are:
<u>Living on Ranchoero I am concerned about noise, air and environmental pollution that will impact my property. What is being done to help residents mitigate the impact on their living conditions? Will grants or loans be made available for residents to construct barriers? Who do I contact?</u>	
PLEASE SUBMIT COMMENT(S) BY FEBRUARY 2, 2013	

COMMENT D:

Thomas Kerman

Date of Comment: January 10, 2013

Comment submitted on a comment card in person at the Rancho Road Corridor Widening Open House Public Meeting

Response:

The City has prepared an EIR to disclose the Rancho Road Widening Project's potential environmental impacts. The EIR discusses mitigation and minimization measures that will be implemented to reduce the project's impacts to environmental resources. Your specific concerns about noise and air quality impacts are discussed below.

Noise: The proposed project has conducted a noise study, as discussed in depth in Section 2.12 of the EIR. The purpose of this technical study was to evaluate noise impacts and potential abatement measures.

As described in Sections 2.12 and 3.3, in general, it was found that construction and operation of the proposed project could potentially result in significant noise impacts on private properties along the Rancho Road corridor. Operational noise generated by the project may exceed the City's General Plan Noise Element Noise Standard. Specifically, a significant project operational noise impact will occur if predicted outdoor noise levels at noise-sensitive receivers under future build conditions are higher than predicted noise levels under future no-build conditions and equal or exceed a CNEL of 65 dBA. Under both future scenarios, areawide traffic demand is predicted to be substantially higher than existing levels, and the project will increase roadway capacity by widening the roadway from two to four lanes along Rancho Road, resulting in increased traffic volumes and traffic noise levels along the project corridor relative to the future no-build condition.

Operation of the proposed project is anticipated to produce potentially significant noise impacts to private properties along the Rancho Road corridor. Despite reasonable efforts to mitigate the impacts, including analyzing the use of soundwalls to abate noise impacts, the configuration of private property access points, topography, significant impacts to the community through property acquisition, and cost to implement, it is infeasible to construct permanent soundwalls that can effectively abate potentially significant noise impacts. The use of rubberized asphalt

pavement was also considered as a potential noise abatement measure, but it was determined infeasible due to many reasons described below.

Soundwalls were initially considered as a possible mitigation measure to abate potentially significant impacts; however, the implementation of soundwalls at certain locations will not adequately abate noise impacts due to the gaps between the soundwalls to accommodate property access driveways for residential homes directly located adjacent to Rancho Road. For soundwalls to abate traffic noise, a continuous soundwall is needed, but the gap for access driveways will allow traffic noise to propagate, rendering the soundwalls an ineffective noise abatement measure. The topography of some of the residential properties is below the elevation of Rancho Road and will require additional property acquisition to properly grade the area to construct the noise barrier. Property acquisition may displace several residents, which could result in significant impacts to the community. Because the proposed project is an interim improvement, construction of the soundwalls will result in a significant throw-away cost when the ultimate six-lane configuration of Rancho Road is constructed, requiring the soundwalls to be demolished to accommodate construction of the additional lanes. It is anticipated that the ultimate six-lane configuration of Rancho Road will include soundwalls (if necessary).

The use of rubberized asphalt pavement was also considered as a potential noise abatement measure; however, because the area is not built-out, the use of rubberized asphalt will be difficult to repair when potholes need to be filled, or other street and utility improvements are required. Combining repairs of the rubberized asphalt with other materials, such as using common hot-mix asphalt, will not adhere to the properties of rubberized asphalt. Repairing the roadway with the same rubberized asphalt is anticipated to not result in proper adhesion or repair.

Additionally, utilizing rubberized asphalt would require continual repair of cracks and potholes to maintain the effectiveness of rubberized asphalt as an effective noise abatement measure. The cost of the material is approximately 20 percent greater compared to hot-mix asphalt; continual repairs of this type of pavement will equate this type of noise abatement unreasonable in terms of cost. As mentioned previously, the adhesion properties of the rubberized asphalt with other materials, including repairs to rubberized asphalt with the same material, is poor, resulting in continual repairs.

