



COUNTY OF LOS ANGELES

DEPARTMENT OF PUBLIC WORKS

"To Enrich Lives Through Effective and Caring Service"

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DONALD L. WOLFE, Director

ADDRESS ALL CORRESPONDENCE TO:
P.O. BOX 1460
ALHAMBRA, CALIFORNIA 91802-1460

IN REPLY PLEASE
REFER TO FILE: PD-5

September 29, 2005

The Honorable Board of Supervisors
County of Los Angeles
383 Kenneth Hahn Hall of Administration
500 West Temple Street
Los Angeles, CA 90012

Dear Supervisors:

**SIERRA HIGHWAY OVER THE SOUTHERN CALIFORNIA REGIONAL
RAILROAD AUTHORITY
CITY OF SANTA CLARITA-COUNTY COOPERATIVE AGREEMENT
SUPERVISORIAL DISTRICT 5
3 VOTES**

IT IS RECOMMENDED THAT YOUR BOARD:

1. Acting as a responsible agency pursuant to the California Environmental Quality Act (CEQA), consider the enclosed Mitigated Negative Declaration/Categorical Exclusion, including comments received during the public review process, which was prepared for the Sierra Highway Bridge Replacement and Rehabilitation project by the City of Santa Clarita and subsequently approved by the State of California Department of Transportation (Caltrans) and the Federal Highway Administration, find that the project will not have a significant effect on the environment, and find that the Mitigated Negative Declaration/Categorical Exclusion reflects the independent judgment of the County, and approve the Mitigated Negative Declaration/Categorical Exclusion.

2. Acting as a responsible agency pursuant to the CEQA, consider and adopt the Mitigation Monitoring and Reporting Program (Section 5.0 of the Mitigated Negative Declaration/Categorical Exclusion), which was prepared and adopted by the City of Santa Clarita as a condition of the project to mitigate or avoid significant effects on the environment.
3. Authorize the Director of Public Works, or his designee, to negotiate and execute a cooperative Agreement with the City of Santa Clarita, in substantially the same form as the enclosed Agreement, for a project to replace and rehabilitate the existing bridges on Sierra Highway over the Southern California Regional Railroad Authority (SCRRA). The Agreement provides for the City to perform the preliminary engineering and administer the construction of the project under the Federal Highway Bridge Replacement and Rehabilitation (HBRR) Program and to utilize Los Angeles County Metropolitan Transportation Authority (MTA) grant funds to finance the non-Federally reimbursable local agency share of the construction cost. The City of Santa Clarita is to use other City funds to finance the local agency share of the preliminary engineering costs. Under the terms of the Agreement, if the non-Federally reimbursable local agency share of the construction cost exceeds the available MTA grant funds, the County is to finance its jurisdictional share of the amount in excess of the MTA grant funds, up to a maximum contribution of \$150,000.

PURPOSE/JUSTIFICATION OF RECOMMENDED ACTION

The County and the City of Santa Clarita propose to replace the northbound bridge and rehabilitate the southbound bridge on Sierra Highway over the SCRRA. The southbound bridge is entirely within the City of Santa Clarita and the northbound bridge is jurisdictionally shared between the City of Santa Clarita and the County. Your Board's approval is necessary for the delegation of responsibilities and the cooperative financing of the project. This proposal is authorized and provided for by the provisions of Section 6500, et seq. of the Government Code.

Implementation of Strategic Plan Goals

This action meets the County Strategic Plan Goal of Service Excellence. By improving the safety of Sierra Highway over SCRRA bridges, residents of the City of Santa Clarita and the unincorporated County area who travel on these bridges will benefit and their quality of life will be improved.

FISCAL IMPACT/FINANCING

The construction cost of the project is estimated to be \$6,747,000, with the reimbursement under the Federal HBRR Program estimated to be \$5,397,000. The City has secured \$1,999,000 in MTA grant funds to finance the non-Federally reimbursable local agency share of the construction cost, currently estimated to be \$1,350,000. If the project costs increase significantly and the non-Federally reimbursable local agency share of the construction cost exceeds the available MTA grant funds, the County will finance its jurisdictional share of the amount in excess of the MTA grant funds, up to a maximum contribution of \$150,000. Funding for the County's maximum contribution of \$150,000 is included in the Fiscal Year 2005-06 Road fund budget.

FACTS AND PROVISIONS/LEGAL REQUIREMENTS

The proposed Agreement provides for the City of Santa Clarita to perform the preliminary engineering and administer the construction of the project under the Federal HBRR Program and to utilize MTA grant funds to finance the non-Federally reimbursable local agency share of the construction cost. The City of Santa Clarita is to use other City funds to finance the local agency share of the preliminary engineering costs. Under the terms of the Agreement, if the non-Federally reimbursable local agency share of the construction cost exceeds the available MTA grant funds, the County is to finance its jurisdictional share of the amount in excess of the MTA grant funds, up to a maximum contribution of \$150,000. The City is to finance its jurisdictional share of the amount in excess of the MTA grant funds and any amount in excess of the County's maximum contribution.

Prior to execution by the Director of Public Works, or his designee, the amendment will be executed by the City and approved as to form by County Counsel.

ENVIRONMENTAL DOCUMENTATION

On December 2, 2002, the City of Santa Clarita, as the lead agency, circulated the Mitigated Negative Declaration/Categorical Exclusion for the Sierra Highway Bridge Replacement and Rehabilitation project in accordance with CEQA requirements. The mitigation measures included in the CEQA documents for the project specifically addresses biological resources, hazardous materials, hydrology and water quality,

transportation/traffic, and noise. The Mitigated Negative Declaration/Categorical Exclusion concluded that the project with the proposed mitigation measures will not have a significant effect on the environment. The public comment period did not raise significant environmental issues with the project; therefore, the City of Santa Clarita finalized and adopted the Mitigated Negative Declaration/Categorical Exclusion on July 8, 2003.

On July 17, 2003, the City of Santa Clarita filed a Notice of Determination for the Sierra Highway Bridge Replacement and Rehabilitation project with the County Clerk in accordance with the requirements of Section 21152 of the California Public Resources Code.

Under the CEQA, the County is a responsible agency whose discretionary approval of the project is required in order for the City of Santa Clarita to carry out the project. As a responsible agency, your Board must consider and adopt the Mitigated Negative Declaration/Categorical Exclusion and Mitigation Monitoring Program prepared by the City of Santa Clarita before the Sierra Highway Bridge Replacement and Rehabilitation project is approved and prior to the execution of the enclosed Agreement.

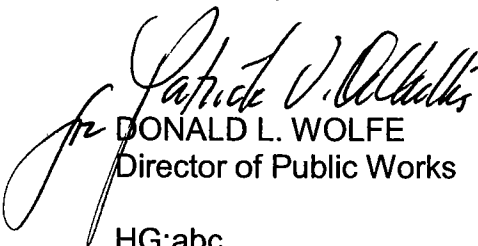
IMPACT ON CURRENT SERVICES (OR PROJECTS)

Sierra Highway is on County's Highway Plan, and the proposed improvements are needed and of general County interest.

CONCLUSION

Upon approval, please return three adopted copies of this letter to Public Works.

Respectfully submitted,


DONALD L. WOLFE
Director of Public Works

HG:abc
C060353
P:\PDPUB\PB&C\BOARD LETTERS\SIERRA HWY delegated authority.doc

Enc.

cc: Chief Administrative Office, County Counsel

AGREEMENT

THIS AGREEMENT, made and entered into by and between the CITY OF SANTA CLARITA, a municipal corporation in the County of Los Angeles, (hereinafter referred to as CITY), and the COUNTY OF LOS ANGELES, a political subdivision of the State of California, (hereinafter referred to as COUNTY):

WITNESSETH

WHEREAS, Sierra Highway is on the Highway Element of CITY'S General Plan and on COUNTY'S Highway Plan; and

WHEREAS, CITY and COUNTY propose to rehabilitate and replace the northbound and southbound bridges on Sierra Highway over Southern California Regional Railroad Authority (SCRRA), (hereinafter referred to as PROJECT); and

WHEREAS, PROJECT is within the geographical boundary of CITY and COUNTY; and

WHEREAS, PROJECT is of general interest to CITY and COUNTY; and

WHEREAS, CITY is willing to perform or cause to perform the PRELIMINARY ENGINEERING (as defined below) for PROJECT, at no cost to COUNTY; and

WHEREAS, CITY is willing to perform or cause to perform the contract administration, construction inspection and engineering, equipment and system testing, utility engineering and relocation, traffic detour, and all other work necessary to complete PROJECT; and

WHEREAS, CITY is further willing to administer the construction of PROJECT under the Federal Highway Bridge Replacement and Rehabilitation (HBRR) Program; and

WHEREAS, CITY will finance PRELIMINARY ENGINEERING (as defined below) by utilizing Federal HBRR funds and CITY funds; and

WHEREAS, CITY has obtained grant funds from the Los Angeles County Metropolitan Transportation Authority (MTA) to finance the non-Federally reimbursable local agency share of CONSTRUCTION COST OF PROJECT (as defined below); and

WHEREAS, CONSTRUCTION COST OF PROJECT is currently estimated to be Six Million Seven Hundred Forty-seven Thousand and 00/100 Dollars (\$6,747,000.00), with Federal reimbursement estimated to be Five Million Three Hundred Ninety-seven Thousand and 00/100 Dollars (\$5,397,000.00), and MTA grant funds estimated to be One Million Three Hundred Fifty Thousand and 00/100 Dollars (\$1,350,000.00); and

WHEREAS, if LOCAL SHARE OF COSTS (as defined below) exceeds the MTA grant funds allocated to PROJECT, COUNTY is willing to finance its jurisdictional share

of the LOCAL SHARE OF COSTS in excess of the MTA grant funds, up to a maximum contribution of One Hundred Fifty Thousand and 00/100 Dollars (\$150,000.00); and

WHEREAS, if LOCAL SHARE OF COSTS (as defined below) exceeds the MTA grant funds allocated to PROJECT, CITY is willing to finance its jurisdictional share of the LOCAL SHARE OF COSTS in excess of the MTA grant funds, and any amount in excess of COUNTY'S maximum contribution; and

WHEREAS, such a proposal is authorized and provided for by the provisions of Section 6500 et seq. of the Government.

NOW, THEREFORE, in consideration of the mutual benefits to be derived by CITY and COUNTY and of the promises herein contained, it is hereby agreed as follows:

(1) DEFINITIONS:

- a. The term "JURISDICTION," as referred to in this AGREEMENT, shall be defined as the area within the geographical boundary of the governmental entity mentioned in this AGREEMENT.
- b. "CONSTRUCTION COST OF PROJECT," as referred to in this AGREEMENT, shall consist of the COST OF CONSTRUCTION CONTRACT, as defined below, and the cost of contract administration, construction engineering and inspection, environmental mitigation, final signing and striping, traffic detour, utility engineering and relocation, equipment and system testing and all other work and materials necessary to construct PROJECT in accordance with the approved plans and shall include currently effective percentages added to total salaries, wages, and equipment costs to cover overhead, administration, and depreciation in connection with any or all of the aforementioned items.
- c. The term "PRELIMINARY ENGINEERING", as referred to in this AGREEMENT, shall be defined as environmental documentation; traffic index and geometric investigation; preparation of plans, specifications, and cost estimates; utility engineering; and all other necessary work prior to award of construction contract for PROJECT and shall include currently effective percentages added to total salaries, wages, and equipment costs to cover overhead, administration, and depreciation in connection with any and all of the aforementioned items.
- d. The "COST OF CONSTRUCTION CONTRACT", as referred to in this AGREEMENT, shall consist of the total of all payments to the contractor for PROJECT.
- e. "LOCAL SHARE OF COSTS," as referred to in this AGREEMENT shall consist of CONSTRUCTION COST OF PROJECT less any reimbursement received by CITY under the Federal HBRR Program.

(2) CITY AGREES:

- a. To perform or cause to perform PRELIMINARY ENGINEERING at no cost to COUNTY.
- b. To perform or cause to perform the contract administration, construction engineering and inspection, final signing and striping, traffic detour, utility engineering and relocation, equipment and systems testing, and all work necessary to complete PROJECT under the Federal HBRR Program.
- c. To finance the cost of PRELIMINARY ENGINEERING with Federal HBRR funding and CITY funds.
- d. To apply for Federal HBRR funding to finance a portion of CONSTRUCTION COST OF PROJECT.
- e. To secure and obtain the MTA grant funds to be used to finance LOCAL SHARE OF COSTS.
- f. That if the LOCAL SHARE OF COSTS exceeds the MTA grant funds allocated to PROJECT, CITY will finance its jurisdictional share of the LOCAL SHARE OF COSTS in excess of the MTA grant funds, and any amount in excess of COUNTY'S maximum contribution.
- g. To ensure that COUNTY and all officers and employees of COUNTY are named as additional insured parties under the construction contractor's(s') general liability and automobile insurance policies.
- h. To furnish COUNTY, within one hundred twenty (120) calendar days after final acceptance of PROJECT, a final accounting of the actual total PROJECT costs, including an itemization of actual unit costs and actual contract quantities; and all labor, equipment, material, consultant services, indirect, and miscellaneous costs; and other administrative and overhead costs required for CITY'S performance as specified in paragraph (2) a., above.
- i. Upon completion of PROJECT to maintain in good condition and at CITY expense all improvements constructed as part of PROJECT within CITY'S JURISDICTION.

(3) COUNTY AGREES:

- a. That if the LOCAL SHARE OF COSTS exceeds the MTA grant funds allocated to PROJECT, COUNTY will finance its jurisdictional share of the LOCAL SHARE OF COSTS in excess of the MTA grant funds, up to a maximum contribution of One Hundred Fifty Thousand and 00/100 Dollars (\$150,000.00).
- b. To review construction bids, the proposed award amount for PROJECT, and any change orders for PROJECT and provide written approval, or other response, within ten (10) calendar days of presentation by CITY. COUNTY'S approval may only be withheld for good reason and in good faith. If COUNTY'S response is not received within said ten (10) calendar days, CITY may proceed with PROJECT or change orders. COUNTY shall review and approve documents in an expeditious manner so as not to cause any impact on the progress and schedule of PROJECT.
- c. Upon completion of PROJECT, to maintain in good condition and at COUNTY expense all improvements constructed as part of PROJECT within COUNTY'S JURISDICTION.

(4) IT IS MUTUALLY UNDERSTOOD AND AGREED AS FOLLOWS:

- a. COUNTY shall review the final accounting invoice for CONSTRUCTION COST OF PROJECT prepared by CITY and report to CITY in writing any discrepancies within sixty (60) calendar days after the date of said invoice. CITY shall review all disputed charges and submit a written justification to COUNTY detailing the basis for those charges within sixty (60) calendar days of receipt of COUNTY'S written report. COUNTY must submit justification to CITY for nonpayment within sixty (60) calendar days after the date of CITY'S written justification.
- b. During construction of PROJECT, CITY shall furnish an inspector or other representative to perform the functions of an inspector. COUNTY may also furnish, at no cost to CITY, an inspector or other representative to inspect construction of the PROJECT. COUNTY shall have no obligation to inspect the PROJECT and no liability shall be attributable as a result of COUNTY'S inspection or failure to inspect. Said inspectors shall cooperate and consult with each other, but the orders of CITY inspector to the contractor or any other person in charge of construction shall prevail and be final, and CITY inspector shall be responsible for the proper inspection of PROJECT as needed.

- c. This AGREEMENT may be amended or modified only by mutual written consent of COUNTY and CITY. Amendments and modifications of a nonmaterial nature may be made by the mutual written consent of the parties' Directors of Public Works or their delegates.
- d. Any correspondence, communication, or contact concerning this AGREEMENT shall be directed to the following:

CITY: Mr. Robert Newman
Director of Transportation and Engineering
City of Santa Clarita
23920 West Valencia Boulevard, Suite 300
Santa Clarita, CA 91355-2196

COUNTY: Mr. Donald L. Wolfe
Director of Public Works
County of Los Angeles
Department of Public Works
P.O. Box 1460
Alhambra, CA 91802-1460

- e. Neither COUNTY nor any officer or employee of COUNTY shall be responsible for any damage or liability occurring by reason of any acts or omissions on the part of CITY under or in connection with any work, authority, or jurisdiction delegated to or determined to be the responsibility of CITY under this AGREEMENT. It is also understood and agreed that, pursuant to Government Code, Section 895.4, CITY shall fully indemnify, defend, and hold COUNTY harmless from any liability imposed for injury (as defined by Government Code, Section 810.8) occurring by reason of any acts or omissions on the part of CITY under or in connection with any work, authority, or jurisdiction delegated to or determined to be the responsibility of CITY under this AGREEMENT.
- f. Neither CITY nor any officer or employee of CITY shall be responsible for any damage or liability occurring by reason of any acts or omissions on the part of COUNTY under or in connection with any work, authority, or jurisdiction delegated to or determined to be the responsibility of COUNTY under this AGREEMENT. It is also understood and agreed that, pursuant to Government Code, Section 895.4, COUNTY shall fully indemnify, defend, and hold CITY harmless from any liability imposed for injury (as defined by Government Code, Section 810.8) occurring by reason of any acts or omissions on the part of COUNTY under or in connection with any work, authority, or jurisdiction delegated to or determined to be the responsibility of COUNTY under this AGREEMENT.
- g. In contemplation of the provisions of Section 895.2 of the Government Code of the State of California imposing certain tort liability jointly upon public entities solely by reason of such entities being parties to an agreement (as

IN WITNESS WHEREOF, the parties hereto have caused this AGREEMENT to be executed by their respective officers, duly authorized, by the CITY OF SANTA CLARITA on _____, 2005, and by the COUNTY OF LOS ANGELES on _____, 2005.

COUNTY OF LOS ANGELES

ATTEST:

By _____
Chair, Board of Supervisors

VIOLET VARONA-LUKENS
Executive Officer of the
Board of Supervisors of
the County of Los Angeles

By _____
Deputy

APPROVED AS TO FORM:

RAYMOND G. FORTNER, JR.
County Counsel

By _____
Deputy

CITY OF SANTA CLARITA

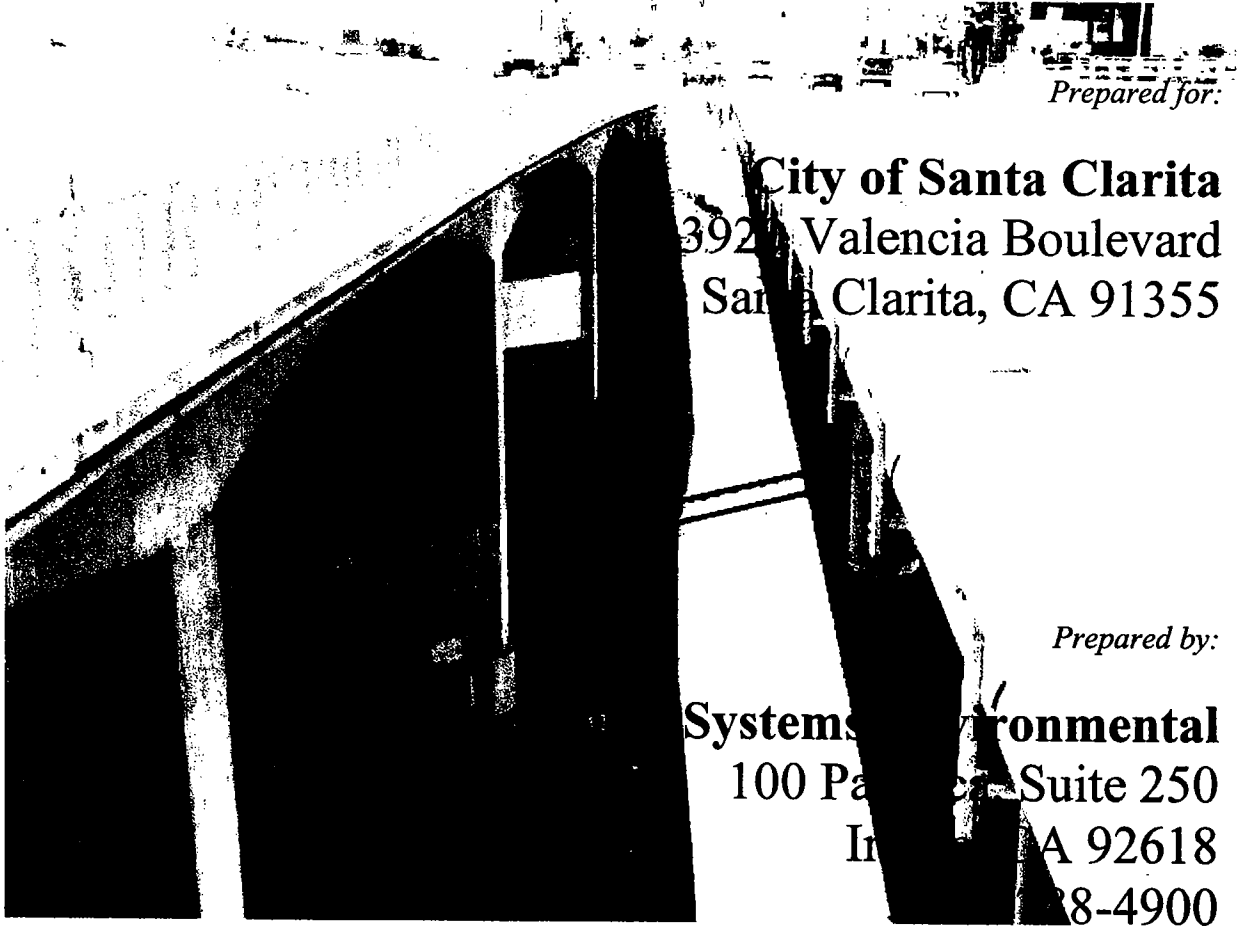
By _____
City Mayor

ATTEST:

By _____
City Clerk

By _____
City Attorney

**SIERRA HIGHWAY BRIDGE
REPLACEMENT AND
REHABILITATION PROJECT**
FINAL MITIGATED NEGATIVE DECLARATION AND
CATEGORICAL EXCLUSION



Prepared for:

City of Santa Clarita
3920 Valencia Boulevard
Santa Clarita, CA 91355

Prepared by:

Systems Environmental
100 Park Street Suite 250
Irvine CA 92618
949-48-4900

June 2003

**SIERRA HIGHWAY BRIDGE
REPLACEMENT AND
REHABILITATION PROJECT**
FINAL MITIGATED NEGATIVE DECLARATION AND
CATEGORICAL EXCLUSION

Prepared for:

City of Santa Clarita
23920 Valencia Boulevard
Santa Clarita, CA 91355
Attn: Terry M. Brice, Assistant Engineer
(661) 286-4137

Prepared by:

UltraSystems Environmental
100 Pacifica, Suite 250
Irvine, CA 92618
(949) 788-4900
Attn. Gene Anderson, Director of Environmental Services
(949) 788-4900

June 2003

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Introduction to the Final Mitigated Negative Declaration

1.0 Introduction to the Final Mitigated Negative Declaration

Purpose

The City of Santa Clarita (City) has prepared this Final Mitigated Negative Declaration (FMND) for the proposed Sierra Highway Bridge Replacement and Rehabilitation Project. An Initial Study and Proposed Mitigated Negative Declaration (IS/MND) were prepared for the project.

This FMND assembles all the environmental data and analyses that have been prepared for the proposed project. Technical appendices are available for public review at the Transportation and Engineering Department, 23920 Valencia Boulevard, Suite 300, Santa Clarita. The intent of the FMND is to provide a forum to air and address comments pertaining to the analysis contained in the Initial Study, and to provide an opportunity for clarification, corrections, or minor revisions to the Initial Study as needed. Nine comment letters were received during the public review period.

Written responses to these comments are provided in Section 2, "Comments and Responses to Comments," of this FMND. The IS/MND is provided in its original form in Section 3 of this FMND.

Process

The IS/MND circulated for public review from December 12, 2001, through January 10, 2002. The document was also submitted to the Governor's Office of Planning and Research State Clearinghouse, which established a 30-day public review period from December 3, 2002 through January 2, 2003.

The City, as the lead agency for the project, took several steps to ensure that all interested parties had an opportunity to comment on the IS/MND, in accordance with Article 6, Negative Declaration Process of the *State CEQA Guidelines* (Section 15070 *et seq.*), the document was posted at the Los Angeles County Clerk's office during the public review period. A Notice of Intent to Adopt a Mitigated Negative Declaration and a Notice of Availability (NOI/NOA) was sent to all interested agencies, organizations, and individuals. The NOI/NOA during the public review period was published in the following local newspapers: The Daily News, and Newhall Signal and Saugus Enterprise. Furthermore, the NOI/NOA was sent to property owners within 500 feet of the project site.

The IS/MND was available for public review at the following locations during the review period:

- Transportation and Engineering Department, 23920 Valencia Boulevard, Suite 300, Santa Clarita
- Valencia Library, 23743 West Valencia Boulevard, Santa Clarita, 91355
- Canyon Country Jo Anne Darcy Library, 18601 Soledad Canyon Road, Canyon Country 91351

This FMND is prepared pursuant to Section 15074 and 15088 of the *State CEQA Guidelines*.

Organization of the FMND

The contents of this FMND include the information required to meet CEQA. This document contains the following sections:

- **Section 1**, “Introduction to Final Mitigated Negative Declaration,” identifies the purpose and processes undertaken throughout the preparation of the IS/MND.
- **Section 2**, “Comments and Responses to Comments,” contains comments and written responses to comments received on the Draft IS/MND during the public review period.
- **Section 3**, “Initial Study and Proposed Mitigated Negative Declaration,” provides the IS/MND in its original form.
- **Section 4**, “Errata Pages,” describes the changes/corrections that were made in the “Initial Study and Proposed Mitigated Negative Declaration” after it was publicly circulated.
- **Section 5**, “Mitigation Monitoring and Reporting Plan,” provides the mitigation program that will be adopted by the City Council as part of the Mitigated Negative Declaration, pursuant to Public Resources Code Section 21081.6.

Section 2.0

Comments and Responses to Comments

2.0 Comments and Responses to Comments

Introduction

CEQA requires that the Lead Agency must consider the Mitigated Negative Declaration, together with any comments received, before approving the project (*State CEQA Guidelines* Section 15074). As discussed in Section 1.0, "Introduction to Final Mitigated Negative Declaration," the City took several steps to ensure that all interested parties had an opportunity to comment on the IS/MND. Comments were received during the public review period and are presented below.

In accordance with Section 15088 of the *State CEQA Guidelines*, the City has evaluated the comments received on the IS/MND for the proposed Sierra Highway Bridge Replacement and Rehabilitation Project and has prepared written responses to these comments. These comments do not affect the conclusion that there are no potential significant environmental effects. Revisions to the Draft IS/MND are included in Section 4.0 of this document.

Comments and Responses to Comments

This section includes comments received and responses to all written comments on the IS/MND received by the City during the public review process. Comments letters (attached as **Appendix A**) were received from the following agencies:

- A. State of California Department of Transportation (Caltrans), District 7 - Regional Planning (Stephen Buswell, IGR/CEQA Branch Chief);
- B. State of California Department of Transportation (Caltrans), District 7 - Regional Planning (Marika Schrader, Environmental Planner);
- C. State of California, Governor's Office of Planning and Research (Terry Roberts, Director, State Clearinghouse);
- D. State of California, Department of California Highway Patrol (B.M. Kilmer, Captain);
- E. State of California, Governor's Office of Planning and Research (Terry Roberts, Director, State Clearinghouse);
- F. State of California, Department of Fish and Game (C. F. Raysbrook, Regional Manager, South Coast Region);
- G. County of Los Angeles, Department of Public Works (Rod H. Kubomoto, Assistant Deputy Director)
- H. California Regional Water Quality Control Board, Los Angeles Region (Elizabeth Erickson, Associated Geologist, TMDL Unit)

- I. Southern California Regional Rail Authority, Metrolink (Naresh D. Patel, P.E., Public Projects Engineer).

The responses focus on environmental issues that are raised in the comments, and they correspond to the comment numbers annotated on the attached comment letters, which follow the responses.

**State of California Department of Transportation (Caltrans)
District 7 - Regional Planning
Stephen Buswell, IGR/CEQA Branch Chief**

Response A-1

The City recognizes that their contract for construction of the bridges must include the stipulation that said contractor shall be required to obtain a Caltrans transportation permit before they can transport heavy construction equipment and/or materials which require the use of oversized-transport vehicles on State highways. If practical, large size truck trips will be scheduled for off-peak commute periods.

**State of California Department of Transportation (Caltrans)
District 7 - Regional Planning
Marika Schrader, Environmental Planner**

Response B-1

Please refer to the Natural Environment Study (NES) provided as **Appendix B**.

Response B-2

Please refer to the Natural Environment Study (NES) provided as **Appendix B**.

Response B-3

Please refer to the Natural Environment Study (NES) provided as **Appendix B**.

Response B-4

The Phase I ESA Report has been signed.

Response B-5

The EDR report was used as an indicator as to the potential for enlarging the records search. Based on the information in the EDR report it was determined that additional searches would not

be warranted for the site. Agencies such as the RWQCB and the Los Angeles County Fire Department utilize addresses as the basis for the storage of information. The bridge does not have an address. The Union Pacific Railroad is the current owner of the tracks under the bridge. There personal records would be difficult to review, and again there was no indication in the EDR report that such a search would uncover valuable new information.

Response B-6

A highly qualified company will perform the demolition of the bridge structure. The City's contract with the bridge demolition company will require that they follow all State and federal laws regarding the proper testing for and disposal of hazardous materials.

Section VII.a of the Checklist and Environmental Evaluation has been revised in Section 4 (Errata Pages) and a new mitigation measure has been added.

Response B-7

See Response B-6.

Response B-8

Soil investigations in the vicinity of the existing bridge foundation are underway. Following completion of the soil investigations the bridge design will be reviewed by the City's Transportation and Engineering Services Department in order to make sure that the design is consistent with applicable building codes for the geotechnical and soils conditions, and any modifications to the design necessary to ensure consistency with code requirements will be made prior to the start of construction.

Response B-9

This comment is accepted as additional information for the MND.

Response B-10

The bridge rehabilitation/replacement project will re-establish 6 lanes and a bike path consistent with the City General Plan.

Response B-11

The effects of noise on the surrounding environment were evaluated in Section XI of the MND.

Response B-12

FHWA's Highway Bridge Replacement and Rehabilitation (HBRR) program (80%) and local City match (20%) are funding this project.

Response B-13

The replacement bridge is self-supporting and will not overburden the 1968 bridge.

Response B-14

Please refer to the Natural Environment Study (NES) provided as **Appendix B**.

Response B-15

Please refer to the Natural Environment Study (NES) provided as **Appendix B**.

Response B-16

Please refer to the Natural Environment Study (NES) provided as **Appendix B**.

Response B-17

Yes, Parsons Brinckerhoff will be preparing a Traffic Management Plan during the PS&E phase. Metrolink operations will not be impacted during construction.

Response B-18

No one attended the scooping meeting.

**State of California, Governor's Office of Planning and Research
Terry Roberts, Director, State Clearinghouse**

Response C-1

No response is required.

**State of California, Department of California Highway Patrol
B.M. Kilmer, Captain**

Response D-1

The information is accepted as additional information for Section XIII.b of the MND.

Response D-2

The City has no mechanism to increase the number of uniform personnel and support staff assigned to the Newhall Area. The City police force will patrol the area on a regular basis to ensure traffic safety in the area. In addition, a "traffic diversion plan" will be put in place to alleviate traffic congestion during the construction phases of the project. During the design phase a Traffic Management Plan will be developed to deal with traffic during construction.

**State of California, Governor's Office of Planning and Research
Terry Roberts, Director, State Clearinghouse**

Response E-1

No response is required.

**State of California, Department of Fish and Game
C. F. Raysbrook, Regional Manager, South Coast Region**

Response F-1

Swallow nests from the 2002-breeding season were observed on the two bridges. However, no swallows were detected in or around the bridges during the field visit. It appears the nests were not active, but may become active before the construction phase of the project.

The Federal Migratory Bird Treaty Act and the CDFG Code protect migratory non-game, native birds and their eggs. The existing nests should be removed before they become active. Removal should take place before the breeding season (March 1-September 1). Measures, such as netting the bridge during construction to exclude further nesting activities, may need to be employed to keep the birds from returning until the project is completed.

Response F-2

No sensitive vegetation types occur within the proposed project area or would be impacted by the project. Two small areas of Great Basin Sage Scrub occur adjacent to the project site. Recent construction of a street drainage system has removed an area of Great Basin Sage Scrub adjacent to the eastern bridge in the southeast portion. Southern Willow Scrub occurs upstream and out of the project area to the southeast. These areas are not anticipated to be impacted by the project as designed. Little to no vegetation occurs under the bridges. A small area of the unlined portion of the drainage, under the eastern bridge, includes cattails (*Typha* sp.). It should be noted that construction within the drainage channel is required to occur during the dry season (May through October).

Response F-3

See Response F-1.

Response F-4

Pacific Southwest biologist Douglas Allen conducted the zoological, including bats and birds, survey of the project area on February 23, 2003. No bat species or signs of bats (guano accumulation, urine stains, or odor) were observed or detected on the bridges during the survey.

Response F-5

See Responses F-1 and F-4.

Response F-6

The bridge spans a soft-bottom drainage that flows into the Santa Clara River. The proposed project would temporarily impact the drainage during the construction phase. Water flow may need to be diverted and impacts/changes to the bank and bed may occur from the project. The exact impacts from the project cannot be determined at this time due to insufficient information being available on the bridge design.

The drainage under/through the project area is a jurisdictional Non-wetland Water of the U. S. Any impacts to and/or changes to the bed and bank of the drainage will require federal and State permits. Permits will include a Section 401 Permit from the RWQCB, a Section 404 Permit from the ACOE, and a CDFG Code 1603 SAA. Specific mitigation measures for impacts to the drainage will be listed in each permit.

**County of Los Angeles, Department of Public Works
Rod H. Kubomoto, Assistant Deputy Director**

Response G-1

As part of the geotechnical investigations currently underway, Parsons Brinckerhoff will determine the soils liquefaction potentials and will recommend/use the appropriate mitigation measures. Following completion of the geotechnical investigations the bridge design will be reviewed by the City's Transportation and Engineering Services Department in order to make sure that the design is consistent with applicable building codes for the geotechnical and soils conditions, and any modifications to the design necessary to ensure consistency with code requirements will be made prior to the start of construction.

Response G-2

The environmental document will be approved long before a drainage concept plan is prepared, and therefore cannot be included therein. The replacement structure is similar in scope to the existing and will result in a very minimal change to the area drainage, if any. Currently there is no drainage collection system on the bridge. Notwithstanding, impacts will be determined and appropriately addressed during the design phase.

Response G-3

Yes. The detour plans will be submitted to County Public Works for review.

Response G-4

No response is required.

Response G-5

During construction, as part of the standard construction practices, BMPs (best management practices) would be employed at the site. The BMPs would include erosion control measures and a stormwater pollution interception system. Typical BMP erosion control measures include, but are not limited to, the use of mulch, plastic sheeting, erosion control blankets, or sandbags to control erosion caused by rainfall. Development of check berms and desilting basins during construction activities could also be typically used to prevent offsite sediment transport. A typical BMP stormwater pollution interception system would include a temporary detention/sedimentation basin and a filter or clarifier device that would remove pollutants from the runoff before it is released from the site. The implementation of the BMPs during construction would result in a less-than-significant impact to water quality at the site.

The response to Item VIII.a of the Initial Study (page 4-18) has been revised, and a mitigation measure added. See Section 4 (Errata Pages).

**California Regional Water Quality Control Board, Los Angeles Region
Elizabeth Erickson, Associated Geologist, TMDL Unit**

Response H-1

The proposed Sierra Highway Bridge Replacement and Rehabilitation Project would not change existing discharges. The eastern bridge would be replaced with a bridge in the same location as the existing bridge; the only difference would be the width of the bridge is slightly wider. The western bridge would be rehabilitated in-place. No new discharges of any kind would occur.

Response H-2

The bridge replacement and the bridge rehabilitation would not increase the runoff during the wet and dry seasons compared to the existing conditions.

Response H-3

The bridge replacement and the bridge rehabilitation would not increase the percolation in the area compared to the existing conditions.

Response H-4

The bridge replacement and the bridge rehabilitation would not decrease groundwater or surface water compared to the existing conditions.

**Southern California Regional Rail Authority, Metrolink
Naresh D. Patel, P.E., Public Projects Engineer**

Response I-1

The change in the name of the rail line is acknowledged. See Section 4 (Errata Pages).

Response I-2

Two back-up detours are being planned. The southbound traffic will be carried through a Soledad Canyon/Whites Canyon/Via Princessa detour and the northbound traffic will be carried through a Via Princessa/Canyon Road/Canyon Park Boulevard/Jakes Way detour. The increase in traffic volumes at the at-grade crossing during construction is under study. It is expected to increase and as such precautionary measures will be employed to enhance public safety, i.e. increased signage and lighting.

The response to Item XV.a of the Initial Study (page 4-26) has been revised, and a mitigation measure added. See Section 4 (Errata Pages).

Response I-3

Yes. The Contractor will be required to enter into SRRA's ROE Agreement.

Response I-4

Minimum horizontal and vertical clearance will be as per SCRRA and CPUC. The replacement structure will have 24 feet or more in vertical clearance.

Response I-5

The City will specifically require in their contract with the contractor that they ensure that the Metrolink operations will not be impacted. During construction and earthwork activities, the contractor will be required to use appropriate shoring, and other methods as appropriate, to avoid impacting the railroad track and its structural stability.

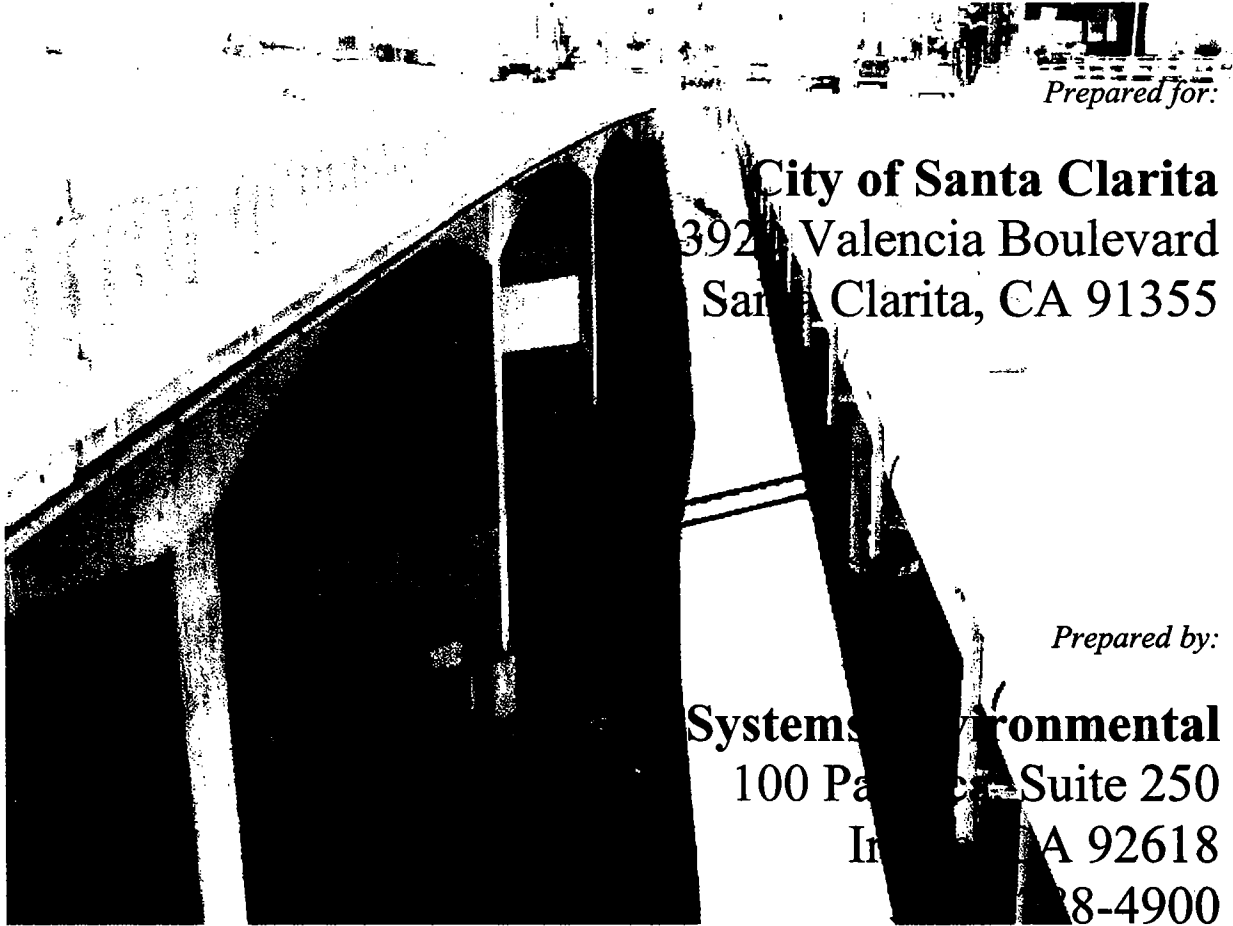
Response I-6

Parsons Brinckerhoff is aware of the sewer line that is currently being constructed. Related coordination with the new bridge design is underway.

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Initial Study and Proposed Mitigated Negative Declaration

**SIERRA HIGHWAY BRIDGE
REPLACEMENT AND
REHABILITATION PROJECT**
MITIGATED NEGATIVE DECLARATION AND
CATEGORICAL EXCLUSION



Prepared for:

City of Santa Clarita
3920 Valencia Boulevard
Santa Clarita, CA 91355

Prepared by:

Systems Environmental
100 Park Street Suite 250
Inglewood, CA 92618
714-438-4900

December 2002

**SIERRA HIGHWAY BRIDGE
REPLACEMENT AND
REHABILITATION PROJECT**
MITIGATED NEGATIVE DECLARATION AND
CATEGORICAL EXCLUSION

Prepared for:

City of Santa Clarita
23920 Valencia Boulevard
Santa Clarita, CA 91355
Attn: Terry M. Brice, Assistant Engineer
(661) 286-4137

Prepared by:

UltraSystems Environmental
100 Pacifica, Suite 250
Irvine, CA 92618
(949) 788-4900
Attn. Gene Anderson, Director of Environmental Services
(949) 788-4900

December 2002

MITIGATED NEGATIVE DECLARATION

Project Information:

- Project:** Sierra Highway Bridge Replacement and Rehabilitation Project
- Location:** The bridge project is located on Sierra Highway between Soledad Canyon and Via Princessa.
- Project Proponent:** City of Santa Clarita
Transportation and Engineering Department
23920 Valencia Boulevard
Santa Clarita, California 91355-2196
- Project Description:** The City of Santa Clarita is proposing a project to replace/rehabilitate the Sierra Highway Bridge over the Union Pacific Railroad tracks. The bridge is actually two bridges located side by side. The eastern bridge was constructed in 1938 and currently serves as the northbound lanes for Sierra Highway. The western bridge was constructed in 1968 and currently serves as the southbound lanes for Sierra Highway. The Sierra Highway Bridge Replacement and Rehabilitation Project would replace the structurally deficient and functionally obsolete northbound bridge structure, and rehabilitate and widen (at the median) the southbound bridge structure.
- Existing Conditions:** The two existing bridges that comprise the Project span the Union Pacific Railroad tracks and a County storm drain facility. There are residential uses immediately to the northwest (trailer park) and northeast (condominiums), and residential uses to the southeast (condominiums) separated from the site by open space. There is commercial development currently being constructed on the dirt area shown southeast of the bridges. A strip commercial development is located along Sierra Highway immediately southwest of the bridges.
- Summary of Impacts:** Attached is the Initial Study prepared for the Sierra Highway Bridge Replacement and Rehabilitation Project. The Initial Study reviews potential environmental effects and identifies mitigation measures, where appropriate. Please review the Initial Study for more information.

Availability of Documents:

Complete copies of the Initial Study are on file at the City of Santa Clarita, Transportation and Engineering Department, 23920 Valencia Boulevard, Santa Clarita, California 91355-2196.

Mitigation Measures:

Construction Noise - Checklist Item XI.a)

- XI-1. An onsite construction liaison as a contact person for local residences shall be provided in the event that noise levels exceed City noise standards and become disruptive to local residents. A sign will be posted at the site with the contact phone number.

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1.0 INTRODUCTION

The City of Santa Clarita (City) is proposing a project to replace/rehabilitate the Sierra Highway Bridge over the Union Pacific Railroad tracks. The bridge is actually two bridges located side by side. The eastern bridge was constructed in 1938 and currently serves as the northbound lanes for Sierra Highway. The western bridge was constructed in 1968 and currently serves as the southbound lanes for Sierra Highway. The Sierra Highway Bridge Replacement and Rehabilitation Project (the Project) would replace the structurally deficient and functionally obsolete northbound bridge structure, and rehabilitate and widen (at the median) the southbound bridge structure.

Pursuant to Section 21065(a) of the Public Resources Code (PRC), the Project constitutes a project requiring compliance with the provision of the California Environmental Quality Act (CEQA), codified as §21000 *et seq.* of the PRC. The *State CEQA Guidelines* are codified as §15000 *et seq.* of the California Code of Regulations (CCR). In addition, the Project must also comply with the requirements included within the National Environmental Policy Act (NEPA), codified in Title 40 of the Code of Federal Regulations (40 CFR) Sections 1500-1508, because federal funds are being requested from the U.S. Department of Transportation, Federal Transit Administration (FTA), by the City acting in its capacity as Project Proponent/Lead Agency. Because federal funds are being requested from the FTA, the Project is also required to comply with the requirements included within 23 CFR 771.117(d), and FTA Guidelines provided in Circular UMTA C 5620.1 (October 16, 1979).

1.1 Preparation of a Joint Document

NEPA in 40 CFR 1506.4 provides that "Any environmental document in compliance with NEPA may be combined with any other agency document to reduce duplication and paperwork." Likewise, Section 15222 of the *State CEQA Guidelines* permits the preparation of joint CEQA/NEPA documents. For the Project, a Mitigated Negative Declaration (MND) is being prepared pursuant to CEQA and the *State CEQA Guidelines*, and a Categorical Exclusion (CE) is being prepared pursuant to NEPA. The CE is provided in **Appendix A**.

In support of the MND/CE an Initial Study/Environmental Assessment (IS/EA) has been prepared in accordance with the requirements of CEQA, and the *State CEQA Guidelines*, for the purpose of analyzing the direct, indirect, and cumulative environmental effects associated with the Project. For the Project to qualify for a CE pursuant to 23 CFR 771.117(d) the following conditions had to be met:

- The Project does not have any significant environmental impacts as described in 23 CFR 771.117(a);¹
- The Project does not involve unusual circumstances as described in 23 CFR 771.117(b);¹

¹ See Appendix B.

- The Project does not involve the following:
 - The acquisition of more than minor amounts of temporary or permanent strips of right of way for construction of such items as clear vision corners and grading. Such acquisitions will not require any commercial or residential displacements.
 - The use of properties protected by Section 4(f) of the Department of Transportation Act (49 U.S.C. 303).
 - A determination of adverse effect by the State Historic Preservation Officer.
 - Any U.S. Coast Guard construction permits or any U.S. Army Corps of Engineers Section 404 permits [other than nationwide (blanket) permits].
 - Any work in wetlands.
 - Any work permanently encroaching on a regulatory floodway or any work affecting the base floodplain (100-year) elevations of a watercourse or lake.
 - Construction in, across, or adjacent to a river designated as a component or proposed for inclusion in the National System of Wild and Scenic Rivers published by the U.S. Department of the Interior/U.S. Department of Agriculture.
 - Any changes in access control.
 - The use of a temporary road, detour or ramp closure unless the use of such facilities satisfy the following conditions:
 - Provisions are made for access by local traffic and so posted.
 - Through-traffic dependent business will not be adversely affected.
 - The detour or ramp closure, to the extent possible, will not interfere with any local special event or festival.
 - The temporary road, detour, or ramp closure does not substantially change the environmental consequences of the action.
 - There is no substantial controversy associated with the temporary road, detour, or ramp closure.
 - Any known hazardous materials sites or hazardous materials remains within the right of way.
- The Project conforms to the Air Quality Implementation Plan, which is approved or promulgated by the Environmental Protection Agency in air quality non-attainment areas.
- The Project is consistent with the State's Coastal Zone Management Plan.
- The Project does not affect federally listed endangered or threatened species or critical habitat.

1.2 Project Background and Overview

Up until 1968 Sierra Highway was a two-lane roadway with one two-lane bridge over the Union Pacific Railroad tracks that was constructed in 1938. In 1968 Sierra Highway was widened to three lanes in each direction. To accommodate the widened roadway a second bridge was built to the west of the existing bridge. The 1938 bridge became the northbound lanes for Sierra Highway and was restriped with three substandard 10-foot wide lanes. The 1968 bridge provides three standard 12-foot wide southbound lanes for Sierra Highway. Currently, there exists an 8 to 12-foot gap between the two bridges.

The Project would replace the structurally deficient and functionally obsolete northbound bridge structure, and rehabilitate and widen (at the median) the southbound bridge structure. The

Project would improve the flow of traffic in the region by replacing the substandard facilities with standard conditions. This is necessary because Sierra Highway is classified as a Major Arterial and a Congestion Management Plan (CMP) route, as well as a truck and super-truck route for the region. This CMP roadway is one of four recognized by the Southern California Association of Governments (SCAG) as a “critical mobility corridor in the SCAG region.” The Project will aid in the implementation of the CMP to improve the mobility corridors in the Santa Clarita Valley and North Los Angeles County.

1.3 Purpose and Legal Authority

The *State CEQA Guidelines* in §15063(a) requires the Lead Agency to conduct an Initial Study (IS) to determine if the project may have a significant effect on the environment. The City, acting in its capacity as Lead Agency, is required to prepare an IS to determine whether the proposed action will have a significant environmental impact. If, as a result of the IS, the Lead Agency finds that there is evidence that any aspect of the proposed project may cause a significant environmental effect, the Lead Agency shall further find that an Environmental Impact Report (EIR) is warranted to analyze environmental impacts. However, if on the basis of the IS, the Lead Agency finds that there is no evidence that the proposed project, either as proposed or as modified to include the mitigation measures² identified in the IS, may cause a significant effect on the environment, the Lead Agency shall find that the proposed action will not have a significant effect on the environment and shall prepare a Negative Declaration (ND) or Mitigated Negative Declaration (MND) for that pending action.

The information and analyses contained in this IS supports the finding that the proposed action will not result in a significant environmental impact, and a MND will be prepared in accordance with CEQA and the *State CEQA Guidelines*. This IS is intended as an informational document undertaken to provide an environmental basis for subsequent discretionary actions on the project. The City, acting in its capacity as lead agency, approves the MND. Once approved, the MND is used by responsible agencies for the issuance of their entitlements and/or regulatory permits, as required.

Presented in this IS document are the results of the environmental analysis required under §15063 of the *State CEQA Guidelines*. This environmental analysis supports a finding that the construction of the Project, as described below, will not result in any significant effects on the environment.

1.4 Statutory Authority

Prior to initiating any action subject to CEQA, the Lead Agency is required to undertake a formal environmental evaluation of the proposed action. In accordance with §15063(c) of the

^{2/} “Mitigation,” as defined in §15370 of the CCR, includes (a) avoiding the impact altogether by not taking a certain action or parts of an action; (b) minimizing the impact by limiting the degree or magnitude of the action and its implementation; (c) rectifying the impact by repairing, rehabilitating, or restoring the impacted environment; (d) reducing or eliminating the impact over time by preservation and maintenance operations during the life of the action; and (e) compensating for the impact by replacing or providing substitute resources or environments.

State CEQA Guidelines, the Lead Agency shall conduct an IS to determine whether the project may have a significant effect on the environment.

The purposes of the IS are to:

1. Provide the Lead Agency with information to use as the basis for deciding whether to prepare an EIR or MND;
2. Enable the project proponent or Lead Agency to modify a project, mitigating adverse impacts before an EIR is prepared;
3. Assist in the preparation of an EIR, if one is required, by focusing the EIR on the effects determined to be significant, identifying the effects determined not to be significant, explaining the reasons for determining that potentially significant effects would not be significant, and identifying whether a project EIR, tiering or other process can be used to analyze the project's environmental effects;
4. Facilitate environmental assessment during the design of the project;
5. Provide documentation of the factual basis for the finding in a MND that a project will not have a significant effect on the environment;
6. Eliminate unnecessary EIR's; and
7. Determine whether a previously prepared EIR could be used with the project.

1.5 Statutory Requirements

Section 15063(d) of the *State CEQA Guidelines* identifies specific disclosure requirements for inclusion in an IS. Pursuant to those requirements, an IS includes the following:

A description of the project, including the location of the project;

1. An identification of the environmental setting;
2. An identification of environmental effects by use of a checklist, matrix, or other method, provided that entries on a checklist or other form are briefly explained to indicate that there is some evidence to support the entries;
3. A discussion of ways to mitigate any significant effects identified, if any;
4. An examination of whether the project is compatible with existing zoning, plans and other applicable land use controls; and
5. The name of the person or persons who prepared or participated in the preparation of the IS.

1.6 Incorporation by Reference

Pursuant to *State CEQA Guidelines*, §15150, this IS incorporates by reference all or portions of other technical documents that are a matter of public record. Those documents either relate to the proposed project or provide additional information concerning the environmental setting in which the project is proposed. Where all or a portion of another document is incorporated by reference, the incorporated language shall be considered to be set forth in full as part of the text of this IS.

The information contained in this Initial Study is base, in part, on the following related technical studies that include the project site or provide information addressing the general project area:

- *Sierra Highway (CMP Route) Over the Railroad Project Scoping Document*, ASL Consulting Engineers. June 28, 1999.
- *City of Santa Clarita General Plan*. June 25, 1991.
- *Phase I Environmental Site Assessment Sierra Highway Bridge Replacement Project*, UltraSystems Environmental. January 15, 2002.
- *Noise Analysis*, UltraSystems Environmental. July 2002.
- *Biological Survey*, UltraSystems Environmental. July 2002.

These documents are on file at the City of Santa Clarita Transportation and Engineering Department, 23920 Valencia Boulevard, Santa Clarita, California. The public may view them Monday through Friday during normal business hours.

1.7 List of Entitlements and Regulatory Permits

The proposed project would require entitlements and/or regulatory permits from the following responsible agencies:

- Caltrans
- Federal Highway Administration

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2.0 PROJECT DESCRIPTION

2.1 Project Location

The Sierra Highway Bridge Replacement and Rehabilitation Project (the Project) is located on Sierra Highway between Soledad Canyon and Via Princessa. The regional setting of the Project is shown in **Figure 1** (Regional Location Map). The local setting of the Project is shown in **Figure 2** (Local Vicinity Map).

2.2 Environmental Setting

The two existing bridges that comprise the Project span the Metrolink/SCRRA tracks and Los Angeles County storm drain facility. **Figure 3** (Aerial Photograph Map) shows the land uses that currently surround the bridge structures. As shown in this figure there are residential uses immediately to the northwest (trailer park) and northeast (condominiums), and residential uses to the southeast (condominiums) separated from the site by open space. There is commercial development currently being constructed on the dirt area shown southeast of the bridges. A strip commercial development is located along Sierra Highway immediately southwest of the bridges. **Figures 4, 5, 6 and 7** (Photographs of the Project Site Area) show pictures of the land uses on and around the Project site.

2.3 Project Objectives

- To re-establish the functionality of Sierra Highway by removing the bottleneck caused by the existing narrow bridge structures.
- To replace the structurally deficient and functionally obsolete northbound bridge structure.
- To rehabilitate and widen (at the median) the southbound bridge structure.
- To provide adequate roadways to meet current acceptable standards.

2.4 Project Characteristics

Alternative 1 - Preferred Alternative

The Project would replace the structurally deficient and functionally obsolete northbound structure. The replacement structure would have three 3.6-meter (12 foot¹) through lanes, 2.4-meter (8 foot) right shoulder and 1.5-meter (5 foot) sidewalk. The replacement structure would connect at the median with the widened southbound structure. A 4.25-meter (14 foot) raised median would divide the northbound and southbound traffic. The Project eliminates the gap between the two existing bridge structures.

Two construction stages are expected for the Project. Stage 1 construction includes the removal of the northbound bridge structure and the construction of a wider replacement bridge structure. During Stage 1 construction, all traffic would be detoured onto the southbound bridge structure.

¹ All metric measurements have been rounded to the next higher U.S. Customary number.

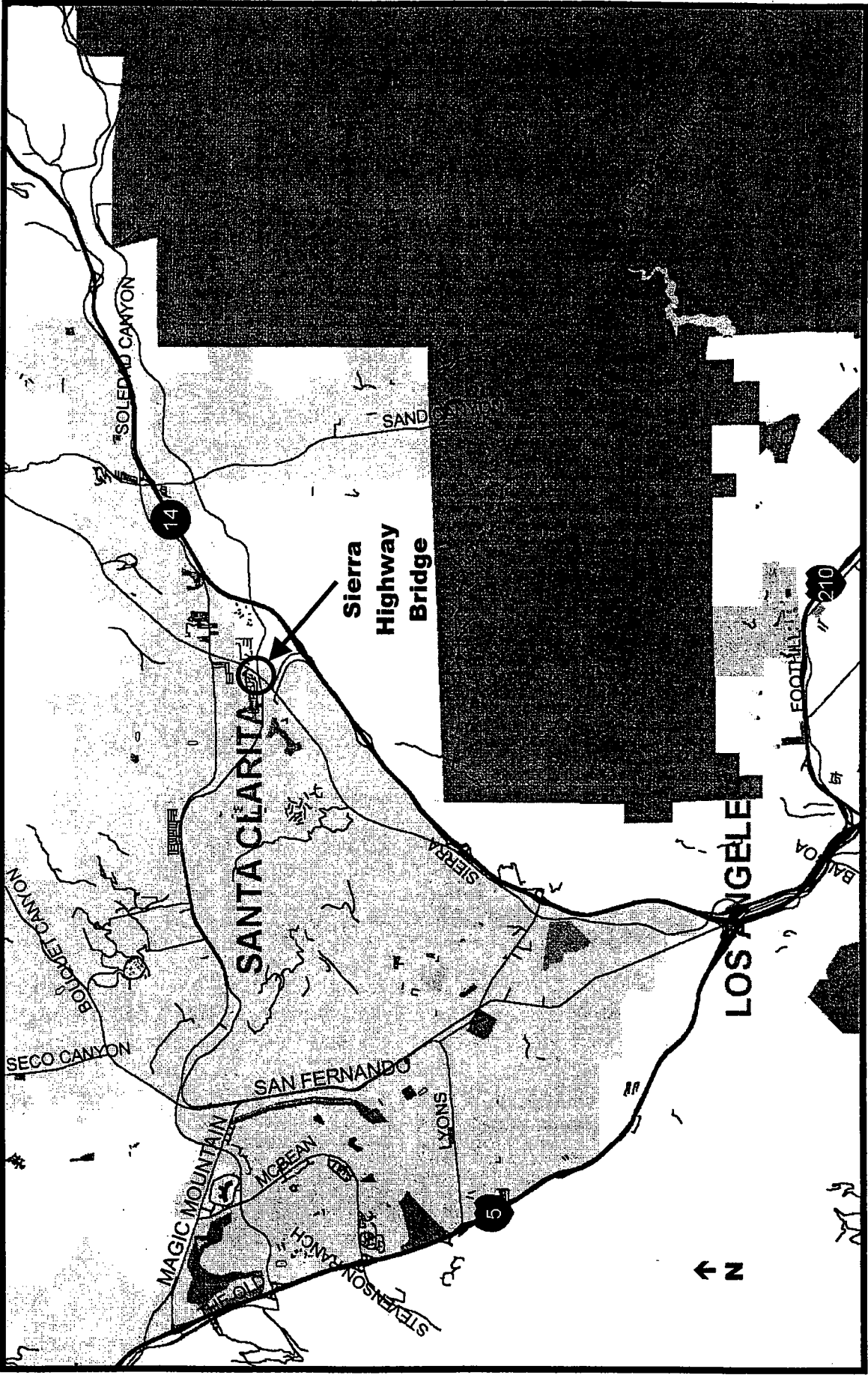


Figure 1
Regional Location Map

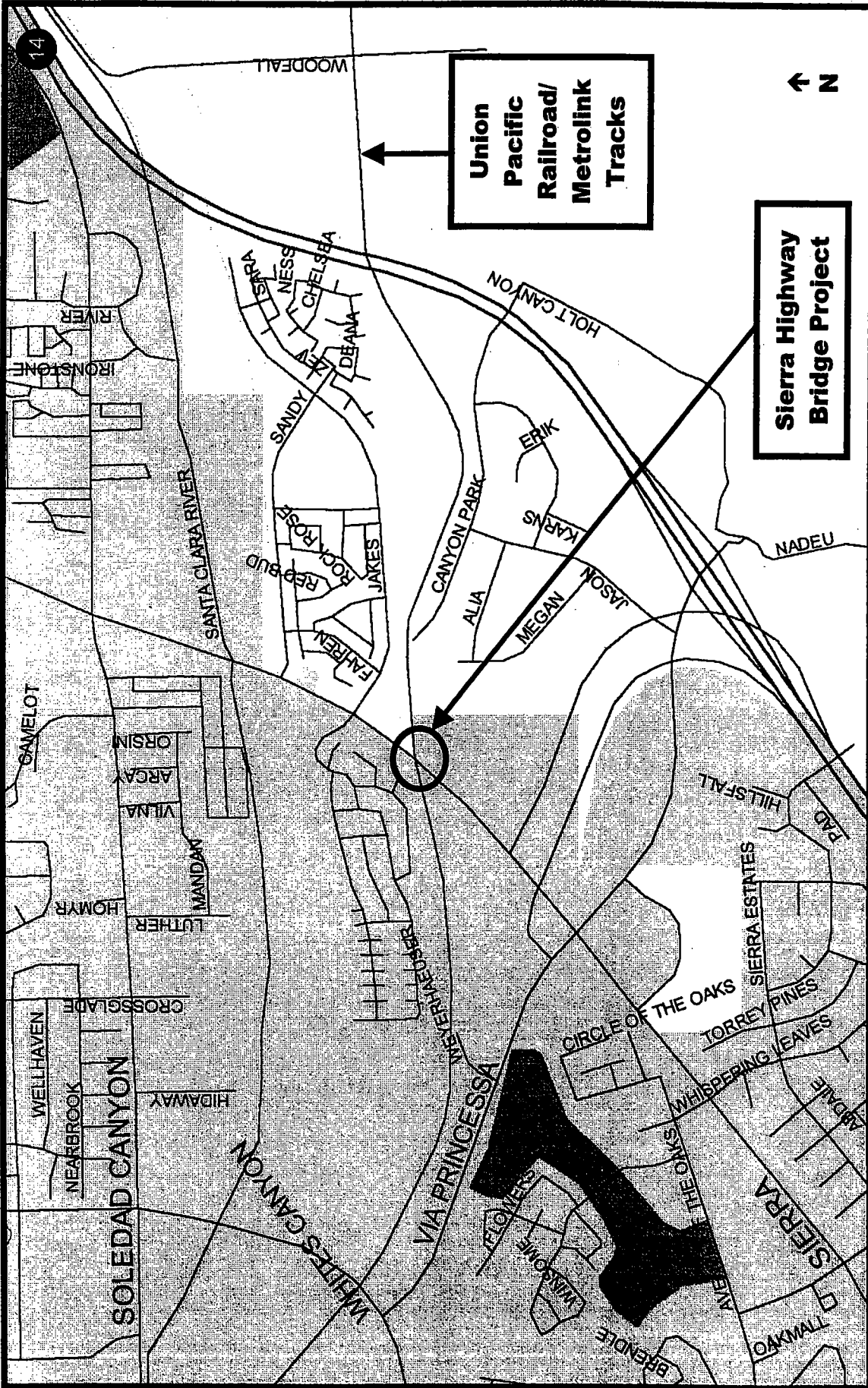


Figure 2
Local Vicinity Map

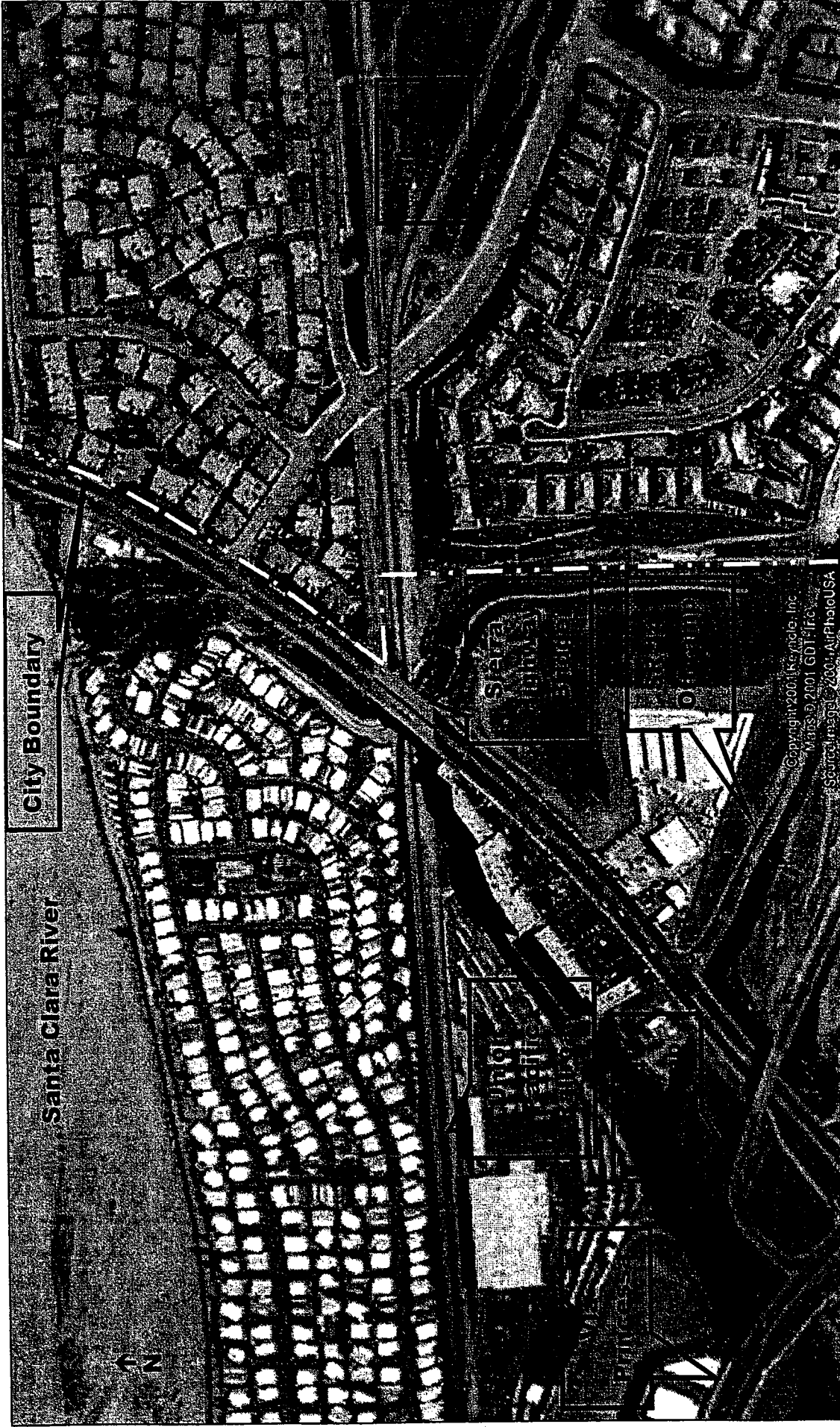
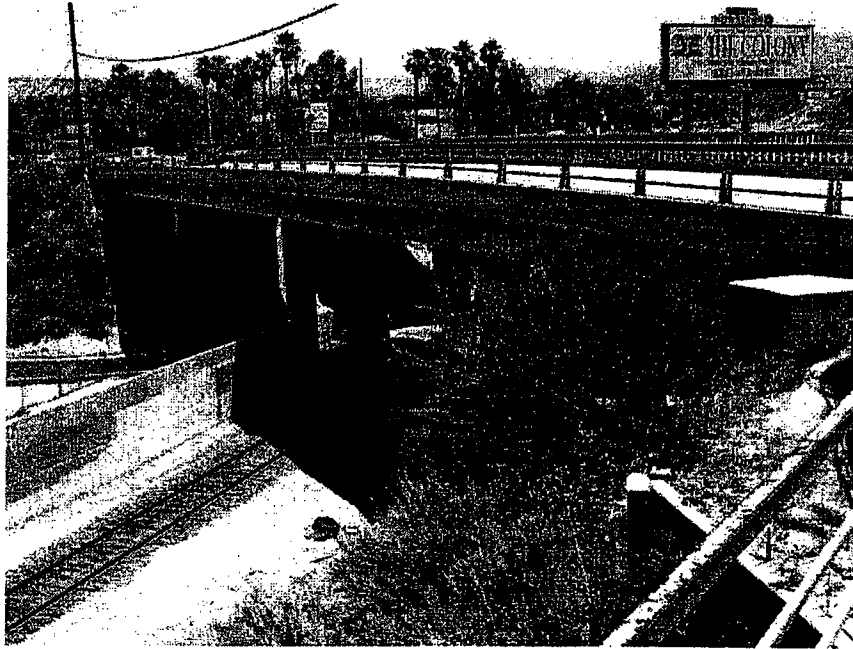
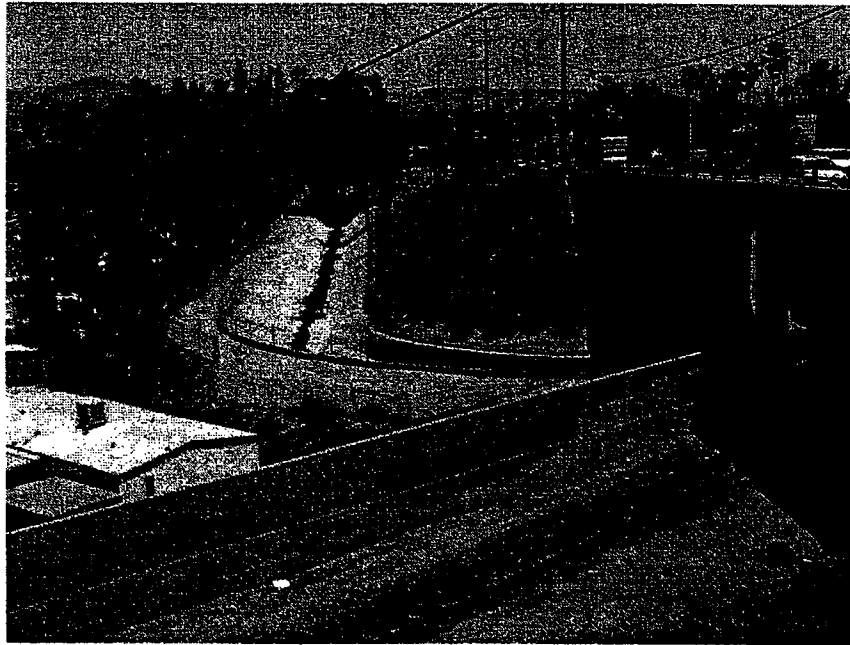


Figure 3
Aerial Photograph Map

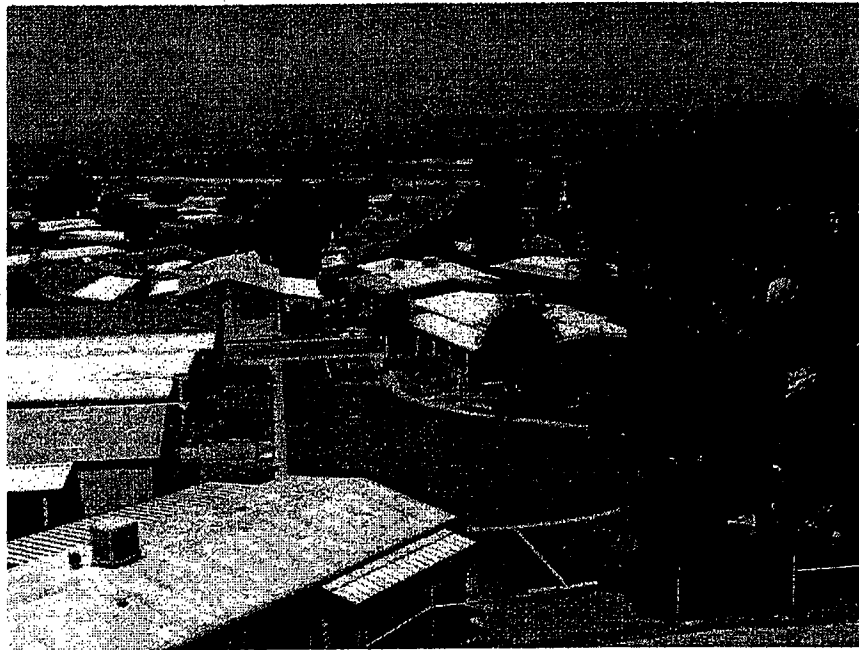


View of the western bridge constructed in 1968. View is from the southwest to the northeast. The Union Pacific Railroad tracks spanned by the bridges are visible in the foreground.

