Los Angeles and San Bernardino Counties, CA
District 7 – LA – 14 – PM 57.8 TO PM 64.1
District 8 – SBD – SR - 18 PM 84.3

Project ID # 071200035 (EA:2600U)
SCH #2010091084

Draft Environmental Impact Report/
Environmental Impact Statement
and Section 4(f) (De Minimis Findings)

Volume 2 of 2

Prepared by the
State of California Department of Transportation

The environmental review, consultation, and any other action required in accordance with applicable federal laws for this project is being, or has been, carried out by the California Department of Transportation under its assumption of responsibility pursuant to 23 US Code 327.

September 2014

Appendix A CEQA Checklist

Supporting documentation of all CEQA checklist determination is provided in Chapters 3 and 4 of this Environmental Impact Report/Environmental Impact Statement (EIR/EIS). This checklist identifies physical, biological, social and economic factors that might be affected by the proposed project. In many cases, background studies performed in connection with the projects indicate no impacts. A NO IMPACT answer in the last column reflects this determination. Where there is a need for clarifying discussion, the discussion is included either following the applicable section of the checklist or is within the body of the environmental document itself. The words "significant" and "significance" used throughout the following checklist are related to CEQA, not NEPA, impacts. The questions in this form are intended to encourage the thoughtful assessment of impacts and do not represent thresholds of significance.

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
I. AESTHETICS: Would the project:				
a) Have a substantial adverse effect on a scenic vista	☐	☐	☐	☒
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway	☐	☐	☐	☒
c) Substantially degrade the existing visual character or quality of the site and its surroundings?	☐	☒	☐	☐
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	☐	☒	☐	☐
II. AGRICULTURE AND FOREST RESOURCES: In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment Project; and the forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board. Would the project:				
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	☒	☐	☐	☐

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	☐	☒	☐	☐
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?	☐	☐	☐	☒
d) Result in the loss of forest land or conversion of forest land to non-forest use?	☐	☐	☐	☒
e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?	☐	☐	☒	☐
III. AIR QUALITY: Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. Would the project:				
a) Conflict with or obstruct implementation of the applicable air quality plan?	☐	☐	☐	☒
b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	☐	☐	☒	☐
c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?	☐	☐	☒	☐
d) Expose sensitive receptors to substantial pollutant concentrations?	☐	☐	☒	☐
e) Create objectionable odors affecting a substantial number of people?	☐	☐	☒	☐
IV. BIOLOGICAL RESOURCES: Would the project:				
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	☐	☒	☐	☐

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or US Fish and Wildlife Service?	☐	☒	☐	☐
c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	☒	☐	☐	☐
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	☐	☒	☐	☐
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	☐	☐	☒	☐
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	☐	☐	☐	☒
V. CULTURAL RESOURCES: Would the project:				
a) Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5?	☐	☒	☐	☐
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?	☐	☒	☐	☐
c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	☐	☒	☐	☐
d) Disturb any human remains, including those interred outside of formal cemeteries?	☐	☒	☐	☐
VI. GEOLOGY AND SOILS: Would the project:				
a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:				
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42?	☐	☐	☒	☐

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
ii) Strong seismic ground shaking?	☐	☐	☒	☐
iii) Seismic-related ground failure, including liquefaction?	☐	☐	☒	☐
iv) Landslides?	☐	☐	☒	☐
b) Result in substantial soil erosion or the loss of topsoil?	☐	☐	☒	☐
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	☐	☐	☐	☒
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?	☐	☐	☐	☒
e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?	☐	☐	☐	☒

VII. GREENHOUSE GAS EMISSIONS: Would the project:

a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?

b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?

An assessment of the greenhouse gas emissions and climate change is included in the body of environmental document. While Caltrans has included this good faith effort in order to provide the public and decision-makers as much information as possible about the project, it is Caltrans determination that in the absence of further regulatory or scientific information related to GHG emissions and CEQA significance, it is too speculative to make a significance determination regarding the project's direct and indirect impact with respect to climate change. Caltrans does remain firmly committed to implementing measures to help reduce the potential effects of the project. These measures are outlined in the body of the environmental document.

VIII. HAZARDS AND HAZARDOUS MATERIALS: Would the project:

a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	☐	☐	☒	☐
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	☐	☐	☒	☐

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	☐	☐	☒	☐
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	☐	☒	☐	☐
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?	☐	☐	☐	☒
f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?	☐	☐	☐	☒
g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	☐	☐	☒	☐
h) Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?	☐	☐	☐	☒
IX. HYDROLOGY AND WATER QUALITY: Would the project:				
a) Violate any water quality standards or waste discharge requirements?	☐	☒	☐	☐
b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?	☐	☐	☐	☒
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?	☐	☒	☐	☐
d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?	☐	☒	☐	☐
e) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?	☐	☒	☐	☐

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
f) Otherwise substantially degrade water quality?	☐	☒	☐	☐
g) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?	☐	☐	☐	☒
h) Place within a 100-year flood hazard area structures which would impede or redirect flood flows?	☐	☐	☒	☐
i) Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?	☐	☐	☒	☐
j) Inundation by seiche, tsunami, or mudflow	☐	☐	☐	☒
X. LAND USE AND PLANNING: Would the project:				
a) Physically divide an established community?	☐	☒	☐	☐
b)Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?	☒	☐	☐	☐
c) Conflict with any applicable habitat conservation plan or natural community conservation plan?	☐	☐	☐	☒
XI. MINERAL RESOURCES: Would the project:				
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	☐	☐	☐	☒
b) Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	☐	☐	☐	☒
XII. NOISE: Would the project result in:				
a) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	☐	☒	☐	☐
b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?	☐	☐	☒	☐

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	☐	☐	☒	☐
d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	☐	☒	☐	☐
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	☐	☐	☐	☒
) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?	☐	☐	☐	☒
XIII. POPULATION AND HOUSING: Would the project:				
a) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	☐	☐	☒	☐
b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?	☐	☐	☒	☐
c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	☐	☐	☒	☐
XIV. PUBLIC SERVICES:				
a) Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:				
Fire protection?	☐	☐	☒	☐
Police protection?	☐	☐	☒	☐
Schools?	☐	☐	☒	☐
Parks?	☐	☐	☒	☐
Other public facilities?	☐	☐	☒	☐

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
XV. RECREATION:				
a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	☐	☐	☒	☐
b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	☐	☐	☐	☒
XVI. TRANSPORTATION/TRAFFIC: Would the project:				
a) Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?	☐	☐	☒	☐
b) Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?	☐	☐	☐	☒
c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?	☐	☐	☐	☒
d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	☐	☐	☐	☒
e) Result in inadequate emergency access?	☐	☒	☐	☐
f) Conflict with adopted policies, plans or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?	☐	☐	☒	☐
XVII. UTILITIES AND SERVICE SYSTEMS: Would the project:				
a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	☐	☐	☐	☒
b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	☐	☐	☐	☒

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	☐	☐	☒	☐
d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?	☐	☐	☒	☐
e) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	☐	☐	☐	☒
f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	☐	☐	☐	☒
g) Comply with federal, state, and local statutes and regulations related to solid waste?	☐	☐	☐	☒
XVIII. MANDATORY FINDINGS OF SIGNIFICANCE				
a) Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	☐	☒	☐	☐
b) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?	☐	☒	☐	☐
c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	☐	☒	☐	☐

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Appendix B Section 4(f) De minimis Finding and Resources evaluated in relation to the Section 4(f) requirements

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1.0 Introduction

This appendix documents consideration of the High Desert Corridor (HDC) Project in relation to the Section 4(f) requirements. It references information from the Finding of Adverse Effect (anticipated September 2014), Noise Study Report (NSR) and HSR Vibration Impact Assessment (August, 2014), Visual Impact Assessment (September, 2014), and Air Quality Study (August, 2014) prepared for this project.

Section 6009(a) of SAFETEA-LU (Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users) amended Section 4(f) legislation at 23 U.S.C. 138 and 49 U.S.C. 303 to simplify the processing and approval of projects that have only *de minimis* impacts on lands protected by Section 4(f). This revision provides that once the U.S. Department of Transportation (USDOT) determines that a transportation use of Section 4(f) property, after consideration of any impact avoidance, minimization, and mitigation or enhancement measures, results in a *de minimis* impact on that property, an analysis of avoidance alternatives is not required and the Section 4(f) evaluation process is complete. FHWA's final rule on Section 4(f) *de minimis* findings is codified in 23 CFR 774.3 and CFR 774.17.

Responsibility for compliance with Section 4(f) has been assigned to Caltrans pursuant to 23 U.S.C. 326 and 327, including determinations and approval of Section 4(f) evaluations, as well as coordination with those agencies that have jurisdiction over a Section 4(f) resource that may be affected by a project action.

1.1 Section 4(f) Use

As defined in 23 *Code of Federal Regulations* (CFR) Section 774.17, use of a protected Section 4(f) property occurs when any of the following conditions is met:

- Land is permanently incorporated into a transportation facility through partial or full acquisition (i.e., direct use).
- There is a temporary occupancy of land that is adverse in terms of the preservationist purposes of Section 4(f) (i.e., temporary use).
- There is no permanent incorporation of land, but the proximity of a transportation facility results in impacts so severe that the protected activities, features, and/or attributes that qualify a property for protection under Section 4(f) are substantially impaired. This is referred to as a constructive use.

The use, including any measure(s) to minimize harm (such as any avoidance, minimization, mitigation, or enhancement measures) committed to by the applicant, will have a *de minimis* impact when there would be either:

1. A Section 106 finding of no adverse effect or no historic properties affected on a historic property; or
2. A determination that the project would not adversely affect the activities, features, or attributes qualifying a park, recreation area, or refuge for protection under Section 4(f).

1.2 Section 6(f)

Section 6(f)(3) of the Land and Water Conservation Fund Act (16 U.S.C. §4601-4) also contains provisions to protect federal investments in park and recreation properties and the quality of those assisted properties. The Land and Water Conservation Fund Act includes a clear "anti-conversion" requirement that applies to all parks and other sites that have been the subject of Land and Water Conservation Fund grants of any type, whether for acquisition of parkland, development, or rehabilitation of facilities.

2.0 List of the Section 4(f) Properties

Properties subject to the provisions of the requirements of Section 4(f) are publicly owned parks and recreation areas, wildlife and waterfowl refuges of national, State, or local significance, and historic sites of national, State, or local significance.

In total, there are 16 recreational properties within 0.5 mile of the project footprints and 6 historic properties within the project's APE that are considered Section 4(f) properties. It is anticipated that the project build alternatives and variations, except Variation E, would result in a *de minimis* finding for 2 recreational properties and 6 historic properties (Section 3.0), and no use to the remaining parks and historic properties (Section 4.0). Table 1 summarizes these properties and uses. The sections that follow will discuss them in more detail. It should be noted that because no physical change would occur under the No Build Alternative, there would be no use or impact to any Section 4(f) properties. Therefore, there would be no further discussion regarding impacts of the No Build Alternative. The following sections will focus on discussing impacts of the build alternatives and variations only.

Table 1 provides a summary of Section 4(f) Properties and use Status. Table 2 summarizes Section 4(f) use by alternatives.

Figures 1 through 3 show the locations of the Section 4(f) properties within the project area.

Table 1: Summary of Section 4(f) Properties and Use Status

	Name of Property	Location	Type of Property	Alternative near which property is located	4(f) Use Conclusion (for all alts. except otherwise specify)
1	Dr. Robert St. Clair Parkway	Palmdale	Parkway	Only alts. with rail connectors, including Opt. 1 and Opt. 7	No use
2	Desert Sand Park	Palmdale	Park	All alts. and variations	No use
3	American Indian Little League baseball fields	Palmdale	Park	All alts. and variations	No use
4	Poncitlán Square	Palmdale	Park	Only alts. With Rail connectors, including Opt. 1 and Opt. 7	No use
5	Palmdale Hammack Activity Center/Roller Hockey Rinks	Palmdale	Park	Only alts. with rail connectors, including Opt. 1 and Opt. 7	No use
6	Pelona Vista Park	Palmdale	Park	All alts. and variations	No use
7	Manzanita Heights Park	Palmdale	Park	All alts. and variations	No use
8	Richardson Park	Adelanto	Park	All alts. and variations	No use
9	Howard Loy Park	Adelanto	Park	All alts. and variations	No use
10	Westwinds Golf Course	Victorville	Golf course	All alts. & vars. except var. E	*De Minimis* (All alts. except alts. with Var. E) and no use (alts. with Var. E)
11	Westwinds Activities Center	Victorville	Park	All alts. & vars. except var. E	No use
12	Westwinds Sport Center	Victorville	Recreation facility	All alts. & vars. except var. E	No use
13	Schmidt Park	Victorville	Park	All alts. & vars. except var. E	No use
14	Grady Park	Victorville	Park	Alts. with variation E only	No use
15	Rockview Nature Park	Victorville	Park	All alts. & vars. except var. E	*De minimis* (all alts. except alts. with Var. E) No use (Alts. with Var. E)
16	Horseman's Center	Apple Valley	Park	All alts. and variations	No use
17	National Old Trails Highway	Victorville	Historic	All alts. and variations	*De Minimis*
18	ATSF railroad	Victorville	Historic	All alts. and variations	*De Minimis*
19	Edison Company Boulder Dam – San Bernardino 115–kilovolt (kV) Transmission Line	Victorville	Historic	All alts. and variations	*De Minimis*
20	Boulder Dam Transmission Lines 1, 2, and 3, and Towers (BDTL)	Victorville	Historic	All alts. and variations	*De Minimis* (for all alts. except alts. with Var. E without rail); No use (Alts. with Var. E with rail)
21	Southern California Edison (SCE) Kramer-Victorville Power Lines and Towers	Victorville	Historic	All alts. and variations	*De Minimis*
22	Multicomponent resource (MR) consisting of the Mojave Trail, Mojave Road and Government Road	Victorville	Historic	All alts. and variations	*De minimis*

Table 2: Summary of Section 4(f) Use by Alternatives

	Fwy and Exwy only	Fwy & Tollway	Fwy/Exwy & Rail Feeders	Fwy & Tollway with Rail Feeders	No build
Var. A	• *De minimis* impact (4(f) use) to the Westwinds Golf Course and Rockview Nature Park . • *De minimis* impact (4(f) use) to five historic properties: National Trails Highway, ATSF Railroad, and the BDSBL (only 1 tower would be relocated). • Some visual and air quality proximity impacts on the nearby parks during project construction and operation but there would be no use under Section 4(f).	• *De minimis* impact (4(f) use) to the Westwinds Golf Course Course and Rockview Nature Park . • *De minimis* impact (4(f) use) to five historic properties: National Trails Highway, ATSF Railroad, and the BDSBL (only 1 tower would be relocated). • Some visual and air quality proximity impacts on the nearby parks during project construction and operation but there would be no use under Section 4(f.	• *De minimis* impact (4(f) use) to the Westwinds Golf Course Course and Rockview Nature Park . • *De minimis* impact (4(f) use) to six historic properties: National Trails Highway, ATSF Railroad, and BDSBL (7 towers would be relocated). • Some visual and air quality proximity impacts on the nearby parks during project construction and operation but there would be no use under Section 4(f. • Noise and visual proximity impacts on St. Clair Parkway in Palmdale due to relocation of the rail tracks closer to the parkway but there would be no use under Section 4(f.	• *De minimis* impact (4(f) use) to the Westwinds Golf Course Course and Rockview Nature Park . • *De minimis* impact (4(f) use) to six historic properties: National Trails Highway, ATSF Railroad, and BDSBL (7 towers would be relocated). • Some visual and air quality proximity impacts on the nearby parks during project construction and operation but there would be no use under Section 4(f. • Noise and visual proximity impacts on St. Clair Parkway in Palmdale due to relocation of the rail tracks closer to the parkway but there would be no use under Section 4(f.	No use
Var. B					No use
Var. B1					No use
Var. D					No use
Rail Option 1					No use
Rail Option 7					No use
Var. E	• No use of the Westwinds Golf Course and Rockview Nature Park.. • Impact to the Rockview Nature Park is limited to the relocation of the southern access entrance. • *De minimis* to five historic properties: National Trails Highway, ATSF Railroad, and the BDSBL (only 1 tower would be relocated). • Some visual and air quality proximity impacts on the nearby parks during project construction and operation.	• No use of the Westwinds Golf Course and Rockview Nature Park.. • Impalct to the Rockview Nature Park is limited to the relocation of the southern access entrance. • *De minimis* to five historic properties: National Trails Highway, ATSF Railroad, and the BDSBL (only 1 tower would be relocated). • Some visual and air quality proximity impacts on the nearby parks during project construction and operation.	• No use of the Westwinds Golf Course and Rockview Nature Park... • Impact to the Rockview Nature Park is limited to the relocation of the southern access entrance. • *De minimis* to six historic properties: National Trails Highway, ATSF Railroad, and the BDSBL (only 1 tower would be relocated). • Some visual and air quality proximity impacts on the nearby parks during project construction and operation.	• No use of the Westwinds Golf Course and Rockview Nature Park.. • Impact to the Rockview Nature Park is limited to the relocation of the southern access entrance. • *De minimis* to six historic properties: National Trails Highway, ATSF Railroad, and the BDSBL (only 1 tower would be relocated). • Some visual and air quality proximity impacts on the nearby parks during project construction and operation.	No Use

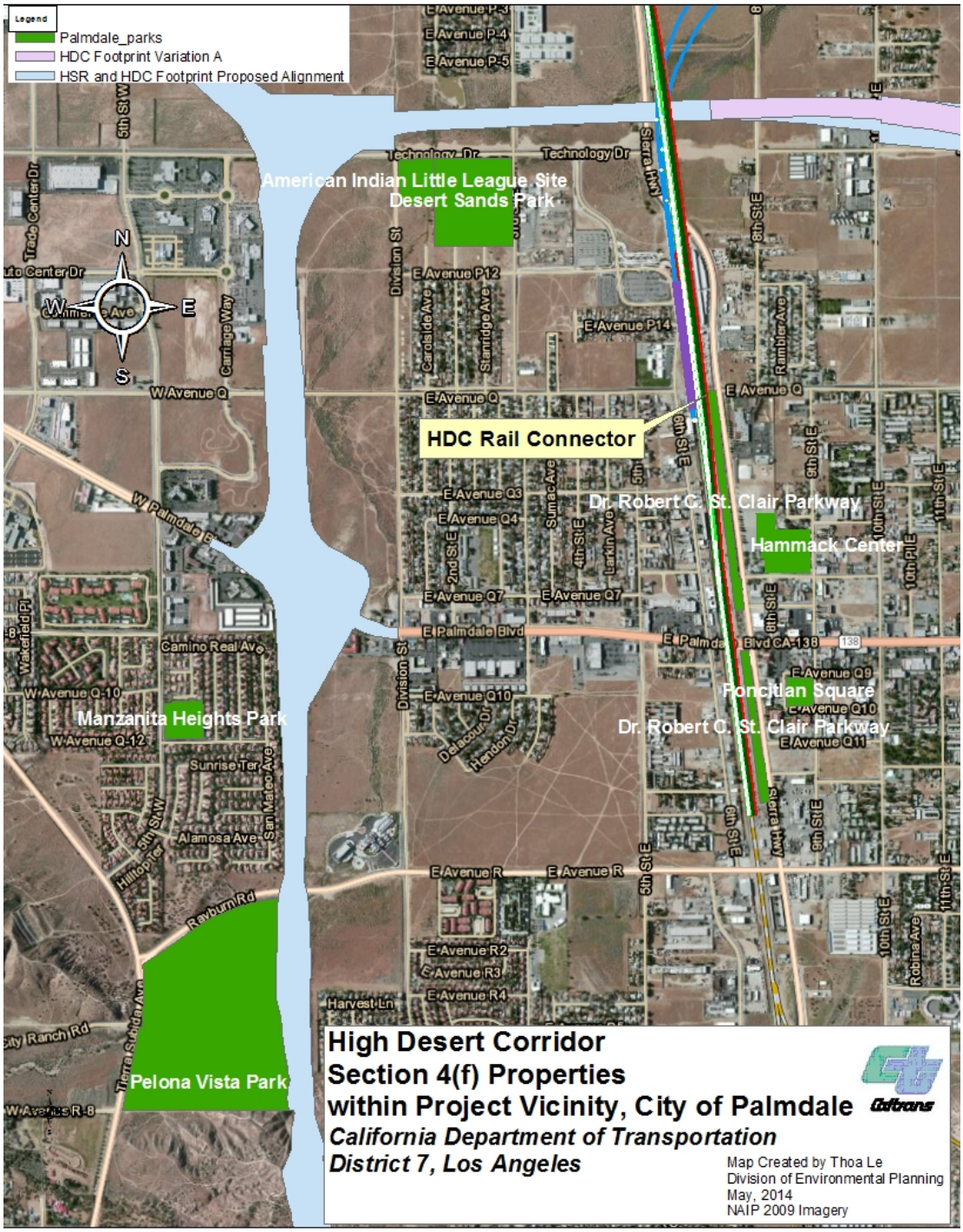


Figure 1 Section 4(f) Properties in the Vicinity of the Project within the City of Palmdale

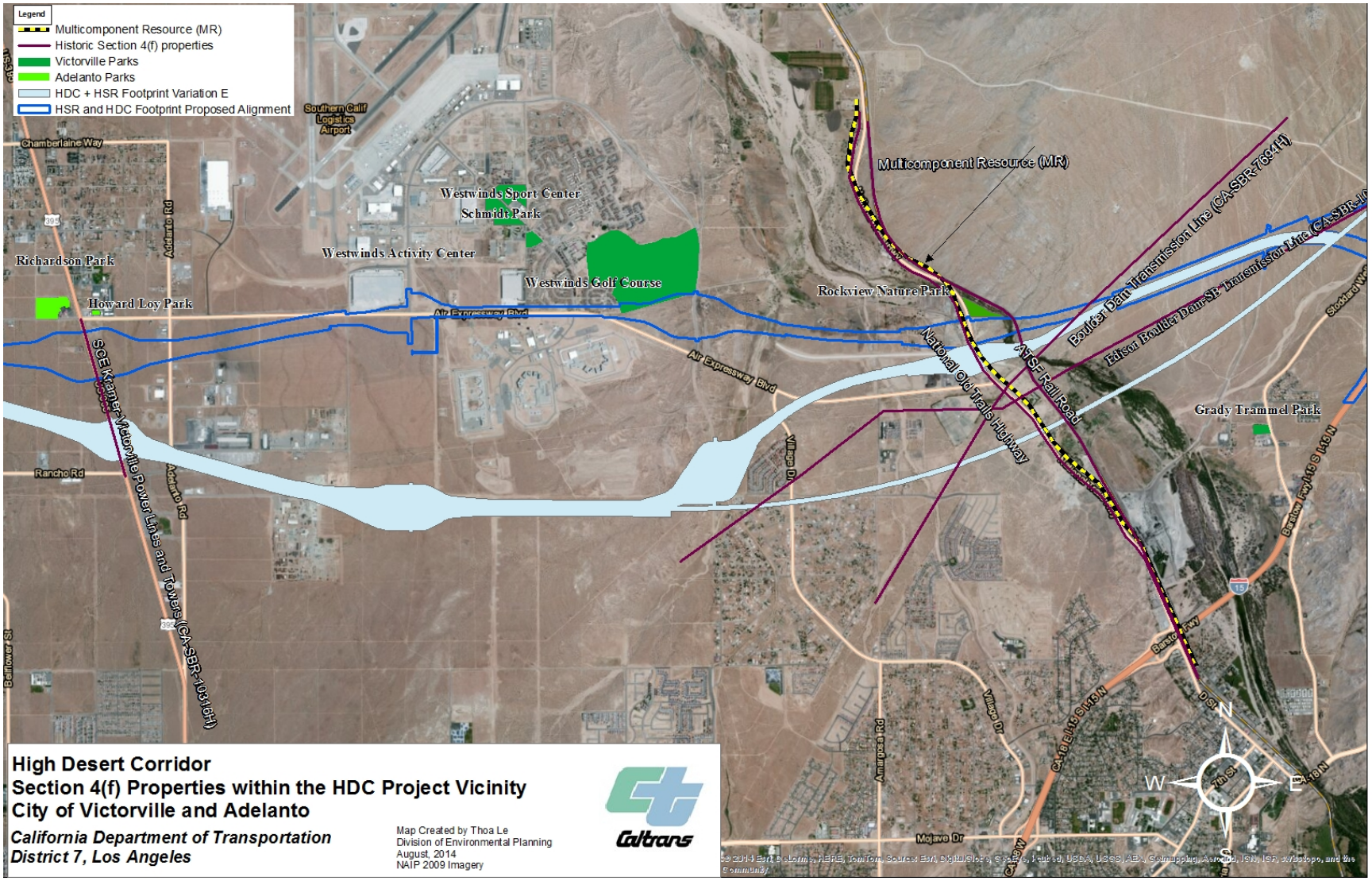


Figure 2 Section 4(f) Properties in the Vicinity of the Project within the Cities of Victorville and Adelanto

Figure 3 Section 4(f) Properties in the Vicinity of the Project within the Town of Apple Valley

3.0 Section 4(f) *De Minimis* Determination

This section documents a *de minimis* determination for two recreational property and four historic properties.

3.1 Westwinds Golf Course, Victorville

The Westwinds Golf Course, located at 18003 Westwinds Road, Victorville, is owned by the City of Victorville and is considered a significant recreational resource. Westwinds Golf Course is a regulation 9-hole course open to the public. Multiple tee stands enable the course to be played as an 18-hole golf course. The Westwinds Golf Course provides a full-service pro shop, clubhouse, and driving range. This course is available to the public for daily fee or can be reserved for play, special events, and tournaments.

3.1.1 Effects

All Build Alternatives and Variations, except Variation E

Each project build alternative and variation, except Variation E, would permanently incorporate approximately 5 acres of land from the golf course (Figure 4) which would constitute a use under Section 4(f). However, this land on the extreme southern edge represents only a small portion of the approximately 139-acre golf course. In addition, the land to be incorporated into the project is a vacant and unused portion of the golf course, and upon which no facilities are located or activities conducted; therefore, no facilities, functions, or activities of the park would be adversely affected.

Accessibility

Public access to the golf course, which is via Westwinds Road, is anticipated to be maintained at all times during project construction and operation.

Noise

The Noise Study (2014) prepared for the project shows that there would be no change in the noise level as the result of the project build alternatives and the predicted noise level is below the National Abatement Criteria (NAC) for a recreational resource. Therefore, there would be no adverse noise effects on this golf course.

Visual

The proposed increased roadway width and bridge would negatively affect visual vividness, intactness, and unity of the view from the golf course. This would result in a lowering of the visual quality. The visual character would be changed to include more manmade elements. The mountains and existing green trees would be blocked from view by the new facility. While overall the vividness, intactness, and unity of the view from the golf course looking south would constitute a moderate negative change, the main activity of this facility is not anticipated to be substantially affected or impaired by this change. During project construction, temporary visual impacts due to the contractor's operations, such as night lighting, dust, temporary structures, haul materials and construction equipment, worker presence, fencing, and signage, as well as construction-related vehicles on the highway, would also be present.

Figure 4 Permanent Incorporation of Land from the Westwinds Golf Course into the Project Build Alternatives (except Variation E)

However, these features are common for highway construction projects, and they would be temporary and of a short term nature at this location and would not substantially affect or impair the functions and activities of the golf course.

Air Quality

The Air Quality Impact Study concludes that no federal violation would result from the implementation of these alternatives; therefore, there would be no adverse permanent air quality impacts to the golf course.

During construction, a short-term worsening of air quality may occur due to the release of particulate emissions generated by site preparation, excavation, grading, hauling, and other activities related to construction. Emissions from construction equipment are also anticipated. However, Measures CI-AQ-1 and CI-AQ-2 (see Section 3.6, Construction Impact, Air Quality, of the EIR/EIS for more details) would substantially reduce the short-term air quality impacts during construction of these alternatives, ensuring compliance with air quality regulations and minimizing air quality impacts to the golf course during project construction.

Vegetation and Water Quality

No vegetation or water quality/supply within the golf course would be affected. The project would incorporate all best management practices (BMPs) into the construction operations.

Variation E

This variation of the build alternatives would not permanently incorporate any land from the golf course. No temporary occupancy or access restriction is necessary for project implementation. This variation is located more than 0.5 mile away from the Westwinds Golf Course. In addition, appropriate context design standards would be applied, and construction BMPs would be incorporated into the project. Therefore, this variation would not adversely affect the activities and functions of the golf course. Section 4(f) requirements are not triggered.

3.1.2 Minimization Measures

The following measures which apply to all build alternatives and variations, except as otherwise specified, would minimize impacts on the golf course:

- Compensation for the loss of vacant land from the golf course property will be made through the Caltrans ROW acquisition process before project construction. This measure is applicable to all build alternatives except alternatives with Variation E.
- CI-PAR-1: To minimize impacts on the golf course during the construction phase, no equipment staging will occur within the golf course boundaries.
- BMPs will be incorporated into the project to the extent practicable to minimize dust (CI-AQ-1 and CI-AQ-2) and noise (CI-NOI-1 and CI-NOI-8**)** during project construction; prior to construction, coordination with the City and utility companies will commence to resolve any utility conflicts within the area.

In addition, measures to minimize visual impacts include:

- V-17: Trees/vegetation will be planted along the corridor between the proposed HDC and the golf course to shield or "soften" the view of the corridor/roadway and provide a more natural visual buffer.
- V-10: To minimize glare and reduce visual disruption, any retaining wall facing the golf course shall be textured and colored to be compatible with adjacent (native) soils. Context-sensitive solutions, developed in coordination with Caltrans Landscape Architecture, will be incorporated into project elements as much as possible.
- V-9: Context-sensitive aesthetic standards, including features that reflect a "sense of place" for the HDC communities, shall be considered for the structures to meet the desired goals of the City of Victorville, Los Angeles County, and Caltrans.
- V-4: Dark-Sky Compliant Lighting: To preserve the dark night sky as a natural resource in desert region communities, dark-sky compliant lighting will be used to minimize light pollution cast into the sky while maximizing light cast onto the ground, as appropriate. A lighting plan shall be developed that requires project lighting to be appropriately shielded.

It can be seen from the above analysis that with the incorporation of the minimization measures, the project would not adversely affect the activities, features, or attributes qualifying the Westwinds Golf Course for protection under Section 4(f). Caltrans intends to make a *de minimis* determination for the project alternatives, except for Variation E, in regards to the Westwinds Golf Course.

3.1.3 Public Notice

This draft *de minimis* finding for the project main alignment alternatives is included in the Draft EIR/EIS for public review. Any comments and coordination from the public that are received will be considered and revisions made, as appropriate.

3.1.4 Coordination

Coordination has been ongoing with the City of Victorville's Community Services Department, the official with jurisdiction over the golf course. A request will be formally submitted to the Community Services Department for concurrence that the project would not adversely affect the activities, features, or attributes of the golf course as a recreation facility. It is anticipated that the City will concur with the above impact conclusion.

3.2 Rockview Nature Park, Victorville

Rockview Nature Park is located north of the project area at 17800 National Old Trails Highway in Victorville. It is 14 acres in size and is owned by the City. It includes a walkway, two green picnic areas, a gazebo, trails, nature study decks, and a carpeted multipurpose room with approximately 1,900 square feet of gathering space, a kitchen, and an outdoor amphitheater.

This park provides an open space recreational area in a natural, riverside setting. It is used for scheduled youth camping events, stargazing parties, hiking, weddings,

general picnicking, and other outdoor activities. The park is considered to be a significant and unique property within the City of Victorville park and recreation system.

The park currently has two access entrances, both from the National Old Trails Highway, which are approximately 900 feet from each other: one at the northern portion of the park and the other from the south (southern entrance) through the Los Angeles Department of Water and Power (LADWP) McCullough Switching Station Transmission Line ROW (discussed in Section 4.2.1). The northern entrance is connected to the small parking lot within Rockview Nature Park, while the southern entrance is connected to a larger parking lot (southern parking lot) within LADWP's land. The temporary southern parking lot, access, and hiking trail, as well as some other temporary recreational facilities were previously permitted to the City of Victorville by LADWP for temporary recreational purposes. No permanent structures were allowed on the land and the City cannot use the land to satisfy any zoning demands, zoning variants or governmental requirements. The license agreement for this use expired in 2003 and is on hold-over status. These temporary uses are ongoing. However, according to the agreement, regardless of the manners and duration of use or occupancy, the license may be terminated at any time by the LADWP upon a 90-day notice, and the area is required to be restored to the original condition and returned to the LADWP.

The City Community Services Department expressed that the southern parking lot is important to the function of Rockview Nature Park because it would accommodate parking for big events at the park.

3.2.1 Effect of Project

Effects of All Alternatives and Variations, Except Variation E

At this location, the HDC would have an open trench/cut section into the land to accommodate highway or both highway and rail in the median.

The project would not permanently incorporate land from Rockview Nature Park into the transportation ROW. It would incorporate part of the LADWP-owned property, including the southern parking lot and access entrance, part of the trail, and possibly some other temporary recreational facilities, into highway ROW. This LADWP is not considered Section 4(f) property (see discussion of the LA DWP property in Section 4.2.1 for further discussion). Caltrans would coordinate with LADWP regarding the acquisition of their land during the ROW process; however, these temporary facilities would be permanently eliminated and would no longer be available for use by Rockview Nature Park. To minimize any potential project proximity effects on Rockview Nature Park due to the acquisition of LADWP's property, the project is proposing a minimization measure to grade/ construct additional parking space within Rockview Nature Park. The new parking would be functionally equivalent to the existing parking on LADWP's property. Detailed design and construction of the parking lot and right-of-entry to the park will be further discussed between the project team and the City of Victorville's Community Services Department during the design

phase. However, in order to grade/construct the parking lot, the project would need to temporarily occupy the Rockview Park under a temporary construction easement. This temporary occupancy is not anticipated to meet the 5 conditions of exception of 23 CFR 774. 13(g) for temporary occupancy. Therefore, the project would result in a use of the Rockview Park. However, this work is a minimization measure to offset the parking and other proximity impacts of the project to the park. No functions, features, or activities of this park would be adversely impacted by the construction of the parking lot.

Accessibility

Access to the park would be reduced from the current two access points to one through the northern entrance; however, it should be noted that the removed access entrance through LADWP's property was considered a temporary access according to the agreement between LADWP and the City of Victorville. The current northern access to the park does not have a designated turn lane. As an enhancement measure, the project would install/pave a turn lane to the park within the roadway's ROW to enhance safety and access to the park.

Noise

According to the Noise Study (2014), build alternatives would result in an increase of 11 dBA in noise level at this location compared to the existing condition; however, the increase would not be considered substantial and would not constitute a traffic noise impact as defined in 23 CFR 772.5 per the Caltrans Noise Protocol. In addition, the predicted noise level for the build alternatives would be 53dBA which would not approach and would be significantly below the Noise Abatement Criteria (NAC) of 67dBA specified in 23 CFR 772.

Aesthetics

The Visual Impact Assessment (2014) indicates that the proposed alignment would be visible from a viewing area located on a high bluff, but it would not be visible from most of Rockview Nature Park due to topography. More manmade elements would become dominant in the vicinity of the park. Views of the vegetated open land would be obstructed and overwhelmed by the new bridge over the Mojave River. Viewer response is expected to be moderate-high; however, activities at the park, which are mostly picnics and hiking and some other active sports, are not dependent on or sensitive to surrounding visual characteristics and would not be substantially affected by this visual change. In addition, the project would incorporate appropriate measures to minimize visual impacts. At this location, appropriate measures may include:

- V-10: Context-sensitive design would be incorporated by adding color into the project elements as much as feasible.
- V-3 The aesthetic features shall be developed in coordination with Caltrans Landscape Architecture.
- V-11: Trees will be planted to help "soften" structures, including walls and bridges.

- V-4: Dark-Sky Compliant Lighting: To preserve the dark night sky as a natural resource in desert region communities, dark-sky compliant lighting shall be selected to minimize light pollution cast into the sky while maximizing light cast onto the ground, as appropriate. A lighting plan shall be developed that requires project lighting to be appropriately shielded. It is a goal of the County of San Bernardino's 2007 General Plan to preserve the dark night sky as a natural resource in desert region communities.

Air Quality

The Air Quality Impact Study concludes that no federal violation would result from the implementation of these alternatives; therefore, there would be no adverse permanent air quality impact to the park,

During construction, short-term worsening of air quality may occur due to the release of particulate emissions generated by site preparation, excavation, grading, hauling, and other activities related to construction. Emissions from construction equipment are also anticipated. However, Measures CI-AQ-1 and CI-AQ-2 would substantially reduce the short-term air quality impacts during construction of the project, ensuring compliance with air quality regulations and minimize air quality impacts during project construction.

Conclusion:

It can be seen from the above analysis that even though there would be a temporary occupancy of the Rockview Park to construct a parking lot as a minimization measure for proximity impacts, the project, when considering all minimization measures, would not adversely affect the activities, features, or attributes qualifying the Rockview Nature Park for protection under Section 4(f). Caltrans intends to make a *de minimis* determination for the project alternatives and variations, except for alternatives with Variation E, in regards to the Rockview Nature Park.

Effects of Variation E

Land Acquisition and Parking

The project alternatives under this variation would not permanently incorporate land from Rockview Nature Park into the transportation ROW. This variation would be located farther south from Rockview Nature Park; therefore, it would not require removal of the southern parking lot used by Rockview Nature Park or other temporary recreational facilities within LADWP's parcel.

Accessibility

Access entrances to Rockview Nature Park are not anticipated to be impacted by this Variation. Access to the Park would also be maintained during project construction. Therefore, public access to the park is not permanently affected.

Noise

Variation E is located further south from the other variation, therefore noise level for Variation E would be even lower than the other variation. No noise impacts on Rockview Nature Park would result from the alternatives with Variation E.

Aesthetics

Under Variation E, the HDC at this location would be an elevated structure over the National Old Trails Highway and across the Mojave River. The Visual Impact Assessment (2014) indicates that the proposed alignment would be visible from a viewing area located on a high bluff, but it would not be visible from most of Rockview Nature Park due to topography. More manmade elements would become more dominant where the HDC crosses the National Old Trails Highway. These elements would be less visible to park users where it crosses the river due to the topographical condition. Activities at the park, which are mostly picnics, hiking, and some other active sports, are not dependent on or sensitive to surrounding visual characteristics; thus, they would not be substantially affected by this visual change. In addition, the project would incorporate appropriate measures to minimize visual impacts. At this location, appropriate measures may include:

- Context-sensitive design would be incorporated by adding color into the project elements as much as possible.
- The aesthetic features shall be developed in coordination with Caltrans Landscape Architecture.
- Trees will be planted to help "soften" structures, including walls and bridges.
- Dark-Sky Compliant Lighting: To preserve the dark night sky as a natural resource in desert region communities, dark-sky compliant lighting shall be selected to minimize light pollution cast into the sky while maximizing light cast onto the ground, as appropriate. A lighting plan shall be developed that requires project lighting to be appropriately shielded. It is a goal of the County of San Bernardino’s 2007 General Plan to preserve the dark night sky as a natural resource in desert region communities.

Air Quality

The Air Quality Impact Study concludes that no federal violation would result from the implementation of these alternatives; therefore, there would be no adverse permanent air quality impact to the Rockview Nature Park.

During construction, short-term worsening of air quality may occur due to the release of particulate emissions generated by site preparation, excavation, grading, hauling, and other activities related to construction. Emissions from construction equipment are also anticipated. However, Measures CI-AQ-1 and CI-AQ-2 would substantially reduce the short-term air quality impacts during constrution of the project, ensuring compliance with air quality regulations and minimizing air quality impacts during project construction.

3.2.2 Minimization measures

As discussed above, to offset impacts to parking and other proximity impacts of the build alternatives and variations except Variation E to the park, grading/construction of parking space would be provided within the Rockview Park.

PAR-3: Provide an alternative parking facility within the Rockvie Park to compensate for loss of the LADWP parcel that is currently used for parking at Rockview Nature Park in Victorville.

PAR-4: Install a turn lane to the Rockview Park at the northern entrance within the roadway's ROW to enhance safety and access to the park.

In addition, minimization measures under other resource impacts discussed above (visual, air quality, noise) would be incorporated into the project to minimize any potential impacts.

3.2.3 Public Notice

This draft *de minimis* finding for the project build alternatives except alternatives with Variation E is included in the Draft EIR/EIS for public review. Any comments and coordination from the public that are received will be considered and revisions made, as appropriate.

3.2.4 Coordination

Coordination has been ongoing with the City of Victorville's Community Services Department, the official with jurisdiction over the park. A request will be formally submitted to the Community Services Department for concurrence that the project would not adversely affect the activities, features, or attributes of the park as a recreation facility. It is anticipated that the City will concur with the above impact conclusion.

3.3 National Old Trails Highway

The National Old Trails Highway was determined eligible for listing in the National Register of Historic Places (NRHP) in 1990 under Criteria A and C; therefore, it is considered a Section 4(f) property. The segment of the National Old Trails Highway within the APE is a portion of former U.S. Highway 66. The road is significant for the time period of 1926 to 1974 as a representative example of important state and local trends in 20th century transportation development and highway design and construction. The linear historic resource has also been determined eligible for listing in the California Register of Historic Resources (CRHR). The specific segment of the National Old Trails Highway/Route 66 (NOTH) located in the APE is not specifically listed in the NRHP. This segment has been substantially altered from its historic form and has had its integrity compromised due to construction of previous projects at this location. Please see Section 3.1.8, Cultural Resources, of the EIR/EIS for more information about the description and significance of this property.

3.3.1. Effects

Build Alternatives and Variations, except Variation E

The APE traverses the National Old Trails Highway on an east-west bearing (see Figure 5). The width of the APE crossing the historic route is approximately 965 feet. A grade separation would be constructed with the HDC/HSR crossing under the roadway. Construction of the HDC at this location would involve excavation of the roadway, with the roadway essentially becoming a bridge. The length of the excavation for the trench under the roadway may reach 1,000 feet. The bridge abutments supporting the roadway are anticipated to be concrete. On- and off-ramps from the new freeway/expressway are planned for both northbound and southbound access to the historic roadway. The project would incorporate a section of the National Old Trails Highway's ROW into the HDC Project's ROW, totaling approximately 2 acres. This would impact the National Old Trails Highway and is considered a use of Section 4(f) property.

However, according to the Finding of Adverse Effect Report for the project, because the affected segment has been significantly altered from previous modifications to the roadway and now lacks historic integrity, together with the conversion of a section of the roadbed immediately south of the APE into a bridge deck over a new railroad corridor, a No Adverse Effect determination under Section 106 could be made on this historic property. It is anticipated that a determination of no adverse effect on the National Old Trails Highway will be concurred with by SHPO. Please see Section 3.1.8, Cultural Resources, of the EIR/EIS for additional information. In accordance with 23 CFR 774.17, though the project would incorporate land from this historic property into the project, because there would be no adverse effect, it is preliminarily determined that the project would have a *de minimis* impact on the National Old Trails Highway.

Variation E with Rail Connectors

Under this variation, the project would cross the National Old Trails Highway twice: once in the north by the freeway and once again in the south near the railroad tracks (see Figure 6). At both locations, an elevated bridge would cross over the National Old Trails Highway; therefore, the project would incorporate ROW from two segments of the National Old Trails Highway, which would total approximately 2.27 acres. The impact on the National Old Trails Highway would not be a direct excavation or cut of the roadway, as would occur with the other variations, but the project would introduce a bridge structure over the historic property. This would result in a visual impact on the resource; however, similar to the other variations, according to the Finding of Adverse Effect for the project, because the affected segment has significantly altered from previous modifications to the roadway and now lacks historic integrity, Variation E build alternatives with HSR connectors would have No Adverse Effect on the historic property under Section 106. It is anticipated that a determination of No Adverse Effect on the National Old Trails Highway will be concurred with by SHPO. Please see Section 3.1.8, Cultural Resources, of the EIR/EIS for additional information. Thus, it would result in a *de minimis* determination under Section 4(f) according to 23 CFR 774.17.

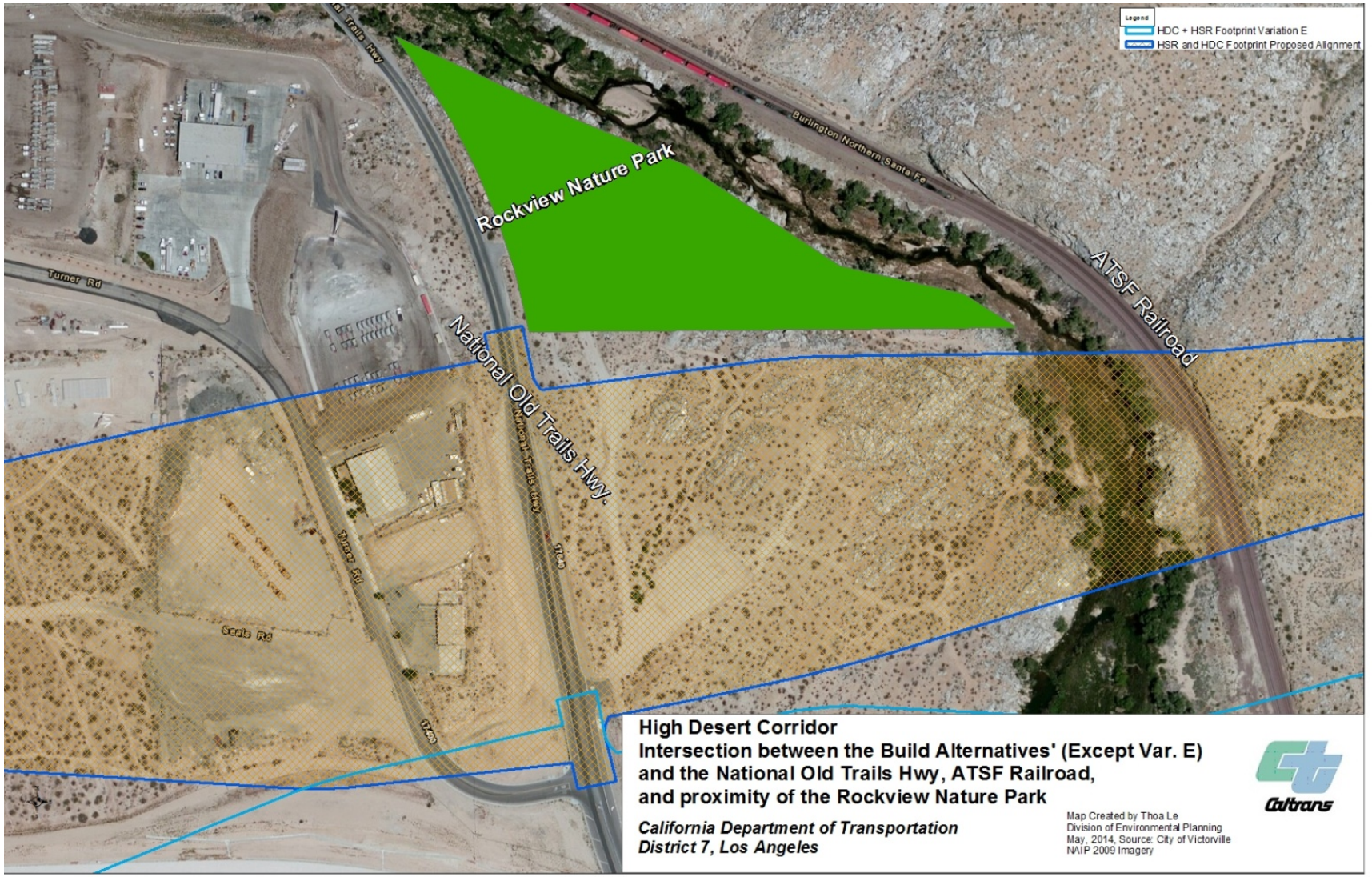


Figure 5 Intersection between the HDC Main Alignment with the National Old Trails Highway and ATSF Railroad, and Proximity of the Rockview Nature Park

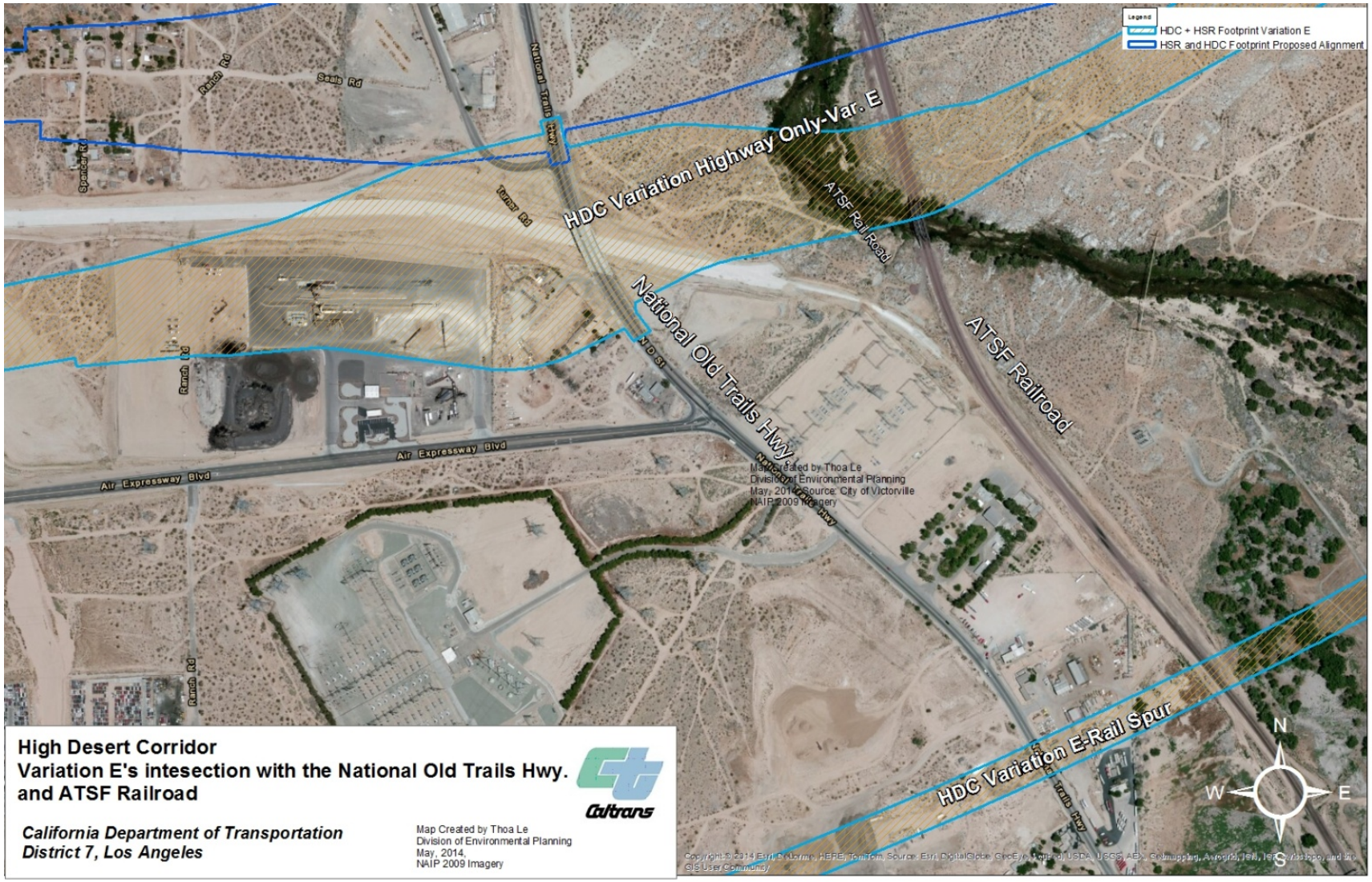


Figure 6 Intersection between Variation E and the National Old Trails Highway, and Variation E and the ATSF Railroad

Variation E without Rail Connectors

Under this variation, the project would cross the National Old Trails Highway at only one location. At this location, there would be an elevated bridge over the historic property; therefore, the project would incorporate ROW from one segment of the National Old Trails Highway into the project's ROW, totaling approximately 2 acres. The impact on the National Old Trails Highway would not be one involving a direct excavation or a cut of the roadway as with the other variations, but would instead introduce a bridge structure over the historic linear property, resulting in a visual change; however, similar to the other variations, this segment of the National Old Trails Highway was previously modified by construction of an undercrossing for a rail spur. The historic road also appears to have been substantially upgraded at the separate HSR alignment to the south and would not be considered a contributor to the historic National Old Trails Highway. The use with Variation E without rail connectors is proposed as *de minimis* under Section 4(f) because the changes to the linear resource would not result in an adverse effect or diminish the qualities or character-defining features that qualify this resource for the NRHP.

3.3.2. Minimization Measures

All minimization measures or standard treatments of the historic properties which are required under Section 106 and applicable to the National Old Trail Highway would be incorporated into the project.

The HDC interchange at the National Old Trails Highway will incorporate context-sensitive features that pay homage to Historic Route 66, including the following:

- Incorporate form liner motifs on the retaining walls of the interchange
- Use light standards that keep to the aesthetic traditions of old Route 66.

3.3.3. Coordination

As the NEPA Assigned Lead Agency, Caltrans has consulted with SHPO about a no adverse effect finding for the National Old Trails Highway and informed SHPO of Caltrans' intent to make a *de minimis* determination based on their written concurrence in the Section 106 determination of "No Adverse Effect." It is anticipated that SHPO will concur with the Section 106 determination of No Adverse Effect. Please see Appendix K, Key Correspondence, for the consultation letter.

3.4 Atchison Topeka and Santa Fe Railroad

The Atchison, Topeka and Santa Fe Railroad (ATSF) line was determined eligible for listing in the NRHP in 1998 under Criterion A for its association with a significant railroad transportation system in the western United States and for aiding the settlement of southern California in the late 19th century. The period of significance for this linear historic property is considered to be from 1883 to 1910. Please see Section 3.1.8, Cultural Resources, of the EIR/EIS for more information.

The segment of the ATSF linear feature within the APE has lost its original rural setting and the earliest physical components that would have otherwise contributed to the segment's ability to convey its historic significance as a railroad in the 1883 to

1910 time period. While the overall design and function of the historic property still remain with steel rails attached to cross ties, and set on a long linear path, individual components of the railroad tracks in the APE have been replaced and improved over time. The setting of the historic property in the APE has also been compromised with the introduction of later construction of buildings, structures, and roads. The affected segments, thus are non-contributing segments of the historic property.

3.4.1 Effects

Build Alternatives and Variations, except Variation E

Within the APE, the project alternatives would involve construction of an approximately 350-foot-wide bridge over the tracks and the adjacent Mojave River. The new bridge would be supported on columns over the river and the railroad tracks, and it would not cause physical alterations to the railroad tracks within the APE; however, potentially some columns would be placed within the boundary of the ATSF ROW. Therefore, land from the historic ATSF line would be permanently incorporated into the project in the form of a highway easement. Despite the required highway easement for the columns, the project would not physically affect any of the character-defining features of the property in a manner that would diminish their integrity. Therefore, even with construction of a bridge over the route of the railroad, the project would not adversely affect the integrity of the linear resource as a whole, or diminish the ability of the individual resource's features to convey its historic use because the segments affected are non-contributing segments of the historic property. The project thus would result in No Adverse Effect. SHPO is being consulted and is anticipated to concur with this determination. Consequently, under Section 4(f), the project would have a *de minimis* impact on the ATSF railroad.

Variation E

Variation E would require two separate bridges (for alternatives with HSR connectors) and one bridge (for alternatives without HSR connectors) over the ATSF tracks. This variation would potentially incorporate railroad ROW into the project for the bridge columns in the form of a highway easement; however, it would not physically affect any of the character-defining features of the historic linear property in a manner that would diminish its integrity. Variation E would have an indirect effect by introducing visual, audible, and atmospheric elements; however, Variation E would have a finding of No Adverse Effect under Section 106. SHPO is being consulted and it is anticipated that SHPO will concur with this finding. Consequently, under Section 4(f), the project would have *de minimis* impact on the ATSF railroad.

3.4.2. Minimization Measures

No minimization measures are required for this historic property.

3.4.3. Coordination

As the NEPA Assigned Lead Agency, Caltrans has consulted with SHPO about a no adverse effect finding, SHPO has been informed of Caltrans' intent to make a *de minimis* impact determination based on their written concurrence in the Section 106 determination of "no adverse effect." It is anticipated that SHPO will concur with the

Section 106 determination of no adverse effect. Please see Appendix K, Key Correspondence, for the consultation letter.

3.5 Edison Company Boulder Dam – San Bernardino 115-kV Transmission Line

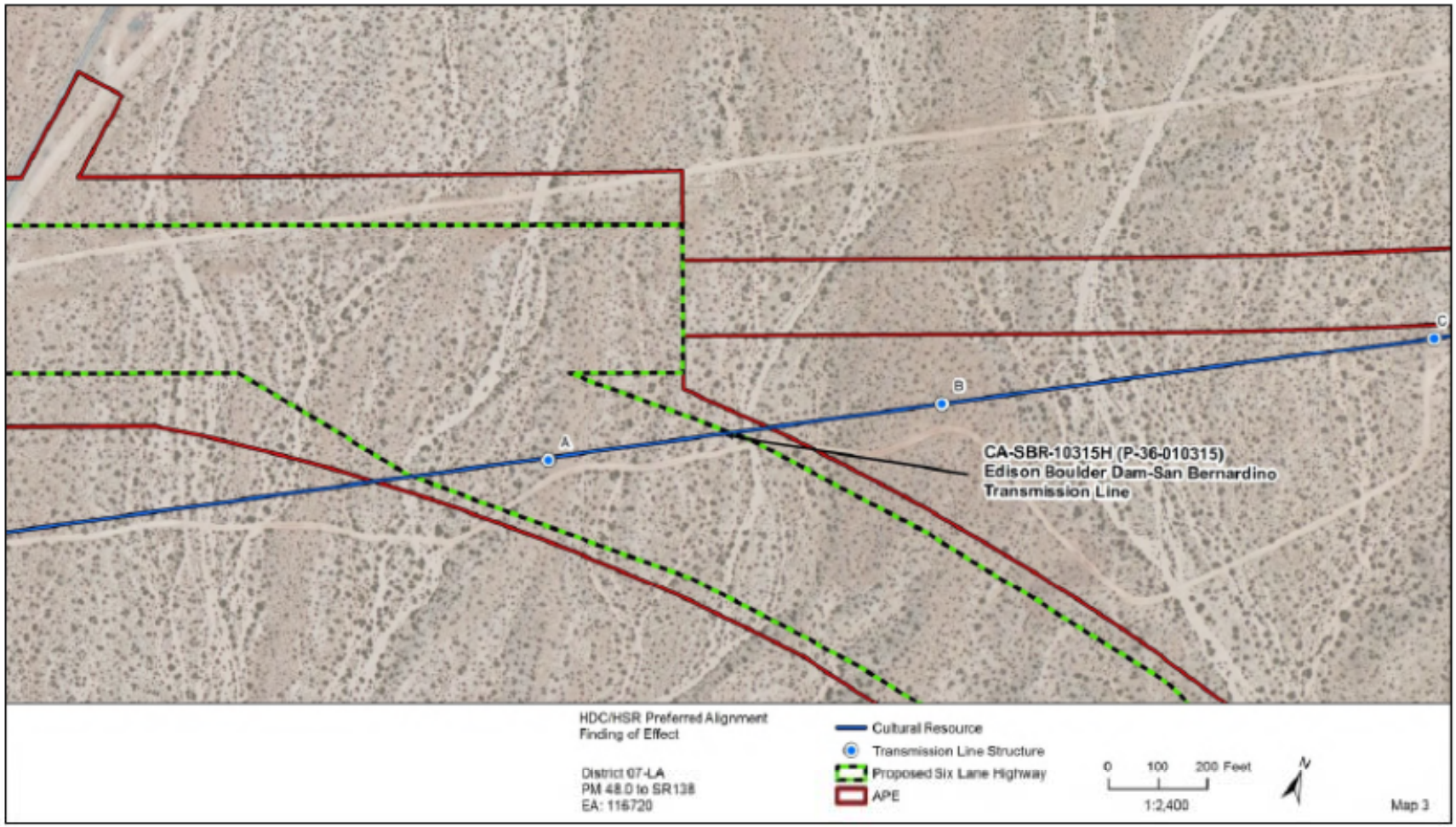
The Edison Company Boulder Dam–San Bernardino 115-kilovolt (kV) Transmission Line (BDSBL) was determined eligible for listing in the NRHP in 1993 under Criterion A. The property also appears to be potentially eligible under Criterion C.

Constructed in 1930-1931 by the Southern Sierras Power Company, the original line carried electrical power from San Bernardino to Boulder City and the Boulder Dam project site for powering the massive construction activities associated with construction of the dam. With dam construction complete in 1937, the power was reversed, and the line transmitted power to San Bernardino and into the city of Los Angeles.

This historic linear resource consists of an electrical transmission line with associated towers. There are seven towers of the BDSBL located in the APE corridor, interspersed with four towers located immediately adjacent to the APE boundary east of the Mojave River and north of I-15. Please see Section 3.1.8, Cultural Resources of the EIR/EIS for additional description of this property.

3.5.1 Effects

Each proposed project alternative without HSR connectors would involve the incorporation of land from one BDSBL transmission tower (Figure 7), while each alternative with HSR connectors would incorporate land from seven towers and would require the relocation of these towers (Figures 7 and 8a-d). This land incorporation would constitute a use under Section 4(f).

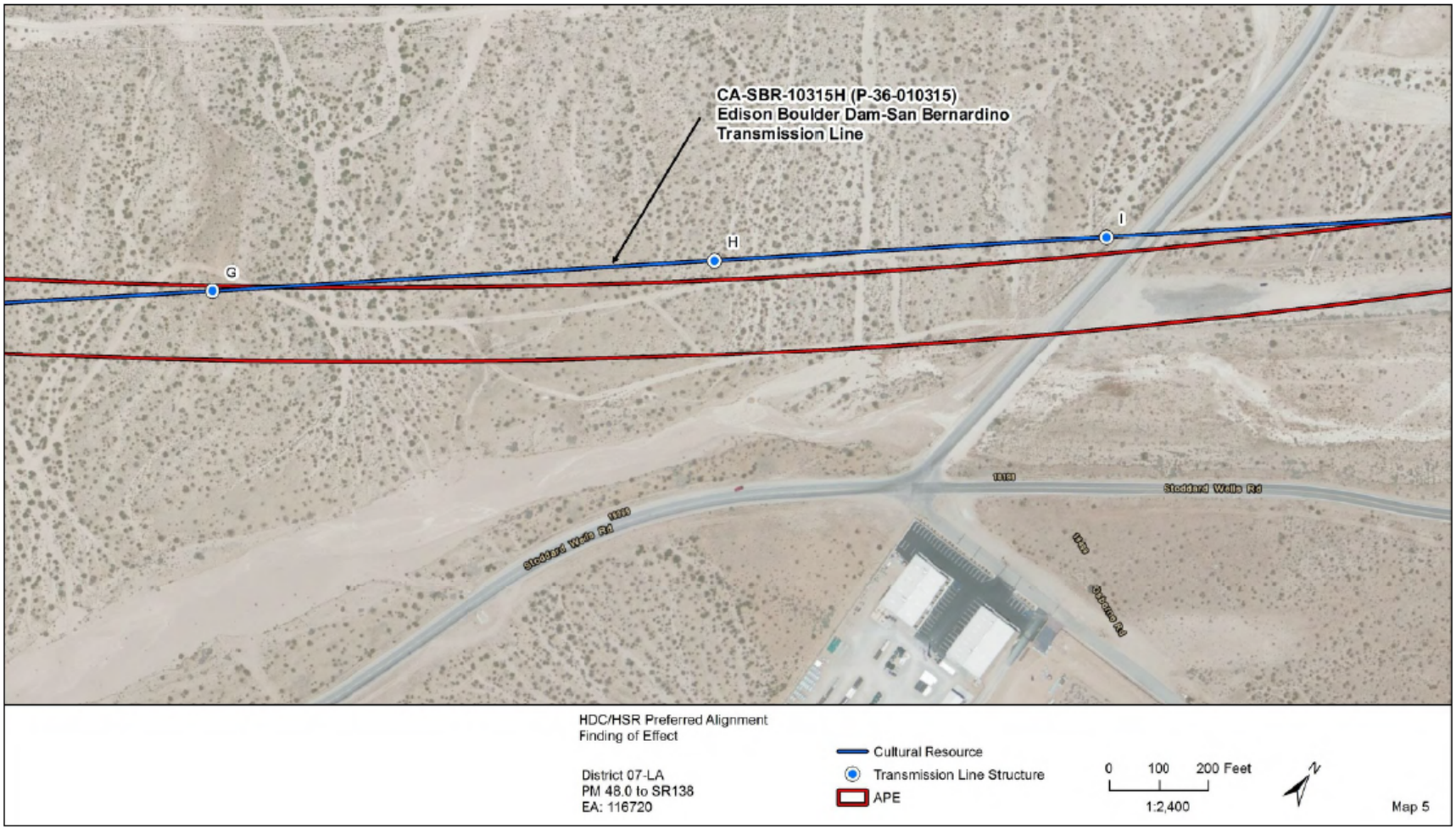


Source: Adopted from the Draft FOE, 2014

Figure 7 Intersection between the HDC and the BDSBL (for all Alternatives)

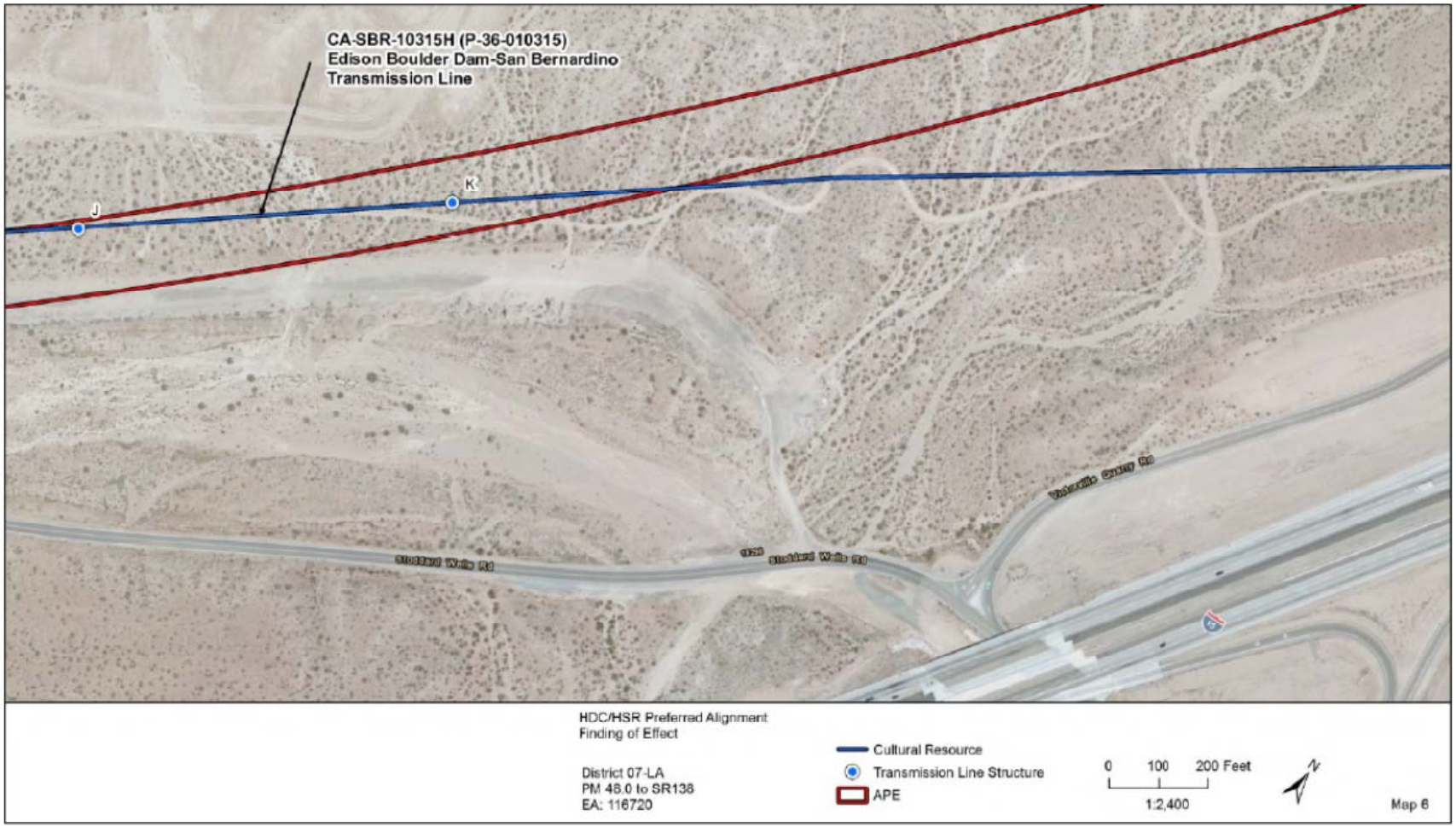
Source: Adopted from the Draft FOE, 2014

Figure 8a Intersection between the HDC and the BDSBL (for Alternatives with HSR Connector Only)



Source: Adopted from the Draft FOE, 2014

Figure 8b Intersection between the HDC and the BDSBL (for Alternatives with HSR Connector Only)



Source: Adopted from the Draft FOE, 2014

Figure 8c Intersection between the HDC and the BDSBL (for Alternatives with HSR Connector Only)

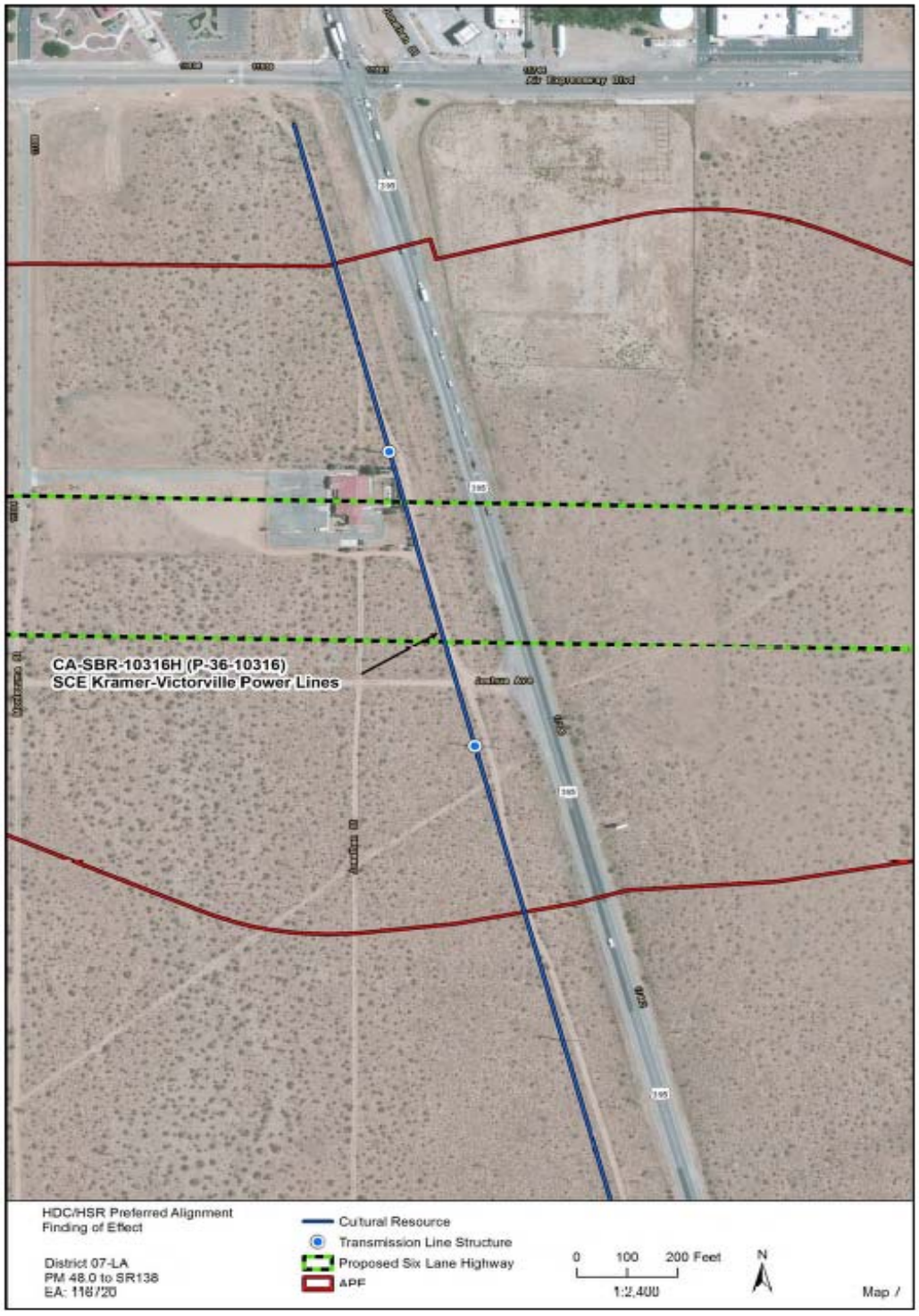


Figure 8d Intersection between the HDC and the SCE Kramer- Victorville Power Lines (Tower Line)

Relocation of the towers would be in compliance with the standard conditions for the treatment of historic properties as stipulated in the First Amended Section 106 Programmatic Agreement Attachment 5. Construction of a multimodal transportation corridor to pass under, and adjacent to, the segment of the BDSBL within the APE would not change the character of the transmission line's use or its physical features, nor would it diminish the integrity of the property's historic features, the H-style towers, and the transmission line.

Under Section 106, it has been determined that the build alternatives would result in No Adverse Effect with Standard Condition on the BDSBL. SHPO is being consulted and is anticipated to concur with this finding; therefore, the integrity of the historic property would not be altered/impaired and would result in *de minimis* impact under Section 4(f).

3.5.2 Minimization Measures

Relocation of the towers would be done in accordance with the Secretary of Interior's Standards for the Treatment of Historic Properties.

3.5.3 Coordination:

Caltrans is consulting with the SHPO about a No Adverse Effect with Standard Conditions - Secretary of Interior's Standards for the Treatment of Historic Properties finding in regard to the BDSBL. The SHPO has been informed of Caltrans' intent to make a *de minimis* impact determination based on their written concurrence in the Section 106 determination of "no adverse effect." It is anticipated that SHPO will concur with the Section 106 determination of no adverse effect with Standard Conditions.

3.6 Multicomponent linear resource (MR) consisting of Mojave Trail, Mojave Road and Government Road (CA-SBR-3033/H)

According to the Archaeological Survey Report, within the HDC area, this multicomponent linear resource (MR) is located along the National Trails Highway from Interstate 15 to the Mojave River. This is a multicomponent resource consisting of the Mojave Trail, Mojave Road and Government Road. In the vicinity of Victorville, the alignment of MR most likely followed that of National Trails Highway. The prehistoric Mojave Trail which followed the river was used by several tribes for trade. It became a route for trappers and Mexican trade caravans in the 1830s and 1840s, and developed into a wagon road for immigrants, mail, wagon freighting, and military travel in the 1850s. In 1913 it was officially opened as part of the National Old Trails Highway. In the 1930s, it was paved and became U.S. Highway 66. The prehistoric trail followed the same alignment as the National Trails Highway. The area is heavily disturbed by multiple dirt roads. This resource is eligible for inclusion in the NRHP (Please see the Cultural Resources section of the EIR/EIS for more information.)

3.6.1 Effects

Build Alternatives and Variations, except Variation E

Similar to the National Old Trails Highway, the APE traverses the MR on an east-west bearing (see Figure 5). The width of the APE crossing the historic route is approximately 965 feet. A grade separation would be constructed with the HDC/HSR crossing under the roadway. Construction of the HDC at this location would involve excavation of the roadway, with the roadway essentially becoming a bridge. The length of the excavation for the trench under the roadway may reach 1,000 feet. The bridge abutments supporting the roadway are anticipated to be concrete. On- and off-ramps from the new freeway/expressway are planned for both northbound and southbound access to the historic roadway. The project would incorporate a section of the MR into the HDC Project's ROW. This would impact the MR and is considered a use of Section 4(f) property.

However, it is anticipated that there would be No Adverse Effect to the MR under Section 106 as the result of the project because the segments affected by the project are not contributing elements to the National Registered eligible property. Concurrence from SHPO is pending. Please see Section 3.1.8, Cultural Resources of the EIR/EIS for additional information. In accordance with 23 CFR 774.17, though the project would incorporate land from this historic property into the project, because there would be No Adverse Effect, it is preliminary determined that the project would have a *de minimis* impact on the MR.

Variation E with Rail Connectors

Under this variation, the project would cross the MR twice: once in the north by the freeway and once again in the south near the railroad tracks (see Figure 6). At both locations, an elevated bridge would cross over the MR; therefore, the project would incorporate ROW from two segments of the National Old Trails Highway. The impact on the MR would not be a direct excavation or involve a cut of the roadway, as would occur with the other variations, but the project would introduce a bridge structure over the historic property. This would result in a visual impact on the resource; however, similar to the other variations, variation E build alternatives with HSR connectors would have No Adverse Effect on the historic property under Section 106. Concurrence from SHPO is pending. Please see Section 3.1.8, Cultural Resources, of the EIR/EIS for additional information. Thus, it would result in a *de minimis* determination under Section 4(f) according to 23 CFR 774.17.

Variation E without Rail Connectors

Under this variation, the project would cross the MR at only one location. At this location, there would be an elevated bridge over the historic property; therefore, the project would incorporate ROW from one segment of the MR. The impact on the MR would not be one involving a direct excavation or a cut of the roadway as with the other variations, but would instead introduce a bridge structure over the historic linear property, resulting in a visual change; however, similar to the other variations, it is anticipated that there would be no adverse effect to the MR under Section 106. The use with Variation E without rail connectors is proposed as *de minimis* under Section

4(f) because the changes to the linear resource would not result in an adverse effect or diminish the qualities or character-defining features that qualify this resource for the NRHP/CRHR.

3.6.2 Minimization Measures

No minimization measures are required for this historic property.

3.6.3 Coordination:

Caltrans is consulting with the SHPO about a No Adverse Effect finding in regards to the MR. SHPO has been informed of Caltrans' intent to make a *de minimis* determination based on their written concurrence in the Section 106 determination of "No Adverse Effect." It is anticipated that SHPO will concur with the Section 106 determination of No Adverse Effect for this property.

3.7 The Boulder Dam Transmission Lines 1, 2, and 3, and Towers

The Boulder Dam Transmission Lines 1, 2, and 3, and Towers (BDTL) were constructed from 1933 to 1936. The BDTL was determined eligible for listing in the NRHP on February 16, 1994, under Criteria A and C. It is "significant under Criterion C in that it is a prime example of point-to-point long distance high-voltage transmission and represented the pinnacle of achievement of over 40 years of transmission line development in California. In addition, it is significant under Criterion A because it is associated with construction of Boulder/Hoover Dam and development of metropolitan Los Angeles." Please see Section 3.1.8, Cultural Resources, of the EIR/EIS for more information.

3.7.1 Effect

All Build Alternatives and Variation Except Alternatives with Variation E with Rail Connectors

Only the overhead transmission lines of the BDTL are located within the boundaries of the APE for the proposed undertaking. The towers supporting the transmission lines are located outside of the APE and would not be relocated or physically impacted by project activities; therefore, these alternatives would not permanently incorporate land from this property.

The segment of the BDTL within the APE would not be altered or removed from its location as a result of the proposed undertaking. Construction of a multimodal transportation corridor that would pass under the BDTL within the APE would not change the character of the transmission line's use or its physical features that contribute to the historic significance of the linear resource; however, construction of a multimodal transportation corridor that would pass under the segment of the BDTL within the APE would introduce visual, audible, and atmospheric elements not previously experienced at that site. Even with construction of the HDC/HSR alignment under the transmission lines of the BDTL, this would not adversely affect the integrity of the linear resource as a whole or diminish the ability of its features to convey its historic use and connection with the BDTL. Under Section 106, the build alternatives would result in no adverse effect on this property. Concurrence from

SHPO is pending. Therefore, the proximity impact of the project would not substantially impair or alter the integrity of this historic property, and no constructive use would be involved.

Variation E with Rail Connectors

Under Variation E, each proposed project alternative with HSR connectors would involve the incorporation of land from two BDTL transmission towers thus would constitute a use under Section 4(f). These towers would be relocated.

Relocation of the towers, if needed, would be in compliance with the Standard Conditions for the Treatment of Historic. Construction of a multimodal transportation corridor to pass under, and adjacent to, the segment of the BDSBL within the APE would not change the character of the transmission line's use or its physical features, nor would it diminish the integrity of the property's historic features, the H-style towers, and the transmission line.

Under Section 106, it has been determined that the alternatives would result in No Adverse Effect on the BDTL. SHPO is being consulted and is anticipated to concur with this finding; therefore, the integrity of the historic property would not be altered/impaired and would result in *de minimis* impact under Section 4(f).

3.7.2 Minimization Measures

Relocation of the towers, if needed, would be done in accordance with the Secretary of Interior's Standards for the Treatment of Historic Properties.

3.7.3 Coordination:

Caltrans is consulting with the SHPO about a No Adverse Effect finding in regard to the BDTL,The SHPO has been informed of Caltrans' intent to make a *de minimis* impact determination based on their written concurrence in the Section 106 determination of "no adverse effect." It is anticipated that SHPO will concur with the Section 106 determination of no adverse effect.

3.8 The Southern California Edison Kramer-Victorville Power Lines and Towers (Tower Line)

The Southern California Edison Kramer-Victorville Power Lines and Towers (Tower Line) were constructed from 1911 to 1913, and was initially the longest transmission line in the United States. The Tower Line was determined eligible for listing in the NRHP on April 3, 1995, under Criteria A and C. The period of significance for the Tower Line spans from 1913 to 1919. The specific segment of the tower line that crosses the APE, however, has been modernized and updated and has lost its historic integrity. It is no longer considered to be a contributing element of the historic tower line.

3.8.1 Effects (for all alternatives and variations)

Each proposed project alternative would involve the incorporation of land from two Tower Line's transmission towers thus would constitute a use under Section 4(f). These towers may or may not be relocated.

Relocation of the towers, if needed, would be in compliance with the Standard Conditions for the Treatment of Historic Properties. Construction of a multimodal transportation corridor to pass under, and adjacent to, the segment of the Tower Line within the APE would not change the character of the transmission line's use or its physical features, nor would it diminish the integrity of the property's historic features, the towers, and the transmission line.

Under Section 106, it has been determined that the alternatives would result in No Adverse Effect on the Tower Line. SHPO is being consulted and is anticipated to concur with this finding; therefore, the integrity of the historic property would not be altered/impaired and would result in *de minimis* impact under Section 4(f).

3.8.2 Minimization Measures

Relocation of the towers, if needed, would be done in accordance with the Secretary of Interior's Standards for the Treatment of Historic Properties.

3.8.3 Coordination

Caltrans is consulting with the SHPO about a No Adverse Effect finding in regard to the Tower Line. The SHPO has been informed of Caltrans' intent to make a *de minimis* impact determination based on their written concurrence in the Section 106 determination of "no adverse effect." It is anticipated that SHPO will concur with the Section 106 determination of no adverse effect.

4.0 Resources Evaluated Relative to the Requirements of Section 4(f)

This section discusses parks, recreational facilities, wildlife refuges and historic properties found within or adjacent to the project area that do not trigger Section 4(f) protection either because: (1) they are not publicly owned, (2) they are not open to the public, (3) they are not eligible historic properties, (4) the project does not permanently use the property and does not hinder the preservation of the property, or (5) the proximity impacts do not result in constructive use.

4.1 Section 4(f) properties

Below is a discussion of parks and recreation facilities within approximately 0.5 mile of project limits that are considered Section 4(f) properties and the project's impacts on them. Because all of the project build alternatives are generally in the same alignment, the discussion for each property applies to every alternative unless otherwise specified (as in the case of the St. Clair Parkway, Poncitlán Square, and Palmdale Hammack Activity Center/Roller Hockey Rinks, which would only apply to the alternatives with HSR connectors; or in the case of the Westwinds Golf Course,

Westwinds Activities Center, and Westwinds Sport Center, which do not apply to Variation E.)

Desert Sand Park, Palmdale and The American Indian Little League Baseball Fields, Palmdale

The 20-acre City-owned Desert Sand Park is located approximately 0.08 mile from the project footprint (all alternatives) at 39117 3rd Street East, Palmdale, on the southwest corner of Technology Drive and 3rd Street East. The park includes a walking/jogging trail through natural vegetation; a semi-sheltered picnic area that accommodates up to 250 guests; a playground with various play apparatus such as swings, slides, fire poles and climbers; a recreation/meeting building; 2 softball fields; 1 soccer field; 2 tennis courts; 2 basketball courts; sand volleyball court; restrooms; and a tot lot. The park is open to the public from 8:00 a.m. to 10:00 p.m., 7 days per week.

The American Indian Little League baseball fields are situated on 4.6 acres located immediately west of Desert Sand Park, on the southeast corner of Technology Drive (Avenue P-8). This property is owned by the Palmdale Water District, a public agency.

Desert Sand Park and the American Indian Little League baseball fields are located in the same proximity to the project. The project would not permanently incorporate any land from either the park or baseball fields, nor would it involve temporary occupancy of these facilities; therefore, the project would not result in a direct use of the park or baseball fields.

Accessibility

Public access to the park and ball fields would be maintained during construction and operation of the project.

Noise:

The Noise Study (2014) prepared for the project concludes that there would be no noise impact on either of these facilities as a result of the proposed project.

Visual

The proposed roadway alignment would negatively affect visual intactness and unity of the users' view from the facilities by blocking some of the vegetation. Vividness would remain the same. This would result in a slight lowering of the visual quality. Visual character of the proposed view would decrease in compatibility; however, overall negative resource change is low, and the project is proposing the following measures to avoid and minimize any potential visual impact of the project.

- To minimize glare and reduce visual disruption, any retaining wall facing the park or baseball field shall be textured and colored to be compatible with adjacent (native) soils. Context-sensitive solutions, developed in coordination with

Caltrans Landscape Architecture, will be incorporated into project elements as much as possible.
- Planting of vines to deter graffiti will be part of the highway planting plans.
- Trees/vegetation will be planted along the corridor to "soften" the view of the corridor/roadway and provide a more natural visual buffer.
- To meet the desired goals of the City of Palmdale, Los Angeles County, and Caltrans, context-sensitive aesthetic standards, including features that reflect a "sense of place" for the HDC communities, shall be considered for the structures.
- Dark-Sky Compliant Lighting: To preserve the dark night sky as a natural resource in desert region communities, dark-sky compliant lighting will be used to minimize light pollution cast into the sky while maximizing light cast onto the ground, as appropriate. A lighting plan shall be developed that requires project lighting to be appropriately shielded.

Air Quality

The Air Quality Impact Study concludes that no federal violation would result from the implementation of these alternatives; therefore, there would be no adverse permanent air quality impact to the parks.

During construction, a short-term worsening of air quality may occur due to the release of particulate emissions generated by site preparation, excavation, grading, hauling, and other activities related to construction. Emissions from construction equipment are also anticipated. However, Measures CI-AQ-1 and CI-AQ-2 (please see Section 3.6, Construction Impact, Air Quality of the EIR/EIS for more details) would reduce the stationary and mobile source emissions, ensuring compliance with air quality regulations and minimizing air quality impacts during project construction.

Vegetation and Water Quality

No adverse affects are anticipated in regards to vegetation or water quality within these parks; therefore, the proposed project would not cause a constructive use of either the Desert Sand Park or American Indian Little League baseball fields because the proximity impacts would not substantially impair the protected activities, features, or attributes of these facilities.

Conclusion:

The proposed project would not cause a constructive use of Desert Sand Park and the American Indian Little League Baseball Fields because the proximity impacts will not substantially impair the protected activities, features, or attributes of these properties.

Robert St. Clair Parkway, City of Palmdale

Robert St. Clair Parkway is located along Sierra Highway in Palmdale, from Avenue Q to Avenue R. The total acreage of the parkway is approximately 8.7 acres. The parkway includes a 12-foot-wide concrete trail that forms a meandering bikeway. The trail extends along the west side of Sierra Highway from Avenue Q to Palmdale Boulevard and from Palmdale Boulevard to 250 feet south of Avenue Q-12. The

Parkway/path is owned by the City of Palmdale. It is designated primarily for passive recreation, is open to the public, and is considered significant by the officials with jurisdiction over the Section 4(f) property.

Effects

There is no potential for the build alternatives without HSR connectors to have any effect on this parkway because the footprint for these alternatives is more than 0.5 mile from this parkway. The discussion below applies to the build alternatives with HSR connectors only.

At the proposed connector location, the new HDR rail tracks would connect with the existing Union Pacific Railroad (UPRR) tracks. However, these rail alternatives would not permanently incorporate any land from St. Clair Parkway. In addition, no temporary occupancy of the parkway is anticipated for construction of the project.

Accessibility

Public access to the parkway, which is via Sierra Highway, would be maintained at all times during construction and operation of the project; therefore, it would not be impacted by the project.

Noise

The train tracks would be closer to the parkway compared to the existing condition; however, this parkway is already currently located along a heavily traveled route on the east with the train tracks on the west. In addition, biking is the main recreational activity of this facility, which does not require a quiet environment. Therefore, the function of this park is not anticipated to be substantially diminished or impaired due to the project.

Visual

The project would bring the view of the rail tracks/platform closer to the parkway in the northern portion of this facility; however, the view would be mostly shielded by the dense trees/vegetation in the northwestern portion of the parkway. Therefore, the negative change of park users' view is low. In addition, the contractor's operations during construction, such as night lighting, dust, temporary structures, haul materials and construction equipment, worker presence, fencing, and signage, as well as construction-related vehicles on the roadway, would also be present. However, these elements are common for highway construction projects and would be temporary and short term at this location. The project would also incorporate BMPs to minimize visual impacts during construction.

Air Quality

The Air Quality Impact Study concludes that no federal violation would result from the implementation of these alternatives; therefore, there would be no adverse permanent air quality impact to the parkway.

During construction, a short-term worsening of air quality may occur due to the release of particulate emissions generated by site preparation, excavation, grading, hauling, and other activities related to construction. Emissions from construction equipment are also anticipated. However, Measures CI-AQ-1 and CI-AQ-2 (please see Section 3.6, Construction Impacts, Air Quality, of the EIR/EIS for more details) would reduce the stationary and mobile source emissions, ensuring compliance with air quality regulations and minimizing air quality impacts during project construction.

Vegetation and Water Quality

Work would be outside the parkway's ROW, and the project would incorporate all BMPs into the construction operations; therefore, no vegetation and water quality impacts on this parkway are anticipated.

Minimization Measures

The following measures are designed to minimize impacts on the parkway:

- CI-PAR-1: To minimize impacts on the parkway during the construction phase, no equipment staging or any other occupancy of the parkway will occur.
- BMPs will be incorporated into the project to the extent practicable to minimize dust (CI-AQ-1 and CI-AQ-2) and noise (CI-NOI-1 and CI-NOI-8**)** during project construction. Please see Section 3.6, Construction Impact, Air Quality and Noise of the EIR/EIS for more information on air quality and noise minimization measures during construction.

In addition, visual minimization measures i**nc**lude:

- To minimize glare and reduce visual disruption, any retaining wall facing the parkway shall be textured and colored to be compatible with adjacent (native) soils. Context-sensitive solutions, developed in coordination with Caltrans Landscape Architecture, will be incorporated into project elements as much as possible.
- To meet the desired goals of the City of Palmdale, Los Angeles County, and Caltrans, context-sensitive aesthetic standards, including features that reflect a "sense of place" for the HDC communities shall be considered for the structures.
- Dark-Sky Compliant Lighting: To preserve the dark night sky as a natural resource in desert region communities, dark-sky compliant lighting will be used to minimize light pollution cast into the sky while maximizing light cast onto the ground, as appropriate. A lighting plan shall be developed that requires project lighting to be appropriately shielded.
- Fencing will be used during project construction to shield the view of construction activities from the parkway users.

The project would not have constructive use of Robert St. Clair Parkway because proximity impacts would not substantially affect or impair the features, functions, or activities that qualify the property for protection under Section 4(f).

Poncitlán Square, Palmdale

This park/square is located across from City Hall at 38315 9th Street East, Palmdale. Poncitlán Square features native vegetation and landscaping, a rose garden, and a bandstand pavilion/gazebo for outdoor concerts, special events, outdoor wedding ceremonies, and reception photos. This park is about 0.4 mile southwest of the project limits at its closest point. No direct incorporation or temporary occupancy of this parkland is needed. In addition, this facility is buffered from the project alternatives by distance (about 900 feet) and the presence of intervening structures.

The Air Quality Impact Study concludes that no federal violation would result from the implementation of these alternatives; therefore, there would be no adverse permanent air quality impact to the facility. During construction, a short-term worsening of air quality may occur due to the release of particulate emissions generated by site preparation, excavation, grading, hauling, and other activities related to construction. Emissions from construction equipment are also anticipated. However, Measures CI-AQ-1 and CI-AQ-2 (please see Section 3.6, Construction Impacts, Air Quality, of the EIR/EIS for more details) would reduce the stationary and mobile source emissions, ensuring compliance with air quality regulations and minimizing air quality impacts during project construction. In addition, there is no reasonable likelihood of any proximity impacts, such as accessibility, noise, visual, water quality, wildlife, or traffic, that might interfere with the activities, attributes, or function of this park; therefore, the proposed project would not cause an indirect or constructive use of Poncitlán Square.

Palmdale Hammack Activity Center/Roller Hockey Rinks

Palmdale Hammack Activity Center/Roller Hockey Rinks is a 29,000-square-foot recreational facility owned and operated by the City of Palmdale. It is located at 815 East Avenue Q-6, is open to the public, and is considered significant. None of the project alternatives would permanently incorporate land or temporarily occupy this park; therefore, no direct use is anticipated. In addition, this facility is 0.17 mile from the project limits and is buffered from the project alternatives by distance (about 900 feet) and the presence of intervening structures. The project's Air Quality Impact Study concludes that no federal violation would result from the implementation of these alternatives; therefore, there would be no adverse permanent air quality impact to the facility. During construction, a short-term worsening of air quality may occur due to the release of particulate emissions generated by site preparation, excavation, grading, hauling, and other activities related to construction. Emissions from construction equipment are also anticipated. However, Measures CI-AQ-1 and CI-AQ-2 (please see Section 3.6, Construction Impacts, Air Quality, of the EIR/EIS for more details) would reduce the stationary and mobile source emissions, ensuring compliance with air quality regulations and minimizing air quality impacts during project construction.

In addition, there is no reasonable likelihood of any proximity impacts, such as accessibility, noise, visual, air quality, water quality, vegetation, or traffic, that might interfere with the activities, attributes, or function of this park; therefore, the project

would not cause constructive use of the Palmdale Hammack Activity Center/Roller Hockey Rinks.

Pelona Vista Park, Palmdale

This park is located immediately adjacent and west of SR-14 at 37700 Tierra Subida, Palmdale. This 73-acre park offers ten lighted soccer fields, a concrete multiuse trail, restrooms, information kiosk, and a park office/maintenance building.

The project does not permanently incorporate any land from this park, and no temporary occupancy of/construction easement from the park would be needed.

Accessibility

Public access to the park, which is via Rayburn Road and Tierra Subida Avenue, is anticipated to be maintained at all times during project construction and operation.

Noise

The Noise Study (2014) concludes that the project is not anticipated to have any adverse noise effect on the park.

Visual

The Visual Impact Assessment (2014) concludes that the project is not anticipated to have any adverse visual effect on the park.

Air Quality

The Air Quality Impact Study concludes that no federal violation would result from the implementation of these alternatives; therefore, there would be no adverse permanent air quality impact to the park. During construction, a short-term worsening of air quality may occur due to the release of particulate emissions generated by site preparation, excavation, grading, hauling, and other activities related to construction. Emissions from construction equipment are also anticipated. However, Measures CI-AQ-1 and CI-AQ-2 (please see Section 3.6, Construction Impacts, Air Quality, of the EIR/EIS for more details) would reduce the stationary and mobile source emissions, ensuring compliance with air quality regulations and minimizing air quality impacts during project construction.

Vegetation and Water Quality

Work would be outside the park's ROW, and the project would incorporate all BMPs into the construction operations; therefore, no vegetation or water quality impacts on this park are anticipated.

Conclusion:

The proposed project would not cause a constructive use of Pelona Vista Park because the proximity impacts would not substantially impair the protected activities, features, or attributes of this facility.

Manzanita Heights Park, Palmdale

This park is located at 431 Mesa Verde Avenue. It covers 5 acres and includes a group picnic area, three individual picnic areas with BBQ grills, a play lot, playfield, restrooms, and parking. The project would not incorporate any land from this park. This park is also buffered from the project limits (SR-14) by a distance of approximately 800 feet, as well as six rows of houses and roads between the park and the project. There is also one Caltrans soundwall and one private wall between the residences and the freeway.

The Air Quality Impact Study concludes that no federal violation would result from the implementation of these alternatives; therefore, there would be no adverse permanent air quality impact to the park. During construction, a short-term worsening of air quality may occur due to the release of particulate emissions generated by site preparation, excavation, grading, hauling, and other activities related to construction. Emissions from construction equipment are also anticipated. However, Measures CI-AQ-1 and CI-AQ-2 (please see Section 3.6, Construction Impacts, Air Quality, of the EIR/EIS for more details) would reduce the stationary and mobile source emissions, ensuring compliance with air quality regulations and minimizing air quality impacts during project construction. In addition, there would be no reasonable potential for noise, visual, or traffic impacts on this park. The project build alternatives would not result in constructive use of this park because proximity impacts would not substantially impair the protected activities, features, or attributes of this facility.

Richardson Park, Adelanto and Howard Loy Park, Adelanto

Richardson Park is located at 11500-11588 Air Expressway, Adelanto, and includes a baseball field, soccer field, skate park, picnic area, and playground.

Howard Loy Park is located at 11735 Air Expressway, Adelanto, and includes a picnic area.

Richardson Park and Howard Loy Park are about 0.2 mile from the proposed HDC main line and 0.08 mile from the proposed ramps. The project would not incorporate any land from these parks, and no temporary construction easements would be needed from either of these parks.

Accessibility

Public access to these parks is by means of Desert Air Expressway. This access would not be permanently or temporarily affected by the project.

Noise

Traffic noise impacts are not expected to occur at these parks as a result of the proposed project.

Visual

The proposed roadway would include on- and off-ramps, bridge structures, train tracks, and a bike path. These new features would negatively affect the visual intactness and unity of the view. This would result in a slight lowering of the visual quality because the visual character would be changed to include more manmade elements, causing the compatibility of the visual character to decrease. Nighttime views in the area would be affected by new sources of light from elevated headlights on the bridge, as well as from new interchange lighting. Overall, the amount of changes to visual resources is low. In addition, active sports are the primary activities of these parks, which do not require views to or from the parks; therefore, the visual change is not anticipated to substantially affect the activities or characteristics of these parks.

During project construction, temporary distant visual impacts due to the contractor's operations, such as night lighting, dust, temporary structures, haul materials and construction equipment, worker presence, fencing, and signage, as well as construction-related vehicles on the highway, would also be present; however, these elements are common for highway construction projects and they would be temporary and short term at this location. These parks are also buffered from the project limits by distance of about 500 feet and the presence of Air Expressway Boulevard; therefore, construction impacts would not substantially affect or impair the functions or activities of these parks.

Air Quality

The Air Quality Impact Study concludes that no federal violation would result from the implementation of these alternatives; therefore, there would be no adverse permanent air quality impact to the parks.

During construction, a short-term worsening of air quality may occur due to the release of particulate emissions generated by site preparation, excavation, grading, hauling, and other activities related to construction. Emissions from construction equipment are also anticipated. However, Measures CI-AQ-1 and CI-AQ-2 (please see Section 3.6, Construction Impacts, Air Quality, of the EIR/EIS for more details) would reduce the stationary and mobile source emissions, ensuring compliance with air quality regulations and minimizing air quality impacts during project construction.

Vegetation and Water Quality

Work would be outside the parks' ROW, and the project would incorporate all BMPs into the construction operations; therefore, no vegetation or water quality impacts on these parks are anticipated.

Conclusion:

The proposed project would not cause a constructive use of Richardson Park and Howard Loy Park because the proximity impacts would not substantially impair the protected activities, features, or attributes of these facilities.

Westwinds Sport Center, Westwinds Activities Center, and Schmidt Park, Victorville

The Westwinds Sport Center is located at 18241 George Boulevard, Victorville. The facilities include a large gymnasium, five racquetball courts, a meeting room, restrooms, and a lighted baseball field with a grass infield.

Westwinds Activities Center is located at 18040 George Boulevard, Victorville (gym).

Schmidt Park is located at 13576 Mustang Street, Victorville. It includes an open turf, restrooms, and a playground. Park amenities include two soccer fields, a basketball court, and a covered picnic area with a barbecue.

In general, Variation E would be located farther south from Westwinds Sport Center, Westwinds Activities Center, and Schmidt Park compared to the other variations. As a result, Variation E would be less visible to these facilities compared to the other variations. None of the project build alternatives would incorporate any land from these three facilities, nor would temporary occupancy of these facilities be involved. Public access to these facilities, which is via George Boulevard and Mustang Street, would not be affected during project construction or operation.

These facilities are 0.46 to 0.6 mile from the project's limits and are buffered from most of the project alternatives by a distance of at least 2,400 feet and the presence of intervening structures. For Variation E, this distance is even greater (1.5 mile or more). There is no reasonable likelihood of any proximity impacts, such as noise, visual, air quality, water quality, wildlife or traffic, that might interfere with the activities and functions of these facilities; therefore, the project would not cause constructive use of the Westwinds Sport Center, Westwinds Activities Center, or Schmidt Park.

Grady Trammel Park, Victorville

Grady Trammel Park is located at 17184 Stoddard Wells Road, Victorville. Park amenities include a ball field, an open grass area, an outdoor basketball court, a sand volleyball court, covered picnic areas, play equipment, and restrooms.

This park is approximately 0.3 mile from the project limits. The project alternatives would not incorporate any land from Grady Trammel Park. No temporary occupancy of these facilities would be involved.

Accessibility

Public access to these facilities, which is via Stoddard Wells Road, would not be affected during project construction or operation.

Visual

Visual impacts on Grady Trammel Park from the minor improvement along I-15 are not anticipated; however, the view from the park between the National Old Trails

Highway and I-15 would be affected by the HDC alignment segment and Variation E. Viewer response is expected to be low because the park is 0.5 mile away from the proposed Variation E HSR alignment and 0.75 mile from the proposed HDC alignment. The view is also screened by large trees in the western and northern directions and partially blocked by a church building and topography to the north and northeast.

Noise

Because Grady Trammel Park is located at a distance of more than 1,500 feet from the project, noise impacts are not anticipated as a result of project construction or operation.

Air Quality

The Air Quality Impact Study concludes that no federal violation would result from the implementation of these alternatives; therefore, there would be no adverse permanent air quality impact to the park. During construction, a short-term worsening of air quality may occur due to the release of particulate emissions generated by site preparation, excavation, grading, hauling, and other activities related to construction. Emissions from construction equipment are also anticipated. However, Measures CI-AQ-1 and CI-AQ-2 (please see Section 3.6, Construction Impacts, Air Quality, of the EIR/EIS for more details) would reduce the stationary and mobile source emissions, ensuring compliance with air quality regulations and minimizing air quality impacts during project construction.

Vegetation and Water Quality

Work would be outside the parks' ROW at a distance of more than 1,500 feet, and the project would incorporate all BMPs into the construction operations; therefore, no vegetation or water quality impacts on this park are anticipated.

Therefore, the project would not have constructive use of Grady Trammel Park because proximity impacts would not substantially impair the functions or activities of the park.

Horsemen's Center, Apple Valley

Horsemen's Center is owned by the Town of Apple Valley and is located at 24320 Highway 18, adjacent to the project limits. Nestled in a unique rock formation, this park provides a playground, open grass area, picnic area (29 tables and 25 barbecues), a perimeter hiking trail, 2 horse arenas, a BMX Motor Park, concession stand, 7 primitive campsites, and a permanent restroom. The BMX track was renovated in 2009 to create a national-caliber track. It has lighting for races and practicing at night, and a sound system.

The project alternatives would not permanently incorporate any land or require any temporary construction easement from Horsemen's Center.

Accessibility

Public access to Horsemen's Center from the existing SR-18 would be maintained.

Noise

No noise impacts are identified at this location.

Visual

The visual change is moderately high because the alignment of the HDC would replace a dominant stand of evergreen trees with a wide divided roadway that would be visible to the horseback riders, hikers, and recreational users. The influence of manmade elements increases the continuity of the view due to the unifying and strong linear orientation of the roadway. The unifying effects of the HDC's pattern character are offset by the increase in day and nighttime glare from the roadway pavement, signage, vehicles, and lighting. The pavement also contrasts significantly with the color and texture of the existing landscape cover; however, the activities of Horsemen's Center are mainly active sports. Views to and from the center are not features or characteristics of the property; therefore, the visual change is not anticipated to substantially affect the activities or characteristics of Horsemen's Center; however, the following measures would be incorporated into the project to minimize any potential visual impacts:

- V-10: To minimize glare and reduce visual disruption, any retaining wall facing the park shall be textured and colored to be compatible with adjacent (native) soils. Context-sensitive solutions, developed in coordination with Caltrans Landscape Architecture, will be incorporated into project elements as much as possible.
- V- 17: Trees/vegetation would be planted along the corridor to "soften" the view of the corridor/roadway and provide a more natural visual buffer. Planting of vines to deter graffiti will be part of the highway planting plans.
- V-9: Context-sensitive aesthetic standards, including features that reflect a "sense of place" for the HDC communities, shall be considered for the structures to meet the desired goals of the Town of Apple Valley, Los Angeles County, and Caltrans.
- V-5: The project shall consolidate signs to minimize visual clutter. Lack of visual obstructions, such as cables and billboards, is desirable.
- V-6: Traffic control cabinets will be located out of public view.
- V-8: Elevated structures, such as overpasses and viaducts for the roadway, shall be minimized where practical or integrated within the surrounding environment.
- V-4: Dark-Sky Compliant Lighting: To preserve the dark night sky as a natural resource in desert region communities, dark-sky compliant lighting will be used to minimize light pollution cast into the sky while maximizing light cast onto the ground, as appropriate. A lighting plan shall be developed that requires project lighting to be appropriately shielded:

Air Quality

The Air Quality Impact Study concludes that no federal violation would result from the implementation of these alternatives; therefore, there would be no adverse permanent air quality impact to the park. During construction, a short-term worsening of air quality may occur due to the release of particulate emissions generated by site preparation, excavation, grading, hauling, and other activities related to construction. Emissions from construction equipment are also anticipated. However, Measures CI-AQ-1 and CI-AQ-2 (please see Section 3.6, Construction Impacts, Air Quality, of the EIR/EIS for more details) would reduce the stationary and mobile source emissions, ensuring compliance with air quality regulations and minimizing air quality impacts during project construction.

Vegetation and Water Quality

Work would be outside the Horsemen's Center's ROW, and the project would incorporate all BMPs into the construction operations; therefore, no vegetation or water quality impacts to Horsemen's Center are anticipated.

As a result, the project would not cause constructive use of Horsemen's Center because proximity impacts would not substantially impair the activities or functions of this center.

4.2 Properties Determined not to be Section 4(f) Properties

4.2.1 Parks and Recreational Land

Department of Water and Power's McCullough Switching Station-Victorville Switching Station Transmission Line Right of Way No. 33

This 36-acre parcel of land is located east of National Old Trails Highway and south of Victorville's Rockview Nature Park. It is owned by LADWP for the main purpose of utility operation. In 2000, LADWP signed a license agreement with the City of Victorville for the temporary use of a portion of this property for a park, hiking trail, and vehicle parking purposes for the period from 1998 to 2003. No permanent structures were allowed on the land and the City cannot use the land to satisfy any zoning demands, zoning variants or governmental requirements. The license agreement for this use expired in 2003 and is on hold-over status. These temporary uses are ongoing. However, according to the agreement, regardless of the manners and duration of use or occupancy, the license may be terminated at any time by the LADWP upon giving a 90-day notice, and which requires the area to be restored to the original condition and returned to the LADWP.

Coordination with LADWP confirms that the designated primary purpose of this land remains as utility operation; therefore, recreation use of this property is considered a temporary and secondary use.

The designated primary purpose of this property is for utility operation, not for recreation. Recreation is only a secondary use and is temporary. Therefore, provisions of Section 4(f) are not triggered according to FHWA's Policy Paper (Q&A #1A), which specifies that publicly owned land is considered to be a park or recreational

area protected under Section 4(f) when its primary purpose is as a park or recreation area. A property's primary function is defined by how it is intended to be managed. Incidental, secondary, occasional, or dispersed activities similar to park or recreational activities do not constitute a primary purpose within the context of Section 4(f).

Portions of Planned Multi-use Trails in the Town of Apple Valley

The HDC would intersect three portions of the Town of Apple Valley's adopted planned future trails. None of the three trails have been developed. These trails are currently identified on the map for the purpose of reserving easements with future development; no actual easements have been obtained; and no specific location/ boundary has been identified. According to the Town's Parks and Recreation, and Planning Departments, these trails would be for both non-motorized transportation and recreation purposes and would fall under the current private land. The development of these trails is dependent on the development of the adjacent properties. Once private property owners request approval to develop their sites, easements would be required for creation of the trail system, and trails adjacent to these parcels would be created. FHWA's Policy Paper (Q&A #25) specifies that Section 4(f) is not applicable when privately held properties of this type are formally designated as part of a Master Plan for future park/recreation development. They must be publicly owned at present. In this case, because the lands where trails are planned to be located are presently privately owned, Section 4(f) is not triggered.

Portions of Los Angeles County's Planned Trails

The HDC would intersect with Los Angeles County's adopted future recreational trails at the following locations: at Avenue Q just east of 110th Street; at Avenue Q12 just east of 140th Street, west of Big Rock Wash; at Avenue Q12 near 225th Street; and north of Avenue R, west of 225th Street (Vineyard Dip)

Coordination with the Los Angeles County Recreation Department, Trail Division, indicated that these are proposed trails within either Department of Public Works' (DPW) ROW or on private land with no present public ownership or easement.

The primary function of DPW land is for purposes of transportation. DPW will allow dirt shoulders be used for hiking, biking, and/or equestrian purposes, all considered as a secondary use. Therefore, as specified in FHWA's Policy Paper (Q&A #1A in regard to primary function), the planned trail portions that fall within DPW's land are not considered Section 4(f) properties.

For the portions of the adopted planned trails that may fall on present-day private land, FHWA's Policy Paper (Q&A #25) specifies that when private-held properties formally designate land uses into a Master Plan for future park/recreation development, Section 4(f) is not applicable. They must be publicly owned at present. Accordingly, the provisions of Section 4(f) are not triggered.

Portions of Trails within the City of Palmdale

The HDC would intersect with portions of the City of Palmdale's bikeways at the following locations:

- BL 1 & 2: At 40th Street (both variations)
- BL 3&4: At 50th Street (both variations) and along the bikeway at Avenue P8 from east of 50th Street to 90th Street.
- BL 5: At Avenue Q
- BL 6: At Palmdale Boulevard

The bike trails are discussed in the City's General Plan in both the Transportation and Recreation sections. However, they are a part of the city-wide bikeway network. A meeting was conducted with City of Palmdale Parks and Recreation Department and City of Palmdale Public Works Department to clarify the purpose of these bike trails. These departments confirmed that though the City allows multiple uses on the bikeway, including recreation, the primary intended function and purpose of these bikeways are for transportation. City's trails/bikeways that are designated primarily for recreation are separately listed (in the City's Recreation website) and do not include these bikeways. As specified in Exception 23 CFR 774.13 (f)(4), on the 4(f) Trails, paths, bikeways, and sidewalks which are part of the local transportation system and which function primarily for transportation purposes to not trigger Section 4(f) requirements.

The City of Adelanto's Future Planned Drainage Right-of-Way

The HDC build alternatives would intersect with portions of the City of Adelanto's planned drainage ROW/Open space that might include future recreational use. The planned ROW is in the undeveloped part of the city, mostly located on private land. FHWA's Policy Paper Q &A # 25 specifies that in order for Section 4(f) to apply, the land has to be publicly owned. Therefore, the portions of this planned ROW that are currently on private land would not be considered to be Section 4(f) property**,** even though the City may acquire it in the future. Other portions of this planned ROW are on land currently owned by the Los Angeles Department of Water and Power which is a public agency. However, this land is an existing power line/utility corridor. The intended primary purpose of the land is either utility operation or drainage with recreation as a secondary use. Therefore, provisions of Section 4(f) are not triggered.

4.2.2 Historic Properties

Project study and evaluation under Section 106 shows that within the project APE, there are archaeological sites which are eligible for inclusion in the National Register of Historic Places. These properties are included in Table 3.

According to exception 23 CFR 774.13(b), Section 4(f) applies to archaeological sites that are on or eligible for the NRHP and that warrant preservation in place. Section 4(f) does not apply to an archaeological resource that is important chiefly because of what can be learned through data recovery and has minimal value for preservation in place. As can be seen in Table 3, each of these archaeological sites is eligible for

listing in the NRHP but is important chiefly because of what can be learned through data recovery and has minimal value for preservation in place. SHPO is being consulted (please see Appendix K of the EIR/EIS for information concerning coordination with SHPO) and it is anticipated that SHPO would not object to this conclusion. Therefore, provisions of Section 4(f) are not triggered, and Caltrans intends to apply exception 23 CFR 774.13(b) to each of the archeological site in Table 3.

Table 3: Other resources eligible for inclusion in the NRHP

No	Address	Type of property	Description
1	P-19-004361	AH. mid 20th C. foundations and refuse	This resource consists of the remnants of two building foundations. Foundation 1 is composed of small cobble and concrete walls and a concrete pad, and a stone patio. Foundation 2, located northwest of Foundation 1, consists of partial cobble and concrete walls. A large pit, 25 ft in diameter and 4 ft deep is located immediately north of Foundation 2. Only a hole-in-top can and a sun altered amethyst glass fragment is associated with the foundations, suggesting an early twentieth century deposition of artifacts. Additional information about this site can be found in the Cultural Section of the Draft EIR/EIS and the Archaeological Survey Report for the project. The site has not been extensively disturbed, and therefore, may yield intact subsurface deposits that can yield important information. It is eligible for the National Register under NRHP Criterion D. It is not eligible under criteria A or B because as far as is known, it is not associated with persons or events important in history. It has been determined that this site is important chiefly because of what can be learned by data recovery and has minimal value for preservation in place. Concurrence from SHPO is pending.
2	P-19-004362	AH. early 20th C. homestead remnants and refuse	This resource consists of a historic homestead that includes six features: an earthen reservoir (Feature 1), two concrete foundations/pads (Features 2 and 3), one well pad with well head (Feature 4), a concrete well pump foundation (Feature 5), and a water tank (Feature 6), as well as two concrete hollow column irrigation pipes located west and north of Feature 6, and an associated refuse scatter. The site measures approximately 350 by 200 ft. The existing agriculture-related site, then, may have been the initial creation of Fannie May Wells or someone she sold the property to in later years. The complex is relatively extensive, with intensive use apparently dating to the 1950s and 1960s. The site has not been extensively disturbed, and therefore, may yield intact subsurface deposits that can yield important information. It appears to be eligible for the National Register and California Register under NRHP Criterion D. It is not eligible under criteria A or B because as far as is known, it is not associated with persons or events important in history. It has been determined that this site is important chiefly because of what can be learned by data recovery and has minimal value for preservation in place. Concurrence from SHPO is pending.
3	P-36-000066	Prehistoric lithic scatter	This prehistoric resource consists of a small scattering of flaked stone material located immediately above the Mojave River floodplain along the edge of a gently sloping ridgeline. It was believed CA-SBR-66 represents an ephemerally used satellite activity area associated with the large, prehistoric residential base/village (i.e., CA-SBR-182) located approximately 0.25 mile to the west. The resource was updated in 2012 as a result of survey for the HDC project and described as a small low density lithic scatter with fire affected rocks. The condition of the site is good. Caltrans has determined that CA-SBR-66 is eligible for listing in the NRHP under Criterion D as a contributor to an archaeological district. It is not eligible individually. It has been determined that this site is important chiefly because of what can be learned by data recovery and have minimal value for preservation in place. An eligibility concurrence by the SHPO is pending.
4	P-19-004367	AH. mid 20th C. foundations and refuse	This resource consists of a concrete building pad, and remnants of a wood structure/building and a barbed-wire fence. Also present throughout the site is a low-density refuse scatter. The site measures approximately 675 x 450ft (north-south/east-west), and is overall in poor condition due to modern ground disturbance including pothunting. Historical imagery depicts two buildings at the site, which were both constructed sometime between 1959 and 1968. The site appears to be eligible under criterion D/4, and it may yield information important to the identified “Waves of Settlement” theme, despite some previous disturbance at the site. It may still retain intact subsurface deposits and features that can contribute important information about post-1945 desert homesteading in the area. It is not eligible under criteria A, B or C as it does not appear to be associated with persons or events of historical importance; or embody the “distinctive characteristics of a type, period, region, or represents the work of a master or possesses high artistic values. It has been determined that this site is important chiefly because of what can be learned by data recovery and has minimal value for preservation in place. Concurrence from SHPO is pending.

Table 3: Other resources eligible for inclusion in the NRHP

No	Address	Type of property	Description
5	P-36-026769	AH. mid 20th C. foundations and refuse	This resource consists of the remnants of a large homestead including eight foundations, two animal pens and multiple refuse scatters. More details about this resource and its eight foundations can be found in the Archaeological Survey Report for the project. The site appears to be eligible under NRHP Criterion D/4, though, as it may represent a site important for its information potential in regard to several themes identified as important in the Archaeological Research Context section of this report. It may have the potential to answer questions regarding the "Agriculture and Ranching" and "Waves of Settlement" themes, within which both ethnicity and twentieth century desert homesteading subjects are included. Based on the age of the artifacts that are present, it is possible the site was primarily occupied by a person or family by the name of Engelbrecht, following earlier occupation by the Eyraud family. The property does not appear to be eligible for listing in the National Register of Historic Places under criteria A/1 or B/2, as it does not appear to be associated with persons or events important in history. It also does not appear to be eligible under NRHP Criterion C/3 as the site remains do not embody "distinctive characteristics of a type, period, region…or represents the work of a master or possesses high artistic values". It has been determined that this site is important chiefly because of what can be learned by data recovery and has minimal value for preservation in place. Concurrence from SHPO is pending.
6	P-36-026772	AH. water conveyance and storage remanants	This resource consists of the remnants of three foundations related to water irrigation. Foundation 1 appears to be a concrete stand of some sort, Foundation 2 is the remains of a cistern, and Foundation 3 is the concrete and cobble remains of a pump mount. An associated refuse scatter includes fragments of brown, green, sun-altered amethyst, and amber glass, milled lumber, white earthenware, barb wire, hole-in-top cans, sanitary can and miscellaneous metal. The scatter is sparse and suggests a 1900-1920s period of deposition. The site appears to be eligible under NRHP Criterion D/4, though, as it may represent a site important for its information potential in regard to several themes identified as important in the Archaeological Research Context section of this report. It may have the potential to answer questions regarding the "Development" and "Waves of Settlement" themes, within which twentieth century desert homesteading is included. Based on the age of the artifacts that are present, it is possible the site was primarily occupied by a person or family by the name of Engelbrecht, following earlier occupation by the Eyraud family. Concurrence from SHPO is pending. The property does not appear to be eligible for listing in r the National Register of Historic Places (National Register) under criteria A/1 or B/2, as it does not appear to be associated with persons or events important in history. It also does not appear to be eligible under NRHP Criterion C/3 as the site remains do not embody "distinctive characteristics of a type, period, region…or represents the work of a master or possesses high artistic values." It has been determined that this site is important chiefly because of what can be learned by data recovery and has minimal value for preservation in place. Concurrence from SHPO is pending.
7	P-36-010392 CA-SBR-10392/H	AP2. Lithic Scatter; AH4. Trash Scatter; not fully tested.	This multicomponent resource consists of sparse, scattered prehistoric lithics and historic domestic refuse. The prehistoric component of this site consists of a 500m by 33m prehistoric lithic scatter including six debitage flakes, a core fragment, a small stone anvil, slag glass, ceramics and several metal cans. The historic component consisted of seven scattered cans and one concentration made up of twelve cans. This site has not been formally evaluated. It is anticipated to be eligible for the NR under Criterion D. It has been determined that this site is important chiefly because of what can be learned by data recovery and has minimal value for preservation in place. Concurrence from SHPO is pending.

Table 3: Other resources eligible for inclusion in the NRHP

No	Address	Type of property	Description
8	P-36-000182 CA-SBR-182	AP15. Habitation Debris; tested.	This prehistoric resource consists of a large complex residential site and may represent the ethnohistoric Vanyumé Serrano site of Topipabit. The site consists of a large, intensively used prehistoric residential location containing four loci defined by moderate to dense concentrations of lithic artifacts, fire-altered rock, and burned faunal remains. Several hearth features, one possible house pit depression and one large pit feature were also identified. The condition of the site is good. The report for the Phase II testing (Horne and McDougall 2006) recommended the site as eligible for listing on the NRHP and CRHR based on the potential to yield information important to prehistory (Criterion D/4). This site is both eligible individually and as a contributor to the Topipabit Archaeological District. It has been determined that this site is important chiefly because of what can be learned by data recovery and has minimal value for preservation in place. Concurrence from SHPO is pending.
9	P-36-000158 CA-SBR-158	AP5. Petroglyphs	This prehistoric resource is two small petroglyphs and was originally recorded in 1964 and described as having design elements consisting of a bisected circle and two diamonds joined vertically. A recent in-field determination was that weathering and spalling had destroyed the two diamonds design element, as evidenced not only on the rock art panel but also the granitic rocks in the area. The site integrity is good except for weathering and spalling of rock faces. The site has not been formally evaluated. It is anticipated that the site is eligible for the National Register under Criterion D. It has been determined that this site is important chiefly because of what can be learned by data recovery and has minimal value for preservation in place. Concurrence from SHPO is pending.
10	P-36-006312 CA-SBR-6312	AP2. Lithic Scatter; AP11. Hearths; not fully tested.	This prehistoric resource is a temporary camp. The site was originally recorded in 1989 and described as measuring 66m by 23m, consisting of nine fire-cracked rocks, one bifacial mano fragment, one possible metate fragment, and one disturbed hearth. The site was later re-designated as a food processing station with an increased boundary measuring 160m by 130m. The site was recommended as not eligible for listing on the NRHP because it was unlikely to yield further information about prehistory of the region. However, recent evaluation for the project determines that the site is eligible for the National Register under Criterion D. It has been determined that this site is important chiefly because of what can be learned by data recovery and has minimal value for preservation in place. Concurrence from SHPO is pending.
11	P-36-026768	AH. Foundation remnant and assoc. refuse scatter	This historic resource consists of the remnants of a foundation and an associated refuse scatter. Features consist of the remains of a foundation with 15-in tall walls, composed up of cobbles and concrete. The north wall has been destroyed and fragments of the walls lay near the foundation. A large depression or pit is located in the middle of what would have been the floor of the foundation. The site appears to be eligible under NRHP Criterion D/4, though, as it may represent a site important for its information potential in regard to several themes identified as important in the Archaeological Research Context section of this report. It may have the potential to answer questions regarding the Agriculture and Ranching and Waves of Settlement themes, within which both ethnicity and twentieth century desert homesteading subjects are included. Concurrence from SHPO is pending. The property does not appear to be eligible for listing in the National Register s under criteria A/1 or B/2, as it does not appear to be associated with persons or events important in history. It also does not appear to be eligible under NRHP Criterion C/3 as the site remains do not embody “distinctive characteristics of a type, period, region…or represents the work of a master or possesses high artistic values.” It has been determined that this site is important chiefly because of what can be learned by data recovery and has minimal value for preservation in place. Concurrence from SHPO is pending.

Table 3: Other resources eligible for inclusion in the NRHP

No	Address	Type of property	Description
12	P-36-012609		This is a large, prehistoric habitation site. An abundance and diversity of cultural material has been recovered from the surface of the site and from intact, buried deposits to depths of about 6 feet during 2 periods of subsurface testing. Recovery of artifacts suggest the site was occupied dating from the Gypsum Period (approximately 4000–1500 B.P.), through the Saratoga Springs Period (1500–800 B.P.), and into the Late Period (800–300 B.P.) It has been determined that this site is important chiefly because of what can be learned by data recovery and has minimal value for preservation in place. Concurrence from SHPO is pending.
13	Potential Topipabit Archaeological District		Caltrans has determined that a proposed National Register Archaeological District called Topipabit District is eligible for listing. The district would encompass three archaeological sites that are located within the APE and that may be associated with the ethnohistorically-attested Desert Serrano village of Topipabit. The three sites are P-36-000066 (CA-SBR-66), P-36-000182 (CA-SBR-182), and P-36-012609 (CA -SBR-12336),. The proposal for creation of the district is supported by preliminary ethnohistory research by David Earle (see ASR, Appendix C). The research indicates the district would be eligible for listing to the NRHP under Criterion D. It has been determined that this district is important chiefly because of what can be learned by data recovery and has minimal value for preservation in place. Concurrence from SHPO is pending.

5.0 Section 6(f) Consideration

The project would acquire land from one Section 4(f) property/parkland, the Westwinds Golf Course; however this property was not acquired or developed using any grant money from the Land and Water Conservation Act, which triggers Section 6(f). Coordination with the City of Victorville shows that the City received monetary grants from the Land and Water Conservation Fund in 1994 and 1995 for improvements within Rockview Nature Park, adjacent to the project; however, the project would not convert any land from this park. Therefore, provisions of Section 6(f) are not triggered.

6.0 References

23 CFR 774: Parks, Recreation Areas, Wildlife and Waterfowl Refuges, and Historic Sites (Section 4(f)).

Section 4(f) Policy Paper, July 20, 2012.

Noise Study Report and HSR Vibration Impact Assessment, August 2014.

Air Quality Report, August 2014.

Visual Impact Assessment, April 2014.

HDC Finding of Adverse Effects, September, 2014.

7.0 List of Preparers

Caltrans

Thoa Le, Associate Environmental Planner. B.S. Biology, Hanoi University of Education; M.S. Environmental Sciences, University of East Anglia, UK; 13 years of experience in environmental research, environmental document preparation, and reviews. Contribution: Section 4(f) analysis, documentation, and coordination.

Parsons

Greg King, Environmental Manager. University of California, Santa Barbara, M.A. Public Historical Studies; 30 years of environmental planning experience in California. Contribution: Section 4(f) Evaluation peer review.

Anne Kochaon, QEP, Environmental Senior Project Manager. M.S. Environmental Engineering, Asian Institute of Technology, Bangkok, Thailand; 29 years of experience in environmental planning and impact assessment. Contribution: Section 4(f) Peer review and report organization.

Appendix C Title VI Policy Statement

STATE OF CALIFORNIA—BUSINESS, TRANSPORTATION AND HOUSING AGENCY EDMUND G. BROWN Jr., Governor

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NON-DISCRIMINATION
POLICY STATEMENT

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

For information or guidance on how to file a complaint based on the grounds of race, color, national origin, sex, disability, religion, sexual orientation, or age, please visit the following web page: http://www.dot.ca.gov/hq/bep/title_vi/t6_violated.htm.

Additionally, if you need this information in an alternate format, such as in Braille or in a language other than English, please contact the California Department of Transportation, Office of Business and Economic Opportunity, 1823 14th Street, MS-79, Sacramento, CA 95811. Telephone: (916) 324-0449, TTY: 711, or via Fax: (916) 324-1949.

MALCOLM DOUGHERTY
Director

"Caltrans improves mobility across California"

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Appendix D Summary of Relocation Benefits

Caltrans will be the agency responsible for acquiring the necessary right-of-way for the project. Caltrans will follow the process outlined in the Caltrans Relocation Assistance Program, which is provided below.

California Department of Transportation Relocation Assistance Program

Relocation Assistance Advisory Services

Declaration of Policy

"The purpose of this title is to establish a ***uniform policy for fair and equitable treatment*** of persons displaced as a result of federal and federally assisted programs in order that such persons ***shall not suffer disproportionate injuries*** as a result of programs designed for the benefit of the public as a whole."

The Fifth Amendment to the U.S. Constitution states, "No Person shall…be deprived of life, liberty, or property, without due process of law, nor shall private property be taken for public use without just compensation." The Uniform Act sets forth in statute the due process that must be followed in Real Property acquisitions involving federal funds. Supplementing the Uniform Act is the government-wide single rule for all agencies to follow, set forth in 49 CFR, Part 24. Displaced individuals, families, businesses, farms, and nonprofit organizations may be eligible for relocation advisory services and payments, as discussed below.

Fair Housing

The Fair Housing Law (Title VIII of the Civil Rights Act of 1968) sets forth the policy of the United States to provide, within constitutional limitations, for fair housing. This act, and as amended, makes discriminatory practices in the purchase and rental of most residential units illegal. Whenever possible, minority persons shall be given reasonable opportunities to relocate to any available housing regardless of neighborhood, as long as the replacement dwellings are decent, safe, and sanitary and are within their financial means. This policy, however, does not require Caltrans to provide a person a larger payment than is necessary to enable a person to relocate to a comparable replacement dwelling.

Any persons to be displaced will be assigned to a relocation advisor, who will work closely with each displace in order to see that all payments and benefits are fully utilized, and that all regulations are observed, thereby avoiding the possibility of displaces jeopardizing or forfeiting any of their benefits or payments. At the time of the initiation of negotiations (usually the first written offer to purchase), owner-occupants are given a detailed explanation of the state's relocation services. Tenant occupants of properties to be acquired are contacted soon after the initiation of

negotiations, and also are given a detailed explanation of the Caltrans Relocation Assistance Program. To avoid loss of possible benefits, no individual, family, business, farm, or nonprofit organization should commit to purchase or rent a replacement property without first contacting a Caltrans relocation advisor.

Relocation Assistance Advisory Services

In accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, as amended, Caltrans will provide relocation advisory assistance to any person, business, farm or nonprofit organization displaced as a result of the acquisition of real property for public use, so long as they are legally present in the United States. Caltrans will assist eligible displaces in obtaining comparable replacement housing by providing current and continuing information on the availability and prices of both houses for sale and rental units that are "decent, safe and sanitary." Nonresidential displaces will receive information on comparable properties for lease or purchase (for business, farm and nonprofit organization relocation services, see below).

Residential replacement dwellings will be in a location generally not less desirable than the displacement neighborhood at prices or rents within the financial ability of the individuals and families displaced, and reasonably accessible to their places of employment. Before any displacement occurs, comparable replacement dwellings will be offered to displaces that are open to all persons regardless of race, color, religion, sex, national origin, and consistent with the requirements of Title VIII of the Civil Rights Act of 1968. This assistance will also include the supplying of information concerning federal and state assisted housing programs, and any other known services being offered by public and private agencies in the area.

Persons who are eligible for relocation payments and who are legally occupying the property required for the project will not be asked to move without first being given at least 90 days written notice. Residential occupants eligible for relocation payment(s) will not be required to move unless at least one comparable "decent, safe and sanitary" replacement dwelling, available on the market, is offered to them by Caltrans.

Residential Relocation Payments

The Relocation Assistance Program will help eligible residential occupants by paying certain costs and expenses. These costs are limited to those necessary for or incidental to the purchase or rental of a replacement dwelling and actual reasonable moving expenses to a new location within 50 miles of the displacement property. Any actual moving costs in excess of the 50 miles are the responsibility of the displace. The Residential Relocation Assistance Program can be summarized as follows:

Moving Costs

Any displaced person, who lawfully occupied the acquired property, regardless of the length of occupancy in the property acquired, will be eligible for reimbursement of moving costs. Displaces will receive either the actual reasonable costs involved in

moving themselves and personal property up to a maximum of 50 miles, or a fixed payment based on a fixed moving cost schedule. Lawful occupants who move into the displacement property after the initiation of negotiations must wait until Caltrans obtains control of the property in order to be eligible for relocation payments.

Purchase Differential

In addition to moving and related expense payments, fully eligible homeowners may be entitled to payments for increased costs of replacement housing.

Homeowners who have owned and occupied their property for 180 days or more prior to the date of the initiation of negotiations (usually the first written offer to purchase the property), may qualify to receive a price differential payment and may qualify to receive reimbursement for certain nonrecurring costs incidental to the purchase of the replacement property. An interest differential payment is also available if the interest rate for the loan on the replacement dwelling is higher than the loan rate on the displacement dwelling, subject to certain limitations on reimbursement based upon the replacement property interest rate. The maximum combination of these three supplemental payments that the owner-occupant can receive is $22,500. If the total entitlement (without the moving payments) is in excess of $22,500, the Last Resort Housing Program will be used (see the explanation of the Last Resort Housing Program below).

Rent Differential

Tenants and certain owner-occupants (based on length of ownership) who have occupied the property to be acquired by Caltrans prior to the date of the initiation of negotiations may qualify to receive a rent differential payment. This payment is made when Caltrans determines that the cost to rent a comparable “decent, safe and sanitary” replacement dwelling will be more than the present rent of the displacement dwelling. As an alternative, the tenant may qualify for a down payment benefit designed to assist in the purchase of a replacement property and the payment of certain costs incidental to the purchase, subject to certain limitations noted under the Down Payment section below. The maximum amount payable to any eligible tenant and any owner-occupant of less than 180 days, in addition to moving expenses, is $5,250. If the total entitlement for rent supplement exceeds $5,250, the Last Resort Housing Program will be used.

In order to receive any relocation benefits, the displaced person must buy or rent and occupy a “decent, safe and sanitary” replacement dwelling within one year from the date Caltrans takes legal possession of the property, or from the date the displace vacates the displacement property, whichever is later.

Down Payment

The down payment option has been designed to aid owner-occupants of less than 180 days and tenants in legal occupancy prior to Caltrans’ initiation of negotiations. The down payment and incidental expenses cannot exceed the maximum payment of

$5,250. The one-year eligibility period in which to purchase and occupy a "decent, safe and sanitary" replacement dwelling will apply.

Last Resort Housing

Federal regulations (49 CFR 24) contain the policy and procedure for implementing the Last Resort Housing Program on federal-aid projects. Last Resort Housing benefits are, except for the amounts of payments and the methods in making them, the same as those benefits for standard residential relocation as explained above. Last Resort Housing has been designed primarily to cover situations where a displace cannot be relocated because of lack of available comparable replacement housing, or when the anticipated replacement housing payments exceed the $22,500 and $5,250 limits of the standard relocation procedure, because either the displace lacks the financial ability or other valid circumstances.

After the initiation of negotiations, Caltrans will within a reasonable length of time, personally contact the displaces to gather important information, including the following:

- Number of people to be displaced
- Specific arrangements needed to accommodate any family member(s) with special needs
- Financial ability to relocate into comparable replacement dwelling which will adequately house all members of the family
- Preferences in area of relocation
- Location of employment or school

Nonresidential Relocation Assistance

The Nonresidential Relocation Assistance Program provides assistance to businesses, farms and nonprofit organizations in locating suitable replacement property, and reimbursement for certain costs involved in relocation. The Relocation Advisory Assistance Program will provide current lists of properties offered for sale or rent, suitable for a particular business's specific relocation needs. The types of payments available to eligible businesses, farms and nonprofit organizations are: searching and moving expenses, and possibly reestablishment expenses; or a fixed in lieu payment instead of any moving, searching and reestablishment expenses. The payment types can be summarized as follows:

Moving Expenses

Moving expenses may include the following actual, reasonable costs:

- The moving of inventory, machinery, equipment and similar business-related property, including: dismantling, disconnecting, crating, packing, loading, insuring, transporting, unloading, unpacking, and reconnecting of personal property. Items acquired in the Right of Way contract may not be moved under the Relocation Assistance Program. If the displace buys an Item Pertaining to the Realty back at salvage value, the cost to move that item is borne by the displace.

- Loss of tangible personal property provides payment for actual, direct loss of personal property that the owner is permitted not to move.
- Expenses related to searching for a new business site, up to $2,500, for reasonable expenses actually incurred.

Reestablishment Expenses

Reestablishment expenses related to the operation of the business at the new location, up to $10,000 for reasonable expenses actually incurred.

Fixed In Lieu Payment

A fixed payment in lieu of moving, searching, and reestablishment payments may be available to businesses which meet certain eligibility requirements. This payment is an amount equal to half the average annual net earnings for the last two taxable years prior to the relocation and may not be less than $1,000 nor more than $20,000.

Additional Information

Reimbursement for moving costs and replacement housing payments are not considered income for the purpose of the Internal Revenue Code of 1954, or for the purpose of determining the extent of eligibility of a displace for assistance under the Social Security Act, or any other law, except for any federal law providing local "Section 8" Housing Programs.

Any person, business, farm or nonprofit organization which has been refused a relocation payment by the Caltrans relocation advisor or believes that the payment(s) offered by the agency are inadequate, may appeal for a special hearing of the complaint. No legal assistance is required. Information about the appeal procedure is available from the relocation advisor.

California law allows for payment for lost goodwill that arises from the displacement for a pubic project. A list of ineligible expenses can be obtained from Caltrans Right of Way. California's law and the federal regulations covering relocation assistance provide that no payment shall be duplicated by other payments being made by the displacing agency.

Residential Relocation Payments Program

For more information or a brochure on the residential relocation program, please contact Chanin McKeighen at Chanin_McKeighen@dot.ca.gov, or (559) 445-6237.

The brochure on the residential relocation program is also available in English at http://www.dot.ca.gov/hq/row/pubs/residential_english.pdf and in Spanish at http://www.dot.ca.gov/hq/row/pubs/residential_spanish.pdf.

If you own or rent a mobile home that may be moved or acquired by Caltrans, a relocation brochure is available in English at http://www.dot.ca.gov/hq/row/pubs/mobile_eng.pdf and in Spanish at http://www.dot.ca.gov/hq/row/pubs/mobile_sp.pdf.

Business and Farm Relocation Assistance Program

For more information or a brochure on the relocation of a business or farm, please contact Chanin McKeighen at Chanin_McKeighen @dot.ca.gov, or (559) 445-6237.

The brochure on the business relocation program is also available in English at http://www.dot.ca.gov/hq/row/pubs/business_farm.pdf and in Spanish at http://www.dot.ca.gov/hq/row/pubs/business_sp.pdf.

Additional Information

No relocation payment received would be considered as income for the purpose of the Internal Revenue Code of 1954 or for the purposes of determining eligibility or the extent of eligibility of any person for assistance under the Social Security Act or any other federal law (except for any federal law providing low-income housing assistance).

Appendix E Glossary of Technical Terms

ACTION: Any highway construction, reconstruction, rehabilitation, repair, or improvement undertaken with Federal-aid highway funds or Federal Highway Administration (FHWA) approval.

ACTIVE FAULT: A fault that has moved within late Quaternary time (the last 750,000 years). Note that this definition is broader than that used by the California Department of Conservation, California Geological Survey (CGS), which defines an active fault as one that has moved within Holocene time (the last 11,000 years).

ADAPTIVE MANAGEMENT: A long-term repeated process of gradually modifying management techniques based on the results of modeling and research.

ALLUVIAL FAN: A fan-shaped area of soil deposited where a mountain stream first enters a valley or plain.

ALLUVIAL SOILS: Soil developing from recent alluvium (see below); typical of floodplains.

ALLUVIUM: Material developed by running water.

AMBIENT: Refers to surrounding, external, or unconfined conditions.

AMBIENT NOISE: Exterior sound (the surrounding sound from all sources near and far).

AREA OF POTENTIAL EFFECT (APE): A term used in Section 106 of the National Historic Preservation Act to describe the area in which historic resources may be affected by a federal undertaking.

ARID: Dry.

ARTERIAL: High capacity road, which has the primary function of delivering traffic from low to moderate capacity roads to freeways or expressways.

AS-BUILTS: The final plans of a project after the project is constructed. These plans show the original design, as well as changes that occurred during construction.

ATTAINMENT AREA: A geographic area in which levels of a criteria air pollutant meet the health-based primary standard (national ambient air quality standard, or NAAQS) for the pollutant. An area may have an acceptable level for one criteria air pollutant, but may have unacceptable levels for others. Thus an area could be both attainment and nonattainment at the same time. Attainment areas are defined using federal pollutant limits set by the U.S. Environmental Protection Agency (EPA).

AUXILARY LANE: The portion of the roadway adjoining the traveled way for speed change, turning, weaving, truck climbing, maneuvering of entering and leaving traffic, and other purposes supplementary to through-traffic movement. Auxiliary lanes are used to balance the traffic load and maintain a more uniform level of service on the highway. They facilitate the positioning of drivers at exits and the merging of drivers at entrances.

BASE FLOOD: The flood having a 1 percent chance of being equaled or exceeded in any given year (100-year flood).

BASE FLOOD ELEVATION (BFE): The water surface elevation of the base flood.

BASE FLOODPLAIN: The area subject to flooding by the base flood.

BENEFICIAL USE: A use of a natural water resource that enhances the social, economic, and environmental well-being of the user. Twenty-one (21) beneficial uses are defined for the waters of California, ranging from municipal and domestic supply to fisheries and wildlife habitat.

BEST MANAGEMENT PRACTICE (BMP): Any program, technology, process, operating method, measure, or device that controls, prevents, removes, or reduces pollution.

BORROW: Soil brought in from another area.

CALIFORNIA ENVIRONMENTAL QUALITY ACT (CEQA): State legislation enacted in 1970 and subsequently amended. It requires public agencies to regulate activities that may affect the quality of the environment so that major consideration is given to preventing damage to the environment.

CALIFORNIA TRANSPORTATION COMMISSION (CTC): A State Commission, established by State Assembly Bill 402 (AB 402) with nine appointed members and two ex-officio members, responsible for the programming and allocating of funds for the construction of highway, passenger rail, and transit improvements throughout California. The CTC also provides guidance and recommendations on transportation policies.

CAPACITY: The maximum amount of traffic that can be accommodated by a uniform segment of freeway under prevailing conditions.

CHANNELIZATION: The use of traffic markings or islands to direct traffic into certain paths, for instance a “channelized” intersection directs portions of traffic into a left-turn lane through the use of roadway islands or striping that separates the turn lane from traffic going straight.

CLEAR RECOVERY ZONE: Unobstructed, relatively flat or gently sloping area beyond the edge of the traffic lane that affords the drivers of errant vehicles the opportunity to regain control.

CONVENTIONAL HIGHWAY: A highway without control of access that may or may not be divided.

COOPERATING AGENCY: "Cooperating Agency," under the National Environmental Policy Act (NEPA), means any agency other than the lead agency, which has jurisdiction by law or special expertise with respect to any environmental impact involved in a proposal for any action significantly affecting the human environment.

CORRIDOR: A strip of land between two termini within which traffic, topography, environment, and other characteristics are evaluated for transportation purposes.

CUMULATIVE IMPACT (CEQA): The CEQA definition of cumulative impact comes from the Office of Planning and Research (OPR). Section 15355 of OPR's CEQA Guidelines provides the following context:

> Cumulative impacts refer to two or more individual effects which, when considered together, are considerable or which compound or increase other environmental impacts.
>
> a) The individual effects may be changes resulting from a single project or a number of separate projects.
>
> b) The cumulative impact from several projects is the change in the environment which results from the incremental impact of the project when added to other closely related past, present, and reasonably foreseeable probable future projects. Cumulative impacts can result from individually minor but collectively significant projects taking place over a period of time.

CUMULATIVE IMPACT (NEPA): The NEPA definition of a cumulative impact comes from the Council on Environmental Quality (CEQ), which defines a cumulative impact as:

> …the impact on the environment which results from the incremental impact of the action when added to other past, present, and reasonably foreseeable future actions regardless of what agency (Federal or non-Federal) or person undertakes such other actions. Cumulative impacts can result from individually minor but collectively significant actions taking place over a period of time. (40 CFR §1508.7.)

dBA: A-weighted decibels are adjusted to approximate the way the average person hears sound.

DECIBEL: With respect to sound, decibels measure a scale from the threshold of human hearing, zero decibels, upwards towards the threshold of pain, about 120 to 140 decibels. Because decibels are such a small measure, they are computed

logarithmically and cannot be added arithmetically. An increase of 10 decibels is perceived by the human ear as a doubling of noise.

DEMAND: The transportation need at a point in time (e.g., traffic volume on a segment of road at a point in time, projected traffic volume on a segment of road in a future year, current peak period ridership on a bus route, children crossing at a signed intersection on school days).

DEMOGRAPHY, DEMOGRAPHIC: The study of populations with reference to birth and death rates, size and density, distribution, migration, and other vital statistics.

DESIGN CAPACITY: The maximum number of vehicles that can pass over a lane or a roadway during 1 hour without operating conditions falling below a preselected design level.

DESIGN CONCEPT: The type of facility identified by the project (e.g., freeway, expressway, arterial highway, grade-separated highway, reserved right-of-way rail transit, mixed-traffic rail transit, exclusive busway).

DESIGN FLOOD: The peak discharge, volume if appropriate, stage, or wave crest elevation of the flood associated with the flood frequency selected for the design of a project. (In other words, the project will not be inundated at the design flood frequency.)

DESIGN LIFE: The length of time that a transportation facility or improvement is intended to remain serviceable, frequently expressed in years.

DESIGN SCOPE: The design aspects that will affect the proposed facility's impact on regional emissions, usually as they relate to vehicle or person carrying capacity and control (e.g., number of lanes or tracks to be constructed or added, length of project, signalization, access control including approximate number and location of interchanges, preferential treatment for high-occupancy vehicles).

DESIGN SPEED: A speed determined for design and correlation of the physical features of a highway that influence vehicle operation. It is the maximum safe speed that can be maintained over a specified section of highway when conditions are so favorable that the design features of the highway govern.

DESIGN VOLUME: A volume determined for use in design, representing traffic expected to use the highway. Unless otherwise stated, it is an hourly volume.

DETERMINISTIC SEISMIC HAZARD ANALYSIS: Seismic parameters are estimated based on the size of the maximum credible (magnitude) earthquake expected. The value obtained is essentially time-independent. This method is used by Caltrans to assess the seismic hazard at most structures. See also probabilistic seismic hazard analysis, below.

DIAMETER AT BREAST HEIGHT (DBH): Diameter of tree measured 4 feet, 6 inches (1.4 meters) from ground level.

DIFFERENTIAL SETTLEMENT: The uneven lowering of different parts of an engineered structure, often resulting in damage to the structure.

DIRECT EFFECTS: Effects that are caused by an action and occur at the same time and place as the action.

ECOSYSTEM: The biotic community and its abiotic environment functioning on a system.

ENCROACHMENT: Federal Emergency Management Agency (FEMA) definition: Construction, placement of fill, or similar alteration of topography in the floodplain that reduces the area available to convey floodwaters. FHWA definition: An action within the limits of the base floodplain.

ENCROACHMENT (FHWA): An action within the limits of the base floodplain.

ENDANGERED: Plant or animal species that are in danger of extinction throughout all or a significant portion of its range.

ENDEMIC, ENDEMISM: Restricted to a given region (e.g., endemic to California).

ENVIRONMENTAL DOCUMENT: Draft or final Environmental Impact Statement (EIS) or Environmental Impact Report (EIR), Finding of No Significant Impact (FONSI), Environmental Assessment (EA) or Negative Declaration (ND)/Mitigated Negative Declaration (MND). A categorical exemption or exclusion is not considered an environmental document; it is rather the determination that the project is exempt/ excluded from the requirement to prepare an environmental document.

ENVIRONMENTAL PROTECTION AGENCY [UNITED STATES] (EPA): An agency of the executive branch of the federal government charged with establishing and enforcing environmental regulations.

EPHEMERAL: Lasting for only a short time; transitory; short-lived.

EROSION: The wearing away of the land surface by running water, wind, ice, or other geological agents.

ETHNOGRAPHIC: Relating to the study of human cultures.

EXPANSIVE SOILS: Soil deposits that have the capacity or a tendency to expand during weather or seismic events.

EXPRESSWAY: An arterial highway with at least partial control of access, which may or may not be divided or have grade separations at intersections.

EXTANT: Still in existence.

FALSEWORK: A temporary frame to support a structure during construction.

FAULT CREEP: Slow ground displacement occurring without accompanying earthquakes.

FEDERAL HIGHWAY ADMINISTRATION (FHWA): The Federal agency within the U.S. Department of Transportation responsible for administering the Federal-aid Highway Program and the Motor Carrier Safety Program.

FEDERAL REGISTER: The *Federal Register* is the official daily publication for agency rules, proposed rules, and notices of federal agencies and organizations, as well as for Executive Orders and other presidential documents.

FEDERAL TRANSIT ADMINISTRATION (FTA): An agency within the U.S. Department of Transportation responsible for administering federal funds for public transportation planning, programming, and projects.

FEDERAL STATE TRANSPORTATION IMPROVEMENT PROGRAM (FSTIP): A multiyear statewide, financially constrained, intermodal program of projects that is consistent with the statewide transportation plan (CTP) and regional transportation plans (RTPs). The FSTIP is developed by Caltrans and incorporates all of the Metropolitan Planning Organizations (MPOs) and Regional Transportation Planning Agencies (RTPAs) FTIPs by reference. Caltrans then submits the FSTIP to FHWA.

FEDERAL TRANSPORTATION IMPROVEMENT PROGRAM (FTIP): A constrained 4-year prioritized list of all transportation projects that are proposed for federal and local funding. The FTIP is developed and adopted by the MPO/RTPA and is updated every 2 years. It is consistent with the RTP, and it is required as a prerequisite for federal funding.

FLOOD BOUNDARY AND FLOODWAY MAP: The floodplain management map issued by FEMA that depicts, on the basis of detailed analyses, the boundaries of the 100- and 500-year floodplain and the regulatory floodway.

FLOOD FREQUENCY: The statistical number of years that takes place before the recurrence of a flood of the same magnitude (e.g., 10-year flood, 50-year flood, 100-year flood).

FLOOD INSURANCE RATE MAP (FIRM): The insurance and floodplain management map issued by FEMA that identifies, on the basis of detailed or approximate analyses, the areas of 100-year flood hazard in a community.

FLOOD INSURANCE STUDY: It is a report that describes and delineates the Special Flood Hazard Areas and the elevations of the community.

FLOODPLAIN: Any land area subject to inundation by floodwaters from any source.

FLOODPLAIN EVALUATION REPORT: A technical report that evaluates effects of the floodplain encroachment concerning the six key items identified in 23 CFR 650.111(b)(c)(d) verified by results of the Location Hydraulic Study (same as Figure 804.7A Technical Information for Location Hydraulic Study located in chapter 804 of the Highway Design Manual), but in greater detail. This report is required in situations where it is uncertain or clear that a project may involve a significant encroachment. This report is to be used as a backup for the EA/FONSI or an EIS. The risks, impacts, and mitigation measures must be summarized in the NEPA document.

FLOODPLAIN VALUES: Fish, wildlife, plants, open space, natural beauty, scientific study, outdoor recreation, agriculture, aqua culture, forestry, natural moderation of floods, water quality maintenance, groundwater discharge, etc.

FLOODPROOF: To design and construct a project to keep floodwaters out or to reduce the effects of floodwaters.

FLOODWAY: The channel of a river or other watercourse, plus any adjacent floodplain areas, which is designated a floodway by a public agency, that must be kept free of encroachment so that the 100-year flood discharge can be conveyed without cumulatively increasing the water-surface elevation more than 1 foot above the BFE. (Because the 1 foot is already accounted for, no increase of any amount in the BFE is allowed in the floodway.)

FLOODWAY FRINGE: The portion of the 100-year floodplain that is not within the floodway and in which development and other forms of encroachment may be permitted under certain circumstances.

FOSSIL: Any remains, trace, or imprint of a plant or animal that has been preserved in the earth’s crust since some past geologic time (Bates and Jackson 1980:243).

FRAGMENTATION: Reduction of a large habitat area into small, scattered remnants; reduction of leaves and other organic matter into smaller particles.

FRIABLE: Easily crumbled (as in friable soil).

FREEWAY: A divided arterial highway with full control of access and with grade separations at intersections.

GEOMETRIC DESIGN: The design of the physical features of a road, such as alignment, grades, sight distances, widths, and slopes, many of which are dictated by the design speed.

GOODS MOVEMENT: The transportation of commodities by any or all of the following commercial means: aircraft, railroad, ship, or truck.

HABITAT: Place where a plant or animal lives.

HABITAT PROTECTION: Ensuring appropriate uses of land to maintain and optimize species habitat values.

HIGH-OCCUPANCY VEHICLE (HOV) LANES: A lane of freeway reserved for the use of vehicles with set minimum number of occupants. Buses, taxis, carpools (which satisfy the occupancy minimum), and motorcycles generally may use HOV lanes.

HOLOCENE: The second epoch of the Quaternary Period characterized by man and modern animals.

HYDRIC SOIL: Soil subject to saturation or inundation.

IGNEOUS ROCKS: Formed when magma (liquid rock material) cools below the earth's surface or when lava cools above ground.

INDIRECT EFFECTS: Effects that are caused by an action and occur later in time, or at another location, yet are reasonably foreseeable.

INTERCHANGE: A system of interconnecting roadways in conjunction with one or more grade separations providing for the routing of traffic between two or more roadways on different levels.

INTERMODAL SURFACE TRANSPORTATION EFFICIENCY ACT (ISTEA): Federal transportation legislation adopted in 1991. It provided increased funding and program flexibility for multimodal transportation programs. Upon its expiration, ISTEA was succeeded by TEA-21.

INTERREGIONAL IMPROVEMENT PROGRAM (IIP): One of two component funding source programs that ultimately make up the State Transportation Improvement Program (STIP). The IIP receives 25 percent of the funds from the State Highway account. The IIP is the source of funding for the ITIP.

INTERREGIONAL TRANSPORTATION IMPROVEMENT PROGRAM (ITIP): A Statewide program of projects, developed by Caltrans for interregional projects that are primarily located outside of urbanized areas. The ITIP has a 4-year planning horizon and is updated every two years. It is submitted to the CTC along with the FTIP and taken together they are known as the STIP.

INTERREGIONAL TRANSPORTATION STRATEGIC PLAN (ITSP): A plan that describes and communicates the framework in which the state will carry out its responsibilities for the Interregional Transportation Improvement Program (ITIP).

LANE NUMBERING: On a multilane roadway, the lanes available for through travel in the same direction are numbered from left to right when facing in the direction of travel.

L_{dn}: Average noise over one day and night.

LEAD AGENCY (CEQA): The public agency that has primary responsibility for carrying out or approving a project that may have a significant effect on the environment and preparing the environmental document.

LEAD AGENCY (NEPA): The agency or agencies preparing or having taken primary responsibility for preparing the EIS.

L_{eq}: A measure of the average noise level during a specified period of time.

L_{eq}(h): Equivalent or average noise level for the noisiest hour.

LEVEL OF SERVICE (LOS): A measure describing operational conditions within a traffic stream. It measures such factors as speed and travel time, freedom to maneuver, traffic interruptions, comfort and convenience, and safety. The six defined levels of services use letter designations from A to F, with LOS A representing the best operating conditions and LOS F representing the worst. Each LOS represents a range of operating conditions.

LIQUEFACTION: The loss in the shearing resistance of a cohesionless soil, caused by an earthquake wave. The soil is turned into a fluid mass.

LITHIC: Consisting of or relating to stone or rock.

LOAD LIMITS: Weight restrictions used to prohibit vehicles that exceed a specified weight from using a transportation facility.

LOCATION HYDRAULIC STUDY: The preliminary investigative study to be made of base floodplain encroachments by a proposed highway action. (This study must be performed by a registered engineer with hydraulic expertise.)

MAGNITUDE: A measure of the strength of an earthquake or the strain energy released by it.

MAINTENANCE AREA: A federal term to describe any geographic region of the United States designated nonattainment pursuant to the Clean Air Act Amendments of 1990 (CAAA) and subsequently redesignated to attainment subject to the requirement to develop a maintenance plan under Section 175A of the CAAA.

MAJOR FEDERAL ACTION: Section 1508.18 of the CEQ Regulations states that "Major Federal action" includes actions with effects that may be major and which are potentially subject to Federal control and responsibility. Major reinforces but does not have a meaning independent of significantly (Sec. 1508.27)." An EIS must be prepared for any major federal action significantly affecting the quality of the human environment.

MAJOR INVESTMENT: Federal regulations define a "major metropolitan transportation investment" as "a high-type highway or transit improvement of substantial cost that is expected to have a significant effect on capacity, traffic flow,

level of service, or mode share at the transportation corridor or subarea scale" (23 CFR 450.104).

MAJOR INVESTMENT STUDY (MIS): Prepared during the early planning phase to analyze the range of modal alternatives and cost/benefits of "major metropolitan transportation investments," which are defined as being highway or transit improvements of substantial cost that are expected to have a significant effect on capacity, traffic flow, level of service, or mode share at the transportation corridor or subarea scale. TEA-21 eliminated the requirement for a separate MIS document, but the analysis still must be conducted.

MAXIMUM CREDIBLE EARTHQUAKE (MCE): The maximum intensity earthquake that is assumed to occur closest to the site. This earthquake is also described as the maximum magnitude earthquake, or maximum earthquake.

MEDIAN: The portion of a divided highway separating the traveled ways in opposite directions.

METROPOLITAN PLANNING ORGANIZATION (MPO): A federal designation for the forum for cooperative transportation decision-making for an urbanized area with population of more than 50,000.

METROPOLITAN TRANSPORTATION IMPROVEMENT PLAN (MTIP): MTIP is a synonym for the FTIP, and it refers to the programming done by the MPO/RTPA as part of the development of the MTP. Also called Regional Transportation Improvement Plan (RTIP).

METROPOLITAN TRANSPORTATION PLAN (MTP): A federal and state mandated planning document prepared by MPOs and RTPAs. The plan describes existing and projected transportation needs, conditions, and financing affecting all modes within a 20-year horizon. Also called a Regional Transportation Plan (RTP).

MIDDEN: A prehistoric refuse heap, usually containing shells and/or bones.

MIGRATION: Intentional, directional, and usually seasonal movement of animals between two regions or habitats; involves departure and return of the same individual.

MITIGATED NEGATIVE DECLARATION (MND): The CEQA document that is used when the Initial Study concludes that a project's potential significant effect on the environment can be reduced below the level of significance with the incorporation of mitigation measures.

MITIGATION BANK: Large blocks of land preserved, restored, and enhanced for the purpose of consolidating mitigation and/or mitigating in advance for projects that take listed species.

MIXED-FLOW LANE: A standard traffic lane for all types of vehicles, including single-occupant cars, carpools, vans, buses, and trucks.

MONITORING WELL: A well drilled at a hazardous waste management site or Superfund site to collect groundwater samples for the purpose of physical, chemical, or biological analysis to determine the amounts, types, and distribution of contaminants in the groundwater beneath the site.

MOVING AHEAD FOR PROGRESS IN THE 21st CENTURY ACT (MAP-21): MAP-21 was signed into law by President Barack Obama on July 6, 2012. Funding surface transportation programs at over $105 billion for fiscal years (FY) 2013 and 2014, MAP-21 is the first long-term highway authorization enacted since 2005.

MULTIMODAL: Pertaining to more than one method of traveling.

NATIONAL ENVIRONMENTAL POLICY ACT (NEPA): Enacted in 1969, NEPA requires all federal agencies to consider environmental factors through a systematic interdisciplinary approach before committing to a course of action. The NEPA process is an overall framework for the environmental evaluation of federal actions.

NATIONAL HIGHWAY SYSTEM (NHS): Consists of 155,000 miles (plus or minus 15 percent) of the major roads in the U.S. Included will be all interstate routes, a large percentage of urban and rural principal arterials, the defense strategic highway network, and strategic highway connectors.

NATIONAL POLLUTANT DISCHARGE ELIMINATION SYSTEM PERMIT (NPDES): "…is required for facilities and activities that discharge waste into surface waters from a confined pipe or channel."

NEGATIVE DECLARATION (ND): The CEQA document that is used when the Initial Study concludes that a project will have no significant impact on the environment.

NONATTAINMENT AREA: "Nonattainment Area" means any geographic region of the United States that EPA has designated as a nonattainment area for a transportation-related pollutant(s) for which a National Ambient Air Quality Standard (NAAQS) exists.

NONPOINT SOURCE: A "nonpoint source" is a dispersed source of pollution that is not identifiable as to specific location, but may be identified as contributing to water quality degradation from a tributary drainage area (e.g., pesticide residues distributed over an agricultural area).

NOTICE OF AVAILABILITY (NOA): A formal public notice under NEPA announcing the availability of a completed EA, Draft EIS, or Final EIS. For EISs, publication of such notice in the *Federal Register* is required.

NOTICE OF COMPLETION (NOC): The CEQA notice submitted to the State Clearinghouse when an EIR, MND, or ND is completed.

NOTICE OF DETERMINATION (NOD): A formal written notice under CEQA filed by a lead state agency when approving any project subject to the preparation of an EIR, MND, or ND.

NOTICE OF INTENT (NOI): Under NEPA, the "Notice of Intent" is a notice that an EIS will be prepared and considered. The NOI is published in the *Federal Register* by the lead federal agency. Under CEQA, a lead agency must also provide a "Notice of Intent to Adopt" an ND or MND to the public, responsible agencies, trustee agencies, and the county clerk of each county in which the proposed project is located.

NOTICE OF PREPARATION (NOP): The CEQA notice that an EIR will be prepared for a project.

OVERCROSSING (OC): A local road structure that bridges over a state highway.

OXYGEN DEMAND: Materials such as food waste and dead plant or animal tissue that use up dissolved oxygen in the water when they are degraded through chemical or biological processes. Chemical and biochemical oxygen demand (COD and BOD) are measures of the amount of oxygen consumed when a substance degrades.

PALEONTOLOGIC SPECIES: A morphologic species based on fossil specimens. It may include specimens that would be considered specifically distinct if living individuals could be observed (Bates and Jackson 1980:451).

PALEONTOLOGICAL RESOURCE: A locality containing vertebrate, invertebrate, or plant fossils (i.e., fossil location, fossil bearing formation, or a formation with the potential to bear fossils).

PALEONTOLOGY: The study of life in past geologic time based on fossil plants and animals and including phylogeny, their relationships to existing plants, animals, and environments, and the chronology of the earth's history (Bates and Jackson 1980:451).

PARTICIPATING AGENCY: Under 23 U.S.C. 139, a participating agency is any federal or non-federal agency (i.e., state, tribal, regional, or local government agency) that may have an interest in the project. Nongovernmental organizations and private entities cannot serve as participating agencies

PLAYA: A shallow temporary lake that may form in alkali sinks.

PLEISTOCENE: The first epoch of the Quaternary Period characterized by the first indications of social life in man.

PLIOCENE: The first epoch of the Tertiary Period characterized by the transition from hominids to early humans.

POINT SOURCE: Distinct location from which wastes are discharged (e.g., pipes and sewers).

