



# PUBLIC NOTICE

**U.S. ARMY CORPS OF ENGINEERS  
LOS ANGELES DISTRICT**

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**APPLICATION FOR PERMIT  
State Route 138 Re-Alignment East Of Interstate 15 Project**

**Public Notice/Application No.:** SPL-2012-00137-VCC

**Project:** State Route 138 Realignment East of Interstate 15 Project

**Comment Period:** May 12, 2015 through June 12, 2015

**Project Manager:** Veronica Li; 213-452-3292; [Veronica.C.Li@usace.army.mil](mailto:Veronica.C.Li@usace.army.mil)

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**Applicant**

Scott Quinnell, Senior Environmental Planner  
California Department of Transportation, District 8  
464 West 4th Street, 6th Floor  
San Bernardino, California 92401-1400

**Contact**

Josh Jaffrey, Associate Environmental Planner  
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Biological Studies and Permits Branch  
California Department of Transportation  
464 West 4th Street, 6th Floor  
San Bernardino, California 92401-1400

**Location**

In Hog Ranch Creek, Crowder Creek, Miner Shack Creek, Double Drain Creek, and several unnamed tributaries to Crowder Canyon Creek within the San Bernardino National Forest, San Bernardino County, CA (at Lat/Long: 34.3282519°N, -117.4406719°W) (see the attached maps).

**Activity**

Caltrans proposes to discharge permanent fill material into approximately 2.58 acres of non-wetland waters of the U.S. and temporary construction-related fill material into 0.03 acre of wetland and 0.48 acre of non-wetland waters of the U.S., in association constructing a new 2.1-mile long 40-foot-wide roadway section (State Route 138 [SR-138] Re-alignment East of Interstate 15 [I-15] Project) that would provide one lane in each direction and 8-foot-wide shoulders along a new alignment and decommission the current alignment. Wildlife crossing bridges would be built at Hog Ranch Creek, Miner's Shack Creek, and Double Drain Creek. An off-highway vehicle (OHV) crossing consisting of a large concrete culvert would be built within an unnamed tributary to Crowder Creek. Several culverts would also be constructed to allow for the conveyance of flows from several unnamed tributaries under the new freeway alignment (see attached drawings). For more information see page 3 of this notice.

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Interested parties are hereby notified an application has been received for a Department of the Army permit for the activity described herein and shown on the attached drawing(s). We invite you to review today's public notice and provide views on the proposed work. By providing substantive, site-specific comments to the Corps Regulatory Division, you provide information that supports the Corps' decision-making process. All comments received during the comment period become part of the record and will be considered in the decision. This permit will be issued, issued with special conditions, or denied under section 404 of the Clean Water Act. Comments should be mailed to:

DEPARTMENT OF THE ARMY  
LOS ANGELES DISTRICT, U.S. ARMY CORPS OF ENGINEERS  
REGULATORY DIVISION  
ATTN: Veronica Li (SPL-2012-00137-VCL)  
915 Wilshire Boulevard, Suite 930  
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Alternatively, comments can be sent electronically to: [Veronica.C.Li@usace.army.mil](mailto:Veronica.C.Li@usace.army.mil)

The mission of the U.S. Army Corps of Engineers Regulatory Program is to protect the Nation's aquatic resources, while allowing reasonable development through fair, flexible, and balanced permit decisions. The Corps evaluates permit applications for essentially all construction activities that occur in the Nation's waters, including wetlands. The Regulatory Program in the Los Angeles District is executed to protect aquatic resources by developing and implementing short- and long-term initiatives to improve regulatory products, processes, program transparency, and customer feedback considering current staffing levels and historical funding trends.

Corps permits are necessary for any work, including construction and dredging, in the Nation's navigable water and their tributary waters. The Corps balances the reasonably foreseeable benefits and detriments of proposed projects, and makes permit decisions that recognize the essential values of the Nation's aquatic ecosystems to the general public, as well as the property rights of private citizens who want to use their land. The Corps strives to make its permit decisions in a timely manner that minimizes impacts to the regulated public.

During the permit process, the Corps considers the views of other federal, state and local agencies, interest groups, and the general public. The results of this careful public interest review are fair and equitable decisions that allow reasonable use of private property, infrastructure development, and growth of the economy, while offsetting the authorized impacts to the waters of the United States. The permit review process serves to first avoid and then minimize adverse effects of projects on aquatic resources to the maximum practicable extent. Any remaining unavoidable adverse impacts to the aquatic environment are offset by compensatory mitigation requirements, which may include restoration, enhancement, establishment, and/or preservation of aquatic ecosystem system functions and services.

### **Evaluation Factors**

The decision whether to issue a permit will be based on an evaluation of the probable impact, including cumulative impacts, of the proposed activity on the public interest. That decision will reflect the national concern for both protection and utilization of important resources. The benefit, which reasonably may be expected to accrue from the proposal, must be balanced against its reasonably foreseeable detriments. All factors that may be relevant to the proposal will be considered including the cumulative effects thereof. Factors that will be considered include conservation, economics, aesthetics, general environmental concerns, wetlands, cultural values, fish and wildlife values, flood hazards, flood plain values, land use, navigation, shoreline erosion and accretion, recreation, water supply and conservation, water quality, energy needs, safety, food production and, in general, the needs and welfare of the people. In addition, because the proposal would discharge dredged or fill material into waters of the U.S., the evaluation of the activity will include application of the EPA Guidelines (40 CFR part 230) as required by section 404 (b)(1) of the Clean Water Act.

The Corps of Engineers is soliciting comments from the public; federal, state, and local agencies and officials; Indian tribes; and other interested parties in order to consider and evaluate the impacts of this proposed activity. Any comments received will be considered by the Corps of Engineers to determine whether to issue, modify, condition, or deny a permit for this proposal. To make this decision, comments are used to assess impacts on endangered species, historic properties, water quality, general environmental effects, and the other public interest factors listed above. Comments are used in the preparation of an Environmental Assessment and/or an Environmental Impact Statement pursuant to the National Environmental Policy Act. Comments are also used to determine the need for a public hearing and to determine the overall public interest of the proposed activity.

### **Preliminary Review of Selected Factors**

**EIS Determination**- A preliminary determination has been made an environmental impact statement is not required for the proposed work.

**Water Quality**- The applicant is required to obtain water quality certification, under section 401 of the Clean Water Act, from the California Regional Water Quality Control Board. Section 401 requires any applicant for a Corps individual section 404 permit to provide proof of water quality certification to the Corps of Engineers prior to permit issuance.

**Coastal Zone Management**- This project is located outside the coastal zone and would not affect coastal zone resources. Therefore, federal consistency certification under section 307 of the Coastal Zone Management Act of 1972 is not required.

**Essential Fish Habitat**- No Essential Fish Habitat (EFH), as defined by the Magnuson-Stevens Fishery Conservation and Management Act, occurs within the project area and no EFH would be affected by the proposed project. Therefore, consultation under section 305(b)(2) of the Magnuson-Stevens Fishery Conservation and Management Act (MSA) is not required.

**Cultural Resources**- Caltrans, acting as the lead federal agency for section 106 consultation and associated compliance requirements, prepared a 4<sup>th</sup> Supplemental Historic Property Survey Report, dated July 12, 2013. Caltrans requested a search of the Native American Heritage Commission (NAHC) Sacred Lands File and a list of potentially interested tribal contacts on November 1, 2012. Caltrans contacted the 8 individuals via letter on the NAHC's list (dated November 5, 2012). Additional information was requested from and provided to the San Manuel Band of Mission Indians and the San Bernardino National Forest in 2012 and 2013. The project is located within the Crowder Canyon Archaeological District with three resources within the Area of Potential Affect (APE). Caltrans District 8 Archeologist, Laura Chaffin, determined that two of the properties evaluated as a result of the project are eligible for inclusion in the National Register of Historic Places within the Project APE. Caltrans determined that a Finding of No Adverse Effect with Standard Conditions – Environmentally Sensitive Areas (ESAs), according to Section 106 Programmatic Agreement Stipulation X.B(2) and 36 C.F.R. § 800.5(b), is appropriate for this undertaking. In a letter dated September 25, 2013, the State Historic Preservation Officer (SHPO) concurred with the Finding of No Adverse Effect with Standard Conditions/ESA Action Plan. This review constitutes the extent of cultural resources investigations by the Corps, and we are otherwise unaware of the presence of other such resources.

**Endangered Species**- Caltrans completed a Biological Assessment (dated December 2002) for the project. Caltrans conducted protocol surveys between 1997 and 2001 for the Biological Assessment, as well as updated surveys in 2011 to 2013 for the Supplemental Natural Environment Study (NES) (prepared by Caltrans in February 2013), as discussed further below. According the Supplemental

NES, least Bell's vireo (LBV) were not observed in the project area during the surveys. Three vocal Willow Flycatchers were present, however, the surveys concluded that these birds were migrants of one of the more northerly subspecies, and not the federally listed as endangered southwestern willow flycatcher (SWWF). With the implementation of avoidance and minimization measures, USFWS concurred that the project is not likely to adversely affect LBV or SWWF.

Arroyo toad surveys were conducted in Crowder Creek and its tributaries in 1997 to 2001 for the Biological Assessment, and Crowder Creek appears to contain some suitable breeding habitat for arroyo toads. However, all surveys were negative. In 2001, two individual arroyo toads were observed on SR-138 0.7 mile and 1.3 miles east of the proposed project in Horsethief Creek. Only one area in the project vicinity held water for a limited time during surveys in 2011. The area is a portion of Crowder Canyon that fell within 600 foot survey corridor south of SR-138. As the season progressed, the surface water declined. The flowing water consisted of a very narrow "channel" and there were no pools suitable for arroyo toad breeding and larval development. No amphibian larvae were observed. Although it is unlikely that arroyo toads will be present during the construction period, a qualified biologist will conduct a pre-construction survey and will monitor construction activities. If arroyo toads are present, construction activity would cease and Endangered Species Act section 7 consultation with USFWS would be reinitiated by Caltrans.

Impacts associated with grading and filling the new road alignment would permanently affect 12.92 acres of upland habitat along the slopes of the drainages and 0.44 acre of sandy wash. There would be approximately 1.41 acres of temporary impacts and 0.05 acre permanent impact to mixed willow woodland/mulefat scrub. Impacts to sandy wash, riparian vegetation, and upland habitat along a drainage are considered impacts to potential arroyo toad habitat that could be used by arroyo toads for dispersal and foraging. In addition to the impacts described above, the project would impact 27.4 acres of upland habitat that is non-arroyo toad habitat. The decommissioning of the old SR-138 alignment and restoration of at least 0.11 acre of sandy wash, 1.56 acres of willow woodland/mulefat scrub, and 13 acres of upland habitat associated with drainages along the old SR-138 alignment would help minimize the impacts of the new alignment on potential arroyo toad habitat.

On October 6, 2003, the USFWS issued a Biological Opinion (FWS-SB-1537.7) to FHWA that the proposed action is not likely to jeopardize the continued existence of arroyo toad based on the following reasons:

- 1) The proposed project is in an area in which arroyo toads are seldom expected to occur;
- 2) Before and during construction, a qualified biological monitor knowledgeable of arroyo toad biology will be present to suspend construction activity should any of these animals be detected in the project site;
- 3) Post construction, most arroyo toads that disperse into the area will likely be able to safely move through because:
  - a. Proposed bridges will allow toads to safely move through the largest drainages;
  - b. Proposed abandonment of the majority of the old road alignment and restoration of drainages and associated upland habitat will minimize and offset anticipated impacts to toad habitat and dispersal; and
  - c. Restricting<sup>1</sup> access by OHVs to the surrounding area will help limit direct impacts to arroyo toads resulting from OHV use and will allow the restoration of drainages and upland habitat affected by OHV activity.

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<sup>1</sup> OHV use would not be restricted in the area; however, the use of bridges over the washes would create a barrier for OHV access. In addition, there would be fewer access points to maintenance roads. An OHV underpass is being proposed by the applicant to maintain OHV usage in the area.