The infeasibility of implementing the abovementioned noise abatement measures will result in significant unavoidable noise impacts to those properties. In certain residential homes, assistance will be provided to select residents to install double-pane windows to aid in reducing traffic-related noise based on the criterion identified in NOI-8.

Double-pane windows are anticipated to abate operational traffic noise for certain properties along the Ranchero Road corridor. It is anticipated that double-pane windows, as described in mitigation measure NOI-8, would only provide noise abatement to seven residences identified as APNs 409-214-12, 409-222-48, 409-222-44, 409-222-38, 409-222-58, 405-241-03, and 405-241-04. Of these seven residences, only one property (APN 409-214-12) does not currently have double-pane windows and will qualify for this noise abatement based on the criterion described in NOI-8. Based on preliminary field investigation, the other six properties currently have double-pane windows installed. The project will confirm this finding prior to completion of the final design of the project. The City will coordinate with the property owner(s) who qualifies for implementation of this noise abatement measure.

The noise study prepared for the proposed project indicates that traffic noise is anticipated to increase without the project. Comparing the future No Build Alternative traffic noise with the future traffic noise associated with the Build Alternative (proposed project), traffic noise is anticipated to increase up to 3.3 dBA, which is an indiscernible change in noise level perceived by the human ear. It should be noted that only 3 of 104 modeled receivers were found to exceed 3 dBA, and the remaining receivers are anticipated to experience increases in noise less than 3 dBA. It is widely accepted that the average healthy ear can barely perceive noise level changes of 3 dB. A change of 5 dB is readily perceptible, and a change of 10 dB is perceived as being twice or half as loud. In a typical noisy environment, changes in noise of 1 to 2 dB are generally not perceptible.

The potentially significant noise impacts exceeding the City's or County's noise impact threshold of 5-dB increase resulting in 60-dBA increase or more are not associated with the proposed project; rather, the noise impact exceeds the 60- to 65-dBA exterior noise standards in the future due to planned growth as identified by the City and the County's General Plan. Without the proposed project, future modeled noise is anticipated to increase beyond the City's and County's respective noise standards. Because future ambient traffic noise at certain locations is already at or exceeds the noise threshold, any increase in noise will be identified as an impact;

therefore, most of the noise increase is attributed to the projected traffic growth within Hesperia and the surrounding area.

Air Quality: Potential short-term and long-term air quality emissions associated with the proposed project are discussed in depth in Section 2.3 of the EIR. Refer to Sections 2.3.4 and 2.3.5 for construction and operational emissions, respectively. In summary, with the implementation of minimization measures, no potentially significant construction air quality impacts are anticipated as a result of the proposed project. To ensure that potential construction-related air quality impacts are minimized, AQ-1 through AQ-7 are proposed to minimize impacts to less than significant levels, as identified in Section 2.3.6 of this EIR.

Temporary construction-related airborne dust and vehicle emissions will occur during site preparation and project construction. Compliance with MDAQMD and the use of BMPs will sufficiently reduce construction-related air pollutant emissions to less than significant levels. Emissions from construction equipment are also expected and will include CO, NO_x, VOCs, directly emitted particulate matter (PM₁₀ and PM_{2.5}), and TACs such as DE particulate matter. O₃ is a regional pollutant that is derived from NO_x and VOCs in the presence of sunlight and heat. These construction emissions are not predicted to exceed MDAQMD thresholds. With the implementation of minimization measures, no adverse construction air quality impacts are anticipated.

The project is not expected to have a substantial regional emissions impact. The primary source of air pollutant emissions associated with the proposed project will be motor vehicle traffic. The proposed project is included in the adopted 2012 RTP and the 2010-2011 RTIP Annual Listing of Obligated Projects. The project's influence on mobile source air pollutant emissions was already incorporated into the air quality modeling used in MDAQMD's conformity determinations for the 2012 RTP and 2008 RTIP and its 2012-2035 RTP Transportation Conformity Report. The project's inclusion in a conforming RTP/RTIP is one indicator that operation of the Build Alternative will not produce a substantial regional impact on air pollutant emissions.