PRACTICABLE: The term practicable means available and capable of being done after taking into consideration cost, existing technology, and logistics in light of overall project purposes.

PROBABILISTIC SEISMIC HAZARD ANALYSIS: Seismic parameters are estimated using several significant seismic sources, the likelihood of occurrence within a given time frame, and the uncertainty of the estimate. Caltrans uses probabilistic methods for important bridges and certain seismic retrofit projects.

PROJECT (CEQA): California Public Resources Code §21065 defines a "project" as an activity that may cause either a direct physical change in the environment, or a reasonably foreseeable indirect physical change in the environment, and which is any of the following:

A. An activity directly undertaken by any public agency.

B. An activity undertaken by a person which is supported, in whole or in part, throughout contracts, grants, subsidies, loans, or other forms of assistance from one or more public agencies.

C. An activity that involves the issuance to a person of a lease, permit, license, certificate, or other entitlement for use by one or more public agencies.

PROJECT (FHWA): 23 *Code of Federal Regulations* §1.2 defines a project as an undertaking by a State highway department for highway construction, including preliminary engineering, acquisition of rights-of-way and actual construction, or for highway planning and research, or for any other work or activity to carry out the provisions of the Federal laws for the administration of Federal-aid for highways.

QUATERNARY PERIOD: A geologic period, which includes both the Pleistocene and Holocene Periods, comprising the second portion of the Cenozoic era; characterized by the rise of man and modern animals.

RECEPTORS: Term used in air quality and noise studies that refers to houses or businesses that could be affected by a project.

RECORD OF DECISION (ROD): A formal written statement, required under NEPA, wherein a federal lead agency must present the basis for its decision to approve a selected project alternative, summarize mitigation measures incorporated into the project, and document any required Section 4(f) approval.

RECURRENCE INTERVAL: The average time interval between earthquake occurrences of equal magnitude on the same fault.

REGULATORY AGENCY: An agency that has jurisdiction by law.

REGIONAL IMPROVEMENT PROGRAM (RIP): One of two component funding source programs that ultimately make up the STIP. The RIP receives 75 percent of the funds from the State Highway account. This 75 percent is then distributed to the MPOs and RTPAs by a formula. The RIP is the source of funding for the FTIP.

REGIONAL TRANSPORTATION IMPROVEMENT PLAN (RTIP): RTIP is a synonym for the FTIP and it refers to the programming done by the MPO/RTPA as part of the development of the RTP. Also called a Metropolitan Transportation Improvement Plan (MTIP).

REGIONAL TRANSPORTATION PLAN (RTP): A federal and state mandated planning document prepared by MPOs and RTPAs. The plan describes existing and projected transportation needs, conditions, and financing affecting all modes within a 20-year horizon. Also called a Metropolitan Transportation Plan (MTP).

REGIONAL TRANSPORTATION PLANNING AGENCY (RTPA): A state designated single- or multi-county agency responsible for regional transportation planning. RTPAs are also known as Local Transportation Commissions or Councils of Governments and are usually located in rural or exurban areas.

REGULATORY EARTHQUAKE FAULT ZONES: Areas along faults defined as active by the California Geological Survey, typically 0.25 mile or less in width, where special studies are required to determine if there is a surface rupture hazard. Caltrans' broader definition of active faults results in other areas that also need to be addressed for surface rupture. A site near a fault defined as active by Caltrans criterion also requires a review of surface rupture potential.

REGULATORY FLOODWAY: A floodplain area that is reserved in an open manner by federal, state, or local requirements (i.e., unconfined or unobstructed either horizontally or vertically) to provide for the discharge of the base flood so that the cumulative increase in water surface elevation is no more than a 1-foot increase. (Because the 1 foot is already accounted for, no increase more than 0.00 foot is allowed)

RESPONSIBLE AGENCY: A "public agency, other than the lead agency which has responsibility for carrying out or approving a project" (PRC 21069). The CEQA Guidelines further explains the statutory definition by stating that a "responsible agency" includes "all public agencies other than the Lead Agency which have discretionary approval power over the project" (14 CCR 15381). State and local public agencies that have discretionary authority to issue permits, for example, fall into this category.

REVEGETATION: Planting of indigenous plants to replace natural vegetation that is damaged or removed as a result of highway construction projects or permit requirements.

RIGHT-OF-WAY: A general term denoting land, property, or interest therein, usually in a strip acquired for or devoted to transportation purposes.

RIPARIAN: Along banks of rivers and streams; riverbank forests are often called gallery forests.

RIPRAP: Randomly placed rock or concrete used to strengthen an embankment or protect it from erosion.

RISK ASSESSMENT: An economic and/or noneconomic assessment of the impacts associated with the floodplain encroachment(s). It is meant to be more general in detail than a risk analysis. The format and content of the Summary Floodplain Encroachment Report form is the minimum required for a risk assessment.

RUDERAL: Disturbed area with a prevalence of introduced weedy species. Ruderal habitats are associated with unpaved highway shoulders and weedy areas around and between dwellings and other structures.

SAFE, ACCOUNTABLE, FLEXIBLE, EFFICIENT TRANSPORTATION EQUITY ACT: A LEGACY FOR USERS (SAFETEA-LU): SAFETEA-LU authorized the Federal surface transportation programs for highways, highway safety, and transit for the 5-year period 2005 to 2009.

SCOPING: NEPA defines scoping as an early and open process for determining the scope of issues to be addressed and for identifying the significant issues related to a proposed action (40 CFR §1501.7). Under CEQA, scoping is designed to examine a proposed project early in the EIR environmental analysis/review process and is intended to identify the range of issues pertinent to the proposed project and feasible alternatives or mitigation measures to avoid potentially significant environmental effects.

SCOUR: Erosion caused by moving water.

SENATE BILL (SB) 45: California State Senate Bill 45, passed in 1997, revised transportation funding priorities at the State level, allocating 75 percent of capital outlay dollars to regional agencies, and 25 percent to the State.

SETBACKS: The minimum horizontal distance slopes shall be set back from site boundaries according to Chapter 70 of the Uniform Building Code. Also applies to the minimum horizontal distance required from faults to structures (see California Geological Survey Special Publication 42, pp. 27 and 29).

SETTLEMENT: The gradual downward movement of an engineered structure due to compression of the soil below the structure foundation.

SIGNIFICANCE (CEQA): CEQA defines a "significant effect on the environment" as “a substantial, or potentially substantial, adverse change in any of the physical conditions within the area affected by the project, including land, air, water, minerals, flora, fauna, ambient noise, and objects of historic or aesthetic significance. An economic or social change by itself shall not be considered a significant effect on the environment. A social or economic change related to a physical change may be

considered in determining whether the physical change is significant" (15382). CEQA requires that the lead agency identify each "significant effect on the environment" resulting from the project and avoid or mitigate it. The CEQA Guidelines include mandatory findings of significance for certain effects, thus requiring the preparation of an EIR.

SIGNIFICANCE (NEPA): Under NEPA, an EIS is required when the proposed federal action has the potential to "significantly affect the quality of the human environment." To determine that potential, one must consider both the context in which the action takes place and the intensity of its effect. Section 1508.27 of the CEQ regulations defines the term "significantly" as: Significantly as used in NEPA requires considerations of both context and intensity:

A. Context. This means that the significance of an action must be analyzed in several contexts such as society as a whole (human, national), the affected region, the affected interests, and the locality. Significance varies with the setting of the proposed action. For instance, in the case of a site-specific action, significance would usually depend upon the effects in the locale rather than in the world as a whole. Both short- and long-term effects are relevant.

B. Intensity. This refers to the severity of impact. Responsible officials must bear in mind that more than one agency may make decisions about partial aspects of a major action. The following should be considered in evaluating intensity:

    1. Impacts that may be both beneficial and adverse. A significant effect may exist even if the Federal agency believes that on balance the effect will be beneficial.

    2. The degree to which the proposed action affects public health or safety.

    3. Unique characteristics of the geographic area such as proximity to historic or cultural resources, park lands, prime farmlands, wetlands, wild and scenic rivers, or ecologically critical areas.

    4. The degree to which the effects on the quality of the human environment are likely to be highly controversial.

    5. The degree to which the possible effects on the human environment are highly uncertain or involve unique or unknown risks.

    6. The degree to which the action may establish a precedent for future actions with significant effects or represents a decision in principle about a future consideration.

7. Whether the action is related to other actions with individually insignificant but cumulatively significant impacts. Significance exists if it is reasonable to anticipate a cumulatively significant impact on the environment. Significance cannot be avoided by terming an action temporary or by breaking it down into small component parts.

8. The degree to which the action may adversely affect districts, sites, highways, structures, or objects listed in or eligible for listing in the National Register of Historic Places or may cause loss or destruction of significant scientific, cultural, or historical resources.

9. The degree to which the action may adversely affect an endangered or threatened species or its habitat that has been determined to be critical under the Endangered Species Act of 1973.

10. Whether the action threatens a violation of Federal, State, or local law or requirements imposed for the protection of the environment. [43 FR 56003, Nov. 29, 1978; 44 FR 874, Jan. 3, 1979].

SIGNIFICANT ENCROACHMENT: A highway encroachment and any direct support of likely base floodplain development that would involve one or more of the following construction or flood related impacts:

1. A significant potential for interruption or termination of a transportation facility, which is needed for emergency vehicles or provides a community's only evacuation route;

2. A significant risk (to life or property); or

3. A significant adverse impact on natural and beneficial floodplain values.

SOIL CREEP: The gradual, steady downhill movement of soil and loose rock material.

SOLE SOURCE AQUIFER: An aquifer upon which a community depends exclusively for its fresh water supply.

SPECIAL FLOOD HAZARD AREAS (SFHAS): The areas delineated on an NFIP map as being subject to inundation by the base (100-year) flood.

SPECIAL-STATUS SPECIES: Plant or animal species that are either (1) federally listed, proposed for or a candidate for listing as threatened or endangered; (2) bird species protected under the federal Migratory Bird Treaty Act; (3) protected under state endangered species laws and regulations, plant protection laws and regulations, Fish and Game codes, or species of special concern listings and policies; or (4) recognized by national, state, or local environmental organizations (e.g., California Native Plant Society).

STATE HIGHWAY OPERATIONS AND PROTECTION PROGRAM (SHOPP): A legislatively created program to maintain the integrity of the State Highway System (SHS). It is tapped for safety and rehabilitation projects. SHOPP is a multi-year program of projects approved by the Legislature and Governor. It is separate from the STIP.

STATE IMPLEMENTATION PLAN (SIP): The state's plan for attaining the NAAQS. Per federal law, transportation plans and programs in air quality nonattainment areas must conform to the SIP.

STATE TRANSPORTATION IMPROVEMENT PROGRAM (STIP): A statewide or bundled prioritized list of transportation projects covering a period of 4 years that is consistent with the long-range statewide transportation plan, MTPs, and FTIPs, and required for projects to be eligible for funding under Title 23 U.S.C. and title 49 U.S.C. Chapter 53.

STATE WATER RESOURCES CONTROL BOARD: The principal authority of California for regulation of the quantity and quality of waters of the State, established by act of the legislature in 1967. It assumed responsibility for administration of the Porter-Cologne Water Quality Control Act of 1969.

STATEMENT OF OVERRIDING CONSIDERATION: Pursuant to CEQA, a written explanation prepared by a public agency that explains why it approved a project, despite the presence of significant, unavoidable environmental impacts.

STATEWIDE TRANSPORTATION PLAN: The official statewide, intermodal transportation plan that is developed through the statewide transportation planning process.

STORMWATER POLLUTION PREVENTION PLAN (SWPPP): A SWPPP is prepared to evaluate sources of discharges and activities that may affect stormwater runoff, and implement measures or practices to reduce or prevent such discharges.

STRATUM: A layer of sedimentary rock; plural is strata.

STRATIGRAPHY: The study of rock layers, especially their formation, distribution, composition, and age.

SUBSIDENCE: A localized mass movement that involves the gradual downward settling or sinking of the earth's surface.

SUMMARY FLOODPLAIN ENCROACHMENT REPORT: A floodplain assessment report that addresses the six key items identified in 23 CFR 650.111(b)(c)(d) verified by results of the Location Hydraulic Study. If it is determined that a project does not have a significant encroachment, this form can be used as a minimum backup for a categorical exclusion determination. For federally funded projects on the SHS, the Caltrans project engineer will sign the Summary Floodplain Encroachment Report. For local assistance projects, this report must be

filled out and signed by the local agency project engineer, with concurrence signature by the District Local Assistance Engineer.

SWALE: A wide shallow depression in the ground to form a channel for stormwater drainage. Bioswales or biofiltration swales are densely vegetated to filter runoff.

THREATENED: A species that is likely to become endangered in the foreseeable future in the absence of special protection.

TOTAL DISSOLVED SOLIDS: Concentration of all substances dissolved in water (i.e., solids remaining after evaporation of a water sample).

TRACT: A standard geographical unit of measurement defined by the U.S. Census Bureau.

TRAFFIC ACCIDENT SURVEILLANCE AND ANALYSIS SYSTEM (TASAS): A system that provides a detailed list and/or summary of accidents that have occurred on highways, ramps, or intersections that are part of the SHS. Accidents can be selected by location, highway characteristics, accident data codes, and combinations of the above.

TRAFFIC FORECAST: A best estimate of future roadway travel conditions, demand, and resulting volumes.

TRAFFIC OPERATIONS: The safe and efficient movements of vehicles, people, and goods. The typical measures of effectiveness are travel times, delay, accidents per vehicles miles, and LOS.

TRANSLATIONAL SLIDE: Landslide movement that occurs predominantly along planar or gently undulating surfaces.

TRANSPORTATION CONTROL MEASURE (TCM): "... is any measure that is specifically identified and committed to in the applicable implementation plan that is either one of the types listed in §108 of the Clean Air Act or any other measure for the purpose of reducing emissions or concentrations of air pollutants from transportation sources by reducing vehicle use or changing traffic flow or congestion conditions. Notwithstanding the above, vehicle technology-based, fuel-base, and maintenance-based measures which control the emissions from vehicles under fixed traffic conditions are not TCMs for the purposes of project-level conformity.

TRANSPORTATION DEMAND MANAGEMENT (TDM): "Demand-based" techniques for reducing traffic congestion, such as ridesharing programs and flexible work schedules enabling employees to commute to and from work outside of the peak hours.

TRANSPORTATION EQUITY ACT FOR THE 21ST CENTURY (TEA-21): Federal legislation signed into law in 1998, authorizing highway, highway safety, transit, and

other surface transportation programs for the following 6 years. TEA-21 built on the initiatives established in the 1991 ISTEA.

TRANSPORTATION IMPROVEMENT PLAN (TIP): A staged, multiyear, intermodal program of transportation projects that is consistent with the metropolitan transportation plan. It is a federal term.

TRANSPORTATION SYSTEM MANAGEMENT (TSM): TSM is (1) a process-oriented approach to solving transportation problems considering both long- and short-range implications; and (2) a services and operations oriented-process in which low capital, environmentally responsive, efficiency-maximizing improvements are implemented on existing facilities.

TRUSTEE AGENCY: "…a state agency having jurisdiction by law over natural resources affected by project which are held in trust for the people of the State of California. Trustee agencies include: a) the California Department of Fish and Wildlife with regard to the fish and wildlife of the state, to designated rare or endangered native plants, and to game refuges, ecological preserves, and other areas administered by the department; b) the State Lands Commission with regard to state owned "sovereign" lands such as the beds of navigable waters and state school lands; c) the State Department of Parks and Recreation with regard to units of the State Park System; and d) the University of California with regard to sites within the Natural Land and Water Reserves System" (14 CCR 15386).

TURBIDITY: Cloudiness (or a measure of the cloudiness in water due to the presence of suspended particulates).

TYPE I PROJECTS: A proposed federal or federal-aid highway project for the construction of a highway on new location or the physical alteration of an existing highway which significantly changes either the horizontal or vertical alignment or increases the number of through-traffic lanes. Other specific activities that qualify as a Type I project are defined in 23 CFR 772.

TYPE II PROJECTS: Usually called a retrofit project, a proposed federal or federal-aid highway project for noise abatement on an existing highway.

TYPE III PROJECTS: A federal or federal-aid highway project that does not meet the classifications of a Type I or Type II project. Type III projects do not require a noise analysis.

UNDERCROSSING (UC): A state highway structure that bridges over a local road.

UNUSAL CIRCUMSTANCES (NEPA): For any action that would normally be classified as a categorical exclusion but could involve unusual circumstances, Caltrans is required to conduct appropriate environmental studies to determine whether a categorical exclusion is proper (23 CFR 771.117(b)). Unusual circumstances include actions that involve:

1. Significant environmental impacts;

2. Substantial controversy on environmental grounds;

3. Significant impact to properties protected under 4(f) of the USDOT Act or Section 106 of the National Historic Preservation Act;

4. Inconsistencies with any federal, state, or local law relating to environmental impacts.

VERTICAL CLEARANCE: The unobstructed distance above the roadway surface; the height at which a vehicle may pass beneath a structure, such as a bridge, without any physical contact.

VIEWSHED: View; total visible area from the position of a single observer or the total visible area from observers in multiple positions.

VISUAL RESOURCES: The natural and artificial features of a landscape that characterize its form, line, texture, and color.

VISUAL UNITY: The visual coherence and compositional harmony of a landscape when considered as a whole.

VOLUME TO CAPACITY RATIO (V/C): The relationship between the demand for trips and the number of trips that can be accommodated.

WATERSHED: The area of land that drains into a specific waterbody.

WATERS OF THE UNITED STATES: As defined by the United States Army Corps of Engineers (USACE) in 33 CFR 328.3(a):

1. All waters that are currently used, or were used in the past, or may be susceptible to use in interstate or foreign commerce, including all waters that are subject to the ebb and flow of the tide;

2. All interstate waters including interstate wetlands;

3. All other waters such as intrastate lakes, rivers, streams (including intermittent streams), mudflats, sandflats, wetlands, sloughs, prairie potholes, wet meadows, playa lakes, or natural ponds, the use, degradation or destruction of which could affect interstate or foreign commerce, including any such waters:

   (i) Which are or could be used by interstate or foreign travelers for recreational or other purposes; or

   (ii) From which fish or shellfish are or could be taken and sold in interstate or foreign commerce; or

(iii) Which are used or could be used for industrial purposes by industries in interstate commerce;

4. All impoundment of waters otherwise defined as waters of the United States under this definition;

5. Tributaries of waters;

6. The territorial seas;

7. Wetlands adjacent to waters (waters that are not wetlands themselves).

WETLAND: Those areas that are inundated or saturated by surface or ground water at a frequency and duration sufficient to support, and that under normal circumstances do support, a prevalence of vegetation typically adapted for life in saturated soil conditions. Wetlands generally include swamps, marshes, bogs, and similar areas.

Appendix F Environmental Commitments Record (ECR)

The following measures are a compilation of the avoidance, minimization, and mitigation measures identified in Chapter 3 of this EIR/EIS.

Land Use

LU-1: Coordinate with local municipalities ensuring that amendments and/or land use changes are prepared and incorporated, if necessary, into the land use element of the general plan for that particular jurisdiction. In addition, ensure that the HDC is incorporated as part of future land use plans for that area.

LU-2: If physical structures and/or properties are within the proposed acquired ROW for the project, provide appropriate Relocation Assistance for those whose property is acquired as part of the project.

LU-3: Once a preferred alternative is selected, notify and coordinate with Los Angeles County towards initiating a comprehensive review of the Antelope Valley Area Plan.

LU-4: Coordinate with local municipalities and ensure that the proposed project is consistent with the existing land use within the area.

LU-5: Caltrans will coordinate with local governments to ensure that the HDC is constructed in a manner that is consistent with the goals and policies within the general plans for the various local municipalities.

LU-6: Caltrans will coordinate with local governments to ensure that, to the extent possible, future development is compatible with their character and consistent with their general plans and land use policies subject to applicable environmental laws and regulations. The local governments are responsible for carrying out their visions of sustainable and planned growth and development.

LU-7: Once the HDC is constructed and becomes part of the State Highway System, Caltrans Local Development-Intergovernmental Review (LD-IGR) process will ensure ongoing statewide efforts to avoid, eliminate, and reduce any potential adverse impacts of local development on the transportation system.

Parks and Recreation

PAR-1: Provide an alternative parking facility for Rockview Nature Center to offset impacts resulting from the acquiring land. The alternative

parking facility should be a functional equivalent to the existing parking lot on the LADWP's property.

PAR-2 In accordance with the provisions of the California Park Preservation Act (CCP Sections 5400 through 5409), Caltrans, as an acquiring entity will pay sufficient (just) compensation (CCP 1263.320), or land, or both, to the County to enable the operating entity to replace the parkland and the facilities thereon. The substitute land will be of comparable characteristics and of substantially equal size, located in an area that would allow for use by generally the same people who used the existing parkland and facilities. The cost will include the land and the cost of converting the land into parkland, including the placement of substitute facilities thereon if a functional replacement is chosen. The final determination of what constitutes a functional replacement lies with Caltrans and the affected agencies. Negotiations with the City of Victorville Department of Parks and Recreation regarding the impacts to West Wind Golf Course will be conducted.

PAR-3 Provide an alternative parking facility within the Rockview Nature Park to compensate for loss of the LADWP parcel that is currently used for parking at Rockview Nature Park in Victorville.

PAR-4: Install a turn lane to the Rockview Park at the northern entrance within the roadway's ROW to enhance safety and access to the park.

Farmland/Grazing Land

AG-1: Design and implement the project in a manner that avoids and minimizes ROW requirement impacts, as follows:

- The HDC will be aligned to follow property lines, wherever possible.
- If feasible, utility relocations shall occur within the ROW acquired for the proposed highway rather than on farmland adjacent to the highway.
- In cases where farming is unlikely to continue, the small remainder parcels are to be identified as a farmland conversion, and Caltrans will acquire these property remainders and offer them to adjacent farmland property owners.
- Farmland owners along either side of the HDC near 165th Street shall be advised to consider the purchase of each other's property to consolidate properties along the same side of the HDC.

AG-2: Caltrans will enter into an agreement with the DOC California Farmland Conservancy Program to preserve farmland by placing long-term farmland protection tools on Important Farmland or cause the conversion of Grazing Land into Important Farmland. Caltrans will fund the California Farmland Conservancy Program's work to identify

suitable agricultural land for mitigation of impacts to farmland and to fund the purchase of agricultural conservation easements from willing sellers. The performance standards for this measure are to preserve Important Farmland in an amount commensurate with the quantity and quality of the converted farmlands, within the same agricultural regions as the impacts occur, at a replacement ratio of not less than 2:1.

Caltrans and the California Farmland Conservancy Program will develop selection criteria to guide the pursuit and purchase of conservation easements. These will include, but are not limited to, provisions to ensure that the easements will conform to the requirements of Public Resources Code Section 10252 and to prioritize the acquisition of willing seller easements on lands that are adjacent to other protected agricultural lands or that would support the establishment of greenbelts and urban separators.

AG-3: Impacts to about 2,965 acres of Grazing Land will be mitigated by placing a conservation easement over open space at a replacement ratio of not less than 1:1 in areas where it could meet multiple natural resource conservation objectives including, but not limited to, wetland protection, wildlife habitat conservation, and scenic open-space preservation.

AG-4: Caltrans will fund a research project targeting farmland restoration and reclamation and soil removal and storage. The budget for this activity will be determined at the final design phase of the project after public input is provided.

AG-5: Within a 100-foot buffer area from future property lines with farmland, disturbed surface areas will be stabilized utilizing native vegetation and soils clear of invasive plant species. Soil amendments, if used, must comply with the requirements in the California Food and Agricultural Codes. Soil amendment must not contain paint, petroleum products, pesticides or any other chemical residues harmful to animal life or plant growth. The construction contract will include provisions to protect against the spread of invasive species. Also see Mitigation BIN-1 to BIN-10 for provisions to prevent the spread of invasive species.

AG-6: Infill material to be used in the project shall not be obtained from borrow sites comprised of prime farmland. When selecting sites for wetland mitigation or infiltration basins, the HDC Project will avoid prime farmland to the extent possible. To the extent feasible, infiltration basin sites will also serve wetland mitigation and borrow material purposes to reduce impacts to prime farmland and improve farmland conservation efforts.

Community Character and Cohesion

SC-COM-1: The project will be designed to be sensitive to the existing environment in which it is constructed. Early coordination with local jurisdictions will be conducted throughout the design of the project to ensure that the project is constructed in a manner that is acceptable for the community in which it is located.

SC-COM-2: The project will be designed to conform with local, general, and specific plans.

SC-COM-3: The project will be designed in a manner that will reduce light glare within rural areas, more specifically in compliance with the Rural Outdoor Lighting District Ordinance of Los Angeles County.

Relocation and Property Acquisition

COM-1: Provide relocation assistance and counseling to displaced persons and businesses in accordance with the Federal Uniform Relocation Assistance and Real Properties Acquisition Polices Act, as amended, to ensure adequate relocation for displaced persons and businesses. All eligible displacees will be provided moving expenses. All benefits and services will be provided equitably to all relocatees without regard to race, color, religion, age, national origins, and disability as specified under Title VI of the Civil Rights Act of 1964.

COM-2: Provide ROW agents who are bilingual or have translators to assist with the diverse population within the area during the relocation process.

COM-2: Provide ROW agents that are bilingual or translators to assist with the diverse population within the area during the relocation process.

COM-3: Provide replacement areas, to the extent possible, that are homogenous to the displacement areas and are comparable in terms of amenities, public utilities, and accessibility to public services, transportation, and shopping.

COM-4: Utilize the Last Resort Housing Program, if necessary, to relocate residential households within the Los Angeles or San Bernardino County area.

COM-5: Establish a designated office to assist displacees during the relocation process.

COM-6: Construct replacement facilities, when possible, before demolishing displaced facilities.

COM-7: As part of the project design, provide landscape and streetscape improvements in the displacement areas and the remaining areas adjacent to the new corridor as project compatibility features following extensive and collaborative community involvement and context-sensitive solution approaches.

COM-8: Give special attention to the three Palmdale School District properties, if acquired, to ensure an effective acquisition and relocation. This will include, but not be limited to, hiring an architect to create plans for construction of the new facilities, making offers to purchase neighboring vacant land on which to place the new buildings, negotiating a Memorandum of Agreement (MOA) for all parties (i.e. State, property owner, contractor) in securing a temporary replacement property due to insufficient lead time, and providing sufficient personnel to oversee the entire relocation process.

COM-9: Provide additional lead-time for the relocation process for the handling of all industrial and manufacturing businesses affected by the project. Lead time will be required to assess the environmental condition of these properties and secure suitable replacement properties.

Economic Considerations

COM-10: Involve low-income and minority status populations, through public outreach efforts, throughout the various phases of the project to address their concerns and needs.

COM-11: Prepare staging plan that will ensure that access to homes and businesses, in addition to parking spaces, is available at all times with minimum disruption of traffic flow and increase in delays.

COM-12: Design a public campaign through which the public is well advised of construction plans that may have impacts on traffic.

COM-13: Coordinate with the affected utility companies during the final design phase of the project to ensure that services to homes, community facilities, and businesses are not interrupted.

COM-14: Prepare a Comprehensive Transportation Management Plan (TMP) to minimize traffic inconveniencies due to construction activities. (Refer to CI-T-1 to CI-T-2 for more detailed information.)

COM-15: Conform to all Caltrans construction required measures for dust control and air pollution control. (Refer also to CI-AQ-1 to CI-AQ-2 for more detailed information.)

COM-16: Implement sound-control measures to minimize noise impacts during construction. (Refer also to CI-NOI-1 to CI-NOI-8 for more detailed information.)

COM-17: Provide business information signage at appropriate locations on the new facility, if found necessary.

Environmental Justice

COM-18: An Equity Assessment Analysis will be conducted during final design. Depending on assessment results, implementation of an Equity Program to alleviate cost burdens on low-income commuters on the facility will be considered. If a tollway alternative is selected, low-income poverty status populations will be considered in decisions concerning toll pricing options.

COM-19: Incorporate community enhancement features such as parks, landscaping, and pedestrian amenities during the final design in order to minimize impacts and to add benefits for low-income populations.

COM-20: Additional collaboration with communities on aesthetics of the project facilities and noise mitigation measures should occur in final design in order to minimize and mitigate impacts to residential areas.

COM-21: During the relocation period, the Boys and Girls Club of Victor Valley should be able to continue to operate temporarily at their present location after acquisition by the State, under a lease agreement with the State. This would allow for continued operation until such time as a replacement site is located or until the property is actually required for construction of the High Desert Corridor Project.

Utilities/Emergency Services

SC-UT-1: Caltrans will coordinate with all affected private and public service utilities during the design stage to identify any potential conflicts with existing utilities. This process will include evaluation of ways to avoid utility relocations by refining the project design and/or protecting existing utilities in place. After seeking approval from utility providers, final relocation/protection in place measures will be incorporated into the final plans and specifications. Per Caltrans requirements, all linear underground utilities within Caltrans' ROW will be encased from ROW to ROW in either steel or concrete.

Traffic and Transportation/Pedestrian and Bicycle Facilities

T-1: If the HDC freeway following the Air Expressway alignment passing between the Correctional Complex and the SCLA is selected, Caltrans and Metro shall coordinate with VVTA during the final design to request and comply with applicable procedures for any required route relocation or other disruptions to transit service during construction.

Visual/Aesthetics

V-1: To the extent practicable, preserve existing vegetation through thoughtful alignment of the route so that large areas of vegetation are not in the alignment's path. During construction, take good care to minimize disturbance of and protect in place the existing native vegetation, such as native riparian vegetation, California juniper, and Joshua trees, as much as possible.

V-2: To the extent practicable, use a light fixture that casts enough light so that the project can reduce the number of lighting standards required to minimize visual intrusion.

V-3: Use context sensitive street lighting designs. The project's lighting design shall be consistent with Caltrans, County, and City lighting guidelines and standards and will be developed in coordination with Caltrans Landscape Architecture staff for areas within State ROW, as well as with City and County staff.

V-4: Use dark-sky-compliant lighting to minimize light pollution cast into the sky while maximizing light cast onto the ground, as appropriate, to preserve the dark night sky as a natural resource in the desert region communities.

V-5: Consolidate signs to minimize visual clutter. Lack of visual obstructions, such as wires and billboards is desirable.

V-6: To the extent practicable, place traffic control cabinets, irrigation controller cabinets, electrical systems cabinets, etc., so that they are not in direct view of the public.

V-7: Grading shall appear natural through slope rounding that facilitates a smooth and seamless transition from existing to new slopes.

V-8: To the extent practicable, keep elevated structures, such as bridges over waterways and overpasses, viaducts for the roadway, and the HSR line, as low as possible, or design to integrate them within the surrounding environment.

V-9: Use context sensitive aesthetic treatments on structures and architecture. Bridges will be aesthetically pleasing, incorporating context sensitive solutions including features that provide an expression of the "sense of place" for the HDC communities, for the structures to meet the desired goals of the cities of Palmdale, Lake Los Angeles, Adelanto, and Victorville, the Town of Apple Valley, Los Angeles County, San Bernardino County, and Caltrans.

V-10: Provide context sensitive design through color incorporated into the project elements. The aesthetic features shall be developed in coordination with Caltrans Landscape Architecture.

V-11: Plant trees to soften structures, including walls and bridges. Tree planting could help bring down the scale of these large urbanized structures.

V-12: Texture and color the walls (i.e., soundwalls/retaining walls) facing public use areas (i.e., streets, private yards, or recreation) with a mid-range to dark recessive color compatible to adjacent (i.e., native) soil to minimize glare and reduce their visual disruption. This will minimize/mitigate community impacts by enhancing context-sensitive design.

V-13: Plant vines to soften the appearance of soundwalls and to deter graffiti.

V-14: Make improvements to various vista points within the project areas, including:

- Enhance Choco Vista Point with natural stone perimeter wall, walkway, solar telecommunications devices for the deaf, and signage with information about the site.
- At Deadman's Point, provide a view deck accessible for disabled persons with a safe viewing platform at the vista point and provide natural stone perimeter wall circling the area. Provide interpretive signage to make the site meaningful and educational for visitors.

V-15: Plant native vegetation to replace the vegetation that will be removed or affected by construction activity within the Desert Area Landscape Unit, Seasonal Creeks Landscape Unit, and Mojave River Landscape Unit.

V-16: Plant vegetation that is consistent with the character of the adjacent community landscape in the Residential Areas Landscape Units and the Commercial and Industrial Area Landscape Unit.

V-17: Where feasible, plant vegetation between roadway and communities, in the urban areas, to provide a more natural visual buffer.

Cultural Resources

CUL-1: Caltrans will develop an MOA in consultation with the SHPO and the ACHP to identify mitigation measures for purposes of reducing potential impacts to NRHP-eligible archaeological sites. Caltrans will prepare a Phase III treatment plan and conduct data recovery on the affected archaeological sites in accordance with the SHPO's guidelines and requirements and Caltrans processes and procedures as identified

in the Section 106 PA and Volume 2 of the Caltrans Standard Environmental Reference. To the extent possible, continuous efforts will be made to avoid or minimize impacts to the sites as engineering details advance by utilizing all practical design techniques. Construction methods will also be used to try to avoid as much of the sites as practical, thereby minimizing potential adverse effects to the sites.

The MOA will also specify that the construction contract will contain language related to unanticipated discoveries should they be made during construction, including diverting activities away from such finds until an archaeologist could assess their nature and significance. If unanticipated discoveries occur, Section 106 consultation with the SHPO will be reopened, if appropriate. If cultural materials are discovered during construction, all earth-moving activity within and around the immediate discovery area will be diverted until a qualified archaeologist can assess the nature and significance of the find.

CUL-2: If Caltrans determines during construction, or after construction has commenced, that either the implementation of the Treatment Plan or the Undertaking will affect a previously unidentified property that may be eligible for the NRHP, or affect a known historic property in an unanticipated manner, Caltrans will address the discovery or unanticipated effect in accordance with 36 CFR 800.13(b)(3). Caltrans at its discretion may hereunder assume any discovered property to be eligible for inclusion in the NRHP in accordance with 36 CFR 800.13(c). In the event that additional discoveries or unanticipated effects are encountered during construction, Caltrans will ensure that proper notification is given to the State Historic Preservation Officer (SHPO) at the Office of Historic Preservation and to the Cultural Studies Office (CSO) at Caltrans State Headquarters.

SC-CUL-1: Caltrans will incorporate standard conditions to prehistoric archaeological sites (P-36-000066, P-36-000182) by protection through the use of ESAs (Environmentally Sensitive Areas).

SC-CUL-2: In addition, Caltrans will incorporate standard conditions to one historic property (P-36-10315) Boulder Dam-San Bernardino Transmission Line, in accordance with the Secretary of Interior's Standards for the Treatment of Historic Properties (36 CFR Part 68).

Geology/Soils/Seismic/Topography

G-1: Install Cast-in-drilled hole (CIDH) piles at the two viaducts over Little Rock Wash. Appropriate type of piling at the three connectors at the SR-14/138 interchange, bridge abutment supports, and other supports shall be identified during the final design.

SC-G-1: During final design, prepare a design-level geotechnical report to identify soil-related constraints and hazards such as slope instability, settlement, liquefaction, or related secondary seismic impacts that may be present along the project segments for consideration in the design of the project. The report shall be prepared by professional geotechnical engineers for review and approval by Caltrans.

SC-G-2: Apply erosion prevention measures, such as hydroseeding of slopes or erosion control mesh, at the fill embankments and cut slopes.

SC-G-3: If blasting is required, prepare and implement a blasting plan to minimize potential hazards related to blasting activities. The blasting plan shall meet applicable standards in accordance with the U.S. Department of Interior, Office of Surface Mining. The blasting plan shall include, but not be limited to, hours of blasting activity, notification to adjacent property owners, noise and vibration, and dust control.

Hazardous Waste or Materials

HAZ-1: Whenever possible, adjust the alignment to avoid properties containing ACMs and LBP. Prior to acquisition, attempt to have the property owner conduct the removal of ACMs and/or LBP. Only a licensed contractor will remove ACMs and/or LBP materials prior to demolition based on predemolition surveys of properties to be acquired.

HAZ-2: Whenever possible, adjust the alignment to avoid properties containing ADL. Prior to acquisition, attempt to have the property owner conduct the removal and disposal of ADL-impacted soils. As part of the project design, a Soil Management Plan will be developed and implemented to ensure that soil excavated during construction that is impacted by metals and/or petroleum hydrocarbons is handled, stockpiled, and disposed of in accordance with federal, State, and local regulations. Reuse of ADL-impacted soils within the project footprint will be in accordance with the California Department of Toxic Substances and Control Variance requirements for reuse within Caltrans ROW.

HAZ-3: During the PS&E phase, prepare a Construction Contingency Plan (CCP) in accordance with Caltrans' Unknown Hazards Procedures for Construction. The CCP will include provisions for emergency response in the event that unidentified USTs, hazardous materials, petroleum hydrocarbons, or hazardous or solid wastes are discovered during construction activities. The CCP will also address UST decommissioning, field screening, contaminant materials testing methods, mitigation and contaminant management requirements, and health and safety requirements for construction workers.

HAZ-4: If dewatering is required, conduct a groundwater evaluation to assess disposal alternatives and to comply with the requirements of the National Pollutant Discharge Elimination System (NPDES), during the preparation of Plans, Specifications, and Estimates (PS&E). Whenever possible, adjust the alignment to avoid areas of contaminated groundwater. To avoid or minimize exposure to contaminated groundwater, containerize, sample, and/or treat groundwater for disposal.

HAZ-5: Prior to the completion of full or partial acquisition of properties that have not been fully assessed, conduct additional site investigations to identify RECs. As required by Caltrans policy, properties identified as having RECs will not be acquired until characterization is complete and closure is achieved to ensure that all properties acquired are free of hazardous wastes/materials.

Noise

NOI-1: Based on the studies completed to date and the draft NADR, Caltrans intends to incorporate noise abatement in the form of soundwalls that were found to be both feasible and reasonable. The recommended soundwalls would reduce the traffic noise levels by at least 5 dB at the impacted receivers, would meet the design goal by providing a 7-decibel reduction for at least one receiver, and would cost less than the reasonableness cost allowance. If during final design, conditions have substantially changed, noise abatement may not be necessary. The final decision of the noise abatement will be made upon completion of the project design and the public involvement processes.

The recommended soundwalls, determined by the NADR to meet these criteria, are presented in the following table. The soundwall locations are also graphically shown on figures in Appendix N.

Prior to the formal selection of the Preferred Alternative and approval of the project, all property owners of the benefitted receptors located adjacent to each of the proposed soundwalls will be given an opportunity to vote if they want the soundwall to be constructed to abate the traffic noise in their area or not. For soundwalls located within state right-of-way, if more than 50 percent of the votes from responding benefitted receptors oppose the abatement, the abatement will not be considered reasonable and will not be built. If the soundwall is to be located on private property (or properties), 100 percent of the property owners must vote in favor of the soundwall for it to be constructed. However, at this time, none of the recommended soundwalls are on private property.

Summary of Preliminary NADR Recommended Soundwalls

Barrier	SW Height (ft)	Noise Reduction (dBA)	
SW-102	16	12	
SW-103	16	12	
SW-106, SW-106 (Var A)	12/12	9	9
SW-109	12	7	

Natural Communities

BNC-1: The road shoulder and graded slopes will be revegetated with like plant communities prior to construction conditions to minimize the loss of each community.

BNC-2: The elevation of the highway will be kept to a minimum necessary for drainage to reduce the overall footprint due to required shoulder sloping.

BNC-3: Joshua tree woodland will be preserved in place as feasible. A biological monitor will be onsite to establish an environmentally sensitive area (ESA) around the areas where this species occurs. If impacts cannot be avoided, these areas should be included in the calculations for acquisition of land to preserve in perpetuity. To further reduce project impacts to this community, individual trees can be translocated to an area that will not be impacted. To aid in revegetation of the finish graded slopes, individual trees can be temporarily located in an onsite nursery and replanted within revegetation areas located within ROW outside the clear recovery zone.

BNC-4: Riparian woodland will be preserved in place as feasible. Impacts will be avoided with the design of a span bridge over the river with no impacts to jurisdictional areas. A biological monitor will be onsite to establish an ESA around the jurisdictional areas within the Mojave River.

BNC-5: Use large at-grade culverts under the new highway where natural drainages occur, where feasible. Wildlife are more likely to use such crossings when “daylight” or openings to the other side are visible. Where culvert lengths need to be longer due to design, median daylights will be used. Fencing will be used as needed to guide wildlife into the culverts and along the ROW to prevent wildlife from trying to cross the highway.

BNC-6: Construct bridges and culverts that cross drainage features to be high and wide enough to allow large wildlife to travel under the structure. The design will also include culverts as crossing structures that are specifically designed for wildlife travel.

BNC-7: Design the culverts to be a "soft bottom." Because it is not feasible to bridge all 200+ natural drainages, it is understood that the smaller drainages will have a hard-bottom box culvert that is placed a minimum 1 foot below surrounding grade to allow soil to be placed on top of the hard bottom, thus creating a soft bottom. It is also understood that without this soft-bottom design, each culvert would essentially require a bridging design that would be cost prohibitive. As feasible, culverts will also be designed to be tall and wide to better attract wildlife use.

BNC-8: Use lighting in areas only where necessary for safety and signage. Eliminate all lighting in other areas.

BNC-9: All lighting should be downcast to minimize lighting of natural areas, particularly rivers, washes and drainages.

BNC-10: Limit operation of vibration causing equipment such as pile drivers, dozers, large excavators to daylight hours when working in areas adjacent to open space.

BNC-11: Biological monitor shall be present to observe activities of wildlife during construction adjacent to open spaces. If activities are noted to affect wildlife, biological monitor shall stop construction activities as necessary.

BNC -12: Install fencing along the route that prevents wildlife from crossing in areas other than intended wildlife crossing locations. Fencing shall be installed to channel wildlife to the intended crossing locations.

BNC-13: Maintain fencing throughout the existence of the Freeway/Expressway or Freeway/Tollway alignment.

Wetlands and Other Waters

BWL-1: Project alternatives and pier locations will continue to be refined to include measures to protect sensitive areas and to maintain the hydrological integrity of the jurisdictional washes.

BWL-2: Any work within the ephemeral washes will be conducted when there is no flow during the dry season (May 1 to October 15).

BWL-3: Temporary construction staging areas and access roads will be strategically placed to avoid and/or minimize impacts to jurisdictional features to the extent feasible and are expected to be enhanced to pre-project conditions.

BWL-4: Compensatory mitigation for impacts to jurisdictional features of USACE, RWQCB, and CDFW will be determined during the permitting process with the agencies with considerations to on-site

restoration, off-site mitigation, and in-lieu fees. In general, the ratios are based on the amount and quality of the permanently and directly impacted jurisdictional features of the agencies.

Plant Species

BPL-1: Conduct focused plant surveys at a time prior to construction when detection is most optimal, such as normal rain fall years. If the results of surveys indicate presence of any of the species identified in Table 3.3.3-1 of the EIR/EIS (*Special-Status Plant Species with Potential to Occur in the Biological Study Area*), then BPL-2 through BPL-4 will be implemented.

BPL-2: Provide a biological monitor onsite to establish an environmentally sensitive area (ESA) around the areas where each special-status species occurs

BPL-3: Collect and propagate bulbs of each species at an approved nursery and plant onsite.

BPL-4: Translocate individual plants to areas offsite that will not be impacted by implementation of this project.

Animal Species

BAN-1: Impacts to silvery legless lizard, coast horned lizard, San Diego woodrat, American badger can be minimized by requiring a biological monitor to be present onsite during initial clearing and grubbing activity to capture and relocate any individuals. If areas of high-density occurrences are found, salvage efforts can be made by more carefully removing shrubs with clam-shell loaders and searching for individuals at the base of the shrub or within the root system, as this is a more likely place for them to occur. Habitat for these species can be re-established within temporary impact zones between the highway and edge of ROW. This area will be replanted with native plants similar to the natural surrounding area and the soil compacted only to a point necessary for construction purposes. This will allow any natural occurring individuals within the immediate vicinity to repopulate the temporary impact zone.

BAN-2: A qualified biologist will recommend approved limits of disturbance, including construction staging areas and access routes, to minimize impacts to adjacent habitat. To ensure the avoidance of impacts to migratory birds, the following measures will be implemented pursuant to the MBTA. Clearing and grubbing of vegetation will be conducted outside of bird-nesting season. If clearing and grubbing of vegetation needs to be conducting during bird-nesting season (February 15 to September 1), a qualified biologist will monitor construction during clearing, grading, and/or trenching activities for any occurrence of

birds nesting. If birds are observed nesting, construction will stop until it is determined that the fledglings have left their nests. If this is not possible, coordination with a qualified biologist should take place to minimize the risk of violating the MBTA, and the following minimization measure put in place: an ESA fencing buffer of 150 feet for songbirds and 500 feet for raptors, which must be maintained during all phases of construction.

BAN-3: A qualified biologist will recommend approved limits of disturbance, including construction staging areas and access routes, to minimize impacts to adjacent habitat. To ensure the avoidance of impacts to bats, preconstruction surveys will be conducted of rock faces adjacent to the roadway and any trees designated for removal due to the initiation of construction-related activities to assess any potential presence of the species. Clearing and grubbing of vegetation will be conducted outside of the bat maternity season. If clearing and grubbing of vegetation needs to be conducting during bat maternity season (March 1 to October 15), a qualified biologist will monitor construction during clearing, grading, and/or trenching activities for any occurrence of the species breeding. For planning purposes, a preconstruction survey should be conducted approximately 30 days prior to clearing and grubbing. A second preconstruction survey shall be conducted no more than 3 days prior to clearing and grubbing. If any species are found during preconstruction surveys, they will be excluded using CDFW, U.S. Forest Service (USFS), and USFWS approved methods. Alternate bat habitat will be provided for any excluded bats.

BAN-4: A biological monitor will be present a minimum of 1 week prior to clearing and grubbing activities to walk the proposed areas to be cleared and grubbed and dispel animals that have the ability to flee.

BAN -5: A qualified biologist will survey for, trap/capture species present, and relocate to a designated area approved by USFWS or CDFW

BAN-6: Appropriate native habitat will be replanted in temporarily impacted areas. Additionally, a Habitat Mitigation Monitoring Plan (HMMP) will be developed.

BAN-7: Restoration of disturbed habitat within the project limits will be conducted.

BAN-8: The boundaries of ROW shall be fenced off with materials approved by a Caltrans District Biologist for the following reasons: (1) serve as a guide for wildlife to utilize the appropriate crossings, meanwhile reducing impacts to wildlife/vehicle collisions, and (2) reduce vandalism to restoration sites.

Threatened and Endangered Species

Golden Eagle, Swainson's Hawk, and Western Yellow-Billed Cuckoo

BTE-1: A qualified biologist will recommend approved limits of disturbance, including construction staging areas and access routes, to minimize impacts to adjacent habitat. To ensure the avoidance of impacts to migratory birds, the following measures will be implemented pursuant to the Migratory Bird Treaty Act (MBTA). Clearing and grubbing of vegetation will be conducted outside of bird-nesting season. If clearing and grubbing of vegetation needs to be conducting during bird-nesting season (February 15th to September 1st), a qualified biologist will monitor construction during clearing, grading and/or trenching activities for any occurrence of the birds nesting. In the event birds are observed nesting, construction should stop until it is determined that the fledglings have left their nests. If this is not possible, coordination with the a qualified biologist should take place in order to minimize the risk of violating the MBTA, and the following minimization measure should be put in place: an environmentally sensitive area (ESA) fencing buffer of 150 feet for songbirds and 500 feet for raptors, which must be maintained during all phases of construction.

BTE-2: A biological monitor shall be present a minimum of 1 week prior to and during clearing and grubbing activities in order to walk the proposed areas to be cleared and grubbed and dispel animals that have the ability to flee.

Mojave Ground Squirrel

BTE-3: As identified in the Biological Opinion/Incidental Take Permit, a qualified biologist shall survey for, trap/capture species present, and relocate to a designated area approved by USFWS or CDFW.

BTE-4: Replanting appropriate native habitat in temporarily impacted areas. Additionally, a Habitat Mitigation Monitoring Plan (HMMP) will be established.

BTE-5: Like-habitat conducive to this species habitat requirements will be purchased and preserved in perpetuity.

BTE-6: The boundaries of right-of-way (ROW) will be fenced off with approved materials for the following reasons: (1) serve as a guide for wildlife to utilize the appropriate crossings meanwhile reducing impacts to wildlife/vehicle collisions, and (2) reduce vandalism to restoration sites.

Desert Tortoise

BTE-7: Temporary desert tortoise fencing will be installed on all portions of the project site accessible to desert tortoise. Locations of this fencing will be identified on plans during the design phase of the project.

BTE-8: Focused surveys will be conducted for desert tortoise and their burrows within the fenced area after the fence is installed and prior to ground-disturbing activities. A qualified biologist shall survey for, trap/capture species present, and relocate to a designated area approved by USFWS or CDFW.

BTE-9: Habitat for this species will be re-established within temporary impact zones between the highway and edge of ROW. This area will be replanted with native plants similar to the natural surrounding area and the soil compacted only to a point necessary for construction purposes. This will allow any natural occurring individuals within the immediate vicinity to repopulate the temporary impact zone.

Invasive Species

BIN-1: Inspect and clean construction equipment at the beginning and end of each day and prior to transporting equipment from one project location to another during construction.

BIN-2: Minimize soil and vegetation disturbance to the greatest extent feasible during construction.

BIN-3: Ensure that all active portions of the construction site are watered a minimum of twice daily or more often when needed due to dry or windy conditions to prevent erosion due to wind to minimize seed dispersal during construction.

BIN-4: Ensure that all material stockpiled is sufficiently watered or covered to prevent erosion due to wind to minimize seed dispersal during construction.

BIN-5: Obtain soil/gravel/rock from weed-free sources during construction.

BIN-6: Use only certified weed-free straw, mulch, and/or fiber rolls for erosion control.

BIN-7: Revegetate affected areas adjacent to native vegetation with plant species approved by the District Biologist that are native to the vicinity after construction.

BIN-8: Avoid the use of species listed on Cal-IPC's California Invasive Plant Inventory for all revegetated areas after construction.

BIN-9: Monitor erosion control and revegetation sites for 2 to 3 years after construction to detect and control the introduction/invasion of nonnative species.

BIN-10: Outline eradication procedures (e.g., spraying and/or hand weeding) should an infestation occur; the use of herbicides will be prohibited within and adjacent to native vegetation, except as specifically authorized and monitored by the District Biologist.

Construction Impacts

Parks and Recreation Impacts

CI-PAR-1: To minimize impacts on the recreational lands during the construction phase, no equipment staging will occur within the boundaries of the adjacent parks, golf course and other recreational facilities.

Community Impacts

CI-COM-1: To the extent practical, street closures required during construction shall be scheduled to occur during nighttime hours. This requirement will be addressed in the TMP to be prepared during the final design phase of project development.

CI-COM-2: To the extent practical, the contractor will avoid limiting access to businesses during construction during normal business hours. Businesses will be contacted and advised of nearby construction activities before their commencement.

CI-COM-3: Caltrans will notify emergency service providers, such as fire, police, and ambulance services, in advance of construction of the timing, location, and duration of construction activities and the locations of detours and lane closures.

CI-COM-4: During the final design phase, in coordination with affected facility owners or operators, Caltrans will develop and implement access plans for highly sensitive land uses such as police and fire stations, transit stations, hospitals, and schools.

Utilities/Emergency Services

CI-UT-1: In accordance with the requirements in the California Code of Regulations, prior to the initiation of construction, the contractor will coordinate and notify the operators of underground or overhead utility and service lines prior to any excavation activities. Surveyors will meet onsite with utility company workers to locate, mark, and identify conflicting utility lines to avoid damage and limit disruption to utility services.

See **CI-T-1** under Traffic and Transportation/Pedestrian and Bicycle Facilities to minimize impacts on emergency services.

Traffic and Transportation/Pedestrian and Bicycle Facilities

CI-T-1: Caltrans will require the design team to develop a TMP to offset the effects of access restrictions and traffic congestion during construction of the freeway, ramps, and on local streets. The TMP will consider methods such as adjustment of signal timing and/or signal coordination to increase roadway efficiency; turn restrictions at intersections and roadways necessary to reduce congestion and improve safety; and parking restrictions on detour routes during work hours to increase capacity, reduce traffic conflicts, and improve access. The TMP will include a traffic contingency plan with procedures to be implemented for possible unforeseen circumstances and emergencies.

CI-T-2: Caltrans will require the contractor to provide motorist alert and awareness information during construction, as appropriate for the conditions, to include the following options: changeable message signs, stationary ground-mounted signs, traffic radio announcements, and the Caltrans Highway Information Network.

CI-T-3: Caltrans, in coordination with the affected local jurisdictions, will coordinate with Antelope Valley Transit Authority and Victor Valley Transit Authority to request and comply with applicable procedures for any required temporary bus stop relocations or other disruptions to transit service during construction.

Visual/Aesthetics

CI-V-1: During the project design and construction stages, existing vegetation in the corridor will be saved and protected to the extent that is feasible.

CI-V-2: Caltrans will require construction contractors to shield construction and storage areas from nearby public use areas (i.e., streets, private yards or recreation) to the extent feasible and where the safety of construction and traffic operations is not compromised.

Cultural Resources

CI-CUL-1: In accordance with Caltrans standard specifications, if cultural materials are discovered during construction, all earth-moving activities within and around the immediate discovery area will be diverted until a qualified archaeologist can assess the nature and significance of the find. If human remains are discovered, Section 7050.5 of the State Health and Safety Code states that further disturbances and activities will stop in any area or nearby area suspected to overlie remains, and the county coroner will be contacted. Pursuant to Section 5097.98 of the Public Resources Code, if the remains are thought to be Native American, the coroner will notify the Resident Engineer and the Native American Heritage Commission (NAHC), who will then notify the Most Likely Descendent (MLD). At

this time, the Resident Engineer will contact the District 7 or 8 Environmental Branch (depending on which district the discovery is located) so that staff may work with the MLD on the respectful treatment and disposition of the remains. Further provisions of Section 5097.98 of the Public Resources Code are to be followed as applicable.

CI-CUL-2: It is Caltrans' policy to avoid cultural resources whenever possible. Further investigation may be needed if resources cannot be avoided by the project. Additional survey(s) will be required if the project changes to include areas not previously surveyed.

Water Quality and Stormwater Runoff

CI-WQ-1: The project will conform to the requirements of the Caltrans' National Pollutant Discharge Elimination System (NPDES) Statewide Storm Water Permit (Order No. 2012-0011-DWQ, NPDES No. CAS000003), adopted by the State Water Resources Control Board on July 1, 2013, and any subsequent permit in effect at the time of construction. In addition, the contractor will comply with the requirements of the General NPDES Permit for Storm Water Discharges Associated with Construction and Land Disturbance Activities (Order No. 2009-0009-DWQ, NPDES No. CAS000002, as amended by 2010-0014-DWQ), also referred to as the Construction General Permit, as well as implementation of the BMPs specified in the Caltrans Storm Water Management Plan, to be prepared during final design of the project.

CI-WQ-2: The contractor will develop an acceptable Storm Water Pollution Prevention Plan (SWPPP) containing proven Temporary Construction Site BMPs to minimize stormwater pollution that has the potential to affect water quality. All construction site BMPs will follow the latest edition of the Storm Water Quality Handbooks and the Construction Site Best Management Practices Manual. In addition, the SWPPP will include implementation of specific stormwater effluent monitoring requirements based on the project's risk level to ensure water quality standards are met.

CI-WQ-3: During construction, should dewatering be required, the contractor will fully conform to the requirements specified in either the NPDES General Permit, Limited Threat Discharges to Surface Waters, Board Order R6T-2008-0023, or General Waste Discharge Requirements for Discharges to Land with a Low Threat To Water Quality, WQO-2003-0003, both issued by the Lahontan RWQCB.

CI-WQ-4: The contractor will comply with all requirements of permits to be issued by USACE under Section 404 of the Clean Water Act (CWA) for the discharge of dredged or fill material into Waters of the U.S.

CI-WQ-5: The contractor will comply with all requirements of Water Quality Certifications to be issued by the Lahontan RWQCB under Section 401 of the CWA to ensure that all discharges comply with applicable federal and state effluent limitations and water quality standards.

Paleontology

CI-PAL-1: A qualified Principal Paleontologist will prepare a Paleontological Mitigation Plan (PMP) and obtain a BLM paleontological resources use permit for the project. The PMP will include the components specified in the SER Volume 1, Chapter 8. The portions of the project on BLM lands will be identified and all requirements of the BLM permit and BLM monitoring guidance will be incorporated into the plan. The PMP will also specify that a BLM Fieldwork Authorization (FA) will be obtained prior to the start of ground disturbing activities on the lands under BLM authority. A curation agreement with a qualified repository acceptable to Caltrans and the BLM will be included in the PMP. The Natural History Museum of Los Angeles County and the San Bernardino County Museum are examples of qualified repositories local to the project area. The PMP will be prepared when design is at or near completion.

CI-PAL-2: Paleontological monitoring or sampling or fossil recovery shall be conducted as specified in the PMP by qualified paleontologists.

CI-PAL-3: All recovered fossils shall be prepared to permit identification by experts and cataloged.

CI-PAL-4: Fossil meeting significance criteria shall be submitted to the appropriate repository along with copies of all records, photos and maps to obtain permanent accession numbers

CI-PAL-5: The Paleontological Mitigation Report shall include all elements specified in as components of a PMR in SER Chapter 8 and shall include all results including specimens recovered with permanent accession numbers.

Hazardous Waste or Materials

CI-HAZ-1: A Health and Safety Plan (HSP) for the protection of construction workers will be prepared and implemented during construction. The HSP will include, among others, safety measures for conducting deep excavations or deep soil borings for bridge columns located near abandoned oil and gas wells to avoid exposure of construction personnel to harmful concentrations of naturally occurring hydrocarbons, methane, and hydrogen sulfide. Soil test results will be the basis for developing health and safety plans for the protection of construction workers at these locations. Other avoidance and minimization measures that would be considered include ventilation of

work areas, excavation of impacted soils, and revising column design to avoid contaminated areas.

CI-HAZ-2: Prepare and implement an HSP that will address worker safety when working with potentially hazardous materials including ACM, LBP, ADL, and/or other construction-related materials.

CI-HAZ-3: Implement the Construction Contingency Plan (CCP) prepared during the final design phase (refer to Mitigation Measure Haz-3) during all construction phases.

CI-HAZ-4: If there is an unexpected release of hazardous substances that exceeds reportable quantities during the construction phase, cease work immediately at the general location of the release and immediately report the release to the National Response Center at 1-800-424-8802. The construction contractor will be responsible for cleanup of all unexpected releases under the appropriate federal, State, or local agency oversight and in accordance with federal, State, and local regulations.

Air Quality

CI-AQ-1: Caltrans will incorporate requirements into the contract specifications requiring that the contractor comply with the AVAQMD's Rule 403 (Fugitive Dust) and MDAQMD's Rule 403.2 (Fugitive Dust Control for the Mojave Desert Planning Area), and SCAQMD's Rules 401, 402, and 403.

CI-AQ-2: To minimize the temporary exhaust emissions from heavy-duty trucks and construction equipment adjacent to certain sensitive receptors, certain construction activities (e.g., extended idling, material storage, and equipment maintenance) will need to be conducted in areas at least 500 feet away from those sensitive receptors.

CI-AQ-3: Caltrans will incorporate requirements into the contract specifications requiring that the contractor comply with the limitations of the National Emissions Standards for Hazardous Air Pollutants regulations as listed in the CFR requiring notification and inspection for the construction activities that are involved with demolition, renovation, or removal of ACMs. Before starting any demolition or renovation of any building, Caltrans will require the contractor to consult with AVAQMD's and the MDAQMD's Compliance Division to determine inspection and compliance requirements.

Noise and Vibration

CI-NOI-1: Equipment noise control shall be applied to revising old equipment and designing new equipment to meet specified noise levels.

CI-NOI-2: In-use noise control shall be used where existing equipment is not permitted to produce noise levels in excess of specified limits.

CI-NOI-3: Site restrictions shall be used in an attempt to achieve noise reduction through modifying the time, place, or method of operation of a particular source.

CI-NOI-4: Personal training of operators and supervisors is needed to become more aware of the construction site noise problems.

CI-NOI-5: Equipment noise control is needed to reduce the noise emissions from construction sites by mandating a specified noise level for design of new equipment and updating old equipment with new noise control devices and techniques presented below:

- Mufflers are very effective devices that reduce the noise emanating from the intake or exhaust of an engine, compressor, or pump. The fitting of effective mufflers on all new equipment and retrofitting of mufflers on existing equipment is necessary to yield an immediate noise reduction at all types of road construction sites.
- Sealed and lubricated tracks for crawler-mounted equipment will lessen the sound radiated from the track assembly resulting from metal-to-soil and metal-to-metal contact. Contractors, site engineers, and inspectors shall ensure that the tracks are kept in excellent condition by periodic maintenance and lubrication.
- Lowering exhaust pipe exit height closer to the ground can result in an offsite noise reduction. Barriers are more effective in attenuating noise when the noise source is closer to ground level.
- General noise control technology can have substantially quieter construction equipment when manufacturers apply state-of-the-art technology to new equipment or repair old equipment to maintain original equipment noise levels.

CI-NOI-6: In–use site noise control is necessary to prevent existing equipment from producing noise levels in excess of specified limits. Any equipment that produces noise levels less than the specified limits will not be affected; however, those exceeding the limit will be required to meet compliance by repair, retrofit, or replacement. New equipment with the latest noise-sensitive components and noise-control devices are generally quieter than older equipment, if properly maintained and inspected regularly. They shall be repaired or replaced if necessary to maintain the in-use noise limit. All equipment applying the in-use noise limit will achieve an immediate noise reduction if properly enforced.

CI-NOI-7: Site restrictions will be applied to achieve noise reduction through different methods, resulting in an immediate reduction of noise emitted

to the community without requiring any modification to the source noise emissions. The methods include shielding with barriers for equipment and site, truck rerouting and traffic control, time scheduling, and equipment relocation. The effectiveness of each method depends on the type of construction involved and the site characteristics.

- Shielding with barriers shall be implemented at an early stage of a project to reduce construction equipment noise. The placement of barriers must be carefully considered to reduce limitation of site access. Barriers may be natural or man-made, such as excess land fill used as a temporary berm strategically placed to act as a barrier.
- Efficient rerouting of trucks and control of traffic activity on construction site will reduce noise due to vehicle idling, gear shifting, and accelerating under load. Planning proper traffic control will result in efficient workflow and reduce noise levels. In addition, rerouting trucks does not reduce noise levels but transfers noise to other areas that are less sensitive to noise.
- Time scheduling of activities shall be implemented to minimize noise impact on exposed areas. Local activity patterns and surrounding land uses must be considered in establishing site curfews; however, limiting working hours can decrease productivity. Sequencing the use of equipment with relatively low noise levels versus equipment with relatively high noise levels during noise-sensitive periods is an effective noise control measure.
- Equipment location shall be as far from noise-sensitive land use areas as possible. The contractor shall substitute quieter equipment or use quieter construction processes at or near noise sensitive areas.

CI-NOI-8: Educating contractors and their employees to be sensitive to noise impact problems and noise control methods. This may be one of the most cost-effective ways to help operators and supervisors become more aware of the construction site noise problem and to implement the various methods of improving the conditions. A training program for equipment operators is recommended to instruct them in methods of operating their equipment to minimize environmental noise. Many training programs are presently given on the subject of job safety. This can be extended to include the impact due to noise and methods of abatement.

Biological Resources

CI-BIO-1: The contractor will comply with all requirements of the Streambed Alteration Agreements to be issued by CDFW per Section 1602 of the California Fish and Game Code.

CI-BIO-2: The contractor will prepare a Noise and Vibration Monitoring and Mitigation Plan by a qualified Acoustical Engineer and submit it for approval. The plan must outline noise- and vibration-monitoring procedures at predetermined noise- and vibration-sensitive sites, as well as historic properties. The plan also must include calculated noise and vibration levels for various construction phases and mitigation measures that may need to meet the project specifications. The contractor will not start any construction work or operate any noise-generating construction equipment at the construction site before approval of the plan. The plan must be updated every 3 months or sooner if there are any changes to the construction activities.

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Appendix G List of Acronyms

°F	degrees Fahrenheit
µg/m^3	micrograms per cubic meter
AA	Alternative Analysis
AADT	annual average daily traffic
AB	Assembly Bill
ACHP	Advisory Council on Historic Preservation
ACM	asbestos-containing material
ACS	American Community Survey
ADA	Americans with Disabilities Act
ADL	aerially deposited lead
APCD	Air Pollution Control District
APE	Area of Potential Effects
AQMD	Air Quality Management District
ARB	California Air Resources Board
ASPP	Adelanto Solar Power Project
ASR	Archaeological Survey Report
AST	aboveground storage tank
ASTM	American Society of Testing and Materials
ATC	automatic train control
ATSF	Atchison, Topeka and Santa Fe Railroad
AUM	animal unit month
AVAQMD	Antelope Valley Air Quality Management District
AVG Basin	Antelope Valley Groundwater Basin

BAT/BCT	Best Available Technology Economically Achievable/Best Conventional Pollutant Control Technology
BDSBL	Edison Company Boulder Dam – San Bernardino 115-kV Transmission Line
BDTL	Boulder Dam Transmission Lines 1, 2, and 3 and Towers
BFE	Base Flood Elevation
BLM	Bureau of Land Management
BMPs	Best Management Practices
BNSF	Burlington Northern Santa Fe
BRC	Blue Ribbon Committee
BRT	bus rapid transit
BSA	Biological Study Area
BT&H	Business, Transportation, and Housing Agency
BTU	British Thermal Unit
CAA	Clean Air Act
CAFÉ	Corporate Average Fuel Economy
Cal/EPA	California Environmental Protection Agency
Cal-IPC	California Exotic Plant Council
Caltrans	California Department of Transportation
CCP	Construction Contingency Plan
CDCA	California Desert Conservation Area
CDFW	California Department of Fish and Wildlife
CDH	designated critical habitat
CDP	Census designated place
CEC	California Energy Commission
CEQ	Council on Environmental Quality

CEQA	California Environmental Quality Act
CERCLA	Comprehensive Environmental Response, Compensation and Liability Act of 1980
CERCLIS	Comprehensive Environmental Response, Compensation and Liability Information System
CESA	California Endangered Species Act
CFR	*Code of Federal Regulations*
CH_4	methane
CHP	California Highway Patrol
CIA	Community Impact Assessment
CIDH	cast-in-drilled-hole
CIP	Capital Improvement Programming
CNDDB	California Natural Diversity Database
CNG	compressed natural gas
CNPS	California Native Plant Society
CO	carbon monoxide
CO_2	carbon dioxide
CO-CAT	The Coastal Ocean Climate Action Team
CPUC	California Public Utilities Commission
CRHR	California Register of Historical Resources
CTC	California Transportation Commission
CTP	California Transportation Plan
CTR	California Toxics Rule
CWA	Clean Water Act
dB	decibel
dBA	A-weighted decibel

DEMU	diesel electric multiple unit
DMP	Drainage Master Plan
DO	dissolved oxygen
DOC	Department of Conservation
DOT	Department of Transportation
DPGR	District Preliminary Geotechnical Report
DPM	diesel particulate matter
DRIR	Draft Relocation Impact Report
DRRP	Diesel Risk Reduction Plan
DSA	disturbed soil area
du/ac	dwelling units per acre
EAFB	Edwards Air Force Base
EDD	Employment Development Department
EIR	Environmental Impact Report
EIS	Environmental Impact Statement
EMU	electric multiple unit
EO	Executive Order
EOC	Economic Opportunity Areas
EPA	United States Environmental Protection Agency
ESA	Environmentally Sensitive Area
ETC	electronic toll collection
EV	electric vehicle
FCAA	Federal Clean Air Act
FEMA	Federal Emergency Management Agency
FESA	Federal Endangered Species Act

FHWA	Federal Highway Administration
FIFRA	Federal Insecticide, Fungicide, and Rodenticide Act
FIRM	Flood Insurance Rate Map
FLPMA	Federal Land Policy and Management Act of 1976
FMMP	Farmland Mapping and Monitoring Program
FOE	Finding of Effect
FPPA	Farmland Protection Policy Act
FRA	Federal Railroad Administration
FSZ	Farmland Security Zone
FTA	Federal Transit Administration
FTIP	Federal Transportation Improvement Program
GAFB	George Air Force Base
GAVEA	Greater Antelope Valley Economic Alliance
GHG	greenhouse gas
GIS	Geographic Information System
GUI	Graphical User Interface
H_2S	hydrogen sulfide
HDC	High Desert Corridor
HDCJPS	High Desert Corridor Joint Powers Authority
HDM	Highway Design Manual
HEC-RAS	Hydrologic Engineering Center River Analysis System
HEI	Health Effects Institute
HMMP	Habitat Mitigation Monitoring Plan
HOV	high-occupancy vehicle
HPSR	Historic Property Survey Report

HRER	Historical Resources Evaluation Report
HSP	Health and Safety Plan
HSR	High-Speed Rail
HST	high-speed train
HUs	Hydrologic Units
HUC	hydrologic unit code
HVAC	heating, ventilation, and air conditioning
I-15	Interstate 15
I-5	Interstate 5
IGR	Intergovernmental Review
in/sec	inches per second
IPCC	Intergovernmental Panel on Climate Change
IRIS	Integrated Risk Information System
ISA	Initial Site Assessment
ISTEA	Intermodal Surface Transportation Efficiency Act
IT	Information Technology
ITS	Intelligent Transportation System
KV	Key View
kV	kilovolt
kW	kilowatt
LADWP	Los Angeles Department of Water and Power
LAWA	Los Angeles World Airports
LBP	lead-based paint
LD-IGR	Local Development-Intergovernmental Review
L_{dn}	day-night average sound pressure level

LED	light-emitting diode
LEDPA	Least Environmentally Damaging Practicable Alternative
LEHD	Longitudinal Employer-Household Dynamics
L_{eq}	equivalent sound pressure level
L_{max}	maximum sound pressure level
LNG	liquefied natural gas
LOS	Level of Service
MAP-21	Moving Ahead for Progress in the 21st Century
MBTA	Migratory Bird Treaty Act
MCLs	maximum containment levels
MDAB	Mojave Desert Air Basin
MDAQMD	Mojave Desert Air Quality Management District
Metro	Los Angeles County Metropolitan Transportation Authority
mg/L	milligrams per liter
MLD	Most Likely Descendant
MMT	million metric tons
MOA	Memorandum of Agreement
MOU	Memorandum of Understanding
MP	milepost
mph	miles per hour
MPO	Metropolitan Planning Organization
MRG Basin	Mojave River Groundwater Basin
MRI	magnetic resonance imaging
MS4	Municipal Separate Storm Sewer System
MSATs	mobile source air toxics

MSE	mechanically stabilized earth
MTPD	metric tons per day
MTPY	metric tons per year
MW	megawatt
MWS	Mojave Water Agency
N_2O	nitrous oxide
NAAQS	National Ambient Air Quality Standards
NAC	noise abatement criteria
NADR	Noise Abatement Decision Report
NAHC	Native American Heritage Commission
NASA	National Aeronautics and Space Administration
NEPA	National Environmental Policy Act
NHPA	National Historic Preservation Act of 1966
NHTSA	National Highway Traffic Safety Administration
NNL	National Natural Landmarks
NO_2	nitrogen dioxide
NOAA	National Oceanic and Atmospheric Administration
NOAA Fisheries	National Oceanic and Atmospheric Administration National Marine Fisheries Service
NOI	Notice of Intent
NOP	Notice of Preparation
NO_X	nitrogen oxides
NPDES	National Pollutant Discharge Elimination System
NPL	National Priority List
NRCS	Natural Resource Conservation Service

NRCS	Natural Resources Conservation Service
NRHP	National Register of Historic Places
O_3	ozone
OEHHA	Office of Environmental Health Hazard Assessment
OH	Overhead
OHWM	ordinary high water mark
OPR	Office of Planning and Research
OSHA	Occupational Safety and Health Administration
OSTP	Office of Science and Technology Policy
PA	Programmatic Agreement
Pb	lead
PDT	Project Development Team
PHPP	Palmdale Hybrid Power Project
PIR/PER	Paleontological Identification Report/Paleontological Evaluation Report
PFYC	Potential Fossil Yield Classification
PM	particulate matter
PM	Postmile
PM_{10}	particulate matter less than 10 microns in diameter
$PM_{2.5}$	particulate matter less than 2.5 microns in diameter
PMD	Palmdale Regional Airport
PMP	Paleontological Monitoring Plan
PPA	Power Purchase Agreement
ppm	parts per million
PPP	Public Private Partnership
PPV	peak particle velocity

PRC	Public Resources Code
PS&E	Plans, Specifications, and Estimate
PTC	positive train control
PV	photovoltaic
RAP	Relocation Assistance Program
RCB	reinforced concrete box
RCRA	Resource Conservation and Recovery Act of 1976
RECs	recognized environmental conditions
RMS	root mean square
ROG	reactive organic gas
ROW	right-of-way
RPW	relatively permanent water
RPZ	Runway Protection Zone
RSTIS	Regionally Significant Transportation Investment Study
RTIP	Regional Transportation Improvement Program
RTP	Regional Transportation Plan
RTP/SCS	Regional Transportation Plan/Sustainable Communities Strategy
RV	recreational vehicle
RWQCB	Regional Water Quality Control Board
SAFETEA-LU	Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users
SANBAG	San Bernardino Associated Governments
SB	Senate Bill
SCAG	Southern California Association of Governments
SCAQMD	South Coast Air Quality Management District
SCCIS	South Central Coastal Information Center

SCE	Southern California Edison
SCLA	Southern California Logistics Airport
SCS	Sustainable Communities Strategy
SDC	Seismic Design Criteria
SF_6	tetrafluoromethane, hexafluoroethane, sulfur hexafluoride
SHPO	State Historic Preservation Officer
SIP	State Implementation Plan
SLF	Sacred Lands File
SO_2	sulfur dioxide
SO_4	sulfate
SR	State Route
STAA	Surface Transportation Assistance Act of 1982
STEAM	Surface Transportation Efficiency Analysis Model
SWAMP	Surface Water Ambient Monitoring Program
SWANCC	Solid Waste Agency of Northern Cook County
SWMP	Storm Water Management Plan
SWP	State Water Project
SWPPP	Storm Water Pollution Prevention Plan
SWRCB	State Water Resources Control Board
TASAS	Traffic Accident Surveillance and Analysis System
TCEs	temporary construction easements
TCWG	Transportation Conformity Working Group
TDCs	targeted design constituents
TDD	telecommunications device for the deaf
TDM	Transportation Demand Management

TDS	total dissolved solids
TeNS	Technical Noise Supplement
TMDLs	total maximum daily loads
TMP	Traffic Management Plan
TNW	traditional navigable water
TOD	transit-oriented development
TOG	total organic gases
TPSS	Traction Power Substation
TSCA	Toxic Substances Control Act
TSM	Transportation System Management
U.S.C.	United States Code
UPRR	Union Pacific Railroad
US 395	United States Highway 395
USACE	U.S. Army Corps of Engineers
USDA	U.S. Department of Agriculture
USDOT	United States Department of Transportation
USFS	United States Forest Service
USFWS	United States Fish and Wildlife Service
USGS	United States Geological Survey
UST	underground storage tank
UWMPs	Urban Water Management Plans
VA	Value Analysis
VdB	vibration decibels
VIA	Visual Impact Assessment
VMT	vehicle miles traveled

vpd	vehicles per day
VVTA	Victor Valley Transit Authority
WD	Water District
WDRs	waste discharge requirements
WPCP	Water Pollution Control Plan
WQOs	Water Quality Objectives
WQPT	Water Quality Planning Tool
WQV	water quality volume

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Appendix H Notice of Preparation and Notice of Intent

California Home Thursday, June 5, 2014

OPR Home > CEQAnet Home > CEQAnet Query > Search Results > Document Description

New State Route 138

SCH Number: 2009031021

Document Type: NOP - Notice of Preparation

Project Lead Agency: Caltrans #7

Project Description

Proposed new State Route 138 Freeway/Expressway within the City of Palmdale, Los Angeles County. The proposed alignment follows the existing Avenue P-8 corridor from State Route 14 to 100th Street for a distance of approximately 10 miles. This is part of a larger overall plan to construct a new freeway/expressway between SR-14 in Los Angeles County and I-15 in San Bernardino County. Improvements to this corridor are considered necessary to provide for the existing and projected traffic demand attributed to large-scale growth and increasing developments in the northern portion of Los Angeles County, especially in the cities of Palmdale and Lancaster.

Contact Information

Primary Contact:
Karl Price
California Department of Transportation, District 7
(213) 897-1839
100 South Main Street, MS-16A
Los Angeles, CA 90012-3606

Project Location

County: Los Angeles
City: Palmdale
Region:
Cross Streets: 50th Street, 100th Street
Latitude/Longitude:
Parcel No:
Township:
Range:
Section:
Base:
Other Location Info:

Proximity To

Highways: SR 14
Airports:
Railways:
Waterways:
Schools:
Land Use:

Development Type

Other, Transportation: Highway/Freeway

Local Action

Other Action

Project Issues

Reviewing Agencies (Agencies in **Bold Type** submitted comment letters to the State Clearinghouse)

Resources Agency; Department of Conservation; Office of Historic Preservation; Department of Parks and Recreation; Department of Water Resources; Department of Fish and Wildlife, Region 5; **Native American Heritage Commission**; State Lands Commission; Caltrans, Division of Aeronautics; California Highway Patrol; Air Resources Board, Transportation Projects; Regional Water Quality Control Bd., Region 6 (Victorville)

Date Received: 3/10/2009 **Start of Review:** 3/10/2009 **End of Review:** 4/8/2009

CEQAnet HOME | NEW SEARCH

Arnold Schwarzenegger
Governor

STATE OF CALIFORNIA
Governor's Office of Planning and Research
State Clearinghouse and Planning Unit

Cathleen Cox
Acting Director

Notice of Preparation

September 28, 2010

To: Reviewing Agencies

Re: High Desert Corridor (New State Route - 138)
SCH# 2010091084

Attached for your review and comment is the Notice of Preparation (NOP) for the High Desert Corridor (New State Route - 138) draft Environmental Impact Report (EIR).

Responsible agencies must transmit their comments on the scope and content of the NOP, focusing on specific information related to their own statutory responsibility, within 30 days of receipt of the NOP from the Lead Agency. This is a courtesy notice provided by the State Clearinghouse with a reminder for you to comment in a timely manner. We encourage other agencies to also respond to this notice and express their concerns early in the environmental review process.

Please direct your comments to:

Karl Price
California Department of Transportation, District 7
100 South Main Street, MS-16A
Los Angeles, CA 90012-3606

with a copy to the State Clearinghouse in the Office of Planning and Research. Please refer to the SCH number noted above in all correspondence concerning this project.

If you have any questions about the environmental document review process, please call the State Clearinghouse at (916) 445-0613.

Sincerely,

Scott Morgan
Director, State Clearinghouse

Attachments
cc: Lead Agency

1400 TENTH STREET P.O. BOX 3044 SACRAMENTO, CALIFORNIA 95812-3044
TEL (916) 445-0613 FAX (916) 323-3018 www.opr.ca.gov

Document Details Report
State Clearinghouse Data Base

SCH# 2010091084
Project Title High Desert Corridor (New State Route - 138)
Lead Agency Caltrans #7

Type NOP Notice of Preparation

Description NOTE: Reference SCH# 2009031021.

Caltrans is formally initiating studies for the proposed High Desert Corridor-New State Route 138 project (also known as the E-220 Corridor) from State Route 14 in Los Angeles County to State Route 18 in San Bernardino County.
The proposed alignment will connect the City of Palmdale with the Town of Apple Valley. The new freeway/expressway is ~63 miles long. Improvements to this corridor are considered necessary to provide for the existing and projected traffic demand attributed to growth and increasing developments in the northern portion of Los Angeles County and the Victor Valley region of San Bernardino County.

Lead Agency Contact

Name Karl Price
Agency California Department of Transportation, District 7
Phone (213) 897-1839 **Fax**
email
Address 100 South Main Street, MS-16A
City Los Angeles **State** CA **Zip** 90012-3606

Project Location

County Los Angeles, San Bernardino
City
Region
Cross Streets
Lat / Long
Parcel No.
Township **Range** **Section** **Base**

Proximity to:

Highways SR-138,SR-18,I-15,SR-14
Airports
Railways
Waterways
Schools
Land Use

Project Issues

Reviewing Agencies Resources Agency; Department of Conservation; Office of Historic Preservation; Department of Parks and Recreation; Department of Water Resources; Department of Fish and Game, Region 5; Department of Fish and Game, Region 6; Office of Emergency Management Agency, California; Native American Heritage Commission; Public Utilities Commission; State Lands Commission; California Highway Patrol; Air Resources Board, Transportation Projects; Regional Water Quality Control Board, Region 4; Regional Water Quality Control Bd., Region 6 (Victorville)

Date Received 09/28/2010 **Start of Review** 09/28/2010 **End of Review** 10/27/2010

NOP Distribution List

County: Los Angeles SCH# 2010091084

esources Agency
- Resources Agency — Nadell Gayou
- Dept. of Boating & Waterways — Mike Sotelo
- California Coastal Commission — Elizabeth A. Fuchs
- Colorado River Board — Gerald R. Zimmerman
- Dept. of Conservation — Rebecca Salazar
- California Energy Commission — Eric Knight
- Cal Fire — Allen Robertson
- Central Valley Flood Protection Board — James Herota
- Office of Historic Preservation — Ron Parsons
- Dept of Parks & Recreation — Environmental Stewardship Section
- California Department of Resources, Recycling & Recovery — Sue O'Leary
- S.F. Bay Conservation & Dev't. Comm. — Steve McAdam
- Dept. of Water Resources — Resources Agency, Nadell Geyou

_____ Conservancy

sh and Game
- Depart. of Fish & Game — Scott Flint, Environmental Services Division
- Fish & Game Region 1 — Donald Koch
- Fish & Game Region 1E — Laurie Harnsberger
- Fish & Game Region 2 — Jeff Drongesen
- Fish & Game Region 3 — Charles Armor
- Fish & Game Region 4 — Julie Vance
- Fish & Game Region 5 — Don Chadwick, Habitat Conservation Program
- Fish & Game Region 6 — Gabrina Gatchel, Habitat Conservation Program
- Fish & Game Region 6 I/M — Brad Henderson, Inyo/Mono, Habitat Conservation Program
- Dept. of Fish & Game M — George Isaac, Marine Region

Other Departments
- Food & Agriculture — Steve Shaffer, Dept. of Food and Agriculture
- Depart. of General Services — Public School Construction
- Dept. of General Services — Anna Garbeff, Environmental Services Section
- Dept. of Public Health — Bridgette Binning, Dept. of Health/Drinking Water

Independent Commissions, Boards
- Delta Protection Commission — Linda Fiack
- Cal EMA (Emergency Management Agency) — Dennis Castrillo
- Governor's Office of Planning & Research — State Clearinghouse
- Native American Heritage Comm. — Debbie Treadway
- Public Utilities Commission — Leo Wong
- Santa Monica Bay Restoration — Guangyu Wang
- State Lands Commission — Marina Brand
- Tahoe Regional Planning Agency (TRPA) — Cherry Jacques

Business, Trans & Housing
- Caltrans - Division of Aeronautics — Sandy Hesnard
- Caltrans - Planning — Terri Pencovic
- California Highway Patrol — Scott Loetscher, Office of Special Projects
- Housing & Community Development — CEQA Coordinator, Housing Policy Division

Dept. of Transportation
- Caltrans, District 1 — Rex Jackman
- Caltrans, District 2 — Marcelino Gonzalez
- Caltrans, District 3 — Bruce de Terra
- Caltrans, District 4 — Lisa Carboni
- Caltrans, District 5 — David Murray
- Caltrans, District 6 — Michael Navarro
- Caltrans, District 7 — Elmer Alvarez
- Caltrans, District 8 — Dan Kopulsky
- Caltrans, District 9 — Gayle Rosander
- Caltrans, District 10 — Tom Dumas
- Caltrans, District 11 — Jacob Armstrong
- Caltrans, District 12 — Chris Herre

Cal EPA

Air Resources Board
- Airport Projects — Jim Lerner
- Transportation Projects — Douglas Ito
- Industrial Projects — Mike Tollstrup
- State Water Resources Control Board — Regional Programs Unit, Division of Financial Assistance
- State Water Resources Control Board — Student Intern, 401 Water Quality Certification Unit, Division of Water Quality
- State Water Resoucas Control Board — Steven Herrera, Division of Water Rights
- Dept. of Toxic Substances Control — CEQA Tracking Center
- Department of Pesticide Regulation — CEQA Coordinator

Regional Water Quality Control Board (RWQCB)
- RWQCB 1 — Cathleen Hudson, North Coast Region (1)
- RWQCB 2 — Environmental Document Coordinator, San Francisco Bay Region (2)
- RWQCB 3 — Central Coast Region (3)
- RWQCB 4 — Teresa Rodgers, Los Angeles Region (4)
- RWQCB 5S — Central Valley Region (5)
- RWQCB 5F — Central Valley Region (5), Fresno Branch Office
- RWQCB 5R — Central Valley Region (5), Redding Branch Office
- RWQCB 6 — Lahontan Region (6)
- RWQCB 6V — Lahontan Region (6), Victorville Branch Office
- RWQCB 7 — Colorado River Basin Region (7)
- RWQCB 8 — Santa Ana Region (8)
- RWQCB 9 — San Diego Region (9)

Other _____

Last Updated on 07/12/10

The program is scheduled to run from 9:30 a.m. to 5 p.m. on Thursday and from 9 a.m. to 3 p.m. on Friday.

Time permitting, the discussion is expected to focus on developments in a number of areas, e.g., federalism issues in implementing private international law conventions (including the Hague Convention on Choice of Court Agreements, the UNCITRAL E-Commerce and Letter of Credit Conventions, and others); globalization and cross-border corporate insolvency; international arbitration; investment securities, market stability and treaty law; international family law; private international law initiatives in the OAS; on-line dispute resolution; and treaty-based finance law. We encourage active participation by all those attending.

Documents on these subjects are available at *http://www.hcch.net*; *http://www.uncitral.org*; *http://www.unidroit.org*; *http://www.oas.org*, and *http://www.nccusl.org*. We may, by e-mail, supplement those with additional documents.

Please advise as early as possible if you plan to attend. The meeting is open to the public up to the capacity of the conference facility, and space will be reserved on a first come, first served basis. Persons who wish to have their views considered are encouraged, but not required, to submit written comments in advance. Those who are unable to attend are also encouraged to submit written views. Comments should be sent electronically to *smeltzertk@state.gov*. Those planning to attend should provide name, affiliation and contact information to Trish Smeltzer at 703–812–2382 or Niesha Toms at 703–812–2353, or by e-mail to *tomsnn@state.gov*. You may also use those contacts to obtain additional information. A member of the public needing reasonable accommodation should advise those same contacts not later than October 21st. Requests made after that date will be considered, but might not be able to be fulfilled.

September 15, 2010.

Keith Loken,

Assistant Legal Adviser, Office of Private International Law, Office of the Legal Adviser, Department of State.

[FR Doc. 2010–23978 Filed 9–23–10; 8:45 am]

BILLING CODE 4710–08–P

DEPARTMENT OF TRANSPORTATION

Federal Highway Administration

Environmental Impact Statement: Los Angeles and San Bernardino Counties, CA; Notice of Intent

AGENCY: Federal Highway Administration (FHWA), DOT.

ACTION: Notice of Withdrawal/Revised Notice of Intent (NOI).

SUMMARY: The FHWA, on behalf of the California Department of Transportation (Caltrans), is issuing this notice to advise the public that the Notice of Intent to prepare an Environmental Impact Statement (EIS) for the proposed New State Route 138 project in Los Angeles County, California (**Federal Register** Vol. 74, No. 16) and the Notice of Intent to prepare an Environmental Impact Statement (EIS) for the proposed High Desert Corridor project, State Route 18, in San Bernardino County, California (**Federal Register** Vol. 72, No. 197) are being withdrawn. In addition, this notice is being issued to advise the public that a draft EIS will be prepared for a proposed expanded High Desert Corridor—New State Route 138 project in Los Angeles and San Bernardino Counties, California.

DATES: Public scoping meetings will be held in:

(1) Palmdale, CA on September 27, 2010, 6 p.m. to 8 p.m.

(2) Lancaster, CA on September 28, 2010, 6 p.m. to 8 p.m.

(3) Apple Valley, CA on September 29, 2010, 6 p.m. to 8 p.m.

(4) Victorville, CA on September 30, 2010, 6 p.m. to 8 p.m.

ADDRESSES:

(1) Palmdale—Larry Chimbole Cultural Center, 38350 North Sierra Highway, Palmdale, CA 93550.

(2) Lancaster—Lancaster City Hall, Emergency Operations Center, 44933 Fern Avenue, Lancaster, CA 93534.

(3) Apple Valley—Town of Apple Valley Development Services Building Conference Center, 14955 Dale Evans Parkway, Apple Valley, CA 92307.

(4) Victorville—City of Victorville Conference Room D, 14343 Civic Drive, Victorville, CA 92393.

FOR FURTHER INFORMATION CONTACT: Ronald Kosinski, Deputy District Director, California Department of Transportation District 7 Division of Environmental Planning, 100 South Main Street, Mail Stop 16A, Los Angeles, CA 90012.

SUPPLEMENTARY INFORMATION: Effective July 1, 2007, the FHWA assigned, and Caltrans assumed, environmental responsibilities for these projects pursuant to 23 U.S.C. 327. Caltrans, as the delegated National Environmental Policy Act (NEPA) lead agency, initiated studies on the proposed New State Route 138 and High Desert Corridor, State Route 18 projects. NOIs were published in the **Federal Register** on January 27, 2009 (Vol. 74, No. 16) and October 12, 2007 (Vol. 72, No. 197). During the course of conducting studies and coordinating with regulatory and resource agencies for the proposed projects, it was determined that the projects should be combined into one larger High Desert Corridor—New State Route 138 project. A Draft Environmental Impact Statement will be prepared for a proposal to construct a new freeway/expressway, and possibly a toll way, between SR–14 in Los Angeles County and SR–18 in San Bernardino County. The proposed route would run primarily in an east-west direction and extend for approximately 63 miles; it would roughly follow the alignment of the Avenue P–8 corridor near SR–14 in Los Angeles County and Air Expressway near I–15 in San Bernardino County. East of I–15, the proposed route would turn south until it terminates at SR–18. The development of this corridor is considered necessary to provide for the existing and projected traffic demand attributed to large-scale growth and increasing population in the Antelope, Victor and Apple Valley areas of Los Angeles and San Bernardino Counties. This growth has resulted in inadequate capacity and accessibility along the existing east-west trending roadways as well as an increase in demand for goods movement corridors and access to regional airports.

Alternatives under consideration are: (1)—No-Build; (2)—Transportation System Management/Transportation Demand Management (TSM/TDM). This includes various operational investments, policies, and easily implemented, low capital cost improvements aimed at improving goods movement, passenger auto and transit travel, and reducing the environmental impacts of transportation for cities and operations in the High Desert Corridor study area; (3)—Freeway/Expressway. This would consist of a route with a controlled-access freeway in some areas and an expressway in others, depending on what is warranted by traffic demand. Interchange locations will be determined based upon traffic projections. Three variations along the main alignment of this alternative will be considered. In Variation A, the freeway/expressway would run slightly

south of the main alignment, approximately between 15th St. East and Little Rock Wash near Palmdale. In Variation B, the freeway/expressway would run slightly south of the main alignment between Oasis Rd. and Caughlin Rd. East of the county line. In Variation C, the freeway/expressway would swing south of the main alignment to tie into SR–18 near Rimrock Rd.; (4)—Freeway/Toll Way. This would consist of engineering geometrics similar to Alternative 3 with alterations made in coordination with a Public Private Partnership (P3) analysis. Variations A, B and C would also be considered; (5)—Avenue P–8 Corridor, SR–138 and SR–18 Improvements. This would consist of engineering geometrics similar to Alternative 3 between SR–14 and approximately 125th St. East. From 125th St. East, the route would curve south until it joins the existing SR–138. The existing SR–138 and SR–18 would be widened between approximately 146th St. East and I–15. One of the segments east of I–15, as described in Alternative 3, would also be built as part of this alternative; (6)—Freeway/Expressway with right-of-way for a potential High Speed Rail facility. This would consist of engineering geometrics similar to Alternative 3 with the consideration of additional right-of-way for a High Speed Rail (HSR) facility. If an HSR facility is proven to be viable, its engineering and environmental analysis would be funded by others at some later time, and; (7)—Freeway/Toll Way with right-of-way for a potential High Speed Rail facility. This would consist of engineering geometrics similar to Alternative 4 with the consideration of additional right-of-way for a High Speed Rail (HSR) facility. This alternative would include a P3 analysis. If a HSR facility is proven to be viable, its engineering and environmental analysis would be funded by others at some later time.

It is anticipated that the proposed project may require the following federal approvals and permits: A Biological Opinion from the United States Fish and Wildlife Service, approval of a PM10 and PM2.5 Hot Spot Analysis by the Conformity Working Group for transportation conformity determination under the Clean Air Act, Section 401, 402 and 404 permits under the Clean Water Act, and a Farmland Conversion Impact Rating under the Farmland Protection Policy Act.

Letters describing the proposed action and soliciting comments will be sent to appropriate Federal, State and local agencies, Participating Agencies, Tribal governments, and to private organizations and citizens who have previously expressed or are known to have an interest in this proposal. NEPA requires the lead agency to conduct an early and open process for determining the scope of issues to be addressed and for identifying the significant issues related to a proposed action. In compliance with NEPA, formal scoping meetings will be held at the dates, times and locations as described above. Public notice will be given of the times and place of each meeting. To ensure that the full range of issues related to this proposed action are addressed and all significant issues identified, comments and suggestions are invited from all interested parties. Comments or questions concerning this proposed action and the draft EIS should be directed to Caltrans at the address provided above.

(Catalog of Federal Domestic Assistance Program Number 20.205, Highway Planning and Construction. The regulations implementing Executive Order 12372 regarding intergovernmental consultation on Federal programs and activities apply to this program.)

Issued on: September 20, 2010.

Cindy Vigue,

Director, State Programs, Federal Highway Administration, Sacramento, California.

[FR Doc. 2010–23920 Filed 9–23–10; 8:45 am]

BILLING CODE 4910–22–P

DEPARTMENT OF TRANSPORTATION

Federal Motor Carrier Safety Administration

Sunshine Act Meetings; Unified Carrier Registration Plan Board of Directors

AGENCY: Federal Motor Carrier Safety Administration (FMCSA), DOT.

TIME AND DATE: October 14, 2010, 12 noon to 3 p.m., Eastern Daylight Time.

PLACE: This meeting will take place telephonically. Any interested person may call 877.768.0032 passcode 4856462 to participate in this meeting by telephone.

STATUS: Open to the public.

MATTERS TO BE CONSIDERED: The Unified Carrier Registration Plan Board of Directors (the Board) will continue its work in developing and implementing the Unified Carrier Registration Plan and Agreement and to that end, may consider matters properly before the Board.

FOR FURTHER INFORMATION CONTACT: Mr. Avelino Gutierrez, Chair, Unified Carrier Registration Board of Directors at (505) 827–4565.

Issued on: September 21, 2010.

Larry W. Minor,

Associate Administrator for Policy and Program Development.

[FR Doc. 2010–24183 Filed 9–22–10; 4:15 pm]

BILLING CODE 4910–EX–P

DEPARTMENT OF THE TREASURY

Submission for OMB Review; Comment Request

September 20, 2010

The Department of the Treasury will submit the following public information collection requirements to OMB for review and clearance under the Paperwork Reduction Act of 1995, Public Law 104–13 on or after the date of publication of this notice. A copy of the submissions may be obtained by calling the Treasury Bureau Clearance Officer listed. Comments regarding these information collections should be addressed to the OMB reviewer listed and to the Treasury PRA Clearance Officer, Department of the Treasury, 1750 Pennsylvania Avenue, NW., Suite 11010, Washington, DC 20220.

DATES: Written comments should be received on or before October 25, 2010 to be assured of consideration.

Internal Revenue Service (IRS)

OMB Number: 1545–0015.

Type of Review: Revision of a currently approved collection.

Title: United States Estate (and Generation-Skipping Transfer) Tax Return.

Form: 706 and schedules.

Abstract: Form 706 is used by executors to report and compute the Federal Estate Tax imposed by IRC section 2001 and the Federal GST tax imposed by IRC section 2601. IRS uses the information to enforce these taxes and to verify that the tax has been properly computed.

Respondents: Individuals or households.

Estimated Total Burden Hours: 2,046,350 hours.

OMB Number: 1545–0026.

Type of Review: Extension without change to a currently approved collection.

Title: Return by a U.S. Transferor of Property to a Foreign Corporation.

Form: 926.

Abstract: Form 926 is filed by any U.S. person who transfers certain tangible or intangible property to a foreign corporation to report information required by section 6038B.

Respondents: Private Sector: Businesses or other for-profits.

California Home Thursday, June 5, 2014

OPR Home > CEQAnet Home > CEQAnet Query > Search Results > Document Description

High Desert Corridor (New State Route - 138)

SCH Number: 2010091084

Document Type: NOP - Notice of Preparation

Project Lead Agency: Caltrans #7

Project Description

NOTE: Reference SCH# 2009031021. Caltrans is formally initiating studies for the proposed High Desert Corridor-New State Route 138 project (also known as the E-220 Corridor) from State Route 14 in Los Angeles County to State Route 18 in San Bernardino County. The proposed alignment will connect the City of Palmdale with the Town of Apple Valley. The new freeway/expressway is ~63 miles long. Improvements to this corridor are considered necessary to provide for the existing and projected traffic demand attributed to growth and increasing developments in the northern portion of Los Angeles County and the Victor Valley region of San Bernardino County.

Contact Information

Primary Contact:
Karl Price
California Department of Transportation, District 7
(213) 897-1839
100 South Main Street, MS-16A
Los Angeles, CA 90012-3606

Project Location

County: Los Angeles, San Bernardino
City:
Region:
Cross Streets:
Latitude/Longitude:
Parcel No:
Township:
Range:
Section:
Base:
Other Location Info:

Proximity To

Highways: SR-138,SR-18,I-15,SR-14
Airports:
Railways:
Waterways:
Schools:
Land Use:

Development Type

Other

Local Action

Other Action

Project Issues

Reviewing Agencies (Agencies in **Bold Type** submitted comment letters to the State Clearinghouse)

Resources Agency; Department of Conservation; Office of Historic Preservation; Department of Parks and Recreation; Department of Water Resources; Department of Fish and Wildlife, Region 5; Department of Fish and Wildlife, Region 6; Office of Emergency Management Agency, California; **Native American Heritage Commission**; Public Utilities Commission; State Lands Commission; California Highway Patrol; Air Resources Board, Transportation Projects; Regional Water Quality Control Board, Region 4; Regional Water Quality Control Bd., Region 6 (Victorville)

Date Received: 9/28/2010 **Start of Review:** 9/28/2010 **End of Review:** 10/27/2010

CEQAnet HOME | NEW SEARCH

California Home Thursday, June 5, 2014

OPR Home > CEQAnet Home > CEQAnet Query > Search Results > Document Description

High Desert Corridor (New State Route - 138)

SCH Number: 2010091064

Document Type: NOP - Notice of Preparation

Project Lead Agency: Caltrans #7

Project Description

Note: Revised Caltrans in cooperation with the Los Angeles County Metropolitan Transportation Authority (Metro), proposes construction of the High Desert Corridor (HDC) as a new multi-purpose transportation facility in the High Desert region of Los Angeles and San Bernardino counties. The proposed 63-mile-long east-west facility would consist of an east-west freeway/expressway, and possible toll or rail facility, between SR 14 in Los Angeles County and SR 18 in San Bernardino County. A bike path and green energy elements are also being considered. The project is proposed as a means of improving mobility and access for people and goods in the rapidly growing Antelope Valley, Victor Valley, and Apple Valley areas of Los Angeles and San Bernardino counties.

Contact Information

Primary Contact:
Karl Price
California Department of Transportation, District 7
(213) 897-1839
100 South Main Street, MS-16A
Los Angeles, CA 90012-3606

Project Location

County: Los Angeles, San Bernardino
City:
Region:
Cross Streets:
Latitude/Longitude:
Parcel No:
Township:
Range:
Section:
Base:
Other Location Info:

Proximity To

Highways: SR-138,SR-18,I-15,SR-14
Airports:
Railways:
Waterways:
Schools:
Land Use:

Development Type

Other

Local Action

Project Issues

Reviewing Agencies (Agencies in **Bold Type** submitted comment letters to the State Clearinghouse)

Resources Agency; Department of Conservation; Office of Historic Preservation; Department of Water Resources; Department of Fish and Wildlife, Region 5; Department of Fish and Wildlife, Region 6; Office of Emergency Management Agency, California; **Native American Heritage Commission**; **Public Utilities Commission**; State Lands Commission; **California Highway Patrol**; Air Resources Board, Transportation Projects; **Regional Water Quality Control Board, Region 4**; Regional Water Quality Control Bd., Region 6 (Victorville)

Date Received: 7/3/2013 **Start of Review:** 7/3/2013 **End of Review:** 8/1/2013

CEQAnet HOME | NEW SEARCH

46676 Federal Register / Vol. 78, No. 148 / Thursday, August 1, 2013 / Notices

DEPARTMENT OF TRANSPORTATION

Federal Highway Administration

Environmental Impact Statement; Los Angeles and San Bernardino Counties, California; Notice of Intent

AGENCY: Federal Highway Administration (FHWA), DOT.

ACTION: Revised Notice of Intent (NOI).

SUMMARY: The FHWA, on behalf of the California Department of Transportation (Caltrans), is issuing this Revised Notice of Intent to inform the public of changes to the proposed High Desert Corridor project in Los Angeles and San Bernardino Counties, California. The Federal Railroad Administration has also been added as a Cooperating Agency.

DATES: Public scoping meetings were previously conducted as follows:

(1) Palmdale, CA on September 27, 2010, 6 p.m. to 8 p.m.

(2) Lancaster, CA on September 28, 2010, 6 p.m. to 8 p.m.

(3) Apple Valley, CA on September 29, 2010, 6 p.m. to 8 p.m.

(4) Victorville, CA on September 30, 2010, 6 p.m. to 8 p.m.

Meetings have also been held at various locations along the proposed corridor during April 2011 and January, February and December 2012 to keep the public, agencies, and elected officials appraised of the status of the project, including the modification of two project alternatives to include high speed rail. Additional meetings will be held in July of 2013.

FOR FURTHER INFORMATION CONTACT: Ronald Kosinski, Deputy District Director, California Department of Transportation District 7 Division of Environmental Planning, 100 South Main Street, Mail Stop 16A, Los Angeles, CA 90012.

SUPPLEMENTARY INFORMATION: Effective July 1, 2007, the FHWA assigned, and Caltrans assumed, environmental responsibilities for these projects pursuant to 23 U.S.C. 327. Caltrans, as the delegated National Environmental Policy Act (NEPA) lead agency, initiated studies on the High Desert Corridor project. The NOI was published in the Federal Register on October 12, 2007 (Vol. 72, No. 197) and a revised NOI was published on September 24, 2010 (Vol. 75, No. 185).

A draft Environmental Impact Statement will be prepared for a proposal to construct the High Desert Corridor, a new freeway/expressway, and possible toll way, extending approximately 63 miles between SR–14 in Los Angeles County and SR–18 in San Bernardino County. On March 22, 2012, the Los Angeles County Metropolitan Transportation Authority (Metro) Board of Directors took action to recognize this project as a Strategic Multipurpose Corridor, which provides mobility, as well as economic and environmental benefits. To satisfy this directive, the proposed corridor is being evaluated for potential inclusion of the highway (freeway/expressway), a toll way, a bike path, energy production and/or transmission facilities, and a high speed rail feeder service line. The proposed route would run primarily in an east-west direction and would roughly follow the alignment of the Avenue P–8 corridor near SR–14 in Los Angeles County and Air Expressway near I–15 in San Bernardino County. East of I–15, the proposed route would curve south until it terminates at SR–18.

The development of this corridor is considered necessary to provide for the existing and projected traffic demand attributed to large-scale growth and increasing population in the Antelope, Victor and Apple Valley areas of Los Angeles and San Bernardino Counties. This growth has resulted in inadequate capacity and accessibility along the existing east-west trending roadways as well as an increase in demand for goods movement corridors and access to regional airports. Alternatives under consideration are: (1)—No-Build; (2)—Transportation System Management/Transportation Demand Management (TSM/TDM). This includes several key elements under consideration: An eight-lane grade-separated freeway from SR–14 to 30th Street East; a transition to a four-lane at-grade expressway from 30th Street East to Longview Road; a four-lane at-grade highway connecting to SR–138 and extending east to US–395 along SR–18; a six-lane arterial highway along SR–18 (Palmdale Road) from US–395 to I–15; and minor roadway and signal improvements along SR–18 from I–15 to Bear Valley Road. These TSM/TDM roadway improvements would maintain at-grade intersections with local roads and driveway access; (3)—Freeway/Expressway (Avenue P–8, I–15 and SR–18). This would consist of a route with a controlled-access freeway in some areas and an expressway in others, depending on what is warranted by traffic demand. Interchange locations will be determined based upon traffic projections. This alternative generally follows Avenue P–8 in Los Angeles County and runs just south of El Mirage Road in San Bernardino County and then extends to Air Expressway Road near I–15 and curves south terminating at Bear Valley Road. The incorporation of green energy technologies and a bike path along the alternative will also be considered. Four variations along the main alignment of this alternative will be considered. In Variation A, the freeway/expressway would run slightly south of the main alignment, approximately between 15th Street East and Little Rock Wash near Palmdale. In Variation B, the freeway/expressway would run slightly south of the main alignment between Oasis Road and Caughlin Road east of the county line. In Variation D, the freeway/expressway would swing south of the main alignment just south of Avenue R approximately between 180th Street East and 230th Street East near the community of Lake Los Angeles. In Variation E, the freeway/expressway would swing south of the federal prison near the cities of Adelanto and Victorville; (4)—Freeway/Toll Way (Avenue P–8, I–15 and SR–18). This would consist of engineering geometrics similar to Alternative 3 with alterations made in coordination with a Public Private Partnership (P3) analysis. Variations A, B, D and E would also be considered; (5)—Freeway/Expressway with High Speed Rail Feeder Service. This Alternative is the same as the Alternative 3 (including Variations A, D, B and E) and includes a High Speed Rail (HSR) Feeder Service between Palmdale and Victorville. The HSR Feeder Service would utilize proven steel wheel on steel track technology and have a maximum operating speed of 180 miles per hour. Additional details of this operating feature, including the type of train technology (electric vs. diesel-electric), its location in relation to the HDC and its connections to existing and proposed rail stations are being evaluated as part of the ongoing Public-Private Partnership analysis and Alternatives Analysis. The incorporation of green energy technologies and a bike path will also be considered; (6)—Freeway/Tollway with High Speed Rail Feeder Service. This would consist of engineering geometrics similar to Alternative 4 with the consideration of additional right-of-way for a High Speed Rail (HSR) facility. The HSR Feeder Service would utilize proven steel wheel on steel track technology and have a maximum operating speed of 180 miles per hour. Additional details of this operating feature, including the type of train technology (electric vs. diesel-electric), its location in relation to the HDC and its connections to existing and proposed rail stations are being evaluated as part of the ongoing P3 analysis and Alternatives Analysis. The

incorporation of green energy technologies and a bike path will also be considered; and (7)—Hybrid Corridor. This would consist of a combination of the previously identified alternatives, whose elements (TSM/TDM, Freeway, Expressway, Tollway, HSR Feeder Service, Green Energy Technologies, bike path) would be pieced together to best fit the needs of each section of the corridor. The determination of which elements to use, and at which locations, would be based on the results of the traffic study, environmental studies and public input. It is anticipated that the proposed project may require the following federal approvals and permits: A Biological Opinion from the United States Fish and Wildlife Service; approval of a PM_{10} and $PM_{2.5}$ Hot Spot Analysis determination by the Conformity Working Group for transportation conformity under the Clean Air Act; Section 401, 402 and 404 permits under the Clean Water Act; and a Farmland Conversion Impact Rating under the Farmland Protection Policy Act.

Letters describing the proposed action and soliciting comments will be sent to appropriate Federal, State and local agencies, Participating Agencies, Tribal governments, and to private organizations and citizens who have previously expressed or are known to have an interest in this proposal. To ensure that the full range of issues related to this proposed action are addressed and all significant issues identified, comments and suggestions are invited from all interested parties. Comments or questions concerning this proposed action and the draft EIS should be directed to Caltrans at the address provided above.

(Catalog of Federal Domestic Assistance Program Number 20.205, Highway Planning and Construction. The regulations implementing Executive Order 12372 regarding intergovernmental consultation on Federal programs and activities apply to this program.)

Issued on: July 22, 2013.

Matt Schmitz,

Director State Programs, Federal Highway Administration, Sacramento, California.

[FR Doc. 2013–18515 Filed 7–31–13; 8:45 am]

BILLING CODE 4910–22–P

DEPARTMENT OF TRANSPORTATION

Federal Highway Administration

Environmental Impact Statement; Calcasieu Parish, LA

AGENCY: Federal Highway Administration (FHWA), DOT.

ACTION: Notice of intent.

SUMMARY: The Federal Highway Administration is issuing this notice to advise the public that an Environmental Impact Statement (EIS) will be prepared for a proposed transportation project in Calcasieu Parish, Louisiana.

FOR FURTHER INFORMATION CONTACT: FHWA Carl Highsmith, Project Delivery Team Leader, FHWA, 5304 Flanders Drive, Suite A, Baton Rouge, Louisiana 70808. Project information can be found at the project Web site *http://www.i10lakecharles.com.*

SUPPLEMENTARY INFORMATION: The FHWA, in cooperation with the DOTD, will prepare an EIS on alternatives for additional capacity along I–10 in the Lake Charles region between the I–210 interchanges including the Calcasieu River Bridge. A feasibility and environmental study was previously conducted in accordance with the National Environmental Policy Act (NEPA) for this project. The feasibility study involved four phases: (1) Information and Data Gathering; (2) Preliminary Study; (3) Refined Alternatives; and (4) Preparation and Submission of a Final Report. Based on the preliminary studies which included input from the local community, four feasible alternatives have been recommended for further study. A no-build alternative will also be evaluated in accordance with NEPA. The preliminary studies were completed in spring 2004; however the proposed project was placed on hold to evaluate the bridge height and due to the discovery of hazardous materials contamination within the proposed right-of-way. Because of the potential for impacts and issues associated with various socioeconomic and environmental resources and the high-level of public interest, FHWA will prepare an EIS. The total project length is approximately 9 miles. In addition to bridge alternatives, improvements to be investigated within the study limits include: A redesign of Sampson Street from Sulphur Avenue to I–10 to provide grade separations with existing railroads; a redesign of the access to and from I–10 on the west side of the bridge between Sampson Street and PPG Drive; a redesign of the access to and from I–10 near the east end of the bridge; and consideration of the implementation of one-way frontage roads from PPG Drive to US 90 East. Consideration will be given to using the existing bridge for the frontage roads. Proposed changes to the existing bridge to be investigated include: (a) Designing the proposed bridge structure to accommodate three travel lanes and one auxiliary lane, with inside and outside shoulders and two frontage roads in each direction, (b) a reduction in navigational clearance, (c) reducing the existing 420 foot truss span to two main spans, and (d) determining if the existing vertical clearance for marine traffic can be reduced. Letters describing the proposed project and soliciting comments will be sent to appropriate Federal, State, and local agencies, and to private organizations and the public who have previously expressed or are known to have interest in this project. Numerous public meetings will be held throughout the term of the project. The first of these meetings, a series of public scoping meetings, will be conducted to provide the public information about the project and an opportunity to assist in formulating and revising the scope of the study. The public scoping meetings will be scheduled in the future and will be posted to the project Web site *http://www.i10lakecharles.com.*

In addition, a public hearing will be held. Public notice will be given of the time and place of the meetings and hearing.

To ensure that the full range of issues related to this proposed project are addressed and all significant issues identified, comments and suggestions are invited from all interested parties. Comments or questions concerning this proposed action and the EIS should be directed to the FHWA at the address provided above.

(Catalog of Federal Domestic Assistance Program Number 20.205, Highway Research, Planning, and Construction. The regulations implementing Executive Order 12372 regarding intergovernmental consultation on Federal programs and activities apply to this program.)

Issued on: July 25, 2013.

Charles Bolinger,

Division Administrator, Baton Rouge, Louisiana.

[FR Doc. 2013–18531 Filed 7–31–13; 8:45 am]

BILLING CODE 4910–22–P

DEPARTMENT OF TRANSPORTATION

Federal Motor Carrier Safety Administration

[Docket No. FMCSA–2013–0051]

Agency Information Collection Activities; New Information Collection Request: Commercial Motor Vehicle Marking Requirements

AGENCY: Federal Motor Carrier Safety Administration (FMCSA), DOT.

Appendix I Affected Parcels Subject to Relocation

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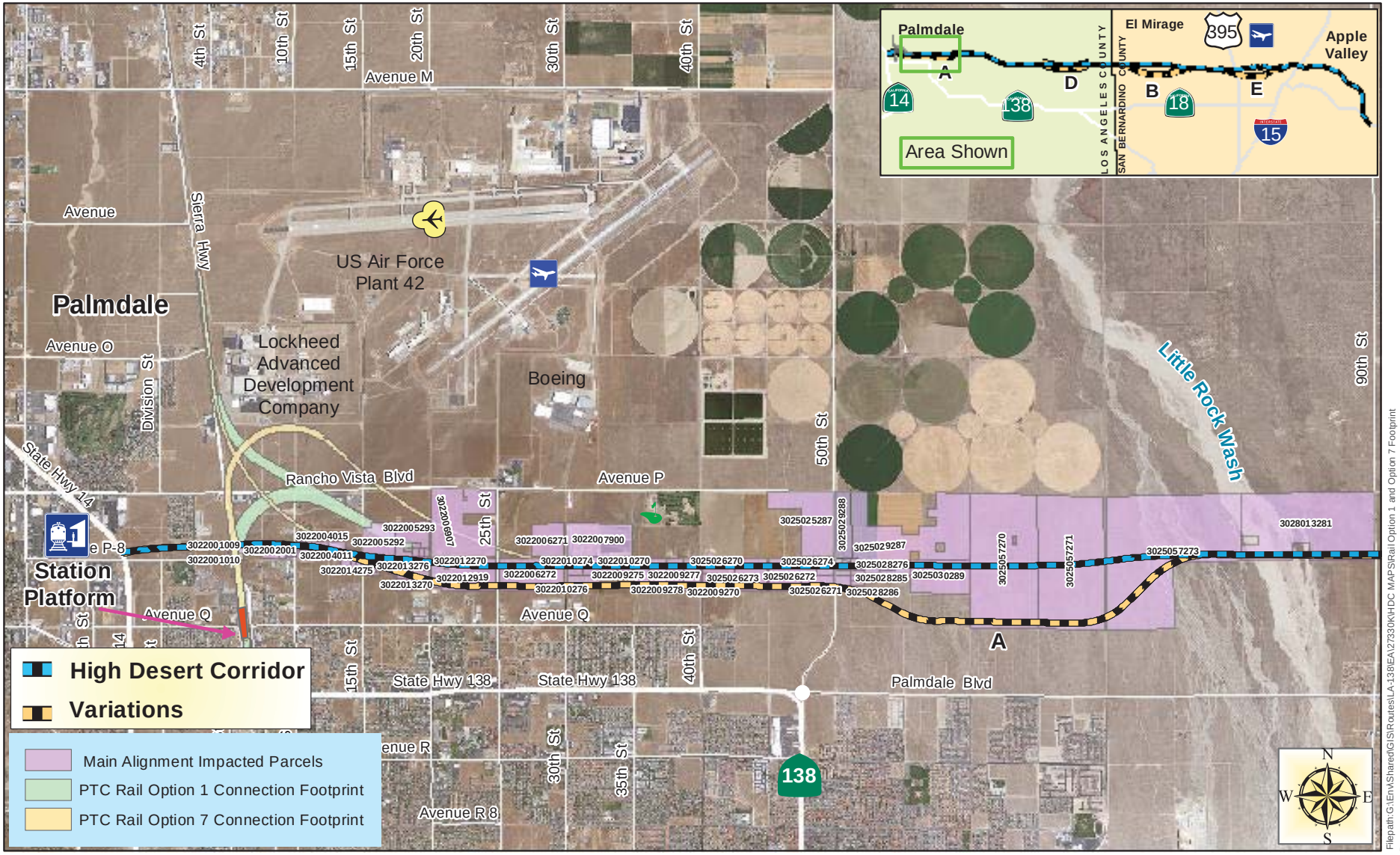
Parcels affected by the HDC footprint, includes developed and undeveloped parcels. For a subset list of potential developed parcels subject to relocation refer to Section 3.1.4.2 Table 3.1.4-18 on Page 3-101.

Main Alignment Impacted Parcels



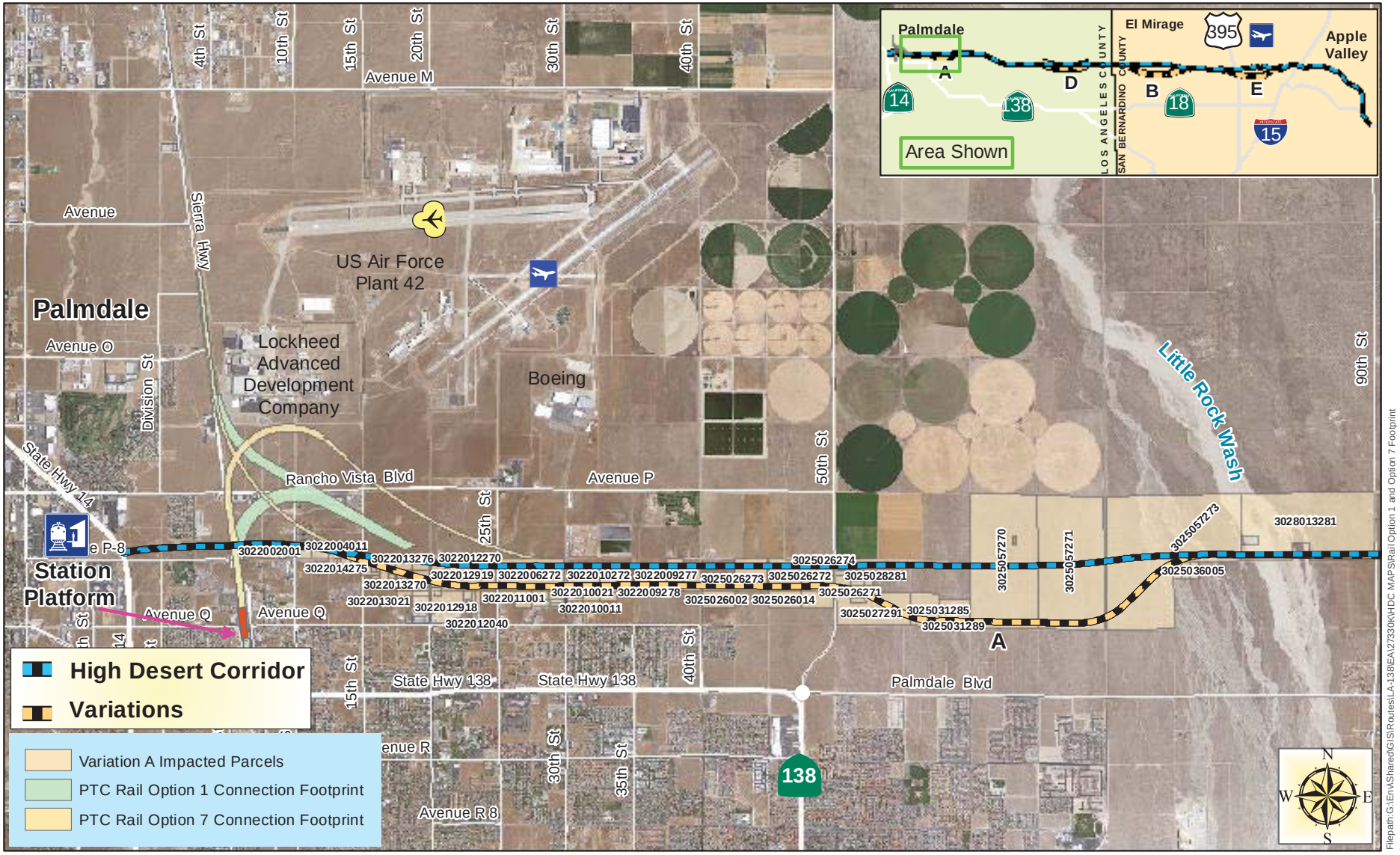
High Desert Corridor
California Department of Transportation
District 7, Los Angeles

0 0.25 0.5 1 1.5 2 Miles

Map Created by Robert Wang 08/08/2014 Division of Environmental Planning

Filepath:G:\Env\Shared\GIS\Routes\LA-138\EA\27330K\HDC MAPS\Rail Option 1 and Option 7 Footprint
Document Path: G:\Env\Shared\GIS\Routes\LA-138\EA\27330K\Report Maps\Parcels Affected by option and Variations for EIR EIS\HDC_Variation_A-Parcels_Affected_Main_Alignment_EIR_EIS.mxd

Variation A Impacted Parcels



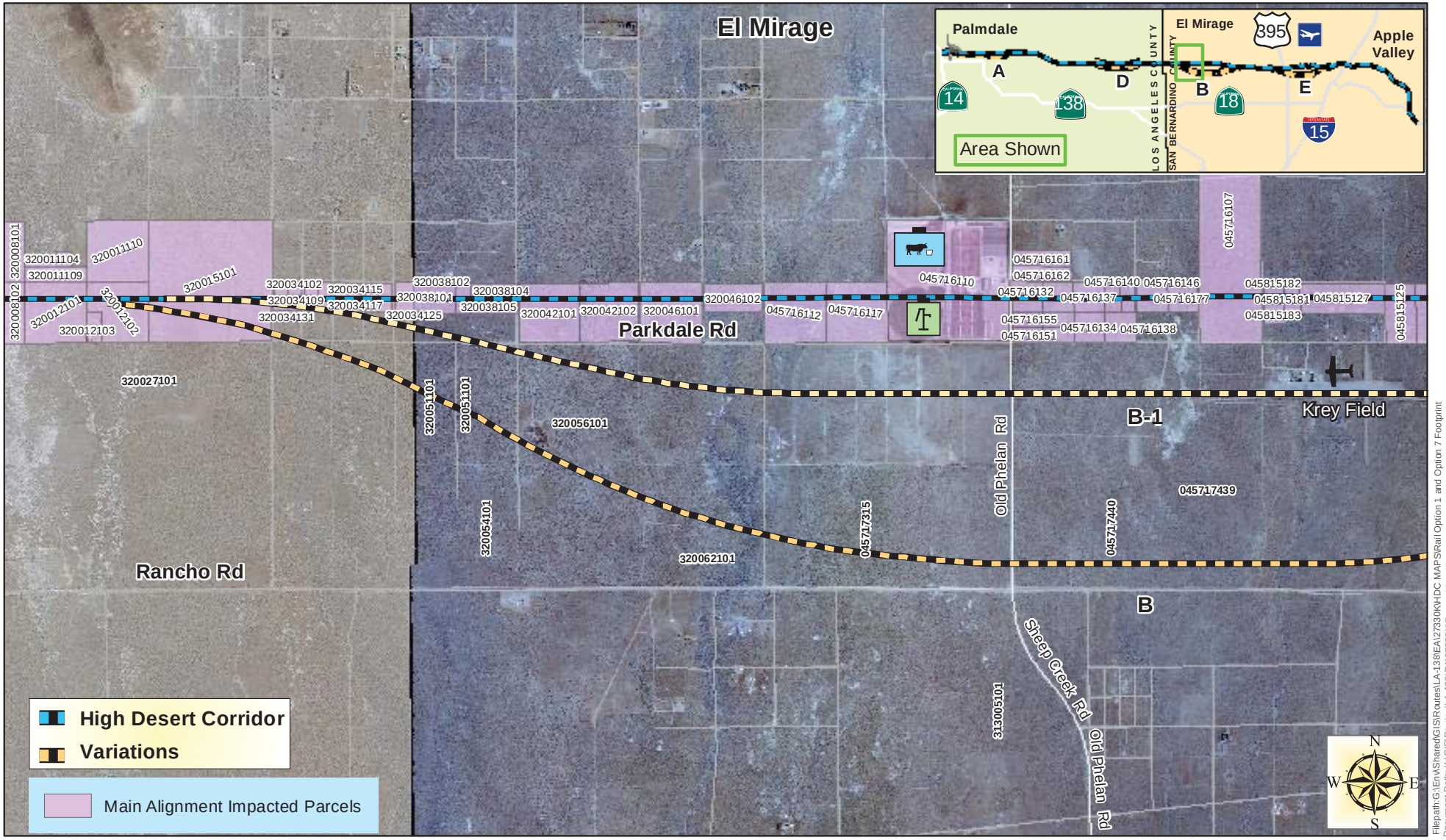
High Desert Corridor
California Department of Transportation
District 7, Los Angeles

0 0.25 0.5 1 1.5 2 Miles

Map Created by Robert Wang 08/08/2014 Division of Environmental Planning

Filepath:G:\Env\Shared\GIS\Routes\LA-138\EA\27330K\HDC MAPS\Rail Option 1 and Option 7 Footprint
Document Path: G:\Env\Shared\GIS\Routes\LA-138\EA\27330K\Report Maps\Parcels Affected by option and Variations for EIR EIS\HDC_Variation_A-Parcels_Affected_EIR_EIS.mxd

Main Alignment Impacted Parcels



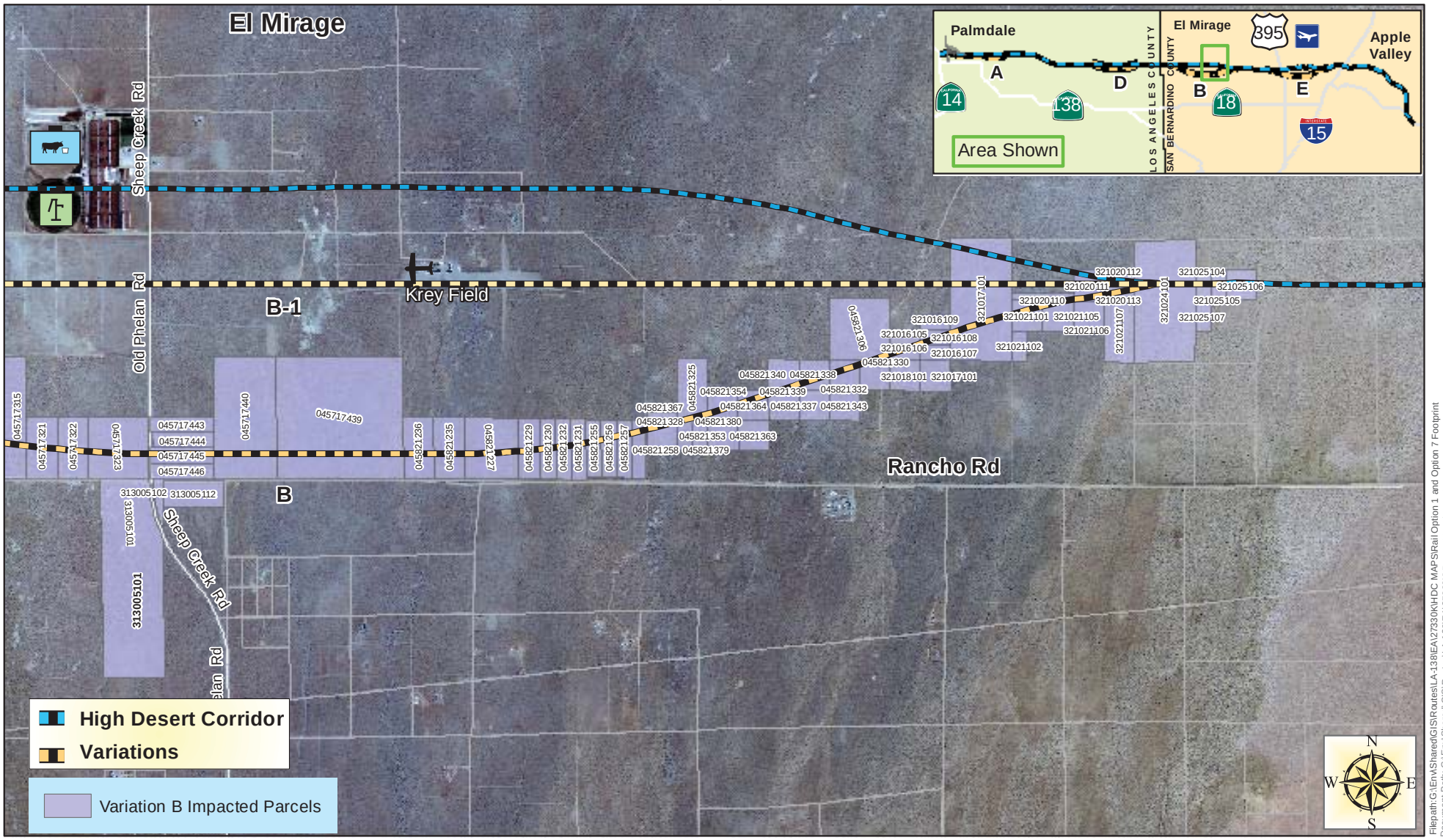
High Desert Corridor
California Department of Transportation
District 7, Los Angeles

0 0.25 0.5 1 1.5 2 Miles

Map Created by Robert Wang 08/04/2014 Division of Environmental Planning

Filepath:G:\Env\Shared\GIS\Routes\LA-138\EA\2733OK\HDC MAPS\Rail Option 1 and Option 7 Footprint Document Path: K:\GIS\Routes\LA-138\EA\2733OK\Report Maps\Parcels Afeected by option and Variations for EIR EIS\HDC_Variation_B-Parcels_Affected_MainAlignment_HWYandRAIL_EIR_EIS_part1v2.mxd

Variation B Impacted Parcels



High Desert Corridor
California Department of Transportation
District 7, Los Angeles

0 0.25 0.5 1 1.5 2 Miles

Map Created by Robert Wang 08/04/2014 Division of Environmental Planning

Filepath:G:\Env\Shared\GIS\Routes\LA-138\EA\27330K\HDC MAPS\Rail Option 1 and Option 7 Footprint
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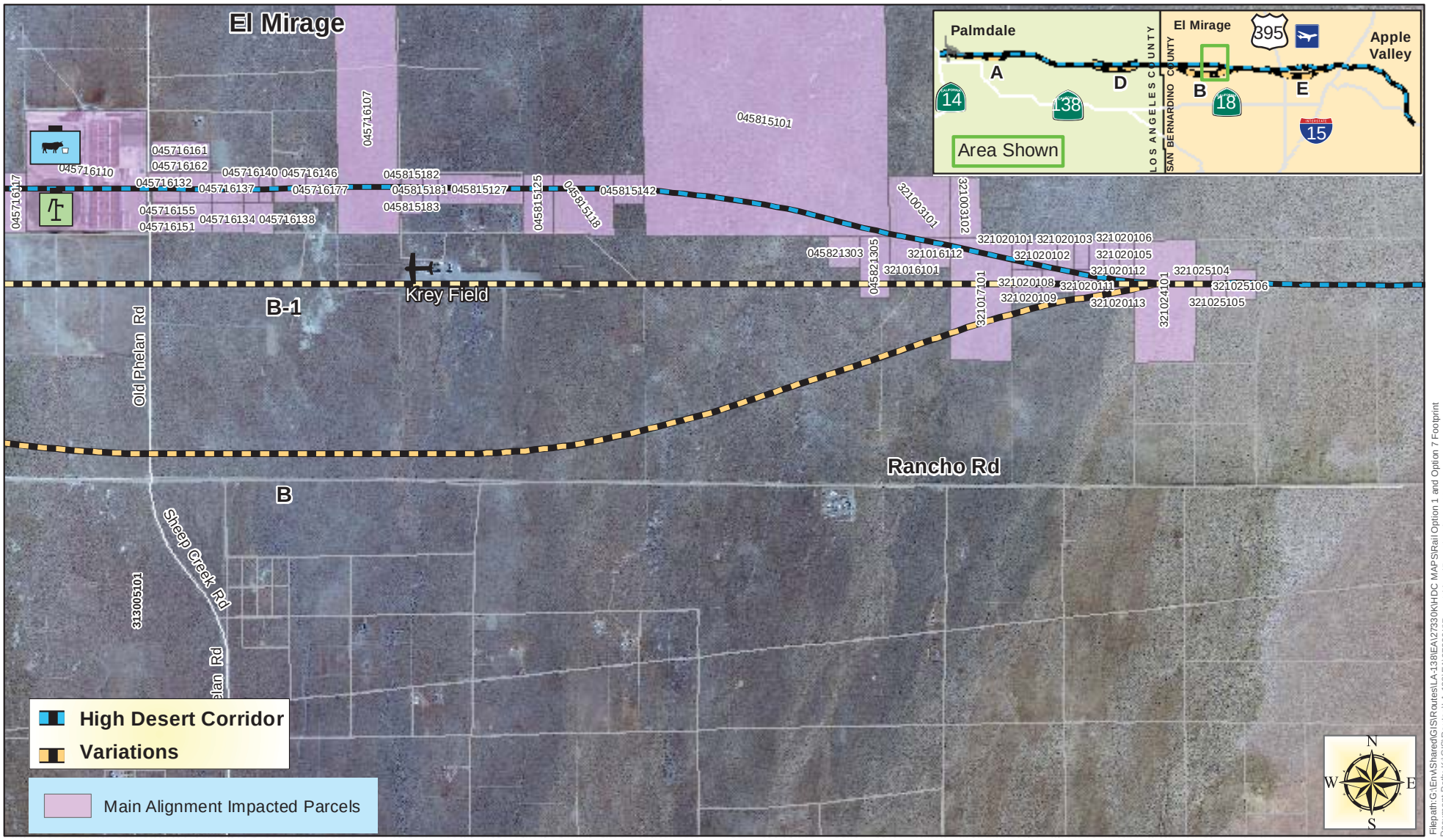
Variation B Impacted Parcels



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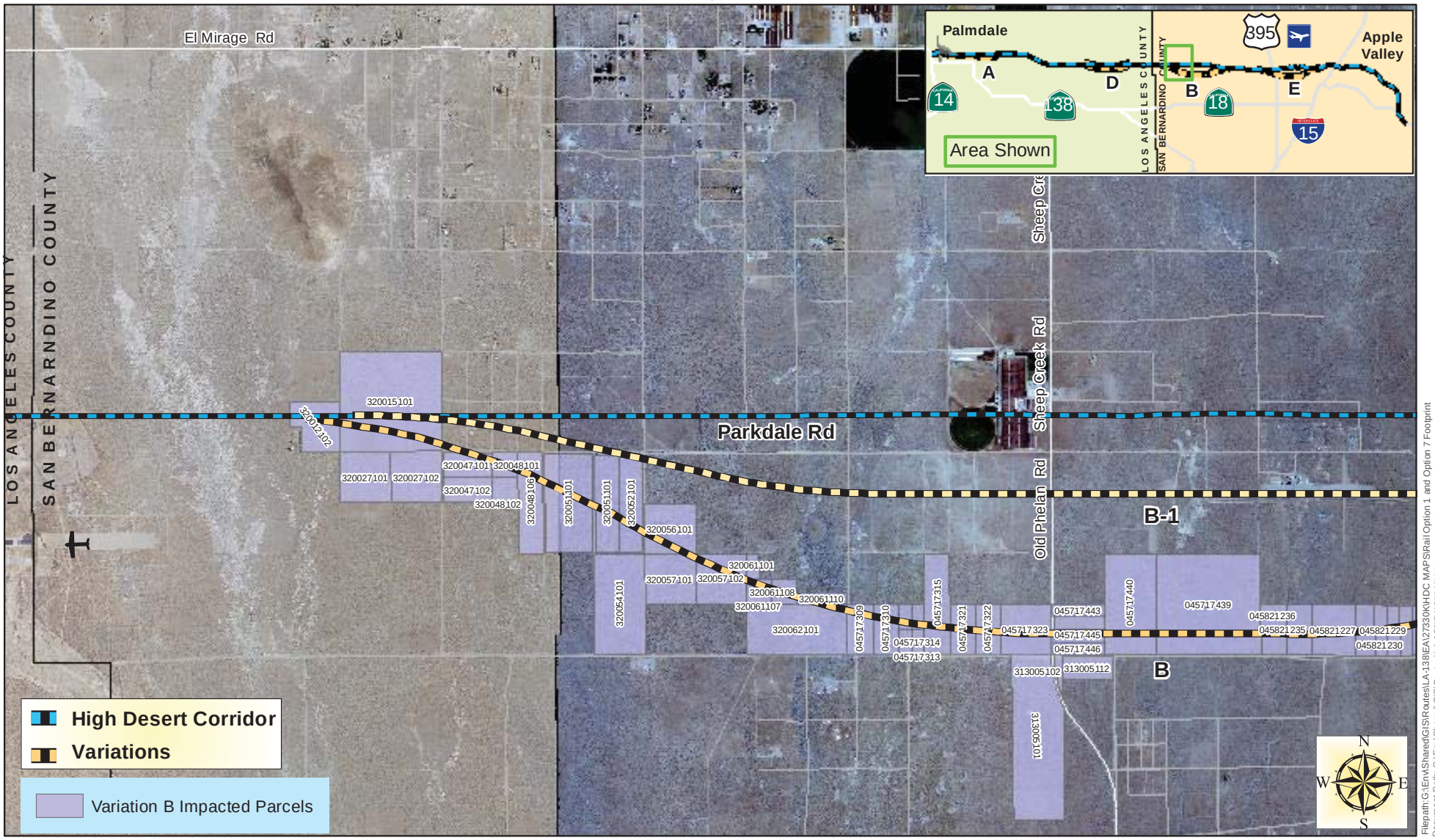
High Desert Corridor
California Department of Transportation
District 7, Los Angeles

0 0.25 0.5 1 1.5 2 Miles

Map Created by Robert Wang 08/04/2014 Division of Environmental Planning

Variation B Impacted Parcels



High Desert Corridor
California Department of Transportation
District 7, Los Angeles

0 0.25 0.5 1 1.5 2 Miles

Map Created by Robert Wang 08/08/2014 Division of Environmental Planning

Filepath:G:\Env\Shared\GIS\Routes\LA-138\EA\27330K\HDC MAPS\Rail Option 1 and Option 7 Footprint
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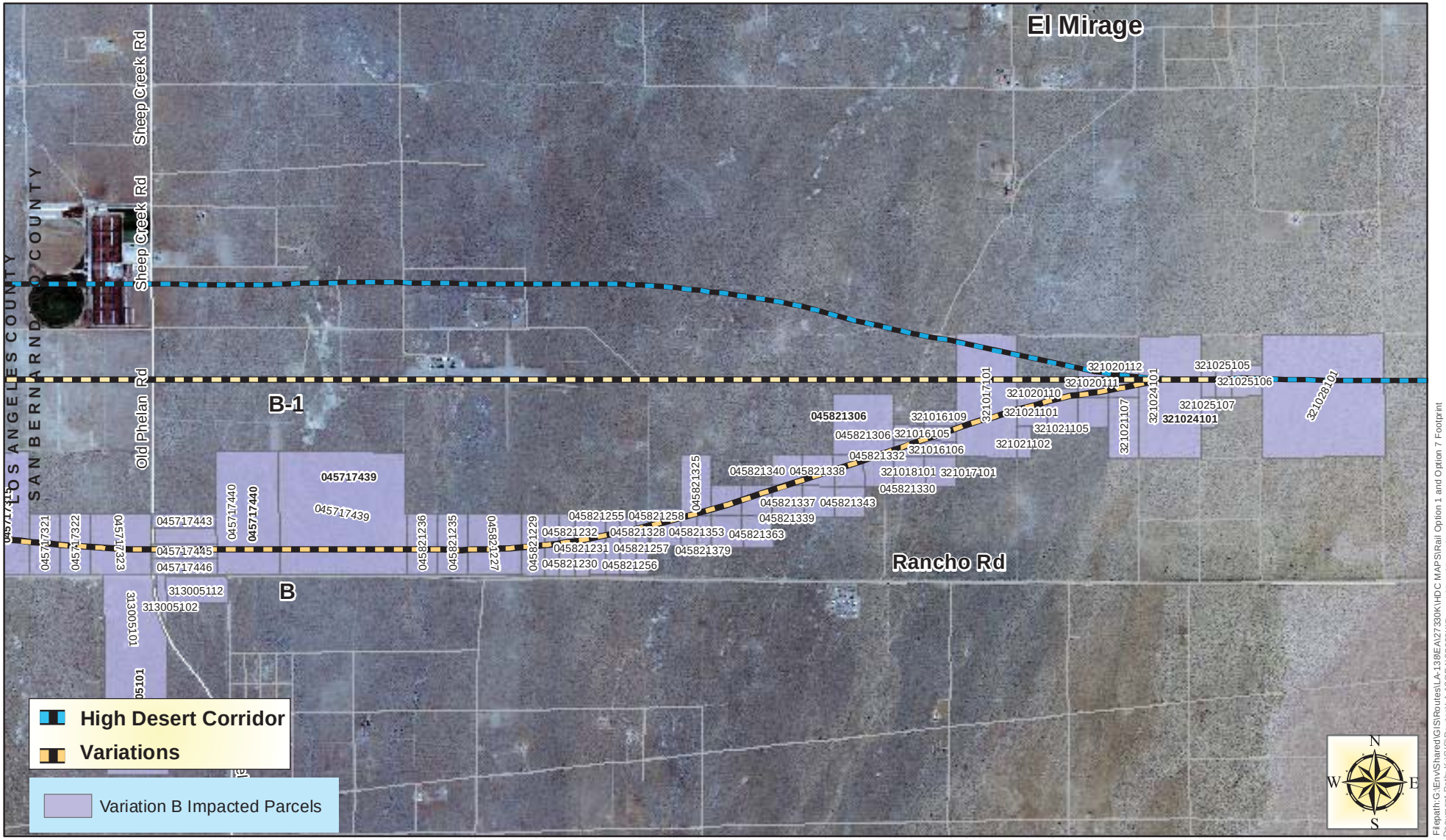
Variation B Impacted Parcels



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Note: Due to space constraints, not all parcel numbers shown

High Desert Corridor
California Department of Transportation
District 7, Los Angeles

0 0.15 0.3 0.6 0.9 1.2 Miles

Map Created by Robert Wang 08/04/2014 Division of Environmental Planning

Variation B-1 Impacted Parcels

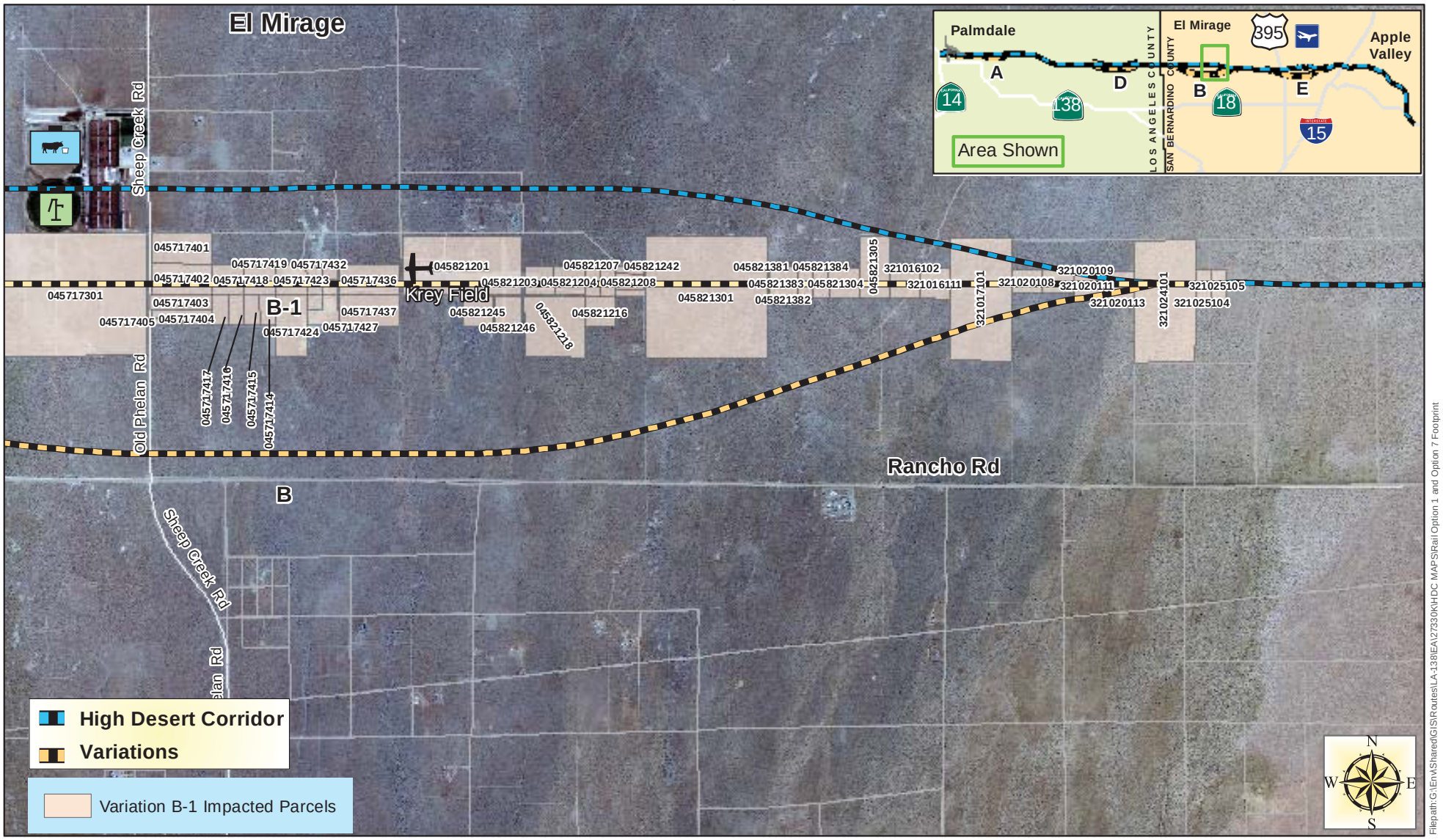
High Desert Corridor
California Department of Transportation
District 7, Los Angeles

0 0.25 0.5 1 1.5 2 Miles

Map Created by Robert Wang 08/08/2014 Division of Environmental Planning

Filepath:G:\Env\Shared\GIS\Routes\LA-138\EA\27330K\HDC MAPS\Rail Option 1 and Option 7 Footprint
Document Path: G:\Env\Shared\GIS\Routes\LA-138\EA\27330K\Report Maps\Parcels Affected by option and Variations for EIR EIS\HDC_Variation_B-1-Parcels_Affected_MainAlignment_HWYandRAIL_EIR_EIS_par

Variation B-1 Impacted Parcels



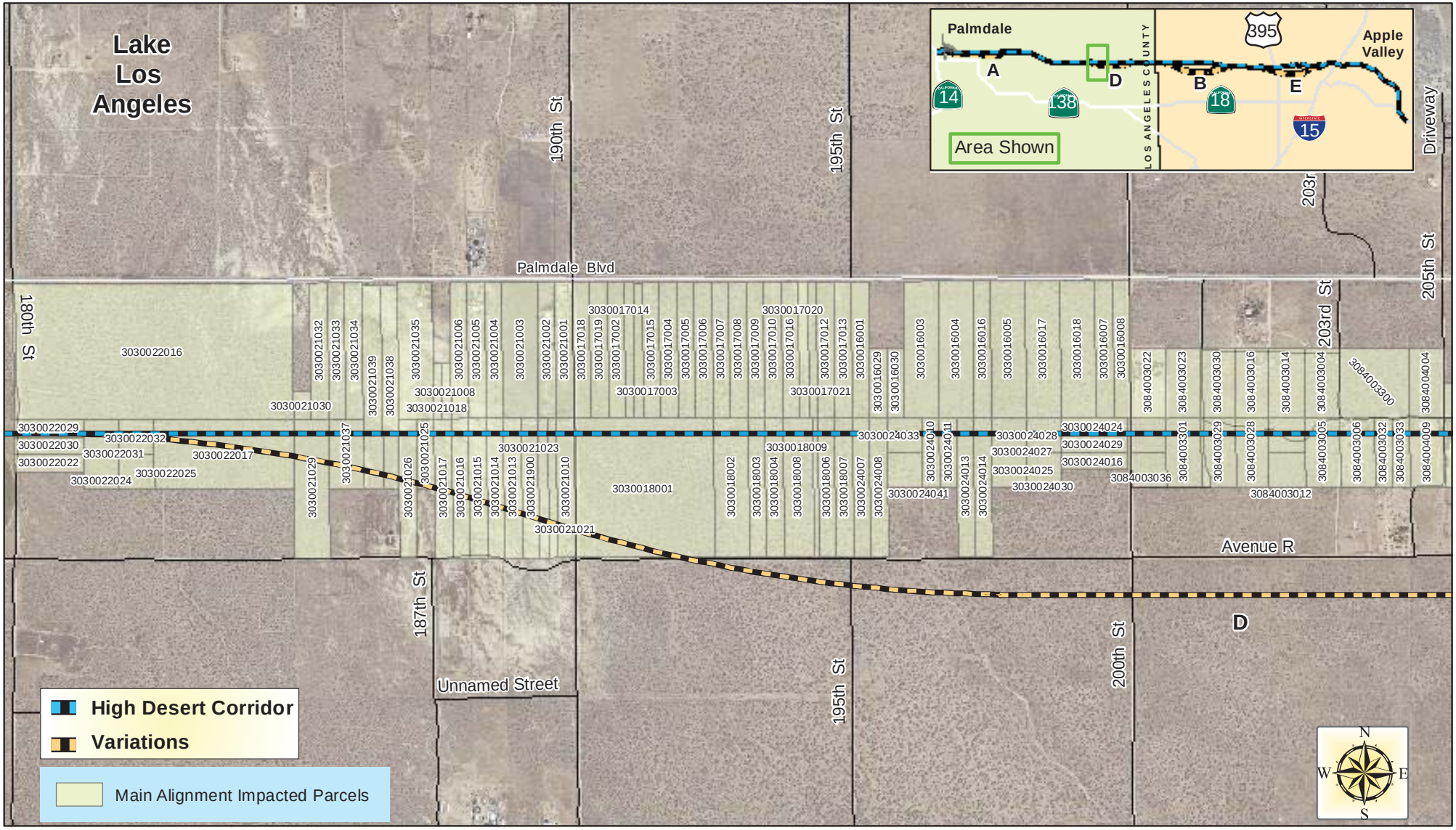
High Desert Corridor
California Department of Transportation
District 7, Los Angeles

0 0.25 0.5 1 1.5 2 Miles

Map Created by Robert Wang 08/08/2014 Division of Environmental Planning

Filepath:G:\Env\Shared\GIS\Routes\LA-138\EA\27330K\HDC MAPS\Rail Option 1 and Option 7 Footprint Document Path: K:\GIS\Routes\LA-138\EA\27330K\Report Maps\Parcels Affected by option and Variations for EIR EIS\HDC_Variation_B-1-Parcels_Affected_MainAlignment_HWYandRAIL_EIR_EIS_part2v2.mxd

Main Alignment Impacted Parcels

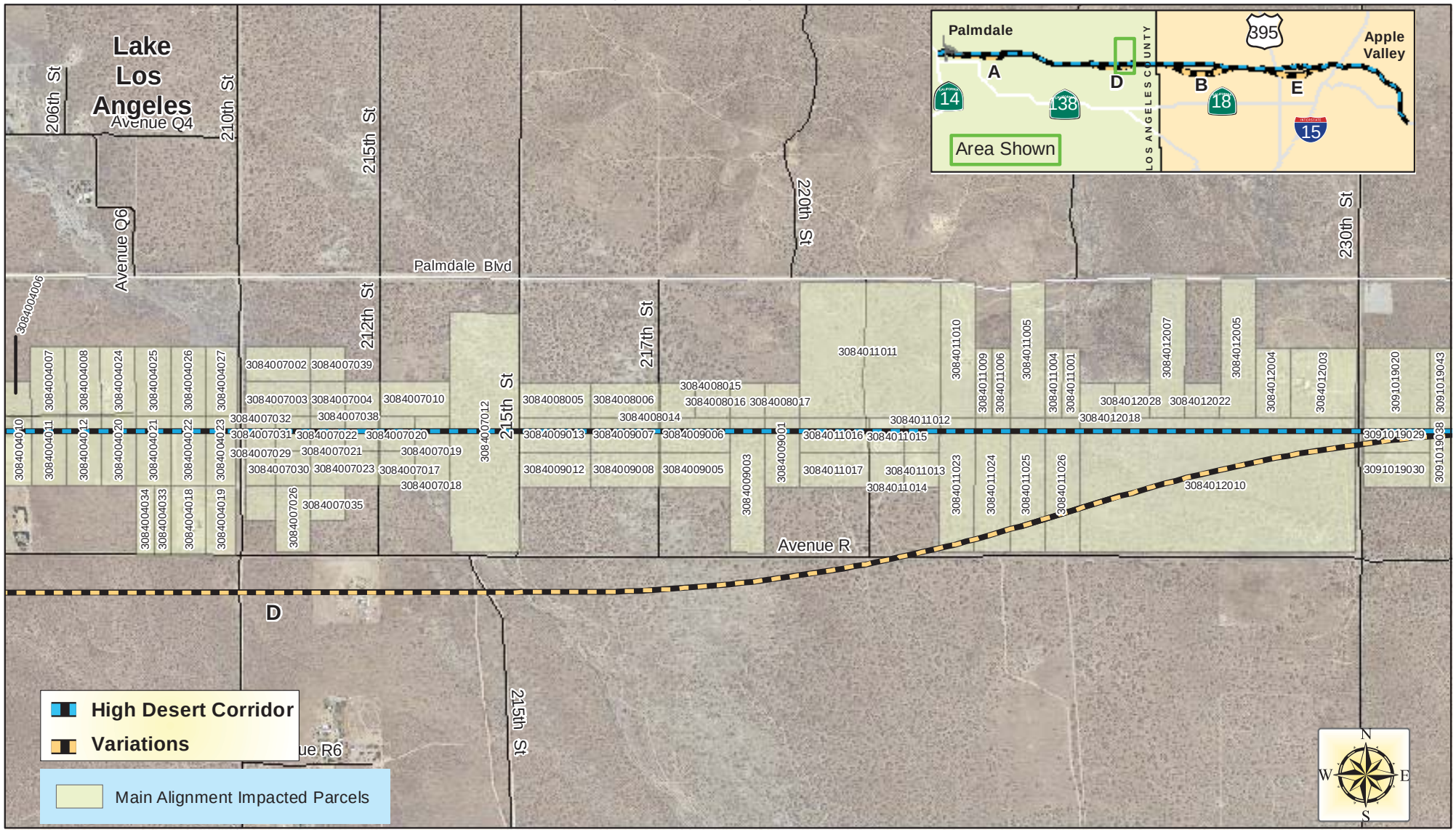


High Desert Corridor
California Department of Transportation
District 7, Los Angeles

0 0.1 0.2 0.4 0.6 0.8 Miles

Map Created by Robert Wang 08/07/2014 Division of Environmental Planning

Main Alignment Impacted Parcels

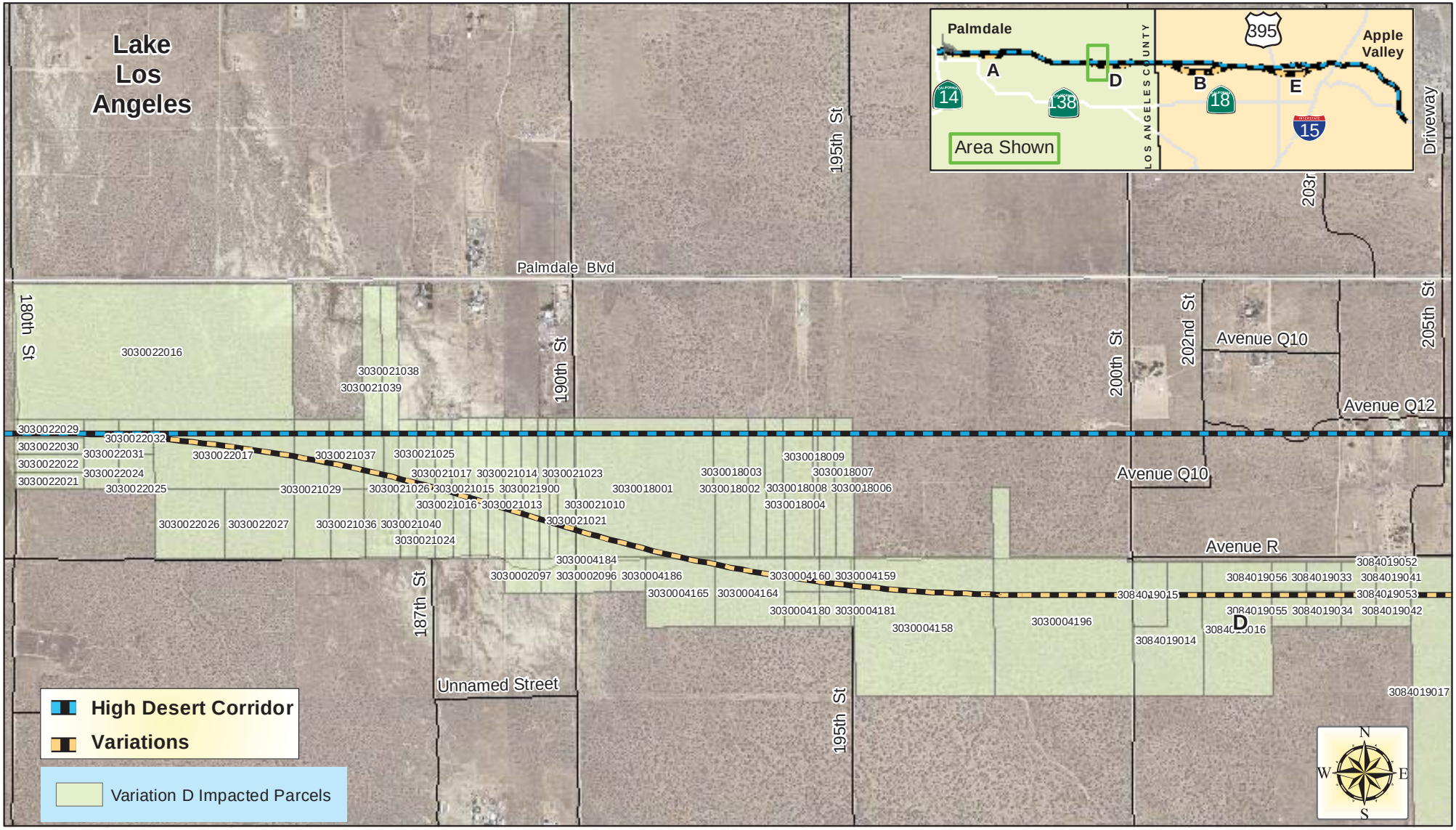


High Desert Corridor
California Department of Transportation
District 7, Los Angeles

0 0.1 0.2 0.4 0.6 0.8 Miles

Map Created by Robert Wang 08/04/2014 Division of Environmental Planning

Variation D Impacted Parcels



High Desert Corridor
California Department of Transportation
District 7, Los Angeles

0 0.1 0.2 0.4 0.6 0.8 Miles

Map Created by Robert Wang 08/07/2014 Division of Environmental Planning

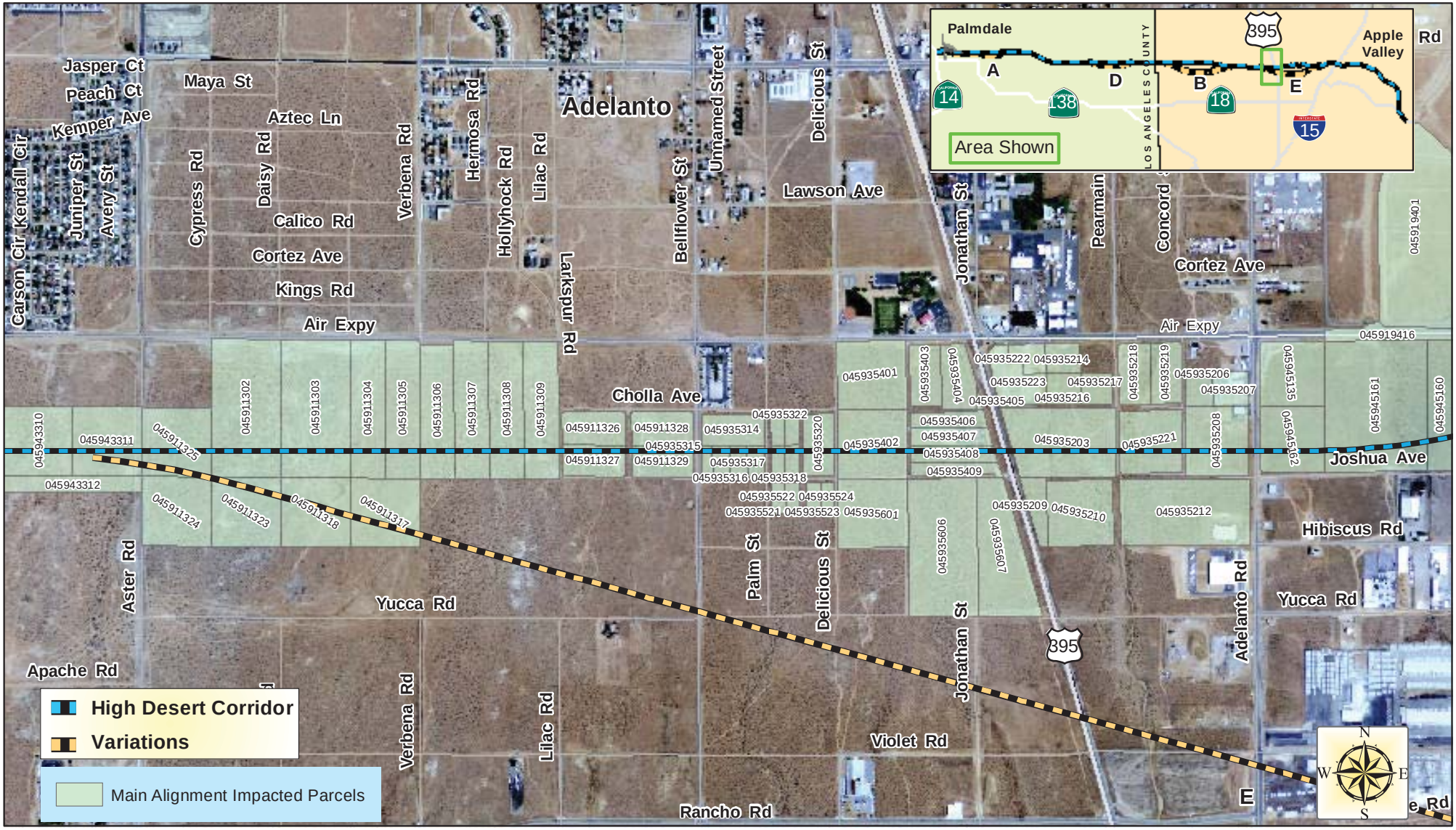
Variation D Impacted Parcels

High Desert Corridor
California Department of Transportation
District 7, Los Angeles