With the implementation of conservation and minimization measures 1 through 3 above, before and during construction, take of arroyo toads is not anticipated and therefore, no take was authorized. The take threshold and limit during post-construction operation of the project is limited to one toad every two years along the new road alignment. According to updated 2011 surveys, biological conditions have not changed, and therefore, USFWS has indicated that reinitiating consultation is not necessary (email correspondence with Mr. Taylor, USFWS, dated April 28, 2015). Therefore, consultation under section 7 of the Endangered Species Act has been completed for the proposed project.

**Public Hearing-** Any person may request, in writing, within the comment period specified in this notice, that a public hearing be held to consider this application. Requests for public hearing shall state with particularity the reasons for holding a public hearing.

### **Proposed Activity for Which a Permit is Required**

As part of the SR-138 Re-alignment East of I-15 Project, Caltrans proposes (Applicant Preferred Alternative) to discharge permanent fill material into approximately 2.58 acres of non-wetland waters of the U.S. and temporary construction-related fill material into 0.03 acre of wetland and 0.48 acre of non-wetland waters of the U.S., in association with constructing a new 2.1-mile-long 40-foot-wide roadway section that would provide two lanes, one lane in each direction, and 8-foot-wide shoulders along a new alignment and decommission the current alignment. Please refer to the attached figures, for locations of impacts to waters of the U.S. Corps-regulated activities that would affect waters of the U.S. include the following:

- Construct a 40-foot-wide roadway that would provide two 12-foot-wide lanes, one lane in each direction, and two 8-foot-wide shoulders;
- Construct wildlife crossing bridges at the following locations:
  - o Hog Ranch Creek Bridge
  - o Miner's Shack Creek Bridge
  - o Double Drain Creek Bridge
- Construct an off highway vehicle (OHV) crossing along an approved OHV trail system
- Create mid-slope benches with drainage ditches
- Construct two maintenance vehicle pullouts
- Revegetate slopes for erosion control and embankment slope stabilization
- Install replacement plantings for impacts to vegetation and aquatic resources
- Use temporary equipment and access roads during construction to construct roadway, culverts, bridges, and piers.

**Basic Project Purpose-** The basic project purpose comprises the fundamental, essential, or irreducible purpose of the proposed project, and is used by the Corps to determine whether the applicant's project is water dependent (i.e., requires access or proximity to or siting within the special aquatic site to fulfill its basic purpose). Establishment of the basic project purpose is necessary only when the proposed activity would discharge dredged or fill material into a special aquatic site (e.g., wetlands, pool and riffle complex, mudflats, coral reefs). The basic project purpose for the proposed project is vehicular transportation. The project **is not** water dependent.

**Overall Project Purpose-** The overall project purpose serves as the basis for the Corps' section 404(b)(1) alternatives analysis and is determined by further defining the basic project purpose in a manner that more specifically describes the applicant's goals for the project, and which allows a reasonable range of alternatives to be analyzed. The overall project purpose for the proposed project

is to improve the safety and reliability of access from I-15 Cajon Junction area to and from the Summit Valley area.

### **Additional Project Information**

**Baseline information** – The project site is located within the San Bernardino National Forest on the SR-138 freeway between I-15 freeway and Summit Valley Road in the City of Hesperia. The surrounding area is undeveloped with several Southern California Edison power transmission utility lines traversing or adjacent to the proposed project. The Burlington Northern Santa Fe (BNSF) Railroad constrains the eastern end of the alignment between railroad tracks and steep terrain. The existing SR-138 alignment is a two-lane conventional highway varying in width from 21 to 27 feet with no paved shoulders and little to no earthen shoulders. The alignment consists of horizontal curves with radii as small as 49 feet, grades as steep as 15 percent, and vertical curves less than 49 feet in length. There are also few turnouts and passing zones located along the alignment. From January 2009 to December 2011, a total of 4.15 fatal, injury, or property damage related accidents per million vehicles miles occurred which is higher than the statewide average 0.98 fatal, injury, or property damage related accidents per million vehicles miles for a similar facility. Primary causes for accident included vehicles crossing into the opposing lane and vehicles running off the roadway.

The proposed project is located near the headwaters of the Upper Cajon Wash watershed, which covers 41 square miles. Tributaries within the watershed contribute to Cajon Creek. Named tributaries in the project include Crowder Creek, Hog Ranch Creek, Miner's Shack Creek, and Double Drain Creek. The tributaries are intermittent to ephemeral. Wetlands with mulefat riparian vegetation exists within Double Drain Creek. The other aquatic features throughout the project site are non-wetland waters of the U.S., with some riparian woody vegetation in the larger washes and mostly upland vegetation throughout. Annual precipitation averages approximately 6 inches. During major storm events, flows overtop the roadway due to undersized culverts.

**Description of Alternatives** – Several alternatives, including the Applicant's Preferred Alternative (proposed project), are being analyzed by the Corps to determine the least environmentally damaging practicable alternative (LEDPA) to aquatic resources. Table 1 summarizes the alternatives.

Table 1

Alternative	Permanent Impacts to WOUS (acres/linear ft)		Temporary Impacts to WOUS (acres/linear ft)		Cost (Millions)	Meets Overall Project Purpose
	Wetland	Non- Wetland	Wetland	Non- Wetland		
Applicant's Preferred Alternative (Proposed Project)	0	2.58 / 112,254	0.03 / 1,394	0.48 / 20,778	\$34.5	Yes
Subwatershed 1 Avoidance	0	2.50 / 108,943	0.03 / 1,394	0.55 / 24,088	\$35.3	Yes
Subwatershed 2 Avoidance	0	2.10 / 91,650	0.03 / 1,394	0.95 / 41,338	\$39.3	Yes
Subwatershed 3 Avoidance	0	1.96 / 85,551	0.03 / 1,394	1.09 / 47,480	\$38.4	Yes
Subwatershed 4 Avoidance	0	2.52 / 109,553	0.03 / 1,394	0.54 / 23,478	\$36.4	Yes
Subwatershed 5 Avoidance	0	2.37 / 103,063	0.03 / 1,394	0.69 / 29,969	\$36	Yes
Subwatershed 6 Avoidance	0	2.51 / 109,205	0.03 / 1,394	0.55 / 23,827	\$40	Yes

Alternative	Permanent Impacts to WOUS (acres/linear ft)		Temporary Impacts to WOUS (acres/linear ft)		Cost (Millions)	Meets Overall Project Purpose
	Wetland	Non- Wetland	Wetland	Non- Wetland		
Subwatershed 7 Avoidance	0	1.78 / 77,667	0.03 / 1,394	1.27 / 55,365	\$47.6	Yes
Subwatershed 8 Avoidance	0	2.57 / 111,949	0.03 / 1,394	0.48 / 21,083	Not Constructible (see text below)	Yes
Improvements to Existing Alignment	0	0.45 / 19,776	0	0	Not Constructible (see text below)	No
Two Lane New Alignment in Crowder Creek	0	2.58 / 112,254	0.03 / 1,392	0.48 / 20,778	\$45.6	Yes
No Waters Impact Alternative	0	0	0	0	\$83.2	Yes
Offsite Alternative	0	1.86 / 80,934	0	0	41.8	Yes
No Build Alternative	0	0	0	0	N/A	No

Applicant's Preferred Alternative (Proposed Project) - Under the Applicant's Preferred Alternative (proposed project), Caltrans proposes to construct a new 2.1 mile-long 40-foot-wide roadway that would provide two lanes, one lane in each direction, and 8-foot-wide shoulders along a new alignment and decommission the current alignment. The new 2.1-mile-long alignment would be designed to meet current Caltrans standards, improve operational efficiency, and enhance traffic safety. The total cost of construction would be approximately \$34.5 million. This alternative entails the following components:

- Construct a 40-foot-wide roadway that would provide two 12-foot-wide lanes, one in each direction, and two 8-foot-wide shoulders;
- Construct wildlife crossing bridges at the following locations:
  - o Hog Ranch Creek Bridge,
  - o Miner's Shack Creek Bridge, and
  - o Double Drain Creek Bridge;
- Construct an off highway vehicle (OHV) crossing along an approved OHV trail system
- Create mid-slope benches with drainage ditches;
- Construct two maintenance vehicle pullouts;
- Revegetate slopes for erosion control and embankment slope stabilization;
- Install replacement plantings for impacts to vegetation and aquatic resources; and
- Use temporary equipment and access roads during construction to construct roadway, culverts, bridges, and piers.

This alternative would result in the discharge of permanent fill material into approximately 2.58 acres of non-wetland waters of the U.S. and temporary construction-related fill material into 0.03 acre of wetland and 0.48 acre of non-wetland waters of the U.S. This alternative is practicable because it could be built with existing technology and would be logistically practicable and this alternative would also meet the overall project purpose.

Subwatershed Design Modifications – Since the project is a 2.1 mile long linear project traversing several distinct washes, alternatives within each subwatershed area were identified to determine if additional avoidance and minimization design measures for the separate washes were practicable.

Subwatershed 1 Avoidance – Attached is the map of design changes associated with this alternative (Alt 2 SW 1 Map). This alternative would result in a bridge structure traversing an ephemeral wash feature, rather than conveying water under the freeway fill through a culvert. This alternative modifies the proposed project's highway alignment by constructing a 75-foot-long span bridge from Station 91+00 to Station 91+75. Aquatic resource impacts at approximate Station 83+00 is unavoidable because that segment of the proposed highway alignment is in a cut slope area. Offsite drainage is conveyed by using dikes along the edge of the highway at that location. The remaining design and structures are the same as described above in the proposed project. The total cost of construction of the alternative with the noted changes within this subwatershed is \$35.3 million. This alternative would result in the discharge of permanent fill material into approximately 2.50 acres of non-wetland waters of the U.S. and temporary construction-related fill material into 0.03 acre of wetland and 0.55 acre of non-wetland waters of the U.S. Temporary impacts would be higher than the proposed project in order to construct the bridge structure associated with this alternative. Although the alternative would meet the overall project purpose, the applicant indicates that this alternative would not be practicable because it would not provide access to the U.S. Forest Service road.

Subwatershed 2 Avoidance – Attached is the map of design changes associated with this alternative (Alt 3 SW 2 Map). This alternative would result in a bridge structure traversing two ephemeral wash features, rather than conveying water under the freeway fill through culverts. This alternative modifies the proposed project's highway alignment by constructing a 430-foot-long span bridge from Station 114+70 to Station 119+00. Aquatic resource impacts at approximate Station 107+50 and Station 123+00 are unavoidable because that segment of the proposed highway alignment is in a cut slope area. Offsite drainage is conveyed by using dikes along the edge of the highway at that location. The remaining design and structures are the same as described above in the proposed project. The total cost of construction of the alternative with the noted changes within this subwatershed is \$39.3 million. This alternative would result in the discharge of permanent fill material into approximately 2.10 acres of non-wetland waters of the U.S. and temporary construction-related fill material into 0.03 acre of wetland and 0.95 acre of non-wetland waters of the U.S. Temporary impacts would be higher than the proposed project in order to construct the bridge structure associated with this alternative. Although the alternative would meet the overall project purpose, the applicant indicates that this alternative would not be practicable due to the increase in costs (\$4.8 million) relative to the proposed project.

Subwatershed 3 Avoidance – Attached is the map of design changes associated with this alternative (Alt 4 SW 3 Map). This alternative would result in a bridge structure traversing one ephemeral wash feature, rather than conveying it under the freeway fill within a box culvert. This alternative modifies the proposed project's highway alignment by constructing a 340-foot-long span bridge from Station 125+20 to Station 128+60. The remaining design and structures are the same as described above in the proposed project. The total cost of construction of the alternative with the noted changes within this subwatershed is \$38.4 million. This alternative would result in the discharge of permanent fill material into approximately 1.96 acres of non-wetland waters of the U.S. and temporary construction-related fill material into 0.03 acre of wetland and 1.09 acres of non-wetland waters of the U.S. Temporary impacts would be higher than the proposed project in order to construct the bridge structure associated with this alternative. Although the alternative would meet the overall project purpose, the applicant indicates that this alternative would not be practicable due to the increase in costs (\$3.9 million) relative to the proposed project.