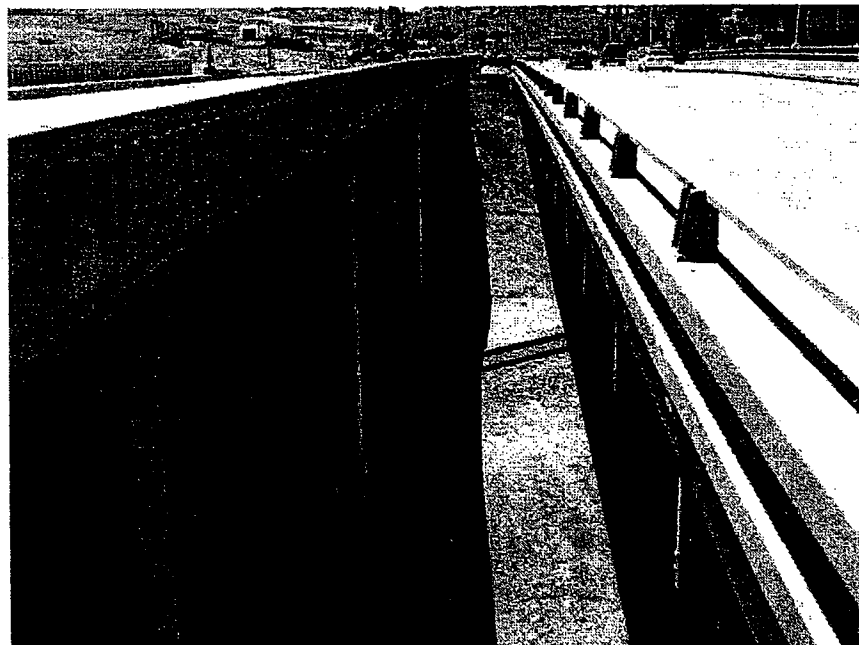


View of the of the concrete lined County drainage channel located northwest of the Project site. The Union Pacific Railroad tracks that are spanned by the bridges are visible in the foreground.

Figure 4
Photographs of the Project Site Area

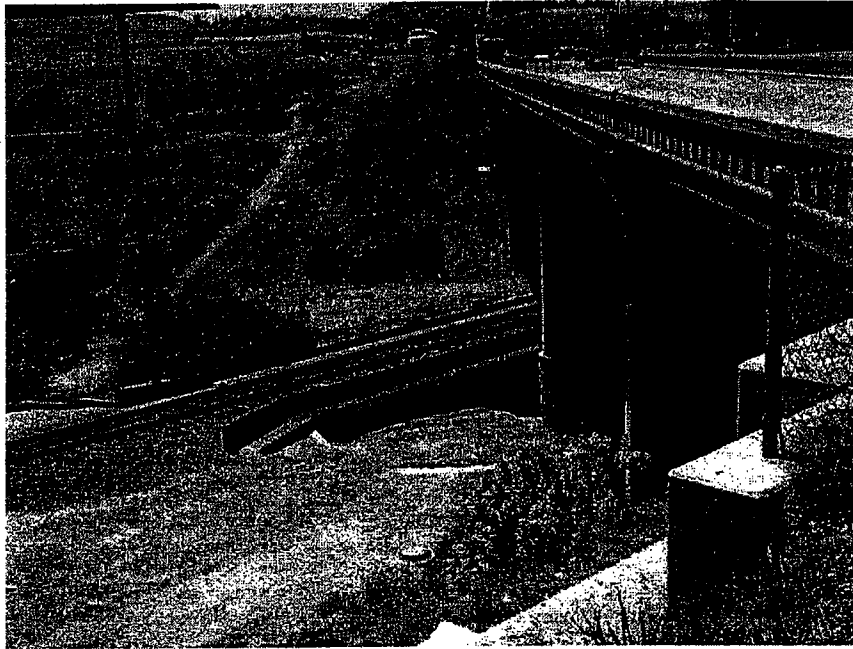


View of the trailer park located northwest of the Project site. View is from near the northwest corner of the bridges.



View of the opening between the two bridges. The Union Pacific Railroad tracks that are spanned by the bridges are visible in the foreground. View is looking south from the median between the two bridges.

Figure 5
Photographs of the Project Site Area

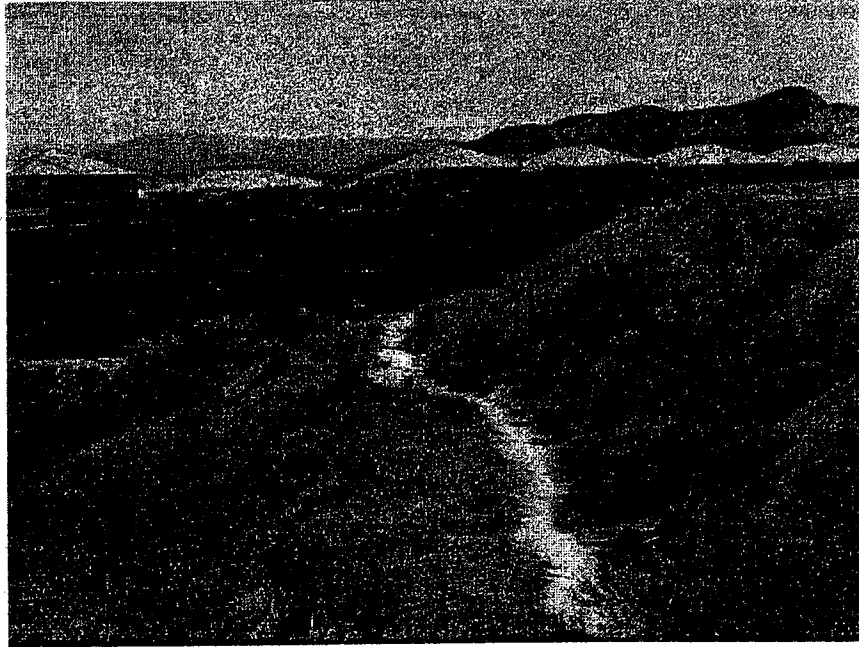


View of the Union Pacific Railroad tracks that are spanned by the bridges. View is from near the northeast corner of the bridges looking south.

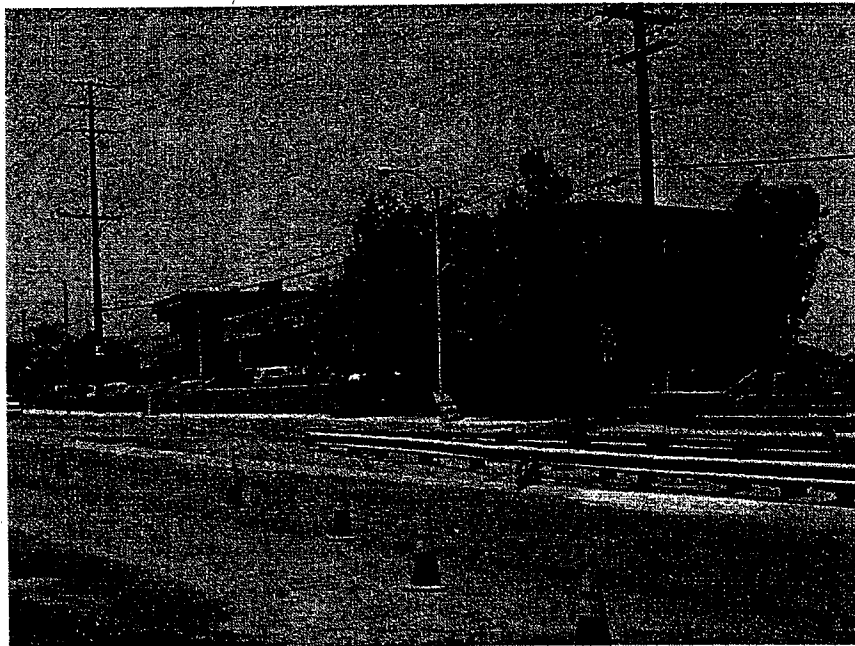


View of the small wetland area on the east side of the bridges within a County drainage. The water is from landscape irrigation runoff from the condominiums to the southeast of the bridges.

Figure 6
Photographs of the Project Site Area



View of the condominiums located southeast of the bridges. View is from near the southeast corner of the bridges looking east.



View of the strip commercial uses to the southwest of the Project site. View is from the southeast corner of the bridges looking in a southwest direction.

Figure 7
Photographs of the Project Site Area

One through lane in each direction and a middle reversible lane to handle peak traffic are proposed. Pedestrian traffic would be maintained on the southbound structure during construction. A back-up detour plan away from the bridges would be developed and would connect each bridge terminus through Canyon Park Boulevard, Jason Drive, and Via Princessa. The Stage 1 construction duration is expected to last approximately 9 months.

Stage 2 construction includes the rehabilitation and partial widening (at the median) of the southbound bridge structure. During this stage, the newly completed northbound structure would be used to stage the temporary traffic while the southbound bridge structure is being rehabilitated. There would be two lanes of traffic in each direction and a minimum of 0.9-meter (3 foot) temporary sidewalk. The rehabilitation/widening objective is to re-establish the functionality of the highway by providing three 3.6-meter (12 foot) through lanes, 2.4-meter (8 foot) right shoulder, and a 1.5-meter (5 foot) sidewalk. At this stage both bridges are connected together at the median. Stage 2 construction would last approximately 4 months.

Sierra Highway's vertical alignment will not change. A very minor shift in the horizontal alignment is expected.

The contractor staging area would be located at the southeast quadrant of the two bridge structures. Additional staging areas are expected below the bridges, mainly at the northeast quadrant, with access coming from the Canyon Park Boulevard at-grade crossing. Pile driving would be required for the new bridge foundation.

Three utility lines are expected to be relocated prior to commencement of construction: (1) Santa Clarita Water Company water line (380 mm - 15 inches) attached to the east edge of the southbound structure, in the median area, (2) Southern California Gas high-pressure line (100 mm - 4 inches) attached to the west edge of the northbound structure, in the median area, and (3) an unidentified 100 mm line attached to the outside barrier of the northbound structure. Other existing utilities would be protected in place.

Alternative 2 - Replace Both Bridge Structures

Alternative 2 is very similar to Alternative 1. Alternative 2 would also be built in two stages. The first stage is the same as Stage 1 of Alternative 1. However, Stage 2, would completely replace southbound bridge structure in lieu of rehabilitating it. This alternative would only be implemented in the event it is determined that the replacement of the southbound structure would be more cost effective than the rehabilitation. Both traffic stages would be similar to those addressed in Alternative 1.

Stage 2 construction would require a closure pour in the median area to tie both structures together. The total construction duration for stage 2 of Alternative 2 is about one year.

The contractor staging areas and utility impacts would be similar to those of Alternative 1.

2.5 Public Scoping Meeting

The lead agency held a public scoping meeting on the proposed project on Tuesday, September 3, 2002 at 7:00 p.m. at La Mesa Junior High School, 26623 May Way, Santa Clarita. The scoping meeting was noticed in the Newhall Signal and Saugus Enterprise newspapers published on August 29, 2002. The notice of the scoping meeting was also mailed to all property owners within a 500-foot radius of the project site. The distribution list is provided in **Appendix B**.

3.0 ENVIRONMENTAL CHECKLIST FORM

3.1 Introduction

1. **Project title:** Sierra Highway Bridge Replacement and Rehabilitation Project
2. **Project applicant:** City of Santa Clarita
Transportation and Engineering Department
23920 Valencia Boulevard
Santa Clarita, California 91355-2196
3. **Contact person and phone number:** Terry M. Brice
Assistant Engineer
661-286-4137
4. **Project location:** The bridge project is located on Sierra Highway between Soledad Canyon and Via Princessa.
5. **Project sponsor's name and address:** City of Santa Clarita
Transportation and Engineering Department
23920 Valencia Boulevard
Santa Clarita, California 91355-2196
6. **General plan designation:** N/A - Sierra Highway is classified as a Major Arterial and a Congestion Management Plan (CMP) route, as well as a truck and super-truck route for the region.
7. **Zoning:** Adjacent properties to the north are zoned MHP for residential uses, and adjacent properties to the south and southeast are zoned CC for commercial uses. The property under the bridges, and to the west is zoned CC. Property to the east is within unincorporated Los Angeles County.
8. **Description of project:** The City of Santa Clarita is proposing a project that would replace/rehabilitate the Sierra Highway Bridge over the Union Pacific Railroad tracks. The bridge is actually two bridges located side by side. The eastern bridge was constructed in 1938 and currently serves as the northbound lanes for Sierra Highway. The western bridge was constructed in 1968 and currently serves as the southbound lanes for Sierra Highway. The Sierra Highway Bridge Replacement and Rehabilitation Project would replace the structurally deficient and functionally obsolete northbound bridge structure, and rehabilitate and widen (at the median) the southbound bridge structure.
9. **Surrounding land uses and setting:** The two existing bridges that comprise the Project span the Union Pacific Railroad tracks and a County storm drain facility. There are residential uses immediately to the northwest (trailer park) and northeast (condominiums), and residential uses to the southeast (condominiums) separated from the site by open space. There is commercial development currently being constructed on the "dirt" area shown southeast of the bridges. A strip commercial development is located along Sierra Highway immediately southwest of the bridges.
10. **Other public agencies whose approval is required:** The proposed project would require entitlements and/or regulatory permits from the following responsible agencies:
 - Caltrans
 - Federal Highway Administration

3.2 Environmental Factors Potentially Affected:

The environmental factors checked below would be potentially affected by that project, involving at least one impact that is a "Potentially Significant Impact" as indicated by the checklist on the following pages.

- | | | |
|--|---|---|
| <input type="checkbox"/> Aesthetics | <input type="checkbox"/> Agricultural Resources | <input type="checkbox"/> Air Quality |
| <input type="checkbox"/> Biological Resources | <input type="checkbox"/> Cultural Resources | <input type="checkbox"/> Geology/Soils |
| <input type="checkbox"/> Hazards and Hazardous Materials | <input type="checkbox"/> Hydrology/Water Quality | <input type="checkbox"/> Land Use/Planning |
| <input type="checkbox"/> Mineral Resources | <input type="checkbox"/> Noise | <input type="checkbox"/> Population/Housing |
| <input type="checkbox"/> Public Services | <input type="checkbox"/> Recreation | <input type="checkbox"/> Transportation/Traffic |
| <input type="checkbox"/> Utilities/Service Systems | <input type="checkbox"/> Mandatory Findings of Significance | |

3.3 Environmental Determination

On the basis of this initial evaluation:


I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.

I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions to the project have been made by or agreed to by the applicant. A MITIGATED NEGATIVE DECLARATION will be prepared.

I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.

I find that the proposed project MAY have a "potentially significant impact" or "potentially significant unless mitigated" on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.

I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR, including revisions or mitigation measures that are imposed upon the project, nothing further is required.

Signature _____

 Terry M. Brice
 Assistant Engineer
 Transportation and Engineering Department
 City of Santa Clarita

10/25/02
 Date _____

3.4 Evaluation of Environmental Impacts:

1. A brief explanation is required for all answers except "No Impact" answers that are adequately supported by the information sources a lead agency cites in the parentheses following each question. A "No Impact" answer is adequately supported if the referenced information sources show that the impact simply does not apply to projects like the one involved (e.g., the project falls outside a fault rupture zone). A "No Impact" answer should be explained where it is based on project-specific factors as well as general standards (e.g., the project will not expose sensitive receptors to pollutants, based on a project-specific screening analysis).
2. All answers must take account of the whole action involved, including offsite as well as onsite, cumulative as well as project-level, indirect as well as direct, and construction as well as operational impacts.
3. Once the lead agency has determined that a particular physical impact may occur, then the checklist answers must indicate whether the impact is potentially significant, less than significant with mitigation, or less than significant. "Potentially Significant Impact" is appropriate if there is substantial evidence that an effect may be significant. If there are one or more "Potentially Significant Impact" entries when the determination is made, an EIR is required.
4. "Negative Declaration: Less Than Significant With Mitigation Incorporated" applies where the incorporation of mitigation measures has reduced an effect from "Potentially Significant Impact" to a "Less than Significant Impact". The lead agency must describe the mitigation measures, and briefly explain how they reduce the effect to a less than significant level (mitigation measures from Section XVII, "Earlier Analyses," may be cross-referenced).
5. Earlier analyses may be used, where pursuant to the tiering, program EIR, or other CEQA process, an effect has been adequately analyzed in an earlier EIR or negative declaration. Section 15063(c)(3)(D). In this case, a brief discussion should identify the following:
 - a) Earlier Analysis Used. Identify and state where they are available for review.
 - b) Impacts Adequately Addressed. Identify which effects from the above checklist were within the scope of and adequately analyzed in the earlier document pursuant to applicable legal standards and state whether such effects were addressed by mitigation measures based on the earlier analysis.
 - c) Mitigation Measures. For effects that are "Less than Significant with Mitigation Measures Incorporated," describe the mitigation measures, which were incorporated or refined from the earlier document and the extent to which they address site-specific conditions for the project.
6. Lead agencies are encouraged to incorporate into the checklist references to information sources for potential impacts (e.g., general plans, zoning ordinances). Reference to a previously prepared or outside document should, where appropriate, include a reference to the page or pages where the statement is substantiated.
7. Supporting Information Sources: A source list should be attached, and other sources used or individuals contacted should be cited in the discussion.
8. This is only a suggested form, and lead agencies are free to use different formats; however, lead agencies should normally address the questions from this checklist that are relevant to a project's environmental effects in whatever format is selected.
9. The explanation of each issue should identify:
 - a) the significance criteria or threshold, if any, used to evaluate each question; and
 - b) the mitigation measure identified, if any, to reduce the level of impact to less than significant.

3.5 Environmental Checklist

Issues & Supporting Information Sources	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
I. AESTHETICS - Would the project:				
a. Have a substantial adverse effect on a scenic vista?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c. Substantially degrade the existing visual character or quality of the site and its surroundings?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d. Create a new source of substantial light or glare, which would adversely affect day or nighttime views in the area?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
II. AGRICULTURAL 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 Department of Conservation as an optional model to use in assessing impacts on agricultural farmland. 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Conflict with existing zoning for agricultural use, or a Williamson Act contract?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c. Involve other changes in the existing environment, which, due to their location or nature, could individually or cumulatively result in loss of Farmland, to non-agricultural use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
III. AIR QUALITY - Where available, the significance criteria established by the applicable air quality management or 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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 emission which exceed quantitative thresholds for ozone precursors)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d. Expose sensitive receptors to substantial pollutant concentrations?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Issues & Supporting Information Sources	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
e. Create objectionable odors affecting a substantial number of people?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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 U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c. Have a substantial adverse effect on federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) either individually or in combination with the known or probable impacts of other activities through direct removal, filling, hydrological interruption, or other means?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d. Interfere substantially with the movement of any resident or migratory fish or wildlife species or with established resident or migratory wildlife corridors, or impede the use of wildlife nursery sites?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e. Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f. Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Communities Conservation Plan, or other approved local, regional, or state habitat conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
V. CULTURAL RESOURCES - Would the project:				
a. Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Cause a substantial adverse change in the significance of a unique archaeological resource pursuant to §15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c. Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d. Disturb any human remains, including those interred outside of formal cemeteries?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Issues & Supporting Information Sources	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
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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.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
ii) Strong seismic ground shaking?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iii) Seismic-related ground failure, including liquefaction?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iv) Landslides?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Result in substantial soil erosion or the loss of topsoil?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e. Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of waste water?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

VII. 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Create a significant hazard to the public or the environment through the reasonably foreseeable upset and accident conditions involving the likely release of hazardous materials into the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c. Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Issues & Supporting Information Sources	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g. Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
h. Expose people or structures to the risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
VIII. HYDROLOGY AND WATER QUALITY - Would the project:				
a. Violate any water quality standards or waste discharge requirements?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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 (i.e., 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)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e. Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems to provide substantial additional sources of polluted runoff?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f. Otherwise substantially degrade water quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
g. Place housing within a 100-year floodplain, as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
h. Place within a 100-year floodplain structures that would impede or redirect flood flows?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
j. Inundation by seiche, tsunami, or mudflow?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Issues & Supporting Information Sources	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
<u>IX. LAND USE AND PLANNING</u> – Would the project:				
a. Physically divide an established community?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c. Conflict with any applicable habitat conservation plan or natural communities conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<u>X. MINERAL RESOURCES</u> - Would the project:				
a. Result in the loss of availability of a known mineral resource that would be of value to the region and residents of the state?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<u>XI. NOISE</u> - 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?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b. Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d. A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f. For a project within the vicinity of a private air strip would the project expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<u>XII. POPULATION AND HOUSING</u> - Would the project:				
a. Induce substantial population growth in an area, either directly (for example, by proposing new homes and business) or indirectly (for example, through extension of roads or other infrastructure)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Issues & Supporting Information Sources	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
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c. Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?

XIII. 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Police protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Schools?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Parks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Other public facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

XIV. 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?

XV. TRANSPORTATION/TRAFFIC - Would the project:

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

b. Exceed, either individually or cumulatively, a level of service standard 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. Result in inadequate parking capacity?

Issues & Supporting Information Sources	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
g. Conflict with adopted policies supporting alternative transportation (e.g., bus turnouts, bicycle racks)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
XVI. UTILITIES AND SERVICE SYSTEMS - Would the project:				
a. Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d. Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e. Result in a determination by the wastewater treatment provider, which serves or may serve the project determined that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f. Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
g. Comply with federal, state, and local statutes and regulations related to solid waste?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
XVII. 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, 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Does the project have the potential to achieve short-term environmental goals to the disadvantage of long-term environmental goals.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c. 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, effects of other current projects, and the effects of probable future projects.)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d. Does the project have environmental effects, which will cause substantial adverse effects on human beings, either directly or indirectly?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

SOURCES:

City of Santa Clarita General Plan, City of Santa Clarita, Planning and Building Services Department. As amended June 25, 1991.

City of Santa Clarita Zoning Code, City of Santa Clarita, Planning and Building Services Department, As Amended.

Fault-Rupture Hazards Zones in California, Special Publication 42, U.S. Department of Conservation, Division of Mines and Geology, revised 1997.

Guide to the California Environmental Quality Act. Remy, Thomas, *et al.*, 1999.

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4.0 ENVIRONMENTAL EVALUATION

The following analysis contains the supportive information utilized by the City of Santa Clarita (City) in its role as Lead Agency, to derive those preliminary conclusions contained in Section 3.0 (Environmental Checklist). Information concerning the proposed project was obtained from the material provided by the City's engineering consultant, Parsons Brinckerhoff.

Based upon information assembled as part of this environmental evaluation, the Project was analyzed against each topical issue categorized under one of four column headings:

Potentially Significant Impact. Indicates the Project has the potential to produce a significant environmental impact.

Less than Significant with Mitigation Incorporated. Indicates that a significant impact could occur, but implementation of mitigation measures would reduce that impact below a level of significance.

Less than Significant Impact. The implementation of the Project would result in impacts that would be below the threshold of significance.

No Impact. Indicates that no environmental impacts are envisioned to either directly or indirectly result from project implementation.

I. AESTHETICS — Would the project:

a) *Have a substantial adverse effect on a scenic vista?*

No Impact. The Project would not result in any substantial visual changes over existing conditions since the project site is already developed with a bridge, and it is located within an urbanized area.

b) *Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?*

No Impact. The existing eastern bridge structure was constructed in 1938. The Project will demolish it and replace it with a bridge structure that is compatible with the existing western bridge structure that will be rehabilitated. There are no other scenic resources such as trees or rock outcroppings that would be damaged by the proposed project.

c) *Substantially degrade the existing visual character or quality of the site and its surroundings?*

Less than Significant Impact. The proposed project would result in a minor modification to the existing visual character of the two existing bridges. The Project would provide the beneficial visual impact of removing an older dilapidated bridge structure and replace it with a new bridge

structure that is visually compatible with the existing western bridge that would be retained and rehabilitated. The Project will also provide enhanced walkways.

- d) *Create a new source of substantial light or glare, which would adversely affect day or nighttime views in the area?*

Less than Significant Impact. The Project would not result in any additional lighting above current conditions.

II. AGRICULTURE 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. 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?*

No Impact. The project site is presently developed and therefore the proposed development will not result in the conversion of existing agricultural land to another use.

- b) *Conflict with existing zoning for agricultural use, or a Williamson Act contract?*

No Impact. Sierra Highway is currently classified as a Major Arterial and a Congestion Management Plan (CMP) route, as well as a truck and super-truck route for the region. The Project site has been used for a bridge since 1938, and therefore would not conflict with any agricultural uses or a Williamson Act contract.

- c) *Involve other changes in the existing environment, which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use?*

No Impact. Refer to Response II (a), above.

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?*

Less than Significant Impact – A project is deemed inconsistent with air quality plans if it would result in population and/or employment growth that exceeds growth estimates included in the applicable air quality plan. Therefore, proposed projects need to be evaluated to determine whether they would generate population and employment growth and, if so, whether that growth would exceed the growth rates included in the relevant air plans.

The Project would not result in an increase in population since it is being designed to accommodate the current and forecasted levels of traffic. The Project is located within a high population area and would serve the local area needs for improved circulation.

The Project would not create the need for any new employees. The Project is being proposed in response to the forecasted population and employment growth estimates used to develop the South Coast Air Quality Management District's (SCAQMD's) Air Quality Attainment Plan. Based on this analysis, the Project would not conflict with or obstruct implementation of SCAQMD's Plan. Therefore, the Project does not impact SCAQMD's Air Quality Attainment Plan since the Project is not a regionally significant generator of population or employment.

b) *Violate any air quality standard or contribute substantially to an existing or projected air quality violation?*

Less than Significant Impact – The Project site is located within the South Coast Air Basin (SCAB). Air quality conditions in the SCAB are regulated by SCAQMD. The SCAB region has been in non-attainment for several air pollutants, including carbon monoxide, PM₁₀, and ozone, for some time, and is working toward improving air quality within the region.

Air Quality Standards

Air quality is determined primarily by the type and amount of contaminants emitted into the atmosphere, the size and topography of the basin, and its meteorological conditions. SCAB has low mixing heights and light winds which are conducive to the accumulation of air pollutants.

Air quality is measured by comparing contaminant levels in ambient air samples to national and State standards. These standards are set by the U.S. Environmental Protection Agency and the California Air Resources Board at levels determined to be protective of public health and welfare with an adequate margin of safety. The federal Clean Air Act of 1970 first authorized national ambient air quality standards. California ambient air quality standards were authorized by the State legislature in 1967. The California Ambient Air Quality Standards (CAAQS) describe adverse conditions; that is, pollution levels must be below these standards before a Basin can attain the standard. National Ambient Air Quality Standards (NAAQS) describe acceptable conditions. Air quality is considered in "attainment" if pollutant levels are below or equal to the standards continuously and exceed them no more than once each year. California standards are generally more stringent than the national standards.

Air quality standards specify the upper limits of concentrations and duration in the ambient air consistent with the management goal of preventing specific harmful effects. There are national and State standards for ozone (O₃), carbon monoxide (CO), nitrogen dioxide (NO₂), airborne particulate matter with an aerodynamic diameter of less than 10 microns (PM₁₀), sulfur dioxide (SO₂) and lead (Pb). These are "criteria pollutants". The SCAQMD also measures for compliance with two other state standards: sulfate and visibility. In addition, California has set standards for hydrogen sulfide and vinyl chloride, but these are not measured at any SCAQMD monitoring stations because they are not considered to be a problem in the SCAB. **Table 1** presents the Federal and State Ambient Air Quality Standards on the following page.

**Table 1
FEDERAL AND STATE AMBIENT AIR QUALITY STANDARDS**

Air Pollutant	State	Federal	
	Concentration	Primary (>)	Secondary (>)
Ozone (O ₃)	0.09 ppm, 1-hr. avg. >	0.08 ppm, 8-hr. avg. 0.12 ppm, 1-hr. avg.	0.12 ppm, 1-hr. avg.
Carbon Monoxide (CO)	9 ppm, 8-hr. avg. > 20 ppm, 1-hr. avg. >	9 ppm, 8-hr. avg. 35 ppm, 1-hr. avg. >	9 ppm, 8-hr. avg. 35 ppm, 1-hr. avg. >
Nitrogen Dioxide (NO ₂)	0.25 ppm, 1-hr. avg. >	0.053 ppm, annual avg.	0.053 ppm, annual avg.
Sulfur Dioxide (SO ₂)	0.05 ppm, 24-hr. avg. > with ozone > 0.10 ppm, 1-hr. avg. or TSP > 100 µg/m ³ , 24-hr. avg. 0.25 ppm, 1-hr. avg. >	0.03 ppm, annual avg. 0.14 ppm, 24-hr. avg.	0.50 ppm, 3-hr. avg.
Particulate Matter < 2.5 microns (PM _{2.5})	NA	15 µg/m ³ , annual arithmetic mean 65 µg/m ³ , 24-hr. avg.	NA
Particulate Matter < 10 microns (PM ₁₀)	30 µg/m ³ , annual geometric mean > 50 µg/m ³ , 24-hr. avg. >	50 µg/m ³ , annual arithmetic mean 150 µg/m ³ , 24-hr. avg.	50 µg/m ³ , annual arithmetic mean 150 µg/m ³ , 24-hr. avg.
Sulfates	25 µg/m ³ , 24-hr. avg. >	NA	NA
Lead (Pb)	1.5 µg/m ³ , 30-day avg. >	1.5 µg/m ³ , calendar quarter	1.5 µg/m ³ , calendar quarter
Hydrogen Sulfide	0.03 ppm, 1-hr. avg. >	NA	NA
Vinyl Chloride	0.010 ppm, 24-hr. avg. >	NA	NA
Visibility Reducing Particles	In sufficient amount to reduce the visual range to less than 10 miles at relative humidity less than 70%, 8-hr. avg. (9 a.m.-5 p.m.)	NA	NA

Notes:

ppm = parts per million
µg/m³ = micrograms per cubic meter,
NA = not applicable

Project-related air emissions would have a significant effect if they resulted in concentrations that create either a violation of an ambient air quality standard (as identified in **Table 1**) or contribute to an existing air quality violation. Should ambient air quality already exceed existing standards, the SCAQMD has established specific significance threshold criteria to account for the continued degradation of local air quality. **Table 2** outlines these thresholds to consider effects on existing local air quality violations.

SCAQMD has, in addition, established significance thresholds to assess the impact on regional air quality. **Table 3** below presents the allowable contaminant generation rates at which construction and operational emissions are considered to have a significant effect on air quality throughout the SCAB.

Existing Air Quality Conditions

Existing levels of ambient air quality and historical trends in the project area are best documented by measurements made by SCAQMD at its Santa Clarita Monitoring Station 89. Monitored air pollutants include ozone (O₃), carbon monoxide (CO), and particulate matter (PM₁₀).

Air quality trends developed at the Santa Clarita monitoring station for the past 4 recorded-years are presented below in **Table 4**. The Santa Clarita monitoring data presented in **Table 4** shows that ozone is the air pollutant of primary concern in the project area.

The State ozone standard was exceeded 31 days in 2000, 18 days in 1999, 38 days in 1998 and 54 days in 1997. The federal standard was exceeded 13 day in 1997, 16 days in 1998 and one day in 2000. The federal standard was not exceeded in 1999. There is currently no data available for the 2001 or 2002 years. The data from the past four reporting years does not indicate a definite trend in maximum ozone concentrations or the number of days exceeding the State and federal ozone standards.

Ozone is a secondary pollutant; it is not directly emitted. Ozone is the result of chemical reactions between other pollutants, most importantly hydrocarbons and NO₂, which occur only in the presence of bright sunlight. Pollutants emitted from upwind cities react during transport downwind to produce the oxidant concentrations experienced in the area. Many areas of the SCAQMD contribute to the ozone levels experienced at the monitoring station, with the more significant areas being those directly upwind.

The State PM₁₀ standard was exceeded 4 days in 2000, 12 days in 1999, 3 days in 1998 and 5 days in 1997. The federal standard was not exceeded in 2000, 1999, 1998 or 1997. There is currently no data available for the 2001 or 2002 years. The data from the past four reporting years does not indicate a definite trend in PM₁₀ concentrations or the number of days exceeding the State and federal ozone standards.

Table 2
ALLOWABLE CHANGE IN AMBIENT AIR CONCENTRATIONS

Air Pollutant	Averaging Time	Air Pollutant Concentration
Carbon Monoxide (CO)	8 hours	0.45 ppm
	1 hour	1 ppm
	Annual	0.0005 ppm
Nitrogen Dioxide (NO ₂)	1 hour	0.01 ppm
	Annual	1 µg/m ³
Particulates (PM ₁₀)	24 hours	2.5 µg/m ³

Source: SCAQMD, Rule 1303, Table A-2

Table 3
SCAQMD CONSTRUCTION AND OPERATION EMISSIONS THRESHOLDS

Air Pollutant	Construction Phase		Operational Phase
	(lbs/day)	(tons/quarter)	(lbs/day)
Reactive Organic Gases (ROGs)	75	2.50	55
Carbon Monoxide (CO)	550	24.75	550
Nitrogen Oxides (NO _x)	100	2.50	55
Sulfur Oxides (SO _x)	150	6.75	150
Particulates (PM ₁₀)	150	6.75	150

Source: SCAQMD, CEQA Air Quality Handbook, 1993

Particulate matter, known as PM₁₀ because it consists of particles smaller than 10 microns in diameter, less than one-eighth the diameter of a human hair, is another criteria pollutant of concern in the project area. PM₁₀ may be generated by natural processes (e.g., pollen, bacteria, viruses, fungi, mold, yeast, salt spray, soil from erosion) or through human activities, including diesel trucks, power plants, wood stoves and industrial processes. Currently, PM₁₀ levels in the project region do not comply with the State and federal standards. These small particles evade the upper respiratory system's defenses and enter deep into the lungs. Exposure to unhealthy levels of PM₁₀ is associated with exacerbation of chronic respiratory disorders, increased hospitalizations, and even premature deaths.

The monitored data shown in Table 4 shows that other than ozone and PM₁₀ exceedances, no State or federal standards were exceeded for the remaining criteria pollutants.

Table 4
AIR QUALITY LEVEL AT RECEPTOR AREA 13 (SANTA CLARITA)

Pollutant	California Standard	National Standard	Year	% Msrd. ¹	Max. Level	Days State Std. Exceeded
Ozone	0.09 ppm for 1 hr.	0.12 ppm for 1 hr.	2000	99	0.13	31
			1999	98	0.12	18
			1998	96	0.18	38
			1997	100	0.16	54
CO	20 ppm for 1 hour	35 ppm for 1 hour	2000	98	6	0
			1999	98	7	0
			1998	96	8	0
			1997	99	7	
CO	9.0 ppm For 8 hour	9 ppm for 8 hour	2000	98	4.9	0
			1999	98	3.6	0
			1998	96	3.4	0
			1997	99	6.8	0
Particulates PM ₁₀ ⁴ (24 Hour)	50 ug/m3 for 24 hr.	150 ug/m3 for 24 hr.	2000	17	64	4(7)
			1999	18	75	12(21)
			1998	15	60	3(5.5)
			1997	16	67	5(8.5)
Particulates PM ₁₀ ⁵ (Annual)	30 ug/m3 AGM ³	50 ug/m3 AAM ²	2000	17	29.8/32.7	4(7)
			1999	18	34.5/38.4	12(21)
			1998	15	27.3/30.0	3(5.5)
			1997	16	30.5/32.9	5(8.5)
NO2 (1-Hour)	0.25 PPM for 1 hour	None	2000	98	0.10	0
			1999	39	0.10	0
			1998	--	--	--
			1997	--	--	--
NO2 (AAM ²)	None	0.053 ppm AAM ²	2000	98	0.0246	0
			1999	39	0.0284	0
			1998	--	--	--
			1997	--	--	--
SO2 (24 Hour)	0.04 ppm 24 Hr.	0.14 ppm for 24 hr.	2000	--	--	--
			1999	--	--	--
			1998	--	--	--
			1997	--	--	--
SO2 (AAM ²)	None	0.030 ppm AAM ²	2000	--	--	--
			1999	--	--	--
			1998	--	--	--
			1997	--	--	--

1. Percent of year where high pollutant levels were expected that measurements were made
2. Annual Arithmetic Mean
3. Annual Geometric Mean
4. The first number shown in the Days State Standard Exceeded column are the actual number of days measured that State standard was exceeded. The second number shows the number of days the standard would be expected to be exceeded if measurements were taken every day.
5. Levels Shown for Annual PM₁₀ are AGM/AAM
6. The "--" mark indicates that this pollutant was not monitored at this station during the identified year..

Project Impacts

Short-Term Construction Impacts

Temporary impacts would result from project construction activities. Air pollutants would be emitted by construction equipment, and fugitive dust would be generated during demolition and excavation.

PM₁₀ emission rates for loading of material (i.e. construction debris and asphalt) onto trucks were obtained from the SCAQMD's 1993 CEQA Air Quality Handbook. The emission rate depends on the amount of materials being handled, the moisture content of the materials, and the mean wind speed. For this project it was assumed that 45,100 cubic yards of construction debris and surface asphalt, and no excavated soil would be loaded onto trucks for hauling. The wind speed was assumed to be 12 mph, which is typical for this area.

Typical CO, ROG, NO_x, PM₁₀, and SO_x emission rates for construction equipment were obtained from the 1993 CEQA Air Quality Handbook. These emission factors are presented in terms of pounds of pollutant per hour of equipment operation. It should be noted that most of these emission factors were initially published in 1985 in the EPA's AP-42 Compilation of Emission Factors. These have not been updated since their original publication. Several State and federal regulations have been enacted since this time, which require reduced emissions from construction equipment. The effect of these regulations is not included in the emission factors used to calculate construction equipment emissions presented below. The actual emissions from construction equipment, therefore, would likely be lower than presented below. However, the exact reduction is not known. It would be dependent on the age of the specific equipment used at the construction site. As time passes, older equipment would be replaced with newer equipment manufactured with the lower emission requirements. Therefore, construction occurring farther in the future would likely be reduced by a greater amount versus near term construction. The EPA is currently updating the section of AP-42 that presents emission factors for construction equipment, but a publication date is unknown.

Emission rates for employee vehicle trips and heavy truck operations were taken from MVEI7G. MVEI7G is a computer program generated by the California Air Resources Board that calculates composite emission rates for vehicles. Emission rates are reported by the program in grams per trip and grams per mile.

Relocation of Utility Lines

Prior to commencement of the proposed project three utility lines will be relocated. A City owned waterline attached to the bridges eastern end on the southbound structure, a Southern California Gas line attached to the western end of the northbound structure, and an un-identified line attached to the outside edge of the northbound structure. None of the utility lines will require excavation or use of significant machinery.

Demolition

Two construction stages are expected. Stage 1 construction includes the removal of the northbound structure and the construction of a wider replacement structure. Stage 2 construction includes the rehabilitation and partial widening (at the median) of the southbound structure. Based on observations from the project site, there is approximately 157,850 cubic feet of bridge structure and road surface to be demolished. Typical demolition produces 0.0056 cubic yards of debris for each cubic foot of demolished structure. This results in 883.96 cubic yards of debris being generated. It would require approximately eighteen (18) trucks with 14 cubic yard capacity to haul this debris away. Based on this assumption, it would take 18 days for the demolition to occur. It would be expected that during peak demolition activity, one loader would be operating four hours per day. It was assumed that the truck used to haul debris away have a trip length of 25 miles. It was assumed that there would be 20 worker vehicles traveling to and from the site each day and the average trip length for each worker vehicle is 20 miles. As a worst-case assumption, it was assumed that approximately 0.25-acres would be disturbed by activity during the day, primarily occurring in the staging area for the equipment and operations.

Using the estimates presented above, the peak construction emissions for the demolition were calculated and are presented in **Table 5**.

Table 5
AIR POLLUTANT EMISSIONS DURING DEMOLITION

Activity	Pollutant Emissions (lbs/day)				
	CO	ROG	NOx	PM ₁₀	SOx
Disturbance Activity	0.0	0.0	0.0	11.16	0.0
Demolition Debris	0.0	0.0	0.0	66.30	0.0
Construction Equipment	17.14	4.22	45.00	3.76	3.87
Debris Hauling Trucks	12.15	2.7	30.6	2.52	2.57
Worker Travel	3.51	0.39	0.47	0.09	0.04
Total Emissions	32.8	7.31	76.07	83.83	6.48
<i>SCAQMD Thresholds</i>	<i>550</i>	<i>75</i>	<i>100</i>	<i>150</i>	<i>150</i>

The data presented in **Table 5** shows that the pollutant emissions from the demolition activities associated with the demolition of the northbound portion of the bridge are not projected to be greater than the Significance Thresholds established by the SCAQMD in the CEQA Air Quality Handbook. Therefore, demolition on the proposed project site would not result in a significant air quality impact.

Excavation

During Phase I minor grading and excavating would be required to remove the existing abutments and associated concrete at each end of the existing bridge as well as support pilings in the riverbed. It is estimated that approximately 1.15 acres of the site would be disturbed during

Phase 1. During Phase 2, surfacing of the southbound roadway would be required to remove the existing asphalt surface. It is estimated that approximately 0.61 acres of the roadway would be cleared and surfaced during Phase 2.

During Phase 1 and Phase 2, none of the excavated soil is anticipated to be exported off-site. During the most active portion of the excavation, one excavator and one loader would be operating for 8 hours per day and one water truck would be operating for half of this time. It was assumed that there would be 20 worker vehicles traveling to and from the site each day and the average trip length for each worker vehicle is 20 miles. As a worst-case assumption, it was assumed that approximately 0.61 acres would be disturbed by activity during the day. Using the estimates presented above, the peak construction emissions for the excavation were calculated and are presented in Table 6.

**Table 6
AIR POLLUTANT EMISSIONS DURING EXCAVATION**

Activity	Pollutant Emissions (lbs/day)				
	CO	ROG	NOx	PM10	SOx
Disturbance Activity	0.00	0.00	0.00	11.16	0.00
Construction Equipment	10.88	3.06	34.66	2.83	3.25
Employee Travel	3.51	0.39	0.47	0.09	0.04
Total Emissions	14.39	3.45	35.13	14.08	3.29
<i>SCQAMD Thresholds</i>	<i>550</i>	<i>75</i>	<i>100</i>	<i>150</i>	<i>150</i>

The data presented in Table 6 shows that pollutant emissions associated with the excavation of the bridge area would be substantially less than the Significance Thresholds established by the SCAQMD in the CEQA Air Quality Handbook. Excavation of the proposed project would not result in a significant air quality impact.

Construction

During the most active portion of the construction, one roller, one mixer truck, and one dozer would be operating for 8 hours per day, and a crane, a forklift and one water truck would be operating for half of this time. It was assumed that there would be 20 worker vehicles traveling to and from the site each day and the average trip length for each worker vehicle is 20 miles. As a worst-case assumption, it was assumed that approximately 0.61 acres would be disturbed by activity during the day. Using the estimates presented above, the peak construction emissions for the excavation were calculated and are presented in Table 7.

Table 7
AIR POLLUTANT EMISSIONS DURING CONSTRUCTION

Activity	Pollutant Emissions (lbs/day)				
	CO	ROG	NOx	PM10	SOx
Disturbance Activity	0.00	0.00	0.00	11.16	0.00
Construction Equipment	19.70	5.08	56.83	4.64	4.97
Employee Travel	3.51	0.39	0.47	0.09	0.04
Total Emissions	23.21	5.47	57.3	15.89	5.01
<i>SCQAMD Thresholds</i>	<i>550</i>	<i>75</i>	<i>100</i>	<i>150</i>	<i>150</i>

The data presented in Table 7 shows that pollutant emissions associated with the construction and repaving bridge would be substantially less than the Significance Thresholds established by the SCAQMD in the CEQA Air Quality Handbook. Excavation of the proposed project would not result in a significant air quality impact.

Compliance with Rule 403 would further minimize potential impacts. No significant impacts would occur, and no mitigation is required.

Operational Impacts

The primary source of operational emissions generated by new projects come from motor vehicles. Other emissions are generated from the combustion of natural gas for space heating and the generation of electricity. Emissions would also be generated by the use of natural gas and oil for the generation of electricity off-site.

The proposed bridge widening project is intended to meet current circulation needs within the project area and is not anticipated to generate any new trips or result in the diversion of a significant portion of area traffic to the improved bridge. The bridge will continue to operate, although at a limited capacity, during the construction period of the proposed project, and it will continue to operate after construction of the project is completed. Additionally, the proposed project will not use additional electricity or natural gas and will not result in an increase of emissions off-site due to these activities. Due to the fact that the project will not increase traffic, use additional electricity or natural gas no increase in operational air emissions are anticipated with the approval of the proposed project.

- 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)?*

Less than Significant Impact – The SCAB is in non-attainment for ozone, CO, and PM₁₀ for both the federal and State standards. The SCAQMD has set specific significant thresholds for both construction and operational impacts to ensure that the project would not result in a cumulatively considerable net increase of the primary pollutants. As described under “III.b”

above, the project would not create a significant construction or operational air quality impact. Therefore, a cumulatively considerable net increase of any criteria pollutant would not occur.

d) *Expose sensitive receptors to substantial pollutant concentrations?*

Less than Significant Impact – Certain residents, such as the very young, the elderly, and those suffering from certain illnesses or disabilities, are particularly sensitive to air pollution and are considered “sensitive receptors.” Examples of land uses where significant numbers of sensitive receptors are often found are schools, day care centers, parks, recreational areas, medical facilities, and rest homes and convalescent care facilities. The occupants of the trailer park located immediately northwest of the project site would be considered sensitive receptors. Land use conflicts can arise when sensitive receptors are located next to major sources of air pollutant emissions.

The major source of project-related pollution affecting sensitive receptors would be NOx generated by the construction equipment. Background NOx concentrations within the project vicinity are well below the State and federal standards. Based on implementation of stricter air quality regulations, NOx concentrations are projected to be lower in the future. However, due to the low-recorded levels at the surrounding stations, the predominant wind direction (southeast)¹, and the temporary nature of the construction efforts the proposed project will not expose sensitive receptors to significant pollutant concentrations.

e) *Create objectionable odors affecting a substantial number of people?*

Less than Significant Impact – The proposed project includes the demolition of a bridge structure and the resurfacing of approximately 23,000 square feet of roadway on the adjacent bridge structure. No significant new odors are anticipated to be generated from the bridge beyond those odors generated by the existing traffic on the bridge. The only potential for odor comes from the asphalt used to surface the roadways upon completion of the bridge. However, the odors from the asphalt will be temporary in nature and due to the dominant wind pattern within the project area will not affect the trailer park located to the northwest. Additionally, any unforeseen odors would be controlled in accordance with SCAQMD Rule 402, which prohibits persons from discharging quantities of air contaminants, which cause nuisance to any considerable number of persons. As a result, no significant impacts would occur.

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?*

No Impact. Based upon the historic use of the project site, the urbanized nature of the project site and vicinity, the absence of onsite vegetation, and the extent of current site coverage with

¹ City of Santa Clarita, Santa Clarita General Plan, 1991. p. AQ-4.

impervious materials, insufficient habitat area exists to support any sensitive plant or animal species.

The two bridges do span a county flood control channel. Much of this disturbed area near the two bridges supports little or no vegetation due to ongoing soil disturbance and/or shade beneath the bridges. The flood control channel is unlined upstream (southeast) of the bridge, and is concrete lined downstream (northwest). It drains into the Santa Clara River about 0.2 miles north of the project site. A small amount of surface water was running in the unnamed channel during the field visits (October 25, 2001 and July 9, 2002), and the unlined part of the channel southeast of the eastern bridge supports some wetland vegetation characteristic of small perennial streams including cattails (*Typha* sp.), cocklebur (*Xanthium strumarium*), and willow weed (*Polygonum cf. lapathifolium*). This unlined channel is shown as a perennial "blueline" stream on the USGS Mint Canyon topographic map (1960, photorevised 1988), but the purple ink indicates that this feature was added during the 1988 revision and the channel evidently was not considered a "blueline" feature in 1960. An intermittent "blueline" stream is shown in the original blue ink in the same watershed, upstream of the site. The primary source of surface water in this channel is "nuisance" runoff from landscaping of the residential, commercial, and transportation development, which has been built since 1960. Replacement of the support columns for the new eastern bridge would occur in the same areas where the existing support columns are located. No plant life currently exists within the construction area of the eastern bridge replacement project. It should also be noted that construction within the flood control channel area is required to occur within the dry season (May through October). Therefore, no impact to biological resources would occur.

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?*

No Impact. Refer to Response IV(a), above. No riparian habitat or other sensitive natural habitat exists onsite (under or near the bridge supports), therefore no impacts on these resources would occur.

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?*

No Impact. No Section 404 wetland habitat exists onsite, therefore no impacts would occur.

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?*

No Impact. The project site is currently developed and located in an urbanized area with no known sensitive biological resources. In addition, there are no wildlife dispersal or migration corridors identified within the vicinity, therefore no impacts would occur and none are anticipated. The flood control channel conveys local storm flows to the Santa Clarita River

during storm events and the Santa Clarita River is identified as a significant ecological area in local and regional plans. Due to connectivity to the river, a certain amount of foraging animal activity would be anticipated from local non-sensitive species (coyotes, raccoons, etc.), but not from migratory species. Consequently, no significant impacts to native resident or migratory species are anticipated.

- e) *Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?*

No Impact. The project site is currently developed and does not contain any significant biological resources.

- 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?*

No Impact. Refer to Response IV(a), above. The Conservation Plan of the City General Plan does not identify the project area as being in an "Ecologically Important Area" for plants or animals. Therefore no impact on conservation plans would occur.

V. CULTURAL RESOURCES -- Would the project:

- a) *Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5?*

No Impact. The bridge-structure that would be demolished was built in 1938. This bridge is not listed as a historical resource based on City records. Due to the age and type of structures, they are not considered historically significant as defined in State CEQA Guidelines §15064.5. Therefore, no impacts on historical resources would occur.

- b) *Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?*

No Impact. The project site is presently developed and there are no known or recorded archaeological sites in the vicinity. The results of the record searches conducted at the South Central Coastal Information Center at Cal State Fullerton indicated that no prehistoric or historic archaeological sites have been previously recorded within the boundaries of the Area of Potential Effect (APE – see **Appendix D**). The pedestrian survey did not result in the discovery of any new prehistoric or historic archaeological sites. Therefore, due to previous site disturbance, no impacts on archaeological resources are expected to occur as defined above. Should any unsuspected resources be uncovered during demolition and removal of the bridge structure, all work would be halted until a certified archaeologist could conduct an evaluation, per City standards.

- c) *Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?*

No Impact. The project site is presently developed and there are no known or recorded paleontological resources or unique geologic features on the project site, or vicinity. Therefore, due to previous site disturbance, no impacts on paleontological resources are expected to occur as defined above. Should any suspected resources be uncovered during demolition and removal of the bridge structure, all work would be halted until a certified archaeologist/paleontologist could conduct an evaluation, per City standards.

d) *Disturb any human remains, including those interred outside of formal cemeteries?*

No Impact. The project site is presently developed and there are no known or recorded human remains on the project site, therefore, no significant impacts on these resources would occur.

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.)*

Less than Significant Impact. According to the City's General Plan Safety Element, the project site is not within an Alquist-Priolo Special Study Area.² Therefore, although it is in a seismically active region, the project site is not expected to be directly impacted by fault rupture.

ii) *Strong seismic ground shaking?*

Less than Significant Impact. Although all of Southern California is subject to seismic activity, the existing bridge constructed in 1938 would be replaced with a new structure that would be designed and constructed in accordance with the Title 24 of the California Building Code to withstand seismic ground shaking. Therefore, no substantial adverse effects related to strong seismic ground shaking are expected to occur.

iii) *Seismic-related ground failure, including liquefaction?*

Less than Significant Impact. The City's General Plan Safety Element identifies the site as located in an area of potential liquefaction.³ However, the geotechnical evaluation confirmed, through soil boring samples, that onsite soils are capable of supporting the structures associated with the project. Compliance with all recommendations in the geotechnical report prepared for the project, as well as California Building Code standards, would ensure that potential impacts associated with seismic-related ground failure and liquefaction would be less than significant.

²/ *The City of Santa Clarita General Plan, Safety Element, adopted June 25, 1991.*

³/ *ibid.*

iv) *Landslides?*

No Impact. According to the City's General Plan Seismic Safety Element, the project site is not within an area susceptible to landslides and is not adjacent to any hillside areas.⁴ Therefore, there is no potential for impacts related to landslides to occur at the project site.

b) *Result in substantial soil erosion or the loss of topsoil?*

No Impact. Some of the support column foundations for the eastern bridge that would be replaced are located within a flood control channel. All construction within the flood control channel must occur during the dry season (May through October). Only nuisance runoff (from landscape watering) flows within this channel during the dry months. Therefore construction of the proposed bridge project would not result in loss of topsoil or substantial erosion.

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?*

Less than Significant Impact. With the incorporation of the recommendations contained in the Geotechnical Evaluation, the proposed project would not result in unstable soil conditions.

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?*

No Impact. The soils onsite have been supporting a bridge structure since 1938. This history indicates the soils are sufficient to support the proposed bridge structure. No impacts related to expansive soils are anticipated.

e) *Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?*

No Impact. Wastewater is presently discharged to City sewer lines and no septic systems are proposed. Wastewater is not generated from the proposed project.

VII. 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?*

No Impact. A bridge project does not transport, use or dispose of hazardous materials. Therefore, a significant public or environmental hazard would not occur through use of hazardous materials.

^{4/} *ibid.*

- 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?*

No Impact. Refer to Response VII (a), above.

- c) *Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?*

No Impact. The project would not involve the release of any hazardous emissions, materials or other hazardous waste.

- 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?*

Less than Significant Impact. In accordance with the above-referenced Government Code, UltraSystems in January 2002 performed a search of available environmental records for the project site. Results of the database search did not reveal that the site was located on or within a listed hazardous materials site pursuant to Government Code Section 65962.5. See Appendix C.

- 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?*

No Impact. The project site is not within an airport land use plan. No safety hazards associated with operations of any airports are anticipated to occur at the project site.

- 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?*

No Impact. The project site is not located in the vicinity of a private airstrip.

- g) *Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?*

No Impact. The project site is already developed and is not designated as an emergency staging area and would not involve any uses that would interfere with major emergency evacuation routes out of the area. During construction traffic flow would be restricted to essentially one-lane in each direction. This temporary condition would end after construction.

- 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?*

No Impact. The project site is developed and located in an urbanized area not subject to wildland fires.

VIII. HYDROLOGY AND WATER QUALITY -- Would the project:

a) *Violate any water quality standards or waste discharge requirements?*

No Impact. Discharges of storm water associated with construction that results in the disturbance of five or more acres must apply for coverage under the General Construction Activities Storm Water Permit from the State Regional Water Quality Control Board (SRWQCB). Coverage under the General Permit is obtained by filing a Notice of Intent form with the SRWQCB and the appropriate fee.⁵ However, since the size of the project site is less than five acres and because of the temporary nature of site disturbance, no significant impacts to water quality standards or waste discharge requirements are expected to occur.

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)?*

No Impact. The project would not result in substantial depletion of groundwater supplies (refer also to Response XVI (d) for discussion of water supplies). Therefore, no significant impacts to groundwater supplies are anticipated. The majority of the project site is currently paved and impermeable to water percolation. Portions of the site would be exposed to subsurface water percolation during construction. However, this will be short-term in nature and the overall site will return to its present impermeable condition. Therefore, since there will be no substantial change in the surface conditions of the project site no impacts to groundwater recharge will occur.

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?*

Less than Significant Impact. The project would not result in a substantial change in the existing drainage patterns. Construction of the bridge support column foundations would occur within a county flood control channel near the location of the existing column locations. Construction within the drainage channel can only occur during the dry season (May through October). The drainage channel would be returned to its existing condition after construction is complete. No significant impacts are anticipated. (Refer also to Response XVI (c) for a further discussion of site drainage).

⁵/ *Fact Sheet for Water Quality Order 99-08-DWQ*, State Regional Water Quality Control Board (SRWQCB), National Pollutant Discharge Elimination System (NPDES), not dated (from official web site www.swrqcb.ca.gov).

- 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?*

Less than Significant Impact. The proposed project is a replacement/rehabilitation of the current use and is not expected to significantly increase the amount of surface water runoff introduced into the local or regional storm drain system. Refer to Response VIII (c), above.

- 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?*

Less than Significant Impact. Refer to Response VIII (c) regarding drainage systems and Response VIII (a) regarding stormwater runoff.

- f) *Otherwise substantially degrade water quality?*

Less than Significant Impact. Due to the relatively small size of the project site, the short-term nature of construction activities and the proposed uses, the project would not 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?*

No Impact. No residential uses are proposed as part of this project.

- h) *Place within a 100-year flood hazard area structures, which would impede or redirect flood flows?*

No Impact. According to the Santa Clarita General Plan, the project area is not within a Federal Emergency Management Agency (FEMA) 100- or 500-year flood zone.⁶ Therefore, the project would not place structures within a 100-year flood hazard area and no impacts would occur.

- 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?*

No Impact. The project site is not within an inundation area of any levees or dams.⁷ Refer also to Response VIII (h), above.

- j) *Inundation by seiche, tsunami, or mudflow?*

^{6/} *The City of Santa Clarita General Plan, Safety Element*, adopted June 25, 1991.

^{7/} *ibid.*

No Impact. A tsunami is large ocean wave associated with a seismic event. The project site is outside of the area that could potentially be affected by a tsunami, and is not within or adjacent to a hillside area subject to mudflows. Seiche is an oscillation of a land-locked water body, such as a lake and may cause wave action associated with a seismic event. No such bodies of water exist in the vicinity of the project site. Therefore, no impacts associated seiche, tsunami or mudflow are expected to occur at the project site.

IX. LAND USE AND PLANNING - Would the project:

- a) *Physically divide an established community?*

No Impact. The proposed project is a replacement/rehabilitation of an existing bridge use and will be confined within the boundaries of the existing developed area. Therefore, the neighboring communities will not be physically divided by the implementation of the project.

- 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?*

No Impact. The project site consists of two bridges on Sierra Highway that span a railroad track and county flood control channel. The proposed bridge replacement/ rehabilitation project would have no affect on any land use plan, policy, or regulation.

- c) *Conflict with any applicable habitat conservation plan or natural community conservation plan?*

No Impact. The project site is developed and within an urbanized area. Therefore, there is no habitat conservation plan or natural community plan in effect in the project area and no conflict with such a plan would occur.

X. 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?*

No Impact. The project site is currently developed and therefore would not result in the loss of an available resource. Furthermore, the City's General Plan does not identify the project area as having mineral resources. Therefore, no impacts related to the loss of mineral resources would occur.

- 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?*

No Impact. See Response X (a), above.

XI. 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?*

City of Santa Clarita Noise Element

The City of Santa Clarita's Noise Element establishes standards for exterior sound levels based on land use categories and provides noise compatibility guidelines. The City's Noise Element states that the maximum acceptable outdoor noise exposure-level for residential zones is 65 dBA CNEL, 75 dBA CNEL for offices and commercial zones and 80 dBA CNEL for industrial zones.