0 0.1 0.2 0.4 0.6 0.8 Miles

Map Created by Robert Wang 08/04/2014 Division of Environmental Planning

Main Alignment Impacted Parcels

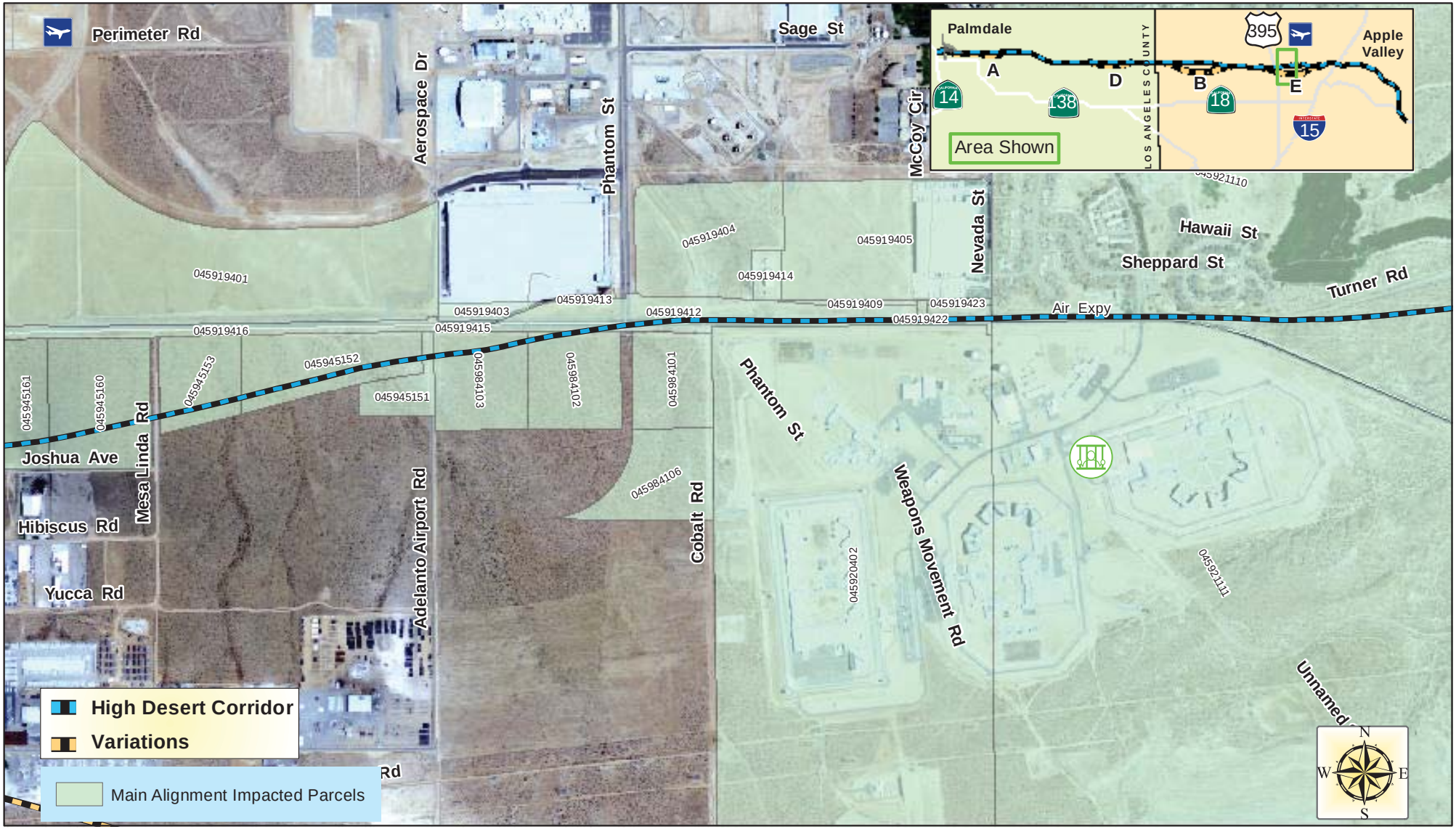


High Desert Corridor
California Department of Transportation
District 7, Los Angeles

0 0.125 0.25 0.5 0.75 1 Mile

Map Created by Robert Wang 08/07/2014 Division of Environmental Planning

Main Alignment Impacted Parcels



High Desert Corridor
California Department of Transportation
District 7, Los Angeles

0 0.125 0.25 0.5 0.75 1 Mile

Map Created by Robert Wang 08/07/2014 Division of Environmental Planning

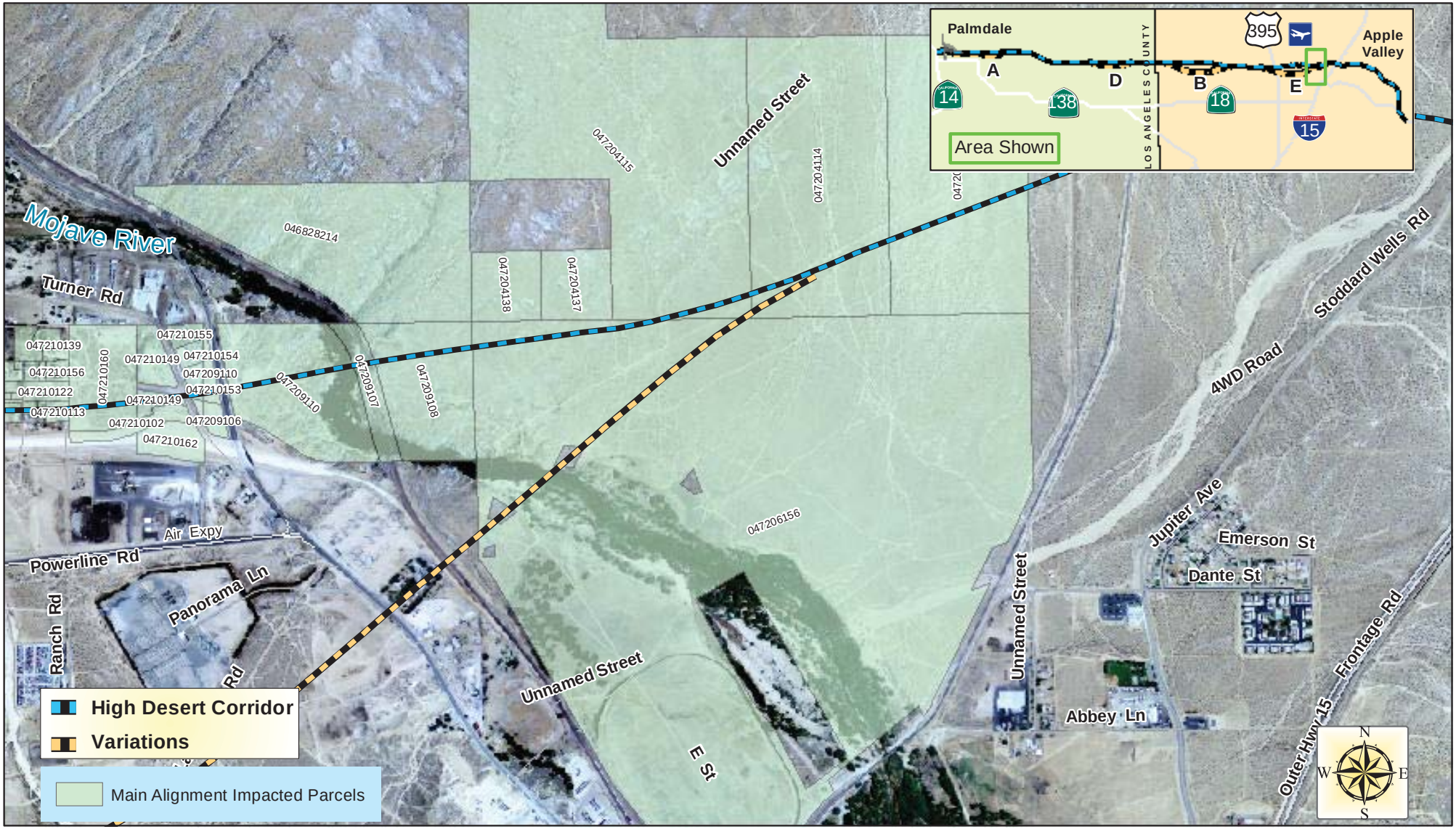
Main Alignment Impacted Parcels

High Desert Corridor
California Department of Transportation
District 7, Los Angeles

0 0.125 0.25 0.5 0.75 1 Mile

Map Created by Robert Wang 08/07/2014 Division of Environmental Planning

Main Alignment Impacted Parcels



High Desert Corridor
California Department of Transportation
District 7, Los Angeles

0 0.125 0.25 0.5 0.75 1 Mile

Map Created by Robert Wang 08/07/2014 Division of Environmental Planning

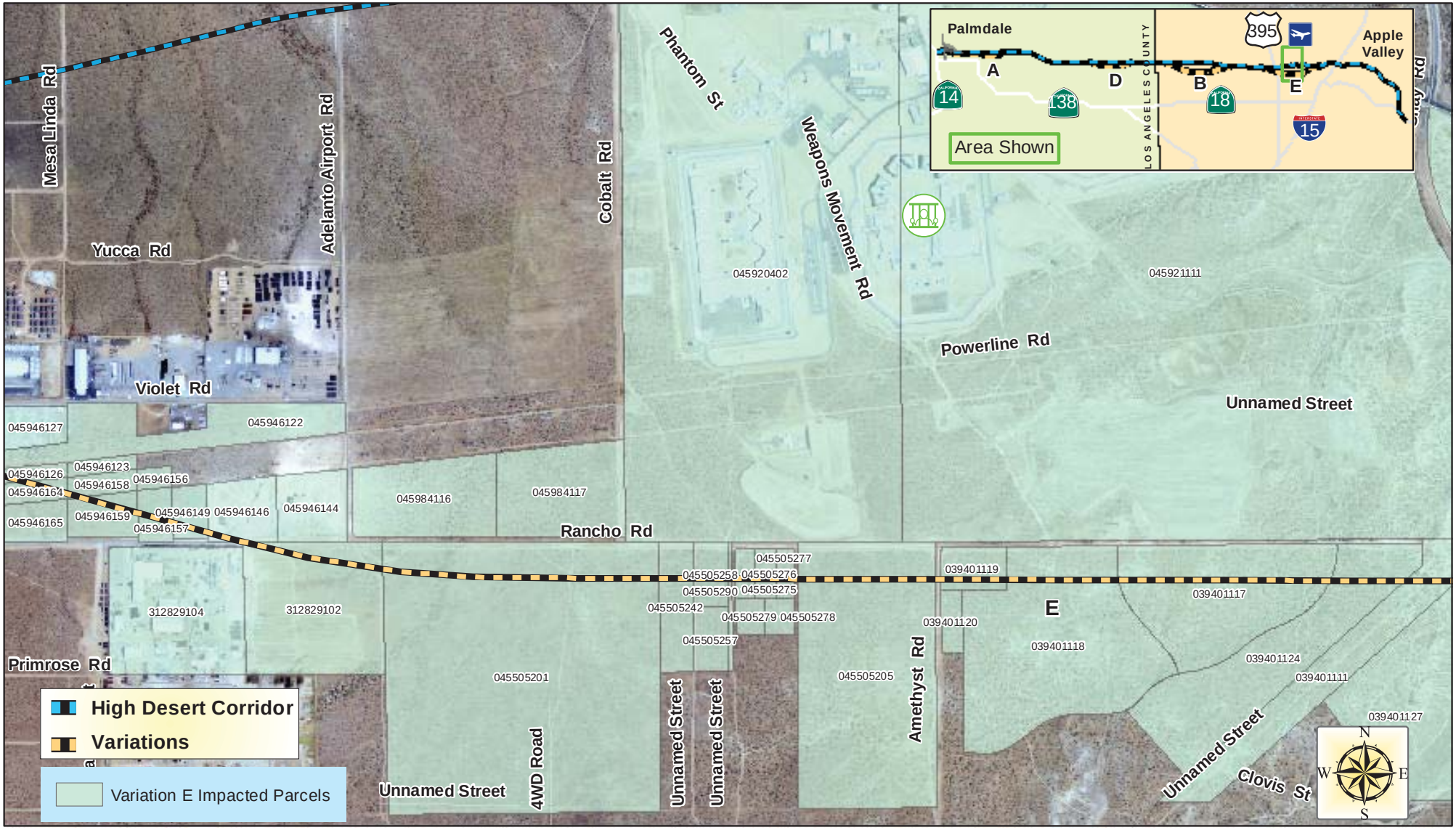
Variation E Impacted Parcels

High Desert Corridor
California Department of Transportation
District 7, Los Angeles

0 0.1 0.2 0.4 0.6 0.8 Miles

Map Created by Robert Wang 08/07/2014 Division of Environmental Planning

Variation E Impacted Parcels

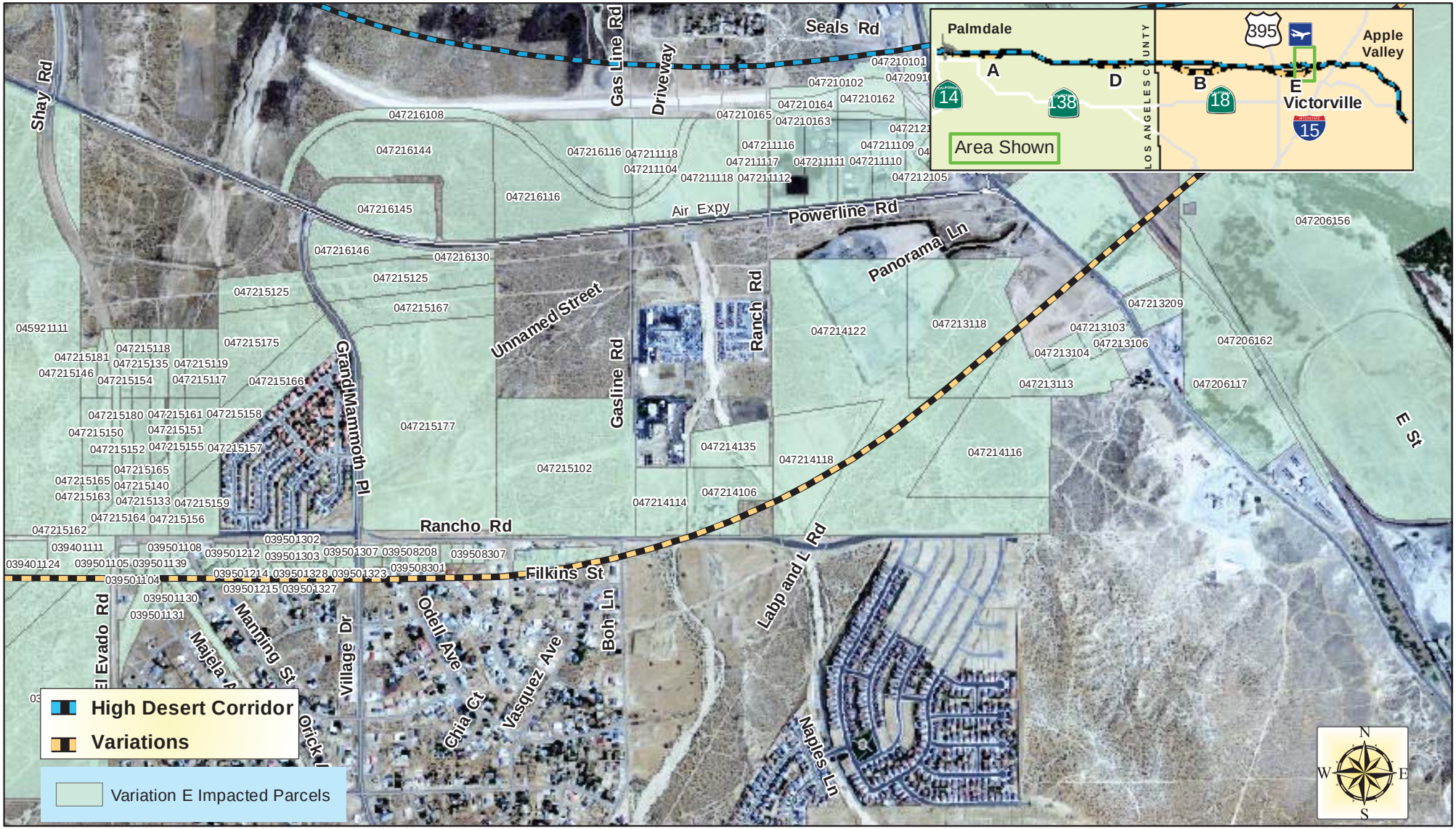


High Desert Corridor
California Department of Transportation
District 7, Los Angeles

0 0.1 0.2 0.4 0.6 0.8 Miles

Map Created by Robert Wang 08/07/2014 Division of Environmental Planning

Variation E Impacted Parcels

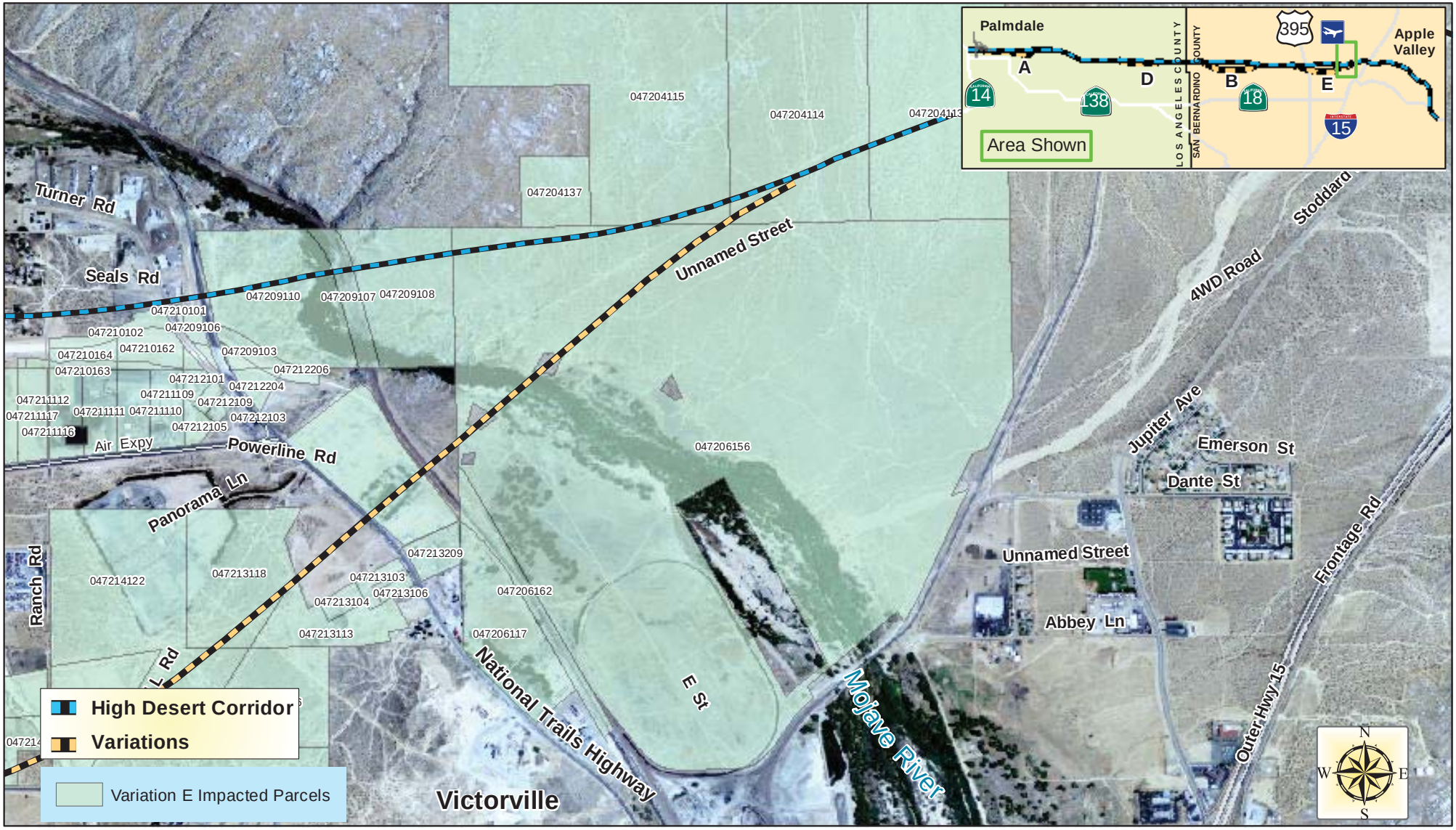


High Desert Corridor
California Department of Transportation
District 7, Los Angeles

0 0.125 0.25 0.5 0.75 1 Mile

Map Created by Robert Wang 08/07/2014 Division of Environmental Planning

Variation E Impacted Parcels

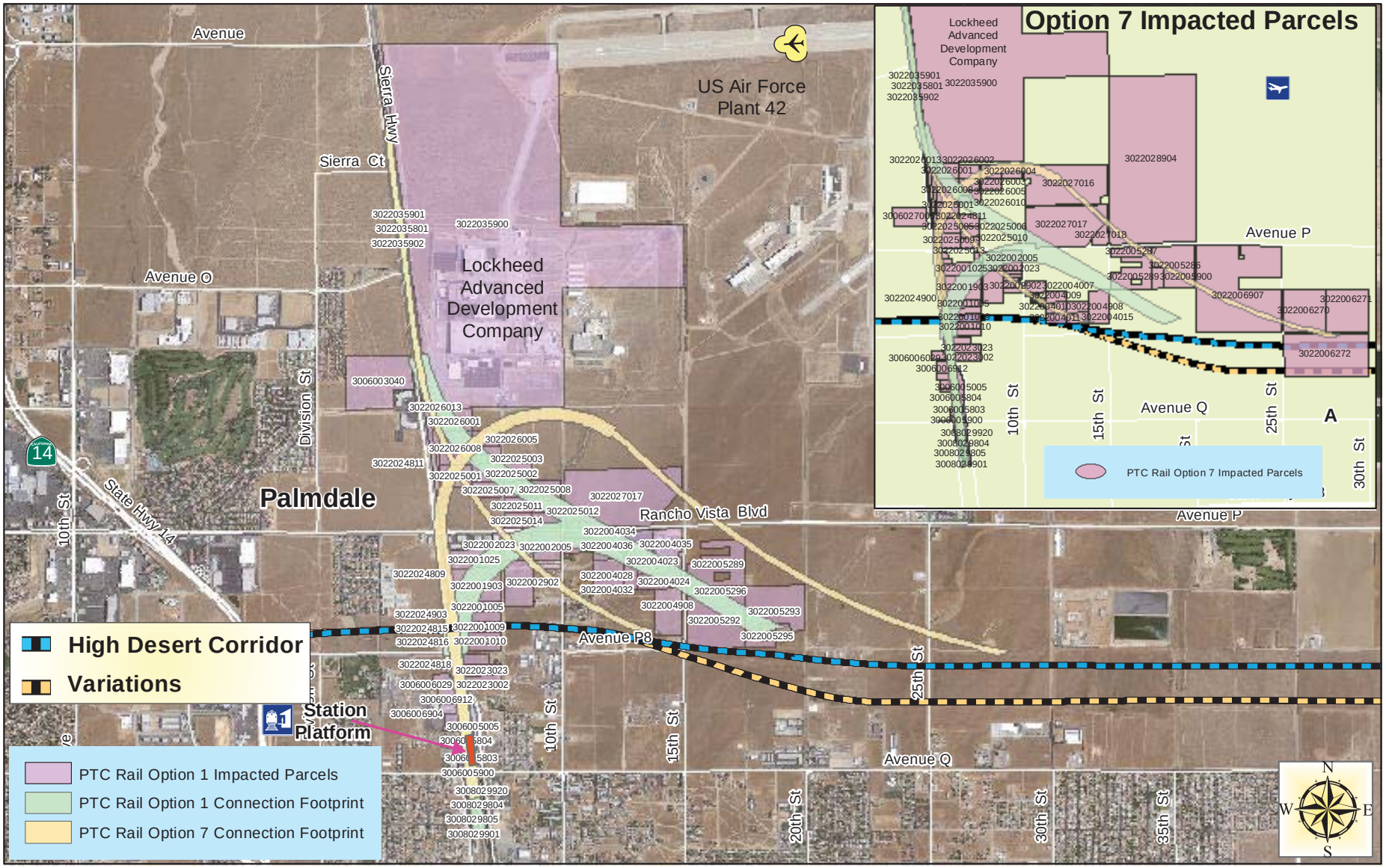


High Desert Corridor
California Department of Transportation
District 7, Los Angeles

0 0.125 0.25 0.5 0.75 1 Mile

Map Created by Robert Wang 08/07/2014 Division of Environmental Planning

High Desert Corridor Palmdale Transit Center Connection (Option 1 and 7 Parcels Affected)



High Desert Corridor
California Department of Transportation
District 7, Los Angeles

0 0.25 0.5 1 1.5 2 Miles

Map Created by Robert Wang 08/04/2014 Division of Environmental Planning

Filepath:G:\Env\Shared\GIS\Routes\LA-138\EA\27330K\HDC MAPS\Rail Option 1 and Option 7 Footprint Document Path: G:\Env\Shared\GIS\Routes\LA-138\EA\27330K\Report Maps\Parcels Aleected by option and Variations for EIR EIS\HDC_PTC_Option1andOption7-Parcels_Affected_EIR_EISv2.mxd

Table I-1 HDC Freeway/Expressway/Tollway Alternatives -- Potential Property Acquisitions
Main Alignment/Common Areas

Main Alignment/ Common Areas					Main Alignment/ Common Areas					Main Alignment/ Common Areas				
APN	Address	Street	City	Type of Acquisition	APN	Address	Street	City	Type of Acquisition	APN	Address	Street	City	Type of Acquisition
043615303				P	043933303				P	047234213				P
043615304				P	043933305				P	047235144				P
043615305				P	043933310			APPLE VALLEY	P	047247119				P
043615308				P	043933311				P	047247120				P
043615311				P	043933312			APPLE VALLEY	P	047247120				P
043615316			APPLE VALLEY	P	043933313				P	047247120				P
043615317				P	043933319				P	047247120				P
043615318				P	043933320			APPLE VALLEY	P	047247120				P
043615321				P	043933321				P	047247120				P
043615322				P	043933322				P	320004101				P
043615323			APPLE VALLEY	P	043933323				P	320007101				P
043615324				P	043933327				P	320008101				P
043615325				P	043933328				P	320008102				P
043615326				P	043938105				P	320011103				P
043615327				P	043938108				P	320011104				P
043615328			APPLE VALLEY	P	043938109				P	320011109				P
043615340				P	043938142				P	320012101				P
043615341				P	043938159				P	320012102				P
043615342				P	043938160				P	320012103				P
043618101				P	043940215				P	321025106				P
043704314				P	043940231				P	321028101				P
043704329				P	043940233				P	321050101				P
043704330				P	043941102				P	321050102				P
043704364				P	043942106				P	321051101				P
043705201				P	043942108				P	321054101				P
043705202				P	043942113				P	321054102				P
043705241				P	043942114				P	321056101				P
043705242			APPLE VALLEY	P	043942115				P	321056102				P
043705246				P	043942117				P	321056103				P
043705247				P	043942118				P	321056106			ADELANTO	P
043705256			APPLE VALLEY	P	043942176				P	321056107				F
043705257			APPLE VALLEY	P	043949136				P	321056108				P
043706305			APPLE VALLEY	P	043949137				P	321056109				P
043706307				P	043949138				P	321056110				P
043706314			APPLE VALLEY	P	043949139				P	321056111				P
043706316				P	043949140				P	321060101				P
043706317				P	043949141				P	321060102				P
043706319			APPLE VALLEY	P	043949142				P	321061101				P
043706321				P	043950131				P	321061102				P
043706322				P	043950132				P	321061103				P
043706325				P	043950133				P	321061104				P

Table I-1 HDC Freeway/Expressway/Tollway Alternatives -- Potential Property Acquisitions
Main Alignment/Common Areas

Main Alignment/ Common Areas					Main Alignment/ Common Areas					Main Alignment/ Common Areas				
APN	Address	Street	City	Type of Acquisition	APN	Address	Street	City	Type of Acquisition	APN	Address	Street	City	Type of Acquisition
043706327				P	043950134				P	321061105				P
043706332			APPLE VALLEY	P	043950135				P	321061106				P
043706334				P	043950136				P	3003001044	39580	LOWES DR	PALMDALE CA	P
043706335			APPLE VALLEY	P	044001213				P	3003001052	39570	LOWES DR	PALMDALE CA	P
043706336			APPLE VALLEY	P	045943203				P	3003001056	39462	TRADE CENTER DR	PALMDALE CA	P
043706337				P	045943204				P	3003002078	39012	CARRIAGE WAY	PALMDALE CA	P
043706338				P	045943205			ADELANTO	F	3003002079	0	VAC/VIC AVE P8/TRADE CTR DR	PALMDALE CA	F
043706343				P	045943206				F	3003002084	39050	CARRIAGE WAY	PALMDALE CA	P
043706344				P	045943211				P	3003002086	38910	CARRIAGE WAY	PALMDALE CA	P
043706407				P	045943213				F	3003002092	38958	CARRIAGE WAY	PALMDALE CA	P
043706417				P	045943216				P	3003002911	0	VAC/AUTO VISTA DR/VIC 5TH STW	PALMDALE CA	P
043706422			APPLE VALLEY	P	045943217				P	3003002917	0	VAC/COR AVE Q/CARRIAGE WY (4THW)	PALMDALE CA	P
043706423				P	045943218				F	3003002920	0	VAC/AVE P8/VIC 4TH STW	PALMDALE CA	P
043706424				P	045943219				F	3003002924	0	VAC/CARRIAGE WY(4STW)/VIC AVE Q	PALMDALE CA	P
043706425				P	045943220				P	3004001011	411	PALMDALE BLVD	PALMDALE CA	P
043706427				P	045943227				P	3004001013	407	PALMDALE BLVD	PALMDALE CA	P
043706447				P	045943229			ADELANTO	P	3004001014	405	PALMDALE BLVD	PALMDALE CA	P
043706449				F	045943242				P	3004001032	0	VAC/COR CORPORATE CT/AVE Q	PALMDALE CA	P
043706450			APPLE VALLEY	P	045943244				P	3004016001	0	VAC/AVE S/VIC 3 STW	PALMDALE CA	P
043706451				F	045943245				P	3005004071	39730	10TH ST W	PALMDALE CA	P
043706452			APPLE VALLEY	P	045943246				F	3005004074	729	AVENUE P	PALMDALE CA	P
043706453			APPLE VALLEY	P	045943247				P	3005004077	39626	10TH ST W	PALMDALE CA	P
043706457				P	045943248				P	3005004090	705	RANCHO VISTA BLVD	PALMDALE CA	P
043706479				P	045943249				P	3005004096	0			P
043706480				P	045943250			ADELANTO	P	3005004900	0	VAC/VIC 10TH STW/AV FRWY	PALMDALE CA	P
043706489			APPLE VALLEY	F	045943251				F	3005004901	0	VAC/10TH STW/VIC AV FRWY	PALMDALE CA	P
043706490			APPLE VALLEY	P	045943252				F	3005004904	0			P
043706491			APPLE VALLEY	F	045943254				P	3005004905	0	VAC/FANTASY ST/DANIA ST	PALMDALE CA	P
043706492			APPLE VALLEY	P	045943308				P	3005004906	0			P
043721203				P	045943309				P	3005004909	0			P
043721204			APPLE VALLEY	P	045943316				P	3005009023	40042	12TH ST W	PALMDALE CA	P
043721205				P	045943330				P	3005009026	0	VAC/COR AVE O8/12TH STW	PALMDALE CA	P
043721206			APPLE VALLEY	P	046337212				P	3005028015	556	CALLET ST	PALMDALE CA	P
043721207				P	046338101				P	3005028041	600	CALLET ST	PALMDALE CA	P
043721208			APPLE VALLEY	F	046338102				P	3005028044	612	CALLET ST	PALMDALE CA	P
043721209				P	046338103				P	3005028045	618	CALLET ST	PALMDALE CA	P
043721242				P	046338123				P	3005028048	626	CALLET ST	PALMDALE CA	P
043721247			APPLE VALLEY	P	046338124				P	3005038075	0	VAC/10TH STW/VIC AVE O8	PALMDALE CA	P
043721250				P	046338126				P	3005038076	0	VAC/10TH STW/VIC AVE O8	PALMDALE CA	P
043721254				P	046338127			APPLE VALLEY	F	3005048006	39904	10TH ST W	PALMDALE CA	P
043721365				P	046338128			APPLE VALLEY	F	3005048007	39838	10TH ST W	PALMDALE CA	P

Table I-1 HDC Freeway/Expressway/Tollway Alternatives -- Potential Property Acquisitions
Main Alignment/Common Areas

Main Alignment/ Common Areas					Main Alignment/ Common Areas					Main Alignment/ Common Areas				
APN	Address	Street	City	Type of Acquisition	APN	Address	Street	City	Type of Acquisition	APN	Address	Street	City	Type of Acquisition
043721368				P	046338129				F	3005048904	0			P
043721369				P	046338130				F	3005050004	0	VAC/AVENUE O8/VIC 10TH STW	PALMDALE CA	P
043722308				P	046338131			APPLE VALLEY	P	3005050005	0	VAC/VIC 10TH STW/AVENUE O8	PALMDALE CA	P
043722309				P	046338132				P	3006004002	39227	SIERRA HWY	PALMDALE CA	P
043730101				P	046338133				P	3006004026	0	VAC/AVE P/VIC 3RD STE	PALMDALE CA	P
043730102				P	046338134				P	3006004040	0	VAC/SIERRA HWY/VIC AVE P8	PALMDALE CA	P
043730201			APPLE VALLEY	P	046338137				P	3006004043	0	VAC/AVE P8/VIC 3RD STE	PALMDALE CA	P
043730215				P	046338138				P	3006004044	0	VAC/COR 3RD STE/AVE P8	PALMDALE CA	P
043730216			APPLE VALLEY	P	046338139				P	3006004045	0	VAC/3RD STE/VIC AVE P8	PALMDALE CA	P
043730217			APPLE VALLEY	P	046338142				P	3006004046	0	VAC/VIC 3RD STE/AVE P8	PALMDALE CA	P
043730218			APPLE VALLEY	P	046338160				P	3006015003	0	VAC/COR AVE P8/3RD STE	PALMDALE CA	P
043730219			APPLE VALLEY	P	046338161				P	3006015004	0	VAC/AVE P8/VIC 3RD STE	PALMDALE CA	P
043732301				P	046338162				P	3006015005	0	VAC/CAROLSIDE AVE/VIC 3RD STE	PALMDALE CA	P
043732401				P	046338163			APPLE VALLEY	P	3006015006	0	VAC/DIVISION ST/VIC CAROLSIDE	PALMDALE CA	P
043732427				P	046338165				P	3006015007	0	VAC/COR DIVISION ST/AVE P8	PALMDALE CA	P
043734105				P	046338171				P	3006015010	0	VAC/3RD STE/VIC AVE P8	PALMDALE CA	P
043734108			APPLE VALLEY	P	046338172				F	3006023011	0	VAC/DIVISION ST/VIC AVE P8	PALMDALE CA	P
043734113				P	046338175				P	3006023015	39501	5TH ST W	PALMDALE CA	P
043734118			APPLE VALLEY	P	046338177				P	3006023020	39501	5TH ST W	PALMDALE CA	P
043734119				P	046339101				P	3006023027	340	RANCHO VISTA BLVD	PALMDALE CA	P
043734122			APPLE VALLEY	P	046340101				P	3006023900	0	VAC/COR AVE P8/DIVISION ST	PALMDALE CA	P
043734123				P	046340102				P	3006023901	0	VAC/AV FREEWAY/VIC AVE P8	PALMDALE CA	P
043734124			APPLE VALLEY	P	046340103			APPLE VALLEY	P	3006024003	0	VAC/AV FREEWAY/VIC AVE P8	PALMDALE CA	P
043734131				P	046340104				F	3006024004	0	VAC/DIVISION ST/VIC AVE P12	PALMDALE CA	P
043734134				P	046340105				P	3006024014	0	VAC/AVE P8/AV FREEWAY	PALMDALE CA	P
043734137				P	046340201				P	3006024015	0	VAC/COR AVENUE P8/DIVISION ST	PALMDALE CA	P
043734138			APPLE VALLEY	P	046340202				P	3006024901	0			P
043734139				P	046340205				P	3006026001	570	AVENUE P	PALMDALE CA	P
043734141				P	046340206				P	3006026022	530	RANCHO VISTA BLVD	PALMDALE CA	P
043734145				P	046340207				P	3008041003	0	VAC/AV FREEWAY/VIC AVE Q	PALMDALE CA	P
043734147				P	046340208				P	3008041007	103	PALMDALE BLVD	PALMDALE CA	P
043734148				P	046340302				P	3008041009	115	PALMDALE BLVD	PALMDALE CA	P
043734150				P	046340303				P	3009026003	102	PALMDALE BL	PALMDALE CA	P
043734160			APPLE VALLEY	P	046340304			APPLE VALLEY	P	3009026004	120	PALMDALE BLVD	PALMDALE CA	P
043734161				P	046340305			APPLE VALLEY	P	3009026005	0	VAC/AV FREEWAY/VIC PALMDALE BLVD	PALMDALE CA	P
043734163				F	046340605				P	3009026012	0	VAC/DIVISION ST/VIC AVE Q10	PALMDALE CA	P
043734164				P	046340606				P	3009026013	200	PALMDALE BLVD	PALMDALE CA	P
043734166				P	047203108				P	3009027001	0	VAC/VIC AV FWY/AVE R	PALMDALE CA	P
043734167				P	047203110				P	3009027900	0			P
043734168				P	047203111				P	3010028006	0	VAC/RAYBURN RD/VIC DIVISION ST	PALMDALE CA	P
043734169				P	047203128				P	3028009270	0			P

Table I-1 HDC Freeway/Expressway/Tollway Alternatives -- Potential Property Acquisitions
Main Alignment/Common Areas

Main Alignment/ Common Areas					Main Alignment/ Common Areas					Main Alignment/ Common Areas				
APN	Address	Street	City	Type of Acquisition	APN	Address	Street	City	Type of Acquisition	APN	Address	Street	City	Type of Acquisition
043734170				P	047203132				F	3028013281	0			P
043734181				P	047203133				F	3028013900	0	VAC/VIC AVE P8/85TH STE	SUN VILLAGE CA	P
043735202			APPLE VALLEY	P	047203134				P	3028014013	0	VAC/VIC AVE P6/95 STE	ALPINE BUTTE CA	P
043735203				P	047203135				F	3028014014	0	VAC/VIC AVE P6/95TH STE	ALPINE BUTTE CA	F
043735244				P	047203136				P	3028014271	0			P
043735249				P	047203137				P	3028014275	0			P
043735252			APPLE VALLEY	P	047203140				P	3028014277	0			P
043735256				F	047203141				P	3028014278	0			P
043735257				P	047203144				P	3028014279	0			P
043735258				P	047203145				P	3028014280	0			P
043736121				P	047203162				P	3028015034	0	VAC/VIC 100 STE/AVE P8	ALPINE BUTTE CA	P
043736144				P	047203163				F	3028016003	0	VAC/VIC AVE P8/102 STE	ALPINE BUTTE CA	P
043736145				P	047203163				P	3028016005	0	VAC/VIC AVE P8/105 STE	ALPINE BUTTE CA	P
043736146				P	047204104				P	3028016007	0	VAC/VIC 100 STE/AVE P8	ALPINE BUTTE CA	P
043736152				P	047204105				P	3028016008	0	VAC/VIC Q(DRT)/VIC 105 STE	ALPINE BUTTE CA	P
043736161				P	047204106				P	3028016011	0	VAC/110 STE(PAV)/VIC AVE P4	ALPINE BUTTE CA	P
043736167				P	047204107				P	3028016013	0	VAC/VIC 100 STE/AVE P8	ALPINE BUTTE CA	P
043736171				P	047204109				P	3028016016	0	VAC/COR 110 E(PAV)/AVE Q (DRT)	ALPINE BUTTE CA	P
043736183				P	047204113				P	3028016021	0	VAC/VIC 107 STE/AVE P10	ALPINE BUTTE CA	P
043736184				P	047204114				P	3028016022	0	VAC/VIC 107 STE/AVE P12	ALPINE BUTTE CA	P
043747101				P	047204115				P	3028016024	0	VAC/110 STE/VIC AVE P12	ALPINE BUTTE CA	P
043747106				P	047204122				P	3028017001	0	VAC/COR 90 STE (PAV)/AVE P8(NOG)	ALPINE BUTTE CA	P
043747107			APPLE VALLEY	P	047204126				F	3028017003	0	VAC/AVE P8/VIC 92 STE	ALPINE BUTTE CA	P
043747117				P	047204127				F	3028018001	0	VAC/90 STE/VIC AVE P8	ALPINE BUTTE CA	P
043747118				P	047204128				P	3028019271	0			P
043747119				P	047204129				P	3028019274	0		PALMDALE	P
043747120				P	047204137				P	3028019275	0			P
043747145				P	047204142				P	3028019278	0			P
043747146				P	047204142				P	3028019282	0			P
043747147				P	047204142				P	3028019283	0			P
043747148				P	047205104				F	3028019284	0		PALMDALE	P
043748301			APPLE VALLEY	P	047205105				P	3028019285	0			P
043748302				P	047205110				P	3028019287	0		PALMDALE	P
043748303				P	047205129				P	3028019288	0		PALMDALE	P
043748304				P	047205130				P	3028019290	0			P
043748310				P	047205131				P	3029018002	0	VAC/PALMDALE BLVD/VIC 145 STE	BLACK BUTTE CA	P
043748312				P	047205132				P	3029018005	0	VAC/PALMDALE BLVD/VIC 145 STE	BLACK BUTTE CA	P
043748314				P	047205140				P	3029018008	0	VAC/PALMDALE BLVD/VIC 142 STE	BLACK BUTTE CA	P
043748316				P	047205141				P	3029018009	0	VAC/PALMDALE BLVD/VIC 142 STE	BLACK BUTTE CA	P
043748324			APPLE VALLEY	P	047206124				F	3029018025	0	VAC/COR PALMDALE BLVD/140 STE	BLACK BUTTE CA	P
043748327				P	047206125				P	3029018026	0	VAC/PALMDALE BLVD/VIC 140 STE	BLACK BUTTE CA	P

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APN	Address	Street	City	Type of Acquisition	APN	Address	Street	City	Type of Acquisition	APN	Address	Street	City	Type of Acquisition
043748328				P	047206131				P	3029018027	0	VAC/140 STE/VIC AVE R	BLACK BUTTE CA	P
043748329				P	047206132				P	3029018028	0	VAC/COR AVE R(NOG)/140 STE(TRL)	BLACK BUTTE CA	P
043748331				P	047206133				F	3029018029	0	VAC/VIC 145 STE/AVE R	BLACK BUTTE CA	P
043748332				P	047206134				P	3079006002	0	VAC/110 STE(PAV)/AVE Q(DRT)	ALPINE BUTTE CA	P
043748333				P	047206152				P	3079006009	0	VAC/COR 110 STE(PAV)/AVE Q(DRT)	ALPINE BUTTE CA	P
043748338				P	047206152				P	3079008004	0	VAC/COR AVE Q(DRT)/112 STE(NOG)	ALPINE BUTTE CA	P
043749101			APPLE VALLEY	P	047206156				P	3079008005	0	VAC/COR AVE Q(DRT)/113 STE(NOG)	ALPINE BUTTE CA	P
043749103			APPLE VALLEY	P	047206156				P	3079009003	0	VAC/AVE Q(DRT)/VIC 110TH STE	SUN VILLAGE CA	P
043749105				P	047209103				P	3079009004	0	VAC/COR AVE Q(DRT)/112TH STE(NOG	SUN VILLAGE CA	P
043749106				P	047209104				P	3079009005	0	VAC/COR AVE Q(DRT)/112TH STE(NOG	SUN VILLAGE CA	F
043749107				P	047209105				P	3079009006	0	VAC/COR AVE Q(DRT)/113TH STE(NOG	SUN VILLAGE CA	P
043749116				P	047209105				P	3079009007	0	VAC/AVE Q(DRT)/VIC 113TH STE	SUN VILLAGE CA	P
043749120			APPLE VALLEY	P	047209106				P	3079009009	0	VAC/COR 115TH STE(NOG/AVE Q2(NOG	SUN VILLAGE CA	P
043749124			APPLE VALLEY	P	047209107				P	3079009010	0	VAC/AVE Q2(NOG)/VIC 115TH STE(NO	SUN VILLAGE CA	P
043749125			APPLE VALLEY	P	047209107				P	3079009011	0	VAC/AVE Q2(NOG)/VIC 113TH STE(NO	SUN VILLAGE CA	P
043749128				P	047209107				P	3079009012	0	VAC/COR AVE Q2(NOG)/113TH STE(NO	SUN VILLAGE CA	P
043749129			APPLE VALLEY	P	047209108			VICTORVILLE	P	3079009013	0	VAC/COR AVE Q2(NOG)/113TH STE(NO	SUN VILLAGE CA	P
043765101			APPLE VALLEY	P	047209110			VICTORVILLE	P	3079009014	0	VAC/COR AVE Q2(NOG)/112TH STE(NO	SUN VILLAGE CA	P
043765102			APPLE VALLEY	P	047209110			VICTORVILLE	P	3079011001	0	VAC/113TH STE/AVENUE Q2	SUN VILLAGE CA	P
043765103			APPLE VALLEY	P	047210101				F	3079011002	0	VAC/PALMDALE BL/113TH STE	SUN VILLAGE CA	P
043765104			APPLE VALLEY	P	047210102				P	3079011009	0	VAC/PALMDALE (PAV)/VIC 118TH STE	SUN VILLAGE CA	P
043765156				P	047210161				P	3079011010	0	VAC/AVE Q(DRT)/VIC 115 STE	SUN VILLAGE CA	P
043902212				P	047210162			VICTORVILLE	P	3079011012	0	VAC/PALMDALE(PAV)/VIC 115TH STE	SUN VILLAGE CA	P
043902217				P	047210163				P	3079011013	0	VAC/PALMDALE (PAV)/VIC 113TH STE	SUN VILLAGE CA	P
043902218				P	047210164				P	3079011021	0	VAC/VIC 115TH STE/AVE Q	SUN VILLAGE CA	P
043902219				P	047210165				P	3079011027	0	VAC/VIC 116TH STE/PALMDALE BLVD	SUN VILLAGE CA	P
043902221				P	047210168				P	3079011029	0	VAC/VIC 116TH STE/PALMDALE BLVD	SUN VILLAGE CA	P
043902222				P	047211104				P	3079011031	0	VAC/VIC 118TH STE/PALMDALE BLVD	SUN VILLAGE CA	P
043902226				P	047211109				P	3079011034	0	VAC/VIC PALMDALE BLVD/116TH STE	SUN VILLAGE CA	P
043902228				P	047211110				P	3079011035	0	VAC/VIC 116TH STE/PALMDALE BLVD	SUN VILLAGE CA	P
043902239				P	047211111				P	3079011036	0	VAC/VIC 117TH STE/PALMDALE BLVD	SUN VILLAGE CA	P
043902246				P	047211112				P	3079011037	0	VAC/VIC 118TH STE/PALMDALE BLVD	SUN VILLAGE CA	P
043902247				P	047211116				P	3079011039	0	VAC/PALMDALE BLVD(PAV)/VIC 117TH	SUN VILLAGE CA	P
043902266				P	047211117				P	3079011040	0	VAC/PALMDALE BLVD(PAV)/VIC 117TH	SUN VILLAGE CA	P
043907301				P	047211118				P	3079011041	0	VAC/PALMDALE BLVD(PAV)/VIC 118TH	SUN VILLAGE CA	P
043907302				P	047211118				P	3079011043	0	VAC/VIC 115TH STE/AVE Q	SUN VILLAGE CA	P
043907303				P	047212101				P	3079012002	0	VAC/PALMDALE BLVD(PAV)/VIC 120TH	SUN VILLAGE CA	P
043908101				P	047212103				P	3079014008	0	VAC/AVE R/VIC 137TH STE	SUN VILLAGE CA	P
043908102				P	047212105				P	3079014009	0	VAC/AVE R/VIC 137TH STE	SUN VILLAGE CA	P
043908103				P	047212106				P	3079014010	0	VAC/AVE R/VIC 138TH STE	SUN VILLAGE CA	P
043908109				P	047212109				P	3079014011	0	VAC/AVE R/VIC 139TH STE	SUN VILLAGE CA	P

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APN	Address	Street	City	Type of Acquisition	APN	Address	Street	City	Type of Acquisition	APN	Address	Street	City	Type of Acquisition
043908114				P	047212204				P	3079014012	0	VAC/AVE R/VIC 140TH STE	SUN VILLAGE CA	P
043908115				P	047212205				P	3079014014	0	VAC/PALMDALE BLVD(PAV)/VIC 137TH	SUN VILLAGE CA	P
043908116				P	047212206				P	3079014015	0	VAC/PALMDALE BLVD(PAV)/VIC 136TH	SUN VILLAGE CA	P
043908117				P	047212214				P	3079014016	0	VAC/COR PALMDALE(PAV)/LONGVIEW(P	SUN VILLAGE CA	P
043908121				P	047218104				P	3079014017	0	VAC/COR PALMDALE(PAV)/LONGVIEW(P	SUN VILLAGE CA	P
043908127				P	047219101				P	3079014019	0	VAC/PALMDALE BLVD(PAV)/VIC 134TH	SUN VILLAGE CA	P
043908128				P	047219102				P	3079014020	0	VAC/PALMDALE BLVD(PAV)/VIC 133RD	SUN VILLAGE CA	P
043908132				P	047219201			APPLE VALLEY	P	3079014023	0	VAC/PALMDALE BLVD(PAV)/VIC 130TH	SUN VILLAGE CA	P
043908134				P	047219214			APPLE VALLEY	P	3079014025	0	VAC/VIC 133TH STE/PALMDALE BLVD	SUN VILLAGE CA	P
043908136				P	047220101				P	3079014027	0	VAC/VIC PALMDALE BLVD/132ST STE	SUN VILLAGE CA	P
043908137				P	047220102				P	3079014028	0	VAC/AVE R(DRT)/VIC 131ST STE	SUN VILLAGE CA	P
043908138				P	047220103				P	3079014033	0	VAC/VIC PALMDALE BLVD/138TH STE	SUN VILLAGE CA	P
043908142				P	047220107				P	3079014037	0	VAC/LONGVIEW RD(PAV)/VIC AVE R	SUN VILLAGE CA	P
043908147				P	047220108				P	3079014038	0	VAC/LONGVIEW RD/VIC PALMDALE BLV	LITTLEROCK CA	F
043908148				P	047227213				P	3079014039	0	VAC/VIC LONGVIEW RD/136TH STE	SUN VILLAGE CA	F
043908149				P	047227213				P	3079014040	0	VAC/VIC PALMDALE BLVD/136TH STE	SUN VILLAGE CA	P
043908156				P	047231147				P	3079014042	0	VAC/VIC 140TH STE/PALMDALE BLVD	SUN VILLAGE CA	P
043908157				P	047231148				P	3079014044	0	VAC/VIC 140TH STE/PALMDALE BLVD	SUN VILLAGE CA	F
043908166			APPLE VALLEY	P	047231149				P	3079014045	0	VAC/VIC 148TH STE/PALMDALE BLVD	SUN VILLAGE CA	F
043908167				P	047231150				P	3079014046	0	VAC/VIC 146TH STE/PALMDALE BLVD	SUN VILLAGE CA	P
043908168			APPLE VALLEY	P	047231151				P	3079014049	0	VAC/VIC 140TH STE/PALMDALE BLVD	SUN VILLAGE CA	P
043908169				P	047231152				F	3079014056	0	VAC/ AVE R /VIC 137 STE	PALMDALE CA	P
043908171				P	047231153				P	3079015001	0	VAC/PALMDALE BLVD(PAV)/VIC 125TH	SUN VILLAGE CA	P
043908172				P	047231155				P	3079016001	0	VAC/COR PALMDALE (PAV)120TH STE	SUN VILLAGE CA	F
043908173				P	047231156				P	3079016007	0	VAC/VIC 121ST STE/AVE Q9	SUN VILLAGE CA	P
043908174				P	047231159				P	3079016008	0	VAC/COR PALMDALE(PAV)/121ST STE	SUN VILLAGE CA	F
043908175				P	047231160				P	3079016009	0	VAC/PALMDALE BLVD(PAV)/121ST STE	SUN VILLAGE CA	P
043908176				P	047231162				P	3079016010	0	VAC/121ST STE(NOG/VIC PALMDALE B	SUN VILLAGE CA	P
043908178				P	047231165				P	3079016014	0	VAC/122ND STE(NOG)/VIC AVE Q10	SUN VILLAGE CA	P
043908179				P	047231166				P	3079016015	0	VAC/122ND STE(NOG)/VIC AVE Q8	SUN VILLAGE CA	P
043908180			APPLE VALLEY	P	047231221				P	3079016016	0	VAC/COR PALMDALE(PAV)/122ND STE	SUN VILLAGE CA	P
043908182			APPLE VALLEY	P	047231226				P	3079016017	0	VAC/COR PALMDALE(PAV)/122ND STE	SUN VILLAGE CA	P
043908183				P	047231227				P	3079016018	0	VAC/122ND STE(NOG)/VIC AVE Q8	SUN VILLAGE CA	P
043908184				P	047231241				P	3079016019	0	VAC/122ND STE(NOG)/VIC AVE Q10	SUN VILLAGE CA	P
043908185				P	047231242				P	3079016022	0	VAC/123RD STE(NOG)/VIC AVE Q10	SUN VILLAGE CA	P
043914121				P	047231247				P	3079016023	0	VAC/123RD STE(NOG)/VIC AVE Q8	SUN VILLAGE CA	P
043918104				P	047232121				P	3079016026	0	VAC/123RD STE(NOG)/VIC AVE Q8	SUN VILLAGE CA	P
043918204			APPLE VALLEY	P	047232122				P	3079016027	0	VAC/123RD STE(NOG)/VIC AVE Q10	SUN VILLAGE CA	F
043918205				P	047232139				P	3079016028	0	VAC/123RD STE(NOG)/VIC AVE Q12	SUN VILLAGE CA	P
043918301				P	047232140				P	3079016029	0	VAC/125TH STE(NOG)/VIC AVE Q12	SUN VILLAGE CA	P
043927105				P	047232145				P	3079016030	0	VAC/125TH STE(NOG)/VIC AVE Q10	SUN VILLAGE CA	F

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043927106				P	047232146				P	3079016031	0	VAC/125TH STE(NOG)/VIC AVE Q8	SUN VILLAGE CA	P
043927108			APPLE VALLEY	P	047232149				P	3079018006	0	VAC/COR PALMDALE(PAV)/120TH STE	SUN VILLAGE CA	P
043927117				P	047232150				P	3091019014	0	VAC/235 STE/VIC AVE Q12	BLACK BUTTE CA	P
043927126			APPLE VALLEY	P	047232153				P	3091019026	0	VAC/235 STE/VIC AVE R	BLACK BUTTE CA	P
043927129				P	047232159				P	3091019035	0	VAC/235 STE/VIC AVE Q12	BLACK BUTTE CA	F
043927130			APPLE VALLEY	P	047232160				P	3091020001	0	VAC/PLMDLE BLVD(PVD)/235 E(DRT)	BLACK BUTTE CA	P
043927131				P	047232162				P	3091020009	0	VAC/VIC 235 STE/AVE Q12	BLACK BUTTE CA	P
043927132				P	047233101				P	3091020010	0	VAC/VIC 235 STE/AVE Q12	BLACK BUTTE CA	F
043927133			APPLE VALLEY	P	047233103				P	3091020011	0	VAC/VIC 235 STE/AVE Q12	BLACK BUTTE CA	F
043927135				P	047233105				P	3091020012	0	VAC/VIC 235 STE/AVE Q14	BLACK BUTTE CA	P
043927136				P	047233107				P	3091020016	0	VAC/235 STE/VIC AVE Q14	BLACK BUTTE CA	P
043927158			APPLE VALLEY	P	047233108			VICTORVILLE	P	3091020017	0	VAC/235 STE/VIC AVE Q12	BLACK BUTTE CA	F
043927159			APPLE VALLEY	P	047233109				P	3091020018	0	VAC/235 STE/VIC AVE Q12	BLACK BUTTE CA	F
043928142			APPLE VALLEY	P	047233110				P	3091020019	0	VAC/COR 240 STE(PVD)/AVE R(TR)	BLACK BUTTE CA	P
043928143			APPLE VALLEY	P	047233111			APPLE VALLEY	P	3091020020	0	VAC/COR 240 STE/PALMDALE BLVD	BLACK BUTTE CA	P
043928166				P	047233112				F	3091021017	0	VAC/AVE R/VIC 250 STE	BLACK BUTTE CA	P
043928167				P	047233113				P	3091021018	24000	PALMDALE BLVD	LANCASTER CA	P
043928170				P	047233114				P	3091023002	0			P
043928176				P	047233116				F	3091023004	0			P
043928177				P	047233117				F	3091023005	0			F
043928178				P	047233118			APPLE VALLEY	F	3091023006	0			F
043928179				P	047233119				P	3091023007	0			P
043933201				P	047233120			APPLE VALLEY	P	3091023009	0	VAC/VIC AVE Q12/255 STE	BLACK BUTTE CA	F
043933202				P	047233144				P	3091023010	0	VAC/VIC 255 STE/AVE Q12	BLACK BUTTE CA	F
043933207				P	047233154				P	3091023011	0			P
043933208				P	047233155				P	3091023012	0	VAC/VIC 255 STE/AVE Q14	BLACK BUTTE CA	P
043933209				P	047233160				P	3091023019	0			P
043933210				P	047233163				P	3091023020	0			F
043933211				P	047233164				P	3091023021	0			F
043933212				P	047233166				P	3091023022	0			P
043933232				P	047233167				P	3091023023	0			P
043933301				P	047233168				P	3111013078	0			
043933302				P	047234111				P					

Table I-2 HDC Freeway/Expressway/Tollway Alternatives -- Potential Property Acquisitions
Variation A Main; Variation A; Variation B Main

Variation A Main Alignment					Variation A					Variation B Main Alignment				
APN	Address	Street	City	Type of Acquisition	APN	Address	Street	City	Type of Acquisition	APN	Address	Street	City	Type of Acquisition
3022001006	0	VAC/8TH STE/VIC AVE P8	PALMDALE CA	P	3022001006	0	VAC/8TH STE/VIC AVE P8	PALMDALE CA	P	045716107			EL MIRAGE	P
3022001008	0	VAC/COR AVE P8/8TH STE	PALMDALE CA	P	3022001008	0	VAC/COR AVE P8/8TH STE	PALMDALE CA	P	045716110			EL MIRAGE	P
3022001009	0	VAC/8TH STE/VIC AVE P8	PALMDALE CA	P	3022001009	0	VAC/8TH STE/VIC AVE P8	PALMDALE CA	P	045716112				P
3022001010	0	VAC/8TH STE/VIC AVE P8	PALMDALE CA	P	3022001010	0	VAC/8TH STE/VIC AVE P8	PALMDALE CA	P	045716117				P
3022002001	0	VAC/COR AVE P8/8TH STE	PALMDALE CA	P	3022002001	0	VAC/COR AVE P8/8TH STE	PALMDALE CA	P	045716132				P
3022002014	39337	10TH ST E	PALMDALE CA	P	3022002014	39337	10TH ST E	PALMDALE CA	P	045716137				P
3022002015	0	VAC/10TH STE/VIC AVE P5	PALMDALE CA	P	3022002015	0	VAC/10TH STE/VIC AVE P5	PALMDALE CA	P	045716139				P
3022002016	39261	10TH ST E	PALMDALE CA	P	3022002016	39261	10TH ST E	PALMDALE CA	F	045716140				P
3022002017	39247	10TH ST E	PALMDALE CA	F	3022002017	39247	10TH ST E	PALMDALE CA	F	045716146				P
3022002021	0	VAC/8TH STE/VIC AVE P5	PALMDALE CA	P	3022002021	0	VAC/8TH STE/VIC AVE P5	PALMDALE CA	P	045716148				P
3022002914	0	VAC/COR AVE P8/10TH STE	PALMDALE CA	F	3022002914	0	VAC/COR AVE P8/10TH STE	PALMDALE CA	P	045716149				P
3022002915	0	VAC/AVE P8/VIC 10TH STE	PALMDALE CA	P	3022002915	0	VAC/AVE P8/VIC 10TH STE	PALMDALE CA	P	045716153				P
3022003013	0	VAC/AVE P4/VIC 10TH STE	PALMDALE CA	P	3022003013	0	VAC/AVE P4/VIC 10TH STE	PALMDALE CA	P	045716155				P
3022003014	1054	AVENUE P4	PALMDALE CA	P	3022003014	1054	AVENUE P4	PALMDALE CA	P	045716156				P
3022003015	1050	AVENUE P4	PALMDALE CA	P	3022003015	1050	AVENUE P4	PALMDALE CA	P	045716157				P
3022003016	1044	AVENUE P4	PALMDALE CA	P	3022003016	1044	AVENUE P4	PALMDALE CA	P	045716158				P
3022003017	1038	AVENUE P4	PALMDALE CA	P	3022003017	1038	AVENUE P4	PALMDALE CA	P	045716161				P
3022003018	1034	AVENUE P4	PALMDALE CA	P	3022003018	1034	AVENUE P4	PALMDALE CA	P	045716162			EL MIRAGE	P
3022003019	1028	AVENUE P4	PALMDALE CA	P	3022003019	1028	AVENUE P4	PALMDALE CA	P	045716177				P
3022003020	1024	AVENUE P4	PALMDALE CA	P	3022003020	1024	AVENUE P4	PALMDALE CA	P	045815101				P
3022003021	1018	AVENUE P4	PALMDALE CA	P	3022003021	1018	AVENUE P4	PALMDALE CA	P	045815118				P
3022003022	1014	AVENUE P4	PALMDALE CA	P	3022003022	1014	AVENUE P4	PALMDALE CA	P	045815125				P
3022003024	39336	10TH ST E	PALMDALE CA	P	3022003024	39336	10TH ST E	PALMDALE CA	P	045815127				P
3022003025	39330	10TH ST E	PALMDALE CA	P	3022003025	39330	10TH ST E	PALMDALE CA	P	045815142				P
3022003026	39322	10TH ST E	PALMDALE CA	P	3022003026	39322	10TH ST E	PALMDALE CA	P	045815181				P
3022003027	1015	AVENUE P5	PALMDALE CA	P	3022003027	1015	AVENUE P5	PALMDALE CA	P	045815182				P
3022003028	1019	AVENUE P5	PALMDALE CA	P	3022003028	1019	AVENUE P5	PALMDALE CA	P	045815183				P
3022003029	1025	AVENUE P5	PALMDALE CA	P	3022003029	1025	AVENUE P5	PALMDALE CA	P	045821303				P
3022003030	1029	AVENUE P5	PALMDALE CA	P	3022003030	1029	AVENUE P5	PALMDALE CA	P	045821305				P
3022003031	1035	AVENUE P5	PALMDALE CA	P	3022003031	1035	AVENUE P5	PALMDALE CA	P	320015101				P
3022003032	1039	AVENUE P5	PALMDALE CA	P	3022003032	1039	AVENUE P5	PALMDALE CA	P	320034101				P
3022003033	1045	AVENUE P5	PALMDALE CA	P	3022003033	1045	AVENUE P5	PALMDALE CA	P	320034102				F
3022003034	1049	AVENUE P5	PALMDALE CA	P	3022003034	1049	AVENUE P5	PALMDALE CA	P	320034103				P
3022003035	1055	AVENUE P5	PALMDALE CA	P	3022003035	1055	AVENUE P5	PALMDALE CA	P	320034104				P
3022003036	0	VAC/AVE P5/VIC 10TH STE	PALMDALE CA	P	3022003036	0	VAC/AVE P5/VIC 10TH STE	PALMDALE CA	P	320034106				F
3022003037	0	VAC/AVE P5/VIC 10TH STE	PALMDALE CA	P	3022003037	0	VAC/AVE P5/VIC 10TH STE	PALMDALE CA	P	320034107				F
3022003038	1054	AVENUE P5	PALMDALE CA	P	3022003038	1054	AVENUE P5	PALMDALE CA	P	320034108				P
3022003039	1048	AVENUE P5	PALMDALE CA	P	3022003039	1048	AVENUE P5	PALMDALE CA	P	320034109				P
3022003040	1044	AVENUE P5	PALMDALE CA	P	3022003040	1044	AVENUE P5	PALMDALE CA	P	320034114				P
3022003041	1038	AVENUE P5	PALMDALE CA	P	3022003041	1038	AVENUE P5	PALMDALE CA	P	320034115				P
3022003042	1034	AVENUE P5	PALMDALE CA	P	3022003042	1034	AVENUE P5	PALMDALE CA	P	320034116				P
3022003043	1028	AVENUE P5	PALMDALE CA	P	3022003043	1028	AVENUE P5	PALMDALE CA	P	320034117				

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Variation A Main; Variation A; Variation B Main

Variation A Main Alignment					Variation A					Variation B Main Alignment				
APN	Address	Street	City	Type of Acquisition	APN	Address	Street	City	Type of Acquisition	APN	Address	Street	City	Type of Acquisition
3022003044	1024	AVENUE P5	PALMDALE CA	P	3022003044	1024	AVENUE P5	PALMDALE CA	P	320034122				P
3022003045	1018	AVENUE P5	PALMDALE CA	P	3022003045	1018	AVENUE P5	PALMDALE CA	P	320034123				P
3022003046	1014	AVENUE P5	PALMDALE CA	P	3022003046	1014	AVENUE P5	PALMDALE CA	F	320034124				P
3022003047	1002	AVENUE P5	PALMDALE CA	P	3022003047	1002	AVENUE P5	PALMDALE CA	F	320034125				P
3022003048	39302	10TH ST E	PALMDALE CA	P	3022003048	39302	10TH ST E	PALMDALE CA	F	320038101				P
3022004010	0	VAC/12TH STE/VIC AVE P6	PALMDALE CA	P	3022004010	0	VAC/12TH STE/VIC AVE P6	PALMDALE CA	P	320038102				P
3022004011	0	VAC/12TH STE/VIC AVE P8	PALMDALE CA	P	3022004011	0	VAC/12TH STE/VIC AVE P8	PALMDALE CA	P	320038103				P
3022004012	1161	AVENUE P8	PALMDALE CA	P	3022004012	1161	AVENUE P8	PALMDALE CA	P	320038104				P
3022004015	0	VAC/12TH STE/VIC AVE P8	PALMDALE CA	P	3022004015	0	VAC/12TH STE/VIC AVE P8	PALMDALE CA	P	320038105				P
3022004016	0	VAC/COR 12TH STE/AVE P8	PALMDALE CA	P	3022004016	0	VAC/COR 12TH STE/AVE P8	PALMDALE CA	P	320042101				P
3022004018	0	VAC/10TH STE/VIC AVE P6	PALMDALE CA	P	3022004018	0	VAC/10TH STE/VIC AVE P6	PALMDALE CA	F	320042102				P
3022004025	39215	15TH ST E	PALMDALE CA	P	3022004025	39215	15TH ST E	PALMDALE CA	P	320046101				P
3022004026	0	VAC/AVE P8/15TH STE	PALMDALE CA	P	3022004026	0	VAC/AVE P8/15TH STE	PALMDALE CA	P	320046102				P
3022004908	0	VAC/15TH STE/VIC AVE P6	PALMDALE CA	P	3022004910	39226	10TH ST E	PALMDALE CA	F	321003101				P
3022004910	39226	10TH ST E	PALMDALE CA	F	3022004911	39210	10TH ST E	PALMDALE CA	P	321003102				P
3022004911	39210	10TH ST E	PALMDALE CA	P	3022006272	0	VAC/COR AVE P8/25TH STE	PALMDALE CA	P	321016101				P
3022005276	39201	20TH ST	PALMDALE CA	P	3022009270	0	VAC/40TH STE(PAV)/VIC AVE P10	PALMDALE CA	P	321016112				P
3022005277	0	VAC/AVE P8/VIC 20TH STE	PALMDALE CA	P	3022009275	0	VAC/35TH STE(DRT)/VIC AVE P8	PALMDALE CA	P	321017101				P
3022005292	0	VAC/COR 15TH STE(PAV)/AVE P8	PALMDALE CA	P	3022009277	0	VAC/AVE P8(DRT)/VIC 37TH STE	PALMDALE CA	P	321017101				P
3022005293	0	VAC/20TH STE(PAV)/AVE P8	PALMDALE CA	P	3022009278	0	VAC/VIC 37TH STE/AVE P8	PALMDALE CA	P	321020101				P
3022005295	0	VAC/VIC AVE P8/20TH STE	PALMDALE CA	P	3022010272	0	VAC/35TH STE/VIC AVE P10	PALMDALE CA	P	321020102				P
3022006272	0	VAC/COR AVE P8/25TH STE	PALMDALE CA	P	3022010273	0		PALMDALE CA	F	321020103				P
3022006907	0	VAC/COR 20TH STE/AVE P8	PALMDALE CA	P	3022010275	0	VAC/30TH STE/VIC AVE P10	PALMDALE CA	F	321020104				P
3022009270	0	VAC/40TH STE(PAV)/VIC AVE P10	PALMDALE CA	P	3022010276	0	VAC/30TH STE/VIC AVE P10	PALMDALE CA	P	321020105				P
3022009273	0	VAC/AVE P8(DRT)/VIC 37TH STE	PALMDALE CA	P	3022010281	0	VAC/VIC 32ND STE/AVE P9	PALMDALE CA	P	321020106				P
3022009274	0	VAC/COR AVE P8(DRT)/40TH STE(PAV	PALMDALE CA	P	3022010282	0	VAC/VIC 32ND STE/VIC AVE P10	PALMDALE CA	F	321020107				P
3022009275	0	VAC/35TH STE(DRT)/VIC AVE P8	PALMDALE CA	P	3022011001	0	VAC/25TH STE/VIC AVE P10	PALMDALE CA	P	321020108				P
3022009276	0	VAC/COR 35TH STE(DRT)/AVE P8(DRT	PALMDALE CA	P	3022011022	0	VAC/VIC AVE P10/30TH STE	PALMDALE CA	P	321020109				P
3022009277	0	VAC/AVE P8(DRT)/VIC 37TH STE	PALMDALE CA	P	3022011024	0	VAC/30TH STE/VIC AVE P14	PALMDALE CA	P	321020111				P
3022009278	0	VAC/VIC 37TH STE/AVE P8	PALMDALE CA	P	3022011025	0	VAC/30TH STE/VIC AVE P14	PALMDALE CA	P	321020112				F
3022010270	0	VAC/COR 35TH STE/AVE P8	PALMDALE CA	P	3022012017	0	VAC/20 ST E/VIC AVE P12	PALMDALE CA	P	321020113				P
3022010271	0	VAC/COR AVE P8/30TH STE	PALMDALE CA	P	3022012029	2235	AVENUE Q	PALMDALE CA	P	321024101				P
3022010274	0	VAC/AVE P8/VIC 32ND STE	PALMDALE CA	P	3022012034	0	VAC/25TH STE/VIC AVE P14	PALMDALE CA	P	321025104				P
3022010277	0	VAC/30TH STE/VIC AVE P9	PALMDALE CA	P	3022012039	0	VAC/AVE Q/VIC 22ND STE	PALMDALE CA	P	321025105				P
3022010278	0	VAC/VIC AVE P9/32ND STE	PALMDALE CA	P	3022012040	2255	AVENUE Q	PALMDALE CA	P					
3022010279	0	VAC/VIC AVE P8/32ND STE	PALMDALE CA	P	3022012270	2044	AVENUE P8	PALMDALE CA	P					
3022010280	0	VAC/VIC 32ND STE/AVE P9	PALMDALE CA	P	3022012902	0	VAC/VIC AVE P12/20TH STE	PALMDALE CA	P					
3022012270	2044	AVENUE P8	PALMDALE CA	F	3022012918	0	VAC/COR AVE Q/20TH STE	PALMDALE CA	P					
3022012271	2104	AVENUE P8	PALMDALE CA	F	3022012919	0		PALMDALE CA	P					
3022012919	0			P	3022013003	38917	20TH ST E	PALMDALE CA	P					
3022013271	0	VAC/17TH STE(DRT)/VIC AVE P10	PALMDALE CA	P	3022013021	0	VAC/17TH STE/VIC AVE P14	PALMDALE CA	P					
3022013273	0	VAC/20TH STE/VIC AVE P10	PALMDALE CA	P	3022013022	0	VAC/20TH STE/VIC AVE P14	PALMDALE CA	P					

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Variation A Main; Variation A; Variation B Main

Variation A Main Alignment					Variation A					Variation B Main Alignment				
APN	Address	Street	City	Type of Acquisition	APN	Address	Street	City	Type of Acquisition	APN	Address	Street	City	Type of Acquisition
3022013275	39165	20TH ST	PALMDALE CA	P	3022013270	0	VAC/17TH STE(DRT)/VIC AVE P14	PALMDALE CA	P					
3022013276	0		PALMDALE	P	3022013271	0	VAC/17TH STE(DRT)/VIC AVE P10	PALMDALE CA	P					
3022014272	0	VAC/COR AVE P8/15TH STE	PALMDALE CA	P	3022013272	0	VAC/20TH STE/VIC AVE P14	PALMDALE CA	P					
3022014273	0	VAC/AVE P8/VIC 15TH STE	PALMDALE CA	P	3022013273	0	VAC/20TH STE/VIC AVE P10	PALMDALE CA	P					
3022014275	0	VAC/15TH STE/VIC AVE P8	PALMDALE CA	P	3022013275	39165	20TH ST	PALMDALE CA	P					
3022014276	0	VAC/COR AVE P8/PALMDALE AIRPORT	PALMDALE CA	P	3022013276	0		PALMDALE CA	P					
3022014284	0	VAC/AVE P8/VIC 15TH STE	PALMDALE CA	P	3022014271	0	VAC/VIC 15TH STE/AVE P8	PALMDALE CA	P					
3022015003	0	VAC/AVE P8/VIC 15TH STE	PALMDALE CA	P	3022014272	0	VAC/COR AVE P8/15TH STE	PALMDALE CA	P					
3022015004	0	VAC/AVE P8/VIC 15TH STE	PALMDALE CA	P	3022014273	0	VAC/AVE P8/VIC 15TH STE	PALMDALE CA	P					
3022015005	0	VAC/COR 15TH STE/AVE P8	PALMDALE CA	P	3022014275	0	VAC/15TH STE/VIC AVE P8	PALMDALE CA	P					
3022015018	0	VAC/AVE P8/VIC 13TH STE	PALMDALE CA	P	3022014276	0	VAC/COR AVE P8/PALMDALE AIRPORT	PALMDALE CA	P					
3022015019	0	VAC/AVE P8/VIC 15TH STE	PALMDALE CA	P	3022014278	0	VAC/PALMDALE AIRPORT/VIC AVE P8	PALMDALE CA	P					
3022016001	0	VAC/COR AVE P8/10TH STE	PALMDALE CA	P	3022014279	0	VAC/PALMDALE AIRPORT/VIC AVE P8	PALMDALE CA	P					
3022016012	0	VAC/COR AVE P8/12TH STE	PALMDALE CA	P	3022014282	0	VAC/VIC 17TH STE/AVE P8	PALMDALE CA	P					
3022022023	916	AVENUE P8	PALMDALE CA	P	3022014284	0	VAC/AVE P8/VIC 15TH STE	PALMDALE CA	P					
3022022024	850	AVENUE P8	PALMDALE CA	P	3022015003	0	VAC/AVE P8/VIC 15TH STE	PALMDALE CA	P					
3022022025	0	VAC/AVE P8/VIC 10TH STE	PALMDALE CA	P	3022015004	0	VAC/AVE P8/VIC 15TH STE	PALMDALE CA	P					
3022022026	904	AVENUE P8	PALMDALE CA	P	3022015005	0	VAC/COR 15TH STE/AVE P8	PALMDALE CA	P					
3022022900	0	VAC/COR AVE P8/10TH STE	PALMDALE CA	P	3022015018	0	VAC/AVE P8/VIC 13TH STE	PALMDALE CA	P					
3022024815	0		PALMDALE	P	3022015019	0	VAC/AVE P8/VIC 15TH STE	PALMDALE CA	P					
3022024816	0		PALMDALE	P	3022016001	0	VAC/COR AVE P8/10TH STE	PALMDALE CA	P					
3022024903	0	VAC/VIC SIERRA HWY/RR TRACKS	PALMDALE CA	P	3022016012	0	VAC/COR AVE P8/12TH STE	PALMDALE CA	P					
3025025287	0			P	3022022023	916	AVENUE P8	PALMDALE CA	P					
3025026270	0		PALMDALE	P	3022022024	850	AVENUE P8	PALMDALE CA	P					
3025026271	0		PALMDALE	P	3022022025	0	VAC/AVE P8/VIC 10TH STE	PALMDALE CA	P					
3025026272	0		PALMDALE	P	3022022026	904	AVENUE P8	PALMDALE CA	P					
3025026273	0		PALMDALE	P	3022022900	0	VAC/COR AVE P8/10TH STE	PALMDALE CA	P					
3025026274	0		PALMDALE	P	3022024815	0		PALMDALE CA	P					
3025028270	0		PALMDALE	P	3022024816	0		PALMDALE CA	P					
3025028272	39145	51ST ST E	PALMDALE CA	F	3022024903	0	VAC/VIC SIERRA HWY/RR TRACKS	PALMDALE CA	P					
3025028276	0		PALMDALE	P	3025026014	0	VAC/45TH STE/VIC AVE Q	PALMDALE CA	P					
3025028277	0		PALMDALE	F	3025026019	0	VAC/50TH STE/VIC AVE Q	PALMDALE CA	P					
3025028278	0		PALMDALE	F	3025026271	0		PALMDALE CA	P					
3025028280	39115	53RD ST E	PALMDALE CA	P	3025026272	0		PALMDALE CA	P					
3025028282	0		PALMDALE	F	3025026273	0		PALMDALE CA	P					
3025028284	0		PALMDALE	P	3025026274	0			P					
3025028285	0		PALMDALE	P	3025027291	38916	51ST ST E	PALMDALE CA	P					
3025028286	0			P	3025027292	0		PALMDALE CA	P					
3025028287	0			P	3025028278	0			P					
3025028288	0		PALMDALE	P	3025028279	0		PALMDALE CA	P					
3025028289	0		PALMDALE	F	3025028281	39050	53RD ST E	PALMDALE CA	P					
3025028290	0		PALMDALE	P	3025028286	0		PALMDALE CA	P					

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APN	Address	Street	City	Type of Acquisition	APN	Address	Street	City	Type of Acquisition	APN	Address	Street	City	Type of Acquisition
3025028293	0		PALMDALE	F	3025028287	0			P					
3025028295	0		PALMDALE	P	3025028288	0			P					
3025029287	0			P	3025028291	0		PALMDALE CA	P					
3025029288	0		PALMDALE	P	3025028295	0		PALMDALE CA	P					
3025030289	0		PALMDALE	P	3025031285	0		PALMDALE CA	P					
3025057270	0		PALMDALE	P	3025031289	38913	60TH ST E	PALMDALE CA	P					
3025057271	0		PALMDALE	P	3025036001	0	VAC/VIC 75TH STE/AVE P10	PALMDALE CA	P					
3025057273	0		PALMDALE	P	3025036005	0	VAC/VIC AVE P8/77TH STE	PALMDALE CA	P					
					3025036300	0	VAC/VIC AVE P8/77TH STE	PALMDALE CA	P					
					3025057270	0		PALMDALE CA	P					
					3025057271	0		PALMDALE CA	P					
					3025057273	0		PALMDALE CA	P					

Table I-3 HDC Freeway/Expressway/Tollway Alternatives -- Potential Property Acquisitions
Variation B; Variation B1; Variation D Main

Variation B					Variation B1					Variation D Main Alignment				
APN	Address	Street	City	Type of Acquisition	APN	Address	Street	City	Type of Acquisition	APN	Address	Street	City	Type of Acquisition
045717305				P	045717301					3029016002	0	VAC/COR AVE R(DRT)/150 STE(DRT)	BLACK BUTTE CA	P
045717309				P	045717401					3029016007	0	VAC/COR PALMDALE BLVD/160 STE	BLACK BUTTE CA	P
045717310				P	045717402					3029016009	15366	PALMDALE BLVD	PALMDALE CA	P
045717311				P	045717403					3029016011	0	VAC/PALMDALE BLVD/VIC 152 STE	BLACK BUTTE CA	P
045717312				P	045717404					3029016013	15503	AVENUE R	LITTLEROCK CA	P
045717313			EL MIRAGE	P	045717405					3029016014	15635	AVENUE R	LITTLEROCK CA	P
045717314				P	045717414					3029016015	0	VAC/AVE R/VIC 158 STE	BLACK BUTTE CA	P
045717315			ADELANTO	P	045717415					3029016022	0	VAC/150 STE/VIC PALMDALE BLVD	BLACK BUTTE CA	P
045717320			EL MIRAGE	P	045717416					3029016023	0	VAC/PALMDALE BLVD/VIC 155 STE	BLACK BUTTE CA	P
045717321			EL MIRAGE	P	045717417					3029016025	15616	PALMDALE BLVD	PALMDALE CA	P
045717322				P	045717418					3029016026	0	VAC/PALMDALE BLVD/VIC 158 STE	BLACK BUTTE CA	P
045717323			ADELANTO	P	045717419					3029016028	0	VAC/PALMDALE BLVD/VIC 152 STE	BLACK BUTTE CA	P
045717439			ADELANTO	P	045717423					3029016029	0	VAC/AVE R/VIC 160 STE	BLACK BUTTE CA	P
045717440				P	045717424					3029016030	0	VAC/AVE R/VIC 160 STE	BLACK BUTTE CA	P
045717442				P	045717427					3029016031	0	VAC/COR AVE R(DRT)/160 STE(TRL)	BLACK BUTTE CA	P
045717443				P	045717428					3029016032	0	VAC/VIC PALMDALE BLVD/155 STE	BLACK BUTTE CA	P
045717444				P	045717429					3029016033	0	VAC/PALMDALE BLVD/VIC 152 STE	BLACK BUTTE CA	P
045717445				F	045717430					3029018002	0	VAC/PALMDALE BLVD/VIC 145 STE	BLACK BUTTE CA	P
045717446			EL MIRAGE	P	045717431					3029018011	0	VAC/AVE R/VIC 147 STE	BLACK BUTTE CA	P
045821227				P	045717432					3029018014	14720	PALMDALE BLVD	PALMDALE CA	P
045821229			EL MIRAGE	P	045717436				F	3029018018	0	VAC/150 STE/VIC PALMDALE BLVD	BLACK BUTTE CA	P
045821230			EL MIRAGE	P	045717437					3029018022	0	VAC/150 STE/VIC AVE R	BLACK BUTTE CA	P
045821231				P	045821201				F	3029018023	0	VAC/VIC AVE R/150 STE	BLACK BUTTE CA	F
045821232			EL MIRAGE	P	045821203				F	3029018024	0	VAC/VIC AVE R/150 STE	BLACK BUTTE CA	F
045821235				P	045821204				F	3029018029	0	VAC/VIC 145 STE/AVE R	BLACK BUTTE CA	P
045821236				P	045821207					3029018032	0	VAC/PALMDALE BLVD/VIC 147 STE	ALPINE BUTTE CA	P
045821255			EL MIRAGE	P	045821208					3029018033	14660	PALMDALE BLVD	PALMDALE CA	P
045821256			EL MIRAGE	P	045821218					3029018034	0	VAC/VIC PALMDALE BLVD/147 STE	BLACK BUTTE CA	P
045821257			ADELANTO	P	045821241					3029018035	0	VAC/VIC PALMDALE BLVD/150 STE	BLACK BUTTE CA	P
045821258				P	045821243					3029018038	0	VAC/PALMDALE BLVD/VIC 146 STE	ALPINE BUTTE CA	P
045821306				P	045821244					3030016001	0	VAC/PALMDALE BLVD(PAV)/VIC 195 S	BLACK BUTTE CA	P
045821319			ADELANTO	P	045821245				P	3030016003	0	VAC/PALMDALE BLVD(PAV)/VIC 195 S	BLACK BUTTE CA	P
045821325				P	045821246				F	3030016004	0	VAC/PALMDALE BLVD(PAV)/VIC 195 S	BLACK BUTTE CA	P
045821328			EL MIRAGE	P	045821301					3030016005	0	VAC/PALMDALE BLVD(PAV)/VIC 200 S	BLACK BUTTE CA	P
045821330				P	045821304					3030016007	0	VAC/PALMDALE BLVD(PAV)/VIC 200 S	BLACK BUTTE CA	P
045821332				P	045821305					3030016008	0	VAC/COR PALMDALE BLVD(PAV)/200 S	BLACK BUTTE CA	P
045821337				P	045821381					3030016016	0	VAC/PALMDALE BLVD(PAV)/VIC 195 S	BLACK BUTTE CA	P
045821338			ADELANTO	P	045821382					3030016017	0	VAC/PALMDALE BLVD(PAV)/VIC 200 S	BLACK BUTTE CA	P
045821339				P	045821383					3030016018	0	VAC/PALMDALE BLVD(PAV)/VIC 200 S	BLACK BUTTE CA	P
045821340			EL MIRAGE	P	045821384					3030016029	0	VAC/VIC AVE Q12/195 STE	BLACK BUTTE CA	P
045821353				P	320015101				P	3030016030	0	VAC/VIC AVE Q12/195 STE	BLACK BUTTE CA	P
045821354			ADELANTO	P	320034101					3030017002	0	VAC/PALMDALE BLVD(PAV)/VIC 190 S	BLACK BUTTE CA	P

Table I-3 HDC Freeway/Expressway/Tollway Alternatives -- Potential Property Acquisitions
Variation B; Variation B1; Variation D Main

Variation B					Variation B1					Variation D Main Alignment				
APN	Address	Street	City	Type of Acquisition	APN	Address	Street	City	Type of Acquisition	APN	Address	Street	City	Type of Acquisition
045821359				P	320034102					3030017003	0	VAC/PALMDALE BLVD(PAV)/VIC 190 S	BLACK BUTTE CA	P
045821364				P	320034103					3030017004	0	VAC/PALMDALE BLVD(PAV)/VIC 190 S	BLACK BUTTE CA	P
045821365				P	320034104					3030017005	0	VAC/PALMDALE BLVD(PAV)/VIC 190 S	BLACK BUTTE CA	P
045821367				P	320034108					3030017006	0	VAC/PALMDALE BLVD(PAV)/VIC 190 S	BLACK BUTTE CA	P
045821378				P	320034109					3030017007	0	VAC/PALMDALE BLVD(PAV)/VIC 195 S	BLACK BUTTE CA	P
045821380				P	320034110					3030017008	0	VAC/PALMDALE BLVD(PAV)/VIC 195 S	BLACK BUTTE CA	P
313005101				P	320034111					3030017009	0	VAC/PALMDALE BLVD(PAV)/VIC 195 S	BLACK BUTTE CA	P
313005102				P	320034116					3030017010	0	VAC/PALMDALE BLVD(PAV)/VIC 195 S	BLACK BUTTE CA	P
313005112				P	320034117					3030017012	0	VAC/PALMDALE BLVD(PAV)/VIC 195 S	BLACK BUTTE CA	P
320015101				P	320034118					3030017013	0	VAC/PALMDALE BLVD(PAV)/VIC 195 S	BLACK BUTTE CA	P
320027102				P	320034119					3030017014	0	VAC/PALMDALE BLVD(PAV)/VIC 190 S	BLACK BUTTE CA	P
320034112				P	320034121					3030017015	0	VAC/PALMDALE BLVD(PAV)/VIC 190 S	BLACK BUTTE CA	P
320034113				P	320034124					3030017016	0	VAC/PALMDALE BLVD(PAV)/VIC 195 S	BLACK BUTTE CA	P
320034132				P	320034125					3030017018	0	VAC/PALMDALE BLVD(PAV)/VIC 190 S	BLACK BUTTE CA	P
320034133				P	320034126					3030017019	0	VAC/PALMDALE BLVD(PAV)/VIC 190 S	BLACK BUTTE CA	P
320047101				P	320034127					3030017020	0	VAC/PALMDALE BLVD(PAV)/VIC 195 S	BLACK BUTTE CA	P
320048101				P	320034128					3030017021	0	VAC/PALMDALE BLVD(PAV)/VIC 195 S	BLACK BUTTE CA	P
320048102				P	320034129					3030018001	0	VAC/VIC AVE Q12/190 STE	BLACK BUTTE CA	P
320048106				P	320034131					3030018002	0	VAC/VIC AVE Q12/195 STE	BLACK BUTTE CA	P
320051101				P	320038101					3030018003	0	VAC/VIC AVE Q12/195 STE	BLACK BUTTE CA	P
320051101				P	320038106					3030018004	0	VAC/VIC AVE Q12/195 STE	BLACK BUTTE CA	P
320052101				P	320038107					3030018006	0	VAC/VIC AVE Q12/195 STE	BLACK BUTTE CA	P
320056101			EL MIRAGE	P	320038108					3030018007	0	VAC/VIC AVE Q12/195 STE	BLACK BUTTE CA	P
320056102				P	320038109					3030018008	0	VAC/VIC AVE Q12/195 STE	BLACK BUTTE CA	P
320057101				P	320051101				P	3030018009	0	VAC/VIC AVE Q12/195 STE	BLACK BUTTE CA	P
320057102				P	320051101				P	3030021001	18846	PALMDALE BLVD	PALMDALE CA	P
320061101				P	320051101					3030021002	18842	PALMDALE BLVD	PALMDALE CA	P
320061102				P	320051101					3030021003	0	VAC/PALMDALE BLVD(PAV)/VIC 190 S	BLACK BUTTE CA	P
320061107				P	320051101					3030021004	0	VAC/PALMDALE BLVD(PAV)/VIC 190 S	BLACK BUTTE CA	P
320061108				P	320051101					3030021005	18742	PALMDALE BLVD	PALMDALE CA	P
320061109				P	320051101					3030021006	18726	PALMDALE BLVD	PALMDALE CA	P
320061110				P	320051101					3030021008	0	VAC/PALMDALE BLVD(PAV)/VIC 190 S	BLACK BUTTE CA	P
320062101				P	320052101				P	3030021010	0	VAC/VIC AVE R/190 STE	BLACK BUTTE CA	P
321016105				P	320055101					3030021013	0	VAC/VIC AVE R/190 STE	BLACK BUTTE CA	P
321016106				P	320055102					3030021014	0	VAC/VIC AVE R/190 STE	BLACK BUTTE CA	P
321016107				P	320059101					3030021015	0	VAC/VIC AVE R/190 STE	BLACK BUTTE CA	P
321016108				P	320059102					3030021016	0	VAC/VIC AVE R/190 STE	BLACK BUTTE CA	P
321016109				P	320059104					3030021017	0	VAC/VIC AVE R/190 STE	BLACK BUTTE CA	P
321017101				P	320059105					3030021018	0	VAC/VIC PALMDALE BL/187 STE	BLACK BUTTE CA	P
321017101					320059106					3030021021	0	VAC/AVE R/VIC 189 STE	BLACK BUTTE CA	P
321018101				P	321016102					3030021023	0	VAC/AVE R/VIC 189 STE	BLACK BUTTE CA	P
321020109				P	321016111					3030021025	0	VAC/VIC AVE R/187 STE	BLACK BUTTE CA	P

Table I-3 HDC Freeway/Expressway/Tollway Alternatives -- Potential Property Acquisitions
Variation B; Variation B1; Variation D Main

Variation B					Variation B1					Variation D Main Alignment				
APN	Address	Street	City	Type of Acquisition	APN	Address	Street	City	Type of Acquisition	APN	Address	Street	City	Type of Acquisition
321020110				P	321017101				P	3030021026	0	VAC/AVE R/VIC 186 STE	BLACK BUTTE CA	P
321020111				P	321017101					3030021029	0	VAC/AVE R/VIC 185 STE	BLACK BUTTE CA	P
321020112				P	321017101					3030021030	0	VAC/VIC PALMDALE BL/185 STE	BLACK BUTTE CA	P
321020113				F	321017101					3030021032	0	VAC/PALMDALE BL/VIC 185 STE	BLACK BUTTE CA	P
321021101				P	321020108					3030021033	0	VAC/PALMDALE BL/VIC 186 STE	BLACK BUTTE CA	P
321021105				P	321020109				P	3030021034	0	VAC/PALMDALE BL/VIC 186 STE	BLACK BUTTE CA	P
321021106				P	321020110				P	3030021035	18650	PALMDALE BLVD	PALMDALE CA	P
321021107				P	321020111				P	3030021037	0	VAC/VIC AVE R/186 STE	BLACK BUTTE CA	P
321024101				P	321020112				P	3030021038	0	VAC/PALMDALE BL/VIC 186 STE	BLACK BUTTE CA	P
321025104				P	321020113				F	3030021039	0	VAC/PALMDALE BL/VIC 186 STE	BLACK BUTTE CA	P
321025105				P	321024101				P	3030021900	0			P
					321025104				P	3030022016	0	VAC/PALMDALE BL/VIC 180 STE	BLACK BUTTE CA	P
					321025105				P	3030022017	0	VAC/183 STE/VIC AVE R	BLACK BUTTE CA	P
					321025106				P	3030022022	0	VAC/180 STE/VIC AVE R	BLACK BUTTE CA	P
										3030022024	0	VAC/VIC 182 STE/AVE R	BLACK BUTTE CA	P
										3030022025	0	VAC/VIC 185 STE/VIC AVE R	BLACK BUTTE CA	P
										3030022029	0	VAC/180 STE/VIC PALMDALE BL	BLACK BUTTE CA	P
										3030022030	0	VAC/180 STE/VIC PALMDALE BL	BLACK BUTTE CA	P
										3030022031	0	VAC/VIC PALMDALE BL/182 STE	BLACK BUTTE CA	P
										3030022032	0	VAC/VIC PALMDALE BL/183 STE	BLACK BUTTE CA	P
										3030024007	0	VAC/VIC AVE R/190 STE	BLACK BUTTE CA	P
										3030024008	0	VAC/VIC AVE R/190 STE	BLACK BUTTE CA	P
										3030024010	0	VAC/VIC PALMDALE BLVD/192 STE	BLACK BUTTE CA	P
										3030024011	0	VAC/VIC PALMDALE BLVD/193 STE	BLACK BUTTE CA	P
										3030024013	0	VAC/VIC AVE R/194 STE	BLACK BUTTE CA	P
										3030024014	0	VAC/VIC AVE R/195 STE	BLACK BUTTE CA	P
										3030024016	0	VAC/200 STE/VIC PALMDALE BLVD	BLACK BUTTE CA	P
										3030024024	0	VAC/200 STE/VIC PALMDALE BL	BLACK BUTTE CA	P
										3030024025	0	VAC/VIC PALMDALE BL/196 STE	BLACK BUTTE CA	P
										3030024027	0	VAC/VIC PALMDALE BL/195 STE	BLACK BUTTE CA	P
										3030024028	0	VAC/VIC PALMDALE BL/198 STE	BLACK BUTTE CA	P
										3030024029	0	VAC/200 STE/VIC PALMDALE BL	BLACK BUTTE CA	P
										3030024030	0	VAC/VIC PALMDALE BL/199 STE	BLACK BUTTE CA	P
										3030024033	0	VAC/VIC PALMDALE BL/191 STE	BLACK BUTTE CA	P
										3030024041	0	VAC/VIC PALMDALE BL/191 STE	BLACK BUTTE CA	P
										3075007001	16035	AVENUE R	PALMDALE CA	P
										3075007002	0	VAC/PALMDALE BLVD(PAV)/VIC 165 S	BLACK BUTTE CA	P
										3075007003	0	VAC/PALMDALE BLVD(PAV)/VIC 165 S	BLACK BUTTE CA	P
										3075007007	16529	AVENUE R	LLANO CA	P
										3075007008	0	VAC/COR PALMDALE BL(PAV)/165 STE	BLACK BUTTE CA	P
										3075007009	0	VAC/COR AVE R/165TH STE	LAKE LOS ANGELES CA	P
										3075007010	0	VAC/165TH STE/VIC AVE R	LAKE LOS ANGELES CA	P

Table I-3 HDC Freeway/Expressway/Tollway Alternatives -- Potential Property Acquisitions
Variation B; Variation B1; Variation D Main

Variation B					Variation B1					Variation D Main Alignment				
APN	Address	Street	City	Type of Acquisition	APN	Address	Street	City	Type of Acquisition	APN	Address	Street	City	Type of Acquisition
										3075011001	0	VAC/170 STE/VIC AVE Q14	BLACK BUTTE CA	P
										3075011003	0	VAC/COR PMDL BLVD(PAV)/172 STE(N	BLACK BUTTE CA	P
										3075011004	0	VAC/PALMDALE BLVD/VIC 173 STE	BLACK BUTTE CA	P
										3075011006	0	VAC/VIC 175 STE/AVE Q12	BLACK BUTTE CA	P
										3075011007	0	VAC/173 STE/VIC AVE Q12	BLACK BUTTE CA	P
										3075011008	0	VAC/VIC AVE Q12/175 STE	BLACK BUTTE CA	P
										3075011009	0	VAC/VIC 175 STE/AVE Q14	BLACK BUTTE CA	P
										3075011010	0	VAC/173 STE/VIC AVE Q14	BLACK BUTTE CA	P
										3075011015	17500	PALMDALE BLVD	LLANO CA	P
										3075011016	0	VAC/PALMDALE BLVD/VIC 180 STE	BLACK BUTTE CA	P
										3075011017	0	VAC/VIC 180 STE/AVE R	BLACK BUTTE CA	P
										3075012003	0	VAC/170 STE/VIC AVE Q11	BLACK BUTTE CA	P
										3075012004	38220	170TH ST E	LANCASTER CA	P
										3075012005	0	VAC/COR AVE Q12/171 STE	BLACK BUTTE CA	P
										3075012006	0	VAC/171 STE/VIC AVE Q11	BLACK BUTTE CA	P
										3075012007	38237	171ST ST E	LANCASTER CA	P
										3075012012	0	VAC/171 STE/VIC AVE Q11	BLACK BUTTE CA	P
										3075012013	0	VAC/COR AVE Q12/171 STE	BLACK BUTTE CA	P
										3075012014	0	VAC/COR AVE Q12/172 STE	BLACK BUTTE CA	P
										3075013001	38190	170TH ST E	LANCASTER CA	P
										3075013002	38128	170TH ST E	PALMDALE CA	P
										3075013003	0	VAC/171 STE/VIC AVE Q13	BLACK BUTTE CA	P
										3075013004	0	VAC/COR AVE Q12/171 STE	BLACK BUTTE CA	P
										3075013005	0	VAC/COR AVE Q12/171 STE	BLACK BUTTE CA	P
										3075013006	0	VAC/171 STE/VIC AVE Q14	BLACK BUTTE CA	P
										3075013011	0	VAC/172 STE/VIC AVE Q14	BLACK BUTTE CA	P
										3075013012	0	VAC/COR AVE Q12/172 STE	BLACK BUTTE CA	P
										3075013013	0	VAC/COR AVE Q12/172 STE	BLACK BUTTE CA	P
										3075013014	0	VAC/COR AVE Q14/172 STE	BLACK BUTTE CA	P
										3075013017	0	VAC/COR AVE Q14/173 STE	BLACK BUTTE CA	P
										3075013018	0	VAC/COR AVE Q12/173 STE	BLACK BUTTE CA	P
										3084003004	20240	AVENUE Q10	PALMDALE CA	P
										3084003005	20241	AVENUE Q12	PALMDALE CA	P
										3084003006	20306	AVENUE Q12	PALMDALE CA	P
										3084003012	0	VAC/AVE Q14/VIC 203 STE	BLACK BUTTE CA	P
										3084003013	20228	AVENUE Q12	PALMDALE CA	P
										3084003014	20210	AVENUE Q10	PALMDALE CA	P
										3084003016	20150	AVENUE Q10	LANCASTER CA	P
										3084003022	38250	200TH ST E	LANCASTER CA	P
										3084003023	0	VAC/VIC AVE Q-12/201 STE	BLACK BUTTE CA	P
										3084003028	20160	AVENUE Q12	PALMDALE CA	P
										3084003029	38096	202ND ST E	LANCASTER CA	P

Table I-3 HDC Freeway/Expressway/Tollway Alternatives -- Potential Property Acquisitions
Variation B; Variation B1; Variation D Main

Variation B					Variation B1					Variation D Main Alignment				
APN	Address	Street	City	Type of Acquisition	APN	Address	Street	City	Type of Acquisition	APN	Address	Street	City	Type of Acquisition
										3084003030	0	VAC/VIC PALMDALE BLVD/200 STE	LANCASTER CA	P
										3084003032	0	VAC/AVE Q12/VIC 205 STE	BLACK BUTTE CA	P
										3084003033	20340	AVENUE Q12	PALMDALE CA	P
										3084003036	0	VAC/200 STE/VIC AVE Q-14	BLACK BUTTE CA	P
										3084003037	0	VAC/200 STE/VIC AVE Q-12	BLACK BUTTE CA	P
										3084003300	0			P
										3084003301	0			P
										3084004004	20510	AVE Q10	PALMDALE CA	P
										3084004006	0			P
										3084004007	0	VAC/VIC AVE Q8/206 STE	BLACK BUTTE CA	P
										3084004008	20635	AVENUE Q12	PALMDALE CA	P
										3084004009	20528	AVENUE Q12	LANCASTER CA	P
										3084004010	20538	AVENUE Q12	PALMDALE CA	P
										3084004011	20606	AVENUE Q12	LANCASTER CA	P
										3084004012	20638	AVENUE Q12	LANCASTER CA	P
										3084004018	20847	AVENUE R	LANCASTER CA	P
										3084004019	0	VAC/COR AVE R(DRT)/210 STE(TR)	BLACK BUTTE CA	P
										3084004020	20703	AVENUE Q14	PALMDALE CA	P
										3084004021	20753	AVE Q14	PALMDALE CA	P
										3084004022	20823	AVE Q14	PALMDALE CA	P
										3084004023	0	VAC/210 STE/VIC AVE Q12	BLACK BUTTE CA	P
										3084004024	20730	AVE Q10	PALMDALE CA	P
										3084004025	20738	AVE Q	LANCASTER CA	P
										3084004026	20832	AVE Q12	PALMDALE CA	P
										3084004027	0	VAC/210 STE/VIC PALMDALE BLVD	BLACK BUTTE CA	P
										3084004031	0	VAC/COR PLMDLE(PVD)/210 STE(TR)	BLACK BUTTE CA	P
										3084004033	0	VAC/AVE R/VIC 215TH STE	BLACK BUTTE CA	P
										3084007002	0	VAC/210 STE/VIC AVE Q10	BLACK BUTTE CA	P
										3084007003	0	VAC/210 STE/VIC AVE Q12	BLACK BUTTE CA	P
										3084007004	0	VAC/VIC AVE Q12/210 STE	BLACK BUTTE CA	P
										3084007010	0	VAC/VIC AVE Q12/210 STE	BLACK BUTTE CA	P
										3084007012	0	VAC/COR AVE R(DRT)/215 STE(TR)	BLACK BUTTE CA	P
										3084007017	0	VAC/VIC AVE Q14/210 STE	BLACK BUTTE CA	P
										3084007018	0	VAC/VIC AVE Q14/215 STE	BLACK BUTTE CA	P
										3084007019	0	VAC/VIC AVE Q12/215 STE	BLACK BUTTE CA	P
										3084007020	0	VAC/VIC AVE Q12/210 STE	BLACK BUTTE CA	P
										3084007021	0	VAC/VIC AVE Q12/210 STE	BLACK BUTTE CA	P
										3084007022	0	VAC/VIC AVE Q12/210 STE	BLACK BUTTE CA	P
										3084007023	0	VAC/VIC AVE Q14/210 STE	BLACK BUTTE CA	P
										3084007026	0	VAC/AVE R/VIC 210 STE	BLACK BUTTE CA	P
										3084007028	0	VAC/210 STE/VIC AVE Q14	BLACK BUTTE CA	P
										3084007029	0	VAC/210 STE/VIC AVE Q14	BLACK BUTTE CA	P

Table I-3 HDC Freeway/Expressway/Tollway Alternatives -- Potential Property Acquisitions
Variation B; Variation B1; Variation D Main

Variation B					Variation B1					Variation D Main Alignment				
APN	Address	Street	City	Type of Acquisition	APN	Address	Street	City	Type of Acquisition	APN	Address	Street	City	Type of Acquisition
										3084007030	0	VAC/VIC 210 STE/AVE Q14	BLACK BUTTE CA	P
										3084007031	0	VAC/VIC 210 STE/AVE Q12	BLACK BUTTE CA	P
										3084007032	0	VAC/210 STE/VIC AVE Q12	BLACK BUTTE CA	P
										3084007038	0	VAC/VIC AVE Q12/210 STE	BLACK BUTTE CA	P
										3084007039	0	VAC/VIC PLMDLE BLVD/210 STE	BLACK BUTTE CA	P
										3084008005	0	VAC/215 STE/VIC AVE Q12	BLACK BUTTE CA	P
										3084008006	0	VAC/VIC AVE Q12/215 STE	BLACK BUTTE CA	P
										3084008014	0	VAC/VIC AVE Q12/220 STE	BLACK BUTTE CA	P
										3084008015	0	VAC/VIC AVE Q12/220 STE	BLACK BUTTE CA	P
										3084008016	0	VAC/VIC AVE Q12/220 STE	BLACK BUTTE CA	P
										3084008017	0	VAC/220 STE/VIC AVE Q12	BLACK BUTTE CA	P
										3084009001	0	VAC/220 STE/VIC AVE Q12	BLACK BUTTE CA	P
										3084009003	0	VAC/AVE R/VIC 220 STE	BLACK BUTTE CA	P
										3084009005	0	VAC/VIC AVE Q14/220 STE	BLACK BUTTE CA	P
										3084009006	0	VAC/VIC AVE Q12/220 STE	BLACK BUTTE CA	P
										3084009007	0	VAC/VIC AVE Q12/215 STE	BLACK BUTTE CA	P
										3084009008	0	VAC/VIC AVE Q14/215 STE	BLACK BUTTE CA	P
										3084009012	0	VAC/215 STE/VIC AVE Q14	BLACK BUTTE CA	P
										3084009013	0	VAC/215 STE/VIC AVE Q12	BLACK BUTTE CA	P
										3084011001	0	VAC/VIC AVE Q12/225 STE	BLACK BUTTE CA	P
										3084011004	0	VAC/VIC AVE Q12/225 STE	BLACK BUTTE CA	P
										3084011005	0	VAC/PALMDALE BLVD/VIC 225 STE	BLACK BUTTE CA	P
										3084011006	0	VAC/VIC AVE Q12/225 STE	BLACK BUTTE CA	P
										3084011009	0	VAC/VIC AVE Q12/225 STE	BLACK BUTTE CA	P
										3084011010	22210	PALMDALE BLVD	LAKE LOS ANGELES CA	P
										3084011011	0	VAC/COR PALMDALE(PVD)/220 E(TR)	BLACK BUTTE CA	P
										3084011012	0	VAC/VIC AVE Q12/220 STE	BLACK BUTTE CA	P
										3084011013	0	VAC/VIC AVE Q14/220 STE	BLACK BUTTE CA	P
										3084011014	0	VAC/VIC AVE Q14/220 STE	BLACK BUTTE CA	P
										3084011015	22120	PALMDALE BLVD	PALMDALE CA	P
										3084011016	0	VAC/220 STE/VIC AVE Q12	BLACK BUTTE CA	P
										3084011017	0	VAC/220 STE/VIC AVE Q14	BLACK BUTTE CA	P
										3084011023	0	VAC/AVE R/VIC 220 STE	BLACK BUTTE CA	P
										3084011024	0	VAC/AVE R/VIC 225 STE	BLACK BUTTE CA	P
										3084011025	0	VAC/AVE R/VIC 225 STE	BLACK BUTTE CA	P
										3084011026	0	VAC/AVE R/VIC 225 STE	BLACK BUTTE CA	P
										3084012003	38227	230TH ST E	LANCASTER CA	P
										3084012004	0	VAC/VIC AVE Q12/230 STE	BLACK BUTTE CA	P
										3084012005	0	VAC/PALMDALE BLVD/VIC 230 STE	BLACK BUTTE CA	P
										3084012007	0	VAC/PALMDALE BLVD/225 STE	BLACK BUTTE CA	P
										3084012010	0	VAC/COR AVE R/230 STE	BLACK BUTTE CA	P
										3084012018	0	VAC/VIC AVE Q12/225 STE	BLACK BUTTE CA	P

Table I-3 HDC Freeway/Expressway/Tollway Alternatives -- Potential Property Acquisitions
Variation B; Variation B1; Variation D Main

Variation B					Variation B1					Variation D Main Alignment				
APN	Address	Street	City	Type of Acquisition	APN	Address	Street	City	Type of Acquisition	APN	Address	Street	City	Type of Acquisition
										3084012022	0	VAC/VIC AVE Q12/225 STE	BLACK BUTTE CA	P
										3084012028	0	VAC/VIC AVE Q12/225 STE	BLACK BUTTE CA	P
										3091019020	0	VAC/230 STE/VIC AVE Q12	BLACK BUTTE CA	P
										3091019029	0	VAC/230 STE/VIC AVE Q12	BLACK BUTTE CA	P
										3091019030	0	VAC/230 STE/VIC AVE Q14	BLACK BUTTE CA	P
										3091019033	0	VAC/VIC AVE Q12/235 STE	BLACK BUTTE CA	P
										3091019034	0	VAC/VIC AVE Q12/235 STE	BLACK BUTTE CA	P
										3091019036	0	VAC/VIC AVE Q12/235 STE	BLACK BUTTE CA	P
										3091019037	0	VAC/VIC AVE Q12/235 STE	BLACK BUTTE CA	P
										3091019038	0	VAC/VIC AVE P12/230 STE	BLACK BUTTE CA	P
										3091019041	0	VAC/VIC AVE Q12/230 STE	BLACK BUTTE CA	P
										3091019042	0	VAC/VIC AVE Q12/230 STE	BLACK BUTTE CA	P
										3091019043	0	VAC/VIC AVE P12/230 STE	BLACK BUTTE CA	P

Table I-4 HDC Freeway/Expressway/Tollway Alternatives -- Potential Property Acquisitions
Variation D; Variation E Main; Variation E

Variation D					Variation E Main Alignment					Variation E				
APN	Address	Street	City	Type of Acquisition	APN	Address	Street	City	Type of Acquisition	APN	Address	Street	City	Type of Acquisition
3029016002	0	VAC/COR AVE R(DRT)/150 STE(DRT)	BLACK BUTTE CA	P	045911302				P	039401111				P
3029016013	15503	AVENUE R	LITTLEROCK CA	P	045911303				P	039401117				P
3029016014	15635	AVENUE R	LITTLEROCK CA	P	045911304				P	039401118				P
3029016015	0	VAC/AVE R/VIC 158 STE	BLACK BUTTE CA	P	045911305				P	039401119				P
3029016029	0	VAC/AVE R/VIC 160 STE	BLACK BUTTE CA	P	045911306				P	039401120				P
3029016030	0	VAC/AVE R/VIC 160 STE	BLACK BUTTE CA	P	045911307				P	039401124				P
3029018002	0	VAC/PALMDALE BLVD/VIC 145 STE	BLACK BUTTE CA	P	045911308				P	045505201				P
3029018011	0	VAC/AVE R/VIC 147 STE	BLACK BUTTE CA	P	045911309				P	045505205				P
3029018014	14720	PALMDALE BLVD	PALMDALE CA	P	045911323				P	045505242				P
3029018019	14745	AVENUE Q14	LAKE LOS ANGELES	P	045911324				P	045505258				P
3029018020	0	VAC/150 STE/VIC AVE R	BLACK BUTTE CA	P	045911325				P	045505275				P
3029018022	0	VAC/150 STE/VIC AVE R	BLACK BUTTE CA	P	045911326				P	045505276				P
3029018023	0	VAC/VIC AVE R/150 STE	BLACK BUTTE CA	F	045911327				F	045505277				P
3029018024	0	VAC/VIC AVE R/150 STE	BLACK BUTTE CA	F	045911328				P	045505278				P
3029018029	0	VAC/VIC 145 STE/AVE R	BLACK BUTTE CA	P	045911329				F	045505279				P
3029018032	0	VAC/PALMDALE BLVD/VIC 147 STE	ALPINE BUTTE CA	P	045919402			VICTORVILLE	P	045505290				P
3029018033	14660	PALMDALE BLVD	PALMDALE CA	P	045919403				P	045910403				P
3029018034	0	VAC/VIC PALMDALE BLVD/147 STE	BLACK BUTTE CA	P	045919404				P	045911302				P
3029018035	0	VAC/VIC PALMDALE BLVD/150 STE	BLACK BUTTE CA	P	045919409				F	045911303				P
3029018038	0	VAC/PALMDALE BLVD/VIC 146 STE	ALPINE BUTTE CA	P	045919409				P	045911315				P
3030001030	18039	AVENUE R	LLANO CA	P	045919412				F	045911316				P
3030001036	0	VAC/AVE R/VIC 182 STE	BLACK BUTTE CA	P	045919413				P	045911317				P
3030001037	0	VAC/AVE R/VIC 182 STE	BLACK BUTTE CA	P	045919415				P	045911318				P
3030001038	0	VAC/AVE R/VIC 182 STE	BLACK BUTTE CA	P	045919422				P	045911323				P
3030001039	0	VAC/AVE R/VIC 182 STE	BLACK BUTTE CA	P	045919423				F	045911324				P
3030001040	0	VAC/AVE R/VIC 182 STE	BLACK BUTTE CA	P	045920402				F	045911325				P
3030001041	0	VAC/AVE R/VIC 182 STE	BLACK BUTTE CA	P	045921108				P	045911334			ADELANTO	P
3030001042	0	VAC/AVE R/VIC 182 STE	BLACK BUTTE CA	P	045921109				P	045911335			ADELANTO	P
3030001043	0	VAC/AVE R/VIC 183 STE	BLACK BUTTE CA	P	045921110				F	045911336			ADELANTO	P
3030001048	0	VAC/VIC AVE R4/183 STE	BLACK BUTTE CA	P	045921111				P	045911337			ADELANTO	F
3030001051	0	VAC/AVE R/VIC 185 STE	BLACK BUTTE CA	P	045935203				P	045911338				P
3030001052	0	VAC/AVE R/VIC 185 STE	BLACK BUTTE CA	P	045935208				P	045911339				P
3030002095	0	VAC/VIC 190 STE/AVE R2	BLACK BUTTE CA	P	045935209				P	045911340				P
3030002096	0	VAC/VIC AVE R/190 STE	BLACK BUTTE CA	P	045935210			ADELANTO	P	045911341				P
3030002097	0	VAC/VIC AVE R/190 STE	BLACK BUTTE CA	P	045935212				P	045911342				P
3030002098	0	VAC/VIC AVE R2/190 STE	BLACK BUTTE CA	P	045935216			ADELANTO	P	045921111				P
3030002099	0	VAC/VIC AVE R/188 STE	BLACK BUTTE CA	P	045935217				P	045934101				P
3030002100	0	VAC/VIC AVE R/188 STE	BLACK BUTTE CA	P	045935218				P	045934124			ADELANTO	P
3030002101	0	VAC/VIC AVE R/186 STE	BLACK BUTTE CA	P	045935221				P	045934156				P
3030002112	0	VAC/VIC AVE R/186 STE	BLACK BUTTE CA	P	045935223			ADELANTO	P	045934157			ADELANTO	P
3030004158	0	VAC/AVE R/VIC 195 STE	BLACK BUTTE CA	P	045935314			ADELANTO	P	045934158			ADELANTO	P
3030004159	0	VAC/VIC AVE R/195 STE	BLACK BUTTE CA	P	045935315			ADELANTO	P	045934159			ADELANTO	P
3030004160	0	VAC/VIC AVE R/195 STE	BLACK BUTTE CA	P	045935316			ADELANTO	P	045934165				P

Table I-4 HDC Freeway/Expressway/Tollway Alternatives -- Potential Property Acquisitions
Variation D; Variation E Main; Variation E

Variation D					Variation E Main Alignment					Variation E				
APN	Address	Street	City	Type of Acquisition	APN	Address	Street	City	Type of Acquisition	APN	Address	Street	City	Type of Acquisition
3030004164	0	VAC/VIC AVE R/193 STE	BLACK BUTTE CA	P	045935317			ADELANTO	P	045934203				P
3030004165	0	VAC/VIC AVE R/193 STE	BLACK BUTTE CA	P	045935318				P	045934205			ADELANTO	P
3030004180	0	VAC/VIC AVE R2/195 STE	BLACK BUTTE CA	P	045935320				F	045934211				P
3030004181	0	VAC/VIC 195 STE/AVE R2	BLACK BUTTE CA	P	045935321				F	045934212				P
3030004184	0	VAC/VIC AVE R/190 STE	BLACK BUTTE CA	P	045935322				F	045934215				P
3030004185	0	VAC/VIC 190 STE/AVE R	BLACK BUTTE CA	P	045935323				F	045934216				P
3030004186	0	VAC/VIC AVE R/190 STE	BLACK BUTTE CA	P	045935324				P	045934217				P
3030004187	0	VAC/VIC AVE R/190 STE	BLACK BUTTE CA	P	045935402				P	045934218				P
3030004196	0	VAC/COR AVE R/200TH STE	BLACK BUTTE CA	P	045935403				P	045934221				P
3075007007	16529	AVENUE R	LLANO CA	P	045935404				F	045934222				F
3075011002	0	VAC/170 STE/VIC AVE R	BLACK BUTTE CA	P	045935405				F	045934223				F
3075013008	17171	AVENUE R	LLANO CA	P	045935406				P	045934224				F
3075013009	0	VAC/COR AVE R/172 STE	BLACK BUTTE CA	P	045935407				P	045935537				P
3075014001	0	VAC/170 STE/VIC AVE R	BLACK BUTTE CA	P	045935408				P	045935538				P
3075014002	0	VAC/VIC AVE R/175 STE	BLACK BUTTE CA	P	045935409				P	045935539				F
3075014003	0	VAC/VIC AVE R/175 STE	BLACK BUTTE CA	P	045935601			ADELANTO	P	045935540				F
3075014004	0	VAC/VIC AV R/177 STE	BLACK BUTTE CA	P	045935606				F	045935546				P
3075014005	0	VAC/VIC AVE R/177 STE	BLACK BUTTE CA	P	045935607				F	045935548				P
3075014006	0	VAC/VIC AVE R/178 STE	BLACK BUTTE VA	P	045943310				F	045943310				P
3075014007	0	VAC/VIC AVE R/179 STE	BLACK BUTTE CA	P	045943311				F	045943311				P
3075014008	0	VAC/VIC AVE R/180 STE	BLACK BUTTE CA	P	045943312				P	045943312				P
3075016001	0	VAC/COR 165TH STE/AVE R	LLANO CA	P	045945151				P	045946102			ADELANTO	P
3075016002	37802	165TH ST E	LLANO CA	P	045945152				P	045946122				P
3075019001	0	VAC/AVE R/VIC 155 STE	BLACK BUTTE CA	P	045945154				P	045946123				P
3075019002	0	VAC/AVE R/VIC 157 STE	BLACK BUTTE CA	P	045945155				P	045946126				P
3075019003	0	VAC/AVE R/VIC 158 STE	BLACK BUTTE CA	P	045945156				P	045946127			ADELANTO	P
3075019005	0	VAC/AVE R/VIC 160 STE	BLACK BUTTE CA	P	045945160				P	045946128			ADELANTO	P
3084004018	20847	AVENUE R	LANCASTER CA	P	045945161				P	045946129				P
3084004019	0	VAC/COR AVE R(DRT)/210 STE(TR)	BLACK BUTTE CA	P	045945162				P	045946133			ADELANTO	P
3084004033	0	VAC/AVE R/VIC 215TH STE	BLACK BUTTE CA	P	045984101				P	045946134			ADELANTO	P
3084004034	0	VAC/AVE R/VIC 215TH STE	BLACK BUTTE CA	P	045984102				P	045946135			ADELANTO	P
3084007025	0	VAC/AVE R/VIC 210 STE	BLACK BUTTE CA	P	045984103				P	045946144			ADELANTO	P
3084007026	0	VAC/AVE R/VIC 210 STE	BLACK BUTTE CA	P	046826102				P	045946146			ADELANTO	P
3084007027	0	VAC/COR AVE R(DRT)/210 STE(TR)	BLACK BUTTE CA	P	046826163				P	045946149				P
3084009002	0	VAC/COR AVE R(DRT)/220 STE(TR)	BLACK BUTTE CA	P	047216104				P	045946156				P
3084011018	0	VAC/COR AVE R(DRT)/220 STE(TR)	BLACK BUTTE CA	P	047216108			ADELANTO	F	045946157				P
3084011019	0	VAC/AVE R/VIC 220 STE	BLACK BUTTE CA	P	047216108				F	045946158				P
3084011022	0	VAC/AVE R/VIC 220 STE	BLACK BUTTE CA	P	047216116				P	045946159				P
3084011023	0	VAC/AVE R/VIC 220 STE	BLACK BUTTE CA	P	047216116				F	045946160				P
3084011024	0	VAC/AVE R/VIC 225 STE	BLACK BUTTE CA	P	047216125				P	045946164				F
3084011025	0	VAC/AVE R/VIC 225 STE	BLACK BUTTE CA	P	047216126				P	045946165				P
3084011026	0	VAC/AVE R/VIC 225 STE	BLACK BUTTE CA	P	047216127				F	045946172				F
3084011027	0	VAC/AVE R/VIC 220 STE	BLACK BUTTE CA	P	047216128				F	045946173				P

Table I-4 HDC Freeway/Expressway/Tollway Alternatives -- Potential Property Acquisitions
Variation D; Variation E Main; Variation E

Variation D					Variation E Main Alignment					Variation E				
APN	Address	Street	City	Type of Acquisition	APN	Address	Street	City	Type of Acquisition	APN	Address	Street	City	Type of Acquisition
3084011029	0	VAC/AVE R/VIC 220 STE	BLACK BUTTE CA	P	047216129				P	045946174				P
3084011030	0	VAC/AVE R/VIC 220 STE	BLACK BUTTE CA	P	047216129				P	045946175			ADELANTO	P
3084012010	0	VAC/COR AVE R/230 STE	BLACK BUTTE CA	P	047216140			ADELANTO	P	045984116			ADELANTO	P
3084014009	0	VAC/AVE R/VIC 225 STE	BLACK BUTTE CA	P	047216144				P	045984117			ADELANTO	P
3084014028	0	VAC/AVE R/VIC 220 STE	BLACK BUTTE CA	P	047216145				P	047215117				P
3084014029	0	VAC/AVE R/VIC 220 STE	BLACK BUTTE CA	P						047215118				P
3084014030	0	VAC/AVE R/VIC 220 STE	BLACK BUTTE CA	P						047215119				P
3084017022	0	VAC/210 STE/VIC AVE R4	BLACK BUTTE CA	P						047215125				P
3084017024	21216	AVENUE R	LANCASTER CA	P						047215125				P
3084017025	0	VAC/VIC AVE R4/210 STE	BLACK BUTTE CA	P						047215133				P
3084017026	0	VAC/AVE R/VIC 215 STE	BLACK BUTTE CA	P						047215140				P
3084017027	0	VAC/AVE R/VIC 215 STE	BLACK BUTTE CA	P						047215150				P
3084017028	0	VAC/AVE R/VIC 215 STE	BLACK BUTTE CA	P						047215151				P
3084017029	0	VAC/AVE R/VIC 220 STE	BLACK BUTTE CA	P						047215152				P
3084017030	0	VAC/AVE R/VIC 220 STE	BLACK BUTTE CA	P						047215155				P
3084017033	0	VAC/AVE R/VIC 220 STE	BLACK BUTTE CA	P						047215158				P
3084017034	0	VAC/COR AVE R(DRT)/210 STE(NOG)	BLACK BUTTE CA	F						047215161				P
3084017035	0	VAC/COR AVE R(DRT)/211 STE(NOG)	BLACK BUTTE CA	F						047215163				P
3084019014	0	VAC/COR AVE R(DRT)/200 STE(TR)	BLACK BUTTE CA	P						047215165				P
3084019015	0	VAC/COR AVE R(DRT)/200 STE(TR)	BLACK BUTTE CA	P						047215165				P
3084019016	0	VAC/AVE R/VIC 200 STE	BLACK BUTTE CA	P						047215166				P
3084019017	0	VAC/COR AVE R(DRT)/210 STE(NOG)	BLACK BUTTE CA	P						047215167				P
3084019033	0	VAC/AVE R/VIC 203 STE	BLACK BUTTE CA	P						047215175				P
3084019034	0	VAC/VIC AVE R2/203 STE	BLACK BUTTE CA	P						047215180				P
3084019041	0	VAC/AVE R/VIC 205 STE	BLACK BUTTE CA	P						047216108				P
3084019042	0	VAC/VIC 205 STE/AVE R2	BLACK BUTTE CA	P						047216108				P
3084019052	0	VAC/AVE R/VIC 203 STE	BLACK BUTTE CA	P						047216116				P
3084019053	0	VAC/VIC AVE R2/203 STE	BLACK BUTTE CA	P						047216116				P
3084019055	0	VAC/VIC AVE R2/202 STE	BLACK BUTTE CA	P						047216130				P
3084019056	0	VAC/AVE R/VIC 202 STE	BLACK BUTTE CA	P						047216144				P
3091019020	0	VAC/230 STE/VIC AVE Q12	BLACK BUTTE CA	P						047216145				P
3091019029	0	VAC/230 STE/VIC AVE Q12	BLACK BUTTE CA	F						047216146				P
3091019030	0	VAC/230 STE/VIC AVE Q14	BLACK BUTTE CA	P						312829102				P
3091019033	0	VAC/VIC AVE Q12/235 STE	BLACK BUTTE CA	P						312829104			ADELANTO	P
3091019034	0	VAC/VIC AVE Q12/235 STE	BLACK BUTTE CA	P										
3091019036	0	VAC/VIC AVE Q12/235 STE	BLACK BUTTE CA	P										
3091019037	0	VAC/VIC AVE Q12/235 STE	BLACK BUTTE CA	P										
3091019038	0	VAC/VIC AVE P12/230 STE	BLACK BUTTE CA	P										
3091019041	0	VAC/VIC AVE Q12/230 STE	BLACK BUTTE CA	P										
3091019042	0	VAC/VIC AVE Q12/230 STE	BLACK BUTTE CA	P										
3091019043	0	VAC/VIC AVE P12/230 STE	BLACK BUTTE CA	P										

Table I-5 HDC Freeway/Expressway/Tollway with High Speed Rail Alternatives -- Potential Property Acquisitions
Main Alignment/Common Areas

Main Alignment/ Common Areas					Main Alignment/ Common Areas					Main Alignment/ Common Areas				
AIN	Address	Street	City	Type of Acquisition	AIN	Address	Street	City	Type of Acquisition	AIN	Address	Street	City	Type of Acquisition
039401111				P	046340206				P	047233163				P
039401124				P	046340207				P	047233164				P
039401127				P	046340208				P	047233166				P
039501103				P	046340302				P	047233167				P
039501104				P	046340303				P	047233168				P
039501109				P	046340304			APPLE VALLEY	P	047234213				P
039501110				P	046340305			APPLE VALLEY	P	320004101				P
039501111				P	046916101				P	320007101				P
039501139				P	046916104				P	320008101				P
039501139				P	046916104				P	320008102				P
039501207				P	046916104				P	320011104				P
039501208				P	046916104				P	320011109				P
039501209				P	046916105				P	320011110				P
039501211				P	046916106				P	320012101				P
039501212				P	046916106				P	320012102				P
039501213				P	046916109				P	320012103				P
039501214				P	046916114				P	321025106				P
039501301				P	046916120				P	321028101				P
039501302				P	046916124				P	321050101				P
039501303				P	047201132				P	321050102				P
039501304				P	047201134				P	321051101				P
039501305				P	047201134				P	321051102				P
039501306				P	047201135				P	321054101				P
039501307				P	047203107			VICTORVILLE	P	321054102				P
039501308				P	047203108				P	321056101				P
039501323				P	047203110				P	321056102				P
039501324				P	047203111				P	321056103				P
039501325				P	047203128				P	321056106			ADELANTO	P
039501326				P	047203132				F	321056107				F
039501327				P	047203133				F	321056108				P
039501328				P	047203134				P	321056109				P
039508206				P	047203135				F	321056110				P
039508207				P	047203136				P	321056111				P
039508208				P	047203137				P	321060101				P
039508209				P	047203140				P	321060102				P
039508301				P	047203141				P	321061101				P
039508302				P	047203144				P	321061102				P
039508303				P	047203145				P	321061103				P
039508304				P	047203160				P	321061104				P
039508305				P	047203162				P	321061105				P
039508306				P	047203163				F	3003001044	39580	LOWES DR	PALMDALE CA	P

Table I-5 HDC Freeway/Expressway/Tollway with High Speed Rail Alternatives -- Potential Property Acquisitions
Main Alignment/Common Areas

Main Alignment/ Common Areas					Main Alignment/ Common Areas					Main Alignment/ Common Areas				
AIN	Address	Street	City	Type of Acquisition	AIN	Address	Street	City	Type of Acquisition	AIN	Address	Street	City	Type of Acquisition
039508307				P	047203163				P	3003001052	39570	LOWES DR	PALMDALE CA	P
043501513				P	047203163				P	3003001056	39462	TRADE CENTER DR	PALMDALE CA	P
043501514				P	047203163				P	3003002078	39012	CARRIAGE WAY	PALMDALE CA	P
043615201				P	047203163				P	3003002079	0	VAC/VIC AVE P8/TRADE CTR DR	PALMDALE CA	F
043615303				P	047203163				P	3003002084	39050	CARRIAGE WAY	PALMDALE CA	P
043615304				P	047203163				P	3003002086	38910	CARRIAGE WAY	PALMDALE CA	P
043615305				P	047203163				P	3003002092	38958	CARRIAGE WAY	PALMDALE CA	P
043615306				P	047203164				P	3003002911	0	VAC/AUTO VISTA DR/VIC 5TH STW	PALMDALE CA	P
043615316			APPLE VALLEY	P	047203165				P	3003002917	0	VAC/COR AVE Q/CARRIAGE WY (4THW)	PALMDALE CA	P
043615317				P	047204102				P	3003002920	0	VAC/AVE P8/VIC 4TH STW	PALMDALE CA	P
043615318				P	047204104				P	3003002924	0	VAC/CARRIAGE WY(4STW)/VIC AVE Q	PALMDALE CA	P
043615321				P	047204104				P	3004001011	411	PALMDALE BLVD	PALMDALE CA	P
043615322				P	047204105				P	3004001013	407	PALMDALE BLVD	PALMDALE CA	P
043615323			APPLE VALLEY	P	047204106				P	3004001014	405	PALMDALE BLVD	PALMDALE CA	P
043615325				P	047204107				P	3004001032	0	VAC/COR CORPORATE CT/AVE Q	PALMDALE CA	P
043615326				P	047204109				P	3005004071	39730	10TH ST W	PALMDALE CA	P
043615327				P	047204109				P	3005004074	729	AVENUE P	PALMDALE CA	P
043615328			APPLE VALLEY	P	047204113				P	3005004077	39626	10TH ST W	PALMDALE CA	P
043615329				P	047204114				P	3005004090	705	RANCHO VISTA BLVD	PALMDALE CA	P
043615340				P	047204115				P	3005004096	0			P
043615341				P	047204122				P	3005004900	0	VAC/VIC 10TH STW/AV FRWY	PALMDALE CA	P
043615342				P	047204122				P	3005004901	0	VAC/10TH STW/VIC AV FRWY	PALMDALE CA	P
043616239				P	047204126				F	3005004904	0			P
043704364				P	047204126				P	3005004905	0	VAC/FANTASY ST/DANIA ST	PALMDALE CA	P
043705241				P	047204127				F	3005004906	0			P
043705242			APPLE VALLEY	P	047204127				P	3005004909	0			P
043705256			APPLE VALLEY	P	047204128				P	3005015037	0	VAC/COR 12TH STW/AVE N8	PALMDALE CA	P
043705257			APPLE VALLEY	P	047204128				P	3005019026	1205	AVENUE N8	PALMDALE CA	P
043706305			APPLE VALLEY	P	047204129				P	3005028015	556	CALLET ST	PALMDALE CA	P
043706307				P	047204129				P	3005028041	600	CALLET ST	PALMDALE CA	P
043706316				P	047204137				P	3005028044	612	CALLET ST	PALMDALE CA	P
043706317				P	047204142				P	3005028045	618	CALLET ST	PALMDALE CA	P
043706325				P	047204142				P	3005028048	626	CALLET ST	PALMDALE CA	P
043706334				P	047204142				P	3005038075	0	VAC/10TH STW/VIC AVE O8	PALMDALE CA	P
043706335			APPLE VALLEY	P	047204142				P	3005038076	0	VAC/10TH STW/VIC AVE O8	PALMDALE CA	P
043706336			APPLE VALLEY	P	047204142				P	3005048006	39904	10TH ST W	PALMDALE CA	P
043706337				P	047204142				P	3005048007	39838	10TH ST W	PALMDALE CA	P
043706338				P	047204142				P	3005048904	0			P
043706343				P	047204142				P	3005050004	0	VAC/AVENUE O8/VIC 10TH STW	PALMDALE CA	P
043706344				P	047204142				P	3005050005	0	VAC/VIC 10TH STW/AVENUE O8	PALMDALE CA	P
043706422			APPLE VALLEY	P	047204142				P	3006004002	39227	SIERRA HWY	PALMDALE CA	P

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Main Alignment/ Common Areas					Main Alignment/ Common Areas					Main Alignment/ Common Areas				
AIN	Address	Street	City	Type of Acquisition	AIN	Address	Street	City	Type of Acquisition	AIN	Address	Street	City	Type of Acquisition
043706423				P	047204142				P	3006004026	0	VAC/AVE P/VIC 3RD STE	PALMDALE CA	P
043706424				P	047204142				P	3006004040	0	VAC/SIERRA HWY/VIC AVE P8	PALMDALE CA	P
043706425				P	047204142				P	3006004043	0	VAC/AVE P8/VIC 3RD STE	PALMDALE CA	P
043706427				P	047204142				P	3006004044	0	VAC/COR 3RD STE/AVE P8	PALMDALE CA	P
043706449				F	047204142				P	3006004045	0	VAC/3RD STE/VIC AVE P8	PALMDALE CA	P
043706450			APPLE VALLEY	P	047204142				P	3006004046	0	VAC/VIC 3RD STE/AVE P8	PALMDALE CA	P
043706451				F	047204142				P	3006015003	0	VAC/COR AVE P8/3RD STE	PALMDALE CA	P
043706452			APPLE VALLEY	P	047204142				P	3006015004	0	VAC/AVE P8/VIC 3RD STE	PALMDALE CA	P
043706457				P	047204142				P	3006015007	0	VAC/COR DIVISION ST/AVE P8	PALMDALE CA	P
043706489			APPLE VALLEY	F	047204142				P	3006015010	0	VAC/3RD STE/VIC AVE P8	PALMDALE CA	P
043706490			APPLE VALLEY	P	047204142				P	3006023011	0	VAC/DIVISION ST/VIC AVE P8	PALMDALE CA	P
043706491			APPLE VALLEY	F	047204142				P	3006023015	39501	5TH ST W	PALMDALE CA	P
043706492			APPLE VALLEY	P	047204142				P	3006023020	39501	5TH ST W	PALMDALE CA	P
043721203				P	047204142				P	3006023027	340	RANCHO VISTA BLVD	PALMDALE CA	P
043721204			APPLE VALLEY	P	047205104				F	3006023900	0	VAC/COR AVE P8/DIVISION ST	PALMDALE CA	P
043721205				P	047205105				P	3006023901	0	VAC/AV FREEWAY/VIC AVE P8	PALMDALE CA	P
043721206			APPLE VALLEY	P	047205110				P	3006024003	0	VAC/AV FREEWAY/VIC AVE P8	PALMDALE CA	P
043721207				P	047205129				P	3006024004	0	VAC/DIVISION ST/VIC AVE P12	PALMDALE CA	P
043721208			APPLE VALLEY	F	047205130				P	3006024014	0	VAC/AVE P8/AV FREEWAY	PALMDALE CA	P
043721209				P	047205131				P	3006024015	0	VAC/COR AVENUE P8/DIVISION ST	PALMDALE CA	P
043721242				P	047205132				P	3006024901	0			P
043721247			APPLE VALLEY	P	047205140				P	3006026022	530	RANCHO VISTA BLVD	PALMDALE CA	P
043721250				P	047205141				P	3008041001	0	VAC/AVE Q/VIC DIVISION ST	PALMDALE CA	P
043730201			APPLE VALLEY	P	047206117				P	3008041003	0	VAC/AV FREEWAY/VIC AVE Q	PALMDALE CA	P
043730218			APPLE VALLEY	P	047206124				F	3008041004	0	VAC/DIVISION ST/AVE Q3	PALMDALE CA	P
043730219			APPLE VALLEY	P	047206125				P	3008041007	103	PALMDALE BLVD	PALMDALE CA	P
043734105				P	047206131				P	3008041008	0	VAC/PALMDALE BLVD/VIC DIVISIONST	PALMDALE CA	P
043734108			APPLE VALLEY	P	047206132				P	3008041009	115	PALMDALE BLVD	PALMDALE CA	P
043734113				P	047206133				F	3008041010	0	VAC/DIVISION ST/VIC AVE Q7	PALMDALE CA	P
043734122			APPLE VALLEY	P	047206134				P	3009026003	102	PALMDALE BL	PALMDALE CA	P
043734123				P	047206152				P	3009026004	120	PALMDALE BLVD	PALMDALE CA	P
043734124			APPLE VALLEY	P	047206152				P	3009026005	0	VAC/AV FREEWAY/VIC PALMDALE BLVD	PALMDALE CA	P
043734131				P	047206152				P	3009026012	0	VAC/DIVISION ST/VIC AVE Q10	PALMDALE CA	P
043734134				P	047206152				P	3009026013	200	PALMDALE BLVD	PALMDALE CA	P
043734137				P	047206152				P	3009027001	0	VAC/VIC AV FWY/AVE R	PALMDALE CA	P
043734138			APPLE VALLEY	P	047206152				P	3009027900	0			P
043734139				P	047206155				P	3028009270	0		PALMDALE	P
043734141				P	047206155				P	3028013281	0		PALMDALE	P
043734145				P	047206156				P	3028013900	0	VAC/VIC AVE P8/85TH STE	SUN VILLAGE CA	P
043734148				P	047206156				P	3028014013	0	VAC/VIC AVE P6/95 STE	ALPINE BUTTE CA	P
043734150				P	047206156				P	3028014014	0	VAC/VIC AVE P6/95TH STE	ALPINE BUTTE CA	F

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Main Alignment/ Common Areas					Main Alignment/ Common Areas					Main Alignment/ Common Areas				
AIN	Address	Street	City	Type of Acquisition	AIN	Address	Street	City	Type of Acquisition	AIN	Address	Street	City	Type of Acquisition
043734160			APPLE VALLEY	P	047206156				P	3028014271	0			P
043734161				P	047206156				P	3028014275	0			P
043734163				F	047206156				P	3028014277	0			P
043734164				P	047206162				P	3028014278	0			P
043734166				P	047209103				P	3028014279	0			P
043735202			APPLE VALLEY	P	047209104				P	3028016003	0	VAC/VIC AVE P8/102 STE	ALPINE BUTTE CA	P
043735203				P	047209105				P	3028016005	0	VAC/VIC AVE P8/105 STE	ALPINE BUTTE CA	P
043735252			APPLE VALLEY	P	047209105				P	3028016007	0	VAC/VIC 100 STE/AVE P8	ALPINE BUTTE CA	P
043735256				F	047209105				P	3028016008	0	VAC/VIC Q(DRT)/VIC 105 STE	ALPINE BUTTE CA	P
043735257				P	047209105				P	3028016011	0	VAC/110 STE(PAV)/VIC AVE P4	ALPINE BUTTE CA	P
043735258				P	047209105				P	3028016013	0	VAC/VIC 100 STE/AVE P8	ALPINE BUTTE CA	P
043736121				P	047209105				P	3028016016	0	VAC/COR 110 E(PAV)/AVE Q (DRT)	ALPINE BUTTE CA	P
043736144				P	047209105				P	3028016022	0	VAC/VIC 107 STE/AVE P12	ALPINE BUTTE CA	P
043736145				P	047209105				P	3028016027	0	VAC/VIC 100TH STE/AVE P10	ALPINE BUTTE CA	P
043736146				P	047209106				P	3028016029	0	VAC/VIC AVE P12/VIC 100TH STE	ALPINE BUTTE CA	P
043736183				P	047209107				P	3028017001	0	VAC/COR 90 STE (PAV)/AVE P8(NOG)	ALPINE BUTTE CA	P
043736184				P	047209107				P	3028017003	0	VAC/AVE P8/VIC 92 STE	ALPINE BUTTE CA	P
043748301			APPLE VALLEY	P	047209107				P	3028017005	0	VAC/AVE P8/VIC 95 STE	ALPINE BUTTE CA	P
043748302				P	047209107				P	3028018001	0	VAC/90 STE/VIC AVE P8	ALPINE BUTTE CA	P
043748303				P	047209107				P	3028018004	0	VAC/VIC AVE P8/85 STE	ALPINE BUTTE CA	P
043748304				P	047209107				P	3028018005	0	VAC/VIC AVE P8/84 STE	ALPINE BUTTE CA	P
043748312				P	047209107				P	3028018006	0	VAC/VIC AVE P8/83 STE	ALPINE BUTTE CA	P
043748316				P	047209107				P	3028018027	0	VAC/VIC AVE P8/82 STE	ALPINE BUTTE CA	P
043748327				P	047209107				P	3028018034	0	VAC/VIC 80 STE/AVE P8	ALPINE BUTTE CA	P
043748328				P	047209108			VICTORVILLE	P	3028019271	0			P
043748329				P	047209110			VICTORVILLE	P	3028019274	0		PALMDALE	P
043748331				P	047209110			VICTORVILLE	P	3028019275	0			P
043748332				P	047209110				P	3028019278	0			P
043748333				P	047209110				P	3028019282	0			P
043748338				P	047210101				F	3028019283	0			P
043749101			APPLE VALLEY	P	047210102				P	3028019284	0		PALMDALE	P
043749103			APPLE VALLEY	P	047210161				P	3028019285	0			P
043749120			APPLE VALLEY	P	047210162			VICTORVILLE	P	3028019287	0		PALMDALE	P
043749124			APPLE VALLEY	P	047210163				P	3028019288	0		PALMDALE	P
043749125			APPLE VALLEY	P	047210164				P	3028019290	0			P
043749128				P	047210165				P	3029018002	0	VAC/PALMDALE BLVD/VIC 145 STE	BLACK BUTTE CA	P
043749129			APPLE VALLEY	P	047211104				P	3029018005	0	VAC/PALMDALE BLVD/VIC 145 STE	BLACK BUTTE CA	P
043765104			APPLE VALLEY	P	047211109				P	3029018008	0	VAC/PALMDALE BLVD/VIC 142 STE	BLACK BUTTE CA	P
043765156				P	047211110				P	3029018009	0	VAC/PALMDALE BLVD/VIC 142 STE	BLACK BUTTE CA	P
043908121				P	047211111				P	3029018025	0	VAC/COR PALMDALE BLVD/140 STE	BLACK BUTTE CA	P
043908138				P	047211112				P	3029018026	0	VAC/PALMDALE BLVD/VIC 140 STE	BLACK BUTTE CA	P

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Main Alignment/ Common Areas					Main Alignment/ Common Areas					Main Alignment/ Common Areas				
AIN	Address	Street	City	Type of Acquisition	AIN	Address	Street	City	Type of Acquisition	AIN	Address	Street	City	Type of Acquisition
043908149				P	047211116				P	3029018027	0	VAC/140 STE/VIC AVE R	BLACK BUTTE CA	P
043908156				P	047211117				P	3029018028	0	VAC/COR AVE R(NOG)/140 STE(TRL)	BLACK BUTTE CA	P
043908157				P	047211118				P	3029018029	0	VAC/VIC 145 STE/AVE R	BLACK BUTTE CA	P
043908169				P	047211118				P	3079006002	0	VAC/110 STE(PAV)/AVE Q(DRT)	ALPINE BUTTE CA	P
043908180			APPLE VALLEY	P	047211118				P	3079006009	0	VAC/COR 110 STE(PAV)/AVE Q(DRT)	ALPINE BUTTE CA	P
043908182			APPLE VALLEY	P	047211118				P	3079008004	0	VAC/COR AVE Q(DRT)/112 STE(NOG)	ALPINE BUTTE CA	P
043908183				P	047211118				P	3079008005	0	VAC/COR AVE Q(DRT)/113 STE(NOG)	ALPINE BUTTE CA	P
043908185				P	047211118				P	3079009003	0	VAC/AVE Q(DRT)/VIC 110TH STE	SUN VILLAGE CA	P
043927117				P	047211118				P	3079009004	0	VAC/COR AVE Q(DRT)/112TH STE(NOG	SUN VILLAGE CA	P
043927126			APPLE VALLEY	P	047211118				P	3079009005	0	VAC/COR AVE Q(DRT)/112TH STE(NOG	SUN VILLAGE CA	F
043927129				P	047212101				P	3079009006	0	VAC/COR AVE Q(DRT)/113TH STE(NOG	SUN VILLAGE CA	P
043927130			APPLE VALLEY	P	047212103				P	3079009007	0	VAC/AVE Q(DRT)/VIC 113TH STE	SUN VILLAGE CA	P
043927131				P	047212105				P	3079009008	0	VAC/COR AVE Q(DRT)/115TH STE(NOG	SUN VILLAGE CA	P
043927132				P	047212106				P	3079009009	0	VAC/COR 115TH STE(NOG/AVE Q2(NOG	SUN VILLAGE CA	P
043927133			APPLE VALLEY	P	047212109				P	3079009010	0	VAC/AVE Q2(NOG)/VIC 115TH STE(NO	SUN VILLAGE CA	P
043927134				P	047212204				P	3079009011	0	VAC/AVE Q2(NOG)/VIC 113TH STE(NO	SUN VILLAGE CA	P
043927135				P	047212205				P	3079009012	0	VAC/COR AVE Q2(NOG)/113TH STE(NO	SUN VILLAGE CA	P
043927136				P	047213103				P	3079009013	0	VAC/COR AVE Q2(NOG)/113TH STE(NO	SUN VILLAGE CA	P
043927158			APPLE VALLEY	P	047213104				P	3079011001	0	VAC/113TH STE/AVENUE Q2	SUN VILLAGE CA	P
043927159			APPLE VALLEY	P	047213105				P	3079011009	0	VAC/PALMDALE (PAV)/VIC 118TH STE	SUN VILLAGE CA	P
043928142			APPLE VALLEY	P	047213106				P	3079011010	0	VAC/AVE Q(DRT)/VIC 115 STE	SUN VILLAGE CA	P
043928143			APPLE VALLEY	P	047213113				P	3079011013	0	VAC/PALMDALE (PAV)/VIC 113TH STE	SUN VILLAGE CA	P
043928166				P	047213118				P	3079011019	0	VAC/AVE Q(DRT)/VIC 115TH STE	SUN VILLAGE CA	P
043928167				P	047213209				P	3079011021	0	VAC/VIC 115TH STE/AVE Q	SUN VILLAGE CA	P
043928170				P	047214106				P	3079011022	0	VAC/VIC AVE Q/116TH STE	SUN VILLAGE CA	P
043928176				P	047214114				P	3079011023	0	VAC/VIC AVE Q/116TH STE	SUN VILLAGE CA	P
043928177				P	047214116				P	3079011026	0	VAC/VIC AVE Q/116TH STE	SUN VILLAGE CA	P
043928178				P	047214118				P	3079011027	0	VAC/VIC 116TH STE/PALMDALE BLVD	SUN VILLAGE CA	P
043928179				P	047214122				P	3079011028	0	VAC/VIC 116TH STE/PALMDALE BLVD	SUN VILLAGE CA	P
043933310			APPLE VALLEY	P	047214135				P	3079011029	0	VAC/VIC 116TH STE/PALMDALE BLVD	SUN VILLAGE CA	P
043933311				P	047215102				P	3079011030	0	VAC/VIC AVE Q/118TH STE	SUN VILLAGE CA	P
043933312			APPLE VALLEY	P	047215177				P	3079011031	0	VAC/VIC 118TH STE/PALMDALE BLVD	SUN VILLAGE CA	P
043933313				P	047218104				P	3079011032	0	VAC/VIC 118TH STE/AVE Q	SUN VILLAGE CA	P
043933319				P	047219101				P	3079011033	0	VAC/VIC 118TH STE/PALMDALE BLVD	SUN VILLAGE CA	P
043933320			APPLE VALLEY	P	047219102				P	3079011035	0	VAC/VIC 116TH STE/PALMDALE BLVD	SUN VILLAGE CA	P
043933321				P	047219201			APPLE VALLEY	P	3079011036	0	VAC/VIC 117TH STE/PALMDALE BLVD	SUN VILLAGE CA	P
043933322				P	047219214			APPLE VALLEY	P	3079011037	0	VAC/VIC 118TH STE/PALMDALE BLVD	SUN VILLAGE CA	P
043933323				P	047220101				P	3079011042	0	VAC/AVE Q(DRT)/VIC 115TH STE	SUN VILLAGE CA	P
043933327				P	047220102				P	3079011043	0	VAC/VIC 115TH STE/AVE Q	SUN VILLAGE CA	P
043940215				P	047220103				P	3079012002	0	VAC/PALMDALE BLVD(PAV)/VIC 120TH	SUN VILLAGE CA	P
043940216				P	047220107				P	3079014008	0	VAC/AVE R/VIC 137TH STE	SUN VILLAGE CA	P

Table I-5 HDC Freeway/Expressway/Tollway with High Speed Rail Alternatives -- Potential Property Acquisitions
Main Alignment/Common Areas

Main Alignment/ Common Areas					Main Alignment/ Common Areas					Main Alignment/ Common Areas				
AIN	Address	Street	City	Type of Acquisition	AIN	Address	Street	City	Type of Acquisition	AIN	Address	Street	City	Type of Acquisition
043940230				P	047220108				P	3079014009	0	VAC/AVE R/VIC 137TH STE	SUN VILLAGE CA	P
043940231				P	047222101				P	3079014010	0	VAC/AVE R/VIC 138TH STE	SUN VILLAGE CA	P
043940233				P	047222102				P	3079014011	0	VAC/AVE R/VIC 139TH STE	SUN VILLAGE CA	P
045943204				P	047223124				P	3079014012	0	VAC/AVE R/VIC 140TH STE	SUN VILLAGE CA	P
045943205			ADELANTO	F	047223149				P	3079014014	0	VAC/PALMDALE BLVD(PAV)/VIC 137TH	SUN VILLAGE CA	P
045943206				F	047223151				P	3079014015	0	VAC/PALMDALE BLVD(PAV)/VIC 136TH	SUN VILLAGE CA	P
045943211				P	047223166				P	3079014016	0	VAC/COR PALMDALE(PAV)/LONGVIEW(P	SUN VILLAGE CA	P
045943213				F	047223172				P	3079014017	0	VAC/COR PALMDALE(PAV)/LONGVIEW(P	SUN VILLAGE CA	P
045943216				P	047223173				P	3079014019	0	VAC/PALMDALE BLVD(PAV)/VIC 134TH	SUN VILLAGE CA	P
045943217				P	047223175				P	3079014020	0	VAC/PALMDALE BLVD(PAV)/VIC 133RD	SUN VILLAGE CA	P
045943218				F	047223176				P	3079014023	0	VAC/PALMDALE BLVD(PAV)/VIC 130TH	SUN VILLAGE CA	P
045943219				F	047227102				P	3079014025	0	VAC/VIC 133TH STE/PALMDALE BLVD	SUN VILLAGE CA	P
045943220				P	047227105				P	3079014027	0	VAC/VIC PALMDALE BLVD/132ST STE	SUN VILLAGE CA	P
045943227				P	047227105				P	3079014028	0	VAC/AVE R(DRT)/VIC 131ST STE	SUN VILLAGE CA	P
045943229			ADELANTO	P	047227106				P	3079014032	0	VAC/VIC PALMDALE BLVD/137TH STE	SUN VALLEY CA	P
045943242				P	047227107				P	3079014033	0	VAC/VIC PALMDALE BLVD/138TH STE	SUN VILLAGE CA	P
045943245				P	047227108				P	3079014037	0	VAC/LONGVIEW RD(PAV)/VIC AVE R	SUN VILLAGE CA	P
045943246				F	047227109				P	3079014038	0	VAC/LONGVIEW RD/VIC PALMDALE BLV	LITTLEROCK CA	F
045943247				P	047227113				P	3079014039	0	VAC/VIC LONGVIEW RD/136TH STE	SUN VILLAGE CA	F
045943248				P	047227116				P	3079014040	0	VAC/VIC PALMDALE BLVD/136TH STE	SUN VILLAGE CA	P
045943249				P	047227213				P	3079014042	0	VAC/VIC 140TH STE/PALMDALE BLVD	SUN VILLAGE CA	P
045943250			ADELANTO	P	047227213				P	3079014044	0	VAC/VIC 140TH STE/PALMDALE BLVD	SUN VILLAGE CA	F
045943251				F	047227213				P	3079014045	0	VAC/VIC 148TH STE/PALMDALE BLVD	SUN VILLAGE CA	F
045943252				F	047227213				P	3079014046	0	VAC/VIC 146TH STE/PALMDALE BLVD	SUN VILLAGE CA	P
045943253				P	047231147				P	3079014049	0	VAC/VIC 140TH STE/PALMDALE BLVD	SUN VILLAGE CA	P
045943254				P	047231148				P	3079014056	0	VAC/ AVE R /VIC 137 STE	PALMDALE CA	P
045943308				P	047231149				P	3079015001	0	VAC/PALMDALE BLVD(PAV)/VIC 125TH	SUN VILLAGE CA	P
045943309				P	047231150				P	3079016016	0	VAC/COR PALMDALE(PAV)/122ND STE	SUN VILLAGE CA	P
045943316				P	047231151				P	3079016017	0	VAC/COR PALMDALE(PAV)/122ND STE	SUN VILLAGE CA	P
045943330				P	047231152				F	3079016023	0	VAC/123RD STE(NOG)/VIC AVE Q8	SUN VILLAGE CA	P
046338101				P	047231153				P	3079016024	0	VAC/COR PALMDALE(PAV)/123RD STE	SUN VILLAGE CA	P
046338102				P	047231155				P	3079016025	0	VAC/COR PALMDALE(PAV)/123RD STE	SUN VILLAGE CA	P
046338103				P	047231156				P	3079016026	0	VAC/123RD STE(NOG)/VIC AVE Q8	SUN VILLAGE CA	P
046338123				P	047231159				P	3079016031	0	VAC/125TH STE(NOG)/VIC AVE Q8	SUN VILLAGE CA	P
046338124				P	047231160				P	3079016032	0	VAC/COR PALMDALE BLVD(PAV)/125TH	SUN VILLAGE CA	P
046338126				P	047231162				P	3091019014	0	VAC/235 STE/VIC AVE Q12	BLACK BUTTE CA	P
046338127			APPLE VALLEY	F	047231165				P	3091019026	0	VAC/235 STE/VIC AVE R	BLACK BUTTE CA	P
046338128			APPLE VALLEY	F	047231166				P	3091019035	0	VAC/235 STE/VIC AVE Q12	BLACK BUTTE CA	F
046338129				F	047231226				P	3091020001	0	VAC/PLMDLE BLVD(PVD)/235 E(DRT)	BLACK BUTTE CA	P
046338130				F	047231227				P	3091020008	0	VAC/VIC 235 STE/AVE Q12	BLACK BUTTE CA	P
046338131			APPLE VALLEY	P	047231241				P	3091020009	0	VAC/VIC 235 STE/AVE Q12	BLACK BUTTE CA	P

Table I-5 HDC Freeway/Expressway/Tollway with High Speed Rail Alternatives -- Potential Property Acquisitions
Main Alignment/Common Areas

Main Alignment/ Common Areas					Main Alignment/ Common Areas					Main Alignment/ Common Areas				
AIN	Address	Street	City	Type of Acquisition	AIN	Address	Street	City	Type of Acquisition	AIN	Address	Street	City	Type of Acquisition
046338132				P	047231242				P	3091020010	0	VAC/VIC 235 STE/AVE Q12	BLACK BUTTE CA	F
046338133				P	047231247				P	3091020011	0	VAC/VIC 235 STE/AVE Q12	BLACK BUTTE CA	F
046338134				P	047232145				P	3091020012	0	VAC/VIC 235 STE/AVE Q14	BLACK BUTTE CA	P
046338137				P	047232146				P	3091020016	0	VAC/235 STE/VIC AVE Q14	BLACK BUTTE CA	P
046338138				P	047232153				P	3091020017	0	VAC/235 STE/VIC AVE Q12	BLACK BUTTE CA	F
046338139				P	047232159				P	3091020018	0	VAC/235 STE/VIC AVE Q12	BLACK BUTTE CA	F
046338142				P	047233101				P	3091020019	0	VAC/COR 240 STE(PVD)/AVE R(TR)	BLACK BUTTE CA	P
046338160				P	047233103				P	3091020020	0	VAC/COR 240 STE/PALMDALE BLVD	BLACK BUTTE CA	P
046338161				P	047233105				P	3091021017	0	VAC/AVE R/VIC 250 STE	BLACK BUTTE CA	P
046338162				P	047233107				P	3091021018	24000	PALMDALE BLVD	LANCASTER CA	P
046338163			APPLE VALLEY	P	047233108			VICTORVILLE	P	3091023002	0			P
046338165				P	047233109				P	3091023004	0			P
046338171				P	047233110				P	3091023005	0			F
046338172				F	047233111			APPLE VALLEY	P	3091023006	0			F
046338175				P	047233112				F	3091023007	0			P
046338177				P	047233113				P	3091023009	0	VAC/VIC AVE Q12/255 STE	BLACK BUTTE CA	F
046339101				P	047233114				P	3091023010	0	VAC/VIC 255 STE/AVE Q12	BLACK BUTTE CA	F
046340101				P	047233116				F	3091023011	0			P
046340102				P	047233117				F	3091023012	0	VAC/VIC 255 STE/AVE Q14	BLACK BUTTE CA	P
046340103			APPLE VALLEY	P	047233118			APPLE VALLEY	F	3091023019	0			P
046340104				F	047233119				P	3091023020	0			F
046340105				P	047233120			APPLE VALLEY	P	3091023021	0			F
046340201				P	047233144				P	3091023022	0			P
046340202				P	047233154				P	3091023023	0			P
046340205				P	047233155				P	3111013078	0			P
					047233160				P					

Table I-6 HDC Freeway/Expressway/Tollway with High Speed Rail Alternatives -- Potential Property Acquisitions

Variation A Main; Variation B Main; Variation B

Variation A Main Alignment					Variation B Main Alignment					Variation B				
AIN	Address	Street	City	Type of Acquisition	AIN	Address	Street	City	Type of Acquisition	AIN	Address	Street	City	Type of Acquisition
ModSegment2A	0	VAC/8TH STE/VIC AVE P8	PALMDALE CA	P	045716107				P	045717309				P
ModSegment2A	0	VAC/8TH STE/VIC AVE P8	PALMDALE CA	P	045716110				P	045717310				P
ModSegment2A	0	VAC/COR AVE P8/8TH STE	PALMDALE CA	P	045716112				P	045717311				P
ModSegment2A	39247	10TH ST E	PALMDALE CA	P	045716117				P	045717312				P
ModSegment2A	0	VAC/COR AVE P8/10TH STE	PALMDALE CA	P	045716132				P	045717313			EL MIRAGE	P
ModSegment2A	0	VAC/AVE P8/VIC 10TH STE	PALMDALE CA	P	045716134				P	045717314				P
ModSegment2A	0	VAC/12TH STE/VIC AVE P8	PALMDALE CA	P	045716137				P	045717315			ADELANTO	P
ModSegment2A	1161	AVENUE P8	PALMDALE CA	P	045716138				P	045717321			EL MIRAGE	P
ModSegment2A	0	VAC/12TH STE/VIC AVE P8	PALMDALE CA	P	045716139				P	045717322				P
ModSegment2A	0	VAC/COR 12TH STE/AVE P8	PALMDALE CA	P	045716140				P	045717323			ADELANTO	P
ModSegment2A	0	VAC/10TH STE/VIC AVE P6	PALMDALE CA	P	045716146				P	045717439			ADELANTO	P
ModSegment2A	39215	15TH ST E	PALMDALE CA	P	045716148				P	045717440				P
ModSegment2A	0	VAC/AVE P8/15TH STE	PALMDALE CA	P	045716149				P	045717443				P
ModSegment2A	0	VAC/15TH STE/VIC AVE P6	PALMDALE CA	P	045716151				P	045717444				P
ModSegment2A	39226	10TH ST E	PALMDALE CA	P	045716153				P	045717445				F
ModSegment2A	39210	10TH ST E	PALMDALE CA	P	045716155				P	045717446			EL MIRAGE	P
ModSegment2A	39201	20TH ST	PALMDALE CA	P	045716156				P	045821227				P
ModSegment2A	0	VAC/AVE P8/VIC 20TH STE	PALMDALE CA	P	045716157				P	045821229			EL MIRAGE	P
ModSegment2A	0	VAC/VIC 17TH STE/AVE P6	PALMDALE CA	P	045716158				P	045821230			EL MIRAGE	P
ModSegment2A	0	VAC/COR 15TH STE(PAV)/AVE P8	PALMDALE CA	P	045716161				P	045821231				P
ModSegment2A	0	VAC/20TH STE(PAV)/AVE P8	PALMDALE CA	P	045716162				P	045821232			EL MIRAGE	P
ModSegment2A	0	VAC/VIC 20TH STE/AVE P8	PALMDALE CA	P	045716177				P	045821235				P
ModSegment2A	0	VAC/VIC AVE P8/20TH STE	PALMDALE CA	P	045815101				P	045821236				P
ModSegment2A	0	VAC/COR AVE P8/30TH STE	PALMDALE CA	P	045815118				P	045821255			EL MIRAGE	P
ModSegment2A	0	VAC/COR AVE P8/25TH STE	PALMDALE CA	P	045815125				P	045821256			EL MIRAGE	P
ModSegment2A	0	VAC/COR 20TH STE/AVE P8	PALMDALE CA	P	045815127				P	045821257			ADELANTO	P
ModSegment2A	0	VAC/COR 30TH STE/AVE P8	PALMDALE CA	P	045815142				P	045821258				P
ModSegment2A	0	VAC/40TH STE(PAV)/VIC AVE P10	PALMDALE CA	P	045815181				P	045821306				P
ModSegment2A	0	VAC/AVE P8(DRT)/VIC 37TH STE	PALMDALE CA	P	045815182				P	045821325				P
ModSegment2A	0	VAC/COR AVE P8(DRT)/40TH STE(PAV	PALMDALE CA	P	045815183				P	045821328			EL MIRAGE	P
ModSegment2A	0	VAC/35TH STE(DRT)/VIC AVE P8	PALMDALE CA	P	045821303				P	045821330				P
ModSegment2A	0	VAC/COR 35TH STE(DRT)/AVE P8(DRT	PALMDALE CA	P	045821305				P	045821332				P
ModSegment2A	0	VAC/AVE P8(DRT)/VIC 37TH STE	PALMDALE CA	P	320015101				P	045821337				P
ModSegment2A	0	VAC/VIC 37TH STE/AVE P8	PALMDALE CA	P	320034101				P	045821338			ADELANTO	P
ModSegment2A	0	VAC/COR 35TH STE/AVE P8	PALMDALE CA	P	320034102				F	045821339				P
ModSegment2A	0	VAC/COR AVE P8/30TH STE	PALMDALE CA	P	320034103				P	045821340			EL MIRAGE	P
ModSegment2A	0			P	320034104				P	045821343				P
ModSegment2A	0	VAC/AVE P8/VIC 32ND STE	PALMDALE CA	P	320034106				F	045821353				P
ModSegment2A	0	VAC/30TH STE/VIC AVE P10	PALMDALE CA	P	320034107				F	045821354			ADELANTO	P
ModSegment2A	0	VAC/30TH STE/VIC AVE P10	PALMDALE CA	P	320034108				P	045821359				P
ModSegment2A	0	VAC/30TH STE/VIC AVE P9	PALMDALE CA	P	320034109				P	045821363				P