Subwatershed 4 Avoidance – Attached is the map of design changes associated with this alternative (Alt 5 SW 4 Map). This alternative would result in a bridge structure traversing an



ephemeral wash feature, rather than conveying water under the freeway fill through a culvert. This alternative modifies the proposed project's highway alignment by constructing a 135-foot-long span bridge from Station 130+80 to Station 132+15. The remaining design and structures are the same as described above in the proposed project. The total cost of construction of the alternative with the noted changes within this subwatershed is \$36.4 million. This alternative would result in the discharge of permanent fill material into approximately 2.52 acres of non-wetland waters of the U.S. and temporary construction-related fill material into 0.03 acre of wetland and 0.54 acre of non-wetland waters of the U.S. Temporary impacts would be higher than the proposed project in order to construct the bridge structure associated with this alternative. Although the alternative would meet the overall project purpose, the applicant indicates that this alternative would not be practicable due to the increase in costs (\$1.9 million) relative to the proposed project. This alternative is also not substantially different in terms of waters of the U.S. that would be impacted compared to the proposed project.

Subwatershed 5 Avoidance – Attached is the map of design changes associated with this alternative (Alt 6 SW 5 Map). This alternative would result in a bridge structure traversing both the ephemeral and intermittent wash features, rather than conveying water under the freeway fill through culverts. This alternative modifies the proposed project's highway alignment by constructing a 494-foot-long span bridge from Station 136+16 to Station 141+10. The remaining design and structures are the same as described above in the proposed project. The total cost of construction of the alternative with the noted changes within this subwatershed is \$36 million. This alternative would result in the discharge of permanent fill material into approximately 2.37 acres of non-wetland waters of the U.S. and temporary construction-related fill material into 0.03 acre of wetland and 0.69 acre of non-wetland waters of the U.S. Temporary impacts would be higher than the proposed project in order to construct the bridge structure associated with this alternative. Although the alternative would meet the overall project purpose, the applicant indicates that this alternative would not be practicable due to the increase in costs (\$1.5 million) relative to the proposed project.

Subwatershed 6 Avoidance – Attached is the map of design changes associated with this alternative (Alt 7 SW 6 Map). This alternative would result in bridge structures traversing several ephemeral wash features, rather than conveying water under the freeway fill through culverts. This alternative modifies the proposed project's highway alignment by constructing a 187-foot-long span bridge from Station 147+73 to Station 149+60; 140-foot-long span bridge from Station 154+00 to Station 155+40; and 68-foot-long span bridge from Station 157+22 to Station 157+90. The aquatic resource impacts at approximate Station 152+00 is unavoidable because that segment of the proposed highway alignment is in a steep cut area and the utility access road for the electrical towers cannot be reconfigured or moved because doing so would make the access road too steep for utility maintenance vehicles to traverse. Asphalt dikes would be utilized to handle water conveyance at that unavoidable location. The remaining design and structures are the same as described above in the proposed project. The total cost of construction of the alternative with the noted changes within this subwatershed is \$40 million. This alternative would result in the discharge of permanent fill material into approximately 2.51 acres of non-wetland waters of the U.S. and temporary construction-related fill materials into 0.03 acre of wetland and 0.55 acre of non-wetland waters of the U.S. Temporary impacts would be higher than the proposed project in order to construct the bridge structures associated with this alternative. Although the alternative would meet the overall project purpose, the applicant indicates that this alternative would not be practicable due to the increase in costs (\$5.5 million) relative to the proposed project.

Subwatershed 7 Avoidance – Attached is the map of design changes associated with this alternative (Alt 8 SW 7 Map). This alternative would result in a bridge structure traversing Crowder Creek and its tributaries, rather than conveying water through culverts, pipes, and dikes. This

alternative modifies the proposed project's highway alignment by replacing the culverts at this location with a bridge spanning 1,160 feet that would be constructed from Station 161+90 to Station 173+50. The remaining design and structures are the same as described above in the proposed project. The total cost of construction of the alternative with the noted changes within this subwatershed is \$47.6 million. This alternative would result in the discharge of permanent fill material into approximately 1.78 acres of non-wetland waters of the U.S. and temporary construction-related fill material into 0.03 acre of wetland and 1.27 acres of non-wetland waters of the U.S. Temporary impacts would be higher than the proposed project in order to construct the bridge structure associated with this alternative. Although the alternative would meet the overall project purpose, the applicant indicates that this alternative would not be practicable due to the increase in costs (\$13.1 million) relative to the proposed project.

Subwatershed 8 Avoidance – Attached is the map of design changes associated with this alternative (Alt 9 SW 8 Map). This alternative would result in a bridge structure traversing an ephemeral wash feature, rather than conveying water under the freeway fill through a culvert. This alternative modifies the proposed project's highway alignment at Station 188+50; however, it was determined that impact to the wash cannot be avoided because it is situated in a cut slope area and this is the location where the proposed highway connects back to the existing highway. The remaining design and structures are the same as described above in the proposed project. This alternative would result in the discharge of permanent fill material into approximately 2.57 acres of non-wetland waters of the U.S. and temporary construction-related fill material into 0.03 acre of wetland and 0.48 acre of non-wetland waters of the U.S. Although the alternative would meet the overall project purpose, the applicant indicates that this alternative would not be practicable due logistic issues during construction.

Improvements to Existing Alignment - Under the Improvements to Existing Alignment Alternative, the existing highway would be improved by correcting non-standard horizontal curve radii to allow for speeds of up to 55 miles per hour. The applicant has indicated that this alternative is not practicable using current technology and logistics because the minimum interpolated standard horizontal curve radius is 1,000 feet using current Caltrans highway design standards. There are 48 non-standard curve radii along the existing SR-138 highway that are significantly below the 1,000-foot minimum curve radius. This alternative is not practical using current engineering practice because the non-standard curve radii are too close to each other that there is not enough space to create the 1,000-foot curves within the existing highway alignment. This alternative would result in the discharge of permanent fill material into approximately 0.45 acre of non-wetland waters of the U.S. Although this alternative would have fewer impacts to waters of the U.S. than the proposed project, this alternative is not constructible and would not meet the overall project purpose element of addressing safety.

Two Lane New Alignment in Crowder Creek - Under the Two Lane New Alignment in Crowder Creek Alternative, the proposed project would be modified by realigning approximately 2,610 feet of roadway and 1,920 feet of bridge between Station 143+50 and Station 162+70. This alternative was originally proposed during early design phases of the project. The remaining design and structures remain the same as described above in the proposed project. The total cost of construction of the alternative with the noted changes within this subwatershed is \$45.6 million. This alternative would result in the discharge of permanent fill material into approximately 2.58 acres of non-wetland waters of the U.S. and temporary construction-related fill material into 0.03 acre of wetland and 0.48 acre of non-wetland waters of the U.S. which is similar to the proposed project. Although the alternative would meet the overall project purpose, the applicant indicates that this alternative would not be practicable due to the increase in costs (\$11.1 million) relative to the proposed project, particularly considering no additional waters of the U.S. would be avoided.

No Waters Impact Alternative - Under the No Waters Impact Alternative, the proposed project alignment would be modified by constructing a bridge (reinforced concrete slab) from Station 81+90 to Station 92+00 and another bridge (viaduct) from Station 105+00 to Station 162+00. All the aquatic resources could be avoided using these two large bridges. The total cost of construction of the alternative with the noted changes within this subwatershed is \$83.2 million. Although the alternative would meet the overall project purpose, the applicant indicates that this alternative would not be practicable due to the increase in costs (\$48.7 million) relative to the proposed project.

Offsite (Ranchero Road Detour) Alternative - Under the Offsite Alternative, the existing highway would be closed and traffic would be detoured to from the I-15/SR-138 Interchange to the I-15/Ranchero Road Interchange approximately 10 miles north of the project, where traffic could reconnect to Summit Valley Road and the SR-138 intersection via Ranchero Road (13.5 miles) and Summit Valley Road (8 miles). This alternative involves constructing 8-foot-wide shoulders on Ranchero Road and Summit Valley Road to meet highway safety standards. This would require substantial property acquisition and utility line relocations which could delay the project schedule. The travel time would be increased from 12 minutes to 43 minutes (see Offsite Ranchero Road figure). The total cost of construction with the changes within this subwatershed is \$41.8 million. This alternative would result in the discharge of permanent fill material into approximately 1.86 acres of non-wetland waters of the U.S. Although the alternative would meet the overall project purpose, the applicant indicates that this alternative would not be practicable due to the increase in costs (\$7.3 million) relative to the proposed project.

No-Build Alternative - The No-Build Alternative would leave the freeway as it currently exists; although it is expected some maintenance would occur on a periodic basis. The No-Build Alternative would not result in temporary or permanent impacts to waters of the U.S. or special aquatic sites (i.e., equivalent to the No Federal Action Alternative); however, it would not satisfy the overall project purpose.

Proposed Mitigation – The proposed mitigation may change as a result of comments received in response to this public notice, the applicant's response to those comments, and/or the need for the project to comply with the Section 404(b)(1) Guidelines. In consideration of the above, the proposed mitigation sequence (avoidance/minimization/compensation), as applied to the proposed project is summarized below:

Avoidance: Caltrans has designed the proposed project to avoid permanent impacts to special aquatic site (wetland) resources.

Minimization: Caltrans has also considered multiple design alternatives in order to minimize adverse effects to aquatic resources to the maximum extent practicable, in addition to considering other sensitive areas. In addition, native replanting/seeding would occur where feasible in the 1.21 acres of riparian habitat temporarily impacted by the project of which 0.51 acre is temporarily impacted waters of the U.S.

Compensation: Caltrans proposes to plant/hydroseed approximately 13 acres of chaparral/sage scrub habitat within the uplands of the old alignment. Caltrans also proposes to re-establish approximately 0.11 acre of sandy wash along the old alignment by removing the culverts, pavement, and asphalt. Furthermore, Caltrans proposes to rehabilitate or enhance approximately 1.56 acres of woody riparian vegetation near the proposed bridges. The Corps is discussing options with Caltrans to provide additional compensatory mitigation to offset unavoidable loss of waters of the U.S. through a Corps-approved in-lieu fee program/mitigation bank or permittee responsible mitigation.

### **Proposed Special Conditions**

No special conditions are proposed at this time.

For additional information please call Veronica Li of my staff at 213-452-3292 or via e-mail at [Veronica.C.Li@usace.army.mil](mailto:Veronica.C.Li@usace.army.mil). This public notice is issued by the Chief, Regulatory Division.