Another indicator that the proposed project will not have a substantial regional emissions impact is the net influence of the project on motor vehicle traffic emissions in the project vicinity, relative to the baseline emissions under no-action conditions. For the proposed project, delays within the corridor will be reduced for automobiles and trucks, thereby decreasing the estimated emissions. These reductions in estimated

emissions are primarily attributable to the predicted increases in average travel speeds.

Based on the inclusion of the project in a conforming RTP/RTIP and an anticipated reduction in overall emissions, no adverse regional air quality impacts will result from operation of the project as proposed.

The primary contact for the City is Tina Souza. She can be reached at (760) 947-1474 for more information regarding the proposed project.



COMMENT E:

Mr. and Mrs. Selle

Date of Comment: January 10, 2013

Comment submitted on a comment card in person at the Ranchemo Road Corridor Widening Open House Public Meeting

Comment:

	
Ranchemo Road Widening Project	COMMENT CARD
Name: <u>Mr. & Mrs. Selle</u>	Date: <u>1-10-13</u>
Address: _____	Phone: _____
Representing: _____	
<input checked="" type="checkbox"/> I support the project:	<input checked="" type="checkbox"/> My Comments are:
E-1:	<u>The need for a Signal Light at Kouries & Ranchemo.</u>
E-2:	<u>I have concerns about the amount of traffic we have now,</u>
	<u>what is it going to be after the interchange & underpass?</u>

PLEASE SUBMIT COMMENT(S) BY FEBRUARY 2, 2013	

COMMENT E:

Mr. and Mrs. Selle

Date of Comment: January 10, 2013

Comment submitted on a comment card in person at the Rancho Road Corridor Widening Open House Public Meeting

Response:

(E-1) Your suggestion for a signalized intersection at Kouries Way and Rancho Road has been noted. The decision of whether to install a traffic signal requires a traffic signal warrant analysis to be conducted, which is a set of criteria used to define the relative need for, and appropriateness of, a particular traffic control device, such as a traffic signal. The City and/or County will determine whether traffic volumes, pedestrian volumes, and accident data necessitate a traffic signal warrant analysis in the future in accordance with California Manual on Uniform Traffic Control Devices (MUTCD); however, this project's primary goal is to construct Rancho Road in accordance with the City's and the County's respective General Plans as an arterial-level east-west access route with minimal traffic delays along Rancho Road. It should be noted that an arterial-level roadway, such as Rancho Road, is typically constructed with greater intersection spacing, thus requiring less traffic signals along the corridor.

(E-2) Section 2.16 of the EIR provides an in-depth discussion of transportation and traffic. As discussed in Section 2.16.5, the project is designed to improve traffic operations and provide increased capacity along Rancho Road, thereby improving mobility for local and regional users. Compared to the no-build scenario, the proposed project will result in an increase in traffic volumes due to the widening of Rancho Road. Based on the findings of the EIR, traffic operations along Rancho Road are anticipated to operate better in the future with the proposed project compared to the No Build Alternative.

In the short-term, the proposed project will likely cause temporary traffic delays and inconveniences during construction. Potential impacts during construction will be temporary, intermittent, and relatively brief. Two lanes will be kept open so that traffic flow and emergency vehicle access can be maintained during construction of the proposed project. Temporary traffic delays during construction could affect the response times of emergency personnel and equipment. These impacts can be addressed through implementation of traffic management procedures during construction.

A TMP will be developed for all work performed within the public ROW. The purpose of the TMP will be to identify measures to be taken to reduce construction-related delays to the public and provide safe and efficient movement of motorists, pedestrians, bicyclists, construction equipment, workers, and emergency and law enforcement personnel and equipment.