Table I-6 HDC Freeway/Expressway/Tollway with High Speed Rail Alternatives -- Potential Property Acquisitions

Variation A Main; Variation B Main; Variation B

Variation A Main Alignment					Variation B Main Alignment					Variation B				
AIN	Address	Street	City	Type of Acquisition	AIN	Address	Street	City	Type of Acquisition	AIN	Address	Street	City	Type of Acquisition
ModSegment2A	0	VAC/VIC AVE P9/32ND STE	PALMDALE CA	P	320034114				P	045821364				P
ModSegment2A	0	VAC/VIC AVE P8/32ND STE	PALMDALE CA	P	320034115				P	045821367				P
ModSegment2A	0	VAC/VIC 32ND STE/AVE P9	PALMDALE CA	P	320034116				P	045821378				P
ModSegment2A	0	VAC/VIC 32ND STE/AVE P9	PALMDALE CA	P	320034117				P	045821379				P
ModSegment2A	2044	AVENUE P8	PALMDALE CA	P	320034122				P	045821380				P
ModSegment2A	2104	AVENUE P8	PALMDALE CA	P	320034123				P	313005101				P
ModSegment2A	0		PALMDALE	P	320034124				P	313005102				P
ModSegment2A	0	VAC/17TH STE(DRT)/VIC AVE P14	PALMDALE CA	P	320034125				P	313005112				P
ModSegment2A	0	VAC/17TH STE(DRT)/VIC AVE P10	PALMDALE CA	P	320038101				P	320015101				P
ModSegment2A	0	VAC/20TH STE/VIC AVE P10	PALMDALE CA	P	320038102				P	320027101				P
ModSegment2A	39165	20TH ST	PALMDALE CA	P	320038103				P	320027102				P
ModSegment2A	0		PALMDALE	P	320038104				P	320047101				P
ModSegment2A	0	VAC/COR AVE P8/15TH STE	PALMDALE CA	P	320038105				P	320047102				P
ModSegment2A	0	VAC/AVE P8/VIC 15TH STE	PALMDALE CA	P	320042101				P	320048101				P
ModSegment2A	0	VAC/15TH STE/VIC AVE P8	PALMDALE CA	P	320042102				P	320048102				P
ModSegment2A	0	VAC/COR AVE P8/PALMDALE AIRPORT	PALMDALE CA	P	320046101				P	320048106				P
ModSegment2A	0	VAC/VIC 17TH STE/AVE P8	PALMDALE CA	P	320046102				P	320051101				P
ModSegment2A	0	VAC/AVE P8/VIC 15TH STE	PALMDALE CA	P	321003101				P	320051101				P
ModSegment2A	0	VAC/AVE P8/VIC 15TH STE	PALMDALE CA	P	321003102				P	320051101				P
ModSegment2A	0	VAC/AVE P8/VIC 15TH STE	PALMDALE CA	P	321016101				P	320051101				P
ModSegment2A	0	VAC/COR 15TH STE/AVE P8	PALMDALE CA	P	321016112				P	320051101				P
ModSegment2A	0	VAC/AVE P8/VIC 13TH STE	PALMDALE CA	P	321017101				P	320051101				P
ModSegment2A	0	VAC/AVE P8/VIC 15TH STE	PALMDALE CA	P	321017101				P	320051101				P
ModSegment2A	0	VAC/COR AVE P8/12TH STE	PALMDALE CA	P	321017101				P	320051101				P
ModSegment2A	0		PALMDALE	P	321017101				P	320052101				P
ModSegment2A	0		PALMDALE	P	321020101				P	320054101				P
ModSegment2A	0	VAC/VIC SIERRA HWY/RR TRACKS	PALMDALE CA	P	321020102				P	320056101			EL MIRAGE	P
ModSegment2A	0			P	321020103				P	320057101				P
ModSegment2A	0		PALMDALE	P	321020104				P	320057102				P
ModSegment2A	0		PALMDALE	P	321020105				P	320061101				P
ModSegment2A	0		PALMDALE	P	321020106				P	320061107				P
ModSegment2A	0		PALMDALE	P	321020107				P	320061108				P
ModSegment2A	0		PALMDALE	P	321020108				P	320061110				P
ModSegment2A	0		PALMDALE	P	321020109				P	320062101				P
ModSegment2A	39145	51ST ST E	PALMDALE CA	P	321020111				P	321016105				P
ModSegment2A	0		PALMDALE	P	321020112				F	321016106				P
ModSegment2A	0		PALMDALE	P	321020113				P	321016107				P
ModSegment2A	0		PALMDALE	P	321024101				P	321016108				P
ModSegment2A	0			P	321025104				P	321016109				P
ModSegment2A	39115	53RD ST E	PALMDALE CA	P	321025105				P	321017101				P
ModSegment2A	0		PALMDALE	P						321017101				P

Table I-6 HDC Freeway/Expressway/Tollway with High Speed Rail Alternatives -- Potential Property Acquisitions

Variation A Main; Variation B Main; Variation B

Variation A Main Alignment					Variation B Main Alignment					Variation B				
AIN	Address	Street	City	Type of Acquisition	AIN	Address	Street	City	Type of Acquisition	AIN	Address	Street	City	Type of Acquisition
ModSegment2A	0		PALMDALE	P						321017101				P
ModSegment2A	0		PALMDALE	P						321017101				P
ModSegment2A	0			P						321017101				P
ModSegment2A	0			P						321017101				P
ModSegment2A	0		PALMDALE	P						321017101				P
ModSegment2A	0		PALMDALE	P						321017101				P
ModSegment2A	0		PALMDALE	P						321018101				P
ModSegment2A	0		PALMDALE	P						321020110				P
ModSegment2A	0		PALMDALE	P						321020111				P
ModSegment2A	0			P						321020112				P
ModSegment2A	0		PALMDALE	P						321020113				F
ModSegment2A	0		PALMDALE	P						321021101				P
ModSegment2A	0	VAC/VIC 75TH STE/AVE P10	PALMDALE CA	P						321021102				P
ModSegment2A	0	VAC/VIC AVE P8/77TH STE	PALMDALE CA	P						321021105				P
ModSegment2A	0	VAC/VIC AVE P8/77TH STE	PALMDALE CA	P						321021106				P
ModSegment2A	0	VAC/VIC AVE P8/77TH STE	PALMDALE CA	P						321021107				P
ModSegment2A	0	VAC/VIC AVE P8/80TH STE	PALMDALE CA	P						321024101				P
ModSegment2A	0	VAC/VIC AVE P8/78TH STE	PALMDALE CA	P						321025104				P
ModSegment2A	0	VAC/VIC AVE P8/77TH STE	PALMDALE CA	P						321025105				P
ModSegment2A	0	VAC/VIC AVE P8/77TH STE	PALMDALE CA	P										
ModSegment2A	0	VAC/VIC AVE P8/77TH STE	PALMDALE CA	P						321025105				P
ModSegment2A	0	VAC/VIC AVE P8/77TH STE	PALMDALE CA	P										
ModSegment2A	0			P										
ModSegment2A	0			P										
ModSegment2A	0		PALMDALE	P										
ModSegment2A	0		PALMDALE	P										

Table I-7 HDC Freeway/Expressway/Tollway with High Speed Rail Alternatives -- Potential Property Acquisitions

Variation B1; Variation D Main; Variation D

Variation B1					Variation D Main Alignment					Variation D				
AIN	Address	Street	City	Type of Acquisition	AIN	Address	Street	City	Type of Acquisition	AIN	Address	Street	City	Type of Acquisition
045717301				P	3030002096	0	VAC/VIC AVE R2/203 STE	BLACK BUTTE CA	P	3030002096	0	VAC/VIC AVE R2/203 STE	BLACK BUTTE CA	P
045717401				P	3030002097	0	VAC/AVE R/VIC 203 STE	BLACK BUTTE CA	P	3030002097	0	VAC/AVE R/VIC 203 STE	BLACK BUTTE CA	P
045717402				P	3030004158	0	VAC/COR AVE R(DRT)/210 STE(NOG)	BLACK BUTTE CA	P	3030004158	0	VAC/COR AVE R(DRT)/210 STE(NOG)	BLACK BUTTE CA	P
045717403				P	3030004159	0	VAC/AVE R/VIC 200 STE	BLACK BUTTE CA	P	3030004159	0	VAC/AVE R/VIC 200 STE	BLACK BUTTE CA	P
045717404				P	3030004160	0	VAC/COR AVE R(DRT)/200 STE(TR)	BLACK BUTTE CA	P	3030004160	0	VAC/COR AVE R(DRT)/200 STE(TR)	BLACK BUTTE CA	P
045717405				P	3030004164	0	VAC/COR AVE R(DRT)/200 STE(TR)	BLACK BUTTE CA	P	3030004164	0	VAC/COR AVE R(DRT)/200 STE(TR)	BLACK BUTTE CA	P
045717414				P	3030004165	0	VAC/COR AVE R(DRT)/211 STE(NOG)	BLACK BUTTE CA	P	3030004165	0	VAC/COR AVE R(DRT)/211 STE(NOG)	BLACK BUTTE CA	P
045717415				P	3030004180	0	VAC/COR AVE R(DRT)/210 STE(NOG)	BLACK BUTTE CA	P	3030004180	0	VAC/COR AVE R(DRT)/210 STE(NOG)	BLACK BUTTE CA	P
045717416				P	3030004181	0	VAC/AVE R/VIC 220 STE	BLACK BUTTE CA	P	3030004181	0	VAC/AVE R/VIC 220 STE	BLACK BUTTE CA	P
045717417				P	3030004184	0	VAC/AVE R/VIC 220 STE	BLACK BUTTE CA	P	3030004184	0	VAC/AVE R/VIC 220 STE	BLACK BUTTE CA	P
045717418				P	3030004186	0	VAC/AVE R/VIC 220 STE	BLACK BUTTE CA	P	3030004186	0	VAC/AVE R/VIC 220 STE	BLACK BUTTE CA	P
045717419				P	3030004196	0	VAC/AVE R/VIC 215 STE	BLACK BUTTE CA	P	3030004196	0	VAC/AVE R/VIC 215 STE	BLACK BUTTE CA	P
045717423				P	3030018001	0	VAC/AVE R/VIC 215 STE	BLACK BUTTE CA	P	3030018001	0	VAC/AVE R/VIC 215 STE	BLACK BUTTE CA	P
045717424				P	3030018002	0	VAC/AVE R/VIC 215 STE	BLACK BUTTE CA	P	3030018002	0	VAC/AVE R/VIC 215 STE	BLACK BUTTE CA	P
045717427				P	3030018003	0	VAC/VIC AVE Q12/230 STE	BLACK BUTTE CA	P	3030018003	0	VAC/VIC AVE Q12/230 STE	BLACK BUTTE CA	P
045717428				P	3030018004	0	VAC/VIC AVE P12/230 STE	BLACK BUTTE CA	P	3030018004	0	VAC/VIC AVE P12/230 STE	BLACK BUTTE CA	P
045717429				P	3030018006	0	VAC/VIC AVE Q12/235 STE	BLACK BUTTE CA	P	3030018006	0	VAC/VIC AVE Q12/235 STE	BLACK BUTTE CA	P
045717430				P	3030018008	0	VAC/VIC AVE Q12/235 STE	BLACK BUTTE CA	P	3030018008	0	VAC/VIC AVE Q12/235 STE	BLACK BUTTE CA	P
045717431				P	3030018009	0	VAC/VIC AVE Q12/235 STE	BLACK BUTTE CA	P	3030018009	0	VAC/VIC AVE Q12/235 STE	BLACK BUTTE CA	P
045717432				P	3030021010	0	VAC/230 STE/VIC AVE Q14	BLACK BUTTE CA	P	3030021010	0	VAC/230 STE/VIC AVE Q14	BLACK BUTTE CA	P
045717436				F	3030021013	0	VAC/230 STE/VIC AVE Q12	BLACK BUTTE CA	P	3030021013	0	VAC/230 STE/VIC AVE Q12	BLACK BUTTE CA	P
045717437				P	3030021014	0	VAC/230 STE(DRT)/VIC AVE R	BLACK BUTTE CA	P	3030021014	0	VAC/230 STE(DRT)/VIC AVE R	BLACK BUTTE CA	P
045821201				F	3030021015	0	VAC/AVE R/VIC 202 STE	BLACK BUTTE CA	P	3030021015	0	VAC/AVE R/VIC 202 STE	BLACK BUTTE CA	P
045821203				F	3030021016	0	VAC/VIC AVE R2/202 STE	BLACK BUTTE CA	P	3030021016	0	VAC/VIC AVE R2/202 STE	BLACK BUTTE CA	P
045821204				F	3030021017	0	VAC/VIC AVE R2/203 STE	BLACK BUTTE CA	P	3030021017	0	VAC/VIC AVE R2/203 STE	BLACK BUTTE CA	P
045821207				P	3030021021	0	VAC/AVE R/VIC 203 STE	BLACK BUTTE CA	P	3030021021	0	VAC/AVE R/VIC 203 STE	BLACK BUTTE CA	P
045821208				P	3030021023	0	VAC/VIC 205 STE/AVE R2	BLACK BUTTE CA	P	3030021023	0	VAC/VIC 205 STE/AVE R2	BLACK BUTTE CA	P
045821218				P	3030021024	0	VAC/AVE R/VIC 205 STE	BLACK BUTTE CA	P	3030021024	0	VAC/AVE R/VIC 205 STE	BLACK BUTTE CA	P
045821241				P	3030021025	0	VAC/VIC AVE R4/210 STE	BLACK BUTTE CA	P	3030021025	0	VAC/VIC AVE R4/210 STE	BLACK BUTTE CA	P
045821243				P	3030021026	21216	AVENUE R	LANCASTER CA	P	3030021026	21216	AVENUE R	LANCASTER CA	P
045821244				P	3030021029	0	VAC/210 STE/VIC AVE R4	BLACK BUTTE CA	P	3030021029	0	VAC/210 STE/VIC AVE R4	BLACK BUTTE CA	P
045821245				P	3030021036	0	VAC/AVE R/VIC 220 STE	BLACK BUTTE CA	P	3030021036	0	VAC/AVE R/VIC 220 STE	BLACK BUTTE CA	P
045821246				F	3030021037	0	VAC/AVE R/VIC 220 STE	BLACK BUTTE CA	P	3030021037	0	VAC/AVE R/VIC 220 STE	BLACK BUTTE CA	P
045821301				P	3030021038	0	VAC/AVE R/VIC 220 STE	BLACK BUTTE CA	P	3030021038	0	VAC/AVE R/VIC 220 STE	BLACK BUTTE CA	P
045821304				P	3030021039	0	VAC/AVE R/VIC 225 STE	BLACK BUTTE CA	P	3030021039	0	VAC/AVE R/VIC 225 STE	BLACK BUTTE CA	P
045821305				P	3030021040	0	VAC/AVE R/VIC 225 STE	BLACK BUTTE CA	P	3030021040	0	VAC/AVE R/VIC 225 STE	BLACK BUTTE CA	P
045821381				P	3030021900	0	VAC/AVE R/VIC 225 STE	BLACK BUTTE CA	P	3030021900	0	VAC/AVE R/VIC 225 STE	BLACK BUTTE CA	P
045821382				P	3030022016	0	VAC/COR AVE R/230 STE	BLACK BUTTE CA	P	3030022016	0	VAC/COR AVE R/230 STE	BLACK BUTTE CA	P
045821383				P	3030022017	0	VAC/AVE R/VIC 220 STE	BLACK BUTTE CA	P	3030022017	0	VAC/AVE R/VIC 220 STE	BLACK BUTTE CA	P
045821384				P	3030022021	0	VAC/AVE R/VIC 220 STE	BLACK BUTTE CA	P	3030022021	0	VAC/AVE R/VIC 220 STE	BLACK BUTTE CA	P
320015101				P	3030022022	0	VAC/AVE R/VIC 220 STE	BLACK BUTTE CA	P	3030022022	0	VAC/AVE R/VIC 220 STE	BLACK BUTTE CA	P

Table I-7 HDC Freeway/Expressway/Tollway with High Speed Rail Alternatives -- Potential Property Acquisitions

Variation B1; Variation D Main; Variation D

Variation B1					Variation D Main Alignment					Variation D				
AIN	Address	Street	City	Type of Acquisition	AIN	Address	Street	City	Type of Acquisition	AIN	Address	Street	City	Type of Acquisition
320034101				P	3030022024	0	VAC/AVE R/VIC 225 STE	BLACK BUTTE CA	P	3030022024	0	VAC/AVE R/VIC 225 STE	BLACK BUTTE CA	P
320034102				P	3030022025	0	VAC/AVE R/VIC 225 STE	BLACK BUTTE CA	P	3030022025	0	VAC/AVE R/VIC 225 STE	BLACK BUTTE CA	P
320034103				P	3030022026	0	VAC/AVE R/VIC 225 STE	BLACK BUTTE CA	P	3030022026	0	VAC/AVE R/VIC 225 STE	BLACK BUTTE CA	P
320034104				P	3030022027	0	VAC/AVE R/VIC 220 STE	BLACK BUTTE CA	P	3030022027	0	VAC/AVE R/VIC 220 STE	BLACK BUTTE CA	P
320034108				P	3030022029	0	VAC/AVE R/VIC 220 STE	BLACK BUTTE CA	P	3030022029	0	VAC/AVE R/VIC 220 STE	BLACK BUTTE CA	P
320034109				P	3030022030	0	VAC/AVE R/VIC 220 STE	BLACK BUTTE CA	P	3030022030	0	VAC/AVE R/VIC 220 STE	BLACK BUTTE CA	P
320034110				P	3030022031	0	VAC/COR AVE R(DRT)/220 STE(TR)	BLACK BUTTE CA	P	3030022031	0	VAC/COR AVE R(DRT)/220 STE(TR)	BLACK BUTTE CA	P
320034111				P	3030022032	0	VAC/COR AVE R(DRT)/220 STE(TR)	BLACK BUTTE CA	P	3030022032	0	VAC/COR AVE R(DRT)/220 STE(TR)	BLACK BUTTE CA	P
320034116				P	3075011015	0	VAC/210 STE/VIC AVE Q14	BLACK BUTTE CA	P	3075011015	0	VAC/210 STE/VIC AVE Q14	BLACK BUTTE CA	P
320034117				P	3075011016	0	VAC/COR AVE R(DRT)/210 STE(TR)	BLACK BUTTE CA	P	3075011016	0	VAC/COR AVE R(DRT)/210 STE(TR)	BLACK BUTTE CA	P
320034118				P	3075011017	0	VAC/AVE R/VIC 210 STE	BLACK BUTTE CA	P	3075011017	0	VAC/AVE R/VIC 210 STE	BLACK BUTTE CA	P
320034119				P	3084004016	0	VAC/AVE R/VIC 210 STE	BLACK BUTTE CA	P	3084004016	0	VAC/AVE R/VIC 210 STE	BLACK BUTTE CA	P
320034121				P	3084004018	0	VAC/AVE R/VIC 215TH STE	BLACK BUTTE CA	P	3084004018	0	VAC/AVE R/VIC 215TH STE	BLACK BUTTE CA	P
320034124				P	3084004019	0	VAC/AVE R/VIC 215TH STE	BLACK BUTTE CA	P	3084004019	0	VAC/AVE R/VIC 215TH STE	BLACK BUTTE CA	P
320034125				P	3084004033	0	VAC/COR AVE R(DRT)/210 STE(TR)	BLACK BUTTE CA	P	3084004033	0	VAC/COR AVE R(DRT)/210 STE(TR)	BLACK BUTTE CA	P
320034126				P	3084004034	20847	AVENUE R	LANCASTER CA	P	3084004034	20847	AVENUE R	LANCASTER CA	P
320034127				P	3084007025	20725	AVENUE R	PALMDALE CA	P	3084007025	20725	AVENUE R	PALMDALE CA	P
320034128				P	3084007026	0	VAC/VIC 180 STE/AVE R	BLACK BUTTE CA	P	3084007026	0	VAC/VIC 180 STE/AVE R	BLACK BUTTE CA	P
320034129				P	3084007027	0	VAC/PALMDALE BLVD/VIC 180 STE	BLACK BUTTE CA	P	3084007027	0	VAC/PALMDALE BLVD/VIC 180 STE	BLACK BUTTE CA	P
320034131				P	3084007028	17500	PALMDALE BLVD	LLANO CA	P	3084007028	17500	PALMDALE BLVD	LLANO CA	P
320038101				P	3084009002	0	VAC/VIC PALMDALE BL/183 STE	BLACK BUTTE CA	P	3084009002	0	VAC/VIC PALMDALE BL/183 STE	BLACK BUTTE CA	P
320038106				P	3084011018	0	VAC/VIC PALMDALE BL/182 STE	BLACK BUTTE CA	P	3084011018	0	VAC/VIC PALMDALE BL/182 STE	BLACK BUTTE CA	P
320038107				P	3084011019	0	VAC/180 STE/VIC PALMDALE BL	BLACK BUTTE CA	P	3084011019	0	VAC/180 STE/VIC PALMDALE BL	BLACK BUTTE CA	P
320038108				P	3084011022	0	VAC/180 STE/VIC PALMDALE BL	BLACK BUTTE CA	P	3084011022	0	VAC/180 STE/VIC PALMDALE BL	BLACK BUTTE CA	P
320038109				P	3084011023	0	VAC/AVE R/VIC 185 STE	BLACK BUTTE CA	P	3084011023	0	VAC/AVE R/VIC 185 STE	BLACK BUTTE CA	P
320051101				P	3084011024	0	VAC/AVE R/VIC 183 STE	BLACK BUTTE CA	P	3084011024	0	VAC/AVE R/VIC 183 STE	BLACK BUTTE CA	P
320051101				P	3084011025	0	VAC/VIC 185 STE/VIC AVE R	BLACK BUTTE CA	P	3084011025	0	VAC/VIC 185 STE/VIC AVE R	BLACK BUTTE CA	P
320051101				P	3084011026	0	VAC/VIC 182 STE/AVE R	BLACK BUTTE CA	P	3084011026	0	VAC/VIC 182 STE/AVE R	BLACK BUTTE CA	P
320051101				P	3084011027	0	VAC/180 STE/VIC AVE R	BLACK BUTTE CA	P	3084011027	0	VAC/180 STE/VIC AVE R	BLACK BUTTE CA	P
320051101				P	3084011029	0	VAC/180 STE/VIC AVE R	BLACK BUTTE CA	P	3084011029	0	VAC/180 STE/VIC AVE R	BLACK BUTTE CA	P
320051101				P	3084011030	0	VAC/183 STE/VIC AVE R	BLACK BUTTE CA	P	3084011030	0	VAC/183 STE/VIC AVE R	BLACK BUTTE CA	P
320051101				P	3084012010	0	VAC/PALMDALE BL/VIC 180 STE	BLACK BUTTE CA	P	3084012010	0	VAC/PALMDALE BL/VIC 180 STE	BLACK BUTTE CA	P
320051101				P	3084014003	0			P	3084014003	0			P
320052101				P	3084014004	18607	AVENUE R	PALMDALE CA	P	3084014004	18607	AVENUE R	PALMDALE CA	P
320055101				P	3084014009	0	VAC/PALMDALE BL/VIC 186 STE	BLACK BUTTE CA	P	3084014009	0	VAC/PALMDALE BL/VIC 186 STE	BLACK BUTTE CA	P
320055102				P	3084014028	0	VAC/PALMDALE BL/VIC 186 STE	BLACK BUTTE CA	P	3084014028	0	VAC/PALMDALE BL/VIC 186 STE	BLACK BUTTE CA	P
320059101				P	3084014029	0	VAC/VIC AVE R/186 STE	BLACK BUTTE CA	P	3084014029	0	VAC/VIC AVE R/186 STE	BLACK BUTTE CA	P
320059102				P	3084014030	0	VAC/AVE R/VIC 186 STE	BLACK BUTTE CA	P	3084014030	0	VAC/AVE R/VIC 186 STE	BLACK BUTTE CA	P
320059104				P	3084017022	0	VAC/AVE R/VIC 185 STE	BLACK BUTTE CA	P	3084017022	0	VAC/AVE R/VIC 185 STE	BLACK BUTTE CA	P
320059105				P	3084017024	0	VAC/AVE R/VIC 186 STE	BLACK BUTTE CA	P	3084017024	0	VAC/AVE R/VIC 186 STE	BLACK BUTTE CA	P
320059106				P	3084017025	0	VAC/VIC AVE R/187 STE	BLACK BUTTE CA	P	3084017025	0	VAC/VIC AVE R/187 STE	BLACK BUTTE CA	P

Table I-7 HDC Freeway/Expressway/Tollway with High Speed Rail Alternatives -- Potential Property Acquisitions

Variation B1; Variation D Main; Variation D

Variation B1					Variation D Main Alignment					Variation D				
AIN	Address	Street	City	Type of Acquisition	AIN	Address	Street	City	Type of Acquisition	AIN	Address	Street	City	Type of Acquisition
321016102				P	3084017026	0	VAC/AVE R/VIC 187 STE	BLACK BUTTE CA	P	3084017026	0	VAC/AVE R/VIC 187 STE	BLACK BUTTE CA	P
321016111				P	3084017027	0	VAC/AVE R/VIC 189 STE	BLACK BUTTE CA	P	3084017027	0	VAC/AVE R/VIC 189 STE	BLACK BUTTE CA	P
321017101				P	3084017028	0	VAC/AVE R/VIC 189 STE	BLACK BUTTE CA	P	3084017028	0	VAC/AVE R/VIC 189 STE	BLACK BUTTE CA	P
321017101				P	3084017029	0	VAC/VIC AVE R/190 STE	BLACK BUTTE CA	P	3084017029	0	VAC/VIC AVE R/190 STE	BLACK BUTTE CA	P
321017101				P	3084017030	0	VAC/VIC AVE R/190 STE	BLACK BUTTE CA	P	3084017030	0	VAC/VIC AVE R/190 STE	BLACK BUTTE CA	P
321017101				P	3084017033	0	VAC/VIC AVE R/190 STE	BLACK BUTTE CA	P	3084017033	0	VAC/VIC AVE R/190 STE	BLACK BUTTE CA	P
321020108				P	3084017034	0	VAC/VIC AVE R/190 STE	BLACK BUTTE CA	F	3084017034	0	VAC/VIC AVE R/190 STE	BLACK BUTTE CA	F
321020109				P	3084017035	0	VAC/VIC AVE R/190 STE	BLACK BUTTE CA	F	3084017035	0	VAC/VIC AVE R/190 STE	BLACK BUTTE CA	F
321020110				P	3084019014	0	VAC/VIC AVE R/190 STE	BLACK BUTTE CA	P	3084019014	0	VAC/VIC AVE R/190 STE	BLACK BUTTE CA	P
321020111				P	3084019015	0	VAC/VIC AVE Q12/195 STE	BLACK BUTTE CA	P	3084019015	0	VAC/VIC AVE Q12/195 STE	BLACK BUTTE CA	P
321020112				P	3084019016	0	VAC/VIC AVE Q12/195 STE	BLACK BUTTE CA	P	3084019016	0	VAC/VIC AVE Q12/195 STE	BLACK BUTTE CA	P
321020113				F	3084019017	0	VAC/VIC AVE Q12/195 STE	BLACK BUTTE CA	P	3084019017	0	VAC/VIC AVE Q12/195 STE	BLACK BUTTE CA	P
321024101				P	3084019033	0	VAC/VIC AVE Q12/195 STE	BLACK BUTTE CA	P	3084019033	0	VAC/VIC AVE Q12/195 STE	BLACK BUTTE CA	P
321025104				P	3084019034	0	VAC/VIC AVE Q12/195 STE	BLACK BUTTE CA	P	3084019034	0	VAC/VIC AVE Q12/195 STE	BLACK BUTTE CA	P
321025105				P	3084019041	0	VAC/VIC AVE Q12/195 STE	BLACK BUTTE CA	P	3084019041	0	VAC/VIC AVE Q12/195 STE	BLACK BUTTE CA	P
321025106				P	3084019042	0	VAC/VIC AVE Q12/190 STE	BLACK BUTTE CA	P	3084019042	0	VAC/VIC AVE Q12/190 STE	BLACK BUTTE CA	P
					3084019052	0	VAC/COR AVE R/200TH STE	BLACK BUTTE CA	P	3084019052	0	VAC/COR AVE R/200TH STE	BLACK BUTTE CA	P
					3084019053	0	VAC/VIC AVE R/190 STE	BLACK BUTTE CA	P	3084019053	0	VAC/VIC AVE R/190 STE	BLACK BUTTE CA	P
					3084019055	0	VAC/VIC AVE R/190 STE	BLACK BUTTE CA	P	3084019055	0	VAC/VIC AVE R/190 STE	BLACK BUTTE CA	P
					3084019056	0	VAC/VIC 195 STE/AVE R2	BLACK BUTTE CA	P	3084019056	0	VAC/VIC 195 STE/AVE R2	BLACK BUTTE CA	P
					3091019006	0	VAC/VIC AVE R2/195 STE	BLACK BUTTE CA	P	3091019006	0	VAC/VIC AVE R2/195 STE	BLACK BUTTE CA	P
					3091019029	0	VAC/VIC AVE R/193 STE	BLACK BUTTE CA	F	3091019029	0	VAC/VIC AVE R/193 STE	BLACK BUTTE CA	F
					3091019030	0	VAC/VIC AVE R/193 STE	BLACK BUTTE CA	P	3091019030	0	VAC/VIC AVE R/193 STE	BLACK BUTTE CA	P
					3091019033	0	VAC/VIC AVE R/195 STE	BLACK BUTTE CA	P	3091019033	0	VAC/VIC AVE R/195 STE	BLACK BUTTE CA	P

Table I-8 HDC Freeway/Expressway/Tollway with High Speed Rail Alternatives -- Potential Property Acquisitions

Variation E Main; Variation E

Variation E Main Alignment					Variation E					Variation E				
AIN	Address	Street	City	Type of Acquisition	AIN	Address	Street	City	Type of Acquisition	AIN	Address	Street	City	Type of Acquisition
045911302				P	039401111				P	047215133				P
045911303				P	039401117				P	047215135				P
045911304				P	039401118				P	047215140				P
045911305				P	039401119				P	047215146				P
045911306				P	039401120				P	047215150				P
045911307				P	039401124				P	047215151				P
045911308				P	039401127				P	047215152				P
045911309				P	039501104			VICTORVILLE	F	047215154				P
045911323				P	039501105			VICTORVILLE	F	047215155				P
045911324				P	039501106			VICTORVILLE	P	047215156				P
045911325				P	039501107				P	047215157				P
045911326				P	039501108			VICTORVILLE	P	047215158				P
045911327				F	039501139				P	047215159				P
045911328				P	039501139				P	047215160				P
045911329				F	045505201				P	047215161				P
045919401				P	045505205				P	047215162				P
045919401				P	045505242				P	047215163				P
045919403				P	045505257				P	047215164				P
045919404				P	045505258				P	047215165				P
045919405				P	045505275				P	047215165				P
045919409				F	045505276				P	047215165				P
045919409				P	045505277				P	047215165				P
045919409				P	045505278				P	047215165				P
045919409				P	045505279				P	047215165				P
045919412				F	045505290				P	047215165				P
045919413				P	045910403				P	047215165				P
045919414				P	045911302				P	047215166				P
045919415				P	045911315				P	047215167				P
045919416				P	045911316				P	047215175				P
045919422				F	045911317				P	047215180				P
045919423				F	045911318				P	047215181				P
045920402				P	045911323				P	047216108				P
045921108				F	045911324				P	047216108				P
045921109				P	045911325				P	047216108				P
045921110				P	045911334			ADELANTO	P	047216108				P
045921111				P	045911335			ADELANTO	P	047216116				P
045935203				P	045911336			ADELANTO	P	047216116				P
045935206				P	045911337			ADELANTO	F	047216116				P
045935207				P	045911338				P	047216116				P
045935208				P	045911339				P	047216116				P
045935209				P	045911340				P	047216116				P

Table I-8 HDC Freeway/Expressway/Tollway with High Speed Rail Alternatives -- Potential Property Acquisitions

Variation E Main; Variation E

Variation E Main Alignment					Variation E					Variation E				
AIN	Address	Street	City	Type of Acquisition	AIN	Address	Street	City	Type of Acquisition	AIN	Address	Street	City	Type of Acquisition
045935210				P	045911341				P	047216116				P
045935212				P	045911342				P	047216116				P
045935214				P	045920402				P	047216130				P
045935216				P	045921111				P	047216144				P
045935217				P	045934101				P	047216145				P
045935218				P	045934124			ADELANTO	P	047216146				P
045935219				P	045934156				P	312829102				P
045935221				P	045934157			ADELANTO	P	312829104			ADELANTO	P
045935222				P	045934158			ADELANTO	P					
045935223				P	045934159			ADELANTO	P					
045935314				P	045934165				P					
045935315				F	045934203				P					
045935316				F	045934205			ADELANTO	P					
045935317				F	045934211				P					
045935318				F	045934212				P					
045935320				P	045934215				P					
045935321				P	045934216				P					
045935322				P	045934217				P					
045935323				F	045934218				P					
045935324				F	045934221				P					
045935401				P	045934222				F					
045935402				P	045934223				F					
045935403				P	045934224				F					
045935404				P	045935537				P					
045935405				P	045935538				P					
045935406				P	045935539				F					
045935407				P	045935540				F					
045935408				F	045935546				P					
045935409				F	045935548				P					
045935521				P	045943310				P					
045935522				P	045943311				P					
045935523				P	045943312				P					
045935524				P	045943313				P					
045935601				P	045946102			ADELANTO	P					
045935606				P	045946122				P					
045935607				P	045946123				P					
045943310				P	045946126				P					
045943311				P	045946127			ADELANTO	P					
045943312				P	045946128			ADELANTO	P					
045945135				P	045946129				P					
045945151				P	045946133			ADELANTO	P					

Table I-8 HDC Freeway/Expressway/Tollway with High Speed Rail Alternatives -- Potential Property Acquisitions

Variation E Main; Variation E

Variation E Main Alignment					Variation E					Variation E				
AIN	Address	Street	City	Type of Acquisition	AIN	Address	Street	City	Type of Acquisition	AIN	Address	Street	City	Type of Acquisition
045945152				P	045946134			ADELANTO	P					
045945153				P	045946135			ADELANTO	P					
045945160				P	045946144			ADELANTO	P					
045945161				P	045946146			ADELANTO	P					
045945162				P	045946149				P					
045984101				P	045946156				P					
045984102				P	045946157				P					
045984103				P	045946158				P					
045984106				P	045946159				P					
046826102				F	045946160				P					
046826162				P	045946164				F					
046826163				P	045946165				P					
046826164				P	045946172				F					
047210108				P	045946173				P					
047210108				P	045946174				P					
047216104				P	045946175			ADELANTO	P					
047216117				P	045984116			ADELANTO	P					
047216118				P	045984117			ADELANTO	P					
047216119				P	047215117				P					
047216125				P	047215118				P					
047216126				P	047215119				P					
047216127				P	047215125				P					
047216147				P	047215125				P					
047216151				P	047215125				P					
047216155				P	047215125				P					
047217141				P	047215125				P					
047217141				P	047215125				P					
047217141				P	047215125				P					
047217141				P	047215125				P					

Table I-9 HDC Freeway/Expressway/Tollway with High Speed Rail Alternatives -- Potential Property Acquisitions

XpressWest Connection Variation E; XpressWest Connection Main; Palmdale HSR Connection - Option 1

XpressWest Connection Variation E					XpressWest Connection Main					Palmdale HSR Connection - Option 1				
AIN	Address	Street	City	Type of Acquisition	AIN	Address	Street	City	Type of Acquisition	AIN	Address	Street	City	Type of Acquisition
046828214				P	039401111				P	3006003040	0	VAC/AVE O8/SIERRA HWY	PALMDALE CA	P
046916101				P	039401124				P	3006005004	38963	SIERRA HWY	PALMDALE CA	P
046916104				P	039401127				P	3006005005	38963	SIERRA HWY	PALMDALE CA	P
046916104				P	039501103			VICTORVILLE	F	3006005803	0			P
046916104				P	039501104			VICTORVILLE	F	3006005804	0			P
046916104				P	039501109			VICTORVILLE	F	3006005900	0	VAC/VIC 6TH STE/SIERRA HWY	PALMDALE CA	P
046916105				P	039501110			VICTORVILLE	F	3006005901	0	VAC/VIC 6TH STE/SIERRA HWY	PALMDALE CA	F
046916106				P	039501111			VICTORVILLE	F	3006005902	0	VAC/6TH STE/VIC AVE P14	PALMDALE CA	P
046916106				P	039501139				P	3006005903	0			F
046916109				P	039501139				P	3006006029	0	VAC/SIERRA HWY/6TH STE	PALMDALE CA	P
046916114				P	039501207			VICTORVILLE	F	3006006904	0			P
046916120				P	039501208			VICTORVILLE	F	3006006905	0			P
046916124				P	039501209			VICTORVILLE	P	3006006908	0			P
047201134				P	039501211				P	3006006912	0	VAC/6TH STE/VIC AVE P10	PALMDALE CA	P
047201134				P	039501212				P	3006006913	0	AC/6TH STE/VIC SIERRA HWY	PALMDALE CA	P
047201135				P	039501213				P	3006008902	0	VAC/6 STE/VIC AVE Q	PALMDALE CA	P
047203160				P	039501214			VICTORVILLE	F	3006008904	0	VAC/6 STE AVE Q	PALMDALE CA	P
047203165				P	039501301				P	3008011020	38602	6TH ST E	PALMDALE CA	F
047204102				P	039501302				P	3008011021	0	VAC/6TH STE/VIC AVE Q3	PALMDALE CA	P
047204109				P	039501303				P	3008011022	0	VAC/6TH STE/VIC AVE Q3	PALMDALE CA	P
047204113				P	039501304				P	3008011023	0	VAC/6TH STE/VIC AVE Q3	PALMDALE CA	P
047204114				P	039501305				P	3008011024	0	VAC/6TH STE/VIC AVE Q3	PALMDALE CA	P
047204115				P	039501306			VICTORVILLE	P	3008011025	0	VAC/6TH STE/VIC AVE Q3	PALMDALE CA	P
047204122				P	039501307				P	3008011026	0	VAC/6TH STE/VIC AVE Q3	PALMDALE CA	P
047204137				P	039501308				F	3008011027	0	VAC/6TH STE/VIC AVE Q3	PALMDALE CA	P
047204138				P	039501323			VICTORVILLE	F	3008011028	38644	006TH ST E	PALMDALE CA	F
047204142				P	039501324			VICTORVILLE	F	3008011029	38646	6TH ST E	PALMDALE CA	F
047204142				P	039501325				F	3008011030	38702	6TH ST E	PALMDALE CA	F
047204142				P	039501326			VICTORVILLE	F	3008011033	38744	6TH ST E	PALMDALE CA	F
047204142				P	039501327			VICTORVILLE	F	3008011034	38712	6TH ST E	PALMDALE CA	F
047204142				P	039501328			VICTORVILLE	F	3008027011	0	VAC/6TH STE/VIC AVE Q3	PALMDALE CA	P
047204142				P	039508206				F	3008027012	38568	6TH ST E	PALMDALE CA	F
047206152				P	039508207			VICTORVILLE	P	3008027013	38572	6TH ST E	PALMDALE CA	F
047206152				P	039508208			VICTORVILLE	P	3008027014	0	VAC/6TH STE/VIC AVE Q3	PALMDALE CA	F
047206156				P	039508209			VICTORVILLE	F	3008027015	38582	6TH ST E	PALMDALE CA	F
047206156				P	039508301			VICTORVILLE	P	3008027016	0	VAC/6TH STE/VIC AVE Q3	PALMDALE CA	P
047209106				P	039508302			VICTORVILLE	P	3008029802	0			P
047209107				P	039508303				P	3008029803	0			P
047209107				P	039508304				P	3008029804	0			P
047209107				P	039508305				P	3008029805	0			P
047209108				P	039508306			VICTORVILLE	P	3008029900	0	VAC/VIC AVE Q/RAILROAD TRACKS	PALMDALE CA	P

Table I-9 HDC Freeway/Expressway/Tollway with High Speed Rail Alternatives -- Potential Property Acquisitions

XpressWest Connection Variation E; XpressWest Connection Main; Palmdale HSR Connection - Option 1

XpressWest Connection Variation E					XpressWest Connection Main					Palmdale HSR Connection - Option 1				
AIN	Address	Street	City	Type of Acquisition	AIN	Address	Street	City	Type of Acquisition	AIN	Address	Street	City	Type of Acquisition
047209110				P	039508307			VICTORVILLE	P	3008029901	0	VAC/VIC AVE Q/RAILROAD TRACKS	PALMDALE CA	P
047209110				P	046916101				P	3008029919	0			P
047209110				P	046916104				P	3008029920	38741	SIERRA HWY	PALMDALE CA	P
047209110				P	046916104				P	3022001005	0	VAC/8TH STE/VIC AVE P8	PALMDALE CA	P
047210101				P	046916104				P	3022001006	0	VAC/8TH STE/VIC AVE P8	PALMDALE CA	P
047210102				P	046916104				P	3022001008	0	VAC/COR AVE P8/8TH STE	PALMDALE CA	P
047210108				P	046916105				P	3022001009	0	VAC/8TH STE/VIC AVE P8	PALMDALE CA	P
047210108				P	046916106				P	3022001010	0	VAC/8TH STE/VIC AVE P8	PALMDALE CA	P
047210113				P	046916106				P	3022001018	654	RANCHO VISTA BLVD	PALMDALE CA	F
047210115				P	046916109				P	3022001019	644	RANCHO VISTA BLVD	PALMDALE CA	F
047210116				P	046916114				P	3022001025	0	VAC/8TH STE/VIC AVE P	PALMDALE CA	P
047210119				P	046916120				P	3022002005	0	VAC/COR AVE P / 10TH STE	PALAMDALE CA	P
047210120				P	046916124				P	3022002023	0	VAC/ COR 8TH STE/ AVE P	PALMDALE CA	P
047210121				P	047201134				P	3022002902	0	VAC/8TH STE/VIC AVE P2	PALMDALE CA	P
047210122				P	047201134				P	3022004002	0	VAC/COR 10TH STE/AVE P	PALMDALE CA	P
047210123				P	047201135				P	3022004003	39534	10TH ST E	PALMDALE CA	P
047210127				P	047203160				P	3022004004	0	VAC/10TH STE/VIC AVE P2	PALMDALE CA	P
047210130				P	047203164				P	3022004023	39457	15TH ST E	PALMDALE CA	F
047210134				P	047203165				P	3022004024	0	VAC/15TH STE/VIC AVE P4	PALMDALE CA	P
047210135				P	047204102				P	3022004028	0	VAC/VIC 12TH STE/AVE P4	PALMDALE CA	P
047210137				P	047204104				P	3022004032	0	VAC/VIC 12TH STE/AVE P4	PALMDALE CA	P
047210139				P	047204109				P	3022004034	39530	012 ST EAST	PALMDALE CA	F
047210142				P	047204122				P	3022004035	39531	15TH ST E	PALMDALE CA	P
047210146				P	047204126				F	3022004036	0	VAC/AVE P/VIC 12TH STE	PALMDALE CA	P
047210147				P	047204127				F	3022004908	0	VAC/15TH STE/VIC AVE P6	PALMDALE CA	P
047210149				P	047204128				P	3022005288	0	VAC/VIC 17TH STE/AVE P6	PALMDALE CA	P
047210149				P	047204129				P	3022005289	0	VAC/15TH STE(PAV)/VIC AVE P4	PALMDALE CA	P
047210149				P	047204142				P	3022005292	0	VAC/COR 15TH STE(PAV)/AVE P8	PALMDALE CA	P
047210149				P	047204142				P	3022005293	0	VAC/20TH STE(PAV)/AVE P8	PALMDALE CA	P
047210153				P	047204142				P	3022005294	0	VAC/VIC 20TH STE/AVE P8	PALMDALE CA	P
047210154				P	047204142				P	3022005295	0	VAC/VIC AVE P8/20TH STE	PALMDALE CA	P
047210155				P	047204142				P	3022005296	0	VAC/20TH STE(PAV)/VIC AVE P4	PALMDALE CA	P
047210156				P	047204142				P	3022023002	39101	8TH ST E	PALMDALE CA	P
047210157				P	047206117				P	3022023016	0	VAC/AVE P8/VIC 8TH STE	PALMDALE CA	P
047210158				P	047206152				P	3022023023	0	VAC/8TH STE/VIC AVE P8	PALMDALE CA	P
047210160				P	047206152				P	3022024001	0	VAC/COR SIERRA HWY/AVE P8	PALMDALE CA	P
047222101				P	047206155				P	3022024002	0	VAC/COR SIERRA HWY/AVE P8	PALMDALE CA	P
047222102				P	047206155				P	3022024809	0			P
047223124				P	047206156				P	3022024811	0			P
047223149				P	047206156				P	3022024815	0			P
047223151				P	047206162				P	3022024816	0			P

Table I-9 HDC Freeway/Expressway/Tollway with High Speed Rail Alternatives -- Potential Property Acquisitions

XpressWest Connection Variation E; XpressWest Connection Main; Palmdale HSR Connection - Option 1

XpressWest Connection Variation E					XpressWest Connection Main					Palmdale HSR Connection - Option 1				
AIN	Address	Street	City	Type of Acquisition	AIN	Address	Street	City	Type of Acquisition	AIN	Address	Street	City	Type of Acquisition
047223166				P	047213103				P	3022024817	0			P
047223172				P	047213104				P	3022024818	0			P
047223173				P	047213105			VICTORVILLE	P	3022024903	0	VAC/VIC SIERRA HWY/RR TRACKS	PALMDALE CA	P
047223175				P	047213106			VICTORVILLE	P	3022024904	0	VAC/SIERRA HWY/VIC RR TRACKS	PALMDALE CA	P
047223176				P	047213113				P	3022025001	0	VAC/COR 5TH STE/AVE O12	PALMDALE CA	P
047227102				P	047213118				P	3022025002	0	VAC/COR 8TH STE/AVE O12	PALMDALE CA	P
047227105				P	047213209				P	3022025003	0	VAC/COR 9TH STE/AVE O12	PALMDALE CA	P
047227105				P	047214106			VICTORVILLE	P	3022025006	0	VAC/8TH STE/VIC AVE O12	PALMDALE CA	P
047227106				P	047214114			VICTORVILLE	P	3022025007	39707	9TH ST E	PALMDALE CA	P
047227107				P	047214116				P	3022025008	0	VAC/10TH STE/VIC AVE O14	PALMDALE CA	P
047227108				P	047214118				P	3022025011	0	VAC/8TH STE/VIC AVE O14	PALMDALE CA	P
047227109				P	047214122				P	3022025012	0	VAC/10TH STE/VIC AVE O14	PALMDALE CA	P
047227113				P	047214135				P	3022025014	0	VAC/COR AVE P/8TH STE	PALMDALE CA	P
047227116				P	047215102				P	3022025015	0	VAC/COR 9TH STE/AVE P	PALMDALE CA	P
					047215177				P	3022025016	0	VAC/COR 10TH STE/AVE P	PALMDALE CA	P
					047222101				P	3022026001	0	VAC/COR 5TH STE/LOCKHEED WAY	PALMDALE CA	P
					047222102				P	3022026005	0	VAC/8TH STE/VIC LOCKHEED WAY	PALMDALE CA	P
					047223124				P	3022026008	0	VAC/5TH STE/VIC LOCKHEED WAY	PALMDALE CA	P
					047223149				P	3022026009	0	VAC/COR 6TH STE/AVE O12	PALMDALE CA	P
					047223151				P	3022026010	0	VAC/COR 8TH STE/AVE O12	PALMDALE CA	P
					047223166				P	3022026013	0	VAC/COR 5TH STE/LOCKHEED WAY	PALMDALE CA	P
					047223172				P	3022027017	0	VAC/AVE O12/VIC 15TH STE	PALMDALE CA	P
					047223173				P	3022027911	0	VAC/COR 10TH STE/AVE P	PALMDALE CA	P
					047223175				P	3022035801	0			P
					047223176				P	3022035900	0			P
					047227102				P	3022035901	0	VAC/VIC AVE N/RAILROAD TRACKS	PALMDALE CA	P
					047227105				P	3022035902	0	VAC/VIC AVE O8/RAILROAD TRACKS	PALMDALE CA	P
					047227105				P					
					047227106				P					
					047227107				P					
					047227108				P					
					047227109				P					
					047227113				P					
					047227116				P					

Appendix J Utility Conflict Matrix

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High Desert Corridor - TO 4

Utility Conflict Matrix - Highway Only Option

Conflict #	Utility Sheet #	Pothole/Manhole No.	Owner	Utility Description	Number of Utility Poles	Conflict Station	Conflict Location	Length (ft)	Affected Alternative	Investigation			Depth to Top	Risk Level	Impact?	Action					Util. Reloc. A- Abandon RB-Reloc. Before RD- Reloc. During P-Protect NC-No Conflict PC-Potential Conflict	Resp. Party U-Utility Co. C- Contractor	Required Completion Date	Comments
										Pothole	Manhole	Overhead	(ft)	High / Low	Y/N	Remove	Relocate	Protect in Place	Potential Conflict	Other				
U-1																								
10	1	N/A	AT&T	Telephone Line (Abandoned)	-	3068+40	Avenue S	420	P	N/A	N/A	NO	3	LOW	Y				X		PC			
11	1	N/A	AT&T	2-Telephone Lines	-	3068+90	Avenue S	970	P	N/A	N/A	NO	8	LOW	N						NC			
12	1	N/A	SC Gas	2-30" HP Gas Line	-	3069+50	Avenue S	920	P	N/A	N/A	NO	N/A	HIGH	N						NC			Pothole required to confirm.
13	1	N/A	AT&T	Telephone Line	-	3120+50	Avenue R	320	P	N/A	N/A	NO	3	LOW	N						NC			
14	1	N/A	AT&T	Telephone Line	-	3155+00	Palmdale Blvd	1500	P	N/A	N/A	NO	3.5	LOW	Y			X			P			
15	1	N/A	AT&T	Telephone Line (Abandoned)	-	3155+00	Palmdale Blvd	955	P	N/A	N/A	NO	3	LOW	Y				X		A			
16	1	N/A	Freedom Communications	Fiber Optic Line	-	3068+80	Avenue S	970	P	N/A	N/A	NO	N/A	LOW	Y			X			P			
17	1	N/A	SC Edison	Overhead Power Line	3	3069+00	Avenue S	640	P	N/A	N/A	YES	N/A	-	Y			X			PC			
18	1	N/A	Palmdale Water District	16" Water Line	-	3069+10	Avenue S	860	P	N/A	N/A	NO	5 ±	-	N						NC			
19	1	N/A	Palmdale Water District	12" Water Line	-	3069+20	Avenue S	860	P	N/A	N/A	NO	N/A	-	N						NC			
20	1	N/A	Palmdale Water District	12" Water Line	-	3119+90	Avenue R	340	P	N/A	N/A	NO	3.5 ±	-	N						NC			
21	1	N/A	SC Edison	Underground Power Line	-	3069+65	Avenue S	385	P	N/A	N/A	NO	N/A	-	N						NC			
22	1	N/A	SC Edison	66 kv and 4 kv Overhead Transmission Line On Same Pole	-	3095+75	Between Avenue S and Palmdale Blvd	230	P	N/A	N/A	YES	N/A	HIGH	Y			X			P			PP located outside of project limits.
23	1	N/A	SC Edison	Underground Power Line	-	3120+60	Avenue R	330	P	N/A	N/A	NO	N/A	-	N						NC			
24	1	N/A	Palmdale Water District	8" Water Line w/ 24" Casing	-	3100+25	Between Avenue S and Avenue E	265	P	N/A	N/A	NO	20 ±	-	N						NC			
25	1	N/A	AT&T	Telephone Line	-	3154+70	Palmdale Blvd	1500	P	N/A	N/A	NO	3	LOW	N						NC			
U-2																								
31	2	N/A	SC Gas	4" Gas Line	-	3239+00	Rancho Vista Blvd	1400	P	N/A	N/A	NO	N/A	LOW	N						NC			
32	2	N/A	City of Palmdale	12" Sewer Line	-	3239+20	Rancho Vista Blvd	1400	P	N/A	N/A	NO	8 ±	-	N						NC			
33	2	N/A	AT&T	Telephone Line	-	3239+70	Rancho Vista Blvd	1400	P	N/A	N/A	NO	N/A	LOW	N						NC			
34	2	N/A	SC Gas	4" Gas Line	-	3255+00	10th and SR-14 (loop on-ramp)	1020	P	N/A	N/A	NO	N/A	LOW	Y				X		PC			
35	2	N/A	Time Warner Cable	Cable Line	-	3256+10	10th and SR-14 (loop on-ramp)	710	P	N/A	N/A	NO	N/A	LOW	Y		X				RD			
36	2	N/A	AT&T	Buried Telephone Line	-	3259+00	10th Street	1380	P	N/A	N/A	NO	4.5	LOW	Y				X		PC			
37	2	N/A	SC Gas	6" HP Gas Line	-	3259+70	10th Street	1380	P	N/A	N/A	NO	N/A	HIGH	Y			X			P			Pothole required for vert. clearance Possible casing necessary
38	2	N/A	AT&T	Buried Telephone Line (Abandoned)	-	3260+10	10th Street	1400	P	N/A	N/A	NO	3	LOW	Y	X					A			
39	2	N/A	SC Gas	8" HP Gas Line	-	3277+80	Avenue O-8	350	P	N/A	N/A	NO	N/A	HIGH	N						NC			
40	2	N/A	AT&T	Buried Telephone Line	-	3292+00	Avenue O -4	280	P	N/A	N/A	NO	3	LOW	N						NC			
41	2	N/A	AT&T	Telephone Line	-	3305+30	Avenue O	320	P	N/A	N/A	NO	3	LOW	N						NC			
42	2	N/A	Level 3 Communications	6-2" HDPE Conduits	-	3305+30	Avenue O	280	P	N/A	N/A	NO	N/A	LOW	N						NC			
43	2	N/A	AT&T	Telephone Line	-	3305+40	Avenue O	50	P	N/A	N/A	NO	3	LOW	N						NC			
44	2	N/A	AT&T	Telephone Line	-	3318+00	Avenue N-12	280	P	N/A	N/A	NO	3	LOW	N						NC			
45	2	N/A	AT&T	Telephone Line	-	3331+90	Avenue N-8	550	P	N/A	N/A	NO	3	LOW	N						NC			
46	2	N/A	Time Warner Cable	Cable Line	-	3332+20	Avenue N-8	320	P	N/A	N/A	NO	N/A	LOW	N						NC			
47	2	N/A	AT&T	Telephone Line	-	3358+30	Avenue N	190	P	N/A	N/A	NO	4	LOW	N						NC			
48	2	N/A	Time Warner Cable	Cable Line	-	3358+90	Avenue N	190	P	N/A	N/A	NO	N/A	LOW	N						NC			
49	2	N/A	West Side Park Mutual Water Company	8" Water Line	-	3305+50	Avenue O	280	P	N/A	N/A	NO	N/A	-	Y			X			P			Pothole required for vert. clearance Possible casing necessary
50	2	N/A	El Dorado Mutual Water Company	8" Water Line	-	3305+20	Avenue O	280	P	N/A	N/A	NO	N/A	-	Y			X			P			Pothole required for vert. clearance Possible casing necessary
51	2	N/A	El Dorado Mutual Water Company	6" Water Line	-	3355+80	Avenue N	190	P	N/A	N/A	NO	N/A	-	Y				X		PC			Pothole required to confirm (horiz).
52	2	N/A	Antelope Valley-East Kern Water Agency	30" Water Line	-	3355+80	Avenue N	190	P	N/A	N/A	NO	5 ±	-	Y				X		PC			Pothole required to confirm (horiz).
53	2	N/A	SC Edison	66 kv and 4 kv Overhead Transmission Line On Same Pole	7	3239+50	Rancho Vista Blvd	1095	P	N/A	N/A	YES	N/A	HIGH	Y				X		PC			Line running underneath SR-14
54	2	N/A	SC Edison	Underground Power Line	-	3235+85 to 3242+00	Along SR-14	615	P	N/A	N/A	NO	N/A	-	N						NC			
55	2	N/A	SC Edison	Underground Power Line	-	3242+45	Rancho Vista Blvd	30	P	N/A	N/A	NO	N/A	-	Y		X				RD			
56	2	N/A	SC Edison	Underground Power Line	-	79+00 to 83+00	10th Street	400	P	N/A	N/A	NO	N/A	-	Y				X		PC			
57	2	N/A	SC Edison	Underground Power Line	-	3260+20	10th Street	1375	P	N/A	N/A	NO	N/A	-	Y		X				RD			
58	2	N/A	SC Edison	66 kv and 4 kv Overhead Transmission Line On Same Pole	6	3260+00	10th Street	1375	P	N/A	N/A	YES	N/A	HIGH	Y		X				RB			
59	2	N/A	SC Edison	Underground Power Line	-	3277+55	Avenue O-8	40	P	N/A	N/A	NO	N/A	-	N						NC			
60	2	N/A	SC Edison	Overhead Power Line	0	3292+33	Avenue O-4	280	P	N/A	N/A	YES	N/A	-	Y				X		PC			PP located outside of RW
61	2	N/A	SC Edison	4 kv Overhead Power Line	6	3359+25	Avenue N	1175	P	N/A	N/A	YES	N/A	HIGH	Y			X			P			
62	2	N/A	LA County Waterworks District	12" Water Line	-	3230+70	Rancho Vista Blvd	725	P	N/A	N/A	NO	N/A	-	N						NC			Pothole required to confirm (horiz).
63	2	N/A	LA County Waterworks District	12" Water Line	-	3239+40	Rancho Vista Blvd	725	P	N/A	N/A	NO	N/A	-	N						NC			Pothole required to confirm (horiz).
64	2	N/A	LA County Waterworks District	12" Water Line Abandoned	-	3239+65	Rancho Vista Blvd	725	P	N/A	N/A	NO	N/A	-	N						NC			Pothole required to confirm (horiz).
65	2	N/A	LA County Waterworks District	3 MG Reservior Tank	-		Between Rancho Vista and Ave O-8		P	N/A	N/A	NO	N/A	-	Y				X		PC			Approx. 20 ft away from proposed RW
66	2	N/A	LA County Waterworks District	24" Water Line	-	3259+70	10th Street	1375	P	N/A	N/A	NO	N/A	-	Y				X		PC			Pothole required for vert. clearance

P - Proposed Alternative
A - Proposed Variation A
B - Proposed Variation B
D - Proposed Variation D
E - Proposed Variation E

Notes:
OH 66kv/4kv assigned to high risk
RD - UG Utilities
RB - OH Utilities

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Conflict #	Utility Sheet #	Pothole/Manhole No.	Owner	Utility Description	Number of Utility Poles	Conflict Station	Conflict Location	Length (ft)	Affected Alternative	Investigation			Depth to Top	Risk Level	Impact?	Action					Util. Reloc. A- Abandon RB-Reloc. Before RD- Reloc. During P-Protect NC-No Conflict PC Potential Conflict	Resp. Party U-Utility Co. C-Contractor	Required Completion Date	Comments
										Pothole	Manhole	Overhead	(ft)	High Low	Y/N	Remove	Relocate	Protect in Place	Potential Conflict	Other			
87	2	N/A	LA County Waterworks District	12" Water Line	-	3259+80	10th Street	1375	P	N/A	N/A	NO	N/A	-	Y				X		PC			Pothole required for vert. clearance
88	2	N/A	LA County Waterworks District	12" Water Line	-	3259+15	10th Street	1375	P	N/A	N/A	NO	N/A	-	Y				X		PC			Pothole required for vert. clearance
89	2	N/A	LA County Waterworks District	12" Water Line	-	3258+95	10th Street	1375	P	N/A	N/A	NO	N/A	-	Y				X		PC			Pothole required for vert. clearance
70	2	N/A	LA County Waterworks District	8" Water Line Abandoned	-	3258+85	10th Street	1075	P	N/A	N/A	NO	N/A	-	Y				X		PC			Pothole required for vert. clearance
71	2	N/A	LA County Waterworks District	12" Water Line	-	3275+60	Avenue Q-8	345	P	N/A	N/A	NO	N/A	-	N						NC			Line running underneath SR-14
72	2	N/A	West Side Park Mutual Water Company	8" Water Line	-	3278+00	Avenue Q-8	250	P	N/A	N/A	NO	N/A	-	N						NC			Line running underneath SR-15
73	2	N/A	AT&T	Telephone Line (Abandoned)	-	356+00	Avenue N	290	P	N/A	N/A	NO	3	LOW	N						NC			
74	2	N/A	SC Edison	Overhead Power Line	2	3332+85	Avenue N-8	320	P	N/A	N/A	YES	N/A	-	Y				X		PC			
U-3																								
90	3	N/A	SC GAS	2" Gas Line	-	3220+00	W Avenue P-4	310	P	N/A	N/A	NO	N/A	LOW	Y				X		PC			Pothole required for vert. clearance
91	3	N/A	City of Palmdale	39" Sewer Line	-	3220+00	W Avenue P-4	280	P	N/A	N/A	NO	10 ±	-	N						NC			Pothole required to confirm (vert)
92	3	N/A	City of Palmdale	33" Sewer Line	-	3203+00	Along west side of SR-14	1660	P	N/A	N/A	NO	5 ±	-	Y				X		PC			Pothole required for vert. clearance
93	3	N/A	SC Edison	Lighting Conduits	10 Light Poles	N/A	Avenue P-8	1800	P	N/A	N/A	NO	N/A	-	Y			X			P			Underneath proposed ramps
94	3	N/A	SC Edison	Lighting Conduits	11 Light Poles	N/A	Avenue P-8	1800	P	N/A	N/A	NO	N/A	-	Y			X			P			Underneath proposed ramps
95	3	N/A	City of Palmdale	33" Sewer Line	-	3202+80	Avenue P-8	1560	P	N/A	N/A	NO	4 ±	-	N						NC			
96	3	N/A	AT&T	Telephone Line	-	3175+50	Avenue Q	300	P	N/A	N/A	NO	3	LOW	N						NC			
97	3	N/A	SC GAS	6" HP Gas Line	-	3175+80	Avenue Q	360	P	N/A	N/A	NO	N/A	HIGH	N						NC			
98	3	N/A	City of Palmdale	10" / 12" Sewer Line	-	3175+80	Avenue Q	360	P	N/A	N/A	NO	7 ±	-	N						NC			
99	3	N/A	Time Warner Cable	Cable Line	-	3176+10	Avenue Q	360	P	N/A	N/A	NO	N/A	LOW	N						NC			
100	3	N/A	City of Palmdale	36" Sewer Line	-	275+70	15th Street	380	P, A	N/A	N/A	NO	N/A	-	Y				X		PC			Pothole required for vert. clearance
101	3	N/A	Palmdale Water District	12" Water Line	-	196+00	Division St	450	P	N/A	N/A	NO	3.5 ±	-	N						NC			
102	3	N/A	SC Edison	4 kv Overhead Power Line	4	196+20	Division St	440	P	N/A	N/A	YES	N/A	-	Y		X				RB			
103	3	N/A	City of Palmdale	15" Sewer Line	-	195+90	Division St	460	P	N/A	N/A	NO	8 ±	-	N						NC			
104	3	N/A	SC Edison	Overhead Power Line	2	208+80	3rd Street	310	P	N/A	N/A	YES	N/A	-	Y		X				RB			
105	3	N/A	Palmdale Water District	12" Water Line	-	209+00	3rd Street	310	P	N/A	N/A	NO	N/A	-	N						NC			
106	3	N/A	City of Palmdale	8" VCP Sewer	-	209+10	3rd Street	310	P	N/A	N/A	NO	9 ±	-	N						NC			
107	3	N/A	SC GAS	4" Gas Line	-	209+10	3rd Street	310	P	N/A	N/A	NO	N/A	LOW	N						NC			
108	3	N/A	SC Edison	Overhead Power Line	3	222+90	Sierra Highway	360	P	N/A	N/A	YES	N/A	-	Y		X				RB			
109	3	N/A	City of Palmdale	42" Sewer Line	-	247+90	East of 10th to 15th Street	2090	P, A	N/A	N/A	NO	9 ±	-	N						NC			Pothole required to confirm (vert)
110	3	N/A	AT&T	Telecommunications Cable Line	-	223+20	Sierra Highway	310	P	N/A	N/A	NO	4.00	-	N						NC			
111	3	N/A	Level 3 Communications	Fiber Optic Line	-	225+50	Sierra Highway	300	P	N/A	N/A	NO	N/A	LOW	N						NC			
112	3	N/A	Sprint	Fiber Optic Line	-	225+90	Sierra Highway	300	P	N/A	N/A	NO	4	LOW	N						NC			
113	3	N/A	Time Warner Cable	Telecommunications Line	-	235+50	8th Street	480	P, A	N/A	N/A	NO	N/A	LOW	N						NC			
114	3	N/A	AT&T	Telecommunications Cable Line	-	235+90	8th Street	480	P, A	N/A	N/A	NO	3.5	LOW	N						NC			
115	3	N/A	SC GAS	2" Gas Line	-	236+20	8th Street	260	P, A	N/A	N/A	NO	N/A	LOW	N						NC			
116	3	N/A	Level 3 Communications	Fiber Optic Line	-	236+20	8th Street	490	P, A	N/A	N/A	NO	N/A	LOW	N						NC			
117	3	N/A	SC Edison	Overhead Power Line	1	236+40	8th Street	180	P, A	N/A	N/A	YES	N/A	-	Y		X				RB			
118	3	N/A	SC Edison	Electroliers	3 Light Poles	240+90	10th Street	280	P, A	N/A	N/A	NO	N/A	-	Y		X				RD			
119	3	N/A	AT&T	Telecommunications Cable Line	-	240+90	10th Street	620	P, A	N/A	N/A	NO	4	LOW	Y		X				RD			
120	3	N/A	SC Edison	Overhead Power Line	6	249+10	10th Street	810	P, A	N/A	N/A	YES	N/A	-	Y		X				RB			
121	3	N/A	SC GAS	10" HP Gas Line	-	249+20	10th Street	850	P, A	N/A	N/A	NO	N/A	HIGH	Y		X				RD			
122	3	N/A	Palmdale Water District	12" Water Line	-	249+20	10th Street	720	P, A	N/A	N/A	NO	N/A	-	Y		X				RD			
123	3	N/A	Palmdale Water District	6" Water Line	-	249+20	10th Street	720	P, A	N/A	N/A	NO	N/A	-	Y		X				RD			
124	3	N/A	SC GAS	4" Gas Line	-	249+30	10th Street	850	P, A	N/A	N/A	NO	N/A	LOW	Y		X				RD			
125	3	N/A	SC Edison	4kv And Communication Overhead Power Line	5	249+70	10th Street	1000	P, A	N/A	N/A	YES	N/A	-	Y		X				RB			
127	3	N/A	City of Palmdale	18" Sewer	-	240+90	East of 10th to 15th Street	1810	P, A	N/A	N/A	NO	7 ±	-	Y				X		PC			Pothole required to confirm (vert).
128	3	N/A	City of Palmdale	18" Sewer	-	276+10	15th Street	200	P, A	N/A	N/A	NO	8 ±	-	Y				X		PC			Pothole required to confirm (vert)
129	3	N/A	Palmdale WaterDistrict	4" / 6" Water Line	-	263+00	Between 12th and 20th Street	4870	P, A	N/A	N/A	NO	N/A	-	Y		X				RD			
130	3	N/A	SC GAS	4" Gas Line	-	275+80	15th Street	380	P, A	N/A	N/A	NO	N/A	LOW	Y				X		PC			Pothole required for vert. clearance
131	3	N/A	Palmdale Water District	12" Water Line	-	276+10	15th Street	320	P, A	N/A	N/A	NO	N/A	-	Y				X		PC			Pothole required for vert. clearance
132	3	N/A	AT&T	Telecommunications Cable Line	-	276+40	15th Street	600	P, A	N/A	N/A	YES	N/A	LOW	Y		X				RB			
133	3	N/A	SC Edison	Overhead Power Line	4	276+40	15th Street	600	P, A	N/A	N/A	YES	N/A	-	Y		X				RB			
134	3	N/A	AT&T	Telecommunications Cable Line	-	287+00	17th Street	390	P, A	N/A	N/A	NO	2.5	LOW	Y				X		PC			Pothole required to confirm (vert) May need to be relocated vertically
135	3	N/A	SC GAS	2" Gas Line	-	289+60	17th Street	400	P, A	N/A	N/A	NO	N/A	LOW	Y				X		PC			Pothole required for vert. clearance
136	3	N/A	Palmdale Water District	12" Water Line	-	290+00	17th Street	520	P, A	N/A	N/A	NO	N/A	-	Y				X		PC			Pothole required for vert. clearance

P - Proposed Alternative
A - Proposed Variation A
B - Proposed Variation B
D - Proposed Variation D
E - Proposed Variation E
Notes:
OH 66kv/4kv assigned to high risk
RD - UG Utilities
RB - OH Utilities

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Conflict #	Utility Sheet #	Pothole/Manhole No.	Owner	Utility Description	Number of Utility Poles	Conflict Station	Conflict Location	Length (ft)	Affected Alternative	Investigation			Depth to Top	Risk Level	Impact?	Action					Util. Reloc. A- Abandon RB-Reloc. Before RD- Reloc. During P-Protect NC-No Conflict PC-Potential Conflict	Resp. Party U- Utility Co. C- Contractor	Required Completion Date	Comments
										Pothole	Manhole	Overhead	(ft)	High Low	Y/N	Remove	Relocate	Protect in Place	Potential Conflict	Other			
137	3	N/A	SC GAS	4" Gas Line	-	302+60	20th Street	680	P, A	N/A	N/A	NO	N/A	LOW	Y		X				RD			
138	3	N/A	AT&T	Telecommunications Cable Line	-	302+80	20th Street	750	P, A	N/A	N/A	NO	3.5	LOW	Y		X				RD			
139	3	N/A	Palmdale Water District	12" Water Line	-	303+10	20th Street	690	P, A	N/A	N/A	NO	N/A	-	Y		X				RD			
140	3	N/A	SC Edison	4 kv Overhead Power Line	5	303+20	20th Street	1580	P, A	N/A	N/A	YES	N/A	-	Y		X				RB			
142	3	N/A	SC GAS	4" Gas Line	-	303+10	20th Street	190	P	N/A	N/A	NO	N/A	LOW	Y		X				RD			
143	3	N/A	SC GAS	4" Gas Line	-	302+60	Avenue P-8	770	P	N/A	N/A	NO	N/A	LOW	Y		X				RD			
144	3	N/A	SC Edison	66 kv and 4 kv Transmission Overhead Power Line	2	3176+30	Avenue Q	360	P	N/A	N/A	YES	N/A	HIGH	Y				X		PC			
145	3	N/A	SC Edison	Underground Communication	-	3176+00	Avenue Q	360	P	N/A	N/A	NO	N/A	-	N						NC			
146	3	N/A	SC Edison	Underground Power Line	-	3189+00	Between Avenue Q and Avenue P-8	115	P	N/A	N/A	NO	N/A	-	N						NC			
147	3	N/A	LA County Waterworks District	12" Water Line	-	177+15	Avenue Q	100	P	N/A	N/A	NO	N/A	-	N						NC			
148	3	N/A	LA County Waterworks District	16" Water Line	-	3202+25	Avenue P-8/Division St	2260	P	N/A	N/A	NO	N/A	-	Y				X		PC			
149	3	N/A	LA County Waterworks District	12" Water Line	-	221+40	Avenue P-4	265	P	N/A	N/A	NO	N/A	-	N						NC			Pothole required for vert. clearance
U-4																								
151	4	N/A	AT&T	Telecommunications Cable Line	-	329+70	25th Street	380	P, A	N/A	N/A	NO	N/A	-	Y				X		PC			Pothole required for vert. clearance
152	4	N/A	Palmdale Water District	12" Water Line	-	330+00	25th Street	380	P, A	N/A	N/A	NO	N/A	-	Y				X		PC			Pothole required for vert. clearance
153	4	N/A	Palmdale Water District	16" Water Line	-	330+30	25th Street	380	P, A	N/A	N/A	NO	N/A	-	Y				X		PC			Pothole required for vert. clearance
154	4	N/A	AT&T	Telecommunications Cable Line	-	356+60	30th Street	630	P, A	N/A	N/A	NO	N/A	-	Y				X		PC			Pothole required for vert. clearance
155	4	N/A	City of Palmdale	15" / 18" Sewer Line (partially abandoned)	-	357+00	30th Street	850	P, A	N/A	N/A	NO	8 ±	-	N						NC			Pothole required to confirm (vert).
156	4	N/A	Palmdale Water District	20" Water Line	-	357+30	30th Street	850	P, A	N/A	N/A	NO	N/A	-	Y				X		PC			Pothole required for vert. clearance
157	4	N/A	SC Edison	Underground Power Line	-	357+60	30th Street	850	P, A	N/A	N/A	NO	N/A	-	Y				X		PC			Pothole required for vert. clearance
158	4	N/A	Palmdale Water District	12" Water Line	-	370+70	Between 30th and 35th Street	470	P, A	N/A	N/A	NO	N/A	-	Y				X		PC			Pothole required for vert. clearance
159	4	N/A	City of Palmdale	15" Sewer Line	-	384+00	35th Street	300	P, A	N/A	N/A	NO	8 ±	-	N						NC			Pothole required to confirm (vert).
160	4	N/A	City of Palmdale	27" Sewer Line	-	384+20	35th Street	300	P, A	N/A	N/A	NO	10 ±	-	N						NC			Pothole required to confirm (vert).
161	4	N/A	SC Gas	3" Gas Line	-	397+60	37th Street	480	P, A	N/A	N/A	NO	N/A	LOW	Y				X		PC			Pothole required for vert. clearance
162	4	N/A	SC Edison	Comm, & 66 kv Overhead Power Line	4	411+10	40th Street	860	P, A	N/A	N/A	YES	N/A	-	Y		X				RB			
163	4	N/A	City of Palmdale	12" Sewer Line	-	437+40	45th Street	300	P, A	N/A	N/A	NO	8 ±	-	N						NC			Pothole required to confirm (vert).
164	4	N/A	SC Edison	4 kv Overhead Power Line	5	410+50	40th Street	650	P, A	N/A	N/A	YES	N/A	-	Y		X				RB			
U-5																								
171	5	N/A	City of Palmdale	15" Sewer Line	-	493+90	56th Street	330	P, A	N/A	N/A	NO	10 ±	-	N						NC			Pothole required to confirm (vert).
U-6																								
181	6	N/A	SC Edison	Communication Overhead Power Line	7	679+10	90th Street	1300	P	N/A	N/A	YES	N/A	-	Y		X				RB			
182	6	N/A	SC Edison	4 kv Overhead Power Line	6	679+70	90th Street	1300	P	N/A	N/A	YES	N/A	-	Y		X				RB			
183	6	N/A	LA County Waterworks District	Water Main	-	679+30	90th Street	1300	P	N/A	N/A	NO			N						NC			Pothole required for vert. clearance
U-7																								
191	7	N/A	City as-builts	Tel Line	-	789+30	110th Street	590	P	N/A	N/A	NO	N/A	-	Y				X		PC			Pothole required for vert. clearance
192	7	N/A	Antelope Valley E Kern County	24" Water Line	-	789+70	110th Street	590	P	N/A	N/A	NO	3 ±	-	Y				X		PC			Pothole required for vert. clearance
193	7	N/A	SC Gas	12" HP Gas Line	-	789+90	110th Street	590	P	N/A	N/A	NO	N/A	HIGH	Y			X			P			Pothole required for vert. clearance
194	7	N/A	SC Edison	66 kv Overhead Power Line	3	790+10	110th Street	590	P	N/A	N/A	YES	N/A	-	Y		X				RB			
195	7	N/A	City as-builts	Tel Line	-	806+00	E Avenue Q	860	P	N/A	N/A	YES	N/A	-	Y		X				RB			
196	7	N/A	SC Edison	Overhead Power Line	4	806+00	E Avenue Q	860	P	N/A	N/A	YES	N/A	-	Y		X				RB			
197	7	N/A	Level 3 Communications	Fiber Optic Line	-	853+70	E Palmdale Ave	1190	P	N/A	N/A	NO	N/A	LOW	Y				X		PC			Pothole required for vert. clearance
198	7	N/A	SC Edison	66 kv Overhead Power Line	5	853+70	E Palmdale Ave	1190	P	N/A	N/A	YES	N/A	-	Y		X				RB			
199	7	N/A	Time Warner	Telecommunications Line	-	854+70	E Palmdale Ave	1190	P	N/A	N/A	NO	N/A	LOW	Y				X		PC			Pothole required for vert. clearance
200	7	N/A	SC Edison	Overhead Power Line	3	859+70	121st Street	520	P	N/A	N/A	YES	N/A	-	Y		X				RB			
201	7	N/A	SC Edison	12 kv Overhead Power Line	2	789+20	110th Street	590	P	N/A	N/A	YES	N/A	-	Y		X				RB			
U-9																								
226	9	N/A	SC Edison	Overhead Power Line	2	1100+00	165th Street	500	P	N/A	N/A	YES	N/A	–	Y		X				RB			
227	9	N/A	SC Edison	Overhead Power Line	6	1125+40	170th Street	1540	P	N/A	N/A	YES	N/A	–	Y		X				RB			
228	9	N/A	SC Edison	Overhead Power Line	6	1131+50	171st Street	1520	P	N/A	N/A	YES	N/A	–	Y		X				RB			
U-10																								
241	10	N/A	SC Edison	Overhead Power Line	1	1215+00	187th Street	500	P, D	N/A	N/A	YES	N/A	–	Y		X				RB			PP within R/W; outside of work
243	10	N/A	SC Edison	Overhead Power Line	2	1284+60	200th Street	500	P	N/A	N/A	YES	N/A	–	Y		X				RB			PPs within R/W; outside of work

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Notes:
OH 66kv/4kv assigned to high risk
RD - UG Utilities
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Conflict #	Utility Sheet #	Pothole/Manhole No.	Owner	Utility Description	Number of Utility Poles	Conflict Station	Conflict Location	Length (ft)	Affected Alternative	Investigation			Depth to Top (ft)	Risk Level High Low	Impact? Y/N	Action					Util. Reloc. A- Abandon RB-Reloc. Before RD- Reloc. During P-Protect NC-No Conflict PC Potential Conflict	Resp. Party U- Utility Co. C- Contractor	Required Completion Date	Comments
										Pothole	Manhole	Overhead				Remove	Relocate	Protect in Place	Potential Conflict	Other			
244	10	N/A	SC Edison	Overhead Power Line	8	1306+70	E Avenue Q-12	1820	P	N/A	N/A	YES	N/A	–	Y		X				RB			2 PPs need relocation
245	10	N/A	SC Edison	Overhead Power Line	3	1311+30	East of 205th St	380	P	N/A	N/A	YES	N/A	–	Y		X				RB			1 PP needs relocation
246	10	N/A	SC Edison	Overhead Power Line	0	1315+10	205th Street	140	P	N/A	N/A	YES	N/A	–	Y		X				RB			
U-11																								
251	11	N/A	SC Edison	Overhead Power Line	8	1336+60	West of Largo Vista Rd (210th St)	1870	D	N/A	N/A	YES	N/A	–	Y		X				RB			
252	11	N/A	SC Edison	Overhead Power Line	4	1340+30	Largo Vista Rd (210th St)	1040	D	N/A	N/A	YES	N/A	–	Y		X				RB			
253	11	N/A	SC Edison	Overhead Power Line	2	1353+10	215th Street	270	D	N/A	N/A	YES	N/A	–	Y		X				RB			
254	11	N/A	SC Edison	Overhead Power Line	3	1365+10	Between 215th and 217th Street	500	D	N/A	N/A	YES	N/A	–	Y		X				RB			
255	11	N/A	SC Edison	Overhead Power Line	7	1385+00	Between 217th and 230th Street	2770	D	N/A	N/A	YES	N/A	–	Y		X				RB			
256	11	N/A	SC Edison	Overhead Power Line	1	1400+40	220th Street	230	P, D	N/A	N/A	YES	N/A	–	Y		X				RB			
257	11	N/A	SC Edison	Overhead Power Line	1	1444+80	230th Street	650	P, D	N/A	N/A	YES	N/A	–	Y		X				RB			
U-12																								
261	12	N/A	SC Edison	Overhead Power Line	17	1502+00	240th Street	1540	P	N/A	N/A	YES	N/A	-	Y		X				RB			
262	12	N/A	SC Edison	Overhead Power Line	1	1502+00	240th Street	90	P	N/A	N/A	YES	N/A	-	Y		X				RB			
U-13																								
511	13	N/A	Verizon	Telecommunications Line	-	1769+00	Silver Lake Road	500	P	N/A	N/A	NO	N/A	-	Y				X		PC			Pothole required for vert. clearance
U-14																								
271	14	N/A	SC GAS	30" HP Gas Line	-	1880+60	Rancho Rd	1070	B	N/A	N/A	NO	N/A	HIGH	N						NC			Pothole required to confirm (vert).
272	14	N/A	SC GAS	3" Gas Line	-	1886+40	Sheet Creek Rd	1500	B	N/A	N/A	NO	N/A	LOW	Y				X		PC			Pothole required for vert. clearance
512	14	N/A	Verizon	Overhead Line	-	1876+00	Sheet Creek Rd	8292	B	N/A	N/A	YES	N/A	LOW	Y		X				RB			
						00+00																		
U-16																								
301	16	N/A	Mojave Water Agency	48" Water Line	-	2199+60	Richardson Road	500	P	N/A	N/A	NO	3	–	Y				X		PC			Pothole required to confirm (vert).
U-17																								
311	17	N/A	SC Gas	30" HP Gas Line	-	2252+50	Koala Road	1300	P	N/A	N/A	NO	N/A	HIGH	Y			X			P			Pothole required for vert. clearance
312	17	N/A	City of Adelanto	8" PVC Water Line	-	2265+90	Muskrat Ave	70	P	N/A	N/A	NO	4	–	N						NC			
313	17	N/A	DWP	Overhead Power Line	1 Tower	2275+10	Between Muskrat and Racoon Ave	880	P	N/A	N/A	YES	N/A	HIGH	Y		X				RB			1 Tower located within project
314	17	N/A	City of Adelanto	18" Water Line	-	2279+40	Racoon Ave	500	P	N/A	N/A	NO	4	–	Y				X		PC			Pothole required for vert. clearance
315	17	N/A	Southwest Gas	Distribution Gas Line	-	227955+10	Racoon Ave	500	P	N/A	N/A	NO	N/A	LOW	Y				X		PC			Pothole required for vert. clearance
316	17	N/A	City of Adelanto	12" PVC Sewer	-	2279+60	Racoon Ave	500	P	N/A	N/A	NO	10	–	N						NC			Pothole required to confirm (vert).
317	17	N/A	SC Edison	Overhead Power Line	2	2279+90	Racoon Ave	400	P	N/A	N/A	YES	N/A	–	Y		X				RB			
318	17	N/A	Continental Tele Co.	Telecommunications Line	-	2305+80	Aster Road	630	P, E	N/A	N/A	NO	N/A	LOW	Y				X		PC			Pothole required to confirm (vert).
319	17	N/A	City of Adelanto	12" PVC Sewer	-	2306+30	Aster Road	640	P, E	N/A	N/A	NO	9	–	N						NC			Pothole required to confirm (vert).
U-18																								
331	18	N/A	Southwest Gas	Distribution Gas Line	-	815+30	Bellflower Street	500	P, E	N/A	N/A	NO	N/A	LOW	Y		X				RD			
332	18	N/A	SC Edison	Overhead Power Line	8	843+70	HWY 395	1300	P, E	N/A	N/A	YES	–	–	Y		X				RB			
333	18	N/A	SC Edison	Overhead Power Line	3	868+30	Adelanto Road	430	P, E	N/A	N/A	YES	–	–	Y		X				RB			
334	18	N/A	N/A (per City of Adelanto as-builts)	2" Gas Line	-	868+40	Adelanto Road	430	P, E	N/A	N/A	NO	3'-1"	LOW	Y		X				RD			
335	18	N/A	Time Warner Telecom	Telecommunications Duct Bank	-	868+40	Adelanto Road	380	P	N/A	N/A	NO	N/A	LOW	Y		X				RD			
336	18	N/A	City of Adelanto	8" Water Line	-	868+40	Adelanto Road	410	P, E	N/A	N/A	NO	1'	–	Y		X				RD			
337	18	N/A	Level 3 Communications	Fiber Optic Cable Line	-	868+40	Adelanto Road	430	P, E	N/A	N/A	YES	–	–	Y		X				RB			
338	18	N/A	Kinder Morgan	14" High Pressure Petrolium Pipe	-	868+50	Adelanto Road	430	P, E	N/A	N/A	NO	5.3	HIGH	Y		X				RD			
339	18	N/A	Kinder Morgan	8" High Pressure Petrolium Pipe	-	868+60	Adelanto Road	430	P, E	N/A	N/A	NO	5.9	HIGH	Y		X				RD			
340	18	N/A	Southwest Gas	2" Distribution Gas Line	-	868+70	Adelanto Road	410	P, E	N/A	N/A	NO	3.0	LOW	Y		X				RD			
341	18	N/A	Southwest Gas	14" High Pressure Gas Line	-	868+80	Adelanto Road	410	P, E	N/A	N/A	NO	4.0	HIGH	Y		X				RD			
342	18	N/A	DWP	Overhead Power Line	1 Tower	2445+65	Between Adelanto Rd and Phantom West	820	E	N/A	N/A	YES	–	–	Y		X				RB			1 Tower located within R/W
343	18	N/A	DWP	Overhead Power Line	1 Tower	2450+30	Between Adelanto Rd and Phantom West	830	E	N/A	N/A	YES	–	–	Y		X				RB			1 Tower located within R/W
344	18	N/A	DWP	Overhead Power Line	1 Tower	2455+00	Between Adelanto Rd and Phantom West	820	E	N/A	N/A	YES	–	–	Y		X				RB			1 Tower located within R/W
345	18	N/A	Southern California Gas	30" Gas Line	-	2475+00	Between Adelanto Rd and Phantom West	1370	E	N/A	N/A	NO	N/A	HIGH	Y			X			P			Pothole required for vert. clearance
346	18	N/A	Southern California Gas	Gas Line	-	2503+50	Phantom West	1280	E	N/A	N/A	NO	N/A	N/A	Y		X				RD			
347	18	N/A	N/A (per City of Adelanto as-builts)	Overhead Telecommunications Line	-	928+00	Air Expressway	3250	P	N/A	N/A	YES	–	–	Y		X				RB			
348	18	N/A	Time Warner	4-1" Telecommunications Innerducts	-	928+10	Air Expressway	3240	P	N/A	N/A	NO	N/A	LOW	Y				X		PC			Pothole required for vert. clearance
349	18	N/A	City of Adelanto	24" Water Line	-	928+20	Air Expressway	3230	P	N/A	N/A	NO	3.5' MIN	–	Y		X				RD			
350	18	N/A	Kinder Morgan	6-4" High Pressure Petrolium Pipe	-	928+60	Air Expressway	2600	P	N/A	N/A	NO	N/A	HIGH	Y		X				RD			

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Conflict #	Utility Sheet #	Pothole/Manhole No.	Owner	Utility Description	Number of Utility Poles	Conflict Station	Conflict Location	Length (ft)	Affected Alternative	Investigation			Depth to Top	Risk Level	Impact*	Action					Util. Reloc. A- Abandon RB-Reloc. Before RD- Reloc. During P-Protect NC-No Conflict PC Potential Conflict	Resp. Party U-Utility Co. C-Contractor	Required Completion Date	Comments
										Pothole	Manhole	Overhead	(ft)	High Low	Y/N	Remove	Relocate	Protect in Place	Potential Conflict	Other			
351	18	N/A	City of Adelanto	12" Water Line	-	930+40	Air Expressway	3020	P	N/A	N/A	NO	N/A	–	Y		X				RD			
352	18	N/A	Kinder Morgan	6" High Pressure Petrolium Pipe	-	930+40	Air Expressway	2360	P	N/A	N/A	NO	N/A	HIGH	Y		X				RD			
353	18	N/A	N/A (per City of Adelanto as-builts)	Telecommunications Duct Bank	-	930+90	Air Expressway	2980	P	N/A	N/A	NO	N/A	LOW	Y		X				RD			
354	18	N/A	City of Adelanto	18" Water Line	-	933+80	Air Expressway	2700	P	N/A	N/A	NO	N/A	–	Y		X				RD			
355	18	N/A	N/A (per City of Adelanto as-builts)	24" Gas Line	-	942+70	Phantom West and Air Expressway	2040	P	N/A	N/A	NO	3	HIGH	Y		X				RD			
356	18	N/A	City of Adelanto	18" Water Line	-	942+90	Phantom West and Air Expressway	2140	P	N/A	N/A	NO	N/A	–	Y		X				RD			
357	18	N/A	Calnev	6" Oil Line	-	943+10	Phantom West	640	P	N/A	N/A	NO	4	HIGH	Y		X				RD			
358	18	N/A	Calnev	4" Oil Line	-	943+40	Phantom West	650	P	N/A	N/A	NO	N/A	LOW	Y		X				RD			
359	18	N/A	SC Edison	Lighting Conduit	3 Light Poles	942+60	Phantom West and Air Expressway	980	P	N/A	N/A	NO	N/A	LOW	Y		X				RD			
360	18	N/A	SC Edison	Overhead Power Line	3	843+20	HWY 395	1300	P	N/A	N/A	YES	N/A	–	Y		X				RB			
361	18	N/A	City of Adelanto	18" Sewer Line	-	855+00	Pearmain Street	805	P	N/A	N/A	NO	8	–	Y		X				RD			
362	18	N/A	Booz/Allen/Hamilton	Monitoring Well	-	933+00	Air Expressway	-	P	N/A	N/A	NO	N/A	–	Y		X				RD			Within R/W; outside of project limits
513	18	N/A	Verizon	Overhead Line	-	2374+00	Bellflower Street	520	E	N/A	N/A	YES	N/A	–	Y		X				RB			
514	18	N/A	Verizon	Overhead Line	-	844+00	HWY 395	1330	P	N/A	N/A	YES	N/A	–	Y		X				RB			
515	18	N/A	Verizon	Overhead Line	-	2430+00	Adelanto Road	450	E	N/A	N/A	YES	N/A	–	Y		X				RB			
516	18	N/A	Verizon	Overhead Line	-	932+00	Air Expressway Blvd and Phantom West	2100	P	N/A	N/A	YES	N/A	–	Y		X				RB			
522	18	N/A	Sprint	Fiber Optic Cable Line	-	960+00	Adelanto Road	460	P, E	N/A	N/A	NO	N/A	–	Y		X				RD			
523	18	N/A	City of Adelanto	Sewer Line	-	2400+20	Jonathan Road	610	E	N/A	N/A	NO	N/A	–	Y		X				RD			
524	18	N/A	City of Adelanto	Sewer Line	-	2420+00	Between Highway 395 and Adelanto Road	1350	P, E	N/A	N/A	NO	N/A	–	Y		X				RD			
U-19																								
371	19	N/A	N/A (per City of Adelanto as-builts)	24" Gas Line	-	960+00	Air Expess Way and Weapons Movement Rd	350	P	N/A	N/A	NO	N/A	HIGH	N						NC			Within R/W; outside of project limits
372	19	N/A	City of Adelanto	18" Water line	-	960+00	Air Express Way	410	P	N/A	N/A	NO	N/A	–	N						NC			Within R/W; outside of project limits
373	19	N/A	N/A (per City of Adelanto as-builts)	Overhead Telecommunicatron Line	-	960+00	Air Express Way	2220	P	N/A	N/A	NO	N/A	LOW	Y		X				RD			
374	19	N/A	City of Adelanto	12" Water Line	-	960+00	Air Express Way	2240	P	N/A	N/A	NO	N/A	–	Y		X				RD			
375	19	N/A	City of Adelanto	24" Water Line	-	960+00	Air Express Way	2270	P	N/A	N/A	NO	3.5" MIN	–	Y		X				RD			
376	19	N/A	Time Warner	4-1" telecommunications innerducs	-	960+00	Air Express Way	3130	P	N/A	N/A	NO	N/A	LOW	Y		X				RD			
377	19	N/A	N/A (per City of Adelanto as-builts)	Overhead Telecommunication Line	-	960+00	Air Express Way	2270	P	N/A	N/A	NO	N/A	LOW	Y		X				RD			
378	19	N/A	City of Adelanto	10" Water Line	-	963+20	Air Express Way	410	P	N/A	N/A	NO	N/A	LOW	Y		X				RD			
379	19	N/A	SC Edison	Overhead Power Line	3	963+90	Air Express Way and Turner Rd	5130	P	N/A	N/A	YES	–	–	Y		X				RB			
380	19	N/A	SC Edison	Overhead Power Line	1	963+90	Air Express Way and Weapons Movement Rd	300	P	N/A	N/A	YES	–	–	Y		X				RB			
381	19	N/A	City of Adelanto	14" Water Line	-	964+30	Air Express Way	1690	P	N/A	N/A	NO	N/A	–	Y		X				RD			
382	19	N/A	City of Adelanto	Water Line	-	964+70	Air Express Way	1660	P	N/A	N/A	NO	N/A	–	Y		X				RD			
383	19	N/A	City of Adelanto	3" Water Line	-	964+70	Air Express Way	420	P	N/A	N/A	NO	2.5'	–	Y		X				RD			
384	19	N/A	N/A (per City of Adelanto as-builts)	2" Gas Line	-	971+00	Air Express Way	1080	P	N/A	N/A	NO	approx. 2.5'	LOW	Y		X				RD			
385	19	N/A	Victorville Water	16" Water Line	-	976+80	Air Express Way and Nevada Ave	150	P	N/A	N/A	NO	N/A	–	Y		X				RD			
386	19	N/A	City Of Victorville	18" Sewer Line	-	977+00	Air Express Way and Nevada Ave	300	P	N/A	N/A	NO	9'	–	Y		X				RD			
388	19	N/A	Victorville Water	12" Water Line	-	977+20	Air Express Way and Nevada Ave	150	P	N/A	N/A	NO	approx. 8'	–	Y		X				RD			
389	19	N/A	City Of Victorville	6" Sewer Line	-	978+70	Air Express Way and Nevada Ave	330	P	N/A	N/A	NO	N/A	–	Y		X				RD			
390	19	N/A	Southwest Gas	High Pressure Gas Pipe	-	990+40	Air Express Way, George Blvd, and Turner Rd	2640	P	N/A	N/A	NO	N/A	HIGH	Y		X				RD			
391	19	N/A	SC Edison	Overhead Power Line	17	1015+00	West of Phantom East	2450	P	N/A	N/A	YES	–	–	Y		X				RB			
392	19	N/A	SC Edison	Overhead Power Line	8	1016+70	Phantom East	2240	P	N/A	N/A	YES	–	–	Y		X				RB			
393	19	N/A	City Of Victorville	18" Sewer Line	-	1028+70	Phantom East	820	P	N/A	N/A	NO	4'	–	Y			X			P			Pothole required for vert. clearance
394	19	N/A	City Of Victorville	27" Sewer Line	-	1052+00	East of Phantom East	360	P	N/A	N/A	NO	4' MIN	–	Y			X			P			Pothole required to confirm (vert).
395	19	N/A	City Of Victorville	18" Sewer Line	-	1083+10	Air ExpressWay and Gas Line Rd	310	P, E	N/A	N/A	NO	N/A	–	Y				X		PC			Pothole required for vert. clearance
396	19	N/A	Southwest Gas	High Pressure Gas Pipe	-	1083+10	Air Express Way and Gas Line Rd	310	P, E	N/A	N/A	NO	N/A	HIGH	Y				X		PC			Pothole required for vert. clearance
397	19	N/A	N/A (per City of Victorville as-builts)	10" Gas Line	-	1083+20	Air Express Way and Gas Line Rd	310	P, E	N/A	N/A	NO	N/A	HIGH	Y				X		PC			Pothole required for vert. clearance
398	19	N/A	SC Edison	Overhead Power Line	3	1095+90	Air Express Way	690	P, E	N/A	N/A	YES	–	–	Y		X				RB			
399	19	N/A	DWP	Overhead Power Line	1	1038+50	East of Phantom East	560	P	N/A	N/A	YES	–	HIGH	Y		X				RB			
400	19	N/A	City Of Victorville	8" Water Line	-	1096+60	Air Express Way	890	P, E	N/A	N/A	NO	N/A	–	Y		X				RD			
401	19	N/A	City Of Victorville	27" Sewer Line	-	2604+10	East of El Evado Rd	410	P	N/A	N/A	NO	4' MIN	–	Y				X		PC			Pothole required to confirm (vert).
402	19	N/A	DWP	Overhead Power Line	-	2632+70	East of El Evado Rd	640	E	N/A	N/A	YES	–	HIGH	Y		X				RB			Survey needed
403	19	N/A	DWP	Overhead Power Line	-	2625+80	East of El Evado Rd	690	E	N/A	N/A	YES	–	HIGH	Y		X				RB			Survey needed
404	19	N/A	Southern California Gas	30" Gas Line	-	2582+90	Rancho Rd	820	E	N/A	N/A	NO	N/A	HIGH	Y			X			P			Pothole required for vert. clearance
405	19	N/A	City of Victorville	18" Sewer line	-	1016+70	Phantom East	1700	P, E	N/A	N/A	NO	4'	–	Y				X		PC			Pothole required for vert. clearance
406	19	N/A	Booz/Allen/Hamilton	Monitoring Well	-	966+40	Air Express Way	-	P	N/A	N/A	NO	N/A	–	Y		X				RD			
407	19	N/A	Booz/Allen/Hamilton	Monitoring Well	-	987+50	Air Express Way	-	P	N/A	N/A	NO	N/A	–	Y		X				RD			
408	19	N/A	Booz/Allen/Hamilton	Monitoring Well	-	1002+10	Air Express Way	-	P	N/A	N/A	NO	N/A	–	Y		X				RD			Within R/W; Outside of project limits
409	19	N/A	SC Edison	Power Line	3	1111+00	Phantom East	2240	P	N/A	N/A	YES	N/A	LOW	Y		X				RB			

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										Pothole	Manhole	Overhead	(ft)	High Low	Y/N	Remove	Relocate	Protect in Place	Potential Conflict	Other				
517	19	N/A	Verizon	Telecommunications Line	-	990+00 to 1030+00	Phantom East	7703	E	N/A	N/A	YES	N/A	LOW	Y		X				RB			
518	19	N/A	Verizon	Telecommunications Line	-	1030+00	Phantom East	2729	E	N/A	N/A	YES	N/A	LOW	Y		X				RB			
U-20																								
411	20	N/A	SC Edison	Overhead Power Line	6	1109+80	West of National Trails Hwy	790	P, E	N/A	N/A	YES	–	–	Y		X				RB			
412	20	N/A	City of Victorville	6" AC Water Line	-	1115+50	West of National Trails Hwy	670	P, E	N/A	N/A	NO	N/A	–	Y		X				RD			
413	20	N/A	City of Victorville	2-14" DIP Sewer Line	-	1108+30	West of National Trails Hwy	780	P, E	N/A	N/A	NO	N/A	–	Y		X				RD			
414	20	N/A	Southwest Gas	High Pressure Gas Pipe	-	1117+20	National Trails Hwy	670	E	N/A	N/A	NO	N/A	HIGH	Y		X				RD			
415	20	N/A	City of Victorville	12" AC Water Line	-	1117+20	National Trails Hwy	630	E	N/A	N/A	NO	N/A	–	Y		X				RD			
416	20	N/A	DWP	Overhead Power Line	1 Tower	1138+25	Between National Trails Hwy and Mining RailRoad	980	P, E	N/A	N/A	YES	–	–	Y		X				RB			1 Tower located within R/W
417	20	N/A	DWP	Overhead Power Line	1 Tower	1144+50	Between National Trails Hwy and Mining RailRoad	1150	P, E	N/A	N/A	YES	–	–	Y		X				RB			1 Tower located within R/W
418	20	N/A	DWP	Overhead Power Line	1 Tower	1151+00	Between National Trails Hwy and Mining RailRoad	1110	P, E	N/A	N/A	YES	–	–	Y		X				RB			1 Tower located within R/W
419	20	N/A	SC Edison	Overhead Power Line	1	1170+00	Between National Trails Hwy and Mining RailRoad	330	P	N/A	N/A	YES	–	–	Y		X				RB			
420	20	N/A	Level 3 communications	Fiber Optic Line	-	1210+50	Mining RailRoad	410	P	N/A	N/A	NO	N/A	LOW	Y		X				RD			
421	20	N/A	SC Edison	Overhead Power Line	2	1210+75	Mining RailRoad	120	P	N/A	N/A	YES	–	–	Y		X				RB			
422	20	N/A	SC Edison	Overhead Power Line	2	1222+90	East of Mining RailRoad	310	P	N/A	N/A	YES	–	–	Y		X				RB			
423	20	N/A	Victor Valley wastewater Reclamation Authority	24" Sewer Line	-	1245+80	Stoddard Wells Rd	590	P	N/A	N/A	NO	7'	–	Y				X		PC			Pothole required to confirm (vert)
424	20	N/A	Southern California Gas	30" Gas Line	-	1215+00	East of Mining RailRoad	1120	P	N/A	N/A	NO	N/A	HIGH	Y				X		PC			Pothole required to confirm (vert)
519	20	N/A	Verizon	Telecommunications Line	-	1109+80	East of National Trails Hwy	650	P, E	N/A	N/A	YES	N/A	–	Y		X				RB			
U-21																								
431	21	N/A	Southwest Gas	2" Gas Line	-	167+50	D Street	170	P	N/A	N/A	NO	N/A	LOW	Y				X		PC			Pothole required for vert. clearance
432	21	N/A	Southwest Gas	4" Gas Line	-	169+10	D Street	890	P	N/A	N/A	NO	N/A	LOW	Y				X		PC			Pothole required for vert. clearance
433	21	N/A	City of Victorville	10"/12" Sewer Line	-	206+10	Stoddard Wells Rd	980	P	N/A	N/A	NO	7'	-	Y				X		PC			Pothole required to confirm (vert)
434	21	N/A	Southwest Gas	4" Gas Line	-	210+50	Stoddard Wells Rd	880	P	N/A	N/A	NO	N/A	LOW	Y				X		PC			Pothole required for vert. clearance
435	21	N/A	SC Edison	Overhead Power Line	29	210+00	East side of I-15 and Falchion Rd	11500	P	N/A	N/A	YES	-	-	Y		X				RB			
500	21	N/A	SC Edison	Overhead Power Line	-	165+80	D Street	970	P	N/A	N/A	YES	-	-	Y		X				RB			
501	21	N/A	SC Edison	Underground Power Line	-	160+10	D Street	350	P	N/A	N/A	NO	N/A	LOW	Y				X		PC			Pothole required for vert. clearance
502	21	N/A	SC Edison	Overhead Power Line	3	169+50	D Street	820	P	N/A	N/A	YES	-	-	Y		X				RB			
503	21	N/A	SC Edison	Underground Power Line	-	166+00	D Street	20	P	N/A	N/A	NO	N/A	-	Y				X		PC			Pothole required for vert. clearance
504	21	N/A	SC Edison	Overhead Power Line	3	216+30	Stoddard Wells Rd	255	P	N/A	N/A	YES	-	-	Y		X				RB			
505	21	N/A	SC Edison	Overhead Power Line	3	223+00	Stoddard Wells Rd	390	P	N/A	N/A	YES	-	-	N						NC			
520	21	N/A	Verizon	Overhead Line	-	215+00 to 280+00	Stoddard Wells Rd	6394	P	N/A	N/A	YES	-	-	Y		X				RB			
U-22																								
435	22	N/A	Victor Valley wastewater Reclamation Authority	24" Sewer line	-	1240+00	Stoddard Wells Rd	420	P	N/A	N/A	NO	10'	-	N						NC			Pothole required to confirm (vert)
436	22	N/A	AT&T	Telecommunications Duct Bank	-	1266+25	East of I-15	3410	P	N/A	N/A	NO	3' min	LOW	N						NC			Pothole required to confirm (vert)
437	22	N/A	SC Edison	Overhead Power Line	14	"I-15" 290+00	I-15 and Falchion Rd	1200	P	N/A	N/A	YES	-	-	Y		X				RB			
521	22	N/A	Verizon	Overhead Line	-	290+00	I-15 and Falchion Rd	1200	P	N/A	N/A	YES	-	-	Y		X				RB			
U-23																								
441	23	N/A	Verizon	Fiber Optic Line	-	1470+00	Dale Evans Parkway	2110	P	N/A	N/A	NO	N/A	LOW	Y				X		PC			Pothole required for vert. clearance
442	23	N/A	SC Edison	Overhead Power Line	3	1477+00	Between Dale Evans Parkway and Comanche Rd	670	P	N/A	N/A	YES	-	-	Y		X				RB			
443	23	N/A	Apple Valley County Water District	12" Water line	-	1477+40	Between Dale Evans Parkway and Comanche Rd	650	P	N/A	N/A	NO	4' min	-	Y				X		PC			Pothole required for vert. clearance
444	23	N/A	Town Of Apple Valley	12" Sewer Line	-	1480+90	Between Dale Evans Parkway and Comanche Rd	540	P	N/A	N/A	NO	10'	-	N						NC			Pothole required to confirm (vert)
445	23	N/A	Apple Valley County Water District	14" Water Line	-	1481+00	Comanche Rd	530	P	N/A	N/A	NO	3' min	-	Y				X		PC			Pothole required to confirm (vert)
446	23	N/A	SC Edison	Overhead Power Line	6	1503+00	Between Comanche Rd and Ramona Rd	990	P	N/A	N/A	YES	-	-	Y				X		PC			Pothole required to confirm (vert)
447	23	N/A	SouthWest Gas	High Pressure Gas Line	-	1510+25	Ramona Rd	520	P	N/A	N/A	NO	N/A	HIGH	N						NC			Pothole required to confirm (vert)
448	23	N/A	SC Edison	Overhead Power Line	3	1528+80	Carmel Ln	510	P	N/A	N/A	YES	-	-	Y				X		PC			Pothole required to confirm (vert)
449	23	N/A	Charter Communications	Overhead Fiber Optic Line	-	1528+80	Carmel Ln	500	P	N/A	N/A	YES	-	-	Y				X		PC			Pothole required to confirm (vert)
U-24																								
452	24	N/A	SC Edison	Overhead Power Line	7	1544+25	Waalew Rd	980		N/A	N/A	YES	-	-	Y				X		PC			Pothole required to confirm (vert)
453	24	N/A	SouthWest Gas	High Pressure Gas Line	-	1546+10	Waalew Rd	1940		N/A	N/A	NO	N/A	HIGH	Y				X		PC			Pothole required to confirm (vert)
454	24	N/A	SC Edison	Overhead Power Line	3	1570+25	Between Waalew Rd and Cahuilla Rd	390		N/A	N/A	YES	-	-	Y				X		PC			Pothole required to confirm (vert)
455	24	N/A	SouthWest Gas	High Pressure Gas Line	-	1603+25	Central Rd	2330		N/A	N/A	NO	N/A	HIGH	N						NC			Pothole required for vert. clearance
456	24	N/A	Sunesys	Fiber Optic Line (OH & UG)	-	1609+10	Cahuilla Rd	1310		N/A	N/A	BOTH	2.5'	LOW	Y		X				RB			135' UG
457	24	N/A	SC Edison	Overhead Power Line	5	1609+10	Cahuilla Rd	1310		N/A	N/A	YES	-	-	Y		X				RB			
458	24	N/A	SC Edison	Overhead Power Line	5	1666+60	Joshua Rd	1390		N/A	N/A	YES	-	-	Y		X				RB			

P - Proposed Alternative
A - Proposed Variation A
B - Proposed Variation B
D - Proposed Variation D
E - Proposed Variation E
Notes:
OH 66kv/4kv assigned to high risk
RD - UG Utilities
RB - OH Utilities

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Conflict #	Utility Sheet #	Pothole/Manhole No.	Owner	Utility Description	Number of Utility Poles	Conflict Station	Conflict Location	Length (ft)	Affected Alternative	Investigation			Depth to Top	Risk Level	Impact*	Action					Util. Reloc. A- Abandon RB-Reloc. Before RD- Reloc. During P-Protect NC-No Conflict PC Potential Conflict	Resp. Party U- Utility Co. C- Contractor	Required Completion Date	Comments
										Pothole	Manhole	Overhead	(ft)	High Low	Y/N	Remove	Relocate	Protect in Place	Potential Conflict	Other			
459	24	N/A	SC Edison	Overhead Power Line	3	81+50	Joshua Rd	2700		N/A	N/A	YES	-	-	Y		X				RB			
460	24	N/A	SC Edison	Overhead Power Line	15	1662+50	Joshua Rd	980		N/A	N/A	YES	-	-	Y		X				RB			
462	24	N/A	SC Edison	Overhead Power Line	4	1604+00	Central Rd	850		N/A	N/A	YES	-	-	Y		X				RB			
U-25																								
471	25	N/A	SC Edison	Overhead Power Line	3	1698+50	Shirwaun Rd	880		N/A	N/A	YES	-	-	Y		X				RB			
472	25	N/A	SC Edison	Underground Power Line (12kV)	-	1702+80	Shirwaun Rd	140		N/A	N/A	NO	N/A	HIGH	N						NC			Within RW; Outside of project limits
473	25	N/A	SC Edison	Overhead Power Line	6	1730+50	Standing Rock Rd	2280		N/A	N/A	YES	-	-	Y		X				RB			
474	25	N/A	SC Edison	Overhead Power Line	1	1783+90	Between Standing Rock Ave and Yucca Loma Rd	300		N/A	N/A	YES	-	-	Y		X				RB			
475	25	N/A	SC Edison	Overhead Power Line	2	1809+30	Yucca Loma Rd	210		N/A	N/A	YES	-	-	Y		X				RB			
476	25	N/A	SC Edison	Overhead Power Line	1	1809+30	Yucca Loma Rd	190		N/A	N/A	YES	-	-	N						NC			
477	25	N/A	SC Edison	Overhead Power Line	18	1808+70	Yucca Loma Rd	2900		N/A	N/A	YES	-	-	Y		X				RB			
U-26																								
491	26	N/A	SC Edison	Overhead Power Line	1	1836+00	Ottawa Rd	310		N/A	N/A	YES	-	-	Y			X			P			Pothole required for vert. clearance
492	26	N/A	SC Edison	Overhead Power Line	4	1851+50	Between Ottawa Rd and Nisqually Rd	1070		N/A	N/A	YES	-	-	Y		X				RB			
493	26	N/A	South West Gas	High Pressure Gas Pipe	-	1864+25	Nisqually Rd	980		N/A	N/A	NO	N/A	HIGH	N						NC			
494	26	N/A	SC Edison	Overhead Power Line	6	1898+00	Between Nisqually Rd and Bear Valley Rd	80		N/A	N/A	YES	-	-	Y		X				RB			Conflict along frontage road.
495	26	N/A	SC Edison	Overhead Power Line	8	1938+30	Bear Valley Rd	1090		N/A	N/A	YES	-	-	Y		X				RB			

P - Proposed Alternative
A - Proposed Variation A
B - Proposed Variation B
D - Proposed Variation D
E - Proposed Variation E
Notes:
OH 66kv/4kv assigned to high risk
RD - UG Utilities
RB - OH Utilities

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High Desert Corridor - TO 4

Utility Conflict Matrix - Highway and Rail Option

Conflict #	Utility Sheet #	Pothole/ Manhole No.	Owner	Utility Description	Number of Utility Poles	Conflict Station	Conflict Location	Length (ft) (within proposed right-of-way limits)	Affected Alternative	Investigation			Depth to Top	Risk Level	Impact?	Action					Util. Reloc. A- Abandon RB-Reloc. Before RD- Reloc. During P-Protect NC-No Conflict PC-Potential Conflict	Resp. Party U-Utility Co. C- Contractor	Required Completion Date	Comments
										Pothole	Manhole	Overhead	(ft)	High Low	Y/N	Remove	Relocate	Protect in Place	Potential Conflict	Other			
U-1R																							
10	1R	N/A		Telephone Line (Abandoned)	-	3068+40	Avenue S	420	P	N/A	N/A	NO	3	LOW	Y				X		PC			
11	1R	N/A	AT&T	2-Telephone Lines	-	3068+90	Avenue S	970	P	N/A	N/A	NO	8	LOW	N						NC			
12	1R	N/A	SC Gas	2-30" HP Gas Line	-	3069+50	Avenue S	920	P	N/A	N/A	NO	N/A	HIGH	N						NC			Pothole required to confirm.
13	1R	N/A	AT&T	Telephone Line	-	3120+50	Avenue R	320	P	N/A	N/A	NO	3	LOW	N						NC			
14	1R	N/A	AT&T	Telephone Line	-	3155+00	Palmdale Blvd	1500	P	N/A	N/A	NO	3.5	LOW	Y			X			P			
15	1R	N/A	AT&T	Telephone Line (Abandoned)	-	3155+00	Palmdale Blvd	955	P	N/A	N/A	NO	3	LOW	Y				X		A			
16	1R	N/A	Freedom Communications	Fiber Optic Line	-	3068+80	Avenue S	970	P	N/A	N/A	NO	N/A	LOW	Y			X			P			
17	1R	N/A	SC Edison	Overhead Power Line	3	3069+80	Avenue S	840	P	N/A	N/A	YES	N/A	-	Y			X			PC			
18	1R	N/A	Palmdale Water District	16" Water Line	-	3069+10	Avenue S	860	P	N/A	N/A	NO	5 ±	-	N						NC			
19	1R	N/A	Palmdale Water District	12" Water Line	-	3069+20	Avenue S	860	P	N/A	N/A	NO	N/A	-	N						NC			
20	1R	N/A	Palmdale Water District	12" Water Line	-	3119+90	Avenue R	340	P	N/A	N/A	NO	3.5 ±	-	N						NC			
21	1R	N/A	SC Edison	Underground Power Line	-	3069+65	Avenue S	385	P	N/A	N/A	NO	N/A	-	N						NC			
22	1R	N/A	SC Edison	66 kv and 4 kv Overhead Transmission Line On Same Pole	-	3095+75	Between Avenue S and Palmdale Blvd	230	P	N/A	N/A	YES	N/A	HIGH	Y			X			P			PP located outside of project limits.
23	1R	N/A	SC Edison	Underground Power Line	-	3120+60	Avenue R	330	P	N/A	N/A	NO	N/A	-	N						NC			
24	1R	N/A	Palmdale Water District	8" Water Line w/ 24" Casing	-	3100+25	Between Avenue S and Avenue E	265	P	N/A	N/A	NO	20 ±	-	N						NC			
25	1R	N/A	AT&T	Telephone Line	-	3154+70	Palmdale Blvd	1500	P	N/A	N/A	NO	3	LOW	N						NC			
U-2R																							
31	2R	N/A	SC Gas	4" Gas Line	-	3239+00	Rancho Vista Blvd	1400	P	N/A	N/A	NO	N/A	LOW	N						NC			
32	2R	N/A	City of Palmdale	12" Sewer Line	-	3239+20	Rancho Vista Blvd	1400	P	N/A	N/A	NO	8 ±	-	N						NC			
33	2R	N/A	AT&T	Telephone Line	-	3239+70	Rancho Vista Blvd	1400	P	N/A	N/A	NO	N/A	LOW	N						NC			
34	2R	N/A	SC Gas	4" Gas Line	-	3255+80	10th and SR-14 (loop on-ramp)	1020	P	N/A	N/A	NO	N/A	LOW	Y				X		PC			
35	2R	N/A	Time Warner Cable	Cable Line	-	3256+10	10th and SR-14 (loop on-ramp)	710	P	N/A	N/A	NO	N/A	LOW	Y		X				RD			
36	2R	N/A	AT&T	Buried Telephone Line	-	3259+00	10th Street	1380	P	N/A	N/A	NO	4.5	LOW	Y				X		PC			
37	2R	N/A	SC Gas	6" HP Gas Line	-	3259+70	10th Street	1380	P	N/A	N/A	NO	N/A	HIGH	Y			X			P			Pothole required for vert. clearance Possible casing necessary
38	2R	N/A	AT&T	Buried Telephone Line (Abandoned)	-	3260+10	10th Street	1400	P	N/A	N/A	NO	3	LOW	Y	X					A			
39	2R	N/A	SC Gas	8" HP Gas Line	-	3277+80	Avenue O-8	350	P	N/A	N/A	NO	N/A	HIGH	N						NC			
40	2R	N/A	AT&T	Buried Telephone Line	-	3292+00	Avenue O-4	280	P	N/A	N/A	NO	3	LOW	N						NC			
41	2R	N/A	AT&T	Telephone Line	-	3305+30	Avenue O	320	P	N/A	N/A	NO	3	LOW	N						NC			
42	2R	N/A	Level 3 Communications	6-2" HDPE Conduits	-	3305+30	Avenue O	280	P	N/A	N/A	NO	N/A	LOW	N						NC			
43	2R	N/A	AT&T	Telephone Line	-	3305+40	Avenue O	50	P	N/A	N/A	NO	3	LOW	N						NC			
44	2R	N/A	AT&T	Telephone Line	-	3318+80	Avenue N-12	280	P	N/A	N/A	NO	3	LOW	N						NC			
45	2R	N/A	AT&T	Telephone Line	-	3331+90	Avenue N-8	550	P	N/A	N/A	NO	3	LOW	N						NC			
46	2R	N/A	Time Warner Cable	Cable Line	-	3332+20	Avenue N-8	320	P	N/A	N/A	NO	N/A	LOW	N						NC			
47	2R	N/A	AT&T	Telephone Line	-	3358+30	Avenue N	190	P	N/A	N/A	NO	4	LOW	N						NC			
48	2R	N/A	Time Warner Cable	Cable Line	-	3358+90	Avenue N	190	P	N/A	N/A	NO	N/A	LOW	N						NC			
49	2R	N/A	West Side Park Mutual Water Company	8" Water Line	-	3305+50	Avenue O	280	P	N/A	N/A	NO	N/A	-	Y			X			P			Pothole required for vert. clearance Possible casing necessary
50	2R	N/A	El Dorado Mutual Water Company	8" Water Line	-	3305+20	Avenue O	280	P	N/A	N/A	NO	N/A	-	Y			X			P			Pothole required for vert. clearance Possible casing necessary
51	2R	N/A	El Dorado Mutual Water Company	6" Water Line	-	3355+80	Avenue N	190	P	N/A	N/A	NO	N/A	-	Y				X		PC			Pothole required to confirm (horiz).
52	2R	N/A	Antelope Valley-East Kern Water Agency	30" Water Line	-	3355+80	Avenue N	190	P	N/A	N/A	NO	5 ±	-	Y				X		PC			Pothole required to confirm (horiz).
53	2R	N/A	SC Edison	66 kv and 4 kv Overhead Transmission Line On Same Pole	7	3238+50	Rancho Vista Blvd	1095	P	N/A	N/A	YES	N/A	HIGH	Y				X		PC			Line running underneath SR-14
54	2R	N/A	SC Edison	Underground Power Line	-	3235+85 to 3242+00	Along SR-14	615	P	N/A	N/A	NO	N/A	-	N						NC			
55	2R	N/A	SC Edison	Underground Power Line	-	3242+45	Rancho Vista Blvd	30	P	N/A	N/A	NO	N/A	-	Y		X				RD			
56	2R	N/A	SC Edison	Underground Power Line	-	79+00 to 83+00	10th Street	400	P	N/A	N/A	NO	N/A	-	Y				X		PC			
57	2R	N/A	SC Edison	Underground Power Line	-	3260+20	10th Street	1375	P	N/A	N/A	NO	N/A	-	Y		X				RD			
58	2R	N/A	SC Edison	66 kv and 4 kv Overhead Transmission Line On Same Pole	6	3260+00	10th Street	1375	P	N/A	N/A	YES	N/A	HIGH	Y		X				RB			
59	2R	N/A	SC Edison	Underground Power Line	-	3277+55	Avenue O-8	40	P	N/A	N/A	NO	N/A	-	N						NC			
60	2R	N/A	SC Edison	Overhead Power Line	0	3292+33	Avenue O-4	280	P	N/A	N/A	YES	N/A	-	Y				X		PC			PP located outside of RW
61	2R	N/A	SC Edison	4 kv Overhead Power Line	6	3359+25	Avenue N	1175	P	N/A	N/A	YES	N/A	HIGH	Y			X			P			
62	2R	N/A	LA County Waterworks District	12" Water Line	-	3238+70	Rancho Vista Blvd	725	P	N/A	N/A	NO	N/A	-	N						NC			Pothole required to confirm (horiz).

P -Proposed Alternative
A -Variation A
B -Variation B
D -Variation D
E -Variation E
R -High Speed Rail (HSR)
R1-HSR Alt 1
R7-HSR Alt 7

Notes:
OH 66kv/4kv assigned to high risk
RD -For UG Utilities
RB -For OH Utilities

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Conflict #	Utility Sheet #	Pothole/ Manhole No.	Owner	Utility Description	Number of Utility Poles	Conflict Station	Conflict Location	Length (ft) (within proposed right-of-way limits)	Affected Alternative	Investigation			Depth to Top	Risk Level	Impact?	Action					Util. Reloc. A- Abandon RB-Reloc. Before RD- Reloc. During P-Protect NC-No Conflict PC-Potential Conflict	Resp. Party U-Utility Co. C-Contractor	Required Completion Date	Comments
										Pothole	Manhole	Overhead	(ft)	High Low	Y/N	Remove	Relocate	Protect in Place	Potential Conflict	Other			
63	2R	N/A	LA County Waterworks District	12" Water Line	-	3239+40	Rancho Vista Blvd	725	P	N/A	N/A	NO	N/A	-	N						NC			
64	2R	N/A	LA County Waterworks District	12" Water Line Abandoned	-	3239+65	Rancho Vista Blvd	725	P	N/A	N/A	NO	N/A	-	N						NC			
65	2R	N/A	LA County Waterworks District	3 MG Reservior Tank	-	-	Between Rancho Vista and Ave O-8		P	N/A	N/A	NO	N/A	-	Y				X		PC			Approx. 20 ft away from proposed RW
66	2R	N/A	LA County Waterworks District	24" Water Line	-	3259+70	10th Street	1375	P	N/A	N/A	NO	N/A	-	Y				X		PC			Pothole required for vert. clearance
67	2R	N/A	LA County Waterworks District	12" Water Line	-	3259+80	10th Street	1375	P	N/A	N/A	NO	N/A	-	Y				X		PC			Pothole required for vert. clearance
68	2R	N/A	LA County Waterworks District	12" Water Line	-	3259+15	10th Street	1375	P	N/A	N/A	NO	N/A	-	Y				X		PC			Pothole required for vert. clearance
69	2R	N/A	LA County Waterworks District	12" Water Line	-	3258+95	10th Street	1375	P	N/A	N/A	NO	N/A	-	Y				X		PC			Pothole required for vert. clearance
70	2R	N/A	LA County Waterworks District	8" Water Line Abandoned	-	3258+85	10th Street	1075	P	N/A	N/A	NO	N/A	-	Y				X		PC			Pothole required for vert. clearance
71	2R	N/A	LA County Waterworks District	12" Water Line	-	3275+60	Avenue O-8	345	P	N/A	N/A	NO	N/A	-	N						NC			Line running underneath SR-14
72	2R	N/A	West Side Park Mutual Water Company	8" Water Line	-	3278+00	Avenue O-8	250	P	N/A	N/A	NO	N/A	-	N						NC			Line running underneath SR-15
73	2R	N/A	AT&T	Telephone Line (Abandoned)	-	356+00	Avenue N	290	P	N/A	N/A	NO	3	LOW	N						NC			
74	2R	N/A	SC Edison	Overhead Power Line	2	3332+35	Avenue N-8	320	P	N/A	N/A	YES	N/A	-	Y				X		PC			
U-3R																								
90	3R	N/A	SC GAS	2" Gas Line	-	3220+00	W Avenue P-4	310	P	N/A	N/A	NO	N/A	LOW	Y				X		PC			Pothole required for vert. clearance
91	3R	N/A	City of Palmdale	39" Sewer Line	-	3220+00	W Avenue P-4	280	P	N/A	N/A	NO	10 ±	-	N						NC			Pothole required to confirm (vert)
92	3R	N/A	City of Palmdale	33" Sewer Line	-	3203+00	Along west side of SR-14	1660	P	N/A	N/A	NO	5 ±	-	Y				X		PC			Pothole required for vert. clearance
93	3R	N/A	SC Edison	Lighting Conduits	10 Light Poles	N/A	Avenue P-8	1800	P	N/A	N/A	NO	N/A	-	Y			X			P			Underneath proposed ramps
94	3R	N/A	SC Edison	Lighting Conduits	11 Light Poles	N/A	Avenue P-8	1800	P	N/A	N/A	NO	N/A	-	Y			X			P			Underneath proposed ramps
95	3R	N/A	City of Palmdale	33" Sewer Line	-	3202+60	Avenue P-8	1560	P	N/A	N/A	NO	4 ±	-	N						NC			
96	3R	N/A	AT&T	Telephone Line	-	3175+50	Avenue Q	300	P	N/A	N/A	NO	3	LOW	N						NC			
97	3R	N/A	SC GAS	6" HP Gas Line	-	3175+80	Avenue Q	360	P	N/A	N/A	NO	N/A	HIGH	N						NC			
98	3R	N/A	City of Palmdale	10" / 12" Sewer Line	-	3175+80	Avenue Q	360	P	N/A	N/A	NO	7 ±	-	N						NC			
99	3R	N/A	Time Warner Cable	Cable Line	-	3176+10	Avenue Q	360	P	N/A	N/A	NO	N/A	LOW	N						NC			
100	3R	N/A	City of Palmdale	36" Sewer Line	-	276+20	15th Street	520	P	N/A	N/A	NO	N/A	-	Y		X				RD			
101	3R	N/A	Palmdale Water District	12" Water Line	-	196+00	Division St	275	P	N/A	N/A	NO	3.5 ±	-	N						NC			
102	3R	N/A	SC Edison	4 kv Overhead Power Line	4	196+20	Division St	270	P	N/A	N/A	YES	N/A	-	Y		X				RB			
103	3R	N/A	City of Palmdale	15" Sewer Line	-	195+80	Division St	280	P	N/A	N/A	NO	8 ±	-	N						NC			
104	3R	N/A	SC Edison	Overhead Power Line	2	208+80	3rd Street	310	P	N/A	N/A	YES	N/A	-	Y		X				RB			
105	3R	N/A	Palmdale Water District	12" Water Line	-	209+00	3rd Street	310	P	N/A	N/A	NO	N/A	-	N						NC			
106	3R	N/A	City of Palmdale	8" VCP Sewer	-	209+10	3rd Street	310	P	N/A	N/A	NO	9 ±	-	N						NC			
107	3R	N/A	SC GAS	4" Gas Line	-	209+10	3rd Street	310	P	N/A	N/A	NO	N/A	LOW	N						NC			
108	3R	N/A	SC Edison	Overhead Power Line	3	222+90	Sierra Highway	360	P	N/A	N/A	YES	N/A	-	Y		X				RB			
109	3R	N/A	City of Palmdale	42" Sewer Line	-	247+90	East of 10th to 15th Street	2030	P	N/A	N/A	NO	9 ±	-	Y		X				RD			
110	3R	N/A	AT&T	Telecommunications Cable Line	-	223+20	Sierra Highway	310	P	N/A	N/A	NO	4.00	-	N						NC			
111	3R	N/A	Level 3 Communications	Fiber Optic Line	-	225+50	Sierra Highway	300	P	N/A	N/A	NO	N/A	LOW	N						NC			
112	3R	N/A	Sprint	Fiber Optic Line	-	225+90	Sierra Highway	300	P	N/A	N/A	NO	4	LOW	N						NC			
113	3R	N/A	Time Warner Cable	Telecommunications Line	-	235+50	9th Street	245	P	N/A	N/A	NO	N/A	LOW	N						NC			
114	3R	N/A	AT&T	Telecommunications Cable Line	-	235+90	8th Street	245	P	N/A	N/A	NO	3.5	LOW	N						NC			
115	3R	N/A	SC GAS	2" Gas Line	-	236+20	8th Street	130	P	N/A	N/A	NO	N/A	LOW	N						NC			
116	3R	N/A	Level 3 Communications	Fiber Optic Line	-	236+20	8th Street	245	P	N/A	N/A	NO	N/A	LOW	N						NC			
117	3R	N/A	SC Edison	Overhead Power Line	1	236+40	8th Street	50	P	N/A	N/A	YES	N/A	-	Y		X				RB			
118	3R	N/A	SC Edison	Electroliers	2 Light Poles	248+90	10th Street	135	P	N/A	N/A	NO	N/A	-	Y		X				RD			
119	3R	N/A	AT&T	Telecommunications Cable Line	-	248+90	10th Street	270	P	N/A	N/A	NO	4	LOW	Y		X				RD			
120	3R	N/A	SC Edison	Overhead Power Line	3	249+10	10th Street	535	P	N/A	N/A	YES	N/A	-	Y		X				RB			
121	3R	N/A	SC GAS	10" HP Gas Line	-	249+20	10th Street	270	P	N/A	N/A	NO	N/A	HIGH	Y		X				RD			
122	3R	N/A	Palmdale Water District	12" Water Line	-	249+20	10th Street	300	P	N/A	N/A	NO	N/A	-	Y		X				RD			
123	3R	N/A	Palmdale Water District	6" Water Line	-	249+20	10th Street	270	P	N/A	N/A	NO	N/A	-	Y		X				RD			
124	3R	N/A	SC GAS	4" Gas Line	-	249+30	10th Street	270	P	N/A	N/A	NO	N/A	LOW	Y		X				RD			
125	3R	N/A	SC Edison	4kv And Communication Overhead Power Line	7	249+70	Between 10th and 15th Street	1070	P	N/A	N/A	YES	N/A	-	Y		X				RB			
127	3R	N/A	City of Palmdale	18" Sewer	-	248+90	East of 10th to 15th Street	2000	P	N/A	N/A	NO	7 ±	-	Y		X				RD			
128	3R	N/A	City of Palmdale	18" Sewer	-	276+10	15th Street	300	P	N/A	N/A	NO	8 ±	-	Y		X				RD			
129	3R	N/A	Palmdale WaterDistrict	4" / 9" Water Line	-	263+00	Between 12th and 20th Street	4750	P	N/A	N/A	NO	N/A	-	Y		X				RD			
130	3R	N/A	SC GAS	4" Gas Line	-	275+80	15th Street	430	P	N/A	N/A	NO	N/A	LOW	Y				X		PC			Pothole required for vert. clearance

P -Proposed Alternative
A -Variation A
B -Variation B
D -Variation D
E -Variation E
R -High Speed Rail (HSR)
R1-HSR Alt 1
R7-HSR Alt 7
Notes:
OH 66kv/4kv assigned to high risk
RD -For UG Utilities
RB -For OH Utilities

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Conflict #	Utility Sheet #	Pothole/ Manhole No.	Owner	Utility Description	Number of Utility Poles	Conflict Station	Conflict Location	Length (ft) (within proposed right-of-way limits)	Affected Alternative	Investigation			Depth to Top	Risk Level	Impact?	Action					Util. Reloc. A- Abandon RB-Reloc. Before RD- Reloc. During P-Protect NC-No Conflict PC-Potential Conflict	Resp. Party U-Utility Co. C-Contractor	Required Completion Date	Comments
										Pothole	Manhole	Overhead	(ft)	High Low	Y/N	Remove	Relocate	Protect in Place	Potential Conflict	Other			
131	3R	N/A	Palmdale Water District	12" Water Line	-	276+10	15th Street	380	P	N/A	N/A	NO	N/A	-	Y				X		PC			Pothole required for vert. clearance
132	3R	N/A	AT&T	Telecommunications Cable Line	-	276+40	15th Street	535	P	N/A	N/A	YES	N/A	LOW	Y		X				RB			
133	3R	N/A	SC Edison	Overhead Power Line	4	276+40	15th Street	535	P	N/A	N/A	YES	N/A	-	Y		X				RB			
134	3R	N/A	AT&T	Telecommunications Cable Line	-	287+00	17th Street	650	P	N/A	N/A	NO	2.5	LOW	Y				X		PC			Pothole required to confirm (vert) May need to be relocated vertically
135	3R	N/A	SC GAS	2" Gas Line	-	289+80	17th Street	620	P	N/A	N/A	NO	N/A	LOW	Y				X		PC			Pothole required for vert. clearance
136	3R	N/A	Palmdale Water District	12" Water Line	-	290+00	17th Street	450	P	N/A	N/A	NO	N/A	-	Y				X		PC			Pothole required for vert. clearance
137	3R	N/A	SC GAS	4" Gas Line	-	302+60	20th Street	1025	P	N/A	N/A	NO	N/A	LOW	Y		X				RD			
138	3R	N/A	AT&T	Telecommunications Cable Line	-	302+80	20th Street	1090	P	N/A	N/A	NO	3.5	LOW	Y		X				RD			
139	3R	N/A	Palmdale Water District	12" Water Line	-	303+10	20th Street	1035	P	N/A	N/A	NO	N/A	-	Y		X				RD			
140	3R	N/A	SC Edison	4 kv Overhead Power Line	5	303+20	20th Street	2240	P	N/A	N/A	YES	N/A	-	Y		X				RB			
142	3R	N/A	SC GAS	4" Gas Line	-	303+10	20th Street	520	P	N/A	N/A	NO	N/A	LOW	Y		X				RD			
143	3R	N/A	SC GAS	4" Gas Line	-	302+60	Avenue P-8	765	P	N/A	N/A	NO	N/A	LOW	Y		X				RD			
144	3R	N/A	SC Edison	66 kv and 4 kv Transmission Overhead Power Line	2	3176+30	Avenue Q	360	P	N/A	N/A	YES	N/A	HIGH	Y				X		PC			
145	3R	N/A	SC Edison	Underground Communication	-	3176+00	Avenue Q	360	P	N/A	N/A	NO	N/A	-	N						NC			
146	3R	N/A	SC Edison	Underground Power Line	-	3189+00	Between Avenue Q and Avenue P-8	115	P	N/A	N/A	NO	N/A	-	N						NC			
147	3R	N/A	LA County Waterworks District	12" Water Line	-	177+15	Avenue Q	100	P	N/A	N/A	NO	N/A	-	N						NC			
148	3R	N/A	LA County Waterworks District	16" Water Line	-	3202+25	Avenue P-8/Division St	2260	P	N/A	N/A	NO	N/A	-	Y				X		PC			
149	3R	N/A	LA County Waterworks District	12" Water Line	-	221+40	Avenue P-4	265	P	N/A	N/A	NO	N/A	-	N						NC			Pothole required for vert. clearance
U-3R-ALT1																								
540	3R1	N/A	City of Palmdale	12" Sewer Line	-	113+70	Avenue Q	130	R1	N/A	N/A	NO	N/A	-	Y				X		PC			
541	3R1	N/A	Sprint	Fiber Optic Line	-	114+60	Avenue Q	50	R1	N/A	N/A	NO	N/A	-	Y				X		PC			
542	3R1	N/A	MCI	Telecommunications Line	-	110+00	Sierra Highway	3900	R1	N/A	N/A	NO	N/A	-	Y		X				RD			
543	3R1	N/A	MCI	Telecommunications Line	-	110+00	Sierra Highway	3900	R1	N/A	N/A	NO	N/A	-	Y		X				RD			
544	3R1	N/A	Sprint	Fiber Optic Line	-	110+00	Sierra Highway	3900	R1	N/A	N/A	NO	N/A	-	Y		X				RD			
545	3R1	N/A	City of Palmdale	8" Water Line (Abandoned)	-	122+20	Sierra Highway	1420	R1	N/A	N/A	NO	N/A	-	Y		X				RD			
546	3R1	N/A	SCE	Overhead Power Line	3	132+20	Sierra Highway	200	R1	N/A	N/A	YES	N/A	-	Y		X				RB			
547	3R1	N/A	City of Palmdale	18" Sewer Line	-	140+40	Avenue P-8	155	R1	N/A	N/A	NO	N/A	-	Y		X				RD			
548	3R1	N/A	City of Palmdale	42" Sewer Line	-	140+60	Avenue P-8	155	R1	N/A	N/A	NO	N/A	-	Y		X				RD			
549	3R1	N/A	Time Warner	Telecommunications Line	-	155+50	North of Avenue P-4	480	R1	N/A	N/A	NO	N/A	-	Y		X				RD			
550	3R1	N/A	Time Warner	Telecommunications Line	-	168+40	8th Street	520	R1	N/A	N/A	NO	N/A	-	Y		X				RD			
551	3R1	N/A	Level 3 Communications	Fiber Optic Line	-	168+40	8th Street	520	R1	N/A	N/A	NO	N/A	-	Y		X				RD			
552	3R1	N/A	Level 3 Communications	Telecommunications Line	-	187+00	Avenue P	1480	R1	N/A	N/A	NO	N/A	-	Y		X				RD			
553	3R1	N/A	SCE	Overhead Power Line	3	187+00	Avenue P	1480	R1	N/A	N/A	YES	N/A	-	Y		X				RB			
554	3R1	N/A	SCE	Overhead Power Line	2	196+50	Avenue P	220	R1	N/A	N/A	YES	N/A	-	Y		X				RB			
555	3R1	N/A	Time Warner	Telecommunications Line	-	200+00	North of Avenue P-4	590	R1	N/A	N/A	NO	N/A	-	Y		X				RD			
556	3R1	N/A	SCE	Overhead Power Line	2	210+50	15th Street	320	R1	N/A	N/A	YES	N/A	-	Y		X				RB			
557	3R1	N/A	City of Palmdale	18" Sewer Line	-	210+50	15th Street	320	R1	N/A	N/A	NO	N/A	-	Y		X				RD			
558	3R1	N/A	SCE	Overhead Power Line	2	210+50	15th Street	320	R1	N/A	N/A	YES	N/A	-	Y		X				RB			
559	3R1	N/A	Palmdale Water	12" Water Line	-	101+60	Avenue P-8	700	R1	N/A	N/A	NO	N/A	-	Y		X				RD			
560	3R1	N/A	SCG	4" Gas Line	-	10155+50	20th Street	925	R1	N/A	N/A	NO	N/A	-	Y		X				RD			
561	3R1	N/A	AT&T	Telecommunications Line	-	10155+50	20th Street	200	R1	N/A	N/A	NO	N/A	-	Y		X				RD			
562	3R1	N/A	Palmdale Water	12" Water Line	-	10155+50	20th Street	100	R1	N/A	N/A	NO	N/A	-	Y		X				RD			
563	3R1	N/A	SCE	Overhead Power Line	4	10155+50	20th Street	920	R1	N/A	N/A	YES	N/A	-	Y		X				RB			
564	3R1	N/A	City of Palmdale	18" Sewer Line	-	168+40	8th Street	160	R1	N/A	N/A	NO	N/A	-	Y		X				RD			
565	3R1	N/A	Palmdale Water	12" Sewer Line	-	168+00	8th Street	125	R1	N/A	N/A	NO	N/A	-	Y		X				RD			
566	3R1	N/A	SCE	Lighting Conduits	-	168+00	8th Street	125	R1	N/A	N/A	NO	N/A	-	Y		X				RD			
567	3R1	N/A	City of Palmdale	15" Sewer Line	-	175+00	Avenue P	1290	R1	N/A	N/A	NO	N/A	-	Y		X				RD			
568	3R1	N/A	Palmdale Water	14" Water Line	-	173+70	Avenue P	1560	R1	N/A	N/A	NO	N/A	-	Y		X				RD			
569	3R1	N/A	Palmdale Water	8" Water Line	-	10119+90	East Avenue P-4	270	R1	N/A	N/A	NO	N/A	-	Y		X				RD			
570	3R1	N/A	Palmdale Water	12" Water Line	-	10146+60	17th Street	300	R1	N/A	N/A	NO	N/A	-	Y		X				RD			
U-3R-ALT7																								
580	3R7	N/A	City of Palmdale	12" Sewer Line	-	10005+60	Avenue Q	120	R7	N/A	N/A	NO	N/A	-	Y				X		PC			
581	3R7	N/A	Sprint	Fiber Optic Line	-	10006+00	Avenue Q	35	R7	N/A	N/A	NO	N/A	-	Y				X		PC			
582	3R7	N/A	MCI	Telecommunications Line	-	10000+00	Sierra Highway	3900	R7	N/A	N/A	NO	N/A	-	Y		X				RD			

P -Proposed Alternative
A -Variation A
B -Variation B
D -Variation D
E -Variation E
R -High Speed Rail (HSR)
R1-HSR Alt 1
R7-HSR Alt 7

Notes:
OH 66kv/4kv assigned to high risk
RD -For UG Utilities
RB -For OH Utilities

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Conflict #	Utility Sheet #	Pothole/ Manhole No.	Owner	Utility Description	Number of Utility Poles	Conflict Station	Conflict Location	Length (ft) (within proposed right-of-way limits)	Affected Alternative	Investigation			Depth to Top (ft)	Risk Level High Low	Impact? Y/N	Action					Util. Reloc. A- Abandon RB-Reloc. Before RD- Reloc. During P-Protect NC-No Conflict PC-Potential Conflict	Resp. Party U-Utility Co. C-Contractor	Required Completion Date	Comments
										Pothole	Manhole	Overhead				Remove	Relocate	Protect in Place	Potential Conflict	Other				
583	3R7	N/A	MCI	Telecommunications Line	-	10000+00	Sierra Highway	3900	R7	N/A	N/A	NO	N/A	-	Y		X				RD			
584	3R7	N/A	Sprint	Fiber Optic Line	-	10000+00	Sierra Highway	3900	R7	N/A	N/A	NO	N/A	-	Y		X				RD			
585	3R7	N/A	City of Palmdale	8" Water Line (Abandoned)	-	10014+10	Sierra Highway	1420	R7	N/A	N/A	NO	N/A	-	Y		X				RD			
586	3R7	N/A	SCE	Overhead Power Line	3	10024+40	Sierra Highway	200	R7	N/A	N/A	YES	N/A	-	Y		X				RB			
587	3R7	N/A	Time Warner	Telecommunications Line	-	10049+00	North of Avenue P-4	130	R7	N/A	N/A	NO	N/A	-	Y		X				RD			
588	3R7	N/A	Time Warner	Telecommunications Line	-	194+30	8th Street	90	R7	N/A	N/A	NO	N/A	-	N						NC			
589	3R7	N/A	Level 3 Communications	Fiber Optic Line	-	10059+40	Avenue P	135	R7	N/A	N/A	NO	N/A	-	Y		X				RD			
590	3R7	N/A	SCE	Overhead Power Line	-	10059+90	Avenue P	135	R7	N/A	N/A	YES	N/A	-	Y		X				RB			
591	3R7	N/A	Time Warner	Telecommunications Line	-	10059+90	Avenue P	135	R7	N/A	N/A	NO	N/A	-	Y		X				RD			
592	3R7	N/A	Level 3 Communications	Fiber Optic Line	-	194+30	8th Street	90	R7	N/A	N/A	NO	N/A	-	N						NC			
593	3R7	N/A	City of Palmdale	15" Sewer Line	-	194+30	8th Street	90	R7	N/A	N/A	NO	N/A	-	N						NC			
594	3R7	N/A	SCE	Overhead Power Line	1	205+00	North of Avenue P-4	40	R7	N/A	N/A	YES	N/A	-	N						NC			
595	3R7	N/A	SCE	Overhead Power Line	1	204+00	North of Avenue P-4	75	R7	N/A	N/A	YES	N/A	-	N						NC			
596	3R7	N/A	SCE	Overhead Power Line	-	212+40	10th Street	60	R7	N/A	N/A	YES	N/A	-	Y		X				RB			
597	3R7	N/A	AT&T	Telecommunications Line	-	212+40	10th Street	60	R7	N/A	N/A	NO	N/A	-	Y				X		PC			
598	3R7	N/A	City of Palmdale	24" Sewer Line	-	10143+40	Rancho Vista Blvd	40	R7	N/A	N/A	NO	N/A	-	N						NC			
599	3R7	N/A	Time Warner	Telecommunications Line	-	10164+20	North of Avenue P-4	65	R7	N/A	N/A	NO	N/A	-	N						NC			
600	3R7	N/A	SCE	Overhead Power Line	1	241+50	15th Street	30	R7	N/A	N/A	YES	N/A	-	Y				X		PC			
601	3R7	N/A	City of Palmdale	18" Sewer Line	-	241+50	15th Street	30	R7	N/A	N/A	NO	N/A	-	N						NC			
602	3R7	N/A	SCE	Overhead Power Line	-	241+30	15th Street	30	R7	N/A	N/A	YES	N/A	-	Y				X		PC			
603	3R7	N/A	AT&T	Telecommunications Line	-	241+90	15th Street	30	R7	N/A	N/A	NO	N/A	-	N						NC			
604	3R7	N/A	Palmdale Water District	12" Water Line	-	241+90	15th Street	30	R7	N/A	N/A	NO	N/A	-	N						NC			
605	3R7	N/A	SCG	4" Gas Line	-	241+30	15th Street	30	R7	N/A	N/A	NO	N/A	-	N						NC			
606	3R7	N/A	AT&T	Telecommunications Line	-	255+40	17th Street	30	R7	N/A	N/A	NO	N/A	-	N						NC			
607	3R7	N/A	Palmdale Water District	12" Water Line	-	255+40	17th Street	30	R7	N/A	N/A	NO	N/A	-	N						NC			
608	3R7	N/A	SCG	4" Gas Line	-	255+00	17th Street	30	R7	N/A	N/A	NO	N/A	-	N						NC			
609	3R7	N/A	SCE	Overhead Power Line	-	268+70	20th Street	30	R7	N/A	N/A	YES	N/A	-	Y		X				RB			
610	3R7	N/A	SCG	4" Gas Line	-	268+20	20th Street	30	R7	N/A	N/A	NO	N/A	-	Y				X		PC			
611	3R7	N/A	AT&T	Telecommunications Line	-	268+30	20th Street	30	R7	N/A	N/A	NO	N/A	-	Y				X		PC			
612	3R7	N/A	Palmdale Water District	12" Water Line	-	268+70	20th Street	30	R7	N/A	N/A	NO	N/A	-	Y				X		PC			
613	3R7	N/A	SCE	Overhead Power Line	-	211+80	10th Street	60	R7	N/A	N/A	YES	N/A	-	Y		X				RB			
614	3R7	N/A	Palmdale Water District	12" Water Line	-	10059+40	Avenue P	135	R7	N/A	N/A	NO	N/A	-	Y		X				RD			
615	3R7	N/A	Palmdale Water District	12" Water Line	-	193+50	Avenue P	75	R7	N/A	N/A	NO	N/A	-	N						NC			
616	3R7	N/A	City of Palmdale	15" Sewer Line	-	192+90	Avenue P	75	R7	N/A	N/A	NO	N/A	-	N						NC			
617	3R7	N/A	SCE	Overhead Power Line	-	192+50	Avenue P	75	R7	N/A	N/A	NO	N/A	-	Y		X				RD			
618	3R7	N/A	Time Warner	Telecommunications Line	-	192+50	Avenue P	75	R7	N/A	N/A	NO	N/A	-	N						NC			Confirm facility is UG.
619	3R7	N/A	Palmdale Water District	6" Water Line	-	216+00	East Avenue P-4	76	R7	N/A	N/A	NO	N/A	-	N						NC			
620	3R7	N/A	Palmdale Water District	16" Water Line	-	10165+00	20th Street	35	R7	N/A	N/A	NO	N/A	-	N						NC			
U-4R-ALT1																								
630	4R1	N/A	SCE	Overhead Power Line	2	10085+00	8th Street	310	R1	N/A	N/A	YES	N/A	-	Y		X				RB			
631	4R1	N/A	Palmdale Water District	20" Water Line	-	10062+50	Avenue O-8	195	R1	N/A	N/A	NO	N/A	-	Y		X				RD			
632	4R1	N/A	City of Palmdale	12" Sewer Line	-	10062+20	Avenue O-8	195	R1	N/A	N/A	NO	N/A	-	Y		X				RD			
633	4R1	N/A	MCI	Telecommunications Line	-	10053+40	Sierra Highway	5340	R1	N/A	N/A	NO	N/A	-	Y		X				RD			
U-4R-ALT7																								
640	4R7	N/A	Palmdale Water District	12" Water Line	-	10100+30	10th Street	75	R7	N/A	N/A	NO	N/A	-	N					NC				
641	4R7	N/A	SCE	Overhead Power Line	-	10100+50	10th Street	70	R7	N/A	N/A	YES	N/A	-	Y					RB				
642	4R7	N/A	AT&T	Telecommunications Line	-	10100+50	10th Street	70	R7	N/A	N/A	NO	N/A	-	N					NC				
643	4R7	N/A	SCE	Overhead Power Line	-	10085+80	8th Street	130	R7	N/A	N/A	YES	N/A	-	Y					RB				
644	4R7	N/A	Palmdale Water District	20" Water Line	-	177+70	Avenue O-8	75	R7	N/A	N/A	NO	N/A	-	Y					RD				
645	4R7	N/A	City of Palmdale	12" Sewer Line	-	178+00	Avenue O-8	75	R7	N/A	N/A	NO	N/A	-	Y					RD				
646	4R7	N/A	MCI	Telecommunications Line	-	164+00	Sierra Highway	5600	R7	N/A	N/A	NO	N/A	-	Y					RD				
U-5R																								
151	5R	N/A	AT&T	Telecommunications Cable Line	-	329+70	25th Street	530	P, R	N/A	N/A	NO	N/A	-	Y		X				RD			
152	5R	N/A	Palmdale Water District	12" Water Line	-	330+00	25th Street	530	P, R	N/A	N/A	NO	N/A	-	Y		X				RD			

P -Proposed Alternative
A -Variation A
B -Variation B
D -Variation D
E -Variation E
R -High Speed Rail (HSR)
R1-HSR Alt 1
R7-HSR Alt 7

Notes:
OH 66kv/4kv assigned to high risk
RD -For UG Utilities
RB -For OH Utilities

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Conflict #	Utility Sheet #	Pothole/ Manhole No.	Owner	Utility Description	Number of Utility Poles	Conflict Station	Conflict Location	Length (ft) (within proposed right-of-way limits)	Affected Alternative	Investigation			Depth to Top	Risk Level	Impact?	Action					Util. Reloc. A- Abandon RB-Reloc. Before RD- Reloc. During P-Protect NC-No Conflict PC-Potential Conflict	Resp. Party U-Utility Co. C-Contractor	Required Completion Date	Comments
										Pothole	Manhole	Overhead	(ft)	High Low	Y/N	Remove	Relocate	Protect in Place	Potential Conflict	Other			
153	5R	N/A	Palmdale Water District	16" Water Line	-	330+30	25th Street	530	P, R	N/A	N/A	NO	N/A	-	Y		X				RD			
154	5R	N/A	AT&T	Telecommunications Cable Line	-	356+60	30th Street	1550	P, R	N/A	N/A	NO	N/A	-	Y		X				RD			
155	5R	N/A	City of Palmdale	15" / 18" Sewer Line (partially abandoned)	-	357+00	30th Street	1500	P, R	N/A	N/A	NO	8 ±	-	Y		X				RD			
156	5R	N/A	Palmdale Water District	20" Water Line	-	357+30	30th Street	2440	P, R	N/A	N/A	NO	N/A	-	Y		X				RD			
157	5R	N/A	SC Edison	Underground Power Line	-	357+60	30th Street	1550	P, R	N/A	N/A	NO	N/A	-	Y		X				RD			
158	5R	N/A	Palmdale Water District	12" Water Line	-	370+70	Between 30th and 35th Street	630	P, R	N/A	N/A	NO	N/A	-	Y				X		PC			Pothole required for vert. clearance
159	5R	N/A	City of Palmdale	15" Sewer Line	-	384+00	35th Street	530	P, R	N/A	N/A	NO	8 ±	-	N						NC			Pothole required to confirm (vert).
160	5R	N/A	City of Palmdale	27" Sewer Line	-	384+20	35th Street	530	P, R	N/A	N/A	NO	10 ±	-	N						NC			Pothole required to confirm (vert).
161	5R	N/A	SC Gas	3" Gas Line	-	397+60	37th Street	530	P, R	N/A	N/A	NO	N/A	LOW	N						NC			Pothole required for vert. clearance
162	5R	N/A	SC Edison	Comm. & 66 kv Overhead Power Line	4	411+10	40th Street	530	P, R	N/A	N/A	YES	N/A	-	Y		X				RB			
163	5R	N/A	City of Palmdale	12" Sewer Line	-	437+40	45th Street	530	P, R	N/A	N/A	NO	8 ±	-	N						NC			Pothole required to confirm (vert).
164	5R	N/A	SC Edison	4 kv Overhead Power Line	5	410+50	40th Street	530	P, R	N/A	N/A	YES	N/A	-	Y		X				RB			
525	5R	N/A	Palmdale Water District	12" Water Line	-	10195+00	25th Street	35	R7	N/A	N/A	NO	N/A	-	N						NC			HSR Alt 7 is elevated in this area.
526	5R	N/A	Palmdale Water District	16" Water Line	-	10195+00	25th Street	35	R7	N/A	N/A	NO	N/A	-	N						NC			HSR Alt 7 is elevated in this area.
527	5R	N/A	SC Edison	Overhead Power Line	0	10195+00	25th Street	35	R7	N/A	N/A	YES	N/A	-	Y				X		PC			
U-6R																								
171	6R	N/A	City of Palmdale	15" Sewer Line	-	493+90	56th Street	500	P, R	N/A	N/A	NO	10 ±	-	Y				X		PC			Pothole required to confirm (vert).
U-7R																								
181	7R	N/A	SC Edison	Communication Overhead Power Line	7	679+10	90th Street	1500	P, R	N/A	N/A	YES	N/A	-	Y		X				RB			
182	7R	N/A	SC Edison	4 kv Overhead Power Line	6	679+70	90th Street	1500	P, R	N/A	N/A	YES	N/A	-	Y		X				RB			
183	7R	N/A	LA County Waterworks District	Water Main	-	679+30	90th Street	1500	P, R	N/A	N/A	NO	N/A	-	Y		X				RD			
U-8R																								
191	8R	N/A	City as-builts	Tel Line	-	789+30	110th Street	555	P, R	N/A	N/A	NO	N/A	-	Y		X				RD			
192	8R	N/A	Antelope Valley E Kern County	24" Water Line	-	789+70	110th Street	555	P, R	N/A	N/A	NO	3 ±	-	Y		X				RD			
193	8R	N/A	SC Gas	12" HP Gas Line	-	789+90	110th Street	555	P, R	N/A	N/A	NO	N/A	HIGH	Y		X				RD			
194	8R	N/A	SC Edison	66 kv Overhead Power Line	3	790+10	110th Street	555	P, R	N/A	N/A	YES	N/A	-	Y		X				RB			
195	8R	N/A	City as-builts	Tel Line	-	806+00	E Avenue Q	1080	P, R	N/A	N/A	YES	N/A	-	Y		X				RB			
196	8R	N/A	SC Edison	Overhead Power Line	4	806+00	E Avenue Q	1080	P, R	N/A	N/A	YES	N/A	-	Y		X				RB			
197	8R	N/A	Level 3 Communications	Fiber Optic Line	-	867+00	E Palmdale Ave	1480	P, R	N/A	N/A	NO	N/A	LOW	Y				X		PC			Pothole required for vert. clearance
198	8R	N/A	SC Edison	66 kv Overhead Power Line	5	867+00	E Palmdale Ave	1480	P, R	N/A	N/A	YES	N/A	-	Y		X				RB			
199	8R	N/A	Time Warner	Telecommunications Line	-	868+00	E Palmdale Ave	1480	P, R	N/A	N/A	NO	N/A	LOW	Y				X		PC			Pothole required for vert. clearance
201	8R	N/A	SC Edison	12 kv Overhead Power Line	2	789+20	110th Street	555	P, R	N/A	N/A	YES	N/A	-	Y		X				RB			
U-10R																								
226	10R	N/A	SC Edison	Overhead Power Line	2	1100+00	165th Street	500	P, R	N/A	N/A	YES	N/A	–	Y		X				RB			
227	10R	N/A	SC Edison	Overhead Power Line	6	1125+40	170th Street	1500	P, R	N/A	N/A	YES	N/A	–	Y		X				RB			
228	10R	N/A	SC Edison	Overhead Power Line	6	1131+50	171st Street	1680	P, R	N/A	N/A	YES	N/A	–	Y		X				RB			
U-11R																								
241	11R	N/A	SC Edison	Overhead Power Line	1	1215+00	187th Street	500	P, D,R	N/A	N/A	YES	N/A	–	Y		X				RB			PP within R/W; outside of work
243	11R	N/A	SC Edison	Overhead Power Line	2	1284+60	200th Street	500	P, R	N/A	N/A	YES	N/A	–	Y		X				RB			PPs within R/W; outside of work
244	11R	N/A	SC Edison	Overhead Power Line	8	1306+70	E Avenue O-12	1820	P, R	N/A	N/A	YES	N/A	–	Y		X				RB			2 PPs need relocation
245	11R	N/A	SC Edison	Overhead Power Line	3	1311+30	East of 205th St	380	P, R	N/A	N/A	YES	N/A	–	Y		X				RB			1 PP needs relocation
246	11R	N/A	SC Edison	Overhead Power Line	0	1315+10	205th Street	130	P, R	N/A	N/A	YES	N/A	–	Y		X				RB			
U-12R																								
251	12R	N/A	SC Edison	Overhead Power Line	8	1336+60	West of Largo Vista Rd (210th St)	1870	D, R	N/A	N/A	YES	N/A	–	Y		X				RB			
252	12R	N/A	SC Edison	Overhead Power Line	4	1337+80	Largo Vista Rd (210th St)	1040	D, R	N/A	N/A	YES	N/A	–	Y		X				RB			
253	12R	N/A	SC Edison	Overhead Power Line	2	1350+50	215th Street	240	D, R	N/A	N/A	YES	N/A	–	Y		X				RB			
254	12R	N/A	SC Edison	Overhead Power Line	3	1362+50	Between 215th and 217th Street	500	D, R	N/A	N/A	YES	N/A	–	Y		X				RB			
255	12R	N/A	SC Edison	Overhead Power Line	7	1400+00	Between 217th and 230th Street	2770	D, R	N/A	N/A	YES	N/A	–	Y		X				RB			
256	12R	N/A	SC Edison	Overhead Power Line	1	1397+80	220th Street	215	P, D, R	N/A	N/A	YES	N/A	–	Y		X				RB			

P -Proposed Alternative
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B -Variation B
D -Variation D
E -Variation E
R -High Speed Rail (HSR)
R1-HSR Alt 1
R7-HSR Alt 7

Notes:
OH 66kv/4kv assigned to high risk
RD -For UG Utilities
RB -For OH Utilities