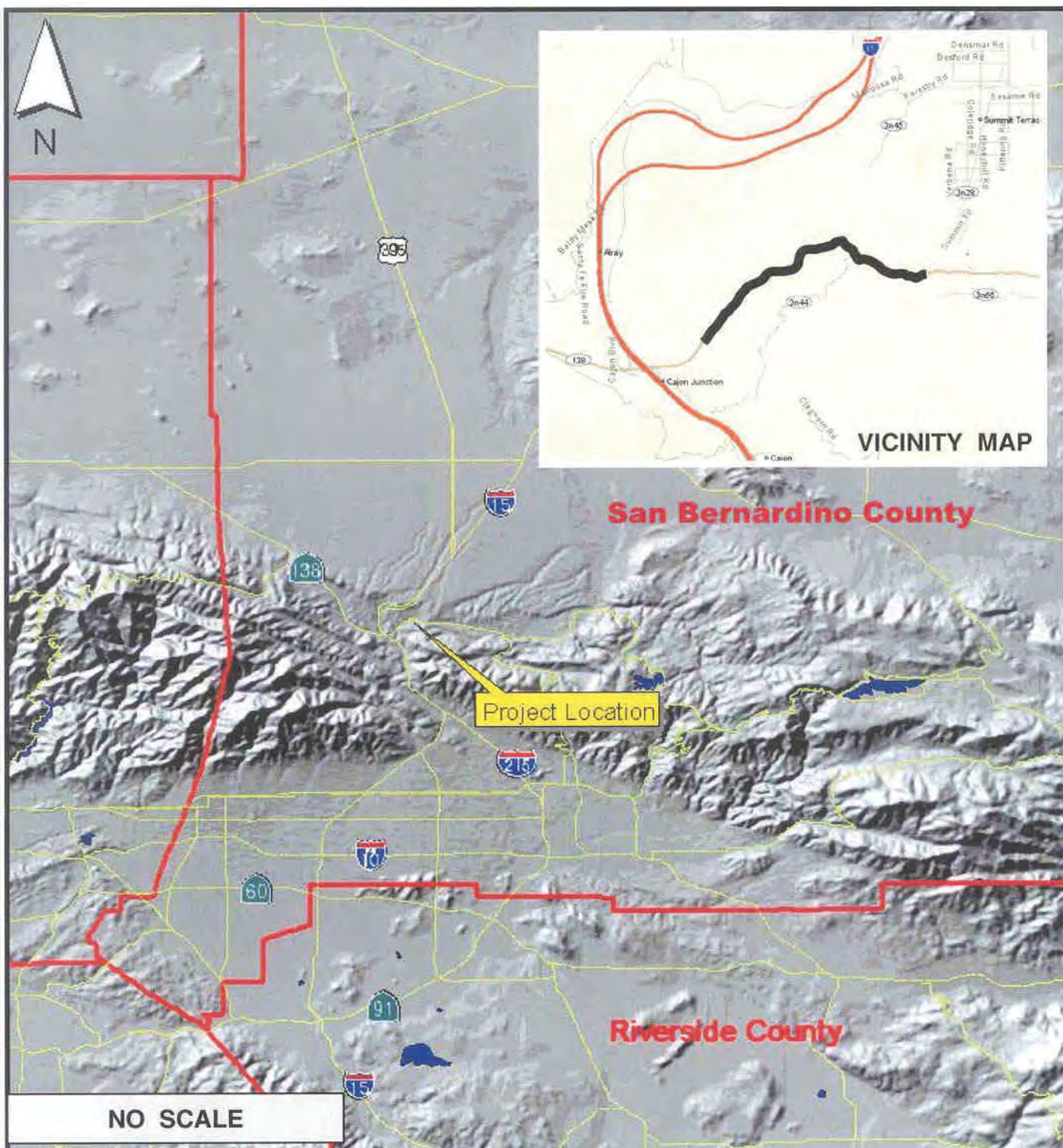
#### *Regulatory Program Goals:*

- To provide strong protection of the nation's aquatic environment, including wetlands.
- To ensure the Corps provides the regulated public with fair and reasonable decisions.
- To enhance the efficiency of the Corps' administration of its regulatory program.

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**DEPARTMENT OF THE ARMY**  
**LOS ANGELES DISTRICT, U.S. ARMY CORPS OF ENGINEERS**  
915 Wilshire Boulevard, Suite 930  
Los Angeles, CA 90017-3401  
**WWW.SPL.USACE.ARMY.MIL/MISSIONS/REGULATORY**





## SBd 138 Two-Lane Realignment Project

08-SBd-138-R27.5/R30.9 (PM R17.1/R19.2)  
EA 437000

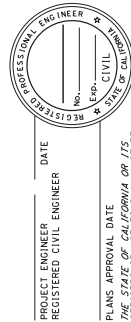
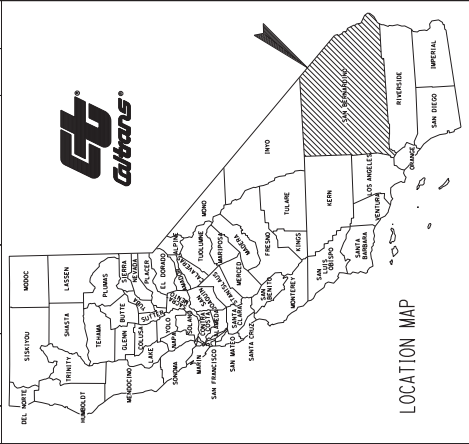
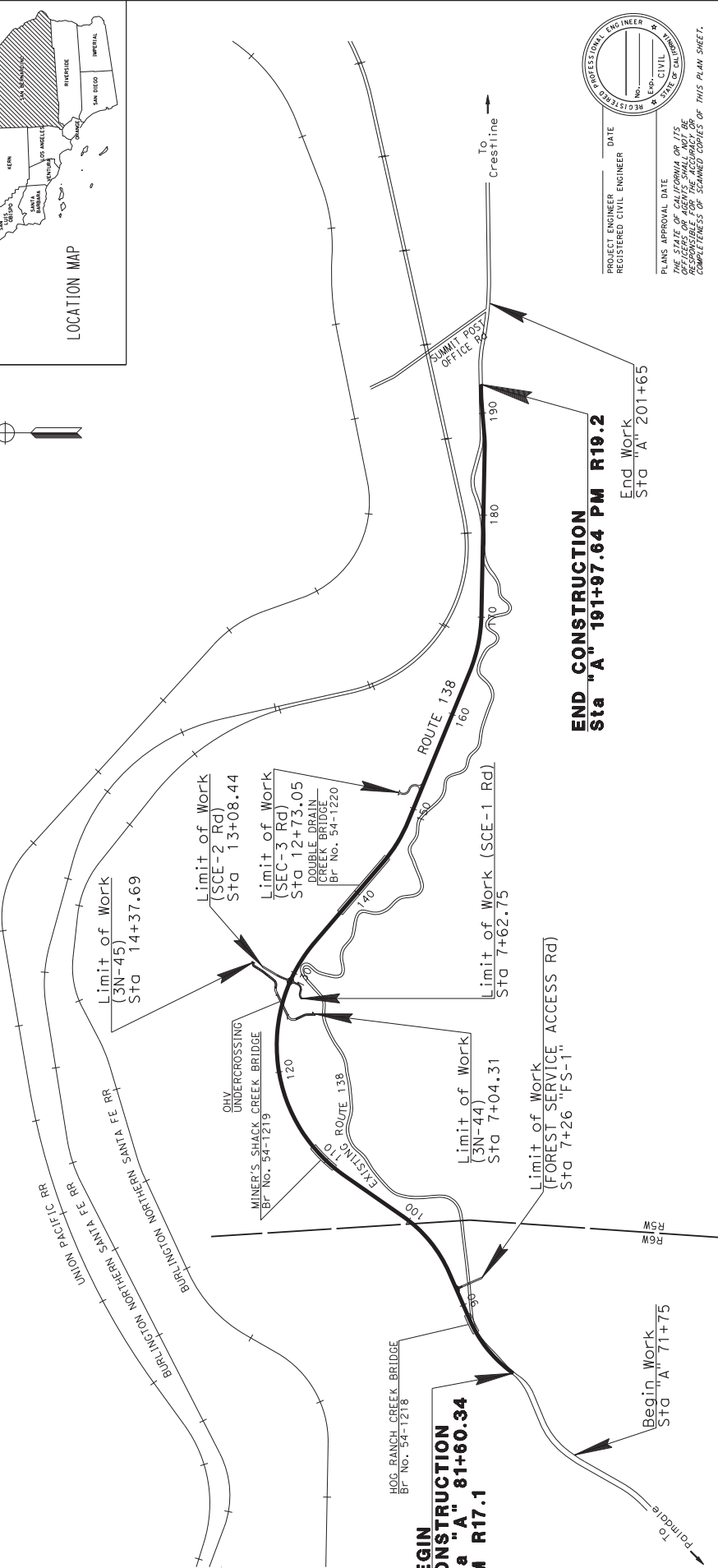


INDEX OF PLANS

STATE OF CALIFORNIA  
DEPARTMENT OF TRANSPORTATION  
PROJECT PLANS FOR CONSTRUCTION ON  
STATE HIGHWAY

IN SAN BERNARDINO COUNTY  
NEAR HESPERIA  
FROM 1.9 MILES EAST OF ROUTE 15  
TO 0.1 MILE WEST OF SUMMIT POST OFFICE ROAD

TO BE SUPPLEMENTED BY STANDARD PLANS DATED 2010



PLANS APPROVAL DATE  
THE STATE OF CALIFORNIA OR ITS  
OFFICERS OR AGENTS SHALL NOT BE  
LIABLE FOR ANY DAMAGES OR LOSSES  
COMPLETENESS OF THIS PLAN SHEET.

CONTRACT NO.	08-003004
PROJECT ID	0800020191
PROJECT NUMBER & PHASE	UNIT 2229
LAST REVISION	0800020191

THE CONTRACTOR SHALL POSSESS THE CLASS (OR CLASSES)  
OF LICENSE AS SPECIFIED IN THE "NOTICE TO BIDDERS."

BORDER LAST REVISED 9/30/2012 CALTRANS WEB SITE IS: [HTTP://WWW.DOT.CA.GOV/](http://www.dot.ca.gov/)

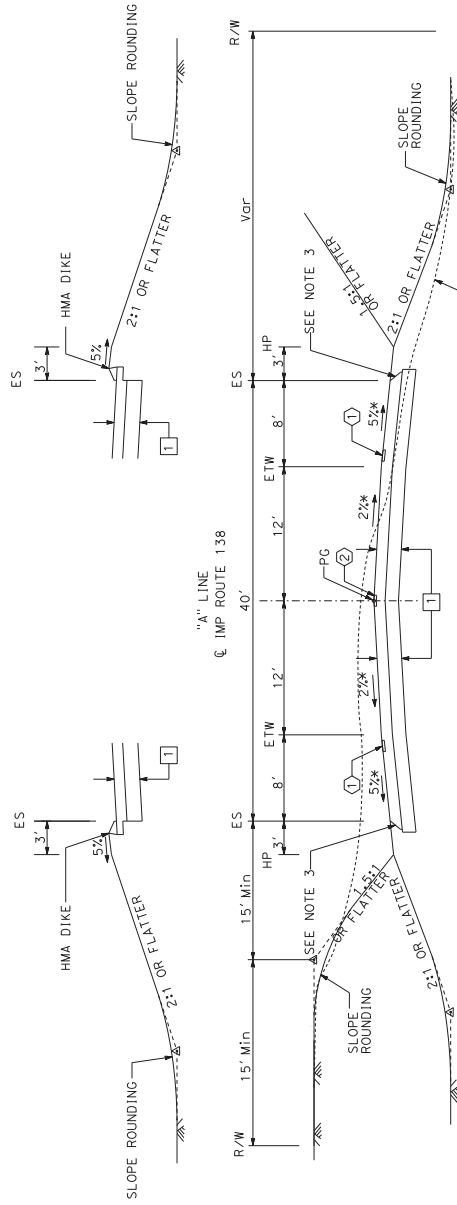
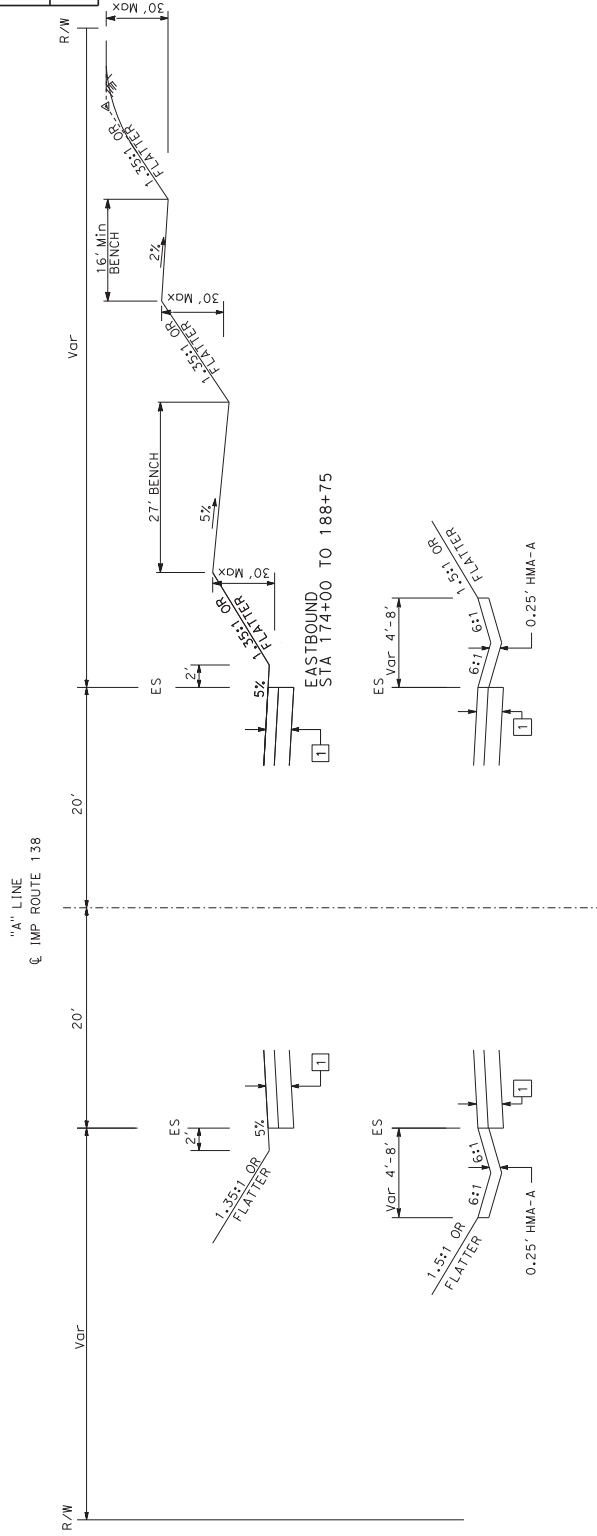
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DESIGN ENGINEER	PROJECT MANAGER
-----------------	-----------------