In addition to the TMP, the proposed project will also develop a TCP during the design phase. The TCP prepared for the proposed project shall follow the MUTCD (January 2012 or the latest edition) and local agency guidelines. Data to be included in the TMP will vary depending on the complexity of the work being performed, the volume of traffic affected, and the roadway geometrics at the specific location where the construction will be performed. The TCP will depict the sequence of construction operations, construction to be performed, traveled way that will be utilized by movements of traffic during each phase of construction, hours of operation, and the estimated time required for construction completion. Multiple phases of construction will require a separate TCP component for each different construction phase or operation. The proposed project will not adversely impact response times of emergency personnel and equipment with the development of a TCP.

Access to residential and commercial driveways will also be maintained during construction of the proposed project. In addition, the project is not expected to require any detours or prolonged local street/lane closures. With the preparation and implementation of a TMP and TCP, potential temporary impacts during construction will be minimized to less than significant.

No permanent significant impacts to traffic and transportation facilities will occur as part of the proposed project. The project is designed to improve traffic operations and provide increased capacity, thereby improving mobility for local and regional users. The proposed project is considered to have a less than significant impact on traffic and transportation conditions.

The City's General Plan has identified increased traffic congestion due to anticipated growth in the future. In conjunction with other transportation projects (i.e., I-15/Ranchero Road Interchange and BNSF Underpass projects) and planned future developments in this area of Hesperia, traffic is expected to increase substantially in the future compared to existing traffic conditions. The City and the County have identified the widening of Ranchero Road in their respective General Plans to address future traffic congestion; hence, the proposed project is consistent with currently adopted City and County Plans.

COMMENT F:

Kathleen Holt

Date of Comment: January 10, 2013

Comment submitted on a comment card in person at the Ranchoero Road Corridor Widening Open House Public Meeting

Response:

(F-1) Noted. Your comment will be provided to decision makers. One of the main objectives of CEQA and the preparation of environmental documents is to disclose potential environmental effects of proposed activities. This EIR analyzes the potential effects of the proposed project on the environment, including the surrounding communities within the City and the County. Potential impacts to each environmental resource have been evaluated and presented in this document, as well as provided to the public. As documented in Chapter 4 of the EIR, public and agency outreach has been conducted in accordance with the requirements of CEQA.

Specifically, the public were engaged for input beginning with the publishing of the NOP on June 15, 2012, which began a scoping period that concluded on July 16, 2012. A 1/4-page advertisement in the *Daily Press* was acquired to inform the public of the preparation of the Ranchoero Road Widening Project Draft EIR. Comments regarding preparation of the Draft EIR were received during the scoping period, which the City and County considered part of their development of the EIR.

The 45-day public comment period for the Ranchoero Road Draft EIR officially began December 18, 2012, and concluded February 1, 2013. A Notice of Availability and Announcement of a Public Meeting for the Draft EIR was published in the *Daily Press*. The Public Information/Open House for the Draft EIR was held January 10, 2013, at the Hesperia Branch Library between 6:00 p.m. and 7:30 p.m. Similar to during the scoping period, comments received during the circulation period were reviewed and considered in development of the EIR.

(F-2) As discussed in the EIR, partial acquisition of property would be required to accommodate the road widening; however, based on preliminary design, the project would not require ROW acquisition at your property.

For further information about the proposed project, the primary contact for the City is Tina Souza. She can be reached at (760) 947-1474 for more information regarding the proposed project.



COMMENT G:

Jim and Donna Blankenship

Date of Comment: January 10, 2013

Comment submitted on a comment card in person at the Ranchoero Road Corridor Widening Open House Public Meeting

Comment:

	
Ranchero Road Widening Project	COMMENT CARD
Name: <u>Jim & Donna Blankenship</u>	Date: <u>1/10</u>
Address: _____	Phone: _____
Representing: _____	
<input type="checkbox"/> I support the project:	<input checked="" type="checkbox"/> My Comments are:
G-1:	<u>WE LIVE @ KERN & RANCHOERO ON THE NORTH SIDE AND HAVE A DIFFICULT TIME ENTERING OUR DRIVEWAY IN THE EVENINGS RIGHT NOW. WILL THERE BE ANY TYPE OF LIGHT INSTALLED @ COTONWOOD - WE ARE CURIOUS WHAT THE ENTIRE PLAN FOR RANCHOERO IS AS WE FEEL</u>
G-2:	<u>PLEASE SUBMIT COMMENT(S) BY FEBRUARY 2, 2013</u> <u>IT AFFECTS US DRASTICALLY also big concern is noise!</u>