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Conflict #	Utility Sheet #	Pothole/ Manhole No.	Owner	Utility Description	Number of Utility Poles	Conflict Station	Conflict Location	Length (ft) (within proposed right-of-way limits)	Affected Alternative	Investigation			Depth to Top (ft)	Risk Level High Low	Impact? Y/N	Action					Util. Reloc. A- Abandon RB-Reloc. Before RD- Reloc. During P-Protect NC-No Conflict PC-Potential Conflict	Resp. Party U-Utility Co. C-Contractor	Required Completion Date	Comments
										Pothole	Manhole	Overhead				Remove	Relocate	Protect in Place	Potential Conflict	Other			
257	12R	N/A	SC Edison	Overhead Power Line	1	1440+90	230th Street	500	P, D, R	N/A	N/A	YES	N/A	–	Y		X				RB			
U-13R																								
261	13R	N/A	SC Edison	Overhead Power Line	17	1495+00	240th Street	1890	P, R	N/A	N/A	YES	N/A	–	Y		X				RB			
U-14R																								
511	14R	N/A	Verizon	Telecommunications Line	-	1761+50	Silver Lake Road	500	P, R	N/A	N/A	NO	N/A	–	Y				X		PC			Pothole required for vert. clearance
U-15R																								
271	15R	N/A	SC GAS	30" HP Gas Line	-	1892+50	Rancho Rd	1430	B, R	N/A	N/A	NO	N/A	HIGH	Y				X		PC			Pothole required to confirm (vert).
272	15R	N/A	SC GAS	3" Gas Line	-	1892+50	Sheep Creek Rd	1465	B, R	N/A	N/A	NO	N/A	LOW	Y				X		PC			Pothole required for vert. clearance
512	15R	N/A	Verizon	Telecommunications Line	5	1868+40	Sheep Creek Rd	1490	B, R	N/A	N/A	YES	N/A	LOW	Y		X				RB			
U-17R																								
301	17R	N/A	Mojave Water Agency	48" Water Line	-	2192+30	Richardson Road	500	P, R	N/A	N/A	NO	3	–	Y				X		PC			Pothole required to confirm (vert).
U-18R																								
311	18R	N/A	SC Gas	30" HP Gas Line	-	2245+00	Koala Road	630	P, R	N/A	N/A	NO	N/A	HIGH	Y		X				RD			
312	18R	N/A	City of Adelanto	8" PVC Water Line	-	2268+50	Muskrat Ave	215	P, R	N/A	N/A	NO	4	–	Y				X		PC			Pothole required to confirm (vert).
313	18R	N/A	DWP	Overhead Power Line	1 Tower	2268+50	Between Muskrat and Racoon Ave	1080	P, R	N/A	N/A	YES	N/A	HIGH	Y		X				RB			1 Tower located within project
314	18R	N/A	City of Adelanto	18" Water Line	-	2288+50	Racoon Ave	525	P, R	N/A	N/A	NO	4	–	Y				X		PC			Pothole required for vert. clearance
315	18R	N/A	Southwest Gas	Distribution Gas Line	-	2288+80	Racoon Ave	510	P, R	N/A	N/A	NO	N/A	LOW	Y				X		PC			Pothole required for vert. clearance
316	18R	N/A	City of Adelanto	12" PVC Sewer	-	2288+70	Racoon Ave	515	P, R	N/A	N/A	NO	10	–	N						NC			Pothole required to confirm (vert).
317	18R	N/A	SC Edison	Overhead Power Line	2	2289+00	Racoon Ave	400	P, R	N/A	N/A	YES	N/A	–	Y		X				RB			
318	18R	N/A	Continental Tele Co.	Telecommunications Line	-	2298+50	Aster Road	500	P, E, R	N/A	N/A	NO	N/A	LOW	N						NC			Pothole required to confirm (vert).
319	18R	N/A	City of Adelanto	12" PVC Sewer	-	2299+00	Aster Road	500	P, E, R	N/A	N/A	NO	9	–	N						NC			Pothole required to confirm (vert).
U-19R																								
331	19R	N/A	Southwest Gas	Distribution Gas Line	-	2350+20	Bellflower Street	500	P, E, R	N/A	N/A	NO	N/A	LOW	Y		X				RD			
332	19R	N/A	SC Edison	Overhead Power Line	8	2380+20	HWY 395	1370	P, E, R	N/A	N/A	YES	–	–	Y		X				RB			
333	19R	N/A	SC Edison	Overhead Power Line	3	2405+50	Adelanto Road	550	P, E, R	N/A	N/A	YES	–	–	Y		X				RB			
334	19R	N/A	N/A (per City of Adelanto as-builts)	2" Gas Line	-	2405+50	Adelanto Road	550	P, E, R	N/A	N/A	NO	3'-1"	LOW	Y		X				RD			
335	19R	N/A	Time Warner Telecom	Telecommunications Duct Bank	-	2405+50	Adelanto Road	560	P, E, R	N/A	N/A	NO	N/A	LOW	Y		X				RD			
336	19R	N/A	City of Adelanto	8" Water Line	-	2405+50	Adelanto Road	560	P, E, R	N/A	N/A	NO	1'	–	Y		X				RD			
337	19R	N/A	Level 3 Communications	Fiber Optic Cable Line	-	2405+50	Adelanto Road	560	P, E, R	N/A	N/A	YES	–	–	Y		X				RB			
338	19R	N/A	Kinder Morgan	14" High Pressure Petrolium Pipe	-	2405+50	Adelanto Road	560	P, E, R	N/A	N/A	NO	5.3	HIGH	Y		X				RD			
339	19R	N/A	Kinder Morgan	8" High Pressure Petrolium Pipe	-	2405+50	Adelanto Road	560	P, E, R	N/A	N/A	NO	5.9	HIGH	Y		X				RD			
340	19R	N/A	Southwest Gas	2" Distribution Gas Line	-	2405+50	Adelanto Road	560	P, E, R	N/A	N/A	NO	3.0	LOW	Y		X				RD			
341	19R	N/A	Southwest Gas	14" High Pressure Gas Line	-	2405+50	Adelanto Road	560	P, E, R	N/A	N/A	NO	4.0	HIGH	Y		X				RD			
342	19R	N/A	DWP	Overhead Power Line	1 Tower	2442+50	Between Adelanto Rd and Phantom West	1370	E, R	N/A	N/A	YES	–	–	Y		X				RB			1 Tower located within R/W
343	19R	N/A	DWP	Overhead Power Line	1 Tower	2446+00	Between Adelanto Rd and Phantom West	1370	E, R	N/A	N/A	YES	–	–	Y		X				RB			1 Tower located within R/W
344	19R	N/A	DWP	Overhead Power Line	1 Tower	2451+50	Between Adelanto Rd and Phantom West	1390	E, R	N/A	N/A	YES	–	–	Y		X				RB			1 Tower located within R/W
345	19R	N/A	Southern California Gas	30" Gas Line	-	2475+50	Between Adelanto Rd and Phantom West	4950	E, R	N/A	N/A	NO	N/A	HIGH	Y			X			P			Pothole required for vert. clearance
346	19R	N/A	Southern California Gas	Gas Line	-	2499+00	Phantom West	1440	E, R	N/A	N/A	NO	N/A	N/A	Y				X		PC			Pothole required for vert. clearance
347	19R	N/A	N/A (per City of Adelanto as-builts)	Overhead Telecommunications Line	-	2463+50	Air Expressway	5000	P, R	N/A	N/A	YES	–	–	Y		X				RB			
348	19R	N/A	Time Warner	4-1" Telecommunications Innerducts	-	2465+50	Air Expressway	5000	P, R	N/A	N/A	NO	N/A	LOW	Y				X		PC			Pothole required for vert. clearance
349	19R	N/A	City of Adelanto	24" Water Line	-	2465+75	Air Expressway	5000	P, R	N/A	N/A	NO	3.5' MIN	–	Y				X		PC			Pothole required for vert. clearance
350	19R	N/A	Kinder Morgan	6-4" High Pressure Petrolium Pipe	-	2467+50	Air Expressway	4350	P, R	N/A	N/A	NO	N/A	HIGH	Y				X		PC			Pothole required for vert. clearance
351	19R	N/A	City of Adelanto	12" Water Line	-	2477+30	Air Expressway	3620	P, R	N/A	N/A	NO	N/A	–	Y				X		PC			Pothole required for vert. clearance
352	19R	N/A	Kinder Morgan	6" High Pressure Petrolium Pipe	-	2477+00	Air Expressway	2990	P, R	N/A	N/A	NO	N/A	HIGH	Y				X		PC			Pothole required for vert. clearance
353	19R	N/A	N/A (per City of Adelanto as-builts)	Telecommunications Duct Bank	-	2484+00	Air Expressway	3440	P, R	N/A	N/A	NO	N/A	LOW	Y		X				RD			
354	19R	N/A	City of Adelanto	18" Water Line	-	2478+00	Air Expressway	2710	P, R	N/A	N/A	NO	N/A	–	Y				X		PC			Pothole required for vert. clearance
355	19R	N/A	N/A (per City of Adelanto as-builts)	24" Gas Line	-	2478+80	Phantom West and Air Expressway	2025	P, R	N/A	N/A	NO	3	HIGH	Y				X		PC			Pothole required for vert. clearance
356	19R	N/A	City of Adelanto	18" Water Line	-	2479+00	Phantom West and Air Expressway	2140	P, R	N/A	N/A	NO	N/A	–	Y				X		PC			Pothole required for vert. clearance
357	19R	N/A	Calnev	6" Oil Line	-	2479+30	Phantom West	640	P, R	N/A	N/A	NO	4	HIGH	Y				X		PC			Pothole required for vert. clearance
358	19R	N/A	Calnev	4" Oil Line	-	2479+80	Phantom West	650	P, R	N/A	N/A	NO	N/A	LOW	Y				X		PC			Pothole required for vert. clearance

P -Proposed Alternative
A -Variation A
B -Variation B
D -Variation D
E -Variation E
R -High Speed Rail (HSR)
R1-HSR Alt 1
R7-HSR Alt 7

Notes:
OH 66kv/4kv assigned to high risk
RD -For UG Utilities
RB -For OH Utilities

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Conflict #	Utility Sheet #	Pothole/ Manhole No.	Owner	Utility Description	Number of Utility Poles	Conflict Station	Conflict Location	Length (ft) (within proposed right-of-way limits)	Affected Alternative	Investigation			Depth to Top	Risk Level	Impact?	Action					Util. Reloc. A- Abandon RB-Reloc. Before RD- Reloc. During P-Protect NC-No Conflict PC-Potential Conflict	Resp. Party U-Utility Co. C- Contractor	Required Completion Date	Comments
										Pothole	Manhole	Overhead	(ft)	High Low	Y/N	Remove	Relocate	Protect in Place	Potential Conflict	Other			
359	19R	N/A	SC Edison	Lighting Conduit	3 Light Poles	2478+50	Phantom West and Air Expressway	1105	P, R	N/A	N/A	NO	N/A	LOW	Y		X				RD			
360	19R	N/A	SC Edison	Overhead Power Line	3	2380+00	HWY 395	1370	P, E, R	N/A	N/A	YES	N/A	–	Y		X				RB			
361	19R	N/A	City of Adelanto	18" Sewer Line	-	2392+00	Pearmain Street	1475	P, E, R	N/A	N/A	NO	8	–	Y				X		PC			Pothole required for vert. clearance
362	19R	N/A	Booz/Allen/Hamilton	Montoring Well	-	2468+50	Air Expressway	-	P	N/A	N/A	NO	N/A	–	Y		X				RD			
513	19R	N/A	Verizon	Overhead Line	-	2362+50	Bellflower Street	500	P, E, R	N/A	N/A	YES	N/A	–	Y		X				RB			
514	19R	N/A	Verizon	Overhead Line	-	2381+00	HWY 395	1370	P, E, R	N/A	N/A	YES	N/A	–	Y		X				RB			
515	19R	N/A	Verizon	Overhead Line	-	2404+50	Adelanto Road	565	P, E, R	N/A	N/A	YES	N/A	–	Y		X				RB			
516	19R	N/A	Verizon	Overhead Line	-	2459+00	Air Expressway Blvd and Phantom West	5300	P, R	N/A	N/A	YES	N/A	–	Y		X				RB			
522	19R	N/A	Sprint	Fiber Optic Cable Line	-	2405+00	Adelanto Road	555	P, E, R	N/A	N/A	NO	N/A	–	Y		X				RD			
523	19R	N/A	City of Adelanto	Sewer Line	-	2398+00	Jonathan Road	715	E, R	N/A	N/A	NO	N/A	–	Y				X		PC			Pothole required for vert. clearance
524	19R	N/A	City of Adelanto	Sewer Line	-	2392+00	Between Highway 395 and Adelanto Road	1475	P, E, R	N/A	N/A	NO	N/A	–	Y		X				RD			
U-20R																								
371	20R	N/A	N/A (per City of Adelanto as-builts)	24" Gas Line	-	2496+00	Air Expess Way and Weapons Movement Rd	350	P, R	N/A	N/A	NO	N/A	HIGH	Y		X				RD			
372	20R	N/A	City of Adelanto	18" Water line	-	2496+00	Air Express Way	400	P, R	N/A	N/A	NO	N/A	–	Y		X				RD			
373	20R	N/A	N/A (per City of Adelanto as-builts)	Overhead Telecommunication Line	-	2496+00	Air Express Way	2220	P, R	N/A	N/A	NO	N/A	LOW	Y		X				RD			
374	20R	N/A	City of Adelanto	12" Water Line	-	2496+00	Air Express Way	2240	P, R	N/A	N/A	NO	N/A	–	Y		X				RD			
375	20R	N/A	City of Adelanto	24" Water Line	-	2496+00	Air Express Way	2270	P, R	N/A	N/A	NO	3.5' MIN	–	Y		X				RD			
376	20R	N/A	Time Warner	4-1" telecommunications innerducs	-	2496+00	Air Express Way	3130	P, R	N/A	N/A	NO	N/A	LOW	Y		X				RD			
377	20R	N/A	N/A (per City of Adelanto as-builts)	Overhead Telecommunication Line	-	2496+00	Air Express Way	2270	P, R	N/A	N/A	NO	N/A	LOW	Y		X				RD			
378	20R	N/A	City of Adelanto	10" Water Line	-	2499+50	Air Express Way	390	P, R	N/A	N/A	NO	N/A	LOW	Y		X				RD			
379	20R	N/A	SC Edison	Overhead Power Line	3	2499+90	Air Expess Way and Turner Rd	5130	P, R	N/A	N/A	YES	–	–	Y		X				RB			
380	20R	N/A	SC Edison	Overhead Power Line	1	2500+00	Air Expess Way and Weapons Movement Rd	300	P, R	N/A	N/A	YES	–	–	Y		X				RB			
381	20R	N/A	City of Adelanto	14" Water Line	-	2501+50	Air Express Way	1690	P, R	N/A	N/A	NO	N/A	–	Y		X				RD			
382	20R	N/A	City of Adelanto	Water Line	-	2502+00	Air Express Way	1660	P, R	N/A	N/A	NO	N/A	–	Y		X				RD			
383	20R	N/A	City of Adelanto	3" Water Line	-	2502+30	Air Express Way	420	P, R	N/A	N/A	NO	2.5'	–	Y		X				RD			
384	20R	N/A	N/A (per City of Adelanto as-builts)	2" Gas Line	-	2507+00	Air Express Way	1080	P, R	N/A	N/A	NO	approx.2.5'	LOW	Y		X				RD			
385	20R	N/A	Victorville Water	16" Water Line	-	2512+80	Air Express Way and Nevada Ave	140	P, R	N/A	N/A	NO	N/A	–	Y		X				RD			
386	20R	N/A	City Of Victorville	18" Sewer Line	-	2513+00	Air Express Way and Nevada Ave	300	P, R	N/A	N/A	NO	9'	–	Y		X				RD			
388	20R	N/A	Victorville Water	12" Water Line	-	2513+20	Air Express Way and Nevada Ave	150	P, R	N/A	N/A	NO	approx.8'	–	Y		X				RD			
389	20R	N/A	City Of Victorville	6" Sewer Line	-	2514+80	Air Express Way and Nevada Ave	330	P, R	N/A	N/A	NO	N/A	–	Y		X				RD			
390	20R	N/A	Southwest Gas	High Pressure Gas Pipe	-	2543+80	Air Express Way, George Blvd, and Turner Rd	4015	P, R	N/A	N/A	NO	N/A	HIGH	Y		X				RD			
391	20R	N/A	SC Edison	Overhead Power Line	17	2569+80	West of Phantom East	4175	P, R	N/A	N/A	YES	–	–	Y		X				RB			
392	20R	N/A	SC Edison	Overhead Power Line	8	2564+20	Phantom East	2240	P, R	N/A	N/A	YES	–	–	Y		X				RB			
393	20R	N/A	City Of Victorville	18" Sewer Line	-	2564+00	Phantom East	1500	P, R	N/A	N/A	NO	4'	–	Y			X			P			Pothole required for vert. clearance
394	20R	N/A	City Of Victorville	27" Sewer Line	-	2598+10	East of Phantom East	415	P, R	N/A	N/A	NO	4' MIN	–	Y				X		PC			Pothole required to confirm (vert).
395	20R	N/A	City Of Victorville	18" Sewer Line	-	2619+00	Air ExpressWay and Gas Line Rd	305	P, E, R	N/A	N/A	NO	N/A	–	Y				X		PC			Pothole required for vert. clearance
396	20R	N/A	Southwest Gas	High Pressure Gas Pipe	-	2618+75	Air Express Way and Gas Line Rd	2080	P, E, R	N/A	N/A	NO	N/A	HIGH	Y		X				RD			
397	20R	N/A	N/A (per City of Victorville as-builts)	10" Gas Line	-	2619+10	Air Express Way and Gas Line Rd	310	P, E, R	N/A	N/A	NO	N/A	HIGH	Y				X		PC			Pothole required for vert. clearance
398	20R	N/A	SC Edison	Overhead Power Line	3	2663+40	Air Express Way	630	P, E, R	N/A	N/A	YES	–	–	Y		X				RB			
399	20R	N/A	DWP	Overhead Power Line	1	2574+50	East of Phantom East	740	P, R	N/A	N/A	YES	–	HIGH	Y		X				RB			
400	20R	N/A	City Of Victorville	8" Water Line	-	2664+00	Air Express Way	470	E, R	N/A	N/A	NO	N/A	–	Y		X				RD			
401	20R	N/A	City Of Victorville	27" Sewer Line	-	2595+60	East of El Evado Rd	1900	E, R	N/A	N/A	NO	4' MIN	–	Y		X				RD			
402	20R	N/A	DWP	Overhead Power Line	-	2618+00	East of El Evado Rd	680	E, R	N/A	N/A	YES	–	HIGH	Y		X				RB			Survey needed
403	20R	N/A	DWP	Overhead Power Line	-	2621+00	East of El Evado Rd	685	E, R	N/A	N/A	YES	–	HIGH	Y		X				RB			Survey needed
404	20R	N/A	Southern California Gas	30" Gas Line	-	2578+40	Rancho Rd	2400	E, R	N/A	N/A	NO	N/A	HIGH	Y				X		PC			Pothole required for vert. clearance
405	20R	N/A	City of Victorville	18" Water Line	-	2563+40	Phantom East	1500	P, E, R	N/A	N/A	NO	4'	–	Y				X		PC			Pothole required for vert. clearance
406	20R	N/A	Booz/Allen/Hamilton	Monitoring Well	-	2502+30	Air Express Way	-	P, R	N/A	N/A	NO	N/A	–	Y		X				RD			
407	20R	N/A	Booz/Allen/Hamilton	Monitoring Well	-	2523+50	Air Express Way	-	P, R	N/A	N/A	NO	N/A	–	Y		X				RD			
408	20R	N/A	Booz/Allen/Hamilton	Monitoring Well	-	2538+00	Air Express Way	-	P, R	N/A	N/A	NO	N/A	–	Y		X				RD			Within R/W; Outside of project limits
409	20R	N/A	SC Edison	Power Line	3	2564+20	Phantom East	1600	P, R	N/A	N/A	YES	N/A	LOW	Y		X				RB			
517	20R	N/A	Verizon	Telecommunications Line	-	2569+00	Phantom East	4240	P, R	N/A	N/A	YES	N/A	LOW	Y		X				RB			
518	20R	N/A	Verizon	Telecommunications Line	-	2563+25	Phantom East	800	P, R	N/A	N/A	YES	N/A	LOW	Y		X				RB			
U-21R																								
411	21R	N/A	SC Edison	Overhead Power Line	8	2645+60	West of National Trails Hwy	990	P, E, R	N/A	N/A	YES	–	–	Y		X				RB			

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R1-HSR Alt 1
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Notes:
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Conflict #	Utility Sheet #	Pothole/ Manhole No.	Owner	Utility Description	Number of Utility Poles	Conflict Station	Conflict Location	Length (ft) (within proposed right-of-way limits)	Affected Alternative	Investigation			Depth to Top (ft)	Risk Level High Low	Impact* Y/N	Action					Util. Reloc. A- Abandon RB-Reloc. Before RD- Reloc. During P-Protect NC-No Conflict PC-Potential Conflict	Resp. Party U-Utility Co. C-Contractor	Required Completion Date	Comments
										Pothole	Manhole	Overhead				Remove	Relocate	Protect in Place	Potential Conflict	Other			
412	21R	N/A	City of Victorville	6" AC Water Line	-	2679+30	West of National Trails Hwy	830	E, R	N/A	N/A	NO	N/A	–	Y		X				RD			
413	21R	N/A	City of Victorville	2-14" DIP Sewer Line	-	2643+20	West of National Trails Hwy	1020	P, E, R	N/A	N/A	NO	N/A	–	Y		X				RD			
414	21R	N/A	Southwest Gas	High Pressure Gas Pipe	-	2681+00	National Trails Hwy	850	E, R	N/A	N/A	NO	N/A	HIGH	Y		X				RD			
415	21R	N/A	City of Victorville	12" AC Water Line	-	2681+00	National Trails Hwy	840	E, R	N/A	N/A	NO	N/A	–	Y		X				RD			
416	21R	N/A	DWP	Overhead Power Line	1 Tower	2676+00	Between National Trails Hwy and Mining RailRoad	1035	P, E, R	N/A	N/A	YES	–	–	Y		X				RB			1 Tower located within R/W
417	21R	N/A	DWP	Overhead Power Line	1 Tower	2692+00	Between National Trails Hwy and Mining RailRoad	1145	P, E, R	N/A	N/A	YES	–	–	Y		X				RB			1 Tower located within R/W
418	21R	N/A	DWP	Overhead Power Line	1 Tower	2699+00	Between National Trails Hwy and Mining RailRoad	1105	P, E, R	N/A	N/A	YES	–	–	Y		X				RB			1 Tower located within R/W
419	21R	N/A	SC Edison	Overhead Power Line	1	2700+00	Between National Trails Hwy and Mining RailRoad	320	P, E, R	N/A	N/A	YES	–	–	Y		X				RB			
420	21R	N/A	Level 3 communications	Fiber Optic Line	-	2739+50	Mining RailRoad	2940	P, R	N/A	N/A	NO	N/A	LOW	Y				X		PC			Pothole required to confirm (vert).
421	21R	N/A	SC Edison	Overhead Power Line	4	2739+50	Mining RailRoad	710	P, R	N/A	N/A	YES	–	–	Y				X		PC			
422	21R	N/A	SC Edison	Overhead Power Line	2	2752+00	East of Mining RailRoad	440	P	N/A	N/A	YES	–	–	Y				X		PC			
423	21R	N/A	Victor Valley wastewater Reclamation Authority	24" Sewer Line	-	2775+00	Stoddard Wells Rd	590	P	N/A	N/A	NO	7'	–	N						NC			Pothole required to confirm (vert).
424	21R	N/A	Southern California Gas	30" Gas Line	-	2745+00	East of Mining RailRoad	1105	P	N/A	N/A	NO	N/A	HIGH	Y				X		PC			Pothole required to confirm (vert).
519	21R	N/A	Verizon	Telecommunications Line	-	2645+60	East of National Trails Hwy	985	P, E, R	N/A	N/A	YES	N/A	–	Y		X				RB			
U-22R																								
435	22R	N/A	Victor Valley wastewater Reclamation Authority	24" Sewer line	-	1240+00	Stoddard Wells Rd	420	P	N/A	N/A	NO	10'	–	N						NC			Pothole required to confirm (vert).
436	22R	N/A	AT&T	Telecommunications Duct Bank	-	1266+25	East of I-15	3410	P	N/A	N/A	NO	3' min	LOW	N						NC			Pothole required to confirm (vert).
437	22R	N/A	SC Edison	Overhead Power Line	14	"I-15" 290+00	I-15 and Falchion Rd	1200	P	N/A	N/A	YES	–	–	Y		X				RB			
521	22R	N/A	Verizon	Overhead Line	-	290+00	I-15 and Falchion Rd	1200	P	N/A	N/A	YES	–	–	Y		X				RB			
U-23R																								
431	23R	N/A	Southwest Gas	2" Gas Line	-	167+50	D Street	170	P	N/A	N/A	NO	N/A	LOW	Y				X		PC			Pothole required for vert. clearance
432	23R	N/A	Southwest Gas	4" Gas Line	-	169+10	D Street	890	P	N/A	N/A	NO	N/A	LOW	Y				X		PC			Pothole required for vert. clearance
433	23R	N/A	City of Victorville	10"/12" Sewer Line	-	206+10	Stoddard Wells Rd	960	P	N/A	N/A	NO	7'	–	Y				X		PC			Pothole required to confirm (vert).
434	23R	N/A	Southwest Gas	4" Gas Line	-	218+50	Stoddard Wells Rd	880	P	N/A	N/A	NO	N/A	LOW	Y				X		PC			Pothole required for vert. clearance
435	23R	N/A	SC Edison	Overhead Power Line	29	210+00	East side of I-15 and Falchion Rd	11500	P	N/A	N/A	YES	–	–	Y		X				RB			
500	23R	N/A	SC Edison	Overhead Power Line	-	165+80	D Street	970	P	N/A	N/A	YES	–	–	Y		X				RB			
501	23R	N/A	SC Edison	Underground Power Line	-	168+10	D Street	350	P	N/A	N/A	NO	N/A	LOW	Y				X		PC			Pothole required for vert. clearance
502	23R	N/A	SC Edison	Overhead Power Line	3	169+50	D Street	820	P	N/A	N/A	YES	–	–	Y		X				RB			
503	23R	N/A	SC Edison	Underground Power Line	-	166+00	D Street	20	P	N/A	N/A	NO	N/A	–	Y				X		PC			Pothole required for vert. clearance
504	23R	N/A	SC Edison	Overhead Power Line	3	216+30	Stoddard Wells Rd	255	P	N/A	N/A	YES	–	–	Y		X				RB			
505	23R	N/A	SC Edison	Overhead Power Line	3	223+00	Stoddard Wells Rd	390	P	N/A	N/A	YES	–	–	N						NC			
520	23R	N/A	Verizon	Overhead Line	-	215+00 to 230+00	Stoddard Wells Rd	6394	P	N/A	N/A	YES	–	–	Y		X				RB			
U-24R																								
660	24R	N/A	SC Gas	30" HP Gas Line	-	30614+30	Approx. 1,000' west of I-15	185	R	N/A	N/A	NO	N/A	HIGH	N						NC			Pothole required for vert. clearance
661	24R	N/A	Victor Valley wastewater Reclamation Authority	21" Sewer Line	-	373+90	Stoddard Wells Road	200	P	N/A	N/A	NO	N/A	–	N						NC			Pothole required for vert. clearance
U-25R																								
670	25R	N/A	Level 3 communications	Telecommunications Line	-	30672+30	Quarry Road	185	R	N/A	N/A	NO	N/A	–	Y				X		PC			Pothole required for vert. clearance
671	25R	N/A	DWP	Overhead Power Line	1 Tower	30724+20	Approx. 2,500' west of I-15	435	R	N/A	N/A	NO	N/A	–	Y		X				RB			
672	25R	N/A	DWP	Overhead Power Line	1 Tower	30731+80	Approx. 2,500' west of I-15	450	R	N/A	N/A	NO	N/A	–	Y		X				RB			
673	25R	N/A	DWP	Overhead Power Line	1 Tower	30741+90	Approx. 2,500' west of I-15	555	R	N/A	N/A	NO	N/A	–	Y		X				RB			
674	25R	N/A	DWP	Overhead Power Line	1 Tower	30749+60	Approx. 2,500' west of I-15	580	R	N/A	N/A	NO	N/A	–	Y		X				RB			
U-26R																								
441	26R	N/A	Verizon	Fiber Optic Line	-	1470+00	Dale Evans Parkway	2110	P	N/A	N/A	NO	N/A	LOW	Y				X		PC			Pothole required for vert. clearance
442	26R	N/A	SC Edison	Overhead Power Line	3	1477+00	Between Dale Evans Parkway and Comanche Rd	670	P	N/A	N/A	YES	–	–	Y		X				RB			
443	26R	N/A	Apple Valley County Water District	12" Water line	-	1477+40	Between Dale Evans Parkway and Comanche Rd	650	P	N/A	N/A	NO	4' min	–	Y				X		PC			Pothole required for vert. clearance
444	26R	N/A	Town Of Apple Valley	12" Sewer Line	-	1480+90	Between Dale Evans Parkway and Comanche Rd	540	P	N/A	N/A	NO	10'	–	N						NC			Pothole required to confirm (vert).
445	26R	N/A	Apple Valley County Water District	14" Water Line	-	1491+00	Comanche Rd	530	P	N/A	N/A	NO	3' min	–	Y				X		PC			Pothole required to confirm (vert).
446	26R	N/A	SC Edison	Overhead Power Line	6	1503+00	Between Comanche Rd and Ramona Rd	990	P	N/A	N/A	YES	–	–	Y				X		PC			Pothole required to confirm (vert).
447	26R	N/A	SouthWest Gas	High Pressure Gas Line	-	1510+25	Ramona Rd	520	P	N/A	N/A	NO	N/A	HIGH	N						NC			Pothole required to confirm (vert).
448	26R	N/A	SC Edison	Overhead Power Line	3	1528+80	Carmel Ln	510	P	N/A	N/A	YES	–	–	Y				X		PC			Pothole required to confirm (vert).
449	26R	N/A	Charter Communications	Overhead Fiber Optic Line	-	1528+80	Carmel Ln	500	P	N/A	N/A	YES	–	–	Y				X		PC			Pothole required to confirm (vert).

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Conflict #	Utility Sheet #	Pothole/ Manhole No.	Owner	Utility Description	Number of Utility Poles	Conflict Station	Conflict Location	Length (ft) (within proposed right-of-way limits)	Affected Alternative	Investigation			Depth to Top	Risk Level	Impact?	Action					Util. Reloc. A- Abandon RB-Reloc. Before RD- Reloc. During P-Protect NC-No Conflict PC-Potential Conflict	Resp. Party U-Utility Co. C-Contractor	Required Completion Date	Comments
										Pothole	Manhole	Overhead	(ft)	High Low	Y/N	Remove	Relocate	Protect in Place	Potential Conflict	Other			
U-27R																							
452	27R	N/A	SC Edison	Overhead Power Line	7	1544+25	Waalew Rd	960		N/A	N/A	YES	-	-	Y				X		PC			Pothole required to confirm (vert).
453	27R	N/A	SouthWest Gas	High Pressure Gas Line	-	1546+10	Waalew Rd	1940		N/A	N/A	NO	N/A	**HIGH**	Y				X		PC			Pothole required to confirm (vert).
454	27R	N/A	SC Edison	Overhead Power Line	3	1570+25	Between Waalew Rd and Cahuilla Rd	390		N/A	N/A	YES	-	-	Y				X		PC			Pothole required to confirm (vert).
455	27R	N/A	SouthWest Gas	High Pressure Gas Line	-	1603+25	Central Rd	2330		N/A	N/A	NO	N/A	HIGH	N						NC			Pothole required for vert. clearance
456	27R	N/A	Sunesys	Fiber Optic Line (OH & UG)	-	1609+10	Cahuilla Rd	1310		N/A	N/A	BOTH	2.5'	LOW	Y		X				RB			135' UG
457	27R	N/A	SC Edison	Overhead Power Line	5	1609+10	Cahuilla Rd	1310		N/A	N/A	YES	-	-	Y		X				RB			
458	27R	N/A	SC Edison	Overhead Power Line	5	1666+60	Joshua Rd	1390		N/A	N/A	YES	-	-	Y		X				RB			
459	27R	N/A	SC Edison	Overhead Power Line	3	91+50	Joshua Rd	2700		N/A	N/A	YES	-	-	Y		X				RB			
460	27R	N/A	SC Edison	Overhead Power Line	15	1662+50	Joshua Rd	980		N/A	N/A	YES	-	-	Y		X				RB			
462	27R	N/A	SC Edison	Overhead Power Line	4	1604+00	Central Rd	850		N/A	N/A	YES	-	-	Y		X				RB			
U-28R																							
471	28R	N/A	SC Edison	Overhead Power Line	3	1698+50	Shirwaun Rd	990		N/A	N/A	YES	-	-	Y		X				RB			
472	28R	N/A	SC Edison	Underground Power Line (12kV)	-	1702+80	Shirwaun Rd	140		N/A	N/A	NO	N/A	HIGH	N						NC			Within R/W; Outside of project limits
473	28R	N/A	SC Edison	Overhead Power Line	6	1730+50	Standing Rock Rd	2280		N/A	N/A	YES	-	-	Y		X				RB			
474	28R	N/A	SC Edison	Overhead Power Line	1	1783+90	Between Standing Rock Ave and Yucca Loma Rd	300		N/A	N/A	YES	-	-	Y		X				RB			
475	28R	N/A	SC Edison	Overhead Power Line	2	1809+30	Yucca Loma Rd	210		N/A	N/A	YES	-	-	Y		X				RB			
476	28R	N/A	SC Edison	Overhead Power Line	1	1809+30	Yucca Loma Rd	190		N/A	N/A	YES	-	-	N						NC			
477	28R	N/A	SC Edison	Overhead Power Line	19	1908+70	Yucca Loma Rd	2900		N/A	N/A	YES	-	-	Y		X				RB			
U-29R																							
491	29R	N/A	SC Edison	Overhead Power Line	1	1836+00	Ottawa Rd	310		N/A	N/A	YES	-	-	Y			X			P			Pothole required for vert. clearance
492	29R	N/A	SC Edison	Overhead Power Line	4	1951+50	Between Ottawa Rd and Nisqually Rd	1070		N/A	N/A	YES	-	-	Y		X				RB			
493	29R	N/A	South West Gas	High Pressure Gas Pipe	-	1964+25	Nisqually Rd	980		N/A	N/A	NO	N/A	HIGH	N						NC			
494	29R	N/A	SC Edison	Overhead Power Line	6	1898+00	Between Nisqually Rd and Bear Valley Rd	80		N/A	N/A	YES	-	-	Y		X				RB			Conflict along frontage road.
495	29R	N/A	SC Edison	Overhead Power Line	8	1936+30	Bear Valley Rd	1090		N/A	N/A	YES	-	-	Y		X				RB			

P -Proposed Alternative
A -Variation A
B -Variation B
D -Variation D
E -Variation E
R -High Speed Rail (HSR)
R1-HSR Alt 1
R7-HSR Alt 7
Notes:
OH 66kv/4kv assigned to high risk
RD -For UG Utilities
RB -For OH Utilities

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Appendix K Key Correspondence

STATE OF CALIFORNIA—BUSINESS, TRANSPORTATION AND HOUSING AGENCY EDMUND G. BROWN JR, Governor

DEPARTMENT OF TRANSPORTATION
DISTRICT 7
100 SOUTH MAIN STREET, MAILSTOP 16A
LOS ANGELES, CA 90012-3606
PHONE (213) 897-1839
FAX (213) 897-9572
TTY 711

Flex your power!
Be energy efficient!

February 15, 2011

NAME TITLE
AGENCY
ADDRESS
CITY ZIP

Re: Invitation to become a Cooperating/Participating Agency and attend a coordination meeting for the High Desert Corridor/E-220 (New SR-138) project.

Effective July 1, 2007, the Federal Highway Administration (FHWA) assigned, and the California Department of Transportation (Caltrans) assumed, all the United States Department of Transportation (USDOT) Secretary's responsibilities under National Environmental Policy Act (NEPA) pursuant to Section 6005 of SAFETEA-LU codified at 23 U.S.C. 327(a)(2)(A).

Accordingly, Caltrans is initiating the preparation of an Environmental Impact Statement (EIS) for the proposed High Desert Corridor/E-220 (New SR-138) project in Los Angeles and San Bernardino Counties, California. In compliance with Section 6002 of SAFETEA-LU, Caltrans is requesting your agency to be a participating agency because we believe that your agency will have an interest in this transportation project. This designation does not imply that your agency supports the proposed project. In addition, Caltrans is inviting your agency to be a cooperating agency because we believe that it has jurisdiction by law or special expertise regarding the proposed project.

As a participating agency your role should encompass only those areas under your jurisdiction or expertise. We are inviting you as a participating agency to discuss and comment on the purpose and need statement, range of alternatives considered, proposed project schedule, anticipated impacts and mitigations and any issues regarding the project's environmental and socioeconomic impacts that could substantially delay or prevent the granting of a permit or other approval.

You have the right to expect that the EIS will enable you to discharge your jurisdictional responsibilities. Likewise, you have the obligation to tell us if, at any point in the process, you needs are not being met. We expect that at the end of the process the EIS will satisfy your NEPA requirements including those related to project alternatives, environmental consequences and mitigation. Further we intend to utilize the EIS and our subsequent record of decision as our decision-making documents and as the basis for the permit application. We anticipate that the permit application will proceed concurrently with the EIS approval process.

Under Section 6002 of SAFETEA-LU, federal agencies are automatically designated as participating agencies unless they decline the invitation in writing by stating:

1.) The agency has no jurisdiction or authority;

"Caltrans improves mobility across California"

2.) The agency has no expertise or information relevant to the project; and

3.) The agency does not intend to comment on the project.

If your agency intends to decline status as a participating agency, we request that you respond in writing to the address below by March 15, 2011.

If your agency accepts participating agency status, you are hereby invited to attend our first coordination meeting to discuss the range of alternatives and the purpose and need for the project. The meeting will be held from 10:00 A.M. to 12:00 P.M. on March 30, 2011 at the Caltrans District 7 Office building, located at the address shown below; the meeting will be held in room 13.013. A teleconference number will be available for those who cannot attend in person. If you plan on attending this meeting, we request that you notify Karl Price, Senior Environmental Planner, at 213-897-1839 or Karl.Price@dot.ca.gov no later than March 15, 2011. We also encourage you to review the SAFETEA-LU 6002 Coordination Plan and Draft Purpose and Need statement prior to the meeting. They will be available at http://www.dot.ca.gov/dist07/travel/projects/138hdc/ by early March.

If you cannot attend the March 30, 2011 meeting, you may also submit any comments or concerns regarding the project to the following address by April 15, 2011 to:

Caltrans
Division of Environmental Planning
(HDC Project)
100 South Main Street, Mailstop 16A
Los Angeles, CA 90012

Sincerely,

Ronald Kosinski

RONALD KOSINSKI
Deputy District Director
Division of Environmental Planning
Caltrans, District 7

Enclosures: *Alternatives, Project Location Map,*

"Caltrans improves mobility across California"

STATE OF CALIFORNIA—BUSINESS, TRANSPORTATION AND HOUSING AGENCY EDMUND G. BROWN JR., Governor

DEPARTMENT OF TRANSPORTATION
DISTRICT 7
100 SOUTH MAIN STREET, MAILSTOP 16A
LOS ANGELES, CA 90012-3606
PHONE (213) 897-1839
FAX (213) 897-9572
TTY 711

Flex your power!
Be energy efficient!

February 15, 2011

NAME TITLE
AGENCY
ADDRESS
CITY ZIP

Re: Invitation to become a Participating Agency and attend a coordination meeting for the High Desert Corridor/E-220 (New SR-138) project.

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Accordingly, Caltrans is initiating the preparation of an Environmental Impact Statement (EIS) for the proposed High Desert Corridor/E-220 (New SR-138) project in Los Angeles and San Bernardino Counties, California. In compliance with Section 6002 of SAFETEA-LU, Caltrans is requesting your agency to be a participating agency because we believe that your agency will have an interest in this transportation project. This designation does not imply that your agency supports the proposed project.

As a participating agency your role should encompass only those areas under your jurisdiction or expertise. We are inviting you as a participating agency to discuss and comment on the purpose and need statement, range of alternatives considered, proposed project schedule, anticipated impacts and mitigations and any issues regarding the project's environmental and socioeconomic impacts that could substantially delay or prevent the granting of a permit or other approval.

You have the right to expect that the EIS will enable you to discharge your jurisdictional responsibilities. Likewise, you have the obligation to tell us if, at any point in the process, you needs are not being met. We expect that at the end of the process the EIS will satisfy your NEPA requirements including those related to project alternatives, environmental consequences and mitigation. Further we intend to utilize the EIS and our subsequent record of decision as our decision-making documents and as the basis for the permit application. We anticipate that the permit application will proceed concurrently with the EIS approval process.

Under Section 6002 of SAFETEA-LU, non-federal agencies must affirmatively accept in writing their status as a participating agency. Federal agencies are automatically designated as participating agencies unless they decline the invitation in writing by stating:

1.) The agency has no jurisdiction or authority;

2.) The agency has no expertise or information relevant to the project; and

3.) The agency does not intend to comment on the project.

If your agency intends to decline (federal) or accept (non-federal) status as a participating agency, we request that you respond in writing to the address below by March 15, 2011.

If your agency accepts participating agency status, you are hereby invited to attend our first coordination meeting to discuss the range of alternatives and the purpose and need for the project. The meeting will be held from 10:00 A.M. to 12:00 P.M. on March 30, 2011 at the Caltrans District 7 Office building, located at the address shown below; the meeting will be held in room 13.013. A teleconference number will be available for those who cannot attend in person. If you plan on attending this meeting, we request that you notify Karl Price, Senior Environmental Planner, at 213-897-1839 or Karl.Price@dot.ca.gov no later than March 15, 2011. We also encourage you to review the SAFETEA-LU 6002 Coordination Plan and Draft Purpose and Need statement prior to the meeting. They will be available at http://www.dot.ca.gov/dist07/travel/projects/138hdc/ by early March.

If you cannot attend the March 30, 2011 meeting, you may also submit any comments or concerns regarding the project to the following address by April 15, 2011 to:

Caltrans
Division of Environmental Planning
(HDC Project)
100 South Main Street, Mailstop 16A
Los Angeles, CA 90012

Sincerely,

Ronald Kosinski

RONALD KOSINSKI
Deputy District Director
Division of Environmental Planning
Caltrans, District 7

Enclosures: *Alternatives, Project Location Map,*

"Caltrans improves mobility across California"

SOUTHERN CALIFORNIA
ASSOCIATION of GOVERNMENTS

Main Office
818 West Seventh Street
12th Floor
Los Angeles, California
90017-3435

t (213) 236-1800
f (213) 236-1825

www.scag.ca.gov

Officers
President
Larry McCallon, Highland

First Vice President
Pam O'Connor, Santa Monica

Second Vice President
Glen Becerra, Simi Valley

Executive/Administration Committee Chair
Larry McCallon, Highland

Policy Committee Chairs
Community, Economic and Human Development
Bill Jahn, Big Bear Lake

Energy & Environment
Margaret Clark, Rosemead

Transportation
Greg Pettis, Cathedral City

February 28, 2011

Ronald Kosinski
Deputy District Director
Division of Environmental Planning
Department of Transportation
District 7
100 South Main Street, Mailstop 16A
Los Angeles, CA 90012-3606

RE: Acceptance of invitation to become a Participating Agency and attend a coordination meeting for the High Desert Corridor/E-220 (New SR-138) project

Dear Mr. Kosinski,

Thank you for your letter dated February 15, 2011 inviting the Southern California Association of Governments (SCAG) to be a participating agency and attend a coordination meeting on March 30, 2011 for the High Desert Corridor/E-220 (New SR-138) project.

We would like to accept your invitation to be a participating agency and attend the coordination meeting.

Philip Law will serve as SCAG's representative in this effort, and Ryan Kuo as his alternate. Please direct future correspondences regarding this effort to them:

Philip Law
Corridors Program Manager
213-236-1841
law@scag.ca.gov

Ryan Kuo
Senior Regional Planner
213-236-1813
kuo@scag.ca.gov

We looking forward to working with you on this endeavor as it relates to our regional planning efforts, including the Regional Transportation Plan.

Sincerely,

Rich Macias,
Director, Transportation Planning

The Regional Council is comprised of 84 elected officials representing 190 cities, six counties, six County Transportation Commissions and a Tribal Government representative within Southern California.

10.4.10

Town of Apple Valley

14955 Dale Evans Parkway, Apple Valley, California 92307

March 1, 2011

Caltrans
Division of Environmental Planning
HDC Project
100 South Main Street, Mailstop 16A
Los Angeles, CA. 90012

Re: Invitation to become a Participating Agency

Please accept this letter as notification that the Town of Apple Valley accepts the status as a Participating Agency as it pertains to the High Desert Corridor/E-220 project, pursuant to Section 6002 of SAFETEA-LU and intends to attend meetings and offer discussion points and comments.

Sincerely,

Lori Lamson

Lori Lamson
Assistant Director of Community Development

Palmdale School District
Launching a lifetime of learning

Facilities Department

39139 10th St. East
Palmdale, CA 93550
Phone: 661.266.7225
Fax: 661.272.0625

www.palmdalesd.org

March 1, 2011

Ronald Kosinski, Deputy District Director
Division of Environmental Planning
(HDC Project)
Caltrans, District 7
100 South Main Street, Mailstop 16A
Los Angeles, CA 90012

Re: Invitation to become a Participating Agency and attend a coordination meeting for the High Desert Corridor/E-220 (New SR-138) project

Dear Mr. Kosinski,

Pursuant to your letter of February 15, 2011, **the Palmdale School District accepts (non-federal) status as a participating agency for the above referenced project.**

Al Tsai, Maintenance and Operations Administrator will attend the March 30, 2011 meeting from 10:00 a.m. to 12:00 p.m. (Karl Price will be notified via e-mail of Mr. Tsai's attendance).

Please contact either Al Tsai or Felicia Sexton at the above referenced address and phone number if you have any questions.

Sincerely,

Cathy A. Shepard
Chief Business Officer

CAS/fs

cc: Al Tsai, Maintenance and Operations Administrator

To provide each of our children with a rigorous academic education, a safe learning environment, and the knowledge, skills and attitudes necessary for success.

Antelope Valley Air Quality Management District
43301 Division St., Suite 206
Lancaster, CA 93535-4649

661.723.8070
Fax 661.723.3450

Eldon Heaston, Executive Director
In reply, please refer to AV0311/017

March 2, 2011

Caltrans
Division of Environmental Planning
(HDC Project)
100 South Main Street
Mailstop 16
Los Angeles, CA 90012

Subject: High Desert Corridor/E220 (New SR-138) Project

The Antelope Valley Air Quality Management District (AVAQMD) has received the invitation to become a participating agency for the High Desert Corridor/E220 (new SR-138) project.

The AVAQMD agrees to be a participating agency on this project.

Thank you for the opportunity to review the planning document. If you have any questions regarding this letter, please contact me at (661) 723-8070 extension 2 or Julie McKeehan extension 8.

Sincerely,

Bret S. Banks
Operations Manager

BSB/bsb

Karl
Price/D07/Caltrans/CAGov
03/02/2011 01:08 PM

To Robert Wang/D07/Caltrans/CAGov@DOT
cc
bcc
Subject Fw: High Desert Corridor/E-220 Project

Karl Price
Senior Environmental Planner
Division of Environmental Planning
Caltrans - District 7
213-897-1839
----- Forwarded by Karl Price/D07/Caltrans/CAGov on 03/02/2011 01:08 PM -----

Eric Phipps
<EPhipps@chp.ca.gov>
03/01/2011 12:22 PM

To <Karl.Price@dot.ca.gov>
cc Todd Sturges <TSturges@chp.ca.gov>
Subject High Desert Corridor/E-220 Project

Karl,
Thanks for returning my call yesterday. I am sending you this email, per our phone conversation, as a confirmation of the Victorville CHP's acceptance as a participating agency as we believe we will have an interest in this transportation project. Unfortunately, I will not be able to attend your first coordination meeting. Please send the conference call information to my attention, and I will participate via teleconference. If you need any further information, feel free to contact me at (760) 241-1186.
Thanks, Eric

Air Resources Board

Mary D. Nichols, Chairman
1001 I Street • P.O. Box 2815
Sacramento, California 95812 • www.arb.ca.gov

Linda S. Adams
Secretary for
Environmental Protection

Arnold Schwarzenegger
Governor

March 7, 2011

Mr. Ronald J. Kosinski RK
Deputy District Director
Division of Environmental Planning
California Department of Transportation
District 7
100 South Main Street, Mailstop 16A
Los Angeles, California 90012-3606

Dear Mr. Kosinski:

I am responding to your letter of February 15, 2011 inviting the Air Resources Board to participate in the development of an environmental impact statement (EIS) for the proposed High Desert Corridor/E-220 Project in Los Angeles and San Bernardino Counties. Thank you for the invitation. We will not be serving as a participating agency.

Projects of this level are often of most interest to county and regional air quality management districts. For this reason, we suggest that you contact the Mojave Desert Air Quality Management District (MDAQMD), the local air district with jurisdiction in San Bernardino County, and the Antelope Valley Air Quality Management District (AVAQMD), the local air district with jurisdiction in northeastern Los Angeles County, concerning their interests in participating in the development of this EIS.
Mr. Alan De Salvio, Supervising Air Quality Engineer, coordinates National Environmental Policy Act activities for both the MDAQMD and the AVAQMD.
Mr. De Salvio can be reached at (760) 245-1661.

If you have any questions about this response, please feel free to call me at, (916) 322-8279, or Ms. Monica Lewis of my staff at (916) 324-2716.

Sincerely,

Sylvia Oey

Sylvia Oey, Manager
Southern California SIP Section

The energy challenge facing California is real. Every Californian needs to take immediate action to reduce energy consumption. For a list of simple ways you can reduce demand and cut your energy costs, see our website: http://www.arb.ca.gov.

California Environmental Protection Agency

Printed on Recycled Paper

cc: Mr. Alan De Salvio
Supervising Air Quality Engineer
Stationary Sources
Mojave Desert Air Quality Management District
14306 Park Avenue
Victorville, California 92392

Ms. Monica Lewis
Air Pollution Specialist
Air Quality and Transportation Planning Branch

Preserving America's Heritage

March 8, 2011

Mr. Ronald Kosinski RK
Deputy District Director
Caltrans
Division of Environmental Planning
100 South Main Street, Mailstop 16A
Los Angeles, CA 90012

Ref: *Invitation to become a Participating Agency for the High Desert Corridor/E-220 Project*
Preparation of an Environmental Impact Statement
Los Angeles and San Bernardino Counties, California

Dear Mr. Kosinski:

On February 23, 2011, the Advisory Council on Historic Preservation (ACHP) received your invitation to participate in the environmental review process for the referenced undertaking pursuant to Section 6002 of the *Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users* (SAFETEA-LU). The ACHP accepts your invitation to become a participating agency. We do not at this time anticipate attending meetings or providing formal comments at environmental review milestones. However, we would appreciate your keeping us informed of progress, and we may decide to become more actively involved in the future, as warranted. We are also happy to provide FHWA with technical assistance at any time on matters related to historic preservation and Section 106 of the National Historic Preservation Act.

In addition, the ACHP encourages your agency to coordinate the Section 106 process with National Environmental Policy Act (NEPA) compliance by notifying, at your earliest convenience, the appropriate State Historic Preservation Officer (SHPO) and/or Tribal Historic Preservation Officer (THPO), Indian tribes, and other consulting parties pursuant to our regulations, "Protection of Historic Properties" (36 CFR Part 800). Through early consultation, your agency will be able to determine the appropriate strategy to ensure Section 106 compliance is completed in a timely manner for this undertaking.

The agency should continue consultation with the appropriate SHPO/THPO, Indian tribes, and other consulting parties to identify and evaluate historic properties and to assess any potential adverse effects on those historic properties. If your agency determines through consultation with the consulting parties that the undertaking will adversely affect historic properties, or that the development of a programmatic agreement is necessary, the agency must notify the ACHP and provide the documentation detailed at 36 CFR §800.11(e).

ADVISORY COUNCIL ON HISTORIC PRESERVATION
1100 Pennsylvania Avenue NW, Suite 803 • Washington, DC 20004
Phone: 202-606-8503 • Fax: 202-606-8647 • achp@achp.gov • www.achp.gov

Thank you for inviting our participation in the development of this project. Should you have any questions as to how your agency should comply with the requirements of Section 106, please contact Najah Duvall-Gabriel by telephone at (202) 606-8585 or by e-mail at ngabriel@achp.gov.

Sincerely,

Charlene Dwin Vaughn, AICP
Assistant Director
Office of Federal Agency Programs
Federal Permitting, Licensing, and Assistance Section

State of California – The Natural Resources Agency
DEPARTMENT OF FISH AND GAME
South Coast Region
4949 Viewridge Avenue
San Diego, CA 92123
(858) 467-4201
www.dfg.ca.gov

Edmund G. Brown, Jr., Governor
John McCamman, Director

March 9, 2011

California Department of Transportation
Division of Environmental Planning
HDC Project
ATTN: Mr. Karl Price
100 South Main Street
Los Angeles, California 90012

Subject: High Desert Corridor Request for Participating Agency Status

Dear Mr. Karl Price:

The Department of Fish and Game (Department) has determined that our agency will likely have jurisdictional authority relevant to streams (Fish and Game Code Section 1600 *et seq.*) and California Endangered Species Act (CESA-Fish and Game Code Section 2080 *et seq.*) for the High Desert Corridor (HDC) project. The HDC project likely will require a Lake or Streambed Alteration Agreement (Agreement) and/or take permit under CESA because it could substantially adversely affect an existing fish or wildlife resource.

The Department is looking forward to reviewing and commenting on the environmental document and is accepting your request to be considered a participating agency for purposes of evaluating the HDC project and any potential impacts to existing fish and wildlife resources as a result of implementation of the proposed project.

The Department has staff with the expertise to assist you in the environmental review and permitting process for the HDC project. Please contact us if you have any questions regarding this matter. For impacts associated with the HDC in Los Angeles County please contact Ms. Jamie Jackson at 626-513-6308 or jjackson@dfg.ca.gov; for impacts associated with the HDC in San Bernardino County please contact Mr. Eric Weiss at 909-980-8607 or eweiss@dfg.ca.gov.

Sincerely,

Edmund J. Pert
Regional Manager
South Coast Region (Region 5)

Kimberly Nicol
Regional Manager
Inland Deserts Region (Region 6)

Conserving California's Wildlife Since 1870

U.S. Department of Homeland Security
FEMA Region IX
1111 Broadway, Suite 1200
Oakland, CA 94607-4052

FEMA

March 11, 2011

Mr. Ronald Kosinski
Deputy District Director
Division of Environmental Planning
Caltrans, District 7
100 South Main Street, MS 16A
Los Angeles, CA 90012-3606

Re: Invitation to Participate in the Environmental Review Process
High Desert Corridor/E-220 (New SR-138) Project

Dear Mr. Kosinski:

This letter is in response to your letter dated February 15, 2011, addressed to Mr. Gregor Blackburn, CFM Branch Chief, Department of Homeland Security (DHS), Federal Emergency Management Agency (FEMA), requesting our agency become a participating agency per Section 6002 of the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) in the environmental review process for the proposed High Desert Corridor/E-220 (New SR-138) project in Los Angeles and San Bernardino counties.

FEMA is declining your invitation to be a participating agency, as we do not have jurisdiction or authority with respect to the proposed improvements. The project, however, must undergo federal consultation with agencies responsible for implementation of federal environmental statutes and authorities, as it is considered equivalent to a federal action, being proposed by the Federal Highway Administration (FHWA) in cooperation with the California Department of Transportation (Caltrans).

The proposed improvements are located in Los Angeles and San Bernardino Counties and may involve local jurisdictions that participate in the National Flood Insurance Program (NFIP). Any development within the Counties must comply with any requirements of the County's Flood Damage Prevention Ordinance (Ordinance). To complete the Federal

www.fema.gov

environmental review process for the proposal, Caltrans is required to submit the draft of any environmental compliance documents to our agency for review and comment.

Should you have any questions or if I may be of further assistance, you may contact me at (510) 627-7728, or by email at fema-rix-ehp-documents@dhs.gov.

Sincerely,

Donna M. Meyer
Deputy Regional Environmental Officer

Los Angeles
World Airports

March 11, 2011

Mr. Ronald Kosinski
Deputy District Director
Division of Environmental Planning
Caltrans District 7
100 South Main Street; Mail Stop 16A
Los Angeles, CA 90012

LAX
LA/Ontario
Van Nuys
City of Los Angeles
Antonio R. Villaraigosa
Mayor
Board of Airport Commissioners
Michael A. Lawson
President
Valeria C. Velasco
Vice President
Joseph A. Aredas
Robert D. Beyer
Boyd Hight
Fernando M. Torres-Gil
Walter Zelman
Gina Marie Lindsey
Executive Director

Re: Participating Agency Request for High Desert Corridor/E-220

Dear Mr. Kosinski:

This is in response to your letter of February 15, 2011 requesting that Los Angeles World Airports (LAWA) become a participating agency for Caltrans' High Desert Corridor/E-220 (New Sr-138) project.

LAWA agrees to be a participating agency on this project. We will have a representative attend the March 30, 2011 coordination meeting at your offices.

Sincerely,

Cynthia Guidry, P.E.
Chief of Airport Planning
Facilities Planning Division

CG:pt

cc: Pat Tomcheck

1 World Way Los Angeles California 90045-5803 Mail P.O. Box 92216 Los Angeles California 90009-2216 Telephone 310.646.5252 Internet www.lawa.org

METROLINK.

Southern California Regional Rail Authority

March 14, 2011

Division of Environmental Planning
Caltrans HDC Project
100 South Main Street, Mailstop 16A
Los Angeles, CA 90012

RE: Invitation to become a Participating Agency and attend a coordination meeting for the High Desert Corridor/E-220 (New SR-138) Project

Dear Division of Environmental Planning,

The Southern California Regional Rail Authority (SCRRA) has received the Invitation to become a participating agency for the High Desert Corridor E-220. Thank you for the opportunity to comment on key issues relative to SCRRA and operations of the railroad adjacent to the project site. As background information, SCRRA is a five-county Joint Powers Authority (JPA) that operates the regional commuter rail system known as Metrolink. Additionally, SCRRA provides rail engineering, construction, operations and maintenance services to its five JPA member agencies. The JPA consists of the Los Angeles County Metropolitan Transportation Authority (METRO), San Bernardino Associated Governments (SANBAG), Orange County Transportation Authority (OCTA), Riverside County Transportation Commission (RCTC) and Ventura County Transportation Commission (VCTC).

SCRRA accepts the invitation to become a participating agency. Furthermore, Caltrans Division of Environmental Planning shall provide timely notice, in accordance with Public Resources Code Section 21092.5 and State CEQA Guideline Section 15088, of the written proposed responses to our comments on this environmental document and the time and place of any scheduled public meetings or public hearings by the agency decision makers at least 10 days prior to such a meeting.

700 S. Flower Street, Suite 2600 Los Angeles, CA 90017 T (213) 452.0200

metrolinktrains.com

METROLINK.

Southern California Regional Rail Authority

Thank you again for cooperating with SCRRA to help ensure the development of a successful project. If you have any questions please contact Patricia Watkins at 213 452-0415 or watkinsp@scrra.net.

Sincerely,

Patricia Watkins
Assistant Director, Public Projects

Cc: Kim Chan

700 S. Flower Street, Suite 2600 Los Angeles, CA 90017 T (213) 452.0200

metrolinktrains.com

Governments SANBAG Working Together

San Bernardino Associated Governments

1170 W. 3rd Street, 2nd Floor San Bernardino, CA 92410-1715
Phone: (909) 884-8276 Fax: (909) 885-4407 Web: www.sanbag.ca.gov

TRANSPORTATION MEASURE I

■ San Bernardino County Transportation Commission ■ San Bernardino County Transportation Authority
■ San Bernardino County Congestion Management Agency ■ Service Authority for Freeway Emergencies

March 15, 2011

Mr. Ronald Kosinski RK
Deputy District Director
Division of Environmental Planning
Caltrans, District 7
100 South Main Street, Mailstop 16A
Los Angeles, CA 90012-3606

Dear Mr. Kosinski:

This letter is to inform you that San Bernardino Associated Governments (SANBAG) accepts its status as a participating agency under Section 6002 of SAFETEA-LU in regards to the High Desert Corridor/E-220 project.

Please direct any future correspondence regarding this project to:

Duane Baker
Director of Management Services
San Bernardino Associated Governments
1170 W. Third Street, 2nd Floor
San Bernardino, CA 92410

If you have any questions, please feel free to contact me at (909) 884-8276 or at dbaker@sanbag.ca.gov.

Sincerely,

Duane A. Baker,
Director of Management Services

RK110315-DAB

U.S Department
of Transportation
Federal Aviation Administration

Western-Pacific Region
Los Angeles Airports District Office

P.O. Box 92007
Los Angeles, CA 90009-2007

April 25, 2011

Mr. Ronald Kosinski
Deputy District Director
Caltrans
Division of Environmental Planning
(HDC Project)
100 South Main Street, Mailstop 16A
Los Angeles, CA 90012

Dear Mr. Kosinski:

This letter is in response to your letter dated March 22, 2011. You invited the Federal Aviation Administration (FAA) to be a Cooperating/Participating Agency in the preparation of an Environmental Impact Statement for the proposed High Desert Corridor/E-220 (New SR-138) project in the State of California. The FAA has determined to accept your invitation.

We note that the preliminary alternatives, and/or alignment options presented in the proposed project are planned to use property at LA/Palmdale Airport in Palmdale (PMD) or enter into the vicinity of Southern California Logistics Airport (VCV) in Victorville; and, Apple Valley Airport (APV) in Apple Valley.

- There are federal contractual obligations in place regarding use of airport land for non-aeronautical purposes. The release of land requires Fair Market Value compensation in exchange for the conveyance of airport land.

- There are also regulations governing the construction of objects, on or in the vicinity of airports that may affect navigable airspace. The consistency of the alternatives with these "land use policies and controls" should be analyzed and any conflicts addressed in the alternative analysis.

- There are FAA environmental requirements associated with land transfers/releases which require FAA approval.

- The identified Project Alternatives are projected to operate through PMD and just south of VCV and APV have the potential to interfere with future instrument approach navigational aids (NavAids). When installed an Instrument Landing System (ILS) provides pilots with electronic guidance for aircraft alignment, descent gradient, and position until visual contact confirms the runway alignment and location. The ILS uses a line-of-sight signal from the localizer antenna and marker beacons. ILS antenna systems are susceptible to signal interference

sources such as power lines, fences, metal buildings, etc. Since ILS uses the ground in front of the glide slope antenna to develop the signal, this area should be clear of any surface irregularities.

- The FAA will entertain initiating discussions with the airport sponsors to purchase avigation easements on surrounding property that may be impacted by the corridor in order to protect the aircraft approach paths.

- There is a potential for physical interference to radio and NavAid facilities located above grade and at grade. It is imperative that Caltrans coordinate its selected alternative with the FAA's Air Traffic Organization (ATO) prior to design implementation to determine potential impacts. Your ATO contact will be Jerry Simmer, at 425-203-4641 or e-mail jerry.simmer@faa.gov.

- It is necessary under Title 14, Code of Federal Regulations (CFR) Part 77 to notify the FAA of any proposal, which would exceed certain elevations with respect to the ground and neighboring airports. 14 CFR Part 77.13 states that any person/organization who intends to sponsor any of the following construction or alterations must notify the FAA Administrator. To fulfill this requirement, it will be necessary to complete the FAA Form 7460-1, *Notice of Proposed Construction or Alteration*. This form must be completed on the web at https://oeaaa.faa.gov/oeaaa/external/portal.jsp.

- Since the project is approximately 63-miles in length, California Department of Transportation (Caltrans) will need to file the FAA Form 7460-1 for multiple points throughout the project area. Karen McDonald, Specialist, with the FAA's Los Angeles Obstruction Evaluation Office can assist Metro in determining these points. Ms. McDonald may be contacted at 310-725-6557 or e-mail karen.mcdonald@faa.gov.

Please forward any future correspondence, questions, or information requests, to Mr. Victor Globa, Environmental Protection Specialist, Los Angeles Airports District Office, at (310) 725-3637.

Sincerely,

Debbie Roth
Manager, Los Angeles Airports District Office

CC: AWP-600

2

PROGRAM CHANGE REQUEST

PROJECT ID . 0700000080,
DISTRICT/EA 07/11672,26000 **PPNO** 0393F,3912 **PGM Doc.** STIP **PGM Del FY** Prior **PROG CODE** 20.XX.075.400/600, 20.30.010.810/680,

Cty – Rte - PM - Description
PROJECT (SCOPE) DESCRIPTION: LA 138 43.4/48.7 In Palmdale, at Avenue P-8 from Route 14 to 50th Street. Construct freeway and conventional highway. (right of way only)

DOES THIS PROJECT INVOLVE PROPOSITION 1B FUND(S)? NO ☒ YES ☐, TYPE(S) (CMIA, Route 99, STIP, SHOPP, Etc.) _____

SCOPE, COST & SCHEDULE CHANGES

TYPE OF REQUEST: ☐ PGM COST ☐ PGM YEAR ☐ SCOPE ☒ SPLIT / COMBINE ☐ OTHER: _____

COMPONENT	EXISTING (PROGRAMMED)		PROPOSED		CHANGE		
Change (S's in 1,000's)	Value	Fiscal Year	Value	Fiscal Year	Value	Value %	Yrs
PA&ED Support	$_____	_____	$_____	_____	$_____	_____%	_____
PS&E Support	$_____	_____	$_____	_____	$_____	_____%	_____
R/W Support	$_____	_____	$_____	_____	$_____	_____%	_____
Con Support	$_____	_____	$_____	_____	$_____	_____%	_____
R/W Capital	$_____	_____	$0	_____	$_____	_____%	_____
Con Capital	$_____	_____	$_____	_____	$_____	_____%	_____
Total	$_____		$_____		$_____	_____%	

Cty - Rte - PM - Description
New Project Description: LA 138 42.4/74.9 In Los Angeles County from Rte 14/138 IC to end of county line and in SBD County from SBD county line to Rte 18 PM84.4 and Rte 15 PM43.0/49.0 IC. Construct freeway/expressway (High Desert Corridor).

(Only If Revised)

PAED 15 % Complete **PS&E** 0 % Complete **"010" Safety Project ?** Yes☐ No☒

1.) WHAT IS THE PROPOSED CHANGE?

A. To combine a STIP project EA 07-116720 with EA 07-26000 into EA 07-2600U.

B. Update the project description to the Realignment of State Route 138 on new freeway alignment (High Desert Corridor) to the Los Angeles County Line and from the San Bernardino County Line to SR 18 PM 8.4 and Route 15 PM 43.0/49.0.

C. Reconcile and close all Grandfathered RIP expenditures under 07-11672 and combine with the High Desert Corridor funded by Metropolitan Transportation Agency ($30 million) and funding from City of Victorville ($9.6 million) in San Bernardino County in District 8.

2. COMPLETE THE FOLLOWING REGARDING THE LATEST TWO COST ESTIMATES. ($'s in 1,000's.).

a. **ESTIMATE DATE:** 01/11, **Con Capital** $2.5 Billion, **RW Capital $** See Note Below*.
b. **ESTIMATE DATE:** ____(____), **Con Capital $**_____, **RW Capital $**_____.

* R/W estimate will be finalized at the end of the PA/ED phase.

3.) **WHAT WAS THE REASON FOR THE CHANGE?** The County of San Bernardino, County of Los Angeles, and the Cities of Adelanto, Victorville, Apple Valley, Lancaster, and Palmdale have formed a Joint Power Authority (JPA) to develop a new freeway/expressway from SR-14 to I-15. The City of Victorville has received federal funds to develop a portion of this corridor fromUS-395 to I-15 and on through to SR-18 and preliminary engineering and environmental studies are underway. The City will transfer $9.6 million in Federal Demo funds to Caltrans to complete the PA/ED phase. The JPA will combine the many separate efforts currently underway into one combined project. LA Metro is also providing $30.0 million in Measure R funding to complete the PA/ED phase for this project. Since the original EA 07-116720 was funded with GF RIP, this funding will no longer be used to fund the expanded scope and funding will come from LA Metro Measure R and Federal Demo funds. EA 07-116720 project limits constitute 5 miles of the overall corridor project EA2600U0 and accordingly, the District requests that the 2 projects to be combined into one project.

4.) **WHEN WAS THE CHANGE DISCOVERED?** July 2009

5.) **WHAT HAS BEEN DONE TO MINIMIZE ANY CHANGE?** This change is actually a positive one that proposes to expand the project scope to create a more realistic project that will serve as a major East West corridor. It is also expected to consider innovative financing methods such the Public Private Partner (PPP).

6.) **WHAT CAN BE CONSTRUCTED FOR THE PROGRAMMED FUNDS?** Funding is only committed to complete PAED Phase.

7.) **IF THE SCOPE IS REDUCED OR SPLIT, WOULD THE REMOVED WORK NEED TO BE REPROGRAMMED OR ADDED TO ANOTHER PROJECT?** N/A

8.) **IS A SUPPLEMENTAL SCOPING DOCUMENT NEEDED? IF YES, STATUS?** Supplemental PSR/PDS was approved on 1/18/2011.

9.) **WAS A VALUE ANALYSIS STUDY CONDUCTED? EXPLAIN THE RESULTS OF THE STUDY OR WHY A STUDY WAS NOT CONDUCTED?** Value Analysis study was prepared for EA116720. A new study is being scheduled for the combined scope.

10.) **COST - WHERE WILL THE REQUIRED FUNDS COME FROM?** LACMTA will fund $30 million from Measure R and City of Victorville will transfer $9.6 million in Federal Demo to complete the Study.

11.) **PRIOR PCR'S – LIST OTHER PCR'S PREVIOUSLY APPROVED.** None.

PROJECT CONCURRENCE

12.) (A) **(STIP-RIP) WHEN DID THE DISTRICT DISCUSS THIS WITH HEADQUARTERS STIP PROGRAM MANAGER AND THE RTPA OR COUNTY TRANSPORTATION COMMISSIONS STAFF? EXPLAIN THEIR REACTION.** March 2011, The D-7 PM discussed the project with the HQ STIP Program Manager Kurt Scherzinger. He indicated his agreement as long as the newly expanded scope is covered by other sources of funds.

(B) **(STIP-IIP)WHEN DID THE DISTRICT DISCUSS THIS WITH HEADQUARTERS STIP PROGRAM MANAGER? EXPLAIN THEIR REACTION.** N/A

(C) **(SHOPP) WHEN DID THE DISTRICT DISCUSS THIS WITH THE HEADQUARTERS PROGRAM MANAGER? EXPLAIN THEIR REACTION.** N/A

13.) LESSONS LEARNED, NEW STRATEGIES (What new information pertaining to this project could be beneficial to others?)
The District was able to secure new work that is funded by our partners and provide a valuable opportunity to implement innovative financing methods such the PPP that is being studied via separate Task order through Metro.

14.) District Project Manager Signature

Osama Megalla, District Project Manager — **Date** 4/22/11 — **(213) 897- 0520** **Phone Number (Public)**

Sam Ekrami, Deputy District Director
Program/Project Management — **Date** 4/26/11

APPROVAL – COMMENTS - CONCERNS

- ☐ *DPM Concurrence*
- ☐ *DPM Objections (detail concerns):*

15.) Comments - Concerns:

Paul Gennaro — Digitally signed by Paul Gennaro DN: CN = Paul Gennaro, C = US, OU = Project Management Date: 2011.04.22 11:13:17 -07'00'

Paul Gennaro
HQs Project Management Coordinator — **Date**

Karl Dreher
HQs Design Coordinator — **Date**

APPROVAL

	Approve	Deny	No HQ Action
Cost	☐	☐	☐
Scope	☐	☐	☐
Schedule	☐	☐	☐
Split / Combine	☐	☐	☐
Other	☐	☐	☐
Revise & Resubmit	☐	☐	☐

DISTRICT DIRECTOR — **Date** 4/26/11

HQs DIVISION CHIEF
PROJECT MANAGEMENT — **Date**

HQs DIVISION CHIEF
TRANSPORTATION PROGRAMMING — **Date**

REQUIRED ATTACHMENTS

(a) Attach 1 page copy (PMCS: PYRS screenprint) of project workplan/status schedule.
(b) Attach current CTIPS project information.
(c) PCR Data Worksheet for all splits & combines
Note: Except for a summery cost estimate, if/when needed, DO NOT attach anything else. (No 6 page reports; amendments; etc.)

DISTRICT/EA 07/2600U

Form: November 2010, RA

PCR DATA WORKSHEET

Parent Project(s)																Child Project(s)		
Existing Programmed Project Funds						Proposed Programmed Funds					Delivery Plan Project							
Dist	(Pgm) CTIPS EA	PPNO	Program Funds (list all contributors)	Component	FY	$ Amount (x1000)	Program Funds (list all contributors)	Component	FY	$ Amount (x1000)	Delivery Plan EA	Proposed Budget	Expended (x1000)	Component	EA-5	Component	Distribution ($ or %) (x1000)
07	11672	0393F	GF RIP *	PAED	98	$71							$ 11,136	PAED	2600U	PAED	$50,736
				PS&E	99	$1,745							$ 506	PS&E		PS&E	$506
				R/W SUP	99	$4,763							$ 510	R/W SUP		R/W SUP	$510
				R/W									$176	R/W		R/W CAP	$176
			QML										0.056	PAED			
													0.254	PS&E			
													53	R/W SUP			
			RIP	R/W	03	$13,935											
			RSTP	R/W	99	$4,000											
			DEMO	R/W	99	$10,395											
			FUTURE	CON	16	$900,000											
07	26000	3912					LACMTA **	PAED	11	$ 30,000							
08			Demo				Demo	PAED	10	$ 9,600							

NOTE:

* - Since this is a GF RIP, PAED expenditures will be incurred by the State.

** - LACMTA will fund EA 26000 under Measure R for PAED only.

State Transportation Improvement Program
Los Angeles County
Document Year 2010, Version Number 7
PPNO: 0393F
(Dollars in Thousands)

DIST:	PPNO:	EA:	CTIPS ID:	TCRP No.
07	0393F	116720	109-0000-0357	

CT PROJECT ID: 07-0000-0080
COUNTY: Los Angeles County
ROUTE: 138
PM: 43.4 / 48.7

TITLE (DESCRIPTION): Palmdale- Fwy&Conventional Hwy (RW only) (In Palmdale, at Avenue P-8 from Route 14 to 50th Street. Construct freeway and conventional highway. (right of way only))

ELEMENT: Capital Outlay
MPO ID: 9
SPONSOR: Caltrans
MPO: Southern California Association of Governments
CORRIDOR:
PRJ MGR: Osama Megalla
PHONE: (213) 897-0520
LAW: 98
EMAIL:

ASSEMBLY: 36
SENATE: 17
CONGRESS: 25

IMPLEMENTING AGENCIES:
PAED Caltrans
PSE Caltrans
RW Caltrans
CON

PROJECT VERSION HISTORY *(Printed Version is Shaded)* **(Last 9 versions displayed)**

Version	Status	Date	Updated By	Change Reason	Amend No.	Vote	Cum Award	Programmed Dollars in Thousands - Total For Project: Prog Con	Prog RW	PA & ED	PS & E	RW Sup	Con Sup
7	Official	05/20/10	LCAGLE	Adoption - Carry Over	G-10-13			900,000	28,330	71	1,745	4,763	
6	Official	05/29/08	LCAGLE	Adoption - Carry Over	G-08-08			900,000	28,330	71	1,745	4,763	
5	Official	04/27/06	RBAVIRIS	Adoption - Carry Over	G-06-03				28,330	71	1,745	4,763	
4	Official	08/05/04	RBAVIRIS	Adoption - Carry Over	G-04-07				28,330	71	1,745	4,763	
3	Official	04/04/02	KBALAJI	Adoption - Carry Over	G-02-04				28,330	71	1,745	4,763	
2	Official	12/06/00	KBALAJI	Adoption - Carry Over	G-00-32				28,330	71	1,745	4,763	
1	Official	06/02/98	PTHORPE	Adoption	G-98-08				28,330	71	1,745	4,763	

Fund Source 1 of 5 **GF RIP**
20.XX.075.400 - Grandfathered Regional Improvement Program
Fund Type: State Cash
Extension | VOTE DATE AMOUNT
Funding Agency: Los Angeles County Metropolitan Transportation Authority

	PRIOR	10/11	11/12	12/13	13/14	14/15	15/16	FUTURE	TOTAL
PA&ED	71								71
PS&E	1,745								1,745
R/W SUP	4,763								4,763
CON SUP									
R/W									
CON									
Total:	6,579								6,579

Fund Source 2 of 5 **RIP**
20.XX.075.600 - Regional Improvement Program
Fund Type: State Cash
Extension | VOTE DATE AMOUNT
Funding Agency: Los Angeles County Metropolitan Transportation Authority

	PRIOR	10/11	11/12	12/13	13/14	14/15	15/16	FUTURE	TOTAL
PA&ED									
PS&E									
R/W SUP									
CON SUP									
R/W	13,935								13,935
CON									
Total:	13,935								13,935

Fund Source 3 of 5 **RSTP**
20.30.010.810 - Surface Transportation Program (STP)
Fund Type: STP Local

	PRIOR	10/11	11/12	12/13	13/14	14/15	15/16	FUTURE	TOTAL
PA&ED									
PS&E									
R/W SUP									
CON SUP									
R/W	4,000								4,000
CON									
Total:	4,000								4,000

Fund Source 4 of 5 **Demo**
20.30.010.680 - High Priority Project / Demonstration Projects
Fund Type: Demonstration - TEA21

	PRIOR	10/11	11/12	12/13	13/14	14/15	15/16	FUTURE	TOTAL
PA&ED									
PS&E									
R/W SUP									
CON SUP									
R/W	10,395								10,395
CON									
Total:	10,395								10,395

Product of CTIPS
Page 1
03/21/2011 10:58:00

State Transportation Improvement Program
Los Angeles County
Document Year 2010, Version Number 7
PPNO: 0393F
(Dollars in Thousands)

Fund Source 5 of 5 **Future Need**
FUTURE - Unfunded Need

Fund Type:
Future Funds

VOTE	DATE	AMOUNT

	PRIOR	10/11	11/12	12/13	13/14	14/15	15/16	FUTURE	TOTAL
PA&ED									
PS&E									
R/W SUP									
CON SUP									
R/W									
CON							900,000		900,000
Total:							900,000		900,000

Project Total:

VOTE	TOTAL AMOUNT
PAED	
PSE	
RW	
CON	

	PRIOR	10/11	11/12	12/13	13/14	14/15	15/16	FUTURE	TOTAL
PA&ED	71								71
PS&E	1,745								1,745
R/W SUP	4,763								4,763
CON SUP									
R/W	28,330								28,330
CON							900,000		900,000
Total:	34,909						900,000		934,909

HQ Comments:
******** Version 7 - 06/15/10 ********
Adoption carry over. No changes.-lh
******** Version 6 - 06/13/08 ********
08/31/09 Added future const need. -lc
06/13/08 Copied from 2006 STIP. Moved GF RIP capital to RIP - rw
******** Version 5 - 06/13/06 ********
5/15/06 Adoption carryover with no changes. -rb
******** Version 4 - 08/05/04 ********
07/29/04 Carryover Project. RW and Support only.-rb
******** Version 3 - 05/03/02 ********
05/03/02 Information per 2002 STIP adopted by the CTC under resolution G-02-04 dated April 04, 2002
******** Prior Versions ********
This project is for a 'future' freeway. At present, the work effort is for Right-of-Way acquisition/reservation for the SR14/Ave P-8 IC area and corridor from SR 14 to 50th St. PR/Des/Con are in the future.
NOTE:RSTP includes $460 TSM match
Contributor 1 - RSTP
Other - special BEALE funds 7 ISTEA Demo funds

08/11/99 CTIPS found to match RF (made active to add proj title) - kmb

11/01/00 Added PM info -kmb

***** Legacy Analyst Comments Below *****
7/23/98 update info for 98 STIP
7/29/98 update info/PA-JMH
9/8/98 **right of way only** added to description and changed conyear to 2015-P

Product of CTIPS Page 2 03/21/2011 10:58:00

```
PYRS 07 116720          M LA  138   43.4    4   D    P=F11 N=F12  *  A C S P  *
S U P P O R T  BY  F I SC A L  Y E A R  WINDOW YR __ LAST PYPSCAN 07/11/96 (X)
   MONTHS  10-11  11-12  12-13  13-14  14-15  15-16  16-17  17-18  18-19  AFTER
PJD    58
RWO
STD    26
STC    31
CON    31

TOTAL
M I L E S T O N E S  (* COMPUTED BY PYPSCAN) REG RW LEAD  26 WDYS  450 FLAG S X
   ID NEED  APPR PSR BEG ENVR BEG PR   CIRC DPR CIRC ED  HEARING  PAR RPT
            03/16/96 08/01/00                   03/28/03
 *          03/96    04/96    12/96    03/97    05/97    07/97    09/97
   PA&ED CL GEO BASE BR SITE  BEG BR   RW MAPS  REG RW   SKEL LAY ENV REVL
   01/  /11          NA/  /            09/30/03 10/10/05          NA/  /
 * 11/97    05/98    05/98    05/98    12/92    08/98    09/98    06/00
   BR PS&E  DT PS&E  RW CERT  RDY LIST HQ ADV   APR CNTR JOB COMP
   NA/  /   07/  /15 11/  /15 12/  /14          04/  /16 07/  /19
 * 07/00    08/00    10/00    11/00    01/01    06/01    06/03

                                                              FREEZE   THAW
                                                               FFF
PYPSCAN PROJECT COMPLETE                                 03/22/11 08:51:44
```

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PYRS 07 260000          M LA  138   42.4         D    P=F11 N=F12  *  A C S P  *
S U P P O R T  BY  F I SC A L  Y E A R  WINDOW YR __ LAST PYPSCAN 03/16/10 (X)
   MONTHS  10-11  11-12  12-13  13-14  14-15  15-16  16-17  17-18  18-19  AFTER
PJD   128  22.98  22.98  10.82   4.74   8.77   1.87
RWO
STD    61   7.80  12.77  10.64   2.84
STC    54                                     9.10  24.56  24.56  24.56   8.20
CON    54                                     4.99  12.01  12.01  12.01   8.50

TOTAL      30.78  35.75  21.46   7.58   8.77  15.96  36.57  36.57  36.57  16.70
M I L E S T O N E S  (* COMPUTED BY PYPSCAN) REG RW LEAD  00 WDYS 9360 FLAG S
   ID NEED  APPR PSR BEG ENVR BEG PR   CIRC DPR CIRC ED  HEARING  PAR RPT
            03/11/10                                12/  /12
 *        _  02/05 _  03/05 _  11/05 _  02/06 _  04/06 _  10/06 _  04/07 _
   PA&ED CL GEO BASE BR SITE  BEG BR   RW MAPS  REG RW   SKEL LAY ENV REVL
   12/  /12          11/  /15          08/  /14
 * 09/07 _  03/08 _  04/08 _  02/10    NA/      NA/      07/08 _  11/12 _
   BR PS&E  DT PS&E  RW CERT  RDY LIST HQ ADV   APR CNTR JOB COMP
            03/  /18 08/  /18 09/  /14          04/  /19 02/  /19
 * 03/15 _  05/15 _  07/15 _  08/15 _  10/15 _  03/16 _  02/20 _