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION	FUNCTIONAL SUPERVISOR	DESIGNED BY XXXX	REVISD BY	
	MUNICIPALITY	CHECKED BY	DATE REVISED	

\* EXCEPT IN SUPERELEVATION



## SLOPE ROUNDING DETAIL

**ROUTE 138**  
STA 81+60.34 TO 191+97.64

## TYPICAL CROSS SECTIONS

X-2

NO SCALE

BORDER LAST REVISED 7/2/2010

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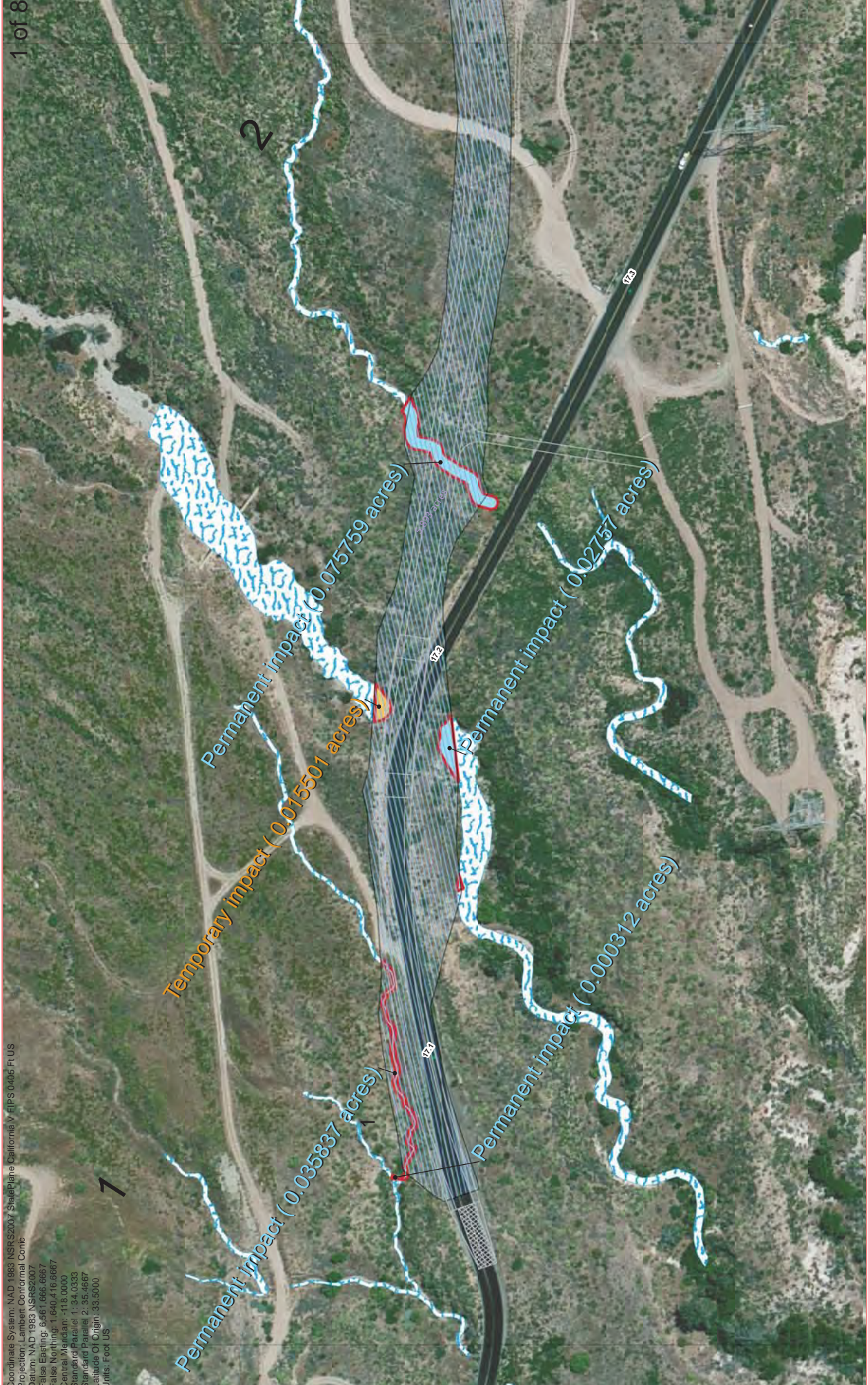
UNIT 2229

PROJECT NUMBER &amp; PHASE

08000201911

0-28-14	DATE PLOTTED = 11/4/2014 TIME PLOTTED = 8:01:51 AM
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 Projection: Lambert Conformal Conic  
 Datum: NAD 1983 NRSRS2007  
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 False Northing: 1640416.6667  
 Central Meridian: -118.0000  
 Standard Parallel 1: 34.0333  
 Standard Parallel 2: 35.4667  
 Latitude Of Origin: 33.5000  
 Units: Foot US

1 inch = 85 feet



**Legend**

- Strip Map Index
  - Permanent Impacts (Grading Area)
  - CIDH Piles 84in Dia
  - Pavement Limits
  - Wetlands Only Temp Impacts
  - Water of US Only Perm Impacts
  - Water of US Only Temp Impacts
  - Waters of the US
- D8 Postmiles - .1 mile intervals
- 0 110 220 Feet



**USACE Jurisdiction Sheet 1 of 8**

Caltrans State Route 138 Realignment East of Interstate 15

**Applicant's Preferred Alternative**

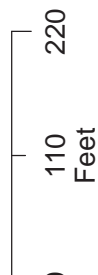
**Proposed Project**





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 False Northing: 1640416.6667  
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 Standard Parallel 1: 34.0333  
 Standard Parallel 2: 35.2667  
 Latitude Of Origin: 33.5000  
 Units: Feet US

1 inch = 85 feet



### Legend

- Strip Map Index
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- Pavement Limits
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- Water of US Only Perm Impacts
- Water of US Only Temp Impacts
- Waters of the US

D8 Postmiles - .1 mile intervals



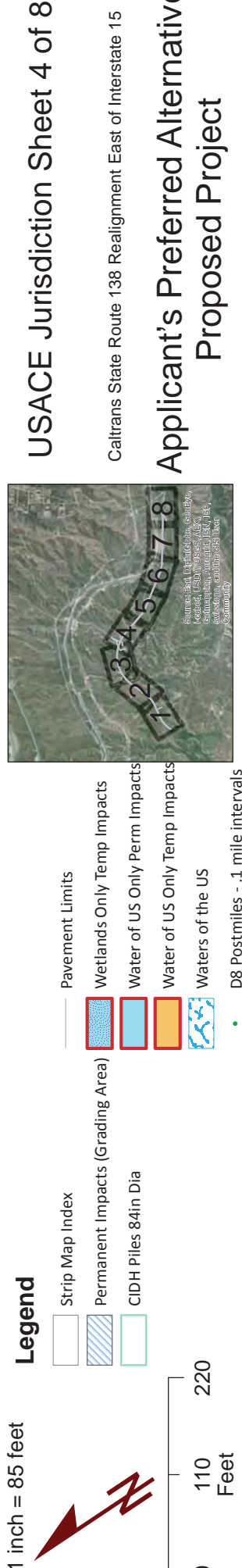
## USACE Jurisdiction Sheet 2 of 8

Caltrans State Route 138 Realignment East of Interstate 15

# Applicant's Preferred Alternative

## Proposed Project









0      110      220  
Feet

Strip Map Index  
Permanent Impacts  
CIDH Piles 84in Dia

## Pavement Limits



## Wetlands Only Temp Impacts

## Water of US Only Perm Impacts

## Water of US Only Temp Impacts



Waters of the US

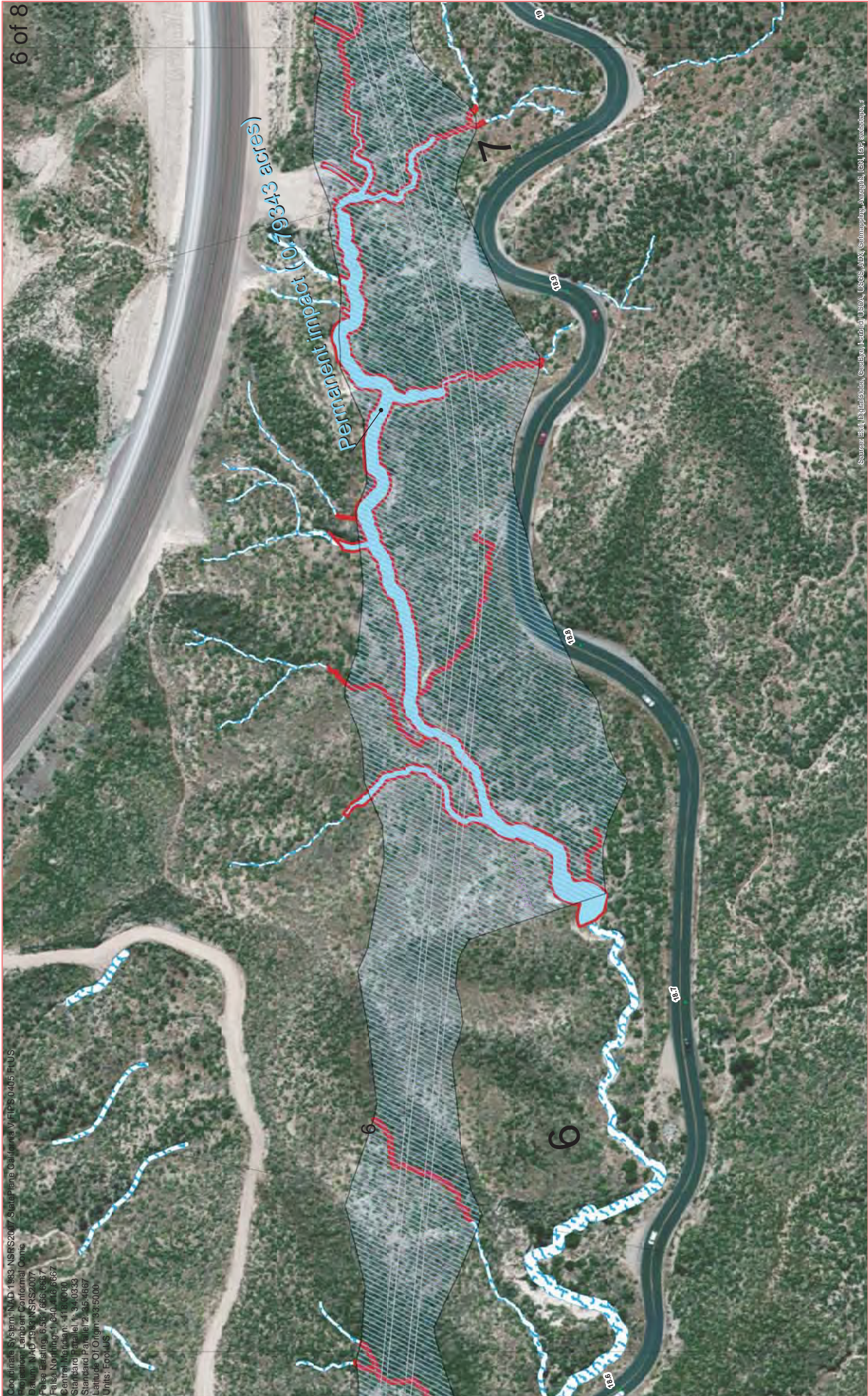
D8 Postmiles - .1 mile intervals



## Caltrans State Route 138 Realignment East of Interstate 15

## Applicant's Preferred Alternative Proposed Project





1 inch = 85 feet




A horizontal number line with tick marks at 0, 110, and 220. The word "Feet" is written below the line.