COMMENT G:

Jim and Donna Blankenship

Date of Comment: January 10, 2013

Comment submitted on a comment card in person at the Ranchoero Road Corridor Widening Open House Public Meeting

Response:

(G-1) The decision of whether to install a traffic signal requires a traffic signal warrant analysis to be conducted, which is a set of criteria used to define the relative need for, and appropriateness of, a particular traffic control device, such as a traffic signal. The City and/or County will determine whether traffic volumes, pedestrian volumes, and accident data necessitate a traffic signal warrant analysis in the future in accordance with MUTCD; however, this project's primary goal is to construct Ranchoero Road in accordance with the City's and the County's respective General Plans as an arterial-level east-west access route with minimal traffic delays along Ranchoero Road. It should be noted that an arterial-level roadway, such as Ranchoero Road, is typically constructed with greater intersection spacing compared to local collector streets, thus requiring less traffic signals along the corridor.

(G-2) The proposed project has conducted a noise study, as discussed in depth in Section 2.12 of the EIR. The purpose of this technical study was to evaluate noise impacts and potential abatement measures.

As described in Sections 2.12 and 3.3, in general, it was found that construction and operation of the proposed project could potentially result in significant noise impacts on private properties along the Ranchoero Road corridor. Operational noise generated by the project may exceed the City's General Plan Noise Element Noise Standard. Specifically, a significant project operational noise impact will occur if predicted outdoor noise levels at noise-sensitive receivers under future build conditions are higher than predicted noise levels under future no-build conditions and equal or exceed a CNEL of 65 dBA. Under both future scenarios, areawide traffic demand is predicted to be substantially higher than existing levels, and the project will increase roadway capacity by widening the roadway from two to four lanes along Ranchoero Road, resulting in increased traffic volumes and traffic noise levels along the project corridor relative to the future no-build condition.

Operation of the proposed project is anticipated to produce potentially significant noise impacts to private properties along the Rancho Road corridor. Despite reasonable efforts to mitigate the impacts, including analyzing the use of soundwalls to abate noise impacts, the configuration of private property access points, topography, significant impacts to the community through property acquisition, and cost to implement, it is infeasible to construct permanent soundwalls that can effectively abate potentially significant noise impacts. The use of rubberized asphalt pavement was also considered as a potential noise abatement measure, but it was determined infeasible due to many reasons described below.

Soundwalls were initially considered as a possible mitigation measure to abate potentially significant impacts; however, the implementation of soundwalls at certain locations will not adequately abate noise impacts due to the gaps between the soundwalls to accommodate property access driveways for residential homes directly located adjacent to Rancho Road. For soundwalls to abate traffic noise, a continuous soundwall is needed, but the gap for access driveways will allow traffic noise to propagate, rendering the soundwalls an ineffective noise abatement measure. The topography of some of the residential properties is below the elevation of Rancho Road and will require additional property acquisition to properly grade the area to construct the noise barrier. Property acquisition may displace several residents, which could result in significant impacts to the community. Because the proposed project is an interim improvement, construction of the soundwalls will result in a significant throw-away cost when the ultimate six-lane configuration of Rancho Road is constructed, requiring the soundwalls to be demolished to accommodate construction of the additional lanes. It is anticipated that the ultimate six-lane configuration of Rancho Road will include soundwalls (if necessary).

The use of rubberized asphalt pavement was also considered as a potential noise abatement measure; however, because the area is not built-out, the use of rubberized asphalt will be difficult to repair when potholes need to be filled, or other street and utility improvements are required. Combining repairs of the rubberized asphalt with other materials, such as using common hot-mix asphalt, will not adhere to the properties of rubberized asphalt. Repairing the roadway with the same rubberized asphalt is anticipated to not result in proper adhesion or repair.