City of Santa Clarita Noise Ordinance

The project is located within the City of Santa Clarita. Noise impacts associated with the proposed project are therefore, addressed using information from the City's General Plan and Noise Ordinance. Section 11.44.080 of the Santa Clarita Municipal Code indicates that no construction or repair work shall be performed within 300 feet of residential properties between the hours of 7:00 p.m. and 7:00 a.m. Monday through Friday or before 8:00 a.m. or after 6:00 p.m. on any Saturday or at any time on any Sundays or federal holidays.

CONSTRUCTION NOISE

Construction Noise.

The proposed project shall conform to City standards for construction activities.

Less than Significant with Mitigation Incorporated. – The project will be constructed in two phases with a portion of the bridge still operating during construction/rehabilitation of the other portion. Construction and demolition activities will generate significant noise levels in the project area. Construction and demolition activities that generate high noise levels (e.g. heavy equipment operation and jack hammering) will be scheduled to occur during the hours 7:00 a.m. to 7:00 p.m. Monday through Friday to comply with City ordinances.

Construction and demolition activities will also generate significant noise levels at the residences adjacent to the project area. **Table 8** (Construction Equipment Noise Levels) presents the range of typical noise levels from various types on construction equipment that may be used on roadway improvement projects. Not all equipment would be in operation at the same time, but would be used as required.

Composite construction noise is best characterized by Bolt, Beranek, and Newman (USEPA December 31, 1971). In this study, construction noise for various land use development is presented as 89 dBA Leq when measured at a distance of 50 feet from the construction effort. This value takes into account both the number of pieces and spacing of the heavy equipment used in the construction effort. In later phases of construction (e.g., paving), noise levels are typically reduced from this value and the physical structures further break up line-of-sight noise.

However, as a worst-case scenario, the 89 dBA value is used for the duration of the construction effort.

The operation of such equipment would result in the generation of both steady and periodic noise levels above the ambient levels currently experienced at nearby residences. The noise produced from construction decreases at a rate of approximately 6 dBA per doubling of distance. Therefore, at 100 feet the noise levels would be about 6 dBA less or 83 dBA. Similarly, at 200 feet the noise levels would be 12 dBA less or 77 dBA. At 400 feet the noise levels would be 12 dBA or 65 dBA. The nearest sensitive receptor is located adjacent and to the northwest of the bridge. At this distance, construction noise would be approximately 89 dBA. However, construction hours will be limited by the City of Santa Clarita Municipal Ordinance as shown above. Construction and demolition activities for the project shall only occur during the authorized hours, as a result less than significant adverse impacts are expected to occur.

**Table 8
CONSTRUCTION EQUIPMENT NOISE LEVELS**

Equipment	Noise Level Range, dBA	Noise Level, Leq
Front Loader	71-96	82
Dozer	72-96	86
Truck/Trailer	70-92	82
Tractor	72-96	84
Paver	80-92	89
Truck	76-85	81
Roller	76-84	79
Water Truck	79-88	84
Backhoe	71-93	85
Forklift	68-82	80
Concrete Mixer	70-90	85
Concrete Pump	74-84	82
Compressor	68-87	81
Pile Driver	90-104	101
Pile Driver-Steam Boiler	83-92	88

Mitigation Measure

- XI-1. An onsite construction liaison as a contact person for local residences shall be provided in the event that noise levels exceed City noise standards and become disruptive to local residents. A sign will be posted at the site with the contact phone number.

OPERATIONAL NOISE

Roadway Noise.

No Impact – The proposed project is intended to accommodate existing circulation needs in the project area and will not result in a net increase in traffic. As a result, the proposed project will not result in a significant increase in traffic related noise in the project area.

b) *Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?*

Less than Significant Impact. – The use of a pile driver to set the bridge support columns will result in groundborne vibration as well as noise. Other construction and demolition activities may generate discernable groundborne vibration and noise at the nearby residences or the portion of the project that is operational during construction. However, the levels generated by construction and demolition activities will not be excessive. Pile driving is the construction activity with the greatest potential to result in excessive groundborne vibration and noise. Construction hours will be limited by the City of Santa Clarita Municipal Ordinance (cited above), which designates the hours of the day when construction activities are appropriate and the noise generated by these activities are acceptable.

c) *A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?*

Less than Significant Impact – The project will not result in a significant increase in daily trips on the subject roadway or roadways in the vicinity of the project. A substantial increase is identified as a 3 dB increase in the CNEL levels generated by the roadways serving the project. For a 3 dB increase to occur the project must result in a doubling of the traffic volume. In terms of CNEL, a vehicle pass-by during the evening hours (7 p.m. to 10 p.m.) is equivalent to five vehicle pass-bys during daytime hours. A vehicle pass-by during the nighttime hours (10 p.m. to 7 a.m.) is equivalent to ten vehicle pass-bys during daytime hours. All of these trips will occur during daytime hours. The project will not result in a doubling of traffic on any roadways in the vicinity of the project or is it anticipated to increase noise level increase greater than 3 dB.

d) *A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?*

Less than Significant Impact. – Construction of the project will result in a substantial temporary increase in the ambient noise levels in the vicinity of the project. Construction hours will be limited to comply with the City of Santa Clarita Municipal Code which designates the hours of the day were construction activities are appropriate and the noise generated by these activities are acceptable. Additionally, an on-site community liaison will be available to respond to community complaints about noise and, if feasible, to make adjustments to construction scheduling.

- 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?*

No Impact – The proposed project area is not located within 5 miles of an airport and as such will not impact any airport land use plans, or expose workers to excessive air craft related noise levels.

- f) *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?*

No Impact – The project is not located within the vicinity of a private airstrip.

XII. 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)?*

No Impact. The proposed project would not directly or indirectly induce growth since the number of new jobs created during construction is not sufficient to encourage new household formation and/or encourage regional in-migration into the area from those individuals seeking jobs. It will not indirectly induce growth because it is in an area with established infrastructure and roadways. The proposed project is being planned to accommodate growth that is already forecasted to occur.

- b) *Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?*

No Impact. No existing housing is located on the project site nor would any housing be displaced by the implementation of the proposed project.

- c) *Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?*

No Impact. No people currently reside at the project site nor would any people be displaced by the implementation of the proposed project either directly or indirectly.

XIII. PUBLIC SERVICES

Would the proposal have an effect upon, or result in a need for new or altered government services in any of the following areas:

- a) *Fire protection?*

No Impact. Development of the proposed project would not result in additional staffing, equipment, or increased response time to the Santa Clarita Fire Department since the proposed uses are nearly identical to existing uses and would occur on the same site.

b) *Police protection?*

No Impact. No significant impacts to police service are anticipated since the proposed improvements would not result in increased response time or the need for additional staffing and equipment.

c) *Schools?*

No Impact. No significant impacts to schools are anticipated since the proposed improvements would not result in an increase in students or the need for additional school facilities.

d) *Parks?*

No Impact. No impacts on existing parks are expected to occur as a result of the proposed project since the project site is not used for recreational purposes nor would the additional workers place significant demands on existing facilities.

e) *Other public facilities?*

No Impact. Since the proposed project is a replacement/rehabilitation of an existing use, minimal impacts to other public facilities are expected to occur as a result of the project.

XIV. 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?*

No Impact. Refer to Response XIII (d).

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?*

No Impact. Refer to Response XIII (d).

XV. TRANSPORTATION/TRAFFIC -- Would the project:

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

Less than Significant Impact. During the construction period the proposed bridge replacement/rehabilitation project would require that the number of traffic lanes be reduced to one-lane in each direction with a center lane that would switch directions during the a.m. and p.m. peak hours. Initially, the three traffic lanes on the eastern bridge would be lost during demolition and replacement of the structure. During this first phase, all traffic on Sierra Highway would be diverted onto the western bridge. Construction on the eastern bridge would last approximately one-year. Once the eastern bridge is operational, the second phase of construction would begin. During the second phase, all traffic on Sierra Highway would be directed onto the new bridge with one-lane in each direction and a center lane that would switch directions during the a.m. and p.m. peak hours. The second phase, which is the rehabilitation of the western bridge structure, would take approximately four months. Upon completion of the rehabilitation of the western bridge, Sierra Highway would again have three traffic lanes in each direction.

The proposed bridge replacement/rehabilitation project is being designed to accommodate the currently forecasted increase in traffic for the Year 2020. The existing average daily trips (ADT) along the project segment of Sierra Highway are 31,700. During the a.m. peak hour the volume is 2,200, and during the p.m. peak hour the volume is 2,600. By the Year 2020, the ADT is forecasted to increase to 36,900, and the peak hours are expected to increase to 2,800 in the a.m. and 3,700 in the p.m. The post construction roadway along this segment of Sierra Highway would be capable of accommodating this number of vehicles. A beneficial impact to traffic load and capacity is expected due to the proposed project.

- b) *Exceed, either individually or cumulatively, a level of service standard established by the county congestion management agency for designated roads or highways?*

Less than Significant Impact. See Response XV (a), above.

- 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?*

No Impact. Due to distance from the project site to the nearest airport and the types of uses associated with the proposed project no changes to air traffic patterns would occur.

- d) *Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?*

No Impact. The proposed changes in existing roadway design would result in beneficial design features by the removal of the structurally deficient and functionally obsolete northbound bridge structure. The proposed project would also re-establish the functionality of Sierra Highway by

removing the bottleneck caused by the existing narrow bridge structures. The project would result in beneficial impacts to the local circulation system.

e) *Result in inadequate emergency access?*

Less than Significant Impact. Sierra Highway is currently accessible to emergency vehicles. During construction Sierra Highway would be limited to one-lane in each direction. The City's Fire Department would review final site plans to determine if emergency access is adequate for Department vehicles, equipment, and personnel. As a result no impact on emergency access would occur.

f) *Result in inadequate parking capacity?*

No Impact. The proposed project would have no effect on parking since parking is currently not allowed on the bridges. No significant parking impacts are anticipated.

g) *Conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks)?*

No Impact. The project will not conflict with alternative transportation policies, programs and plans. Therefore no impact would occur.

XVI. UTILITIES AND SERVICE SYSTEMS -- Would the project:

a) *Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?*

No Impact. The proposed project would not generate any wastewater. Therefore, the proposed project would not significantly affect the treatment capacity of the local and regional wastewater treatment systems.

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?*

No Impact. See Response XVI (a), above.

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?*

No Impact. Since the project will essentially have similar uses and the same area of impermeable surfaces as under current conditions, it is not expected that storm water runoff would increase. Therefore, the project would not require new or expanded stormwater drainage facilities and no significant impacts are anticipated.

- d) *Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?*

No Impact. The proposed project would not consume any water. Therefore, the proposed project would have no effect on water resources or its availability.

- 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?*

No Impact. Refer to Response XVI (a), above.

- f) *Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?*

Less than Significant Impact. The City of Los Angeles recently (December 1999) approved expansion of the Sunshine Canyon Landfill in the north San Fernando Valley to allow disposal of up to 90 million tons combined with the existing permitted capacity. The nominal increase in construction waste generated from the proposed project would not effect remaining permitted landfill capacity of Sunshine Canyon or other area landfills utilized by the City.

- g) *Comply with federal, state, and local statutes and regulations related to solid waste?*

No Impact. All local, State, and federal guidelines regarding solid waste will be complied with during project construction. As discussed, above, the project is not expected to generate a significant amount of waste and no significant impacts related to solid waste would occur.

- h) *Would the project create litter problems in the community?*

No Impact. There is no potential for the proposed project to create a litter problem in the surrounding community.

XVII. 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, 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?*

No Impact. Based on the preceding analysis, the pending project does not 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, 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)?*

No Impact. Implementation of the proposed project is not expected to either directly or indirectly result in other onsite or offsite development activities that, in combination with the project, have the potential to produce cumulatively significant environmental impacts.

- c) *Does the project have environmental effects, which will cause substantial adverse effects on human beings, either directly or indirectly?*

No Impact. With the implementation of permit and code requirements as well as adoption of the recommended mitigation measures no direct or indirect adverse effects would occur on human beings.

- d) *Does the project have the potential to achieve short-term environmental goals to the disadvantage of long-term goals?*

No Impact. The environmental evaluation in this Initial Study has determined that the project would not achieve short-term environmental goals to the disadvantage of long-term goals.

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5.0 REPORT PREPARATION

UltraSystems Environmental Incorporated prepared this Initial Study for the City of Santa Clarita. The contact for the City was Terry Brice, Assistant Engineer, Transportation and Engineering Department. The individuals who contributed to the preparation of this document are listed below.

UltraSystems Environmental Incorporated

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APPENDIX A
CATEGORICAL EXCLUSION

**CATEGORICAL EXEMPTION
CATEGORICAL EXCLUSION/PROGRAMMATIC CATEGORICAL EXCLUSION
DETERMINATION FORM
CONTINUATION SHEET**

1. The following permits are required for the proposed project:
 - Regional Water Quality Control Board (RWQCB) Section 401 Permit
 - US Army Corps of Engineers (ACOE) Section 404 Permit
 - California Department of Fish and Game (CDFG) 1603 Permit
2. This project is subject to the Federal Migratory Bird Treaty Act and CDFG Code that protects migratory non-game, native birds, their eggs, and their nests. Measures will be taken to prevent birds from nesting within the project area. If birds do nest within the project area, measures will be taken to avoid impacting these birds.
3. Measures will be taken to prevent impacts to native vegetation that exists adjacent to the project area. A barrier fence will be placed around the project limits to prevent humans and equipment from entering these areas.
4. With the exception of short-term demolition, construction shall take place only during daylight hours, to allow for animal movement.
5. All laws pertaining to the proper testing for and disposal of hazardous materials shall be followed during project construction.
6. BMPs shall be employed during construction to preserve water quality.
7. An onsite construction liaison will be provided in the event that construction noise levels exceed city noise standards and/or become disruptive to local residents. A sign will be posted with a contact number.
8. The City shall ensure that adequate measures are implemented to preserve public safety during construction.

APPENDIX B

23 CFR 771.117(a), (b)

APPENDIX B
Code of Federal Regulations
23CFR771.117

[Code of Federal Regulations]
[Title 23, Volume 1]
[Revised as of April 1, 2002]
From the U.S. Government Printing Office via GPO Access
[CITE: 23CFR771.117]

[Page 380-382]

TITLE 23--HIGHWAYS

CHAPTER I--FEDERAL HIGHWAY ADMINISTRATION, DEPARTMENT OF TRANSPORTATION

PART 771--ENVIRONMENTAL IMPACT AND RELATED PROCEDURES--Table of Contents

Sec. 771.117 Categorical exclusions.

(a) Categorical exclusions (CEs) are actions, which meets the definition contained in 40 CFR 1508.4, and, based on past experience with similar actions, do not involve significant environmental impacts. They are actions which: do not induce significant impacts to planned growth or land use for the area; do not require the relocation of significant numbers of people; do not have a significant impact on any natural, cultural, recreational, historic or other resource; do not involve significant air, noise, or water quality impacts; do not have significant impacts on travel patterns; or do not otherwise, either individually or cumulatively, have any significant environmental impacts.

(b) Any action which normally would be classified as a CE but could involve unusual circumstances will require the Administration, in cooperation with the applicant, to conduct appropriate environmental studies to determine if the CE classification is proper. Such unusual circumstances include: (1) Significant environmental impacts; (2) Substantial controversy on environmental grounds; (3) Significant impact on properties protected by section 4(f) of the DOT Act or section 106 of the National Historic Preservation Act; or (4) Inconsistencies with any Federal, State, or local law, requirement or administrative determination relating to the environmental aspects of the action.

(c) The following actions meet the criteria for CEs in the CEQ regulation (section 1508.4) and Sec. 771.117(a) of this regulation and normally do not require any further NEPA approvals by the Administration: (1) Activities which do not involve or lead directly to construction, such as planning and technical studies; grants for training and research programs; research activities as defined in 23 U.S.C. 307; approval of a unified work program and any findings required in the planning process pursuant to 23 U.S.C. 134; approval of statewide programs under 23 CFR part 630; approval of project concepts under 23 CFR part 476; engineering to define the elements of a proposed action or alternatives so that social, economic, and environmental effects can be assessed; and Federal-aid system revisions which establish classes of highways on the Federal-aid highway system. (2) Approval of utility installations along or across a transportation

facility. (3) Construction of bicycle and pedestrian lanes, paths, and facilities. (4) Activities included in the State's highway safety plan under 23 U.S.C. 402. (5) Transfer of Federal lands pursuant to 23 U.S.C. 317 when the subsequent action is not an FHWA action. (6) The installation of noise barriers or alterations to existing publicly owned buildings to provide for noise reduction. (7) Landscaping. (8) Installation of fencing, signs, pavement markings, small passenger shelters, traffic signals, and railroad warning devices where no substantial land acquisition or traffic disruption will occur. (9) Emergency repairs under 23 U.S.C. 125. (10) Acquisition of scenic easements. (11) Determination of payback under 23 CFR part 480 for property previously acquired with Federal-aid participation. (12) Improvements to existing rest areas and truck weigh stations. (13) Ridesharing activities. (14) Bus and rail car rehabilitation. (15) Alterations to facilities or vehicles in order to make them accessible for elderly and handicapped persons. (16) Program administration, technical assistance activities, and operating assistance to transit authorities to continue existing service or increase service to meet routine changes in demand. (17) The purchase of vehicles by the applicant where the use of these vehicles can be accommodated by existing facilities or by new facilities which themselves are within a CE. (18) Track and railbed maintenance and improvements when carried out within the existing right-of-way. (19) Purchase and installation of operating or maintenance equipment to be located within the transit facility and with no significant impacts off the site. (20) Promulgation of rules, regulations, and directives.

(d) Additional actions which meet the criteria for a CE in the CEQ regulations (40 CFR 1508.4) and paragraph (a) of this section may be designated as CEs only after Administration approval. The applicant shall submit documentation which demonstrates that the specific conditions or criteria for these CEs are satisfied and that significant environmental effects will not result. Examples of such actions include but are not limited to: (1) Modernization of a highway by resurfacing, restoration, rehabilitation, reconstruction, adding shoulders, or adding auxiliary lanes (e.g., parking, weaving, turning, climbing). (2) Highway safety or traffic operations improvement projects including the installation of ramp metering control devices and lighting. (3) Bridge rehabilitation, reconstruction or replacement or the construction of grade separation to replace existing at-grade railroad crossings. (4) Transportation corridor fringe parking facilities. (5) Construction of new truck weigh stations or rest areas. (6) Approvals for disposal of excess right-of-way or for joint or limited use of right-of-way, where the proposed use does not have significant adverse impacts. (7) Approvals for changes in access control. (8) Construction of new bus storage and maintenance facilities in areas used predominantly for industrial or transportation purposes where such construction is not inconsistent with existing zoning and located on or near a street with adequate capacity to handle anticipated bus and support vehicle traffic. (9) Rehabilitation or reconstruction of existing rail and bus buildings and ancillary facilities where only minor amounts of additional land are required and there is not a substantial increase in the number of users. (10) Construction of bus transfer facilities (an open area consisting of passenger shelters, boarding areas, kiosks and related street improvements) when located in a commercial area or other high activity center in which there is adequate street capacity for projected bus traffic. (11) Construction of rail storage and maintenance facilities in areas used predominantly for industrial or transportation purposes where such construction is not inconsistent with existing zoning and where there is no significant noise impact on the surrounding community. (12) Acquisition of land for hardship or protective purposes; advance land acquisition loans under section 3(b) of the UMT Act.\3\

Hardship and protective buying will be permitted only for a particular parcel or a limited number of parcels. These types of land acquisition qualify for a CE only where the acquisition will not limit the evaluation of alternatives, including shifts in alignment for planned construction projects, which may be required in the NEPA process. No project development on such land may proceed until the NEPA process has been completed.

3\ Hardship acquisition is early acquisition of property by the applicant at the property owner's request to alleviate particular hardship to the owner, in contrast to others, because of an inability to sell his property. This is justified when the property owner can document on the basis of health, safety or financial reasons that remaining in the property poses an undue hardship compared to others. Protective acquisition is done to prevent imminent development of a parcel which is needed for a proposed transportation corridor or site. Documentation must clearly demonstrate that development of the land would preclude future transportation use and that such development is imminent. Advance acquisition is not permitted for the sole purpose of reducing the cost of property for a proposed project.

(e) Where a pattern emerges of granting CE status for a particular type of action, the Administration will initiate rulemaking proposing to add this type of action to the list of categorical exclusions in paragraph (c) or (d) of this section, as appropriate.

[52 FR 32660, Aug. 28, 1987; 53 FR 11066, Apr. 5, 1988]

APPENDIX C

**Phase I
Environmental Site Assessment**

PHASE I ENVIRONMENTAL SITE ASSESSMENT REPORT

**SIERRA HIGHWAY BRIDGE REPLACEMENT PROJECT
SANTA CLARITA, CALIFORNIA**

Prepared for:

**THE CITY OF SANTA CLARITA
Transportation and Engineering Services
23920 Valencia Boulevard, Ste. 300
Santa Clarita, California 91355**

Attn: Kris Markarian, P.E.

Prepared by:

**Ultrasystems Environmental Incorporated
100 Pacifica, Suite 250
Irvine, California 92618-3811**

January 15, 2002

EXECUTIVE SUMMARY

Sierra Highway Bridge
Santa Clarita, California 91351


Ultrasystems Environmental Incorporated (UEI) performed a Phase I Environmental Site Assessment of the Sierra Highway Bridge, Santa Clarita, California (SITE) in general conformance with the scope and limitations of ASTM Practice E 1527. The SITE is a property currently used as a bridge crossing over the Southern Pacific Railroad (SPRR) and is located in a residential/commercial area. The City proposes to demolish and construct a new bridge at the same location. The following is a summary of the assessment.

Documents Searched and Work Performed	SITE Visit: <input checked="" type="checkbox"/> Aerial Photographs: <input checked="" type="checkbox"/> Building Department: <input checked="" type="checkbox"/>	Topographic Map: <input checked="" type="checkbox"/> Local Agency Records: <input checked="" type="checkbox"/> Federal and State Databases: <input checked="" type="checkbox"/>
Property Description:	The SITE is a bridge crossing a railroad track on Sierra Highway and an easement on a small property adjacent on the northeast part of the bridge. It is a concrete and asphalt bridge and the easement property is vacant.	
Surrounding Use	The SITE is situated in an area characterized by residential and commercial businesses.	
Previous Known Assessments	<input checked="" type="checkbox"/> None	
Preliminary Asbestos Assessment	<input checked="" type="checkbox"/> No. It is unknown if hazardous building materials are part of the construction at the SITE, however, they are not expected to be present.	
Recognized Environmental Conditions	<input checked="" type="checkbox"/> None.	
Further Assessment or Work Recommended:	<input checked="" type="checkbox"/> None.	

PHASE I ENVIRONMENTAL SITE ASSESSMENT
Conducted on

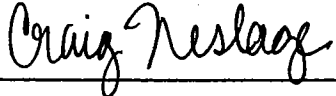
**SIERRA HIGHWAY BRIDGE
SANTA CLARITA, CALIFORNIA**

Christine Dyer
Environmental Analyst.



Signature

Craig Neslage, QEP, REA
Project Manager



Signature

Prepared by:

ULTRASYSTEMS ENVIRONMENTAL INCORPORATED

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1	SITE Location Map
2	SITE and Vicinity Map

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<u>Appendix No.</u>	<u>Description</u>
A	Resume of Assessor
B	SITE Photographs
C	Historical Photos and Maps
D	Environmental Agency Database Search Report

1.0 OBJECTIVES AND LIMITATIONS

1.1 Objectives

This report presents the results of a Phase I Environmental Site Assessment (ESA) of the Sierra Highway Bridge located in the City of Santa Clarita, County of Los Angeles, State of California and a small easement parcel adjacent to the northeast end of the bridge (the "SITE"), shown on Figure 1. UEI understands that the bridge will be demolished and rebuilt. The subject SITE is the current bridge property.

UEI was retained by the City of Santa Clarita to evaluate the presence of recognized environmental conditions (RECs) as defined in ASTM *Standard Practice E1527 Standard Practice for Environmental SITE Assessments: Phase I Environmental Site Assessment Process*. The Phase I ESA was generally completed in accordance with ASTM standard practices.

1.2 Methodology

This assessment consisted of a SITE visual inspection, interviews, a historical review, and a review of the pertinent records of local, state and federal agencies. The Phase I ESA was initiated by Christine Dyer and completed by Craig Neslage, REA of Ultrasystems Environmental Incorporated (UEI). A copy of Mr. Neslage's resume appears in Appendix A.

1.3 Limitations

The conclusions presented in this report are professional opinions based on data described in this report. These opinions have been formed in accordance with currently accepted consulting environmental standards and practices applicable to this location, and are subject to the following inherent limitations:

1. UEI derived the data in this report primarily from a SITE visit, review of records in the public domain, and interviews with individuals having information about the SITE. The passage of time, manifestation of latent conditions, or occurrence of future events may require further exploration at the SITE, analysis of the data, and reevaluation of the findings, observations, and conclusions in the report.
2. Due to the limitations stated above, the findings, observations, and conclusions expressed by UEI in this report are not, nor should be, considered an opinion concerning the compliance of any past or present owner or operator of the SITE with any federal, state, or local law or regulation.
3. No warranty or guarantee, whether expressed or implied, is made with respect to the data reported, except as specifically set out in UEI's contract with the City of Santa Clarita. Findings, observations, and conclusions herein are based solely upon SITE conditions in existence and readily available data at the time of this assessment.
4. UEI's Phase I ESA report presents professional opinions and findings of a scientific and technical nature. While attempts were made to relate the data and findings to applicable environmental laws and regulations, the report shall not be construed to offer legal opinion or representations as to the requirements of, nor compliance with, environmental laws, rules, regulations, or policies

of federal, state, or local government agencies. UEI's liability extends only to its client and the client's affiliates, investors and lenders, and not to any other parties who may obtain the Phase I report. Issues raised by this report, if any, should be reviewed by appropriate legal counsel.

5. The conclusions presented in this report are professional opinions based on data described in this report. They are intended only for the purpose, SITE location, and project indicated. This report is not a definitive study of contamination at the SITE and should not be interpreted as such. An evaluation of subsurface soil and groundwater conditions was not performed as part of this assessment. No sampling or chemical analyses were performed or assessment of asbestos-containing materials was completed as part of this study unless explicitly stated.
6. This report is based, in part, on unverified information supplied to UEI by third-party sources. While efforts have been made to substantiate this third-party information, UEI cannot guarantee its completeness or accuracy.

2.0 SITE RECONNAISSANCE

2.1 SITE Overview

The SITE is an asphalt/concrete bridge crossing over the Southern Pacific Railroad (SPRR) track located on Sierra Highway, Santa Clarita, California. The subject SITE under assessment also includes an easement for a small property adjacent on the northeast. The SITE is bounded on the south by a vacant lot, on the north by residential properties, on the west by commercial buildings and on the east by residential properties. Photographs taken during the SITE visit appear in Appendix B.

The SITE visit consisted of a perimeter walk of the entire bridge and surrounding properties. The SITE is currently used as a vehicular bridge crossing (Photo 1) and the easement property is vacant. Access to the SITE is from asphalt-paved Sierra Highway.

2.2 SITE Inspection Date and Representatives

Ms. Christine Dyer of UEI visited the SITE on December 20, 2001. Weather conditions during the SITE visit were partly cloudy with winds from the northeast. No one accompanied Ms. Dyer on the SITE visit.

2.3 SITE Interviews and Building Inspections

There were no buildings on the property to inspect and no one was available from the City of Santa Clarita to interview at the time of the SITE visit.

2.4 Pools of Liquid

No pools of liquid were observed at the time of the SITE visit.

2.5 Drains, Septic Systems, Sumps

A Los Angeles County Flood Control channel was observed north west of the SITE (Photo 2). No other drains, septic systems or sumps were observed on the SITE property.

2.6 Smells of Chemical Gases, Petroleum Products, or Foul Odors

No chemical smells, petroleum gases or foul odors were identified at the time of the SITE visit.

2.7 Solid Waste Disposal Evidence

No landfills, dumps, or evidence of burial activities were observed on the SITE property.

2.8 Pits, Ponds, Lagoons

No pits, ponds, or lagoons were observed on the SITE at the time of inspection.

2.9 Wells

No wells of any kind were observed on the SITE.

2.10 Stains or Corrosion Observed

There were no stains or corrosion observed at the time of the SITE visit that would indicate hazardous waste conditions.

2.11 Areas of Dead, Distressed, Discolored or Stained Vegetation

There were no dead, distressed, discolored or stained vegetation areas observed on the property at the time of inspection.

2.12 Storage Tanks

2.12.1 Aboveground Storage Tanks (ASTs)

There were no above ground storage tanks observed at the time of the SITE visit.

2.12.2 Underground Storage Tanks (USTs)

No physical evidence that would indicate the current presence of USTs was observed at the time of the SITE visit.

2.13 Polychlorinated Biphenyls (PCBs)

No electrical equipment that may contain PCBs was observed on the subject property during the SITE visit.

2.14 Hazardous Substances and Hazardous Wastes

2.14.1 Hazardous Substances Use and Storage

UEI found no physical evidence that would indicate the prior or current use or storage of hazardous substances.

2.14.2 Hazardous Wastes

No physical evidence was found that would indicate the presence or storage of hazardous wastes.

2.15 Vicinity Reconnaissance

2.15.1 Adjacent Properties

The following property uses were observed adjacent to the SITE:

- North – Residential, mobile home community (Photo 3)
- South – Vacant lot (Photo 4)
- East – Residential, condominium/town-home community (Photo 5).
- West – Various auto service and commercial businesses (Photo 6).

2.16 Potential Hazardous Building Materials

There were no buildings on the property.

2.17 Wastewater Discharges

No wastewater discharges were observed during the SITE inspection.

3.0 PHYSICAL SETTING

3.1 Topography

The SITE is shown on the Mint Canyon Minute Series Topographic Map Quadrangle, revised 1994, as occurring at an elevation of approximately 1,424 feet above mean sea level. The SITE appeared flat, and the vicinity has a gradual slope to the west.

3.2 Subsurface Geological Characterization

The site is within the northwestern region of Los Angeles County. U.S. Department of Agriculture Soil Conservation Service data describe the shallow soil types in the vicinity of the SITE to be loamy fine sand (EDR, 2001). Deeper soil types are described as continental deposit layers of loam and coarse sand. The rock stratigraphic unit is in the Continental Deposits category from the Cenozoic Age.

3.3 Surface and Groundwater Characteristics

The groundwater flow direction in the vicinity of the SITE is generally to the west. Average depth to groundwater in the vicinity is approximately 84 to 90 feet below ground surface as noted at the Sierra Well located at 1430 ft. elevation approximately 30 ft. north of the SITE (Mike Thompson, personal communication).

The EDR Geocheck California water well database shows five water supply wells within one mile of the SITE, three in the northwest direction, one in the northeast direction, and one in the southwest direction.

4.0 HISTORICAL USE INFORMATION

4.1 Current Ownership

The current ownership of the subject SITE is shared between Los Angeles County and the City of Santa Clarita.

4.2 Chain of Title Review

No Chain of Title information was supplied to UEI for review.

4.3 Building Department Records

No historical information on the subject property was found at the City of Santa Clarita Department of Building and Safety.

4.4 Aerial Photograph Review

The following table summarizes the aerial photo review. The comment "unchanged" means the land use is the same as the previous aerial photo year reviewed.

Year	SITE Land use	Adjacent Property Use
1928	Undeveloped area with railroad.	Undeveloped and agricultural use in all surrounding areas.
1947	Two lane road with bridge crossing railroad	Unchanged from 1928.
1952	Unchanged.	Unchanged.
1968	Widening construction of road and bridge.	Commercial development to the southwest.
1976	Unchanged.	Unchanged except residential development to the northwest
1989	Unchanged.	Unchanged except residential development to the northeast with vacant lot to the southwest.
1994	Unchanged	Unchanged except commercial development to the southwest.

The historical photos reviewed for this assessment are included in Appendix C.

4.5 Topographic Map Review

Topographic maps were reviewed from years 1900, 1947, 1960, 1974, 1988, and 1994. The maps show a progression of the SITE property as undeveloped in 1900, developed as a road with a bridge in 1947, developed as a three lane road in 1960 through 1974, and developed as the existing four lane highway in 1988 and 1994. Copies of the topographic maps reviewed are included in Appendix C.

5.0 REGULATORY RECORDS REVIEW

The purpose of the regulatory files review is to evaluate if the site has been listed on local, county, state or federal government database listings regarding current and/ or past potential environmental problems. Properties within standard distances established by ASTM were also reviewed to identify adjacent and surrounding properties that might potentially impact the subsurface soil and/ or ground water conditions beneath the site. The following regulatory agency database files were reviewed:

FEDERAL RECORDS:

- CERCLIS, contains information on sites identified by the USEPA as abandoned, inactive or uncontrolled hazardous waste sites which may require cleanup.
- CORRACTS, identifies hazardous waste handlers with RCRA corrective action activity.
- ERNS, stores information on reported releases of oil and hazardous substances.
- HMIRS, contains hazardous material spill incidents reported to DOT.
- NPL, identifies sites for priority cleanup under the superfund program.
- RCRIS, includes selective information on sites which generate, transport, store, treat and/or disposal of hazardous waste.
- FINDS, contains both facility information and "pointers" to other sources that contain more detail.
- PADS, identifies generators, transporters, commercial stores and/ or brokers and disposers of PCB's who are required to notify the EPA of such activities.
- RAATS, contains records based on enforcement actions issued under RCRA pertaining to major violators and includes administrative and civil actions brought by the EPA.
- ROD, documents mandate a permanent remedy at an NPL (Superfund) site containing technical and health information to aid in the cleanup.
- TRIS, identifies facilities which release toxic chemicals to the air, water and land in reportable quantities.
- TSCA, identifies manufacturers and importers of chemical substances.

STATE RECORDS:

- CAL-SITES, identifies hazardous waste sites.
- CA SLIC, identifies spills, leaks, investigation, and cleanup sites.
- CHMIRS, contains information on reported hazardous material incidents (accidental releases or spills).
- CORTESE, identified hazardous waste and substance sites.
- LUST, leaking underground storage tank incident reports.
- NOTIFY 65, contains facility notifications about any release which could impact drinking water and thereby expose the public to a potential health risk.
- SWAT, contains information on ground water monitoring of sanitary landfills.
- SWF/LS (SWIS), lists active, closed or inactive landfills.
- TOXIC PITS, identifies sites suspected of containing hazardous substances where cleanup has not yet been completed.
- UST, Hazardous Substance Storage Container Database.

The agency database review and report for the subject address was prepared by EDR and is presented in Appendix D. The EDR report describes the purpose of each agency database and the properties identified under this search.

The results of the review identified the subject SITE on none of the database. This database tracks sources of hazardous waste from manifest documents. The generator at the SITE address was identified as Wells Supply Co. that had an organic liquid mixture sent offsite to a recycler. This business was a former tenant at the SITE.

Surrounding sites appearing on databases that do not deal with contamination conditions or are reported as "signed off" will not be discussed separately in this section because the cases are not an indication of current contamination risk to the subject property or have been closed due to cleanup, respectively. Several nearby sites (within ASTM guidelines) of interest with regard to potential contamination liabilities that appears on one or more of the records lists are as follows:

Site Name and Address	Databases	Status	Distance, Direction in groundwater gradient
TEXACO 27125 Sierra Canyon Country, CA 91321	HAZNET, Cortese	Aqueous solution with less than 10% total organic residues, treatment tank leak.	< 1/8 mile, northeast; cross-gradient
27400 Sierra Highway Santa Clarita, CA 91355	CHMIRS	Ground contaminated with oil, extent not reported (11-10-89).	< 1/8 mile, north-northeast; cross-gradient
Water Wheel Car Wash 27567 Sierra Canyon Country, CA 91351	HAZNET, Cortese, LUST	Gasoline leak, ground water affected (3-23-90). Remediation in progress	1/4 - 1/2 mile north-northeast; cross-gradient
Via Princessa East of Sierra Highway Uninc, CA	CHMIRS	Flammable Liquid, extent of release not reported. Environmental contamination to ground (7-20-88).	1/2 - 1 mile southwest; cross-gradient

Because of the nature of the leaks, the locations from the subject SITE, and the remedial actions being taken, UEI does not consider these sites as RECs for the subject SITE.

Ultrasystems also contacted the Los Angeles County Fire Department Hazmat Division about records associated with the subject property. No records were found according to Frank Chin, Hazmat Specialist.

6.0 FINDINGS AND CONCLUSIONS

UEI performed this Phase I ESA in general conformance with the scope and limitations of ASTM Practice E 1527. This assessment has revealed no evidence of RECs in connection with the SITE.

As a result of the above findings, UEI concludes that there is no need for any further investigation for the SITE at this time.

7.0 REFERENCES

- Chin, Frank, Los Angeles Department of Public Works USTs, Hazmat Specialist, personal communication, December 20, 2001.
- City of Santa Clarita, Department of Building and Safety, December 20, 2001, Building Permit file.
- Environmental Data Resources, Inc., December 17, 2001, EDR-Radius Map with Geo-Check ®, 1201 E. Normandy Place, Santa Ana, CA 92705
- Environmental Data Resources, Inc., December 19, 2001, The EDR-Aerial Photography Print Service, aerial photos dated 1947, 1953, 1968, 1977, 1989, 1994.
- Environmental Data Resources, Inc., December 20, 2001, The EDR-Historical Topographic Map Report, 1201 E. Normandy Place, Santa Ana, CA 92705
- Thompson, Mike, Castaic Lake Water District, Water Quality Specialist, personal communication, January 2, 2002.
- U.S. Geological Survey, 1960 (photo revised 1994), Mint Canyon Quadrangle, California, 7.5-minute Series (topographic), USGS, Scale 1:24,000.

FIGURES

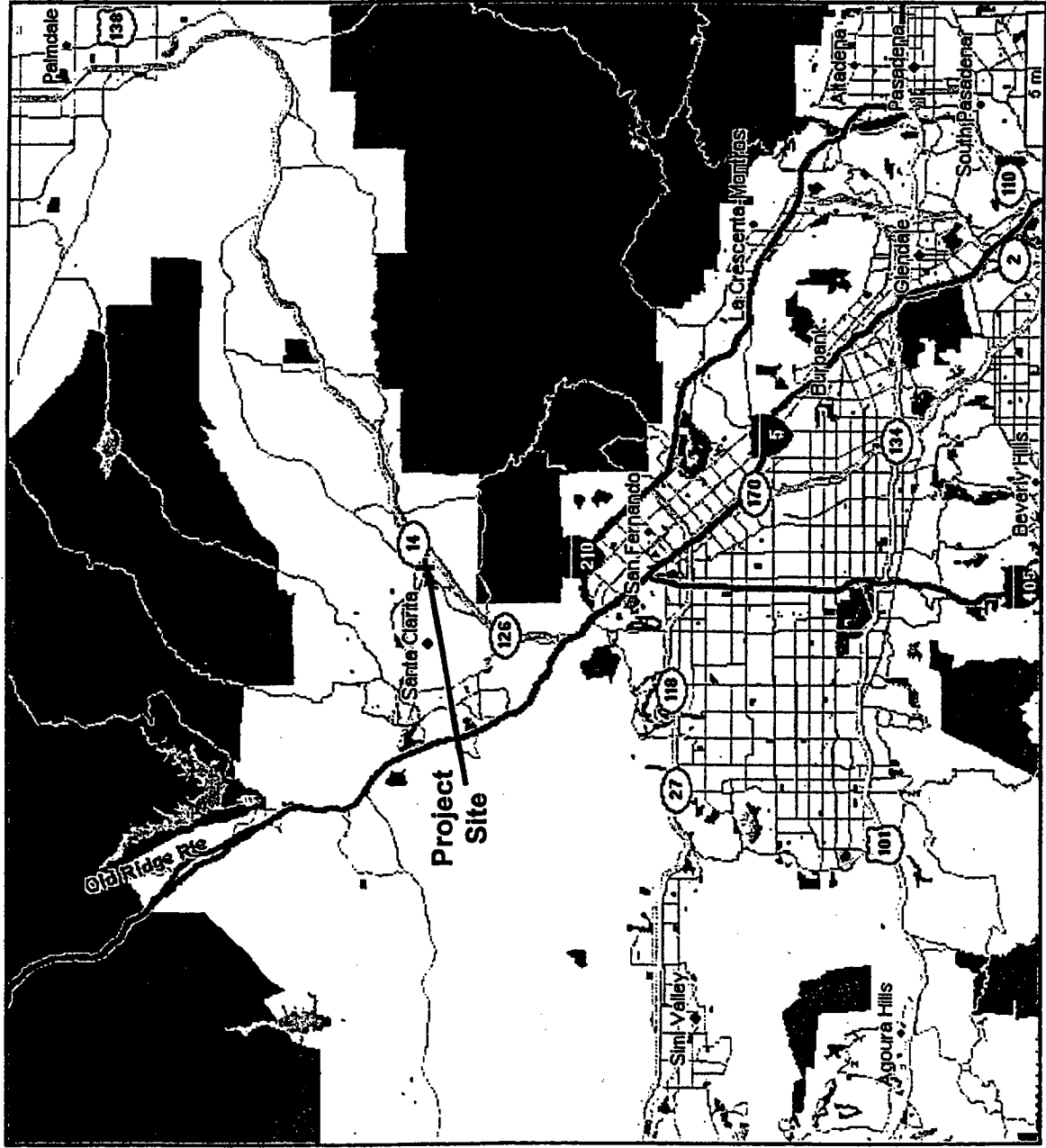


Figure 1
Site Location Map

Source: Mapblast.com

City of Santa Clarita
 4973/Sierra Highway Bridge Phase I ESA

January 2002

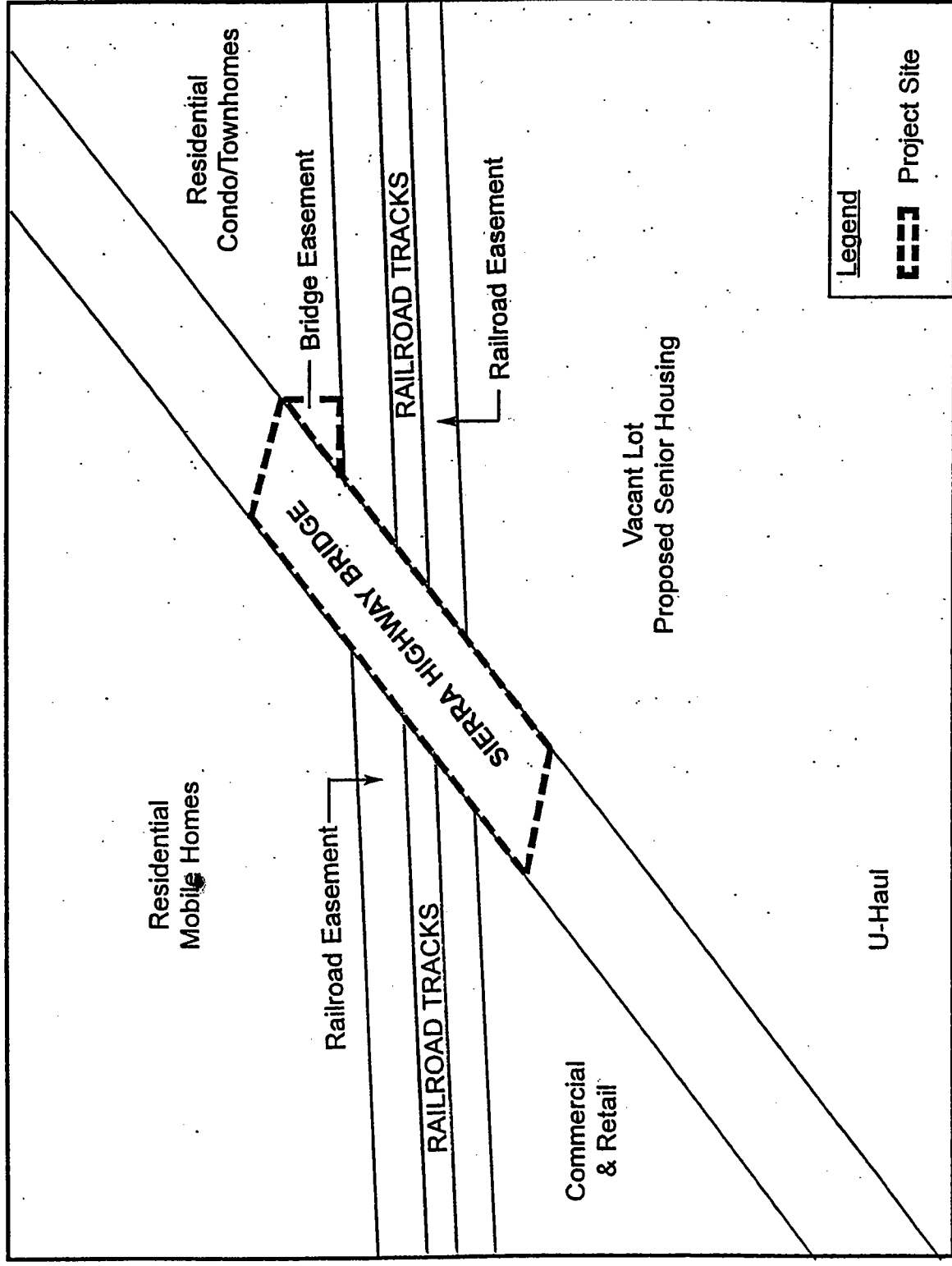
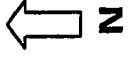


Figure 2
Site and Vicinity Map

January 2002

APPENDIX A

Resume of Assessor

CRAIG W. NESLAGE
PRINCIPAL SCIENTIST

Education

- ▶ MBA, Cal State University, Fullerton
- ▶ B.S. Engineering, UC Irvine

Professional Registrations, Licenses, and Affiliations

- ▶ Qualified Environmental Professional (QEP) #11950091
- ▶ Registered Environmental Assessor (REA) #6574
- ▶ Class A General Engineering Contractor
- ▶ Board Member and Past President, Environmental Professionals Organization

Professional Experience

Areas of specialization include Project Management, Brownfields Property Enhancement, Phase I, II Site Assessments, Hydrocarbon Assessment/Remediation, RCRA Corrective Action, Cost/Scheduling Engineering.

Mr. Neslage has 22 years of experience in technical project management in environmental consulting and project controls in the engineering/construction fields. In the environmental industry he has performed Phase I (ASTM standards) and Phase II site assessments on sites ranging from commercial/retail establishments to electronics and truck manufacturing facilities housed with up to 500,000 square feet of building space, supervised fuel hydrocarbon soil and ground-water remediation programs on dozens of UST sites, and performed various steps in the RCRA corrective action process for investigation and cleanup of permitted facilities including a large aluminum/titanium extrusion manufacturing facility in Torrance, California and a former solvent recycling facility in Santa Ana under the jurisdiction of the DTSC. He has also prepared new

facility air permits within SCAQMD guidelines, and assisted in the preparation of several site-specific human health risk assessments. Mr. Neslage prepared a winning EPA Brownfields Pilot Assessment Grant Application for the City of Anaheim in 1999.

SELECTED PROJECT EXPERIENCE

Phase I Site Assessments, Various Locations in Orange, Los Angeles, Riverside, and San Diego Counties, Assessor--including an operating semiconductor manufacturing facility, an abandoned food processing facility, an automobile dealership, an iron foundry, recreational property, commercial sites and gas station sites. Also managed and performed Phase I portfolios for business acquisitions. Assessments were performed to ASTM standards or better. Retained by both buyers and sellers.

Phase II Investigations, Various Locations in Orange, Los Angeles, Riverside, and San Diego Counties, Project Manager-- subsurface exploration, sampling and chemical analysis of substances above and below ground surface for operating manufacturing sites, gas station sites, office buildings, and closed chemical plants. Methods used during investigations included ground-penetrating radar, soil gas surveys, hand auger sampling, hollow-stem auger boring and sampling (discrete and continuous core), monitoring well installation and hydropunch sampling.

Third Party Review/Summary, Project Manager- Prepared an independent review of a long history of environmental reports/information with a summary report of potential liabilities for Penske prior to investment in the California Speedway with Kaiser Ventures. Past environmental history included Phase I and Phase II site assessments and remediation of portions of the 500 acre property in Riverside County. Prior operation on the property was steel manufacturing which left landfill areas, tar pits, underground storage tankage, and large quantities of asbestos materials. Contaminants of concern included VOCs, PAHs, petroleum hydrocarbons, and metals.

Litigation Support, Project Manager - Assisted attorneys for the defendant remediation contractor in a lawsuit involving liability for project costs of a \$1 million remediation project in Los Angeles County. Issues included hydrogeology of the site area, contractual agreements, and prevailing industry remediation methods. Separated issues of concern for attorneys and offered advice on approach of defense. Defendant was successful in reducing liability as a result of this effort.

Remedial Investigation, Electronics Manufacturing Firm, San Diego, Project Manager--managed a remedial investigation at a manufacturing facility that used chlorinated solvents which contaminated the soils and ground water from six to thirty feet below ground surface. This site was adjacent to a protected wetlands area and an active railroad. Deep borings (cored to 150 feet below grade) were continuously logged to define local stratigraphy and identify water-bearing zones, and aquifer testing was performed at low flow rates (1 1/2 gpm) to predict water flow characteristics.

EPA Brownfields Grant Applications, Writer/Supervisor--wrote and/or supervised the preparation of four Brownfields Grant Applications, two of which were successful award winners. Successful applications were prepared for the City of Anaheim and the City of Long Beach. Others prepared were for the City of Guadalupe and the City of Huntington Beach. The Anaheim application dealt with an old landfill site within a blighted area of West Anaheim. The Long Beach site of primary interest involves 17 parcels of land totaling 56 acres with former oil field operations, solid waste landfill disposal, and other industrial use.

Asbestos Abatement, City of El Monte, Project Manager - Managed asbestos abatement project including pre-demolition survey, abatement specifications, contractor bid package preparation, abatement oversight and final report to local Air Quality Management District for pre-demolition abatement of asbestos and lead-based paint in 13 residential structures at multiple locations within the city.

Removal and Replacement of USTs, PACNAVFACENGCOM, Various U.S. Navy Installations, Hawaii & Guam, QA/QC Officer - Reviewed closure investigation reports, risk assessments, remedial designs, specifications, and new system design drawings for environmental contamination issues and removal and installation of USTs at several sites throughout the Hawaiian islands, Guam and Diego Garcia. Types of installations included stand-by and emergency power generating stations, boilers, and motor vehicle service stations.

Remediation, Equipment Manufacturer, Santa Ana, Project Manager--managed installation and operation and maintenance of an enhanced vacuum extraction system with dual liquid ring pumps to remediate chlorinated solvents from 5,000 cubic yards of vadose zone soils. Vacuum system was strong enough to draw down 22 inches of mercury. The system reduced TCE from concentrations of over 2000 ppm to less than 50 ppm within 9 months.

Remediation, Petroleum UST Site, City of Santa Ana/CALTRANS, Supervisor-- fast track remediation of gasoline in soils was regulated by the City of Santa Ana and CALTRANS as the site was in the path of a freeway expansion program. Low levels of benzene (5ppm) were remediated within 6 weeks by vacuum extraction through perforated piping strategically placed and covered in an aboveground pile.

Preliminary Investigation and Strategy, Brownfields project, International Light Metals, Torrance, Principal Engineer--prepared pre-RFA strategies at a former aluminum/titanium forging/extrusion manufacturing facility which closed in favor of redevelopment. The Phase I audit identified 322 areas of potential concern on the 68-acre site. The facility had 10 RCRA permitted treatment units on-site. Strategies involved using the Phase I information and a cursory Phase II to focus the lead regulatory agency (DTSC Region 4) on 150 areas of most concern as opposed to blanket testing of all 68 acres of the site. This strategy proved successful which eliminated 160 of the original areas of concern.

RCRA Corrective Action, Service Chemical Company, Santa Ana, Project Manager--this project entailed a Human Health Risk Assessment, a Corrective Measures Study, an Interim Corrective Measure (ICM) Workplan, equipment specifications and purchase, and installation and operation of the equipment for the remediation of a chlorinated solvent chemical recycling plant. The site had highly contaminated soils (up to 11,000ppm of TCE) and contaminated groundwater in two saturated zones. The soils generally have low permeability, high moisture content, and were very heterogeneous throughout the half-acre site.

CHRISTINE L. DYER
ENVIRONMENTAL ANALYST

Education

- ▶ BA Environmental Studies,
California State University,
San Bernardino

**Professional Registrations,
Licenses, and Affiliations**

- ▶ Association of
Environmental Professionals

Professional Experience

Ms. Dyer holds a bachelor's degree from California State University, San Bernardino and has 1 year experience working in the Environmental Field. She has worked closely with Biologists, Ecologists and Botanists in conducting environmental surveys and writing reports, including preparation of documents in compliance with NEPA/CEQA.

SELECTED PROJECT EXPERIENCE

Phase I Environmental Site Assessment for the City of Chino Hills, Pomona Rincon Road Right of Way. Conducted field surveys, research regarding hazardous wastes, underground storage tanks and other conditions at the project site for preparation of the Phase I report. Prepared Phase I Report.

Los Angeles Unified School District (LAUSD) Initial Study and Environmental Impact Report for Central L.A. New High School #2/Central L.A. New Continuation High School #1, Los Angeles, CA. Assisted with preparation of Initial Study and Environmental Impact Reports. Assisted project manager with scoping meetings.

Los Angeles Unified School District (LAUSD) Initial Study for 7 Playground Expansions, Los Angeles, CA. Conducted surveys and research regarding playground expansions for Elementary Schools within the City of Los Angeles, City of Bell, City of San Pedro, and City of Huntington Park. Coordinated with sub contractor-specialist for Air Quality, Noise and Traffic impacts. Prepared Screen Checks for LAUSD.

Phase I Environmental Site Assessments for AT&T Wireless Company, Rancho Cucamonga, Santa Ana, and El Cajon, CA. Conducted field surveys, research regarding hazardous wastes, underground storage tanks and other conditions at the project sites for preparation of Phase I reports. Assisted with preparation of Phase I Reports. Project sites were located in Rancho Cucamonga, Santa Ana, and El Cajon, California.

Los Angeles Unified School District (LAUSD) Health Risk Assessment Surveys for Proposed New Schools, Los Angeles, CA. Conducted research and Health Risk Assessment Surveys throughout downtown Los Angeles for preparation of reports. Created spreadsheets and schematics of possible air emitters using Excel and QuarkXpress.

Wetland Delineation and Vegetation Mapping, UNOCAL—Ms. Dyer assisted with vegetation mapping, assembling of field data, wetland delineations, and conducted research and reviewed studies and reports regarding wildlife corridors for wildlife planning at UNOCAL's Simi Valley Properties.

Malibu Wetlands Mapping Project, Malibu Bay Company—Ms. Dyer assisted in wetland delineation and identification of vegetation as well as assembling of field data and coordinating general mapping.

Vegetation Monitoring Project, Southern California Edison—Ms. Dyer conducted vegetation monitoring and preparation of documents for threatened and endangered plants along Lee Vining and Rush Creeks in support of re-licencing of SCE hydroelectric projects.

High Desert Water District Wellhead Treatment Project—Ms. Dyer assisted in on-site environmental assessment of a wellhead treatment project. She assisted in preparation of Initial Study/Environmental Assessment, CEQA checklist, and FONSI for project.

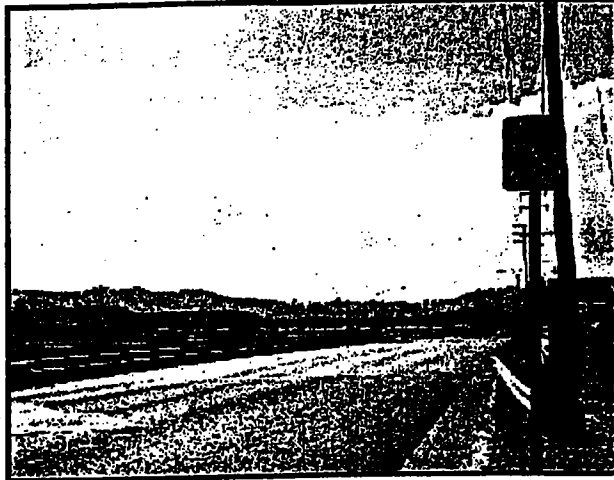
MWD Inland Feeder Project, San Bernardino, CA—Ms. Dyer assisted in updating data and revising graphs regarding vegetation monitoring including soil moisture data.

Camp Pendelton Sewage Treatment Plant—Ms. Dyer coordinated with client and landscaping for monitoring of revegetation activities, and compiled reports to client and project coordinator for Camp Pendelton.

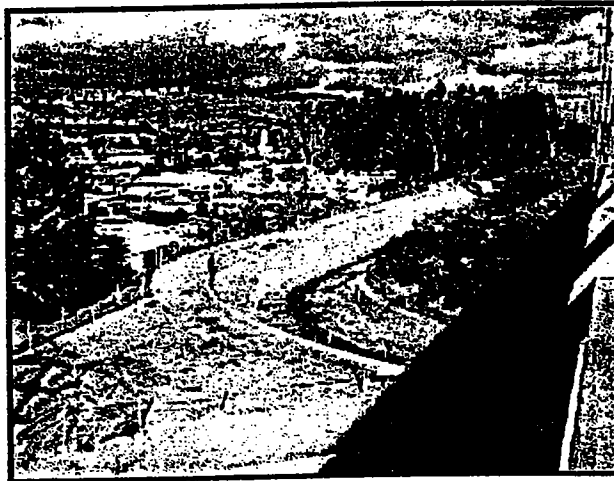
Wetland Delineation and Vegetation Mapping for Rolling Hills Ranch—Ms. Dyer assisted with wetland delineation and identification of vegetation, as well as assembled field data and photographs for the final report.

APPENDIX B

SITE Photographs



Photograph 1: Bridge crossing northwest corner looking south.



Photograph 2: Los Angeles County Flood Control channel northwest of bridge.

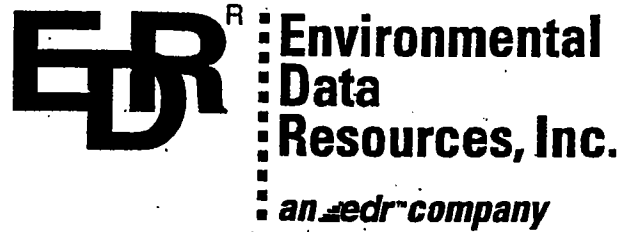


Photograph 3: Mobile home community north of SITE.

Site Photographs

APPENDIX C

Historical Photos and Maps



**The EDR-Aerial Photography
Print Service**

**Sierra Highway Bridge Crossing
Sierra Highway Bridge Crossing
Santa Clarita, CA 91321**

December 19, 2001

Inquiry Number: 715312-6

***The Source
For Environmental
Risk Management
Data***

**3530 Post Road
Southport, Connecticut 06490**

Nationwide Customer Service

**Telephone: 1-800-352-0050
Fax: 1-800-231-6802**

Environmental Data Resources, Inc.

Aerial Photography Print Service

Environmental Data Resources, Inc.'s (EDR) Aerial Photography Print Service is a screening tool designed to assist professionals in evaluating potential liability on a target property resulting from past activities. ASTM E 1527-00, Section 7.3 on Historical Use Information, identifies the prior use requirements for a Phase I environmental site assessment. The ASTM standard requires a review of *reasonably ascertainable standard historical sources*. *Reasonably ascertainable means information that is publicly available, obtainable from a source with reasonable time and cost constraints, and practically reviewable.*

To meet the prior use requirements of ASTM E 1527-00, Section 7.3.2, the following *standard historical sources* may be used: aerial photographs, fire insurance maps, property tax files, land title records (although these cannot be the sole historical source consulted), topographic maps, city directories, building department records, or zoning/land use records. ASTM E 1527-00 requires *"All obvious uses of the property shall be identified from the present, back to the property's obvious first developed use, or back to 1940, whichever is earlier. This task requires reviewing only as many of the standard historical sources as are necessary, and that are reasonably ascertainable and likely to be useful."* (ASTM E 1527-00, Section 7.3.2, page 11).

Aerial Photographs

Aerial photographs are a valuable historical resource for documenting past land use and can be particularly helpful when other historical sources (such as city directories or fire insurance maps) are not reasonably ascertainable. The EDR Aerial Photograph Print Service includes a search of aerial photograph collections flown by public and private agencies for the state of California. EDR's professional field-based researchers provide digitally reproduced historical aerial photographs at approximately ten year intervals.

Please call EDR Nationwide Customer Service at
1-800-352-0050 (3a.m-8pm EST)

with questions or comments about your report.

Thank you for your business!