EXEC PYPSCAN _                                                    FREEZE   THAW
                                                                   UUU
CONSIDER PYPSCAN CALCULATION                                  03/22/11 08:49:57
```

ROUTE SLIP

07/2600U

____ PGM COST	____ SCOPE	x PGM YEAR
____ SPLIT	x COMBINE	____ OTHER
Into: ____	*from:* 11672	
____	26000	

Reason(s) for PCR

The County of San Bernardino, County of Los Angeles, and the Cities of Adelanto, Victorville, Apple Valley, Lancaster, and Palmdale have formed a Joint Power Authority (JPA) to develop a new freeway/expressway from SR-14 to I-15. The City of Victorville has received federal funds to develop a portion of this corridor fromUS-395 to I-15 and on through to SR-18 and preliminary engineering and environmental studies are underway. The City will transfer $9.6 million in Federal Demo funds to Caltrans to complete the PA/ED phase. The JPA will combine the many separate efforts currently underway into one combined project. LA Metro is also providing $30.0 million in Measure R funding to complete the PA/ED phase for this project. Since the original EA 07-116720 was funded with GF RIP, this funding will no longer be used to fund the expanded scope and funding will come from LA Metro Measure R and Federal Demo funds. EA 07-116720 project limits constitute 5 miles of the overall corridor project EA2600U0 and accordingly, the District requests that the 2 projects to be combined into one project.

		ACTION REQUESTED	INITIALS	DATE
***PRE-ROUTING**				
a) COSDM Input Control Unit (SM)	GABRIELA VENEGAS	PREVIEW/DISCUSS	GV	4/21/11
b) HQ PROJECT MGMT COORDINATOR	PAUL GENNARO	REVIEW & CONCUR		
c.) HQ PROJ DEVT COORDINATOR	KARL DREHER	REVIEW & CONCUR **(Scope Only)**		
c) AREA MANAGER	STEVE NOVOTNY	PREVIEW/DISCUSS	SJN	4/25/11
d) SFP	SAM EKRAMI	PREVIEW/DISCUSS	SE	4/26/11
***ROUTING**				
1. PROJECT MANAGER	OSAMA MEGALLA	**SIGNATURE**	OM	4/21/11
2. DESIGN MANAGER	CHUNG-FU LUAN	REVIEW & CONCUR	N/A	
3. PROJECT PROGRAM ADVISOR		REVIEW & CONCUR		
5. PROGRAM MANAGER	ALBERTO ANGELINI	REVIEW & CONCUR	ST FOR AA	
7. DIST R/W MANAGER	ANDREW NIERENBERG	REVIEW & CONCUR		
8. DEPUTY DISTRICT DIRECTOR, CONSTRUCTION	ROY FISHER	REVIEW & CONCUR	N/A	
9. DEPUTY DISTRICT DIRECTOR, DESIGN	WILLIAM H REAGAN	REVIEW & CONCUR	WR	4/26/11
10. DEPUTY DISTRICT DIRECTOR, PPM	SAM EKRAMI	**SIGNATURE**	SE	4/26/11
11. CHIEF DEPUTY DISTRICT DIRECTOR	LINDY LEE-LOVELL	REVIEW & CONCUR		
12. DISTRICT DIRECTOR	MICHAEL MILES	**SIGNATURE**	MM	4/26/11

13. PLEASE CALL O. MEGALLA@ 7-0520 JL YU @ 7-4390 TO PICK-UP

CITY OF
VICTORVILLE

760-955-5000
FAX 760-245-7243
email: vville@ci.victorville.ca.us
14343 Civic Drive
P.O. Box 5001
Victorville, California 92393-5001

May 16, 2011

Mr. Ronald J. Kosinski, Deputy District Director
Division of Environmental Planning
Caltrans, District 7
100 South Main Street
Los Angeles, CA 90012

Reference: **High Desert Corridor – Invitation to become a Participating Agency**

Dear Mr. Kosinski:

This is a response to an invitation letter (dated March 21, 2011, attached) addressed to the Victorville Park and Facilities to become a Participating Agency in the preparation of an EIS for the High Desert Corridor Project. Victorville Parks and Facilities are owned by the City of Victorville and managed and operated by the City's Community Services Department; the Parks and Facilities are not a separate district or entity. That being the case, the City will continue to be a Participating Agency on this project and in that role will participate and comment regarding any issues regarding parks and City facilities.

Thank you for the opportunity to comment. I can be contacted at 760-955-5156 if you need to discuss anything or need more information.

Sincerely,

Brian Gengler

Brian Gengler
Assistant City Engineer

BG:sg

cc: John A. McGlade, City Engineer
Jon Gargan, Community Services Director

STATE OF CALIFORNIA—BUSINESS, TRANSPORTATION AND HOUSING AGENCY EDMUND G. BROWN, JR., Governor

DEPARTMENT OF TRANSPORTATION
DIVISION OF ENVIRONMENTAL PLANNING, MS 16A
100 S. MAIN STREET
LOS ANGELES, CA 90012
PHONE (213) 897-3656
FAX (213) 897-0685
TTY 711

Flex your power!
Be energy efficient!

February 13, 2013

David Valenstein
Department of Transportation
FRA-RPD-13
1200 New Jersey Avenue, SE
Washington, DC 20590

Dear Mr. Valenstein:

Re: Invitation to Become a Cooperating Agency on the High Desert Corridor Project

Caltrans, in cooperation with the Los Angeles County Metropolitan Transportation Authority (Metro), is preparing an Environmental Impact Statement for the proposed High Desert Corridor Project in Los Angeles and San Bernardino Counties, California. Caltrans is acting as the NEPA lead agency under its assumption of responsibility pursuant to 23 U.S.C. 327. The original Notice of Intent (NOI) was published on September 24, 2010 (Vol. 75, No. 185). A recent change in scope to include a high speed rail component in two of the project alternatives and the addition of FRA as a Cooperating Agency (if you accept this invitation) will result in a revised NOI being published in the near future.

The proposed project is a 63-mile-long east-west "strategic multi-purpose corridor" that would provide route continuity between State Route 14 (SR-14) in Los Angeles County and Interstate 15 (I-15) and SR-18 in San Bernardino County. There are six Build alternatives in addition to the No Build alternative being analyzed for this project. The six Build alternatives are:

- Transportation System/Demand Management (TSM/TDM) Alternative;
- Freeway/Expressway Alternative (Avenue P-8, I-15 and SR-18);
- Freeway/Tollway Alternative (Avenue P-8, I-15 and SR-18);
- Freeway/Expressway Alternative with High Speed Rail Feeder Service;
- Freeway/Tollway Alternative with High Speed Rail Feeder Service; and,
- Hybrid Corridor Alternative.

A statement of Purpose and Need and a description of the project alternatives are enclosed to provide additional information about the project. A project vicinity map and project location map are also enclosed.

In accordance with 40 CFR 1501.6 of the Council on Environmental Quality's (CEQ) Regulations for Implementing the Procedural Provision of the National Environmental Policy Act, we are requesting your agency to be a cooperating agency because it has jurisdiction by law or special expertise. Should you accept this request, it does not imply that your agency supports the proposed project.

As a cooperating agency, you have the right to expect that the EIS will enable you to discharge your jurisdictional responsibilities. Likewise, you have the obligation to tell us if, at any point in the process, your needs are not being met. We expect that at the end of the process the EIS will satisfy your NEPA requirements including those related to project alternatives, analysis methodologies, environmental consequences and mitigation. Further we intend to utilize the EIS and our subsequent record of decision as our decision-making documents and as the basis for any permit application with your agency.

We look forward to your response to our request for your agency to be a cooperating agency and to working with you on this transportation project. The favor of a reply is requested by March 15, 2013. If you have any questions or would like to discuss in more detail the project or our agencies' respective roles and responsibilities during the preparation of this EIS, please contact Karl Price at 213-897-1839.

Sincerely,

for RONALD KOSINSKI, Deputy District Director
Division of Environmental Planning
Caltrans, District 7

Enclosure
- Statement of Purpose and Need
- Project Alternatives
- Project vicinity map
- Project location map

cc:
- Karl Price, Caltrans District 7
- Osama Megalla, Caltrans District 7
- Robert Machuca, Metro

"Caltrans improves mobility across California"

High Desert Corridor

Statement of Purpose and Need

(February 2013)

Project Purpose:

The purpose of the proposed project is to improve east-west mobility within the High Desert region of Southern California by addressing present and future travel demand and mobility needs within the Antelope and Victor valleys. The proposed action is intended to achieve the following objectives:

- Increase capacity of east-west transportation facilities to accommodate existing and future transportation demand
- Improve travel safety and reliability within the High Desert region
- Improve the regional goods movement network
- Provide improved access and connectivity to regional transportation facilities, including airports and the California High Speed Rail, Metrolink and XpressWest rail systems
- Contribute to state greenhouse gas reduction goals through the use of green energy features

Project Need:

The specific needs to be addressed by the proposed action include:

- Recent and future population growth within the High Desert Region
- Limited and unreliable east-west connectivity within the High Desert Region
- Regional demands for goods movement to support the growth of the regional economy
- Future demands for the use of green energy, including sustainability and green energy provisions in state law and policy

February 2013

High Desert Corridor

Project Alternatives

(November 2012)

No-Build Alternative

The No-Build (No Action) Alternative consists of those transportation projects that are already planned and committed to be constructed by or before 2040. Consequently, the No-Build alternative represents future travel conditions in the HDC study area without the HDC project and is the baseline against which the other HDC alternatives will be assessed.

Transportation System/Demand Management (TSM/TDM) Alternative

The TSM/TDM alternative is a collection of lower cost roadway improvements through the project corridor that can be evaluated against the proposed project alternatives. The TSM/TDM alternative focuses on improvements that connect SR-14 with SR-138 and then extend east to connect with US- 395, I-15 and SR - 18. The key elements that are under consideration for this alternative include:

- An eight-lane grade-separated freeway from SR-14 to 30th Street East.
- A transition to a four-lane at-grade expressway from 30th Street East to Longview Road.
- A four-lane at-grade highway connecting to SR-138 and extending east to US-395 along SR-18.
- A six-lane arterial highway along SR-18 (Palmdale Road) from US -395 to I-15.
- Minor roadway and signal improvements along SR-18 from I-15 to Bear Valley Road.

Except for the freeway portion between SR-14 and 30th Street East, these TSM/TDM roadway improvements would maintain at-grade intersections with local roads and driveway access.

Freeway/Expressway Alternative (Avenue P-8, I-15 and SR-18)

This Alternative consists of a combination of a controlled-access freeway and an expressway. It generally follows Avenue P-8 in Los Angeles County and just south of El Mirage Road in San Bernardino County. This alternative then extends to Air Expressway Road near I-15 and curves south terminating at Bear Valley Road. The incorporation of green energy technologies and a bike path along the alternative will also be considered.

There are four physical alignment variations that are being considered:

- Variation A
  - Near the City of Palmdale, the freeway/expressway would dip slightly south of the main alignment, approximately between 15th St. East and Little Rock Wash.

- Variation B (south)
  - East of the county line, the freeway/expressway would flare out slightly south of the main alignment between Oasis Rd. and Coughlin Rd.

- Variation D
  - Near the community of Lake Los Angeles, the freeway/expressway would dip slightly south of the main alignment, just south of Avenue R approximately between 180th St. East and 230th St. East.

- Variation E
  - Near the cities of Adelanto and Victorville, the freeway/expressway would dip south of the federal prison.

Freeway/Tollway Alternative (Avenue P-8, I-15 and SR-18)

This Alternative follows the same physical alignment as the Freeway/Expressway Alternative (including Variations A, D, B and E) but would have sections operate as a tollway. Details of this operating feature are being evaluated as part of the ongoing Public Private Partnership analysis. The incorporation of green energy technologies and a bike path will also be considered.

Freeway/Expressway Alternative with High Speed Rail Feeder Service

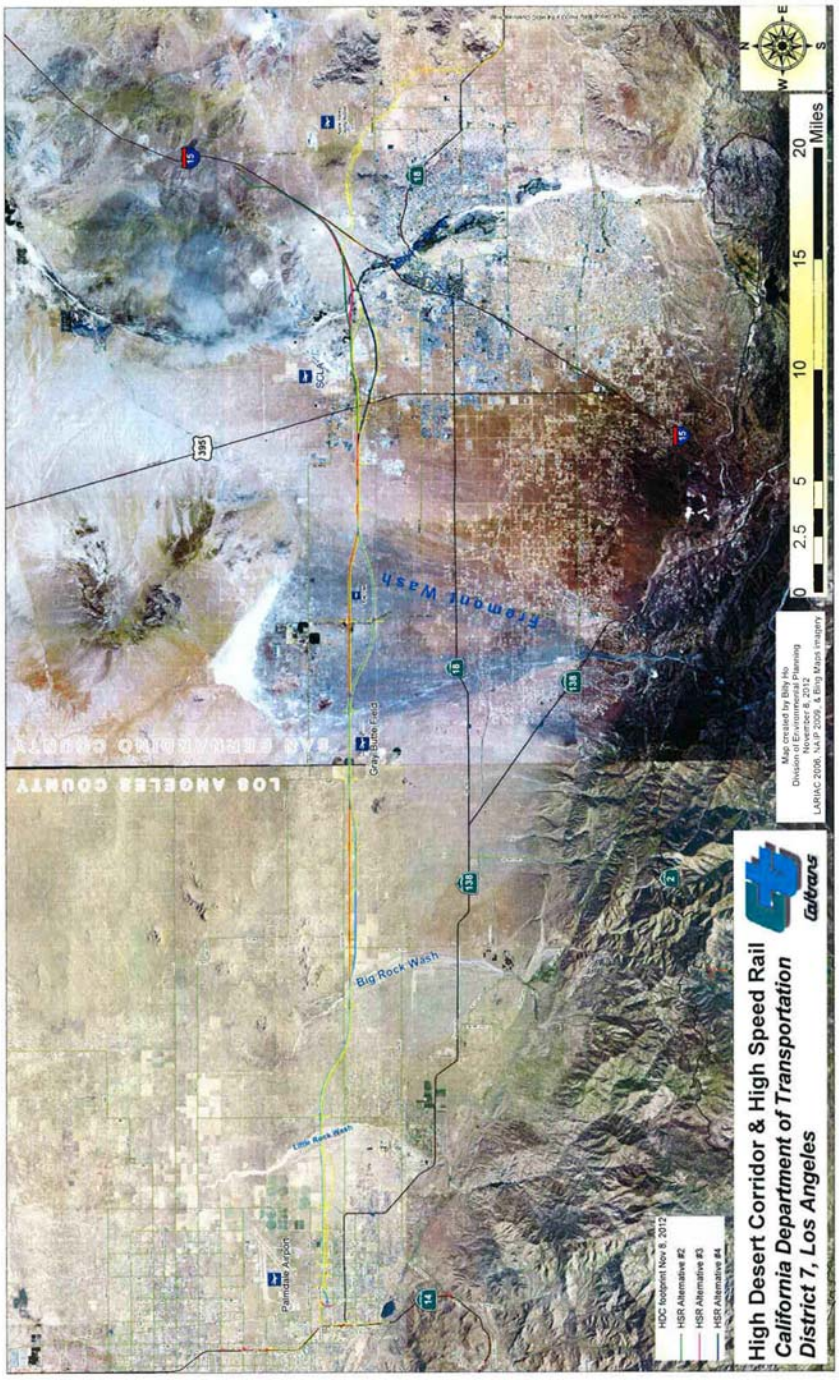
This Alternative is the same as the Freeway/Expressway Alternative (including Variations A, D, B and E) and includes a High Speed Rail (HSR) Feeder Service between Palmdale and Victorville. The HSR Feeder Service would utilize proven steel wheel on steel track technology and have a maximum operating speed of 150 miles per hour. Additional details of this operating feature, including the type of train technology (electric vs. diesel-electric), its location in relation to the HDC and its connections to existing and proposed rail stations are being evaluated as part of the ongoing Public-Private Partnership analysis and Alternatives Analysis. The incorporation of green energy technologies and a bike path will also be considered.

Freeway/Tollway Alternative with High Speed Rail Feeder Service

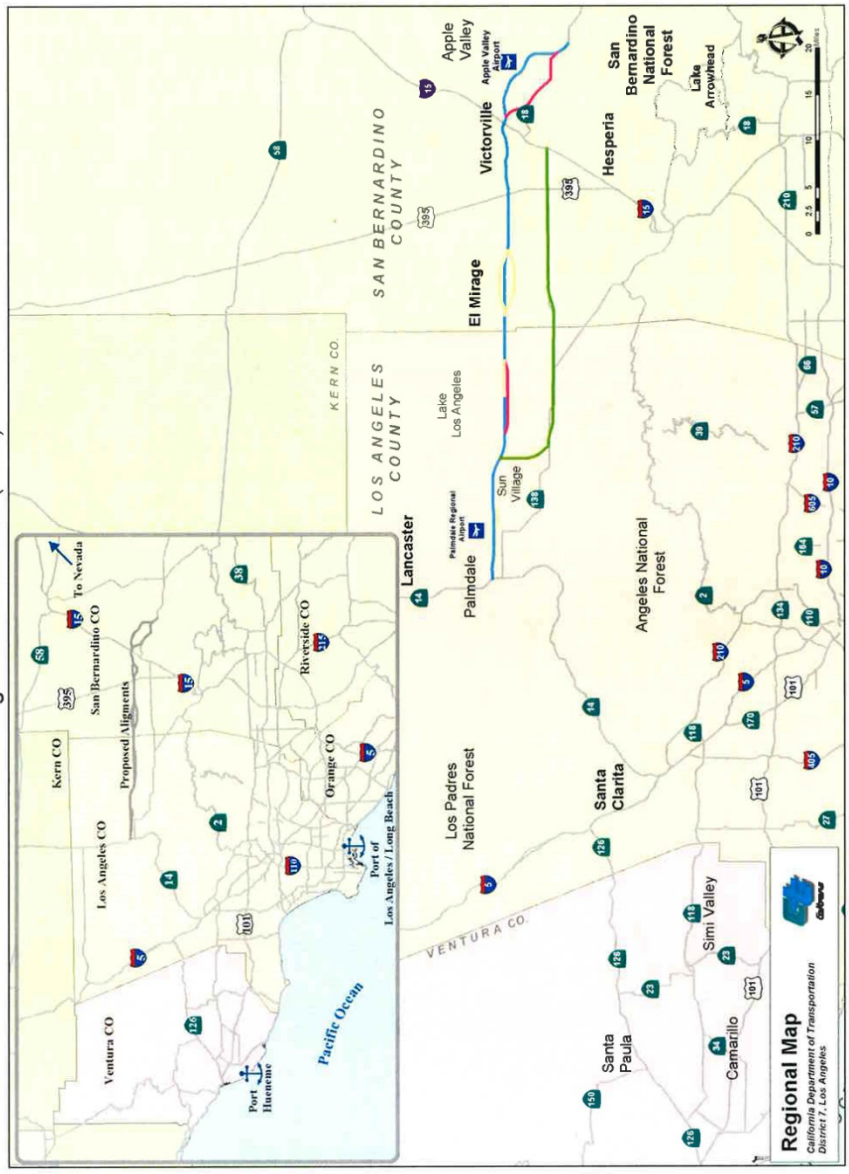
This Alternative is the same as the Freeway/Tollway Alternative (including Variations A, D, B and E) and includes a High Speed Rail (HSR) Feeder Service between Palmdale and Victorville. The HSR Feeder Service would utilize proven steel wheel on steel track technology and have a maximum operating speed of 150 miles per hour. Additional details of this operating feature, including the type of train technology (electric vs. diesel-electric), its location in relation to the HDC and its connections to existing and proposed rail stations are being evaluated as part of the ongoing Public-Private Partnership analysis and Alternatives Analysis. The incorporation of green energy technologies and a bike path will also be considered.

Hybrid Corridor Alternative

This Alternative would consist of a combination of the previously identified alternatives, whose elements (TSM/TDM, Freeway, Expressway, Tollway, HSR Feeder Service, Green Energy Technologies, bike path) would be pieced together to best fit the needs of each section of the corridor. The determination of which elements to use, and at which locations, would be based on the results of the traffic study, environmental studies and public input.


High Desert Corridor & High Speed Rail
California Department of Transportation
District 7, Los Angeles
Caltrans
HDC footprint Nov 6, 2012
HSR Alternative #2
HSR Alternative #3
HSR Alternative #4
Palmdale Airport
Little Rock Wash
Big Rock Wash
Fremont Wash
Gray Butte Field
SCLA
LOS ANGELES COUNTY
SAN BERNARDINO COUNTY
0 2.5 5 10 15 20 Miles
N
S
E
W

High Desert Corridor (HDC)



U.S. Department
of Transportation

**Federal Railroad
Administration**

1200 New Jersey Avenue, SE
Washington, DC 20590

MAR - 7 2013

Mr. Ronald Kosinski
Deputy District Director
Division of Environmental Planning
(HDC Project)
Caltrans, District 7
100 South Main Street, Mailstop 16A
Los Angeles, CA 90012

Re: Invitation to become a Cooperating Agency on the High Desert Corridor Project

Dear Mr. Kosinski:

This letter is a response to your request for the Federal Railroad Administration (FRA) to become a Cooperating Agency pursuant to the Council on Environmental Quality (CEQ) regulations 40 CFR Parts 1501.6 in the development of the Environmental Impact Statement (EIS) for the proposed High Desert Corridor project in Los Angeles and San Bernardino Counties, California.

FRA understands that the Federal Highway Administration (FHWA) assigned, and the California Department of Transportation (Caltrans) assumed, all the United States Department of Transportation (USDOT) Secretary's responsibilities under the National Environmental Policy Act (NEPA) pursuant to 23 U.S.C. 327.

FRA agrees to accept Caltrans' offer to serve as a Cooperating Agency for preparation of the EIS for this proposed project. We understand that Caltrans will seek FRA input in the development of the EIS related to those areas under our jurisdiction or expertise. For your reference, the following is a link to FRA's Procedures for Considering Environmental Impacts (64 FR 28545 [May 26, 1999]): http://www.fra.dot.gov/eLib/details/L02561.

Staff resource constraints will limit FRA participation in this project. When possible, FRA will participate in project coordination meetings primarily by teleconference, and when the meeting topic involves/requires FRA jurisdiction or expertise. We anticipate that we will be able to provide meaningful input on the development of alternatives and review of methodologies and pertinent sections of the draft environmental documents, as the currently identified range of alternatives considers a high-speed rail feeder facility. We will coordinate with Caltrans on technical studies required for the project that are specific to our area of expertise or jurisdiction.

We appreciate Caltrans' efforts as the lead agency for this project and we look forward to future coordination with your team. If you have questions about FRA's role in this process or require additional information, please feel free to contact Stephanie Perez of my staff at (202) 493-0388 (stephanie.perez@dot.gov).

Sincerely,

David Valenstein
Chief, Environment & Systems Planning Division

2

State Transportation Improvement Program

Los Angeles County

Document Year 2014, Version Number 10

PPNO: 0393F

(Dollars in Thousands)

DIST:	PPNO:	EA:	CTIPS ID:	TCRP No.
07	0393F	116720	109-0000-0357	

CT PROJECT ID: 07-0000-0080

COUNTY: Los Angeles County | ROUTE: 138 | PM: 43.4 / 48.7

TITLE (DESCRIPTION): Palmdale- Fwy&Conventional Hwy (RW only) (In Palmdale, at Avenue P-8 from Route 14 to 50th Street. Construct freeway and conventional highway. (right of way only))

ELEMENT: Capital Outlay | MPO ID: 9

SPONSOR: Caltrans

MPO: Southern California Association of Governments

CORRIDOR:

PRJ MGR: Osama Megalla

PHONE: (213) 897-0520 | LAW: 98

EMAIL:

ASSEMBLY: 36

SENATE: 17

CONGRESS: 25

IMPLEMENTING AGENCIES: **PAED** Caltrans; **PSE** Caltrans; **RW** Caltrans; **CON**

PROJECT VERSION HISTORY *(Printed Version is Shaded)* **(Last 9 versions displayed)**

Version	Status	Date	Updated By	Change Reason	Amend No.	Vote	Cum Award	Programmed Dollars in Thousands - Total For Project: Prog Con	Prog RW	PA & ED	PS & E	RW Sup	Con Sup
10	Official	03/20/14	LSHEPARD	Adoption - Carry Over	G-14-06			900,000	28,330	15,500	507	1,000	
9	Official	03/29/12	LSHEPARD	Adoption - Carry Over	G-12-05			900,000	28,330	15,500	507	1,000	
8	Official		LCAGLE	Budget Update				900,000	28,330	15,500	507	1,000	
7	Official	05/20/10	LCAGLE	Adoption - Carry Over	G-10-13			900,000	28,330	71	1,745	4,763	
6	Official	05/29/08	LCAGLE	Adoption - Carry Over	G-08-08			900,000	28,330	71	1,745	4,763	
5	Official	04/27/06	RBAVIRIS	Adoption - Carry Over	G-06-03				28,330	71	1,745	4,763	
4	Official	08/05/04	RBAVIRIS	Adoption - Carry Over	G-04-07				28,330	71	1,745	4,763	
3	Official	04/04/02	KBALAJI	Adoption - Carry Over	G-02-04				28,330	71	1,745	4,763	
2	Official	12/06/00	KBALAJI	Adoption - Carry Over	G-00-32				28,330	71	1,745	4,763	

Fund Source 1 of 5 **GF RIP**

20.XX.075.400 - Grandfathered Regional Improvement Program

Fund Type: State Cash

Funding Agency: Los Angeles County Metropolitan Transportation Authority

Extension | VOTE DATE | AMOUNT

	PRIOR	14/15	15/16	16/17	17/18	18/19	19/20	FUTURE	TOTAL
PA&ED	15,500								15,500
PS&E	507								507
R/W SUP	1,000								1,000
CON SUP									
R/W									
CON									
Total:	17,007								17,007

Fund Source 2 of 5 **RIP**

20.XX.075.600 - Regional Improvement Program

Fund Type: State Cash

Funding Agency: Los Angeles County Metropolitan Transportation Authority

Extension | VOTE DATE | AMOUNT

	PRIOR	14/15	15/16	16/17	17/18	18/19	19/20	FUTURE	TOTAL
PA&ED									
PS&E									
R/W SUP									
CON SUP									
R/W	13,935								13,935
CON									
Total:	13,935								13,935

Fund Source 3 of 5 **RSTP**

20.30.010.810 - Surface Transportation Program (STP)

Fund Type: STP Local

	PRIOR	14/15	15/16	16/17	17/18	18/19	19/20	FUTURE	TOTAL
PA&ED									
PS&E									
R/W SUP									
CON SUP									
R/W	4,000								4,000
CON									
Total:	4,000								4,000

Fund Source 4 of 5 **Demo**

20.30.010.680 - High Priority Project / Demonstration Projects

Fund Type: Demonstration - TEA21

	PRIOR	14/15	15/16	16/17	17/18	18/19	19/20	FUTURE	TOTAL
PA&ED									
PS&E									
R/W SUP									
CON SUP									
R/W	10,395								10,395
CON									
Total:	10,395								10,395

Product of CTIPS | Page 1 | 08/05/2014 10:48:41

State Transportation Improvement Program

Los Angeles County

Document Year 2014, Version Number 10

PPNO: 0393F

(Dollars in Thousands)

Fund Source 5 of 5 Future Need

FUTURE - Unfunded Need

Fund Type:
Future Funds

VOTE	DATE	AMOUNT

	PRIOR	14/15	15/16	16/17	17/18	18/19	19/20	FUTURE	TOTAL
PA&ED									
PS&E									
R/W SUP									
CON SUP									
R/W									
CON							900,000		900,000
Total:							900,000		900,000

Project Total:

VOTE	TOTAL AMOUNT
PAED	
PSE	
RW	
CON	

	PRIOR	14/15	15/16	16/17	17/18	18/19	19/20	FUTURE	TOTAL
PA&ED	15,500								15,500
PS&E	507								507
R/W SUP	1,000								1,000
CON SUP									
R/W	28,330								28,330
CON							900,000		900,000
Total:	45,337						900,000		945,337

HQ Comments:

******** Version 10 - 03/24/14 ********

Adoption, carry over. No STIP programming revisions. Moved future need $'s to outer year. - ls

******** Version 9 - 04/12/12 ********

******** RTIP Version 1 - 04/05/2012 ********

Moved future need $'s to outer year. - ls

******** Version 8 - 06/27/2011 ********

Adjusted GF RIP to be consistent with GF EAC programming directive dated 4/29/11, District PPR & HQ Financial report dated 6/2/11. -lc

******** Version 7 - 06/15/10 ********

Adoption carry over. No changes.-lh

******** Version 6 - 06/13/08 ********

08/31/09 Added future const need. -lc

06/13/08 Copied from 2006 STIP. Moved GF RIP capital to RIP - rw

******** Version 5 - 06/13/06 ********

5/15/06 Adoption carryover with no changes. -rb

******** Version 4 - 08/05/04 ********

07/29/04 Carryover Project. RW and Support only.-rb

******** Version 3 - 05/03/02 ********

05/03/02 Information per 2002 STIP adopted by the CTC under resolution G-02-04 dated April 04, 2002

******** Prior Versions ********

This project is for a 'future' freeway. At present, the work effort is for Right-of-Way acquisition/reservation for the SR14/Ave P-8 IC area and corridor from SR 14 to 50th St. PR/Des/Con are in the future.

NOTE:RSTP includes $460 TSM match

Contributor 1 - RSTP

Other - special BEALE funds 7 ISTEA Demo funds

08/11/99 CTIPS found to match RF (made active to add proj title) - kmb

11/01/00 Added PM info -kmb

***** Legacy Analyst Comments Below *****

7/23/98 update info for 98 STIP

7/29/98 update info/PA-JMH

9/8/98 ""right of way only"" added to description and changed conyear to 2015-P

Product of CTIPS Page 2 08/05/2014 10:48:41

Copy of NRCS Form CPA-106 and Letter

United States Department of Agriculture

NRCS
Natural Resources Conservation Service
44811 N Date Avenue Ste. G
Lancaster, CA 93534
(661) 945-2604 X 108
(661) 942-5503

May 7th, 2013

Mr. Samer Momani
Caltrans District 7 - Division of Environmental Planning
100 S. Main Street, #100, MS-16A
Los Angeles, CA 90012

Dear Mr. Momani:

Attached you will find the completed Form NRCS-CPA-106 (Farmland Conversion Impact Rating) for the project named "High Desert Corridor".

Thank you for your cooperation in protecting the farmland resources. If you have any questions, please contact me at (661) 945-2604 x 108.

Sincerely,

Paul Nguyen

Paul Nguyen
Soil Conservationist

Attach.

Helping People Help the Land
An Equal Opportunity Provider and Employer

U.S. DEPARTMENT OF AGRICULTURE
Natural Resources Conservation Service

NRCS-CPA-106
(Rev. 1-91)

FARMLAND CONVERSION IMPACT RATING FOR CORRIDOR TYPE PROJECTS

PART I *(To be completed by Federal Agency)*	3. Date of Land Evaluation Request 4/4/13	4. Sheet 1 of 1
1. Name of Project **High Desert Corridor Project**	5. Federal Agency Involved **Caltrans Acting for FHWA(23 USC 327)**	
2. Type of Project **Transportation: Freeway/Expressway/Rail**	6. County and State **Los Angeles and San Bernardino, CA**	
PART II *(To be completed by NRCS)*	1. Date Request Received by NRCS 4/5/13	2. Person Completing Form Paul Nguyen
3. Does the corridor contain prime, unique statewide or local important farmland? (If no, the FPPA does not apply - Do not complete additional parts of this form). YES ☑ NO ☐		4. Acres Irrigated 29,710 / Average Farm Size 63
5. Major Crop(s) Carrot, Onion, Alfalfa	6. Farmable Land in Government Jurisdiction Acres: 49,158 % 1.9	7. Amount of Farmland As Defined in FPPA Acres: 43,631 %
8. Name Of Land Evaluation System Used CA Revised Storie Index	9. Name of Local Site Assessment System None	10. Date Land Evaluation Returned by NRCS 5/7/13

PART III *(To be completed by Federal Agency)*		Alternative Corridor For Segment			
		Corridor A	Corridor B	Corridor C	Corridor D
A. Total Acres To Be Converted Directly		337	0	0	291
B. Total Acres To Be Converted Indirectly, Or To Receive Services		0	0	0	0
C. Total Acres In Corridor		337	0	0	291
PART IV *(To be completed by NRCS) Land Evaluation Information*					
A. Total Acres Prime And Unique Farmland		209.8			
B. Total Acres Statewide And Local Important Farmland		12			
C. Percentage Of Farmland in County Or Local Govt. Unit To Be Converted		0.48			
D. Percentage Of Farmland in Govt. Jurisdiction With Same Or Higher Relative Value		Data Not	Available		
PART V *(To be completed by NRCS) Land Evaluation Information Criterion Relative value of Farmland to Be Serviced or Converted (Scale of 0 - 100 Points)*		83			
PART VI *(To be completed by Federal Agency) Corridor Assessment Criteria (These criteria are explained in 7 CFR 658.5(c))*	Maximum Points				
1. Area in Nonurban Use	15	14	N/A	N/A	14
2. Perimeter in Nonurban Use	10	9	N/A	N/A	9
3. Percent Of Corridor Being Farmed	20	18	N/A	N/A	18
4. Protection Provided By State And Local Government	20	0	N/A	N/A	0
5. Size of Present Farm Unit Compared To Average	10	8	N/A	N/A	8
6. Creation Of Nonfarmable Farmland	25	10			10
7. Availability Of Farm Support Services	5	5	N/A	N/A	5
8. On-Farm Investments	20	18	N/A	N/A	18
9. Effects Of Conversion On Farm Support Services	25	10	N/A	N/A	10
10. Compatibility With Existing Agricultural Use	10	5	N/A	N/A	5
TOTAL CORRIDOR ASSESSMENT POINTS	160	97	0	0	97
PART VII *(To be completed by Federal Agency)*					
Relative Value Of Farmland (From Part V)	100	83	0	0	0
Total Corridor Assessment (From Part VI above or a local site assessment)	160	97	0	0	97
TOTAL POINTS *(Total of above 2 lines)*	260	180	0	0	97

1. Corridor Selected:	2. Total Acres of Farmlands to be Converted by Project:	3. Date Of Selection:	4. Was A Local Site Assessment Used? YES ☐ NO ☑

5. Reason For Selection:

Signature of Person Completing this Part: | DATE

NOTE: Complete a form for each segment with more than one Alternate Corridor

June 2014
TCWG Review of Quantitative Analyses
Quantitative PM Hot Spot Analysis Review
June, 2014
Determination
IC0404, LA962212, LA0G665, SB20061702 June 2014 Revised 6-14
IC0404, LA962212, LA0G665, SB20061702 June 2014 EPA Comment and Caltrans District 7 Reponse
It is deemed acceptable for NEPA circulation (TCWG concurrence via email before the meeting)

STATE OF CALIFORNIA—BUSINESS, TRANSPORTATION AND HOUSING AGENCY EDMUND G. BROWN Jr., Governor

DEPARTMENT OF RANSPORTATION
DISTRICT 7,
100 SOUNTH MAIN STREET, MAIL STOP 16A
LOS ANGELES, CA 90012-3606
PHONE (213) 897-0703
FAX (213) 897-0685
TTY 711

Flex your power!
Be energy efficient!

August 12, 2014

Mark Cohen
Los Angeles District, U.S. Army Corps of Engineers
Regulatory Division
915 Wilshire Blvd., Suite 930
Los Angeles, CA 90017

Dear Mr. Cohen:

Subject: Invitation to Become Cooperating Agency on the High Desert Corridor Project

Effective October 1, 2012, the Federal Highway Administration (FHWA) assigned, and the California Department of Transportation (Caltrans) assumed, all the United States Department of Transportation (USDOT) Secretary's responsibilities under the National Environmental Policy Act (NEPA) pursuant to 23 USC 327(a)(2)(A). Caltrans assumed all of FHWA's responsibilities under NEPA for projects on California's State Highway System (SHS) and for federal-aid local streets and roads projects under FHWA's Surface Transportation Project Delivery Program. Caltrans also assumed all of FHWA's responsibilities for environmental coordination and consultation under other federal environmental laws pertaining to the review or approval of projects under NEPA Assignment. For the purposes of carrying out the responsibilities assumed under NEPA Assignment, Caltrans is deemed to be acting as FHWA with respect to the environmental review, consultation, and other actions required under those responsibilities.

Caltrans is preparing an environmental impact statement (EIS) for proposed High Desert Corridor Project in the Los Angeles and San Bernardino countries, California. The project proposes to construct the High Desert Corridor (HDC) as a new transportation facility in the High Desert region of Los Angeles and San Bernardino counties, from State Route (SR) 14 in Los Angeles County to Interstate 15 (I-15) and SR 18 in San Bernardino County, a distance of approximately 63 miles.

The alternatives evaluated in the Draft Environmental Impact Statement are four build alternatives and a No Build Alternative as described below.

- The Freeway/Expressway Alternative with four physical variations would combine a controlled-access freeway and an expressway. The alignment will generally follow Avenue P-8 in Los Angeles County and just south of El Mirage Road in San Bernardino County, then extend east to Air Expressway Road, near I-15, and finally curve south, ending at Bear Valley Road. The variations to the general HDC alignment are proposed to minimize environmental impacts. Additional elements would include bikeways and green energy facilities.
- The Freeway/Tollway Alternative would follow the same alignment as the Freeway/Expressway Alternative, including variations, but the section between 100th Street East and US 395 would be operated as a tollway. The toll segment would likely be an all-Electronic Toll Collection (ETC) System. The operation would be completely electronic with no toll booths or traffic gates. Collection of tolls

would occur at the speed of flowing traffic, which means that motorists never have to slow down; therefore, the traffic would remain free flowing. Additional elements would include bikeways and green energy facilities, similar to under the Freeway/Expressway Alternative.

- The Freeway/Expressway Alternative with HSR Feeder/Connector Service would be the same as the Freeway/Expressway Alternative, but with an HSR Feeder/Connector Service between the cities of Palmdale and Victorville. The HSR Feeder/Connector Service would utilize proven steel wheel-on-steel track technology with design and operating speeds of 180 miles per hour (mph) and 160 mph, respectively. Additional elements would include bikeways and green energy facilities, similar to under the Freeway/Expressway Alternative.
- The Freeway/Tollway Alternative with HSR Feeder/Connector Service would be the same as the Freeway/Tollway Alternative, but it would include an HSR Feeder/Connector Service (as described above) between the cities of Palmdale and Victorville. Refer to the Freeway/Tollway Alternative for a description of tollway operation. Additional elements would include bikeways and green energy facilities as described under the Freeway/Expressway Alternative.
- The No Build Alternative would not provide new transportation infrastructure within the High Desert area to connect Los Angeles and San Bernardino counties.

Anticipated federal approvals include Clean Water Act Section 404 permit, Air Quality Conformity Determination, Section 7 Consultation for Threatened and Endangered Species (Biological Opinion), MOA under Section 106 of the National Historic Preservation Act, Paleontological Resource Use Permit (for use of resources on Bureau of Land Management during project construction), Conditional Letter on Map Revision and Letter of Map Revision in regards to Floodplain, and Section 4(f) *de minimis* Findings.

In accordance with 40 CFR 1501.6 of the Council on Environmental Quality's (CEQ) Regulations for Implementing the Procedural Provision of the National Environmental Policy Act, we are requesting your agency to be a cooperating agency because your agency has jurisdiction by law or special expertise.

You have the right to expect that the EIS will enable you to discharge your jurisdictional responsibilities. Likewise, you have the obligation to tell us if, at any point in the process, your needs are not being met. We expect that at the end of the process the EIS will satisfy your NEPA requirements including those related to project alternatives, environmental consequences, and mitigation. Further we intend to utilize the EIS and our subsequent record of decision as our decision-making documents and as the basis for the permit application. We expect the permit application to proceed concurrently with the EIS approval process.

We look forward to your response to our request and your role as a cooperating agency on this transportation project. This designation does not imply that your agency supports the proposed project. If you have any questions or would like to discuss in more detail the project or our agencies' respective role and responsibilities during the preparation of this EIS, please contact Karl Price, Senior Environmental Planner, at (213) 897-1839 or Karl.price@dot.ca.gov.

Sincerely,

Ronald Kosinski

RONALD KOSINSKI
Deputy District Director
Division of Environmental Planning
Caltrans, District 7

DEPARTMENT OF THE ARMY
LOS ANGELES DISTRICT, U.S. ARMY CORPS OF ENGINEERS
2151 ALESSANDRO DRIVE, SUITE 110
VENTURA, CALIFORNIA 93001

August 27, 2014

Ronald Kosinski
Deputy District Director, Environmental Planning
California Department of Transportation, District 7
100 South Main Street, Suite 100
Los Angeles, California 90012

Subject: Invitation to become a Cooperating and/or Participating Agency for the High Desert Corridor Project.

Dear Mr. Kosinski:

I am responding to the California Department of Transportation (Caltrans), District 7 August 12, 2014 written request for the U.S. Army Corps of Engineers ("Corps") to participate as a cooperating and/or participating agency in the High Desert Corridor Project in Los Angeles and San Bernardino counties, California.

The Corps understands that the Federal Highways Administration (FHWA) has delegated its responsibilities for environmental consultation and coordination under the National Environmental Policy Act (NEPA) and all or part of FHWA's responsibilities for environmental review, consultation, or other actions required under other Federal environmental laws to Caltrans for the proposed project pursuant to 23 U.S.C. 327, as amended by section 1313 of the Moving Ahead for Progress in the 21rst Century Act (MAP-21). Accordingly, as the federal lead agency, Caltrans will prepare an Environmental Impact Statement (EIS) for the proposed project and alternatives, following the Council on Environmental Quality (CEQ) "Regulations for Implementing the Procedural Provisions of the National Environmental Policy Act" of November 29, 1978. In addition, under your NEPA lead agency responsibilities, Caltrans requests that our agency be a cooperating agency and/or a participating agency, as defined in 23 U.S.C. 139, in the development of the EIS.

The Corps accepts Caltrans' offer to become a cooperating agency. The Corps also understands that our views, as well as those of other cooperating and/or participating agencies, are intended to preclude any subsequent and duplicative reviews by cooperating and/or participating agencies. This coordination is also designed to aid in identifying all reasonable project alternatives, environmental impacts, and measures to mitigate adverse impacts for the project. The Corps expects our participation will ensure the environmental review progresses in a mutually acceptable way to streamline the eventual application processes for required state and Federal permits. Further because of our section 404 of the Clean Water Act (CWA)

administrative responsibilities, we have a particular concern in seeing the project comply with the Section 404 (b)(1) Guidelines (40 CFR Part 230), which is fundamental to supporting our eventual determination of the least environmentally damaging practicable alternative (LEDPA).

The Corps has reviewed the FHWA "Guidance on Cooperating Agencies," which outlines the responsibilities of the Federal lead agency and those of the cooperating agencies. However, staff resource constraints will limit Corps participation to the following:

- Assist in identifying interest groups.
- Attend coordination meetings and joint field reviews.
- Provide meaningful and early input on issues of concern.
- Review pre-draft and pre-final environmental documents.
- Provide input on the evaluation of practicable alternatives, which will ultimately support the Corps' determination of the LEDPA.
- Assist the lead agency in determining appropriate and practicable mitigation, including "all practicable measures to minimize harm." These measures should reflect avoidance, minimization, and compensation.
- Cooperate in the application of principles for integration of NEPA and the section 404 permits contained in Chapter 11 of Applying the Section 404 Permit Process to Federal Aid Highway Projects.
- Adopt the final environmental document, if after an independent review, the Corps concludes that the document satisfies NEPA and other requirements for our approval and for our permit decision regarding the proposed action.

The Corps looks forward to continued dialogue and coordination with Caltrans on this project. If you have any questions, please contact Crystal L.M. Huerta of my staff at 805-585-2143 or via e-mail at Crystal.Huerta@usace.army.mil. Please refer to this letter and Corps File Number SPL-2013-00847-CLH in your reply.

Sincerely,

Mark Cohen
Deputy Chief, Regulatory Division
Los Angeles District

STATE OF CALIFORNIA – THE NATURAL RESOURCES AGENCY EDMUND G. BROWN, JR., *Governor*

OFFICE OF HISTORIC PRESERVATION
DEPARTMENT OF PARKS AND RECREATION
1725 23rd Street, Suite 100
SACRAMENTO, CA 95816-7100
(916) 445-7000 Fax: (916) 445-7053
calshpo@parks.ca.gov
www.ohp.parks.ca.gov

September 29, 2014

Reply in Reference To: FHWA_2014_0623_001

Kelly Ewing-Toledo, Heritage Resource Coordinator
Department of Transportation, Cultural Studies Office
District 7, Division of Environmental Planning
100 South Main Street, Suite 100
Los Angeles, CA 90012-3606

Re: Requesting Expedited Concurrence from the State Historic Preservation Officer (SHPO) on the Determinations of Eligibility for the High Desert Corridor Project, Los Angeles and San Bernardino Counties, California

Dear Ms. Ewing-Toledo:

Thank you for your September 26, 2014 letter in which the California Department of Transportation (Caltrans) is continuing consultation with our office regarding the High Desert Corridor federal undertaking. This consultation is in accordance with the January 2014 *first Amended Programmatic Agreement (PA) among the Federal Highway Administration, the Advisory Council on Historic Preservation, the California State Historic Preservation Office, and the California Department of Transportation Regarding Compliance with Section 106 of the National Historic Preservation Act, as it Pertains to the to the Administration of the Federal-Aid Highway Program in California*. Pursuant to Stipulation VIII.C.6 of the PA, Caltrans is requesting concurrence on the determination of eligibility of historic properties as a result of this undertaking.

The proposed High Desert Corridor Project is being undertaking by Los Angeles County Metropolitan Transportation Authority and Caltrans, District 7. The undertaking involves the construction of a new, approximately 63-mile long, east-west freeway/expressway, possible toll or rail facility, between State Route (SR) 14 in the City of Palmdale in the northeast Los Angeles County and SR 18 in western San Bernardino County, east of the City of Victorville. The proposed freeway would be two to three lanes in each direction, with right-of-way acquired to support an ultimate facility of four lanes in each direction. The proposed undertaking includes a High Speed Rail (HSR) Feeder Service to be included in the freeway/expressway median between SR 14 and Interstate 15 (I-15).

Supporting documentation (36 CFR §800.11(a)) submitted with your letter includes a Historic Property Survey Report (HPSR), a Historical Resources Evaluation Report (HRER), and an Archaeological Survey Report (ASR). These documents are intended to fulfill three actions as outlined in the PA; (1) determine the Area of Potential Effects (APE), (2) identify the potential historic properties located within the undertaking's APE, and (3) evaluate potential historic properties for National Register of Historic Places (NRHP) eligibility. Under the PA, Caltrans is responsible for ensuring the appropriateness of the APE (Stipulation VII.A) and the adequacy of historic property identification efforts (Stipulation VII.B). Currently, Caltrans is seeking SHPO

concurrence on their determination of eligibility of historic properties under Stipulation VIII.C.6 of the PA.

Caltrans' identification efforts for this undertaking resulted in the identification of sixty resources within the APE that require evaluation of historic significance. Pages 8 to 9 of the HPSR provide a description of the identification efforts. In accordance with Stipulation VIII.C of the PA, forty of these resources were evaluated for National Register eligibility. The results of these evaluations are documented in Attachment D, E and F of the HPSR.

Caltrans evaluated and determined that 36 resources are not eligible for inclusion in the NRHP:

- 30 built environment resources
- 5 historic-era archaeological resources
- 1 multicomponent resource

Pursuant to Stipulation VIII.C.6 of the PA, Caltrans is requesting SHPO concurrence with these NRHP eligibility determinations. Based on my review of the documentation provided, I concur that the following listed resources are ineligible for listing on the NRHP:

Map #	Primary Number	APN	Address/Trinomial	Type	Description	Year	Status
133	P-19-004366		CA-LAN-4366/H	M	AP2. Lithic Scatter; AH4. Trash Scatter; tested		6Z
92	P-19-186613	3030-021-005	18742 E. Palmdale Blvd., Palmdale	B	HP02.Single Family Property	1957	6Z
93	P-19-186614	3030-021-006	18726 E. Palmdale Blvd., Palmdale	B	HP02.Single Family Property	1950	6Z
51	P-19-187071	3022-004-012	1161 E Ave. P8, Palmdale	B	HP02.Single Family Property	1941	6Z
84	P-19-190800	3022-004-025	39215 15th St. E, Palmdale	B	HP08. Industrial Building	1966	6Z
85	P-19-190802	3022-004-911	39210 10th St. E, Palmdale	B	HP06. 1-3 Story Commercial Building	1965/1970	6Z
86	P-19-190803	3022-012-270	2044 E Ave. P8, Palmdale	B	HP08. Industrial Building	1961/1963/1967	6Z
87	P-19-190804	3022-012-271	2104 E Ave. P8, Palmdale	B	HP06. 1-3 Story Commercial Building	1964	6Z
88	P-19-190805	3029-016-009	15366 E. Palmdale Blvd, Palmdale	B	HP02.Single Family Property	1951	6Z
89	P-19-190806	3029-016-025	15616 E. Palmdale Blvd, Palmdale	B	HP02.Single Family Property	1929	6Z

90	P-19-190807	3030-021-001	18846 E. Palmdale Blvd, Palmdale	B	HP06. 1-3 Story Commercial Building	1959	6Z
91	P-19-190808	3030-021-002	18842 E. Palmdale Blvd, Palmdale	B	HP02.Single Family Property	1957	6Z
94	P-19-190809	3030-021-035	18650 E. Palmdale Blvd, Palmdale	B	HP02.Single Family Property	1962	6Z
95	P-19-190810	3075-011-015	17500 E. Palmdale Blvd., Llano	B	HP02. Single Family Property	1952/1974	6Z
96	P-19-190811	3075-012-004	38220 170th St. E, Lancaster	B	HP02. Single Family Property	1958	6Z
97	P-19-190812	3075-012-007	38237 171st St. E, Lancaster	B	HP02. Single Family Property	1956	6Z
98	P-19-190813	3084-003-033	20340 E Ave. Q12, Palmdale	B	HP02. Single Family Property	1956/1960	6Z
100	P-19-190814	3084-004-009	20528 E Ave. Q12, Lancaster	B	HP02. Single Family Property	1958	6Z
101	P-19-190815	3084-004-016	20725 E Ave. R, Palmdale	B	HP02. Single Family Property	1956	6Z
104	P-19-190816	3084-017-024	21216 E Ave. R, Lancaster	B	HP02. Single Family Property	1953	6Z
29	P-19-190817	3022-002-011	39417-39421 10 St. E., Palmdale	B	HP03. Multiple Family Residence	1948	6Z
30	P-19-190818	3022-004-003	39534 10th St. E., Palmdale	B	HP02. Single Family Property	1941	6Z
32	P-19-190819	3022-003-001	39362 10th St. E, Palmdale	B	HP02. Single Family Property	1954	6Z
160	P-36-004272		CA-SBR-4272H	H	AP13. Old Spanish Trail and Salt Lake Santa Fe Trail		6Z
143	P-36-006303		CA-SBR-6303H	H	HP39: Domestic refuse deposit		6Z
158	P-36-006320		CA-SBR-6320H	H	HP09: Historic waste water treatment facility		6Z
148	P-36-023225		CA-SBR-14701H	H	HP39: domestic refuse deposit		6Z
105	P-36-027567	0439-081-24-0000	24077 Yucca Loma Rd, Apple Valley	B	HP02. Single Family Property	1950	6Z
106	P-36-027568	0437-352-02-0000	15761 Joshua Rd., Apple Valley	B	HP02. Single Family Property	1958	6Z

107	P-36-027569	0459-352-07-0000	17640 Adelanto Rd., Adelanto	B	HP08. Industrial Building		6Z
108	P-36-027570	0472-101-23-0000	17614 Spencer Rd., Victorville	B	HP02. Single Family Property	1947	6Z
109	P-36-027571	0472-101-16-0000	17571 Spencer Rd., Victorville	B	HP02. Single Family Property	1936	6Z
110	P-36-027572	0472-101-37-0000	15425-15427 Turner Rd., Victorville	B	HP02. Single Family Property	1954	6Z
111	P-36-027573	0472-101-39-0000	15464 Turner Rd., Victorville	B	HP02. Single Family Property	1925	6Z
112	P-36-027574	0472-101-56-0000	15480 Seals Rd., Victorville	B	HP02. Single Family Property	1945	6Z
149	P-36-061257			H	HP39: domestic refuse deposit		6Z

Caltrans evaluated, or reevaluated, and determined that four resources within the APE are eligible for inclusion in the NRHP. Pursuant to Stipulation VIII.C.6 of the PA, Caltrans is requesting SHPO concurrence with these NRHP eligibility determinations. Based on my review of the documentation provided, I concur that the following listed resources are eligible for listing on the NRHP:

Map #	Primary Number	Trinomial	Type	Description
141	P-36-000066	CA-SBR-66	P	AP02. Lithic Scatter; tested.
142	P-36-000182	CA-SBR-182	P	AP15. Habitation Debris; tested.
146	P-36-012609	CA-SBR-12336	P	AP15. Habitation Debris; tested; see Attachment G, XPI Report; see Attachment H, DOE
155	P-36-003033	CA-SBR-3033/H	M	AP13. Trail; HP37. Highway/Trail; Mojave Trail, Old Government Road.

In accordance with Stipulation VIII.C.4 Caltrans is assuming NRHP eligibility for the purposes of the undertaking of twenty resources; two multicomponent, four prehistoric, and fourteen historic-era archaeological resources. In accordance with Stipulation XII.A, Caltrans District has sought and gained approval of DEA/CSA to phase the continued identification and evaluation of these resources as the multiple alternatives are refined:

Map #	Primary Number	Trinomial	Type	Description
68	P-19-004187	CA-LAN-4187H	H	AH02/AH04 Razed House with Debris
70	P-19-004189	CA-LAN-4189H	H	AH02/AH04. Razed House with Debris
127	P-19-004359	CA-LAN-4359	P	AP02. Lithic Scatter
129	P-19-004361	CA-LAN-4361H	H	AH02: mid 20th C. foundations and refuse
130	P-19-004362	CA-LAN-4362H	H	AH02/04. early 20th C. homestead remnants and refuse
131	P-19-004364	CA-LAN-4364H	H	AH02: mid 20th C. foundations and refuse
132	P-19-004365	CA-LAN-4365H	H	AH02: mid 20th C. foundations and refuse
134	P-19-004367	CA-LAN-4367H	H	AH02: mid 20th C. foundations and refuse
157	P-36-006312	CA-SBR-6312	P	AP02. Lithic Scatter. AP11. Hearths tested
144	P-36-006317	CA-SBR-6317H	H	AH16: Granite quarry
145	P-36-010392	CA-SBR-10392/H	M	AP02. Lithic Scatter
153	P-36-010960	CA-SBR-109601H	H	AH2: Foundation remnants and domestic refuse deposit
147	P-36-021470	CA-SBR-13782H	M	AP02. Lithic Scatter; AH4. Trash Scatter
135	P-36-026764	CA-SBR-16911	P	AP02. Lithic Scatter
159	P-36-026768	CA-SBR-16915H	H	AH02/04.Foundation remnant and assoc. refuse scatter
136	P-36-026769	CA-SBR-16916H	H	AH02. mid 20th C. foundations and refuse
138	P-36-026772	CA-SBR-16918H	H	AH06. water conveyance and storage remnants
139	P-36-026773		H	AH16: Quarry late 19th-early 20th c.
140	P-36-026832	CA-SBR-16915H	H	AH2: Foundation remnants and assoc. refuse scatter
156	P-36-000158	CA-SBR-158	P	AP05. Petroglyphs

Caltrans has also determined that a proposed National Register Archaeological District called Topipabit District is eligible for listing on the NRHP. The district would encompass three archaeological sites that are located within the APE and that may be associated with the ethnohistorically-attested Desert Serrano village of *Topipabit*. The three sites are P-36-000066 (CA-SBR-66), P-36-000182 (CA-SBR-182), and P-36-012609 (CA -SBR-12336), which are located west of the Mojave River near Ossam Wash and south of Turner Springs Road. The proposal for creation of the district is supported by preliminary ethnohistory research by David Earle (see ASR, Appendix C). The research indicates the district would be eligible for listing on

the NRHP under Criterion D. Caltrans is assuming NRHP eligibility for the purposes of the undertaking and will phase the identification, evaluation and findings of effect for the proposed Archaeological District in accordance with Stipulations and XII.A.

All other resources identified within the APE (property types 1, 2, 3, 4, 6, 7) were exempted from formal evaluation pursuant to Stipulation VIII C. 1. and Attachment 4 of the PA.

Your letter states that in accordance with Stipulation XII.A., Caltrans will phase the identification and evaluation of twenty resources as the project alternatives are refined. Caltrans will prepare a Phase I and/or Phase II in support of the determination and will be preparing a Finding of Effect for the eligible properties found within the APE.

Thank you for seeking my comments and considering historic properties as part of your undertaking. I look forward to continuing consultation with Caltrans on future efforts to identify and evaluate the twenty additional resources within the APE and on the Finding of Effect for the eligible properties found within the APE. If you require further information, please contact Alicia Perez of my staff at 916-445-7020 or at Alicia.Perez@parks.ca.gov or Natalie Lindquist of my staff at 916-445-7014 or at Natalie.Lindquist@parks.ca.gov.

Sincerely,

Carol Roland-Nawi, Ph.D.

Carol Roland-Nawi, Ph.D.
State Historic Preservation Officer

Appendix L Special-Status Species and Biological Opinion

United States Department of the Interior

FISH AND WILDLIFE SERVICE
Ventura Fish and Wildlife Office
2493 PORTOLA ROAD, SUITE B
VENTURA, CA 93003
PHONE: (805)644-1766 FAX: (805)644-3958

Consultation Tracking Number: 08EVEN00-2014-SLI-0437 August 08, 2014
Project Name: HDC

Subject: List of threatened and endangered species that may occur in your proposed project location, and/or may be affected by your proposed project.

To Whom It May Concern:

The enclosed list identifies species listed as threatened and endangered, species proposed for listing as threatened or endangered, designated and proposed critical habitat, and species that are candidates for listing that may occur within the boundary of the area you have indicated using the U.S. Fish and Wildlife Service's (Service) Information Planning and Conservation System (IPaC). The species list fulfills the requirements under section 7(c) of the Endangered Species Act (Act) of 1973, as amended (16 U.S.C. 1531 et seq.). Please note that under 50 CFR 402.12(e) of the regulations implementing section 7 of the Act, the species list should be verified after 90 days. We recommend that verification be completed by visiting the IPaC website at regular intervals during project planning and implementation for updates to species lists following the same process you used to receive the enclosed list. Please include the Consultation Tracking Number in the header of this letter with any correspondence about the species list.

Due to staff shortages and excessive workload, we are unable to provide an official list more specific to your area. Numerous other sources of information are available for you to narrow the list to the habitats and conditions of the site in which you are interested. For example, we recommend conducting a biological site assessment or surveys for plants and animals that could help refine the list.

If a Federal agency is involved in the project, that agency has the responsibility to review its proposed activities and determine whether any listed species may be affected. If the project is a major construction project*, the Federal agency has the responsibility to prepare a biological assessment to make a determination of the effects of the action on the listed species or critical habitat. If the Federal agency determines that a listed species or critical habitat is likely to be adversely affected, it should request, in writing through our office, formal consultation pursuant to section 7 of the Act. Informal consultation may be used to exchange information and resolve conflicts with respect to threatened or endangered species or their critical habitat prior to a

written request for formal consultation. During this review process, the Federal agency may engage in planning efforts but may not make any irreversible commitment of resources. Such a commitment could constitute a violation of section 7(d) of the Act.

Federal agencies are required to confer with the Service, pursuant to section 7(a)(4) of the Act, when an agency action is likely to jeopardize the continued existence of any proposed species or result in the destruction or adverse modification of proposed critical habitat (50 CFR 402.10(a)). A request for formal conference must be in writing and should include the same information that would be provided for a request for formal consultation. Conferences can also include discussions between the Service and the Federal agency to identify and resolve potential conflicts between an action and proposed species or proposed critical habitat early in the decision-making process. The Service recommends ways to minimize or avoid adverse effects of the action. These recommendations are advisory because the jeopardy prohibition of section 7(a)(2) of the Act does not apply until the species is listed or the proposed critical habitat is designated. The conference process fulfills the need to inform Federal agencies of possible steps that an agency might take at an early stage to adjust its actions to avoid jeopardizing a proposed species.

When a proposed species or proposed critical habitat may be affected by an action, the lead Federal agency may elect to enter into formal conference with the Service even if the action is not likely to jeopardize or result in the destruction or adverse modification of proposed critical habitat. If the proposed species is listed or the proposed critical habitat is designated after completion of the conference, the Federal agency may ask the Service, in writing, to confirm the conference as a formal consultation. If the Service reviews the proposed action and finds that no significant changes in the action as planned or in the information used during the conference have occurred, the Service will confirm the conference as a formal consultation on the project and no further section 7 consultation will be necessary. Use of the formal conference process in this manner can prevent delays in the event the proposed species is listed or the proposed critical habitat is designated during project development or implementation.

Candidate species are those species presently under review by the Service for consideration for Federal listing. Candidate species should be considered in the planning process because they may become listed or proposed for listing prior to project completion. Preparation of a biological assessment, as described in section 7(c) of the Act, is not required for candidate species. If early evaluation of your project indicates that it is likely to affect a candidate species, you may wish to request technical assistance from this office.

Only listed species receive protection under the Act. However, sensitive species should be considered in the planning process in the event they become listed or proposed for listing prior to project completion. We recommend that you review information in the California Department of Fish and Wildlife's Natural Diversity Data Base. You can contact the California Department of Fish and Wildlife at (916) 324-3812 for information on other sensitive species that may occur in this area.

[*A Biological Assessment is required for construction projects (or other undertakings having similar physical impacts) that are major Federal actions significantly affecting the quality of the human environment as defined in the National Environmental Policy Act (42 U.S.C. 4332(2)(c)). For projects other than major construction activities, the Service suggests that a biological

evaluation similar to a Biological Assessment be prepared to determine whether the project may affect listed or proposed species and/or designated or proposed critical habitat. Recommended contents of a Biological Assessment are described at 50 CFR 402.12.]

Attachment

United States Department of Interior
Fish and Wildlife Service

Project name: HDC

Official Species List

Provided by:

Ventura Fish and Wildlife Office
2493 PORTOLA ROAD, SUITE B
VENTURA, CA 93003
(805) 644-1766

Expect additional Species list documents from the following office(s):

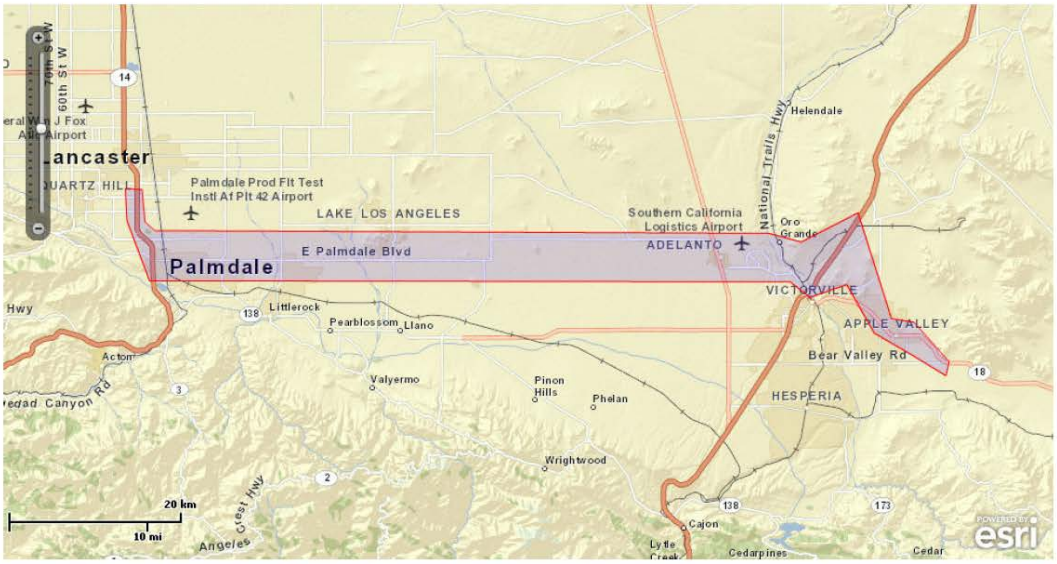
Carlsbad Fish and Wildlife Office
2177 SALK AVENUE - SUITE 250
CARLSBAD, CA 92008
(760) 431-9440
http://www.fws.gov/carlsbad/

Consultation Tracking Number: 08EVEN00-2014-SLI-0437
Project Type: Transportation
Project Description: New 63 Mile Freeway between Palmdale and Apple Valley

United States Department of Interior
Fish and Wildlife Service

Project name: HDC

Project Location Map:



Project Coordinates: MULTIPOLYGON (((-117.1178062 34.4732289, -117.1219943 34.4584202, -117.1659396 34.4804977, -117.2133181 34.5031353, -117.248337 34.5540472, -117.2953036 34.5406434, -117.3204658 34.556863, -118.1364952 34.5579581, -118.1653788 34.6209886, -118.1674387 34.6547723, -118.146187 34.6535014, -118.1423075 34.6198302, -118.1298792 34.6107886, -117.3479968 34.607712, -117.3063363 34.5988187, -117.2338836 34.6292315, -117.1912773 34.5185017, -117.1624381 34.5145414, -117.1178062 34.4732289)))

Project Counties: Los Angeles, CA | San Bernardino, CA

United States Department of Interior
Fish and Wildlife Service

Project name: HDC

Endangered Species Act Species List

There are a total of 15 threatened, endangered, or candidate species on your species list. Species on this list should be considered in an effects analysis for your project and could include species that exist in another geographic area. For example, certain fish may appear on the species list because a project could affect downstream species. Critical habitats listed under the **Has Critical Habitat** column may or may not lie within your project area. See the **Critical habitats within your project area** section further below for critical habitat that lies within your project. Please contact the designated FWS office if you have questions.

Amphibians	Status	Has Critical Habitat	Condition(s)
California red-legged frog *(Rana draytonii)* Population: Entire	Threatened	Final designated	
Birds			
California condor *(Gymnogyps californianus)* Population: Entire, except where listed as an experimental population below	Endangered	Final designated	
Least Bell's vireo *(Vireo bellii pusillus)* Population: Entire	Endangered	Final designated	
Southwestern Willow flycatcher *(Empidonax traillii extimus)* Population: Entire	Endangered	Final designated	
Crustaceans			
Riverside fairy shrimp *(Streptocephalus woottoni)* Population: Entire	Endangered	Final designated	

United States Department of Interior
Fish and Wildlife Service

Project name: HDC

Vernal Pool fairy shrimp *(Branchinecta lynchi)* Population: Entire	Threatened	Final designated	
Fishes			
Mohave Tui chub *(Gila bicolor ssp. mohavensis)* Population: Entire	Endangered		
Flowering Plants			
California Orcutt grass *(Orcuttia californica)*	Endangered		
Cushenbury buckwheat *(Eriogonum ovalifolium var. vineum)*	Endangered	Final designated	
Cushenbury oxytheca *(Oxytheca parishii var. goodmaniana)*	Endangered	Final designated	
Parish's daisy *(Erigeron parishii)*	Threatened	Final designated	
San Fernando Valley Spineflower *(Chorizanthe parryi var. fernandina)*	Candidate		
Slender-Horned spineflower *(Dodecahema leptoceras)*	Endangered		
Spreading navarretia *(Navarretia fossalis)*	Threatened	Final designated	
Reptiles			
Desert tortoise *(Gopherus agassizii)* Population: U.S.A., except in Sonoran Desert	Threatened	Final designated	

United States Department of Interior
Fish and Wildlife Service

Project name: HDC

Critical habitats that lie within your project area

The following critical habitats lie fully or partially within your project area.

Birds	Critical Habitat Type
Southwestern Willow flycatcher *(Empidonax traillii extimus)* Population: Entire	Final designated

United States Department of the Interior

FISH AND WILDLIFE SERVICE
Carlsbad Fish and Wildlife Office
2177 SALK AVENUE - SUITE 250
CARLSBAD, CA 92008
PHONE: (760)431-9440 FAX: (760)431-5901
URL: www.fws.gov/carlsbad/

Consultation Tracking Number: 08ECAR00-2014-SLI-0500 August 08, 2014
Project Name: HDC

Subject: List of threatened and endangered species that may occur in your proposed project location, and/or may be affected by your proposed project.

To Whom It May Concern:

The enclosed species list identifies threatened, endangered, and proposed species, designated critical habitat, and candidate species that may occur within the boundary of your proposed project and/or may be affected by your proposed project. The species list fulfills the requirements of the U.S. Fish and Wildlife Service (Service) under section 7(c) of the Endangered Species Act (Act) of 1973, as amended (16 U.S.C. 1531 *et seq.*).

New information based on updated surveys, changes in the abundance and distribution of species, changed habitat conditions, or other factors could change this list. Please feel free to contact us if you need more current information or assistance regarding the potential impacts to federally proposed, listed, and candidate species and federally designated and proposed critical habitat. Please note that under 50 CFR 402.12(e) of the regulations implementing section 7 of the Act, the accuracy of this species list should be verified after 90 days. This verification can be completed formally or informally as desired. The Service recommends that verification be completed by visiting the ECOS-IPaC website at regular intervals during project planning and implementation for updates to species lists and information. An updated list may be requested through the ECOS-IPaC system by completing the same process used to receive the enclosed list.

The purpose of the Act is to provide a means whereby threatened and endangered species and the ecosystems upon which they depend may be conserved. Under sections 7(a)(1) and 7(a)(2) of the Act and its implementing regulations (50 CFR 402 *et seq.*), Federal agencies are required to utilize their authorities to carry out programs for the conservation of threatened and endangered species and to determine whether projects may affect threatened and endangered species and/or designated critical habitat.

A Biological Assessment is required for construction projects (or other undertakings having

similar physical impacts) that are major Federal actions significantly affecting the quality of the human environment as defined in the National Environmental Policy Act (42 U.S.C. 4332(2)(c)). For projects other than major construction activities, the Service suggests that a biological evaluation similar to a Biological Assessment be prepared to determine whether the project may affect listed or proposed species and/or designated or proposed critical habitat. Recommended contents of a Biological Assessment are described at 50 CFR 402.12.

If a Federal agency determines, based on the Biological Assessment or biological evaluation, that listed species and/or designated critical habitat may be affected by the proposed project, the agency is required to consult with the Service pursuant to 50 CFR 402. In addition, the Service recommends that candidate species, proposed species and proposed critical habitat be addressed within the consultation. More information on the regulations and procedures for section 7 consultation, including the role of permit or license applicants, can be found in the "Endangered Species Consultation Handbook" at:

http://www.fws.gov/endangered/esa-library/pdf/TOC-GLOS.PDF

Please be aware that bald and golden eagles are protected under the Bald and Golden Eagle Protection Act (16 U.S.C. 668 *et seq.*), and projects affecting these species may require development of an eagle conservation plan (http://www.fws.gov/windenergy/eagle_guidance.html). Additionally, wind energy projects should follow the wind energy guidelines (http://www.fws.gov/windenergy/) for minimizing impacts to migratory birds and bats.

Guidance for minimizing impacts to migratory birds for projects including communications towers (e.g., cellular, digital television, radio, and emergency broadcast) can be found at: http://www.fws.gov/migratorybirds/CurrentBirdIssues/Hazards/towers/towers.htm; http://www.towerkill.com; and http://www.fws.gov/migratorybirds/CurrentBirdIssues/Hazards/towers/comtow.html.

We appreciate your concern for threatened and endangered species. The Service encourages Federal agencies to include conservation of threatened and endangered species into their project planning to further the purposes of the Act. Please include the Consultation Tracking Number in the header of this letter with any request for consultation or correspondence about your project that you submit to our office.

Attachment

United States Department of Interior
Fish and Wildlife Service

Project name: HDC

Official Species List

Provided by:

Carlsbad Fish and Wildlife Office
2177 SALK AVENUE - SUITE 250
CARLSBAD, CA 92008
(760) 431-9440
http://www.fws.gov/carlsbad/

Expect additional Species list documents from the following office(s):

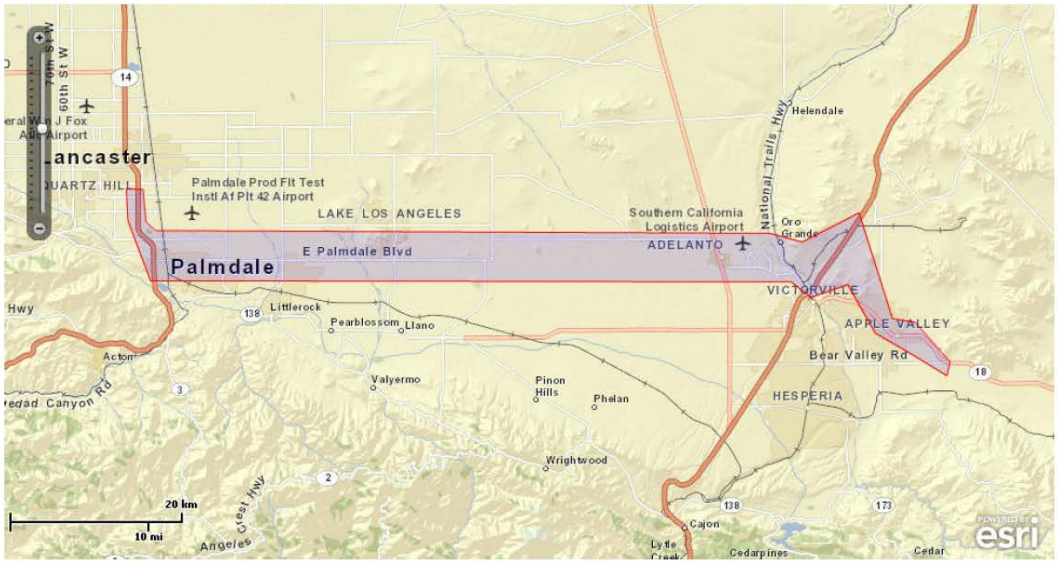
Ventura Fish and Wildlife Office
2493 PORTOLA ROAD, SUITE B
VENTURA, CA 93003
(805) 644-1766

Consultation Tracking Number: 08ECAR00-2014-SLI-0500
Project Type: Transportation
Project Description: New 63 Mile Freeway between Palmdale and Apple Valley

United States Department of Interior
Fish and Wildlife Service

Project name: HDC

Project Location Map:



Project Coordinates: MULTIPOLYGON (((-117.1178062 34.4732289, -117.1219943 34.4584202, -117.1659396 34.4804977, -117.2133181 34.5031353, -117.248337 34.5540472, -117.2953036 34.5406434, -117.3204658 34.556863, -118.1364952 34.5579581, -118.1653788 34.6209886, -118.1674387 34.6547723, -118.146187 34.6535014, -118.1423075 34.6198302, -118.1298792 34.6107886, -117.3479968 34.607712, -117.3063363 34.5988187, -117.2338836 34.6292315, -117.1912773 34.5185017, -117.1624381 34.5145414, -117.1178062 34.4732289)))

Project Counties: Los Angeles, CA | San Bernardino, CA

United States Department of Interior
Fish and Wildlife Service

Project name: HDC

Endangered Species Act Species List

There are a total of 2 threatened or endangered species on your species list. Species on this list should be considered in an effects analysis for your project and could include species that exist in another geographic area. For example, certain fish may appear on the species list because a project could affect downstream species. Critical habitats listed under the **Has Critical Habitat** column may or may not lie within your project area. See the **Critical habitats within your project area** section further below for critical habitat that lies within your project. Please contact the designated FWS office if you have questions.

Birds	**Status**	**Has Critical Habitat**	**Condition(s)**
Southwestern Willow flycatcher *(Empidonax traillii extimus)* Population: Entire	Endangered	Final designated	
Flowering Plants			
Cushenbury oxytheca *(Oxytheca parishii var. goodmaniana)*	Endangered	Final designated	

United States Department of Interior
Fish and Wildlife Service

Project name: HDC

Critical habitats that lie within your project area

The following critical habitats lie fully or partially within your project area.

Birds	Critical Habitat Type
Southwestern Willow flycatcher *(Empidonax traillii extimus)* Population: Entire	Final designated

Appendix M Southern Palmdale Rail Station (Rail Options 1 and 7) Design Variation Impact Analysis

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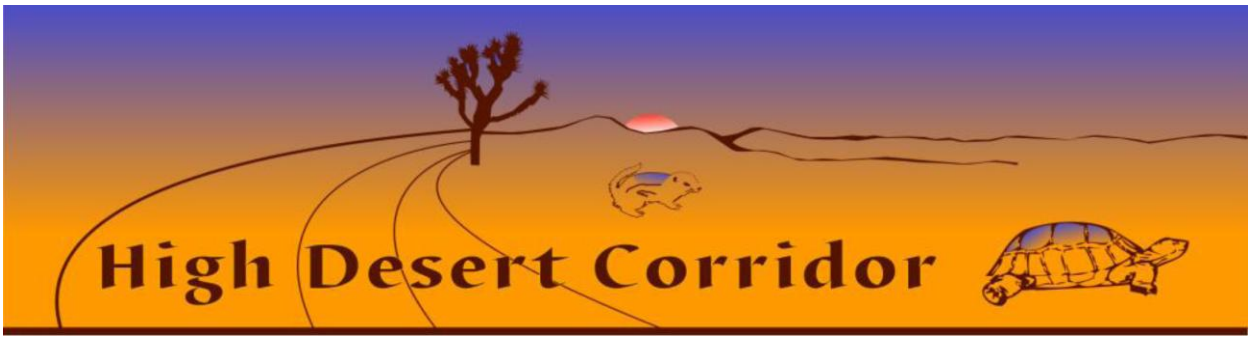
Southern Palmdale Rail Station (Rail Options 1 and 7) Design Variation Impact Analysis



High Desert Corridor
Palmdale to Apple Valley (State Route 14 to State Route 18)

July 2014

PARSONS
Parsons Transportation Group Inc.
100 West Walnut Street
Pasadena, CA 91124

Contract No.: 07A3145
Caltrans Project No.: 0700000080 (EA: 16720)

Caltrans

Metro

Southern Palmdale Rail Station (Rail Options 1 and 7)
Design Variation Impact Analysis

High Desert Corridor
Palmdale to Apple Valley (State Route 14 to State Route 18)
Project ID# 07-0000-0080

July 2014

STATE OF CALIFORNIA
Department of Transportation

Prepared by: Anne Hecht Date: 7/20/14

Parsons
110 West 'A' Street, Suite 1050
San Diego, CA 92115

Approved by: Karl Price Date: 7/24/14

Karl Price
Division of Environmental Planning
California Department of Transportation
District 7
Los Angeles, CA 90012

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1 INTRODUCTION

1.1 Background

The California Department of Transportation (Caltrans), in cooperation with the Los Angeles County Metropolitan Transportation Authority (Metro), proposes construction of the High Desert Corridor (HDC) as a new transportation facility in the High Desert region of Los Angeles and San Bernardino counties. The proposed 63-mile-long west-east facility would provide route continuity and relieve traffic congestion between State Route (SR) 18 and United States Highway 395 (US 395) in San Bernardino County with SR-14 in Los Angeles County. The project would comprise of one or more of the following major components, including highway, tollway, rail transit, bikeway, and recommendation for green energy facilities. Figures 1-1 and 1-2 are project vicinity and location maps, respectively. Caltrans is the lead agency for the project pursuant to both the California Environmental Quality Act (CEQA) and the National Environmental Policy Act (NEPA).

The proposed project would consist of one or more of the following major components: highway, tollway, rail transit, bikeway, and recommendation for green energy facilities. The actions for the proposed project would be (1) to provide route continuity between SR-14 in Los Angeles County and SR-18 and Interstate 15 (I-15) in San Bernardino County; and (2) to relieve traffic congestion between SR-18 and US 395 in San Bernardino County.

As part of the project development process, Caltrans is in the process of preparing a joint Environmental Impact Report/Environmental Impact Statement (EIR/EIS) in compliance with CEQA and NEPA. Four build alternatives and a No Build Alternative were selected for evaluation in the Draft EIR/EIS. The build alternatives are briefly described below:

- The Freeway/Expressway Alternative (four physical variations) would combine a controlled-access freeway and an expressway. The alignment would generally follow Avenue P-8 in Los Angeles County and just south of El Mirage Road in San Bernardino County, then extend east to Air Expressway Road near I-15, and finally curve south, ending at Bear Valley Road.

  – Variation A – Near Palmdale, the freeway/expressway would dip slightly south of the main alignment, approximately between 15th Street East and Little Rock Wash.

  – Variation B – East of the county line, the freeway/expressway would flare out slightly south of the main alignment between Oasis Road and Coughlin Road. Variation B1 would be at the same location, but it would flare out a little less and pass through Krey Field.

  – Variation D – Near Lake Los Angeles, the freeway/expressway would dip south of the main alignment, just south of Avenue R approximately between 180th Street East and 230th Street East.

  – Variation E – Near Adelanto and Victorville, the freeway/expressway would dip south of the federal prison.

- The Freeway/Tollway Alternative would follow the same alignment as the Freeway/Expressway Alternative (including Variations A, B, D, and E), but the section between 100th Street East and US 395 would be operated as a tollway.

- The Freeway/Expressway Alternative with High-Speed Rail (HSR) Feeder/Connector Service would be the same as the Freeway/Expressway Alternative, but with an HSR Feeder/Connector Service between the cities of Palmdale and Victorville. The HSR Feeder/Connector Service would utilize proven steel wheel-on-steel track technology with design and operating speeds of 180 miles per hour (mph) and 160 mph, respectively.

- The Freeway/Tollway Alternative with HSR Feeder/Connector Service would be the same as the Freeway/Tollway Alternative, but it would include an HSR Feeder/Connector Service (as described above) between the cities of Palmdale and Victorville.

1.2 Purpose of this Report

During preparation of the Administrative Draft EIR/EIS, some design variations are being proposed. This report provides supplemental impact analysis to the proposed relocation of the Southern Palmdale Rail Station from the originally proposed location analyzed in the Administrative Draft EIR/EIS.

1.3 Methodology and Report Format

As a result of the proposed design variations, the technical studies prepared for various environmental resources were reviewed and additional technical memoranda were prepared to address the impacts to the resources as a supplement to the previously prepared impact analysis. No additional analysis was performed for the resources of the affected areas covered in the previous analysis. The technical memorandum for each resource prepared as part of this design variation scope is provided as an attachment to this report.

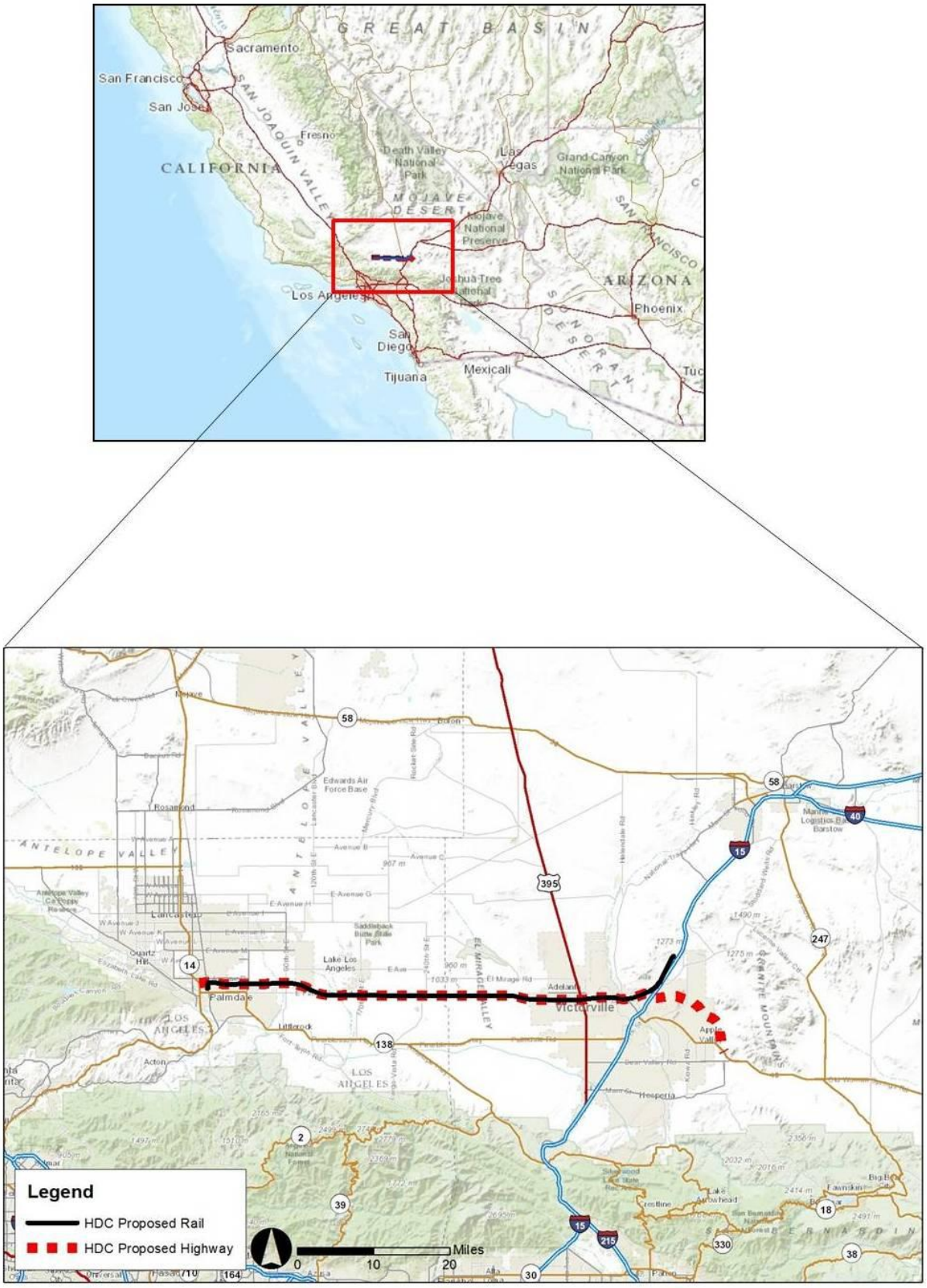
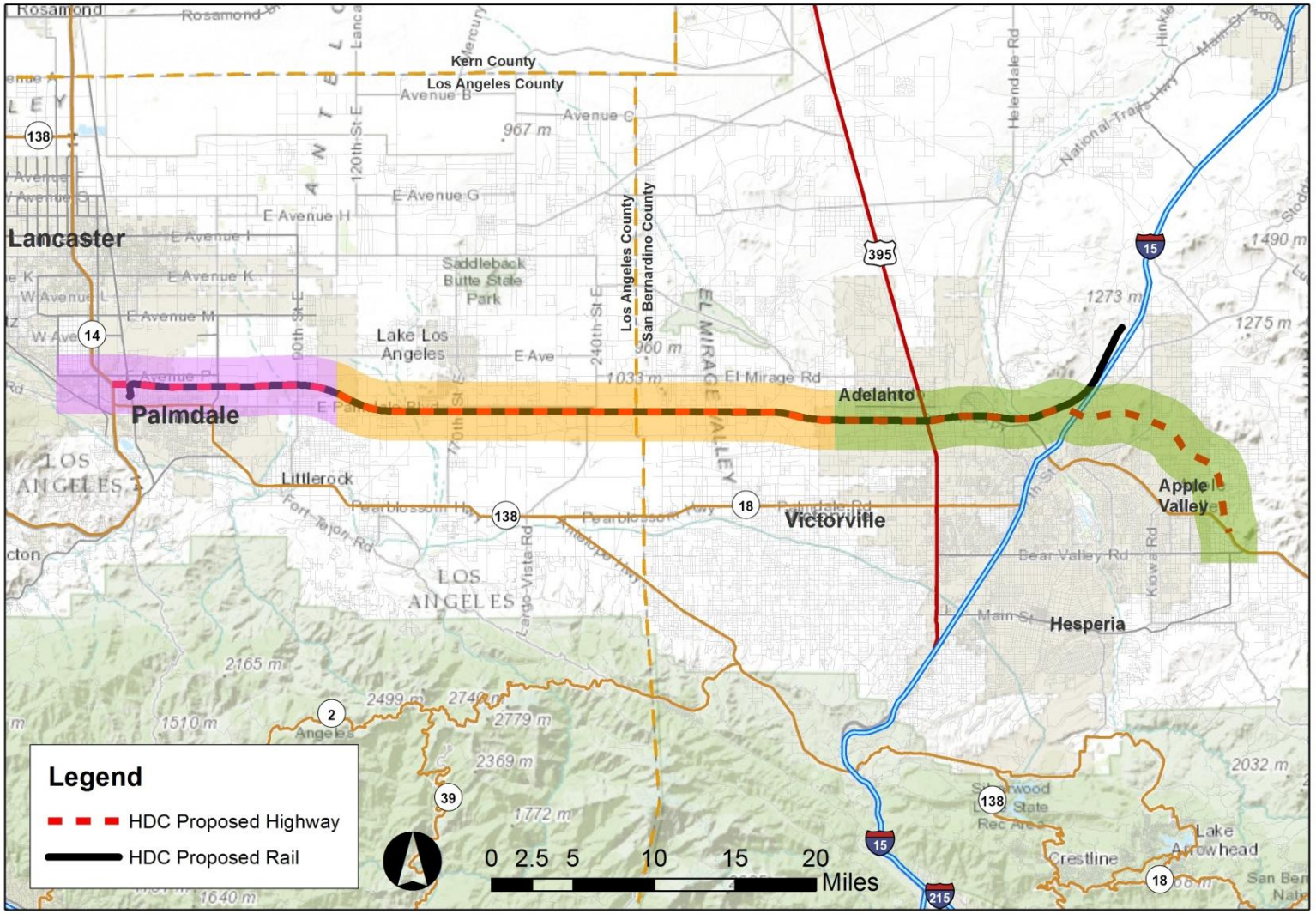


Figure 1-1. Project Vicinity Map



ANTELOPE VALLEY	HIGH DESERT	VICTOR VALLEY
Los Angeles County	**Los Angeles County–San Bernardino County**	**San Bernardino County**
Lancaster, Palmdale	Lake Los Angeles, El Mirage	Adelanto, Victorville, Apple Valley, Hesperia

Figure 1-2. Project Location Map

2 DESIGN VARIATION DESCRIPTION

2.1 Background

The HDC includes two HSR alternatives: (1) Freeway/Expressway Alternative with HSR Feeder/ Connector Service; and (2) Freeway/Tollway Alternative with HSR Feeder/Connector Service. For the Palmdale rail connection, two rail connection approaches, Options 1 and 7, are proposed for connecting the HDC to the California HSR network (see Figure 2-1). Both options allow eastbound and westbound tracks on the HDC to connect to the California HSR network northbound and southbound tracks by using a combination of aerial and cut-and-cover or tunneling structures. The locations of these two platforms are subject to change as project design proceeds. Environmental effects resulting from the new platform locations will be addressed and incorporated into the environmental document.

Option 1

Option 1 would shift the existing Palmdale Transportation Center south approximately 800 feet and would require a cut-and-cover box and mined tunnels configuration. This option would encroach into the Air Force Plant 42 parking lot associated with the Palmdale Airport. The alignment would also cross under commercial development at Rancho Vista Boulevard and 15th Street East. This option would diverge outside of the HDC median and would require only two rail tracks to cross under the HDC westbound lanes, reducing the right-of-way (ROW) needed for the HDC.

Option 7

Option 7 would require a mix of aerial structures and tunneling, and it would allow the Palmdale Transportation Center to remain at its current location. This option would encroach into a small residential area near 10th Street East and would require a four-track section within the HDC median, necessitating a larger ROW section for the HDC in this area.

2.2 Proposed Design Variations

As part of the design refinement, the California High-Speed Rail Authority has proposed the modification to the "wye" (track splits) connections associated with HDC Rail Options 1 and 7 and parking associated with three station variations (for each rail option) as outlined below and graphically presented in Figures 2-2 to 2-7.

- Variation A – This variation would place the HDC and Metrolink station platforms on the west side of SR-14 inside the Union Pacific Railroad (UPRR) ROW. The HDC platforms would be approximately 20 feet in width and 1,400 feet in length. The Metrolink platforms would be approximately 50 feet in width and 500 feet in length. The HDC platforms would extend from Transportation Drive to about 700 feet north of Avenue Q. Station area parking is proposed at the terminus of 6th Street (UPRR/Sierra Highway) and would provide 6,200 surface parking spaces. The existing Palmdale Transportation Center would be shifted approximately 800 feet south of its current location.

- Variation B – This variation is the same as Variation A with the following exceptions: (1) HDC station platforms would extend from just north of Avenue Q and immediately north of Avenue

Q3; and (2) this option would not affect the location of the existing Palmdale Transportation Center.

- Variation C –This option would place the HDC and Metrolink station platforms on the west side of Clock Tower Plaza East and outside of the UPRR ROW. The HDC platforms would extend from East Avenue Q to East Avenue Q4. Station area parking is proposed at the terminus of 6th Street (UPRR/Sierra Highway) and would provide 6,200 parking spaces (via an above-grade structure). This option would not affect the location of the existing Palmdale Transportation Center.

Station location variations are the same for Rail Options 1 and 7, although the "wye" connections differ, as well as the corresponding details on location and tunnel/aerial configurations.

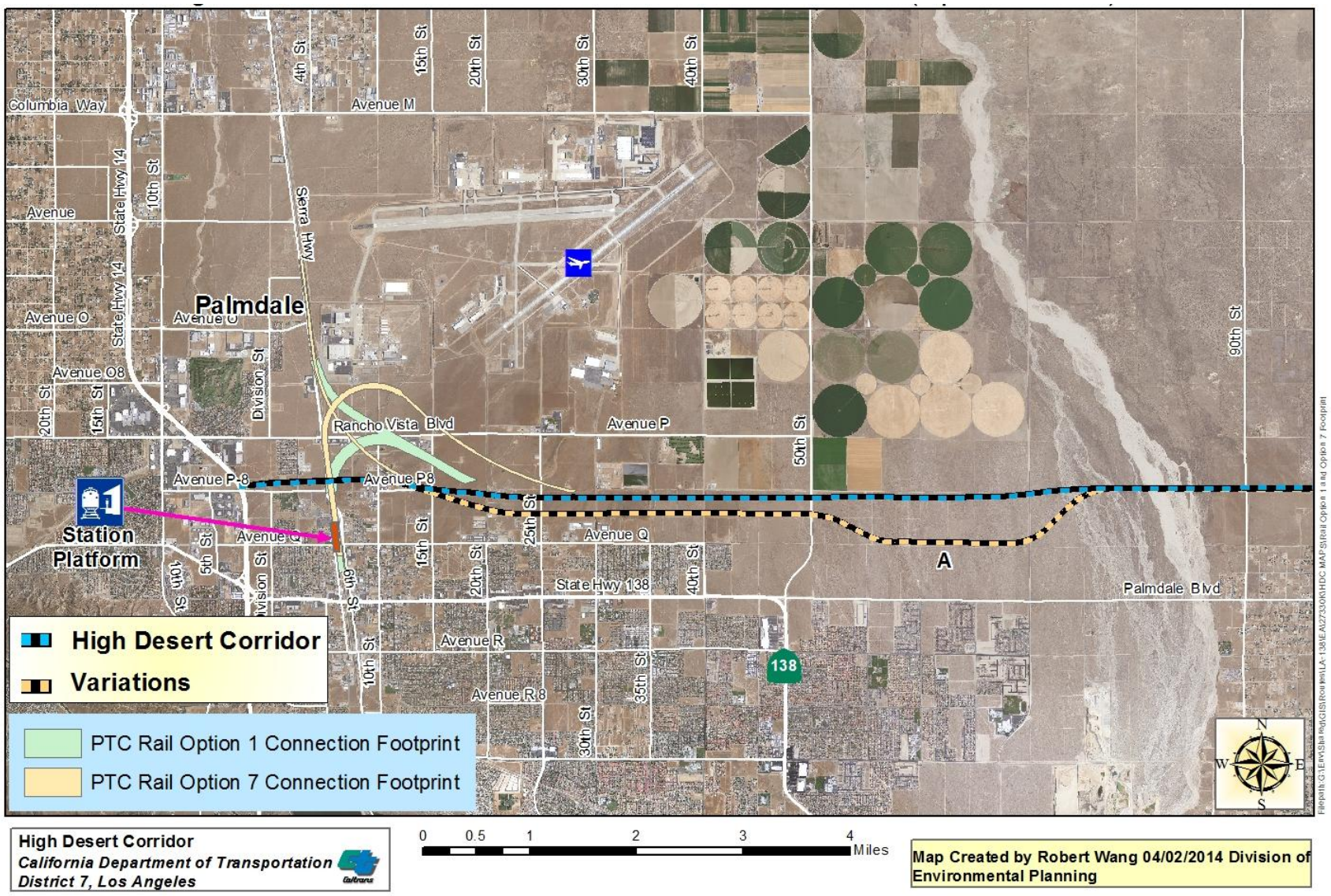


Figure 2-1. Palmdale Rail Connection Options 1 and 7

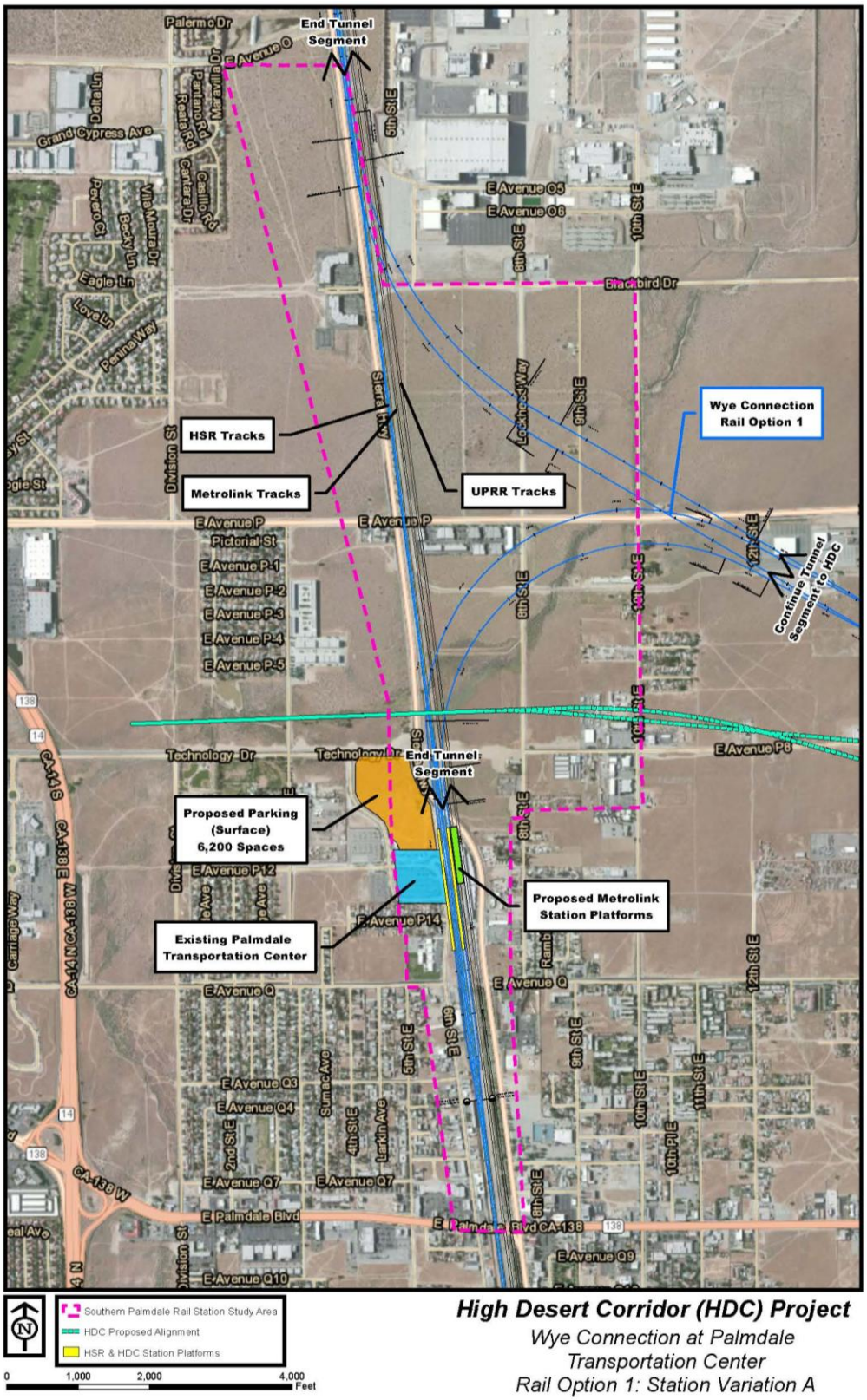


Figure 2-2. HDC Rail Option 1 Variation A

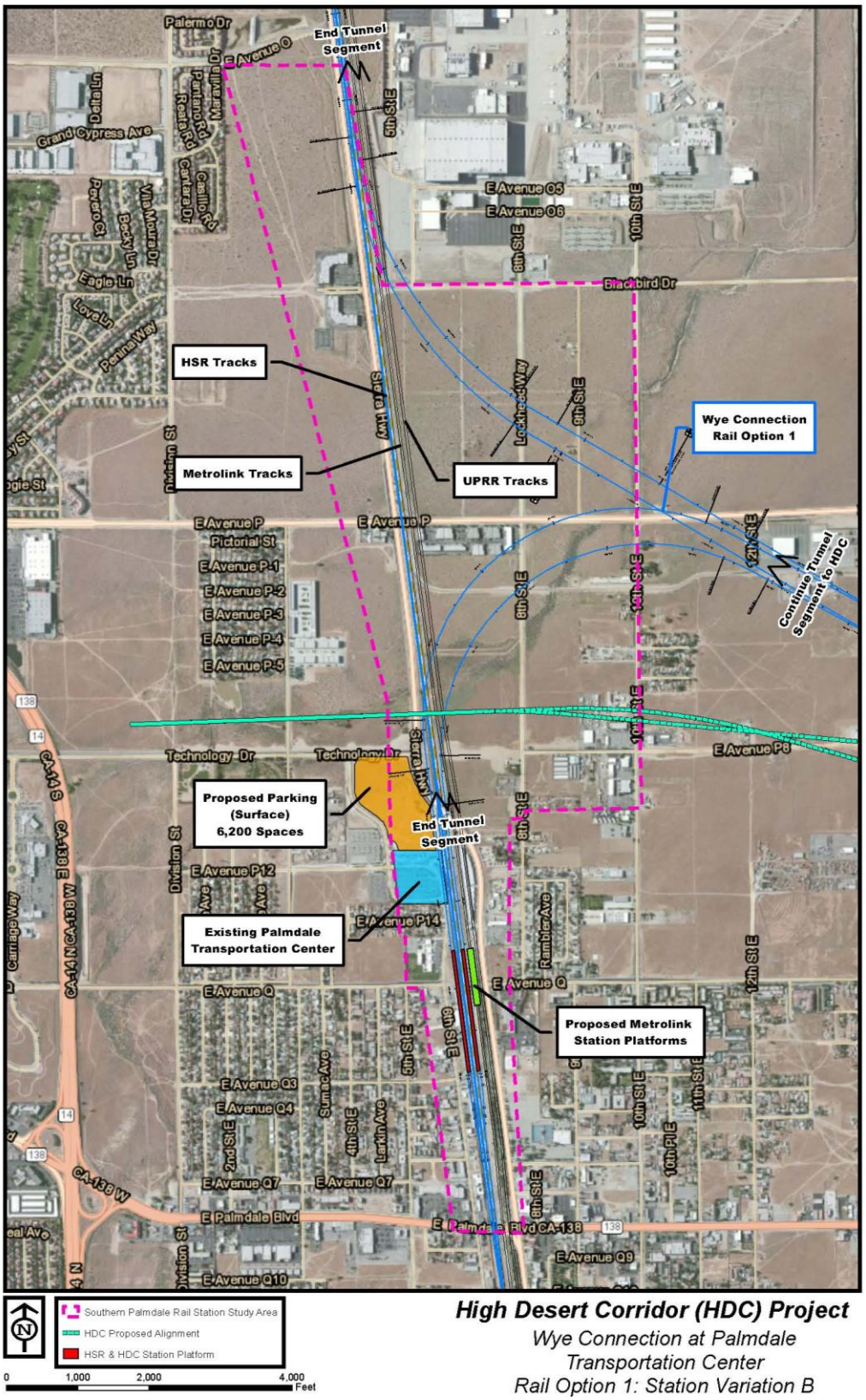


Figure 2-3. HDC Rail Option 1 Variation B

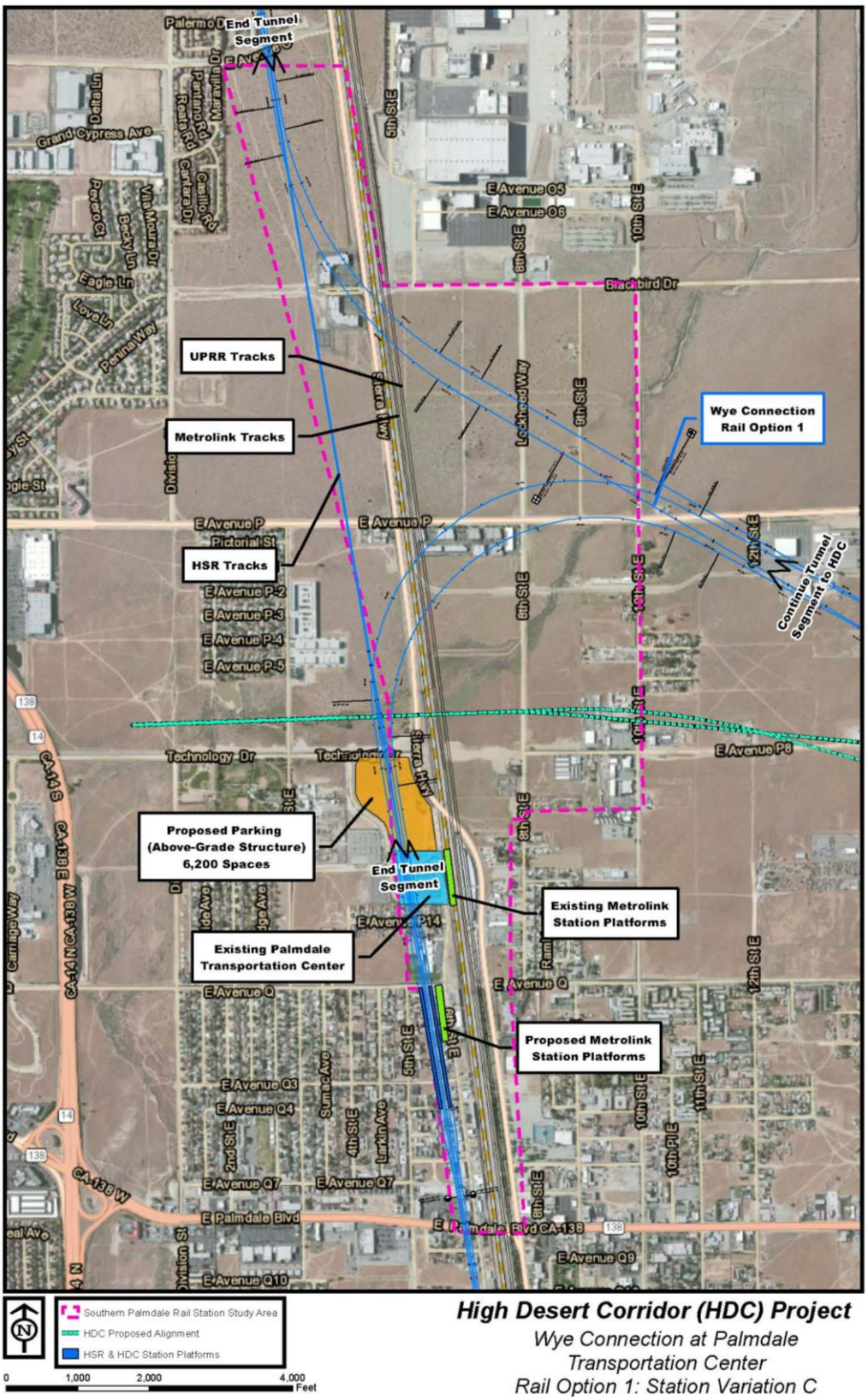


Figure 2-4. HDC Rail Option 1 Variation C

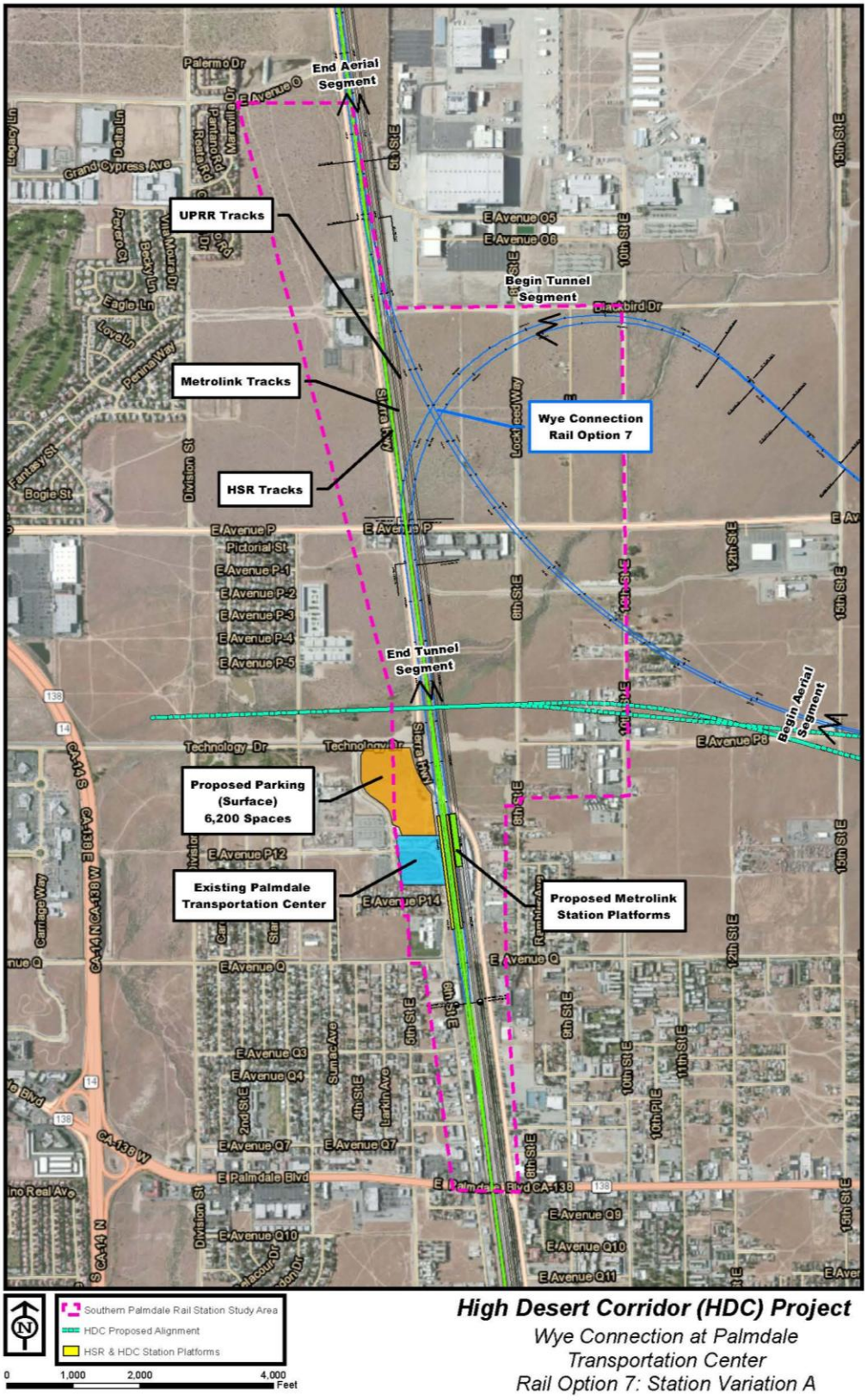


Figure 2-5. HDC Rail Option 7 Variation A

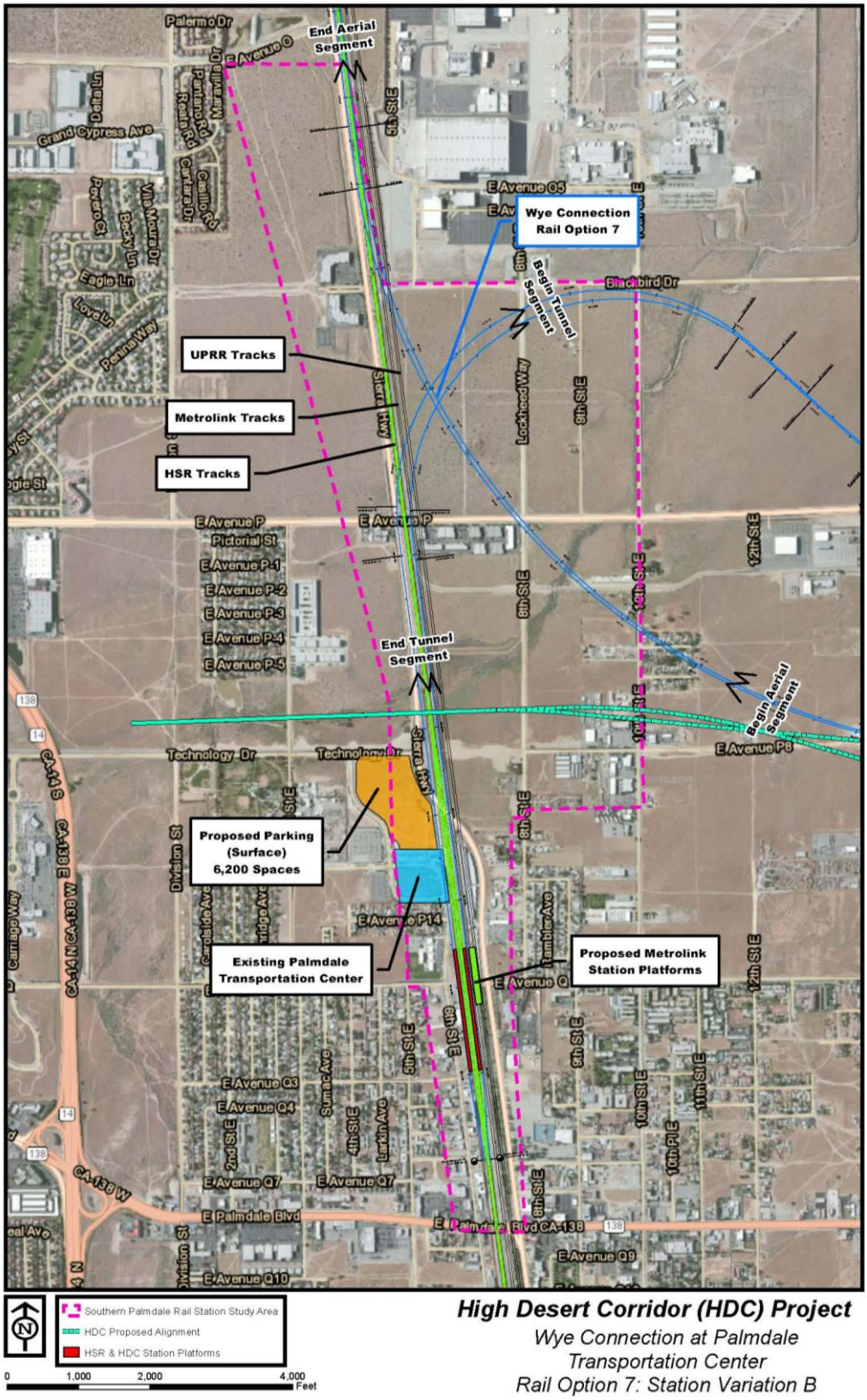


Figure 2-6. HDC Rail Option 7 Variation B

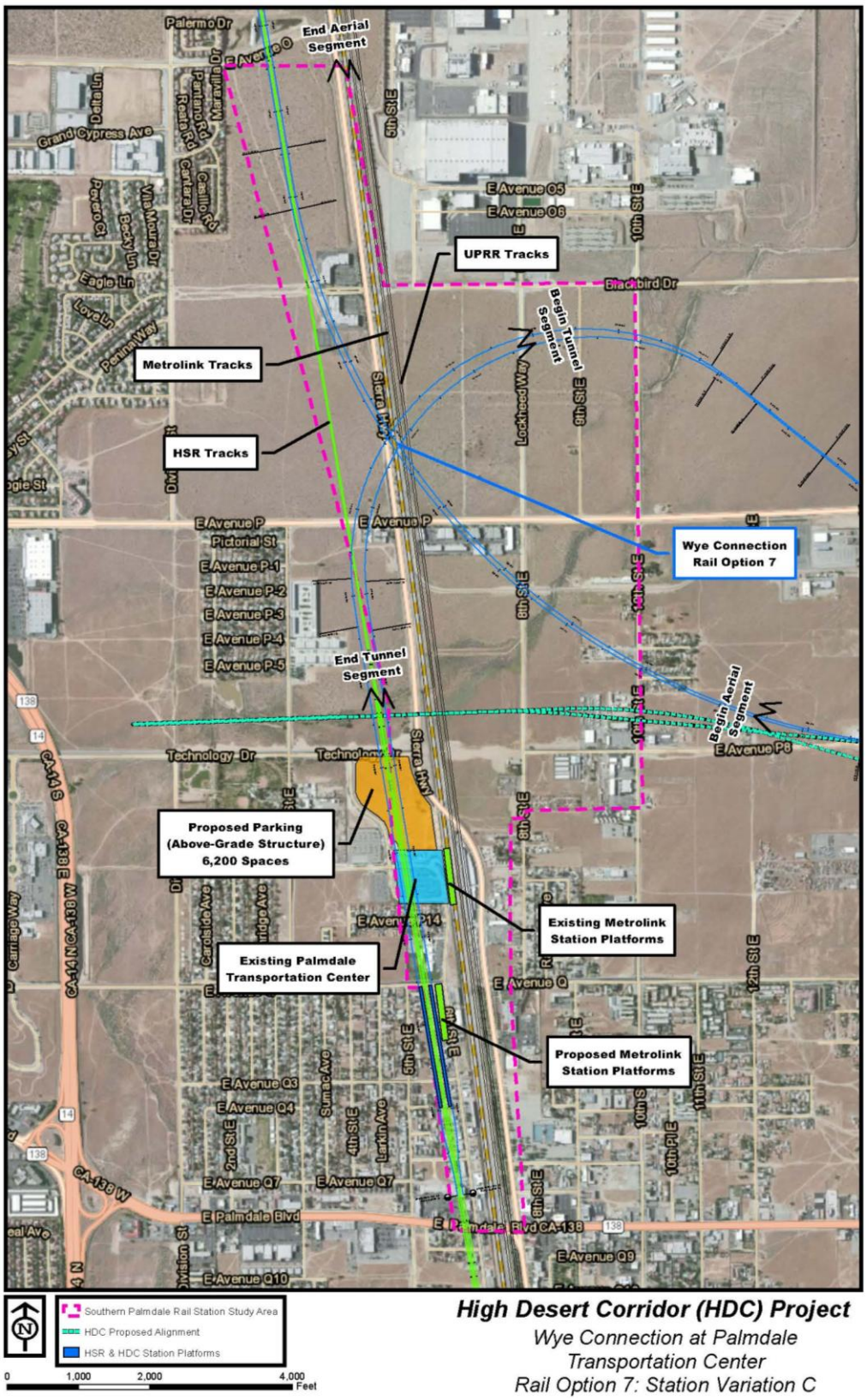


Figure 2-7. HDC Rail Option 7 Variation C

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3 IMPACT ANALYSIS

Review of the current technical studies conducted as part of the Administrative Draft EIR/EIS for the HDC Project indicated that impact analysis under the original scope of the following resources does not cover the potentially affected area caused by the proposed design variations of the Southern Palmdale Rail Station; therefore, additional analysis is required:

- Land Use and Community Impacts (including Utilities)
- Visual and Aesthetics
- Hydrology/Water Quality/Stormwater Runoff
- Hazardous Waste or Materials
- Noise
- Biological Resources

The attached technical memoranda present the impact analysis of the proposed design variations. The information presented in each memorandum will be incorporated into the Draft EIR/EIS before circulating for public review.

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ATTACHMENT

TECHNICAL MEMORANDA

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PARSONS TECHNICAL MEMORANDUM

100 West Walnut Street ♦ Pasadena, CA 91124 • www.parsons.com

DATE: July 9, 2014

TO: File

FROM: Julio Rodriguez

SUBJECT: Land Use, Relocation, and Utilities Assessment for High Desert Corridor – Southern Palmdale Rail Station Design Variation

PURPOSE OF STUDY

The purpose of this document is to provide supplemental information to the High Desert Corridor's (HDC) Community Impact Assessment (CIA) in order to evaluate potential land use, relocation, and utilities impacts as a result of a design variation introduced to the project, as described in the attached main report (Southern Palmdale Rail Station [Rail Options 1 and 7] Design Variation Impact Analysis) (July 2014).

PROJECT LOCATION AND SETTING

The entire HDC project is located in the Mojave Desert of Southern California; however, the design variation analyzed in this technical memorandum is located entirely in Palmdale, California. Palmdale is primarily residential with some commercial buildings. In the area of the design variation, there are numerous commercial automotive facilities, residential housing, vacant lots, an industrial park, and a school.

RAIL OPTIONS EVALUATED

There are two rail options being evaluated with three proposed design variations. These are described in full detail in the main report (Southern Palmdale Rail Station [Rail Options 1 and 7] Design Variation Impact Analysis) in Section 2, Design Variation Description.

ASSESSMENT METHOD

This supplemental analysis is performed in accordance with the methodology that was utilized in the *High Desert Corridor Project (HDC) Community Impact Assessment (CIA) (July 2014)*, as described in *Section 1.3, Assessment Process and Methodology Used*. The Palmdale study area that was analyzed for the supplemental analysis is illustrated in Figures 2-2 through 2-7 of the attached main report.

AFFECTED ENVIRONMENT

Land Use and Relocation

This study focuses on the Southern Palmdale rail station study area near the existing Palmdale Transportation Center and surrounding area.

According to the Land Use Element of the *City of Palmdale General Plan*, as well as the *Palmdale Transit Village Specific Plan*, land use categories within the study area include business park, commercial manufacturing, community commercial, downtown commercial, industrial, other jurisdiction (Los Angeles County), public facility, and specific plan. However, a large portion of the study area is comprised of industrial and business park land uses, although many of these lots are currently vacant. **Table 1** provides an allocation of general plan land uses within the southern Palmdale rail station study area. The total land area within the southern Palmdale rail station study area is approximately 1.53 square miles, or 981.77 acres.

Table 1 – Existing General Plan Land Use in Southern Palmdale Rail Station Study Area

Existing Land Use	Acres	Percentage
Business Park	154.71	27.8%
Commercial Manufacturing	14.79	2.7%
Community Commercial	5.89	1.1%
Industrial	304.71	54.7%
Other Jurisdiction	50.63	9.1%
Public Facility	19.00	3.4%
Specific Plan	7.25	1.3%
Total	556.98	100.0%

Source: City of Palmdale General Plan, 1993

The majority of the commercial manufacturing and industrial land uses are densely located within the northern portion of the study area. Towards the west of the study area, primary land uses include Business Park, commercial manufacturing, community commercial, and specific plan designations. To the south, major land uses include commercial manufacturing, community commercial, and public facility designations located north of East Palmdale Boulevard and east of State Route 14. To the north of the study area there is undeveloped land currently owned by the Los Angeles World Airports (LAWA), which is designated for industrial use according to the City of Palmdale general plan.

The western portion of the study area has a mixture of industrial and commercial uses, which includes one community retail center, *Plaza Del Centro.* Also, located within the central portion of the study area is *The Palmdale Transit Village Specific Plan* planning area, whose specific plan calls for the implementation of transit-oriented development (TOD), which includes the development of a transit center located north of Avenue Q and west of Sierra Highway. The land in the northern half of the study area is largely underdeveloped or vacant, and is located north of the proposed HDC alignment. Land use in the eastern portion of the study area primarily includes industrial, other jurisdiction (Los Angeles County), and public facility uses.

General plan land use in the area of Rail Options 1 and 7 (Wye Connection) primarily includes industrial and business park uses, as designated in the City of Palmdale's general plan., Airport and public facility land uses are located towards the north of the study area, but are beyond the study area limits. In the area of the proposed Wye Connection, industrial and business park land uses are centralized along Sierra Highway, Technology Drive, and Rancho Vista Boulevard. Commercial and residential uses within the study area are less dominant near the proposed Wye Connection, and are spread out along Sierra Highway, mainly in the southern portion of the study area. There are several residences throughout the study area which are located on parcels that are designated with a general plan land use of Industrial or

Business Park. As such, no general plan residential land use was observed within the design variation study area. Although commercial uses are not dominant near the rail connection under both rail options, commercial uses in the vicinity consist of one commercial retail center located at the southwest corner of Sierra Highway and Rancho Vista Boulevard.

General plan land use designations indicate that the land adjacent to the proposed Wye Connection track split is designated for Industrial and Business Park uses. A majority of this land is currently vacant or undeveloped. This area mainly includes the land between Sierra Highway to the west and 10th Street East to the east, and Technology Drive to the south and Blackbird Drive to the north. Although a majority of the land in this vicinity is undeveloped, there are existing light manufacturing uses along Rancho Vista Boulevard, between Sierra Highway and 8th Street East, and from 12th Street East to 15th Street East. According to general plan land use designations, these areas are currently designated as Industrial.

Utilities

Public and private utilities in the design variation study area include electrical power, natural gas, telephone service, cable television services, and communication services. Electricity is provided by Southern California Edison (SCE) and the Southern California Gas Company provides gas service to Palmdale and the surrounding communities. Telephone services are provided by AT&T. Time Warner Cable provides services to Palmdale. The Palmdale Water District provides water in the general vicinity of the study area.

Sewer service to Palmdale is provided by the Los Angeles County Sanitation District Number 20. Water treatment is provided by the Palmdale Water District treatment plant. Six disposal companies that use the Antelope Valley Landfill for solid waste disposal serve the City of Palmdale.

Table 2 lists utility providers whose facilities either cross the study area or transportation improvements associated with construction of the proposed Wye Connection, parking, and relocation of the Metrolink rail platform. These service providers have utility lines or facilities in areas that would become the right-of-way for the HDC Project. No major power transmission lines, such as power line corridors or major natural gas lines were found within the study area.

Table 2 – Utilities within Palmdale Rail Platform Study Area

Utility Company	Category	Utility Description
MCI	Telecommunications	Telecommunications Line
City of Palmdale	Water	6-inch Water Line 8-inch Water Line (Abandoned) 12-inch Water Line 14-inch Water Line 16-inch Water Line 20-inch Water Line
City of Palmdale	Sewer	12-inch Sewer Lines 15-inch Sewer Lines 18-inch Sewer Line 24-inch Sewer Line 42-inch Sewer Line
AT&T	Telephone	Telecommunications Line
Level 3 Communications	Communications/Internet	Fiber-Optic Line Telecommunications Line
SCE	Electricity	Overhead Power Lines (approximately 66 kV to 500 kV) Lighting Conduits
Southern California Gas Company	Gas	4-inch Gas Lines
Sprint	Telephone	Fiber-Optic Line
Time Warner Cable	Cable	Telecommunications Line

ENVIRONMENTAL CONSEQUENCES

Land Use and Relocation

Potential impacts to land use may occur as a result of implementing the proposed design variation under rail options 1 and 7. Direct land use impacts may occur through the acquisition of right-of-way required for the construction of the project. Since the proposed Wye Connection is a new facility, existing land uses directly within the project footprint would be converted to transportation related use.

Indirect impacts as defined by CEQA are effects that are reasonably foreseeable and caused by a project, but occur at a different time or place. Under NEPA, indirect impacts are defined as effects, which are caused by the action and are later in time or farther removed in distance, but are still reasonably foreseeable. Indirect effects may include growth-inducing effects and other effects related to induced changes in the pattern of land use, population density or growth rate, and related effects on air and water and other natural systems, including ecosystems.

Indirect land use impacts as a result of the project are most likely to occur within close vicinity of access points to the HDC corridor, such as the proposed Wye Connection. Access points include points of entry into the facility, which include on and off ramp locations and rail station locations. Over a period of time, adjacent land uses at these locations may potentially see changes from existing use towards commercial, business, and/or residential based land uses. However, development and growth are

dependent on market demand. Shifts in land use are expected to occur along interchanges and other ingress/egress points located within developed areas. However, a majority of the land adjacent to the proposed Wye Connection and proposed parking location is currently vacant or undeveloped; thereby reducing potential land use impacts through relocation, or permanent land use shifts related to existing uses. As growth and development continues in these areas, vacant land will continue to be in adequate supply within close proximity, and shifts in land use are not anticipated to produce significant land use impacts.

Rail Option 1

Under Rail Option 1, the project would directly affect existing land use within the southern Palmdale rail station study area. Changes in land use towards transportation related use may prove to be beneficial by providing infrastructure for surrounding land uses, improved access, and linkages between various residential communities, businesses, and facilities. With the development of infrastructure, the project also has the potential to provide development for local businesses and industries, which may provide local employment opportunities within the community.

In addition, under this option there is a potential for existing land uses located along Sierra Highway and the Palmdale Transportation Center to shift towards greater commercial and industrial use – uses which large portions of land are currently designated for, especially industrial use. Based on the general plans for local municipalities, including Palmdale, growth and economic development are encouraged within the incorporated cities that are part of the HDC Project. Therefore, the proposed project under this rail option is consistent with Palmdale's existing and future general plan land use designations in the project area and should not pose an adverse effect on surrounding existing land uses.

Indirect impacts affecting land use outside of the affected parcels may occur, in which land use shifts towards commercial and industrial use may occur within close proximity to the proposed Wye Connection, proposed parking, and relocated Metrolink rail station platform locations. However, the proposed project under this rail option is generally consistent with existing general land use designations in the vicinity of the project, and is not anticipated to pose an adverse effect on surrounding land uses.

Station Variation A

Under this station variation, potential direct land use impacts within the southern Palmdale rail station study area includes the acquisition of right-of-way beginning at Technology Drive moving south along Transportation Center Drive through Clock Tower Plaza Drive/6th Street East, to approximately 450 feet north of East Avenue Q.

Within this segment, approximately 50.7 acres would potentially be acquired to accommodate the right-of-way for the construction of the rail connection, proposed parking, and relocation of the existing Palmdale Transportation Center and Metrolink rail platforms. However, approximately 3.97 acres are designated for Transportation ROW, thus leaving approximately 46.74 acres that would be fully or partially acquired. Station area parking is proposed at the terminus of 6th Street (UPRR/Sierra Highway) and would require changing land use from industrial to transportation related use. Furthermore, the relocated Metrolink rail platform would require changing land use from Industrial and Other Jurisdiction (Los Angeles County) to transportation related use.

Existing general plan land uses shown in **Table 3**, would be changed to transportation related use, except for those uses already designated as Transportation right-of-way. Indirect impacts affecting

existing land use outside of the affected parcels may occur, in which land use shifts towards commercial and industrial use may occur within close proximity to the proposed Wye Connection and Palmdale Transportation Center locations. However, specific plan use designation is also located near the study area for a trade and commerce center entitled, *The Palmdale Trade and Commerce Center Specific Plan* (2004). As such, it is anticipated that development of commercial and industrial use will continue in the general vicinity of the proposed Wye Connection and Palmdale Transportation Center. Parcels that would require a shift in land use are listed below.

It is anticipated that either a partial of full acquisition would be necessary from the following parcels:

***AIN**: 3006005803, 3006005804, 3006006027, 3006006029, 3006006034, 3006006035, 3006006038, 3006006039, 3006006912, 3006006913, 3006006914, 3022024817, 3006005004, 3006005005, 3022023002, 3022023016, 3022023022, 3022023023, 3006005900, 3006005901, 3006005902, 3006005903, 3022024818, and 3022024904.*

Table 3 – Land Use/Relocation Impacts: Rail Option 1 Station Variation A

Location	Land Use Impacts
Technology Drive/Transportation Center Drive to Transportation Center Drive/6th Street East	Industrial
	Transportation ROW
	Other Jurisdiction (Los Angeles County)
Transportation Center Drive/6th Street East to 6th Street East/East Avenue Q	Industrial
	Transportation ROW
	Other Jurisdiction (Los Angeles County)
Sierra Highway/Technology Drive	Industrial
	Transportation ROW
	Other Jurisdiction (Los Angeles County)

Additionally, the proposed Wye Connection under Rail Option 1 Station Variation A would need several permanent easements from the parcels listed in below in order to construct the tunnel segment of the proposed Wye Connection, as illustrated in Figure 2-2 of the attached main report.