Strip Map Index  
Permanent Impa  
CIDH Piles 84in D

## Pavement Limits

Permanent Impacts (Grading Area)



Wetlands Only Temp Impacts

Water of US Only Perm Impacts

Water of US Only Temp Impacts

 Waters of the US

- D8 Postmiles - .1 mile intervals



## Caltrans State Route 138 Realignment East of Interstate 15

## Applicant's Preferred Alternative Proposed Project



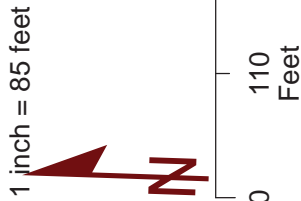


Caltrans State Route 138 Realignment East of Interstate 15

## Applicant's Preferred Alternative Proposed Project







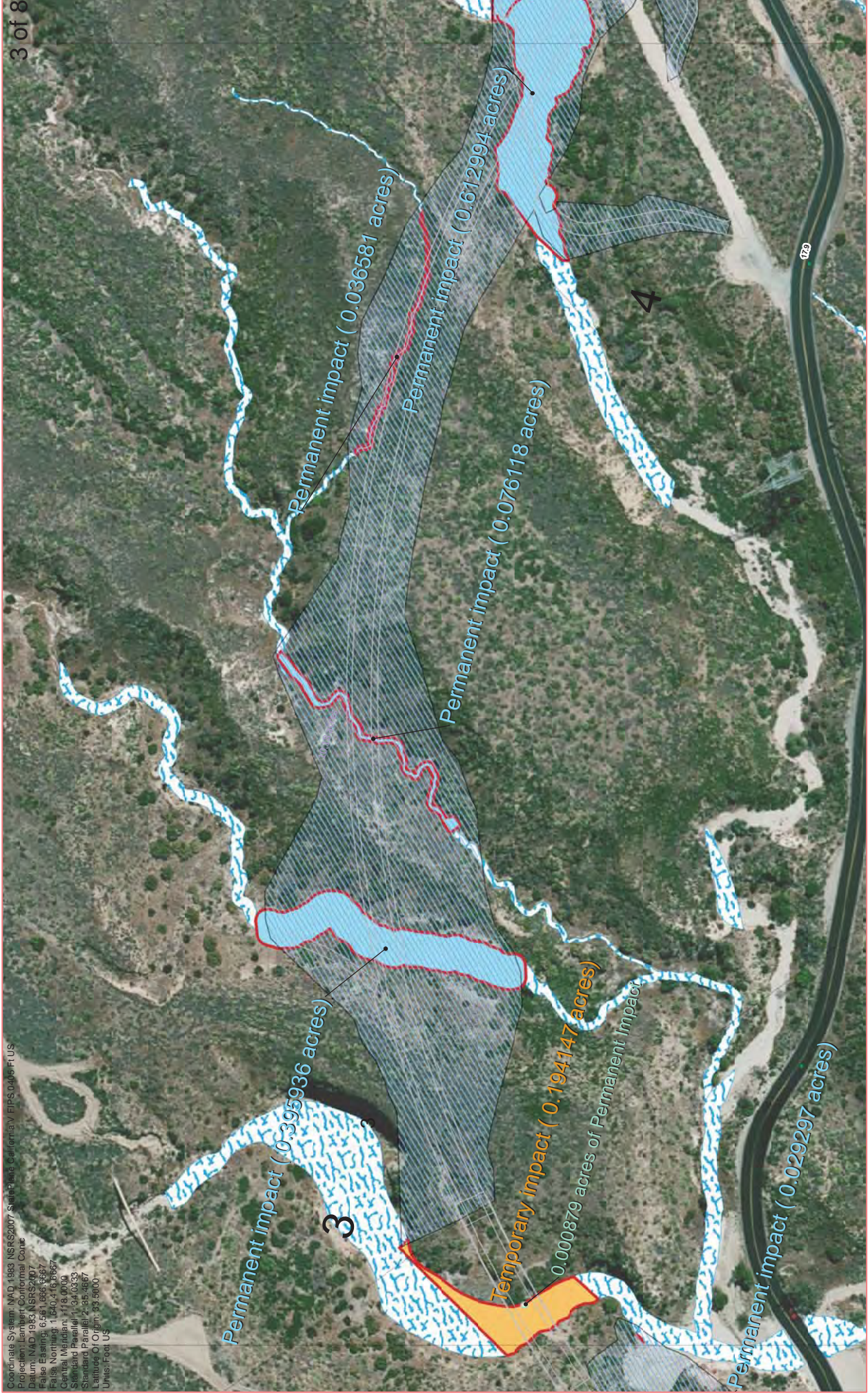
# USACE Jurisdiction Sheet 8 of 8

## Caltrans State Route 138 Realignment East of Interstate 15

### Applicant's Preferred Alternative Proposed Project



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Projection: Lambert Conformal Conic  
Datum: NAD 1983 NSRS2007  
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False Northing: 1640416.6667  
Central Meridian: 118.0000  
Standard Parallel 1: 34.0333  
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Latitude Of Origin: 33.5000  
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1 inch = 85 feet

Legend

- Strip Map Index
- Pavement Limits
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- Wetlands Only Temp Impacts
- Water of US Only Perm Impacts
- Water of US Only Temp Impacts
- Waters of the US
- CIDH Piles 84in Dia
- D8 Postmiles - .1 mile intervals

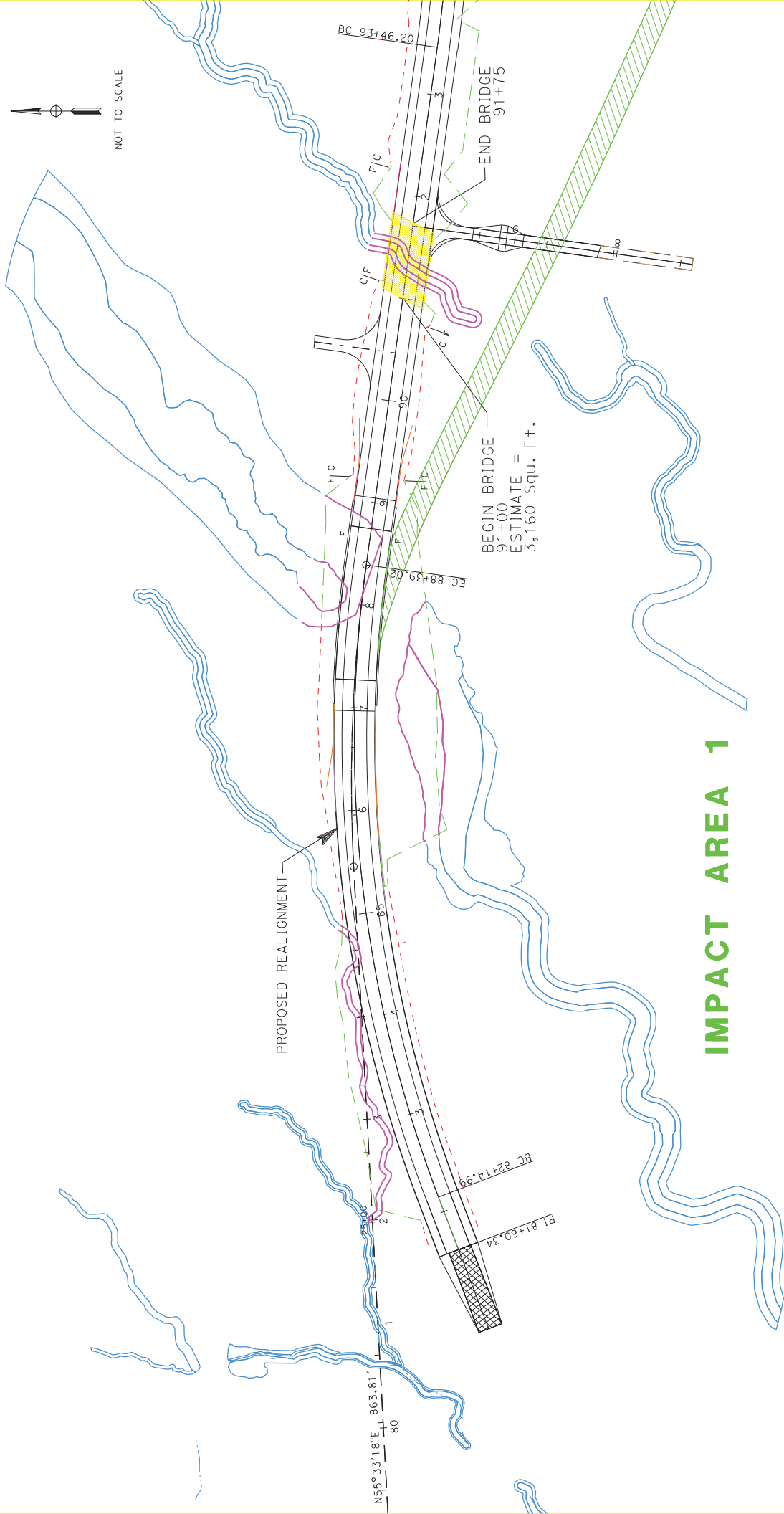


USACE Jurisdiction Sheet 3 of 8

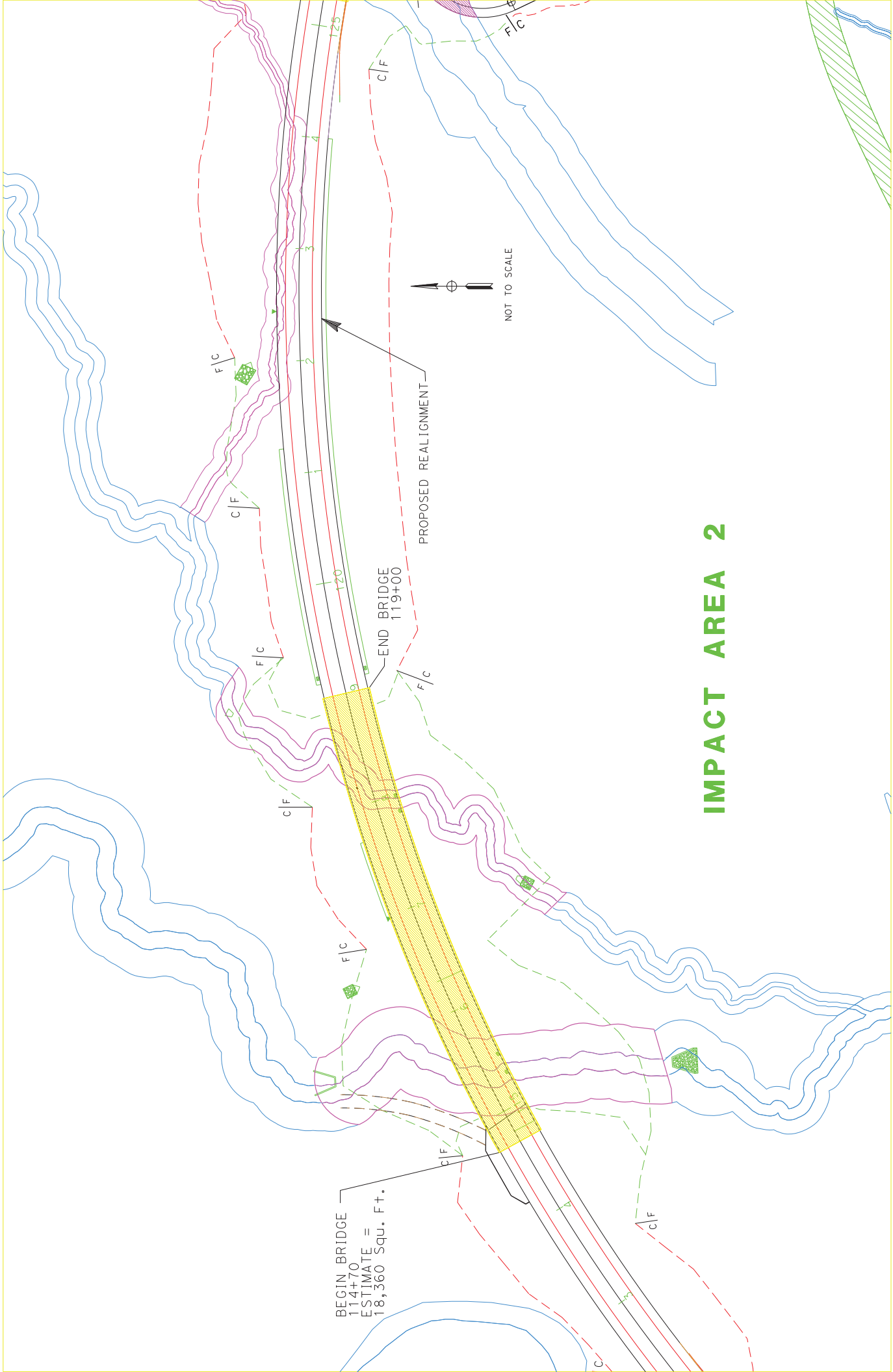
Caltrans State Route 138 Realignment East of Interstate 15