Disclaimer

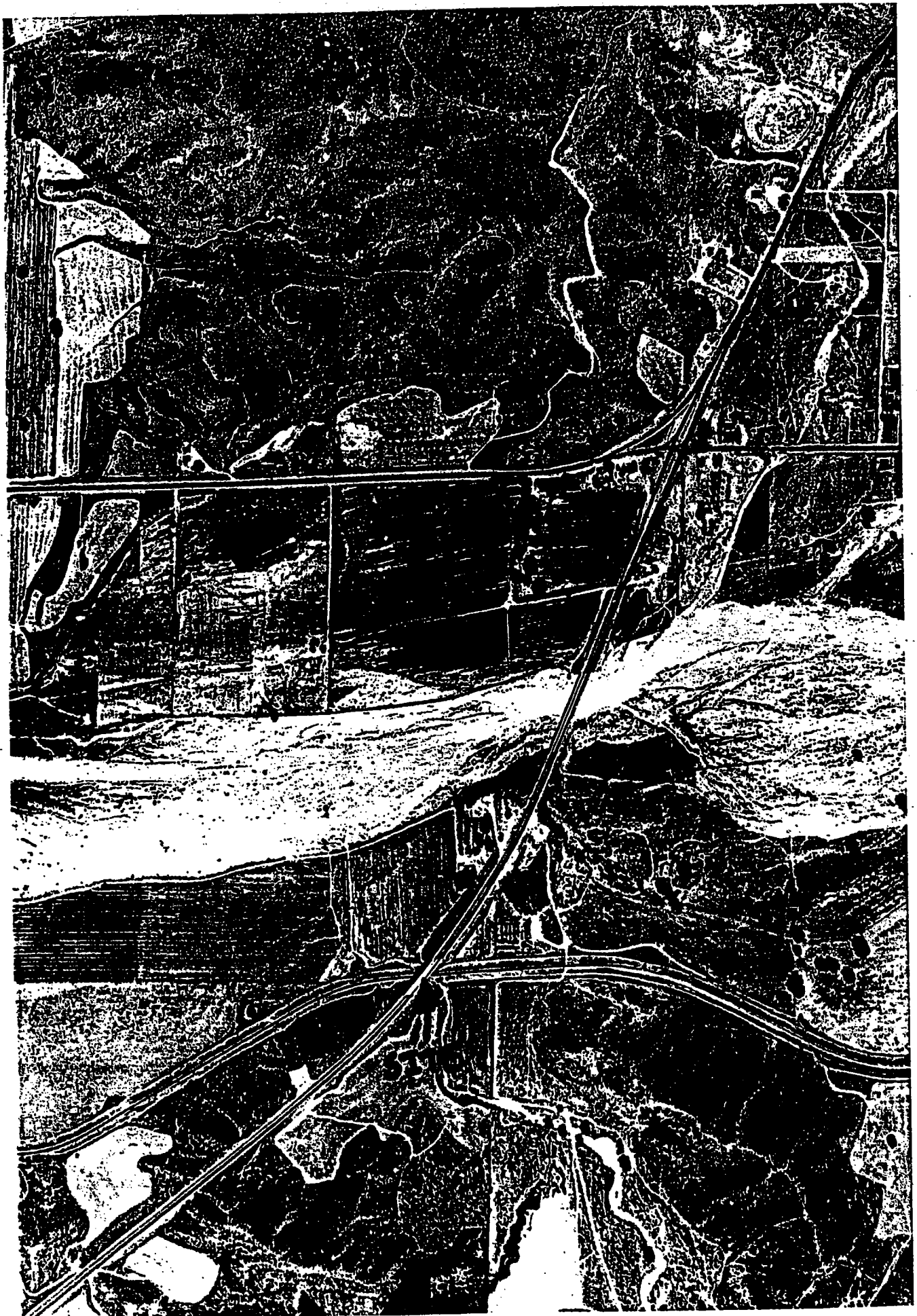
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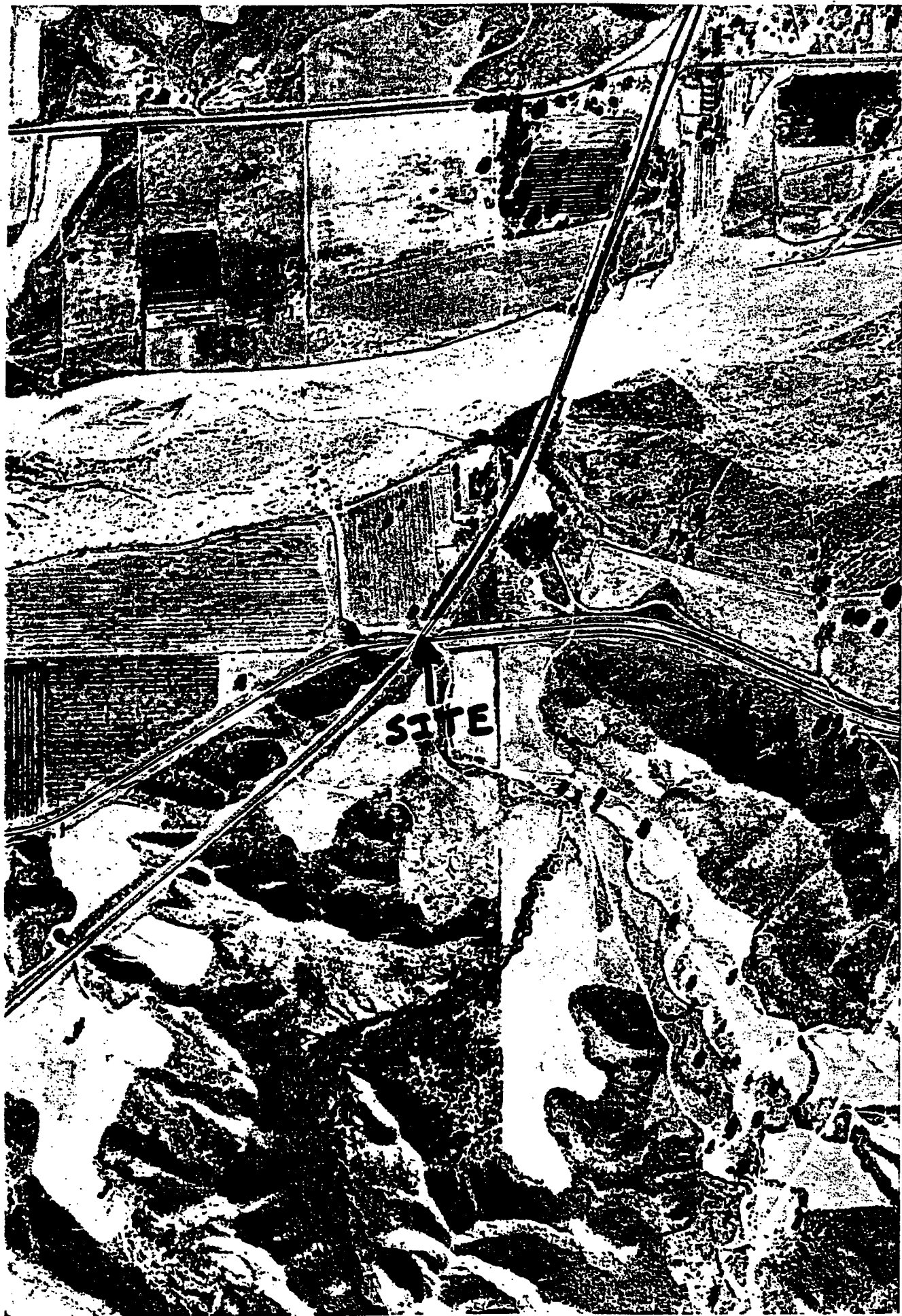
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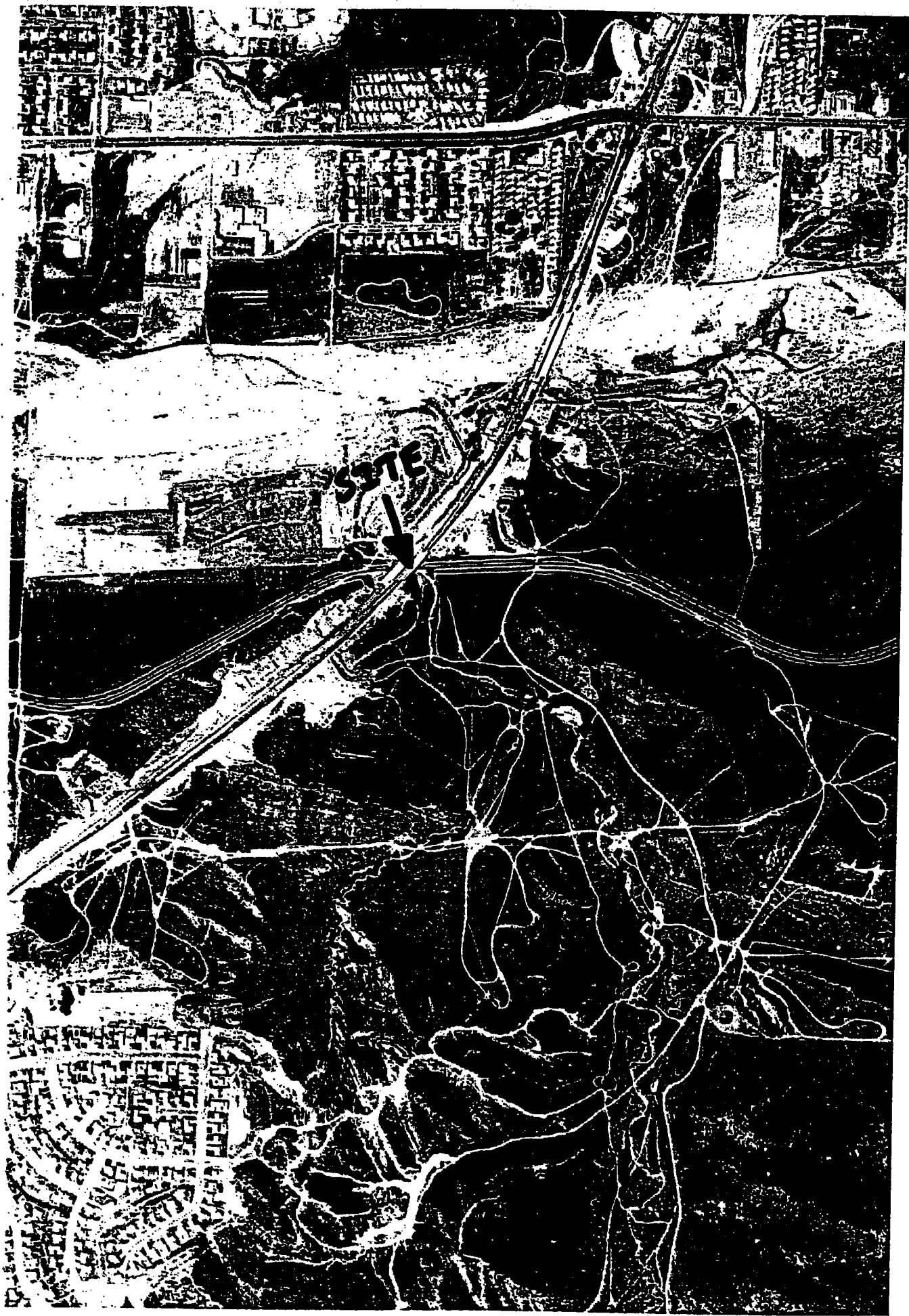
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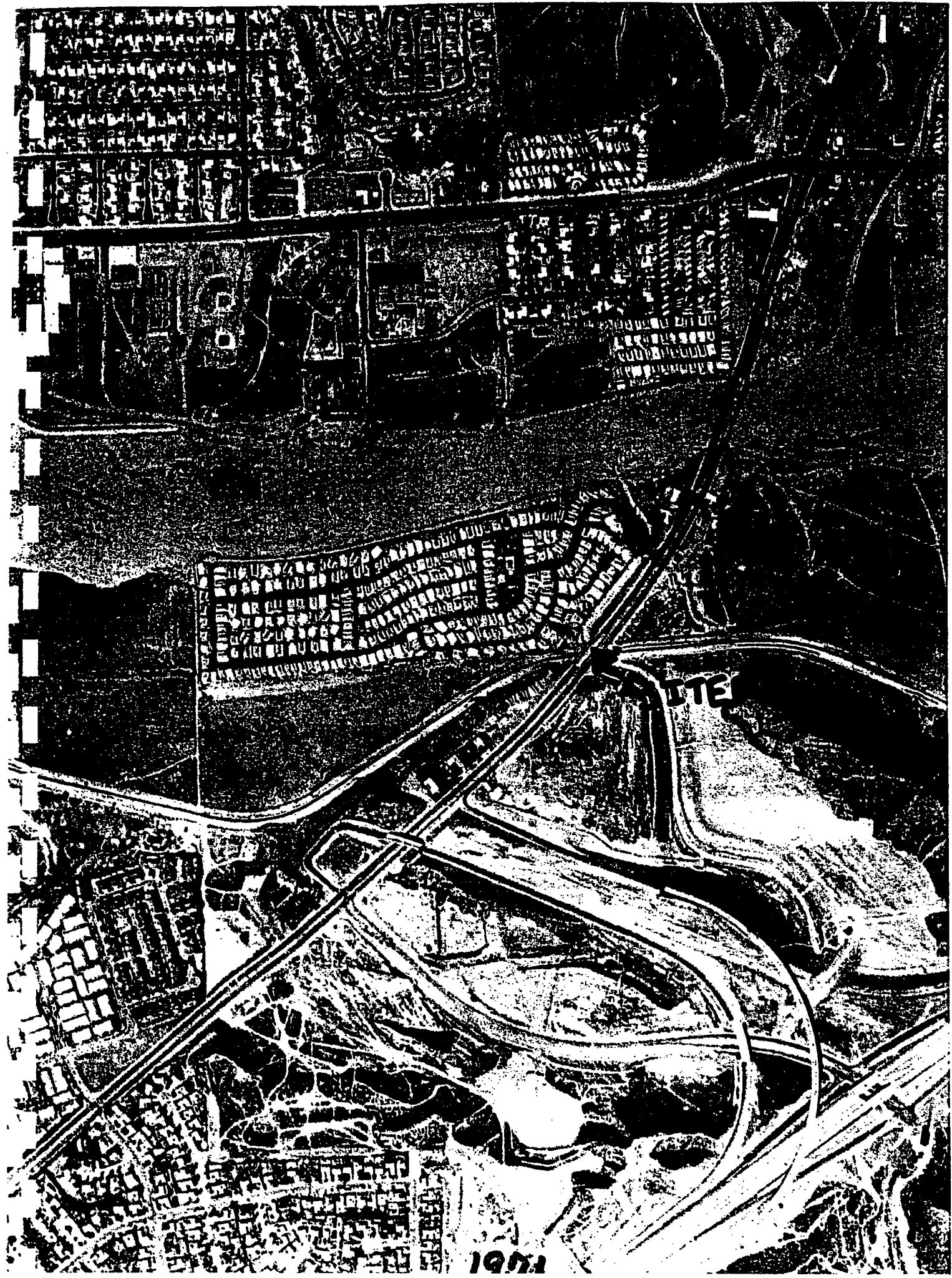
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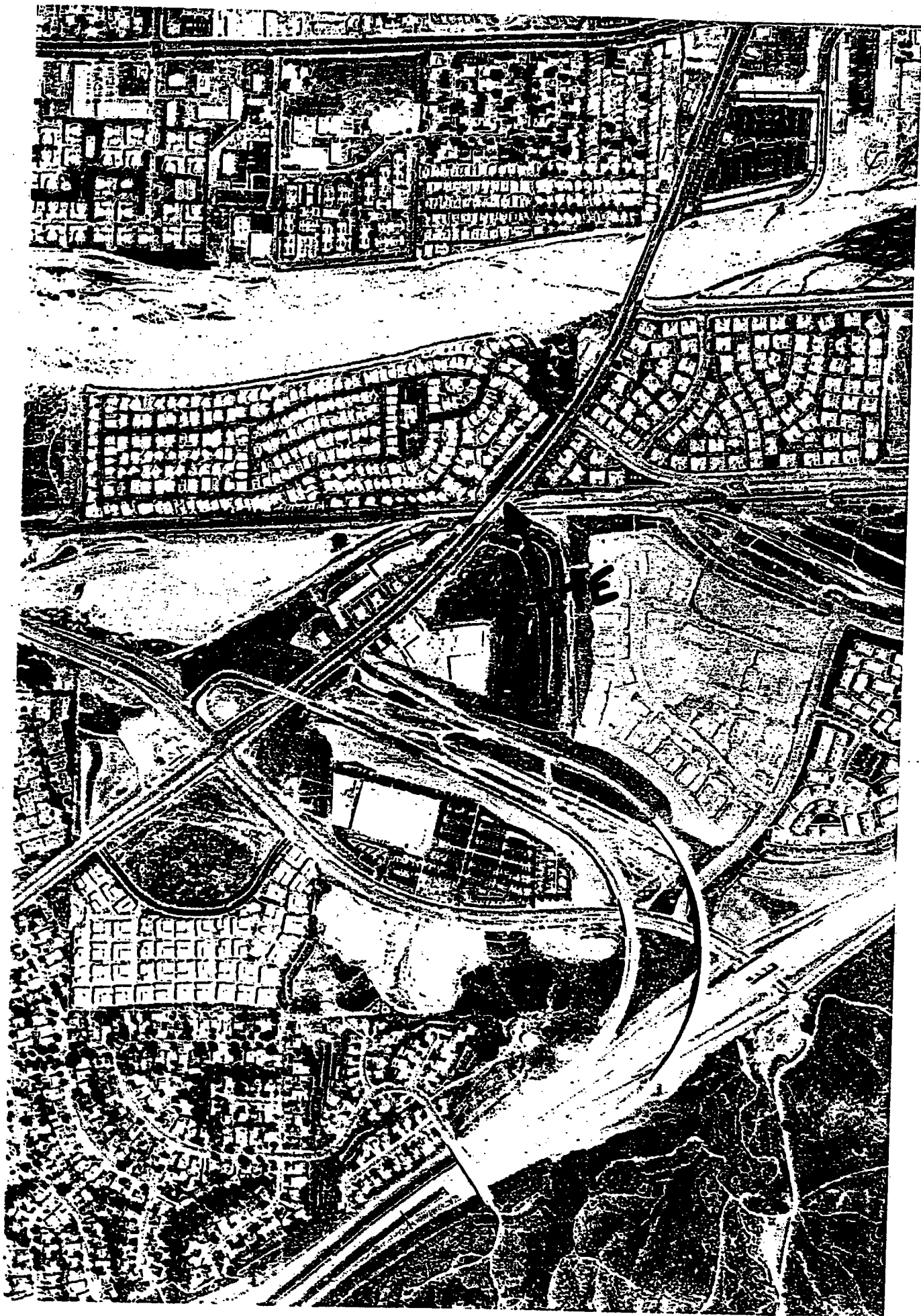




1971

DE







**The EDR-Historical
Topographic Map
Report**

**Sierra Highway Bridge Crossing
Sierra Highway Bridge Crossing
Santa Clarita, CA 91321**

December 20, 2001

Inquiry Number: 715312-5

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Environmental Data Resources, Inc. Historical Topographic Map Report

Environmental Data Resources, Inc.'s (EDR) Historical Topographic Report is designed to assist professionals in evaluating potential liability on a target property, and its surrounding area, resulting from past activities. ASTM E 1527-00, Section 7.3 on Historical Use Information, identifies the prior use requirements for Phase I environmental site assessment. The ASTM standard requires a review of *reasonably ascertainable standard historical sources*. *Reasonably ascertainable is defined as information that is publicly available, obtainable from a source with reasonable time and cost constraints, and practically reviewable.*

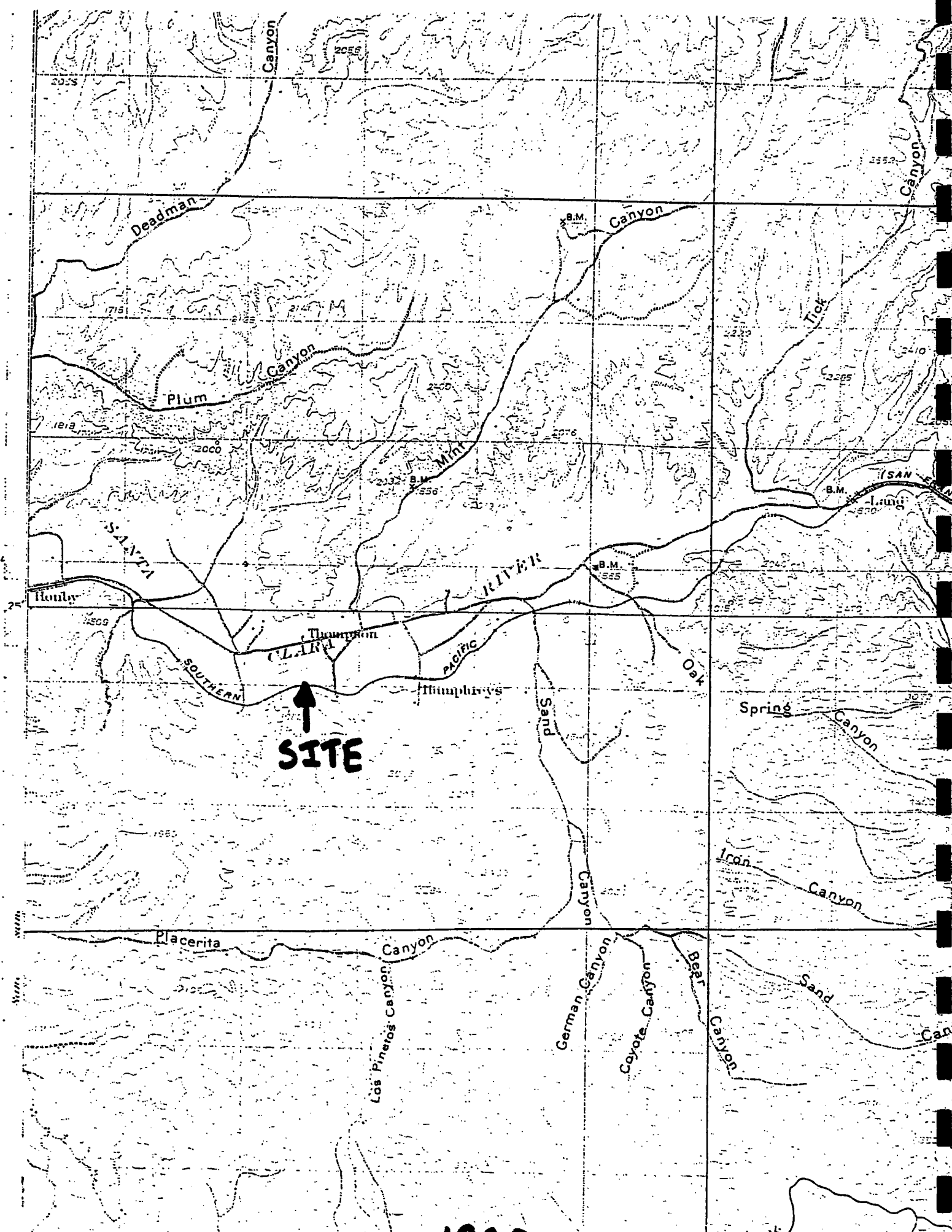
To meet the prior use requirements of ASTM E 1527-00, Section 7.3.2, the following *standard historical sources* may be used: aerial photographs, city directories, fire insurance maps, topographic maps, property tax files, land title records (although these cannot be the sole historical source consulted), building department records, or zoning and use records. ASTM E 1527-00 requires "*All obvious uses of the property shall be identified from the present, back to the property's obvious first developed use, or back to 1940, whichever is earlier. This task requires reviewing only as many of the standard historical sources as are necessary, and that are reasonably ascertainable and likely to be useful.*" ASTM E 1527-00, Section 7.3.2 page 11.)

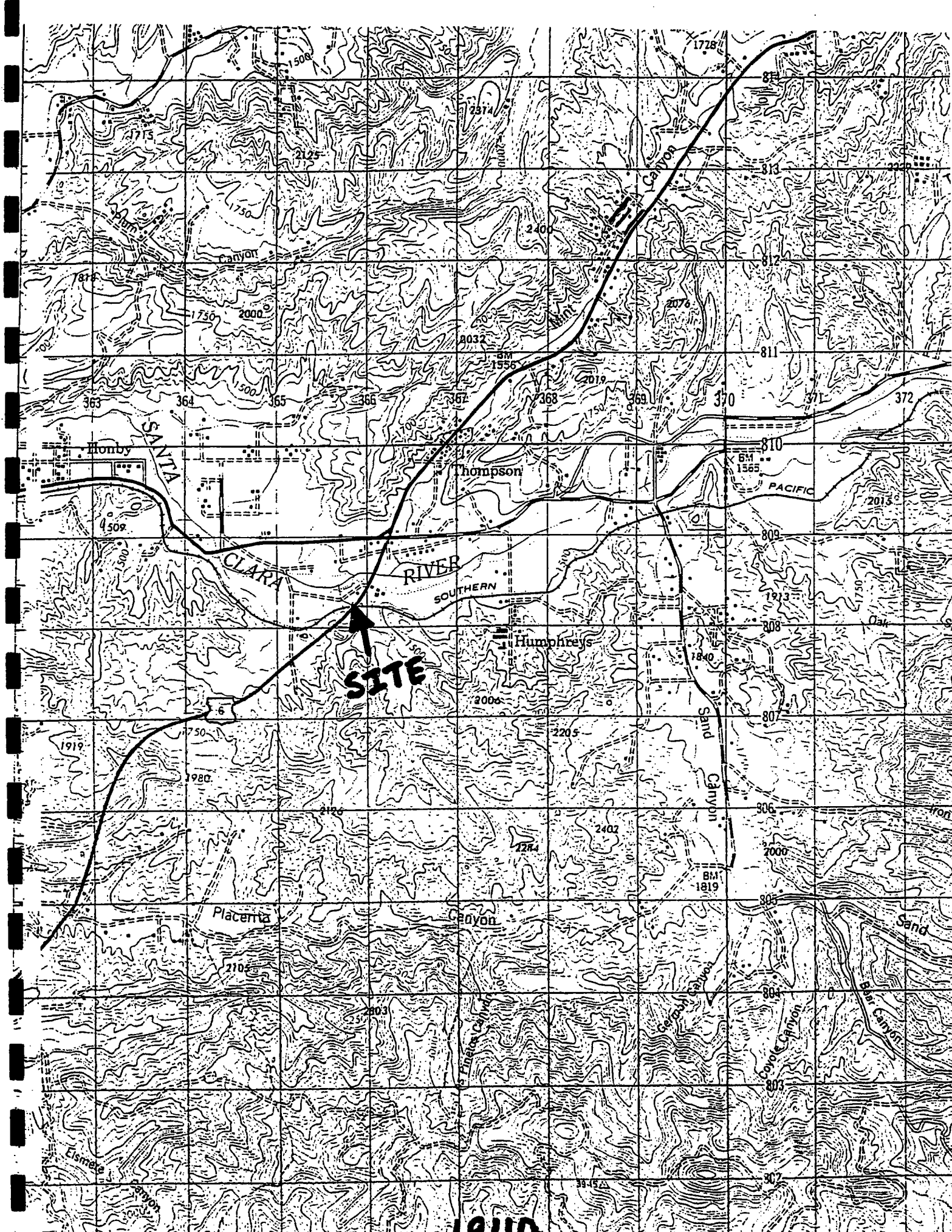
EDR's Historical Topographic Map Report includes a search of available public and private color historical topographic map collections.

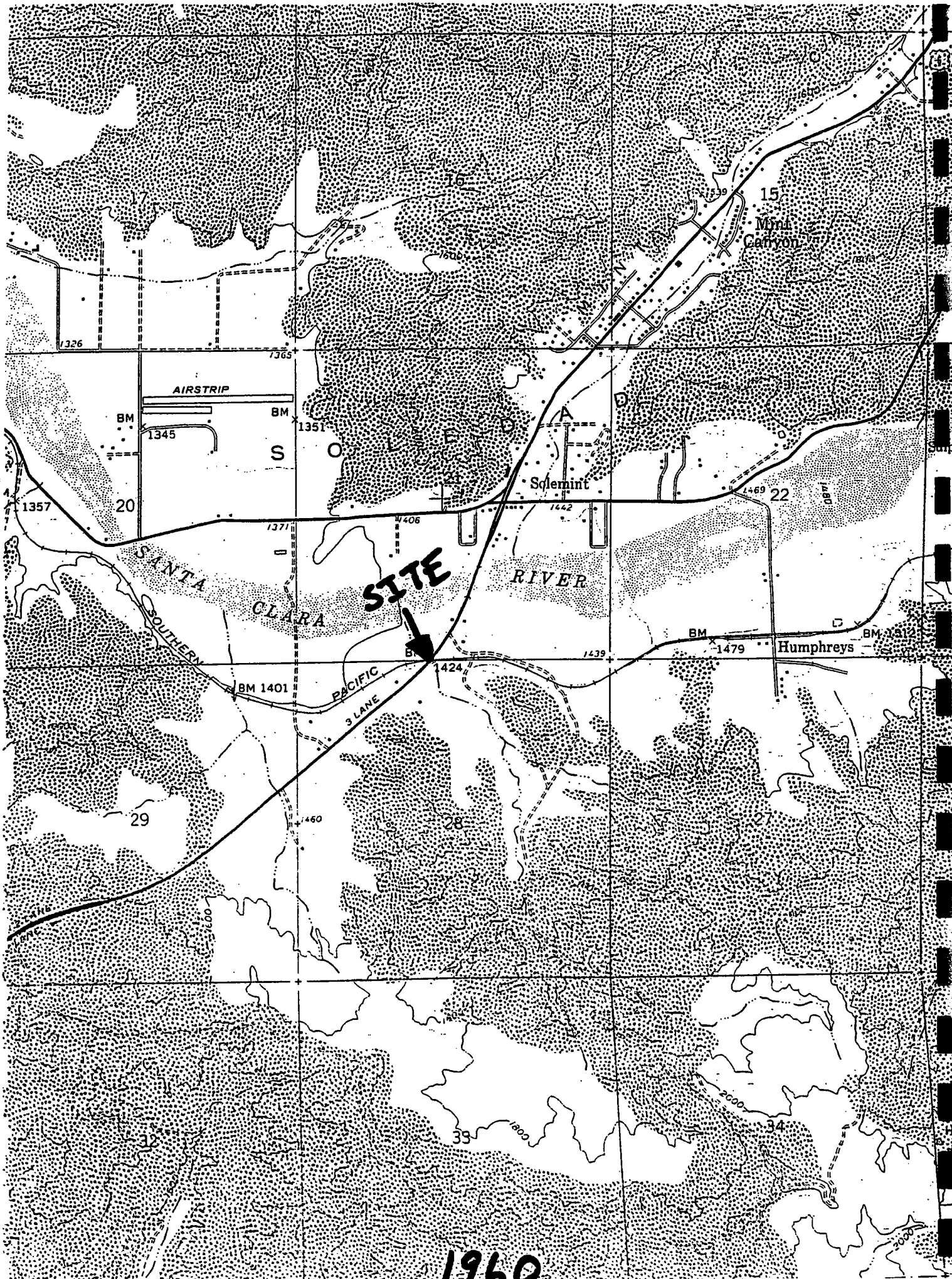
Topographic Maps

A topographic map (topo) is a color coded line-and-symbol representation of natural and selected artificial features plotted to a scale. Topos show the shape, elevation, and development of the terrain in precise detail by using contour lines and color coded symbols. Many features are shown by lines that may be straight, curved, solid, dashed, dotted, or in any combination. The colors of the lines usually indicate similar classes of information. For example, topographic contours (brown); lakes, streams, irrigation ditches, etc. (blue); land grids and important roads (red); secondary roads and trails, railroads, boundaries, etc. (black); and features that have been updated using aerial photography, but not field verified, such as disturbed land areas (e.g., gravel pits) and newly developed water bodies (purple).

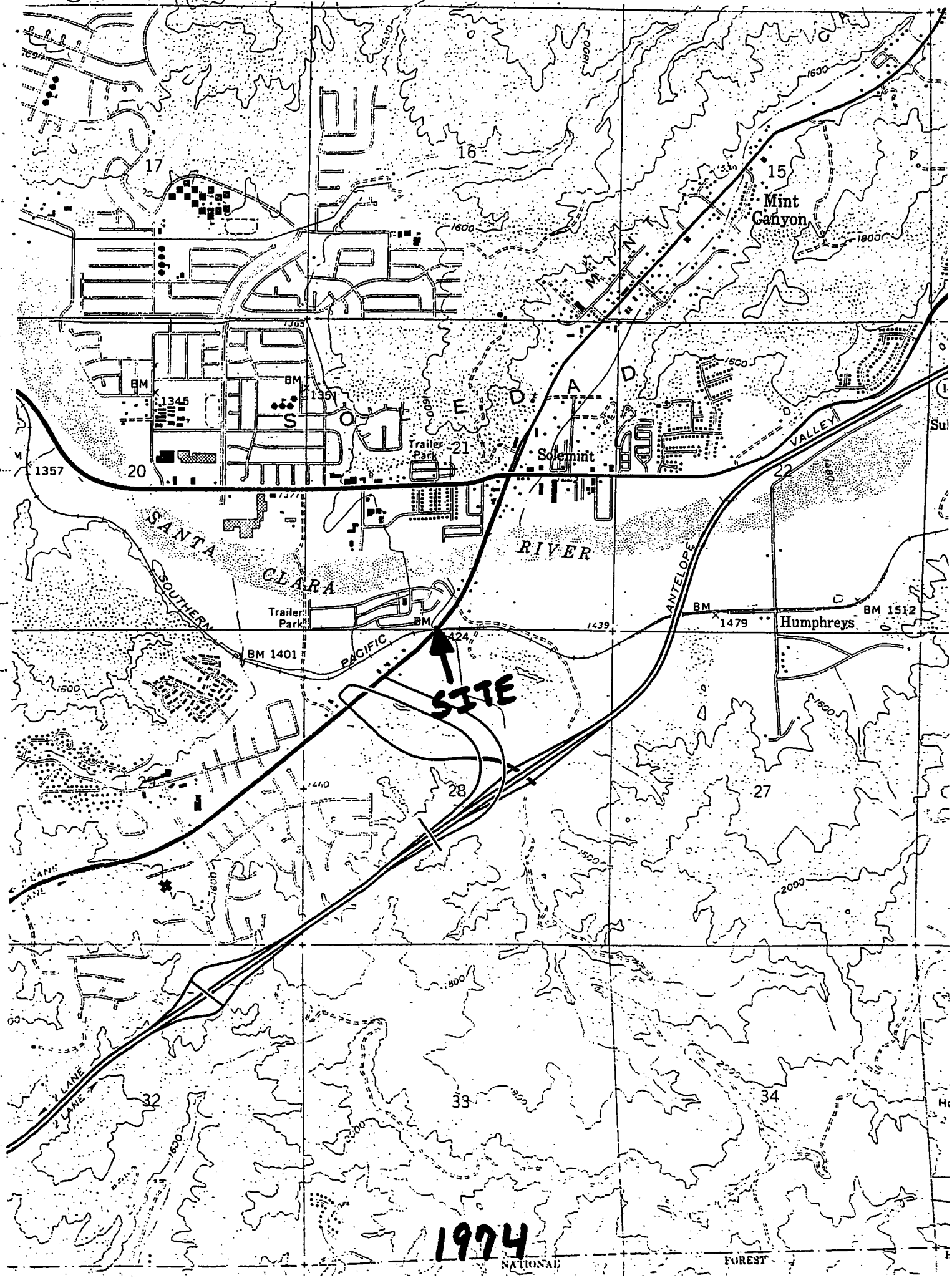
For more than a century, the USGS has been creating and revising topographic maps for the entire country at a variety of scales. There are about 60,000 U.S. Geological Survey (USGS) produced topo maps covering the United States. Each map covers a specific quadrangle (quad) defined as a four-sided area bounded by latitude and longitude. Historical topographic maps are a valuable historical resource for documenting the prior use of a property and its surrounding area, and due to their frequent availability can be particularly helpful when other standard historical sources (such as city directories, fire insurance maps, or aerial photographs) are not reasonably ascertainable.





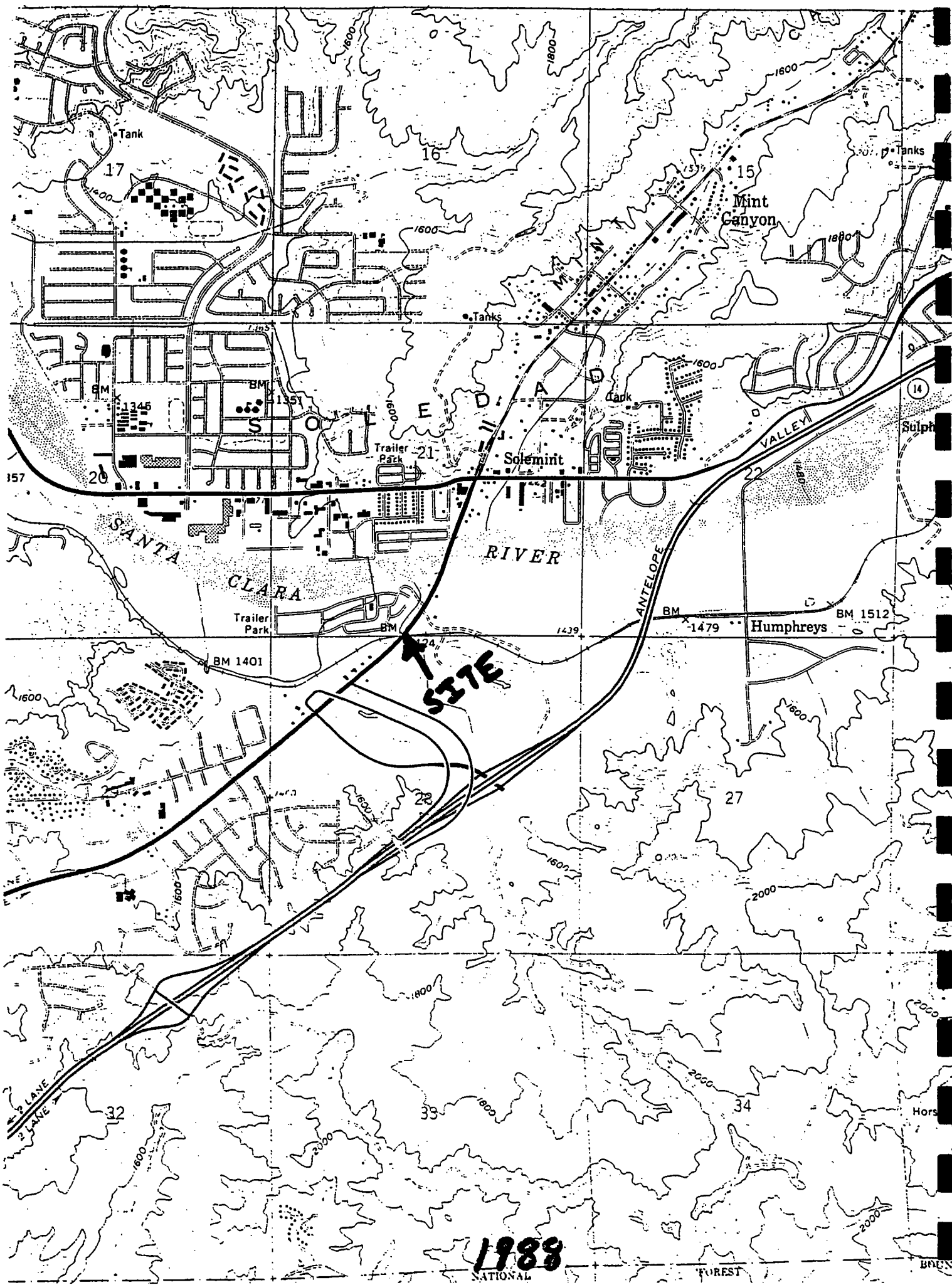


1960

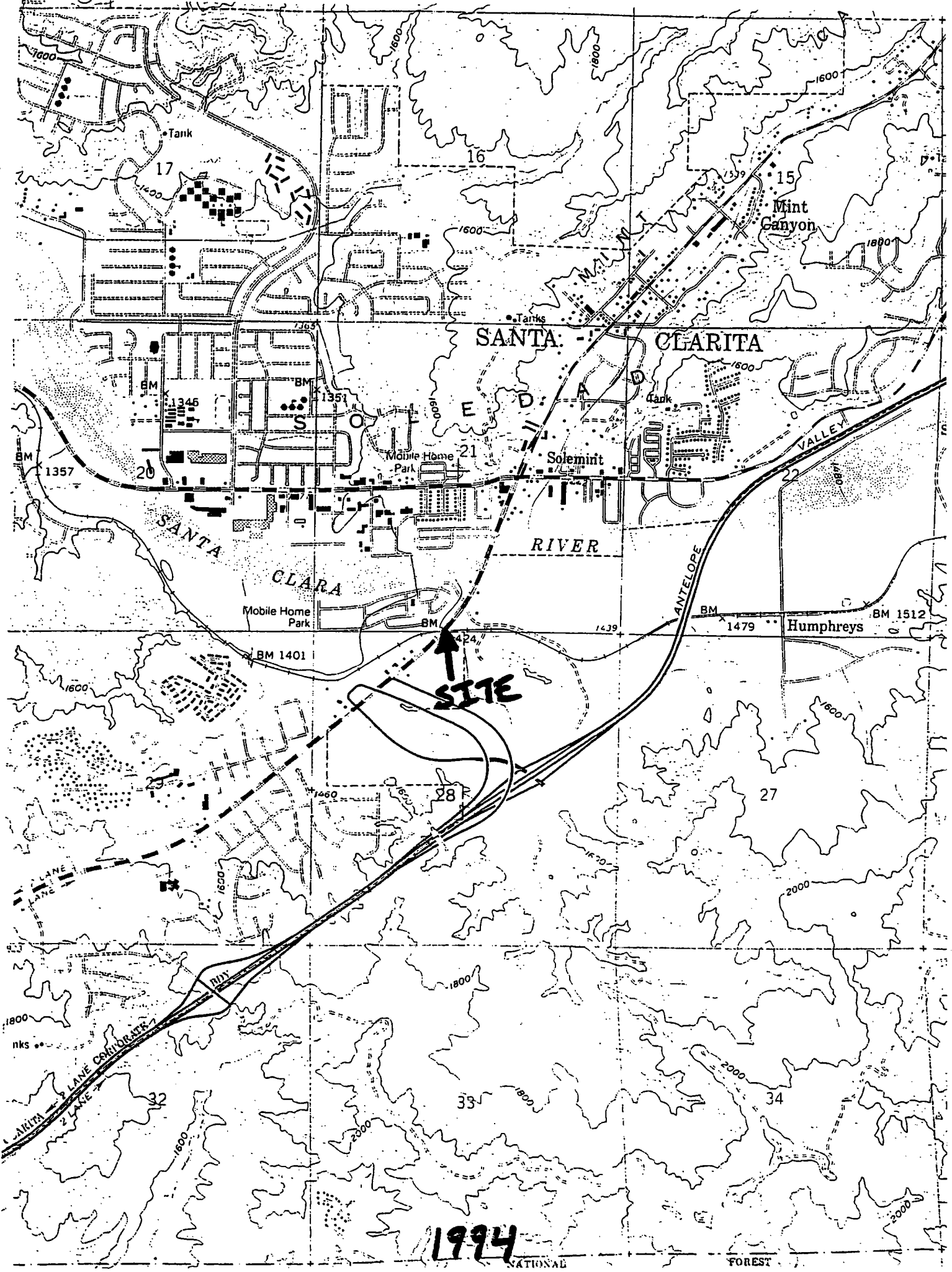


1974

NATIONAL FOREST



1988



1994

NATIONAL

FOREST

APPENDIX D

Environmental Agency Database Search Report



**The EDR Radius Map
with GeoCheck®**

**Sierra Highway Bridge Crossing
Sierra Highway Bridge Crossing
Santa Clarita, CA 91351**

Inquiry Number: 715312.3s

December 17, 2001

***The Source
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Please contact EDR at 1-800-352-0050
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EXECUTIVE SUMMARY

A search of available environmental records was conducted by Environmental Data Resources, Inc. (EDR). The report meets the government records search requirements of ASTM Standard Practice for Environmental Site Assessments, E 1527-00. Search distances are per ASTM standard or custom distances requested by the user.

TARGET PROPERTY INFORMATION

ADDRESS

SIERRA HIGHWAY BRIDGE CROSSING
SANTA CLARITA, CA 91351

COORDINATES

Latitude (North): 34.409050 - 34° 24' 32.6"
Longitude (West): 118.460010 - 118° 27' 36.0"
Universal Transverse Mercator: Zone 11
UTM X (Meters): 365812.6
UTM Y (Meters): 3808282.8

USGS TOPOGRAPHIC MAP ASSOCIATED WITH TARGET PROPERTY

Target Property: 2434118-D4 MINT CANYON, CA
Source: USGS 7.5 min quad index

TARGET PROPERTY SEARCH RESULTS

The target property was not listed in any of the databases searched by EDR.

DATABASES WITH NO MAPPED SITES

No mapped sites were found in EDR's search of available ("reasonably ascertainable ") government records either on the target property or within the ASTM E 1527-00 search radius around the target property for the following databases:

FEDERAL ASTM STANDARD

NPL..... National Priority List
Proposed NPL..... Proposed National Priority List Sites
CERCLIS..... Comprehensive Environmental Response, Compensation, and Liability Information System
CERC-NFRAP..... CERCLIS No Further Remedial Action Planned
CORRACTS..... Corrective Action Report
RCRIS-TSD..... Resource Conservation and Recovery Information System
RCRIS-LQG..... Resource Conservation and Recovery Information System
ERNS..... Emergency Response Notification System

STATE ASTM STANDARD

AWP..... Annual Workplan Sites
Cal-Sites..... Calsites Database
Notify 65..... Proposition 65 Records
Toxic Pits..... Toxic Pits Cleanup Act Sites
SWF/LF..... Solid Waste Information System

EXECUTIVE SUMMARY

WMUDS/SWAT..... Waste Management Unit Database
CA BOND EXP. PLAN..... Bond Expenditure Plan
UST..... List of Underground Storage Tank Facilities

FEDERAL ASTM SUPPLEMENTAL

CONSENT..... Superfund (CERCLA) Consent Decrees
ROD..... Records Of Decision
Delisted NPL..... National Priority List Deletions
FINDS..... Facility Index System/Facility Identification Initiative Program Summary Report
HMIRS..... Hazardous Materials Information Reporting System
MLTS..... Material Licensing Tracking System
MINES..... Mines Master Index File
NPL Liens..... Federal Superfund Liens
PADS..... PCB Activity Database System
RAATS..... RCRA Administrative Action Tracking System
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)

STATE OR LOCAL ASTM SUPPLEMENTAL

AST..... Aboveground Petroleum Storage Tank Facilities
CLEANERS..... Drycleaner Facilities
CA WDS..... Waste Discharge System
CA SLIC..... Spills, Leaks, Investigation & Cleanup Cost Recovery Listing
LOS ANGELES CO. HMS..... HMS: Street Number List
LA Co. Site Mitigation..... Site Mitigation List
AOC CONCERN..... San Gabriel Valley Areas of Concern

EDR PROPRIETARY DATABASES

Coal Gas..... Former Manufactured Gas (Coal Gas) Sites

SURROUNDING SITES: SEARCH RESULTS

Surrounding sites were identified.

Elevations have been determined from the USGS 1 degree Digital Elevation Model and should be evaluated on a relative (not an absolute) basis. Relative elevation information between sites of close proximity should be field verified. EDR's definition of a site with an elevation equal to the target property includes a tolerance of +/- 10 feet. Sites with an elevation equal to or higher than the target property have been differentiated below from sites with an elevation lower than the target property (by more than 10 feet). Page numbers and map identification numbers refer to the EDR Radius Map report where detailed data on individual sites can be reviewed.

Sites listed in *bold italics* are in multiple databases.

Unmappable (orphan) sites are not considered in the foregoing analysis.

EXECUTIVE SUMMARY

FEDERAL ASTM STANDARD

RCRIS: The Resource Conservation and Recovery Act database includes selected information on sites that generate, store, treat, or dispose of hazardous waste as defined by the Act. The source of this database is the U.S. EPA.

A review of the RCRIS-SQG list, as provided by EDR, and dated 06/21/2000 has revealed that there are 3 RCRIS-SQG sites within approximately 0.25 miles of the target property.

<u>Equal/Higher Elevation</u>	<u>Address</u>	<u>Dist / Dir</u>	<u>Map ID</u>	<u>Page</u>
E Z LUBE	27125 SIERRA HWY	0 - 1/8 NE	B7	10
FIRESTONE	27125 SIERRA HWY UNIT 4	0 - 1/8 NE	B11	12
U HAUL CENTER OF CANYON COUNTR	27150 SIERRA HWY	0 - 1/8 NE	B12	13

STATE ASTM STANDARD

CHMIRS: The California Hazardous Material Incident Report System contains information on reported hazardous material incidents, i.e., accidental releases or spills. The source is the California Office of Emergency Services.

A review of the CHMIRS list, as provided by EDR, and dated 12/31/1994 has revealed that there are 4 CHMIRS sites within approximately 1 mile of the target property.

<u>Equal/Higher Elevation</u>	<u>Address</u>	<u>Dist / Dir</u>	<u>Map ID</u>	<u>Page</u>
Not reported	27400 SIERRY HWY	0 - 1/8 NNE	B14	14
Not reported	VIA PRINCESSA RD 1/4 MI	1/4 - 1/2SSW	16	16
Not reported	N/B SR-14 NORTH OF VIA	1/2 - 1 SSE	21	19
<u>Lower Elevation</u>	<u>Address</u>	<u>Dist / Dir</u>	<u>Map ID</u>	<u>Page</u>
Not reported	VIA PRINCESSA E/O SIERR	1/2 - 1 SW	20	19

CORTESE: This database identifies public drinking water wells with detectable levels of contamination, hazardous substance sites selected for remedial action, sites with known toxic material identified through the abandoned site assessment program, sites with USTs having a reportable release and all solid waste disposal facilities from which there is known migration. The source is the California Environmental Protection Agency/Office of Emergency Information.

A review of the Cortese list, as provided by EDR, has revealed that there are 3 Cortese sites within approximately 1 mile of the target property.

<u>Equal/Higher Elevation</u>	<u>Address</u>	<u>Dist / Dir</u>	<u>Map ID</u>	<u>Page</u>
UNOCAL #4257	26909 SIERRA	0 - 1/8 NE	A4	7
TEXACO	27125 SIERRA	0 - 1/8 NE	B8	10
WATER WHEEL CAR WASH	27567 SIERRA	1/4 - 1/2NNE	C17	16

EXECUTIVE SUMMARY

LUST: The Leaking Underground Storage Tank Incident Reports contain an inventory of reported leaking underground storage tank incidents. The data come from the State Water Resources Control Board Leaking Underground Storage Tank Information System.

A review of the LUST list, as provided by EDR, and dated 08/07/2001 has revealed that there are 4 LUST sites within approximately 0.5 miles of the target property.

<u>Equal/Higher Elevation</u>	<u>Address</u>	<u>Dist / Dir</u>	<u>Map ID</u>	<u>Page</u>
UNOCAL #4257	26909 SIERRA	0 - 1/8 NE	A4	7
TEXACO	27125 SIERRA HWY	0 - 1/8 NE	B9	10
WATER WHEEL CAR WASH	27567 SIERRA HWY N	1/4 - 1/2NNE	C18	16
<u>Lower Elevation</u>	<u>Address</u>	<u>Dist / Dir</u>	<u>Map ID</u>	<u>Page</u>
TEXACO	18727 SOLEDAD CANYON RD	1/4 - 1/2NNW	19	18

CA FID: The Facility Inventory Database contains active and inactive underground storage tank locations. The source is the State Water Resource Control Board.

A review of the CA FID UST list, as provided by EDR, has revealed that there is 1 CA FID UST site within approximately 0.25 miles of the target property.

<u>Equal/Higher Elevation</u>	<u>Address</u>	<u>Dist / Dir</u>	<u>Map ID</u>	<u>Page</u>
UNOCAL	26909 SIERRA HWY	0 - 1/8 NE	A3	7

HIST UST: Historical UST Registered Database.

A review of the HIST UST list, as provided by EDR, and dated 10/15/1990 has revealed that there are 3 HIST UST sites within approximately 0.25 miles of the target property.

<u>Equal/Higher Elevation</u>	<u>Address</u>	<u>Dist / Dir</u>	<u>Map ID</u>	<u>Page</u>
SERVICE STATION 4257	26909 SIERRA HWY	0 - 1/8 NE	A2	6
UNION OIL SERVICE STATION #425	26909 SIERRA HWY	0 - 1/8 NE	A5	9
H & K GAS	27125 SIERRA HWY	0 - 1/8 NE	B6	9

STATE OR LOCAL ASTM SUPPLEMENTAL

HAZNET: The data is extracted from the copies of hazardous waste manifests received each year by the DTSC. The annual volume of manifests is typically 700,000-1,000,000 annually, representing approximately 350,000-500,000 shipments. Data from non-California manifests & continuation sheets are not included at the present time. Data are from the manifests submitted without correction, and therefore many contain some invalid values for data elements such as generator ID, TSD ID, waste category, & disposal method. The source is the Department of Toxic Substance Control is the agency

A review of the HAZNET list, as provided by EDR, has revealed that there are 5 HAZNET sites within approximately 0.25 miles of the target property.

<u>Equal/Higher Elevation</u>	<u>Address</u>	<u>Dist / Dir</u>	<u>Map ID</u>	<u>Page</u>
UNOCAL SERVICE STATION #4257	26909 SIERRA HWY	0 - 1/8 NE	A1	6
TEXACO	27125 SIERRA	0 - 1/8 NE	B8	10
KOBI TIRE CENTER	27134 SIERRA HWY	0 - 1/8 NE	B10	12

EXECUTIVE SUMMARY

<u>Equal/Higher Elevation</u>	<u>Address</u>	<u>Dist / Dir</u>	<u>Map ID</u>	<u>Page</u>
U-HAUL COMPANY OF CALIFORNIA	27150 SIERRA HWY	0 - 1/8 NE	B13	13
<u>Lower Elevation</u>	<u>Address</u>	<u>Dist / Dir</u>	<u>Map ID</u>	<u>Page</u>
PERSONALIZE CLEANERS	26850 N SIERRA HWY, SPA	0 - 1/8 SW	15	14

EXECUTIVE SUMMARY

Due to poor or inadequate address information, the following sites were not mapped:

<u>Site Name</u>	<u>Database(s)</u>
BILL SMALL'S MUD SUMP	SWF/LF
BILL SMALL'S MUD SUMP	SWF/LF
TEXACO/EQUILON #61-106-2065	UST
MOBIL OIL CORP S/S #18-VBV	UST
ASSOC. WATER WELL SUPPLY INC.	HIST UST
VAIL AVENUE PIT	WMUDS/SWAT
SAUGUS UNION SCHOOL DISTRICT	HAZNET
BAKER CYLINDER HEADS	HAZNET
CC AUTO CARE SRVC INC DBA CANYON	HAZNET
LEINER HEALTH PRODUCTS	HAZNET, LOS ANGELES CO. HMS
MURPHY IND COAT SANTA CLARITA	HAZNET
S AND H ALL TUNE INC	HAZNET
MY TIRE STORE	HAZNET
TEXACO GAS STATION	HAZNET
MOBIL OIL CORPORATION VBV	HAZNET
HURT'S TRANSPORTATION	CA SLIC

OVERVIEW MAP - 715312.3s - Ultrasystems Environmental Inc



- ★ Target Property
- ▲ Sites at elevations higher than or equal to the target property
- Sites at elevations lower than the target property
- ▲ Coal Gasification Sites (if requested)
- National Priority List Sites
- Landfill Sites

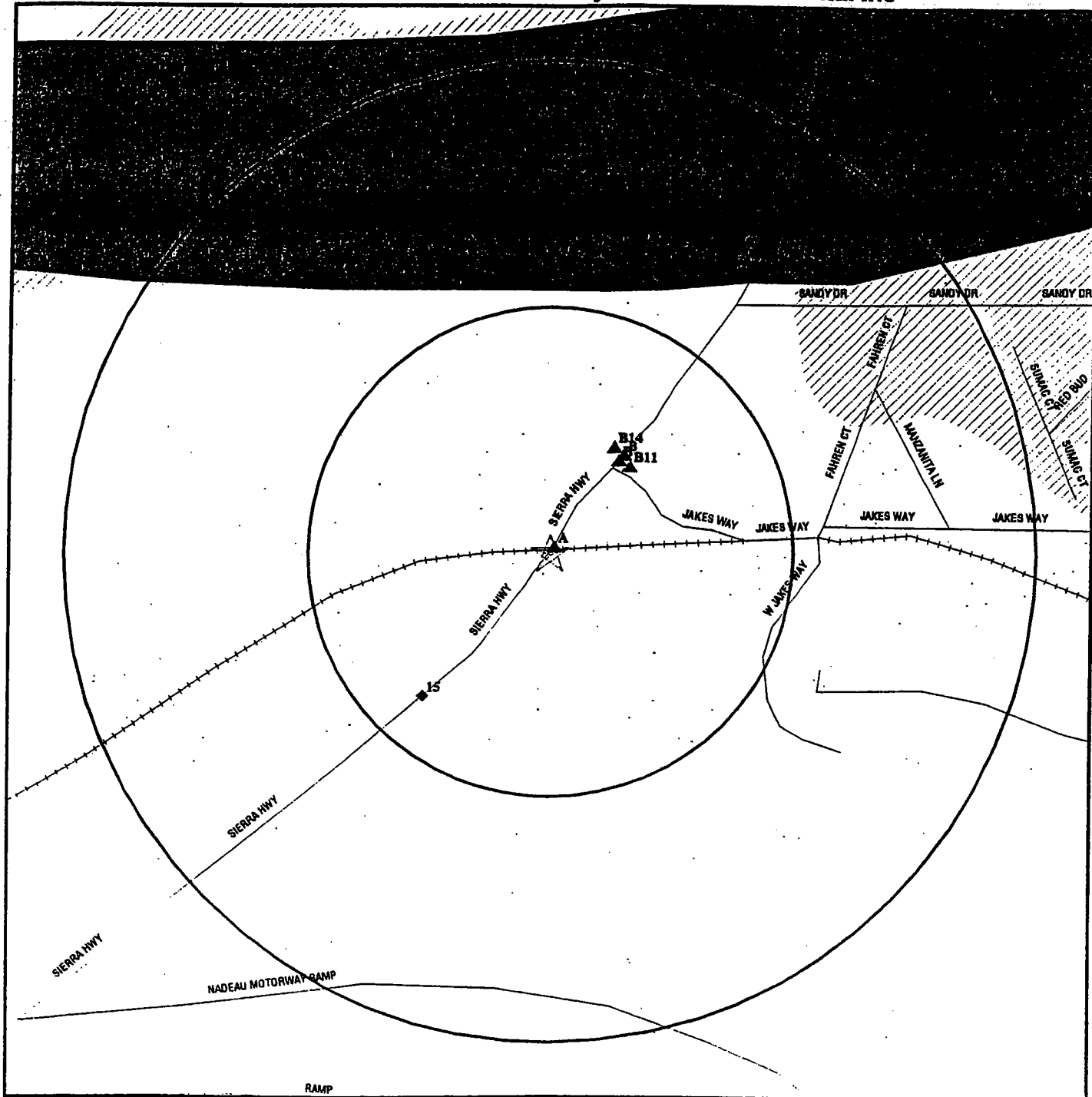
- Power transmission lines
- Oil & Gas pipelines
- 100-year flood zone
- 500-year flood zone
- ▨ Areas of Concern



TARGET PROPERTY: Sierra Highway Bridge Crossing
ADDRESS: Sierra Highway Bridge Crossing
CITY/STATE/ZIP: Santa Clarita CA 91351
LAT/LONG: 34.4091 / 118.4600

CUSTOMER: Ultrasystems Environmental Inc
CONTACT: Craig Neslage
INQUIRY #: 715312.3s
DATE: December 17, 2001 2:05 pm

DETAIL MAP - 715312.3s - Ultrasystems Environmental Inc



- ★ Target Property
- ▲ Sites at elevations higher than or equal to the target property
- ◆ Sites at elevations lower than the target property
- ▲ Coal Gasification Sites (if requested)
- Sensitive Receptors
- National Priority List Sites
- Landfill Sites

- Power transmission lines
- Oil & Gas pipelines
- 100-year flood zone
- 500-year flood zone

▨ Areas of Concern



<p>TARGET PROPERTY: Sierra Highway Bridge Crossing ADDRESS: Sierra Highway Bridge Crossing CITY/STATE/ZIP: Santa Clarita CA 91351 LAT/LONG: 34.4091 / 118.4600</p>	<p>CUSTOMER: Ultrasystems Environmental Inc CONTACT: Craig Neslage INQUIRY #: 715312.3s DATE: December 17, 2001 2:05 pm</p>
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MAP FINDINGS SUMMARY

Database	Target Property	Search Distance (Miles)	< 1/8	1/8 - 1/4	1/4 - 1/2	1/2 - 1	> 1	Total Plotted
<u>FEDERAL ASTM STANDARD</u>								
NPL		1.000	0	0	0	0	NR	0
Proposed NPL		1.000	0	0	0	0	NR	0
CERCLIS		0.500	0	0	0	NR	NR	0
CERC-NFRAP		0.250	0	0	NR	NR	NR	0
CORRACTS		1.000	0	0	0	0	NR	0
RCRIS-TSD		0.500	0	0	0	NR	NR	0
RCRIS Lg. Quan. Gen.		0.250	0	0	NR	NR	NR	0
RCRIS Sm. Quan. Gen.		0.250	3	0	NR	NR	NR	3
ERNS		TP	NR	NR	NR	NR	NR	0
<u>STATE ASTM STANDARD</u>								
AWP		1.000	0	0	0	0	NR	0
Cal-Sites		1.000	0	0	0	0	NR	0
CHMIRS		1.000	1	0	1	2	NR	4
Cortese		1.000	2	0	1	0	NR	3
Notify 65		1.000	0	0	0	0	NR	0
Toxic Pits		1.000	0	0	0	0	NR	0
State Landfill		0.500	0	0	0	NR	NR	0
WMUDS/SWAT		0.500	0	0	0	NR	NR	0
LUST		0.500	2	0	2	NR	NR	4
CA Bond Exp. Plan		1.000	0	0	0	0	NR	0
UST		0.250	0	0	NR	NR	NR	0
CA FID UST		0.250	1	0	NR	NR	NR	1
HIST UST		0.250	3	0	NR	NR	NR	3
<u>FEDERAL ASTM SUPPLEMENTAL</u>								
CONSENT		1.000	0	0	0	0	NR	0
ROD		1.000	0	0	0	0	NR	0
Delisted NPL		1.000	0	0	0	0	NR	0
FINDS		TP	NR	NR	NR	NR	NR	0
HMIRS		TP	NR	NR	NR	NR	NR	0
MLTS		TP	NR	NR	NR	NR	NR	0
MINES		0.250	0	0	NR	NR	NR	0
NPL Liens		TP	NR	NR	NR	NR	NR	0
PADS		TP	NR	NR	NR	NR	NR	0
RAATS		TP	NR	NR	NR	NR	NR	0
TRIS		TP	NR	NR	NR	NR	NR	0
TSCA		TP	NR	NR	NR	NR	NR	0
FTTS		TP	NR	NR	NR	NR	NR	0
<u>STATE OR LOCAL ASTM SUPPLEMENTAL</u>								
AST		TP	NR	NR	NR	NR	NR	0
CLEANERS		0.250	0	0	NR	NR	NR	0

MAP FINDINGS SUMMARY

<u>Database</u>	<u>Target Property</u>	<u>Search Distance (Miles)</u>	<u>< 1/8</u>	<u>1/8 - 1/4</u>	<u>1/4 - 1/2</u>	<u>1/2 - 1</u>	<u>> 1</u>	<u>Total Plotted</u>
CA WDS		TP	NR	NR	NR	NR	NR	0
CA SLIC		0.500	0	0	0	NR	NR	0
HAZNET		0.250	5	0	NR	NR	NR	5
Los Angeles Co. HMS		TP	NR	NR	NR	NR	NR	0
LA Co. Site Mitigation		TP	NR	NR	NR	NR	NR	0
AOCONCERN		1.000	0	0	0	0	NR	0

EDR PROPRIETARY DATABASES

Coal Gas		1.000	0	0	0	0	NR	0
AQUIFLOW - see EDR Physical Setting Source Addendum								

TP = Target Property

NR = Not Requested at this Search Distance

* Sites may be listed in more than one database

Map ID
Direction
Distance
Distance (ft.)
Elevation

MAP FINDINGS

Coal Gas Site Search: No site was found in a search of Real Property Scan's ENVIROHAZ database.