It is anticipated that a permanent underground easement will be necessary from the following parcels in order to construct the proposed Wye Connection tunnel segment:

***AIN:** 3022001005, 3022001006, 3022001008, 3022001009, 3022001010, 3022001018, 3022001025, 3022001027, 3022002005, 3022002023, 3022002916, 3022004002, 3022004003, 3022004004, 3022004005, 3022004023, 3022004024, 3022004028, 3022004032, 3022004034, 3022004035, 3022004036, 3022004908, 3022005288, 3022005289, 3022005292, 3022005293, 3022005295, 3022005296, 3022024815, 3022024816, 3022024903, 3022025002, 3022025003, 3022025004, 3022025006, 3022025007, 3022025008, 3022025011, 3022025012, 3022025014, 3022025015, 3022025016, 3022026001, 3022026005, 3022026008, 3022026009, 3022026010, 3022026011, 3022026012, 3022026013, 3022027017, 3022027911, 3022035801, 3022035901, 3022035902, and 3022035009.*

Station Variation B

Potential land use and relocation impacts would generally be similar to those under Station Variation A, except for slight differences in right-of-way impacts associated with the relocated Metrolink rail platform near 6th Street East and East Avenue Q. The discussion below highlights the potential land use impacts associated with Variation B where it differs from Variation A.

Under Rail Option 1 Station Variation B, potential direct land use impacts within the southern Palmdale rail station study area includes the acquisition of right-of-way beginning at Technology Drive moving south along Transportation Center Drive through Clock Tower Plaza Drive/6th Street East, to immediately north of East Avenue Q3.

Within this segment, approximately 60.82 acres would potentially be acquired to accommodate the right-of-way for the construction of the rail connection, proposed parking, and relocation of the existing Metrolink rail platforms. However, approximately 6.92 acres are designated for Transportation ROW, thus leaving approximately 53.90 acres that would be fully or partially acquired. Station area parking is proposed at the terminus of 6th Street (UPRR/Sierra Highway) and would require changing land use from industrial to transportation related use. Furthermore, the relocated Metrolink rail platform would require changing land use from Industrial, Other Jurisdiction (Los Angeles County), and Public Facility to transportation related use. Uses designated as Transportation right-of-way would remain designated for transportation related uses.

Existing general plan land uses shown in **Table 4**, would be changed to transportation related use, except for those uses already designated as Transportation right-of-way. In general, land use direct impacts are similar to Station Variation A under Rail Option 1, with the exception of several additional parcels that would be affected by potential right-of-way acquisition. Indirect impacts affecting existing land use outside of the affected parcels may occur, in which land use shifts towards commercial and industrial use may occur within close proximity to the proposed Wye Connection and relocated Metrolink rail station platform locations. Therefore, the proposed project under this station variation is generally consistent with the local existing and future land use designations and is not anticipated to pose an adverse effect on surrounding existing land uses. Parcels that would require a shift in land use are listed below.

It is anticipated that either a partial of full acquisition will be necessary from the following parcels:

***AIN**: 3006005004, 3006005005, 3006005803, 3006005804, 3006005900, 3006005901, 3006005902, 3006005903, 3006006027, 3006006029, 3006006034, 3006006035, 3006006038, 3006006039, 3006006912, 3006006913, 3006006914, 3006008902, 3008029802, 3008029803, 3008029804, 3008029805, 3008029900, 3008029901, 3008029919, 3008029920, 3022023002, 3022023016, 3022023022, 3022023023, 3022024817, 3022024818, 3022024904, and 3006008904.*

Table 4 – Land Use/Relocation Impacts: Rail Option 1 Station Variation B

Location	Land Use Impacts
Technology Drive/Transportation Center Drive to Transportation Center Drive/6th Street East	Industrial
	Transportation ROW
	Other Jurisdiction (Los Angeles County)
Transportation Center Drive/6th Street East to 6th Street East/East Avenue Q3	Industrial

	Transportation ROW
	Other Jurisdiction (Los Angeles County)
	Public Facility
Sierra Highway/Technology Drive	Industrial
	Transportation ROW
	Other Jurisdiction (Los Angeles County)

Similar to Station Variation A, the proposed Wye Connection under Rail Option 1 Station Variation B would need several permanent easements from the parcels listed below in order to construct the tunnel segment of the proposed Wye Connection, as illustrated in Figure 2-3.

It is anticipated that a permanent underground easement will be necessary from the following parcels in order to construct the proposed Wye Connection tunnel segment:

AIN: *3022001005, 3022001006, 3022001008, 3022001009, 3022001010, 3022001018, 3022001025, 3022001027, 3022002005, 3022002023, 3022002916, 3022004002, 3022004003, 3022004004, 3022004005, 3022004023, 3022004024, 3022004028, 3022004032, 3022004034, 3022004035, 3022004036, 3022004908, 3022005288, 3022005289, 3022005292, 3022005293, 3022005295, 3022005296, 3022024815, 3022024816, 3022024903, 3022025002, 3022025003, 3022025004, 3022025006, 3022025007, 3022025008, 3022025011, 3022025012, 3022025014, 3022025015, 3022025016, 3022026001, 3022026005, 3022026008, 3022026009, 3022026010, 3022026011, 3022026012, 3022026013, 3022027017, 3022027911, 3022035801, 3022035901, 3022035902, and 3022035009.*

Station Variation C

Under Rail Option 1 Station Variation C, potential direct land use impacts within the southern Palmdale rail station study area include the acquisition of right-of-way beginning at Technology Drive moving south along Transportation Center Drive through Clock Tower Plaza Drive/6th Street East, and south along 6th Street East to approximately 500 feet north of East Avenue Q3, where the proposed Metrolink rail station platform is proposed under Station Variation C. This configuration is illustrated in Figure 2-4.

Within this segment, approximately 45.39 acres would potentially be partially or fully acquired to accommodate the right-of-way for the construction of the HDC to CHSR rail connection, proposed parking, and relocation of the existing Metrolink rail platforms. Station area parking is proposed at the terminus of 6th Street (UPRR/Sierra Highway) and would require changing land use on nine (9) parcels from Industrial to transportation related use. Additionally, relocation of the Metrolink rail platform would require changing land use from Commercial Manufacturing across 11 parcels to transportation related use. Similar to Station Variations A and B, the Wye Connection track split portion is proposed under Rail Option 1 as a tunnel segment connecting the HDC to the CHSR, and is therefore not anticipated to result in the permanent acquisition of right-of-way, with the exception of required permanent underground easements, as discussed below.

Existing general plan land uses shown in **Table 5**, would be changed to transportation related use, except for uses already designated as Transportation right-of-way. As the location of Station Variation C is located to the west of Station Variations A and B, outside the existing UPRR right-of-way, direct land

use impacts would thus differ relative to Station Variations A and B – but primarily consist of relocation impacts also. Parcels that would require a shift in land use are listed below.

It is anticipated that either a partial of full acquisition will be necessary at the following parcels:

***AIN**: 3006006027, 3006006029, 3006006034, 3006006035, 3006006038, 3006006039, 3006006903, 3006006904, 3006006905, 3006006906, 3006006908, 3006006912, 3006006913, 3006006914, 3006007023, 3006007024, 3006007025, 3006007026, 3006007027, 3006007028, 3006007029, 3006007030, 3006007031, 3006007032, 3006007033, 3006007034, 3006008903, 3008011001, 3008011002, 3008011003, 3008011004, 3008011005, 3008011006, 3008011007, 3008011008, 3008011009, 3008011010, 3008011011, and 3006008905.*

Table 5 – Land Use/Relocation Impacts: Rail Option 1 Station Variation C

Location	Land Use Impacts
Technology Drive/Transportation Center Drive to Transportation Center Drive/6th Street East	Business Park
	Industrial
Transportation Center Drive/6th Street East to 6th Street East/East Avenue Q3	Business Park
	Commercial Manufacturing
	Industrial

Similar to Station Variations A and B, the proposed Wye Connection under Rail Option 1 Station Variation C would need several permanent easements from the parcels listed below in order to construct the tunnel segment of the proposed Wye Connection without permanent right-of-way acquisition resulting in relocation and/or displacement, as illustrated in Figure 2-4.

It is anticipated that a permanent underground easement will be necessary from the following parcels in order to construct the proposed Wye Connection tunnel segment under Station Variation C:

***AIN:** 3006003036, 3006003039, 3006003040, 3006003041, 3006003044, 3006003049, 3006004002, 3006004006, 3006004008, 3006004009, 3006004011, 3006004012, 3006004014, 3006004027, 3006004039, 3006004040, 3006004042, 3006004052, 3006004053, 3006027001, 3006027005, 3022001011, 3022001012, 3022001013, 3022001014, 3022001015, 3022001016, 3022001017, 3022001018, 3022001019, 3022001020, 3022001021, 3022001022, 3022001024, 3022001025, 3022001027, 3022002023, 3022004002, 3022004003, 3022004023, 3022004024, 3022004032, 3022004034, 3022004035, 3022004036, 3022004908, 3022024001, 3022024002, 3022024809, 3022024811, 3022024816, 3022024818, 3022024819, 3022024900, 3022024901, 3022024903, 3022024904, 3022024906, 3022024907, 3022025001, 3022025002, 3022025003, 3022025005, 3022025006, 3022025007, 3022025008, 3022025009, 3022025011, 3022025012, 3022025013, 3022025014, 3022025016, 3022026001, 3022026005, 3022026008, 3022026009, 3022026010, 3022026013, 3022027017, and 3022027911.*

Rail Option 7

Under Rail Option 7, the project would directly affect existing land use within the southern Palmdale rail station study area. Changes in land use towards transportation related use may prove to be beneficial by providing infrastructure for surrounding land uses, improved access, and linkages between various residential communities, businesses, and facilities. With the development of infrastructure, the project

also has the potential to provide development for local businesses and industries, which may provide local employment opportunities within the community.

In addition, under this option there is a potential for existing land uses located along Sierra Highway and the Palmdale Transportation Center to shift towards greater commercial and industrial use – uses which large portions of land are currently designated for, especially industrial use. Based on the general plans for local municipalities, including Palmdale, growth and economic development are encouraged within the incorporated cities that are part of the HDC Project. Therefore, the proposed project under this rail option is consistent with Palmdale's existing and future general plan land use designations in the project area and should not pose an adverse effect on surrounding existing land uses.

Indirect impacts affecting land use outside of the affected parcels may occur, in which land use shifts towards commercial and industrial use may occur within close proximity to the proposed Wye Connection, proposed parking, and relocated Metrolink rail station platform locations. However, the proposed project under this rail option is generally consistent with existing general land use designations in the vicinity of the project, and is not anticipated to pose an adverse effect on surrounding land uses.

Station Variation A

Under this station variation, potential direct land use impacts within the southern Palmdale rail station study area includes the acquisition of right-of-way beginning along eastern side of Sierra Highway approximately 1,300 feet north of Technology Drive, moving south along Sierra Highway, and south along Transportation Center Drive through Clock Tower Plaza Drive/6th Street East, to East Avenue Q.

Within this segment, approximately 79.31 acres would potentially be acquired to accommodate the right-of-way for the construction of the rail connection, proposed parking, and relocation of the existing Palmdale Transportation Center and Metrolink rail platforms. However, approximately 6.14 acres currently have a general plan land use designation of Transportation ROW, thus leaving approximately 73.16 acres that would be fully or partially acquired, and would be shifted to transportation related use. Station area parking is proposed at the terminus of 6th Street (UPRR/Sierra Highway) and would require shifting general plan land use from Industrial to transportation related use. Furthermore, the relocated Metrolink rail platform would require changing general plan land use from Industrial and Other Jurisdiction (Los Angeles County) to transportation related use.

Existing general plan land uses shown in **Table 6**, would be changed to transportation related use, except for those uses already designated as Transportation right-of-way according to Palmdale's general plan land use. Indirect impacts affecting existing land use outside of the affected parcels may occur, in which land use shifts towards commercial and industrial use may occur within close proximity to the proposed Wye Connection and Palmdale Transportation Center locations. However, specific plan use designation is also located near the study area for a trade and commerce center entitled, *The Palmdale Trade and Commerce Center Specific Plan* (2004), and for a transit oriented residential village, *The Palmdale Transit Village Specific Plan* (2007). As such, it is anticipated that development of commercial and industrial use will continue in the general vicinity of the proposed Wye Connection and Palmdale Transportation Center. Parcels that would require a shift in land use are listed below.

It is anticipated that either a partial of full acquisition will be necessary from the following parcels:

***AIN**: 3022001008, 3022001009, 3022001010, 3022024815, 3006005803, 3006005804, 3006006027, 3006006029, 3006006034, 3006006035, 3006006038, 3006006039, 3006006912, 3006006913, 3006006914, 3022024817, 3022001005, 3022001006, 3006005004, 3006005005, 3022023002, 3022023016, 3022023022, 3022023023, 3006005900, 3006005901, 3006005902, 3006005903, 3022024818, 3022024904, 3022024816, 3022024903.*

Table 6 – Land Use/Relocation Impacts: Rail Option 7 Station Variation A

Location	Land Use Impacts
Sierra Highway/north of Technology Drive to Sierra Highway/East Avenue Q	Business Park
	Industrial
	Other Jurisdiction (Los Angeles County)
	Transportation ROW
Technology Drive/ Transportation Center Drive to Transportation Center Drive/6th Street East	Industrial
Transportation Center Drive/6th Street East to 6th Street East/East Avenue Q	Industrial
	Transportation ROW

Additionally, the proposed Wye Connection under Rail Option 7 Station Variation A would at least require permanent easements from the parcels listed below in order to construct the aerial and tunnel segments of the proposed Wye Connection, as illustrated in Figure 2-5.

It is anticipated that permanent aerial easements will be necessary from the following parcels in order to construct the proposed Wye Connection aerial segment:

***AIN:** 3022003001, 3022003003, 3022003004, 3022003005, 3022003006, 3022003013, 3022003014, 3022003015, 3022003016, 3022003017, 3022003018, 3022003019, 3022003035, 3022003036, 3022004011, 3022004015, 3022004016, 3022004025, 3022004026, 3022002006, 3022002008, 3022002011, 3022002012, 3022002023, 3022002916, 3022004007, 3022004010, 3022004908, 3022024811, 3022025001, 3022025005, 3022025006, 3022025010, 3022025013, 3022026008, 3022026013, 3022035801, 3022035901, 3022035902, 3022035009.*

Additionally, it is anticipated that permanent underground easements will be necessary from the following parcels in order to construct the proposed Wye Connection tunnel segment:

***AIN:** 3022024809, 3022024811, 3022024813, 3022025001, 3022025005, 3022025006, 3022025009, 3022025010, 3022025013, 3022026001, 3022026002, 3022026003, 3022026004, 3022026005, 3022026008, 3022026010, 3022026013, 3022024819, 3022024900, 3022024902, 3022024906, 3022024908.*

Station Variation B

Potential land use and relocation impacts would generally be similar to those under Station Variation A, except for slight differences in right-of-way impacts associated with the relocated Metrolink rail platform near 6th Street East and East Avenue Q. The discussion below highlights the potential land use impacts associated with Variation B where it differs from Variation A.

Under this station variation, potential direct land use impacts within the southern Palmdale rail station study area includes the acquisition of right-of-way beginning along eastern side of Sierra Highway

approximately 1,300 feet north of Technology Drive, moving south along Sierra Highway, and south along Transportation Center Drive through Clock Tower Plaza Drive/6th Street East, to approximately 400 feet south of East Avenue Q3.

Within this segment, approximately 88 acres would potentially be acquired to accommodate the right-of-way for the construction of the rail connection, proposed parking, and relocation of the existing Metrolink rail platforms. However, approximately 9.10 acres currently have a general plan designation of Transportation ROW, thus leaving approximately 78.91 acres that would be fully or partially acquired, and would be shifted to transportation related use. Station area parking is proposed at the terminus of 6th Street (UPRR/Sierra Highway) and would require shifting general plan land use from Industrial to transportation related use. Furthermore, the relocated Metrolink rail platform would require changing general plan land use from Industrial, Other Jurisdiction (Los Angeles County), and Public Facility to transportation related use. Uses with a general plan land use designation of Transportation right-of-way would remain designated for transportation related uses.

Existing general plan land uses shown in **Table 7**, would be changed to transportation related use, except for those uses already designated as Transportation right-of-way according to Palmdale's general plan land use. In general, land use direct impacts are similar to Station Variation A under Rail Option 7, with the exception of several additional parcels between East Avenue Q and East Avenue Q3, which would be affected by potential right-of-way acquisition, and currently have general plan land use designations of Public Facility and Transportation ROW. Indirect impacts affecting existing land use outside of the affected parcels may occur, in which land use shifts towards commercial and industrial use may occur within close proximity to the proposed Wye Connection, proposed parking and relocated Metrolink rail station platform locations. However, specific plan use designation is also located near the study area for a trade and commerce center entitled, *The Palmdale Trade and Commerce Center Specific Plan* (2004), and for a transit oriented residential village, *The Palmdale Transit Village Specific Plan* (2007). As such, it is anticipated that development of commercial and industrial use will continue in the general vicinity of the proposed Wye Connection and Palmdale Transportation Center. Therefore, the proposed project under this station variation is generally consistent with the local existing and future land use designations and is not anticipated to pose an adverse effect on surrounding existing land uses. Parcels that would require a shift in land use are listed below.

It is anticipated that either a partial of full acquisition will be necessary from the following parcels:

AIN*: 3006005004, 3006005005, 3006005803, 3006005804, 3006005900, 3006005901, 3006005902, 3006005903, 3006006027, 3006006029, 3006006034, 3006006035, 3006006038, 3006006039, 3006006912, 3006006913, 3006006914, 3022023002, 3022023016, 3022023022, 3022023023, 3022024817, 3022024818, 3022024904, 3022001005, 3022001006, 3022001008, 3022001009, 3022001010, 3022024815, 3022024816, 3022024903, 3008029802, 3008029803, 3008029804, 3008029805, 3008029900, 3008029901, 3008029919, 3008029920.*

Under this station variation, potential direct land use impacts within the southern Palmdale rail station study area includes the acquisition of right-of-way beginning along eastern side of Sierra Highway approximately 1,300 feet north of Technology Drive, moving south along Sierra Highway, and south along Transportation Center Drive through Clock Tower Plaza Drive/6th Street East, to approximately 400 feet south of East Avenue Q3.

Table 7 – Land Use/Relocation Impacts: Rail Option 7 Station Variation B

Location	Land Use Impacts
Sierra Highway/north of Technology Drive to Sierra Highway/East Avenue Q	Business Park
	Industrial
	Other Jurisdiction (Los Angeles County)
	Transportation ROW
Technology Drive/ Transportation Center Drive to Transportation Center Drive/6th Street East	Industrial
Transportation Center Drive/6th Street East to 6th Street East/East Avenue Q3	Industrial
	Public Facility
	Transportation ROW

Additionally, the proposed Wye Connection under Rail Option 7 Station Variation B would at least require permanent easements from the parcels listed below in order to construct the aerial and tunnel segments of the proposed Wye Connection, as illustrated in Figure 2-6. It is noted that potential aerial and underground easement requirements under Rail Option 7 Station Variation B are similar to those under Station Variation A.

As such, it is anticipated that permanent aerial easements will be necessary from the following parcels in order to construct the proposed Wye Connection aerial segment:

AIN: *3022003001, 3022003003, 3022003004, 3022003005, 3022003006, 3022003013, 3022003014, 3022003015, 3022003016, 3022003017, 3022003018, 3022003019, 3022003035, 3022003036, 3022004011, 3022004015, 3022004016, 3022004025, 3022004026, 3022002006, 3022002008, 3022002011, 3022002012, 3022002023, 3022002916, 3022004007, 3022004010, 3022004908, 3022024811, 3022025001, 3022025005, 3022025006, 3022025010, 3022025013, 3022026008, 3022026013, 3022035801, 3022035901, 3022035902, 3022035009.*

Additionally, it is anticipated that permanent underground easements will be necessary from the following parcels in order to construct the proposed Wye Connection tunnel segment:

AIN: *3022024809, 3022024811, 3022024813, 3022025001, 3022025005, 3022025006, 3022025009, 3022025010, 3022025013, 3022026001, 3022026002, 3022026003, 3022026004, 3022026005, 3022026008, 3022026010, 3022026013, 3022024819, 3022024900, 3022024902, 3022024906, 3022024908.*

Station Variation C

Under this station variation, potential direct land use impacts within the southern Palmdale rail station study area include the acquisition of right-of-way beginning at approximately 900 feet north of Technology Drive moving south along Transportation Center Drive through Clock Tower Plaza Drive/6th Street East, and south along 6th Street East to approximately to approximately 500 feet north of East Avenue Q3, where the proposed Metrolink rail station platform is proposed under Station Variation C. This configuration is illustrated in Figure 2-7.

Within this segment, approximately 56.79 acres would potentially be partially or fully acquired to accommodate the right-of-way for the construction of the HDC to CHSR Wye Connection, proposed parking, and relocation of the existing Metrolink rail platforms. Station area parking is proposed at the terminus of 6th Street (UPRR/Sierra Highway) and would require shifting general plan land use on ten

(10) parcels from Industrial to transportation related use. Additionally, relocation of the Metrolink rail station platform would require changing general plan land use on 11 parcels from Commercial Manufacturing to transportation related use. Similar to Station Variations A and B, the Wye Connection track split portion is proposed under Rail Option 7 with aerial and tunnel segments connecting the HDC to the CHSR, and is therefore not anticipated to result in the permanent acquisition of right-of-way, with the exception of required permanent aerial and underground easements, as discussed below.

Existing general plan land uses shown in **Table 8**, would be changed to transportation related use, except for uses already designated as Transportation right-of-way according to Palmdale's general plan land use. As the location of Station Variation C is located to the west of Station Variations A and B, outside the existing UPRR right-of-way, direct land use impacts would thus differ relative to Station Variations A and B – but mainly consist of right-of-way impacts as well; primarily between Technology Drive and approximately 500 feet north of East Avenue Q3.

Indirect impacts affecting existing land use outside of the affected parcels may occur, in which land use shifts towards commercial and industrial use may occur within close proximity to the proposed Wye Connection, proposed parking and relocated Metrolink rail station platform locations. However, specific plan use designation is also located near the study area for a trade and commerce center entitled, *The Palmdale Trade and Commerce Center Specific Plan* (2004), and for a transit oriented residential village, *The Palmdale Transit Village Specific Plan* (2007). As such, it is anticipated that development of commercial and industrial uses will continue in the general vicinity of the proposed Wye Connection and Palmdale Transportation Center. Therefore, the proposed project under this station variation is generally consistent with the local existing and future land use designations and is not anticipated to pose an adverse effect on surrounding existing land uses. Parcels that would require a shift in land use are listed below.

It is anticipated that either a partial of full acquisition will be necessary at the following parcels:

***AIN**: 3006004002, 3006004027, 3006004039, 3006004040, 3006006027, 3006006029, 3006006034, 3006006035, 3006006038, 3006006039, 3006006903, 3006006904, 3006006905, 3006006906, 3006006908, 3006006912, 3006006913, 3006006914, 3006007025, 3006007026, 3006007027, 3006007028, 3006007029, 3006007030, 3006007031, 3006007032, 3006007033, 3006008903, 3008011001, 3008011002, 3008011003, 3008011004, 3008011005, 3008011006, 3008011007, 3008011008, 3008011009, 3008011010, 3008011011, 3006008905.*

Table 8 – Land Use/Relocation Impacts: Rail Option 7 Station Variation C

Location	Land Use Impacts
Technology Drive/Transportation Center Drive to Transportation Center Drive/6th Street East	Business Park
	Industrial
Transportation Center Drive/6th Street East to 6th Street East/East Avenue Q3	Business Park
	Commercial Manufacturing
	Industrial

Additionally, the proposed Wye Connection, parking, and relocation of Metrolink rail platform under Rail Option 7 Station Variation C would at least require permanent easements from the parcels listed below in order to construct the aerial and tunnel segments of the proposed Wye Connection, as illustrated in Figure 2-7.

As such, it is anticipated that permanent aerial easements would be required from the following parcels in order to construct the proposed Wye Connection aerial segment:

AIN: *3006003036, 3006003039, 3006003040, 3006003041, 3006003044, 3006003049, 3006003050, 3006027005, 3022003025, 3022003026, 3022003027, 3022003028, 3022003037, 3022003038, 3022003039, 3022003040, 3022003041, 3022003042, 3022003043, 3022003044, 3022003045, 3022004011, 3022004015, 3022004016, 3022004018, 3022004025, 3022004026, 3022001013, 3022001014, 3022001015, 3022001020, 3022001021, 3022001022, 3022001023, 3022001025, 3022002012, 3022002013, 3022002014, 3022002015, 3022002916, 3022024811, 3022025001, 3022025005, 3022025009, 3022024901, 3022024907.*

Additionally, it is anticipated that permanent underground easements would be required from the following parcels in order to construct the proposed Wye Connection tunnel segment:

AIN: *3006004006, 3006004008, 3006004009, 3006004011, 3006004012, 3006004014, 3006004052, 3006004053, 3006027001, 3006027005, 3006004041, 3006004042, 3006004047, 3022024811, 3022025001, 3022026005, 3022026006, 3022026007, 3022026008, 3022026009, 3022026010, 3022024901, 3022024907.*

Utilities

Potential impacts to public and private utilities and services were determined by inventorying those facilities that were within the southern Palmdale rail station study area. The assessment was based on such factors as safety, circulation, accessibility, and disruption of operation during construction and operation of the proposed project. Facilities were evaluated to determine which ones would be directly or indirectly affected by the components of the HDC Project's Wye connection.

Utilities are allowed in Caltrans ROW with an encroachment permit. Utility facilities (e.g., water lines, sewer laterals, electrical connections/lines/poles, natural gas service lines, streetlights, fire hydrants, and cable television lines and utility boxes) in the ROW would be subject to abandonment, removal, and/or relocation or replacement as a result of project construction. Utility companies would be given enough notice to relocate their facilities before construction or at a later stage of construction, as appropriate.

Coordination with utility companies is a standard procedure during the final design phase. Utility relocation would be done using standard engineering practices to avoid substantial service disruption, hence, substantial service interruptions are not anticipated as a result of implementing the proposed Wye connection, parking, and relocation of the Metrolink rail station platform.

Rail Option 1

It is estimated that station variations under Rail Option 1 would have a potential impact on up to 33 utility facilities within the study area that was evaluated for the proposed Wye connection, parking, and relocation of Metrolink rail station platforms. Appendix A of this memo provides information on the owners, type of utility, and the general location of the utility affected by Rail Option 1. In addition, Appendix B of this memo provides the Utility Plan sheets which illustrate the locations of potentially affected utilities within the study area.

Utility relocation plans would be prepared during the final design phase of the HDC Project. As part of that effort, the design team would work with the utility provider to identify the relocation area that would minimize impact to the various resources, and avoid permanent impacts to utilities and facilities. Generally, utilities, with the exception of the large electrical towers, would be relocated within the existing right-of-way. These areas are already disturbed so adverse impacts are not expected and implementation of standard engineering practices would ensure that no substantial interruptions of utility service would occur. Should the relocation of the utilities result in impacts to resources, additional environmental clearance will be required.

Rail Option 7

It is estimated that station variations under Rail Option 7 would have a potential impact on up to 42 utility facilities within the study area that was evaluated for the proposed Wye connection, parking, and relocation of Metrolink rail station platforms. Appendix A of this memo provides information on the owners, type of utility, and the general location of the utility affected by Rail Option 7. In addition, Appendix B of this memo provides the Utility Plan sheets which illustrate the locations of affected utilities within the study area.

Utility relocation plans would be prepared during the final design phase of the HDC Project. As part of that effort, the design team would work with the utility provider to identify the relocation area that would minimize impact to the various resources, and avoid permanent impacts to utilities and facilities. Generally, utilities, with the exception of the large electrical towers, would be relocated within the existing right-of-way. These areas are already disturbed so adverse impacts are not expected and implementation of standard engineering practices would ensure that no substantial interruptions of utility service would occur. Should the relocation of the utilities result in impacts to resources, additional environmental clearance will be required.

AVOIDANCE, MINIMIZATION, AND MITIGATION MEASURES

No additional avoidance, minimization or mitigation measures for land use, relocation, and utilities impacts would be required in addition those already committed in the High Desert Corridor (HDC) Project *Community Impact Assessment (CIA)* and environmental document. Hence, the following measures remain applicable: LU-1, LU-2, LU-3, and LU-4. No mitigation measures were identified for utilities, as permanent impacts to utilities would be avoided through design coordination with utility owners during the final design phase of the project.

CONCLUSION

There are no new regulatory settings or changes to the affected environment. Both rail options 1 and 7 would directly affect existing land use within the southern Palmdale rail station study area, through the acquisition of right-of-way and the permanent conversion of existing non-transportation related land use to transportation related uses. Impacts would vary by rail option and station variation, as discussed earlier in this memo.

Furthermore, indirect impacts affecting existing land use outside the affected parcels may occur, in which land use shifts would towards commercial and industrial may occur within close proximity to the proposed Wye Connection and Palmdale Transportation Center locations. Such changes in land use towards transportation related use may prove to be beneficial by providing infrastructure for

surrounding land uses, improved access, and linkages between various residential communities, businesses, and facilities. With the development of infrastructure, the project also has the potential to provide development for local businesses and industries, which may provide local employment opportunities within the community.

With regard to utilities, both rail options 1 and 7 could potentially affect existing public and private utilities in the southern Palmdale rail station study area. However, potential impacts to utilities and facilities would be avoided as part of the project's final design. Implementation of standard conditions of approval and close coordination with the utility providers will further minimize potential impacts to utilities. Because there would be no impacts to utility systems over the long term, no mitigation measures are required.

REFERENCES

California Department of Transportation, 2014. *Community Impact Assessment, High Desert Corridor Project, Los Angeles and San Bernardino Counties, California.* June 16.

California Department of Transportation, 2014. *Southern Palmdale Rail Station (Rail Options 1 and 7) Design Variation Impact Analysis, Los Angeles and San Bernardino Counties, California.* July.

Attachment A
Utility Matrix

Conflict #	Utility Sheet #	Pothole/ Manhole No.	Owner	Utility Description	Number of Utility Poles	Conflict Station	Conflict Location	Length (ft) (within proposed right-of-way limits)	Affected Alternative	Investigation			Depth to Top	Risk Level	Impact?	Action					Util. Reloc. A- Abandon RB-Reloc. Before RD- Reloc. During P-Protect NC-No Conflict PC-Potential Conflict	Resp. Party U -Utility Co. C- Contractor	Required Completion Date	Comments
										Pothole	Manhole	Overhead	(ft)	High Low	Y/N	Remove	Relocate	Protect in Place	Potential Conflict	Other			
131	3R	N/A	Palmdale Water District	12" Water Line	-	276+10	15th Street	380	P	N/A	N/A	NO	N/A	-	Y				X		PC			Pothole required for vert. clearance
132	3R	N/A	AT&T	Telecommunications Cable Line	-	276+40	15th Street	535	P	N/A	N/A	YES	N/A	LOW	Y		X				RB			
133	3R	N/A	SC Edison	Overhead Power Line	4	276+40	15th Street	535	P	N/A	N/A	YES	N/A	-	Y		X				RB			
134	3R	N/A	AT&T	Telecommunications Cable Line	-	287+00	17th Street	650	P	N/A	N/A	NO	2.5	LOW	Y				X		PC			Pothole required to confirm (vert) May need to be relocated vertically
135	3R	N/A	SC GAS	2" Gas Line	-	289+60	17th Street	620	P	N/A	N/A	NO	N/A	LOW	Y				X		PC			Pothole required for vert. clearance
136	3R	N/A	Palmdale Water District	12" Water Line	-	290+00	17th Street	450	P	N/A	N/A	NO	N/A	-	Y				X		PC			Pothole required for vert. clearance
137	3R	N/A	SC GAS	4" Gas Line	-	302+60	20th Street	1025	P	N/A	N/A	NO	N/A	LOW	Y		X				RD			
138	3R	N/A	AT&T	Telecommunications Cable Line	-	302+80	20th Street	1090	P	N/A	N/A	NO	3.5	LOW	Y		X				RD			
139	3R	N/A	Palmdale Water District	12" Water Line	-	303+10	20th Street	1035	P	N/A	N/A	NO	N/A	-	Y		X				RD			
140	3R	N/A	SC Edison	4 kv Overhead Power Line	5	303+20	20th Street	2240	P	N/A	N/A	YES	N/A	-	Y		X				RB			
142	3R	N/A	SC GAS	4" Gas Line	-	303+10	20th Street	520	P	N/A	N/A	NO	N/A	LOW	Y		X				RD			
143	3R	N/A	SC GAS	4" Gas Line	-	302+60	Avenue P-8	765	P	N/A	N/A	NO	N/A	LOW	Y		X				RD			
144	3R	N/A	SC Edison	66 kv and 4 kv Transmission Overhead Power Line	2	3176+30	Avenue Q	360	P	N/A	N/A	YES	N/A	HIGH	Y				X		PC			
145	3R	N/A	SC Edison	Underground Communication	-	3176+00	Avenue Q	360	P	N/A	N/A	NO	N/A	-	N						NC			
146	3R	N/A	SC Edison	Underground Power Line	-	3189+00	Between Avenue Q and Avenue P-8	115	P	N/A	N/A	NO	N/A	-	N						NC			
147	3R	N/A	LA County Waterworks District	12" Water Line	-	177+15	Avenue Q	100	P	N/A	N/A	NO	N/A	-	N						NC			
148	3R	N/A	LA County Waterworks District	16" Water Line	-	3202+25	Avenue P-8/Division St	2260	P	N/A	N/A	NO	N/A	-	Y				X		PC			
149	3R	N/A	LA County Waterworks District	12" Water Line	-	221+40	Avenue P-4	265	P	N/A	N/A	NO	N/A	-	N						NC			Pothole required for vert. clearance
U-3R-ALT1																								
540	3R1	N/A	City of Palmdale	12" Sewer Line	-	113+70	Avenue Q	130	R1	N/A	N/A	NO	N/A	-	Y				X		PC			
541	3R1	N/A	Sprint	Fiber Optic Line	-	114+60	Avenue Q	50	R1	N/A	N/A	NO	N/A	-	Y				X		PC			
542	3R1	N/A	MCI	Telecommunications Line	-	110+00	Sierra Highway	3900	R1	N/A	N/A	NO	N/A	-	Y		X				RD			
543	3R1	N/A	MCI	Telecommunications Line	-	110+00	Sierra Highway	3900	R1	N/A	N/A	NO	N/A	-	Y		X				RD			
544	3R1	N/A	Sprint	Fiber Optic Line	-	110+00	Sierra Highway	3900	R1	N/A	N/A	NO	N/A	-	Y		X				RD			
545	3R1	N/A	City of Palmdale	8" Water Line (Abandoned)	-	122+20	Sierra Highway	1420	R1	N/A	N/A	NO	N/A	-	Y		X				RD			
546	3R1	N/A	SCE	Overhead Power Line	3	132+20	Sierra Highway	200	R1	N/A	N/A	YES	N/A	-	Y		X				RB			
547	3R1	N/A	City of Palmdale	18" Sewer Line	-	140+40	Avenue P-8	155	R1	N/A	N/A	NO	N/A	-	Y		X				RD			
548	3R1	N/A	City of Palmdale	42" Sewer Line	-	140+60	Avenue P-8	155	R1	N/A	N/A	NO	N/A	-	Y		X				RD			
549	3R1	N/A	Time Warner	Telecommunications Line	-	155+50	North of Avenue P-4	480	R1	N/A	N/A	NO	N/A	-	Y		X				RD			
550	3R1	N/A	Time Warner	Telecommunications Line	-	168+40	8th Street	520	R1	N/A	N/A	NO	N/A	-	Y		X				RD			
551	3R1	N/A	Level 3 Communications	Fiber Optic Line	-	168+40	8th Street	520	R1	N/A	N/A	NO	N/A	-	Y		X				RD			
552	3R1	N/A	Level 3 Communications	Telecommunications Line	-	187+00	Avenue P	1480	R1	N/A	N/A	NO	N/A	-	Y		X				RD			
553	3R1	N/A	SCE	Overhead Power Line	3	187+00	Avenue P	1480	R1	N/A	N/A	YES	N/A	-	Y		X				RB			
554	3R1	N/A	SCE	Overhead Power Line	2	196+50	Avenue P	220	R1	N/A	N/A	YES	N/A	-	Y		X				RB			
555	3R1	N/A	Time Warner	Telecommunications Line	-	200+00	North of Avenue P-4	590	R1	N/A	N/A	NO	N/A	-	Y		X				RD			
556	3R1	N/A	SCE	Overhead Power Line	2	210+50	15th Street	320	R1	N/A	N/A	YES	N/A	-	Y		X				RB			
557	3R1	N/A	City of Palmdale	18" Sewer Line	-	210+50	15th Street	320	R1	N/A	N/A	NO	N/A	-	Y		X				RD			
558	3R1	N/A	SCE	Overhead Power Line	2	210+50	15th Street	320	R1	N/A	N/A	YES	N/A	-	Y		X				RB			
559	3R1	N/A	Palmdale Water	12" Water Line	-	101+60	Avenue P-8	700	R1	N/A	N/A	NO	N/A	-	Y		X				RD			
560	3R1	N/A	SCG	4" Gas Line	-	10155+50	20th Street	825	R1	N/A	N/A	NO	N/A	-	Y		X				RD			
561	3R1	N/A	AT&T	Telecommunications Line	-	10155+50	20th Street	200	R1	N/A	N/A	NO	N/A	-	Y		X				RD			
562	3R1	N/A	Palmdale Water	12" Water Line	-	10155+50	20th Street	100	R1	N/A	N/A	NO	N/A	-	Y		X				RD			
563	3R1	N/A	SCE	Overhead Power Line	4	10155+50	20th Street	920	R1	N/A	N/A	YES	N/A	-	Y		X				RB			
564	3R1	N/A	City of Palmdale	18" Sewer Line	-	168+40	8th Street	160	R1	N/A	N/A	NO	N/A	-	Y		X				RD			
565	3R1	N/A	Palmdale Water	12" Sewer Line	-	168+00	8th Street	125	R1	N/A	N/A	NO	N/A	-	Y		X				RD			
566	3R1	N/A	SCE	Lighting Conduits	-	168+00	8th Street	125	R1	N/A	N/A	NO	N/A	-	Y		X				RD			
567	3R1	N/A	City of Palmdale	15" Sewer Line	-	175+00	Avenue P	1290	R1	N/A	N/A	NO	N/A	-	Y		X				RD			
568	3R1	N/A	Palmdale Water	14" Water Line	-	173+70	Avenue P	1560	R1	N/A	N/A	NO	N/A	-	Y		X				RD			
569	3R1	N/A	Palmdale Water	8" Water Line	-	10119+90	East Avenue P-4	270	R1	N/A	N/A	NO	N/A	-	Y		X				RD			
570	3R1	N/A	Palmdale Water	12" Water Line	-	10146+60	17th Street	300	R1	N/A	N/A	NO	N/A	-	Y		X				RD			
U-3R-ALT7																								
580	3R7	N/A	City of Palmdale	12" Sewer Line	-	10005+60	Avenue Q	120	R7	N/A	N/A	NO	N/A	-	Y				X		PC			
581	3R7	N/A	Sprint	Fiber Optic Line	-	10006+00	Avenue Q	35	R7	N/A	N/A	NO	N/A	-	Y				X		PC			
582	3R7	N/A	MCI	Telecommunications Line	-	10000+00	Sierra Highway	3900	R7	N/A	N/A	NO	N/A	-	Y		X				RD			

P -Proposed Alternative
A -Variation A
B -Variation B
D -Variation D
E -Variation E
R -High Speed Rail (HSR)
R1-HSR Alt 1
R7-HSR Alt 7

Notes:
OH 66kv/4kv assigned to high risk
RD -For UG Utilities
RB -For OH Utilities

Conflict #	Utility Sheet #	Pothole/ Manhole No.	Owner	Utility Description	Number of Utility Poles	Conflict Station	Conflict Location	Length (ft) (within proposed right-of-way limits)	Affected Alternative	Investigation			Depth to Top	Risk Level	Impact?	Action					Util. Reloc. A- Abandon RB-Reloc. Before RD- Reloc. During P-Protect NC-No Conflict PC-Potential Conflict	Resp. Party U -Utility Co. C- Contractor	Required Completion Date	Comments
										Pothole	Manhole	Overhead	(ft)	High Low	Y/N	Remove	Relocate	Protect in Place	Potential Conflict	Other			
583	3R7	N/A	MCI	Telecommunications Line	-	10000+00	Sierra Highway	3900	R7	N/A	N/A	NO	N/A	-	Y		X				RD			
584	3R7	N/A	Sprint	Fiber Optic Line	-	10000+00	Sierra Highway	3900	R7	N/A	N/A	NO	N/A	-	Y		X				RD			
585	3R7	N/A	City of Palmdale	8" Water Line (Abandoned)	-	10014+10	Sierra Highway	1420	R7	N/A	N/A	NO	N/A	-	Y		X				RD			
586	3R7	N/A	SCE	Overhead Power Line	3	10024+40	Sierra Highway	200	R7	N/A	N/A	YES	N/A	-	Y		X				RB			
587	3R7	N/A	Time Warner	Telecommunications Line	-	10048+00	North of Avenue P-4	130	R7	N/A	N/A	NO	N/A	-	Y		X				RD			
588	3R7	N/A	Time Warner	Telecommunications Line	-	194+30	8th Street	90	R7	N/A	N/A	NO	N/A	-	N						NC			
589	3R7	N/A	Level 3 Communications	Fiber Optic Line	-	10059+40	Avenue P	135	R7	N/A	N/A	NO	N/A	-	Y		X				RD			
590	3R7	N/A	SCE	Overhead Power Line	-	10059+90	Avenue P	135	R7	N/A	N/A	YES	N/A	-	Y		X				RB			
591	3R7	N/A	Time Warner	Telecommunications Line	-	10059+90	Avenue P	135	R7	N/A	N/A	NO	N/A	-	Y		X				RD			
592	3R7	N/A	Level 3 Communications	Fiber Optic Line	-	194+30	8th Street	90	R7	N/A	N/A	NO	N/A	-	N						NC			
593	3R7	N/A	City of Palmdale	15" Sewer Line	-	194+30	8th Street	90	R7	N/A	N/A	NO	N/A	-	N						NC			
594	3R7	N/A	SCE	Overhead Power Line	1	205+00	North of Avenue P-4	40	R7	N/A	N/A	YES	N/A	-	N						NC			
595	3R7	N/A	SCE	Overhead Power Line	1	204+00	North of Avenue P-4	75	R7	N/A	N/A	YES	N/A	-	N						NC			
596	3R7	N/A	SCE	Overhead Power Line	-	212+40	10th Street	60	R7	N/A	N/A	YES	N/A	-	Y		X				RB			
597	3R7	N/A	AT&T	Telecommunications Line	-	212+40	10th Street	60	R7	N/A	N/A	NO	N/A	-	Y				X		PC			
598	3R7	N/A	City of Palmdale	24" Sewer Line	-	10143+40	Rancho Vista Blvd	40	R7	N/A	N/A	NO	N/A	-	N						NC			
599	3R7	N/A	Time Warner	Telecommunications Line	-	10164+20	North of Avenue P-4	65	R7	N/A	N/A	NO	N/A	-	N						NC			
600	3R7	N/A	SCE	Overhead Power Line	1	241+50	15th Street	30	R7	N/A	N/A	YES	N/A	-	Y				X		PC			
601	3R7	N/A	City of Palmdale	18" Sewer Line	-	241+50	15th Street	30	R7	N/A	N/A	NO	N/A	-	N						NC			
602	3R7	N/A	SCE	Overhead Power Line	-	241+30	15th Street	30	R7	N/A	N/A	YES	N/A	-	Y				X		PC			
603	3R7	N/A	AT&T	Telecommunications Line	-	241+90	15th Street	30	R7	N/A	N/A	NO	N/A	-	N						NC			
604	3R7	N/A	Palmdale Water District	12" Water Line	-	241+90	15th Street	30	R7	N/A	N/A	NO	N/A	-	N						NC			
605	3R7	N/A	SCG	4" Gas Line	-	241+30	15th Street	30	R7	N/A	N/A	NO	N/A	-	N						NC			
606	3R7	N/A	AT&T	Telecommunications Line	-	255+40	17th Street	30	R7	N/A	N/A	NO	N/A	-	N						NC			
607	3R7	N/A	Palmdale Water District	12" Water Line	-	255+40	17th Street	30	R7	N/A	N/A	NO	N/A	-	N						NC			
608	3R7	N/A	SCG	4" Gas Line	-	255+00	17th Street	30	R7	N/A	N/A	NO	N/A	-	N						NC			
609	3R7	N/A	SCE	Overhead Power Line	-	268+70	20th Street	30	R7	N/A	N/A	YES	N/A	-	Y		X				RB			
610	3R7	N/A	SCG	4" Gas Line	-	268+20	20th Street	30	R7	N/A	N/A	NO	N/A	-	Y				X		PC			
611	3R7	N/A	AT&T	Telecommunications Line	-	268+30	20th Street	30	R7	N/A	N/A	NO	N/A	-	Y				X		PC			
612	3R7	N/A	Palmdale Water District	12" Water Line	-	268+70	20th Street	30	R7	N/A	N/A	NO	N/A	-	Y				X		PC			
613	3R7	N/A	SCE	Overhead Power Line	-	211+80	10th Street	60	R7	N/A	N/A	YES	N/A	-	Y		X				RB			
614	3R7	N/A	Palmdale Water District	12" Water Line	-	10059+40	Avenue P	135	R7	N/A	N/A	NO	N/A	-	Y		X				RD			
615	3R7	N/A	Palmdale Water District	12" Water Line	-	193+50	Avenue P	75	R7	N/A	N/A	NO	N/A	-	N						NC			
616	3R7	N/A	City of Palmdale	15" Sewer Line	-	192+90	Avenue P	75	R7	N/A	N/A	NO	N/A	-	N						NC			
617	3R7	N/A	SCE	Overhead Power Line	-	192+50	Avenue P	75	R7	N/A	N/A	NO	N/A	-	Y		X				RD			
618	3R7	N/A	Time Warner	Telecommunications Line	-	192+50	Avenue P	75	R7	N/A	N/A	NO	N/A	-	N						NC			Confirm facility is UG.
619	3R7	N/A	Palmdale Water District	6" Water Line	-	216+00	East Avenue P-4	76	R7	N/A	N/A	NO	N/A	-	N						NC			
620	3R7	N/A	Palmdale Water District	16" Water Line	-	10165+00	20th Street	35	R7	N/A	N/A	NO	N/A	-	N						NC			
								U-4R-ALT1																
630	4R1	N/A	SCE	Overhead Power Line	2	10085+00	8th Street	310	R1	N/A	N/A	YES	N/A	-	Y		X				RB			
631	4R1	N/A	Palmdale Water District	20" Water Line	-	10062+50	Avenue O-8	195	R1	N/A	N/A	NO	N/A	-	Y		X				RD			
632	4R1	N/A	City of Palmdale	12" Sewer Line	-	10062+20	Avenue O-8	195	R1	N/A	N/A	NO	N/A	-	Y		X				RD			
633	4R1	N/A	MCI	Telecommunications Line	-	10053+40	Sierra Highway	5340	R1	N/A	N/A	NO	N/A	-	Y		X				RD			
								U-4R-ALT7																
640	4R7	N/A	Palmdale Water District	12" Water Line	-	10100+30	10th Street	75	R7	N/A	N/A	NO	N/A	-	N						NC			
641	4R7	N/A	SCE	Overhead Power Line	-	10100+50	10th Street	70	R7	N/A	N/A	YES	N/A	-	Y						RB			
642	4R7	N/A	AT&T	Telecommunications Line	-	10100+50	10th Street	70	R7	N/A	N/A	NO	N/A	-	N						NC			
643	4R7	N/A	SCE	Overhead Power Line	-	10085+80	8th Street	130	R7	N/A	N/A	YES	N/A	-	Y						RB			
644	4R7	N/A	Palmdale Water District	20" Water Line	-	177+70	Avenue O-8	75	R7	N/A	N/A	NO	N/A	-	Y						RD			
645	4R7	N/A	City of Palmdale	12" Sewer Line	-	178+00	Avenue O-8	75	R7	N/A	N/A	NO	N/A	-	Y						RD			
646	4R7	N/A	MCI	Telecommunications Line	-	164+00	Sierra Highway	5600	R7	N/A	N/A	NO	N/A	-	Y						RD			
								U-5R																
151	5R	N/A	AT&T	Telecommunications Cable Line	-	329+70	25th Street	530	P, R	N/A	N/A	NO	N/A	-	Y		X				RD			
152	5R	N/A	Palmdale Water District	12" Water Line	-	330+00	25th Street	530	P, R	N/A	N/A	NO	N/A	-	Y		X				RD			

P -Proposed Alternative
A -Variation A
B -Variation B
D -Variation D
E -Variation E
R -High Speed Rail (HSR)
R1-HSR Alt 1
R7-HSR Alt 7

Notes:
OH 66kv/4kv assigned to high risk
RD -For UG Utilities
RB -For OH Utilities

Conflict #	Utility Sheet #	Pothole/ Manhole No.	Owner	Utility Description	Number of Utility Poles	Conflict Station	Conflict Location	Length (ft) (within proposed right-of-way limits)	Affected Alternative	Investigation			Depth to Top (ft)	Risk Level High Low	Impact? Y/N	Action					Util. Reloc. A- Abandon RB-Reloc. Before RD- Reloc. During P-Protect NC-No Conflict PC-Potential Conflict	Resp. Party U -Utility Co. C- Contractor	Required Completion Date	Comments
										Pothole	Manhole	Overhead				Remove	Relocate	Protect in Place	Potential Conflict	Other			
153	5R	N/A	Palmdale Water District	16" Water Line	-	330+30	25th Street	530	P, R	N/A	N/A	NO	N/A	-	Y		X				RD			
154	5R	N/A	AT&T	Telecommunications Cable Line	-	356+60	30th Street	1550	P, R	N/A	N/A	NO	N/A	-	Y		X				RD			
155	5R	N/A	City of Palmdale	15" / 18" Sewer Line (partially abandoned)	-	357+00	30th Street	1500	P, R	N/A	N/A	NO	8 ±	-	Y		X				RD			
156	5R	N/A	Palmdale Water District	20" Water Line	-	357+30	30th Street	2440	P, R	N/A	N/A	NO	N/A	-	Y		X				RD			
157	5R	N/A	SC Edison	Underground Power Line	-	357+60	30th Street	1550	P, R	N/A	N/A	NO	N/A	-	Y		X				RD			
158	5R	N/A	Palmdale Water District	12" Water Line	-	370+70	Between 30th and 35th Street	630	P, R	N/A	N/A	NO	N/A	-	Y				X		PC			Pothole required for vert. clearance
159	5R	N/A	City of Palmdale	15" Sewer Line	-	384+00	35th Street	530	P, R	N/A	N/A	NO	8 ±	-	N						NC			Pothole required to confirm (vert).
160	5R	N/A	City of Palmdale	27" Sewer Line	-	384+20	35th Street	530	P, R	N/A	N/A	NO	10 ±	-	N						NC			Pothole required to confirm (vert).
161	5R	N/A	SC Gas	3" Gas Line	-	397+60	37th Street	530	P, R	N/A	N/A	NO	N/A	LOW	N						NC			Pothole required for vert. clearance
162	5R	N/A	SC Edison	Comm, & 66 kv Overhead Power Line	4	411+10	40th Street	530	P, R	N/A	N/A	YES	N/A	-	Y		X				RB			
163	5R	N/A	City of Palmdale	12" Sewer Line	-	437+40	45th Street	530	P, R	N/A	N/A	NO	8 ±	-	N						NC			Pothole required to confirm (vert).
164	5R	N/A	SC Edison	4 kv Overhead Power Line	5	410+50	40th Street	530	P, R	N/A	N/A	YES	N/A	-	Y		X				RB			
525	5R	N/A	Palmdale Water District	12" Water Line	-	10195+00	25th Street	35	R7	N/A	N/A	NO	N/A	-	N						NC			HSR Alt 7 is elevated in this area.
526	5R	N/A	Palmdale Water District	16" Water Line	-	10195+00	25th Street	35	R7	N/A	N/A	NO	N/A	-	N						NC			HSR Alt 7 is elevated in this area.
527	5R	N/A	SC Edison	Overhead Power Line	0	10195+00	25th Street	35	R7	N/A	N/A	YES	N/A	-	Y				X		PC			
U-6R																								
171	6R	N/A	City of Palmdale	15" Sewer Line	-	493+90	56th Street	500	P, R	N/A	N/A	NO	10 ±	-	Y				X		PC			Pothole required to confirm (vert).
U-7R																								
181	7R	N/A	SC Edison	Communication Overhead Power Line	7	679+10	90th Street	1500	P, R	N/A	N/A	YES	N/A	-	Y		X				RB			
182	7R	N/A	SC Edison	4 kv Overhead Power Line	6	679+70	90th Street	1500	P, R	N/A	N/A	YES	N/A	-	Y		X				RB			
183	7R	N/A	LA County Waterworks District	Water Main	-	679+30	90th Street	1500	P, R	N/A	N/A	NO	N/A	-	Y		X				RD			
U-8R																								
191	8R	N/A	City as-builts	Tel Line	-	789+30	110th Street	555	P, R	N/A	N/A	NO	N/A	-	Y		X				RD			
192	8R	N/A	Antelope Valley E Kern County	24" Water Line	-	789+70	110th Street	555	P, R	N/A	N/A	NO	3 ±	-	Y		X				RD			
193	8R	N/A	SC Gas	12" HP Gas Line	-	789+90	110th Street	555	P, R	N/A	N/A	NO	N/A	HIGH	Y		X				RD			
194	8R	N/A	SC Edison	66 kv Overhead Power Line	3	790+10	110th Street	555	P, R	N/A	N/A	YES	N/A	-	Y		X				RB			
195	8R	N/A	City as-builts	Tel Line	-	806+00	E Avenue Q	1080	P, R	N/A	N/A	YES	N/A	-	Y		X				RB			
196	8R	N/A	SC Edison	Overhead Power Line	4	806+00	E Avenue Q	1080	P, R	N/A	N/A	YES	N/A	-	Y		X				RB			
197	8R	N/A	Level 3 Communications	Fiber Optic Line	-	867+00	E Palmdale Ave	1480	P, R	N/A	N/A	NO	N/A	LOW	Y				X		PC			Pothole required for vert. clearance
198	8R	N/A	SC Edison	66 kv Overhead Power Line	5	867+00	E Palmdale Ave	1480	P, R	N/A	N/A	YES	N/A	-	Y		X				RB			
199	8R	N/A	Time Warner	Telecommunications Line	-	868+00	E Palmdale Ave	1480	P, R	N/A	N/A	NO	N/A	LOW	Y				X		PC			Pothole required for vert. clearance
201	8R	N/A	SC Edison	12 kv Overhead Power Line	2	789+20	110th Street	555	P, R	N/A	N/A	YES	N/A	-	Y		X				RB			
U-10R																								
226	10R	N/A	SC Edison	Overhead Power Line	2	1100+00	165th Street	500	P, R	N/A	N/A	YES	N/A	–	Y		X				RB			
227	10R	N/A	SC Edison	Overhead Power Line	6	1125+40	170th Street	1500	P, R	N/A	N/A	YES	N/A	–	Y		X				RB			
228	10R	N/A	SC Edison	Overhead Power Line	6	1131+50	171st Street	1680	P, R	N/A	N/A	YES	N/A	–	Y		X				RB			
U-11R																								
241	11R	N/A	SC Edison	Overhead Power Line	1	1215+00	187th Street	500	P, D,R	N/A	N/A	YES	N/A	–	Y		X				RB			PP within R/W; outside of work
243	11R	N/A	SC Edison	Overhead Power Line	2	1284+60	200th Street	500	P, R	N/A	N/A	YES	N/A	–	Y		X				RB			PPs within R/W; outside of work
244	11R	N/A	SC Edison	Overhead Power Line	8	1306+70	E Avenue Q-12	1820	P, R	N/A	N/A	YES	N/A	–	Y		X				RB			2 PPs need relocation
245	11R	N/A	SC Edison	Overhead Power Line	3	1311+30	East of 205th St	380	P, R	N/A	N/A	YES	N/A	–	Y		X				RB			1 PP needs relocation
246	11R	N/A	SC Edison	Overhead Power Line	0	1315+10	205th Street	130	P, R	N/A	N/A	YES	N/A	–	Y		X				RB			
U-12R																								
251	12R	N/A	SC Edison	Overhead Power Line	8	1336+60	West of Largo Vista Rd (210th St)	1870	D, R	N/A	N/A	YES	N/A	–	Y		X				RB			
252	12R	N/A	SC Edison	Overhead Power Line	4	1337+80	Largo Vista Rd (210th St)	1040	D, R	N/A	N/A	YES	N/A	–	Y		X				RB			
253	12R	N/A	SC Edison	Overhead Power Line	2	1350+50	215th Street	240	D, R	N/A	N/A	YES	N/A	–	Y		X				RB			
254	12R	N/A	SC Edison	Overhead Power Line	3	1362+50	Between 215th and 217th Street	500	D, R	N/A	N/A	YES	N/A	–	Y		X				RB			
255	12R	N/A	SC Edison	Overhead Power Line	7	1400+00	Between 217th and 230th Street	2770	D, R	N/A	N/A	YES	N/A	–	Y		X				RB			
256	12R	N/A	SC Edison	Overhead Power Line	1	1397+80	220th Street	215	P, D, R	N/A	N/A	YES	N/A	–	Y		X				RB			

P -Proposed Alternative
A -Variation A
B -Variation B
D -Variation D
E -Variation E
R -High Speed Rail (HSR)
R1-HSR Alt 1
R7-HSR Alt 7
Notes:
OH 66kv/4kv assigned to high risk
RD -For UG Utilities
RB -For OH Utilities

Attachment B
Utility Plan

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
7	LA/SBD	HDC			

REGISTERED CIVIL ENGINEER DATE

PLANS APPROVAL DATE

REGISTERED PROFESSIONAL ENGINEER No. Exp. CIVIL STATE OF CALIFORNIA

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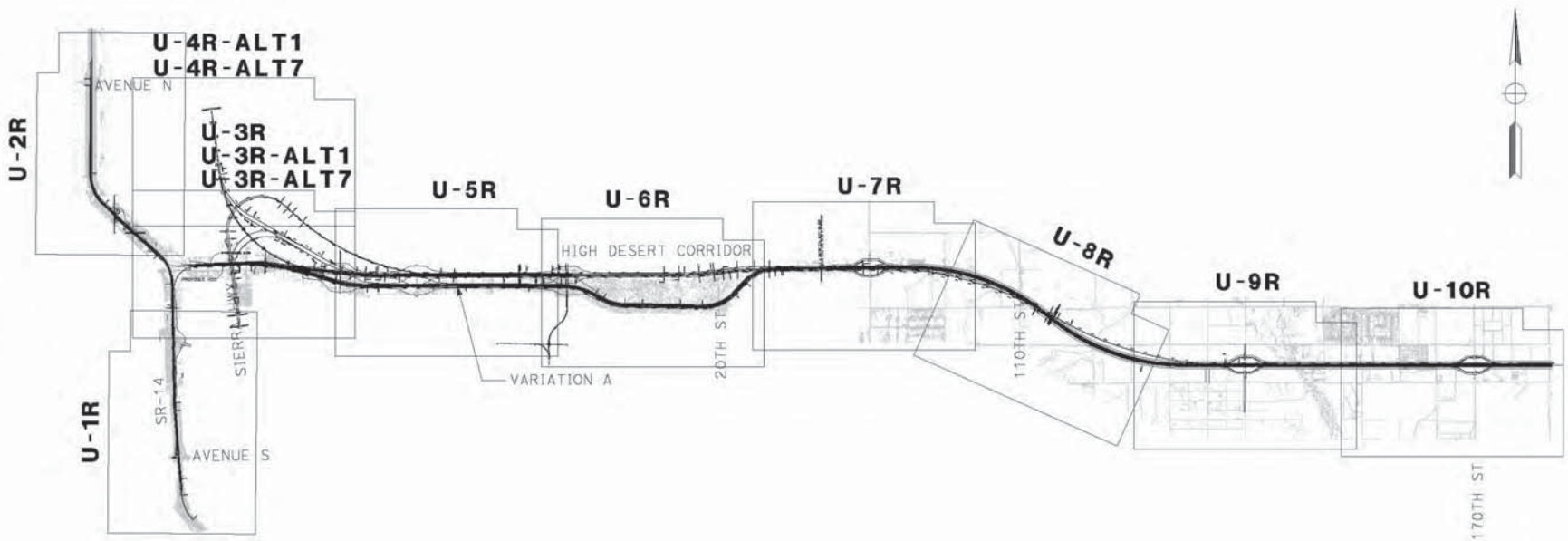

100% SUBMITTAL

KEY MAP

NOT TO SCALE

THIS PLAN ACCURATE FOR EXISTING UTILITIES ONLY

K-1R

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DIST	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
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NOTES:

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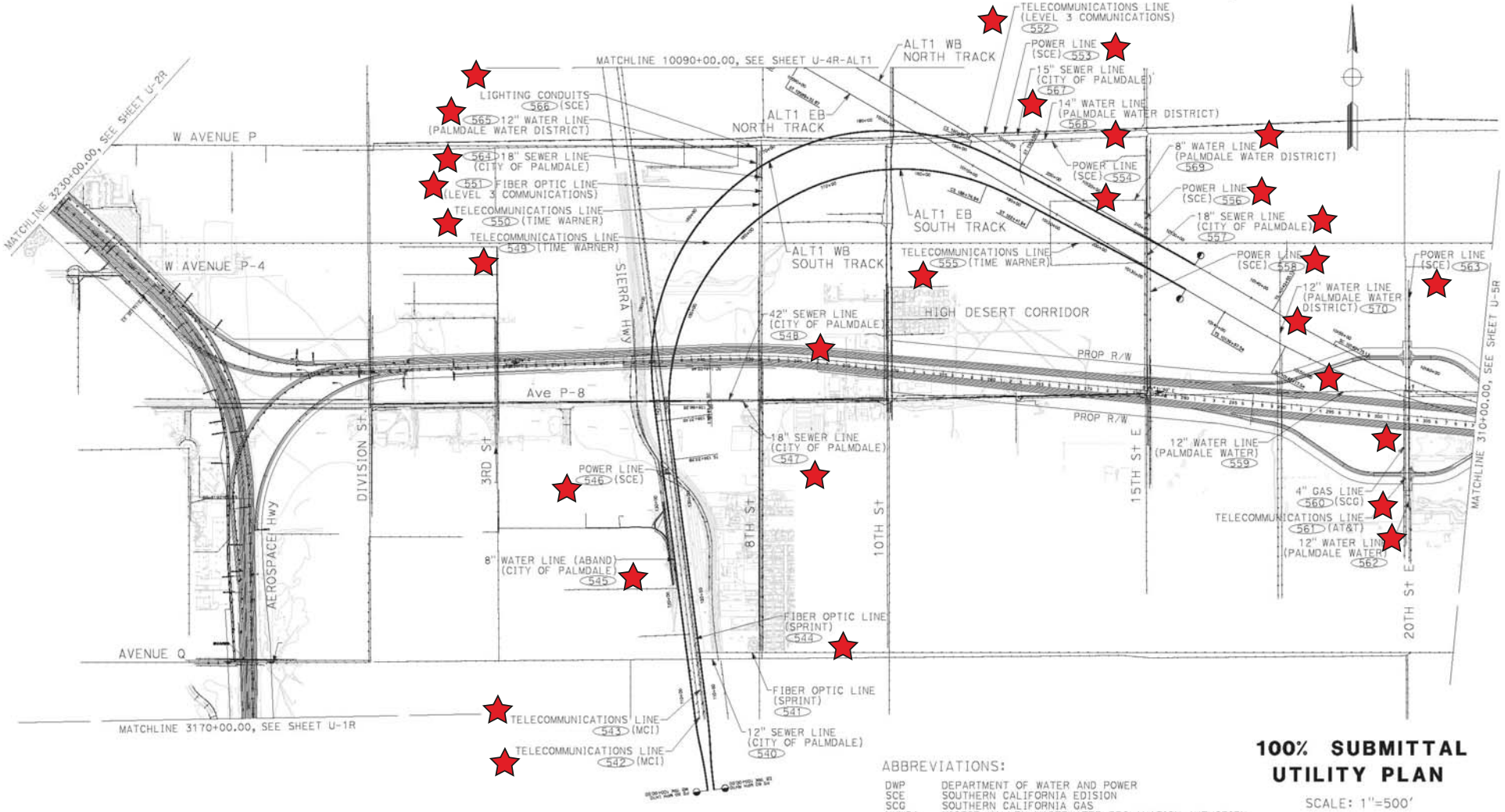
2. LOCATIONS OF UTILITY FACILITIES SHOWN ON THESE PLANS ARE APPROXIMATE AND SHALL BE VERIFIED BY THE CONTRACTOR PRIOR TO CONSTRUCTION.



ABBREVIATIONS:

DWP	DEPARTMENT OF WATER AND POWER
SCE	SOUTHERN CALIFORNIA EDISION
SCG	SOUTHERN CALIFORNIA GAS
VVWRA	VICTOR VALLEY WASTEWATER RECLAMATION AUTHORITY
LACWD	LOS ANGELES COUNTY WATERWORKS DISTRICT

THIS PLAN ACCURATE FOR EXISTING UTILITIES ONLY

100% SUBMITTAL UTILITY PLAN

SCALE: 1"=500'

U-3R-ALT1

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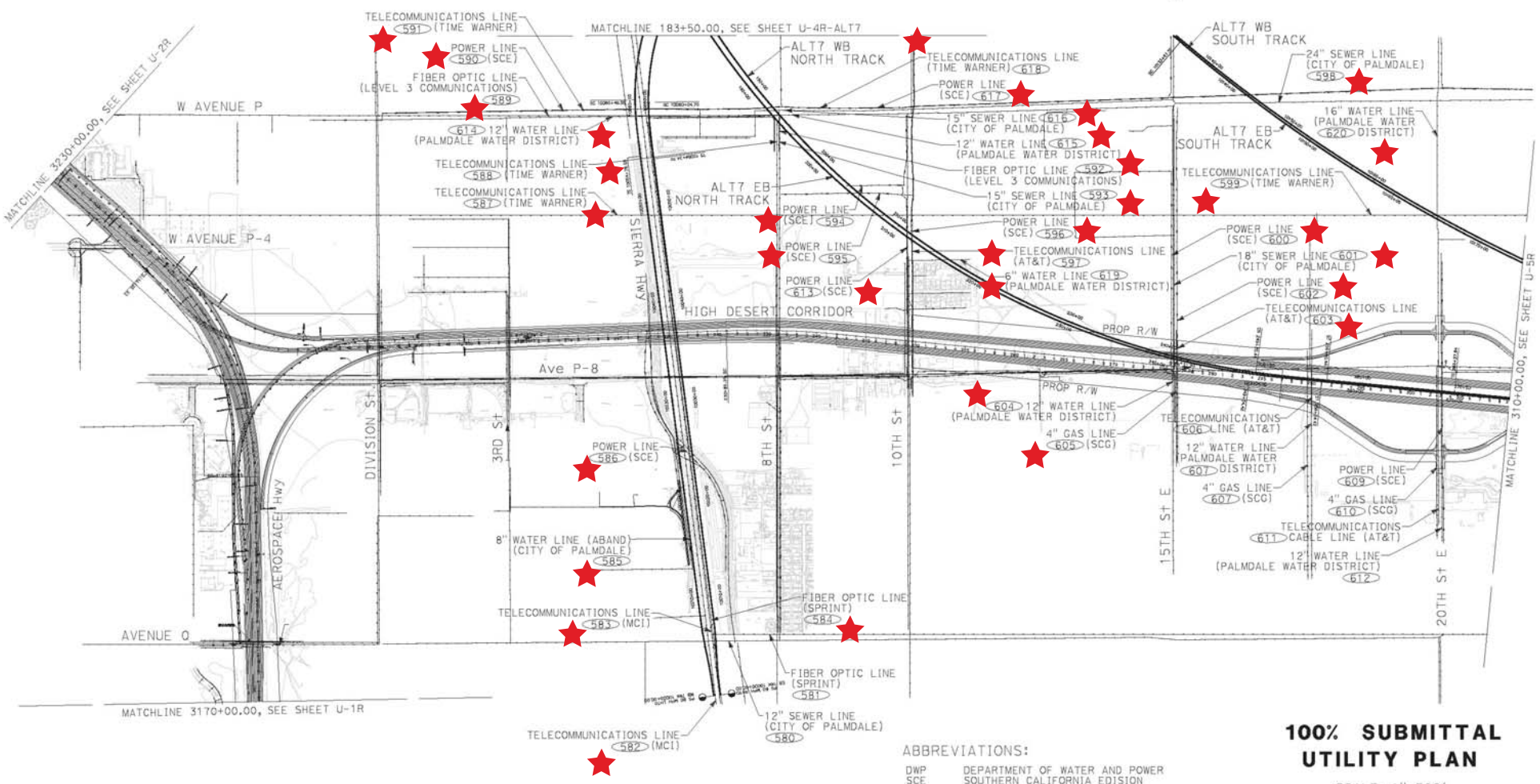

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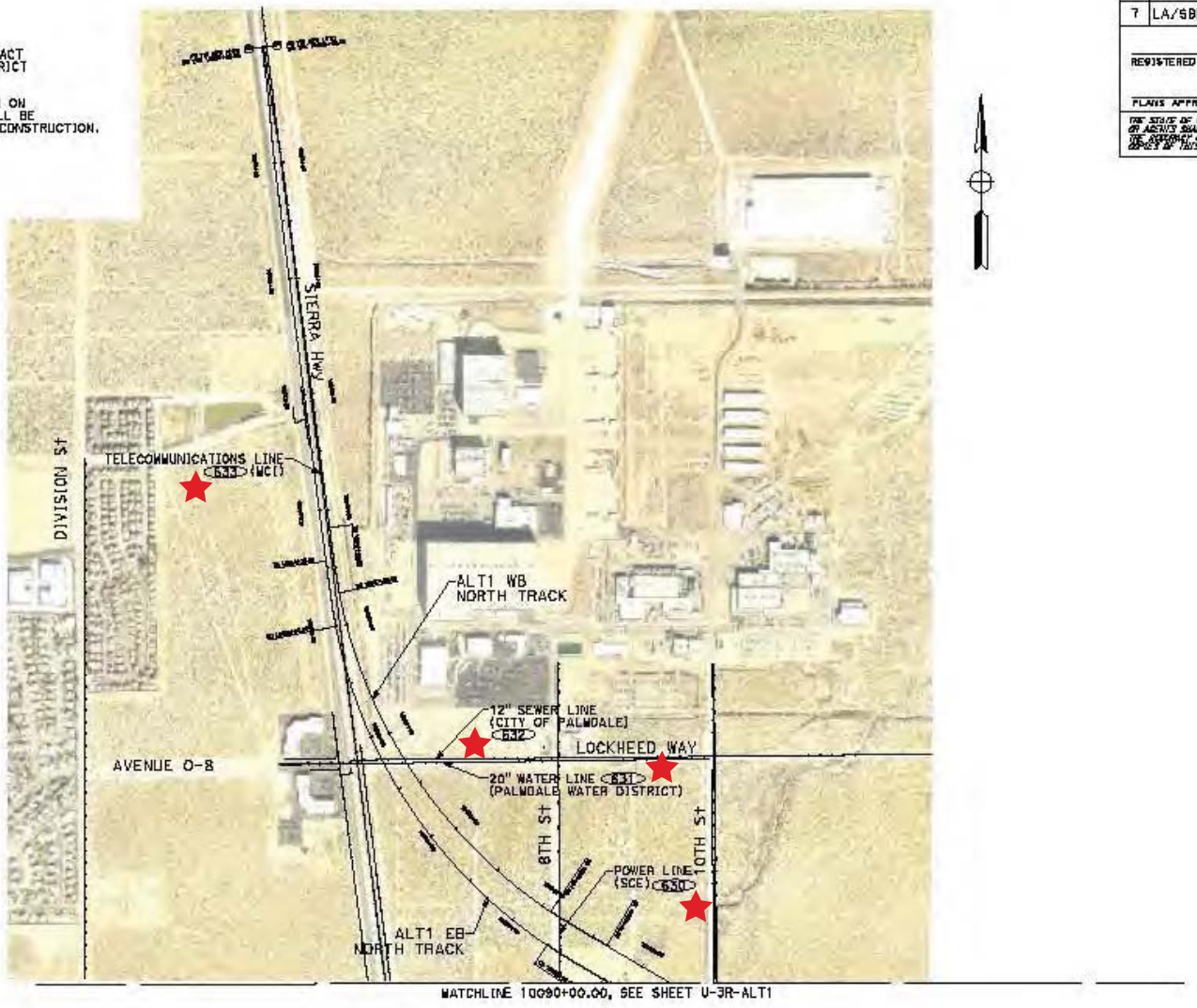

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100% SUBMITTAL
UTILITY PLAN

SCALE: 1"=500'

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7	LA/SBD	HDC			

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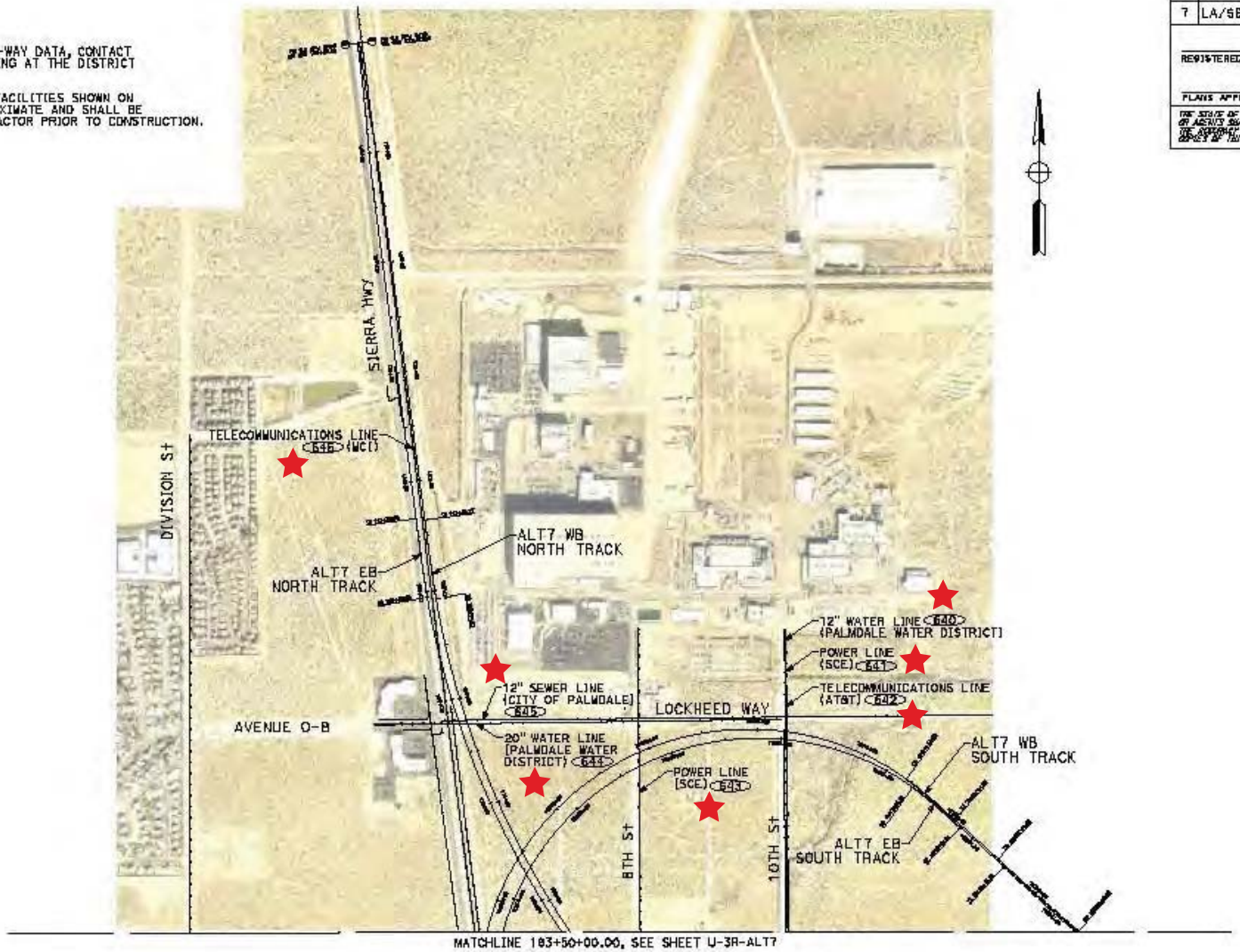

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100% SUBMITTAL UTILITY PLAN

SCALE: 1"=500'

U-4R-ALT7

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DIST	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
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REGISTERED CIVIL ENGINEER DATE

PLANS APPROVAL DATE

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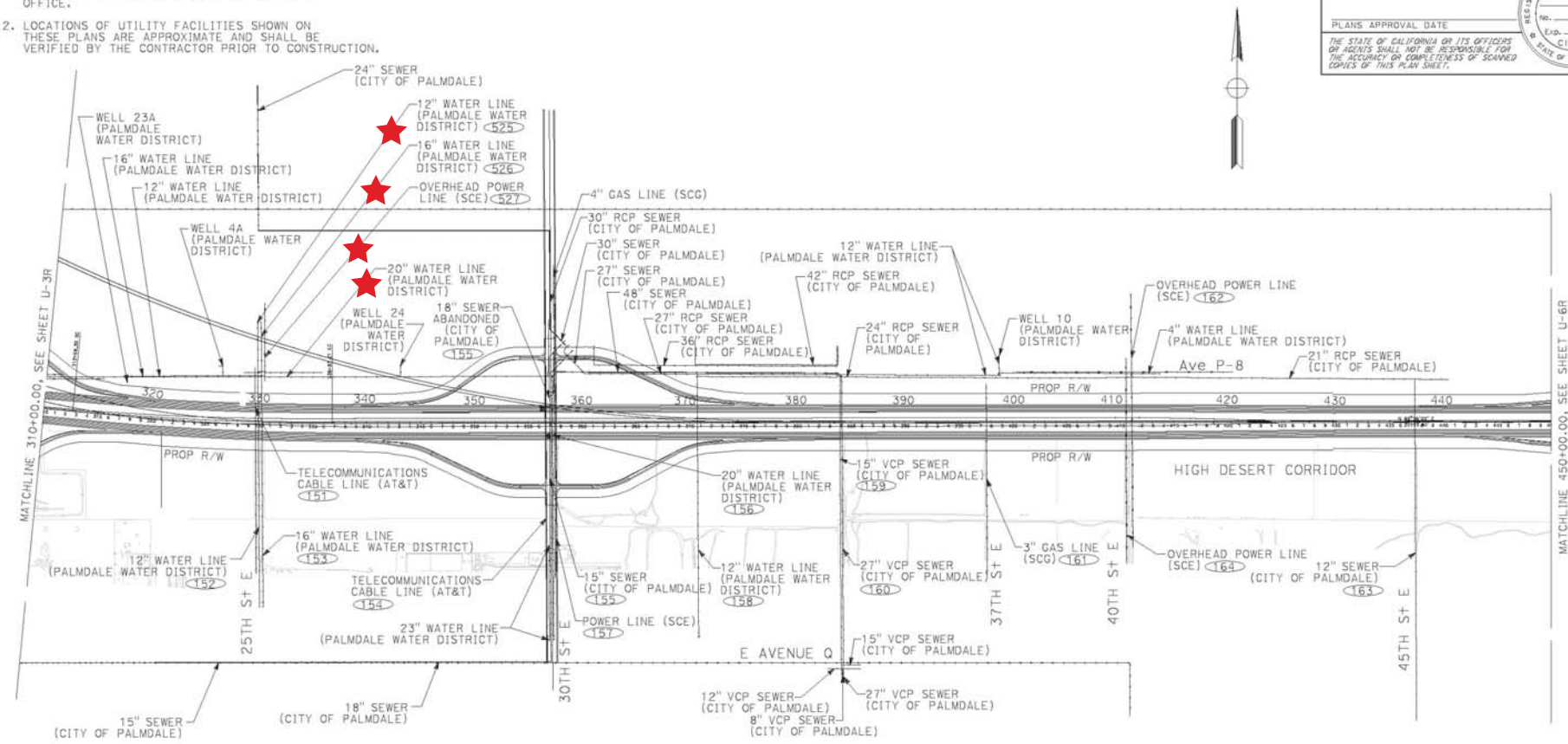

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100% SUBMITTAL UTILITY PLAN

SCALE: 1"=500'

U-5R

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PARSONS TECHNICAL MEMORANDUM

100 West Walnut Street ♦ Pasadena, CA 91124 • www.parsons.com

DATE: July 14, 2014

TO: File

FROM: Andrea Reeves Engelman, Senior Environmental Planner

SUBJECT: Visual Impact Assessment for High Desert Corridor – Southern Palmdale Rail Station Design Variation

PURPOSE OF STUDY

The purpose of this document is to provide supplemental information to the High Desert Corridor's (HDC) Visual Impact Assessment a result of a design variation introduced to the project.

PROJECT LOCATION AND SETTING

The project location and setting provides the context for determining the type and severity of changes to the existing visual environment. The terms *visual character* and *visual quality* are defined below and are used to further describe the visual environment. The visual project setting is also referred to as the study area, which is defined as the area of land that is visible from, adjacent to, and outside the right-of-way, and is determined by topography, vegetation, and viewing distance.

Visual character includes attributes such as form, line, color, texture. Visual quality is evaluated by identifying the vividness, intactness, and unity present in the project corridor.

The entire HDC project is located in the Mojave Desert of Southern California; however, the design variation is located entirely within Palmdale, California. The landscape is characterized by desert chaparral consisting of desert scrub, mixed with Joshua trees and California Junipers. Palmdale is located in the High Desert, a name which comes from its higher elevations and more northern latitude than the Low Desert. The summers here are very hot and dry, and winters are cold and windy. The area has over 300 days of sunshine per year. Palmdale is primarily residential with some commercial buildings. The most prominent facility is the Palmdale Regional Airport that is expected to expand in the future.

RAIL OPTIONS EVALUATED

There are two rail options being evaluated with three proposed design variations. These are described in full detail in the main report (Southern Palmdale Rail Station [Rail Options 1 and 7] Design Variation Impact Analysis) in Section 2, Design Variation Description.

ASSESSMENT METHOD

This visual impact assessment is performed in accordance with the guidance outlined in the publication *Visual Impact Assessment for Highway Projects* published by the Federal Highway Administration (FHWA) in March 1981.

The following steps were followed to assess the potential visual impacts of the proposed project:

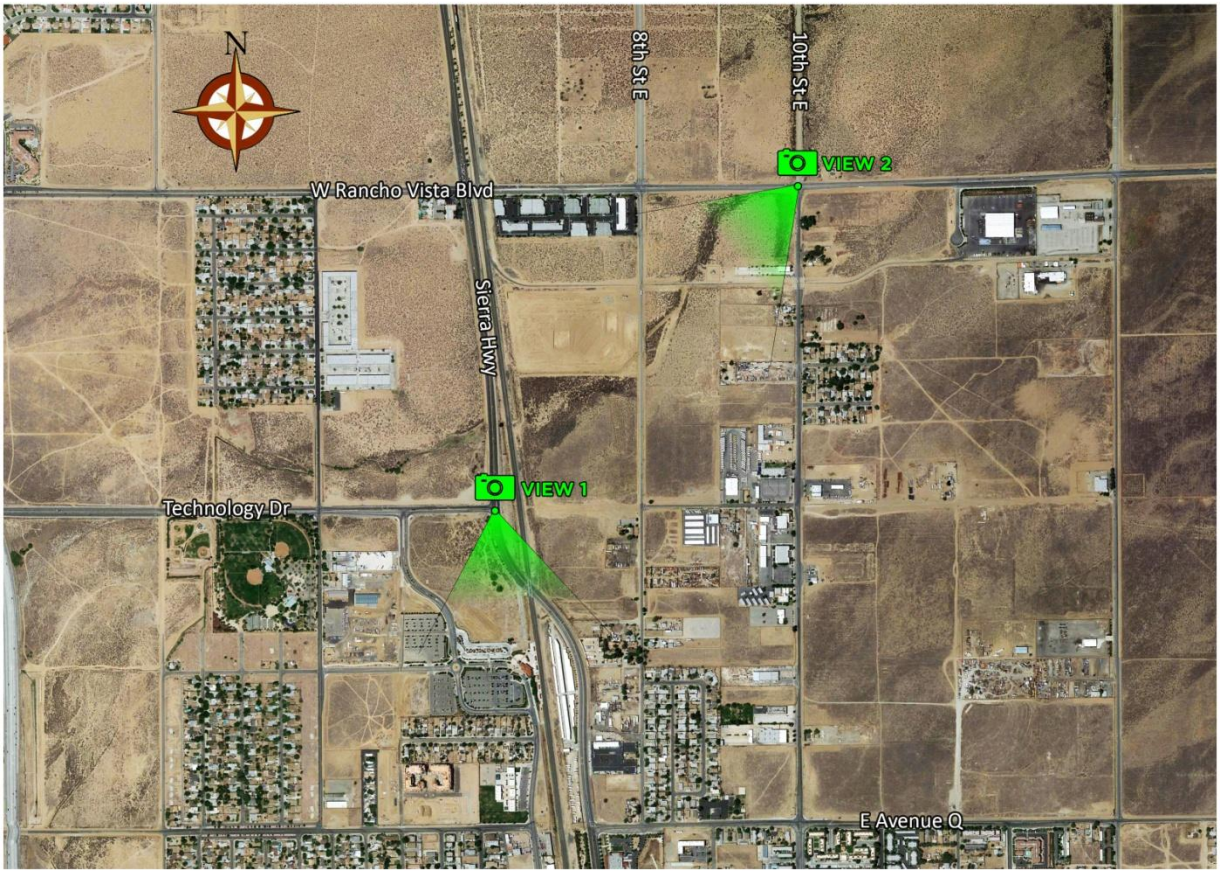
A. Define the project location and setting.
B. Identify visual assessment units and key views.
C. Analyze existing visual resources, resource change and viewer response.
D. Depict *(or describe)* the visual appearance of project alternatives.
E. Assess the visual impacts of project alternatives.
F. Propose measures to offset visual impacts.

TYPICAL VIEWS AND KEY VIEWPOINTS

Photographs depicting typical views to and from the project area were taken within the study area and two key viewpoints were identified. Key viewpoints were identified to best demonstrate potential changes in the project's visual resources as a result of the proposed design variations of the Southern Palmdale rail station.

Key viewpoint 1 – Technology Drive/Sierra Highway. View of transportation center, parking lot or parking structure.
Key viewpoint 2a – 10th Street East/East Avenue P. View residents see when entering/exiting their neighborhood.

Key Viewpoint Locations



VISUAL RESOURCES AND RESOURCE CHANGE

Visual resources of the project setting are defined and identified by assessing visual character and visual quality in the project corridor.

Resource change is assessed by evaluating the visual character and the visual quality of the visual resources that comprise the project corridor before and after the construction of the proposed project. Resource change is one of the two major variables in the equation that determine visual impacts (the other is *viewer response*, discussed below in *Viewers and Viewer Response*).

Existing visual quality from the key viewpoints is judged by three criteria: vividness, intactness, and unity.

Low-Minor change to the existing visual resource, with low viewer response to change in the visual environment. May or may not require mitigation.

Moderate-Moderate change to the visual resource with moderate viewer response. Impact can be mitigated within five years using conventional practices.

High - A high level of change to the resource or a high level of viewer response to visual change such that design treatments cannot mitigate the impacts. Viewer response level is high. An alternative project design may be required to avoid highly adverse impacts.

Visual Resources

VISUAL CHARACTER

Visual character includes attributes such as form, line, color, texture, and is used to describe, not evaluate. These attributes are neither considered good nor bad. A change in visual character can be evaluated when it is compared with the viewer response to that change. Changes in visual character can be quantified by identifying how visually compatible a proposed project would be with the existing visual condition by using visual character attributes as an indicator.
The visual character of the project will be mostly consistent with the existing visual character of the study area. Rail facilities are currently located within the study area for the design variations and would be expanded with the proposed project.

VISUAL QUALITY

Visual quality is evaluated by identifying the vividness, intactness, and unity present in the project corridor. Public attitudes validate the assessed level of visual quality and predict how changes to the project corridor can affect these attitudes. This process helps identify specific methods for addressing each visual impact that may occur as a result of the project. The three criteria for evaluating visual quality are defined below:

> **Vividness** is the extent to which the landscape is memorable and is associated with distinctive, contrasting, and diverse visual elements.
>
> **Intactness** is the integrity of visual features in the landscape and the extent to which the existing landscape is free from non-typical visual intrusions.
>
> **Unity** is the extent to which all visual elements combine to form a coherent, harmonious visual pattern.

The study area would have minor alterations in visual quality with the proposed design variations. Structures would block views of the mountains from some viewpoints. The structures associated with Rail Option 7 would become the most vivid element in some of those viewpoints.

Resource Change

Resource change of Rail Option 1 would be low on the existing visual resources since the alignment is contained within a tunnel segment.

Resource change of Rail Option 7 is moderate due to the aerial structures required for the alignment. The addition of the rail structures would become the most vivid element in some of the viewpoints.

Station variations A, B, and C would have a low resource change on the existing visual resources within the study area. While the station variations would be in slightly different configurations, rail stations are currently located within the study area and the proposed project would not result in major changes to visual resources.

VIEWERS AND VIEWER RESPONSE

The population affected by the project is composed of *viewers*. Viewers are people whose views of the landscape may be altered by the proposed project—either because the landscape itself has changed or their perception of the landscape has changed.

Viewers, or more specifically the response viewers have to changes in their visual environment, are one of two variables that determine the extent of visual impacts that will be caused by the construction and operation of the proposed project. The other variable is the change to visual resources discussed earlier in *Visual Resources and Resource Change*.

Types of Viewers

There are two major types of viewer groups for transportation projects: highway neighbors and highway users. Each viewer group has their own particular level of *viewer exposure* and *viewer sensitivity*, resulting in distinct and predictable visual concerns for each group which help to predict their responses to visual changes.

NEIGHBORS (Views *to* the Highway Alignment)

Neighbors are people who have views *to* the rail facility. They can be subdivided into different viewer groups by land use. For example, residential, commercial, industrial, retail, institutional, civic, educational, recreational, and agricultural land uses may generate neighbors or viewer groups with distinct reasons for being in the study area and therefore having distinct responses to changes in visual resources. For this project the following highway neighbors were considered:

- **Resident Viewer Group and Pedestrian Viewer Group.** The resident viewer group includes people who may have views of the project area from their homes. The new facility may block views of mountains or expansive desert landscape views for those residents. The pedestrian viewer group consists of people walking in the neighborhood. Residents typically have a high concern about the visual effect of the project on the community.

HIGHWAY or RAIL USERS (Views *from* the Highway orRail Alignment)

Rail users are people who have views *from* the rail facility. For the design variations considered, the following users were considered:

- **Motorist Viewer Group**. The motorist viewer group consists of commuters, local residents, commercial truck drivers and tourists made up of regional, national and international travelers

who come to see the renowned Mojave Desert landscape or passing trough on their way to Las Vegas. Motorist awareness of surrounding views varies based on travel speed, purpose of the drive, and visual quality of surrounding views. With frequent travel through the area, commuters are primarily focused on the commute and the task of navigating through traffic. Commuters usually see the views as a secondary focus. Unlike local residents, commuters do not have the same sense of ownership and awareness of views because they do not reside within that environment, they only pass through it. Whereas, commuters and residents gain familiarity with surrounding views through repetitive exposure, tourists have less familiarity with existing views. Yet, because they are generally traveling at a slower pace, they tend to focus more on the visual environment. Passengers in the car are more aware of a wider range of views. For the most part, the motorist viewer group along the local streets is anticipated to be regular commuters and residents whose travels have become routine, with their awareness of the surrounding environment being limited to the drive.

- **High Speed Rail Passenger Viewer Group**. The HSR passenger viewer group consists of commuters and tourists made up of regional, national and international travelers. Part of the train ride experience is enjoying the scenery. Passenger awareness of surrounding views varies based on travel speed and visual quality of surrounding views. The train will move slower upon leaving and entering the station located in Palmdale thereby increasing the exposure time and awareness of the viewer. Whereas, commuters gain familiarity with surrounding views through repetitive exposure, tourists have less familiarity with existing views.

Viewer Response

Viewer response is a measure or prediction of the viewer's reaction to changes in the visual environment and has two dimensions as previously mentioned, viewer exposure and viewer sensitivity.

VIEWER EXPOSURE

Viewer exposure is a measure of the viewer's ability to see a particular object. Viewer exposure has three attributes: location, quantity, and duration. *Location* relates to the position of the viewer in relationship to the object being viewed. The closer the viewer is to the object, the more exposure. *Quantity* refers to how many people see the object. The more people who can see an object or the greater frequency an object is seen, the more exposure the object has to viewers. *Duration* refers to how long a viewer is able to keep an object in view. The longer an object can be kept in view, the more exposure. High viewer exposure helps predict that viewers will have a response to a visual change.

- For residents and pedestrians, viewer exposure is high due to their long-term and constant presence in the area. Residents are stationary and usually have more time to take in their surrounding views, and at a fairly leisurely pace. They observe the visual environment on a daily basis and for an extended period of time. They become very familiar with the local environment and may take ownership of it.
- Rail Passenger viewer group exposure is only a relatively short time span spent along the proposed project area.

VIEWER SENSITIVITY

Viewer sensitivity is a measure of the viewer's recognition of a particular object. It has three attributes: activity, awareness, and local values. *Activity* relates to the preoccupation of viewers—are they preoccupied, thinking of something else, or are they truly engaged in observing their surroundings. The more they are actually observing their surroundings, the more sensitivity viewers will have of changes to visual resources. *Awareness* relates to the focus of view—the focus is wide

and the view general or the focus is narrow and the view specific. The more specific the awareness, the more sensitive a viewer is to change. *Local values* and attitudes also affect viewer sensitivity. If the viewer group values aesthetics in general or if a specific visual resource has been protected by local, state, or national designation, it is likely that viewers will be more sensitive to visible High viewer sensitivity helps predict that viewers will have a high concern for any visual change.

- For residents and pedestrians, viewer sensitivity is high due to their long-term and constant presence in the area.
- Rail Passengers viewer group sensitivity is lower due to the relatively short time span spent along the proposed project area.

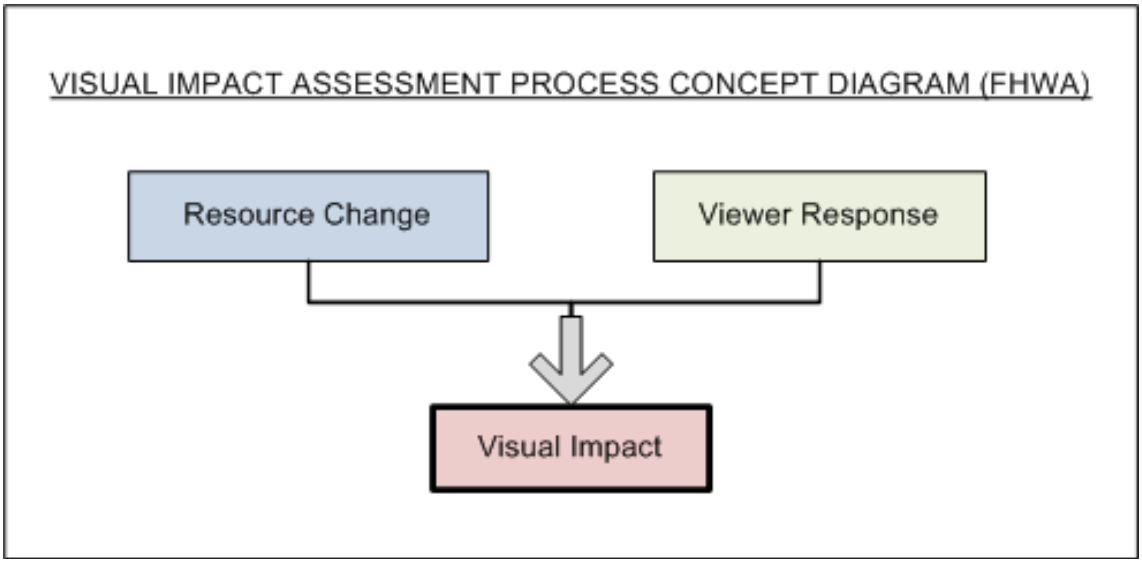
GROUP VIEWER RESPONSE

The narrative descriptions of viewer exposure and viewer sensitivity for each viewer group were merged to establish the overall viewer response of each group.

- Residents and pedestrians have a high level of exposure and high level of sensitivity resulting in a high overall viewer response to the visual environment.
- Overall viewer response for high speed rail passengers is low due to a low level of exposure and also sensitivity.

VISUAL IMPACT

Visual impacts are determined by assessing changes to the visual resources and predicting viewer response to those changes. These impacts can be beneficial or detrimental. Cumulative impacts and temporary impacts due to the contractor's operations are also considered. A generalized visual impact assessment process is illustrated in the following diagram:



Visual Impacts by Key Viewpoints and Options

Because it is not feasible to analyze all the views in which the proposed design variations would be seen, it is necessary to select a number of key views associated with the visual assessment units that would most clearly demonstrate the change in the project's visual resources. Key views also represent the

viewer groups that have the highest potential to be affected by the project considering viewer's exposure and sensitivity.

KEY VIEWPOINT (KV) #1–Technology Drive/Sierra Highway

KV-#1 Existing Condition

The existing view of the intersection of Technology Drive and Sierra Highway looking south is of an undeveloped parcel, existing rail facilities, and commercial buildings in the foreground. Mid-ground views are of the existing Palmdale Transportation Center. Distant views are of the mountains.. The overall view is low to moderate in visual quality.

Viewer Response

Motorist Viewer Group – The viewer response of the motorist viewer group for both rail options would be low due to the short duration of exposure. The foreground view would change from undeveloped desert to a parking lot or parking structure. The mid-ground views of the existing Palmdale Transportation Center would be blocked by the realigned Sierra Highway over the rail facilities.

Rail Passenger Group – The viewer response of the rail passenger group would be low to both Rail Option 1 and 7, and station variations A, B, and C. Rail Option 1, Station Variation A is depicted in the photograph above.

KEY VIEWPOINT (KV) #2–10th Street East/East Avenue P

KV-#2 Existing Condition

The existing view of the intersection of 10th Street East/East Avenue P is of undeveloped desert and a local roadway. Mountain views are in the distance. This viewpoint is seen by residents traveling to and from their homes located adjacent to 10th Street East, south of East Avenue P. The overall view is low to moderate in visual quality.

Viewer Response

Resident Viewer Group – The viewer response of the resident viewer group would be moderate to high. For Rail Option 1, station variations A, B, and C the response would be moderate since the rail facility would be below existing grade.

The viewer response for Rail Option 7, station variations A, B, and C would be moderate-high with the addition of a 40-foot high rail structure. Distant views of the mountains and sense of openness would be blocked by the rail structure.

AVOIDANCE, MINIMIZATION, AND/OR MITIGATION MEASURES

Caltrans and the FHWA mandate that a qualitative/aesthetic approach should be taken to address visual quality loss in the project area. This approach fulfills the letter and the spirit of FHWA requirements because it addresses the actual cumulative loss of visual quality due to a project. This approach also results in avoidance, minimization, and/or mitigation measures that can lessen or compensate for a loss in visual quality. The inclusion of aesthetic features in the project design can help generate public acceptance of a project. This section describes additional avoidance, minimization, and/or mitigation measures to address specific visual impacts. These will be designed and implemented with concurrence of the District Landscape Architects.

Avoidance, minimization, and/or mitigation measures identified in the HDC's *Visual Impact Assessment* will apply to the design variations and are listed below. No additional measures have been identified.

Structures

1. Context sensitive aesthetic standards, including features that provide an expression of the "sense of place" for the High Desert Corridor communities shall be considered for the structures to meet the desired goals of Palmdale and Caltrans.
2. Provide context sensitive design through color incorporated into the project elements as much as possible. The aesthetic features shall be developed in coordination with Caltrans Landscape Architecture
3. The planting of trees will be extremely important for the "softening" of structures including walls & bridges, to bring down the scale of these very large urbanized structures.

REFERENCES

California Department of Transportation, 2014. *Visual Impact Assessment – High Desert Corridor.* April.

Federal Highway Administration, 1981. *Visual Impact Assessment for Highway Projects*.

PARSONS TECHNICAL MEMORANDUM

100 West Walnut Street ♦ Pasadena, CA 91124 • www.parsons.com

DATE: July 8, 2014

TO: File

FROM: Angela Schnapp, LEED AP, Principal Environmental planner

SUBJECT: Initial Site Assessment for High Desert Corridor – Southern Palmdale Rail Station Design Variation

PURPOSE OF STUDY

The purpose of this document is to provide supplemental information to the High Desert Corridor's (HDC) Initial Site Assessment (ISA) as a result of a design variation introduced to the project.

PROJECT LOCATION AND SETTING

The entire HDC project is located in the Mojave Desert of Southern California; however, the design variation is located entirely in Palmdale, California. Palmdale is primarily residential with some commercial buildings. In the area of the design variation, there are numerous commercial automotive facilities, residential housing, vacant lots, an industrial park, and a school.

RAIL OPTIONS EVALUATED

There are two rail options being evaluated with three proposed design variations. These are described in full detail in the main report (Southern Palmdale Rail Station [Rail Options 1 and 7] Design Variation Impact Analysis) in Section 2, Design Variation Description.

ASSESSMENT METHOD

This supplemental Initial Site Assessment is performed in accordance with the American Society for Testing and Materials (ASTM) Standard Practice E 1527-13, *Standard Practice for Environmental Site Assessments: Phase I Environmental Site Assessment Process*, as applicable.

An updated environmental database search was conducted along with a new site reconnaissance.

UPDATED DATABASE REVIEW

Parsons has retained the services of an environmental database company (Environmental Data Resources, Inc.) to search applicable regulatory agency lists and standard environmental record sources to identify locations of potential concern within the ASTM Standard Practice E 1527-13 (Standard) minimum search distances. The following summarizes the environmental database reports, dated May 16, 2014. The database report is attached to this memorandum.

The environmental database report was reviewed to identify Recognized Environmental Conditions (RECs). According to the ASTM Standard Practice E 1527-13, the term REC means "the presence or likely presence of hazardous substances or petroleum products on a property under conditions that indicate

an existing release, a past release, or a material threat of a release of any hazardous substances or petroleum products into structures on the property or into the ground, groundwater, or surface water of the property."

Over 100 databases were searched. Of those databases searched, 73 databases had no mapped sites. Table 1 summarizes those sites. The remaining 30 databases identified 306 sites within the ASTM required search distances. Table 2 summarizes the database search results.

Table 1: Databases with No Mapped Sites

FEDERAL RECORDS	
Database Name	**Database Description**
NPL	National Priority List
Proposed NPL	Proposed National Priority List Sites
Delisted NPL	National Priority List Deletions
NPL LIENS	Federal Superfund Liens
CERCLIS	Comprehensive Environmental Response, Compensation, and Liability Information System
CERC-NFRAP	CERCLIS No Further Remedial Action Planned
LIENS 2	CERCLA Lien Information
CORRACTS	Corrective Action Report
RCRA-TSDF	RCRA - Treatment, Storage and Disposal
RCRA-LQG	RCRA - Large Quantity Generators
RCRA-CESQG	RCRA - Conditionally Exempt Small Quantity Generator
US ENG CONTROLS	Engineering Controls Sites List
US INST CONTROL	Sites with Institutional Controls
ERNS	Emergency Response Notification System
HMIRS	Hazardous Materials Information Reporting System
DOT OPS	Incident and Accident Data
US CDL	Clandestine Drug Labs
US BROWNFIELDS	A Listing of Brownfields Sites
DOD	Department of Defense Sites
FUDS	Formerly Used Defense Sites
LUCIS	Land Use Control Information System
CONSENT	Superfund (CERCLA) Consent Decrees
ROD	Records Of Decision
UMTRA	Uranium Mill Tailings Sites
ODI	Open Dump Inventory
DEBRIS REGION 9	Torres Martinez Reservation Illegal Dump Site Locations
US MINES	Mines Master Index File
TRIS	Toxic Chemical Release Inventory System
TSCA	Toxic Substances Control Act
FTTS	FIFRA/ TSCA Tracking System - FIFRA (Federal Insecticide, Fungicide, & Rodenticide Act)/TSCA (Toxic Substances Control Act)
HIST FTTS	FIFRA/TSCA Tracking System Administrative Case Listing
SSTS	Section 7 Tracking Systems
ICIS	Integrated Compliance Information System
PADS	PCB Activity Database System
MLTS	Material Licensing Tracking System

RADINFO	Radiation Information Database
RAATS	RCRA Administrative Action Tracking System
RMP	Risk Management Plans
2020 COR ACTION	2020 Corrective Action Program List
LEAD SMELTERS	Lead Smelter Sites
PRP	Potentially Responsible Parties
US AIRS	Aerometric Information Retrieval System Facility Subsystem
SCRD DRYCLEANERS	State Coalition for Remediation of Drycleaners Listing
US FIN ASSUR	Financial Assurance Information
US HIST CDL	National Clandestine Laboratory Register
PCB TRANSFORMER	PCB Transformer Registration Database
FEMA UST	Underground Storage Tank Listing
COAL ASH EPA	Coal Combustion Residues Surface Impoundments List
FEDERAL FACILITY	Federal Facility Site Information listing
COAL ASH DOE	Steam-Electric Plant Operation Data
EPA WATCH LIST	EPA WATCH LIST
STATE AND LOCAL RECORDS	
Toxic Pits	Toxic Pits Cleanup Act Sites
WMUDS/SWAT	Waste Management Unit Database
WDS	Waste Discharge System
UIC	UIC Listing
SLIC	Statewide SLIC Cases
LIENS	Environmental Liens Listing
CUPA Listings	CUPA Resources List
LDS	Land Disposal Sites Listing
Notify 65	Proposition 65 Records
DEED	Deed Restriction Listing
VCP	Voluntary Cleanup Program Properties
WIP	Well Investigation Program Case List
ENF	Enforcement Action Listing
CDL	Clandestine Drug Labs
HAULERS	Registered Waste Tire Haulers Listing
HWT	Registered Hazardous Waste Transporter Database
MWMP	Medical Waste Management Program Listing
TRIBAL RECORDS	
INDIAN RESERV	Indian Reservations
INDIAN ODI	Report on the Status of Open Dumps on Indian Lands
INDIAN LUST	Leaking Underground Storage Tanks on Indian Land
INDIAN UST	Underground Storage Tanks on Indian Land
INDIAN VCP	Voluntary Cleanup Priority Listing
EDR PROPRIETARY RECORDS	
EDR MGP	EDR Proprietary Manufactured Gas Plants

Table 2. Summary of Databases with Sites Identified within the Required ASTM Search Distances

Database Name	**Number of Sites Identified within Required**

	ASTM Search Distances
FEDERAL RECORDS	
RCRA-SQG	18
RCRA NonGen / NLR	6
FINDS	30
STATE AND LOCAL RECORDS	
HIST Cal-Sites	1
CA BOND EXP. PLAN	1
SCH	3
SWF/LF	2
NPDES	1
Cortese	1
HIST CORTESE	12
SWRCY	4
LUST	23
CA FID UST	8
UST	7
HIST UST	14
SWEEPS UST	17
CHMIRS	4
AST	1
MCS	1
DRYCLEANERS	1
RESPONSE	1
HAZNET	62
EMI	20
ENVIROSTOR	4
RGA LUST	3
RGA LF	1
HWP	1
PROC	1
EDR PROPRIETARY RECORDS	
EDR US Hist Auto Stat	42
EDR US Hist Cleaners	14
Totals:	**306**

No additional RECs were identified with the new database search; however, there are properties which would be acquired for the design variation.

The following sites appear to be within the footprint of the “wye”, HDC footprint or the station footprint. If any of these sites are to be acquired, it is recommended that soil samples be taken to ensure no contamination exists.

Table 3: Sites Within the Footprint of the “Wye”, High Desert Corridor Footprint or the Station Footprint

Owner	Address	Footprint	Recommended Actions	Rail	Variation

		Affected		Option	
Not reported	636 E Rancho Vista Blvd	Wye	Conduct soil sampling for petroleum hydrocarbons	1	C
Not reported	636 E Avenue P	Wye	Conduct soil sampling for petroleum hydrocarbons	1	C
Not reported	636 Rancho Vista Blvd (duplicate listing)	Wye	Conduct soil sampling for petroleum hydrocarbons	1	C
Not reported	624 E Rancho Vista Blvd	Wye	Conduct soil sampling for petroleum hydrocarbons	1, 7	C
Not reported	520 E Rancho Vista Blvd	Wye	Conduct soil sampling for petroleum hydrocarbons	1	C
Not reported	520 Rancho Vista Blvd (duplicate listing)	Wye	Conduct soil sampling for petroleum hydrocarbons	1	C
Not reported	39261 10th St E	HDC	Conduct soil sampling for petroleum hydrocarbons	1, 7	C
Not reported	38715 6th St E	Station	Conduct soil sampling for petroleum hydrocarbons	1, 7	C
Not reported	38743 6th St E	Station	Conduct soil sampling for petroleum hydrocarbons	1, 7	C
Not reported	38744 6th St E	Station	Conduct soil sampling for petroleum hydrocarbons	1, 7	C

SITE RECONNAISSANCE SUMMARY

Parsons conducted a site reconnaissance on June 25, 2014. The objective of the site reconnaissance was to observe site conditions for obvious visual indications of activities in the general project area that might represent a hazardous materials or waste concern for the project. The site reconnaissance was conducted by driving the project site. Adjacent properties located outside the project site were observed externally.

The location of each Proposed Metrolink Station Platform for each Variation appears to be in the same location for each Option. In other words, Rail Option 1: Station Variation A appears to be in the same proposed location as Rail Option 7: Station Variation A. As a result, observations noted below for each Variation will apply to both Rail Option 1 and Rail Option 7.

The following observations were made for each Variation:

Variation A: The location of the platform for Variation A is currently occupied by open right-of-way for the railroad and public, available for rent, storage units. Since it is unknown what the contents of the storage units may be, there may be the possibility of hazardous materials stored on site to have leaked into the concrete flooring of the units. As a result, if staining is present on the floors of the storage units, those areas should be sampled for hazardous materials, most likely petroleum hydrocarbons. While this site does not constitute an REC, if this site is to be acquired, it is recommended that soil samples be taken to ensure no contamination exists.

Variation B: The location of the platform for Variation B is currently occupied by open right-of-way for the railroad and public, available for rent, open space. On the date of the site visit, this area was entirely covered by Recreational Vehicle (RV) parking. Again, the possibility of gasoline, oil, or other automotive

type hazardous materials may leak onto the asphalt and dirt area where the RVs are parked. As a result, if staining is present on the asphalt or dirt area, those areas should be sampled for hazardous materials, most likely petroleum hydrocarbons. While this site does not constitute an REC, if this site is to be acquired, it is recommended that soil samples be taken to ensure no contamination exists.

Variation C: The location of the platform for Variation C is currently occupied by automotive businesses (Industrial Radiator & Muffler and Palmdale Wheels & Tire – Brakes), two empty lots and an apartment building (consisting of a single-story brick building with 4 or 5 units). Both of the automotive business were identified in the database search report; however, neither of these businesses had violations, open investigations or enforcement actions against them. While these sites do not constitute RECs, it is recommended that soil samples be taken to ensure no contamination exists.

ENVIRONMENTAL CONSEQUENCES

Additional sites may require soil sampling to determine if the sites are contaminated with petroleum hydrocarbons. These sites are listed in detail in Table 3 above.

AVOIDANCE, MINIMIZATION, AND MITIGATION MEASURES

No additional avoidance, minimization or mitigation measures would be required other than conducting soil sampling at the sites listed in Table 3 above and those mentioned in the Site Reconnaissance Summary section.

CONCLUSION

There are no new regulatory settings or changes to the affected environment. There are additional sites which may require soil sampling to determine whether or not petroleum hydrocarbons are present in soils. There would be no additional avoidance, minimization, and mitigation measures except to conduct soil sampling where petroleum hydrocarbons may be present. After reviewing the updated database records search and performing new site reconnaissance, no new RECs were identified for the project location.

REFERENCES

California Department of Transportation, 2011. *Initial Site Assessment, New LA-138 Highway between 100th Street and San Bernardino County Line, Palmdale, California.* August 31.

California Department of Transportation, 2011. *Revised Initial Site Assessment from Route 14 to 100th Street, Proposed SR-138, Palmdale, California.* September 1.

California Department of Transportation, 2013. *Supplemental Initial Site Assessment, New LA-138 Highway between 100th Street and San Bernardino County Line, Palmdale, California.* December 1.

California Department of Transportation, 2014. *Initial Site Assessment Update from Route 14 to 100th Street, Proposed SR-138, Palmdale, California.* January 31.

PARSONS TECHNICAL MEMORANDUM

100 West Walnut Street ♦ Pasadena, CA 91124 • www.parsons.com

DATE: July 8, 2014

TO: File

FROM: Veronica Seyde, Water Quality Manager

SUBJECT: Hydrology, Water Quality, Stormwater Runoff for High Desert Corridor – Southern Palmdale Rail Station Design Variation

This Technical Memorandum provides a supplemental impact analysis for the proposed relocation of the Southern Palmdale Rail Station from the originally proposed location analyzed in the Administrative Draft EIR/EIS for the High Desert Corridor (HDC). The HDC includes two High Speed Rail (HSR) alternatives: (1) Freeway/Expressway Alternative with HSR Feeder/ Connector Service; and (2) Freeway/Tollway Alternative with HSR Feeder/Connector Service. For the Palmdale rail connection, there are two rail options being evaluated with three proposed design variations. These are described in full detail in the main report (Southern Palmdale Rail Station [Rail Options 1 and 7] Design Variation Impact Analysis) in Section 2, Design Variation Description (Parsons 2014). Both options allow eastbound and westbound tracks on the HDC to connect to the California HSR network northbound and southbound tracks by using a combination of aerial and cut-and-cover or tunneling structures. The locations of these two platforms are subject to change as project design proceeds. Environmental effects resulting from the new platform locations will be addressed and incorporated into the environmental document.

Regulatory Setting

Federal Laws and Requirements

Refer to Water Quality Assessment Report (WQAR) for a discussion regarding Federal Laws and Requirements (Parsons 2014a).

State Laws and Requirements

Refer to the WQAR for a discussion regarding State Laws and Requirements (Parsons 2014a).

Regional and Local Requirements

Dewatering Activities

If temporary excavations require dewatering, there is the potential of discharging pollutants (primarily by entraining silt and clay, but also from encountering chemicals and other contaminants) through release of construction water directly to the environment, which could possibly violate the Lahontan Regional Water Quality Control Board (RWQCB) water quality objectives (WQOs). Lahontan RWQCB's Order No. R6T-2008-0023, Renewed Waste Discharge Requirements and NPDES General Permit for Limited Threat Discharges to Surface Waters, covers discharges to surface water from dewatering activities.

Refer to the WQAR for a discussion regarding other regional and local requirements (Parsons 2014a).

Project Location and Setting

The HDC project is located in the Mojave Desert; however, this Technical Memorandum focuses on the Palmdale area where the design variations occur.

Affected Environment

General Setting

Refer to the WQAR for information regarding the water quality setting for the Palmdale area.

Receiving water bodies within the Palmdale area where the design variations would occur include an unnamed creek north of East Rancho Vista Boulevard. This creek has a distribution type function typical of alluvial fan areas and receives shallow flooding and/or sheet flow.

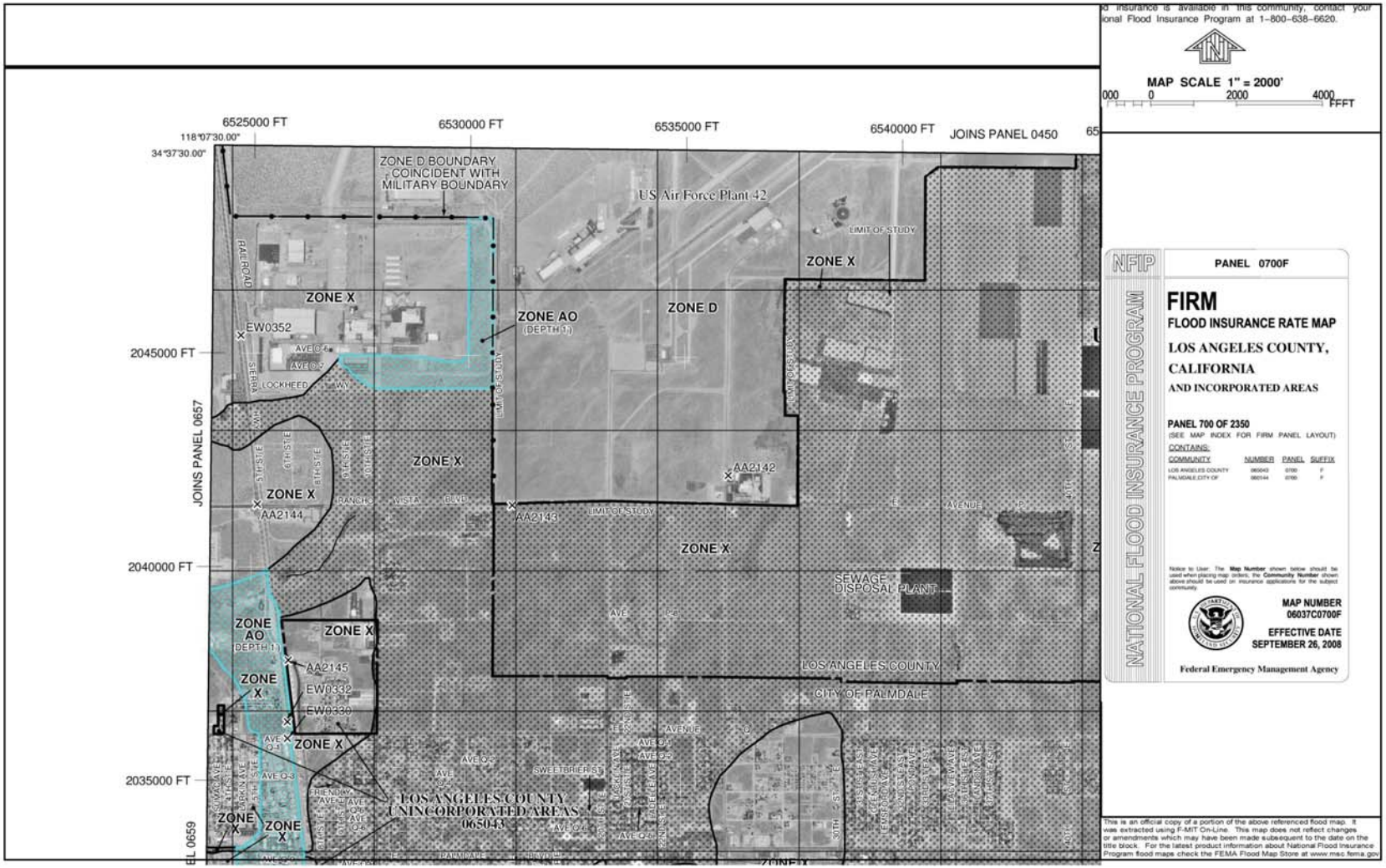
Groundwater Basins

Refer to the WQAR for information regarding groundwater basins within the Palmdale area (Parsons 2014a).

Floodplains

The Federal Emergency Management Agency (FEMA) Flood Insurance Rate Maps (FIRMs), which generally define the 100-year based floodplain, consider only major streams with drainage areas greater than 1 square mile. Streams with tributary areas larger than 1 square mile have floodplains designated as Zone A (an area inundated by 100-year flooding, for which no base flood elevations [BFEs] have been established), and flood insurance is generally required for at-risk structures in the floodplain. Streams with smaller tributary areas have floodplains designated as Zone B or X and generally do not require flood insurance. The Southern Palmdale Rail Station options and design variations are located within Zone X. Zone X areas are outside the 0.2 percent annual chance floodplain (see Figure 1), therefore no floodplain impacts are anticipated with implementation of the HDC rail options and station variations.

Figure 1. Flood Insurance Rate Map



Precipitation and Climate

Refer to the WQAR for information regarding precipitation and climate in the Palmdale area (Parsons 2014a).

Soil Erosion Potential

According to the Natural Resource Conservation Service soils maps (U.S. Department of Agriculture 2014), soils within the Palmdale area are classified predominantly into Hydrologic Soils Groups (HSG) A and B (see Appendix A), indicating that infiltration characteristics would support the use of infiltration basins. Specifically, soils classified into HSG A typically exhibit a low runoff potential coupled with a high transmission rate. Soils classified into HSG B exhibit a moderately low runoff potential and a moderate transmission rate.

Surface Water Quality Objectives and Beneficial Uses

The document for each region in the State Water Resource Control Board's (SWRCB's) jurisdiction is the Water Quality Control Plan, commonly referred to as the Basin Plan. The Basin Plan designates beneficial uses for surface and ground waters, and it sets qualitative and quantitative objectives that must be attained or maintained to protect the designated beneficial uses and conform to the State's antidegradation policy. The Basin Plan also describes implementation programs to protect the beneficial uses of all waters in the region and surveillance and monitoring activities to evaluate its effectiveness (Lahontan RWQCB, 1995). To protect beneficial uses, the RWQCB has set forth WQOs that are described in the Basin Plan. WQOs are intended to (1) protect public health and welfare; and (2) maintain or enhance water quality in relation to the designated existing and potential beneficial uses of the water. Waters not mentioned by name in the Lahontan Basin Plan are included in the categories "Minor Surface Waters," and beneficial uses are designated for these categories; however, the Basin Plan does not provide WQOs for minor surface waters. Table 1 provides beneficial uses for Minor Surface Waters within the Antelope and Lancaster hydrologic units, which may include the unnamed stream north of East Rancho Vista Boulevard in the Palmdale area.

Table 1. Beneficial Uses for Minor Surface Waters

HU No.	HU Name	MUN	AGR	GWR	REC-1	REC-2	COMM	WARM	COLD	WILD
626.00	**Antelope**									
	Minor Surface Waters	X	X	X	X	X	X	X	X	X
626.50	**Lancaster**									
	Minor Surface Waters	X	X	X	X	X	X	X	X	X

MUN = Municipal and Domestic Supply; AGR = Agricultural Supply; GWR = Ground Water Recharge; REC-1 = Water Contact Recreation; REC-2 = Noncontact Water Recreation; COMM = Commercial and Sportfishing; WARM = Warm Freshwater Habitat; COLD = Cold Freshwater Habitat; WILD = Wildlife Habitat.

Groundwater Water Quality Objectives and Beneficial Uses

Refer to the WQAR for information regarding groundwater quality objectives and beneficial uses in the Palmdale area (Parsons 2014a).

Existing Water Quality

Surface Waters

The unnamed stream north of East Rancho Vista Boulevard as well as minor surface waters in the Palmdale area are not designated as impaired under Section 303(d) of the CWA (SWRCB, 2011) and TMDLs have not been established (SWRCB, 2011a).

Groundwater

Refer to the WQAR for information regarding groundwater quality in the Palmdale area (Parsons 2014a).

Environmental Consequences

Potential Impacts to Water Quality

Construction Phase