Applicant's Preferred Alternative  
Proposed Project

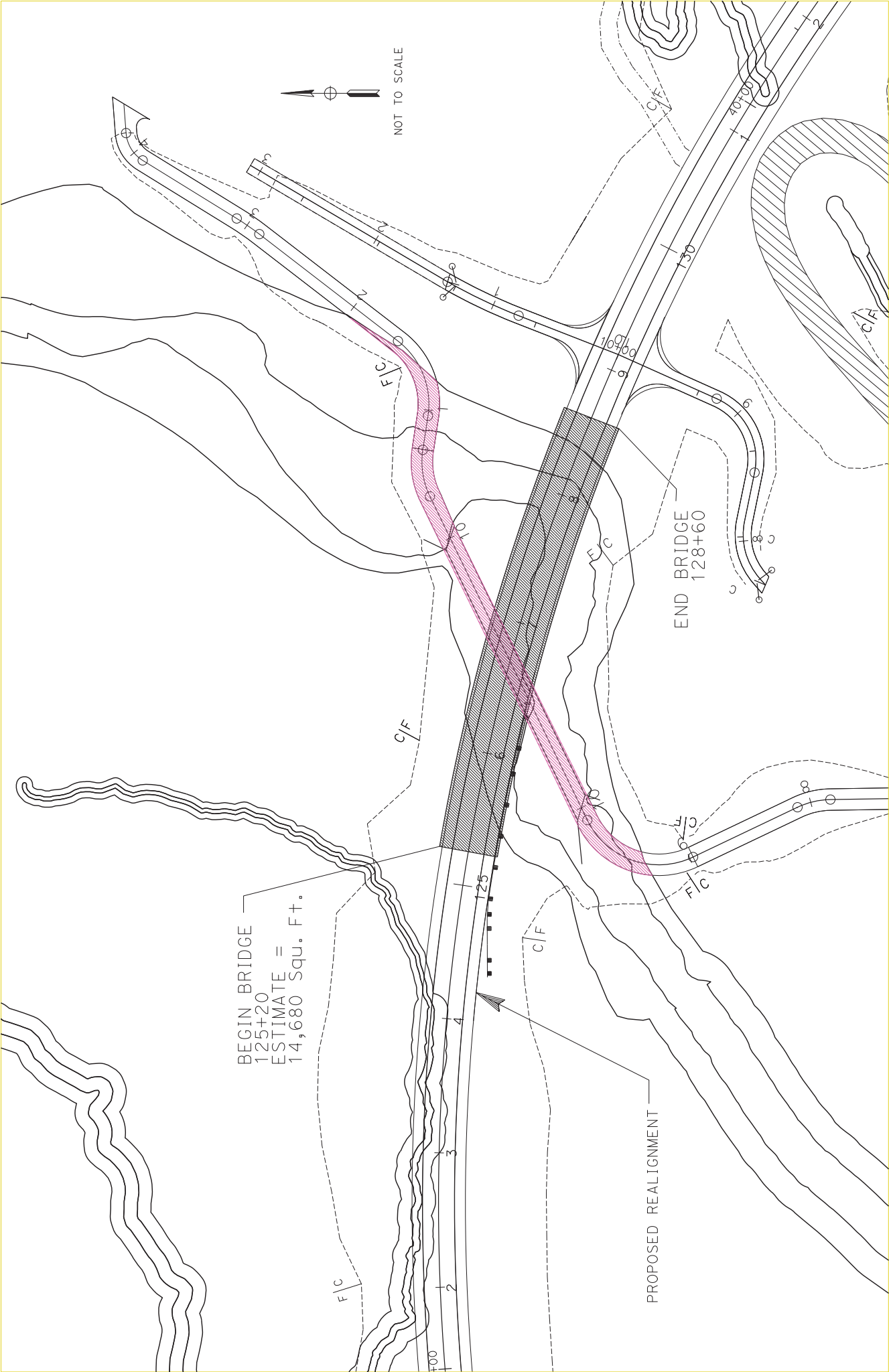




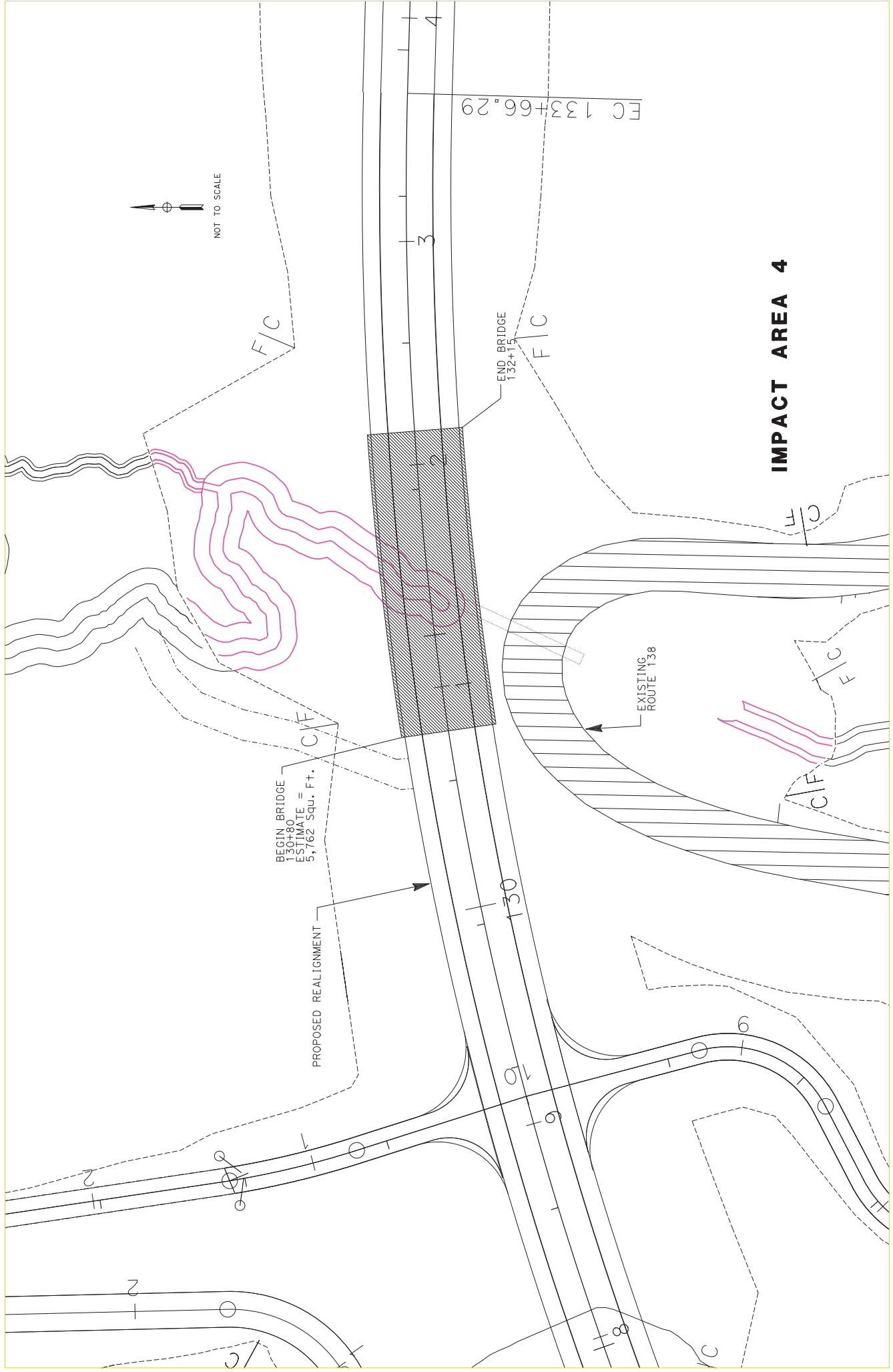


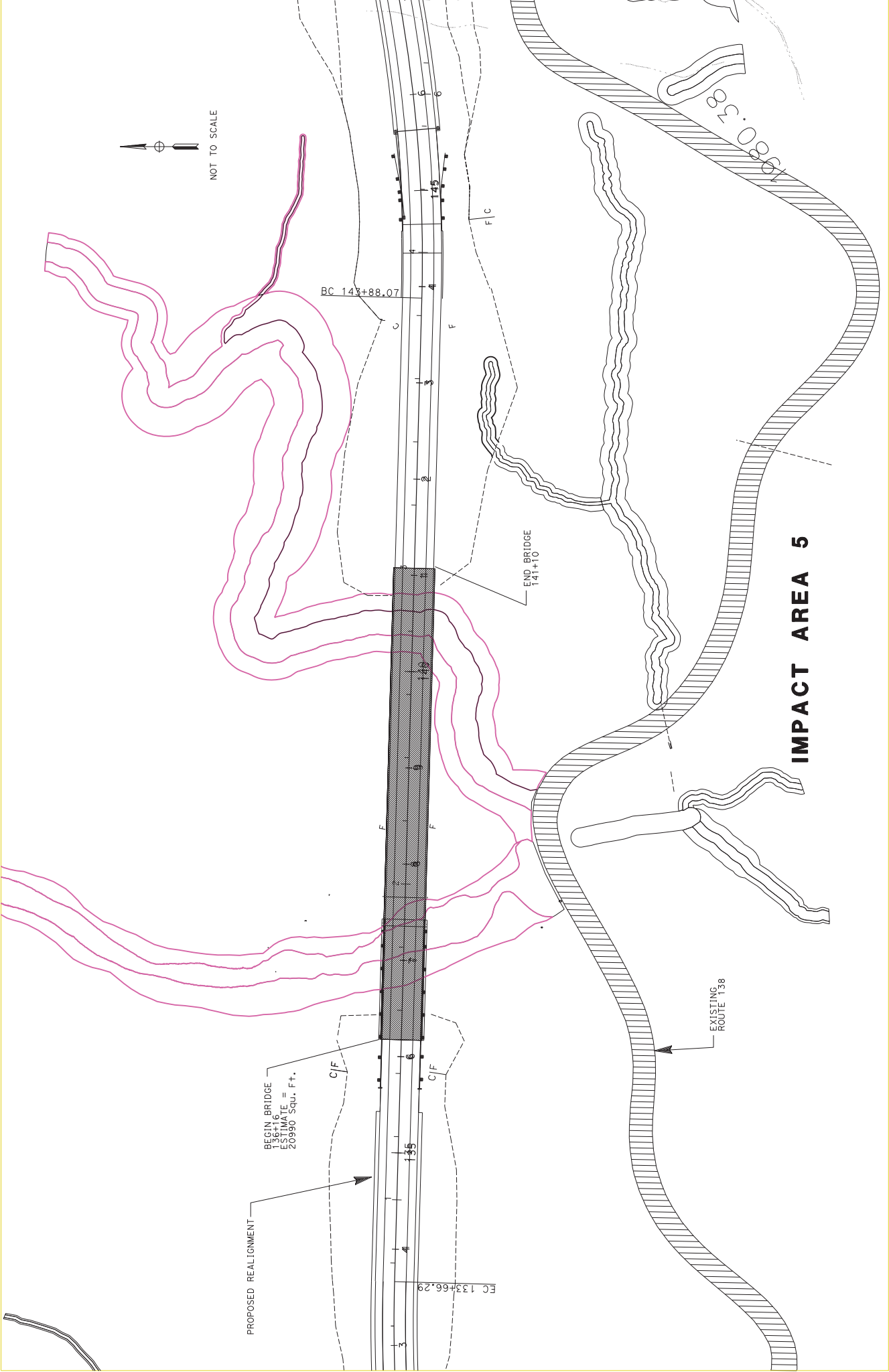


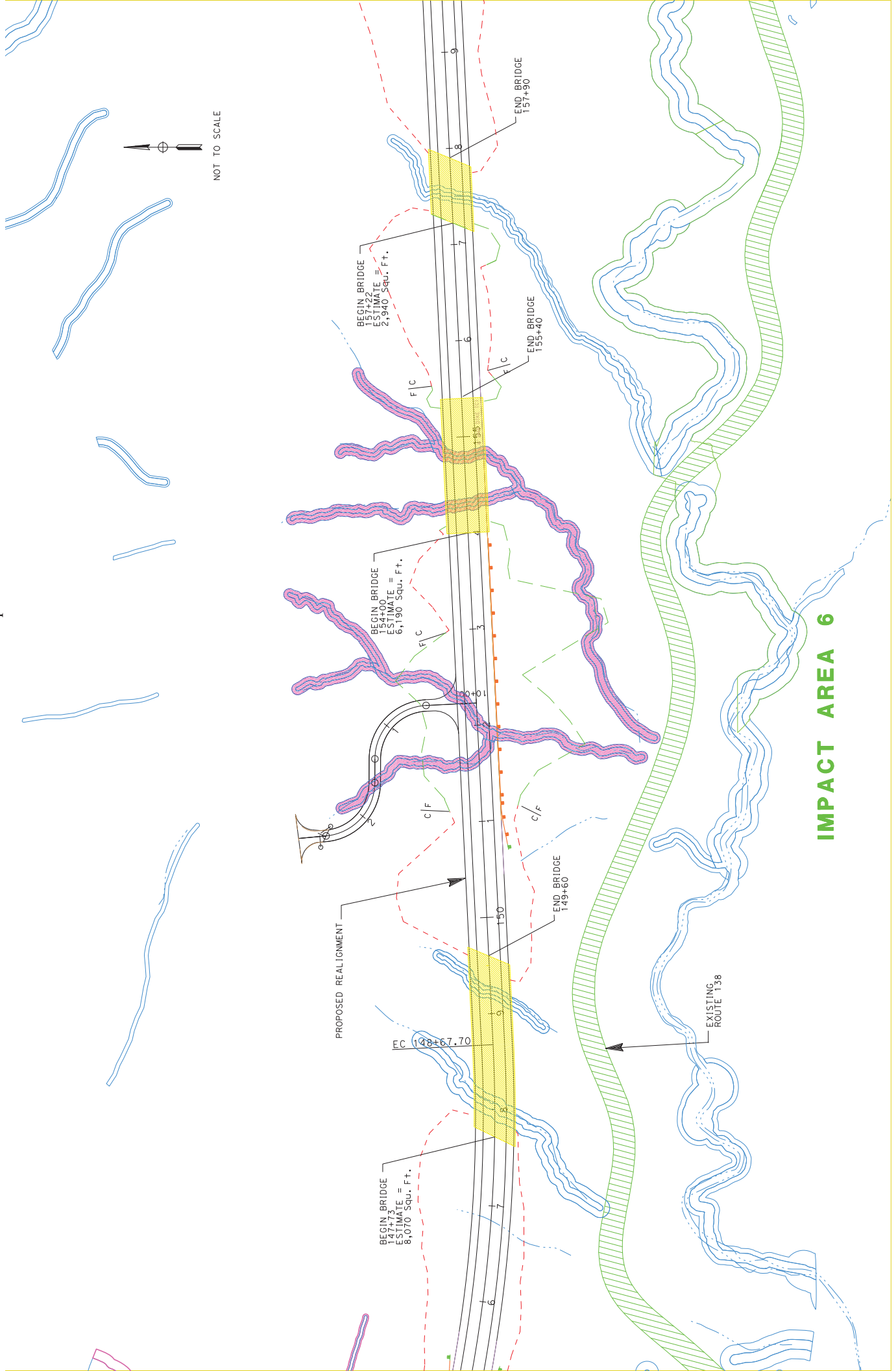
## IMPACT AREA 2



ALT 5 SW 4 Map









EXISTING  
ROUTE 138

PROPOSED REALIGNMENT

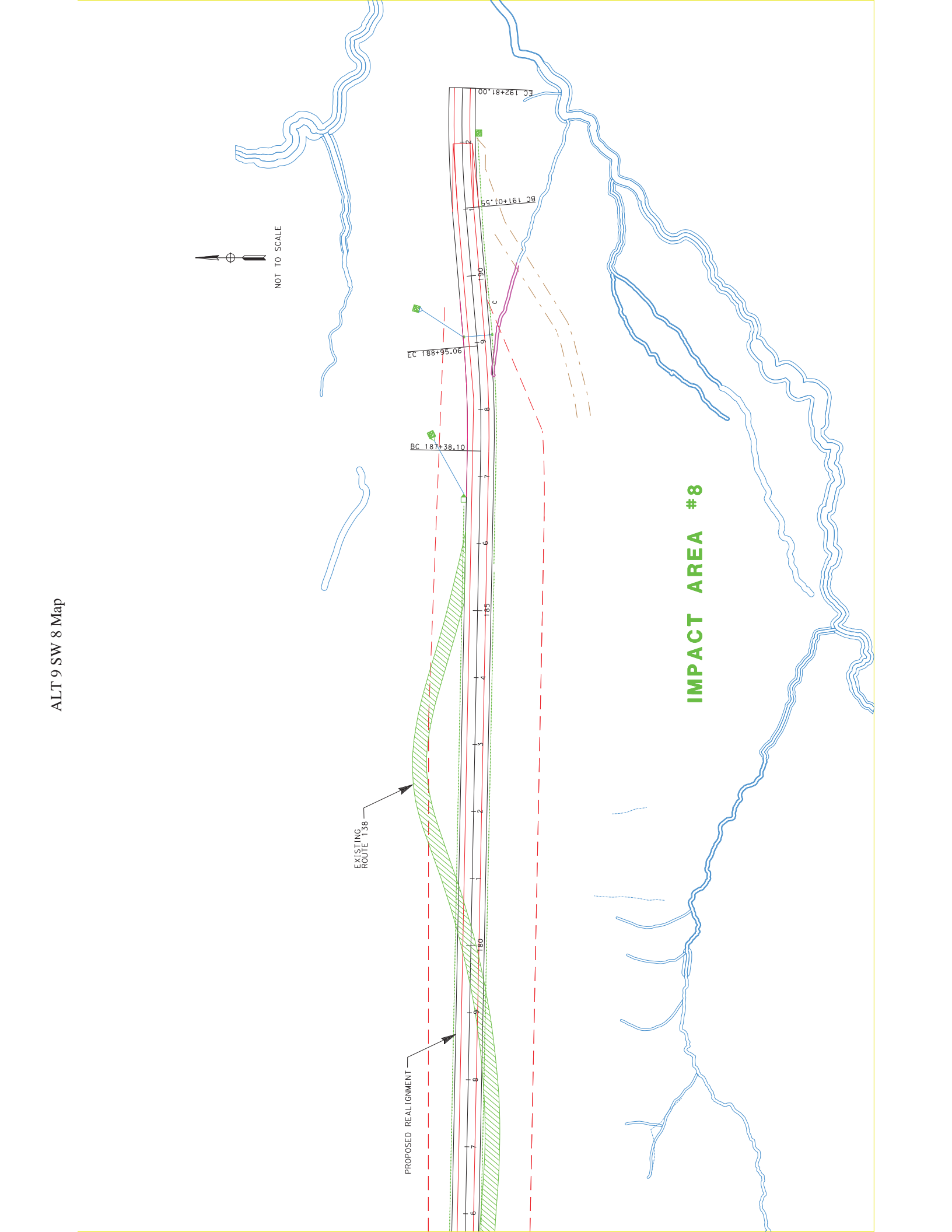