Database(s) EDR ID Number
 EPA ID Number

A1
NE
< 1/8
21
Higher

UNOCAL SERVICE STATION #4257
26909 SIERRA HWY
SAUGUS, CA 91350

HAZNET S105088626
 N/A

Site 1 of 5 in cluster A

HAZNET:

Gepaid: CAD981648041
Tepaid: CAD028409019
Gen County: Los Angeles
Tsd County: Los Angeles
Tons: 4.5036
Category: Aqueous solution with less than 10% total organic residues
Disposal Method: Treatment, Tank
Contact: UNION OIL COMPANY OF CALIFORNI
Telephone: (714) 428-6560
Mailing Address: PO BOX 25376
 SANTA ANA, CA 92799 - 5376
County Los Angeles

A2
NE
< 1/8
21
Higher

SERVICE STATION 4257
26909 SIERRA HWY
NEWHALL, CA 91350

HIST UST U001567723
 N/A

Site 2 of 5 in cluster A

UST HIST:

Facility ID: 17680 Tank Num: 1 Tank Capacity: 6000 Tank Used for: PRODUCT Type of Fuel: DIESEL Leak Detection: Stock Inventor, Pressure Test Contact Name: LIDA CORPORATION Total Tanks: 4 Facility Type: 1	Container Num: 4257-3 Year Installed: 1957 Tank Construction: Not reported Telephone: (805) 251-3336 Region: STATE Other Type: Not reported
Facility ID: 17680 Tank Num: 2 Tank Capacity: 10000 Tank Used for: PRODUCT Type of Fuel: UNLEADED Leak Detection: Stock Inventor, Pressure Test Contact Name: LIDA CORPORATION Total Tanks: 4 Facility Type: 1	Container Num: 4257-1 Year Installed: 1957 Tank Construction: Not reported Telephone: (805) 251-3336 Region: STATE Other Type: Not reported
Facility ID: 17680 Tank Num: 3 Tank Capacity: 6000 Tank Used for: PRODUCT Type of Fuel: PREMIUM Leak Detection: Stock Inventor, Pressure Test Contact Name: LIDA CORPORATION Total Tanks: 4 Facility Type: 1	Container Num: 4257-2 Year Installed: 1957 Tank Construction: Not reported Telephone: (805) 251-3336 Region: STATE Other Type: Not reported

Map ID
 Direction
 Distance
 Distance (ft.)
 Elevation Site

MAP FINDINGS

Database(s) EDR ID Number
 EPA ID Number

SERVICE STATION 4257 (Continued)

U001567723

Facility ID:	17680	Container Num:	4257-4
Tank Num:	4	Year Installed:	1957
Tank Capacity:	280	Tank Construction:	Not reported
Tank Used for:	WASTE	Telephone:	(805) 251-3336
Type of Fuel:	WASTE OIL	Region:	STATE
Leak Detection:	Stock Inventor, Pressure Test	Other Type:	Not reported
Contact Name:	LIDA CORPORATION		
Total Tanks:	4		
Facility Type:	1		

A3
 NE
 < 1/8
 21
 Higher

UNOCAL
 26909 SIERRA HWY
 SANTA CLARITA, CA 91702

CA FID UST S101582888
 N/A

Site 3 of 5 in cluster A

FID:

Facility ID:	19001758	Regulate ID:	IAD981648
Reg By:	Inactive Underground Storage Tank Location	SIC Code:	Not reported
Cortese Code:	Not reported	Facility Tel:	(805) 251-3336
Status:	Inactive	Contact Tel:	Not reported
Mail To:	Not reported	NPDES No:	Not reported
	26909 SIERRA HWY	Modified:	00/00/00
	SANTA CLARITA, CA 91702		
Contact:	Not reported		
DUNs No:	Not reported		
Creation:	10/22/93		
EPA ID:	Not reported		
Comments:	Not reported		

A4
 NE
 < 1/8
 21
 Higher

UNOCAL #4257
 26909 SIERRA
 SANTA CLARITA, CA 91351

LUST S102439952
 Cortese N/A

Site 4 of 5 in cluster A

State LUST:

Cross Street:	VIA PRINCESSA	Confirm Leak:	Not reported
Qty Leaked:	Not reported	Prelim Assess:	05/07/1990
Case Number	I-10020	Remed Plan:	03/21/1991
Reg Board:	Los Angeles Region	Monitoring:	Not reported
Chemical:	Gasoline		
Lead Agency:	Regional Board		
Local Agency :	19000		
Case Type:	Other ground water affected		
Status:	Signed off, remedial action completed or deemed unnecessary		
County:	Los Angeles		
Abate Method:	Vapor Extraction		
Review Date:	Not reported		
Workplan:	05/07/1990		
Pollution Char:	03/21/1991		
Remed Action:	Not reported		
Close Date:	01/08/1997		
Release Date:	08/15/1990		
Cleanup Fund Id :	Not reported		
Discover Date :	08/03/1990		
Enforcement Dt :	Not reported		

Map ID
Direction
Distance
Distance (ft.)
Elevation

MAP FINDINGS

Database(s) EDR ID Number
EPA ID Number

UNOCAL #4257 (Continued)

S102439952

Enf Type: Not reported
Enter Date : 09/26/1990
Funding: Federal Funds
Staff Initials: UNK
How Discovered: Tank Closure
How Stopped: Close Tank
Interim : Not reported
Lat/Lon : -118.4654719 / 34.4052917
Leak Cause: Unknown
Leak Source: Unknown
Local Case # : Not reported
Beneficial: Not reported
Staff : UNK
MTBE Date : 01/01/1965
MTBE Tested : YES
Max MTBE GW : ND
GW Qualifies : Not reported
Max MTBE Soil : ND
Soil Qualifies : Not reported
Hydr Basin # : Not reported
Operator : CORP, LIDA
Oversight Prgm : UST
Priority : Not reported
Review Date : 09/16/1997
Stop Date : 08/03/1990
Office : Not reported
Work Suspended Not reported
Responsible Party UNOCAL CORPORATION
RP Address: 376 S VALENCIA AVE, BREA CA 92621
Global Id: T0603703557
Org Name: Not reported
Contact Person: Not reported
MTBE Conc: 2
Mibe Fuel: 1
Water System Name: SANTA CLARITA WATER CO
Well Name: FRIENDLY VALLEY
Distance To LUST: 1736.277515799954190496369446
Waste Discharge Global ID: W0603710017
Waste Disch Assigned Name: 04N/15W-29A01 S
Mibe Class: Not reported
Summary: 12/11/96 REQUEST FOR CLOSURE & CONFIRMATION BORING REPORT THE UNDERGROUND TANKS HAVE BEEN REMOVED. THE CONTAMINATED SOILS HAVE BEEN EXCAVATED (500 CUBIC YARD) & VAPOR ESTRACTEDTHE GROUNDWATER PLUME APPEARS TO BE STABLE &

LUST Region 4:

Report Date: 8/15/1990
Lead Agency: Regional Board
Local Agency: 19000
Case Number: I-10020
Substance: Gasoline
Case Type: Groundwater
Status: Signed off, remedial action completed or deemed unnecessary
Region: 4
Staff: Not reported

CORTESE:

Reg Id: I-10020
Region: CORTESE

MAP FINDINGS

Map ID
 Direction
 Distance
 Distance (ft.)
 Elevation

EDR ID Number
 EPA ID Number

UNOCAL #4257 (Continued)

S102439952

Reg By: Leaking Underground Storage Tanks

A5
 NE
 < 1/8
 21
 Higher

UNION OIL SERVICE STATION #425
 26909 SIERRA HWY
 NEWHALL, CA 91350

HIST UST U001567730
 N/A

Site 5 of 5 in cluster A

UST HIST:

Facility ID:	58864	Container Num:	1
Tank Num:	1	Year Installed:	Not reported
Tank Capacity:	0	Tank Construction:	Not reported
Tank Used for:	WASTE	Telephone:	(805) 251-3336
Type of Fuel:	Not Reported	Region:	STATE
Leak Detection:	None	Other Type:	Not reported
Contact Name:	LIDA CORPORATION		
Total Tanks:	1		
Facility Type:	1		

B6
 NE
 < 1/8
 299
 Higher

H & K GAS
 27125 SIERRA HWY
 CANYON COUNTRY, CA 91351

HIST UST U001567749
 N/A

Site 1 of 9 in cluster B

UST HIST:

Facility ID:	5356	Container Num:	1
Tank Num:	1	Year Installed:	Not reported
Tank Capacity:	10000	Tank Construction:	Not reported
Tank Used for:	PRODUCT	Telephone:	(805) 251-1878
Type of Fuel:	REGULAR	Region:	STATE
Leak Detection:	Stock Inventor	Other Type:	Not reported
Contact Name:	HAGOP BARTOUMAIN		
Total Tanks:	3		
Facility Type:	1		

Facility ID:	5356	Container Num:	2
Tank Num:	2	Year Installed:	Not reported
Tank Capacity:	10000	Tank Construction:	Not reported
Tank Used for:	PRODUCT	Telephone:	(805) 251-1878
Type of Fuel:	UNLEADED	Region:	STATE
Leak Detection:	Stock Inventor	Other Type:	Not reported
Contact Name:	HAGOP BARTOUMAIN		
Total Tanks:	3		
Facility Type:	1		

Facility ID:	5356	Container Num:	3
Tank Num:	3	Year Installed:	Not reported
Tank Capacity:	8000	Tank Construction:	Not reported
Tank Used for:	PRODUCT	Telephone:	(805) 251-1878
Type of Fuel:	PREMIUM	Region:	STATE
Leak Detection:	Stock Inventor	Other Type:	Not reported
Contact Name:	HAGOP BARTOUMAIN		
Total Tanks:	3		
Facility Type:	1		

MAP FINDINGS

Map ID
 Direction
 Distance
 Distance (ft.)
 Elevation Site

Database(s) EDR ID Number
 EPA ID Number

B7 E Z LUBE
 NE 27125 SIERRA HWY
 < 1/8 CANYON COUNTRY, CA 91351
 299
 Higher Site 2 of 9 in cluster B

RCRIS-SQG 1000595473
 FINDS CAD983594102

RCRIS:
 Owner: MIKE DOBSON
 (415) 555-1212
 Contact: TONY EBERHART
 (805) 292-3865
 Record Date: 07/23/1991
 Classification: Small Quantity Generator
 Used Oil Recyc: No
 Violation Status: No violations found

FINDS:
 Other Pertinent Environmental Activity Identified at Site:
 Facility Registry System (FRS)
 Resource Conservation and Recovery Act Information system (RCRAINFO)

B8 TEXACO
 NE 27125 SIERRA
 < 1/8 CANYON COUNTRY, CA 91321
 299
 Higher Site 3 of 9 in cluster B

HAZNET S103963852
 Cortese N/A

HAZNET:
 Gepaid: CAD983594102
 Tepaid: CAD981696420
 Gen County: Los Angeles
 Tsd County: Los Angeles
 Tons: 1.3550
 Category: Aqueous solution with less than 10% total organic residues
 Disposal Method: Transfer Station
 Contact: MIKE DOBSON
 Telephone: (714) 477-1223
 Mailing Address: 1601 DOVE ST SUITE 230
 NEWPORT BEACH, CA 92660 - 5428
 County Los Angeles

CORTESE:
 Reg Id: I-06125
 Region: CORTESE
 Reg By: Leaking Underground Storage Tanks

B9 TEXACO
 NE 27125 SIERRA HWY
 < 1/8 CANYON COUNTRY, CA 91321
 299
 Higher Site 4 of 9 in cluster B

LUST S102438565
 N/A

State LUST:
 Cross Street: Not reported
 Qty Leaked: Not reported
 Case Number I-06125
 Reg Board: Los Angeles Region
 Chemical: Waste Oil
 Lead Agency: Local Agency

Map ID
Direction
Distance
Distance (ft.)
Elevation Site

MAP FINDINGS

Database(s) EDR ID Number
EPA ID Number

TEXACO (Continued)

S102438565

Local Agency : 19000
Case Type: Soil only
Status: Signed off, remedial action completed or deemed unnecessary
County: Los Angeles
Review Date: 03/02/1990
Workplan: Not reported
Pollution Char: Not reported
Remed Action: Not reported
Close Date: 06/26/1990
Release Date: 03/02/1990
Cleanup Fund Id : Not reported
Discover Date : 09/11/1989
Enforcement Dt : Not reported
Enf Type: Not reported
Enter Date : 03/06/1990
Funding: Federal Funds
Staff Initials: UNK
How Discovered: Tank Closure
How Stopped: Close Tank
Interim : Not reported
Lat/Lon : -118.4635108 / 34.4066247
Leak Cause: Unknown
Leak Source: Tank
Local Case # : Not reported
Beneficial: Not reported
Staff : UNK
MTBE Date : Not reported
MTBE Tested : NRQ
Max MTBE GW : Not reported
GW Qualifies : Not reported
Max MTBE Soil : Not reported
Soil Qualifies : Not reported
Hydr Basin #: Not reported
Operator : Not reported
Oversight Prgm : LIA
Priority : Not reported
Review Date : 09/12/1990
Stop Date : 09/11/1989
Office : Not reported
Work Suspended Not reported
Responsible Party SIERRA CANYON INVESTMENT
RP Address: 1247 007TH STREET, #300A, SAN GABRIEL, 90744
Global Id: T0603703171
Org Name: Not reported
Contact Person: Not reported
MTBE Conc: 0
Mibe Fuel: 0
Water System Name: SANTA CLARITA WATER CO
Well Name: FRIENDLY VALLEY
Distance To LUST: 2148.3466218425884517578026497
Waste Discharge Global ID: W0603710017
Waste Disch Assigned Name: 04N/15W-29A01 S
Mibe Class: Not reported
Summary: Not reported

LUST Region 4:
Report Date: 3/2/1990
Lead Agency: Local Agency

Map ID
Direction
Distance
Distance (ft.)
Elevation Site

MAP FINDINGS

Database(s) EDR ID Number
EPA ID Number

TEXACO (Continued)

S102438565

Local Agency: 19000
Case Number: I-08125
Substance: Waste Oil
Case Type: Soil
Status: Signed off, remedial action completed or deemed unnecessary
Region: 4
Staff: Not reported

B10
NE
< 1/8
312
Higher

KOBI TIRE CENTER
27134 SIERRA HWY
SANTA CLARITA, CA 91351

HAZNET S103945510
LOS ANGELES CO. HMS N/A

Site 5 of 9 in cluster B

HAZNET:

Gepaid: CAL000208605
Tepaid: CAD099452708
Gen County: Los Angeles
Tsd County: Los Angeles
Tons: 0.2293
Category: Unspecified aqueous solution
Disposal Method: Recycler
Contact: HYAT KOBESSI
Telephone: (805) 250-8000
Mailing Address: 27134 SIERRA HWY
SANTA CLARITA, CA 91351
County: Los Angeles

Gepaid: CAL000208605
Tepaid: CAD099452708
Gen County: Los Angeles
Tsd County: Los Angeles
Tons: .2502
Category: Unspecified aqueous solution
Disposal Method: Recycler
Contact: HYAT KOBESSI
Telephone: (805) 250-8000
Mailing Address: 27134 SIERRA HWY
SANTA CLARITA, CA 91351
County: Los Angeles

HMS:

Facility Id: 020297-028885
Facility Type: Not reported
Permit Number: Not reported
Facility Status: OPEN
Region: Los Angeles County
Permit Status: Not reported
Area: 7A

B11
NE
< 1/8
319
Higher

FIRESTONE
27125 SIERRA HWY UNIT 401
CANYON COUNTRY, CA 91351

RCRIS-SQG 1000596067
FINDS CAD983600305

Site 6 of 9 in cluster B

MAP FINDINGS

Map ID
 Direction
 Distance
 Distance (ft.)
 Elevation Site

Database(s) EDR ID Number
 EPA ID Number

FIRESTONE (Continued)

1000596067

RCRIS:

Owner: MOHAMMAD BEHSHID
 (805) 250-0014

Contact: MOHAMMAD BEHSHID
 (805) 250-0014

Record Date: 07/30/1991
 Classification: Small Quantity Generator
 Used Oil Recyc: No

Violation Status: No violations found

FINDS:

Other Pertinent Environmental Activity Identified at Site:
 Resource Conservation and Recovery Act Information system (RCRAINFO)

B12
 NE
 < 1/8
 332
 Higher

U HAUL CENTER OF CANYON COUNTRY
 27150 SIERRA HWY
 CANYON COUNTRY, CA 91324

RCRIS-SQG 1000159969
 FINDS CAD982012379

Site 7 of 9 in cluster B

RCRIS:

Owner: UHAUL
 (415) 555-1212

Contact: SALLY BRAYTON
 (805) 251-4444

Record Date: 07/23/1991
 Classification: Small Quantity Generator
 Used Oil Recyc: No

Violation Status: No violations found

FINDS:

Other Pertinent Environmental Activity Identified at Site:
 Facility Registry System (FRS)
 Resource Conservation and Recovery Act Information system (RCRAINFO)

B13
 NE
 < 1/8
 332
 Higher

U-HAUL COMPANY OF CALIFORNIA
 27150 SIERRA HWY
 SANTA CLARITA, CA 91324

HAZNET S104574554
 N/A

Site 8 of 9 in cluster B

HAZNET:

Gepaid: CAD982012379
 Tepaid: AZD009015389
 Gen County: Los Angeles
 Tsd County: 99
 Tons: 2.1070
 Category: Laboratory waste chemicals
 Disposal Method: Recycler
 Contact: AMERCO REAL ESTATE COMPANY
 Telephone: (602) 263-6555
 Mailing Address: PO BOX 21517
 PHOENIX, AZ 85036 - 1143
 County: Los Angeles

Map ID
Direction
Distance
Distance (ft.)
Elevation Site

MAP FINDINGS

Database(s) EDR ID Number
EPA ID Number

U-HAUL COMPANY OF CALIFORNIA (Continued)

S104574554

Gepaid: CAD982012379
Tepaid: CAD028409019
Gen County: Los Angeles
Tsd County: Los Angeles
Tons: 2.2935
Category: Aqueous solution with less than 10% total organic residues
Disposal Method: Treatment, Tank
Contact: AMERCO REAL ESTATE COMPANY
Telephone: (602) 263-6555
Mailing Address: PO BOX 21517
PHOENIX, AZ 85036 - 1143
County: Los Angeles
Gepaid: CAD982012379
Tepaid: CAD099452708
Gen County: Los Angeles
Tsd County: Los Angeles
Tons: 5.1874
Category: Oil/water separation sludge
Disposal Method: Transfer Station
Contact: AMERCO REAL ESTATE COMPANY
Telephone: (602) 263-6555
Mailing Address: PO BOX 21517
PHOENIX, AZ 85036 - 1143
County: Los Angeles

B14
NNE
< 1/8
335
Higher

27400 SIERRY HWY
SANTA CLARITA, CA 91355

CHMIRS S100217951
N/A

Site 9 of 9 in cluster B

CHMIRS:

OES Control Number: 8908801 DOT ID: Not reported
DOT Hazard Class: Not Reported
Chemical Name: OIL
Extent of Release: Not reported
CAS Number: Not reported Quantity Released: 10
Environmental Contamination: Ground Property Use: County/City Road
Incident Date: 10-NOV-89 Date Completed: 10-NOV-89

15
SW
< 1/8
516
Lower

PERSONALIZE CLEANERS
26850 N SIERRA HWY, SPACE A2
SANTA CLARITA, CA 91321

HAZNET S103981570
N/A

HAZNET:

Gepaid: CAL000175516
Tepaid: CAT000613976
Gen County: Los Angeles
Tsd County: Orange
Tons: .1950
Category: Liquids with halogenated organic compounds > 1000 mg/l
Disposal Method: Not reported
Contact: STEVEN FAYE
Telephone: (805) 252-3400

Map ID
Direction
Distance
Distance (ft.)
Elevation Site

MAP FINDINGS

Database(s) EDR ID Number
EPA ID Number

PERSONALIZE CLEANERS (Continued)

S103981570

Mailing Address: 26850 N SIERRA HWY, SPACE A2
SANTA CLARITA, CA 91321
County Los Angeles
Gepaid: CAL000175516
Tepaid: CAT000613893
Gen County: Los Angeles
Tsd County: Los Angeles
Tons: .6450
Category: Liquids with halogenated organic compounds > 1000 mg/l
Disposal Method: Transfer Station
Contact: STEVEN FAYE
Telephone: (805) 252-3400
Mailing Address: 26850 N SIERRA HWY, SPACE A2
SANTA CLARITA, CA 91321
County Los Angeles
Gepaid: CAL000175516
Tepaid: CAT000613893
Gen County: Los Angeles
Tsd County: Los Angeles
Tons: 1.1670
Category: Liquids with halogenated organic compounds > 1000 mg/l
Disposal Method: Transfer Station
Contact: STEVEN FAYE
Telephone: (805) 252-3400
Mailing Address: 26850 N SIERRA HWY, SPACE A2
SANTA CLARITA, CA 91321
County Los Angeles
Gepaid: CAL000175516
Tepaid: CAT000613893
Gen County: Los Angeles
Tsd County: Los Angeles
Tons: 1.096
Category: Liquids with halogenated organic compounds > 1000 mg/l
Disposal Method: Transfer Station
Contact: STEVEN FAYE
Telephone: (805) 252-3400
Mailing Address: 26850 N SIERRA HWY, SPACE A2
SANTA CLARITA, CA 91321
County Los Angeles
Gepaid: CAL000214464
Tepaid: CAT000613893
Gen County: Los Angeles
Tsd County: Los Angeles
Tons: .0990
Category: Liquids with halogenated organic compounds > 1000 mg/l
Disposal Method: Transfer Station
Contact: HAGOP KHRIMIAN
Telephone: (661) 252-3400
Mailing Address: 26850 N SIERRA HWY, SPACE A2
SANTA CLARITA, CA 91321
County Los Angeles

The CA HAZNET database contains 1 additional record for this site.
Please contact your EDR Account Executive for more information.

MAP FINDINGS

Map ID
 Direction
 Distance
 Distance (ft.)
 Elevation

Site

Database(s)

EDR ID Number
 EPA ID Number

16
 SSW
 1/4-1/2
 2182
 Higher

VIA PRINCESSA RD 1/4 MI E/O SIERRA HWY
 SANTA CLARITA, CA

CHMIRS S100281073
 N/A

CHMIRS:

OES Control Number:	9991815	DOT ID:	Not reported
DOT Hazard Class:	Not Reported		
Chemical Name:	UNKNOWN		
Extent of Release:	Not reported		
CAS Number:	Not reported	Quantity Released:	Not reported
Environmental Contamination:	None Reported	Property Use:	County/City Road
Incident Date:	20-JUL-88	Date Completed:	20-JUL-88

C17
 NNE
 1/4-1/2
 2491
 Higher

WATER WHEEL CAR WASH
 27567 SIERRA
 CANYON COUNTRY, CA 91351

HAZNET S102799979
 Cortese N/A

Site 1 of 2 in cluster C

HAZNET:

Gepaid: CAC000962672
 Tepaid: CAT080011059
 Gen County: Los Angeles
 Tsd County: Los Angeles
 Tons: 3.1275
 Category: Unspecified organic liquid mixture
 Disposal Method: Recycler
 Contact: JOSEPH & ALBERT NABER
 Telephone: (805) 251-3600
 Mailing Address: 27567 SIERRA HWY
 CANYON COUNTRY, CA 91351
 County: Los Angeles

CORTESE:

Reg Id: I-05228
 Region: CORTESE
 Reg By: Leaking Underground Storage Tanks

C18
 NNE
 1/4-1/2
 2491
 Higher

WATER WHEEL CAR WASH
 27567 SIERRA HWY N
 SANTA CLARITA, CA 91351

LUST U002279815
 N/A

Site 2 of 2 in cluster C

State LUST:

Cross Street:	SOLEDAD CANYON RD		
Qty Leaked:	Not reported		
Case Number	I-05228		
Reg Board:	Los Angeles Region		
Chemical:	Gasoline		
Lead Agency:	Regional Board		
Local Agency :	19000		
Case Type:	Other ground water affected		
Status:	Remedial action (cleanup) in progress		
County:	Los Angeles		
Abate Method:	Vapor Extraction		
Review Date:	03/23/1990	Confirm Leak:	03/23/1990
Workplan:	07/13/1993	Prelim Assess:	07/13/1993

Map ID
Direction
Distance
Distance (ft.)
Elevation Site

MAP FINDINGS

Database(s) EDR ID Number
EPA ID Number

WATER WHEEL CAR WASH (Continued)

U002279815

Pollution Char: 07/18/1995 Remed Plan: 07/18/1995
Remed Action: Not reported Monitoring: Not reported
Close Date: Not reported
Release Date: 03/20/1990
Cleanup Fund Id: Not reported
Discover Date: 02/23/1990
Enforcement Dt: Not reported
Enf Type: Not reported
Enter Date: 04/18/1990
Funding: Federal Funds
Staff Initials: UNK
How Discovered: Other Means
How Stopped: Repair Tank
Interim: Yes
Lat/Lon: -118.4567386 / 34.4151433
Leak Cause: Unknown
Leak Source: Unknown
Local Case #: Not reported
Beneficial: Not reported
Staff: JT
MTBE Date: 12/01/1998
MTBE Tested: YES
Max MTBE GW: 24.825
GW Qualifies: Not reported
Max MTBE Soil: Not reported
Soil Qualifies: Not reported
Hydr Basin #: Not reported
Operator: ALBERT NABER
Oversight Prgm: UST
Priority: 1C
Review Date: 04/13/2001
Stop Date: Not reported
Office: Not reported
Work Suspended: Not reported
Responsible Party: ALBERT NABER
RP Address: 27567 SIERRA N. HWY.
Global Id: T0603703052
Org Name: Not reported
Contact Person: Not reported
MTBE Conc: 1
Mtb Fuel: 1
Water System Name: Not reported
Well Name: Not reported
Distance To Lust: 485.4519222017437811517383462
Waste Discharge Global ID: Not reported
Waste Disch Assigned Name: Not reported
Mtb Class: Not reported
Summary: 6/29/99 2ND QTR GW MON RPT 1999; 12/13/99 4TH QTR GW MON RPT 1999; 4/25/00 1ST QTR GW MON RPT 2000; 10/10/00 3RD QTR GW MON RPT 2000

LUST Region 4:
Report Date: 3/20/1990
Lead Agency: Regional Board
Local Agency: 19000
Case Number: I-05228
Substance: Gasoline
Case Type: Groundwater
Status: Remedial action (cleanup) in progress

Map ID
Direction
Distance
Distance (ft.)
Elevation Site

MAP FINDINGS

Database(s) EDR ID Number
EPA ID Number

WATER WHEEL CAR WASH (Continued)

U002279815

Region: 4
Staff: JT

19
NNW
1/4-1/2
2622
Lower

TEXACO
18727 SOLEDAD CANYON RD W
CANYON COUNTRY, CA 91351

LUST S102438544
N/A

State LUST:

Cross Street: VILNA AVE
Qty Leaked: Not reported
Case Number: I-09059
Reg Board: Los Angeles Region
Chemical: Gasoline
Lead Agency: Regional Board
Local Agency: 19000
Case Type: Other ground water affected
Status: Signed off, remedial action completed or deemed unnecessary
County: Los Angeles
Review Date: Not reported
Workplan: Not reported
Pollution Char: 04/21/1988
Remed Action: Not reported
Close Date: 10/29/1996
Release Date: 08/23/1985
Cleanup Fund Id: Not reported
Discover Date: 11/06/1985
Enforcement Dt: Not reported
Enf Type: Not reported
Enter Date: 12/31/1986
Funding: Not reported
Staff Initials: UNK
How Discovered: Tank Closure
How Stopped: Close Tank
Interim: Yes
Lat/Lon: -118.4593477 / 34.4160483
Leak Cause: Unknown
Leak Source: Unknown
Local Case #: Not reported
Beneficial: Not reported
Staff: UNK
MTBE Date: 01/01/1965
MTBE Tested: YES
Max MTBE GW: 2,400
GW Qualifies: Not reported
Max MTBE Soil: 0.46
Soil Qualifies: Not reported
Hydr Basin #: Not reported
Operator: KIRBY, J.
Oversight Prgm: UST
Priority: Not reported
Review Date: 01/04/2000
Stop Date: 11/06/1985
Office: Not reported
Work Suspended: Not reported
Responsible Party: TEXACO REFINING & MARKETING
RP Address: 10 UNIVERSAL CITY PLAZA, UNIVERSAL CITY CA 91608-7812
Global id: T0603703336

Confirm Leak: Not reported
Prelim Assess: Not reported
Remed Plan: 04/21/1988
Monitoring: Not reported

MAP FINDINGS

Map ID
 Direction
 Distance
 Distance (ft.)
 Elevation Site

Database(s) EDR ID Number
 EPA ID Number

TEXACO (Continued)

S102438544

Org Name: Not reported
 Contact Person: Not reported
 MTBE Conc: 2
 Mtbe Fuel: 1
 Water System Name: Not reported
 Well Name: Not reported
 Distance To Lust: 1015.9850677521201539195316957
 Waste Discharge Global ID: Not reported
 Waste Disch Assigned Name: Not reported
 Mtbe Class: Not reported
 Summary: APPROX. 700 CUBIC YARDS OF CONTAMINATED SOIL HAS BEEN EXCAVATED AND REMOVED. SITE ASSESSMENT REPORT REVEALS GROUNDWATER CONTAMINATION WITH BENZENE, TOLUENE AND HYDROCARBONS. UNDER QUARTERLY MONITORING. 2/14/97 WELL ABANDONME

LUST Region 4:

Report Date: 8/23/1985
 Lead Agency: Regional Board
 Local Agency: 19000
 Case Number: I-09059
 Substance: Gasoline
 Case Type: Groundwater
 Status: Signed off, remedial action completed or deemed unnecessary
 Region: 4
 Staff: Not reported

20
 SW
 1/2-1
 2705
 Lower

VIA PRINCESSA E/O SIERRA HWY
 UNINC, CA

CHMIRS S100280907
 N/A

CHMIRS:

OES Control Number: 9991457 DOT ID: 1993
 DOT Hazard Class: Flammable liquid
 Chemical Name: FLAMMABLE LIQUIDS
 Extent of Release: Not reported
 CAS Number: Not reported Quantity Released: 5
 Environmental Contamination: Ground Property Use: County/City Road
 Incident Date: 20-JUL-88 Date Completed: 20-JUL-88

21
 SSE
 1/2-1
 2865
 Higher

N/B SR-14 NORTH OF VIA PRINCESSA (PIT SC)
 UNINC, CA 91351

CHMIRS S100277471
 N/A

CHMIRS:

OES Control Number: Not reported DOT ID: Not reported
 DOT Hazard Class: Not Reported
 Chemical Name: Not reported
 Extent of Release: Not reported
 CAS Number: Not reported Quantity Released: Not reported
 Environmental Contamination: None Reported Property Use: Not reported
 Incident Date: Not reported Date Completed: Not reported

ORPHAN SUMMARY

City	EDR ID	Site Name	Site Address	Zip	Database(s)	Facility ID
CANYON	S102797745	SAUGUS UNION SCHOOL DISTRICT	CEDARCREEK SCHOOL	91351	HAZNET	CAC000923840
CANYON COUNTRY	U001587739	ASSOC. WATER WELL SUPPLY INC.	1700 SIERRA HWY.	91351	HIST UST	
CANYON COUNTRY	S104579076	BAKER CYLINDER HEADS	17205 W SIERRA HWY UNIT 101	91351	HAZNET	CAL000140889
CANYON COUNTRY	S103955171	CC AUTO CARE SRVC INC DBA CANYON	27125 SIERRA HWY UNIT 401	91351	HAZNET	CAD983600305
CANYON COUNTRY	U003777892	TEXACO/EQUILON #61-108-2065	18802 VIA PRINCESSA	91351	UST	026123
CANYON COUNTRY	U003777559	MOBIL OIL CORP S/S #18-VBV	18755 VIA PRINCESSA	91351	UST	024033
NEWHALL	S103878598	HURT'S TRANSPORTATION	SAN FERNANDO ROAD	91321	CA SLIC	
NEWHALL	S103441713	VAIL AVENUE PIT	VAIL AVE.	91321	VMUDS/SWAT	
SANTA CLARITA	S105053542	LEINER HEALTH PRODUCTS	27655 AVE HOPKINS #B		HAZNET, LOS ANGELES CO. HMS	016034-023125
SANTA CLARITA	S103678350	MURPHY IND COAT SANTA CLARITA	BTWN MI POSTS 50.3 / 60.0 ON I		HAZNET	CAP600928452
SANTA CLARITA	S103340303	BILL SMALL'S MUD SUMP	END OF AVENUE OF THE OAKS		SWF/LF	19-AQ-5085
SANTA CLARITA	S103340253	BILL SMALL'S MUD SUMP	AT END OF AVENUE OF THE OAKS		SWF/LF	19-AA-5384
SANTA CLARITA	S103637650	S AND H ALL TUNE INC	18436 SIERRA HWY UNIT A	91351	HAZNET	CAL000102855
SANTA CLARITA	S103635879	MY TIRE STORE	171957 SIERRA HWY	91351	HAZNET	CAL000160182
SANTA CLARITA	S103990638	TEXACO GAS STATION	18802 VIA PRINCESSA	91351	HAZNET	CAC001376232
SANTA CLARITA	S103978044	MOBIL OIL CORPORATION VBV	18755 VIA PRINCESSA	91351	HAZNET	CAL000161830

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

To maintain currency of the following federal and state databases, EDR contacts the appropriate governmental agency on a monthly or quarterly basis, as required.

Elapsed ASTM days: Provides confirmation that this EDR report meets or exceeds the 90-day updating requirement of the ASTM standard.

FEDERAL ASTM STANDARD RECORDS

NPL: National Priority List

Source: EPA

Telephone: N/A

National Priorities List (Superfund). The NPL is a subset of CERCLIS and identifies over 1,200 sites for priority cleanup under the Superfund Program. NPL sites may encompass relatively large areas. As such, EDR provides polygon coverage for over 1,000 NPL site boundaries produced by EPA's Environmental Photographic Interpretation Center (EPIC) and regional EPA offices.

Date of Government Version: 10/22/01

Date Made Active at EDR: 12/11/01

Database Release Frequency: Semi-Annually

Date of Data Arrival at EDR: 11/05/01

Elapsed ASTM days: 36

Date of Last EDR Contact: 11/05/01

NPL Site Boundaries

Sources:

EPA's Environmental Photographic Interpretation Center (EPIC)
Telephone: 202-564-7333

EPA Region 1
Telephone 617-918-1143

EPA Region 3
Telephone 215-814-5418

EPA Region 4
Telephone 404-562-8033

EPA Region 6
Telephone: 214-655-6659

EPA Region 8
Telephone: 303-312-6774

Proposed NPL: Proposed National Priority List Sites

Source: EPA

Telephone: N/A

Date of Government Version: 10/22/01

Date Made Active at EDR: 12/11/01

Database Release Frequency: Semi-Annually

Date of Data Arrival at EDR: 11/05/01

Elapsed ASTM days: 36

Date of Last EDR Contact: 11/05/01

CERCLIS: Comprehensive Environmental Response, Compensation, and Liability Information System

Source: EPA

Telephone: 703-413-0223

CERCLIS contains data on potentially hazardous waste sites that have been reported to the USEPA by states, municipalities, private companies and private persons, pursuant to Section 103 of the Comprehensive Environmental Response, Compensation, and Liability Act (CERCLA). CERCLIS contains sites which are either proposed to or on the National Priorities List (NPL) and sites which are in the screening and assessment phase for possible inclusion on the NPL.

Date of Government Version: 07/12/01

Date Made Active at EDR: 10/16/01

Database Release Frequency: Quarterly

Date of Data Arrival at EDR: 09/24/01

Elapsed ASTM days: 22

Date of Last EDR Contact: 09/24/01

CERCLIS-NFRAP: CERCLIS No Further Remedial Action Planned

Source: EPA

Telephone: 703-413-0223

As of February 1995, CERCLIS sites designated "No Further Remedial Action Planned" (NFRAP) have been removed from CERCLIS. NFRAP sites may be sites where, following an initial investigation, no contamination was found, contamination was removed quickly without the need for the site to be placed on the NPL, or the contamination was not serious enough to require Federal Superfund action or NPL consideration. EPA has removed approximately 25,000 NFRAP sites to lift the unintended barriers to the redevelopment of these properties and has archived them as historical records so EPA does not needlessly repeat the investigations in the future. This policy change is part of the EPA's Brownfields Redevelopment Program to help cities, states, private investors and affected citizens to promote economic redevelopment of unproductive urban sites.

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

Date of Government Version: 07/12/01
Date Made Active at EDR: 10/16/01
Database Release Frequency: Quarterly

Date of Data Arrival at EDR: 09/24/01
Elapsed ASTM days: 22
Date of Last EDR Contact: 09/24/01

CORRACTS: Corrective Action Report

Source: EPA
Telephone: 800-424-9346

CORRACTS identifies hazardous waste handlers with RCRA corrective action activity.

Date of Government Version: 09/20/01
Date Made Active at EDR: 10/30/01
Database Release Frequency: Semi-Annually

Date of Data Arrival at EDR: 09/24/01
Elapsed ASTM days: 36
Date of Last EDR Contact: 09/11/01

RCRIS: Resource Conservation and Recovery information System

Source: EPA/NTIS
Telephone: 800-424-9346

Resource Conservation and Recovery Information System. RCRIS includes selective information on sites which generate, transport, store, treat and/or dispose of hazardous waste as defined by the Resource Conservation and Recovery Act (RCRA).

Date of Government Version: 06/21/00
Date Made Active at EDR: 07/31/00
Database Release Frequency: Varies

Date of Data Arrival at EDR: 07/10/00
Elapsed ASTM days: 21
Date of Last EDR Contact: 11/07/01

ERNS: Emergency Response Notification System

Source: EPA/NTIS
Telephone: 202-260-2342

Emergency Response Notification System. ERNS records and stores information on reported releases of oil and hazardous substances.

Date of Government Version: 08/08/00
Date Made Active at EDR: 09/06/00
Database Release Frequency: Varies

Date of Data Arrival at EDR: 08/11/00
Elapsed ASTM days: 26
Date of Last EDR Contact: 10/25/01

FEDERAL ASTM SUPPLEMENTAL RECORDS

BRS: Biennial Reporting System

Source: EPA/NTIS
Telephone: 800-424-9346

The Biennial Reporting System is a national system administered by the EPA that collects data on the generation and management of hazardous waste. BRS captures detailed data from two groups: Large Quantity Generators (LQG) and Treatment, Storage, and Disposal Facilities.

Date of Government Version: 12/31/99
Database Release Frequency: Biennially

Date of Last EDR Contact: 09/18/01
Date of Next Scheduled EDR Contact: 12/17/01

CONSENT: Superfund (CERCLA) Consent Decrees

Source: EPA Regional Offices
Telephone: Varies

Major legal settlements that establish responsibility and standards for cleanup at NPL (Superfund) sites. Released periodically by United States District Courts after settlement by parties to litigation matters.

Date of Government Version: N/A
Database Release Frequency: Varies

Date of Last EDR Contact: N/A
Date of Next Scheduled EDR Contact: N/A

ROD: Records Of Decision

Source: NTIS
Telephone: 703-416-0223

Record of Decision. ROD documents mandate a permanent remedy at an NPL (Superfund) site containing technical and health information to aid in the cleanup.

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

Date of Government Version: 09/30/00
Database Release Frequency: Annually

Date of Last EDR Contact: 10/09/01
Date of Next Scheduled EDR Contact: 01/07/02

DELISTED NPL: National Priority List Deletions

Source: EPA
Telephone: N/A

The National Oil and Hazardous Substances Pollution Contingency Plan (NCP) establishes the criteria that the EPA uses to delete sites from the NPL. In accordance with 40 CFR 300.425.(e), sites may be deleted from the NPL where no further response is appropriate.

Date of Government Version: 11/13/01
Database Release Frequency: Semi-Annually

Date of Last EDR Contact: 11/05/01
Date of Next Scheduled EDR Contact: 02/04/02

FINDS: Facility Index System/Facility Identification Initiative Program Summary Report

Source: EPA
Telephone: N/A

Facility Index System. FINDS contains both facility information and 'pointers' to other sources that contain more detail. EDR includes the following FINDS databases in this report: PCS (Permit Compliance System), AIRS (Aerometric Information Retrieval System), DOCKET (Enforcement Docket used to manage and track information on civil judicial enforcement cases for all environmental statutes), FURS (Federal Underground Injection Control), C-DOCKET (Criminal Docket System used to track criminal enforcement actions for all environmental statutes), FFIS (Federal Facilities Information System), STATE (State Environmental Laws and Statutes), and PAOS (PCB Activity Data System).

Date of Government Version: 10/29/01
Database Release Frequency: Quarterly

Date of Last EDR Contact: 10/08/01
Date of Next Scheduled EDR Contact: 01/07/02

HMIRS: Hazardous Materials Information Reporting System

Source: U.S. Department of Transportation
Telephone: 202-366-4526

Hazardous Materials Incident Report System. HMIRS contains hazardous material spill incidents reported to DOT.

Date of Government Version: 05/31/01
Database Release Frequency: Annually

Date of Last EDR Contact: 10/22/01
Date of Next Scheduled EDR Contact: 01/21/02

MLTS: Material Licensing Tracking System

Source: Nuclear Regulatory Commission
Telephone: 301-415-7169

MLTS is maintained by the Nuclear Regulatory Commission and contains a list of approximately 8,100 sites which possess or use radioactive materials and which are subject to NRC licensing requirements. To maintain currency, EDR contacts the Agency on a quarterly basis.

Date of Government Version: 05/29/01
Database Release Frequency: Quarterly

Date of Last EDR Contact: 10/08/01
Date of Next Scheduled EDR Contact: 01/07/02

MINES: Mines Master Index File

Source: Department of Labor, Mine Safety and Health Administration
Telephone: 303-231-5959

Date of Government Version: 08/24/01
Database Release Frequency: Semi-Annually

Date of Last EDR Contact: 10/01/01
Date of Next Scheduled EDR Contact: 12/31/01

NPL LIENS: Federal Superfund Liens

Source: EPA
Telephone: 205-564-4267

Federal Superfund Liens. Under the authority granted the USEPA by the Comprehensive Environmental Response, Compensation and Liability Act (CERCLA) of 1980, the USEPA has the authority to file liens against real property in order to recover remedial action expenditures or when the property owner receives notification of potential liability. USEPA compiles a listing of filed notices of Superfund Liens.

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

Date of Government Version: 10/15/91
Database Release Frequency: No Update Planned

Date of Last EDR Contact: 11/19/01
Date of Next Scheduled EDR Contact: 02/18/02

PADS: PCB Activity Database System

Source: EPA
Telephone: 202-260-3936

PCB Activity Database. PADS Identifies generators, transporters, commercial storers and/or brokers and disposers of PCB's who are required to notify the EPA of such activities.

Date of Government Version: 09/30/01
Database Release Frequency: Annually

Date of Last EDR Contact: 11/13/01
Date of Next Scheduled EDR Contact: 02/12/02

RAATS: RCRA Administrative Action Tracking System

Source: EPA
Telephone: 202-564-4104

RCRA Administration Action Tracking System. RAATS contains records based on enforcement actions issued under RCRA pertaining to major violators and includes administrative and civil actions brought by the EPA. For administration actions after September 30, 1995, data entry in the RAATS database was discontinued. EPA will retain a copy of the database for historical records. It was necessary to terminate RAATS because a decrease in agency resources made it impossible to continue to update the information contained in the database.

Date of Government Version: 04/17/95
Database Release Frequency: No Update Planned

Date of Last EDR Contact: 09/13/01
Date of Next Scheduled EDR Contact: 12/10/01

TRIS: Toxic Chemical Release Inventory System

Source: EPA
Telephone: 202-260-1531

Toxic Release Inventory System. TRIS identifies facilities which release toxic chemicals to the air, water and land in reportable quantities under SARA Title III Section 313.

Date of Government Version: 12/31/99
Database Release Frequency: Annually

Date of Last EDR Contact: 09/24/01
Date of Next Scheduled EDR Contact: 12/24/01

TSCA: Toxic Substances Control Act

Source: EPA
Telephone: 202-260-1444

Toxic Substances Control Act. TSCA identifies manufacturers and importers of chemical substances included on the TSCA Chemical Substance Inventory list. It includes data on the production volume of these substances by plant site.

Date of Government Version: 12/31/98
Database Release Frequency: Every 4 Years

Date of Last EDR Contact: 10/24/01
Date of Next Scheduled EDR Contact: 01/21/02

FTTS: FIFRA/ TSCA Tracking System - FIFRA (Federal Insecticide, Fungicide, & Rodenticide Act)/TSCA (Toxic Substances Control Act)

Source: EPA/Office of Prevention, Pesticides and Toxic Substances
Telephone: 202-564-2501

FTTS tracks administrative cases and pesticide enforcement actions and compliance activities related to FIFRA, TSCA and EPCRA (Emergency Planning and Community Right-to-Know Act). To maintain currency, EDR contacts the Agency on a quarterly basis.

Date of Government Version: 07/19/01
Database Release Frequency: Quarterly

Date of Last EDR Contact: 09/25/01
Date of Next Scheduled EDR Contact: 12/24/01

FTTS INSP: FIFRA/ TSCA Tracking System - FIFRA (Federal Insecticide, Fungicide, & Rodenticide Act)/TSCA (Toxic Substances Control Act)

Source: EPA
Telephone: 202-564-2501

Date of Government Version: 07/19/01
Database Release Frequency: Quarterly

Date of Last EDR Contact: 09/25/01
Date of Next Scheduled EDR Contact: 12/24/01

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

STATE OF CALIFORNIA ASTM STANDARD RECORDS

AWP: Annual Workplan Sites

Source: California Environmental Protection Agency
Telephone: 916-323-3400

Known Hazardous Waste Sites. California DTSC's Annual Workplan (AWP), formerly BEP, identifies known hazardous substance sites targeted for cleanup.

Date of Government Version: 11/08/00
Date Made Active at EDR: 03/02/01
Database Release Frequency: Annually

Date of Data Arrival at EDR: 01/31/01
Elapsed ASTM days: 30
Date of Last EDR Contact: 10/30/01

CAL-SITES: Calsites Database

Source: Department of Toxic Substance Control
Telephone: 916-323-3400

The Calsites database contains potential or confirmed hazardous substance release properties. In 1996, California EPA reevaluated and significantly reduced the number of sites in the Calsites database.

Date of Government Version: 10/01/00
Date Made Active at EDR: 11/22/00
Database Release Frequency: Quarterly

Date of Data Arrival at EDR: 10/30/00
Elapsed ASTM days: 23
Date of Last EDR Contact: 10/16/01

CHMIRS: California Hazardous Material Incident Report System

Source: Office of Emergency Services
Telephone: 916-464-3283

California Hazardous Material Incident Reporting System. CHMIRS contains information on reported hazardous material incidents (accidental releases or spills).

Date of Government Version: 12/31/94
Date Made Active at EDR: 04/24/95
Database Release Frequency: No Update Planned

Date of Data Arrival at EDR: 03/13/95
Elapsed ASTM days: 42
Date of Last EDR Contact: 11/26/01

CORTESE: "Cortese" Hazardous Waste & Substances Sites List

Source: CAL EPA/Office of Emergency Information
Telephone: 916-445-6532

The sites for the list are designated by the State Water Resource Control Board (LUST), the Integrated Waste Board (SWF/LS), and the Department of Toxic Substances Control (Cal-Sites).

Date of Government Version: 04/01/01
Date Made Active at EDR: 07/26/01
Database Release Frequency: Varies

Date of Data Arrival at EDR: 05/29/01
Elapsed ASTM days: 58
Date of Last EDR Contact: 10/30/01

NOTIFY 65: Proposition 65 Records

Source: State Water Resources Control Board
Telephone: 916-657-0696

Proposition 65 Notification Records. NOTIFY 65 contains facility notifications about any release which could impact drinking water and thereby expose the public to a potential health risk.

Date of Government Version: 10/21/93
Date Made Active at EDR: 11/19/93
Database Release Frequency: No Update Planned

Date of Data Arrival at EDR: 11/01/93
Elapsed ASTM days: 18
Date of Last EDR Contact: 10/22/01

TOXIC PITS: Toxic Pits Cleanup Act Sites

Source: State Water Resources Control Board
Telephone: 916-227-4364

Toxic PITS Cleanup Act Sites. TOXIC PITS identifies sites suspected of containing hazardous substances where cleanup has not yet been completed.

Date of Government Version: 07/01/95
Date Made Active at EDR: 09/26/95
Database Release Frequency: No Update Planned

Date of Data Arrival at EDR: 08/30/95
Elapsed ASTM days: 27
Date of Last EDR Contact: 11/05/01

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

SWF/LF (SWIS): Solid Waste Information System

Source: Integrated Waste Management Board

Telephone: 916-341-6320

Active, Closed and Inactive Landfills. SWF/LF records typically contain an inventory of solid waste disposal facilities or landfills. These may be active or inactive facilities or open dumps that failed to meet RCRA Section 4004 criteria for solid waste landfills or disposal sites.

Date of Government Version: 09/20/01

Date Made Active at EDR: 10/19/01

Database Release Frequency: Quarterly

Date of Data Arrival at EDR: 09/21/01

Elapsed ASTM days: 28

Date of Last EDR Contact: 09/21/01

WMUDS/SWAT: Waste Management Unit Database

Source: State Water Resources Control Board

Telephone: 916-227-4448

Waste Management Unit Database System. WMUDS is used by the State Water Resources Control Board staff and the Regional Water Quality Control Boards for program tracking and inventory of waste management units. WMUDS is composed of the following databases: Facility Information, Scheduled Inspections Information, Waste Management Unit Information, SWAT Program Information, SWAT Report Summary Information, SWAT Report Summary Data, Chapter 15 (formerly Subchapter 15) Information, Chapter 15 Monitoring Parameters, TPCA Program Information, RCRA Program Information, Closure Information, and Interested Parties Information.

Date of Government Version: 04/01/00

Date Made Active at EDR: 05/10/00

Database Release Frequency: Quarterly

Date of Data Arrival at EDR: 04/10/00

Elapsed ASTM days: 30

Date of Last EDR Contact: 09/13/01

LUST: Leaking Underground Storage Tank Information System

Source: State Water Resources Control Board

Telephone: 916-445-6532

Leaking Underground Storage Tank Incident Reports. LUST records contain an inventory of reported leaking underground storage tank incidents. Not all states maintain these records, and the information stored varies by state.

Date of Government Version: 08/07/01

Date Made Active at EDR: 09/07/01

Database Release Frequency: Quarterly

Date of Data Arrival at EDR: 08/09/01

Elapsed ASTM days: 29

Date of Last EDR Contact: 11/08/01

CA BOND EXP. PLAN: Bond Expenditure Plan

Source: Department of Health Services

Telephone: 916-255-2118

Department of Health Services developed a site-specific expenditure plan as the basis for an appropriation of Hazardous Substance Cleanup Bond Act funds. It is not updated.

Date of Government Version: 01/01/89

Date Made Active at EDR: 08/02/94

Database Release Frequency: No Update Planned

Date of Data Arrival at EDR: 07/27/94

Elapsed ASTM days: 6

Date of Last EDR Contact: 05/31/94

CA UST:

UST: Active UST Facilities

Source: SWRCB

Telephone: 916-341-5700

Active UST facilities gathered from the local regulatory agencies

Date of Government Version: 10/30/01

Date Made Active at EDR: 11/14/01

Database Release Frequency: Semi-Annually

Date of Data Arrival at EDR: 11/05/01

Elapsed ASTM days: 9

Date of Last EDR Contact: 10/15/01

CA FID UST: Facility Inventory Database

Source: California Environmental Protection Agency

Telephone: 916-445-6532

The Facility Inventory Database (FID) contains a historical listing of active and inactive underground storage tank locations from the State Water Resource Control Board. Refer to local/county source for current data.

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

Date of Government Version: 10/31/94
Date Made Active at EDR: 09/29/95
Database Release Frequency: No Update Planned

Date of Data Arrival at EDR: 09/05/95
Elapsed ASTM days: 24
Date of Last EDR Contact: 12/28/98

HIST UST: Hazardous Substance Storage Container Database

Source: State Water Resources Control Board
Telephone: 916-227-4408

The Hazardous Substance Storage Container Database is a historical listing of UST sites. Refer to local/county source for current data.

Date of Government Version: 10/15/90
Date Made Active at EDR: 02/12/91
Database Release Frequency: No Update Planned

Date of Data Arrival at EDR: 01/25/91
Elapsed ASTM days: 18
Date of Last EDR Contact: 07/26/01

STATE OF CALIFORNIA ASTM SUPPLEMENTAL RECORDS

AST: Aboveground Petroleum Storage Tank Facilities

Source: State Water Resources Control Board
Telephone: 916-227-4382

Registered Aboveground Storage Tanks.

Date of Government Version: 08/21/01
Database Release Frequency: Quarterly

Date of Last EDR Contact: 11/05/01
Date of Next Scheduled EDR Contact: 02/04/02

CLEANERS: Drycleaner Facilities

Source: Department of Toxic Substance Control
Telephone: 916-225-0873

A list of drycleaner related facilities that have EPA ID numbers. These are facilities with certain SIC codes: power laundries, family and commercial; garment pressing and cleaner's agents; linen supply; coin-operated laundries and cleaning; drycleaning plants, except rugs; carpet and upholster cleaning; industrial laundriers; laundry and garment services.

Date of Government Version: 07/27/01
Database Release Frequency: Annually

Date of Last EDR Contact: 10/08/01
Date of Next Scheduled EDR Contact: 01/07/02

CA WDS: Waste Discharge System

Source: State Water Resources Control Board
Telephone: 916-657-1571

Sites which have been issued waste discharge requirements.

Date of Government Version: 07/19/01
Database Release Frequency: Quarterly

Date of Last EDR Contact: 09/25/01
Date of Next Scheduled EDR Contact: 12/24/01

HAZNET: Hazardous Waste Information System

Source: California Environmental Protection Agency
Telephone: 916-255-1136

Facility and Manifest Data. The data is extracted from the copies of hazardous waste manifests received each year by the DTSC. The annual volume of manifests is typically 700,000 - 1,000,000 annually, representing approximately 350,000 - 500,000 shipments. Data are from the manifests submitted without correction, and therefore many contain some invalid values for data elements such as generator ID, TSD ID, waste category, and disposal method.

Date of Government Version: 12/31/00
Database Release Frequency: Annually

Date of Last EDR Contact: 11/13/01
Date of Next Scheduled EDR Contact: 02/11/01

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

LOCAL RECORDS

ALAMEDA COUNTY:

Local Oversight Program Listing of UGT Cleanup Sites

Source: Alameda County Environmental Health Services
Telephone: 510-567-8700

Date of Government Version: 07/01/01
Database Release Frequency: Semi-Annually

Date of Last EDR Contact: 10/30/01
Date of Next Scheduled EDR Contact: 01/28/02

Underground Tanks

Source: Alameda County Environmental Health Services
Telephone: 510-567-8700

Date of Government Version: 12/01/00
Database Release Frequency: Semi-Annually

Date of Last EDR Contact: 10/30/01
Date of Next Scheduled EDR Contact: 01/28/02

CONTRA COSTA COUNTY:

Site List

Source: Contra Costa Health Services Department
Telephone: 925-646-2286

List includes sites from the underground tank, hazardous waste generator and business plan/2185 programs.

Date of Government Version: 09/01/00
Database Release Frequency: Semi-Annually

Date of Last EDR Contact: 09/04/01
Date of Next Scheduled EDR Contact: 12/03/01

FRESNO COUNTY:

CUPA Resources List

Source: Dept. of Community Health
Telephone: 559-445-3271

Certified Unified Program Agency. CUPA's are responsible for implementing a unified hazardous materials and hazardous waste management regulatory program. The agency provides oversight of businesses that deal with hazardous materials, operate underground storage tanks or aboveground storage tanks.

Date of Government Version: 11/14/01
Database Release Frequency: N/A

Date of Last EDR Contact: 11/13/01
Date of Next Scheduled EDR Contact: 02/11/02

KERN COUNTY:

Underground Storage Tank Sites & Tanks Listing

Source: Kern County Environment Health Services Department
Telephone: 661-862-8700

Kern County Sites and Tanks Listing.

Date of Government Version: 08/01/01
Database Release Frequency: Quarterly

Date of Last EDR Contact: 12/03/01
Date of Next Scheduled EDR Contact: 03/04/02

LOS ANGELES COUNTY:

List of Solid Waste Facilities

Source: La County Department of Public Works
Telephone: 818-458-5185

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

Date of Government Version: 09/16/98
Database Release Frequency: Varies

Date of Last EDR Contact: 11/19/01
Date of Next Scheduled EDR Contact: 02/18/02

City of El Segundo Underground Storage Tank
Source: City of El Segundo Fire Department
Telephone: 310-607-2239

Date of Government Version: 11/01/01
Database Release Frequency: Semi-Annually

Date of Last EDR Contact: 11/19/01
Date of Next Scheduled EDR Contact: 02/18/02

City of Long Beach Underground Storage Tank
Source: City of Long Beach Fire Department
Telephone: 562-570-2543

Date of Government Version: 10/01/99
Database Release Frequency: Annually

Date of Last EDR Contact: 11/26/01
Date of Next Scheduled EDR Contact: 02/25/02

City of Torrance Underground Storage Tank
Source: City of Torrance Fire Department
Telephone: 310-618-2973

Date of Government Version: 02/01/01
Database Release Frequency: Semi-Annually

Date of Last EDR Contact: 11/19/01
Date of Next Scheduled EDR Contact: 02/18/02

City of Los Angeles Landfills
Source: Engineering & Construction Division
Telephone: 213-473-7869

Date of Government Version: 08/31/99
Database Release Frequency: Semi-Annually

Date of Last EDR Contact: 09/19/01
Date of Next Scheduled EDR Contact: 12/17/01

HMS: Street Number List
Source: Department of Public Works
Telephone: 626-458-3517
Industrial Waste and Underground Storage Tank Sites.

Date of Government Version: 06/28/01
Database Release Frequency: Semi-Annually

Date of Last EDR Contact: 11/19/01
Date of Next Scheduled EDR Contact: 02/18/02

Site Mitigation List
Source: Community Health Services
Telephone: 323-890-7806
Industrial sites that have had some sort of spill or complaint.

Date of Government Version: 01/11/01
Database Release Frequency: Annually

Date of Last EDR Contact: 11/19/01
Date of Next Scheduled EDR Contact: 02/18/02

San Gabriel Valley Areas of Concern
Source: EPA Region 9
Telephone: 415-744-2407
San Gabriel Valley areas where VOC contamination is at or above the MCL as designated by region 9 EPA office.

Date of Government Version: 12/31/98
Database Release Frequency: N/A

Date of Last EDR Contact: 06/29/99
Date of Next Scheduled EDR Contact: N/A

MARIN COUNTY:

Underground Storage Tank Sites
Source: Public Works Department Waste Management
Telephone: 415-499-6647
Currently permitted USTs in Marin County.

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

Date of Government Version: 03/05/01
Database Release Frequency: Semi-Annually

Date of Last EDR Contact: 11/05/01
Date of Next Scheduled EDR Contact: 02/04/02

NAPA COUNTY:

Sites With Reported Contamination

Source: Napa County Department of Environmental Management
Telephone: 707-253-4269

Date of Government Version: 10/01/01
Database Release Frequency: Semi-Annually

Date of Last EDR Contact: 10/02/01
Date of Next Scheduled EDR Contact: 12/31/01

Closed and Operating Underground Storage Tank Sites

Source: Napa County Department of Environmental Management
Telephone: 707-253-4269

Date of Government Version: 10/01/01
Database Release Frequency: Annually

Date of Last EDR Contact: 10/02/01
Date of Next Scheduled EDR Contact: 12/31/01

ORANGE COUNTY:

List of Underground Storage Tank Cleanups

Source: Health Care Agency
Telephone: 714-834-3446
Orange County Underground Storage Tank Cleanups (LUST).

Date of Government Version: 09/20/01
Database Release Frequency: Quarterly

Date of Last EDR Contact: 09/11/01
Date of Next Scheduled EDR Contact: 12/10/01

List of Underground Storage Tank Facilities

Source: Health Care Agency
Telephone: 714-834-3446
Orange County Underground Storage Tank Facilities (UST).

Date of Government Version: 09/25/01
Database Release Frequency: Quarterly

Date of Last EDR Contact: 09/11/01
Date of Next Scheduled EDR Contact: 12/10/01

List of Industrial Site Cleanups

Source: Health Care Agency
Telephone: 714-834-3446
Petroleum and non-petroleum spills.

Date of Government Version: 10/24/00
Database Release Frequency: Annually

Date of Last EDR Contact: 09/11/01
Date of Next Scheduled EDR Contact: 12/10/01

PLACER COUNTY:

Master List of Facilities

Source: Placer County Health and Human Services
Telephone: 530-889-7335
List includes aboveground tanks, underground tanks and cleanup sites.

Date of Government Version: 09/25/01
Database Release Frequency: Semi-Annually

Date of Last EDR Contact: 09/25/01
Date of Next Scheduled EDR Contact: 12/24/01

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

RIVERSIDE COUNTY:

Listing of Underground Tank Cleanup Sites

Source: Department of Public Health

Telephone: 909-358-5055

Riverside County Underground Storage Tank Cleanup Sites (LUST).

Date of Government Version: 09/05/01

Database Release Frequency: Quarterly

Date of Last EDR Contact: 10/22/01

Date of Next Scheduled EDR Contact: 01/21/02

Underground Storage Tank Tank List

Source: Health Services Agency

Telephone: 909-358-5055

Date of Government Version: 08/01/01

Database Release Frequency: Quarterly

Date of Last EDR Contact: 10/22/01

Date of Next Scheduled EDR Contact: 01/21/02

SACRAMENTO COUNTY:

CS - Contaminated Sites

Source: Sacramento County Environmental Management

Telephone: 916-875-8450

Date of Government Version: 08/08/01

Database Release Frequency: Quarterly

Date of Last EDR Contact: 11/05/01

Date of Next Scheduled EDR Contact: 02/04/02

ML - Regulatory Compliance Master List

Source: Sacramento County Environmental Management

Telephone: 916-875-8450

Any business that has hazardous materials on site - hazardous material storage sites, underground storage tanks, waste generators.

Date of Government Version: 08/08/01

Database Release Frequency: Quarterly

Date of Last EDR Contact: 11/05/01

Date of Next Scheduled EDR Contact: 02/04/02

SAN BERNARDINO COUNTY:

Hazardous Material Permits

Source: San Bernardino County Fire Department Hazardous Materials Division

Telephone: 909-387-3041

This listing includes underground storage tanks, medical waste handlers/generators, hazardous materials handlers, hazardous waste generators, and waste oil generators/handlers.

Date of Government Version: 08/13/01

Database Release Frequency: Quarterly

Date of Last EDR Contact: 08/13/01

Date of Next Scheduled EDR Contact: 12/10/01

SAN DIEGO COUNTY:

Solid Waste Facilities

Source: Department of Health Services

Telephone: 619-338-2209

San Diego County Solid Waste Facilities.

Date of Government Version: 07/01/98

Database Release Frequency: Annually

Date of Last EDR Contact: 11/30/01

Date of Next Scheduled EDR Contact: 02/25/02

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

Hazardous Materials Management Division Database

Source: Hazardous Materials Management Division
Telephone: 619-338-2268

The database includes: HE58 - This report contains the business name, site address, business phone number, establishment 'H' permit number, type of permit, and the business status. HE17 - In addition to providing the same information provided in the HE58 listing, HE17 provides inspection dates, violations received by the establishment, hazardous waste generated, the quantity, method of storage, treatment/disposal of waste and the hauler, and information on underground storage tanks. Unauthorized Release List - Includes a summary of environmental contamination cases in San Diego County (underground tank cases, non-tank cases, groundwater contamination, and soil contamination are included.)

Date of Government Version: 10/08/01
Database Release Frequency: Quarterly

Date of Last EDR Contact: 10/08/01
Date of Next Scheduled EDR Contact: 01/07/02

SAN FRANCISCO COUNTY:

Local Oversight Facilities

Source: Department Of Public Health San Francisco County
Telephone: 415-252-3920

Date of Government Version: 09/01/01
Database Release Frequency: Quarterly

Date of Last EDR Contact: 09/11/01
Date of Next Scheduled EDR Contact: 12/10/01

Underground Storage Tank Information

Source: Department of Public Health
Telephone: 415-252-3920

Date of Government Version: 09/01/01
Database Release Frequency: Quarterly

Date of Last EDR Contact: 09/11/01
Date of Next Scheduled EDR Contact: 12/10/01

SAN MATEO COUNTY:

Fuel Leak List

Source: San Mateo County Environmental Health Services Division
Telephone: 650-363-1921

Date of Government Version: 07/05/01
Database Release Frequency: Semi-Annually

Date of Last EDR Contact: 10/30/01
Date of Next Scheduled EDR Contact: 01/28/02

Business Inventory

Source: San Mateo County Environmental Health Services Division
Telephone: 650-363-1921

List includes Hazardous Materials Business Plan, hazardous waste generators, and underground storage tanks.

Date of Government Version: 05/15/01
Database Release Frequency: Annually

Date of Last EDR Contact: 10/16/01
Date of Next Scheduled EDR Contact: 01/14/02

SANTA CLARA COUNTY:

Fuel Leak Site Activity Report

Source: Santa Clara Valley Water District
Telephone: 408-927-0710

Date of Government Version: 07/09/01
Database Release Frequency: Semi-Annually

Date of Last EDR Contact: 10/01/01
Date of Next Scheduled EDR Contact: 12/31/01

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

Hazardous Material Facilities

Source: City of San Jose Fire Department
Telephone: 408-277-4659

Date of Government Version: 06/13/00
Database Release Frequency: Quarterly

Date of Last EDR Contact: 09/11/01
Date of Next Scheduled EDR Contact: 12/10/01

SOLANO COUNTY:

Leaking Underground Storage Tanks

Source: Solano County Department of Environmental Management
Telephone: 707-421-6770

Date of Government Version: 07/01/01
Database Release Frequency: Quarterly

Date of Last EDR Contact: 09/19/01
Date of Next Scheduled EDR Contact: 12/17/01

Underground Storage Tanks

Source: Solano County Department of Environmental Management
Telephone: 707-421-6770

Date of Government Version: 07/01/01
Database Release Frequency: Quarterly

Date of Last EDR Contact: 09/19/01
Date of Next Scheduled EDR Contact: 12/17/01

SONOMA COUNTY:

Leaking Underground Storage Tank Sites

Source: Department of Health Services
Telephone: 707-525-6565

Date of Government Version: 07/25/01
Database Release Frequency: Quarterly

Date of Last EDR Contact: 10/30/01
Date of Next Scheduled EDR Contact: 01/28/02

SUTTER COUNTY:

Underground Storage Tanks

Source: Sutter County Department of Agriculture
Telephone: 530-822-7500

Date of Government Version: 07/01/01
Database Release Frequency: Semi-Annually

Date of Last EDR Contact: 10/09/01
Date of Next Scheduled EDR Contact: 01/07/02

VENTURA COUNTY:

Inventory of Illegal Abandoned and Inactive Sites

Source: Environmental Health Division
Telephone: 805-654-2813
Ventura County Inventory of Closed, Illegal Abandoned, and Inactive Sites.

Date of Government Version: 04/02/01
Database Release Frequency: Annually

Date of Last EDR Contact: 11/26/01
Date of Next Scheduled EDR Contact: 02/25/02

Listing of Underground Tank Cleanup Sites

Source: Environmental Health Division
Telephone: 805-654-2813
Ventura County Underground Storage Tank Cleanup Sites (LUST).

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

Date of Government Version: 05/24/01
Database Release Frequency: Quarterly

Date of Last EDR Contact: 09/19/01
Date of Next Scheduled EDR Contact: 12/17/01

Underground Tank Closed Sites List

Source: Environmental Health Division
Telephone: 805-654-2813

Ventura County Operating Underground Storage Tank Sites (UST)/Underground Tank Closed Sites List.

Date of Government Version: 05/24/01
Database Release Frequency: Quarterly

Date of Last EDR Contact: 10/16/01
Date of Next Scheduled EDR Contact: 01/14/02

Business Plan, Hazardous Waste Producers, and Operating Underground Tanks

Source: Ventura County Environmental Health Division
Telephone: 805-654-2813

The BWT list indicates by site address whether the Environmental Health Division has Business Plan (B), Waste Producer (W), and/or Underground Tank (T) information.

Date of Government Version: 09/10/01
Database Release Frequency: Quarterly

Date of Last EDR Contact: 09/18/01
Date of Next Scheduled EDR Contact: 12/17/01

YOLO COUNTY:

Underground Storage Tank Comprehensive Facility Report

Source: Yolo County Department of Health
Telephone: 530-666-8646

Date of Government Version: 01/23/01
Database Release Frequency: Annually

Date of Last EDR Contact: 10/22/01
Date of Next Scheduled EDR Contact: 01/21/02

California Regional Water Quality Control Board (RWQCB) LUST Records

LUST REG 1: Active Toxic Site Investigation

Source: California Regional Water Quality Control Board North Coast (1)
Telephone: 707-576-2220

Del Norte, Humboldt, Lake, Mendocino, Modoc, Siskiyou, Sonoma, Trinity counties. For more current information, please refer to the State Water Resources Control Board's LUST database.

Date of Government Version: 02/01/01
Database Release Frequency: No Update Planned

Date of Last EDR Contact: 11/28/01
Date of Next Scheduled EDR Contact: 02/25/02

LUST REG 2: Fuel Leak List

Source: California Regional Water Quality Control Board San Francisco Bay Region (2)
Telephone: 510-286-0457

Date of Government Version: 07/01/01
Database Release Frequency: Quarterly

Date of Last EDR Contact: 10/18/01
Date of Next Scheduled EDR Contact: 01/14/02

LUST REG 3: Leaking Underground Storage Tank Database

Source: California Regional Water Quality Control Board Central Coast Region (3)
Telephone: 805-549-3147

Date of Government Version: 11/19/01
Database Release Frequency: Quarterly

Date of Last EDR Contact: 11/19/01
Date of Next Scheduled EDR Contact: 02/18/02

LUST REG 4: Underground Storage Tank Leak List

Source: California Regional Water Quality Control Board Los Angeles Region (4)
Telephone: 213-266-6600

Los Angeles, Ventura counties. For more current information, please refer to the State Water Resources Control Board's LUST database.

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

Date of Government Version: 08/09/01
Database Release Frequency: No Update Planned

Date of Last EDR Contact: 10/18/01
Date of Next Scheduled EDR Contact: 12/31/01

LUST REG 5: Leaking Underground Storage Tank Database
Source: California Regional Water Quality Control Board Central Valley Region (5)
Telephone: 916-255-3125

Date of Government Version: 09/01/01
Database Release Frequency: Quarterly

Date of Last EDR Contact: 10/08/01
Date of Next Scheduled EDR Contact: 01/07/02

LUST REG 6L: Leaking Underground Storage Tank Case Listing
Source: California Regional Water Quality Control Board Lahontan Region (6)
Telephone: 916-542-5424

Date of Government Version: 07/01/01
Database Release Frequency: Quarterly

Date of Last EDR Contact: 10/22/01
Date of Next Scheduled EDR Contact: 01/07/02

LUST REG 6V: Leaking Underground Storage Tank Case Listing
Source: California Regional Water Quality Control Board Victorville Branch Office (6)
Telephone: 760-346-7491

Date of Government Version: 10/01/01
Database Release Frequency: Quarterly

Date of Last EDR Contact: 10/08/01
Date of Next Scheduled EDR Contact: 01/07/02

LUST REG 7: Leaking Underground Storage Tank Case Listing
Source: California Regional Water Quality Control Board Colorado River Basin Region (7)
Telephone: 760-346-7491

Date of Government Version: 10/01/01
Database Release Frequency: Semi-Annually

Date of Last EDR Contact: 10/02/01
Date of Next Scheduled EDR Contact: 12/31/01

LUST REG 8: Leaking Underground Storage Tanks
Source: California Regional Water Quality Control Board Santa Ana Region (8)
Telephone: 909-782-4498
California Regional Water Quality Control Board Santa Ana Region (8). For more current information, please refer to the State Water Resources Control Board's LUST database.