Additionally, utilizing rubberized asphalt would require continual repair of cracks and potholes to maintain the effectiveness of rubberized asphalt as an effective noise abatement measure. The cost of the material is approximately 20 percent greater

compared to hot-mix asphalt; continual repairs of this type of pavement will equate this type of noise abatement unreasonable in terms of cost. As mentioned previously, the adhesion properties of the rubberized asphalt with other materials, including repairs to rubberized asphalt with the same material, is poor, resulting in continual repairs.

The infeasibility of implementing the abovementioned noise abatement measures will result in significant unavoidable noise impacts to those properties. In certain residential homes, assistance will be provided to select residents to install double-pane windows to aid in reducing traffic-related noise based on the criterion identified in NOI-8.

Double-pane windows are anticipated to abate operational traffic noise for certain properties along the Rancho Road corridor. It is anticipated that double-pane windows, as described in mitigation measure NOI-8, would only provide noise abatement to seven residences identified as APNs 409-214-12, 409-222-48, 409-222-44, 409-222-38, 409-222-58, 405-241-03, and 405-241-04. Of these seven residences, only one property (APN 409-214-12) does not currently have double-pane windows and will qualify for this noise abatement based on the criterion described in NOI-8. Based on preliminary field investigation, the other six properties currently have double-pane windows installed. The project will confirm this finding prior to completion of the final design of the project. The City will coordinate with the property owner(s) who qualifies for implementation of this noise abatement measure.

The noise study prepared for the proposed project indicates that traffic noise is anticipated to increase without the project. Comparing the future No Build Alternative traffic noise with the future traffic noise associated with the Build Alternative (proposed project), traffic noise is anticipated to increase up to 3.3 dBA, which is an indiscernible change in noise level perceived by the human ear. It should be noted that only 3 of 104 modeled receivers were found to exceed 3 dBA, and the remaining receivers are anticipated to experience increases in noise less than 3 dBA. It is widely accepted that the average healthy ear can barely perceive noise level changes of 3 dB. A change of 5 dB is readily perceptible, and a change of 10 dB is perceived as being twice or half as loud. In a typical noisy environment, changes in noise of 1 to 2 dB are generally not perceptible.

The potentially significant noise impacts exceeding the City's or County's noise impact threshold of 5-dB increase resulting in 60-dBA increase or more are not

associated with the proposed project; rather, the noise impact exceeds the 60- to 65-dBA exterior noise standards in the future due to planned growth as identified by the City and the County's General Plan. Without the proposed project, future modeled noise is anticipated to increase beyond the City's and County's respective noise standards. Because future ambient traffic noise at certain locations is already at or exceeds the noise threshold, any increase in noise will be identified as an impact; therefore, most of the noise increase is attributed to the projected traffic growth within Hesperia and the surrounding area.