Although the proposed station variations are within a developed urban area in Palmdale, construction of the station could provide additional sources of polluted runoff to the local stormwater system or degrade water quality.

The Southern Palmdale Rail options also have the potential to affect water quality, existing drainage and local groundwater quality and quantity from dewatering. Potential impacts to water quality and existing drainage, however, are the same anticipated impacts associated with the build alternatives that were analyzed in the Administrative Draft EIR/EIS for the HDC project. A discussion regarding potential impacts to water quality during construction are provided in the WQAR (Parsons 2014a). A discussion regarding potential impacts to existing drainage are provided in the Preliminary Hydrology and Hydraulics Report (Parsons 2014b).

Tunneling may require removal of groundwater from excavations during construction. Pile driving, dewatering, and other construction activities that would encounter groundwater could potentially occur. While the insertion of support and foundation structures in the groundwater may reduce the storage capacity of groundwater, the displaced volume would not be substantial relative to the volume of the groundwater in the Antelope Valley groundwater basins (Parsons 2014a). Furthermore, this loss would be mitigated by groundwater recharge programs that have already been designed and implemented within the Antelope Valley groundwater basin area to ensure that groundwater will continue to be a viable water supply. In addition, the selected Rail option and station variation would be required to implement Treatment BMPs to the maximum extent practicable. Treatment BMPs, such as infiltration devices, augment groundwater by retaining stormwater runoff, which subsequently infiltrates into the groundwater regime. Any impact to the storage capacity of groundwater would be minimized by implementing project design features described in the following section.

Tunneling and construction of any aerial support structure in areas of shallow groundwater would require excavation and dewatering. Dewatering activities for excavations below the water table could result in the discharge of unsuitable and untreated water if discharged directly to the environment. If slurry is used as part of a drilling method, any groundwater encountered would

be disposed of according to the requirements of the NPDES dewatering permit from the Lahontan RWQCB.

Temporary (i.e., construction phase) best management practices (BMPs), would be evaluated and implemented to address potential water quality impacts during the construction phase. A discussion regarding the Temporary Construction BMP strategy that would be implemented during the construction phase to mitigate potential water quality impacts is provided in the WQAR (Parsons 2014a).

Operational Phase

Operation of the HSR system in the Palmdale area would not require large amounts of lubricants or hazardous materials for operation. The electric trains would use a regenerative braking technology, resulting in reduced physical braking and associated wear when arriving at the Palmdale station. Runoff from the at-grade tracks and the aerial structures would have minimal pollutants.

The proposed rail options and station variations will create more impervious area than what was analyzed in the Administrative Draft EIR/EIS for the HDC. This additional impervious area would generate additional runoff within the Palmdale area watershed. This increase in runoff would be mitigated through the use of project design features which are discussed in the next section.

The Station Variations (including parking structures) would be in the existing urban area of Palmdale. Under Station Variations A and B, HSR users would park in surface parking or in an above-grade structure under Station Variation C. Station Variation C would have less surface area for the generation of pollutants. Station activities are similar to activities currently conducted in the Palmdale area, such as office use, pedestrian use and parking. Therefore, few, if any new potential pollution sources would be constructed and there would be minimal impact on existing water quality.

Project Design Features

Each of the rail options and station variations would include project design features such as the design and installation of Treatment BMPs to the Maximum Extent Practicable (MEP). The targeted design constituent (TDC) approach, outlined in the Project Planning and Design Guide (Caltrans 2010), would be used to determine the prioritization for potential Treatment BMPs. The applicability of all nine Caltrans-approved Treatment BMPs would be analyzed for the Southern Palmdale Rail Options and Station Variations from a water quality perspective in relation to the receiving water bodies within the Palmdale area.

Preliminary engineering has indicated that the Southern Palmdale Rail Options and Station Variations present opportunities for the implementation of Treatment BMPs. All nine Caltrans-approved Treatment BMPs were analyzed to determine their feasibility for implementation in the Palmdale area. Two infiltration basins are proposed for the Palmdale area within the Caltrans right of way. Infiltration basins were selected based on their ability to treat the TDCs and meet the feasibility and siting criteria identified in the Project Planning and Design Guide.

These infiltration basins would treat and partially contain the onsite pavement runoff of the impervious surface areas. The infiltration basins treat runoff by retaining the Water Quality

Volume (WQV) and enough flow volume to ensure flow rates mimic existing conditions.[1] Once the required volume has been retained, runoff outlets through spillways or pipe risers where the excess runoff is conveyed to the natural flow path.

For each of the rail options and station variations, the WQV would be routed away from local drainage courses and into the infiltration basin; therefore, at the onset of a design storm event,[2] it is expected that there would be no observable increase in the surface water quality constituent loadings at each of the local drainage areas. The locations of the proposed infiltration basins are shown in Appendix B.

Avoidance and Minimization Measures

Impact: Construction Discharges

Minimization Measures. If construction of the Southern Palmdale Rail Options and Station Variations requires the discharge of groundwater to the environment, the following measures to minimize potential water quality and hydrological impacts associated with construction would be required.

WQ-1: **Discharge of Construction Water.** If dewatering is expected for tunneling or development of aerial support structures in the Palmdale area, the contractor shall fully conform to the requirements specified Order No. R6T-2008-0023, Renewed Waste Discharge Requirements and NPDES General Permit for Limited Threat Discharges to Surface Waters. This NPDES permit regulates specified low threat discharges of waste to land, including construction dewatering and dredge spoils dewatering. To obtain authorization for discharges under this General Permit, the contractor would be required to submit a Notice of Intent (NOI) with an appropriate fee and a Best Management Practices Plan to control the discharge.

Refer to the WQAR (Parsons 2014a) for a discussion regarding additional avoidance and minimization measures pertaining to water quality.

References:

Caltrans. 2010. Caltrans Storm Water Quality Handbooks Project Planning and Design Guide (PPDG). July 2010.

Lahontan RWQCB. 1995. Water Quality Control Plan for the Lahontan Region North and South Basins. Effective March 31, 1995, amendments effective August 1995 through December 2005.

Parsons.2014. Southern Palmdale Rail Station [Rail Options 1 and 7] Design Variation Impact Analysis. July 2014.

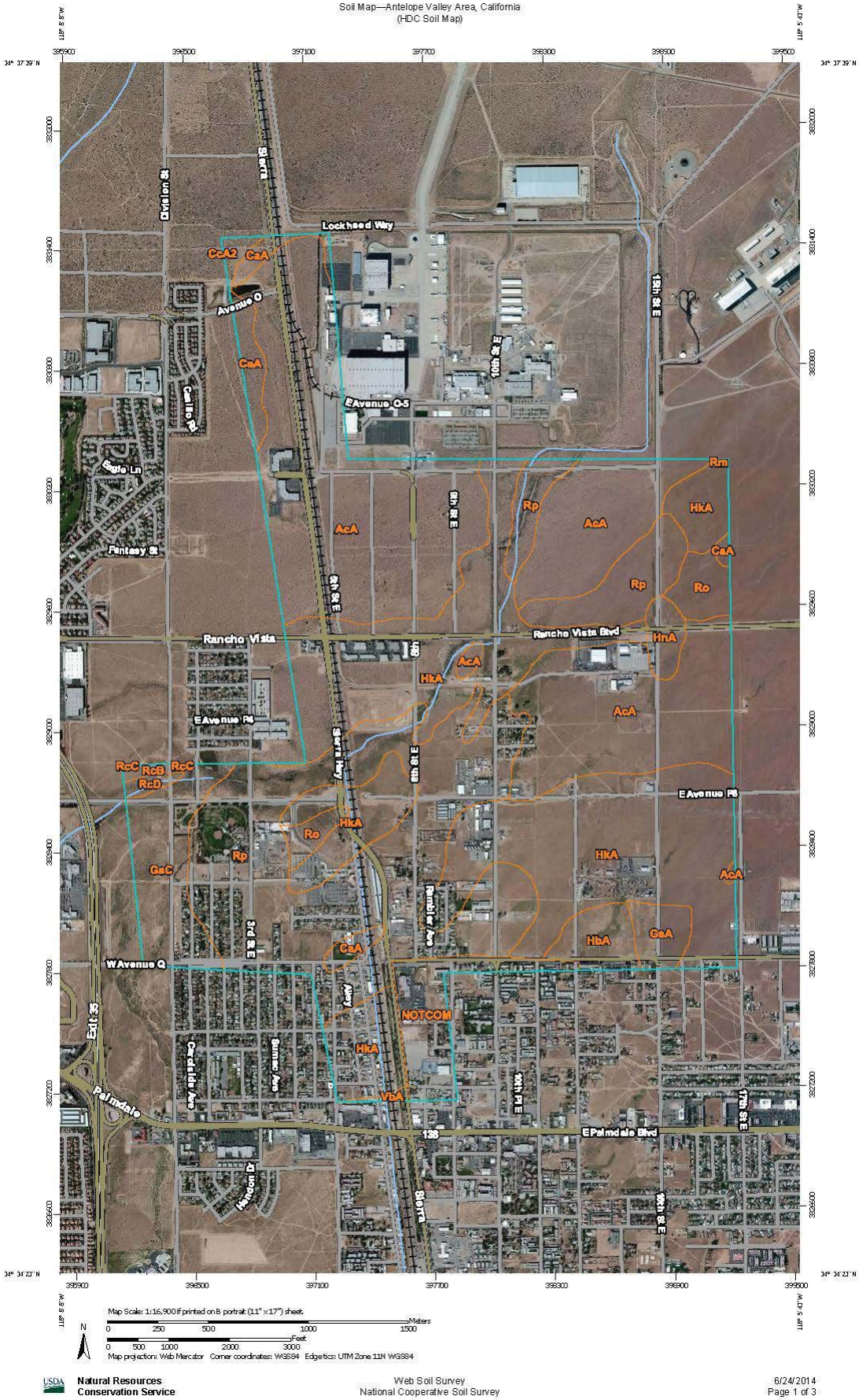
Parsons. 2014a. Water Quality Assessment Report. High Desert Corridor (HDC) Project. June 2014.

[1] Infiltration basins also provide an additional benefit of retaining trash.

[2] The "Design Storm" is defined by Caltrans as the particular rain event that generates runoff rates or volumes that the drainage facilities are designed to handle (Caltrans, 2010).

Parsons. 2014b	Hydrology and Hydraulics Report. High Desert Corridor (HDC) Project. June 2014.
SWRCB. 2011	California 305(b) Report on Water Quality. Prepared as Required by Federal Clean Water Act Section 305(b) State Water Resources Control Board. Accessed via Web site at: http://www.swrcb.ca.gov/water_issues/programs/tmdl/305b.shtml. June 2014.
SWRCB. 2011a.	Total Maximum Daily Load. Accessed via Web site at: http://www.swrcb.ca.gov/water_issues/programs/tmdl/integrated2010.shtml. June 2014.
U.S. Department of Agriculture Service. 2014.	Web Soil Survey, last modified February 27, 2012. Accessed via web site: http://websoilsurvey.nrcs.usda.gov/app/. June 2014.

Appendix A


Soil Map—Antelope Valley Area, California
(HDC Soil Map)
Lockheed Way
E Avenue Q-5
E Avenue P4
E Avenue P8
W Avenue Q
E Palmdale Blvd
Rancho Vista
Rancho Vista Blvd
Palmdale
Fantasy St
Eagle Ln
Division St
Sierra Hwy
Ext. 25
Rambler Ave
Stanley Ave
Harden Dr
CcA2
CcA
CaA
AcA
Rp
HkA
Rm
Ro
HnA
RcC
RcB
RcD
GsC
NOTCOM
VbA
HbA
GaA
Map Scale: 1:16,900 if printed on B portrait (11" x 17") sheet.
Meters
Feet
Map projection: Web Mercator Corner coordinates: WGS84 Edgetics: UTM Zone 11N WGS84
Natural Resources Conservation Service
Web Soil Survey
National Cooperative Soil Survey
6/24/2014
Page 1 of 3

MAP LEGEND

Area of Interest (AOI)
- Area of Interest (AOI)

Soils
- Soil Map Unit Polygons
- Soil Map Unit Lines
- Soil Map Unit Points

Special Point Features
- Blowout
- Borrow Pit
- Clay Spot
- Closed Depression
- Gravel Pit
- Gravelly Spot
- Landfill
- Lava Flow
- Marsh or swamp
- Mine or Quarry
- Miscellaneous Water
- Perennial Water
- Rock Outcrop
- Saline Spot
- Sandy Spot
- Severely Eroded Spot
- Sinkhole
- Slide or Slip
- Sodic Spot
- Spoil Area
- Stony Spot
- Very Stony Spot
- Wet Spot
- Other

Special Line Features

Water Features
- Streams and Canals

Transportation
- Rails
- Interstate Highways
- US Routes
- Major Roads
- Local Roads

Background
- Aerial Photography

MAP INFORMATION

The soil surveys that comprise your AOI were mapped at 1:24,000.

Please rely on the bar scale on each map sheet for map measurements.

Source of Map: Natural Resources Conservation Service
Web Soil Survey URL: http://websoilsurvey.nrcs.usda.gov
Coordinate System: Web Mercator (EPSG:3857)

Maps from the Web Soil Survey are based on the Web Mercator projection, which preserves direction and shape but distorts distance and area. A projection that preserves area, such as the Albers equal-area conic projection, should be used if more accurate calculations of distance or area are required.

This product is generated from the USDA-NRCS certified data as of the version date(s) listed below.

Soil Survey Area: Antelope Valley Area, California
Survey Area Data: Version 6, Dec 17, 2013

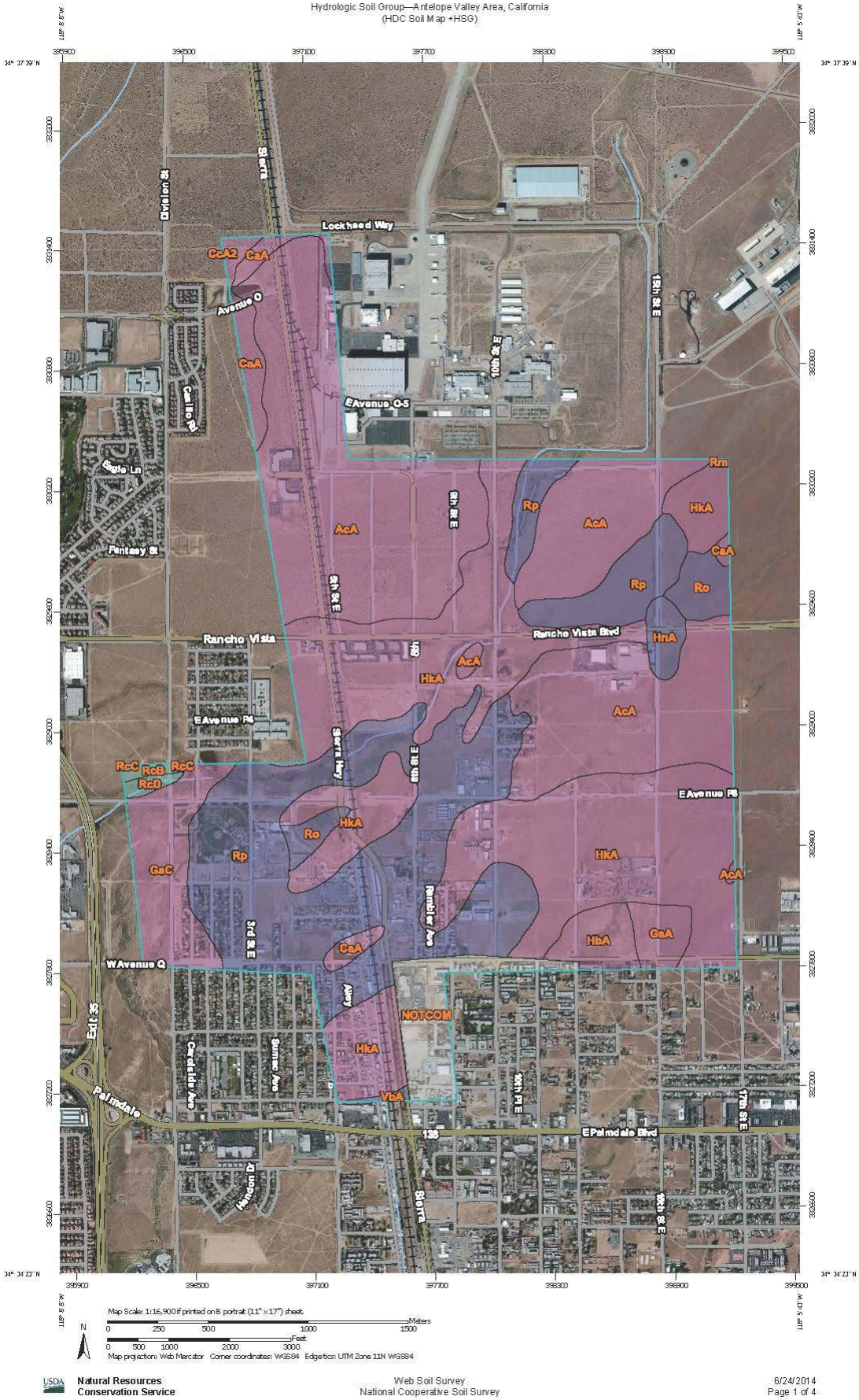
Soil map units are labeled (as space allows) for map scales 1:50,000 or larger.

Date(s) aerial images were photographed: May 5, 2010—Oct 29, 2011

The orthophoto or other base map on which the soil lines were compiled and digitized probably differs from the background imagery displayed on these maps. As a result, some minor shifting of map unit boundaries may be evident.

Map Unit Legend

Antelope Valley Area, California (CA675)			
Map Unit Symbol	**Map Unit Name**	**Acres in AOI**	**Percent of AOI**
AcA	Adelanto coarse sandy loam, 2 to 5 percent slopes	578.5	31.2%
CaA	Cajon loamy sand, 0 to 2 percent slopes	36.3	2.0%
CcA2	Cajon loamy fine sand, 0 to 2 percent slopes, hummocky	5.7	0.3%
GsA	Greenfield sandy loam, 0 to 2 percent slopes	21.3	1.1%
GsC	Greenfield sandy loam, 2 to 9 percent slopes	76.5	4.1%
HbA	Hanford coarse sandy loam, 0 to 2 percent slopes	28.1	1.5%
HkA	Hesperia fine sandy loam, 0 to 2 percent slopes	562.3	30.3%
HnA	Hesperia loam, 0 to 2 percent slopes	15.8	0.9%
NOTCOM	No Digital Data Available	54.5	2.9%
RcB	Ramona coarse sandy loam, 2 to 5 percent slopes	4.0	0.2%
RcC	Ramona coarse sandy loam, 5 to 9 percent slopes	0.4	0.0%
RcD	Ramona coarse sandy loam, 9 to 15 percent slopes	5.2	0.3%
Rm	Rosamond loamy fine sand	0.7	0.0%
Ro	Rosamond fine sandy loam	32.4	1.7%
Rp	Rosamond loam	431.3	23.2%
VbA	Vernalis loam, 0 to 2 percent slopes	2.4	0.1%
Totals for Area of Interest		**1,855.4**	**100.0%**


Hydrologic Soil Group—Antelope Valley Area, California
(HDC Soil Map +HSG)
Lockheed Way
Division St
Sierra Hwy
Avenue O
Carlisle St
Eagle Ln
Fantasy St
E Avenue O-5
10th St E
15th St E
5th St E
3rd St E
Rancho Vista
Rancho Vista Blvd
E Avenue P4
E Avenue P6
Rumsey Ave
W Avenue Q
Ext 35
Carlisle Ave
Sumac Ave
Palmdale
E Palmdale Blvd
Hayden Dr
Sierra
NOTCOM
CcA2
CaA
AcA
Rm
Rp
HkA
Ro
HnA
RcC
RcB
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Map Scale: 1:16,900 if printed on B portrait (11" x 17") sheet.
Meters
Feet
Map projection: Web Mercator Corner coordinates: WGS84 Edgetics: UTM Zone 11N WGS84
Natural Resources Conservation Service
Web Soil Survey
National Cooperative Soil Survey
6/24/2014
Page 1 of 4

MAP LEGEND

Area of Interest (AOI)
- Area of Interest (AOI)

Soils

Soil Rating Polygons
- A
- A/D
- B
- B/D
- C
- C/D
- D
- Not rated or not available

Soil Rating Lines
- A
- A/D
- B
- B/D
- C
- C/D
- D
- Not rated or not available

Soil Rating Points
- A
- A/D
- B
- B/D
- C
- C/D
- D
- Not rated or not available

Water Features
- Streams and Canals

Transportation
- Rails
- Interstate Highways
- US Routes
- Major Roads
- Local Roads

Background
- Aerial Photography

MAP INFORMATION

The soil surveys that comprise your AOI were mapped at 1:24,000.

Please rely on the bar scale on each map sheet for map measurements.

Source of Map: Natural Resources Conservation Service
Web Soil Survey URL: http://websoilsurvey.nrcs.usda.gov
Coordinate System: Web Mercator (EPSG:3857)

Maps from the Web Soil Survey are based on the Web Mercator projection, which preserves direction and shape but distorts distance and area. A projection that preserves area, such as the Albers equal-area conic projection, should be used if more accurate calculations of distance or area are required.

This product is generated from the USDA-NRCS certified data as of the version date(s) listed below.

Soil Survey Area: Antelope Valley Area, California
Survey Area Data: Version 6, Dec 17, 2013

Soil map units are labeled (as space allows) for map scales 1:50,000 or larger.

Date(s) aerial images were photographed: May 5, 2010—Oct 29, 2011

The orthophoto or other base map on which the soil lines were compiled and digitized probably differs from the background imagery displayed on these maps. As a result, some minor shifting of map unit boundaries may be evident.

Hydrologic Soil Group

Hydrologic Soil Group— Summary by Map Unit — Antelope Valley Area, California (CA675)				
Map unit symbol	Map unit name	Rating	Acres in AOI	Percent of AOI
AcA	Adelanto coarse sandy loam, 2 to 5 percent slopes	A	578.5	31.2%
CaA	Cajon loamy sand, 0 to 2 percent slopes	A	36.3	2.0%
CcA2	Cajon loamy fine sand, 0 to 2 percent slopes, hummocky	A	5.7	0.3%
GsA	Greenfield sandy loam, 0 to 2 percent slopes	A	21.3	1.1%
GsC	Greenfield sandy loam, 2 to 9 percent slopes	A	76.5	4.1%
HbA	Hanford coarse sandy loam, 0 to 2 percent slopes	A	28.1	1.5%
HkA	Hesperia fine sandy loam, 0 to 2 percent slopes	A	562.3	30.3%
HnA	Hesperia loam, 0 to 2 percent slopes	B	15.8	0.9%
NOTCOM	No Digital Data Available		54.5	2.9%
RcB	Ramona coarse sandy loam, 2 to 5 percent slopes	C	4.0	0.2%
RcC	Ramona coarse sandy loam, 5 to 9 percent slopes	C	0.4	0.0%
RcD	Ramona coarse sandy loam, 9 to 15 percent slopes	C	5.2	0.3%
Rm	Rosamond loamy fine sand	B	0.7	0.0%
Ro	Rosamond fine sandy loam	B	32.4	1.7%
Rp	Rosamond loam	B	431.3	23.2%
VbA	Vernalis loam, 0 to 2 percent slopes	B	2.4	0.1%
Totals for Area of Interest			**1,855.4**	**100.0%**

Description

Hydrologic soil groups are based on estimates of runoff potential. Soils are assigned to one of four groups according to the rate of water infiltration when the soils are not protected by vegetation, are thoroughly wet, and receive precipitation from long-duration storms.

The soils in the United States are assigned to four groups (A, B, C, and D) and three dual classes (A/D, B/D, and C/D). The groups are defined as follows:

Group A. Soils having a high infiltration rate (low runoff potential) when thoroughly wet. These consist mainly of deep, well drained to excessively drained sands or gravelly sands. These soils have a high rate of water transmission.

Group B. Soils having a moderate infiltration rate when thoroughly wet. These consist chiefly of moderately deep or deep, moderately well drained or well drained soils that have moderately fine texture to moderately coarse texture. These soils have a moderate rate of water transmission.

Group C. Soils having a slow infiltration rate when thoroughly wet. These consist chiefly of soils having a layer that impedes the downward movement of water or soils of moderately fine texture or fine texture. These soils have a slow rate of water transmission.

Group D. Soils having a very slow infiltration rate (high runoff potential) when thoroughly wet. These consist chiefly of clays that have a high shrink-swell potential, soils that have a high water table, soils that have a claypan or clay layer at or near the surface, and soils that are shallow over nearly impervious material. These soils have a very slow rate of water transmission.

If a soil is assigned to a dual hydrologic group (A/D, B/D, or C/D), the first letter is for drained areas and the second is for undrained areas. Only the soils that in their natural condition are in group D are assigned to dual classes.

Rating Options

Aggregation Method: Dominant Condition

Component Percent Cutoff: *None Specified*

Tie-break Rule: Higher

Appendix B

High Desert Corridor Infiltration Basin Layout 1

PARSONS TECHNICAL MEMORANDUM

100 West Walnut Street ♦ Pasadena, CA 91124 • www.parsons.com

DATE: July 10, 2014

TO: File

FROM: Thanh T. Luc

SUBJECT: Noise and Vibration Impact Assessment for High Desert Corridor – Southern Palmdale Rail Station Design Variations

PURPOSE OF STUDY

The purpose of this document is to provide supplemental analysis to the High Desert Corridor's (HDC) Noise and Vibration Impact Assessment as a result of a design variation introduced to the project.

PROJECT LOCATION AND SETTING

The entire HDC project is located in the Mojave Desert of Southern California; however, the design variation is located entirely in Palmdale, California. Palmdale is primarily residential with some commercial buildings. In the area of the design variation, there are numerous commercial automotive facilities, residential housing, vacant lots, an industrial park, and a school.

RAIL OPTIONS EVALUATED

There are two rail options being evaluated with three proposed design variations. These are described in full detail in the main report (Southern Palmdale Rail Station [Rail Options 1 and 7] Design Variation Impact Analysis) in Section 2, Design Variation Description.

ASSESSMENT METHOD

This supplemental Noise and Vibration Impact Assessment is performed in accordance with the guidelines and procedures outlined in the latest Federal Railroad Administration's *High Speed Ground Transportation Noise and Vibration Impact Assessment* manual and the California Department of Transportation's *Traffic Noise Analysis Protocol*. The assessment method is consistent with that of the original HDC Noise and Vibration Impact Assessment.

Procedures outlined in the FRA High-Speed Ground Transportation Noise and Vibration Impact Assessment were used to predict high-speed train pass-by noise levels at representative noise-sensitive locations along the various design options/variations. Per discussion in the original HDC Noise and Vibration Impact Assessment, due to the special circumstance of this project where the freeway noise would be the dominant noise source along a majority of the project corridor, it has been concurred with the FRA that rail noise impact would be assessed using Category 3 (Leq) criterion for all noise sensitive land uses.

RAIL NOISE ANALYSIS UPDATE AND REVIEW OF TRAFFIC NOISE ANALYSIS

Future project noise levels, which include the projected traffic and rail noise, were determined and presented in Table 1 to 6 for the various design options and variations.

Review of the design options/variations revealed that the new sensitive receptor locations (Receptors P1, P1A, and P2 in Exhibit A) associated with the design variations of the two options would not be affected by the traffic noise along the main project corridor as these areas are too distant from the freeway component of the project along the main project corridor.

To be consistent with the original HDC Noise and Vibration Impact Assessment, train pass-by noise levels at the sensitive locations were calculated using the operation schedule, speed, distance to track alignment that were available at the time of the study. Some of the parameters used in the analysis are as follows:

- A 10-car EMU train would be operating.
- Operating speed of 125 mph assumed throughout the length of the corridor for worst-case scenario analysis.
- The operating times for the proposed service would be between 6 AM and midnight. The operating plan for high-speed rail service specifies mid-day headways of 20 minutes, morning and evening headways of 30 minutes and early morning and late night headways of one hour. Ten-car trains would operate throughout the day.

Table 1: Projected Noise Levels for Option 1 Variation A

Receiver	Land Use	FHWA Noise Abatement Criteria (dBA)	Existing Noise Level. dBA	TRAFFIC NOISE		TRAIN NOISE			TRAFFIC + TRAIN NOISE
				Future Worst-Hour Traffic Noise Level, Leq, dBA	FHWA/ Caltrans Impact Type (Appoach/ Exceed, Substantial)	Future Peak Hour Train Noise Level, Leq, dBA	FRA Noise Impact Criteria (Moderate/ Severe), dBA	FRA Train Noise impact Type (None, Moderate, Severe)	Future Peak Hour Overall Project Noise Level, Leq, dBA
P2	R	B (67)	48	N/A	None	51	58 / 64	None	51
B0	R	B (67)	49	68	A/E	39	58 / 64	None	68
BM0	R	B (67)	49	68	A/E	39	58 / 64	None	68
B5	CH	B (67)	48	66	A/E	43	58 / 64	None	66
B6	R	B (67)	53	68	A/E	37	59 / 65	None	68

Land Use:
R = Residential
CH = Church

Impact Type:
A/E = Approach/Exceed

Table 2: Projected Noise Levels for Option 1 Variation B

Receiver	Land Use	FHWA Noise Abatement Criteria (dBA)	Existing Noise Level. dBA	TRAFFIC NOISE		TRAIN NOISE			TRAFFIC + TRAIN NOISE
				Future Worst-Hour Traffic Noise Level, Leq, dBA	FHWA/ Caltrans Impact Type (Appoach/ Exceed, Substantial)	Future Peak Hour Train Noise Level, Leq, dBA	FRA Noise Impact Criteria (Moderate/ Severe), dBA	FRA Train Noise impact Type (None, Moderate, Severe)	Future Peak Hour Overall Project Noise Level, Leq, dBA
P1	R	B (67)	48	N/A	None	47	58 / 64	None	47
P2	R	B (67)	48	N/A	None	51	58 / 64	None	51
B0	R	B (67)	49	68	A/E	39	58 / 64	None	68
BM0	R	B (67)	49	68	A/E	39	58 / 64	None	68
B5	CH	B (67)	48	66	A/E	43	58 / 64	None	66
B6	R	B (67)	53	68	A/E	37	59 / 65	None	68

Land Use:
R = Residential
CH = Church

Impact Type:
A/E = Approach/Exceed

Table 3: Projected Noise Levels for Option 1 Variation C

Receiver	Land Use	FHWA Noise Abatement Criteria (dBA)	Existing Noise Level. dBA	TRAFFIC NOISE		TRAIN NOISE			TRAFFIC + TRAIN NOISE
				Future Worst-Hour Traffic Noise Level, Leq, dBA	FHWA/ Caltrans Impact Type (Appoach/ Exceed, Substantial)	Future Peak Hour Train Noise Level, Leq, dBA	FRA Noise Impact Criteria (Moderate/ Severe), dBA	FRA Train Noise impact Type (None, Moderate, Severe)	Future Peak Hour Overall Project Noise Level, Leq, dBA
P1A	R	B (67)	48	N/A	None	51	58 / 64	None	51
P2	R	B (67)	48	N/A	None	53	58 / 64	None	53
B0	R	B (67)	49	68	A/E	38	58 / 64	None	68
BM0	R	B (67)	49	68	A/E	38	58 / 64	None	68
B5	CH	B (67)	48	66	A/E	40	58 / 64	None	66
B6	R	B (67)	53	68	A/E	38	59 / 65	None	68

Land Use:
R = Residential
CH = Church

Impact Type:
A/E = Approach/Exceed

Table 4: Projected Noise Levels for Option 7 Variation A

Receiver	Land Use	FHWA Noise Abatement Criteria (dBA)	Existing Noise Level. dBA	TRAFFIC NOISE		TRAIN NOISE			TRAFFIC + TRAIN NOISE
				Future Worst-Hour Traffic Noise Level, Leq, dBA	FHWA/ Caltrans Impact Type (Appoach/ Exceed, Substantial)	Future Peak Hour Train Noise Level, Leq, dBA	FRA Noise Impact Criteria (Moderate/ Severe), dBA	FRA Train Noise impact Type (None, Moderate, Severe)	Future Peak Hour Overall Project Noise Level, Leq, dBA
P2	R	B (67)	48	N/A	None	51	58 / 64	None	51
B0	R	B (67)	49	68	A/E	47	58 / 64	None	68
BM0	R	B (67)	49	68	A/E	49	58 / 64	None	68
B5	CH	B (67)	48	66	A/E	43	58 / 64	None	66
B6	R	B (67)	53	68	A/E	37	59 / 65	None	68

Land Use:
R = Residential
CH = Church

Impact Type:
A/E = Approach/Exceed

Table 5: Projected Noise Levels for Option 7 Variation B

Receiver	Land Use	FHWA Noise Abatement Criteria (dBA)	Existing Noise Level. dBA	TRAFFIC NOISE		TRAIN NOISE			TRAFFIC + TRAIN NOISE
				Future Worst-Hour Traffic Noise Level, Leq, dBA	FHWA/ Caltrans Impact Type (Appoach/ Exceed, Substantial)	Future Peak Hour Train Noise Level, Leq, dBA	FRA Noise Impact Criteria (Moderate/ Severe), dBA	FRA Train Noise impact Type (None, Moderate, Severe)	Future Peak Hour Overall Project Noise Level, Leq, dBA
P1	R	B (67)	48	N/A	None	47	58 / 64	None	47
P2	R	B (67)	48	N/A	None	51	58 / 64	None	51
B0	R	B (67)	49	68	A/E	47	58 / 64	None	68
BM0	R	B (67)	49	68	A/E	49	58 / 64	None	68
B5	CH	B (67)	48	66	A/E	43	58 / 64	None	66
B6	R	B (67)	53	68	A/E	37	59 / 65	None	68

Land Use:
R = Residential
CH = Church

Impact Type:
A/E = Approach/Exceed

Table 6: Projected Noise Levels for Option 7 Variation C

Receiver	Land Use	FHWA Noise Abatement Criteria (dBA)	Existing Noise Level. dBA	TRAFFIC NOISE		TRAIN NOISE			TRAFFIC + TRAIN NOISE
				Future Worst-Hour Traffic Noise Level, Leq, dBA	FHWA/ Caltrans Impact Type (Appoach/ Exceed, Substantial)	Future Peak Hour Train Noise Level, Leq, dBA	FRA Noise Impact Criteria (Moderate/ Severe), dBA	FRA Train Noise impact Type (None, Moderate, Severe)	Future Peak Hour Overall Project Noise Level, Leq, dBA
P1A	R	B (67)	48	N/A	None	51	58 / 64	None	51
P2	R	B (67)	48	N/A	None	52	58 / 64	None	52
B0	R	B (67)	49	68	A/E	N.A	58 / 64	None	68
BM0	R	B (67)	49	68	A/E	N.A	58 / 64	None	68
B5	CH	B (67)	48	66	A/E	40	58 / 64	None	66
B6	R	B (67)	53	68	A/E	39	59 / 65	None	68

Land Use:
R = Residential
CH = Church

Impact Type:
A/E = Approach/Exceed

Tables 1 through 3 present the results of the project noise projection for Variations A, B, and C of Rail Option 1, respectively. As the results indicated, rail noise levels are not expected to exceed 51 dBA for Variations A and B and 53 dBA for Variation C. The FHWA noise criteria are not exceeded and traffic noise would be negligible at the residential areas represented by Receptors P1, P1A, and P2, along the north-south tracks leading to the proposed Palmdale Station platform for the design variations. Therefore, no noise impacts are anticipated as a result of the design variations. The impacts shown for Receptors B0, BM0 and B5, which are located along the main project corridor where there would be the freeway component to co-exist, are due to the projected traffic noise and not the high speed rail noise. This is unchanged from the original design as analyzed in HDC Noise and Vibration Impact Assessment.

Tables 4 through 6 show the noise project results for Design Variations A, B, and C of Rail Option 7, respectively. The rail noise levels are not expected to exceed 51 dBA for Variations A and B and 52 dBA for Variation C. And as for the Option 1 variations discussed above, no impacts are anticipated at the residential areas near the north-south tracks leading up to the proposed platform for the various variations, and no changes in impacts are expected for the rest of sensitive receptor locations analyzed under this design option's variations.

RAIL VIBRATION ANALYSIS UPDATE

Per FRA general assessment procedure, the FRA impact limits for ground-borne vibration related to high-speed rail pass-bys with operation parameters for this proposed project would be 75 VdB and 78 VdB for Residential and Institutional land uses, respectively. For worst-case scenario analysis, assuming that the HSR would be operating at maximum speed of 125 mph throughout the entire length of the project corridor, unless there are residential land uses that are located within 100 feet of the nearest

track centerline, or institutional land uses (with primarily daytime use) located within 75 feet, there would be no anticipated vibration impact due to the HSR operation. It is not anticipated that any type of sensitive land uses, including any homes or the Plant 42/Lockheed/LAWA facilities, would be located within these distances. Therefore, no vibration impact is anticipated.

AVOIDANCE, MINIMIZATION, AND MITIGATION MEASURES

No additional avoidance, minimization or mitigation measures would be required.

EXHIBIT A

NOISE RECEIVER AND BARRIER LOCATIONS

10 MInute Noise Site
24 Hour Noise Site
Modeled Site
HSR & HDC Station Platform
Soundwall

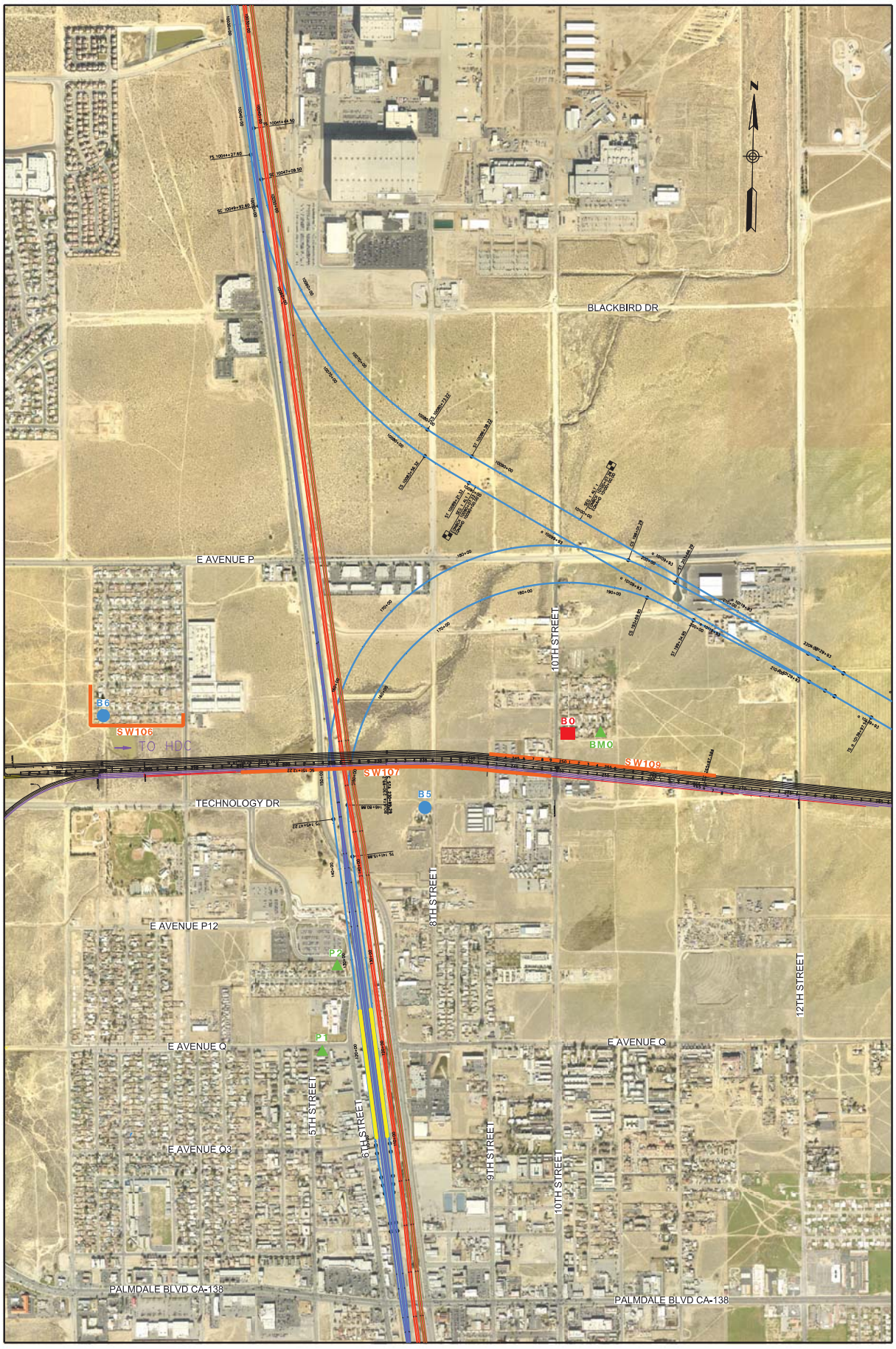
1in : 1000ft

0ft 500ft 1000ft 1500ft

HIGH DESERT CORRIDOR (HDC) PROJECT

Wye Connection at Palmdale
Transportation Center
Rail Option 1: Station Variation A

NOISE RECEIVER AND BARRIER LOCATIONS



10 Minute Noise Site
24 Hour Noise Site
Modeled Site
HSR & HDC Station Platform
Soundwall

1in : 1000ft

0ft 500ft 1000ft 1500ft

HIGH DESERT CORRIDOR (HDC) PROJECT

Wye Connection at Palmdale
Transportation Center
Rail Option 1: Station Variation B

NOISE RECEIVER AND BARRIER LOCATIONS

10 Minute Noise Site
24 Hour Noise Site
Modeled Site
HSR & HDC Station Platform
Soundwall

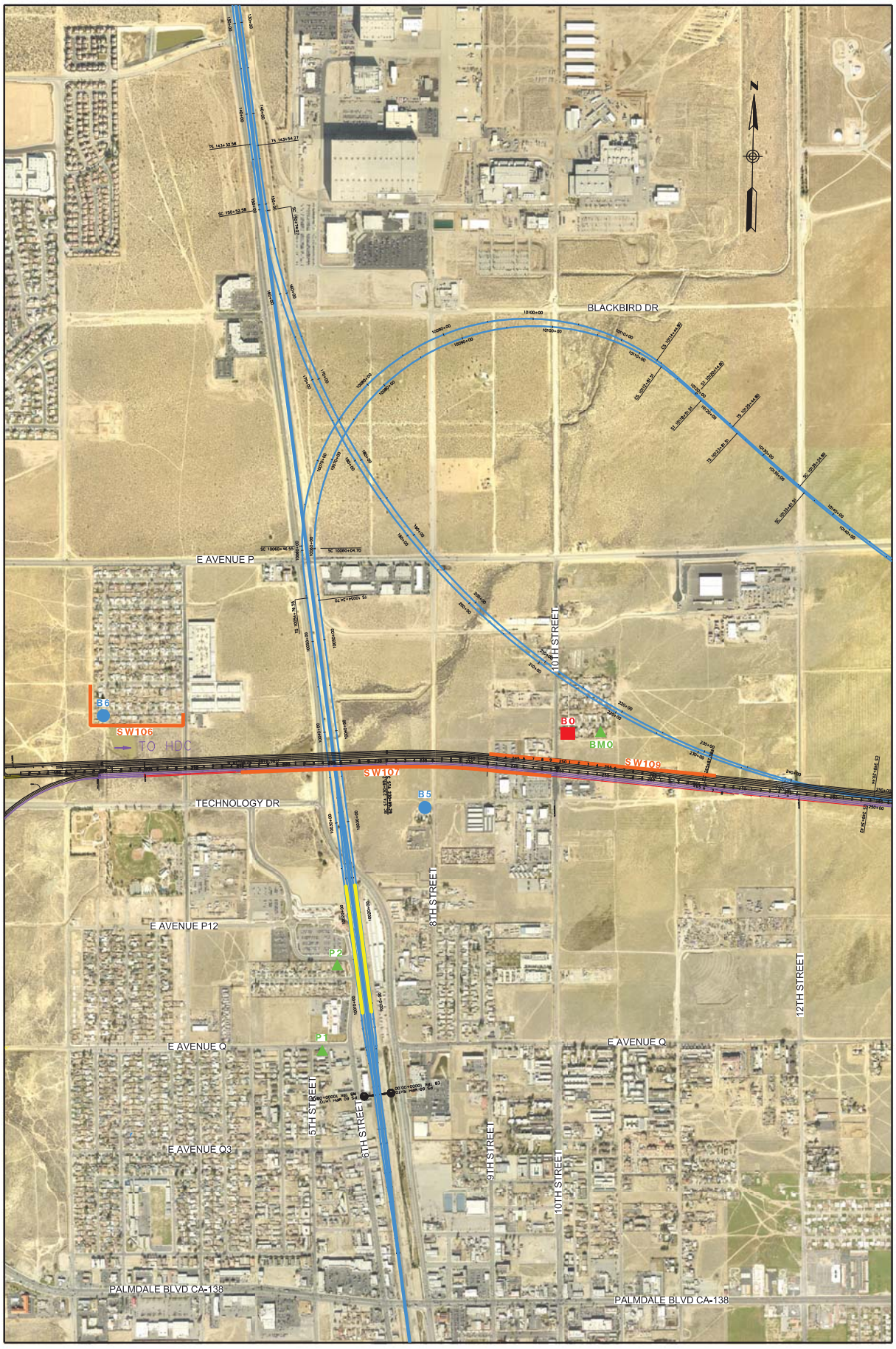
1in : 1000ft

0ft 500ft 1000ft 1500ft

HIGH DESERT CORRIDOR (HDC) PROJECT

Wye Connection at Palmdale
Transportation Center
Rail Option 1: Station Variation C

NOISE RECEIVER AND BARRIER LOCATIONS



10 Minute Noise Site
24 Hour Noise Site
Modeled Site
HSR & HDC Station Platform
Soundwall

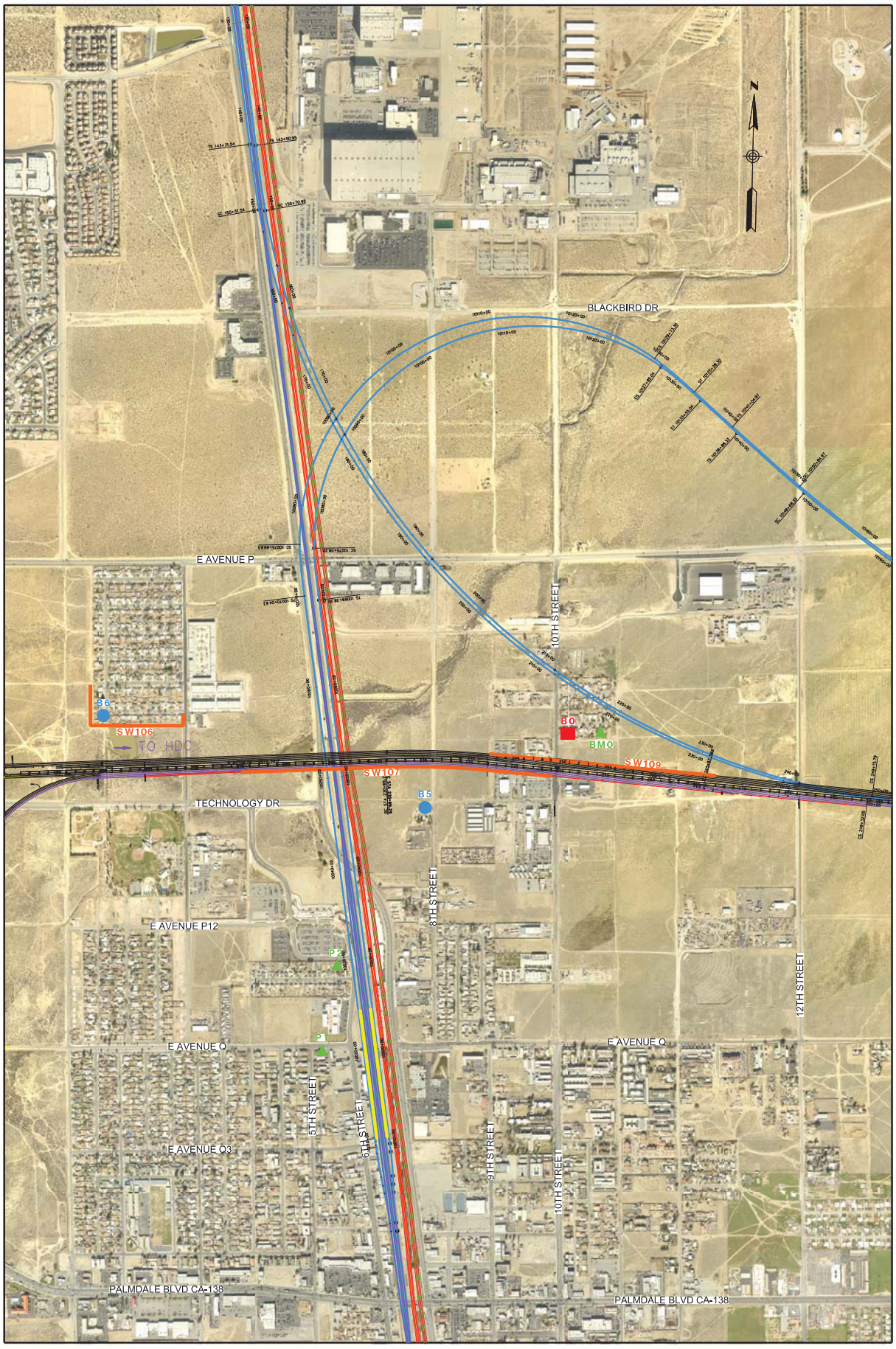
1in : 1000ft

0ft 500ft 1000ft 1500ft

HIGH DESERT CORRIDOR (HDC) PROJECT

Wye Connection at Palmdale
Transportation Center
Rail Option 7: Station Variation A

NOISE RECEIVER AND BARRIER LOCATIONS



10 Minute Noise Site
24 Hour Noise Site
Modeled Site
HSR & HDC Station Platform
Soundwall

1in : 1000ft

0ft 500ft 1000ft 1500ft

HIGH DESERT CORRIDOR (HDC) PROJECT

Wye Connection at Palmdale
Transportation Center
Rail Option 7: Station Variation B

NOISE RECEIVER AND BARRIER LOCATIONS

- 10 Minute Noise Site
- 24 Hour Noise Site
- Modeled Site
- HSR & HDC Station Platform
- Soundwall

1in : 1000ft

0ft 500ft 1000ft 1500ft

HIGH DESERT CORRIDOR (HDC) PROJECT

Wye Connection at Palmdale
Transportation Center
Rail Option 7: Station Variation C

NOISE RECEIVER AND BARRIER LOCATIONS

Parsons

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TECHNICAL MEMORANDUM

DATE: July 11, 2014

TO: File

FROM: Brad Haley

SUBJECT: Biological Resources Assessment for High Desert Corridor – Southern Palmdale Rail Station Design Variation

PURPOSE OF STUDY

The purpose of this document is to provide supplemental information to the High Desert Corridor's (HDC) Biological Survey Results Report for the State Route 138 New Freeway Construction Project (ECORP 2012) as a result of a design variation introduced to the project.

PROJECT LOCATION AND SETTING

The entire HDC project is located in the Mojave Desert of Southern California; however, the design variation is located entirely in Palmdale, California. Palmdale is primarily residential with some commercial buildings. In the area of the design variation, there are numerous commercial automotive facilities, residential housing, vacant lots, an industrial park, and a school. Refer to the Section 3.2 in ECORP (2012) for more site characteristics, as the introduced design variations occur in an area previously analyzed.

RAIL OPTIONS EVALUATED

There are two Rail Options being evaluated with three proposed Station Variations. These are described in full detail in the main report (Southern Palmdale Rail Station [Rail Options 1 and 7] Design Variation Impact Analysis) in Section 2, Design Variation Description. The area evaluated, as shown in Figures 2-2 through 2-7 in the main report, will be referred to as the Project Study Area in this memorandum.

ASSESSMENT METHOD

The survey methods generally followed those described in Sections 2.1 and 2.2 titled *Literature Review* and *Site Characterization and Vegetation Mapping* found in ECORP (2012). A biologist drove along existing roads and surveyed areas on foot that were not accessible by vehicle to adequately characterize and map the existing vegetation communities present in and around the Project Study Area. Vegetation community type descriptions followed the designations in Sawyer and Keeler-Wolf (1995) and all plant and wildlife species observed during the reconnaissance survey were documented on data sheets. The Project Study Area was evaluated for its potential to support special-status species. The biologist evaluated the biological resources discussed in the 2012 report in the Project Study Area. For proposed impacts within the Project Study Area, a 250 foot buffer was applied from the outer edge of Rail Options 1 and 7 and the three Station Variations.

Focused surveys, such as those that require specific protocols (e.g., desert tortoise (*Gopherus agassizii*), Mohave ground squirrel (*Xerospermophilus mohavensis*), burrowing owl (*Athene cunicularia*), or sensitive plants) were not conducted as part of this survey effort.

An updated database review was conducted along with a new site reconnaissance.

UPDATED DATABASE REVIEW

Parsons has retained the services of an environmental consulting company (ECORP Consulting, Inc.) to conduct an updated database review. The database review methods generally followed those described in Section 2.1 titled *Literature Review* found in ECORP (2012). Prior to conducting the biological reconnaissance survey, a database review was conducted. The review included CDFW's California Natural Diversity Database (CNDDB), CDFW's Special Animals List, and California Native Plant Society's (CNPS) Electronic Inventory for the Palmdale 7.5-minute topographical USGS quadrangle in order to identify sensitive plant and wildlife species in the area (CDFW 2014; CDFW 2011; CNPS 2014).

No new resources were recorded since the search was completed by ECORP (2012). Tables 4 and 5 in ECORP (2012) provide the results of the database review for plants and wildlife. The plant and wildlife species identified in the database review and their potential to occur in the Project Study Area is described in more detail in the following sections.

SITE RECONNAISSANCE SUMMARY

ECORP biologist Phillip Wasz conducted the biological survey of the Project Study Area on May 22, 2014. The survey was conducted in all areas not previously evaluated in ECORP (2012). In total, approximately 375 acres were evaluated in the Project Study Area that had not already been evaluated in ECORP (2012). Although the survey was primarily conducted from a vehicle, no special-status plant or wildlife species were observed. The natural history and specific habitat requirements for each of the species evaluated are included in ECORP (2012). Each of the biological resources identified in ECORP (2012) were also relevant within the Project Study Area, and will be discussed below.

All vegetation communities, except for Nevada joint fir scrub, were described previously in ECORP (2012). Nevada joint fir scrub is described below.

Nevada joint fir scrub

Nevada joint fir scrub is characterized by open to intermittent stands of the dominant shrub Nevada joint fir (*Ephedra nevadensis*). Typically, this community occurs on well-drained gravelly or rocky soils between 3,280 and 5,905 feet above mean sea level. Associated species in the Study Area included rubber rabbitbrush (*Ericameria nauseosa*), cheesebush (*Ambrosia salsola*), allscale (*Atriplex polycarpa*), Anderson's peach thorn (*Lycium andersonii*), California buckwheat (*Eriogonum fasciculatum*), and occasional Joshua trees (*Yucca brevifolia*).

This community mostly intergrades with creosote bush scrub or Joshua tree series in the HDC Project Area, but a relatively pure stand of Nevada joint fir scrub is found in the extreme western portion of the Project Study Area between Sierra Highway and 3rd Street East, north of Rancho Vista Boulevard. A representative photo of Nevada joint fir scrub is included in Figure 1.

Figure 1. Nevada joint fir scrub.

Rail Option and Station Variation Analysis

The location of each Station Variation appears to be in the same location for each Rail Option. In other words, Rail Option 1: Station Variation A appears to be in the same proposed location as Rail Option 7: Station Variation A. As a result, observations noted below for each Station Variation will apply to both Rail Option 1 and Rail Option 7. Also, because Station Variation A and B overlap each other, they are presented on the same map and have the same impact calculations, as shown below. Please refer to the main report for design variation description.

The vegetation communities were mapped in the Project Study Area for Rail Option 1, Variations A and B (Attachment 1-1), Rail Option 1, Variation C (Attachment 1-2), Rail Option 7, Variations A and B (Attachment 1-3), Rail Option 7, Variation C (Attachment 1-4). For reference, the communities previously mapped in ECORP (2012) and outside of the Project Study Area were also included. The acreages of each community in HDC Alternatives 2 and 3 were included in ECORP (2012).

Table 1 provides the impact calculations to each vegetation community as shown in Attachments 1-1 through 1-4. These calculations include a 250 foot buffer around each of the Rail Options and Station Variations. Each of the biological resources evaluated for each Rail Option are discussed below. Please refer to ECORP (2012) for further information on survey methodology, survey areas, results, and pre-construction recommendations.

Table 1. Rail Option and Station Variation Vegetation Impacts

	Big Sagebrush Series	Nevada Joint Fir Scrub	Rabbitbrush Series	Ornamental	Developed / Disturbed	**Total**
Rail Option 1: Variation A	15.14	5.85	110.36	6.51	177.44	**315.3**
Rail Option 1: Variation B	15.14	5.85	110.36	6.51	177.44	**315.3**
Rail Option 1: Variation C	2.61	56.04	82.95	0	133.82	**275.42**
Rail Option 7: Variation A	6.02	6.70	107.41	6.51	145.86	**272.5**
Rail Option 7: Variation B	6.02	6.70	107.41	6.51	145.86	**272.5**
Rail Option 7: Variation C	1.90	67.73	91.77	0	86.01	**247.41**

Rail Option 1, Variations A, B, and C

Vegetation communities – Approximately 15.14 acres of Big Sagebrush Series, 5.85 acres of Nevada joint fir scrub, 110.36 acres of Rabbitbrush Series, 6.51 acres of ornamental vegetation, and 177.44 acres of Developed/Disturbed land would be impacted by Rail Option 1, Station Variations A and B (Table 1). Approximately 2.61 acres of Big Sagebrush Series, 56.04 acres of Nevada joint fir scrub, 82.95 acres of Rabbitbrush Series, and 133.82 acres of Developed/Disturbed land would be impacted by Rail Option 1, Station Variation C (Table 1).

Sensitive plants – Rail Option 1, Station Variations A, B, and C contained vegetation communities (Big Sagebrush Series, Nevada joint fir scrub, and Rabbitbrush Series) that provide suitable habitat for sensitive plant species and are shown on Attachments 1-1 and 1-2. The potential for occurrence designations in Table 4 (ECORP 2012) would remain the same for the Project Study Area.

Joshua trees (*Yucca brevifolia*) – A formal Joshua tree inventory was not a part of this reconnaissance survey, therefore it is not known if Joshua trees occur within Rail Option 1. However, Joshua trees were observed in the fields north of Rancho Vista Boulevard, of which Rail Option 1, Station Variations A, B, and C are a part of.

Desert tortoise – Rail Option 1, Station Variations A, B, and C did not contain high quality suitable habitat for this species. These areas are nearly surrounded on all sides by disturbed or developed areas. Focused desert tortoise surveys were only conducted in areas that contained high quality, undisturbed, native vegetation communities, generally between 35th and 90th Streets East, and also a small area between 95th and 100th Streets East. These survey areas were determined in consultation with United States Fish and Wildlife Service (USFWS) and California Department of Fish and Game (now California Department of Fish and Wildlife; CDFW). Focused survey results for this species were negative.

Mohave Ground Squirrel (MGS) – Rail Option 1, Station Variations A, B, and C did not contain suitable habitat for this species. Focused MGS trapping surveys were only conducted in areas that contained high quality, undisturbed, native vegetation communities, generally between 45th and 75th Streets East.

These survey areas were determined in consultation with CDFW. Focused survey results for this species were negative.

Burrowing owl – Rail Option 1, Station Variations A, B, and C contained suitable habitat for this species. While individuals were not observed within the proposed impact areas, suitable habitat is present within 500 feet of the proposed project boundaries, the currently recommended survey distance by CDFW. Focused surveys for burrowing owl were conducted previously (ECORP 2012), a portion of which was in the Project Study Area. The closest observation of this species was along 17th Street East north of Avenue P-8 (ECORP 2012), approximately one mile east of the Project Study Area. Due to the close proximity of known burrowing owl populations within the vicinity, and this species' known tolerance to disturbance-associated sites, a burrowing owl may occupy the site or vicinity prior to construction.

Silvery legless lizard (*Anniella pulchra pulchra*), Mountain Plover (*Charadrius montanus*), Loggerhead shrike (*Lanius ludovicianus*), and Coast horned lizard (*Phrynosoma blainvillii*) – The potential for occurrence of these species remains high based on presence of suitable habitat in Rail Option 1, Station Variations A, B, and C (Table 5 ECORP 2012).

Tri-colored blackbird (*Agelaius tricolor*) – Rail Option 1, Station Variations A, B, and C did not contain suitable habitat for this species.

Short-eared owl (*Asio flammeus*) – Rail Option 1, Station Variations A, B, and C did not contain suitable nesting habitat for this species, although it could utilize the Project Study Area temporarily during the winter. This species was observed during the winter on the western portion of the HDC, over six miles to the east along Avenue P-8 and 60th Street East (ECORP 2012). This species typically nests in the northern-most parts of North America (ECORP 2012).

Swainson's hawk (*Buteo swainsoni*) – Although potential for occurrence remains the same (Moderate) because of foraging potential, the species is unlikely to nest in Rail Option 1, Station Variations A, B, and C.

LeConte's thrasher (*Toxostoma lecontei*) – The Mojave Desert population is no longer considered sensitive, only the San Joaquin population is still considered sensitive.

Pallid bat (*Antrozus pallidus*), San Diego pocket mouse (*Chaetodipus fallax pallidus*), southern grasshopper mouse (*Onychomys torridus ramona*), American badger (*Taxidea taxus*) – Potential for occurrence of these species is considered low, based on lack of suitable habitat and nearby records.

Western mastiff bat (*Eumops perotis californicus*) – Although potential for occurrence remains the same (Moderate) because of foraging potential, the species is unlikely to roost in Rail Option 1, Station Variations A, B, and C. However, there is potential roosting habitat in the buildings and other man-made structures within the 250 foot buffer areas.

Wildlife crossing – Two tracking stations (#2 and 4) from ECORP (2012) were conducted in the vicinity of the Project Study Area. Tracking station 2 was on the west side of Sierra Highway, north of Avenue P-8, and was a linear tracking station. Tracking station 2 appeared to have a high level of wildlife activity, with 30 coyote detections, despite its urban location and high traffic volumes. It was concluded that Sierra Highway and the railroad did not impede wildlife movement. Tracking station 4 was along 8th Street East and north of Avenue P-8. Tracking station 4 also had a high volume of wildlife activity, with

43 detections of coyote, and 2 detections of desert kit fox. Wildlife movement did not appear associated with the drainage or the roadway, as animals were detected heading in multiple directions throughout the linear tracking station.

Rail Option 7, Variations A, B, and C

Vegetation communities – Approximately 6.02 acres of Big Sagebrush Series, 6.7 acres of Nevada joint fir scrub, 107.41 acres of Rabbitbrush Series, 6.51 acres of ornamental vegetation, and 145.86 acres of Developed/Disturbed land would be impacted by Rail Option 7, Station Variations A and B (Table 1). Approximately 1.9 acres of Big Sagebrush Series, 67.73 acres of Nevada joint fir scrub, 91.77 acres of Rabbitbrush Series, and 86.01 acres of Developed/Disturbed land would be impacted by Rail Option 7, Station Variation C (Table 1).

Sensitive plants – Rail Option 7, Station Variations A, B, and C contained vegetation communities (Big Sagebrush Series, Nevada joint fir scrub, and Rabbitbrush Series) that provide suitable habitat for sensitive plant species and are shown on Attachments 1-3 and 1-4. The potential for occurrence designations in Table 4 (ECORP 2012) would remain the same for the Project Study Area.

Joshua trees (*Yucca brevifolia*) – A formal Joshua tree inventory was not a part of this reconnaissance survey, therefore it is not known if Joshua trees occur within Rail Option 7. However, Joshua trees were observed in the fields north of Rancho Vista Boulevard, of which Rail Option 7, Station Variations A, B, and C are a part of.

Desert tortoise – Rail Option 7, Station Variations A, B, and C did not contain high quality suitable habitat for this species. These areas are nearly surrounded on all sides by disturbed or developed areas. Please refer to explanation under Rail Option 1 for further information.

Mohave Ground Squirrel (MGS) – Rail Option 7, Station Variations A, B, and C did not contain suitable habitat for this species. Please refer to explanation under Rail Option 1 for further information.

Burrowing owl – Rail Option 7, Station Variations A, B, and C contained suitable habitat for this species. While individuals were not observed within the proposed impact areas, suitable habitat is present within 500 feet of the proposed project boundaries. Please refer to explanation under Rail Option 1 for further information.

Silvery legless lizard (*Anniella pulchra pulchra*), Mountain Plover (*Charadrius montanus*), Loggerhead shrike (*Lanius ludovicianus*), and Coast horned lizard (*Phrynosoma blainvillii*) – The potential for occurrence of these species remains high based on presence of suitable habitat in Rail Option 7, Station Variations A, B, and C (Table 5 ECORP 2012).

Tri-colored blackbird (*Agelaius tricolor*) – Rail Option 7, Station Variations A, B, and C did not contain suitable habitat for this species.

Short-eared owl (*Asio flammeus*) – Rail Option 7, Station Variations A, B, and C did not contain suitable nesting habitat for this species, although it could utilize the Project Study Area temporarily during the winter. Please refer to explanation under Rail Option 1 for further information.

Swainson's hawk (*Buteo swainsoni*) – Although potential for occurrence remains the same (Moderate) because of foraging potential, the species is unlikely to nest in Rail Option 7, Station Variations A, B, and C (Table 5 ECORP 2012).

LeConte's thrasher (*Toxostoma lecontei*) – The Mojave Desert population is no longer considered sensitive, only the San Joaquin population is still considered sensitive.

Pallid bat (*Antrozus pallidus*), San Diego pocket mouse (*Chaetodipus fallax pallidus*), southern grasshopper mouse (*Onychomys torridus ramona*), American badger (*Taxidea taxus*) – Potential for occurrence of these species is considered low, based on lack of suitable habitat and nearby records.

Western mastiff bat (*Eumops perotis californicus*) – Although potential for occurrence remains the same (Moderate) because of foraging potential, the species is unlikely to roost in Rail Option 7, Station Variations A, B, and C (Table 5 ECORP 2012). However, there is potential roosting habitat in the buildings and other man-made structures within the 250 foot buffer areas.

Wildlife crossing – Please refer to explanation under Rail Option 1 for further information, as the discussion is pertinent to both Rail Options.

CHANGE IN REGULATORY SETTING

No changes to the environmental regulations related to biological resources have occurred.

CHANGE IN AFFECTED ENVIRONMENT

No changes to the environmental setting related to biological resources have occurred.

CHANGE IN ENVIRONMENTAL CONSEQUENCES

Environmental consequences to biological resources are similar to what was previously reported in ECORP (2012), as discussed in the Site Reconnaissance Summary above.

CHANGE TO AVOIDANCE, MINIMIZATION, AND MITIGATION MEASURES

The recommendations and possible need for mitigation measures described in ECORP (2012) for vegetation communities, sensitive plants, Joshua trees, desert tortoise, Mohave ground squirrel, burrowing owl, wildlife crossing, and incidental sensitive species are still valid and applicable for the Southern Palmdale Rail Station (Rail Options 1 and 7) and Station Variations.

Suitable habitat for sensitive plants was identified for Rail Options 1 and 7 in the Project Study Area. Focused rare plant surveys were not conducted in these areas, as described in ECORP (2012). Subsequent sensitive plant surveys are recommended in the areas proposed for impacts prior to construction in a year where targeted sensitive plant species have a high likelihood of detection.

Desert kit foxes were detected during the various surveys, however recommendations on avoidance, minimizations, and mitigation measures were not made (ECORP 2012). The desert kit fox (DKF) is not a

federal- or state-listed species, but is considered a furbearing mammal that is protected in California. As a result, there is no mechanism for the CDFW to issue an Incidental Take Permit (ITP). The following recommendations and mitigation measure is proposed to avoid impacts to desert kit fox:

To avoid construction delays, it is recommended that preconstruction surveys occur outside of breeding season. That way the animal can be passively relocated (den collapse after burrow scoping) outside of breeding season (August 1 to January 1) through CDFW coordination. Construction of the project should avoid the DKF breeding season because a permit cannot be issued for the take of the species, which includes direct mortality (dozer crushes occupied den), indirect mortality (pups can't jump over project fencing and get stuck inside project area), or capture and relocation of DKF outside of project site.

During the preconstruction surveys, biologists shall survey for desert kit fox dens. Identified active dens shall be flagged for avoidance and protected from ground-disturbing activities with a buffer distance determined through monitoring the behavior of the fox(es) and coordination with CDFW. During the pup-rearing season, maternity dens shall be protected and avoided (1 January through 31 July). If avoidance of a non-maternity den is not feasible, CDFW shall be contacted about approved kit fox passive relocation measures (den collapse after burrow scoping) outside of breeding and pup-rearing season (August 1 to January 1).

CONCLUSION

There are no new regulatory settings or changes to the affected environment. There are additional sites which may require pre-construction presence/absence surveys. There would be no additional avoidance, minimization, and mitigation measures from ECORP (2012) except to include the sensitive plant and desert kit fox pre-construction surveys and mitigation measures. After reviewing the updated database records search and performing new site reconnaissance, no new special-status species were identified in the project location.

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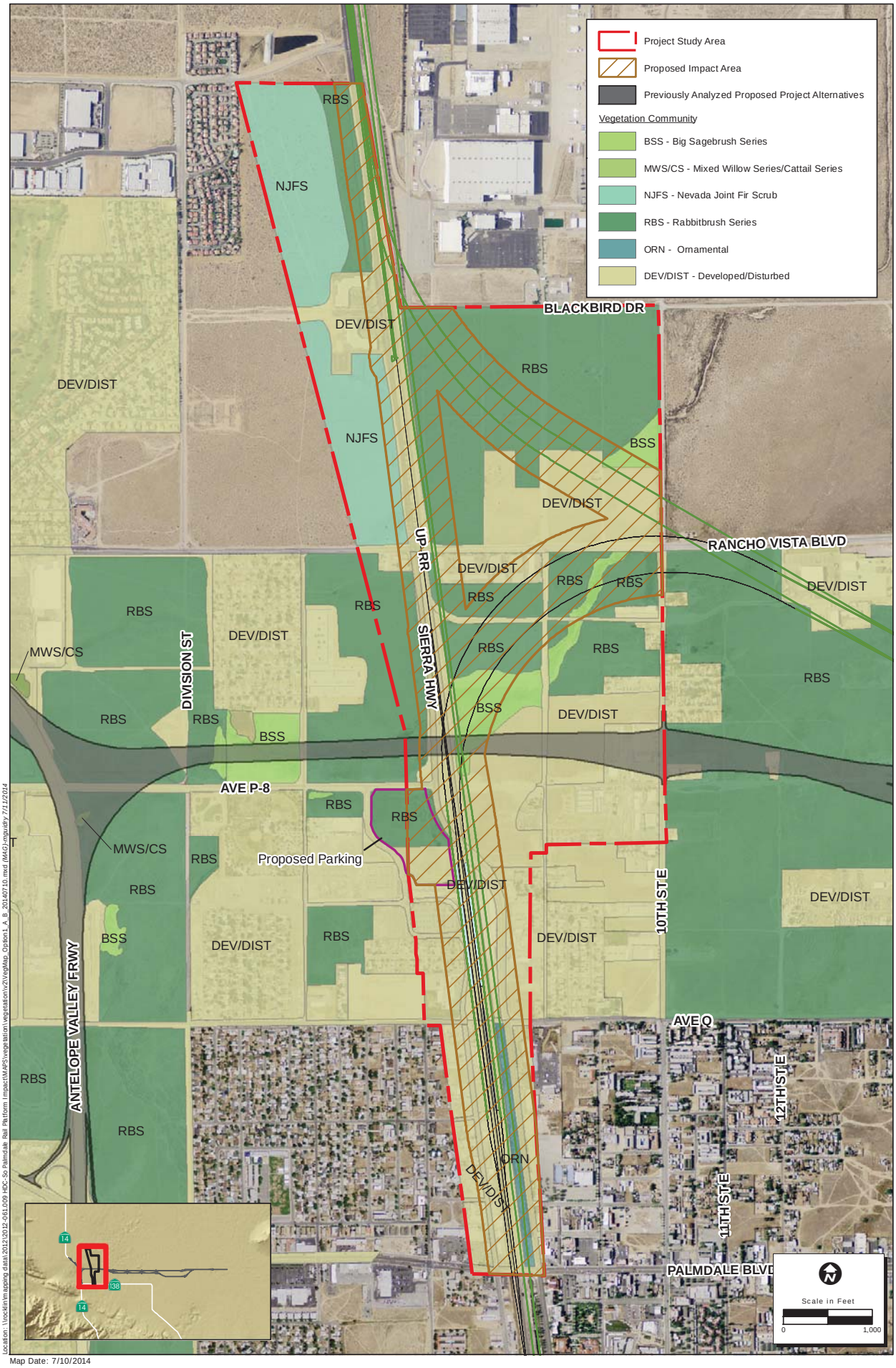

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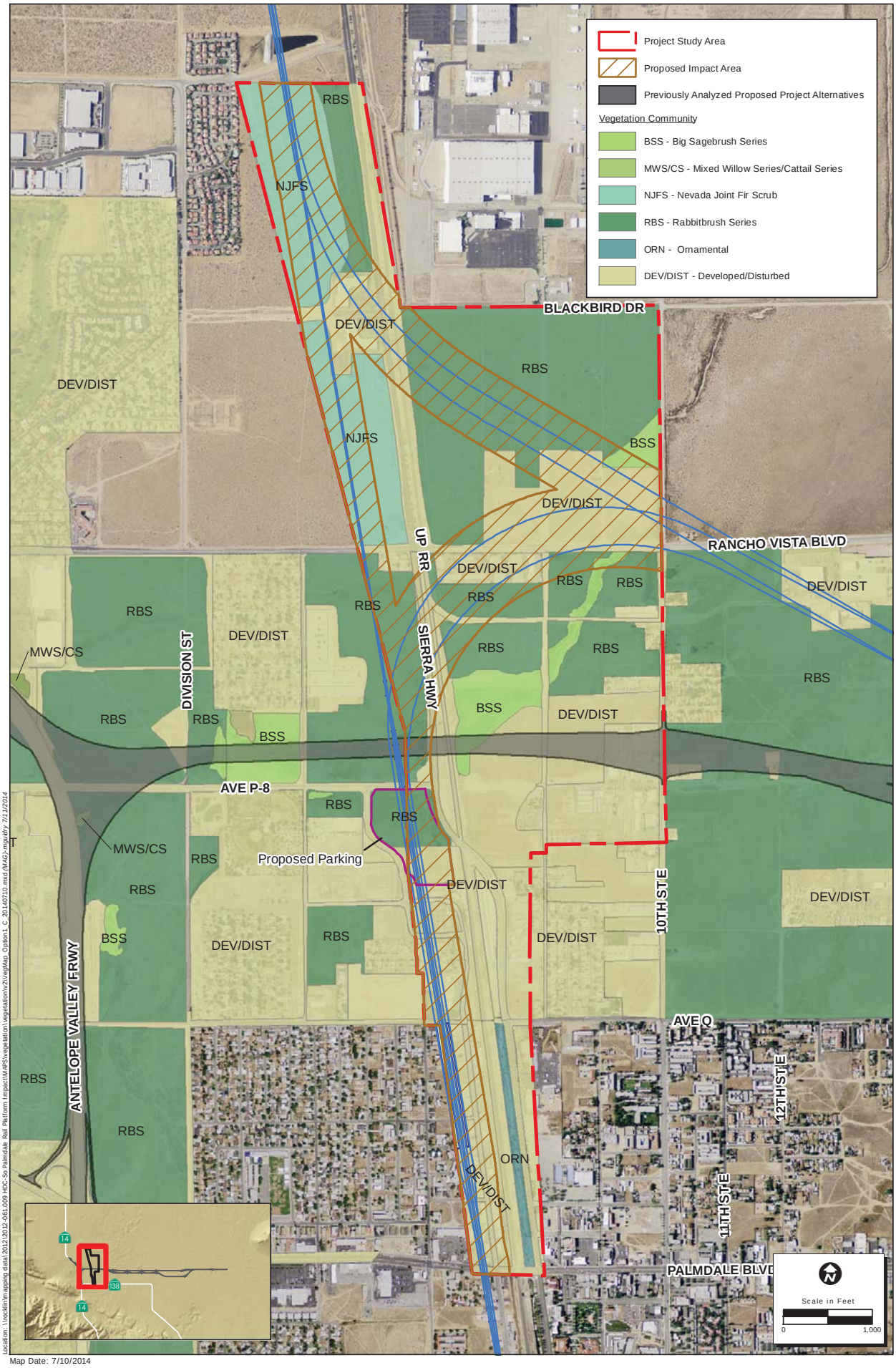
Map Date: 7/10/2014
Photo Source: NAIP 2012

ECORP Consulting, Inc.
ENVIRONMENTAL CONSULTANTS

Attachment 1-1: Vegetation Communities
HDC Rail Option 1 Variations A and B



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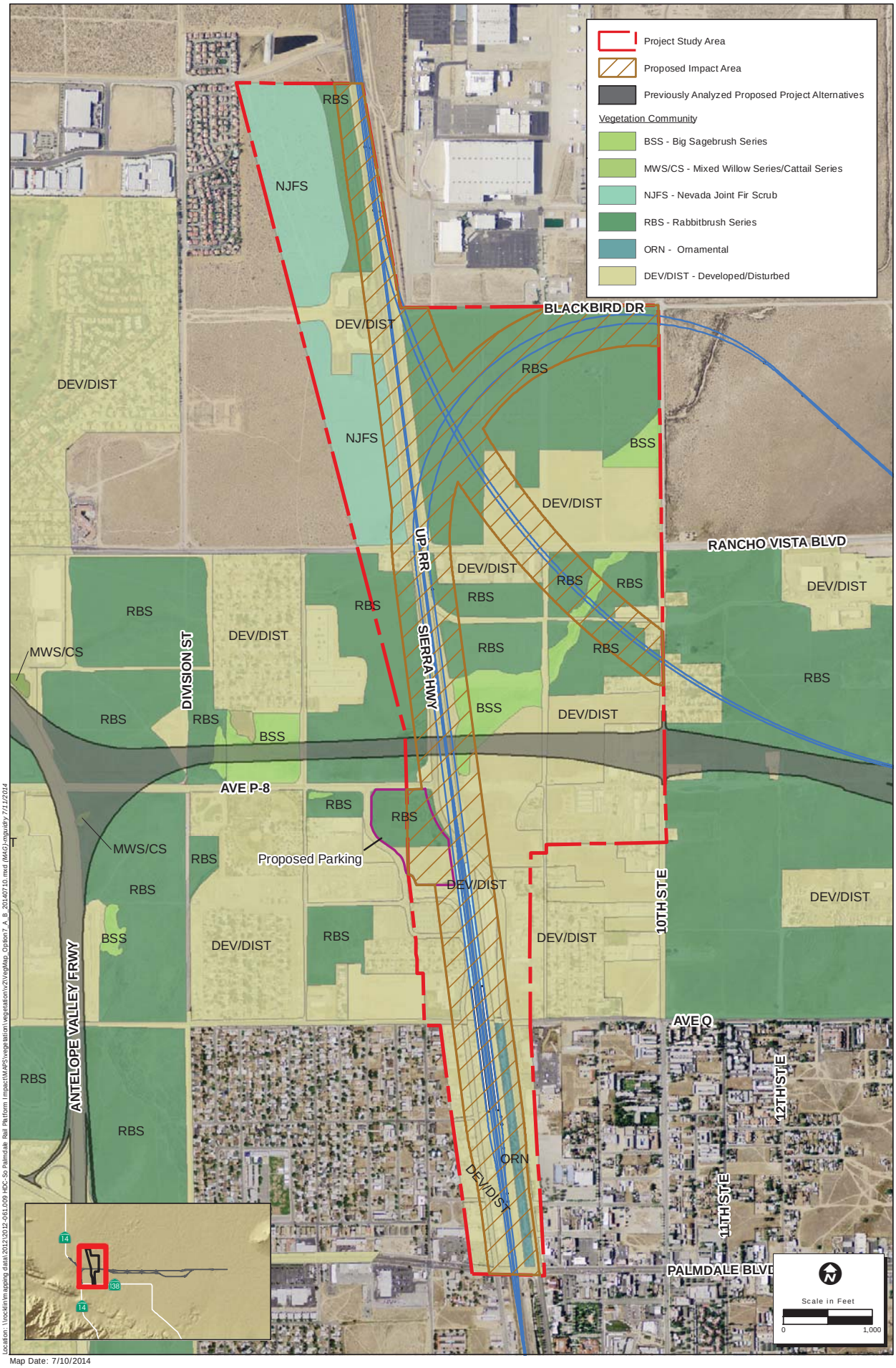
Map Date: 7/10/2014
Photo Source: NAIP 2012

ECORP Consulting, Inc.
ENVIRONMENTAL CONSULTANTS

Attachment 1-2: Vegetation Communities
HDC Rail Option 1 Variation C



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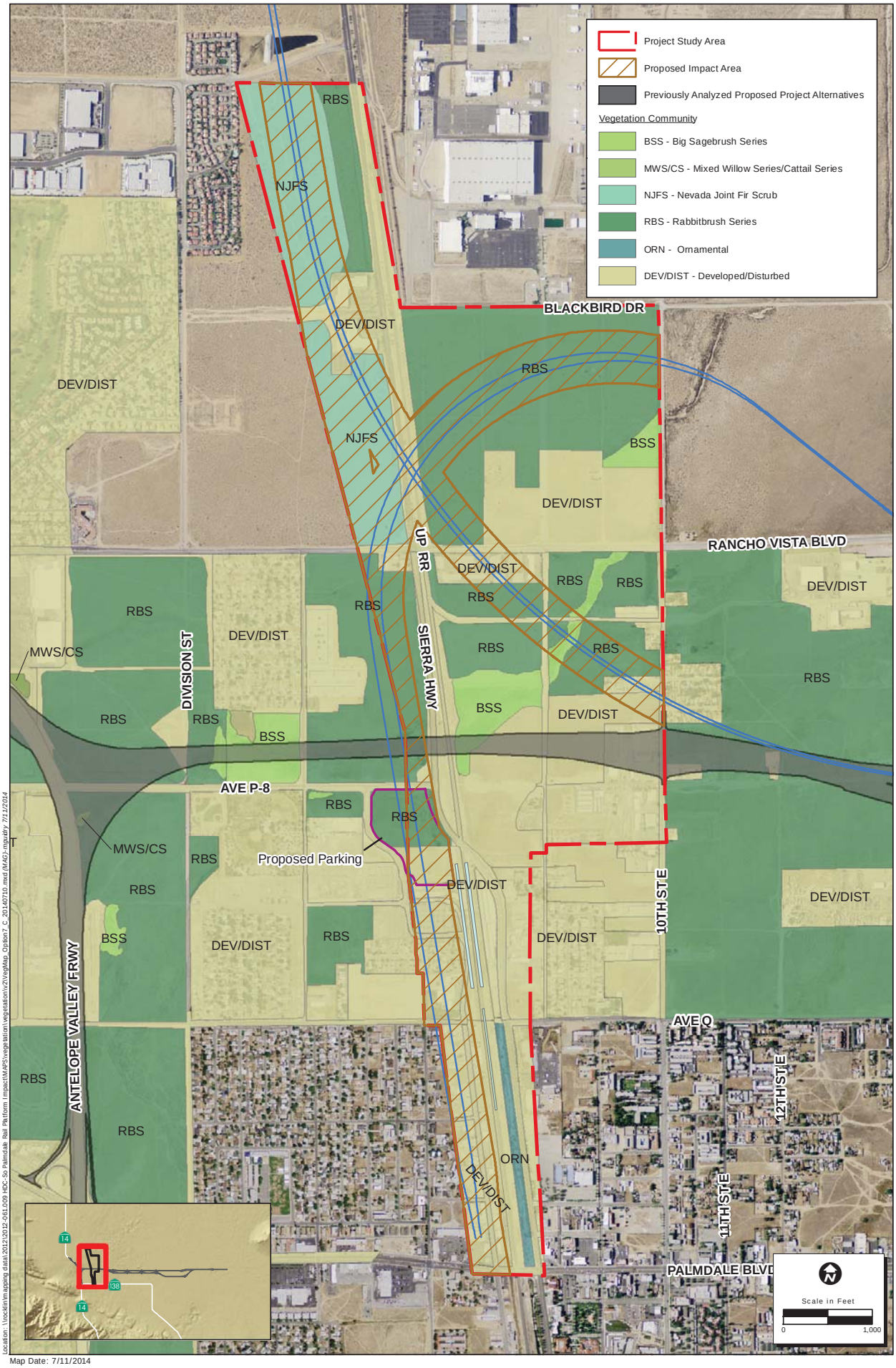
Map Date: 7/10/2014
Photo Source: NAIP 2012

ECORP Consulting, Inc.
ENVIRONMENTAL CONSULTANTS

Attachment 1-3: Vegetation Communities
HDC Rail Option 7 Variations A and B



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Map Date: 7/11/2014
Photo Source: NAIP 2012

ECORP Consulting, Inc.
ENVIRONMENTAL CONSULTANTS

Attachment 1-4: Vegetation Communities
HDC Rail Option 7 Variation C

PARSONS

100 West Walnut Street ♦ Pasadena, CA 91124 • www.parsons.com

TECHNICAL MEMORANDUM

DATE: July 2, 2014

TO: File

FROM: Rabindra Puttagunta, Traffic Specialist

SUBJECT: Traffic Impact Analysis for High Desert Corridor – Southern Palmdale Rail Station Design Variation

We have reviewed the Revised Southern Palmdale Rail Station Plans and Options. The proposed parking location and traffic circulation has been addressed in the current HDC traffic report and it is not necessary to prepare another technical memorandum at this time. For your quick reference, we are sending you the scanned copy of section 4.8 and 4.9 of the HDC Traffic Analysis Report (June 2014) which addresses the traffic implications of High Speed Rail and local roadway access modifications/circulation impacts.

Table 4-51. Year 2040 Highway Segment Level of Service

HIGHWAY SEGMENT		NO BUILD (2040)						TSM ALTERNATIVE (2040)					
		AM PEAK			PM PEAK			AM PEAK			PM PEAK		
		LOS	SPEED	DENSITY	LOS	SPEED	DENSITY	LOS	SPEED	DENSITY	LOS	SPEED	DENSITY
SR 138													
Longview Rd to 165th Street East	EB	B	16.4	55	B	16.5	55	B	17.9	55	C	18.2	55
	WB	B	11.6	55	B	17.2	55	B	12.8	55	C	18.6	55
165th Street East to Largo Vista Rd	EB	C	23.8	55	C	21.5	55	D	27.0	55	C	24.4	55
	WB	B	12.4	55	D	26.4	55	B	13.6	55	D	30.3	54
SR 138/SR 18 junction to Sheep Creek Rd	EB	C	25.6	55	C	22.1	55	D	27.8	55	C	24.6	55
	WB	B	12.4	55	D	28.9	54	B	13.6	55	D	31.2	54
Sheep Creek Rd to Aster Rd	EB	A	7.0	55	A	7.4	55	B	15.2	55	B	15.5	55
	WB	A	5.2	55	A	8.3	55	A	9.2	55	B	17.4	55

PTSF = percent time spent following
ATS = average travel speed

The intersection level of service analysis was undertaken for 55 study intersections. The intersection lane configurations assumed for this analysis are illustrated on Figure 4-41, while the traffic volumes are listed in Volume II of this report. The results of this analysis are listed in Table 4-52.

4.8 Traffic Implications of High Speed Rail Feeder Service for the High Desert Corridor

Section 3.13 of this report provides a general description of the proposed high speed rail feeder service, ridership estimates for the Palmdale and Victorville train stations, vehicle trip generation volumes for the two stations, and freeway mainline and ramp volumes for the High Desert Corridor freeway/tollway, SR 14 and I-15.

Section 4.5 presents the operational performance of the freeway mainline and ramps for all alternatives, including the build freeway alternative with high speed rail feeder service and the build freeway with tolls and the feeder rail service. The generalized level of service performance along the freeway mainline components of the feeder rail service alternatives is illustrated on Figures 4-19, 4-20, 4-24, and 4-25 for the initial round of testing and on Figures 4-30 through 32 for the revised Palmdale access definition of the project. Tables 4-14 through 4-17, Tables 4-24 through 4-27, and Tables 4-36 through 4-41 report the detailed results of the CORSIM micro-traffic simulation for the freeway mainline segments and ramp junctions. **The operational analysis indicates that the performance of the freeway system is virtually unchanged when comparing the no feeder rail service alternatives with those which include rail feeder service.** These results reflect weekday, morning (0700 to 0800 hours) and afternoon (1700 to 1800 hours) time periods. Rail ridership for the Palmdale–Victorville–Las Vegas XpressWest service is projected to be significantly higher during the midday, on Fridays, weekends and holidays. The performance of the highway system is not addressed for those higher rail ridership time of the day and day of the week periods.

The traffic operational performance of key study intersections was reported earlier in Table 4-42 for the 2020 High Desert Corridor opening year and Table 4-44 for the 2040 High Desert Corridor design year. The operational performance for most of these intersections under the rail feeder service alternatives will be the same as reported for the build alternative and the build alternative with tolls. Key study intersections located near the Palmdale and Victorville train stations will be affected, however.

Figure 4-42 illustrates the location of the Palmdale XpressWest Station assumed for this traffic study. Locational options for the station, platform(s) and parking supplies are preliminary and are subject to change. The station platform(s) are assumed to be located immediately east of the Metrolink/Palmdale Transportation Center. Parking supplies are assumed to be located to the west of all rail trackage along with other ground transportation elements (passenger drop off, bus).[42]

The vast majority of rail passengers using the Palmdale station are assumed to arrive from the south along SR 14, exiting this facility at the Palmdale Boulevard interchange. Sierra Highway, Sixth Street East and Technology Drive will provide secondary access to the train station via Transportation Center Drive, as illustrated on Figure 4-43.

Tables 4-53 and 4-54 list the key study intersections in the immediate vicinity of the Palmdale Transportation Center, and the forecast level of service for those intersections, for the opening year (2020) and the design year (2040), respectively.

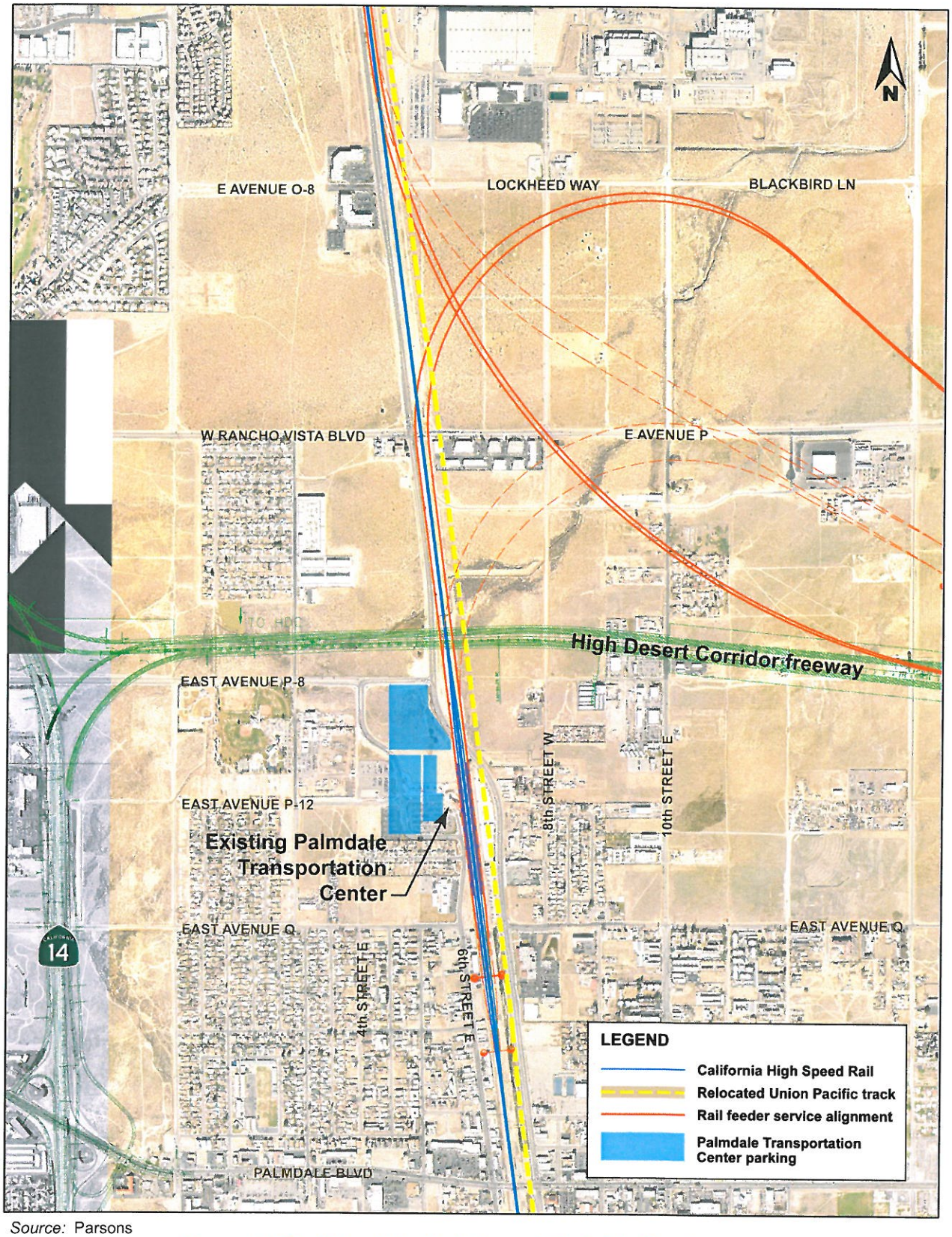
4.9 Local Roadway Access Modifications and Circulation Impacts

The build High Desert Corridor Freeway/Expressway project will construct freeway to freeway "system" interchanges at I-15 and SR 14, local "service" interchanges at north–south crossings of arterial streets, grade separations (overcrossings or undercrossings) of local streets having no freeway access, and at-grade, traffic signal-controlled intersections along the expressway portion of the project east of Dale Evans Parkway.

Within the Antelope Valley segment of the project, new local interchanges are currently proposed at 20th Street East, 30th Street East, 50th Street East, and 90th Street East. The resulting grade separations from the first viaduct include freeway undercrossings at Division Street (when paved), Third Street, Sierra Highway, Eighth Street and 10th Street. Additional grade separations are proposed at 15th Street, 25th Street, 40th Street, and 70th Street.

Within the High Desert segment, new local interchanges are currently proposed at 140th Street, 170th Street, 210th Street, and 240th Street in Los Angeles County; and a future Oasis Road, midway between Avenue P Road and Saint George Avenue, Sheep Creek Road and Caughlin Road in San Bernardino County. Additional freeway grade separations (overcrossing or undercrossing) are also proposed at 110th Street, Palmdale Boulevard, Longview Road and 165th Street. Grade separations may also be proposed at Avenue Q, 200th Street, 230th Street, Saint Anthony Avenue, Palmer Road, and Tanner Road at a later date when land development warrants additional north–south circulation capacity.

[42] Detailed station plans are not available. A parking requirement of 6,200 spaces is assumed for preliminary space planning.



Source: Parsons

Figure 4-42: Palmdale High Speed Train Station Location
(Option 2–Alternative B–Phase 1)

Figure 4-43: Study Intersections near Palmdale High Speed Train Station

Within the Victor Valley segment, new local interchanges are currently proposed at Caughlin Road, as mentioned previously, Koala Road, U.S. 395, Phantom Road West, Phantom Road East, National Trails Highway, Choco Road and Dale Evans Parkway. Additional grade separations are proposed at Bellflower Road, Adelanto Road, New Stoddard Wells Road and Apple Valley Road. Grade separations at Richardson Road, Beaver Road, Raccoon Avenue, Aster Road, Verbena Road, Evado Road/Majeta Avenue (south alternative alignment), Village Drive (south alternative alignment), Rancho Road (south alternative alignment), and Quarry Road may be proposed at a later date when local circulation needs warrant their construction. For the access-controlled, expressway portion of the project east of Dale Evans Parkway, at-grade, traffic signal controlled intersections are proposed at Waalew Road, Central Road, Joshua Road, Standing Rock Road and Yucca Loma Road.

Table 4-53. Year 2020 Intersection Level of Service near Palmdale and Victorville High Speed Train Stations

ID NO.	INTERSECTION	TYPE OF CONTROL	EXISTING CONDITION				OPEN YEAR 2020 NO-BUILD CONDITION				OPEN YEAR 2020 REVISED PALMDALE ACCESS ALTERNATIVE				OPEN YEAR 2020 REVISED PALMDALE ACCESS ALTERNATIVE WITH TOLL				OPEN YEAR 2020 REVISED PALMDALE ACCESS ALTERNATIVE WITH RAIL				OPEN YEAR 2020 REVISED PALMDALE ACCESS ALTERNATIVE WITH TOLL AND RAIL			
			AM PEAK		PM PEAK		AM PEAK		PM PEAK		AM PEAK		PM PEAK		AM PEAK		PM PEAK		AM PEAK		PM PEAK		AM PEAK		PM PEAK					
			LOS	DELAY	LOS	DELAY	LOS	DELAY	LOS	DELAY	LOS	DELAY	LOS	DELAY	LOS	DELAY	LOS	DELAY	LOS	DELAY	LOS	DELAY	LOS	DELAY	LOS	DELAY	LOS	DELAY
13	SR 14 SB off-/on-ramps and West Palmdale Blvd	Signal	B	11.3	B	11.1	C	26.7	C	24.3	A	7.4	B	14.5	A	7.5	B	15.1	A	8.0	B	14.3	A	7.4	B	15.2
14	SR 14 NB off-/on-ramps and East Palmdale Boulevard	Signal	A	7.4	B	10.1	B	11.3	B	10.8	C	27.3	C	23.7	C	29.0	C	22.4	C	27.6	C	23.6	C	28.7	C	22.6
15*	Division St and East Palmdale Blvd	Signal	C	27.9	C	28.0	D	37.8	D	38.0	C	22.5	C	24.7	C	22.3	C	24.6	C	23.0	C	25.1	C	22.9	C	25.0
19*	Sierra Hwy and Technology Drive	Signal	B	14.3	B	16.8	D	43.6	E	78.5	B	13.1	B	16.7	B	13.1	B	16.7	B	14.0	B	16.8	B	14.0	B	16.8
20*	Sierra Hwy and East Ave Q	Signal	B	16.0	B	15.4	B	14.1	B	15.2	B	16.0	B	15.3	B	16.0	B	15.3	B	16.0	B	15.3	B	16.0	B	15.3
21*	5th St East and East Palmdale Blvd	Signal	C	22.1	C	23.8	B	17.9	C	24.0	C	23.1	C	26.3	C	22.8	C	26.5	C	23.2	C	26.0	C	23.2	C	26.8
22*	6th St East and East Palmdale Blvd	Signal	C	20.7	C	25.3	D	39.9	D	44.4	C	27.9	C	28.2	C	27.7	C	28.2	C	27.7	C	28.3	C	27.7	C	28.3
23*	Sierra Hwy and East Palmdale Blvd	Signal	C	25.5	C	27.3	D	39.8	E	71.4	C	26.8	C	29.6	C	26.9	C	29.4	C	31.0	C	29.6	C	26.9	C	29.4
27*	10th St East and East Ave Q	Existing–4-way stop Future–signal	B*	10.3	B*	12.6	C*	22.0	C*	23.2	C	32.8	C	23.2	C	31.9	C	25.5	C	24.7	C	26.1	C	25.6	C	26.0
28*	10th St East and East Palmdale Blvd	Signal	B	17.2	C	20.0	C	28.4	D	37.6	C	27.3	C	28.4	C	29.9	C	26.9	C	31.0	D	40.3	C	25.7	C	33.3
32	20th St East and WB High Desert Corridor ramps	Signal	Does not exist				Does not exist				C	27.0	C	24.4	C	27.6	C	25.5	C	33.6	C	23.0	C	31.1	C	24.9
33	20th St East and EB High Desert Corridor ramps	Signal	Does not exist				Does not exist				C	31.0	D	40.3	C	25.7	C	33.3	C	27.6	C	28.2	C	29.9	C	26.2
138	I-15 SB off-/on-ramps and Dale Evans Pkwy	Existing–stop NB/SB Future–signal	A	4.7	A	3.1	A	7.2	B	10.3	C	21.0	C	22.9	C	20.5	C	22.9	A	7.2	C	20.3	A	6.9	C	15.5
139	I-15 NB off-/on-ramps and Dale Evans Pkwy	Existing–stop NB/SB Future–signal	A	4.3	A	3.1	A	8.6	A	8.2	C	20.3	B	16.3	C	20.2	B	16.4	A	8.3	B	11.8	B	11.8	A	7.2

Source: Parsons

Notes:

1. Two-way stop control level of service reported for worst approach
2. 4-way stop reported for overall level of service
3. Intersection level of service calculations are based on HCM 2000, except where noted with *

*Intersection level of service was calculated using TRAFFIX software

Level of service E

Level of service F

Table 4-54. Year 2040 Intersection Level of Service near Palmdale and Victorville High Speed Train Stations

ID NO.	INTERSECTION	TYPE OF CONTROL	EXISTING CONDITION				DESIGN YEAR 2040 NO-BUILD CONDITION				DESIGN YEAR 2040 REVISED PALMDALE ACCESS ALTERNATIVE				DESIGN YEAR 2040 REVISED PALMDALE ACCESS ALTERNATIVE WITH TOLL				OPEN YEAR 2040 REVISED PALMDALE ACCESS ALTERNATIVE WITH RAIL				DESIGN YEAR 2040 REVISED PALMDALE ACCESS ALTERNATIVE WITH TOLL AND RAIL			
			AM PEAK		PM PEAK		AM PEAK		PM PEAK		AM PEAK		PM PEAK		AM PEAK		PM PEAK		AM PEAK		PM PEAK		AM PEAK		PM PEAK					
			LOS	DELAY	LOS	DELAY	LOS	DELAY	LOS	DELAY	LOS	DELAY	LOS	DELAY	LOS	DELAY	LOS	DELAY	LOS	DELAY	LOS	DELAY	LOS	DELAY	LOS	DELAY	LOS	DELAY
13	SR 14 SB off-/on-ramps and West Palmdale Blvd	Signal	B	11.3	B	11.1	C	27.6	C	30.1	A	8.0	B	16.2	A	7.3	B	11.6	A	8.6	B	16.0	A	8.0	B	14.8
14	SR 14 NB off-/on-ramps and East Palmdale Blvd	Signal	A	7.4	B	10.1	A	7.6	B	17.3	C	29.6	C	26.5	A	8.6	B	14.4	C	29.7	C	29.4	C	29.1	C	26.2
15*	Division St and East Palmdale Blvd	Signal	C	27.9	C	28.0	E	64.1	E	71.4	C	29.4	C	31.1	C	33.0	E	66.3	C	31.3	C	32.2	C	29.3	C	29.9
19*	Sierra Hwy and Technology Dr	Signal	B	14.3	B	16.8	D	50.9	F	115.4	B	14.1	B	18.0	B	13.9	B	17.7	B	14.7	B	17.7	B	14.6	B	16.8
20*	Sierra Hwy and East Ave Q	Signal	B	16.0	B	15.4	B	15.0	B	15.3	B	17.1	B	16.0	B	16.9	B	15.8	B	17.7	B	15.8	B	17.5	B	15.3
21*	5th St East and East Palmdale Blvd	Signal	C	22.1	C	23.8	C	21.4	C	31.4	C	25.4	C	28.7	C	25.0	C	27.3	C	25.5	C	28.7	C	24.9	C	26.0
22*	6th St East and East Palmdale Blvd	Signal	C	20.7	C	25.3	E	55.7	E	78.0	C	29.4	C	32.3	C	28.7	C	30.5	C	29.4	C	32.3	C	28.8	C	28.3
23*	Sierra Hwy and East Palmdale Blvd	Signal	C	25.5	C	27.3	F	82.1	F	94.6	C	29.7	C	32.2	C	30.9	D	35.1	C	29.7	C	32.2	C	27.5	C	29.6
27*	10th St East and East Ave Q	Existing–4-way stop Future–signal	B*	10.3	B*	12.6	C*	22.7	C*	29.3	C	28.1	C	24.8	C	26.3	C	26.5	C	25.3	C	27.5	C	24.5	C	26.1
28*	10th St East and East Palmdale Blvd	Signal	B	17.2	C	20.0	C	31.3	D	50.6	C	32.3	E	60.8	C	29.1	D	49.5	C	32.3	D	52.2	C	30.3	D	40.3
32	20th St East and WB High Desert Corridor ramps	Signal	Does not exist				Does not exist				D	39.2	C	24.6	D	40.1	C	29.9	D	38.3	C	24.9	D	37.3	C	28.8
33	20th St East and EB High Desert Corridor ramps	Signal	Does not exist				Does not exist				C	25.6	C	26.6	C	26.5	C	24.7	C	26.2	C	27.0	C	28.3	C	28.1
138	I-15 SB off-/on-ramps and Dale Evans Pkwy	Existing–stop NB/SB Future–signal	A	4.7	A	3.1	C	28.2	C	24.8	C	23.7	C	26.7	C	23.9	C	25.4	C	29.4	C	30.9	C	29.2	C	30.9
139	I-15 NB off-/on-ramps and Dale Evans Pkwy	Existing–stop NB/SB Future–signal	A	4.3	A	3.1	B	13.1	B	12.8	C	22.5	B	17.7	C	21.7	B	18.3	B	14.7	A	8.5	B	18.7	A	9.1

Source: Parsons

Notes:

4. Two-way stop control level of service reported for worst approach
5. 4-way stop reported for overall level of service
6. Intersection level of service calculations are based on HCM 2000, except where noted with *

*Intersection level of service was calculated using TRAFFIX software

Level of service E

Level of service F

State of California **State Transportation Agency**

M e m o r a n d u m

To: Anne Kochoan
Parsons

Date: July 9, 2014
File: 07-LA-
EA2600U0
EFIS 0712000035
HDC

Attention: Gilberto Ruiz
Parsons

From: ALEX KIRKISH
Associate Environmental Planner (Archaeologist)
Cultural Resources Unit

Subject: Southern Palmdale Rail Station

I have reviewed the proposed modifications for the Southern Palmdale Rail Station and have found that there will be no affect to archaeological resources. As such, no further archaeological evaluation is required at this time. However, if buried cultural materials are encountered during construction, all work in that area must stop until a qualified archaeologist can evaluate the nature and significance of the find. In addition, further survey may be necessary if project plans are altered or expanded.

cc: Kelly Ewing-Toledo, D7 HRC
D7 Project File

Ruiz, Gilberto

From: Harbert, Claudia A@DOT [claudia.harbert@dot.ca.gov]
Sent: Thursday, June 26, 2014 10:13 AM
To: Ruiz, Gilberto
Cc: Ewing-Toledo, Kelly@DOT
Subject: RE: HDC - Southern Palmdale Rail Station - Revised

Good morning,

The Southern Palmdale Rail Station (including the "wye" connections, approaches, and station variations) was incorporated into the study area (APE) of the Historic Property Survey Report that was recently submitted to the State Historic Preservation Officer for concurrence. There were no historically significant buildings or structures found in the area. Unless Alex has some changes he wants to see made to the document, there is no reason to complete any further studies on the area.

Claudia Harbert
Associate Environmental Planner
Principal Architectural Historian

From: Ruiz, Gilberto [mailto:Gilberto.Ruiz@parsons.com]
Sent: Thursday, June 26, 2014 9:18 AM
To: Harbert, Claudia A@DOT
Cc: Kirkish, Alex N@DOT
Subject: FW: HDC - Southern Palmdale Rail Station - Revised
Importance: High

Claudia:

See attached and below. Alex indicates that you will be preparing the built environment analysis for this project component of the HDC. Please call me to discuss and provide greater explanation. Thanks.

Gilberto Ruiz
Senior Project Manager
Parsons
100 West Walnut Street
Pasadena, CA 91124
P: 626-440-2573
F: 626-440-6155
C: 323-482-0350
gilberto.ruiz@parsons.com

From: Ruiz, Gilberto
Sent: Monday, June 16, 2014 3:57 PM
To: Rodriguez, Julio; Schnapp, Angela; Puttagunta, Rabindra; Luc, Thanh; Reeves, Andrea; Seyde, Veronica; Hinds, Christopher; 'alex.kirkish@dot.ca.gov'; Don Mitchell; 'BHaley@ecorpconsulting.com'
Subject: HDC - Southern Palmdale Rail Station - Revised
Importance: High

See attached and below.

Since the last time I communicated with you, the assignment has changed slightly. In essence, the focus of the analysis is now on the Rail Options ("wye" connections), their approach to the stations, and to a lesser extent on the station variations (excepting parking location).

Review the attached and let me know if it is confusing to you or if you have additional questions. Also, if I have not already indicated this, your analysis should be prepared in a technical memorandum format that would facilitate the inclusion of the analysis into your existing technical report (or one for which you are providing components [to others]). If you did not prepare a technical report, contact me and I will provide guidance.

I would like the draft analysis within two weeks (June 30th).

Don/Brad: Give me a call (323) 482-0350 when you have a chance to discuss your bio analysis and how to incorporate this revised assignment.

Thanks.

Gilberto Ruiz
Senior Project Manager
Parsons
100 West Walnut Street
Pasadena, CA 91124
P: 626-440-2573
F: 626-440-6155
C: 323-482-0350
gilberto.ruiz@parsons.com

Appendix N Sensitive Noise Receptor and Barrier Locations

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THE HIGH DESERT CORRIDOR PROJECT

FROM STATE ROUTE 14 (PM 42.4) IN LOS ANGELES COUNTY
TO STATE ROUTE 18 (PM 84.4R) IN SAN BERNARDINO COUNTY, CALIFORNIA
EA-26000 (0712000035)

LEGEND

10 MINUTE NOISE SITE

24 HOURS NOISE SITE

MODELED SITE

PRIVATE WALL

PROPOSED SOUNDWALL (SW)

EXISTING SOUNDWALL (SW)

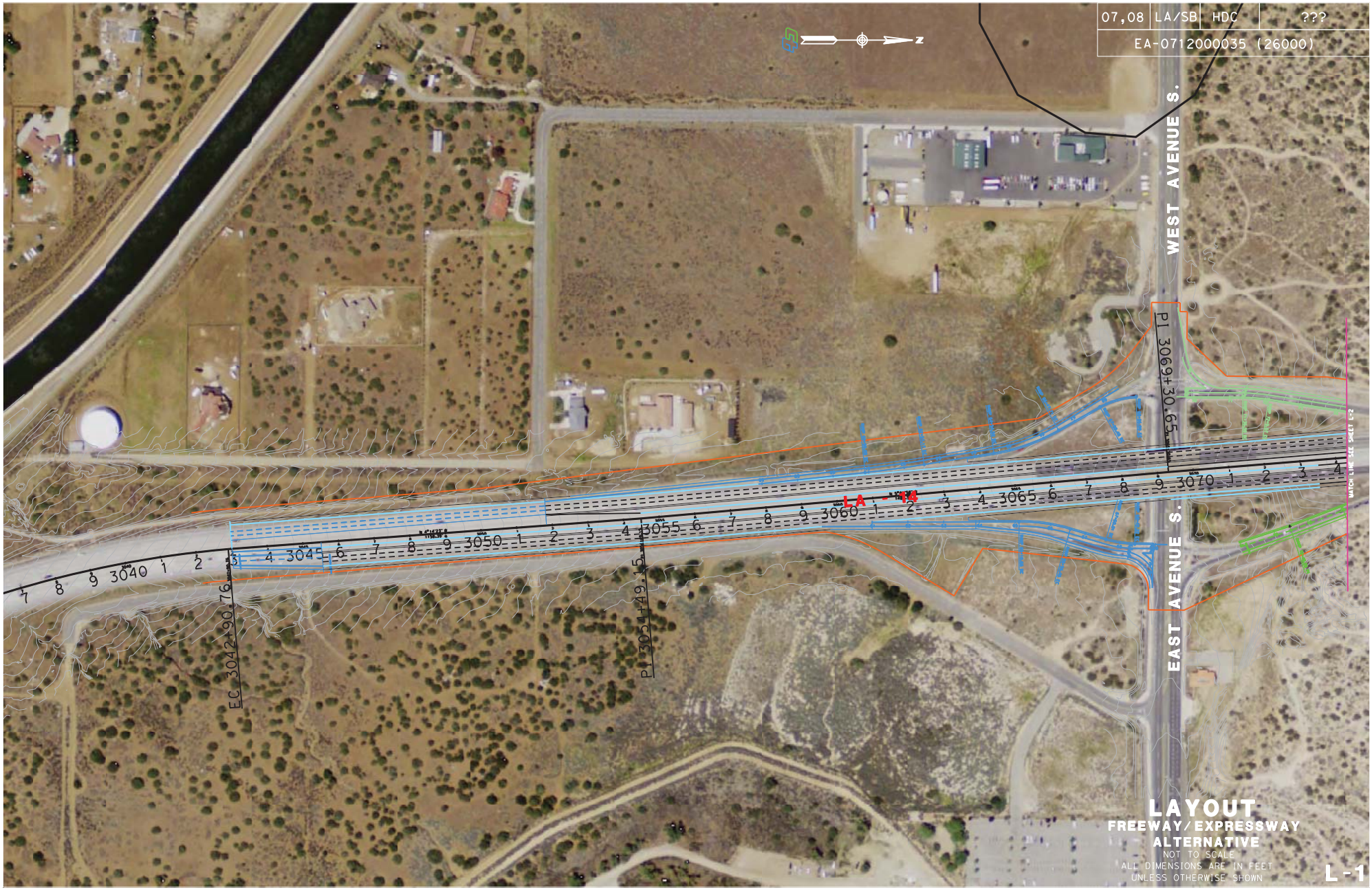
EXISTING SOUNDWALL (SW) TO BE REMOVED

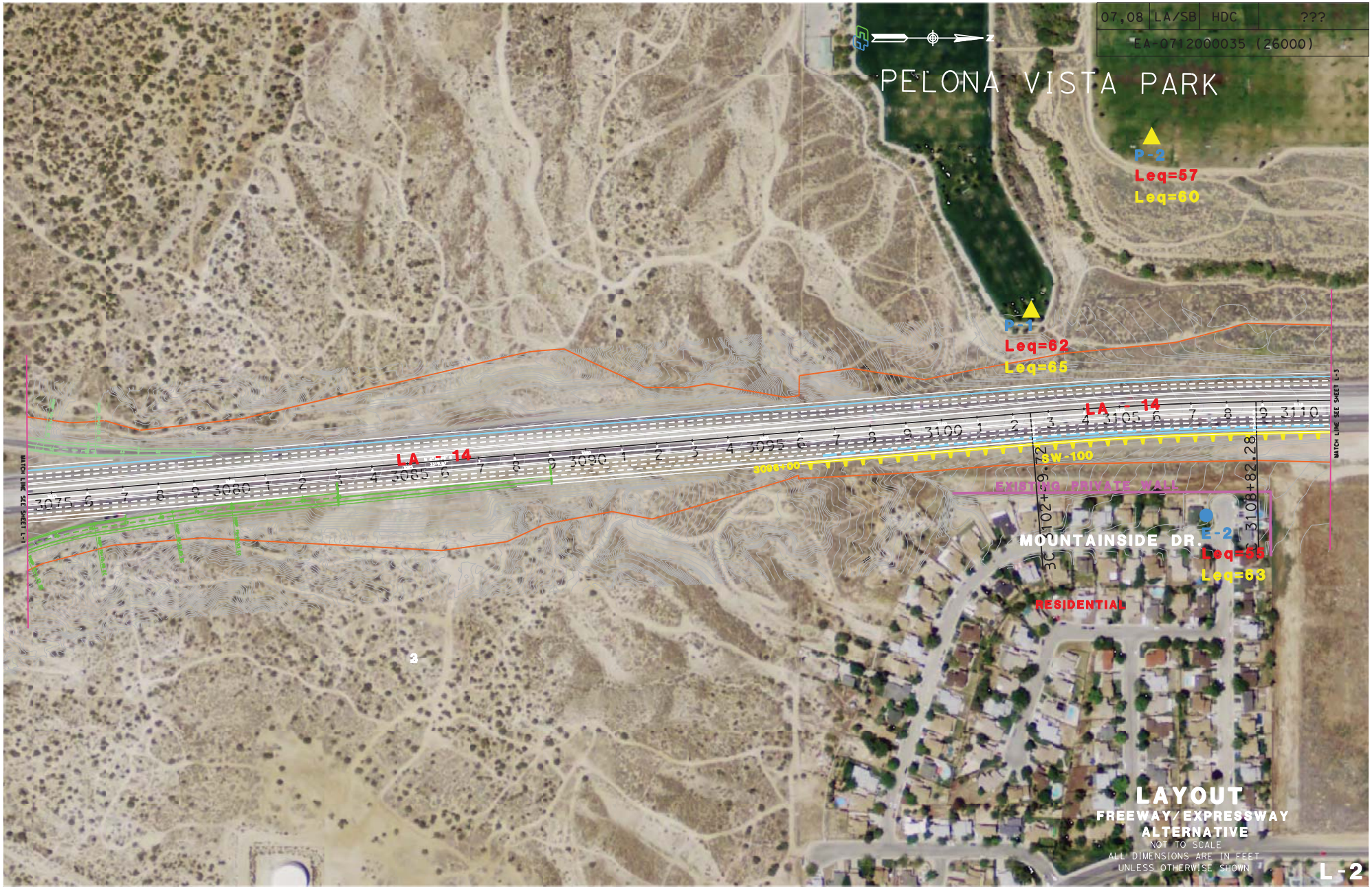
Leq — EXISTING WORST-HOUR NOISE LEVEL (MAIN OR VARIATION)

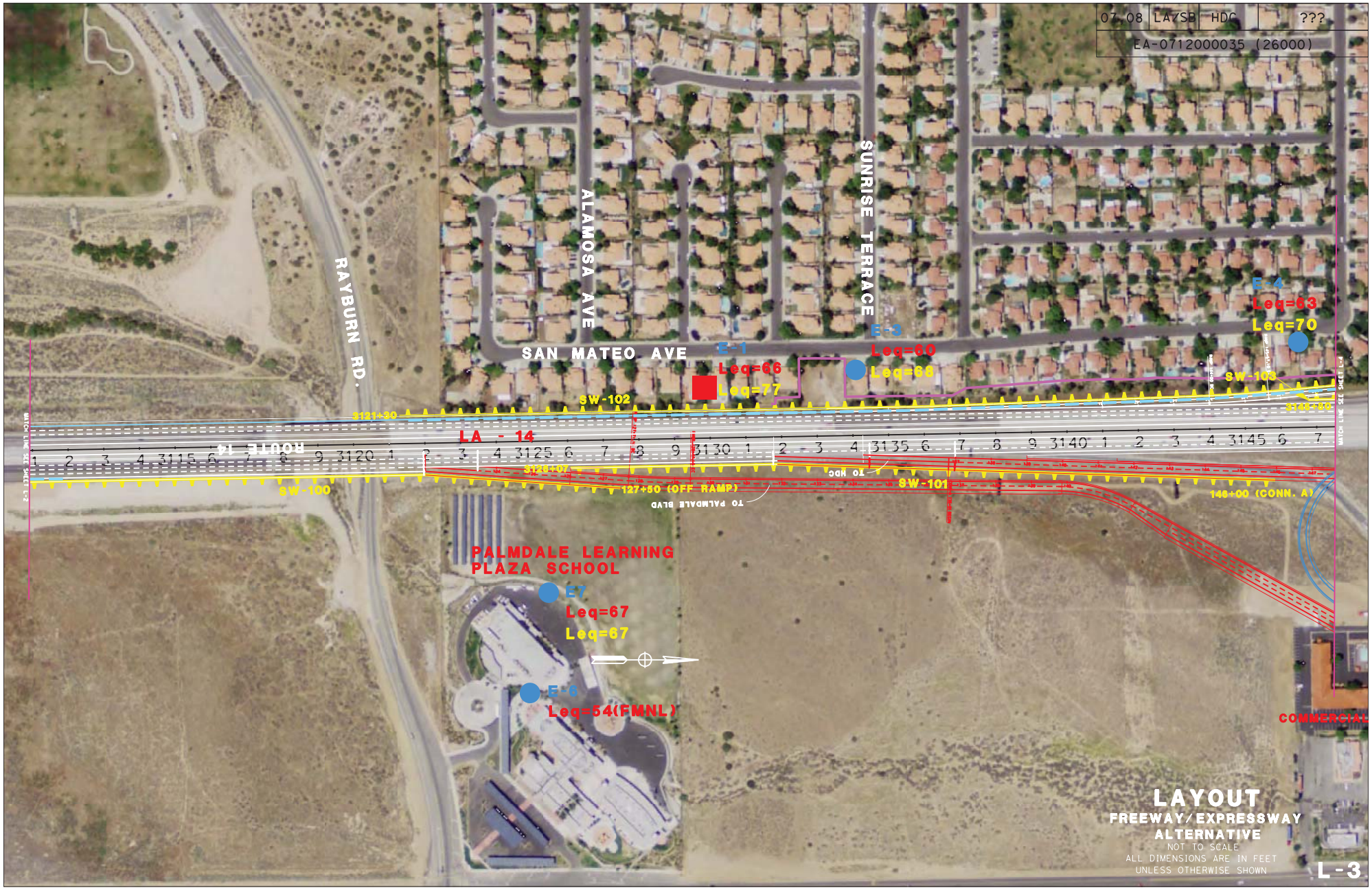
Leq — FUTURE WORST-HOUR NOISE LEVEL (MAIN OR VARIATION)

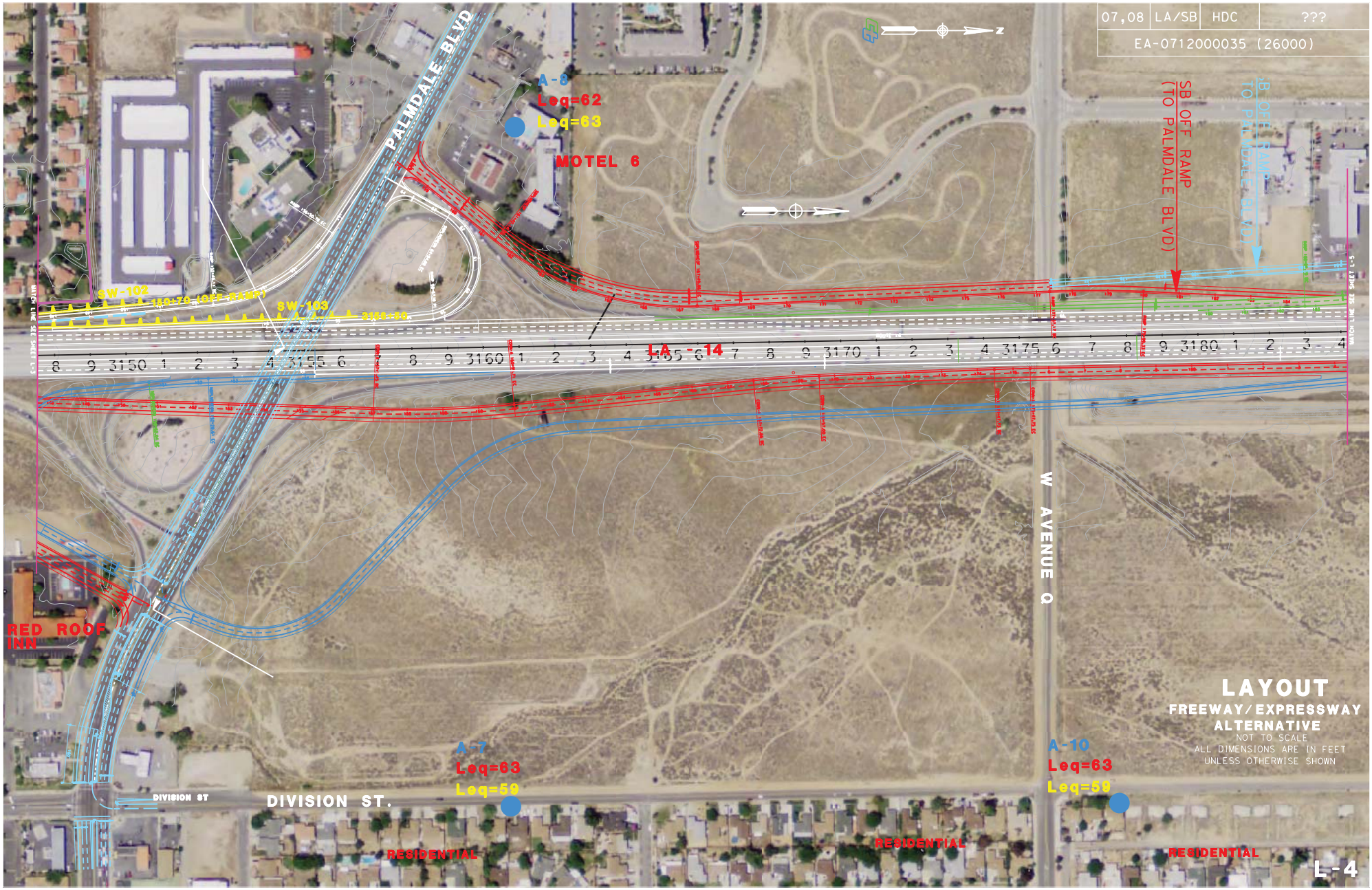
FMNL — FIELD MEASUREMENT NOISE LEVEL

Legend.dgn 6/7/2012 9:47:53 AM

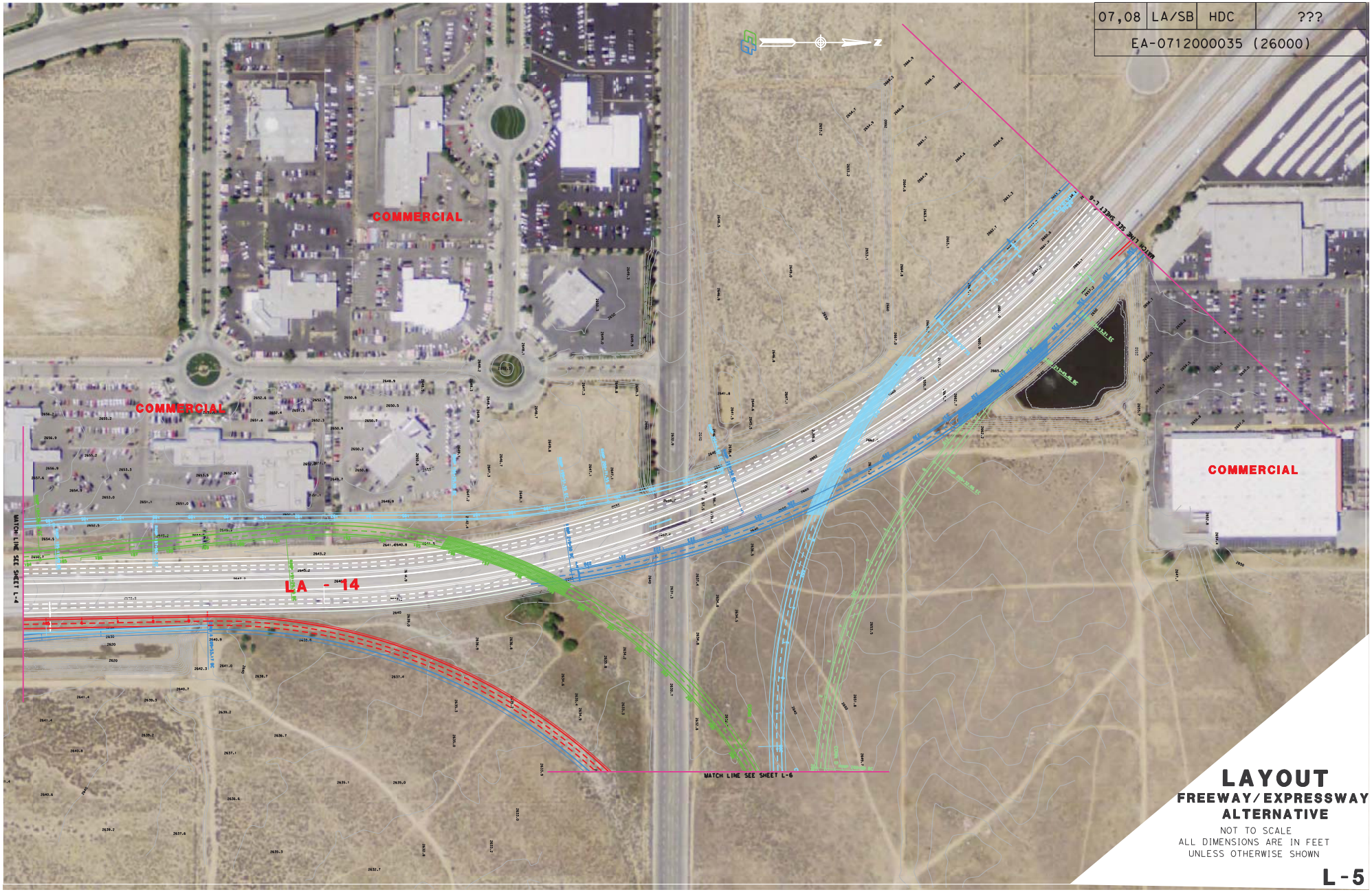

07,08 | LA/SB | HDC | ???
EA-0712000035 (26000)
WEST AVENUE S.
EAST AVENUE S.
PI 3069+30.65
EC 3042+90.76
PI 3054+49.15
LAYOUT
FREEWAY/EXPRESSWAY
ALTERNATIVE
NOT TO SCALE
ALL DIMENSIONS ARE IN FEET
UNLESS OTHERWISE SHOWN
L-1


07,08 | LA/SB | HDC | ???
EA-0712000035 (26000)
PELONA VISTA PARK
P-2
Leq=57
Leq=60
P-1
Leq=62
Leq=65
LA - 14
LA - 14
SW-100
EXISTING PRIVATE WALL
MOUNTAINSIDE DR.
E-2
Leq=55
Leq=63
RESIDENTIAL
MATCH LINE SEE SHEET L-1
MATCH LINE SEE SHEET L-3
LAYOUT
FREEWAY/EXPRESSWAY
ALTERNATIVE
NOT TO SCALE
ALL DIMENSIONS ARE IN FEET
UNLESS OTHERWISE SHOWN
L-2


07.08 | LA7SB | HDC | ???
EA-0712000035 (26000)
RAYBURN RD.
ALAMOSA AVE
SUNRISE TERRACE
SAN MATEO AVE
E-1
Leq=66
Leq=77
E-3
Leq=60
Leq=68
E-4
Leq=63
Leq=70
SW-102
SW-103
SW-100
SW-101
LA - 14
ROUTE 14
3121+30
3124+07
127+50 (OFF RAMP)
TO PALMDALE BLVD
TO HDC
148+00 (CONN. A)
PALMDALE LEARNING
PLAZA SCHOOL
E7
Leq=67
Leq=67
E-6
Leq=54(FMNL)
COMMERCIAL
LAYOUT
FREEWAY/EXPRESSWAY
ALTERNATIVE
NOT TO SCALE
ALL DIMENSIONS ARE IN FEET
UNLESS OTHERWISE SHOWN
L-3


07,08 | LA/SB | HDC | ???
EA-0712000035 (26000)
PALMDALE BLVD
A-8
Leq=62
Leq=63
MOTEL 6
SB OFF RAMP (TO PALMDALE BLVD)
SW-102
SW-103
LA-14
W AVENUE Q
RED ROOF INN
DIVISION ST
DIVISION ST.
A-7
Leq=63
Leq=59
A-10
Leq=63
Leq=59
RESIDENTIAL
RESIDENTIAL
RESIDENTIAL
LAYOUT
FREEWAY/EXPRESSWAY
ALTERNATIVE
NOT TO SCALE
ALL DIMENSIONS ARE IN FEET
UNLESS OTHERWISE SHOWN
L-4

07,08	LA/SB	HDC	???
EA-0712000035 (26000)			



LAYOUT

FREEWAY/EXPRESSWAY ALTERNATIVE

NOT TO SCALE
ALL DIMENSIONS ARE IN FEET
UNLESS OTHERWISE SHOWN

L-5

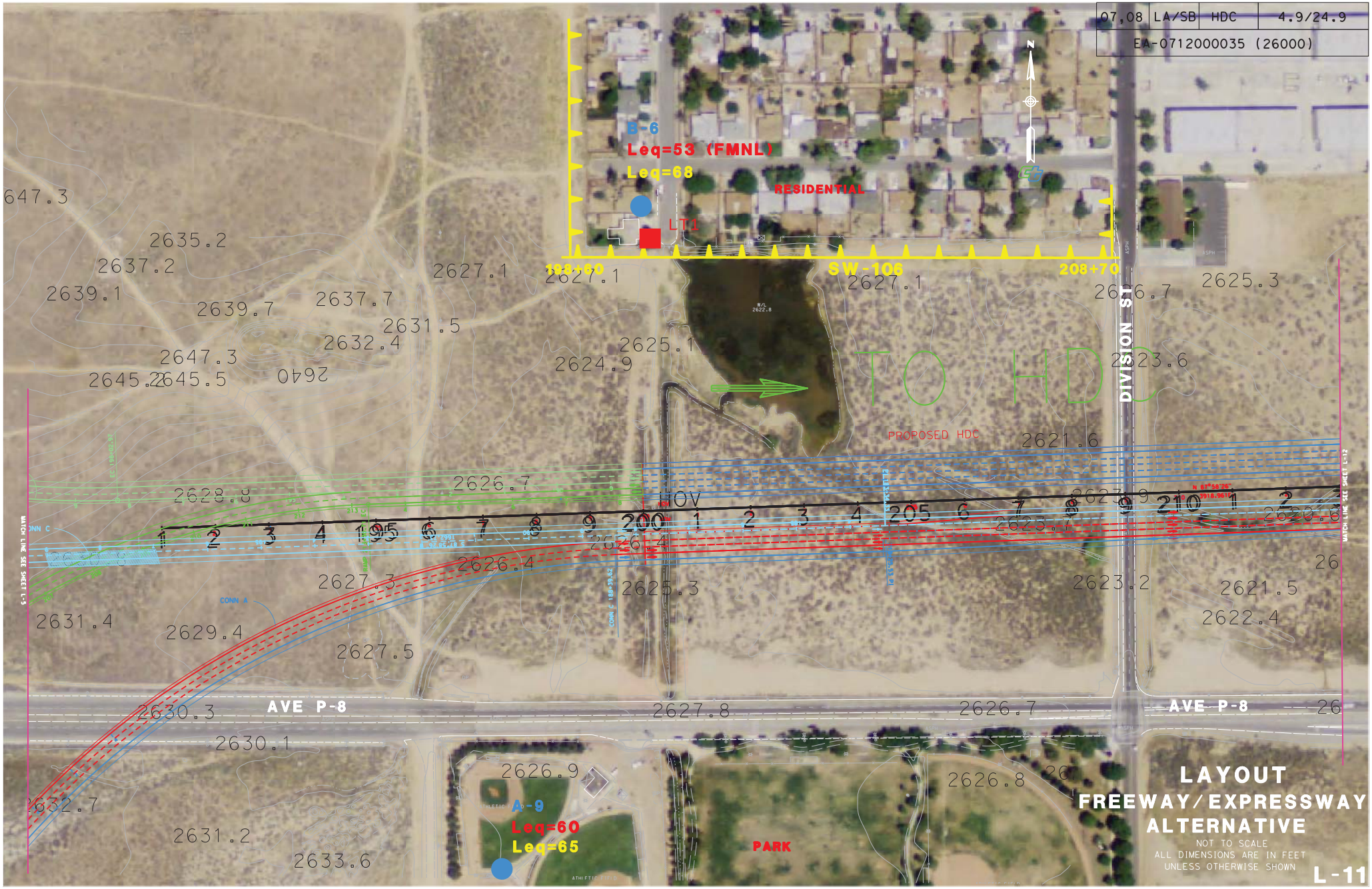
07,08 | LA/SB | HDC | ???
EA-0712000035 (26000)
COMMERCIAL
A-4
Leq=65
Leq=61
HAMPTON INN
A-5
Leq=68
Leq=64
A-1
Leq=68
Leq=66
COMMERCIAL
ANTELOPE VALLEY FRWY 1 LA 14/138
WIENERSCHNITZEL
SW-104
COMMERCIAL
MARRIOTT
M-5
Leq=71
Leq=70
A-6
Leq=72
Leq=71
CALLET ST
A-0
Leq=68
Leq=68
A-3
Leq=71
Leq=70
RANCHO VISTA BLVD
FANTASY ST.
RESIDENTIAL
RESIDENTIAL
LAYOUT
FREEWAY/EXPRESSWAY
ALTERNATIVE
NOT TO SCALE
ALL DIMENSIONS ARE IN FEET
UNLESS OTHERWISE SHOWN
L-6

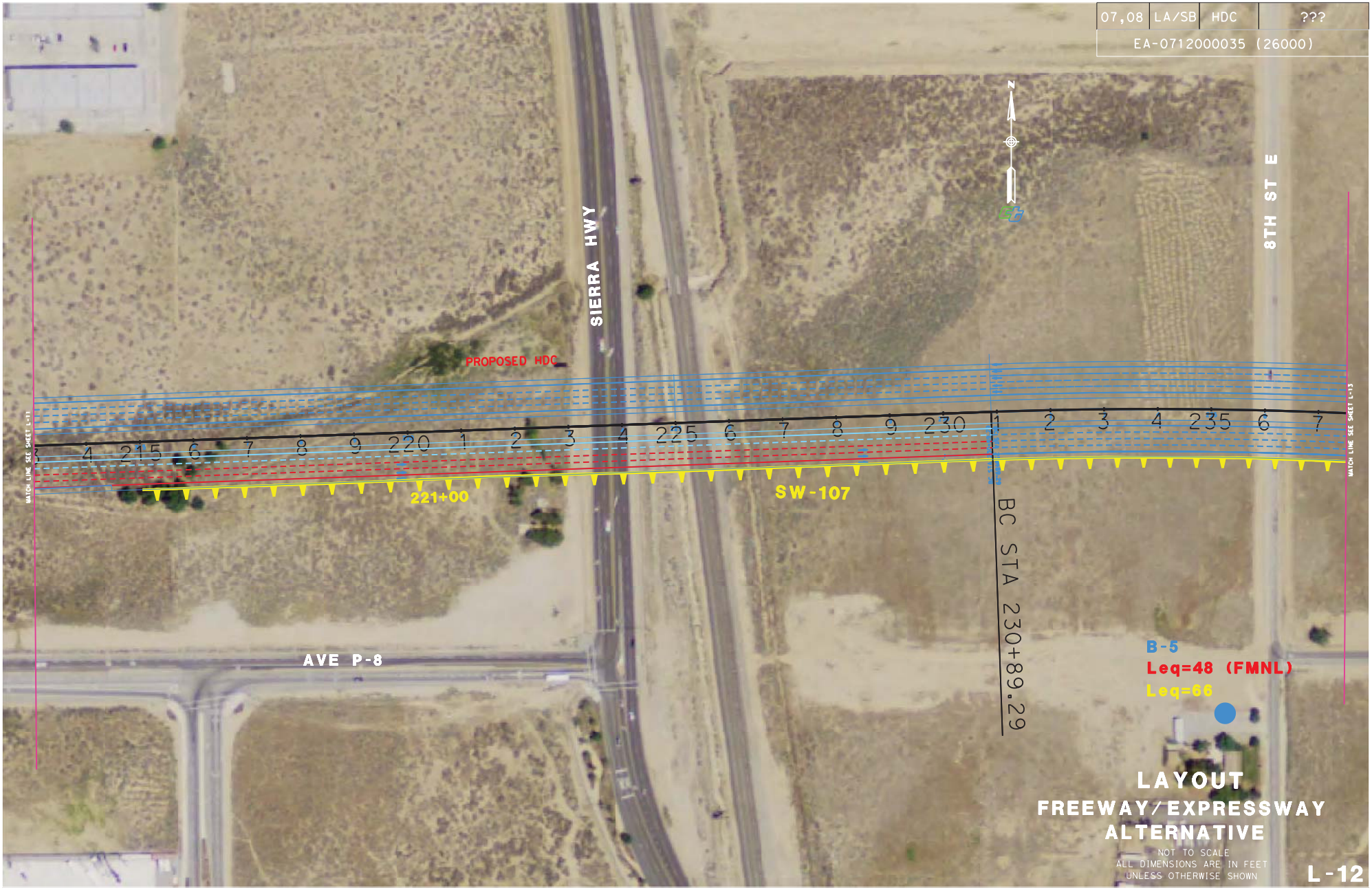
07,08 | LA/SB | HDC | ???
EA-0712000035 (26000)
ANTELOPE VALLEY FRWY / LA 14/138
W. AVENUE O-8
10TH ST W
COMMERCIAL
COMMERCIAL
COMMERCIAL
RESIDENTIAL
RESIDENTIAL
RESIDENTIAL
ME10-2
Leq=61
Leq=63
ME8-3
Leq=61
Leq=65
MATCH LINE SEE SHEET L-8
MATCH LINE SEE SHEET L-8
LAYOUT
FREEWAY/EXPRESSWAY
ALTERNATIVE
NOT TO SCALE
ALL DIMENSIONS ARE IN FEET
UNLESS OTHERWISE SHOWN
L-7

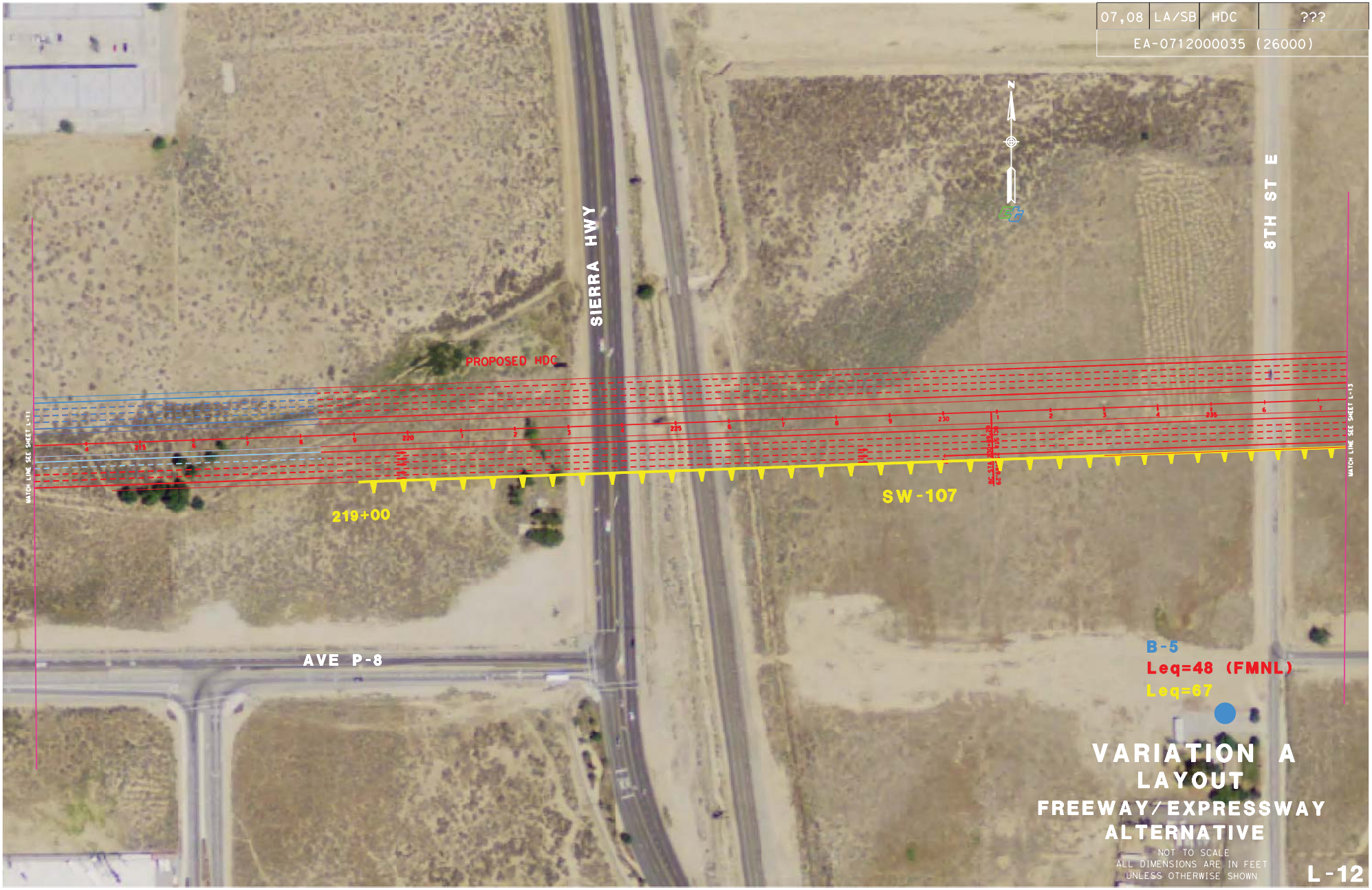
07,08 | LA/SB | HDC | ???
EA-0712000035 (26000)
15TH ST. W
W. AVE 04
RESIDENTIAL
ME10-1
Leq=63
Leq=65
ME10-3
Leq=62
Leq=64
13TH ST. W
ME5
Leq=62
Leq=65
E-10
Leq=71
Leq=71
SW-105
3290+00
3294+00
LA - 14
3290
3295
3300
3305
3310
3315
3320
MATCH LINE SEE SHEET L-7
MATCH LINE SEE SHEET L-9
EC 3294+12.71
E-8
Leq=58
Leq=62
ME8-1
Leq=62
Leq=65
ME8-2
Leq=60
Leq=62
ME8-1
Leq=53
Leq=57
12TH ST. W
W AVE. O
W AVE. N-12
11TH ST. W
LAYOUT
FREEWAY/EXPRESSWAY
ALTERNATIVE
NOT TO SCALE
ALL DIMENSIONS ARE IN FEET
UNLESS OTHERWISE SHOWN
L-8

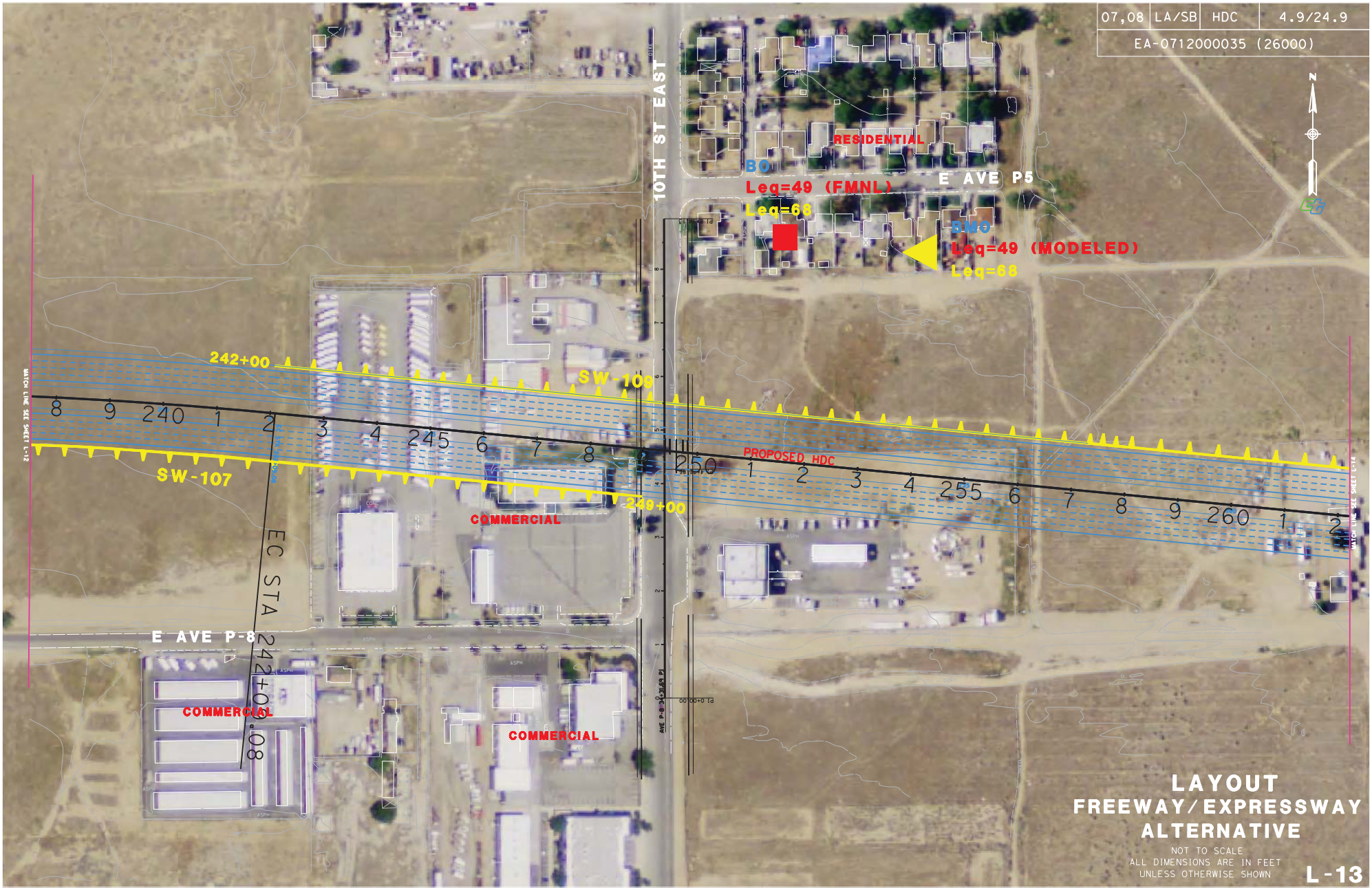
07,08 | LA/SB | HDC | ???
EA-0712000035 (26000)
15TH ST. W
W AVE. N-8
W AVE. N-4
W AVE. N
13TH ST. W
12TH ST. W
11TH ST. W
E-5
Leq=63
Leq=65
ME5-2
Leq=63
Leq=65
ME5-3
Leq=59
Leq=62
ME5-4
Leq=61
Leq=63
RESIDENTIAL
LA - 14
E-9
Leq=56
Leq=62
ME9
Leq=58
Leq=61
MATCH LINE SEE SHEET L-8
MATCH LINE SEE SHEET L-10
LAYOUT
FREEWAY/EXPRESSWAY
ALTERNATIVE
NOT TO SCALE
ALL DIMENSIONS ARE IN FEET
UNLESS OTHERWISE SHOWN
L-9

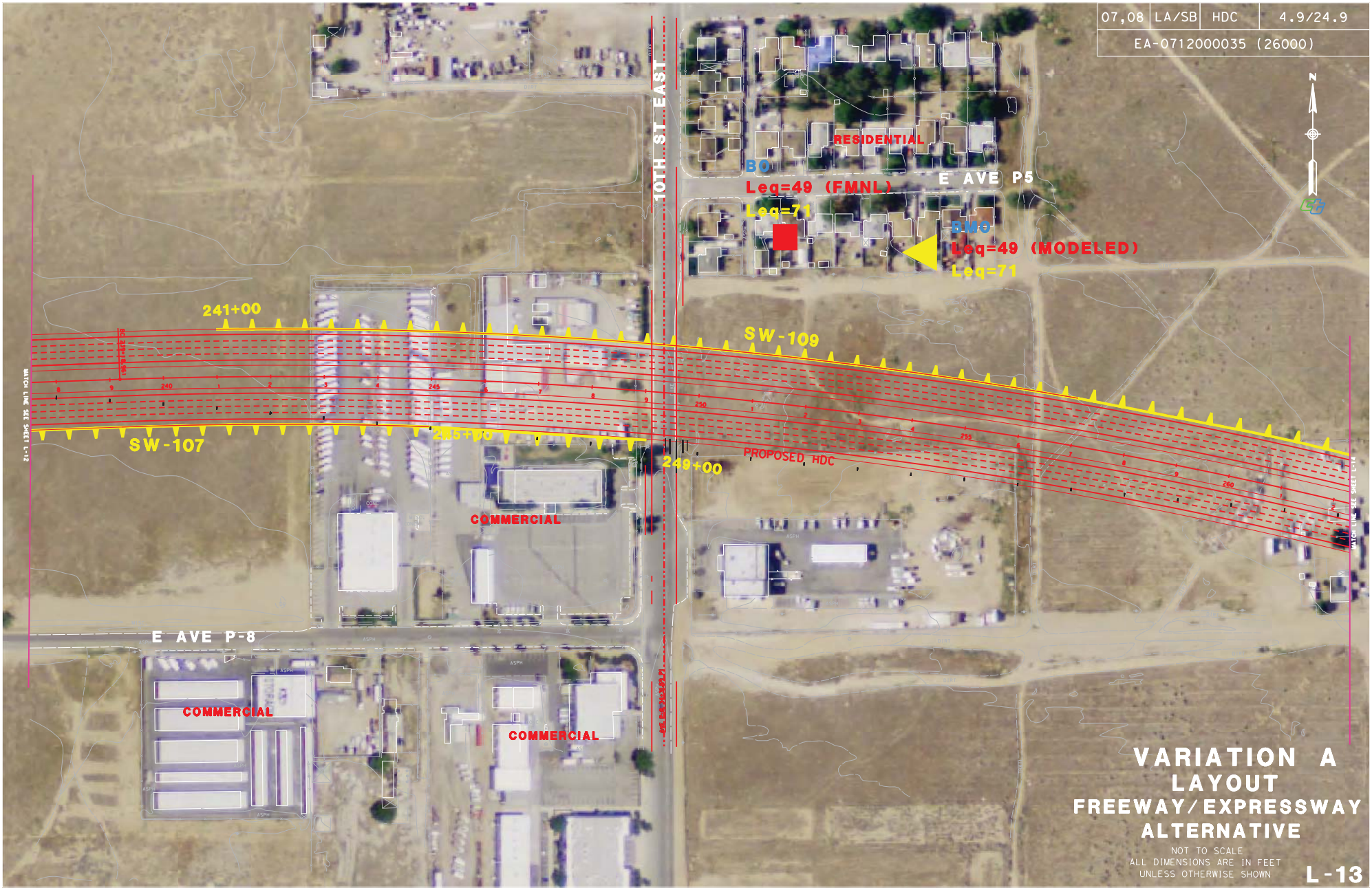
07,08 | LA/SB | HDC | ???
EA-0712000035 (26000)
LA - 14
12TH ST. W
11TH ST. W
W AVE. M-14
W AVE. M-8
2570
2577.0
2573.0
2565.1
2566.2
2552.5
2540
2520.9
2561.2
2560.6
2552.9
2549.9
2545.0
2530.7
2530
2560
2576.9
2568.8
2561.1
2560.8
2546.5
2550.5
2544.9
LAYOUT
FREEWAY/EXPRESSWAY
ALTERNATIVE
NOT TO SCALE
ALL DIMENSIONS ARE IN FEET
UNLESS OTHERWISE SHOWN
L-10

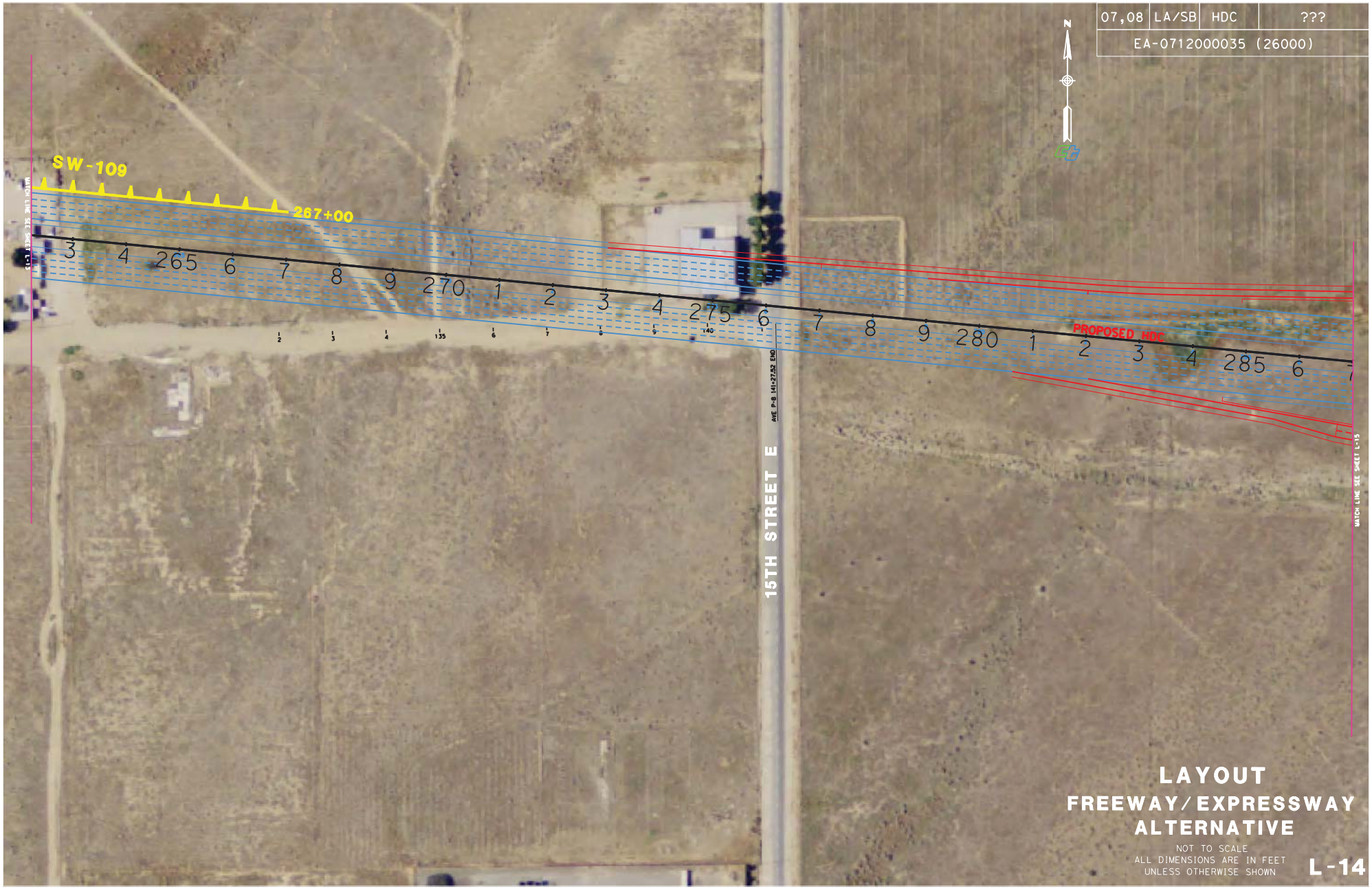

07,08 | LA/SB | HDC | 4.9/24.9
EA-0712000035 (26000)
B-6
Leq=53 (FMNL)
Leq=68
RESIDENTIAL
LT1
188+60
SW-106
208+70
DIVISION ST
TO HDC
PROPOSED HDC
AVE P-8
AVE P-8
PARK
A-9
Leq=60
Leq=65
MATCH LINE SEE SHEET L-11
MATCH LINE SEE SHEET L-12
LAYOUT
FREEWAY/EXPRESSWAY
ALTERNATIVE
NOT TO SCALE
ALL DIMENSIONS ARE IN FEET
UNLESS OTHERWISE SHOWN
L-11

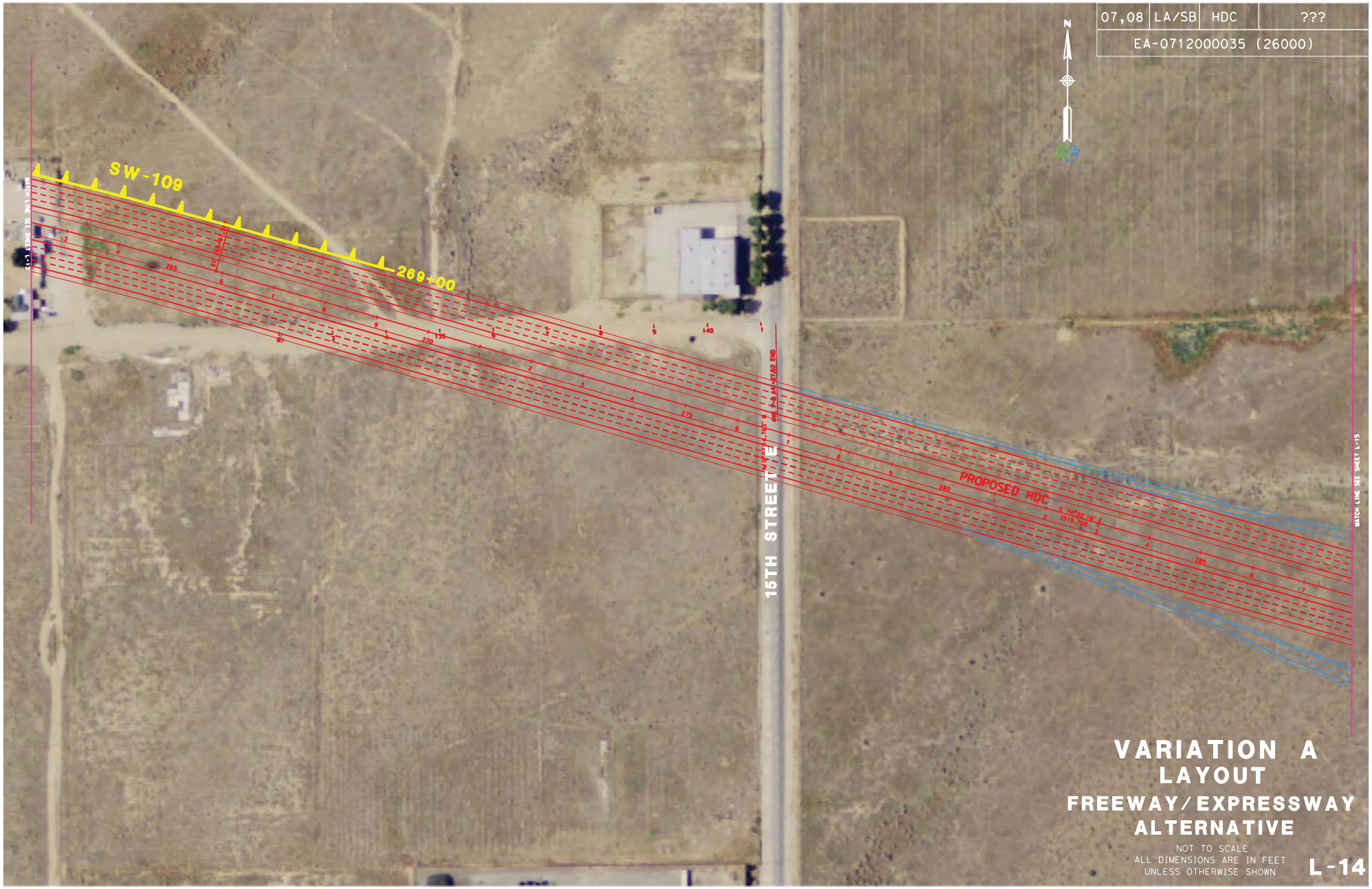

07,08 | LA/SB | HDC | ???
EA-0712000035 (26000)
N
SIERRA HWY
8TH ST E
PROPOSED HDC
MATCH LINE SEE SHEET L-11
MATCH LINE SEE SHEET L-13
215 6 7 8 9 220 1 2 3 4 225 6 7 8 9 230 1 2 3 4 235 6 7
221+00
SW-107
BC STA 230+89.29
AVE P-8
B-5
Leq=48 (FMNL)
Leq=66
LAYOUT
FREEWAY/EXPRESSWAY
ALTERNATIVE
NOT TO SCALE
ALL DIMENSIONS ARE IN FEET
UNLESS OTHERWISE SHOWN
L-12

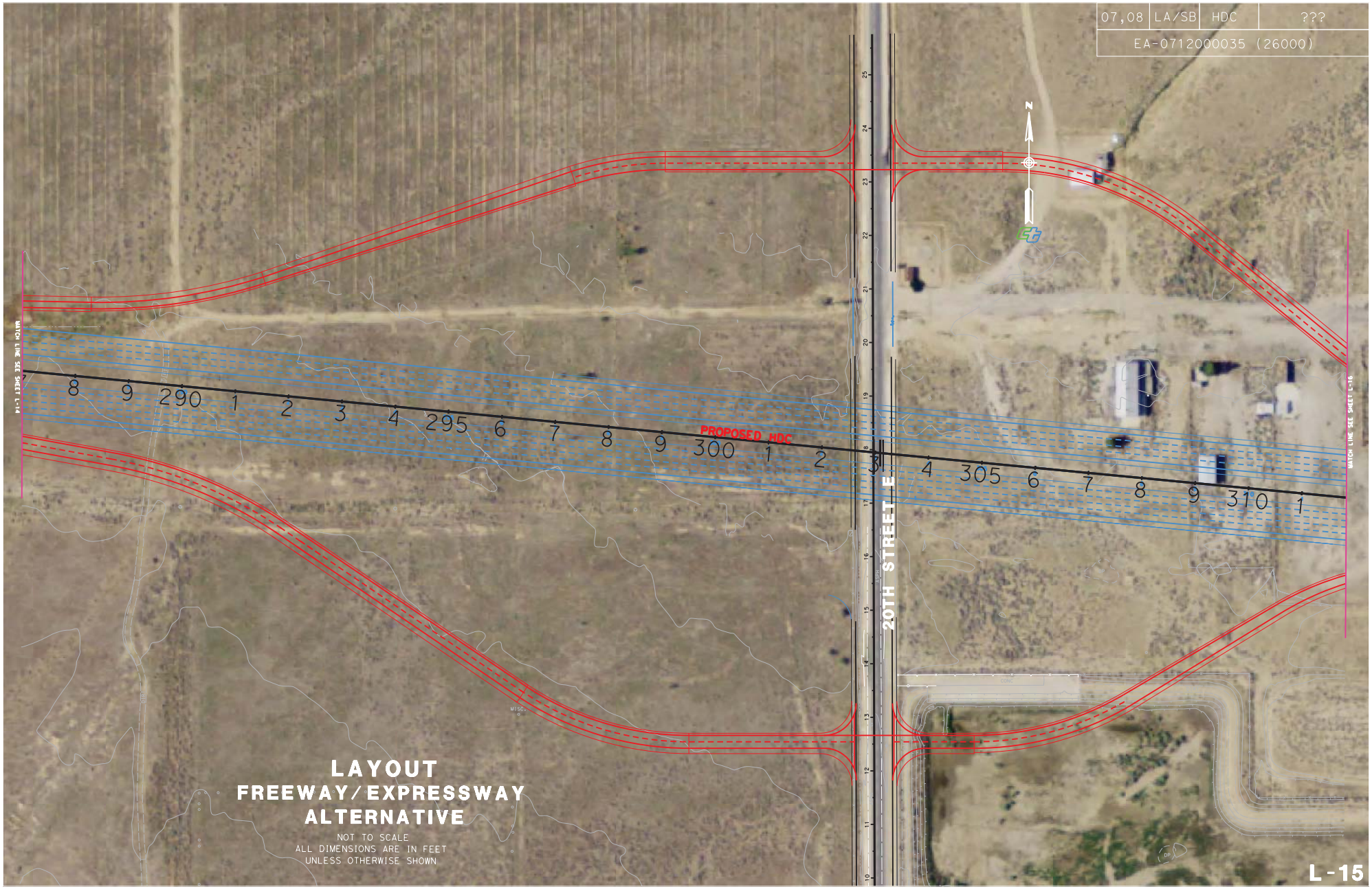

07,08
LA/SB
HDC
???
EA-0712000035 (26000)
N
SIERRA HWY
8TH ST E
PROPOSED HDC
MATCH LINE SEE SHEET L-11
MATCH LINE SEE SHEET L-13
219+00
SW-107
AVE P-8
B-5
Leq=48 (FMNL)
Leq=67
VARIATION A
LAYOUT
FREEWAY/EXPRESSWAY
ALTERNATIVE
NOT TO SCALE
ALL DIMENSIONS ARE IN FEET
UNLESS OTHERWISE SHOWN
L-12

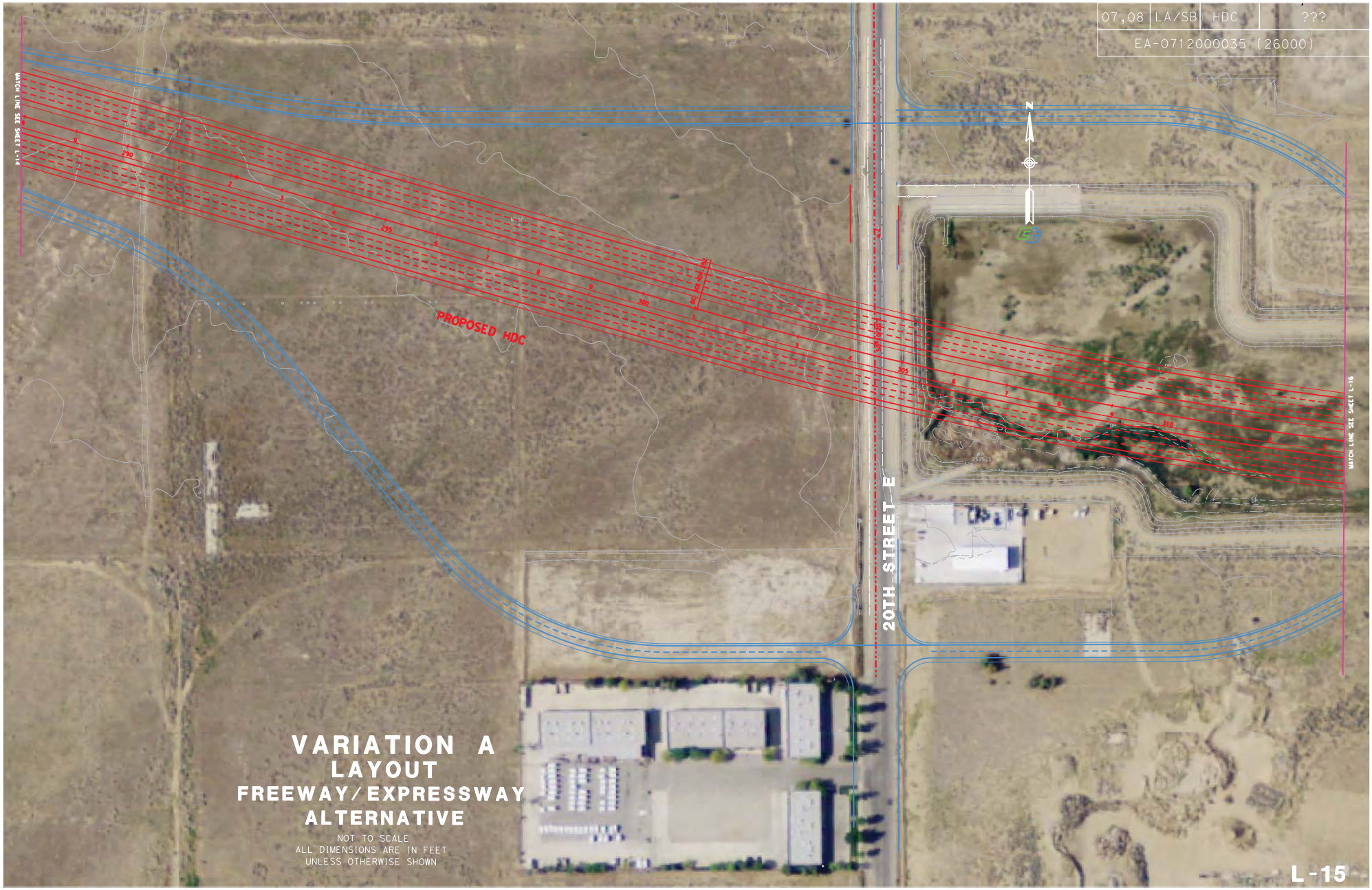

07,08 | LA/SB | HDC | 4.9/24.9
EA-0712000035 (26000)
10TH ST EAST
RESIDENTIAL
E AVE P5
BO
Leq=49 (FMNL)
Leq=68
SMo
Leq=49 (MODELED)
Leq=68
242+00
SW-109
SW-107
249+00
PROPOSED HDC
COMMERCIAL
COMMERCIAL
COMMERCIAL
E AVE P-8
EC STA 242+08.08
MATCH LINE SEE SHEET L-12
MATCH LINE SEE SHEET L-14
LAYOUT
FREEWAY/EXPRESSWAY
ALTERNATIVE
NOT TO SCALE
ALL DIMENSIONS ARE IN FEET
UNLESS OTHERWISE SHOWN
L-13


07,08 | LA/SB | HDC | 4.9/24.9
EA-0712000035 (26000)
10TH ST EAST
RESIDENTIAL
BO
Leq=49 (FMNL)
Leq=71
E AVE P5
SMO
Leq=49 (MODELED)
Leq=71
241+00
SW-109
SW-107
245+00
249+00
PROPOSED HDC
COMMERCIAL
COMMERCIAL
COMMERCIAL
E AVE P-8
MATCH LINE SEE SHEET L-12
MATCH LINE SEE SHEET L-14
VARIATION A
LAYOUT
FREEWAY/EXPRESSWAY
ALTERNATIVE
NOT TO SCALE
ALL DIMENSIONS ARE IN FEET
UNLESS OTHERWISE SHOWN
L-13


07,08 | LA/SB | HDC | ???
EA-0712000035 (26000)
N
SW-109
267+00
PROPOSED HOC
15TH STREET E
AVE P-8 141+27.52 END
MATCH LINE SEE SHEET L-13
MATCH LINE SEE SHEET L-15
LAYOUT
FREEWAY/EXPRESSWAY
ALTERNATIVE
NOT TO SCALE
ALL DIMENSIONS ARE IN FEET
UNLESS OTHERWISE SHOWN
L-14

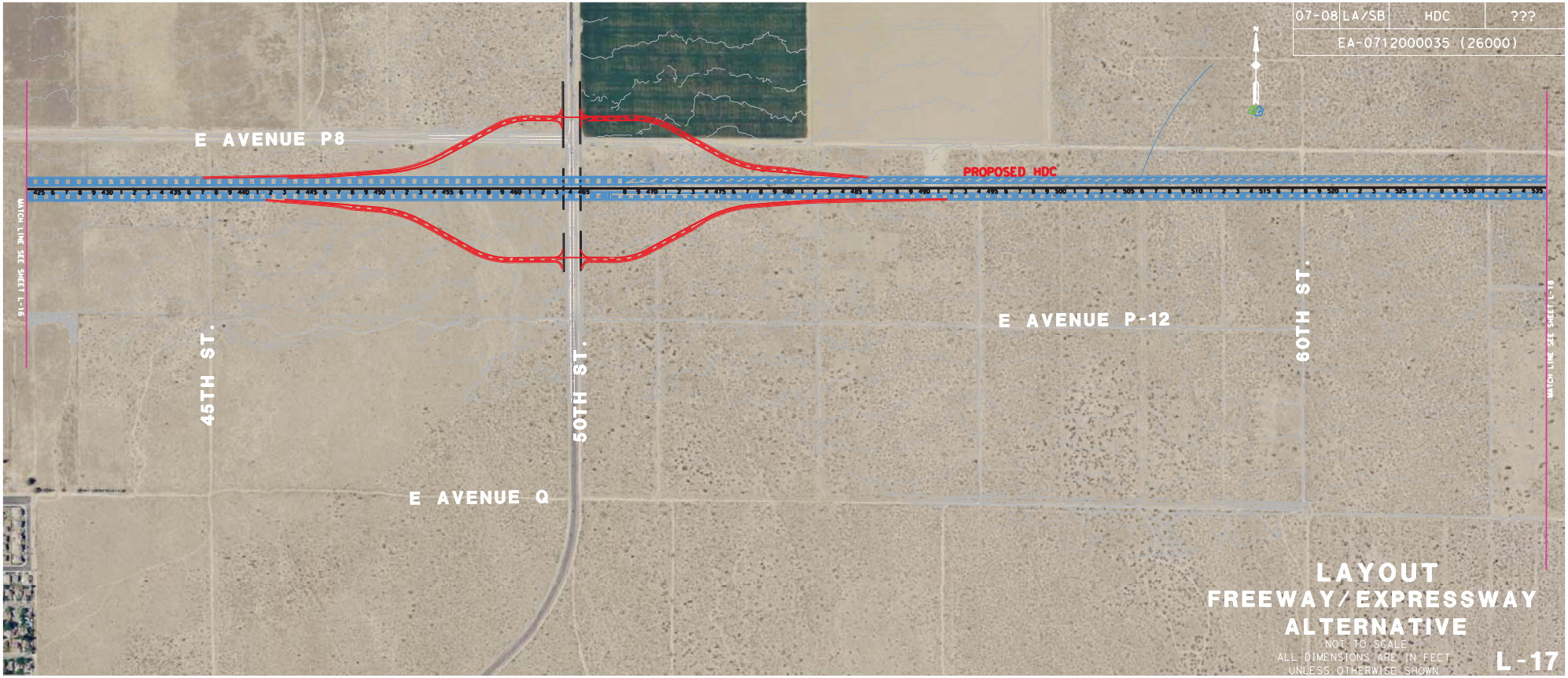

07,08 | LA/SB | HDC | ???
EA-0712000035 (26000)
N
SW-109
269+00
15TH STREET E
PROPOSED HDC
MATCH LINE SEE SHEET L-15
MATCH LINE SEE SHEET L-13
VARIATION A
LAYOUT
FREEWAY/EXPRESSWAY
ALTERNATIVE
NOT TO SCALE
ALL DIMENSIONS ARE IN FEET
UNLESS OTHERWISE SHOWN
L-14

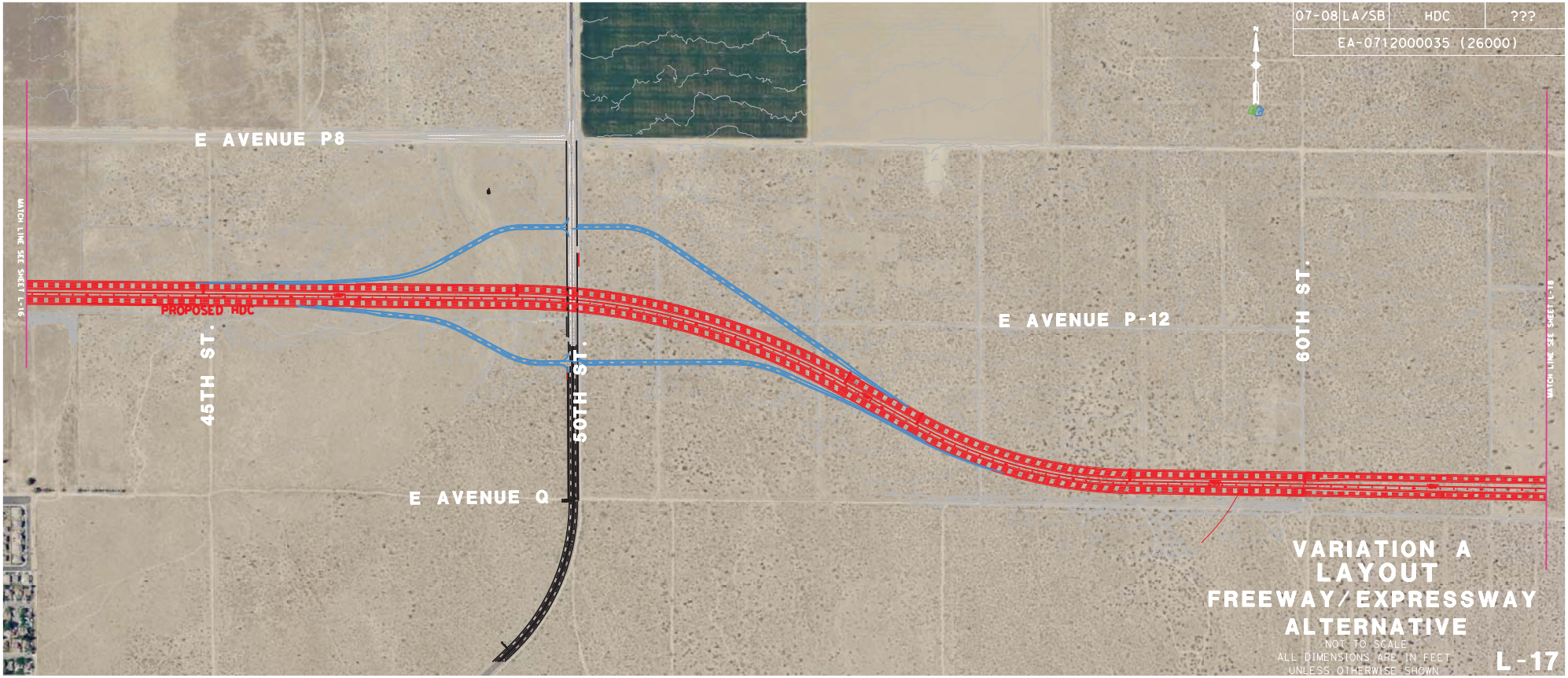

07,08 | LA/SB | HDC | ???
EA-0712000035 (26000)
N
MATCH LINE SEE SHEET L-14
MATCH LINE SEE SHEET L-16
PROPOSED HDC
20TH STREET E
8 9 290 1 2 3 4 295 6 7 8 9 300 1 2 3 4 305 6 7 8 9 310 1
LAYOUT
FREEWAY/EXPRESSWAY
ALTERNATIVE
NOT TO SCALE
ALL DIMENSIONS ARE IN FEET
UNLESS OTHERWISE SHOWN
L-15


07,08 | LA/SB | HDC | ???
EA-0712000035 (26000)
PROPOSED HDC
20TH STREET E
MATCH LINE SEE SHEET L-14
MATCH LINE SEE SHEET L-16
N
VARIATION A
LAYOUT
FREEWAY/EXPRESSWAY
ALTERNATIVE
NOT TO SCALE
ALL DIMENSIONS ARE IN FEET
UNLESS OTHERWISE SHOWN
L-15

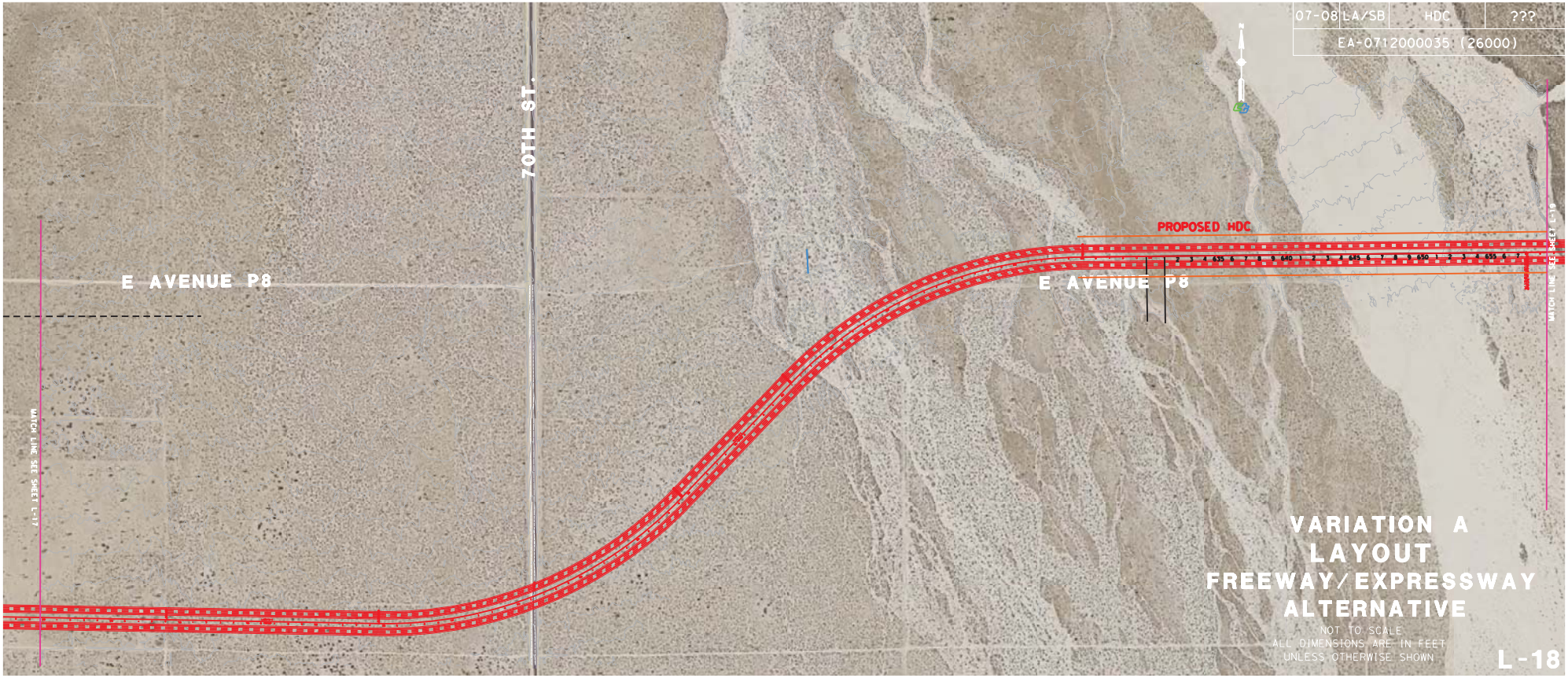
07-08 LA/SB
HDC
???
EA-0712000035 (26000)
25TH ST. EAST
30TH ST EAST
37 ST. EAST
40TH ST. EAST
E AVENUE P8
E AVENUE Q
COMMERCIAL
COMMERCIAL
COMMERCIAL
PROPOSED HDC
B-1
Leq=58 (FMNL)
Leq=65
RESIDENTIAL
RESIDENTIAL
RESIDENTIAL
MATCH LINE SEE SHEET L-15
MATCH LINE SEE SHEET L-17
VARIATION A
LAYOUT
FREEWAY/EXPRESSWAY
ALTERNATIVE
NOT TO SCALE
ALL DIMENSIONS ARE IN FEET
UNLESS OTHERWISE SHOWN
L-16
LT2

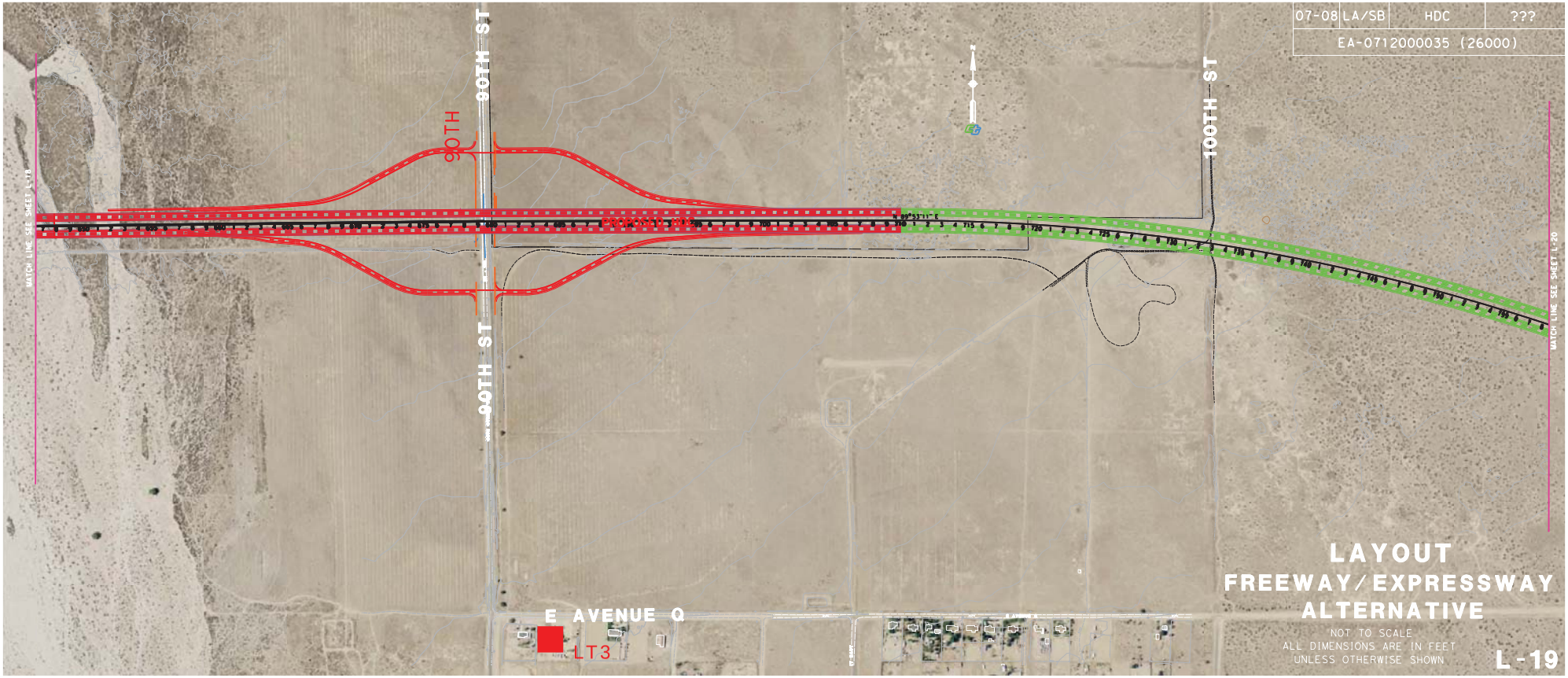
07-08 LA/SB HDC ???
EA-0712000035 (26000)
25TH ST. EAST
30TH ST EAST
37 ST. EAST
40TH ST. EAST
E AVENUE P8
E AVENUE Q
COMMERCIAL
COMMERCIAL
COMMERCIAL
PROPOSED HDC
B-1
Leq=58 (FMNL)
Leq=65
RESIDENTIAL
RESIDENTIAL
RESIDENTIAL
MATCH LINE SEE SHEET L-15
MATCH LINE SEE SHEET L-17
VARIATION A
LAYOUT
FREEWAY/EXPRESSWAY
ALTERNATIVE
NOT TO SCALE
ALL DIMENSIONS ARE IN FEET
UNLESS OTHERWISE SHOWN
L-16

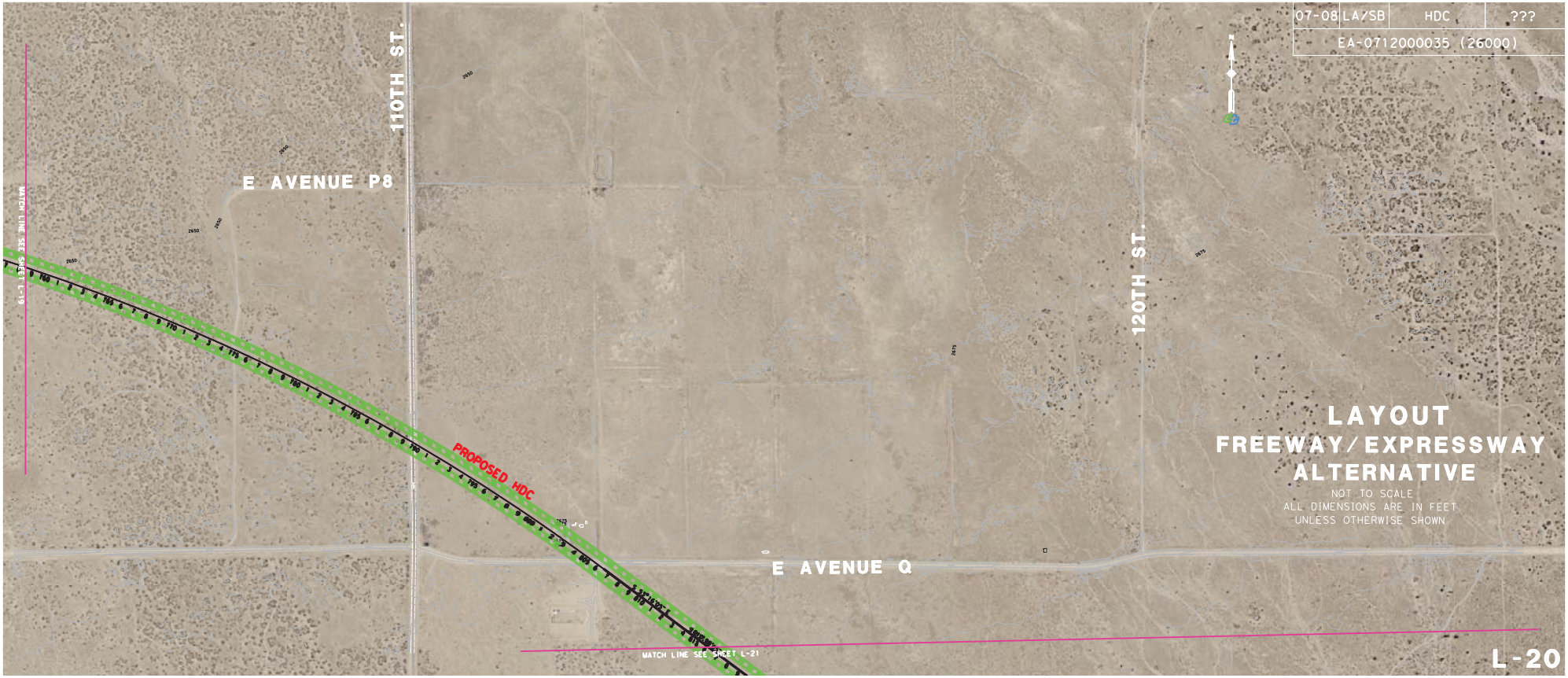

07-08 LA/SB HDC ???
EA-0712000035 (26000)
E AVENUE P8
PROPOSED HDC
45TH ST.
50TH ST.
60TH ST.
E AVENUE P-12
E AVENUE Q
MATCH LINE SEE SHEET L-16
MATCH LINE SEE SHEET L-18
LAYOUT
FREEWAY/EXPRESSWAY
ALTERNATIVE
NOT TO SCALE
ALL DIMENSIONS ARE IN FEET
UNLESS OTHERWISE SHOWN
L-17


07-08 LA/SB HDC ???
EA-0712000035 (26000)
E AVENUE P8
PROPOSED HDC
45TH ST.
50TH ST.
E AVENUE Q
E AVENUE P-12
60TH ST.
MATCH LINE SEE SHEET L-16
MATCH LINE SEE SHEET L-18
VARIATION A
LAYOUT
FREEWAY/EXPRESSWAY
ALTERNATIVE
NOT TO SCALE
ALL DIMENSIONS ARE IN FEET
UNLESS OTHERWISE SHOWN
L-17

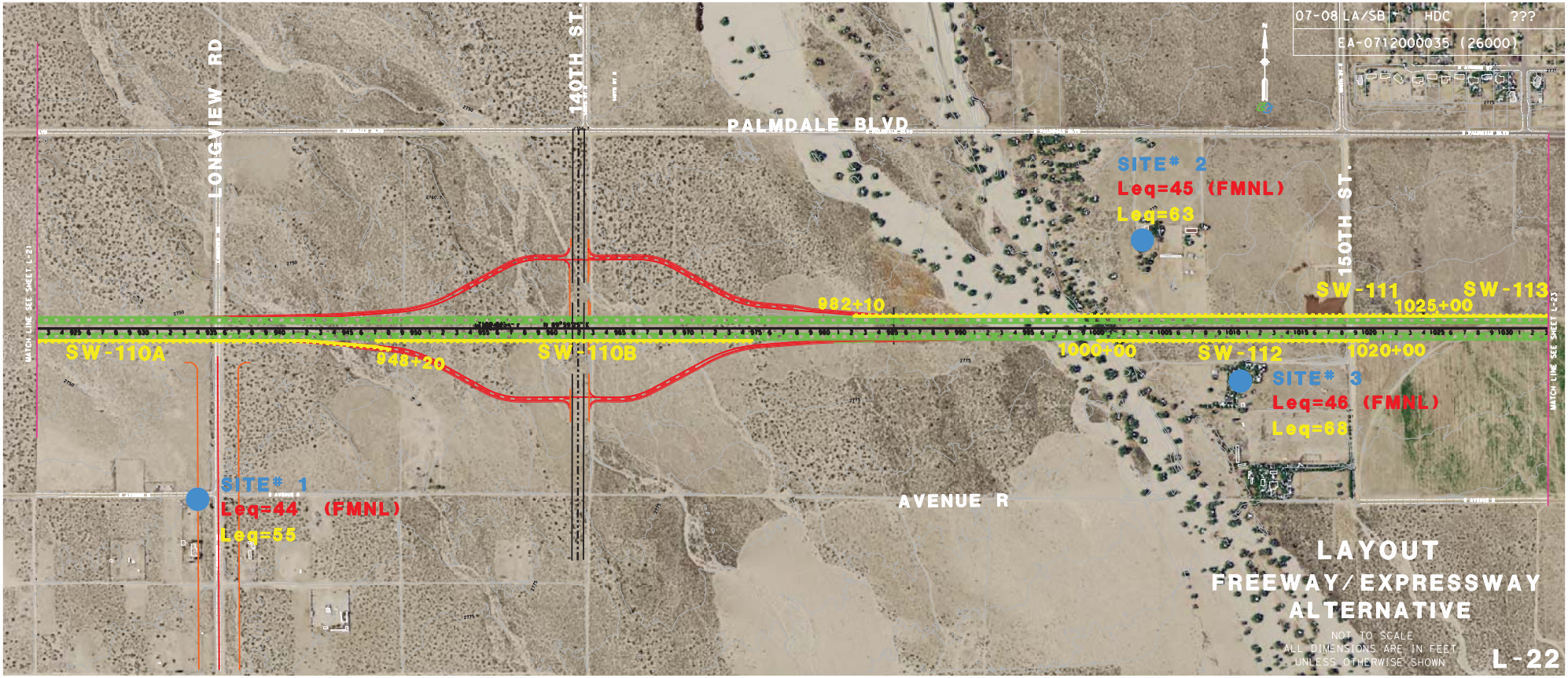
07-08 LA/SB HDC ???
EA-0712000035 (26000)
E AVENUE P8
PROPOSED HDC
E AVENUE P8
SR 14
MATCH LINE SEE SHEET L-17
MATCH LINE SEE SHEET L-19
LAYOUT
FREEWAY/EXPRESSWAY
ALTERNATIVE
NOT TO SCALE
ALL DIMENSIONS ARE IN FEET
UNLESS OTHERWISE SHOWN
L-18

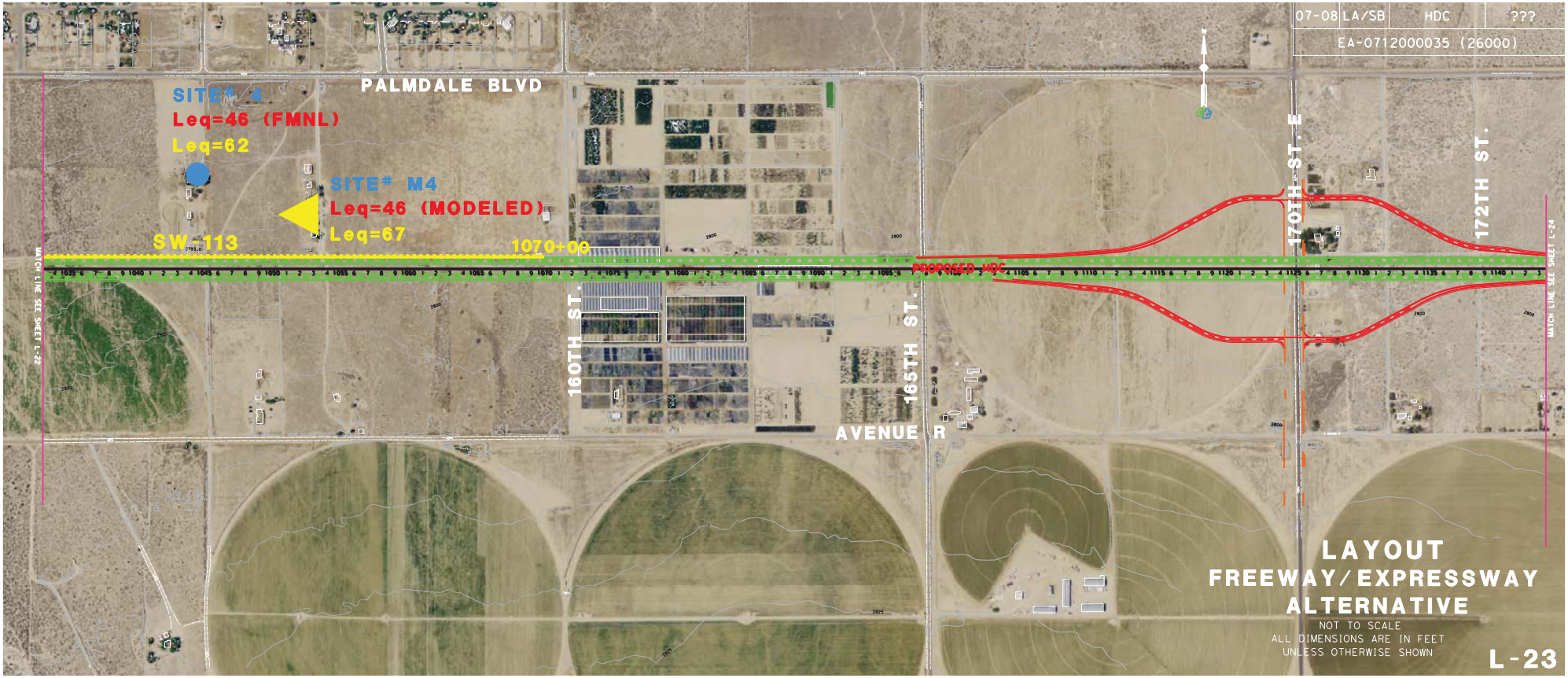

07-08 LA/SB HDC ???
EA-0712000035 (26000)
E AVENUE P8
E AVENUE P8
PROPOSED HDC
MATCH LINE SEE SHEET L-17
MATCH LINE SEE SHEET L-19
VARIATION A
LAYOUT
FREEWAY/EXPRESSWAY
ALTERNATIVE
NOT TO SCALE
ALL DIMENSIONS ARE IN FEET
UNLESS OTHERWISE SHOWN
L-18

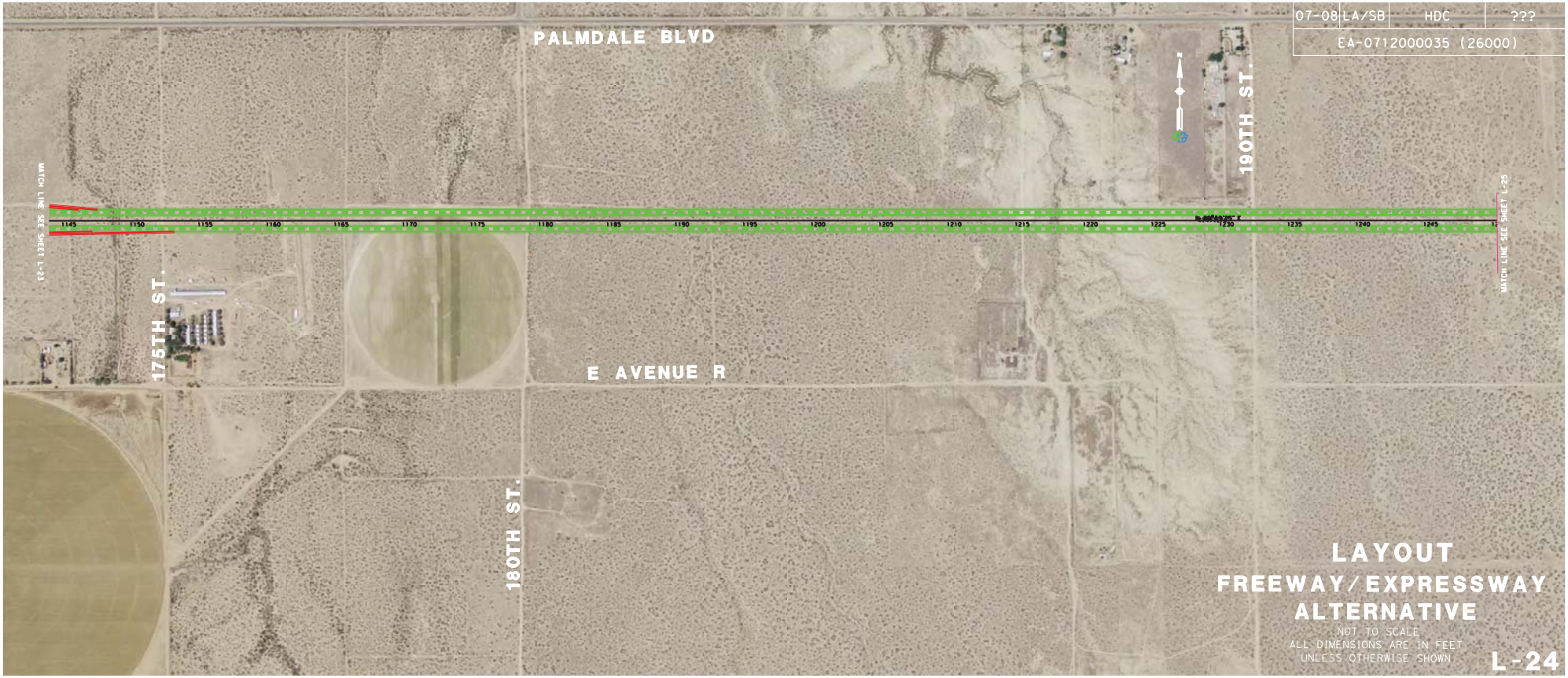

07-08 LA/SB HDC ???
EA-0712000035 (26000)
90TH ST
90TH ST
100TH ST
90TH
PROPOSED HOV
MATCH LINE SEE SHEET L-18
MATCH LINE SEE SHEET L-20
E AVENUE Q
LT3
LAYOUT
FREEWAY/EXPRESSWAY
ALTERNATIVE
NOT TO SCALE
ALL DIMENSIONS ARE IN FEET
UNLESS OTHERWISE SHOWN
L-19


07-08 LA/SB HDC ???
EA-07120000035 (26000)
110TH ST.
120TH ST.
E AVENUE P8
E AVENUE Q
PROPOSED HDC
MATCH LINE SEE SHEET L-19
MATCH LINE SEE SHEET L-21
LAYOUT
FREEWAY/EXPRESSWAY
ALTERNATIVE
NOT TO SCALE
ALL DIMENSIONS ARE IN FEET
UNLESS OTHERWISE SHOWN
L-20

07-08 LA/SB HDC ???
EA-07120000035 (26000)
MATCH LINE SEE SHEET L-20
PALMDALE BLVD
130TH ST.
125TH ST.
AVENUE R
PROPOSED HDC
9+00+00
SW-110A
MATCH LINE SEE SHEET L-22
LAYOUT
FREEWAY/EXPRESSWAY
ALTERNATIVE
NOT TO SCALE
ALL DIMENSIONS ARE IN FEET
UNLESS OTHERWISE SHOWN
L-21


07-08 LA/SB
HDC
???
EA-0712000035 (26000)
LONGVIEW RD
140TH ST
PALMDALE BLVD
150TH ST.
SITE# 2
Leq=45 (FMNL)
Leq=63
SW-111
SW-113
982+10
1025+00
SW-110A
948+20
SW-110B
1000+00
SW-112
1020+00
SITE# 3
Leq=46 (FMNL)
Leq=66
SITE# 1
Leq=44 (FMNL)
Leq=55
AVENUE R
MATCH LINE SEE SHEET L-21
MATCH LINE SEE SHEET L-23
LAYOUT
FREEWAY/EXPRESSWAY
ALTERNATIVE
NOT TO SCALE
ALL DIMENSIONS ARE IN FEET
UNLESS OTHERWISE SHOWN
L-22


07-08 LA/SB HDC ???
EA-0712000035 (26000)
SITE# M3
Leq=46 (FMNL)
Leq=62
SITE# M4
Leq=46 (MODELED)
Leq=67
SW-113
1070+00
PALMDALE BLVD
PROPOSED HOC
160TH ST.
165TH ST.
170TH ST. E
172TH ST.
AVENUE R
MATCH LINE SEE SHEET L-22
MATCH LINE SEE SHEET L-24
LAYOUT
FREEWAY/EXPRESSWAY
ALTERNATIVE
NOT TO SCALE
ALL DIMENSIONS ARE IN FEET
UNLESS OTHERWISE SHOWN
L-23

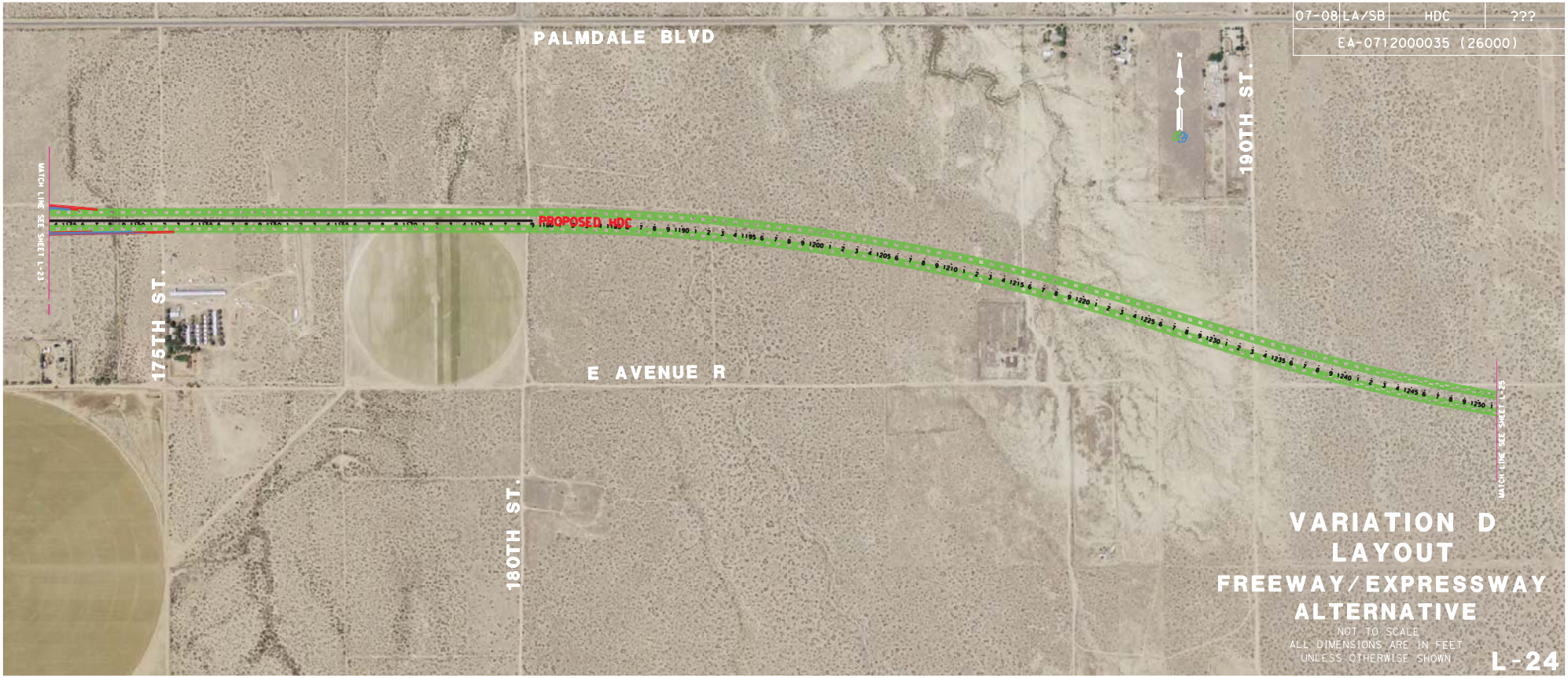


07-08	LA/SB	HDC	???
EA-07120000035 (26000)			

LAYOUT
FREEWAY/EXPRESSWAY ALTERNATIVE

NOT TO SCALE
ALL DIMENSIONS ARE IN FEET
UNLESS OTHERWISE SHOWN

L-24

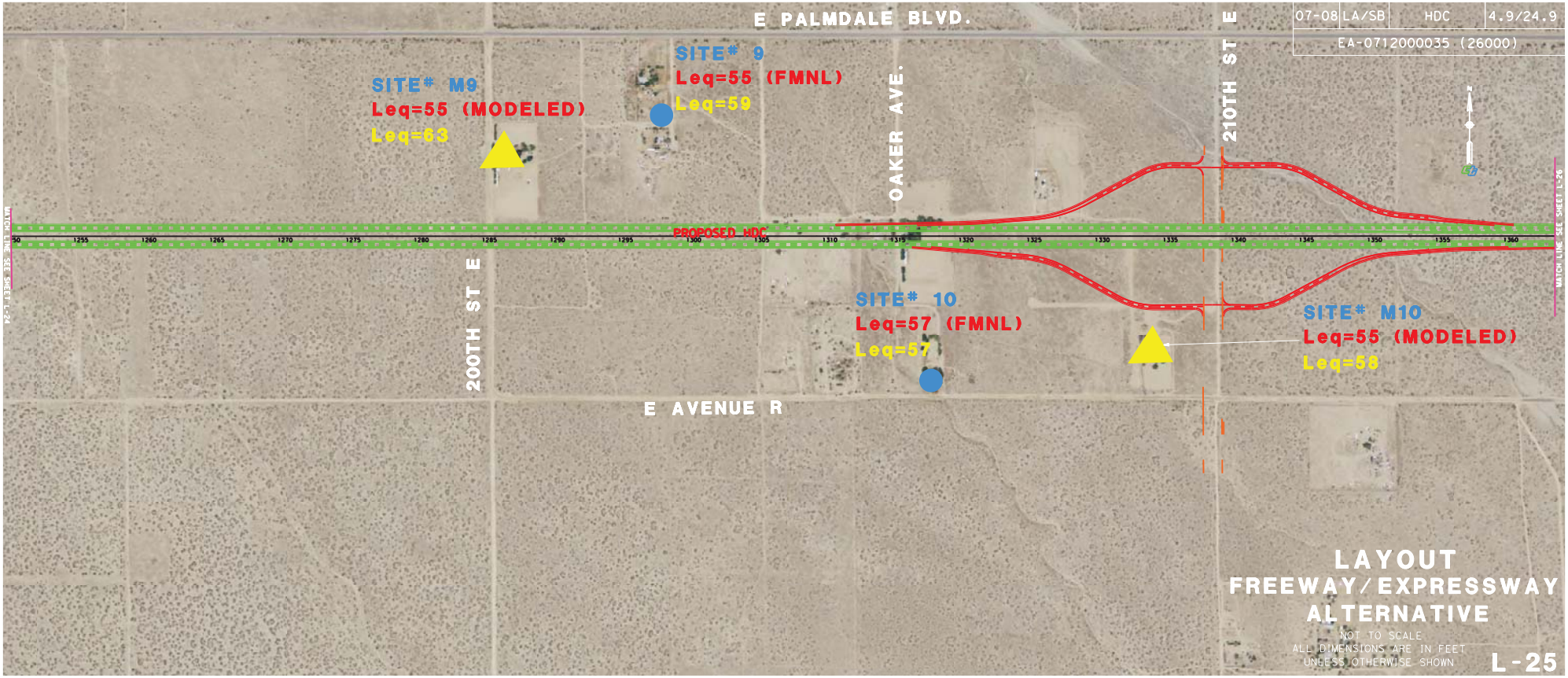


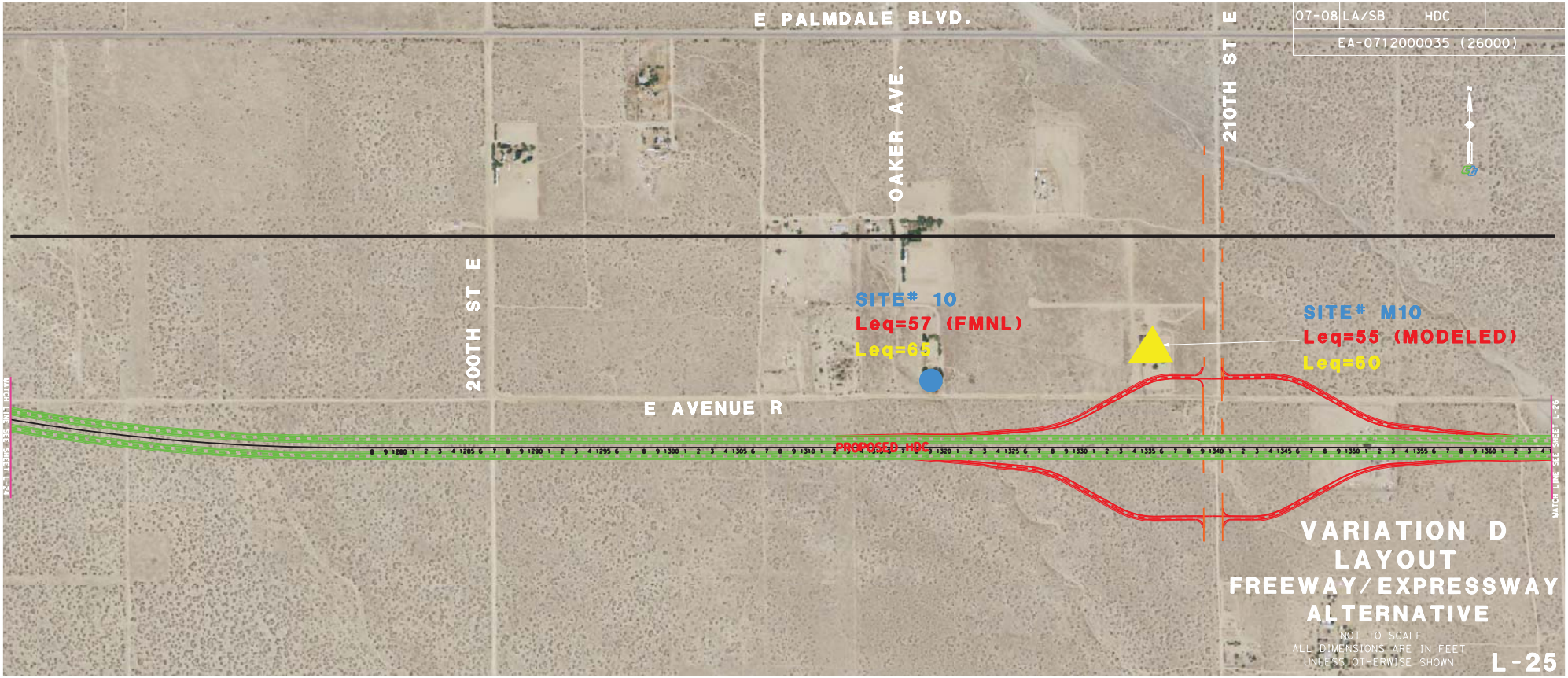
07-08	LA/SB	HDC	???
EA-07120000035 (26000)			

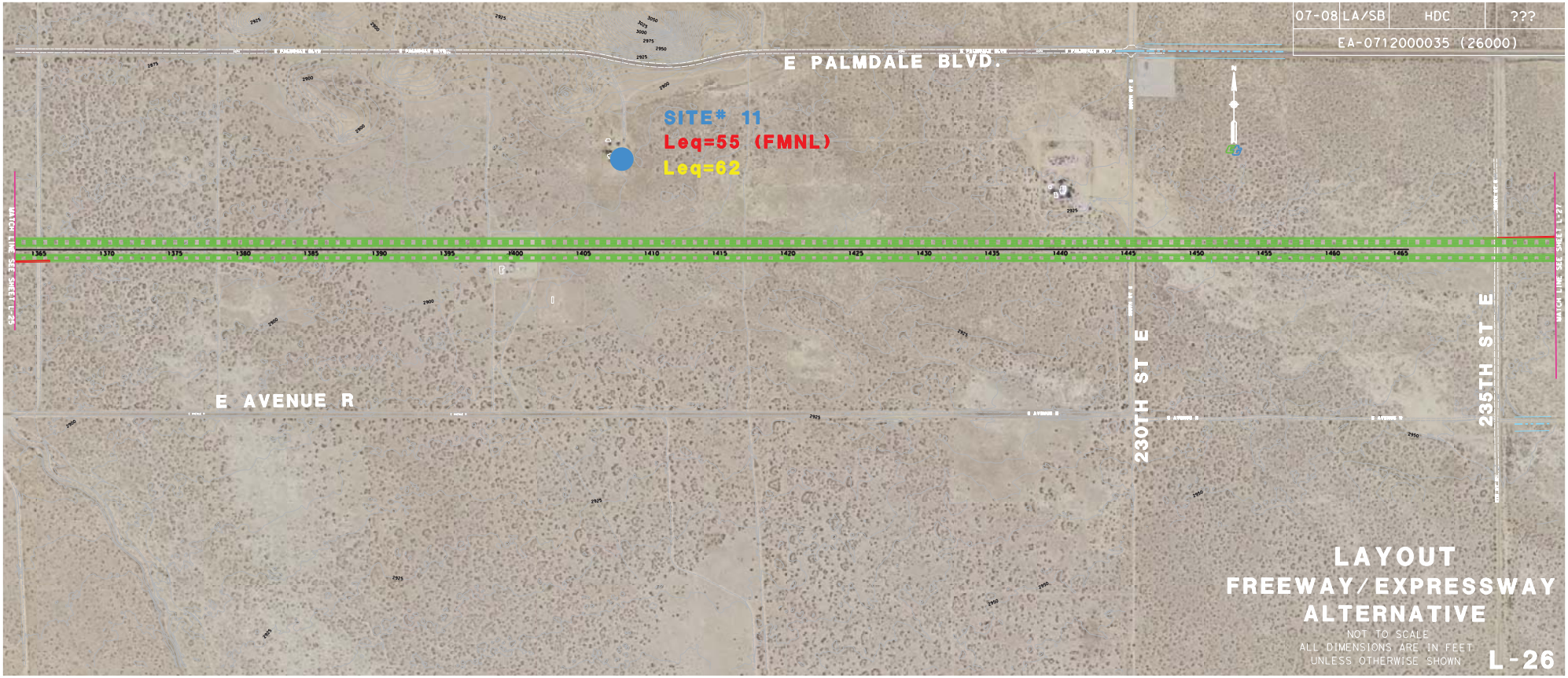
VARIATION D LAYOUT
FREEWAY/EXPRESSWAY ALTERNATIVE

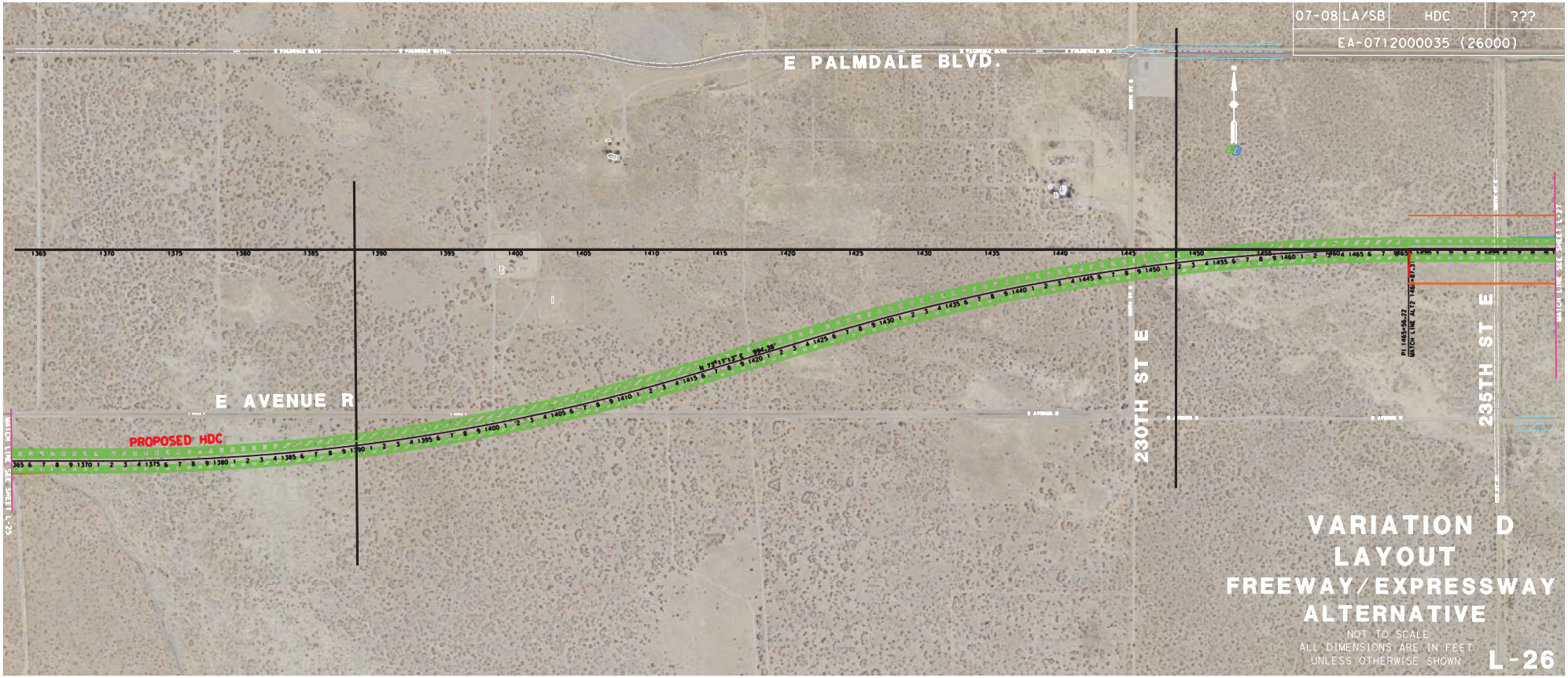
NOT TO SCALE
ALL DIMENSIONS ARE IN FEET
UNLESS OTHERWISE SHOWN

L-24

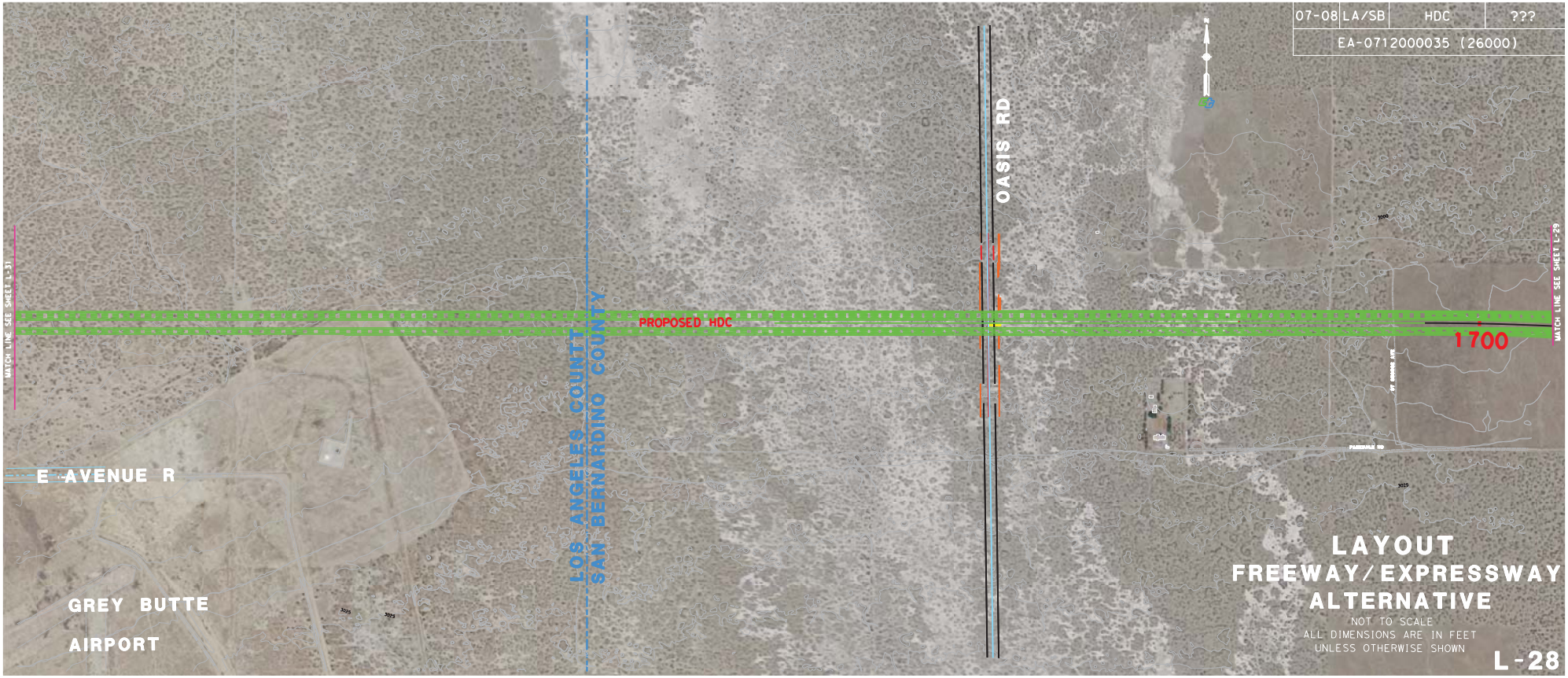

E PALMDALE BLVD.
SITE* M9
Leq=55 (MODELED)
Leq=63
SITE* 9
Leq=55 (FMNL)
Leq=59
OAKER AVE.
210TH ST E
PROPOSED HDC
200TH ST E
SITE* 10
Leq=57 (FMNL)
Leq=57
SITE* M10
Leq=55 (MODELED)
Leq=58
E AVENUE R
07-08 LA/SB HDC 4.9/24.9
EA-0712000035 (26000)
LAYOUT
FREEWAY/EXPRESSWAY
ALTERNATIVE
NOT TO SCALE
ALL DIMENSIONS ARE IN FEET
UNLESS OTHERWISE SHOWN
L-25

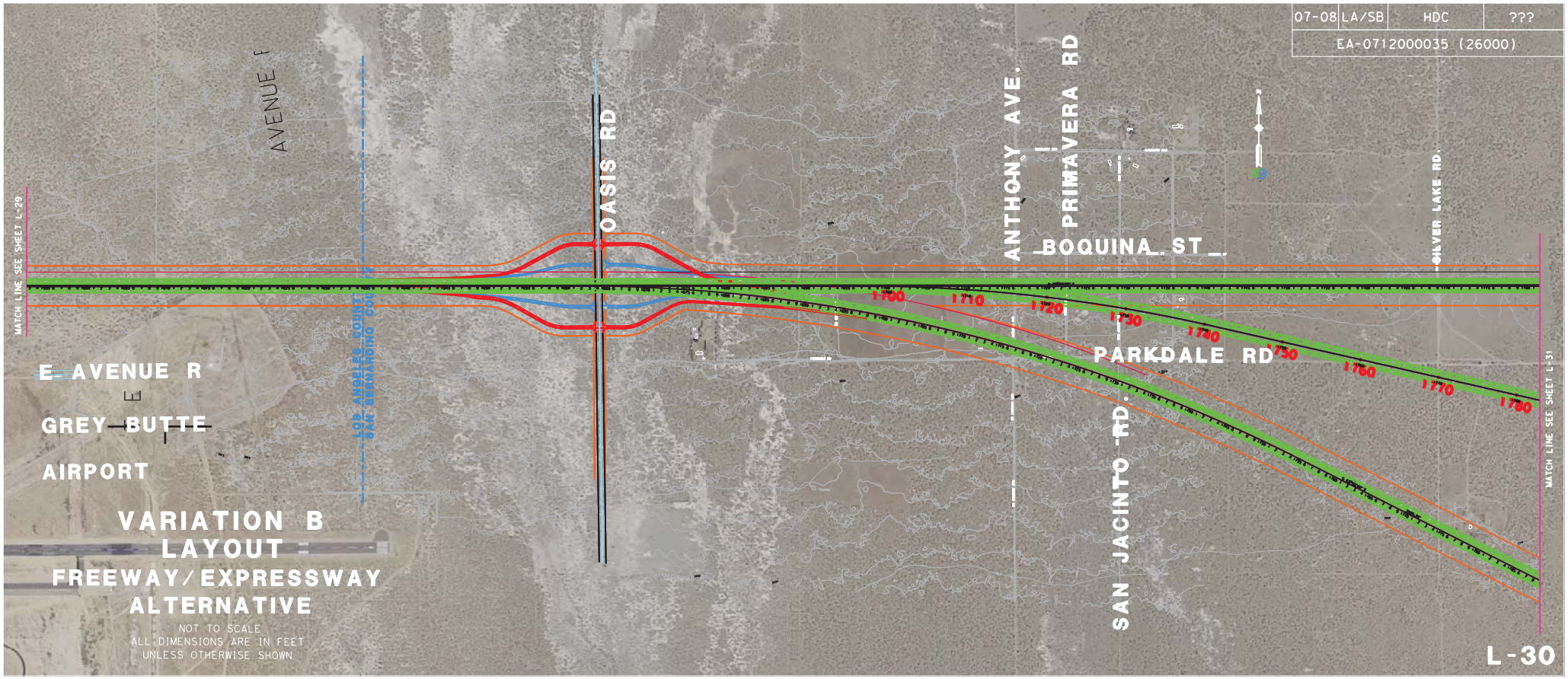

E PALMDALE BLVD.
OAKER AVE.
210TH ST E
200TH ST E
E AVENUE R
SITE# 10
Leq=57 (FMNL)
Leq=65
SITE# M10
Leq=55 (MODELED)
Leq=60
PROPOSED HOC
07-08 LA/SB HDC
EA-0712000035 (26000)
VARIATION D
LAYOUT
FREEWAY/EXPRESSWAY
ALTERNATIVE
NOT TO SCALE
ALL DIMENSIONS ARE IN FEET
UNLESS OTHERWISE SHOWN
L-25

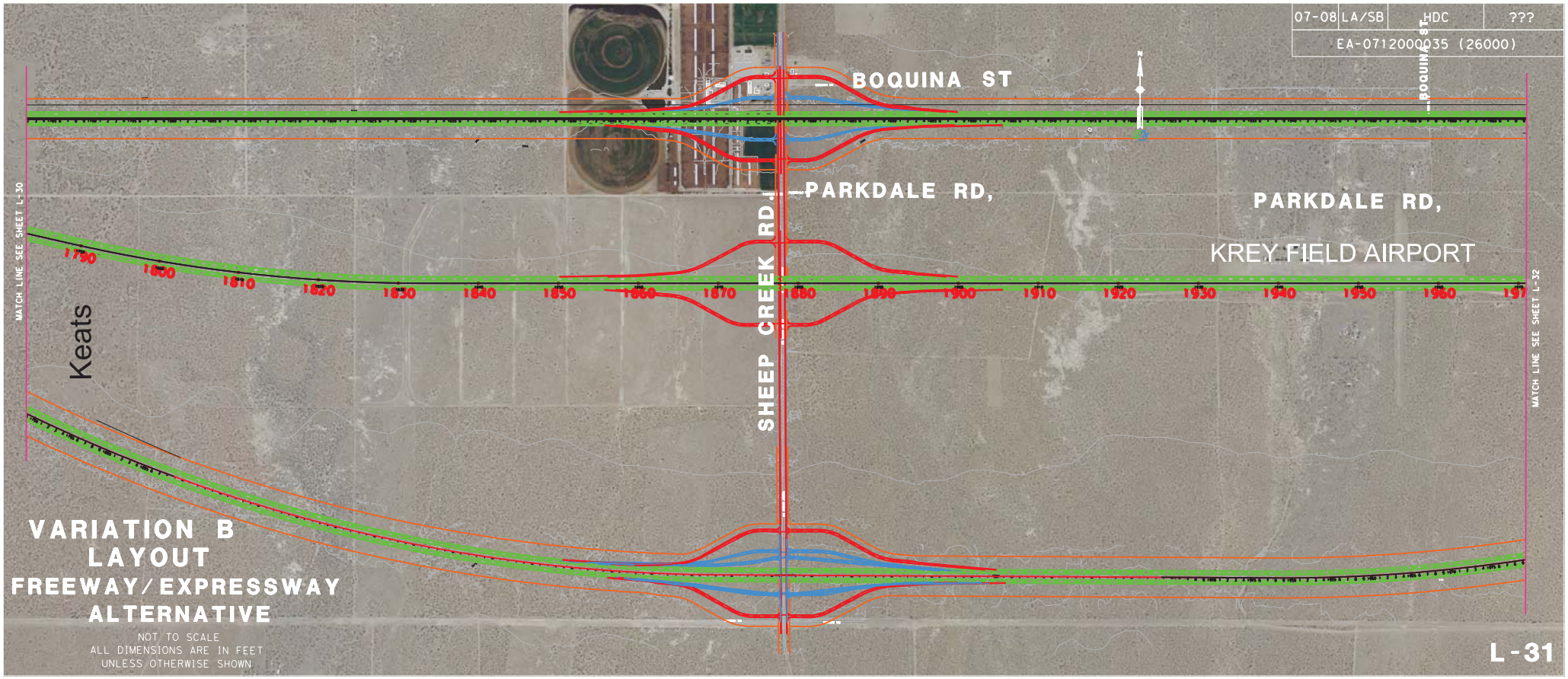

07-08 LA/SB HDC ???
EA-0712000035 (26000)
E PALMDALE BLVD.
SITE# 11
Leq=55 (FMNL)
Leq=62
MATCH LINE SEE SHEET L-25
MATCH LINE SEE SHEET L-27
E AVENUE R
230TH ST E
235TH ST E
LAYOUT
FREEWAY/EXPRESSWAY
ALTERNATIVE
NOT TO SCALE
ALL DIMENSIONS ARE IN FEET
UNLESS OTHERWISE SHOWN
L-26

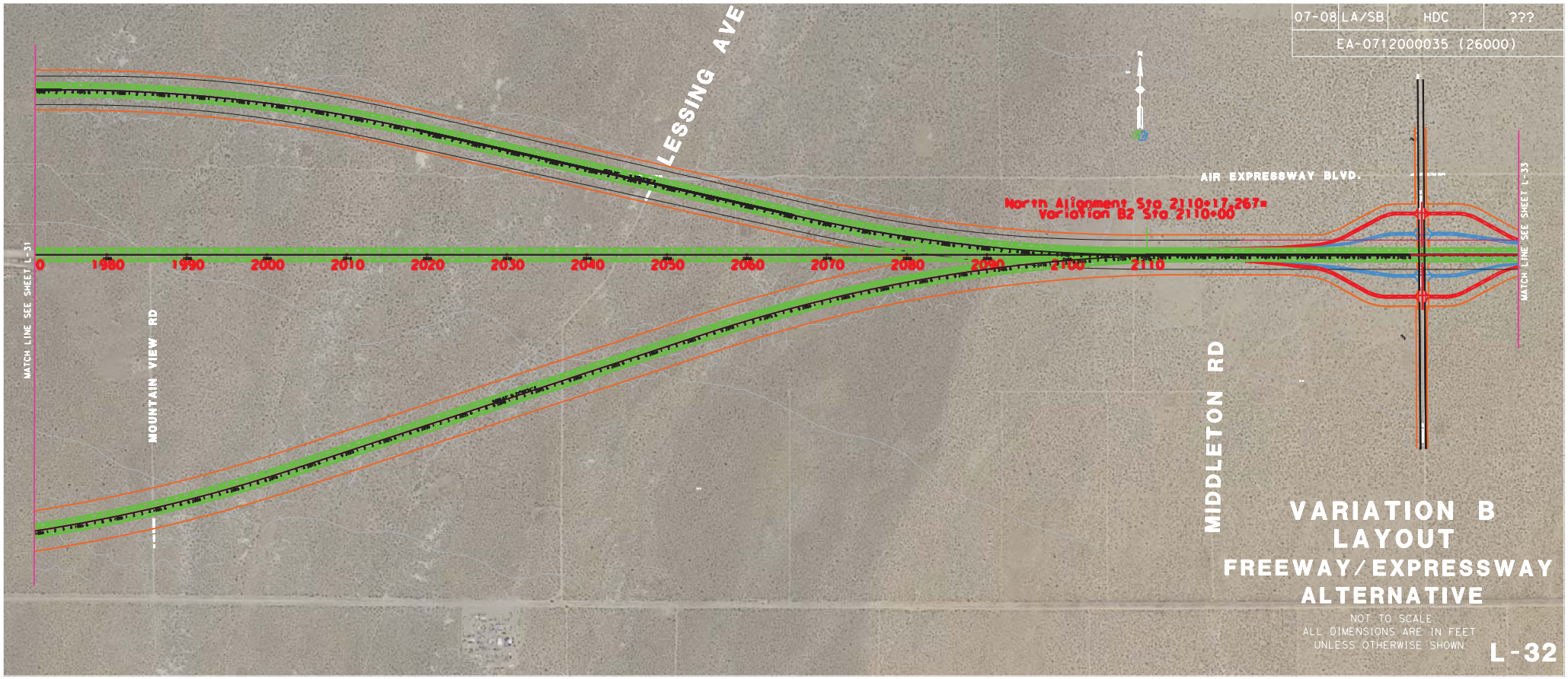

07-08 LA/SB HDC ???
EA-0712000035 (26000)
E PALMDALE BLVD.
E AVENUE R
PROPOSED HDC
230TH ST E
235TH ST E
VARIATION D
LAYOUT
FREEWAY/EXPRESSWAY
ALTERNATIVE
NOT TO SCALE
ALL DIMENSIONS ARE IN FEET
UNLESS OTHERWISE SHOWN
L-26

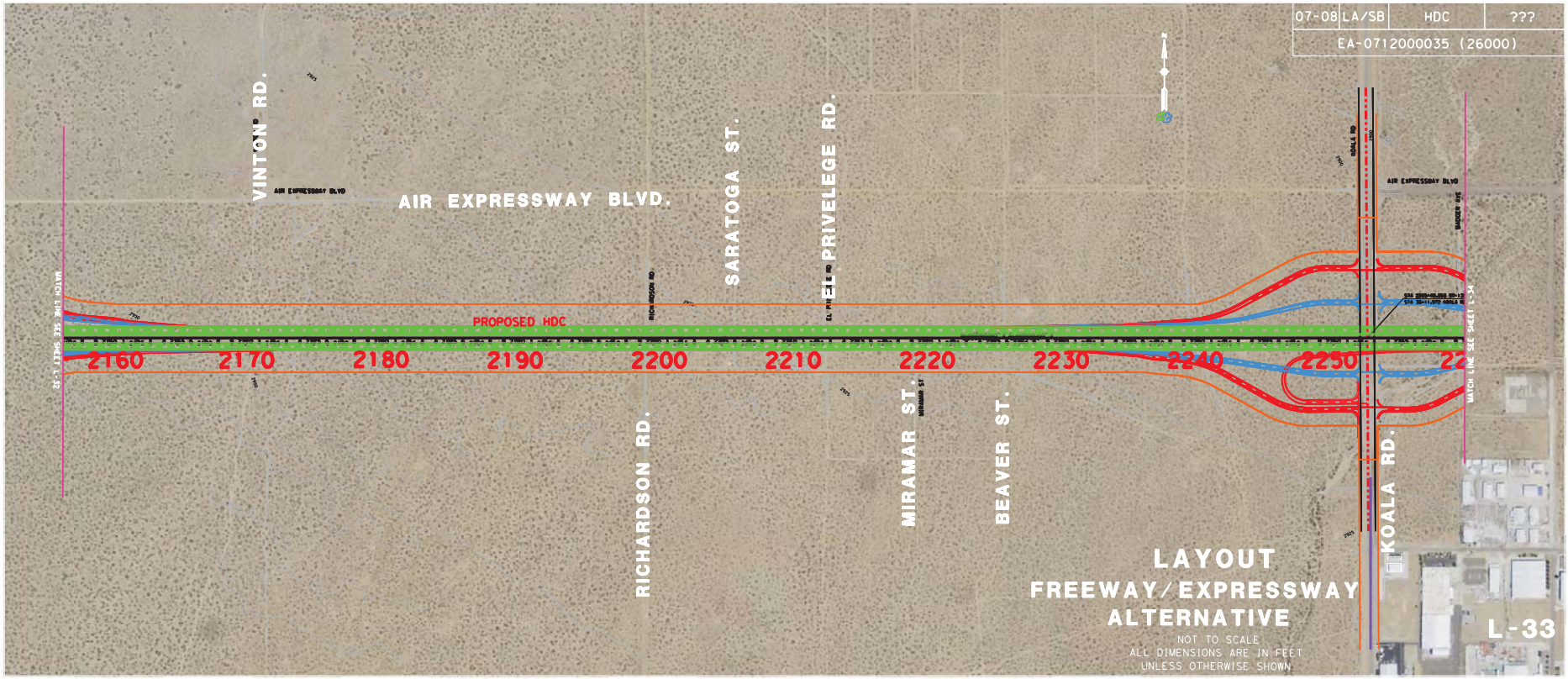
07-08 LA/SB HDC ???
EA-07120000035 (26000)
MATCH LINE SEE SHEET L-26
MATCH LINE SEE SHEET L-28
PROPOSED HOC
E AVENUE R
240TH ST E
250TH ST E
GREY BUTTE
AIRPORT
LAYOUT
FREEWAY/EXPRESSWAY
ALTERNATIVE
NOT TO SCALE
ALL DIMENSIONS ARE IN FEET
UNLESS OTHERWISE SHOWN
L-27

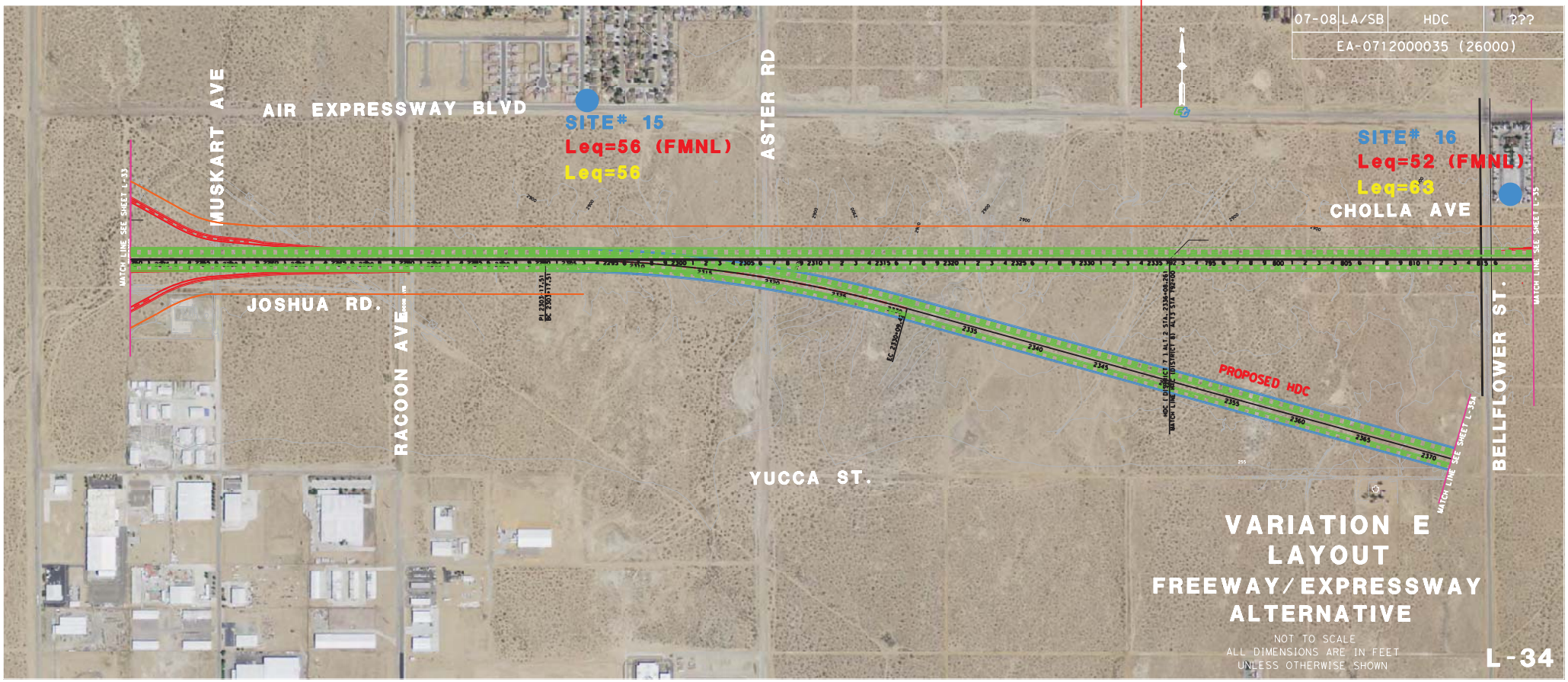

07-08 LA/SB HDC ???
EA-0712000035 (26000)
OASIS RD
PROPOSED HDC
1700
MATCH LINE SEE SHEET L-29
MATCH LINE SEE SHEET L-31
LOS ANGELES COUNTY
SAN BERNARDINO COUNTY
E AVENUE R
GREY BUTTE
AIRPORT
LAYOUT
FREEWAY / EXPRESSWAY
ALTERNATIVE
NOT TO SCALE
ALL DIMENSIONS ARE IN FEET
UNLESS OTHERWISE SHOWN
L-28

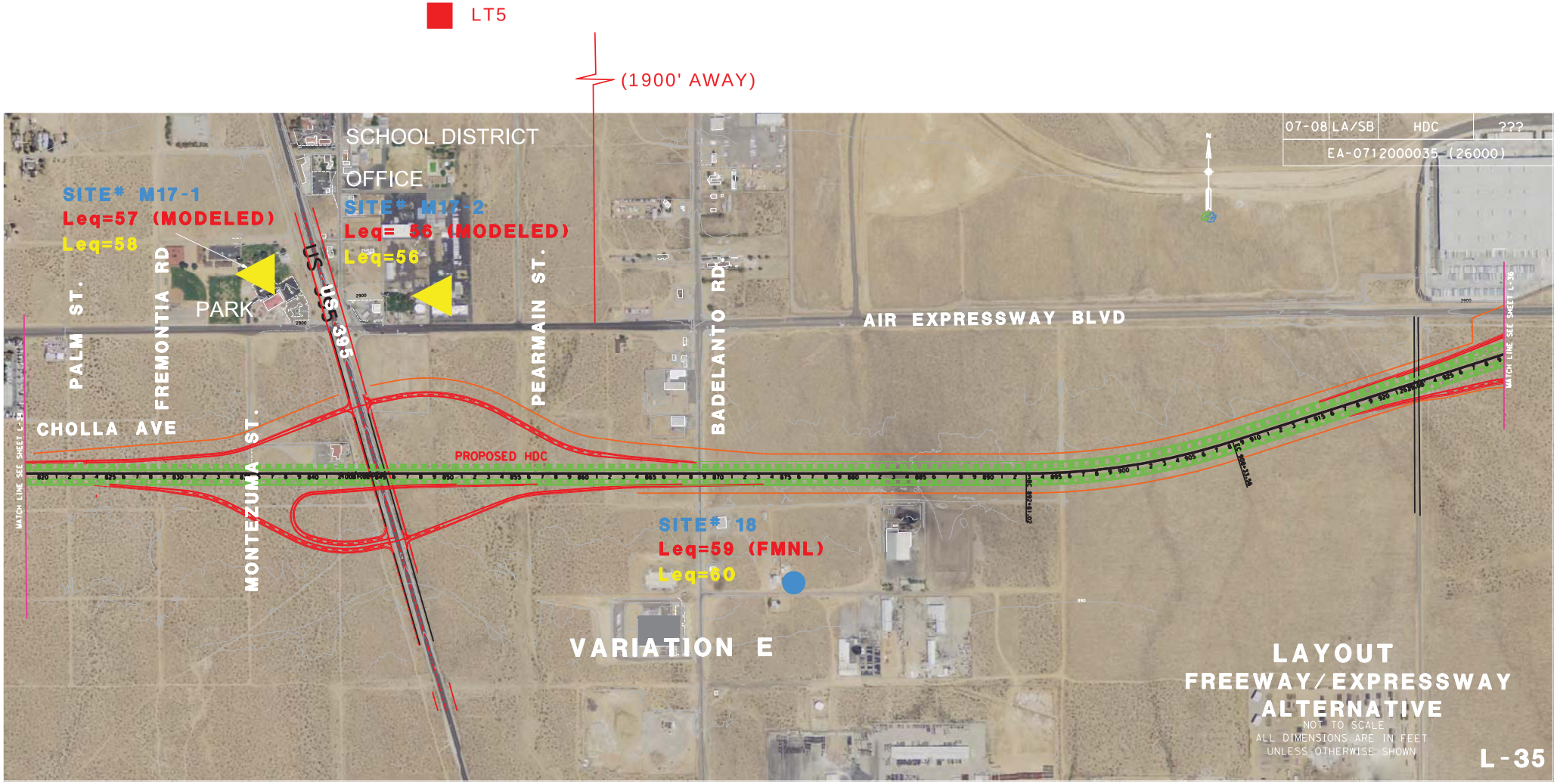

07-08 | LA/SB | HDC | ???
EA-0712000035 (26000)
AVENUE F
OASIS RD
ANTHONY AVE.
PRIMAVERA RD
BOQUINA ST
SILVER LAKE RD.
PARKDALE RD
SAN JACINTO RD.
LOS ANGELES COUNTY
SAN BERNARDINO COUNTY
MATCH LINE SEE SHEET L-29
MATCH LINE SEE SHEET L-31
E AVENUE R
E
GREY BUTTE
AIRPORT
1700
1710
1720
1730
1740
1750
1760
1770
1780
1790
VARIATION B
LAYOUT
FREEWAY/EXPRESSWAY
ALTERNATIVE
NOT TO SCALE
ALL DIMENSIONS ARE IN FEET
UNLESS OTHERWISE SHOWN
L-30

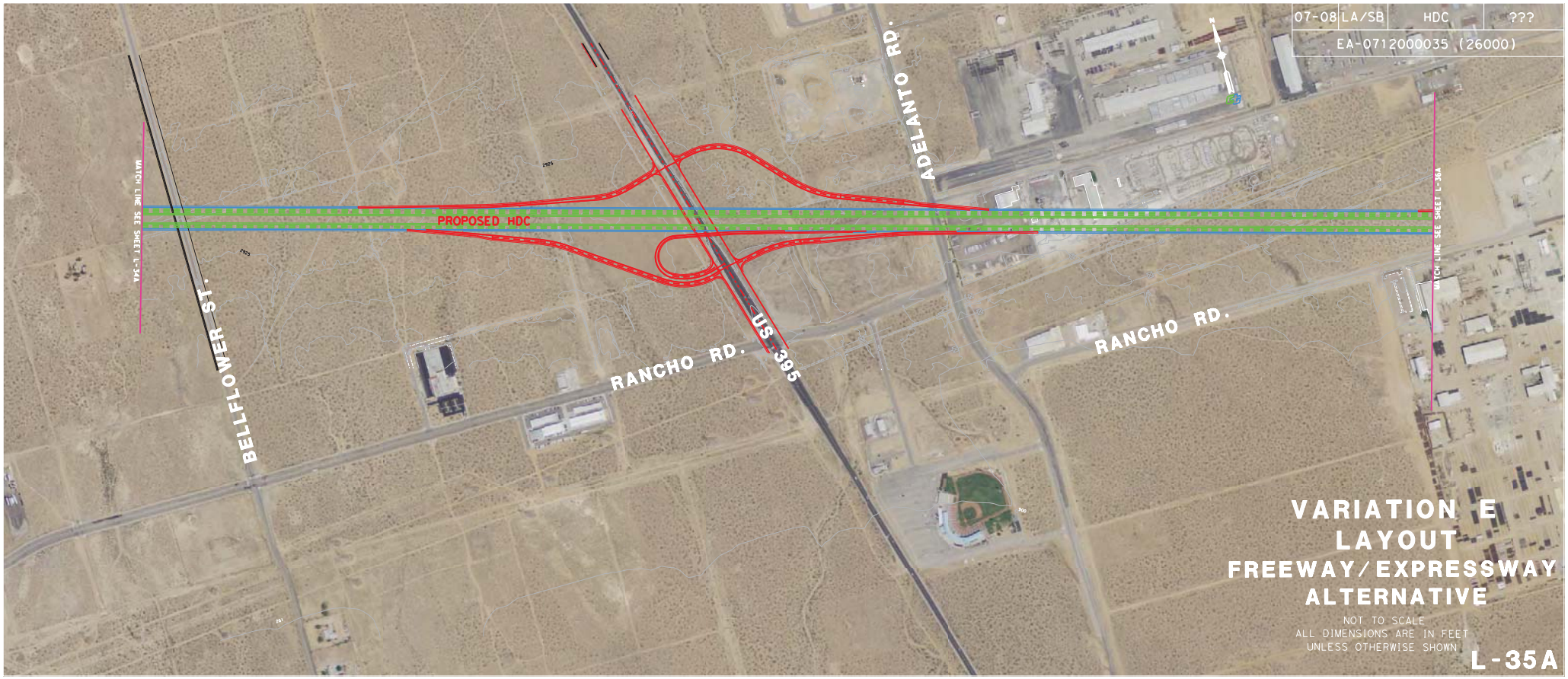

07-08 LA/SB HDC ???
EA-0712000035 (26000)
BOQUINA ST
BOQUINA ST
PARKDALE RD,
PARKDALE RD,
KREY FIELD AIRPORT
SHEEP CREEK RD
MATCH LINE SEE SHEET L-30
MATCH LINE SEE SHEET L-32
Keats
1790
1800
1810
1820
1830
1840
1850
1860
1870
1880
1890
1900
1910
1920
1930
1940
1950
1960
1970
VARIATION B
LAYOUT
FREEWAY/EXPRESSWAY
ALTERNATIVE
NOT TO SCALE
ALL DIMENSIONS ARE IN FEET
UNLESS OTHERWISE SHOWN
L-31

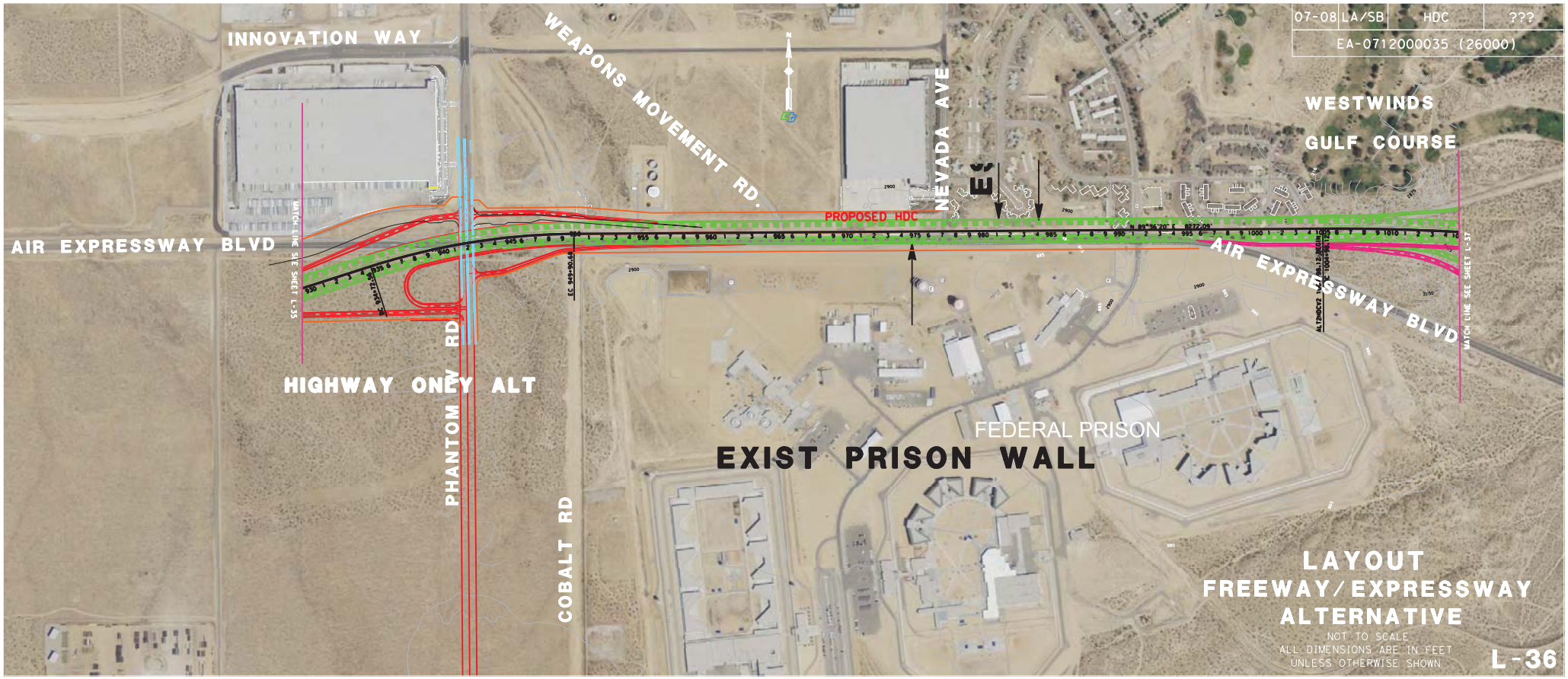

07-08 LA/SB HDC ???
EA-0712000035 (26000)
LESSING AVE
AIR EXPRESSWAY BLVD.
North Alignment Sta 2110+17.267
Variation B2 Sta 2110+00
0
1980
1990
2000
2010
2020
2030
2040
2050
2060
2070
2080
2090
2100
2110
MATCH LINE SEE SHEET L-31
MOUNTAIN VIEW RD
MIDDLETON RD
MATCH LINE SEE SHEET L-33
VARIATION B
LAYOUT
FREEWAY/EXPRESSWAY
ALTERNATIVE
NOT TO SCALE
ALL DIMENSIONS ARE IN FEET
UNLESS OTHERWISE SHOWN
L-32

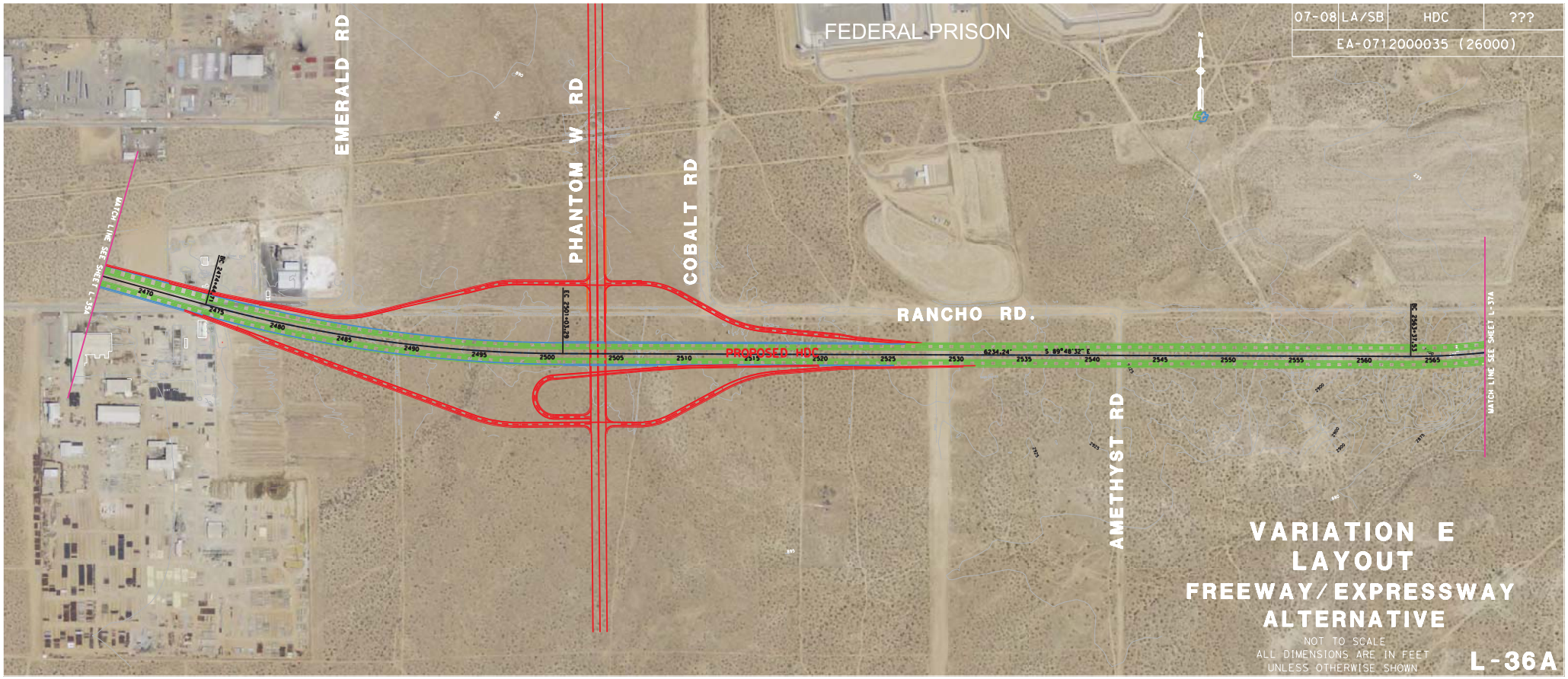

07-08 LA/SB HDC ???
EA-0712000035 (26000)
VINTON RD.
AIR EXPRESSWAY BLVD.
SARATOGA ST.
EL PRIVELEGE RD.
PROPOSED HDC
2160
2170
2180
2190
2200
2210
2220
2230
2240
2250
RICHARDSON RD.
MIRAMAR ST.
BEAVER ST.
KOALA RD.
LAYOUT
FREEWAY/EXPRESSWAY
ALTERNATIVE
NOT TO SCALE
ALL DIMENSIONS ARE IN FEET
UNLESS OTHERWISE SHOWN
L-33


LT4
(1500' AWAY)
07-08 LA/SB HDC ???
EA-0712000035 (26000)
MUSKART AVE
AIR EXPRESSWAY BLVD
SITE# 15
Leq=56 (FMNL)
Leq=56
ASTER RD
SITE# 16
Leq=52 (FMNL)
Leq=63
CHOLLA AVE
JOSHUA RD.
RACOON AVE
YUCCA ST.
PROPOSED HDC
BELLFLOWER ST.
MATCH LINE SEE SHEET L-33
MATCH LINE SEE SHEET L-35
MATCH LINE SEE SHEET L-34
VARIATION E
LAYOUT
FREEWAY/EXPRESSWAY
ALTERNATIVE
NOT TO SCALE
ALL DIMENSIONS ARE IN FEET
UNLESS OTHERWISE SHOWN
L-34

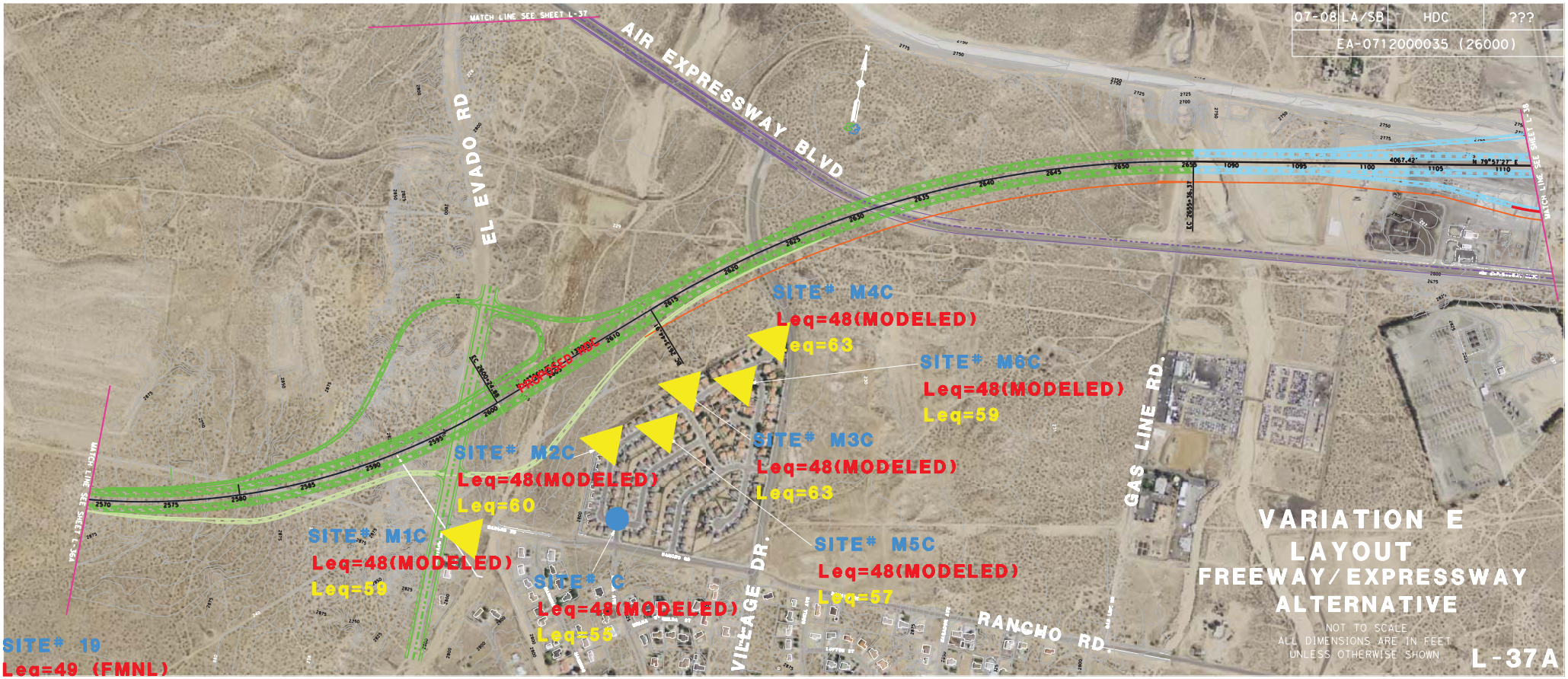

LT5
(1900' AWAY)
07-08 LA/SB HDC ???
EA-0712000035 (26000)
SCHOOL DISTRICT
OFFICE
SITE# M17-1
Leq=57 (MODELED)
Leq=58
SITE# M17-2
Leq= 56 (MODELED)
Leq=56
PARK
PALM ST.
FREMONTIA RD
US-395
PEARMAIN ST.
BADELANTO RD.
AIR EXPRESSWAY BLVD
CHOLLA AVE
MONTEZUMA ST.
PROPOSED HDC
SITE# 18
Leq=59 (FMNL)
Leq=60
VARIATION E
LAYOUT
FREEWAY/EXPRESSWAY
ALTERNATIVE
NOT TO SCALE
ALL DIMENSIONS ARE IN FEET
UNLESS OTHERWISE SHOWN
L-35

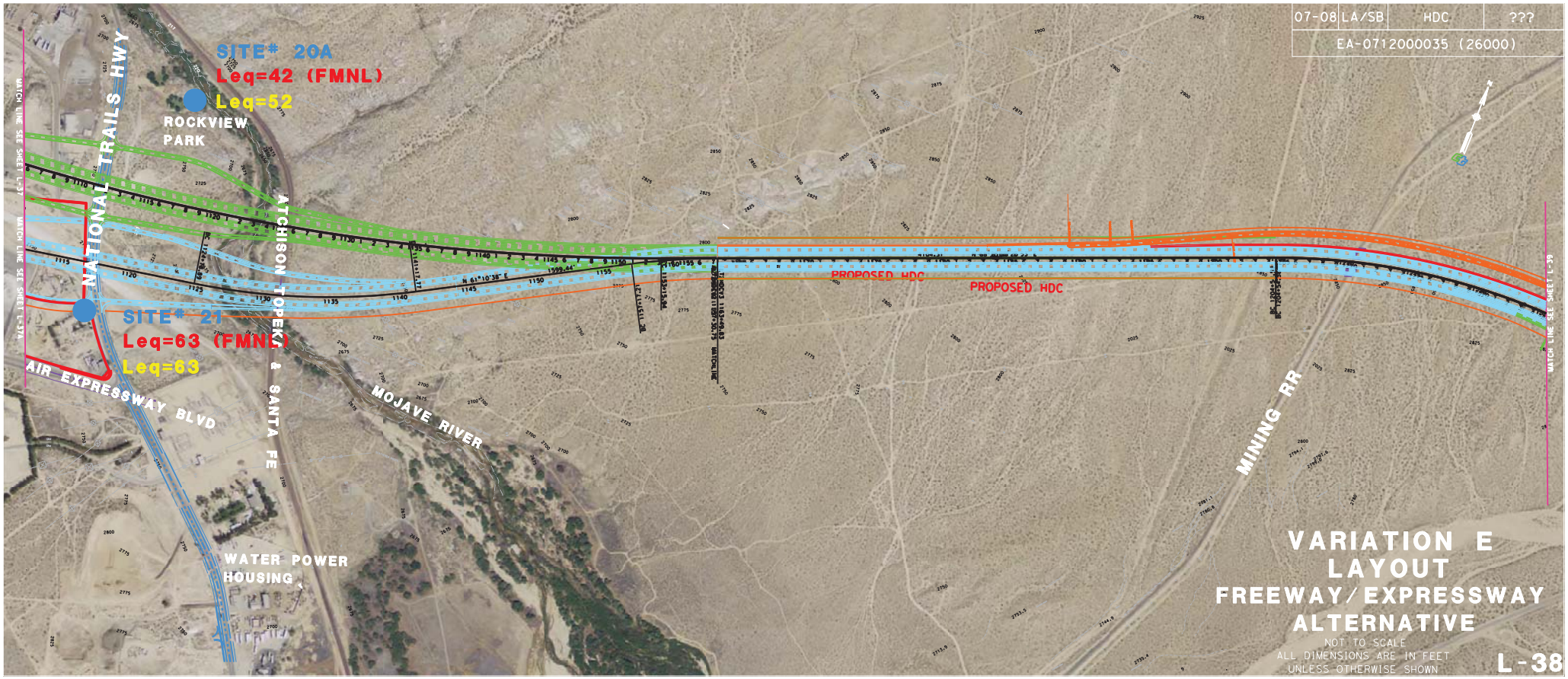

07-08 LA/SB HDC ???
EA-0712000035 (26000)
PROPOSED HDC
BELLFLOWER ST.
ADELANTO RD.
RANCHO RD.
RANCHO RD.
US 395
MATCH LINE SEE SHEET L-34A
MATCH LINE SEE SHEET L-36A
VARIATION E
LAYOUT
FREEWAY/EXPRESSWAY
ALTERNATIVE
NOT TO SCALE
ALL DIMENSIONS ARE IN FEET
UNLESS OTHERWISE SHOWN
L-35A

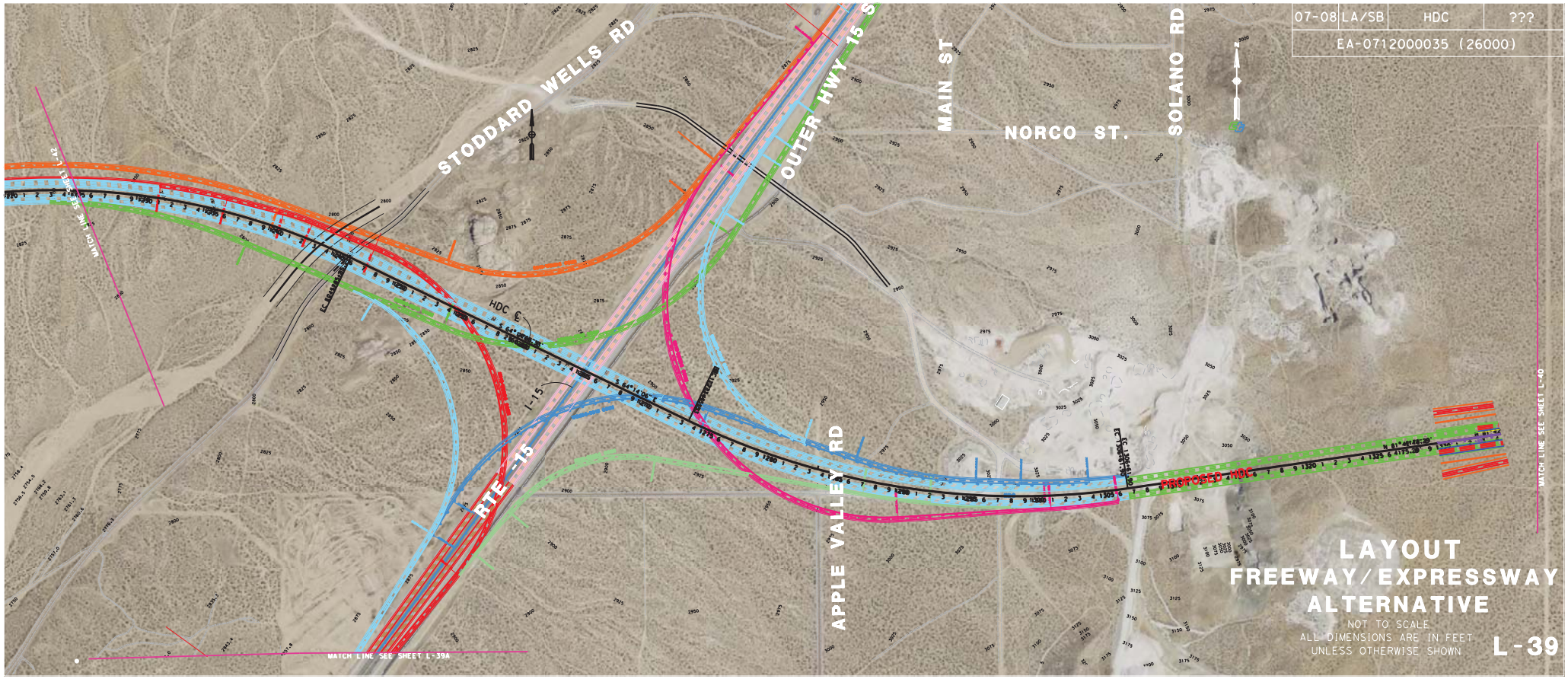

07-08 LA/SB HDC ???
EA-0712000035 (26000)
INNOVATION WAY
WEAPONS MOVEMENT RD.
NEVADA AVE
EB
WESTWINDS
GULF COURSE
PROPOSED HDC
AIR EXPRESSWAY BLVD
MATCH LINE SEE SHEET L-35
HIGHWAY ONLY ALT
PHANTOM RD
COBALT RD
FEDERAL PRISON
EXIST PRISON WALL
AIR EXPRESSWAY BLVD
MATCH LINE SEE SHEET L-37
LAYOUT
FREEWAY/EXPRESSWAY
ALTERNATIVE
NOT TO SCALE
ALL DIMENSIONS ARE IN FEET
UNLESS OTHERWISE SHOWN
L-36

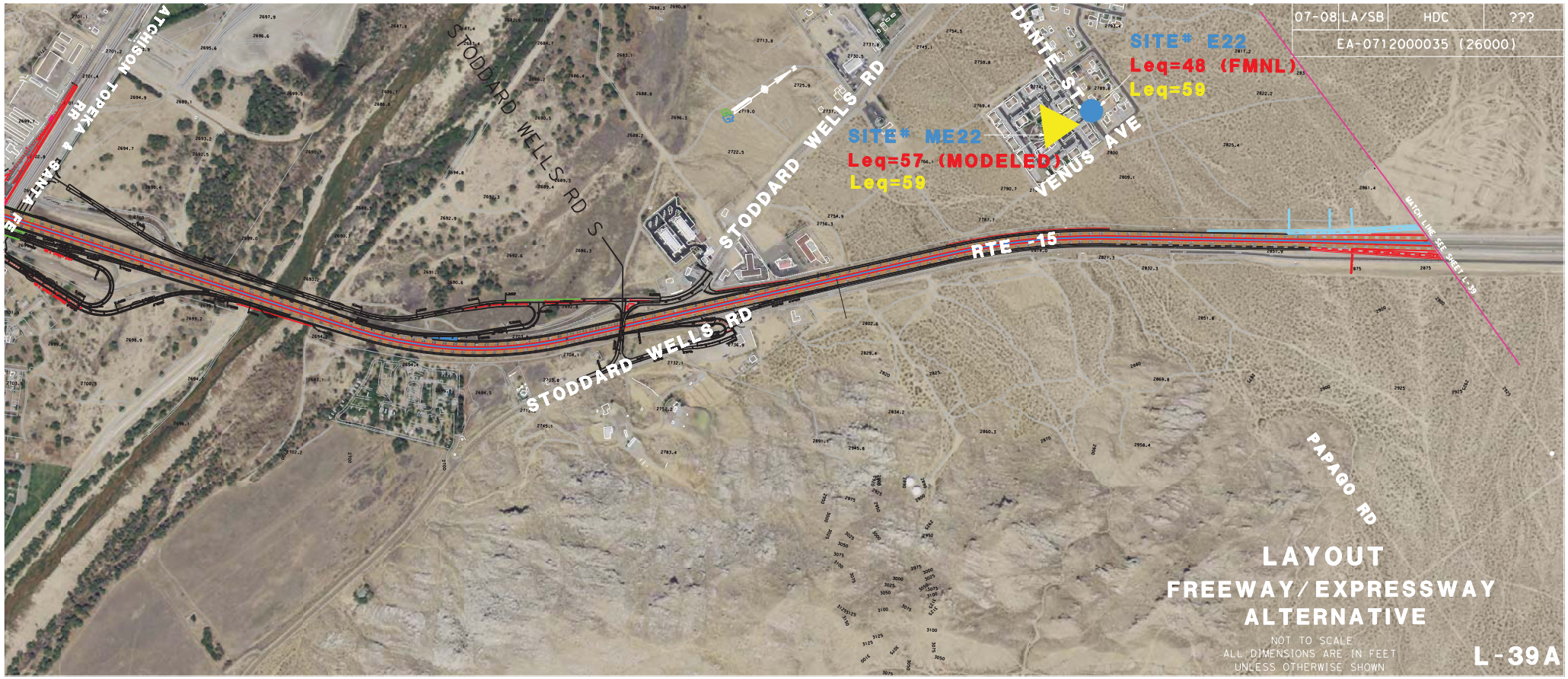

07-08 | LA/SB | HDC | ???
EA-0712000035 (26000)
FEDERAL PRISON
EMERALD RD
PHANTOM W RD
COBALT RD
RANCHO RD.
AMETHYST RD
PROPOSED HDC
MATCH LINE SEE SHEET L-35A
MATCH LINE SEE SHEET L-37A
VARIATION E
LAYOUT
FREEWAY/EXPRESSWAY
ALTERNATIVE
NOT TO SCALE
ALL DIMENSIONS ARE IN FEET
UNLESS OTHERWISE SHOWN
L-36A

07-08 LA/SB HDC ???
EA-0712000035 (26000)
SITE* 20
Leq=64 (FMNL)
Leq=64
WESTWINDS
GULF COURSE
PLAI
TUNNER RD
SITE* 19
Leq=49 (FMNL)
Leq=58
MATCH LINE SEE SHEET L-36
MATCH LINE SEE SHEET L-38
EL EVADO RD
AIR EXPRESSWAY BLVD
VILLAGE DR.
GAS LINE RD.
LAYOUT
FREEWAY/EXPRESSWAY
ALTERNATIVE
NOT TO SCALE
ALL DIMENSIONS ARE IN FEET
UNLESS OTHERWISE SHOWN
L-37

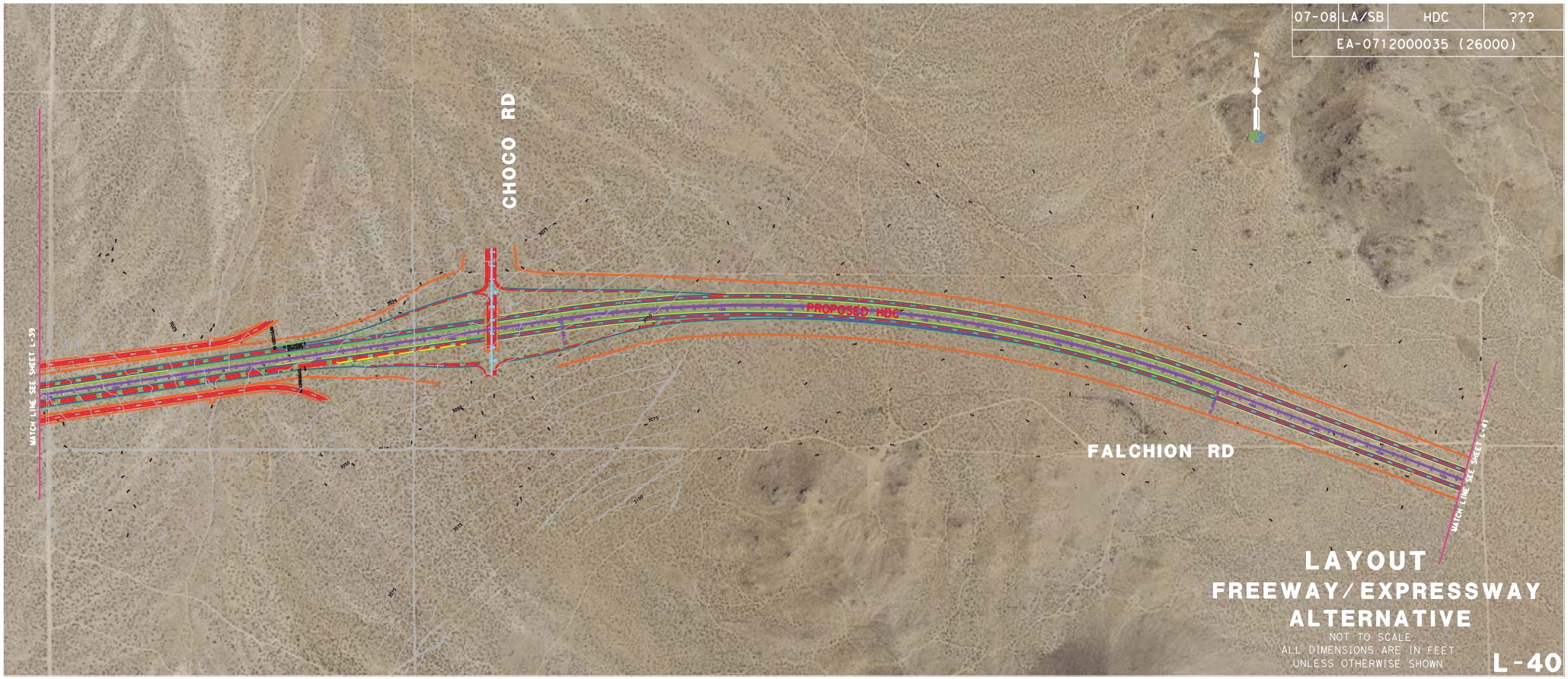

07-08 LA/SB HDC ???
EA-0712000035 (26000)
MATCH LINE SEE SHEET L-37
AIR EXPRESSWAY BLVD
EL EVADO RD
MATCH LINE SEE SHEET L-36A
MATCH LINE SEE SHEET L-36
SITE# M4C
Leq=48(MODELED)
Leq=63
SITE# M6C
Leq=48(MODELED)
Leq=59
SITE# M3C
Leq=48(MODELED)
Leq=63
SITE# M2C
Leq=48(MODELED)
Leq=60
SITE# M1C
Leq=48(MODELED)
Leq=59
SITE# C
Leq=48(MODELED)
Leq=55
SITE# M5C
Leq=48(MODELED)
Leq=57
SITE# 19
Leq=49 (FMNL)
GAS LINE RD.
VILLAGE DR.
RANCHO RD.
VARIATION E
LAYOUT
FREEWAY/EXPRESSWAY
ALTERNATIVE
NOT TO SCALE
ALL DIMENSIONS ARE IN FEET
UNLESS OTHERWISE SHOWN
L-37A


07-08 | LA/SB | HDC | ???
EA-0712000035 (26000)
SITE# 20A
Leq=42 (FMNL)
Leq=52
ROCKVIEW PARK
NATIONAL TRAILS HWY
ATCHISON TOPEKA & SANTA FE
SITE# 21
Leq=63 (FMNL)
Leq=63
AIR EXPRESSWAY BLVD
MOJAVE RIVER
MINING RR
WATER POWER HOUSING
PROPOSED HDC
PROPOSED HDC
MATCH LINE SEE SHEET L-37
MATCH LINE SEE SHEET L-37A
MATCH LINE SEE SHEET L-39
VARIATION E
LAYOUT
FREEWAY/EXPRESSWAY
ALTERNATIVE
NOT TO SCALE
ALL DIMENSIONS ARE IN FEET
UNLESS OTHERWISE SHOWN
L-38


07-08 | LA/SB | HDC | ???
EA-0712000035 (26000)
STODDARD WELLS RD
OUTER HWY 15 S
MAIN ST
NORCO ST.
SOLANO RD
HDC ℄
I-15
RTE 15
APPLE VALLEY RD
PROPOSED HOV
MATCH LINE SEE SHEET L-39A
MATCH LINE SEE SHEET L-40
LAYOUT
FREEWAY/EXPRESSWAY
ALTERNATIVE
NOT TO SCALE
ALL DIMENSIONS ARE IN FEET
UNLESS OTHERWISE SHOWN
L-39


07-08 | LA/SB | HDC | ???
EA-0712000035 (26000)
SITE* E22
Leq=48 (FMNL)
Leq=59
SITE* ME22
Leq=57 (MODELED)
Leq=59
STODDARD WELLS RD
STODDARD WELLS RD S
DANTE ST
VENUS AVE
RTE -15
ATCHISON TOPEKA & SANTA FE RR
MATCH LINE SEE SHEET L-39
PAPAGO RD
LAYOUT
FREEWAY/EXPRESSWAY
ALTERNATIVE
NOT TO SCALE
ALL DIMENSIONS ARE IN FEET
UNLESS OTHERWISE SHOWN
L-39A

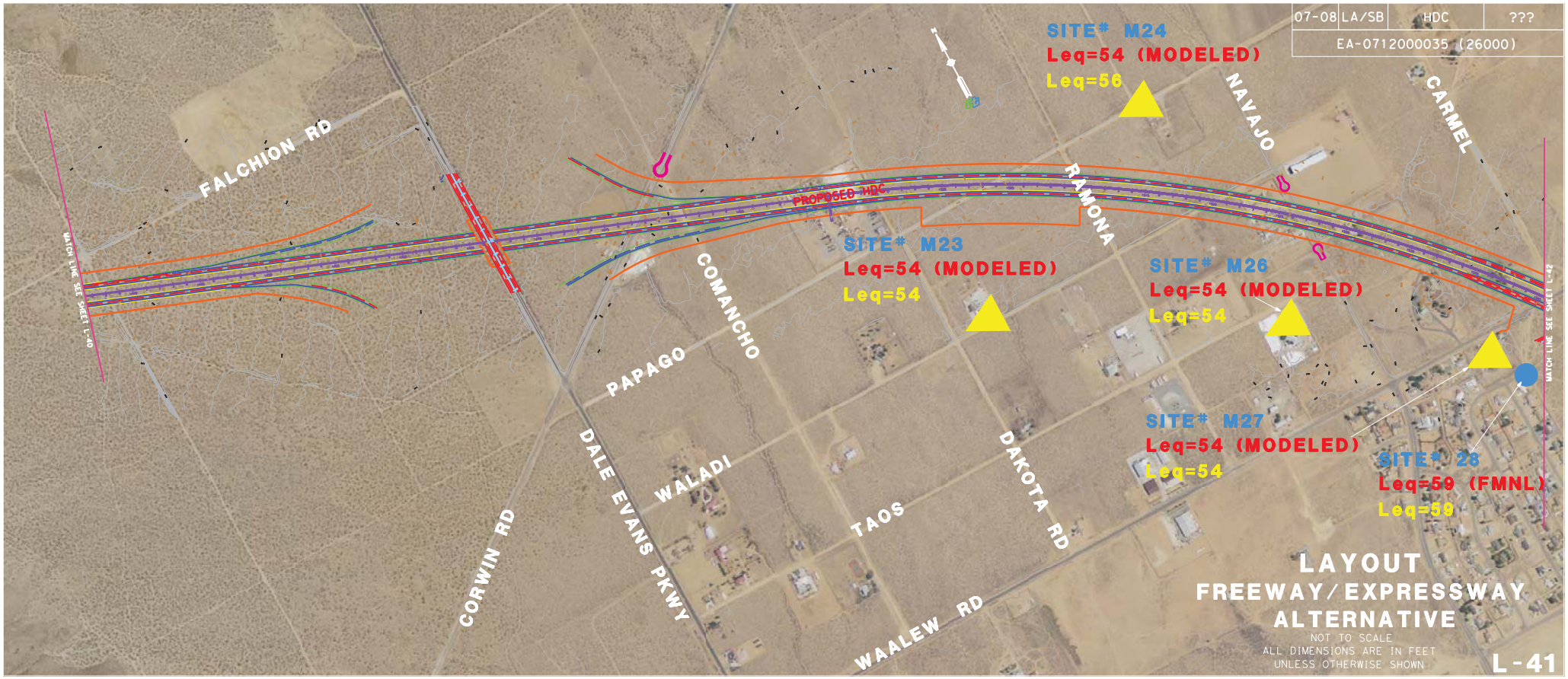
07-08	LA/SB	HDC	???
EA-0712000035 (26000)			

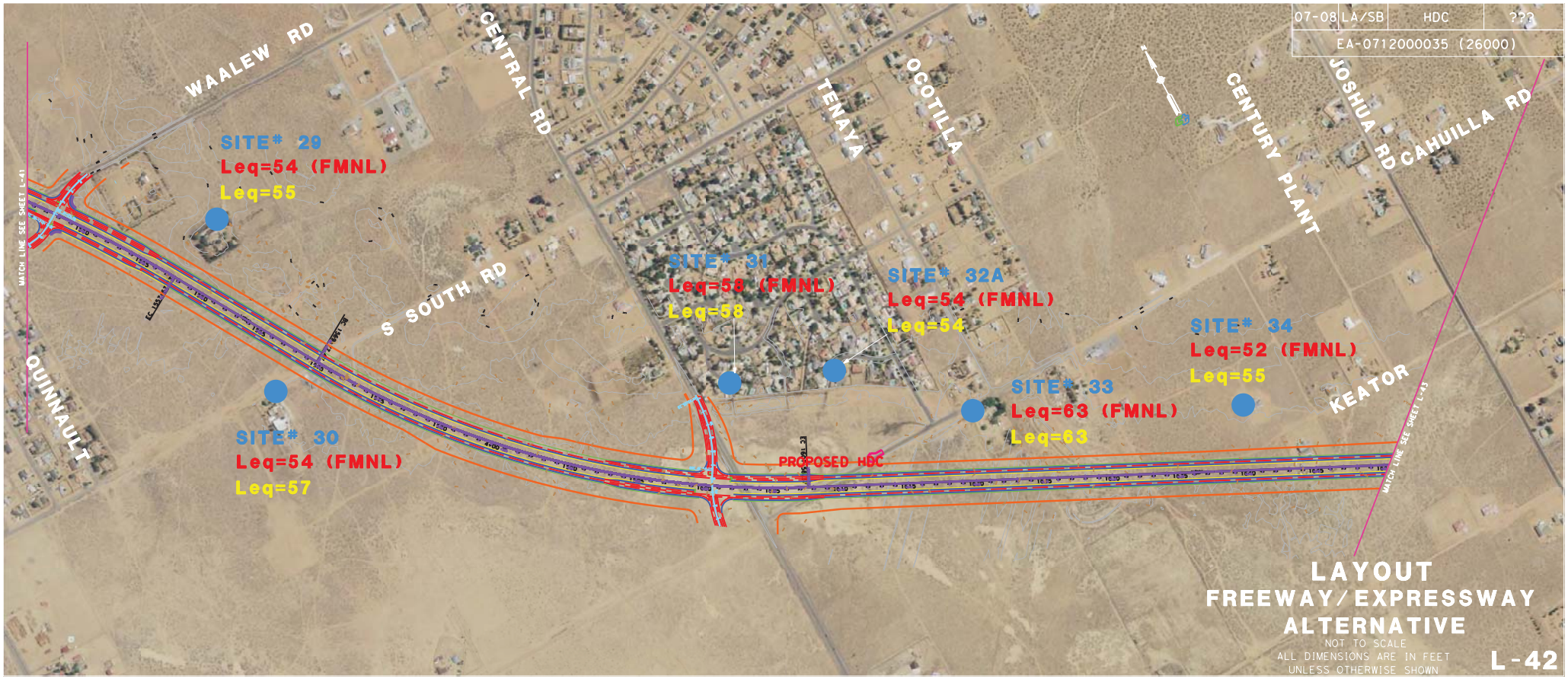


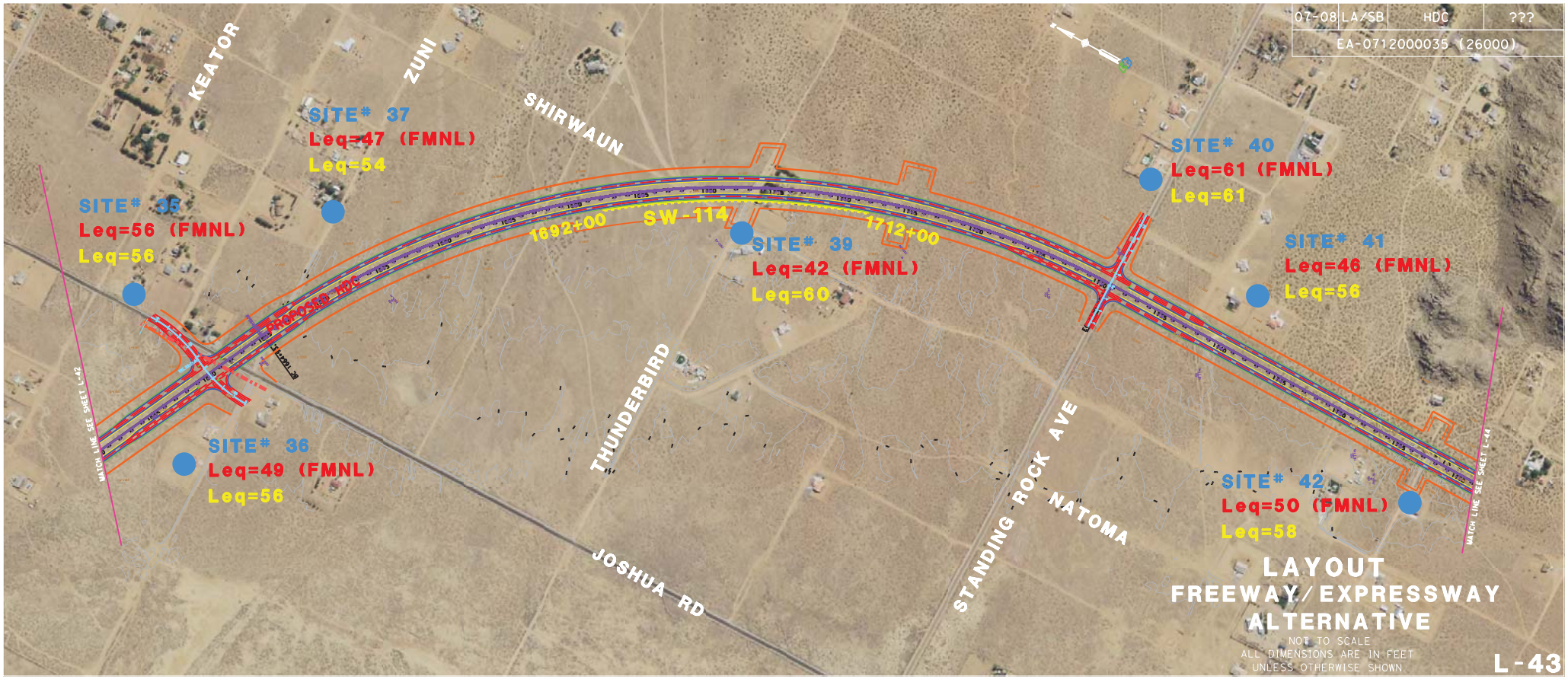
LAYOUT
FREEWAY/EXPRESSWAY ALTERNATIVE

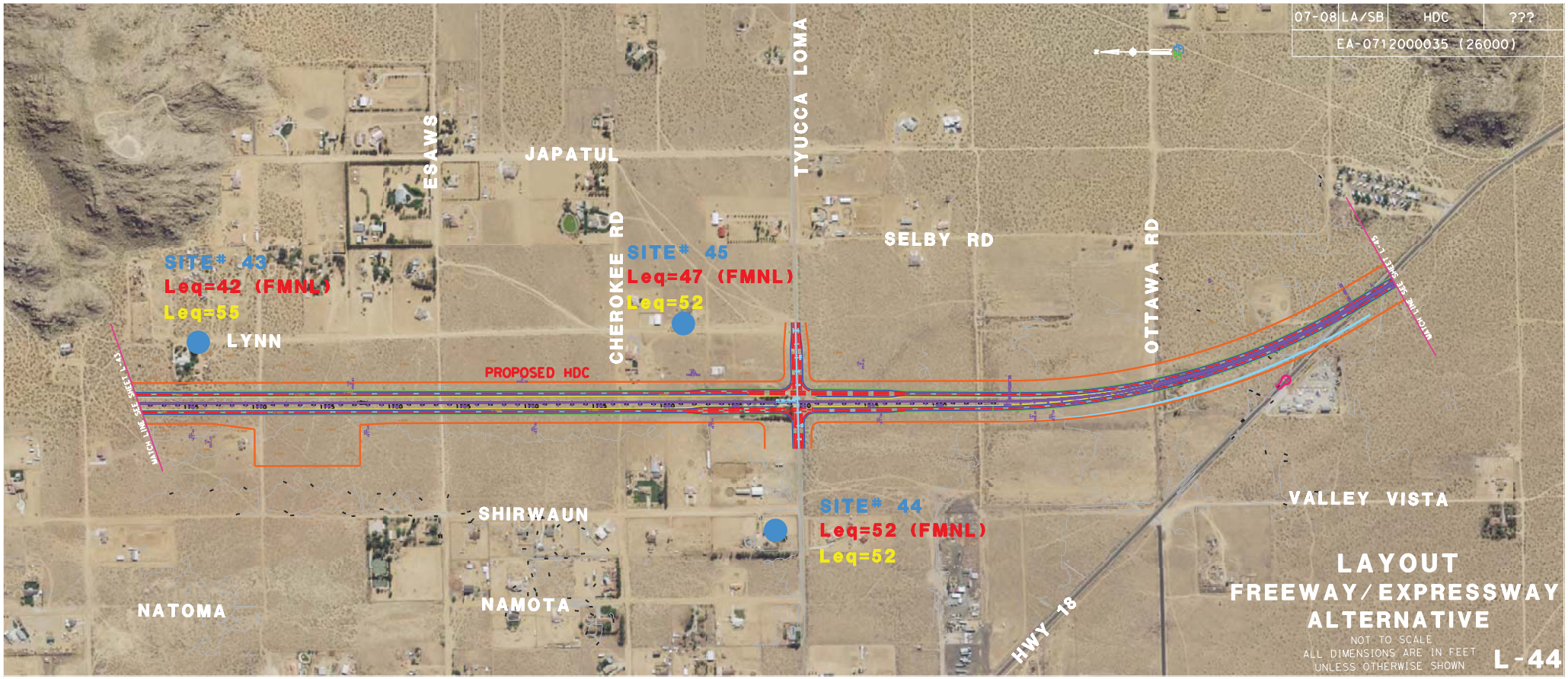
NOT TO SCALE
ALL DIMENSIONS ARE IN FEET
UNLESS OTHERWISE SHOWN

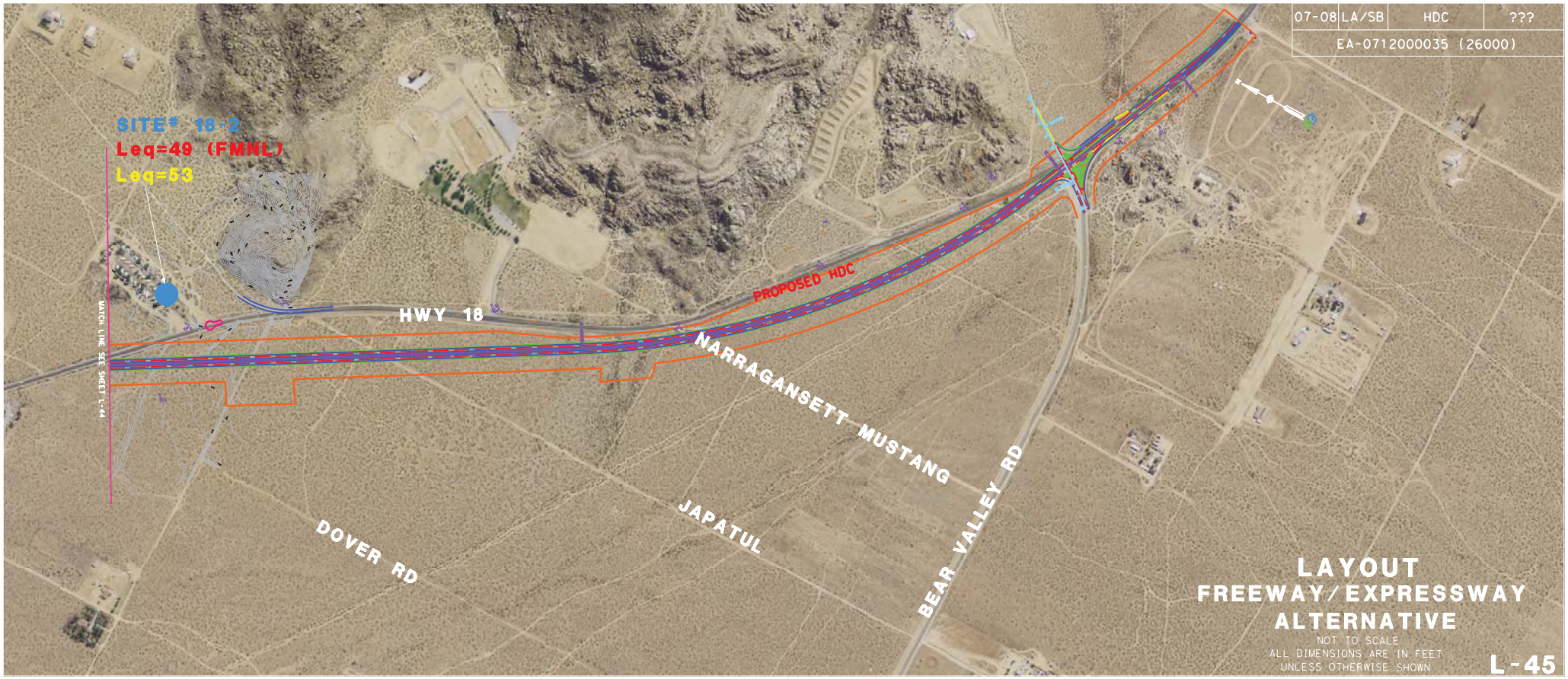
L-40


07-08 | LA/SB | HDC | ???
EA-0712000035 (26000)
SITE# M24
Leq=54 (MODELED)
Leq=56
NAVAJO
CARMEL
FALCHION RD
PROPOSED HDC
RAMONA
SITE# M23
Leq=54 (MODELED)
Leq=54
SITE# M26
Leq=54 (MODELED)
Leq=54
COMANCHO
PAPAGO
SITE# M27
Leq=54 (MODELED)
Leq=54
SITE# 28
Leq=59 (FMNL)
Leq=59
DALE EVANS PKWY
WALADI
TAOS
DAKOTA RD
CORWIN RD
WAALEW RD
MATCH LINE SEE SHEET L-40
MATCH LINE SEE SHEET L-42
LAYOUT
FREEWAY/EXPRESSWAY
ALTERNATIVE
NOT TO SCALE
ALL DIMENSIONS ARE IN FEET
UNLESS OTHERWISE SHOWN
L-41


07-08 LA/SB HDC ???
EA-0712000035 (26000)
WAALEW RD
CENTRAL RD
TENAYA
OCOTILLA
CENTURY PLANT
JOSHUA RD
CAHUILLA RD
S SOUTH RD
QUINNAULT
KEATOR
PROPOSED HDC
MATCH LINE SEE SHEET L-41
MATCH LINE SEE SHEET L-43
SITE* 29
Leq=54 (FMNL)
Leq=55
SITE* 30
Leq=54 (FMNL)
Leq=57
SITE* 31
Leq=58 (FMNL)
Leq=58
SITE* 32A
Leq=54 (FMNL)
Leq=54
SITE* 33
Leq=63 (FMNL)
Leq=63
SITE* 34
Leq=52 (FMNL)
Leq=55
LAYOUT
FREEWAY/EXPRESSWAY
ALTERNATIVE
NOT TO SCALE
ALL DIMENSIONS ARE IN FEET
UNLESS OTHERWISE SHOWN
L-42


07-08 | LA/SB | HDC | ???
EA-0712000035 (26000)
KEATOR
ZUNI
SHIRWAUN
THUNDERBIRD
JOSHUA RD
STANDING ROCK AVE
NATOMA
SITE# 35
Leq=56 (FMNL)
Leq=56
SITE# 36
Leq=49 (FMNL)
Leq=56
SITE# 37
Leq=47 (FMNL)
Leq=54
SITE# 39
Leq=42 (FMNL)
Leq=60
SITE# 40
Leq=61 (FMNL)
Leq=61
SITE# 41
Leq=46 (FMNL)
Leq=56
SITE# 42
Leq=50 (FMNL)
Leq=58
1692+00
SW-114
1712+00
MATCH LINE SEE SHEET L-42
MATCH LINE SEE SHEET L-44
LAYOUT
FREEWAY/EXPRESSWAY
ALTERNATIVE
NOT TO SCALE
ALL DIMENSIONS ARE IN FEET
UNLESS OTHERWISE SHOWN
L-43


07-08 LA/SB HDC ???
EA-0712000035 (26000)
ESAWS
JAPATUL
TYUCCA LOMA
CHEROKEE RD
SELBY RD
OTTAWA RD
SITE# 43
Leq=42 (FMNL)
Leq=55
LYNN
SITE# 45
Leq=47 (FMNL)
Leq=52
PROPOSED HDC
MATCH LINE SEE SHEET L-43
MATCH LINE SEE SHEET L-45
SHIRWAUN
SITE# 44
Leq=52 (FMNL)
Leq=52
VALLEY VISTA
NATOMA
NAMOTA
HWY 18
LAYOUT
FREEWAY/EXPRESSWAY
ALTERNATIVE
NOT TO SCALE
ALL DIMENSIONS ARE IN FEET
UNLESS OTHERWISE SHOWN
L-44


07-08 LA/SB HDC ???
EA-0712000035 (26000)
SITE* 18-2
Leq=49 (FMNL)
Leq=53
MATCH LINE SEE SHEET L-44
HWY 18
PROPOSED HDC
NARRAGANSETT MUSTANG
BEAR VALLEY RD
JAPATUL
DOVER RD
LAYOUT
FREEWAY/EXPRESSWAY
ALTERNATIVE
NOT TO SCALE
ALL DIMENSIONS ARE IN FEET
UNLESS OTHERWISE SHOWN
L-45

LIST OF TECHNICAL STUDIES (Bound Separately)

Study	Date Prepared
Air Quality Report	August 2014
Bike Path Study	June 2014
Community Impact Assessment	September 2014
Energy Study Feasibility Study Report	June 2014
Green Energy Study	June 2014
Initial Site Assessment from 100th Street East to San Bernardino County Line	August 2011
Initial Site Assessment Los Angeles County Line to the Town of Apple Valley	September 2011
Revised Initial Site Assessment, from Route 14 to 100th Street East	September, 2011
Supplemental Initial Site Assessment from Los Angeles County Line to the Town of Apple Valley	August 2013
Supplemental Initial Site Assessment, from 100th Street East and San Bernardino County Line	December 2013
Initial Site Assessment Update from Route 14 to 100th Street East, prepared by Office of Environmental Design	January 2014
Initial Site Assessment	February 2014
Archaeological Survey Report	August 2014
Supplemental Archaeological Survey Report	August 2014
Historical Resources Evaluation Report	August 2014
Farmland Memo	August 2014
Initial Seismic Hazard Assessment Report (Los Angeles County Section)	November 2011
District Geotechnical Report (San Bernardino County Section)	June 2012
District Preliminary Geotechnical Report (DPGR) (Los Angeles County)	October 2012
Final Preliminary Geomorphology Report	June 2014
Growth-Related Indirect Impact Analysis Report	June 2014
High-Speed Rail Feeder Service Study - Rail Options Considered and Withdrawn Report	May 2014
Natural Environment Study	August 2014
Jurisdictional Delineation	August 2014
Paleontological Identification Report/Paleontological Evaluation Report	August 2014
Phasing Narrative	November 2013
Preliminary Hydrology and Hydraulics Report	June 2014
Draft Relocation Impact Report	August 2014
Noise Study Report (NSR) and HSR Vibration Impact Assessment	August 2014
Noise Assessment Decision Report	August 2014
Traffic Study	June 2014
Traffic Study Update Memo	September 2014
TSM Narrative	November 2013
Visual Impact Assessment	September 2014
Water Quality Assessment Report	June 2014
Extended Phase I Testing Report	August 2014
Public–Private Partnership Feasibility Study; High Desert Multipurpose Corridor	December 2012

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