Date of Government Version: 07/23/01
Database Release Frequency: No Update Planned

Date of Last EDR Contact: 10/11/01
Date of Next Scheduled EDR Contact: 01/07/02

LUST REG 9: Leaking Underground Storage Tank Report
Source: California Regional Water Quality Control Board San Diego Region (9)
Telephone: 619-467-2952
Orange, Riverside, San Diego counties. For more current information, please refer to the State Water Resources Control Board's LUST database.

Date of Government Version: 03/01/01
Database Release Frequency: No Update Planned

Date of Last EDR Contact: 10/22/01
Date of Next Scheduled EDR Contact: 01/21/02

California Regional Water Quality Control Board (RWQCB) SLIC Records

SLIC REG 1: Active Toxic Site Investigations
Source: California Regional Water Quality Control Board, North Coast Region (1)
Telephone: 707-576-2220

Date of Government Version: 02/01/01
Database Release Frequency: Semi-Annually

Date of Last EDR Contact: 11/28/01
Date of Next Scheduled EDR Contact: 02/25/02

SLIC REG 2: Spills, Leaks, Investigation & Cleanup Cost Recovery Listing
Source: Regional Water Quality Control Board San Francisco Bay Region (2)
Telephone: 510-286-0457
Any contaminated site that impacts groundwater or has the potential to impact groundwater.

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

Date of Government Version: 07/01/01
Database Release Frequency: Quarterly

Date of Last EDR Contact: 10/15/01
Date of Next Scheduled EDR Contact: 01/14/02

SLIC REG 3: Spills, Leaks, Investigation & Cleanup Cost Recovery Listing
Source: California Regional Water Quality Control Board Central Coast Region (3)
Telephone: 805-549-3147
Any contaminated site that impacts groundwater or has the potential to impact groundwater.

Date of Government Version: 11/19/01
Database Release Frequency: Semi-Annually

Date of Last EDR Contact: 10/15/01
Date of Next Scheduled EDR Contact: 01/14/02

SLIC REG 4: Spills, Leaks, Investigation & Cleanup Cost Recovery Listing
Source: Region Water Quality Control Board Los Angeles Region (4)
Telephone: 213-576-6600
Any contaminated site that impacts groundwater or has the potential to impact groundwater.

Date of Government Version: 09/13/01
Database Release Frequency: Quarterly

Date of Last EDR Contact: 10/29/01
Date of Next Scheduled EDR Contact: 01/28/02

SLIC REG 5: Spills, Leaks, Investigation & Cleanup Cost Recovery Listing
Source: Regional Water Quality Control Board Central Valley Region (5)
Telephone: 916-855-3075
Unregulated sites that impact groundwater or have the potential to impact groundwater.

Date of Government Version: 06/01/01
Database Release Frequency: Semi-Annually

Date of Last EDR Contact: 10/10/01
Date of Next Scheduled EDR Contact: 01/07/02

SLIC REG 6V: Spills, Leaks, Investigation & Cleanup Cost Recovery Listing
Source: Regional Water Quality Control Board, Victorville Branch
Telephone: 619-241-6583

Date of Government Version: 07/19/01
Database Release Frequency: Semi-Annually

Date of Last EDR Contact: 10/09/01
Date of Next Scheduled EDR Contact: 01/07/02

SLIC REG 8: Spills, Leaks, Investigation & Cleanup Cost Recovery Listing
Source: California Region Water Quality Control Board Santa Ana Region (8)
Telephone: 909-782-3298

Date of Government Version: 06/11/01
Database Release Frequency: Semi-Annually

Date of Last EDR Contact: 10/11/01
Date of Next Scheduled EDR Contact: 01/07/02

SLIC REG 9: Spills, Leaks, Investigation & Cleanup Cost Recovery Listing
Source: California Regional Water Quality Control Board San Diego Region (9)
Telephone: 858-467-2980

Date of Government Version: 07/01/01
Database Release Frequency: Annually

Date of Last EDR Contact: 12/03/01
Date of Next Scheduled EDR Contact: 03/04/02

EDR PROPRIETARY DATABASES

Former Manufactured Gas (Coal Gas) Sites: The existence and location of Coal Gas sites is provided exclusively to EDR by Real Property Scan, Inc. ©Copyright 1993 Real Property Scan, Inc. For a technical description of the types of hazards which may be found at such sites, contact your EDR customer service representative.

Disclaimer Provided by Real Property Scan, Inc.

The information contained in this report has predominantly been obtained from publicly available sources produced by entities other than Real Property Scan. While reasonable steps have been taken to insure the accuracy of this report, Real Property Scan does not guarantee the accuracy of this report. Any liability on the part of Real Property Scan is strictly limited to a refund of the amount paid. No claim is made for the actual existence of toxins at any site. This report does not constitute a legal opinion.

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

HISTORICAL AND OTHER DATABASE(S)

Depending on the geographic area covered by this report, the data provided in these specialty databases may or may not be complete. For example, the existence of wetlands information data in a specific report does not mean that all wetlands in the area covered by the report are included. Moreover, the absence of any reported wetlands information does not necessarily mean that wetlands do not exist in the area covered by the report.

Oil/Gas Pipelines/Electrical Transmission Lines: This data was obtained by EDR from the USGS in 1994. It is referred to by USGS as GeoData Digital Line Graphs from 1:100,000-Scale Maps. It was extracted from the transportation category including some oil, but primarily gas pipelines and electrical transmission lines.

Sensitive Receptors: There are individuals deemed sensitive receptors due to their fragile immune systems and special sensitivity to environmental discharges. These sensitive receptors typically include the elderly, the sick, and children. While the location of all sensitive receptors cannot be determined, EDR indicates those buildings and facilities - schools, daycares, hospitals, medical centers, and nursing homes - where individuals who are sensitive receptors are likely to be located.

Flood Zone Data: This data, available in select counties across the country, was obtained by EDR in 1999 from the Federal Emergency Management Agency (FEMA). Data depicts 100-year and 500-year flood zones as defined by FEMA.

NWI: National Wetlands Inventory. This data, available in select counties across the country, was obtained by EDR in 1999 from the U.S. Fish and Wildlife Service.

GEOCHECK®- PHYSICAL SETTING SOURCE ADDENDUM

TARGET PROPERTY ADDRESS

SIERRA HIGHWAY BRIDGE CROSSING
SIERRA HIGHWAY BRIDGE CROSSING
SANTA CLARITA, CA 91351

TARGET PROPERTY COORDINATES

Latitude (North):	34.409050 - 34° 24' 32.6"
Longitude (West):	118.460007 - 118° 27' 36.0"
Universal Tranverse Mercator:	Zone 11
UTM X (Meters):	365812.6
UTM Y (Meters):	3808282.8

EDR's GeoCheck Physical Setting Source Addendum has been developed to assist the environmental professional with the collection of physical setting source information in accordance with ASTM 1527-00, Section 7.2.3. Section 7.2.3 requires that a current USGS 7.5 Minute Topographic Map (or equivalent, such as the USGS Digital Elevation Model) be reviewed. It also requires that one or more additional physical setting sources be sought when (1) conditions have been identified in which hazardous substances or petroleum products are likely to migrate to or from the property, and (2) more information than is provided in the current USGS 7.5 Minute Topographic Map (or equivalent) is generally obtained, pursuant to local good commercial or customary practice, to assess the impact of migration of recognized environmental conditions in connection with the property. Such additional physical setting sources generally include information about the topographic, hydrologic, hydrogeologic, and geologic characteristics of a site, and wells in the area.

Assessment of the impact of contaminant migration generally has two principle investigative components:

1. Groundwater flow direction, and
2. Groundwater flow velocity.

Groundwater flow direction may be impacted by surface topography, hydrology, hydrogeology, characteristics of the soil, and nearby wells. Groundwater flow velocity is generally impacted by the nature of the geologic strata. EDR's GeoCheck Physical Setting Source Addendum is provided to assist the environmental professional in forming an opinion about the impact of potential contaminant migration.

GEOCHECK® - PHYSICAL SETTING SOURCE SUMMARY

GROUNDWATER FLOW DIRECTION INFORMATION

Groundwater flow direction for a particular site is best determined by a qualified environmental professional using site-specific well data. If such data is not reasonably ascertainable, it may be necessary to rely on other sources of information, such as surface topographic information, hydrologic information, hydrogeologic data collected on nearby properties, and regional groundwater flow information (from deep aquifers).

TOPOGRAPHIC INFORMATION

Surface topography may be indicative of the direction of surficial groundwater flow. This information can be used to assist the environmental professional in forming an opinion about the impact of nearby contaminated properties or, should contamination exist on the target property, what downgradient sites might be impacted.

USGS TOPOGRAPHIC MAP ASSOCIATED WITH THIS SITE

Target Property: 2434118-D4 MINT CANYON, CA
Source: USGS 7.5 min quad index

GENERAL TOPOGRAPHIC GRADIENT AT TARGET PROPERTY

Target Property: General West

Source: General Topographic Gradient has been determined from the USGS 1 Degree Digital Elevation Model and should be evaluated on a relative (not an absolute) basis. Relative elevation information between sites of close proximity should be field verified.

HYDROLOGIC INFORMATION

Surface water can act as a hydrologic barrier to groundwater flow. Such hydrologic information can be used to assist the environmental professional in forming an opinion about the impact of nearby contaminated properties or, should contamination exist on the target property, what downgradient sites might be impacted.

Refer to the Physical Setting Source Map following this summary for hydrologic information (major waterways and bodies of water).

FEMA FLOOD ZONE

Target Property County
LOS ANGELES, CA

FEMA Flood
Electronic Data
YES - refer to the Overview Map and Detail Map

Flood Plain Panel at Target Property: 0650430480B / CBPP

Additional Panels in search area: 0607290365C / CBPP
0650430365B / CBPP
0607290480C / CBPP

NATIONAL WETLAND INVENTORY

NWI Quad at Target Property
MINT CANYON

NWI Electronic
Data Coverage
Not Available

HYDROGEOLOGIC INFORMATION

Hydrogeologic information obtained by installation of wells on a specific site can often be an indicator of groundwater flow direction in the immediate area. Such hydrogeologic information can be used to assist the environmental professional in forming an opinion about the impact of nearby contaminated properties or, should contamination exist on the target property, what downgradient sites might be impacted.

GEOCHECK® - PHYSICAL SETTING SOURCE SUMMARY

Site-Specific Hydrogeological Data*:

Search Radius: 2.0 miles
 Location Relative to TP: 1 - 2 Miles NW
 Site Name: FLARE-NORTHERN DIV
 Site EPA ID Number: CAD980893598
 Groundwater Flow Direction: W ALONG THE SANTA CLARA RIVER VALLEY.
 Inferred Depth to Water: 20 to 25 feet.
 Hydraulic Connection: The near-surface alluvium at the site is comprised of gravel, sand, silt, and clay with variable concentrations of boulders and cobbles. The alluvium is approximately 200 feet thick in the Santa Clara River bed.
 Sole Source Aquifer: No information about a sole source aquifer is available
 Data Quality: Information is inferred in the CERCLIS investigation report(s)

AQUIFLOW®

Search Radius: 2.000 Miles.

EDR has developed the AQUIFLOW Information System to provide data on the general direction of groundwater flow at specific points. EDR has reviewed reports submitted by environmental professionals to regulatory authorities at select sites and has extracted the date of the report, groundwater flow direction as determined hydrogeologically, and the depth to water table.

<u>MAP ID</u>	<u>LOCATION FROM TP</u>	<u>GENERAL DIRECTION GROUNDWATER FLOW</u>
Not Reported		

GROUNDWATER FLOW VELOCITY INFORMATION

Groundwater flow velocity information for a particular site is best determined by a qualified environmental professional using site specific geologic and soil strata data. If such data are not reasonably ascertainable, it may be necessary to rely on other sources of information, including geologic age identification, rock stratigraphic unit and soil characteristics data collected on nearby properties and regional soil information. In general, contaminant plumes move more quickly through sandy-gravelly types of soils than silty-clayey types of soils.

GEOLOGIC INFORMATION IN GENERAL AREA OF TARGET PROPERTY

Geologic information can be used by the environmental professional in forming an opinion about the relative speed at which contaminant migration may be occurring.

ROCK STRATIGRAPHIC UNIT

GEOLOGIC AGE IDENTIFICATION

Era:	Cenozoic	Category:	Continental Deposits
System:	Tertiary		
Series:	Pliocene		
Code:	Tpc(decoded above as Era, System & Series)		

Geologic Age and Rock Stratigraphic Unit Source: P.G. Schruben, R.E. Arndt and W.J. Bawiec, Geology of the Conterminous U.S. at 1:2,500,000 Scale - a digital representation of the 1974 P.B. King and H.M. Beikman Map, USGS Digital Data Series DDS - 11 (1994).

DOMINANT SOIL COMPOSITION IN GENERAL AREA OF TARGET PROPERTY

The U.S. Department of Agriculture's (USDA) Soil Conservation Service (SCS) leads the National Cooperative Soil Survey (NCSS) and is responsible for collecting, storing, maintaining and distributing soil survey information for privately owned lands in the United States. A soil map in a soil survey is a representation of soil patterns in a landscape. Soil maps for STATSGO are compiled by generalizing more detailed (SSURGO) soil survey maps. The following information is based on Soil Conservation Service STATSGO data.

* ©1996 Site-specific hydrogeological data gathered by CERCLIS Alerts, Inc., Barnbridge Island, WA. All rights reserved. All of the information and opinions presented are those of the cited EPA report(s), which were completed under a Comprehensive Environmental Response Compensation and Liability Information System (CERCLIS) investigation.

GEOCHECK® - PHYSICAL SETTING SOURCE SUMMARY

Soil Component Name: PICO

Soil Surface Texture: sandy loam

Hydrologic Group: Class B - Moderate infiltration rates. Deep and moderately deep, moderately well and well drained soils with moderately coarse textures.

Soil Drainage Class: Well drained. Soils have intermediate water holding capacity. Depth to water table is more than 6 feet.

Hydric Status: Soil does not meet the requirements for a hydric soil.

Corrosion Potential - Uncoated Steel: HIGH

Depth to Bedrock Min: > 60 inches

Depth to Bedrock Max: > 60 inches

Soil Layer Information							
Layer	Boundary		Soil Texture Class	Classification		Permeability Rate (in/hr)	Soil Reaction (pH)
	Upper	Lower		AASHTO Group	Unified Soil		
1	0 inches	14 inches	sandy loam	Silt-Clay Materials (more than 35 pct. passing No. 200), Silty Soils.	COURSE-GRAINED SOILS, Sands, Sands with fines, Silty Sand.	Max: 6.00 Min: 2.00	Max: 8.40 Min: 7.90
2	14 inches	54 inches	stratified	Silt-Clay Materials (more than 35 pct. passing No. 200), Silty Soils.	COURSE-GRAINED SOILS, Sands, Sands with fines, Silty Sand.	Max: 6.00 Min: 2.00	Max: 8.40 Min: 7.90
3	54 inches	60 inches	stratified	Granular materials (35 pct. or less passing No. 200), Stone Fragments, Gravel and Sand.	COURSE-GRAINED SOILS, Sands, Clean Sands, Poorly graded sand. COURSE-GRAINED SOILS, Sands, Sands with fines, Silty Sand.	Max: 20.00 Min: 6.00	Max: 8.40 Min: 7.90

OTHER SOIL TYPES IN AREA

Based on Soil Conservation Service STATSGO data, the following additional subordinant soil types may appear within the general area of target property.

Soil Surface Textures: clay loam
sand
gravelly - sand
gravelly - sandy loam
loamy sand

GEOCHECK® - PHYSICAL SETTING SOURCE SUMMARY

loam
 silty clay loam
 Surficial Soil Types: clay loam
 sand
 gravelly - sand
 gravelly - sandy loam
 loamy sand
 loam
 silty clay loam
 Shallow Soil Types: loamy fine sand
 Deeper Soil Types: loam
 coarse sand

ADDITIONAL ENVIRONMENTAL RECORD SOURCES

According to ASTM E 1527-00, Section 7.2.2, "one or more additional state or local sources of environmental records may be checked, in the discretion of the environmental professional, to enhance and supplement federal and state sources... Factors to consider in determining which local or additional state records, if any, should be checked include (1) whether they are reasonably ascertainable, (2) whether they are sufficiently useful, accurate, and complete in light of the objective of the records review (see 7.1.1), and (3) whether they are obtained, pursuant to local, good commercial or customary practice." One of the record sources listed in Section 7.2.2 is water well information. Water well information can be used to assist the environmental professional in assessing sources that may impact groundwater flow direction, and in forming an opinion about the impact of contaminant migration on nearby drinking water wells.

WELL SEARCH DISTANCE INFORMATION

<u>DATABASE</u>	<u>SEARCH DISTANCE (miles)</u>
Federal USGS	1.000
Federal FRDS PWS	Nearest PWS within 1 mile
State Database	1.000

FEDERAL USGS WELL INFORMATION

<u>MAP ID</u>	<u>WELL ID</u>	<u>LOCATION FROM TP</u>
No Wells Found		

FEDERAL FRDS PUBLIC WATER SUPPLY SYSTEM INFORMATION

<u>MAP ID</u>	<u>WELL ID</u>	<u>LOCATION FROM TP</u>
No PWS System Found		

Note: PWS System location is not always the same as well location.

GEOCHECK® - PHYSICAL SETTING SOURCE SUMMARY

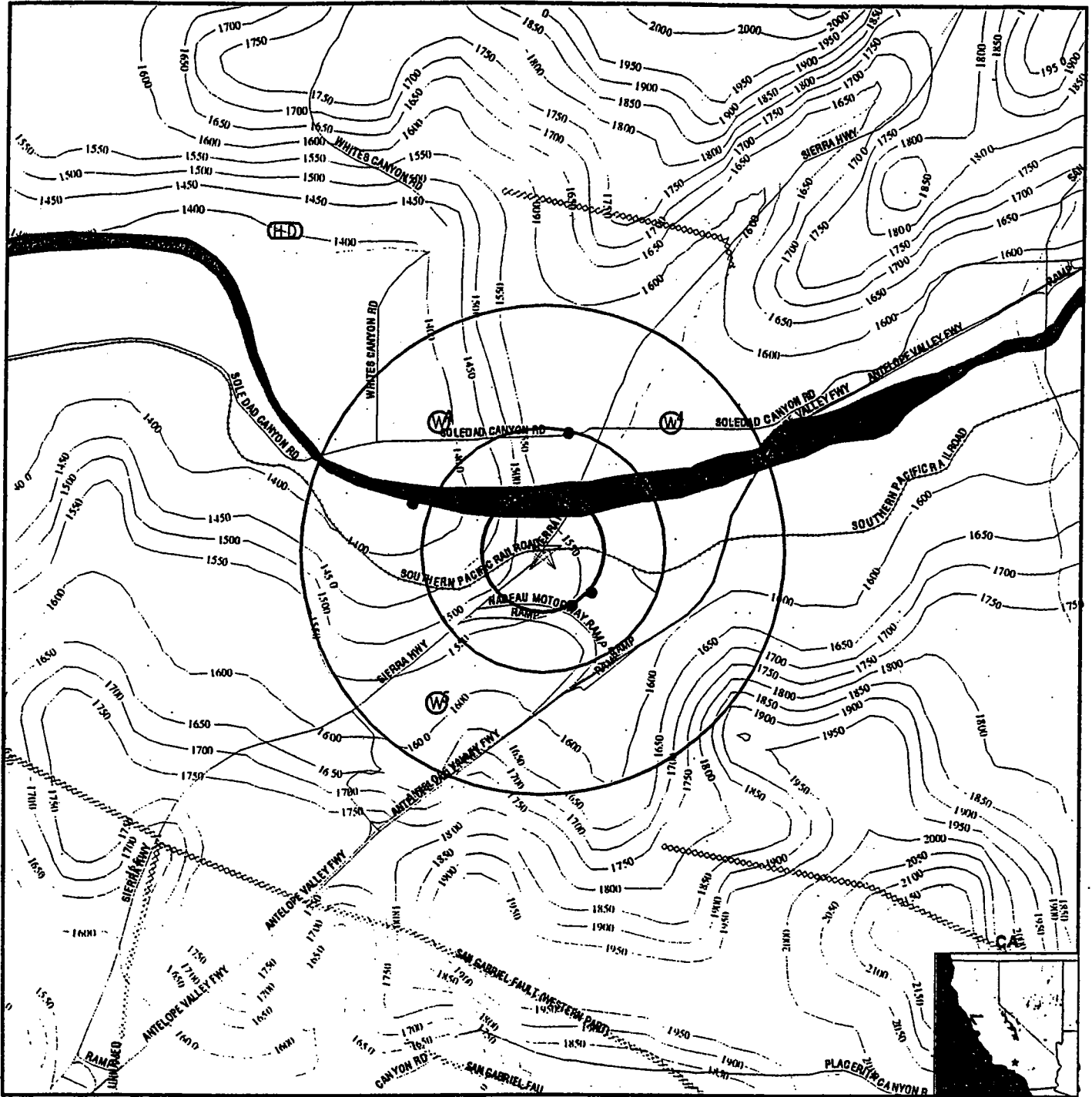
STATE DATABASE WELL INFORMATION

<u>MAP ID</u>	<u>WELL ID</u>	<u>LOCATION FROM TP</u>
A1	4511	1/2 - 1 Mile NW
A2	4512	1/2 - 1 Mile NW
A3	4510	1/2 - 1 Mile NW
4	4509	1/2 - 1 Mile NE
5	4521	1/2 - 1 Mile SW

STATE OIL/GAS WELL INFORMATION

<u>DISTANCE FROM TP (Miles)</u>	<u>DISTANCE FROM TP (Miles)</u>
1/4 - 1/2 Mile North	1/2 - 1 Mile West
1/4 - 1/2 Mile SSE	1/4 - 1/2 Mile South

PHYSICAL SETTING SOURCE MAP - 715312.3s



- Major Roads
- Contour Lines
- Earthquake Fault Lines
- ⊙ Earthquake epicenter, Richter 5 or greater
- ⊙ (H) Closest Hydrogeological Data
- ⊙ (W) Water Wells
- ⊙ (P) Public Water Supply Wells
- ⊙ (G1) Indeterminate Groundwater Flow at Location
- ⊙ (GV) Groundwater Flow Varies at Location
- Oil, gas or related wells
- ↑ Groundwater Flow Direction
- Cluster of Multiple Icons

TARGET PROPERTY:	Sierra Highway Bridge Crossing	CUSTOMER:	Ultrasystems Environmental Inc
ADDRESS:	Sierra Highway Bridge Crossing	CONTACT:	Craig Neslage
CITY/STATE/ZIP:	Santa Clarita CA 91351	INQUIRY #:	715312.3s
LAT/LONG:	34.4091 / 118.4600	DATE:	December 17, 2001 2:06 pm

GEOCHECK® - PHYSICAL SETTING SOURCE MAP FINDINGS

Map ID
Direction
Distance
Elevation

Database EDR ID Number

A1
NW
1/2 - 1 Mile
Lower

CA WELLS 4511

Water System Information:

<p>Prime Station Code: 04N/15W-21N02 S FRDS Number: 1910017015 District Number: 07 Water Type: Well/Groundwater Source Lat/Long: 342500.0 1182800.0 Source Name: NORTH OAKS WEST System Number: 1910017 System Name: SANTA CLARITA WATER CO. Organization That Operates System: P.O. BOX 903 SANTA CLARITA, CA 91380</p>	<p>User ID: 4TH County: Los Angeles Station Type: WELL/AMBNT/MUN/INTAKE/SUPPLY Well Status: Active Untreated Precision: Undefined</p>
<p>Pop Served: 49500 Area Served: SAUGUS</p>	<p>Connections: 19503</p>

Sample Information: * Only Findings Above Detection Level Are Listed

Sample Collected: 01/09/1985	Findings:	11.000 UG/L
Chemical: BROMODICHLORMETHANE (THM)		
Sample Collected: 01/09/1985	Findings:	4.000 UG/L
Chemical: BROMOFORM (THM)		
Sample Collected: 01/09/1985	Findings:	5.000 UG/L
Chemical: DIBROMOCHLOROMETHANE (THM)		
Sample Collected: 01/09/1985	Findings:	10.000 UG/L
Chemical: CHLOROFORM (THM)		
Sample Collected: 01/09/1985	Findings:	11.000 UG/L
Chemical: 1,1,1-TRICHLOROETHANE		
Sample Collected: 02/05/1987	Findings:	3.400 UG/L
Chemical: 1,1,1-TRICHLOROETHANE		
Sample Collected: 04/22/1987	Findings:	3.400 UG/L
Chemical: 1,1,1-TRICHLOROETHANE		
Sample Collected: 01/20/1988	Findings:	.800 UG/L
Chemical: TETRACHLOROETHYLENE		
Sample Collected: 04/20/1988	Findings:	1.700 UG/L
Chemical: TETRACHLOROETHYLENE		
Sample Collected: 04/20/1988	Findings:	1.200 UG/L
Chemical: 1,1,1-TRICHLOROETHANE		
Sample Collected: 07/29/1988	Findings:	.600 UG/L
Chemical: TETRACHLOROETHYLENE		
Sample Collected: 10/19/1988	Findings:	.900 UG/L
Chemical: TETRACHLOROETHYLENE		
Sample Collected: 10/19/1988	Findings:	.700 UG/L
Chemical: 1,1,1-TRICHLOROETHANE		
Sample Collected: 01/24/1989	Findings:	.600 UG/L
Chemical: TETRACHLOROETHYLENE		
Sample Collected: 04/05/1989	Findings:	1130.000 UMHO
Chemical: SPECIFIC CONDUCTANCE		

GEOCHECK® - PHYSICAL SETTING SOURCE MAP FINDINGS

Sample Collected:	04/05/1989	Findings:	7.500
Chemical:	PH (LABORATORY)		
Sample Collected:	04/05/1989	Findings:	340.000 MG/L
Chemical:	TOTAL ALKALINITY (AS CaCO ₃)		
Sample Collected:	04/05/1989	Findings:	413.000 MG/L
Chemical:	BICARBONATE ALKALINITY		
Sample Collected:	04/05/1989	Findings:	.980 MG/L
Chemical:	CARBONATE ALKALINITY		
Sample Collected:	04/05/1989	Findings:	390.000 MG/L
Chemical:	TOTAL HARDNESS (AS CaCO ₃)		
Sample Collected:	04/05/1989	Findings:	97.400 MG/L
Chemical:	CALCIUM		
Sample Collected:	04/05/1989	Findings:	35.200 MG/L
Chemical:	MAGNESIUM		
Sample Collected:	04/05/1989	Findings:	102.000 MG/L
Chemical:	SODIUM		
Sample Collected:	04/05/1989	Findings:	3.600 MG/L
Chemical:	POTASSIUM		
Sample Collected:	04/05/1989	Findings:	86.000 MG/L
Chemical:	CHLORIDE		
Sample Collected:	04/05/1989	Findings:	.600 MG/L
Chemical:	FLUORIDE (TEMPERATURE DEPENDENT)		
Sample Collected:	04/05/1989	Findings:	.040 UG/L
Chemical:	FOAMING AGENTS (MBAS)		
Sample Collected:	04/05/1989	Findings:	720.000 MG/L
Chemical:	TOTAL DISSOLVED SOLIDS		
Sample Collected:	04/05/1989	Findings:	.800
Chemical:	LANGELIER INDEX @ 60 C		
Sample Collected:	04/05/1989	Findings:	25.960 MG/L
Chemical:	NITRATE (AS NO ₃)		
Sample Collected:	04/12/1989	Findings:	7.100 PCI/L
Chemical:	GROSS ALPHA		
Sample Collected:	04/12/1989	Findings:	3.500 PCI/L
Chemical:	GROSS ALPHA COUNTING ERROR		
Sample Collected:	05/10/1989	Findings:	1.200 UG/L
Chemical:	SIMAZINE		
Sample Collected:	07/26/1989	Findings:	2.600 PCI/L
Chemical:	GROSS ALPHA		
Sample Collected:	07/26/1989	Findings:	2.200 PCI/L
Chemical:	GROSS ALPHA COUNTING ERROR		
Sample Collected:	10/10/1989	Findings:	3.900 PCI/L
Chemical:	GROSS ALPHA		
Sample Collected:	10/10/1989	Findings:	2.500 PCI/L
Chemical:	GROSS ALPHA COUNTING ERROR		
Sample Collected:	10/10/1989	Findings:	.200 PCI/L
Chemical:	RADIUM 226 COUNTING ERROR		
Sample Collected:	01/04/1990	Findings:	4.500 PCI/L
Chemical:	GROSS ALPHA		
Sample Collected:	01/04/1990	Findings:	2.500 PCI/L
Chemical:	GROSS ALPHA COUNTING ERROR		

GEOCHECK® - PHYSICAL SETTING SOURCE MAP FINDINGS

Sample Collected:	01/04/1990	Findings:	.100 PCI/L
Chemical:	RADIUM 226 COUNTING ERROR		
Sample Collected:	04/18/1990	Findings:	6.000 PCI/L
Chemical:	URANIUM		
Sample Collected:	08/05/1992	Findings:	940.000 UMHO
Chemical:	SPECIFIC CONDUCTANCE		
Sample Collected:	08/05/1992	Findings:	7.200
Chemical:	PH (LABORATORY)		
Sample Collected:	08/05/1992	Findings:	305.000 MG/L
Chemical:	TOTAL ALKALINITY (AS CaCO ₃)		
Sample Collected:	08/05/1992	Findings:	372.000 MG/L
Chemical:	BICARBONATE ALKALINITY		
Sample Collected:	08/05/1992	Findings:	.400 MG/L
Chemical:	CARBONATE ALKALINITY		
Sample Collected:	08/05/1992	Findings:	347.000 MG/L
Chemical:	TOTAL HARDNESS (AS CaCO ₃)		
Sample Collected:	08/05/1992	Findings:	88.000 MG/L
Chemical:	CALCIUM		
Sample Collected:	08/05/1992	Findings:	31.000 MG/L
Chemical:	MAGNESIUM		
Sample Collected:	08/05/1992	Findings:	86.000 MG/L
Chemical:	SODIUM		
Sample Collected:	08/05/1992	Findings:	3.400 MG/L
Chemical:	POTASSIUM		
Sample Collected:	08/05/1992	Findings:	77.000 MG/L
Chemical:	CHLORIDE		
Sample Collected:	08/05/1992	Findings:	.500 MG/L
Chemical:	FLUORIDE (TEMPERATURE DEPENDENT)		
Sample Collected:	08/05/1992	Findings:	620.000 MG/L
Chemical:	TOTAL DISSOLVED SOLIDS		
Sample Collected:	08/05/1992	Findings:	.300
Chemical:	LANGELIER INDEX @ SOURCE TEMP.		
Sample Collected:	08/05/1992	Findings:	.003 MG/L
Chemical:	HYDROXIDE ALKALINITY		
Sample Collected:	08/05/1992	Findings:	27.720 MG/L
Chemical:	NITRATE (AS NO ₃)		
Sample Collected:	08/05/1992	Findings:	.100 NTU
Chemical:	TURBIDITY (LAB)		
Sample Collected:	04/27/1993	Findings:	3.700 PCI/L
Chemical:	GROSS ALPHA		
Sample Collected:	04/27/1993	Findings:	1.300 PCI/L
Chemical:	GROSS ALPHA COUNTING ERROR		
Sample Collected:	04/27/1993	Findings:	1.000 PCI/L
Chemical:	GROSS BETA COUNTING ERROR		
Sample Collected:	07/20/1993	Findings:	2.600 PCI/L
Chemical:	GROSS ALPHA		
Sample Collected:	07/20/1993	Findings:	1.600 PCI/L
Chemical:	GROSS ALPHA COUNTING ERROR		
Sample Collected:	07/20/1993	Findings:	1.100 PCI/L
Chemical:	GROSS BETA COUNTING ERROR		

GEOCHECK® - PHYSICAL SETTING SOURCE MAP FINDINGS

Sample Collected:	09/14/1993	Findings:	1.200 PCI/L
Chemical:	GROSS ALPHA		
Sample Collected:	09/14/1993	Findings:	1.400 PCI/L
Chemical:	GROSS ALPHA COUNTING ERROR		
Sample Collected:	09/14/1993	Findings:	1.400 PCI/L
Chemical:	GROSS BETA COUNTING ERROR		
Sample Collected:	11/09/1993	Findings:	4.500 PCI/L
Chemical:	GROSS ALPHA		
Sample Collected:	11/09/1993	Findings:	1.900 PCI/L
Chemical:	GROSS ALPHA COUNTING ERROR		
Sample Collected:	11/09/1993	Findings:	4.300 PCI/L
Chemical:	GROSS BETA		
Sample Collected:	11/09/1993	Findings:	1.300 PCI/L
Chemical:	GROSS BETA COUNTING ERROR		
Sample Collected:	08/23/1995	Findings:	975.000 UMHO
Chemical:	SPECIFIC CONDUCTANCE		
Sample Collected:	08/23/1995	Findings:	7.800
Chemical:	PH (LABORATORY)		
Sample Collected:	08/23/1995	Findings:	300.000 MG/L
Chemical:	TOTAL ALKALINITY (AS CaCO ₃)		
Sample Collected:	08/23/1995	Findings:	365.000 MG/L
Chemical:	BICARBONATE ALKALINITY		
Sample Collected:	08/23/1995	Findings:	1.500 MG/L
Chemical:	CARBONATE ALKALINITY		
Sample Collected:	08/23/1995	Findings:	374.000 MG/L
Chemical:	TOTAL HARDNESS (AS CaCO ₃)		
Sample Collected:	08/23/1995	Findings:	97.000 MG/L
Chemical:	CALCIUM		
Sample Collected:	08/23/1995	Findings:	32.000 MG/L
Chemical:	MAGNESIUM		
Sample Collected:	08/23/1995	Findings:	73.000 MG/L
Chemical:	SODIUM		
Sample Collected:	08/23/1995	Findings:	3.600 MG/L
Chemical:	POTASSIUM		
Sample Collected:	08/23/1995	Findings:	62.000 MG/L
Chemical:	CHLORIDE		
Sample Collected:	08/23/1995	Findings:	.510 MG/L
Chemical:	FLUORIDE (TEMPERATURE DEPENDENT)		
Sample Collected:	08/23/1995	Findings:	4.000 UG/L
Chemical:	ARSENIC		
Sample Collected:	08/23/1995	Findings:	600.000 MG/L
Chemical:	TOTAL DISSOLVED SOLIDS		
Sample Collected:	08/23/1995	Findings:	.900
Chemical:	LANGELIER INDEX @ 60 C		
Sample Collected:	08/23/1995	Findings:	.011 MG/L
Chemical:	HYDROXIDE ALKALINITY		
Sample Collected:	08/23/1995	Findings:	36.080 MG/L
Chemical:	NITRATE (AS NO ₃)		
Sample Collected:	08/23/1995	Findings:	8200.000 UG/L
Chemical:	NITRATE + NITRITE (AS N)		

GEOCHECK® - PHYSICAL SETTING SOURCE MAP FINDINGS

Sample Collected:	03/29/1996	Findings:	36.720 MG/L
Chemical:	NITRATE (AS NO3)		
Sample Collected:	12/19/1996	Findings:	1.100 UG/L
Chemical:	BROMODICHLORMETHANE (THM)		
Sample Collected:	12/19/1996	Findings:	1.200 UG/L
Chemical:	BROMOFORM (THM)		
Sample Collected:	12/19/1996	Findings:	1.000 UG/L
Chemical:	DIBROMOCHLOROMETHANE (THM)		
Sample Collected:	12/19/1996	Findings:	1.800 UG/L
Chemical:	CHLOROFORM (THM)		
Sample Collected:	12/19/1996	Findings:	36.080 MG/L
Chemical:	NITRATE (AS NO3)		
Sample Collected:	12/19/1996	Findings:	5.100 UG/L
Chemical:	TOTAL TRIHALOMETHANES		
Sample Collected:	03/28/1997	Findings:	4.300 PCI/L
Chemical:	URANIUM		
Sample Collected:	03/28/1997	Findings:	.091 PCI/L
Chemical:	URANIUM COUNTING ERROR		
Sample Collected:	06/04/1997	Findings:	5.100 PCI/L
Chemical:	GROSS ALPHA		
Sample Collected:	06/04/1997	Findings:	1.400 PCI/L
Chemical:	GROSS ALPHA COUNTING ERROR		
Sample Collected:	06/04/1997	Findings:	4.050 PCI/L
Chemical:	URANIUM		
Sample Collected:	06/04/1997	Findings:	.172 PCI/L
Chemical:	URANIUM COUNTING ERROR		
Sample Collected:	09/10/1997	Findings:	5.200 PCI/L
Chemical:	GROSS ALPHA		
Sample Collected:	09/10/1997	Findings:	1.400 PCI/L
Chemical:	GROSS ALPHA COUNTING ERROR		
Sample Collected:	09/10/1997	Findings:	1.100 PCI/L
Chemical:	GROSS BETA COUNTING ERROR		
Sample Collected:	09/10/1997	Findings:	4.160 PCI/L
Chemical:	URANIUM		
Sample Collected:	09/10/1997	Findings:	.110 PCI/L
Chemical:	URANIUM COUNTING ERROR		
Sample Collected:	12/17/1997	Findings:	7.100 PCI/L
Chemical:	GROSS ALPHA		
Sample Collected:	12/17/1997	Findings:	1.900 PCI/L
Chemical:	GROSS ALPHA COUNTING ERROR		
Sample Collected:	12/17/1997	Findings:	3.950 PCI/L
Chemical:	URANIUM		
Sample Collected:	12/17/1997	Findings:	.045 PCI/L
Chemical:	URANIUM COUNTING ERROR		

GEOCHECK® - PHYSICAL SETTING SOURCE MAP FINDINGS

Map ID
 Direction
 Distance
 Elevation

Database EDR ID Number

A2
 NW
 1/2 - 1 Mile
 Lower

CA WELLS 4512

Water System Information:

Prime Station Code: 04N/15W-21N03 S FRDS Number: 1910017014 District Number: 07 Water Type: Well/Groundwater Source Lat/Long: 342500.0 1182800.0 Source Name: NORTH OAKS EAST System Number: 1910017 System Name: SANTA CLARITA WATER CO. Organization That Operates System: P.O. BOX 903 SANTA CLARITA, CA 91380	User ID: 4TH County: Los Angeles Station Type: WELL/AMBNT/MUN/INTAKE/SUPPLY Well Status: Active Untreated Precision: Undefined
Pop Served: 49500 Area Served: SAUGUS	Connections: 19503

Sample Information: * Only Findings Above Detection Level Are Listed

Sample Collected: 11/12/1987	Findings: .800 UG/L	
Chemical: TETRACHLOROETHYLENE		
Sample Collected: 11/12/1987	Findings: .900 UG/L	
Chemical: 1,1,1-TRICHLOROETHANE		
Sample Collected: 04/05/1989	Findings: 985.000 UMHO	
Chemical: SPECIFIC CONDUCTANCE		
Sample Collected: 04/05/1989	Findings: 7.600	
Chemical: PH (LABORATORY)		
Sample Collected: 04/05/1989	Findings: 305.000 MG/L	
Chemical: TOTAL ALKALINITY (AS CaCO3)		
Sample Collected: 04/05/1989	Findings: 370.000 MG/L	
Chemical: BICARBONATE ALKALINITY		
Sample Collected: 04/05/1989	Findings: 1.070 MG/L	
Chemical: CARBONATE ALKALINITY		
Sample Collected: 04/05/1989	Findings: 360.000 MG/L	
Chemical: TOTAL HARDNESS (AS CaCO3)		
Sample Collected: 04/05/1989	Findings: 93.600 MG/L	
Chemical: CALCIUM		
Sample Collected: 04/05/1989	Findings: 30.300 MG/L	
Chemical: MAGNESIUM		
Sample Collected: 04/05/1989	Findings: 78.500 MG/L	
Chemical: SODIUM		
Sample Collected: 04/05/1989	Findings: 3.900 MG/L	
Chemical: POTASSIUM		
Sample Collected: 04/05/1989	Findings: 73.000 MG/L	
Chemical: CHLORIDE		
Sample Collected: 04/05/1989	Findings: .420 MG/L	
Chemical: FLUORIDE (TEMPERATURE DEPENDENT)		
Sample Collected: 04/05/1989	Findings: .040 UG/L	
Chemical: FOAMING AGENTS (MBAS)		

GEOCHECK® - PHYSICAL SETTING SOURCE MAP FINDINGS

Sample Collected:	04/05/1989	Findings:	640.000 MG/L
Chemical:	TOTAL DISSOLVED SOLIDS		
Sample Collected:	04/05/1989	Findings:	.500
Chemical:	LANGELIER INDEX @ 60 C		
Sample Collected:	04/05/1989	Findings:	19.800 MG/L
Chemical:	NITRATE (AS NO3)		
Sample Collected:	04/12/1989	Findings:	3.800 PC/L
Chemical:	GROSS ALPHA		
Sample Collected:	04/12/1989	Findings:	2.400 PC/L
Chemical:	GROSS ALPHA COUNTING ERROR		
Sample Collected:	04/12/1989	Findings:	.200 PC/L
Chemical:	RADIUM 226 COUNTING ERROR		
Sample Collected:	07/26/1989	Findings:	2.600 PC/L
Chemical:	GROSS ALPHA		
Sample Collected:	07/26/1989	Findings:	1.800 PC/L
Chemical:	GROSS ALPHA COUNTING ERROR		
Sample Collected:	08/31/1989	Findings:	.800 UG/L
Chemical:	TETRACHLOROETHYLENE		
Sample Collected:	08/05/1992	Findings:	770.000 UMHO
Chemical:	SPECIFIC CONDUCTANCE		
Sample Collected:	08/05/1992	Findings:	7.400
Chemical:	PH (LABORATORY)		
Sample Collected:	08/05/1992	Findings:	265.000 MG/L
Chemical:	TOTAL ALKALINITY (AS CaCO3)		
Sample Collected:	08/05/1992	Findings:	323.000 MG/L
Chemical:	BICARBONATE ALKALINITY		
Sample Collected:	08/05/1992	Findings:	.500 MG/L
Chemical:	CARBONATE ALKALINITY		
Sample Collected:	08/05/1992	Findings:	282.000 MG/L
Chemical:	TOTAL HARDNESS (AS CaCO3)		
Sample Collected:	08/05/1992	Findings:	75.000 MG/L
Chemical:	CALCIUM		
Sample Collected:	08/05/1992	Findings:	23.000 MG/L
Chemical:	MAGNESIUM		
Sample Collected:	08/05/1992	Findings:	68.000 MG/L
Chemical:	SODIUM		
Sample Collected:	08/05/1992	Findings:	3.800 MG/L
Chemical:	POTASSIUM		
Sample Collected:	08/05/1992	Findings:	51.000 MG/L
Chemical:	CHLORIDE		
Sample Collected:	08/05/1992	Findings:	.400 MG/L
Chemical:	FLUORIDE (TEMPERATURE DEPENDENT)		
Sample Collected:	08/05/1992	Findings:	8.000 UG/L
Chemical:	LEAD		
Sample Collected:	08/05/1992	Findings:	520.000 MG/L
Chemical:	TOTAL DISSOLVED SOLIDS		
Sample Collected:	08/05/1992	Findings:	.300
Chemical:	LANGELIER INDEX @ SOURCE TEMP.		
Sample Collected:	08/05/1992	Findings:	.004 MG/L
Chemical:	HYDROXIDE ALKALINITY		

GEOCHECK® - PHYSICAL SETTING SOURCE MAP FINDINGS

Sample Collected:	08/05/1992	Findings:	18.040 MG/L
Chemical:	NITRATE (AS NO3)		
Sample Collected:	08/05/1992	Findings:	.050 NTU
Chemical:	TURBIDITY (LAB)		
Sample Collected:	04/27/1993	Findings:	2.600 PC/L
Chemical:	GROSS ALPHA		
Sample Collected:	04/27/1993	Findings:	1.200 PC/L
Chemical:	GROSS ALPHA COUNTING ERROR		
Sample Collected:	04/27/1993	Findings:	1.000 PC/L
Chemical:	GROSS BETA COUNTING ERROR		
Sample Collected:	07/20/1993	Findings:	1.400 PC/L
Chemical:	GROSS ALPHA		
Sample Collected:	07/20/1993	Findings:	1.300 PC/L
Chemical:	GROSS ALPHA COUNTING ERROR		
Sample Collected:	07/20/1993	Findings:	1.200 PC/L
Chemical:	GROSS BETA COUNTING ERROR		
Sample Collected:	09/14/1993	Findings:	2.700 PC/L
Chemical:	GROSS ALPHA		
Sample Collected:	09/14/1993	Findings:	1.400 PC/L
Chemical:	GROSS ALPHA COUNTING ERROR		
Sample Collected:	09/14/1993	Findings:	1.300 PC/L
Chemical:	GROSS BETA COUNTING ERROR		
Sample Collected:	11/09/1993	Findings:	1.700 PC/L
Chemical:	GROSS ALPHA		
Sample Collected:	11/09/1993	Findings:	1.900 PC/L
Chemical:	GROSS ALPHA COUNTING ERROR		
Sample Collected:	11/09/1993	Findings:	1.800 PC/L
Chemical:	GROSS BETA COUNTING ERROR		
Sample Collected:	08/23/1995	Findings:	960.000 UMHO
Chemical:	SPECIFIC CONDUCTANCE		
Sample Collected:	08/23/1995	Findings:	7.800
Chemical:	PH (LABORATORY)		
Sample Collected:	08/23/1995	Findings:	300.000 MG/L
Chemical:	TOTAL ALKALINITY (AS CaCO3)		
Sample Collected:	08/23/1995	Findings:	365.000 MG/L
Chemical:	BICARBONATE ALKALINITY		
Sample Collected:	08/23/1995	Findings:	1.500 MG/L
Chemical:	CARBONATE ALKALINITY		
Sample Collected:	08/23/1995	Findings:	385.000 MG/L
Chemical:	TOTAL HARDNESS (AS CaCO3)		
Sample Collected:	08/23/1995	Findings:	105.000 MG/L
Chemical:	CALCIUM		
Sample Collected:	08/23/1995	Findings:	30.000 MG/L
Chemical:	MAGNESIUM		
Sample Collected:	08/23/1995	Findings:	69.000 MG/L
Chemical:	SODIUM		
Sample Collected:	08/23/1995	Findings:	4.300 MG/L
Chemical:	POTASSIUM		
Sample Collected:	08/23/1995	Findings:	65.000 MG/L
Chemical:	CHLORIDE		

GEOCHECK® - PHYSICAL SETTING SOURCE MAP FINDINGS

Sample Collected:	08/23/1995	Findings:	.420 MG/L
Chemical:	FLUORIDE (TEMPERATURE DEPENDENT)		
Sample Collected:	08/23/1995	Findings:	5.000 UG/L
Chemical:	ARSENIC		
Sample Collected:	08/23/1995	Findings:	600.000 MG/L
Chemical:	TOTAL DISSOLVED SOLIDS		
Sample Collected:	08/23/1995	Findings:	.900
Chemical:	LANGELIER INDEX @ 60 C		
Sample Collected:	08/23/1995	Findings:	.011 MG/L
Chemical:	HYDROXIDE ALKALINITY		
Sample Collected:	08/23/1995	Findings:	32.560 MG/L
Chemical:	NITRATE (AS NO3)		
Sample Collected:	03/29/1996	Findings:	31.680 MG/L
Chemical:	NITRATE (AS NO3)		
Sample Collected:	06/26/1996	Findings:	24.640 MG/L
Chemical:	NITRATE (AS NO3)		
Sample Collected:	09/20/1996	Findings:	27.280 MG/L
Chemical:	NITRATE (AS NO3)		
Sample Collected:	12/31/1996	Findings:	28.600 MG/L
Chemical:	NITRATE (AS NO3)		
Sample Collected:	03/31/1997	Findings:	2.500 PCI/L
Chemical:	GROSS ALPHA		
Sample Collected:	03/31/1997	Findings:	1.100 PCI/L
Chemical:	GROSS ALPHA COUNTING ERROR		
Sample Collected:	03/31/1997	Findings:	1.500 PCI/L
Chemical:	GROSS BETA COUNTING ERROR		
Sample Collected:	06/04/1997	Findings:	1.500 PCI/L
Chemical:	GROSS BETA COUNTING ERROR		
Sample Collected:	09/10/1997	Findings:	2.300 PCI/L
Chemical:	GROSS ALPHA		
Sample Collected:	09/10/1997	Findings:	1.000 PCI/L
Chemical:	GROSS ALPHA COUNTING ERROR		
Sample Collected:	09/10/1997	Findings:	1.000 PCI/L
Chemical:	GROSS BETA COUNTING ERROR		
Sample Collected:	12/17/1997	Findings:	4.200 PCI/L
Chemical:	GROSS ALPHA		
Sample Collected:	12/17/1997	Findings:	1.500 PCI/L
Chemical:	GROSS ALPHA COUNTING ERROR		
Sample Collected:	12/17/1997	Findings:	1.600 PCI/L
Chemical:	GROSS BETA COUNTING ERROR		
Sample Collected:	12/17/1997	Findings:	2.440 PCI/L
Chemical:	URANIUM		
Sample Collected:	12/17/1997	Findings:	.028 PCI/L
Chemical:	URANIUM COUNTING ERROR		

GEOCHECK® - PHYSICAL SETTING SOURCE MAP FINDINGS

Map ID
 Direction
 Distance
 Elevation

Database EDR ID Number

A3
 NW
 1/2 - 1 Mile
 Lower

CA WELLS 4510

Water System Information:

Prime Station Code: 04N/15W-21N01 S
 FRDS Number: 1910017013
 District Number: 07
 Water Type: Well/Groundwater
 Source Lat/Long: 342500.0 1182800.0
 Source Name: NORTH OAKS CENTRAL
 System Number: 1910017
 System Name: SANTA CLARITA WATER CO.
 Organization That Operates System:

User ID: 4TH
 County: Los Angeles
 Station Type: WELL/AMBNT/MUN/INTAKE/SUPPLY
 Well Status: Active Untreated
 Precision: Undefined

P.O. BOX 903
 SANTA CLARITA, CA 91380

Pop Served: 49500
 Area Served: SAUGUS

Connections: 19503

Sample Information: * Only Findings Above Detection Level Are Listed

Sample Collected:	04/05/1989	Findings:	1130.000 UMHO
Chemical:	SPECIFIC CONDUCTANCE		
Sample Collected:	04/05/1989	Findings:	7.600
Chemical:	PH (LABORATORY)		
Sample Collected:	04/05/1989	Findings:	345.000 MG/L
Chemical:	TOTAL ALKALINITY (AS CaCO3)		
Sample Collected:	04/05/1989	Findings:	419.000 MG/L
Chemical:	BICARBONATE ALKALINITY		
Sample Collected:	04/05/1989	Findings:	1.250 MG/L
Chemical:	CARBONATE ALKALINITY		
Sample Collected:	04/05/1989	Findings:	410.000 MG/L
Chemical:	TOTAL HARDNESS (AS CaCO3)		
Sample Collected:	04/05/1989	Findings:	107.000 MG/L
Chemical:	CALCIUM		
Sample Collected:	04/05/1989	Findings:	34.300 MG/L
Chemical:	MAGNESIUM		
Sample Collected:	04/05/1989	Findings:	96.000 MG/L
Chemical:	SODIUM		
Sample Collected:	04/05/1989	Findings:	3.700 MG/L
Chemical:	POTASSIUM		
Sample Collected:	04/05/1989	Findings:	85.000 MG/L
Chemical:	CHLORIDE		
Sample Collected:	04/05/1989	Findings:	.580 MG/L
Chemical:	FLUORIDE (TEMPERATURE DEPENDENT)		
Sample Collected:	04/05/1989	Findings:	110.000 UG/L
Chemical:	BARIUM		
Sample Collected:	04/05/1989	Findings:	.040 UG/L
Chemical:	FOAMING AGENTS (MBAS)		
Sample Collected:	04/05/1989	Findings:	730.000 MG/L
Chemical:	TOTAL DISSOLVED SOLIDS		

GEOCHECK® - PHYSICAL SETTING SOURCE MAP FINDINGS

Sample Collected:	04/05/1989	Findings:	.600
Chemical:	LANGELIER INDEX @ 60 C		
Sample Collected:	04/05/1989	Findings:	25.520 MG/L
Chemical:	NITRATE (AS NO3)		
Sample Collected:	04/12/1989	Findings:	8.600 PCI/L
Chemical:	GROSS ALPHA		
Sample Collected:	04/12/1989	Findings:	3.900 PCI/L
Chemical:	GROSS ALPHA COUNTING ERROR		
Sample Collected:	04/12/1989	Findings:	.100 PCI/L
Chemical:	RADIUM 226 COUNTING ERROR		
Sample Collected:	05/10/1989	Findings:	.600 UG/L
Chemical:	TETRACHLOROETHYLENE		
Sample Collected:	05/10/1989	Findings:	1.100 UG/L
Chemical:	SIMAZINE		
Sample Collected:	07/26/1989	Findings:	4.900 PCI/L
Chemical:	GROSS ALPHA		
Sample Collected:	07/26/1989	Findings:	2.800 PCI/L
Chemical:	GROSS ALPHA COUNTING ERROR		
Sample Collected:	10/10/1989	Findings:	2.900 PCI/L
Chemical:	GROSS ALPHA		
Sample Collected:	10/10/1989	Findings:	2.000 PCI/L
Chemical:	GROSS ALPHA COUNTING ERROR		
Sample Collected:	10/18/1989	Findings:	.600 UG/L
Chemical:	TETRACHLOROETHYLENE		
Sample Collected:	01/04/1990	Findings:	4.900 PCI/L
Chemical:	GROSS ALPHA		
Sample Collected:	01/04/1990	Findings:	2.700 PCI/L
Chemical:	GROSS ALPHA COUNTING ERROR		
Sample Collected:	01/04/1990	Findings:	.200 PCI/L
Chemical:	RADIUM 226 COUNTING ERROR		
Sample Collected:	04/18/1990	Findings:	5.000 PCI/L
Chemical:	URANIUM		
Sample Collected:	08/05/1992	Findings:	900.000 UMHO
Chemical:	SPECIFIC CONDUCTANCE		
Sample Collected:	08/05/1992	Findings:	7.200
Chemical:	PH (LABORATORY)		
Sample Collected:	08/05/1992	Findings:	300.000 MG/L
Chemical:	TOTAL ALKALINITY (AS CaCO3)		
Sample Collected:	08/05/1992	Findings:	366.000 MG/L
Chemical:	BICARBONATE ALKALINITY		
Sample Collected:	08/05/1992	Findings:	.400 MG/L
Chemical:	CARBONATE ALKALINITY		
Sample Collected:	08/05/1992	Findings:	331.000 MG/L
Chemical:	TOTAL HARDNESS (AS CaCO3)		
Sample Collected:	08/05/1992	Findings:	85.000 MG/L
Chemical:	CALCIUM		
Sample Collected:	08/05/1992	Findings:	29.000 MG/L
Chemical:	MAGNESIUM		
Sample Collected:	08/05/1992	Findings:	81.000 MG/L
Chemical:	SODIUM		

GEOCHECK® - PHYSICAL SETTING SOURCE MAP FINDINGS

Sample Collected:	08/05/1992	Findings:	3.600 MG/L
Chemical:	POTASSIUM		
Sample Collected:	08/05/1992	Findings:	76.000 MG/L
Chemical:	CHLORIDE		
Sample Collected:	08/05/1992	Findings:	.510 MG/L
Chemical:	FLUORIDE (TEMPERATURE DEPENDENT)		
Sample Collected:	08/05/1992	Findings:	610.000 MG/L
Chemical:	TOTAL DISSOLVED SOLIDS		
Sample Collected:	08/05/1992	Findings:	.200
Chemical:	LANGELIER INDEX @ SOURCE TEMP.		
Sample Collected:	08/05/1992	Findings:	.003 MG/L
Chemical:	HYDROXIDE ALKALINITY		
Sample Collected:	08/05/1992	Findings:	23.760 MG/L
Chemical:	NITRATE (AS NO3)		
Sample Collected:	08/05/1992	Findings:	.100 NTU
Chemical:	TURBIDITY (LAB)		
Sample Collected:	03/23/1993	Findings:	2.400 PCI/L
Chemical:	GROSS ALPHA		
Sample Collected:	03/23/1993	Findings:	1.200 PCI/L
Chemical:	GROSS ALPHA COUNTING ERROR		
Sample Collected:	03/23/1993	Findings:	1.000 PCI/L
Chemical:	GROSS BETA COUNTING ERROR		
Sample Collected:	07/20/1993	Findings:	2.100 PCI/L
Chemical:	GROSS ALPHA		
Sample Collected:	07/20/1993	Findings:	1.500 PCI/L
Chemical:	GROSS ALPHA COUNTING ERROR		
Sample Collected:	07/20/1993	Findings:	1.200 PCI/L
Chemical:	GROSS BETA COUNTING ERROR		
Sample Collected:	09/14/1993	Findings:	1.500 PCI/L
Chemical:	GROSS ALPHA		
Sample Collected:	09/14/1993	Findings:	1.400 PCI/L
Chemical:	GROSS ALPHA COUNTING ERROR		
Sample Collected:	09/14/1993	Findings:	1.400 PCI/L
Chemical:	GROSS BETA COUNTING ERROR		
Sample Collected:	11/09/1993	Findings:	3.200 PCI/L
Chemical:	GROSS ALPHA		
Sample Collected:	11/09/1993	Findings:	2.900 PCI/L
Chemical:	GROSS ALPHA COUNTING ERROR		
Sample Collected:	11/09/1993	Findings:	4.700 PCI/L
Chemical:	GROSS BETA		
Sample Collected:	11/09/1993	Findings:	1.900 PCI/L
Chemical:	GROSS BETA COUNTING ERROR		
Sample Collected:	08/23/1995	Findings:	1050.000 UMHO
Chemical:	SPECIFIC CONDUCTANCE		
Sample Collected:	08/23/1995	Findings:	7.700
Chemical:	PH (LABORATORY)		
Sample Collected:	08/23/1995	Findings:	315.000 MG/L
Chemical:	TOTAL ALKALINITY (AS CaCO3)		
Sample Collected:	08/23/1995	Findings:	384.000 MG/L
Chemical:	BICARBONATE ALKALINITY		

GEOCHECK® - PHYSICAL SETTING SOURCE MAP FINDINGS

Sample Collected:	08/23/1995	Findings:	1.200 MG/L
Chemical:	CARBONATE ALKALINITY		
Sample Collected:	08/23/1995	Findings:	389.000 MG/L
Chemical:	TOTAL HARDNESS (AS CaCO ₃)		
Sample Collected:	08/23/1995	Findings:	100.000 MG/L
Chemical:	CALCIUM		
Sample Collected:	08/23/1995	Findings:	34.000 MG/L
Chemical:	MAGNESIUM		
Sample Collected:	08/23/1995	Findings:	80.000 MG/L
Chemical:	SODIUM		
Sample Collected:	08/23/1995	Findings:	4.000 MG/L
Chemical:	POTASSIUM		
Sample Collected:	08/23/1995	Findings:	67.000 MG/L
Chemical:	CHLORIDE		
Sample Collected:	08/23/1995	Findings:	.510 MG/L
Chemical:	FLUORIDE (TEMPERATURE DEPENDENT)		
Sample Collected:	08/23/1995	Findings:	5.000 UG/L
Chemical:	ARSENIC		
Sample Collected:	08/23/1995	Findings:	650.000 MG/L
Chemical:	TOTAL DISSOLVED SOLIDS		
Sample Collected:	08/23/1995	Findings:	.800
Chemical:	LANGELIER INDEX @ 60 C		
Sample Collected:	08/23/1995	Findings:	.009 MG/L
Chemical:	HYDROXIDE ALKALINITY		
Sample Collected:	08/23/1995	Findings:	38.720 MG/L
Chemical:	NITRATE (AS NO ₃)		
Sample Collected:	08/23/1995	Findings:	8800.000 UG/L
Chemical:	NITRATE + NITRITE (AS N)		
Sample Collected:	06/26/1996	Findings:	33.880 MG/L
Chemical:	NITRATE (AS NO ₃)		
Sample Collected:	12/19/1996	Findings:	35.640 MG/L
Chemical:	NITRATE (AS NO ₃)		
Sample Collected:	03/12/1997	Findings:	4.750 PCI/L
Chemical:	URANIUM		
Sample Collected:	03/12/1997	Findings:	.093 PCI/L
Chemical:	URANIUM COUNTING ERROR		
Sample Collected:	06/04/1997	Findings:	4.500 PCI/L
Chemical:	GROSS ALPHA		
Sample Collected:	06/04/1997	Findings:	1.300 PCI/L
Chemical:	GROSS ALPHA COUNTING ERROR		
Sample Collected:	06/04/1997	Findings:	1.600 PCI/L
Chemical:	GROSS BETA COUNTING ERROR		
Sample Collected:	06/04/1997	Findings:	5.110 PCI/L
Chemical:	URANIUM		
Sample Collected:	06/04/1997	Findings:	.216 PCI/L
Chemical:	URANIUM COUNTING ERROR		
Sample Collected:	12/17/1997	Findings:	3.000 PCI/L
Chemical:	GROSS ALPHA		
Sample Collected:	12/17/1997	Findings:	1.200 PCI/L
Chemical:	GROSS ALPHA COUNTING ERROR		

GEOCHECK® - PHYSICAL SETTING SOURCE MAP FINDINGS

Map ID
Direction
Distance
Elevation

Database EDR ID Number

4
NE
1/2 - 1 Mile
Higher

CA WELLS 4509

Water System Information:

Prime Station Code: 04N/15W-21K01 S
FRDS Number: 1910017019
District Number: 07
Water Type: Well/Groundwater
Source Lat/Long: 342500.0 1182700.0
Source Name: SIERRA
System Number: 1910017
System Name: SANTA CLARITA WATER CO.
Organization That Operates System:

User ID: 4TH
County: Los Angeles
Station Type: WELL/AMBNT/MUN/INTAKE/SUPPLY
Well Status: Active Untreated
Precision: Undefined

P.O. BOX 903
SANTA CLARITA, CA 91380

Pop Served: 49500
Area Served: SAUGUS

Connections: 19503

Sample Information: * Only Findings Above Detection Level Are Listed

Sample Collected:	04/05/1989	Findings:	1000.000 UMHO
Chemical:	SPECIFIC CONDUCTANCE		
Sample Collected:	04/05/1989	Findings:	7.400
Chemical:	PH (LABORATORY)		
Sample Collected:	04/05/1989	Findings:	285.000 MG/L
Chemical:	TOTAL ALKALINITY (AS CaCO3)		
Sample Collected:	04/05/1989	Findings:	347.000 MG/L
Chemical:	BICARBONATE ALKALINITY		
Sample Collected:	04/05/1989	Findings:	.630 MG/L
Chemical:	CARBONATE ALKALINITY		
Sample Collected:	04/05/1989	Findings:	410.000 MG/L
Chemical:	TOTAL HARDNESS (AS CaCO3)		
Sample Collected:	04/05/1989	Findings:	114.000 MG/L
Chemical:	CALCIUM		
Sample Collected:	04/05/1989	Findings:	30.000 MG/L
Chemical:	MAGNESIUM		
Sample Collected:	04/05/1989	Findings:	64.400 MG/L
Chemical:	SODIUM		
Sample Collected:	04/05/1989	Findings:	4.100 MG/L
Chemical:	POTASSIUM		
Sample Collected:	04/05/1989	Findings:	67.000 MG/L
Chemical:	CHLORIDE		
Sample Collected:	04/05/1989	Findings:	.300 MG/L
Chemical:	FLUORIDE (TEMPERATURE DEPENDENT)		
Sample Collected:	04/05/1989	Findings:	110.000 UG/L
Chemical:	BARIUM		
Sample Collected:	04/05/1989	Findings:	.040 UG/L
Chemical:	FOAMING AGENTS (MBAS)		
Sample Collected:	04/05/1989	Findings:	600.000 MG/L
Chemical:	TOTAL DISSOLVED SOLIDS		

GEOCHECK® - PHYSICAL SETTING SOURCE MAP FINDINGS

Sample Collected:	04/05/1989	Findings:	.400
Chemical:	LANGELIER INDEX @ 60 C		
Sample Collected:	04/05/1989	Findings:	29.920 MG/L
Chemical:	NITRATE (AS NO3)		
Sample Collected:	04/12/1989	Findings:	2.300 PCI/L
Chemical:	GROSS ALPHA		
Sample Collected:	04/12/1989	Findings:	2.400 PCI/L
Chemical:	GROSS ALPHA COUNTING ERROR		
Sample Collected:	04/12/1989	Findings:	.100 PCI/L
Chemical:	RADIUM 226 COUNTING ERROR		
Sample Collected:	05/10/1989	Findings:	1.200 UG/L
Chemical:	BROMODICHLORMETHANE (THM)		
Sample Collected:	05/10/1989	Findings:	3.900 UG/L
Chemical:	BROMOFORM (THM)		
Sample Collected:	05/10/1989	Findings:	4.000 UG/L
Chemical:	DIBROMOCHLOROMETHANE (THM)		
Sample Collected:	05/10/1989	Findings:	.700 UG/L
Chemical:	1,1,1-TRICHLOROETHANE		
Sample Collected:	07/26/1989	Findings:	1.500 PCI/L
Chemical:	GROSS ALPHA COUNTING ERROR		
Sample Collected:	10/10/1989	Findings:	1.800 PCI/L
Chemical:	GROSS ALPHA		
Sample Collected:	10/10/1989	Findings:	1.900 PCI/L
Chemical:	GROSS ALPHA COUNTING ERROR		
Sample Collected:	01/04/1990	Findings:	1.300 PCI/L
Chemical:	GROSS ALPHA		
Sample Collected:	01/04/1990	Findings:	1.800 PCI/L
Chemical:	GROSS ALPHA COUNTING ERROR		
Sample Collected:	08/05/1992	Findings:	670.000 UMHO
Chemical:	SPECIFIC CONDUCTANCE		
Sample Collected:	08/05/1992	Findings:	7.400
Chemical:	PH (LABORATORY)		
Sample Collected:	08/05/1992	Findings:	230.000 MG/L
Chemical:	TOTAL ALKALINITY (AS CaCO3)		
Sample Collected:	08/05/1992	Findings:	281.000 MG/L
Chemical:	BICARBONATE ALKALINITY		
Sample Collected:	08/05/1992	Findings:	.500 MG/L
Chemical:	CARBONATE ALKALINITY		
Sample Collected:	08/05/1992	Findings:	262.000 MG/L
Chemical:	TOTAL HARDNESS (AS CaCO3)		
Sample Collected:	08/05/1992	Findings:	72.000 MG/L
Chemical:	CALCIUM		
Sample Collected:	08/05/1992	Findings:	20.000 MG/L
Chemical:	MAGNESIUM		
Sample Collected:	08/05/1992	Findings:	56.000 MG/L
Chemical:	SODIUM		
Sample Collected:	08/05/1992	Findings:	3.700 MG/L
Chemical:	POTASSIUM		
Sample Collected:	08/05/1992	Findings:	41.000 MG/L
Chemical:	CHLORIDE		