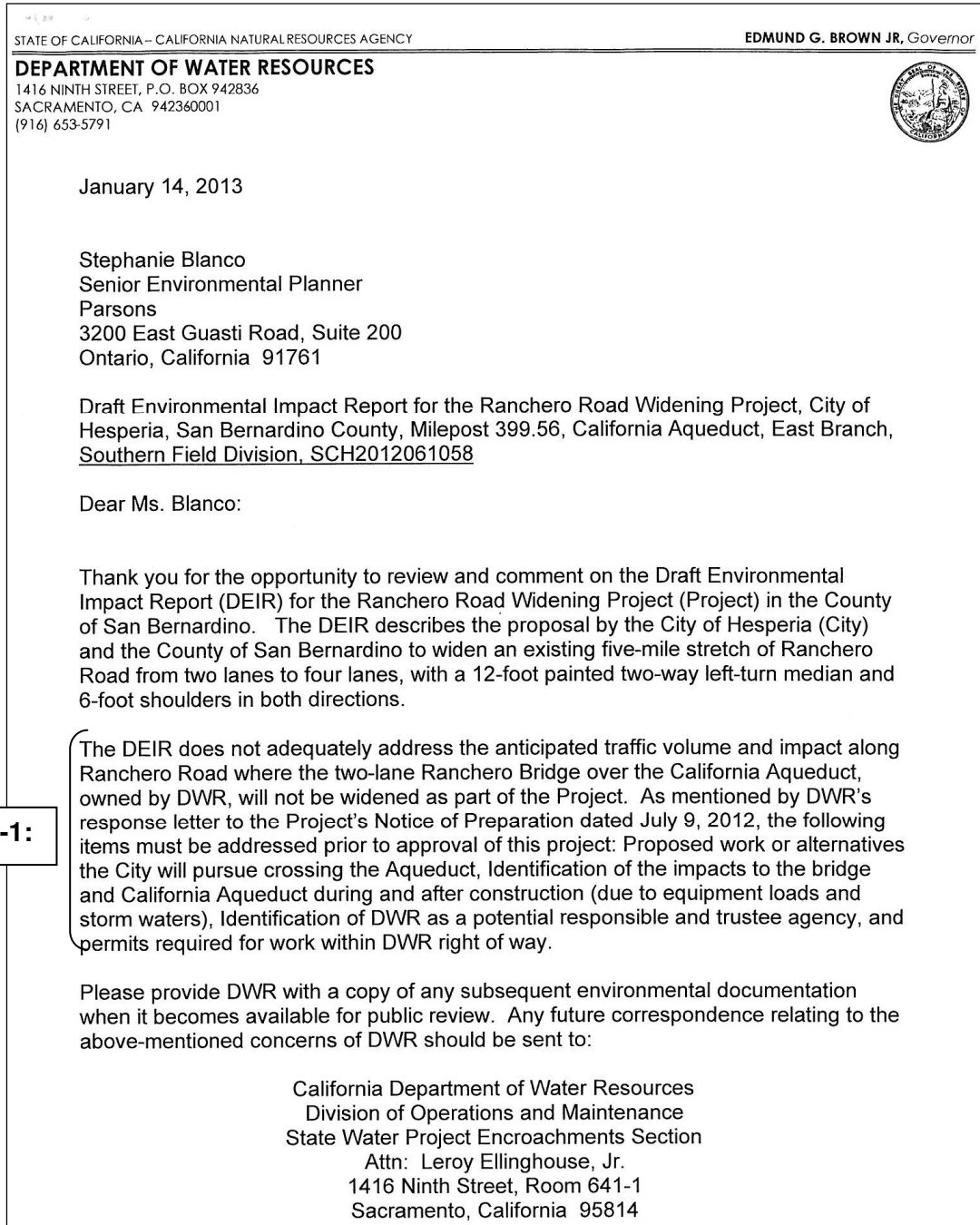
COMMENT H:

Agency: Department of Water Resources

Date of Comment: January 14, 2013

Comment submitted via mail


Comment:



Ms. Stephanie Blanco
January 14, 2013
Page 2

If you have any questions, please contact Leroy Ellinghouse, Jr., Chief, State Water Project Encroachments Section, at (916) 653-7168 or Jonathan Canuela at (916) 653-5095.

Sincerely,



David M. Samson, Chief
State Water Project Operations Support Office
Division of Operations and Maintenance

cc: Office of Planning and Research
California State Clearinghouse
1400 10th Street
Sacramento, CA 95812-3044

COMMENT H:

Agency: Department of Water Resources

Date of Comment: January 14, 2013

Response:

The City and the County has been actively coordinating with DWR for the past 4 years regarding the widening of Rancho Road and will continue coordination through project construction.

(H-1) The Rancho Road Widening Project is not widening the existing bridge over the aqueduct. As noted on pages 1-1, 1-10, and 3-6 of the environmental document, this project does not involve construction activities along Rancho Road Bridge No. 54C-0449 (over the California Aqueduct). The bridge would not be widened as part of this project, and there would be no construction activities on the Rancho Road Bridge structure. The proposed project would not alter any part of the California Aqueduct or construct within this resource. Should the City and/or County propose to widen the bridge in the future; additional environmental analysis and documentation will be conducted at that time. Ultimately, DWR will make the final determination whether to widen the California Aqueduct Bridge.