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EC 188+95.06

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**IMPACT AREA #8**

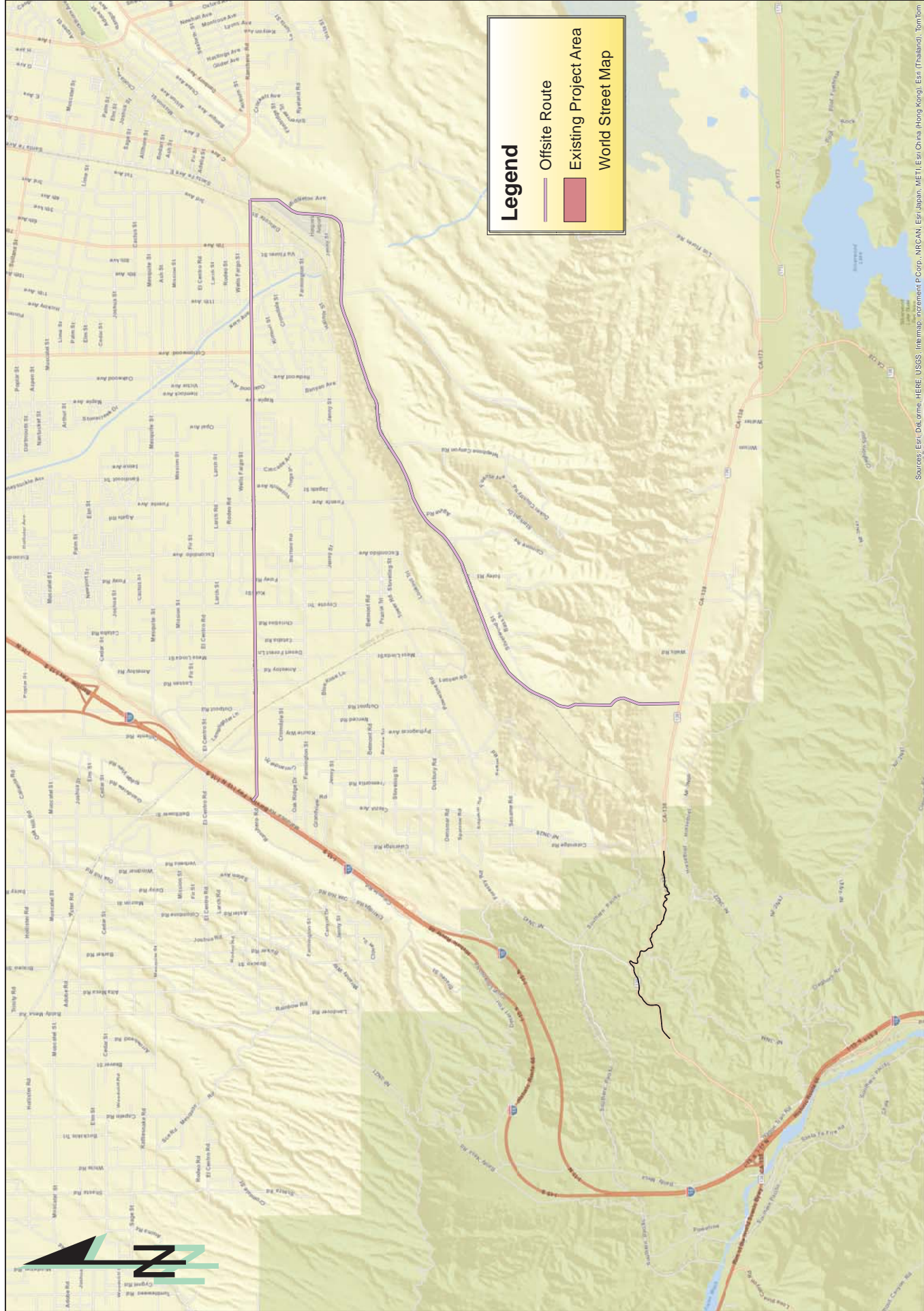


ALT 8 SW 7 Map





# Offsite Ranchero Road



Sources: Esri, DeLorme, HERE, USGS, Intermap, increment P Corp., NRCAN, Esri Japan, METI, Esri China (Hong Kong), Swisstopo, TomTom