GEOCHECK® - PHYSICAL SETTING SOURCE MAP FINDINGS

Sample Collected:	08/05/1992	Findings:	.410 MG/L
Chemical:	FLUORIDE (TEMPERATURE DEPENDENT)		
Sample Collected:	08/05/1992	Findings:	450.000 MG/L
Chemical:	TOTAL DISSOLVED SOLIDS		
Sample Collected:	08/05/1992	Findings:	.300
Chemical:	LANGELIER INDEX @ SOURCE TEMP.		
Sample Collected:	08/05/1992	Findings:	.004 MG/L
Chemical:	HYDROXIDE ALKALINITY		
Sample Collected:	08/05/1992	Findings:	18.040 MG/L
Chemical:	NITRATE (AS NO3)		
Sample Collected:	03/23/1993	Findings:	1.100 PCI/L
Chemical:	GROSS ALPHA COUNTING ERROR		
Sample Collected:	03/23/1993	Findings:	1.000 PCI/L
Chemical:	GROSS BETA COUNTING ERROR		
Sample Collected:	07/20/1993	Findings:	1.600 PCI/L
Chemical:	GROSS ALPHA		
Sample Collected:	07/20/1993	Findings:	2.500 PCI/L
Chemical:	GROSS ALPHA COUNTING ERROR		
Sample Collected:	07/20/1993	Findings:	1.600 PCI/L
Chemical:	GROSS BETA COUNTING ERROR		
Sample Collected:	09/14/1993	Findings:	1.800 PCI/L
Chemical:	GROSS ALPHA COUNTING ERROR		
Sample Collected:	09/14/1993	Findings:	1.800 PCI/L
Chemical:	GROSS BETA COUNTING ERROR		
Sample Collected:	11/09/1993	Findings:	2.000 PCI/L
Chemical:	GROSS ALPHA COUNTING ERROR		
Sample Collected:	11/09/1993	Findings:	4.900 PCI/L
Chemical:	GROSS BETA		
Sample Collected:	11/09/1993	Findings:	1.900 PCI/L
Chemical:	GROSS BETA COUNTING ERROR		
Sample Collected:	08/23/1995	Findings:	870.000 UMHO
Chemical:	SPECIFIC CONDUCTANCE		
Sample Collected:	08/23/1995	Findings:	7.700
Chemical:	PH (LABORATORY)		
Sample Collected:	08/23/1995	Findings:	260.000 MG/L
Chemical:	TOTAL ALKALINITY (AS CaCO3)		
Sample Collected:	08/23/1995	Findings:	317.000 MG/L
Chemical:	BICARBONATE ALKALINITY		
Sample Collected:	08/23/1995	Findings:	1.000 MG/L
Chemical:	CARBONATE ALKALINITY		
Sample Collected:	08/23/1995	Findings:	347.000 MG/L
Chemical:	TOTAL HARDNESS (AS CaCO3)		
Sample Collected:	08/23/1995	Findings:	98.000 MG/L
Chemical:	CALCIUM		
Sample Collected:	08/23/1995	Findings:	25.000 MG/L
Chemical:	MAGNESIUM		
Sample Collected:	08/23/1995	Findings:	54.000 MG/L
Chemical:	SODIUM		
Sample Collected:	08/23/1995	Findings:	4.400 MG/L
Chemical:	POTASSIUM		

GEOCHECK® - PHYSICAL SETTING SOURCE MAP FINDINGS

Sample Collected:	08/23/1995	Findings:	50.000 MG/L
Chemical:	CHLORIDE		
Sample Collected:	08/23/1995	Findings:	.360 MG/L
Chemical:	FLUORIDE (TEMPERATURE DEPENDENT)		
Sample Collected:	08/23/1995	Findings:	3.000 UG/L
Chemical:	ARSENIC		
Sample Collected:	08/23/1995	Findings:	73.000 UG/L
Chemical:	COPPER		
Sample Collected:	08/23/1995	Findings:	6.000 UG/L
Chemical:	SELENIUM		
Sample Collected:	08/23/1995	Findings:	540.000 MG/L
Chemical:	TOTAL DISSOLVED SOLIDS		
Sample Collected:	08/23/1995	Findings:	.700
Chemical:	LANGELIER INDEX @ 60 C		
Sample Collected:	08/23/1995	Findings:	.009 MG/L
Chemical:	HYDROXIDE ALKALINITY		
Sample Collected:	08/23/1995	Findings:	23.320 MG/L
Chemical:	NITRATE (AS NO3)		
Sample Collected:	08/23/1995	Findings:	5300.000 UG/L
Chemical:	NITRATE + NITRITE (AS N)		
Sample Collected:	03/29/1996	Findings:	28.600 MG/L
Chemical:	NITRATE (AS NO3)		
Sample Collected:	06/26/1996	Findings:	22.880 MG/L
Chemical:	NITRATE (AS NO3)		
Sample Collected:	09/20/1996	Findings:	18.920 MG/L
Chemical:	NITRATE (AS NO3)		
Sample Collected:	12/19/1996	Findings:	21.560 MG/L
Chemical:	NITRATE (AS NO3)		
Sample Collected:	12/31/1996	Findings:	20.680 MG/L
Chemical:	NITRATE (AS NO3)		
Sample Collected:	09/10/1997	Findings:	2.100 PC/L
Chemical:	GROSS ALPHA		
Sample Collected:	09/10/1997	Findings:	1.000 PC/L
Chemical:	GROSS ALPHA COUNTING ERROR		
Sample Collected:	09/10/1997	Findings:	1.100 PC/L
Chemical:	GROSS BETA COUNTING ERROR		
Sample Collected:	12/17/1997	Findings:	2.700 PC/L
Chemical:	GROSS ALPHA		
Sample Collected:	12/17/1997	Findings:	1.200 PC/L
Chemical:	GROSS ALPHA COUNTING ERROR		
Sample Collected:	12/17/1997	Findings:	1.400 PC/L
Chemical:	GROSS BETA COUNTING ERROR		

5
SW
1/2 - 1 Mile
Higher

CA WELLS 4521

GEOCHECK® - PHYSICAL SETTING SOURCE MAP FINDINGS

Water System Information:

Prime Station Code:	04N/15W-29A01 S	User ID:	4TH
FRDS Number:	1910017005	County:	Los Angeles
District Number:	07	Station Type:	WELL/AMBNT/MUN/INTAKE/SUPPLY
Water Type:	Well/Groundwater	Well Status:	Destroyed
Source Lat/Long:	342400.0 1182800.0	Precision:	Undefined
Source Name:	FRIENDLY VALLEY - DESTROYED		
System Number:	1910017		
System Name:	SANTA CLARITA WATER CO.		
Organization That Operates System:	P.O. BOX 903		
	SANTA CLARITA, CA 91380		
Pop Served:	49500	Connections:	19503
Area Served:	SAUGUS		

Sample Information: * Only Findings Above Detection Level Are Listed

Sample Collected:	01/04/1994	Findings:	2.600 UG/L
Chemical:	BROMOFORM (THM)		
Sample Collected:	01/04/1994	Findings:	1.800 UG/L
Chemical:	DIBROMOCHLOROMETHANE (THM)		
Sample Collected:	01/04/1994	Findings:	4.900 UG/L
Chemical:	TOTAL TRIHALOMETHANES		

GEOCHECK® - PHYSICAL SETTING SOURCE MAP FINDINGS

OTHER STATE DATABASE INFORMATION

North
1/4 - 1/2 Mile

CA OIL/GAS CA00012528

Well Number:	1	Status:	Plugged and abandoned-dry hole
API Number:	03705625	Operator:	March Oil Company
Latitude:	34.416020	Longitude:	-118.457340
Region:	2	Lease:	Boylan
Section:	21	Township:	04N
Range:	15W	Map Number:	W1-2
Base and Meridian:	San Bernardino	Total Depth:	Not Reported
Spud Date:	Not Reported	Abandonment Date:	Not Reported

West
1/2 - 1 Mile

CA OIL/GAS CA00006190

Well Number:	1	Status:	Plugged and abandoned-dry hole
API Number:	03706237	Operator:	Western Empire Petroleum Co.
Latitude:	34.411862	Longitude:	-118.468525
Region:	2	Lease:	Curran
Section:	20	Township:	04N
Range:	15W	Map Number:	W1-2
Base and Meridian:	San Bernardino	Total Depth:	Not Reported
Spud Date:	Not Reported	Abandonment Date:	Not Reported

SSE
1/4 - 1/2 Mile

CA OIL/GAS CA00016280

Well Number:	2	Status:	Plugged and abandoned-dry hole
API Number:	03705713	Operator:	Archie C. Myers
Latitude:	34.406550	Longitude:	-118.455556
Region:	2	Lease:	Nadau
Section:	28	Township:	04N
Range:	15W	Map Number:	W1-2
Base and Meridian:	San Bernardino	Total Depth:	Not Reported
Spud Date:	Not Reported	Abandonment Date:	Not Reported

GEOCHECK® - PHYSICAL SETTING SOURCE MAP FINDINGS

STATE OIL/GAS WELL INFORMATION:

South
1/4 - 1/2 Mile

CA OIL/GAS CA00015620

Well Number: 1
API Number: 03705344
Latitude: 34.405762
Region: 2
Section: 28
Range: 15W
Base and Meridian: San Bernardino
Spud Date: Not Reported

Status: Plugged and abandoned-dry hole
Operator: B. F. Delanty
Longitude: -118.456947
Lease: Nadeau
Township: 04N
Map Number: W1-2
Total Depth: Not Reported
Abandonment Date: Not Reported

GEOCHECK® - PHYSICAL SETTING SOURCE MAP FINDINGS RADON

AREA RADON INFORMATION

Federal EPA Radon Zone for LOS ANGELES County: 2

Note: Zone 1 indoor average level > 4 pCi/L.
 : Zone 2 indoor average level >= 2 pCi/L and <= 4 pCi/L.
 : Zone 3 indoor average level < 2 pCi/L.

Zip Code: 91351

Number of sites tested: 1

<u>Area</u>	<u>Average Activity</u>	<u>% <4 pCi/L</u>	<u>% 4-20 pCi/L</u>	<u>% >20 pCi/L</u>
Living Area - 1st Floor	2.400 pCi/L	100%	0%	0%
Living Area - 2nd Floor	Not Reported	Not Reported	Not Reported	Not Reported
Basement	Not Reported	Not Reported	Not Reported	Not Reported

PHYSICAL SETTING SOURCE RECORDS SEARCHED

HYDROLOGIC INFORMATION

Flood Zone Data: This data, available in select counties across the country, was obtained by EDR in 1999 from the Federal Emergency Management Agency (FEMA). Data depicts 100-year and 500-year flood zones as defined by FEMA.

NWI: National Wetlands Inventory. This data, available in select counties across the country, was obtained by EDR in 1999 from the U.S. Fish and Wildlife Service.

HYDROGEOLOGIC INFORMATION

AQUIFLOW[®] Information System

Source: EDR proprietary database of groundwater flow information

EDR has developed the AQUIFLOW Information System (AIS) to provide data on the general direction of groundwater flow at specific points. EDR has reviewed reports submitted to regulatory authorities at select sites and has extracted the date of the report, hydrogeologically determined groundwater flow direction and depth to water table information.

GEOLOGIC INFORMATION

Geologic Age and Rock Stratigraphic Unit

Source: P.G. Schruben, R.E. Arndt and W.J. Bawiec, Geology of the Conterminous U.S. at 1:2,500,000 Scale - A digital representation of the 1974 P.B. King and H.M. Beikman Map, USGS Digital Data Series DDS - 11 (1994).

STATSGO: State Soil Geographic Database

The U.S. Department of Agriculture's (USDA) Soil Conservation Service (SCS) leads the national Cooperative Soil Survey (NCSS) and is responsible for collecting, storing, maintaining and distributing soil survey information for privately owned lands in the United States. A soil map in a soil survey is a representation of soil patterns in a landscape. Soil maps for STATSGO are compiled by generalizing more detailed (SSURGO) soil survey maps.

ADDITIONAL ENVIRONMENTAL RECORD SOURCES

FEDERAL WATER WELLS

PWS: Public Water Systems

Source: EPA/Office of Drinking Water

Telephone: 202-260-2805

Public Water System data from the Federal Reporting Data System. A PWS is any water system which provides water to at least 25 people for at least 60 days annually. PWSs provide water from wells, rivers and other sources.

PWS ENF: Public Water Systems Violation and Enforcement Data

Source: EPA/Office of Drinking Water

Telephone: 202-260-2805

Violation and Enforcement data for Public Water Systems from the Safe Drinking Water Information System (SDWIS) after August 1995. Prior to August 1995, the data came from the Federal Reporting Data System (FRDS).

USGS Water Wells: In November 1971 the United States Geological Survey (USGS) implemented a national water resource information tracking system. This database contains descriptive information on sites where the USGS collects or has collected data on surface water and/or groundwater. The groundwater data includes information on more than 900,000 wells, springs, and other sources of groundwater.

PHYSICAL SETTING SOURCE RECORDS SEARCHED

STATE RECORDS

California Drinking Water Quality Database

Source: Department of Health Services

Telephone: 916-324-2319

The database includes all drinking water compliance and special studies monitoring for the state of California since 1984. It consists of over 3,200,000 individual analyses along with well and water system information.

California Oil and Gas Well Locations for District 2 and 6

Source: Department of Conservation

Telephone: 916-323-1779

RADON

Area Radon Information: The National Radon Database has been developed by the U.S. Environmental Protection Agency (USEPA) and is a compilation of the EPA/State Residential Radon Survey and the National Residential Radon Survey. The study covers the years 1986 - 1992. Where necessary data has been supplemented by information collected at private sources such as universities and research institutions.

EPA Radon Zones: Sections 307 & 309 of IRAA directed EPA to list and identify areas of U.S. with the potential for elevated indoor radon levels.

OTHER

Epicenters: World earthquake epicenters, Richter 5 or greater

Source: Department of Commerce, National Oceanic and Atmospheric Administration

California Earthquake Fault Lines: The fault lines displayed on EDR's Topographic map are digitized quaternary fault lines, prepared in 1975 by the United State Geological Survey. Additional information (also from 1975) regarding activity at specific fault lines comes from California's Preliminary Fault Activity Map prepared by the California Division of Mines and Geology.

APPENDIX D

Cultural Resources Report

ARCHAEOLOGICAL ASSOCIATES

August 21, 2002

Mr. Rudy Ortega, Jr.
Vice President
Fernandeno/Tataviam Tribal Government
601 S. Brand Blvd., Suite 102
San Fernando, CA 91340

RE: Sierra Highway Bridge Replacement and Rehabilitation Project, City of Santa Clarita, Los Angeles County.

Dear Mr. Ortega:

The City of Santa Clarita, in consultation with *Caltrans* District 7, is considering the replacement and rehabilitation of two existing multi-lane bridges on Sierra Highway. The subject bridges are located in the northern portion of the City in the community of Canyon Country. The project area consists of the northbound and southbound bridges along Sierra Highway over the Union Pacific/MetroLink railroad tracks and a Los Angeles flood control channel. Via Princessa lies approximately 1/4-mile to the south as does Soledad Canyon Road 1/2-mile to the north.

The purposes of the project are: 1) to increase traffic flow on Sierra Highway, 2) replace the structurally deficient northbound bridge, and 3) rehabilitate and widen the southbound bridge. Archaeological Associates is presently preparing cultural resource documents that address archaeological and historical issues pertinent to the proposed project. The environment is urbanized (residential and commercial) and no prehistoric or historic resources have been identified either through research or survey within the project impact area.

Nonetheless, we are seeking input from knowledgeable parties with regard to places of importance that may or may not have been previously identified. In particular, if you or any members of your organization are aware of the presence of any prehistoric or historic resources within the project area, we would very much like to hear from you. You can respond in writing to the address below. Any input that you may provide would be greatly appreciated!

Very truly yours,



Laurie S. White, M.A.
Field Director

LSW:file;santaclaritalet

ARCHAEOLOGICAL ASSOCIATES

August 21, 2002

Mr. Leon Worden
President
Santa Clarita Valley Historical Society
P.O. Box 221925
Newhall, CA 91322-1925

RE: Sierra Highway Bridge Replacement and Rehabilitation Project, City of Santa Clarita, Los Angeles County.

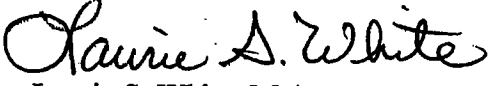
Dear Mr. Worden:

The City of Santa Clarita, in consultation with *Caltrans* District 7, is considering the replacement and rehabilitation of two existing multi-lane bridges on Sierra Highway. The subject bridges are located in the northern portion of the City in the community of Canyon Country. The project area consists of the northbound and southbound bridges along Sierra Highway over the Union Pacific/Metrolink railroad tracks and a Los Angeles flood control channel. Via Princessa lies approximately 1/4-mile to the south as does Soledad Canyon Road 1/2-mile to the north.

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Very truly yours,


Laurie S. White, M.A.
Field Director

LSW:file;santaclaritalet

Appendix D: Public Participation Letters

LOS ANGELES COUNTY - OCTOBER 1, 2001

BRIDGE NUMBER	PKD RTE S	DI ST	FEATURES INTERSECTED	S N	BYP LEN	LNES ONUN	AADT	APPRD WIDTH	RAIL RATE	STR TYP	RDW WID
53C1756	150000000	07	LIMEKILN CANYON WASH	0	2	0200	2000	13.4	1000	101	13
53C1758	1500L3910	07	GRANADA CHANNEL	0	3	0400	8200	18.9	0000	119	18
53C1759	1500L5520	07	GRANADA CHANNEL	0	3	0400	12800	19.8	1111	119	19
53C1760	150000000	07	BIG TUJUNGA WASH	0	3	0200	830	7.3	0000	119	6
53C1762	150000000	07	BULL CREEK	0	2	0200	2000	13.4	0000	201	7
53C1763	250000000	07	VERMONT CANYON RD TUNNEL	0	2	0002	500	14.0	NNNN	018	6
53C1764	2500L2930	07	UP RR (UNION STATION)	0	2	0004	5000		NNNN	111	
53C1766	1500L1780	07	PALMS JUNIOR HIGH PUC	0	2	0400	21700	18.9	0000	119	18
53C1767	1500L1740	07	SANTA MONICA CYN CHANNEL	0	3	0400	19600	12.2	0!!!	119	15
53C1770	2500Q5990	07	COCA COLA CONVEYOR	0	2	0002	2000		NNNN	310	
53C1771	1500L3310	07	CITY HALL EAST TUNNEL	0	2	0400	26816	22.6	1111	104	22
53C1772	1500L3350	07	METROLINK	0	3	0400	22500	18.3	0000	101	18
53C1773	1500L4050	07	SUNSET PLAZA SIDEHILL BR	0	5	0200	1140	7.3	0000	204	6
53C1776L	1400L6390	07	METROLINK & UP RR	0	8	0300	13600	11.0	1111	204	11
53C1776R	1400L6390	07	METROLINK & UP RR	0	8	0300	13600	10.7	0111	204	11
53C1777L	1500L6390	07	SANTA CLARA RIVER	0	8	0300	8500	11.3	0111	204	11
53C1777R	1500L6390	07	SANTA CLARA RIVER	0	5	0300	8200	11.0	1111	204	11
53C1779	140000000	07	LA CIENEGA BLVD OC	0	8	0206	5000	11.0	1000	605	11
	2400L1300	07	LA CIENEGA BLVD	0	8	0206	77000	0.0	1000	605	0
53C1780	1500L2860	07	CIVIC CENTER MALL	0	2	0400	13389	18.9	1111	104	18
53C1782	140000000	07	SAN MARTINEZ CHIQUITO CR	0	0	0200	2200	7.3	0011	702	8
53C1785	1400L5940	07	PICKENS CANYON CHANNEL	0	2	0400	15000	24.4	0000	101	24
53C1786	150000000	07	VERDUGO WASH	0	2	0400	24400	17.7	0000	302	17
53C1787	150000000	07	VERDUGO WASH	0	2	0400	24400	17.7	0000	101	17
53C1790	150000000	07	GREENWOOD AVENUE	0	16	0204	200	11.3	1111	602	8
	2500L7150	07	GREENWOOD AVENUE	0	16	0204	1000	11.3	1111	602	8

Local Agency Bridge List

Los Angeles County

BRIDGE NUMBER	DI	STRUCTURE NAME	FACILITY	CITY	BYP LEN	LANES ON/UN	AAADT	APPRD WIDTH	STR TYP	RDWAY WIDTH	YEAR BUILT	SD FO	STR LEN	SUFF RATE
53C1766	07	PALMS JUNIOR HIGH PUC	PALM BLVD	LA	2	0400	21700	18.9	119	18.9	1953		7	95.0
53C1767	07	SANTA MONICA CYN CHANNEL	SUNSET BLVD	LA	3	0400	19600	12.2	119	15.2	1966	FO	10	77.5
53C1770	07	COCA COLA CONVEYOR OC	14TH STREET	LA	2	0002	2000		310		1967		20	
53C1771	07	CITY HALL EAST TUNNEL	LOS ANGELES ST	LA	2	0400	26816	22.6	104	22.6	1971	FO	16	93.4
53C1772	07	MISSION ROAD OH	MISSION RD	LA	3	0400	22500	18.3	101	18.3		FO	14	90.7
53C1773	07	SUNSET PLAZA SIDEHILL BR	SUNSET PLAZA DR	LA	5	0200	1140	7.3	204	6.9	1956	FO	55	75.6
53C1776L	07	SOLEMINT OH	SIERRA HIGHWAY		8	0300	13600	11.0	204	11.3	1968	SD	70	70.0
53C1776R	07	SOLEMINT OH	SIERRA HIGHWAY		8	0300	13600	10.7	204	11.3	1938	SD	69	45.1
53C1777L	07	SANTA CLARA RIVER	SIERRA HWY SBND	SCTA	8	0300	8500	11.3	204	11.3	1938	SD	130	74.8
53C1777R	07	SANTA CLARA RIVER	SIERRA HWY NBND	SCTA	5	0300	8200	11.0	204	11.0	1968	FO	123	78.5
53C1778	07	BALDWIN HILLS PARK RD OC	BALDWIN HILL PK RD		8	0206	5000	11.0	605	11.1	1985		49	91.0
53C1779	07	BALDWIN HILLS PARK RD OC	BALDWIN HILL PK RD		8	0206	77000		605		1985		49	91.0
53C1780	07	CIVIC CENTER MALL	TEMPLE STREET	LA	2	0400	13389	18.9	104	18.9	1975		81	98.7
53C1782	07	SAN MARTINEZ CHIQUITO CR	CHIQUITO CANYON RD		0	0200	2200	7.3	702	8.5	1925		6	68.2
53C1785	07	PICKENS CANYON CHANNEL	FOOTHILL BLVD		2	0400	15000	24.4	101	24.4	1935		7	81.5
53C1786	07	VERDUGO WASH	CANADA BLVD SO	GNDL	2	0400	24400	17.7	302	17.7	1933		46	93.7
53C1787	07	VERDUGO WASH	CANADA BLVD NO	GNDL	2	0400	24400	17.7	101	17.8	1933		18	71.6
53C1790	07	SYCAMORE STREET	SYCAMORE ST	MTBL	16	0204	200	11.3	602	8.4	1983	FO	29	91.8
53C1790	07	SYCAMORE STREET	SYCAMORE ST	MTBL	16	0204	1000	11.3	602	8.4	1983	FO	29	91.8
53C1791	07	GREENWOOD AVE UP	ATSF RR	MTBL	16	0004	1000		205		1983		29	-1.0
53C1792	07	ALDER CREEK BR	UPPER BIG TUJUNGA		199	0200	500	7.3	319	7.6	1983		12	78.2
53C1793	07	MILL CREEK BR	UPPER BIG TUJUNGA		16	0200	500	7.9	319	8.5	1982		10	96.8
53C1794	07	UNKNOWN WASH	PHILLIPS RANCH RD		8	0400	12000	16.2	119	20.7	1981		10	92.5
53C1795	07	ARTESIA-NORWALK STRM DRN	226TH ST		2	0200	500	11.0	119	11.0	1982		9	98.0
53C1796	07	HUMANE WAY	HUMANE WAY	POM	3	0312	2500	19.5	602	19.5	1982		35	-1.0
53C1796	07	HUMANE WAY	HUMANE WAY	POM	3	0306	4000	-1.0	602	-1.0	1982		104	-1.0
53C1796	07	HUMANE WAY	HUMANE WAY	POM	0	0306	500	-1.0	602	-1.0	1982		104	-1.0
53C1797	07	PASEO VALENCIA POC	CARRIZO DR	SCTA	2	0002	1100		702		1983		35	-1.0
53C1797	07	PASEO VALENCIA POC	ALTA MADERA DR	SCTA	2	0002	1100		702		1983		35	-1.0
53C1798	07	MINT CANYON WASH	SCHERZINGER LANE	SCTA	2	0200	100	12.2	119	12.2	1983		11	97.0
53C1798	07	MINT CANYON WASH	ALONDRA BLVD	SCTA	5	0400	25000	20.7	204	20.9	1984		38	92.1
53C1800	07	ALONDRA BL OH (ATSF RR)	JOHN RUSSELL DR	LMRD	5	0400	25000	20.7	204	20.9	1984	SD	38	92.1
53C1801	07	PASEO VALENCIA POC	IMPERIAL HWY	SCTA	2	0002	1100		702		1982		35	-1.0
53C1802	07	IMPERIAL HIGHWAY UP	IMPERIAL HWY	NRW	2	0006	36600		205		1984		145	-1.0
53C1803	07	UNKNOWN WASH	RUSTIC GLEN DR	POM	14	0200	2000	12.2	119	12.0	1978		7	95.6
53C1804	07	LONG BEACH PROMENADE POC	SHORELINE DR	LBCH	3	0009	6600		204		1983		108	-1.0
53C1805	07	LONG BEACH PROMENADE POC	LNG BCH PROMENADE	LBCH	2	0004	1000		502		1983		29	-1.0
53C1806	07	LONG BEACH PARKING STRUT	LNG BCH PRKNG STRU	LBCH	2	0003	1000		605		1983		38	-1.0
53C1807	07	SANTA CLARA RIVER (SF)	POWER/EVERETT DR	SCTA	2	0200	800	11.0	119	11.0	1971		13	97.9
53C1808	07	SAN JOSE CREEK	FAIRWAY DR	IDY	8	0400	22400	25.3	502	24.3	1983		27	84.1
53C1808	07	UPPR	CROSSROADS PKWY N	IDY	3	0400	450	18.0	605	16.9	1983		67	91.9
53C1812	07	MEDEA CREEK	THOUSAND OAKS BL	AGRH	5	0400	5900	22.3	104	22.3	1982		17	96.6
53C1813	07	HALLS CANYON CHANNEL	FOOTHILL BLVD	LCF	2	0500	20500	24.4	119	19.3	1935	SD	7	64.4
53C1814	07	SANTA ANITA WASH	HUNTINGTON DR	MNRO	3	0600	19000	21.3	119	21.1	1958	FO	13	74.6
53C1815	07	SAWPIT WASH	HUNTINGTON DR	MNRO	3	0400	15500	20.1	101	23.2	1928		12	80.5
53C1816	07	AMARGOSA DRAIN	AVENUE L	LAN	3	0200	5000	31.1	119	31.0	1988		7	97.3

Data presented here is for information only. It should not be used to determine the official status of a bridge's eligibility for HBRR money.

Historical Significance - Local Agency Bridges

Los Angeles County

Bridge Number	District	Structure Name	Location	Historical Significance	Year Built	Year Wid/Ext
53C1759	07	GRANADA CHANNEL	HAVNHRST AV & RUFNER AV	5 Not eligible for NRHP	1972	
53C1760	07	BIG TUJUNGA WASH	600' N BIG TUJUNGA CYN R	5 Not eligible for NRHP	1971	
53C1762	07	BULL CREEK	BALBOA & RUFFNER AV	5 Not eligible for NRHP	1955	
53C1763	07	VERMONT CANYON RD TUNNEL	1.3 MIN/O LOS FELIZ BLVD	5 Not eligible for NRHP	-1	
53C1764	07	VIGNES STREET UNDERPASS	0.2 MIE OF N MAIN ST	5 Not eligible for NRHP	1938	
53C1766	07	PALMS JUNIOR HIGH PUC	GLENDON AV-KELTON AV	5 Not eligible for NRHP	1953	
53C1767	07	SANTA MONICA CYN CHANNEL	BTW MNDVL CYN RD/RIVRA RD	5 Not eligible for NRHP	1966	
53C1770	07	COCA COLA CONVEYOR OC	0.1 MIE OF CENTRAL AVE	5 Not eligible for NRHP	1967	
53C1771	07	CITY HALL EAST TUNNEL	100 FT S OF TEMPLE ST	5 Not eligible for NRHP	1971	
53C1772	07	MISSION ROAD OH	1/4 MINE OF MACY ST	5 Not eligible for NRHP		
53C1773	07	SUNSET PLAZA SIDEHILL BR	1.5 MIN OF SUNSET BLVD	5 Not eligible for NRHP	1956	
53C1776L	07	SOLEMINT OH	W/O SR 14 NR SOLEMINT	5 Not eligible for NRHP	1968	
53C1776R	07	SOLEMINT OH	0.5 MI S/O SOLEDAD	5 Not eligible for NRHP	1938	
53C1777L	07	SANTA CLARA RIVER	0.3 MIS SOLEDAD CYN RD	5 Not eligible for NRHP	1938	
53C1777R	07	SANTA CLARA RIVER	0.3 MIS SOLEDAD CYN RD	5 Not eligible for NRHP	1968	
53C1779	07	BALDWIN HILLS PARK RD OC	2.8 KM N/O SLAUSON AVE	5 Not eligible for NRHP	1985	
53C1780	07	CIVIC CENTER MALL	0.02 MIE OF MAIN ST	5 Not eligible for NRHP	1975	
53C1782	07	SAN MARTINEZ CHIQUITO CR	3 MIW GOLDEN STATE FRWY	5 Not eligible for NRHP	1925	1960
53C1785	07	PICKENS CANYON CHANNEL	0.1 MIE/O BRIGGS AVE	5 Not eligible for NRHP	1935	
53C1786	07	VERDUGO WASH	1.3 MIN/O VENTURA FWY	5 Not eligible for NRHP	1933	1938
53C1787	07	VERDUGO WASH	0.1 MI S/O VERDUGO RD	5 Not eligible for NRHP	1933	
53C1790	07	SYCAMORE STREET	1/4 MIN SANTA ANA FRWY	5 Not eligible for NRHP	1983	
53C1791	07	GREENWOOD AVE UP	1/4 MIN SANTA ANA FRWY	5 Not eligible for NRHP	1983	
53C1792	07	ALDER CREEK BR	4.1 MIE ANGELES FORST HY	5 Not eligible for NRHP	1983	
53C1793	07	MILL CREEK BR	150' E ANGELES FOREST HWY	5 Not eligible for NRHP	1982	
53C1794	07	UNKNOWN WASH	1/4 MIN POMONA FRWY	5 Not eligible for NRHP	1981	
53C1795	07	ARTESIA-NORWALK STRM DRN	0.1 MIW/O NORWALK BLVD	5 Not eligible for NRHP	1982	
53C1796	07	HUMANE WAY	0.3 MIW CORONA EXPWY	5 Not eligible for NRHP	1982	
53C1797	07	PASEO VALENCIA POC	0.7 MIS VALENCIA BL	5 Not eligible for NRHP	1983	
53C1798	07	PASEO VALENCIA POC	1.1 MIS VALENCIA BLVD	5 Not eligible for NRHP	1983	
53C1799	07	MINT CANYON WASH	150' E/O SIERRA HWY	5 Not eligible for NRHP	1983	
53C1800	07	ALONDRA BL OH (ATSF RR)	100' W STAGE ROAD	5 Not eligible for NRHP	1984	
53C1801	07	PASEO VALENCIA POC	0.5 MIE MCBEAN PARKWAY	5 Not eligible for NRHP	1982	
53C1802	07	IMPERIAL HIGHWAY UP	1/2 MIE 605 FRWY	5 Not eligible for NRHP	1984	
53C1803	07	UNKNOWN WASH	1/4 MIN POMONA FRWY	5 Not eligible for NRHP	1978	
53C1804	07	LONG BEACH PROMENADE POC	0.1 MIW PINE ST	5 Not eligible for NRHP	1983	
53C1805	07	LONG BEACH PROMENADE POC	0.1 MIW PINE ST	5 Not eligible for NRHP	1983	
53C1806	07	LONG BEACH PARKING STRUT	0.1 MIN QUEENS WAY	5 Not eligible for NRHP	1983	
53C1807	07	SANTA CLARA RIVER (SF)	0.4 MIS LYONS AVE	5 Not eligible for NRHP	1971	
53C1808	07	SAN JOSE CREEK	5/8 MIN POMONA FWY	5 Not eligible for NRHP	1983	
53C1809	07	UPPR	1/4 MIE WORKMAN MILL RD	5 Not eligible for NRHP	1983	
53C1812	07	MEDEA CREEK	0.1 MIW KANAN RD	5 Not eligible for NRHP	1982	
53C1813	07	HALLS CANYON CHANNEL	0.1 MIW OF CASTLE ROAD	5 Not eligible for NRHP	1935	1955
53C1814	07	SANTA ANITA WASH	0.6 MIE/O SANTA ANITA AV	5 Not eligible for NRHP	1958	
53C1815	07	SAWPIT WASH	0.2 MIW MOUNTAIN AVE	5 Not eligible for NRHP	1928	1952



**Appendix C: Local Agency Bridge Lists
(53C-1776R and 53C-1776L data sheets)**

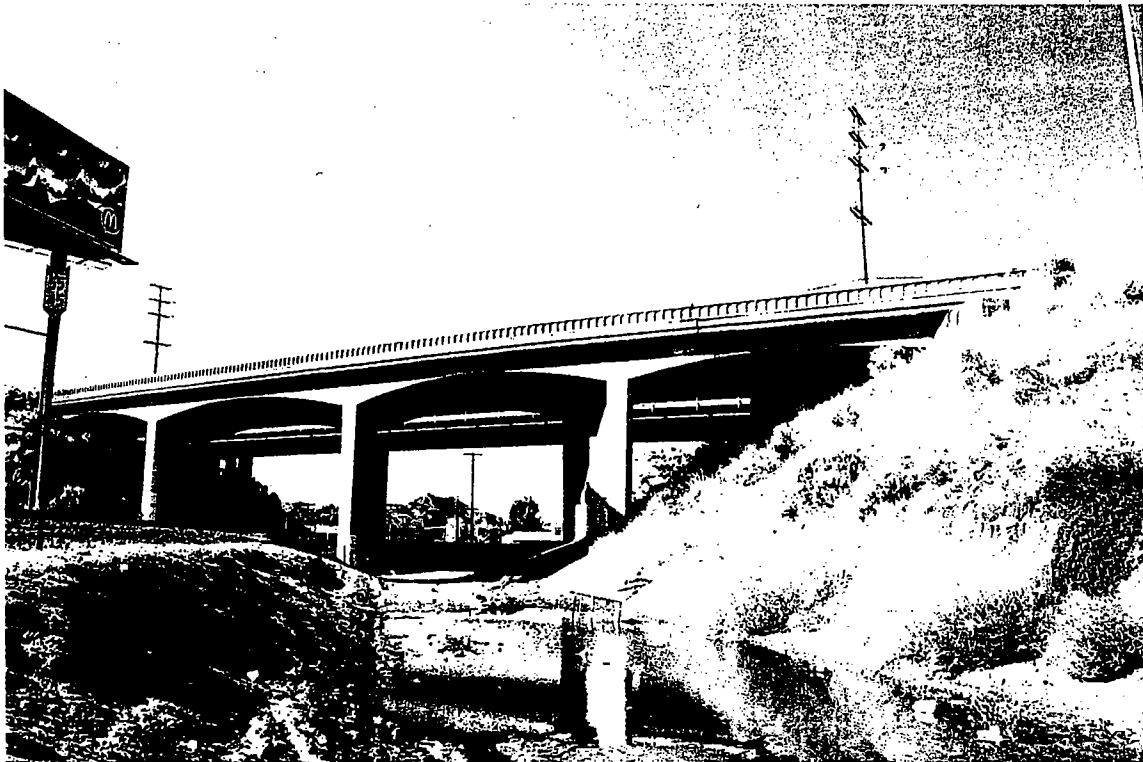


Photo #1 (Top): Westerly view of the northbound Sierra Highway bridge (53C-1776R).

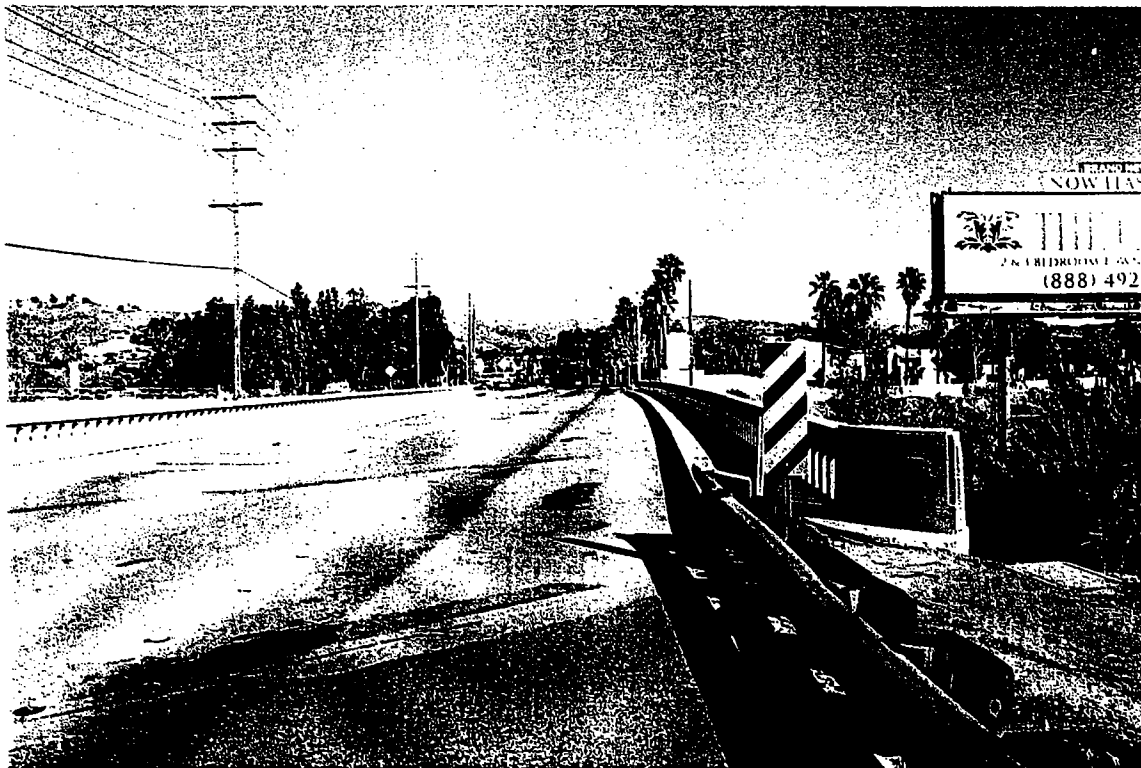


Photo #2 (Bottom): Looking north across deck of northbound Sierra Highway bridge.

Department of Transportation
BRIDGE EVALUATION FORM
(To be appended to the HPSR)

Page 2

The bridge deck comprises three lanes and a sidewalk. Concrete balustrades comprising undecorated, segmented arches are present on both the east and west elevations. The base of the western balustrade is decorated with a band of small, rectangular panels that are both recessed and beveled. The southern end of the eastern balustade terminates in a low radiused panel that is embossed with the date 1938.

History: Date of construction/designer: 1938 (designer unknown)

Other historical information (persons, events-e.g. WPA/CCC): None

Prepared by: David Van Horn, Ph.D. (Archaeological Associates)

Position: Architectural Historian, Principal

Date: September 6, 2002

Reviewed by: _____

(Name/Title)

Department of Transportation
BRIDGE EVALUATION FORM
(To be appended to the HPSR)

Page 1

Note: This form is only to be used for structure types listed in the Caltrans/FHWA/SHPO Memorandum of Understanding dated December 12, 1980.

Location: Attach Map showing structure location (see maps 1-3 in NegHPSR).

File: _____ Fed. No.: _____
Road: Sierra Highway, City of Santa Clarita, Los Angeles County Location: Sierra Highway Overcrossing the Union Pacific/MetroLink railroad tracks and flood control channel
Bridge No.: 53C-1776R

Description: Attach at least one side photo and one view of the deck along the center line.

Type (circle one): Temporary Standard Culvert

(Superstructure and Substructure): The northbound Sierra Highway Bridge was constructed in 1938. It comprises a reinforced concrete, segmentally arched four-span bridge resting on three concrete piers. These piers are unevenly spaced to accommodate the varying widths of the railroad alignment and flood control channel. The piers are solid and extend the full width of the bridge following the alignment of the railroad tracks and channel (as opposed to being perpendicular to the axis of the bridge). The piers are undecorated except for two narrow, plain pilasters that are triangular in section and symmetrically placed to either side of each pier. The placement of the pilasters correspond to the two concrete supporting arches crossing the interiors of each span. Single lateral braces connect the apices of the exterior and interior arches in each span. Hinged joints were placed in spans 1 and 4 adjacent to each abutment. To restrict gross lateral movement of these joints in a seismic event, steel cables have been placed in such a way so as to "stitch" the joints together.

Appendix B: Bridge Evaluation Form

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KING, CHESTER and THOMAS C. BLACKBURN

- 1978 Tataviam. In *Handbook of North American Indians*, Vol. 8, California. Smithsonian Institution. Washington, D.C.

KROEBER, ALFRED L.

- 1915 A New Shoshonean Tribe in California. *American Anthropologist* 17(4):773-775.

- 1925 *Handbook of the Indians of California*. Bureau of American Ethnology Bulletin 78. Smithsonian Institution. Washington, D.C.

MERRIAM, C. HART

- 1968 Village Names in Twelve California Mission Records. Robert F. Heizer, ed. *University of California Archaeological Survey Reports* 74. Berkeley.

SUTTON, MARK Q.

- 1980 Some Aspects of Kitanemuk Prehistory. *Journal of California and Great Basin Anthropology*, 4(1):148-154.

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Fiberoptic Longhaul Project, and the Pacific Pipeline Emidio Route. The fourth study consists of a 40-acre survey of the River Ranch condominium and townhouse development located immediately northeast of the bridge and railroad tracks.

V. FIELD METHODS

The archaeological survey component of the project comprised a pedestrian survey of all vacant land within the APE. Fieldwork was carried out by Laurie S. White, M.A. (Principal Investigator) and Robert S. White (surveyor) on December 12, 2001. It included a survey of the northeastern escarpment, the southeastern escarpment, the lower construction staging area at the bottom of the northeast escarpment, and the upper staging area in the graded field above the southeast escarpment. Where feasible, the survey was conducted by walking parallel transects spaced at 5-10 meter intervals. Meandering transects were employed where parallel transects were deemed impractical. Backdirt from rodent excavations was also examined for any signs of buried deposits. By employing these techniques, a thorough reconnaissance of vacant land within the APE was performed (see HPSR, Maps 2-3).

VI. REMARKS

None.

VII. CERTIFICATION

Preparer: Laura S. White

Title: Principal Investigator, Archaeological Associates

Signature:

Laura S. White

Date: 9/6/02

Reviewer: Alex Kirkish

Title: Staff Archaeologist

Signature:

Date:

VIII. MAPS

District Location

U.S.G.S. (Mint Canyon)

Project Maps

(Delineate area of actual survey on Project Map, or largest scale map available.)

IX. PHOTOGRAPHS

Yes

No

Attached (optional)

X. BIBLIOGRAPHY

BRIGHT, WILLIAM

1975 The Alliklik Mystery. *Journal of California Anthropology*, 2(2):228-230.

ELSASSER, ALBERT B. and ROBERT F. HEIZER

1963 The Archaeology of Bower's Cave, Los Angeles County, California. *University of California Archaeological Survey Reports* 59:1-59. Berkeley.

**DEPARTMENT OF TRANSPORTATION
NEGATIVE ARCHAEOLOGICAL SURVEY REPORT**

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Page 2

Robert S. White

B.A. in Liberal Studies with concentration in
Anthropology, CSULB, 1987;
18 years experience in southern California

Present Environment:

Vegetation is best characterized as sage scrub that is accompanied by some riparian species as well as exotic weeds and forbes. The APE and surrounding area is composed of alluvial terraces derived from the Santa Clara River to the north. The southeastern escarpment comprises an engineered slope that has been planted and terraced with 'V' ditches for drainage. Open space within the APE has been significantly disturbed by grading for development and the creation of the aforementioned enhanced slope.

Ethnography:

Tataviam. Major ethnographic sources for this group includes: Bright (1975), Elsasser and Heizer (1963), King and Blackburn (1978), Kroeber (1915, 1925), Merriam (1968), and Sutton (1980).

IV. SOURCES CONSULTED

National Register of Historic Places ☒	Year: 1979 & annual supplements to date
California Inventory of Historic Resources ☒	Year: 1976
California Historical Landmarks ☒	Year: 1996 & annual supplemental information to date
California Points of Historical Interest ☒	Year: 1992 & annual supplemental information to date

Archaeological Site Records ☒ [Name(s) of Institution(s) & Date]

South Central Coastal Information Center (SCCIC), Cal State Fullerton (December 11, 2001).

Other Sources Consulted: USGS 15' (1900, 1940) and 7.5' (1960) topographic quadrangles on file with the South Central Coastal Information Center at Cal State Fullerton and the map room in the Physical Science Library at UC Riverside.

Results: The results of the record searches indicated that no prehistoric or historic archaeological sites have been recorded within the APE. Furthermore, background research and literature review failed to identify any potential locations for such resources. Portions of four prior negative cultural resources studies have been conducted within the project area. They comprise three linear investigations conducted for the Tosco Cogeneration Project Transmission Line, the IXC Carrier, Inc.

**DEPARTMENT OF TRANSPORTATION
NEGATIVE ARCHAEOLOGICAL SURVEY REPORT**

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I. HIGHWAY PROJECT DESCRIPTION

District	County	Route	Post Miles	Expenditure Authorizations
07	Los Angeles	Sierra Highway	N/A	N/A

Description:

The undertaking comprises the replacement and rehabilitation of two bridge structures (53C-1776R [northbound] and 53C-1776L [southbound]) on Sierra Highway over the Union Pacific/Metrolink railroad tracks in the City of Santa Clarita, Los Angeles County (see HPSR, Maps 1-3). As presently configured, the project will entail: 1) the removal and replacement of the structurally deficient and functionally obsolete northbound structure, and 2) the rehabilitation and widening of the southbound bridge structure.

Both Sierra Highway bridge structures will remain at three lanes. The existing gap between the two bridges will provide additional right-of-way and shoulder space for the southbound traffic. There will be no change in Sierra Highway's vertical alignment. However, there will be a slight shift in the horizontal alignment (to the east). Contractor staging areas would be located at the southeast quadrant of the two bridge structures and below the bridges, mainly at the northeast quadrant. Additionally, some utilities (e.g. water and high pressure gas line) will necessitate relocation.

II. STUDY FINDINGS

The results of the record searches conducted at the South Central Coastal Information Center (SCCIC) at Cal State Fullerton indicated that no prehistoric or historic archaeological sites have been previously recorded within the boundaries of the APE. The pedestrian survey did not result in the discovery of any new prehistoric or historic archaeological sites.

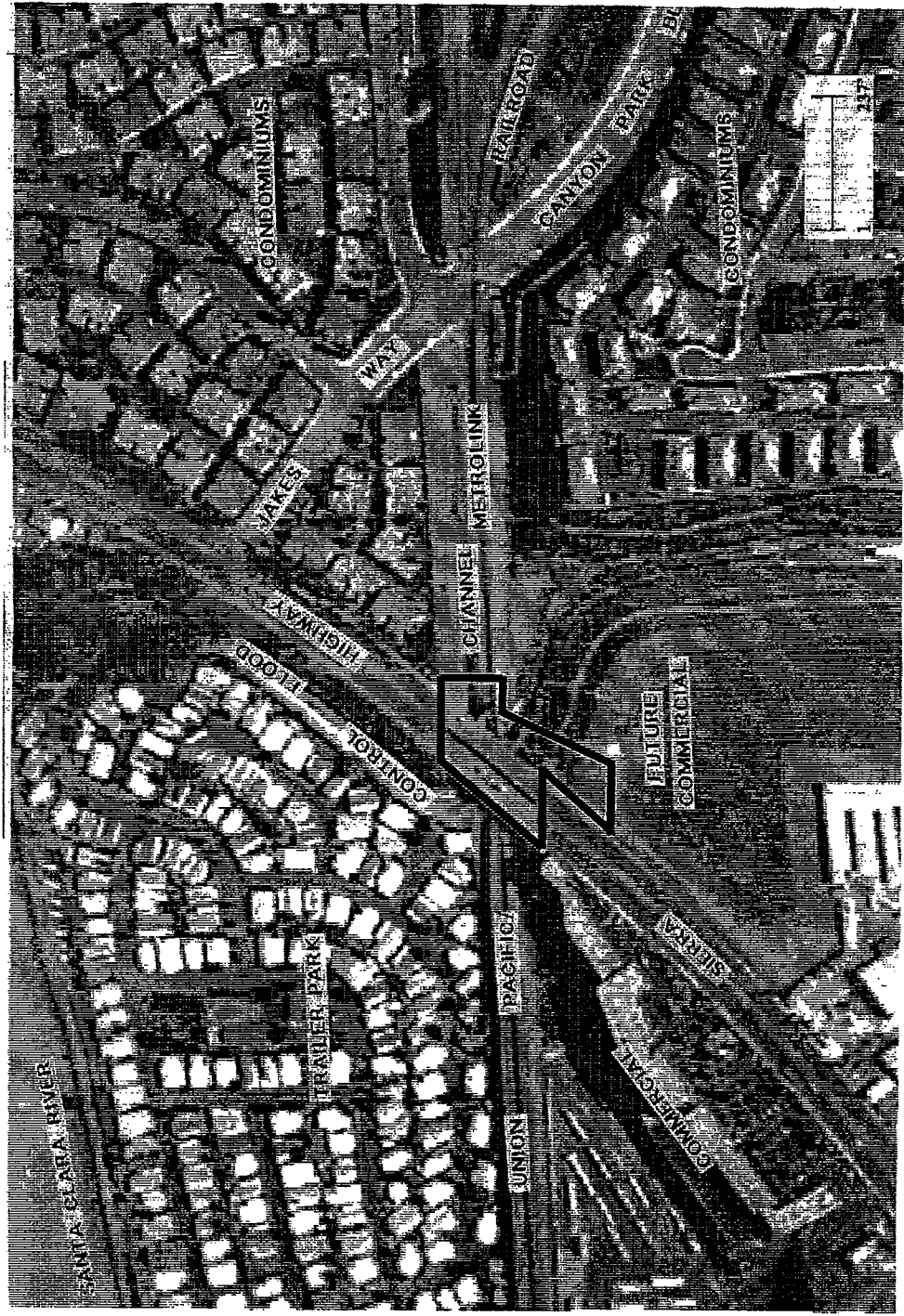
No further archaeological work should be necessary unless project plans change to include unsurveyed areas. If buried cultural materials are encountered during construction, it is Caltrans policy that work in that area must halt until a qualified archaeologist can evaluate the nature and significance of the find (Environmental Handbook, Vol. 2, Chapter 1).

III. INTRODUCTION

Name of Surveyor	Qualifications	Dates of Fieldwork
Laura S. White	M.A. in Anthropology, SDSU, 1989; SOPA/RPA-certified since 1990; 17 years experience in southern California	12/12/01

Appendix A: Negative Archaeological Survey Report (NegASR)

**CITY OF SANTA CLARITA SIERRA
HIGHWAY BRIDGE REPLACEMENT
AND REHABILITATION PROJECT,
LOS ANGELES COUNTY**



The Area of Potential Effects (APE) for the City of Santa Clara Sierra Highway Bridge Replacement and Rehabilitation Project was defined by Laura S. White, M.A., a RPA/SOPA certified archaeologist. The APE boundary for this project was drawn to include the project footprint and a buffer zone for stages areas on the east.

LEGEND

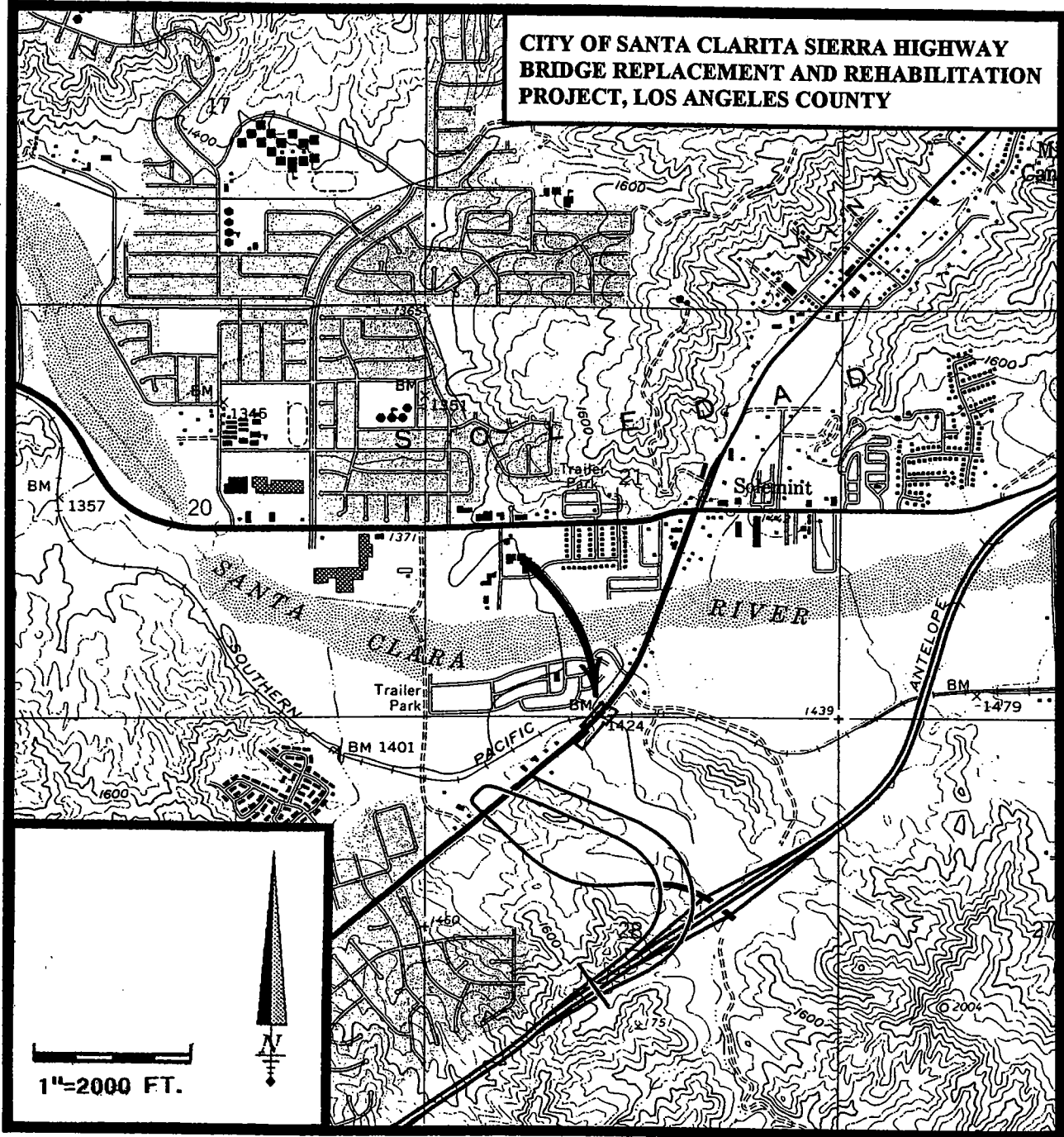
APE Limits 

Black Tape 

APPROVED BY

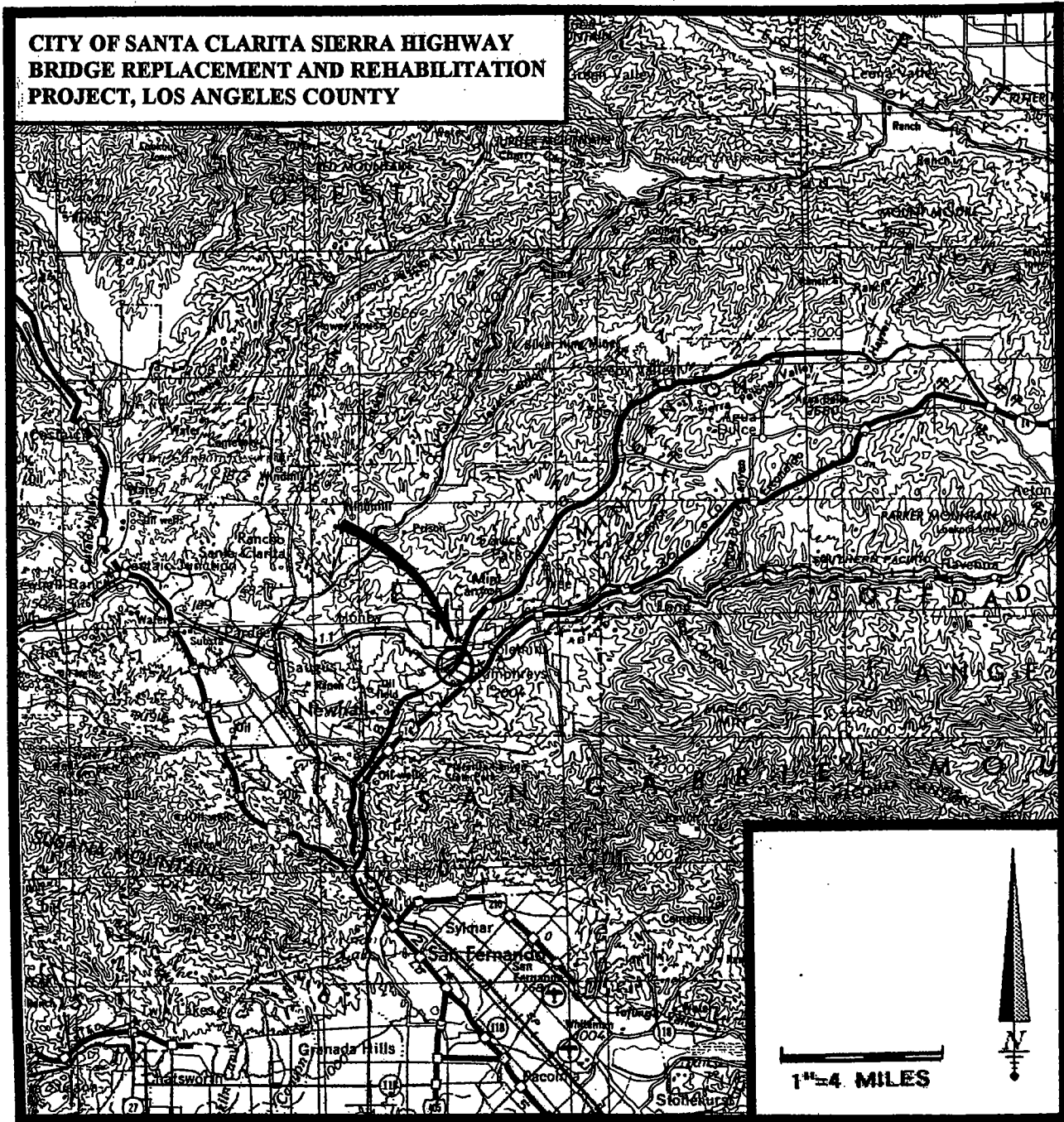
FHWA Transportation Engineer _____ Date _____

Caltrans Environmental Branch Chief _____ Date _____



Map 2

Project location map showing Area of Potential Effect (APE) plotted on a portion of the USGS *Mint Canyon* 7.5' Topographic Quadrangle (1960, photorevised 1974).



Map 1

Project vicinity map comprising a portion of the USGS *Los Angeles* 1:250,000 scale Topographic Map Sheet (1975).

MAPS

- Map 1- Project Vicinity Map**
- Map 2- Project Location Map**
- Map 3- Area of Potential Effects**

APPENDICES

- Appendix A: Negative Archaeological Survey Report (NegASR)**
- Appendix B: Bridge Evaluation Form**
- Appendix C: Local Agency Bridge Lists
(53C-1776R and 53C-1776L data sheets)**
- Appendix D: Public Participation Letters**

5. CALTRANS APPROVAL

Recommended for Approval: _____
Heritage Resource Coordinator Date

Approved: _____
Chief of Environmental Planning Date

6. FHWA DETERMINATION

Check One:



A. No cultural resources are present
within or adjacent to the project's
APE.



B. Cultural resources within or
adjacent to the project's APE do
not possess any historical,
architectural, archaeological or
cultural value.

Cultural studies are complete and satisfactory; the requirements of 36CFR §800 have been completed.

Transportation Engineer Date

Historic Property Survey Report - Negative Findings - Preparer:

Laura S. White, M.A., Principal Investigator
Archaeological Associates, P.O. Box 180, Sun City, CA 92586
Tel: (909) 244-1783
September 6, 2002

2. AREA OF POTENTIAL EFFECTS (APE)

FHWA Transportation Engineer Approval:

Name: _____

Date: _____

Description:

The APE for this project was drawn to include both the northbound and southbound vehicular bridges and small buffer zones in the northeast and southeast quadrants. No additional right-of-way is sought for this undertaking.

3. SOURCES CONSULTED

<input checked="" type="checkbox"/>	National Register of Historic Places	Year: 1979 & supplements to date
<input checked="" type="checkbox"/>	California Inventory of Historic Resources	Year: 1976 & supplements to date
<input checked="" type="checkbox"/>	California Historical Landmarks	Year: 1990 & supplements to date
<input checked="" type="checkbox"/>	California Points of Historical Interest	Year: 1992 & supplements to date
<input checked="" type="checkbox"/>	Archaeological Site Records [Name(s) of Institution(s)]:	
<input checked="" type="checkbox"/>	South Central Coastal Information Center @ Cal. State Fullerton (search conducted in-person)	Date: 12/11/01
<input checked="" type="checkbox"/>	Local Historical Society: Santa Clarita Valley Historical Society	Date: 08/21/02
	SHPO: n/a	Date: n/a
	Other: Native Americans: Fernandeno/Tataviam Tribal Government	Date: 08/21/02

4. RESUME OF SURVEY

	<u>Yes</u>	<u>No</u>	<u>N/A</u>	<u>Attachment No.</u>
Archaeological Survey Report	X			Appendix A
Bridge Evaluation	X			Appendix B
Historic Architectural Survey Report		X		
Historic Research Evaluation Report		X		
Historic Studies Report		X		
Native American Input				
Other (Specify): Local Agency Bridge Lists	X			Appendix C
Correspondence	X			Appendix D

1. HIGHWAY PROJECT DESCRIPTION AND LOCATION

District	County	Route	PM/KP	Expenditure Authorization
07	Los Angeles	Sierra Highway	N/A	N/A

Description:

The City of Santa Clarita is proposing to replace and rehabilitate two existing multi-lane bridges (Bridge Nos. 53C-1776L and 53C-1776R) on Sierra Highway. The subject bridges are located in the northern portion of the City of Santa Clarita in the community of Canyon Country. The project area consists of the northbound and southbound bridges along Sierra Highway over the Union Pacific/Metrolink railroad tracks and a Los Angeles County flood control channel. Soledad Canyon Road lies approximately 1/2-mile to the north as does Via Princessa 1/4-mile to the south (Maps 1-3).

Both bridges are recognized as local agency bridges and are of standard design. The northbound bridge (53C-1776R) was constructed in 1938 and structurally speaking, comprises a 4-span reinforced concrete-arched T-beam structure with hinges in spans 1 and 4. The bridge deck is composed of 3 lanes of roadway and a 1.0 meter sidewalk. The southbound bridge (53C-1776L) was constructed in 1968 and similarly to the northbound bridge, comprises a 4-span, T-beam structure with a 3 lane deck and sidewalk.

The purposes of the project are: 1) to increase the capacity of Sierra Highway (a major arterial roadway) allowing for a continual flow of traffic, 2) replace the structurally deficient and functionally obsolete northbound bridge structure, and 3) rehabilitate and widen the southbound bridge structure. The replacement northbound structure would connect at the median with the widened southbound structure effectively eliminating the existing gap between the two bridges.

Two construction stages are expected for the project. Stage 1 construction includes the removal of the northbound bridge and construction of a wider replacement bridge structure. During Stage 1 construction, all traffic would be detoured onto the southbound bridge structure. Stage 2 construction includes the rehabilitation and partial widening of the southbound bridge. During this stage, the newly completed northbound bridge structure would be used for all detoured traffic.

In 1986, as a result of the statewide historic bridge inventory program, both the 1938 northbound bridge (53C-1776R) and the 1968 southbound bridge (53C-1776L) were given Category 5 status (not eligible for the NRHP; Appendix C). It is our opinion that nothing in the last 16 years (e.g. age, setting) has changed the status of either bridge structure.