Potential Traffic Impacts on the California Aqueduct Bridge

The traffic analysis has been revised to analyze potential traffic impacts at project opening year and at City buildout conditions. As indicated in the EIR, opening year (2016) future traffic volume without the proposed project along Rancho Road is anticipated to operate with an average daily traffic of 12,084 vehicles. Based on the volume to capacity (V/C) ratio for a two-lane roadway within this segment, a V/C ratio of 0.83 is anticipated without the proposed project at opening year conditions, which is generally considered as operating with an acceptable level of service (LOS) “D”.

Compared to opening year future traffic volumes for a four-lane facility, ADTs are anticipated to be higher at 12,674; however, the projected V/C ratio is significantly lower at 0.41, resulting in better traffic operations compared to the No Build alternative. However, since the Aqueduct Bridge along Rancho Road would not be widened, it is anticipated that opening year project traffic volumes of 12,674 vehicles per day would utilize the two lane bridge with a V/C ratio of 0.87. The reduction of the number of through lanes from 4 lanes to 2 lanes at either end of the bridge would

act as a choke point for vehicles traveling along Rancho Road. Due to this condition, congestion is anticipated to be heavier within the general area of the California Aqueduct Bridge compared to the proposed four-lane segments of the widened facility. The traffic section of the EIR has been revised to indicate traffic volumes on the bridge segment with the proposed project would have a V/C ratio of 0.87, which is slightly higher than the No Build Alternative. Nevertheless, at opening year conditions of the proposed project, roadway capacity along the California Aqueduct Bridge would operate at a LOS “D”, which is considered acceptable by standards contained in the City’s adopted General Plan. Therefore, no significant traffic impacts are anticipated on the California Aqueduct Bridge at opening year conditions.

At City buildout conditions when Rancho Road is widened to its ultimate configuration, the adopted City General Plan indicates traffic volumes along Rancho Road on the California Aqueduct Bridge to increase to 41,400 vehicles per day. The City’s adopted General Plan has identified that both Rancho Road and the California Aqueduct Bridge will ultimately be widened to 6 lanes; hence, the traffic analysis considered in EIR defers to the findings and results of the City of Hesperia’s General Plan Transportation Technical Report (2009). The City assumes that the California Aqueduct Bridge would be widened to its ultimate configuration with 6 lanes between opening year (2016) of the proposed project and General Plan buildout conditions. Traffic conditions along Rancho Road within the California Aqueduct Bridge segment at City buildout conditions (with six lanes) are anticipated to generally operate at a V/C ratio of 0.90, generally considered as operating at an acceptable LOS “D”.

As indicated in the General Plan, the City realizes the need to widen the California Aqueduct Bridge to accommodate future planned growth and has prioritized the widening of the bridge in its Capital Improvement Program. Continued coordination with DWR regarding the widening of the California Aqueduct Bridge is ongoing.

Potential Impacts During and After Construction

Lane and/or road closures may occur during construction of the proposed project; however, both eastbound and westbound lanes along the California Aqueduct Bridge would remain open during construction. A transportation management plan (TMP) will be prepared by the City and County to address construction-related traffic impacts. Temporary construction traffic impacts are not anticipated.

The transport of construction equipment across Ranchero Road Bridge will not exceed the load-bearing capacity of the existing bridge structure. Hence, no impacts to the bridge structure are anticipated as a result of the proposed project. A short discussion of the project's use of the bridge and potential effects on the aqueduct bridge that might result has been included in Sections 2.5 and 2.16 of the EIR.

DWR Request as a Responsible Agency

Because the proposed project will not construct within DWR ROW and project-related impacts will not affect their ROW, the project does not require permitting or other discretionary approval authority over the proposed project; hence, DWR is not identified as a potential responsible or trustee agency under CEQA.

Subsequent environmental documents and correspondence regarding the proposed project will be sent to Leroy Ellinghouse, Jr., as indicated in your letter.