Section 4.0

Errata Pages

4.0 Errata Pages

The following revisions are being made to the Initial Study and proposed Mitigated Negative Declaration (IS/MND) document that is included as Section 3.0 of the Final MND. The revisions listed below are minor, and do not affect the conclusion of the IS/MND, and the environmental impacts remain less than significant. Strikeout text is removed and underlined text is added.

Page MND-1 The City of Santa Clarita is proposing a project to replace/rehabilitate the Sierra Highway Bridge over the ~~Union-Pacific Railroad~~ Southern California Regional Rail Authority (SCRRA) tracks.

Page MND-1 The two existing bridges that comprise the Project span the ~~Union-Pacific Railroad~~ SCRRA tracks and a County storm drain facility.

Page MND-2 The following mitigation measures have been added under the Mitigation Measures heading:

Biological Resources – Checklist Item IV.a

IV-1 The drainage under/through the project area is a jurisdictional Non-wetland Water of the U. S. Any impacts to and/or changes to the bed and bank of the drainage require federal and State permits. Permits shall include a Section 401 Permit from the RWQCB, a Section 404 Permit from the ACOE, and a CDFG Code 1603 SAA. Specific mitigation measures for impacts to the drainage shall be listed in each permit.

IV-2 The Federal Migratory Bird Treaty Act and the CDFG Code protect migratory non-game, native birds and their eggs. The existing nests shall be removed before they become active. Removal shall take place before the breeding season (March 1-September 1). Measures, such as netting the bridge during construction to exclude further nesting activities, shall need to be employed to keep the birds from returning until the project is completed.

IV-3 A construction barrier fence shall be placed between adjacent native vegetation and the proposed project footprint to keep humans and equipment from entering these areas.

IV-4 With the exception of short-term demolition, construction shall be conducted during the daytime hours only. This would allow movement of animals through the construction site during the night.

Hazardous Materials – Checklist Item VII.a

VII-1 The City shall retain a highly qualified company to demolish the bridge structure. The City's contract with the bridge demolition company shall require that they follow all State and federal laws regarding the proper testing for and disposal of hazardous materials.

Transportation/Traffic – Checklist Item XV.a

XV-1 During construction, the City's Transportation and Engineering Services Department shall conduct a study on the traffic volumes at the at-grade crossing. This study shall determine the appropriate precautionary measures to be implemented to ensure adequate public safety, i.e., increased signage and lighting.

- Page 1-1** The City of Santa Clarita (City) is proposing a project to replace/rehabilitate the Sierra Highway Bridge over the ~~Union Pacific Railroad~~ Southern California Regional Rail Authority (SCRRA) tracks.
- Page 1-2** Up until 1968 Sierra Highway was a two-lane roadway with one two-lane bridge over the ~~Union Pacific Railroad~~ SCRRA tracks that was constructed in 1938. In 1968 Sierra Highway was widened to three lanes in each direction.
- Page 2-3** Figure 2 has been revised as shown below.
- Page 2-4** Figure 3 has been revised as shown below.
- Page 2-5** Figure 4 has been revised as shown below.
- Page 2-6** Figure 5 has been revised as shown below.
- Page 2-7** Figure 6 has been revised as shown below.
- Page 3-1** The City of Santa Clarita is proposing a project that would replace/rehabilitate the Sierra Highway Bridge over the ~~Union Pacific Railroad~~ SCRRA tracks.
- Page 3-1** The two existing bridges that comprise the Project span the ~~Union Pacific Railroad~~ SCRRA tracks and a County storm drain facility.
- Page 3-5** Under Section IV.a (Biological Resources) the box checked is being changed from “No Impact” to “Less Than Significant With Mitigation Incorporated.”

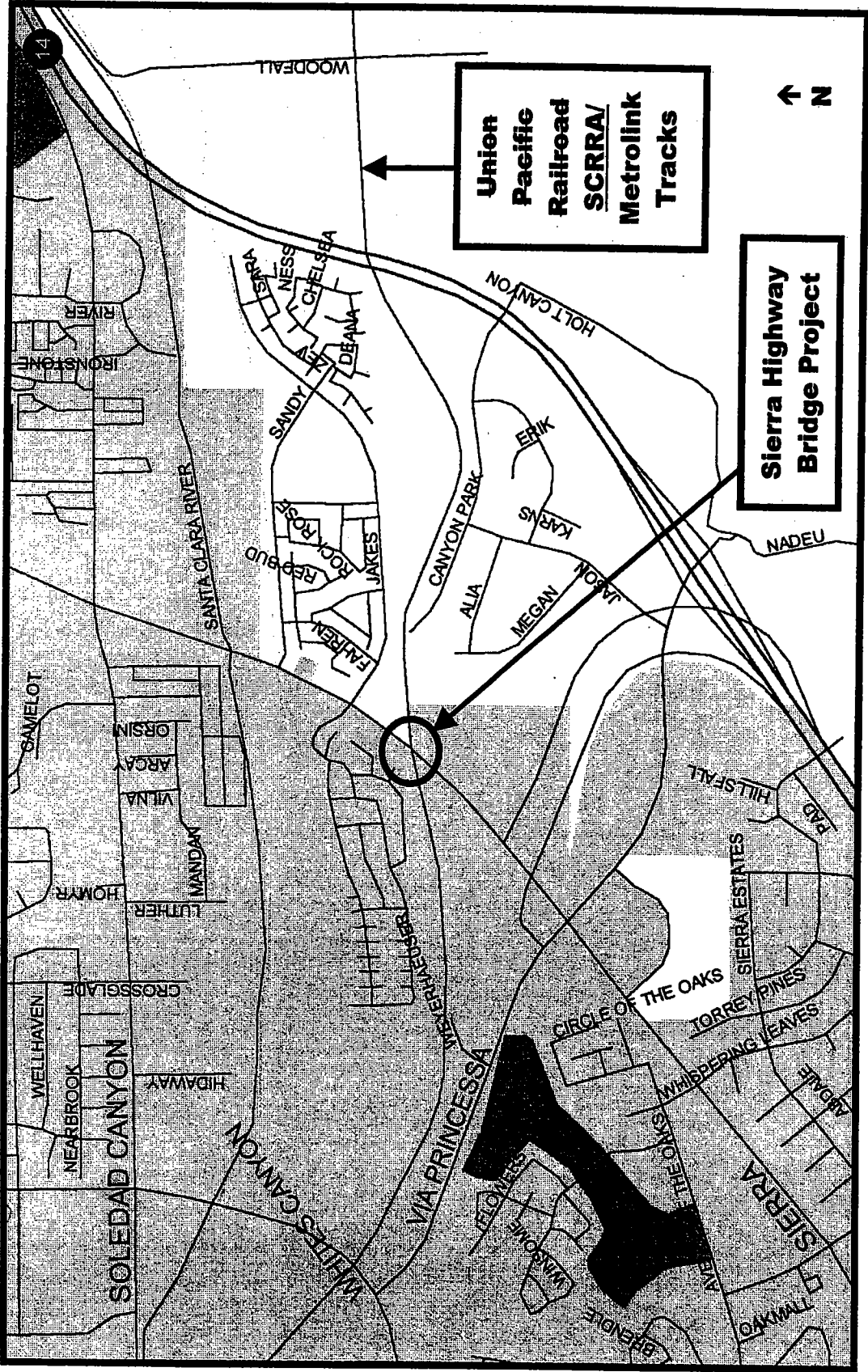
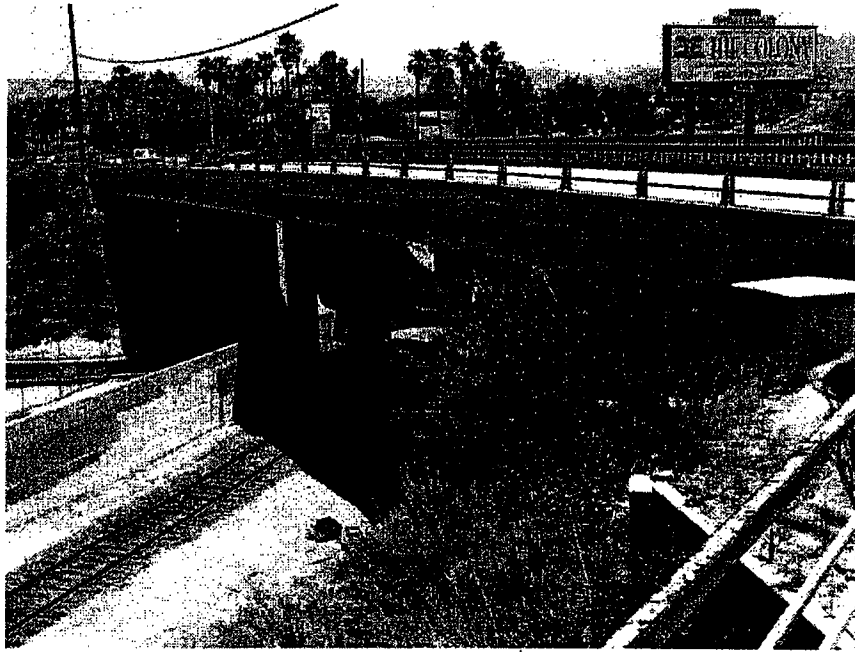


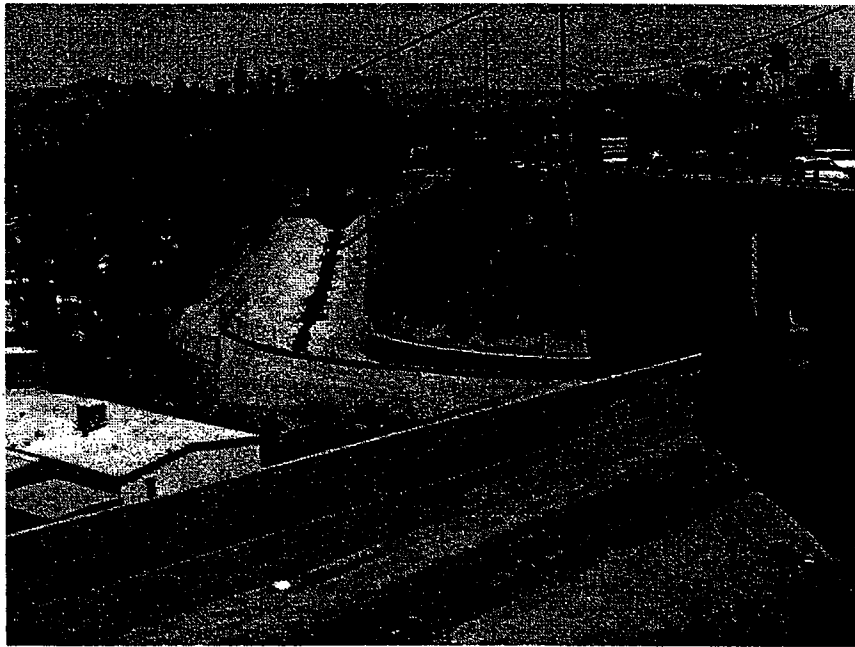
Figure 2
Local Vicinity Map



Figure 3
Aerial Photograph Map

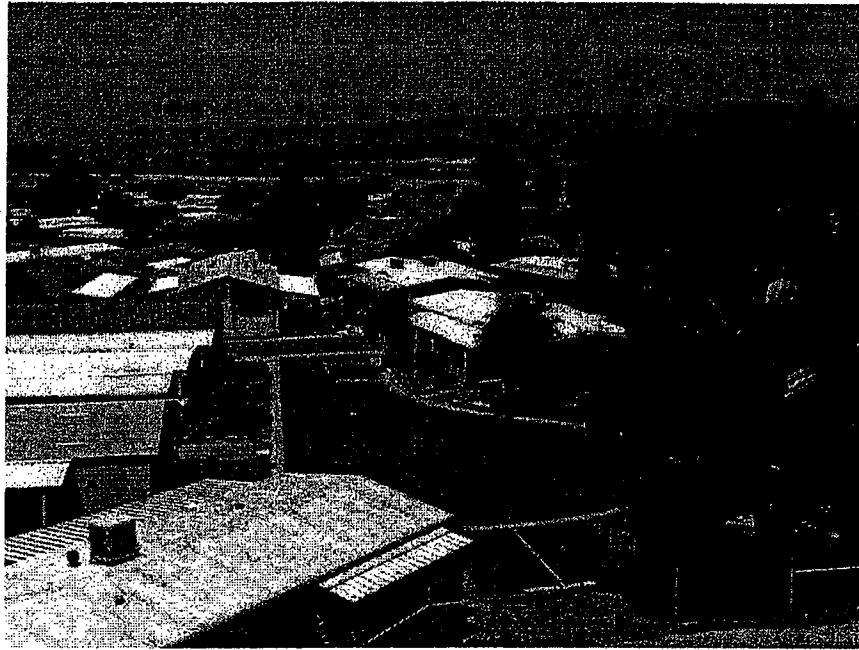


View of the western bridge constructed in 1968. View is from the southwest to the northeast. The ~~Union Pacific Railroad~~ SCRRA tracks spanned by the bridges are visible in the foreground.



View of the of the concrete lined County drainage channel located northwest of the Project site. The ~~Union Pacific Railroad~~ SCRRA tracks that are spanned by the bridges are visible in the foreground.

Figure 4
Photographs of the Project Site Area

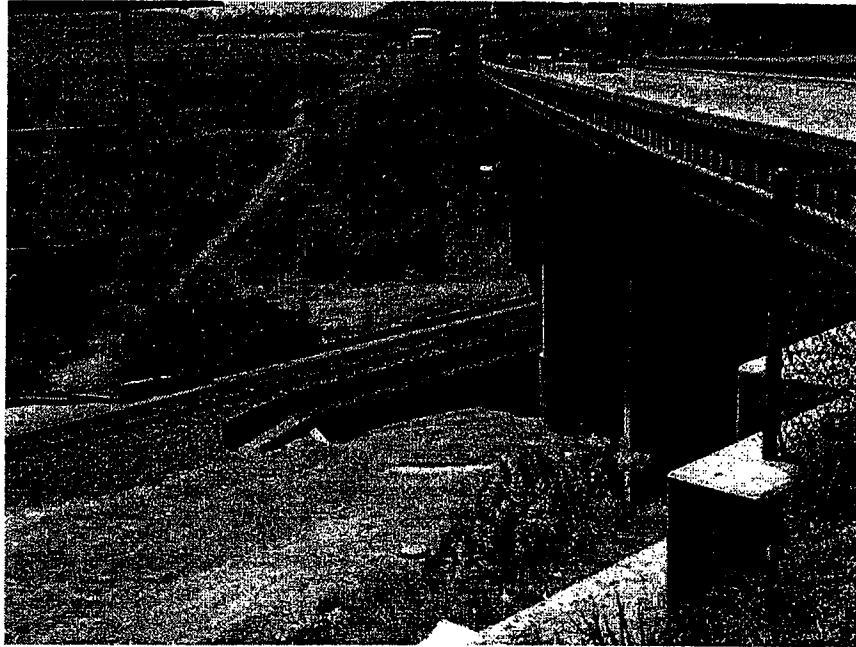


View of the trailer park located northwest of the Project site. View is from near the northwest corner of the bridges.



View of the opening between the two bridges. The Union Pacific Railroad SCRRA tracks that are spanned by the bridges are visible in the foreground. View is looking south from the median between the two bridges.

Figure 5
Photographs of the Project Site Area



View of the ~~Union Pacific Railroad~~ SCRRA tracks that are spanned by the bridges. View is from near the northeast corner of the bridges looking south.



View of the small wetland area on the east side of the bridges within a County drainage. The water is from landscape irrigation runoff from the condominiums to the southeast of the bridges.

Figure 6
Photographs of the Project Site Area

Page 3-6 Under Section VII.a (Hazards and Hazardous Materials) the box checked is being changed from “No Impact” to “Less Than Significant With Mitigation Incorporated.”

Page 3-7 Under Section VIII.a (Hydrology and Water Quality) the box checked is being changed from “No Impact” to “Less Than Significant With Mitigation Incorporated.”

Page 3-9 Under Section XV.a (Transportation/Traffic) the box checked is being changed from “Less Than Significant Impact” to “Less Than Significant With Mitigation Incorporated.”

Page 4-12 ~~**No Impact.** Based upon the historic use of the project site, the urbanized nature of the project site and vicinity, the absence of onsite vegetation, and the extent of current site coverage with impervious materials, insufficient habitat area exists to support any sensitive plant or animal species.~~

~~The two bridges do span a county flood control channel. Much of this disturbed area near the two bridges supports little or no vegetation due to ongoing soil disturbance and/or shade beneath the bridges. The flood control channel is unlined upstream (southeast) of the bridge, and is concrete lined downstream (northwest). It drains into the Santa Clara River about 0.2 miles north of the project site. A small amount of surface water was running in the unnamed channel during the field visits (October 25, 2001 and July 9, 2002), and the unlined part of the channel southeast of the eastern bridge supports some wetland vegetation characteristic of small perennial streams including cattails (*Typha* sp.), cocklebur (*Xanthium strumarium*), and willow weed (*Polygonum cf. lapathifolium*). This unlined channel is shown as a perennial “blue-line” stream on the USGS Mint Canyon topographic map (1960, photorevised 1988), but the purple ink indicates that this feature was added during the 1988 revision and the channel evidently was not considered a “blue-line” feature in 1960. An intermittent “blue-line” stream is shown in the original blue ink in the same watershed, upstream of the site. The primary source of surface water in this channel is “nuisance” runoff from landscaping of the residential, commercial, and transportation development, which has been built since 1960. Replacement of the support columns for the new eastern bridge would occur in the same areas where the existing support columns are located. No plant life currently exists within the construction area of the eastern bridge replacement project. It should also be noted that construction within the flood control channel area is required to occur within the dry season (May through October). Therefore, no impact to biological resources would occur.~~

Less Than Significant With Mitigation Incorporated. An unnamed drainage flows through the project site from the southeast to the northwest. The drainage is unlined as it flows under the bridges and then flows into a concrete

flood-control channel adjacent to the southbound bridge. The drainage flows in the Santa Clara River. Although, Southern Willow Scrub occurs in the drainage south of the project site, very little vegetation occurs under the bridges and in the channelized portion of the drainage. A small bridge structure for the railroad track, constructed in 1924, spans this drainage channel.

Construction activities (February 2003) were being conducted in the southeast portion of the project area during the field visit. The water flow in the drainage was being diverted around the construction site by using two green plastic pipes. The Great Basin Sage Scrub vegetation has been removed adjacent to the bridge. A new concrete drainage outflow structure has been built next to the drainage. This construction is not related to the proposed project.

The CNDDDB search revealed several sensitive species with the potential to occur near the proposed project site. These species and their habitats and probability to occur on the project site are discussed in Appendix B.

No sensitive species or vegetation types occur within the proposed project area or would be impacted by the project. Several swallow nests were observed on the bridges during the February 2003 field survey. Two small areas of Great Basin Sage Scrub occur adjacent to the project site. Recent construction of a street drainage system has removed an area of Great Basin Sage Scrub adjacent to the eastern bridge in the southeast portion. Southern Willow Scrub occurs upstream and out of the project area to the southeast. These areas are not anticipated to be impacted by the project as designed. Little to no vegetation occurs under the bridges. A small area of the unlined portion of the drainage, under the eastern bridge, includes cattails (*Typha* sp.). It should be noted that construction within the drainage channel is required to occur during the dry season (May through October).

Tracks of Coyote (*Canis latrans*) and Raccoons (*Procyon lotor*) were observed in and along the drainage channel and under the bridges. No fish or amphibians were detected within or adjacent to the project site. No bat species or signs of bats (guano accumulation, urine stains, or odor) were observed or detected on the bridges during the survey.

Swallow nests from the 2002-breeding season were observed on the two bridges. However, no swallows were detected in or around the bridges during the field visit. It appears the nests were not active, but may become active before the construction phase of the project.

The bridge spans a soft-bottom drainage that flows into the Santa Clara River. The proposed project would temporarily impact the drainage during the construction phase. Water flow may need to be diverted and impacts/changes to the bank and bed may occur from the project. The exact impacts from the

project cannot be determined at this time due to insufficient information being available on the bridge design.

Since the project area supports little wildlife habitat and no sensitive species were detected or are expected to occur within the project area, no impacts to any sensitive species are anticipated from the project as designed. However, swallow nests were observed on the bridges. It is expected that swallows will probably attempt to build new nests during the 2003-nesting season (typically from 1 March to 1 September). If this occurs, the construction could impact the nesting birds.

A small Great Basin Sage Scrub occurs within and adjacent to the project area and may be impacted by the proposed project.

Animals using the drainage and under pass as a local corridor may be forced to use an alternate route or to cross Sierra Highway during the construction phase. This may lead to an increase in the number of road kills.

Mitigation Measure

IV-1 The drainage under/through the project area is a jurisdictional Non-wetland Water of the U. S. Any impacts to and/or changes to the bed and bank of the drainage require federal and State permits. Permits shall include a Section 401 Permit from the RWOCB, a Section 404 Permit from the ACOE, and a CDFG Code 1603 SAA. Specific mitigation measures for impacts to the drainage shall be listed in each permit.

IV-2 The Federal Migratory Bird Treaty Act and the CDFG Code protect migratory non-game, native birds and their eggs. The existing nests shall be removed before they become active. Removal shall take place before the breeding season (March 1-September 1). Measures, such as netting the bridge during construction to exclude further nesting activities, shall need to be employed to keep the birds from returning until the project is completed.

IV-3 A construction barrier fence shall be placed between adjacent native vegetation and the proposed project footprint to keep humans and equipment from entering these areas.

IV-4 With the exception of short-term demolition, construction shall be conducted during the daytime hours only. This would allow movement of animals through the construction site during the night.

Page 4-16

~~**No Impact.** A bridge project does not transport, use or dispose of hazardous materials. Therefore, a significant public or environmental hazard would not occur through use of hazardous materials.~~

Less Than Significant With Mitigation Incorporated. The yellow stripe and yellow paint on the bridge may exceed hazardous waste criteria under Title 22, California Code of Federal Regulations, and may require disposal in a Class 1 disposal site.

Mitigation Measure

VII-1 The City shall retain a highly qualified company to demolish the bridge structure. The City's contract with the bridge demolition company shall require that they follow all State and federal laws regarding the proper testing for and disposal of hazardous materials.

Page 4-18

~~**No Impact.**~~ **Less Than Significant With Mitigation Incorporated.**

Discharges of storm water associated with construction that results in the disturbance of five or more acres must apply for coverage under the General Construction Activities Storm Water Permit from the State Regional Water Quality Control Board (SRWQCB). Coverage under the General Permit is obtained by filing a Notice of Intent form with the SRWQCB and the appropriate fee.⁵ ~~However,~~ Since the size of the project site is less than five acres and because of the temporary nature of site disturbance, no significant impacts to water quality standards or waste discharge requirements are expected to occur. However, to ensure no polluted runoff enters the County flood control channel that passes through the project site, the following mitigation measure is being put in place. The implementation of the BMPs during construction would result in a less-than-significant impact to water quality at the site.

Mitigation Measure

VIII-1 During construction, the City shall require the construction company to include as part of their standard construction practices, the employment of BMPs (best management practices) at the site. The BMPs would include erosion control measures and a stormwater pollution interception system. Typical BMP erosion control measures include, but are not limited to, the use of mulch, plastic sheeting, erosion control blankets, or sandbags to control erosion caused by rainfall. Development of check berms and desilting basins during construction activities could also be typically used to prevent offsite sediment transport. A typical BMP stormwater pollution

^{5/} Fact Sheet for Water Quality Order 99-08-DWQ, State Regional Water Quality Control Board (SRWQCB), National Pollutant Discharge Elimination System (NPDES), not dated (from official web site www.swrqcb.ca.gov).

interception system would include a temporary detention/ sedimentation basin and a filter or clarifier device that would remove pollutants from the runoff before it is released from the site.

Page 4-26

~~Less than Significant Impact.~~ Less Than Significant With Mitigation Incorporated. During the construction period the proposed bridge replacement/rehabilitation project would require that the number of traffic lanes be reduced to one-lane in each direction with a center lane that would switch directions during the a.m. and p.m. peak hours. Initially, the three traffic lanes on the eastern bridge would be lost during demolition and replacement of the structure. During this first phase, all traffic on Sierra Highway would be diverted onto the western bridge. Construction on the eastern bridge would last approximately one-year. Once the eastern bridge is operational, the second phase of construction would begin. During the second phase, all traffic on Sierra Highway would be directed onto the new bridge with one-lane in each direction and a center lane that would switch directions during the a.m. and p.m. peak hours. The second phase, which is the rehabilitation of the western bridge structure, would take approximately four months. Upon completion of the rehabilitation of the western bridge, Sierra Highway would again have three traffic lanes in each direction.

Two back-up detours are being planned. The southbound traffic would be carried through a Soledad Canyon/Whites Canyon/Via Princessa detour and the northbound traffic would be carried through a Via Princessa/Canyon Road/Canyon Park Boulevard/Jakes Way detour. The increase in traffic volumes at the at-grade crossing during construction would be studied. It is expected to increase and as such precautionary measures would be employed to enhance public safety, i.e. increased signage and lighting. The implementation of the mitigation measure during construction would result in a less-than-significant impact to traffic volumes at the site.

The proposed bridge replacement/rehabilitation project is being designed to accommodate the currently forecasted increase in traffic for the Year 2020. The existing average daily trips (ADT) along the project segment of Sierra Highway are 31,700. During the a.m. peak hour the volume is 2,200, and during the p.m. peak hour the volume is 2,600. By the Year 2020, the ADT is forecasted to increase to 36,900, and the peak hours are expected to increase to 2,800 in the a.m. and 3,700 in the p.m. The post construction roadway along this segment of Sierra Highway would be capable of accommodating this number of vehicles. A beneficial impact to traffic load and capacity is expected due to the proposed project.

Mitigation Measure

XV-1 During construction, the City's Transportation and Engineering Services Department shall conduct a study on the traffic volumes at

the at-grade crossing. This study shall determine the appropriate precautionary measures to be implemented to ensure adequate public safety, i.e., increased signage and lighting.

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Section 5.0

Mitigation Monitoring and Reporting Program

5.0 Mitigation Monitoring and Reporting Program

This mitigation monitoring and reporting program (MMRP) has been prepared pursuant to Public Resources Code Section 21081.6, which requires adoption of a reporting or monitoring program for projects in which the lead agency has required changes or adopted mitigation to avoid significant environmental effects. The City of Santa Clarita (City) is the lead agency for the proposed Sierra Highway Bridge Replacement and Rehabilitation Project, and is therefore, responsible for implementation of the MMRP. The decision-makers must define specific reporting and/or monitoring requirements to be enforced during project implementation prior to final approval of the proposed project.

Each impact and required mitigation measure is listed and categorized by impact area, with an accompanying discussion of:

- The phase of the project during which the measure should be monitored;
 - preconstruction
 - construction
 - prior to occupancy
 - post-occupancy
- The enforcement agency; and
- The monitoring agency.

The MMRP is provided as **Table E-1 (Mitigation and Monitoring Reporting Program)**.

❖ MITIGATION MONITORING AND REPORTING PROGRAM ❖

Table E-1
MITIGATION MONITORING AND REPORTING PROGRAM

Impact	Mitigation Measure	Monitoring Phase	Enforcement Agency	Monitoring Agency
<p>Biological Resources</p> <p>The unnamed drainage that flows through the project site from the southeast to the northwest would be affected during construction.</p>	<p>IV-1. The drainage under/through the project area is a jurisdictional Non-wetland Water of the U. S. Any impacts to and/or changes to the bed and bank of the drainage require federal and State permits. Permits shall include a Section 401 Permit from the RWQCB, a Section 404 Permit from the ACOE, and a CDFG Code 1603 SAA. Specific mitigation measures for impacts to the drainage shall be listed in each permit.</p>	Construction	RWQCB, ACOE and CDFG	RWQCB, ACOE and CDFG
<p>Swallow nests from the 2002-breeding season were observed on the two bridges. However, no swallows were detected in or around the bridges during the field visit. It appears the nests were not active, but may become active before the construction phase of the project.</p>	<p>IV-2. The Federal Migratory Bird Treaty Act and the CDFG Code protect migratory non-game, native birds and their eggs. The existing nests shall be removed before they become active. Removal shall take place before the breeding season (March 1-September 1). Measures, such as netting the bridge during construction to exclude further nesting activities, shall need to be employed to keep the birds from returning until the project is completed.</p>	Construction	CDFG	CDFG
<p>Two small areas of Great Basin Sage Scrub occur adjacent to the project site that could be affected.</p>	<p>IV-3. A construction barrier fence shall be placed between adjacent native vegetation and the proposed project footprint to keep humans and equipment from entering these areas.</p>	Construction	City of Santa Clarita	CDFG

Table E-1
MITIGATION MONITORING AND REPORTING PROGRAM

Impact	Mitigation Measure	Monitoring Phase	Enforcement Agency	Monitoring Agency
<p>Tracks of Coyote (<i>Canis latrans</i>) and Raccoons (<i>Procyon lotor</i>) were observed in and along the drainage channel and under the bridges.</p>	<p>IV-4. With the exception of short-term demolition, construction shall be conducted during the daytime hours only. This would allow movement of animals through the construction site during the night.</p>	<p>Construction</p>	<p>City of Santa Clarita</p>	<p>City of Santa Clarita</p>
Hazardous Materials				
<p>The yellow stripe and yellow paint on the bridge may exceed hazardous waste criteria under Title 22, California Code of Federal Regulations, and may require disposal in a Class 1 disposal site.</p>	<p>VII-1 The City shall retain a highly qualified company to demolish the bridge structure. The City's contract with the bridge demolition company shall require that they follow all State and federal laws regarding the proper testing for and disposal of hazardous materials.</p>	<p>Construction</p>	<p>City of Santa Clarita</p>	<p>City of Santa Clarita</p>
Hydrology and Water Quality				
<p>Polluted runoff may enter the County flood control channel that passes through the project site.</p>	<p>VIII-1 During construction, the City shall require the construction company to include as part of their standard construction practices, the employment of BMPs (best management practices) at the site. The BMPs would include erosion control measures and a stormwater pollution interception system. Typical BMP erosion control measures include, but are not limited to, the use of mulch, plastic sheeting, erosion control blankets, or sandbags to control erosion caused by</p>	<p>Construction</p>	<p>City of Santa Clarita</p>	<p>City of Santa Clarita</p>

Table E-1
MITIGATION MONITORING AND REPORTING PROGRAM

Impact	Mitigation Measure	Monitoring Phase	Enforcement Agency	Monitoring Agency
	rainfall. Development of check berms and desilting basins during construction activities could also be typically used to prevent offsite sediment transport. A typical BMP stormwater pollution interception system would include a temporary detention/ sedimentation basin and a filter or clarifier device that would remove pollutants from the runoff before it is released from the site.			
Noise				
Noise levels could exceed City noise standards and become disruptive to local residents.	XI-1. An onsite construction liaison as a contact person for local residences shall be provided in the event that noise levels exceed City noise standards and become disruptive to local residents. A sign will be posted at the site with the contact phone number.	Construction	City of Santa Clarita	City of Santa Clarita
Dust/air quality/traffic				
An increase in traffic volumes at the at-grade crossing could occur during construction.	XV-1 During construction, the City's Transportation and Engineering Services Department shall conduct a study on the traffic volumes at the at-grade crossing. This study shall determine the appropriate precautionary measures to be implemented to ensure adequate public safety, i.e., increased signage and lighting.	Construction	City of Santa Clarita	City of Santa Clarita

Appendix A

Original Comment Letters

DEPARTMENT OF TRANSPORTATION
DISTRICT 7, REGIONAL PLANNING
IGR/CEQA BRANCH
120 SO. SPRING ST.
LOS ANGELES, CA 90012
PHONE (213) 897-6536
FAX (213) 897-1337
E-Mail: NersesYerjanian@dot.ca.gov



*Flex your power!
Be energy efficient!*

Letter A

Ms. Terry Brice
Transportation & Engineering Department
City of Santa Clarita
23920 Valencia Blvd., Suite 300
Santa Clarita, CA. 91355

RE: IGR/CEQA # 021222NY
ND/Sierra Highway Bridge Replacement
SCH#2002121021
LA / 14 / 30.81

December 12, 2002

Dear Ms. Brice:

Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the proposed Sierra Highway Bridge Replacement project.

We would like to remind you that any transportation of heavy construction equipment and/or materials which requires the use of oversized-transport vehicles on State highways will require a Caltrans transportation permit. We recommend that large size truck trips be limited to off-peak commute periods.

A-1

If you have any questions regarding this response, please call the Project Engineer/Coordinator Mr. Yerjanian at (213) 897-6536 and refer to IGR/CEQA # 021222NY.

Sincerely,

A handwritten signature in black ink, appearing to read "Stephen J. Buswell".

STEPHEN J. BUSWELL
IGR/CEQA Branch Chief
Transportation Planning Office
Caltrans, District 7

DEPARTMENT OF TRANSPORTATION
DIVISION OF PROGRAM/PROJECT MANAGEMENT
120 S. SPRING STREET, MS 16A
LOS ANGELES, CA 90012
PHONE (213) 897-0444
FAX (213) 897-2593



*Flex your power!
Be energy efficient!*

Letter B

December 19, 2002

Mr. Terry M. Brice
City of Santa Clarita
Transportation and Engineering Services
23920 Valencia Boulevard, Suite 300
Santa Clarita, CA 91355

Dear Mr. Brice:

The city of Santa Clarita proposes to rehabilitate/replace the Sierra Highway bridge overcrossing between Via Princessa and Soledad Canyon Road. At this location, the bridge crosses a railroad track and a drainage channel. The bridge currently consists of two separate structures; the northbound structure was built in 1938 and the southbound structure was built in 1968. The city proposes to replace the northbound bridge, and rehabilitate and widen the southbound bridge, joining the two with a shared deck.

Included below are comments from our biologist and hazardous waste specialists, along with some general questions and comments about the project.

Biological Resources:

Caltrans staff conducted a field review on December 11, 2002, and a subsequent review of submitted materials. This review raised some concerns that impacts to biological resources were not properly addressed. Further biological evaluation needs to be conducted and reviewed prior to finalizing the environmental document. Specifically, we have the following comments:

1. The bridge is located over a soft-bottom drainage that feeds directly into the Santa Clara River. For this reason, a permit from the Department of Fish and Game (DFG) will be necessary before any work is allowed within this drainage. Consultation with the Army Corps of Engineers and the Regional Water Quality Control Board is also necessary to determine whether permits are required from these agencies. We suspect that they will be required because of the nature of the drainage. Documentation will be required of any consultation with these agencies. B-1
2. A review of the DFG's Natural Diversity Database revealed that sensitive species have been found within 1 mile of the project area. These species are the slender-horned spineflower, the San Fernando Valley spineflower, and the Western spadefoot. The possibility of impacts to these resources within the project area needs to be discussed in the environmental document. If there is a potential that these species are present, consultation with US Fish and Wildlife Service and DFG will be necessary to determine the mitigation measures for these species. B-2

Mr. Terry Brice
City of Santa Clarita

3. There is native coastal sage scrub and riparian/wetland vegetation next to the bridge. A discussion of how these areas are impacted (or not impacted) needs to be included in the environmental document. If there will be impacts to these habitats, mitigation shall occur for their loss. Appropriate mitigation measures shall be determined by coordination with our office and DFG. B-3

Based on our review, we conclude that further documentation on potential impacts to biological resources is required before our office can approve the NEPA document. We would appreciate the chance to review this documentation as soon as it becomes available. Thank you for allowing us the opportunity to provide you with these comments.

Hazardous Materials:

1. The Phase I ESA report was not signed by the environmental analyst and project manager. B-4
2. (Regulatory records review, Page 8) The Environmental Data Resources (EDR) report was used as the database for reviewing agency records. We recommend that additional sources be reviewed such as those from the Regional Water Quality Control Board (RWQCB), the Los Angeles Fire Department (LAFD), and the Southern Pacific Railroad (SPRR). B-5
3. The yellow traffic stripe and yellow paint in the bridge may exceed hazardous waste criteria under Title 22, California Code of Federal Regulations, and may require disposal in a Class 1 disposal site. Testing and removal need to follow the Construction Program Procedure Bulletin 99-2 (CPB 99-2). B-6
4. A survey and/or testing for asbestos-containing materials (ACM) is necessary prior to demolition of the bridge. B-7
5. This project may involve soil excavation in the area adjacent to the railroad and bridge abutment. If excavation is required in these areas, a detailed soil site investigation along the railroad should be performed. The potential for hazardous waste includes, but is not limited to, heavy metals (EPA series 7000), TPH as diesel and oil (EPA 8015), oil and grease (EPA 1664), volatile organic compounds (EPA 8260), semi-volatile organic compounds (EPA 8270C), pesticides (EPA 8081 and 8141A), and herbicides (EPA 8151A). B-8
6. No construction de-watering is expected because the average depth to groundwater in the vicinity is approximately 84 to 90 feet. B-9

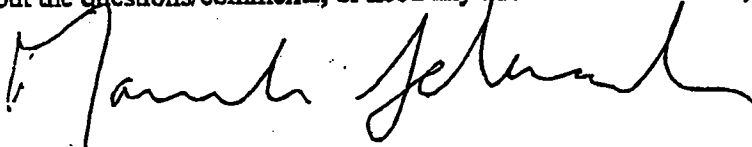
Additional Questions:

1. Will this road remain 6 lanes, or are there future plans to widen Sierra Highway? The bridge should be designed and built to its ultimate width. B-1
2. There are several residential developments near this project, including a mobile home park. Have there been noise studies done; are they required? B-1
3. How is this project being funded? FTA? B-1
4. Will the newer bridge (1968) support the replacement bridge structurally if they have a shared deck? B-1
5. What is the project impact area? Will there be impacts to the vegetation in the area (construction related, staging areas, etc.)? Please provide a map of the project impact area. B-1
6. How will construction be done? What kind of impacts will there be to the stream? Water diversion? What permits will be needed, and what mitigation measures will be used? B-1

Mr. Terry Brice
City of Santa Clarita

7. Swallows and bats may use this bridge for nesting/roosting. What kinds of measures will be taken during construction to prevent impacting these animals? If bats do use this bridge, will there be any design measures to encourage this use in the future? B-16
8. During construction, there will be traffic impacts (detours). Is there a traffic management plan? Will the construction impact the Metrolink trains? B-17
9. The Initial Study mentions that a scoping meeting was held? What issues came up at that meeting? B-18

Please provide a detailed project scope, including need and purpose for the project, and a map showing the project impact area. Please also include information regarding the above questions/comments. If you have any questions about the questions/comments, or need any additional information, please call me at (213) 897-0444. Thank you.



Marieka Schrader
Environmental Planner
Division of Environmental Planning



Gray Davis
Governor

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



Tal Finney
Interim Director

January 3, 2003

Letter C

Terry Brice
City of Santa Clarita
23920 Valencia Boulevard, Ste. 300
Santa Clarita, CA 91355

Subject: Sierra Highway Bridge Replacement and Rehabilitation
SCH#: 2002121021

Dear Terry Brice:

The State Clearinghouse submitted the above named Negative Declaration to selected state agencies for review. On the enclosed Document Details Report please note that the Clearinghouse has listed the state agencies that reviewed your document. The review period closed on January 2, 2003, and the comments from the responding agency (ies) is (are) enclosed. If this comment package is not in order, please notify the State Clearinghouse immediately. Please refer to the project's ten-digit State Clearinghouse number in future correspondence so that we may respond promptly.

Please note that Section 21104(c) of the California Public Resources Code states that:

"A responsible or other public agency shall only make substantive comments regarding those activities involved in a project which are within an area of expertise of the agency or which are required to be carried out or approved by the agency. Those comments shall be supported by specific documentation."

These comments are forwarded for use in preparing your final environmental document. Should you need more information or clarification of the enclosed comments, we recommend that you contact the commenting agency directly.

This letter acknowledges that you have complied with the State Clearinghouse review requirements for draft environmental documents, pursuant to the California Environmental Quality Act. Please contact the State Clearinghouse at (916) 445-0613 if you have any questions regarding the environmental review process.

Sincerely,

Terry Roberts
Director, State Clearinghouse

Enclosures

cc: Resources Agency

C-1

**Document Details Report
State Clearinghouse Data Base**

SCH# 2002121021
Project Title Sierra Highway Bridge Replacement and Rehabilitation
Lead Agency Santa Clarita, City of

Type Neg Negative Declaration
Description The project proposal includes the replacemnt of rehabilitation of two existing bridge structures on Sierra Highway located over the metrolink railroad tracks. The project intends to replace structurally deficient and functionally obsolete northbound bridge and to rehabilitate and widen (at the median) the southbound bridge.

Lead Agency Contact

Name Terry Brice
Agency City of Santa Clarita
Phone 661-286-4137 **Fax**
email
Address 23920 Valencia Boulevard, Ste. 300
City Santa Clarita **State** CA **Zip** 91355

Project Location

County Los Angeles
City Santa Clarita
Region
Cross Streets South of Soledad Canyon, north of Via Princessa over the Metrolink Railroad tracks
Parcel No.
Township **Range** **Section** **Base**

Proximity to:

Highways State Route 14
Airports
Railways Metrolink
Waterways Santa Clara River
Schools Valley View Elementary
Land Use The current zoning and General Plan designation of the project site is (CC) Community Commercial.

Project Issues Aesthetic/Visual; Air Quality; Archaeologic-Historic; Drainage/Absorption; Flood Plain/Flooding; Noise; Public Services; Recreation/Parks; Traffic/Circulation; Water Quality; Water Supply; Wetland/Riparian; Wildlife; Growth Inducing; Landuse; Cumulative Effects

Reviewing Agencies Resources Agency; Department of Conservation; Department of Fish and Game, Region 5; Department of Parks and Recreation; California Highway Patrol; Caltrans, District 7; Air Resources Board, Transportation Projects; Regional Water Quality Control Board, Region 4; Native American Heritage Commission; Public Utilities Commission; State Lands Commission

Date Received 12/03/2002 **Start of Review** 12/03/2002 **End of Review** 01/02/2003

DEPARTMENT OF CALIFORNIA HIGHWAY PATROL

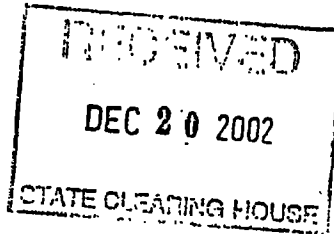
28648 The Old Road
Valencia, CA 91355
(861) 294-5540
(800) 735-2929 (TT/TDD)
(800) 735-2922 (Voice)



Letter D

December 13, 2002

File No.: 540.11583.9320



State Clearinghouse
1400 Tenth Street, Room 121
Sacramento, CA 95814

After review of the Environmental Document SCH#2002121021, the Newhall Area believes this project will have a significant impact on our operations. This construction plan calls for the replacement and rehabilitation of two (2) bridges which constitute the northbound and southbound lanes of Sierra Highway. The project will take approximately 12 to 18 months to complete. During this time span, the construction plan calls for the reduction of lanes from three (3) in each direction to one (1). The alternate routes designated in the project plans has a traffic flow of approximately 35,000 vehicles daily routed through two new high volume apartment complexes in the unincorporated county area of Canyon Country. In addition, the area parallels State Route 14 which would be utilized as an alternate route around the construction area. Both of these alternate routes will place an increased demand on the resources available from the Newhall CHP Area and increase the already crowded freeway system.

D-1

Since this is but one of a number of such projects planned for the Newhall Area, I request that serious consideration be given to increasing the number of uniform personnel and support staff assigned to the Newhall Area.

D-2

Sincerely,

B. M. Kilmer
B. M. KILMER, Captain
Commander
Newhall Area

cc: Office of Special Projects
Southern Division





Gray Davis
Governor

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



Tal Finney
Interim Director

January 6, 2003

Letter E

Terry Brice
City of Santa Clarita
23920 Valencia Boulevard, Ste. 300
Santa Clarita, CA 91355

Subject: Sierra Highway Bridge Replacement and Rehabilitation
SCH#: 2002121021

Dear Terry Brice:

The enclosed comment (s) on your Negative Declaration was (were) received by the State Clearinghouse after the end of the state review period, which closed on January 2, 2003. We are forwarding these comments to you because they provide information or raise issues that should be addressed in your final environmental document.

The California Environmental Quality Act does not require Lead Agencies to respond to late comments. However, we encourage you to incorporate these additional comments into your final environmental document and to consider them prior to taking final action on the proposed project.

Please contact the State Clearinghouse at (916) 445-0613 if you have any questions concerning the environmental review process. If you have a question regarding the above-named project, please refer to the ten-digit State Clearinghouse number (2002121021) when contacting this office.

Sincerely,

Terry Roberts
Senior Planner, State Clearinghouse

Enclosures
cc: Resources Agency

E-1



DEPARTMENT OF FISH AND GAME

http://www.dfg.ca.gov
4949 Viewridge Avenue
San Diego, CA 92123
(858) 467-4201



Letter F

December 24, 2002

Mr. Terry Brice
City of Santa Clarita
23920 Valencia Boulevard
Santa Clarita, CA 91355-2196

Dear Mr. Brice:

Mitigated Negative Declaration for
Sierra Highway Bridge Replacement
SCH# 2002121021, Los Angeles County

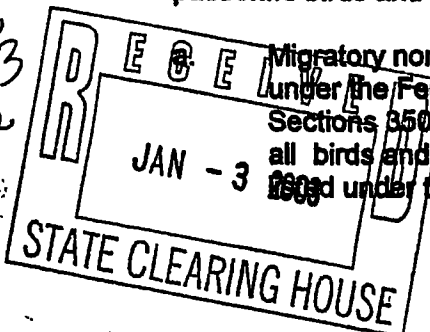
The Department of Fish and Game (Department) appreciates this opportunity to comment on the Draft Mitigated Negative Declaration for the above-referenced project, relative to impacts to biological resources. The proposed project includes the replacement and rehabilitation of two existing bridge structures on Sierra Highway located over the metrolink railroad tracks and a county flood control channel. The proposed project is located south of Soledad Canyon Road and north of Via Princessa in the City of Santa Clarita.

The following statements and comments have been prepared pursuant to the Department's authority as Trustee Agency with jurisdiction over natural resources affected by the project (CEQA Section 15386) and pursuant to our authority as a Responsible Agency under CEQA Section 15381 over those aspects of the proposed project that come under the purview of the California Endangered Species Act (Fish and Game Code Section 2050 et seq) and Fish and Game Code Section 1600 et seq.:

Impacts to Biological Resources

- 1. Breeding Bird Season - Proposed project activities associated with vehicle access, demolition and construction have the potential to directly impact a number of native bird species if conducted during the breeding bird season. Bridge structures are often used as nesting sites for passerine birds and raptors.

Migratory nongame native bird species are protected by international treaty under the Federal Migratory Bird Treaty Act (MBTA) of 1918 (50 C.F.R. Section 10.13). Sections 3503, 3503.5 and 3513 of the California Fish and Game Code prohibit take of all birds and their active nests including raptors and other migratory nongame birds (as defined under the Federal MBTA).



Dear
1.2.03
ate
C

F-

- b. Proposed project activities (including disturbances to native and non-native vegetation) should take place outside of the breeding bird season which generally runs from March 1- September 1 (as early as January for raptors) to avoid take (including disturbances which would cause abandonment of active nests containing eggs and/or young). Take means to hunt, pursue, catch, capture, or kill, or attempt to hunt, pursue, catch, capture or kill (Fish and Game Code Section 86).
 - c. If project activities cannot feasibly avoid the breeding bird season, the Department recommends that beginning thirty days prior to the disturbance of suitable nesting habitat the project proponent should arrange for weekly bird surveys to detect any protected native birds in the habitat to be disturbed and any other such habitat within 300 feet of the construction work area (within 500 feet for raptors). The surveys should be conducted by a qualified biologist with experience in conducting breeding bird surveys. The surveys should continue on a weekly basis with the last survey being conducted no more than 3 days prior to the initiation of clearance/construction work. If a protected native bird is found, the project proponent should delay all clearance/construction disturbance activities in suitable nesting habitat or within 300 feet of nesting habitat (within 500 feet for raptor nesting habitat) until September 1 or continue the surveys in order to locate any nests. If an active nest is located, clearing and construction within 300 feet of the nest (within 500 feet for raptor nests) shall be postponed until the nest is vacated and juveniles have fledged and when there is no evidence of a second attempt at nesting. Limits of construction to avoid a nest should be established in the field with flagging and stakes or construction fencing. Construction personnel should be instructed on the sensitivity of the area. The project proponent should record the results of the recommended protective measures described above to document compliance with applicable State and Federal laws pertaining to the protection of native birds. Department recommends a minimum 500 foot buffer for all active raptor nests.)
2. **Bats** – The proposed project may result in the take and/or disturbance of several bat species which may reside within the bridge structures.
- a. Bats are considered non-game mammals and are afforded protection by state law from take and/or harassment. (Fish and Game Code Sec. 4150, California Code of Regulations Section 251.1). Several bat species are also considered California Species of Special Concern . Under CEQA the Lead Agency shall declare a mandatory finding of significance and prepare an EIR for projects which will have the potential to restrict the number or reduce the range of an endangered, rare or threatened species (CEQA Guidelines § 15065). Species considered California Species of Special Concern also meet the CEQA definition of rare, threatened, or endangered species (CEQA Guidelines, § 15380).
 - b. The Department recommends avoiding disturbances to bridge structures between March 1 and September 15 to avoid the breeding season for bats unless pre-construction surveys are conducted by a qualified biologist and no bat roosts or

nurseries are found within the bridge structures.

3. Riparian Resources - The DEIR states that the bridges pass over a flood control channel which is soft bottomed at the site and upstream of the site. The channel supports little vegetation beneath the bridges but does support some wetland plant species upstream of the bridges. The drainage is concrete-lined downstream of the bridges where it drains into the Santa Clara River 0.2 miles away.

h

- a. The Department requires a streambed agreement, pursuant to Section 1600 et seq. of the Fish and Game Code, with the applicant prior to any direct or indirect impact (including preliminary geotechnical activities) of a lake or stream bed, bank or channel or associated riparian resources. The Department's jurisdiction also includes ephemeral drainages which may not support riparian vegetation but nevertheless contribute to downstream resources and watershed integrity. The Department's issuance of a stream bed alteration agreement is considered a project that is subject to CEQA. To facilitate our issuance of the agreement, the Department as a responsible agency under CEQA may consider the local jurisdiction's (lead agency) document for the project. To minimize additional requirements by the Department under CEQA the document should fully identify the potential impacts to any lake, stream or riparian resources and provide adequate avoidance, mitigation, monitoring and reporting commitments for issuance of the agreement. Early consultation is recommended, since modification of the proposed project may be required to avoid or reduce impacts to fish and wildlife resources.

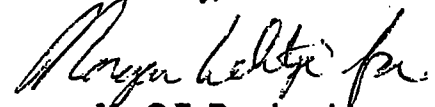
F-6

In conclusion the Department recommends that the above concerns be addressed by the lead agency prior to approval of the EIR for this project.

F-7

Questions regarding this letter and further coordination on these issues should be directed to Mr. Scott Harris, Associate Wildlife Biologist at (818) 360-8140.

Sincerely,



Mr. C.F. Raysbrook
Regional Manager
South Coast Region

cc: Ms. Morgan Wehtje
Mr. Scott Harris
Ms. Betty Courtney
Department of Fish and Game
Mr. Scott Morgan
State Clearinghouse



JAMES A. NOYES, Director

COUNTY OF LOS ANGELES

DEPARTMENT OF PUBLIC WORKS

900 SOUTH FREMONT AVENUE
ALHAMBRA, CALIFORNIA 91803-1331
Telephone: (626) 458-5100
www.ladpw.org

ADDRESS ALL CORRESPONDENCE TO:
P.O. BOX 1460
ALHAMBRA, CALIFORNIA 91802-1460

January 21, 2003

IN REPLY PLEASE REFER TO FILE: WM-4

Mr. Terry Brice
Assistant Engineer
Transportation and Engineering Department
23920 Valencia Boulevard, Suite 300
Santa Clarita, CA 91355-2196

Letter G

Dear Mr. Brice:

RESPONSE TO A MITIGATED NEGATIVE DECLARATION SIERRA HIGHWAY BRIDGE REPLACEMENT AND REHABILITATION PROJECT CITY OF SANTA CLARITA

Thank you for the opportunity to provide comments on the Mitigated Negative Declaration for the subject project. The project proposal includes the replacement and rehabilitation of two existing bridge structures on Sierra Highway located over the Metrolink railroad tracks. The project intends to replace a structurally deficient and functionally obsolete northbound bridge and to rehabilitate and widen (at the median) the southbound bridge. The proposed project is located on Sierra Highway between Soledad Canyon Road and Via Princessa on the border between the City of Santa Clarita and the unincorporated County area of Fair Oaks Ranch. We have reviewed the submittal and offer the following comments:

Geotechnical and Materials Engineering

The proposed project will not have significant environmental effects from a geology and soils standpoint, provided the appropriate ordinances and codes are followed. The project is located within a mapped potentially liquefiable area, per the State of California Seismic Hazard Zone Map, Mint Canyon Quadrangle. However, a liquefaction analysis is not warranted at this time. Detailed liquefaction analyses, conforming to the requirements of the State of California Division of Mines and Geology Special Publication 117, must be conducted at the tentative map and/or grading/building plan stages.

G-1

If you have any questions, please contact Mr. Amir Alam at (626) 458-4925.

Mr. Terry Brice
January 21, 2003
Page 2

Land Development (Grading and Drainage)

The environmental document does not provide sufficient information to determine what drainage impacts, if any, the project may have towards area drainage. To properly assess any drainage and water quality impacts and to determine appropriate mitigation, a drainage concept report will be required. We recommend that a copy of the drainage concept report, once approved, be included in the environmental document.

G-2

If you have any questions, please contact Mr. Timothy Chen at (626) 458-4921.

Traffic and Lighting

The proposed project will have a temporary transportation circulation impact on nearby County roadways and intersections during the construction period. Detour plans shall be submitted to Public Works for review.

G-3

If you have any questions, please contact Ms. Anna Marie Gilmore of our Traffic Studies Section at (626) 300-4741.

Watershed Management (Santa Clara River/Antelope Valley and Dominguez)

We have reviewed the subject document and have no comments.

G-4

If you have any questions, please contact Mr. Suk Chong at (626) 458-4341.

Watershed Management

The proposed project should include investigation of watershed management opportunities to maximize capture of local rainfall on the project site, eliminate incremental increase in flows to the storm drain system, and provide filtering of flows to capture contaminants originating from the project site.

G-5

Mr. Terry Brice
January 21, 2003
Page 3

If you have any questions regarding the above comments or the environmental review process of Public Works, please contact Ms. Massie Munroe at (626) 458-4359.

Very truly yours,

JAMES A. NOYES
Director of Public Works



ROD H. KUBOMOTO
Assistant Deputy Director
Watershed Management Division

MM:kk
A:\EIR191.DOC



California Regional Water Quality Control Board Los Angeles Region



Winston H. Hickox
Secretary for
Environmental
Protection

Over 50 Years Serving Coastal Los Angeles and Ventura Counties
Recipient of the 2001 *Environmental Leadership Award* from Keep California Beautiful

Gray Davis
Governor

320 W. 4th Street, Suite 200, Los Angeles, California 90013
Phone (213) 576-6600 FAX (213) 576-6640 - Internet Address: <http://www.swrcb.ca.gov/rwqcb4>

January 21, 2003

RECEIVED
PLANNING DIVISION

Letter H

City of Santa Clarita
23920 Valencia Blvd., Suite 300
Santa Clarita, CA 91355

JAN 23 2003

PLANNING AND BUILDING SERVICES
CITY OF SANTA CLARITA

RE: CEQA Documentation for Project in the Santa Clara River Watershed
SUBJECT: Sierra Highway Bridge Replacement and Rehabilitation

We appreciate the opportunity to comment on the CEQA documentation for the above-mentioned project. For your information a list of permitting requirements and Regional Board Contacts is provided in Attachment A hereto.

The project site lies in the Santa Clara watershed that was listed as being impaired pursuant to Section 303 (d) of the Clean Water Act. Impairments listed in reaches downstream from the proposed project include nutrients and their effects, salts, coliform bacteria, and historic pesticides. The Los Angeles Regional Water Quality Control Board will be developing Total Maximum Daily Loads (TMDLs) for the watershed, but the proposed project is expected to proceed before applicable TMDLs are adopted. In the interim, the Regional Board must carefully evaluate the potential impacts of new projects that may discharge to impaired waterbodies.

Our review of your documentation shows that it does not include information on how this project will change the loading of these pollutants into the watershed. Please provide the following additional information for both the construction and operational phases of the project.

- For each constituent listed above, please provide an estimate of the concentration (ppb) and load (lbs/day) from non-point and point source discharges. | H-1
- Estimates of the amount of additional runoff generated by the project during wet and dry seasons. | H-2
- Estimate of the amount of increased or decreased percolation due to the project. | H-3

California Environmental Protection Agency

The energy challenge facing California is real. Every Californian needs to take immediate action to reduce energy consumption
For a list of simple ways to reduce demand and cut your energy costs, see the tips at: <http://www.swrcb.ca.gov/news/echallenge.html>



Our mission is to preserve and enhance the quality of California's water resources for the benefit of present and future generations.

- Estimates of the net change in cubic feet per second of groundwater and surface water contributions under historic drought conditions (as compiled by local water purveyors, the Department of Water Resources, and others) and 10-year, 50-year and 100-year flood conditions. H-4

If you have any questions please call me at (213) 576-6683.

Sincerely,

Theresa Rodgers

for Elizabeth Erickson
Associated Geologist, TMDL Unit

EE
Attachments

Cc: file
State Clearinghouse- (2002121021)

California Environmental Protection Agency

The energy challenge facing California is real. Every Californian needs to take immediate action to reduce energy consumption
For a list of simple ways to reduce demand and cut your energy costs, see the tips at: <http://www.swrcb.ca.gov/news/echallenge.html>

Recycled Paper

Our mission is to preserve and enhance the quality of California's water resources for the benefit of present and future generations.

ATTACHMENT A

- ✓ If the proposed project will result in a discharge of dredge or fill into a surface water (including a dry streambed), and is subject to a federal license or permit, the project may require a *Section 401 Water Quality Certification*, or waiver of Waste Discharge Requirements. For further information, please contact:

Jason Lambert, Nonpoint Source Unit at (213) 576-5733.

- ✓ If the project involves inland disposal of nonhazardous contaminated soils and materials, the proposed project may be subject to *Waste Discharge Requirements*. For further information, please contact:

Rodney Nelson, Landfills Unit, at (213) 620-6119

- ✓ If the overall project area is larger than five acres, the proposed project may be subject to the State Board's *General Construction Activity Storm Water Permit*. For further information, please contact:

Tracy Woods, Statewide General Construction Activity Storm Water Permits at (213) 620-2095.

- ✓ If the project involves a facility that is proposing to discharge storm water associated with industrial activity (e.g., manufacturing, recycling and transportation facilities, etc.), the facility may be subject to the State Board's *General Industrial Activities Storm Water Permit*. For further information, please contact:

Kristie Chung, Statewide General Industrial Storm Water Permits at (213) 620-2283.

- ✓ If the proposed project involves requirements for new development and construction pertaining to municipal storm water programs, please contact:

Dan Radulescu, Municipal Storm Water Permits, Los Angeles County at (213) 620-2038;
Matt Yeager, Municipal Storm Water Permits, Ventura County at (213) 620-2097.

- ✓ The proposed project also shall comply with the local regulations associated with the applicable Regional Board stormwater permit:

Los Angeles County and Co-permittees:

NPDES No. CAS614001

Waste Discharge Requirements Order No. 96-054.

Long Beach County and Co-permittees:

NPDES CAS004003

Waste Discharge Requirements Order No. 99-060.

Ventura County and Co-permittees:

NPDES No. CAS004002

Waste Discharge Requirements Order No. 00-108.

- ✓ If the proposed project involves any construction and/or groundwater dewatering to be discharged to surface waters, the project may be subject to *NPDES/Waste Discharge Requirements*. For further information, please contact:

Augustine Anjilelo, General Permitting and Special Projects Unit at (213) 576-6657 (All Region 4 Watersheds).

- ✓ If the proposed project involves any construction and/or groundwater dewatering to be discharged to land or groundwater, the project may be subject to *Waste Discharge Requirements*. For further information, please contact:

Kwang-il Lee, Non-Chapter 15 Unit, at (213) 620-2269 (All Region 4 Watersheds).



Letter I

February 4, 2003

File: S0000916

Mr. Terry M. Brice
Assistant Engineer
City of Santa Clarita
23920 Valencia Boulevard
Santa Clarita, CA 91355-2196

**Subject: Sierra Highway Bridge Replacement and Rehabilitation Project
Mitigated Negative Declaration and Categorical Exclusion
City of Santa Clarita**

Dear Mr. Brice:

We are in receipt of the Mitigated Negative Declaration and Categorical Exclusion report for the above-noted project located on SCRRA's Valley Subdivision at approximate railroad mile post 38.41 in the City of Santa Clarita. The crossing is identified by the State of California Public Utilities Commission as crossing No. 101 VY-38.41 and U.S. Department of Transportation as crossing No. 750891N.

Thank you for sending a copy of the document for our review and comment. SCRRA appreciates this opportunity to comment on the above-referenced project, relative to impacts to railroad right-of-way. Potential environmental impacts resulting from the construction and operation of this project would be of considerable significance to us because the project would be adjacent to our railroad right-of-way and in very close proximity to our existing railroad track. Unless suitably mitigated, the project would have short term (construction phase) and long term (i.e.: noise, transportation, slope protection, drainage etc.) effects on the train services. Please keep us informed on any development on this project and include us on your mailing list.

As background information, the Los Angeles County Metropolitan Transportation Authority (MTA) purchased the Valley Subdivision right-of-way from the former Southern Pacific Railroad (presently Union Pacific Railroad) in December 1992. SCRRA is a five-county joint powers authority, created pursuant to State of California Public Utilities Code Section 130255 and California Government Code Section 6500 et seq., to build, maintain and operate the "Metrolink" commuter train system. The five-county member agencies are comprised of the following: Los Angeles County Metropolitan Transportation Authority (MTA), Ventura County Transportation Commission (VCTC), Orange County Transportation Authority (OCTA), San Bernardino Associated Governments (SANBAG), and Riverside County Transportation Commission (RCTC). SCRRA builds, operates and maintains commuter rail system in the five-



Member Agencies: Los Angeles County Metropolitan Transportation Authority, Orange County Transportation Authority, Riverside County Transportation Commission, San Bernardino Associated Governments, Ventura County Transportation Commission. **Ex Officio Members:** Southern California Association of Governments, San Diego Association of Governments, State of California.

700 S. Flower Street 26th Floor Los Angeles CA 90017 Tel [213] 452.0200 www.metrolinktrains.com

county area on rail rights-of-ways owned by the member agencies. For this project, the owner of the rail right-of-way is MTA.

SCRRA has reviewed your report and would like to offer the following comments:

1. This report repeatedly (Pages MND 1, 2-4, 2-5, 2-6, 2-7 etc.) mentions that the Sierra Highway Bridge is located over the Union Pacific Railroad tracks. This is in error as I mentioned earlier in this letter. This error should be corrected throughout this report. I-1
 2. Page 2-9, first paragraph, indicates that a back-up detour plan would connect each bridge terminus through Canyon Park Boulevard, Jason Drive and Via Princessa. Canyon Park Boulevard is an at-grade highway-rail crossing. Any significant increase in the traffic at the grade crossing may adversely affect the safety of the crossing. A careful review of the impact of the rerouted traffic must be done to reduce any significant safety hazard at the crossing. I-2
 3. This bridge project located over and adjacent to our right-of-way and it will be necessary for your contractor to enter the railroad right-of-way for demolition, construction, clearing, grubbing, grading, shoring, drainage and other improvements. Your contractor will be required to enter into SCRRA's Right-of-Entry agreement (SCRRA Form No. 6) for the construction of the project. This agreement can be accessed through SCRRA's website www.metrolinktrains.com, Sub-Sections "About Metrolink" and then "Public Projects/Engineering". I-3
 4. Horizontal and vertical clearances under the bridge and over the railroad track shall meet SCRRA and California Public Utilities Commission requirements and standards. As per our requirement, the minimum vertical clearance between the bottom of the bridge and the top of the rail for a new bridge shall be 24'-0". I-4
 5. Grading, excavation, drainage and foundation construction could potentially cause unstable conditions in the railroad right-of-way and to the railroad tracks. It is necessary that railroad operations be maintained throughout the construction period. I-5
 6. The City of Santa Clarita installed sewer and drain lines recently on the east side of the bridge. Any potential impact to these lines will be addressed during the planning, design and construction phases. I-6
- Please indicate in your report that the City is aware of our concerns and comments. The City will also be required to submit project documents (drawings and specifications) for review and approval.

Mr. Terry M. Brice
February 4, 2003
Page 3

If you have any questions, I can be reached at (213) 452-0254 by phone, (213) 452-0423 by fax and pateln@scrra.net by e-mail.

Sincerely,



NARESH D. PATEL, P.E.
Public Projects Engineer

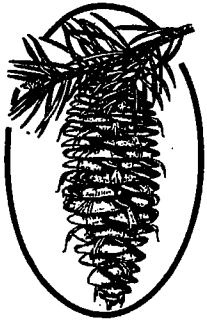
NP:np [A:S916]

cc: Duncan Robb (MTA)
Steve Lantz
Ron Mathieu
Frank Mendoza
David Quirk
SCRRRA Central Files

Gene Anderson
Director of Environmental Services
UltraSystems Environmental
100 Pacifica, Suite 250
Irvine, CA 92618

Appendix B

Natural Environment Study



**SIERRA HIGHWAY BRIDGE
REPLACEMENT AND REHABILITATION PROJECT
CITY OF SANTA CLARITA
LOS ANGELES COUNTY, CALIFORNIA**

NATURAL ENVIRONMENT STUDY

Prepared for

Mr. Terry M Brice
City of Santa Clarita
Transportation and Engineering Services
23920 Valencia
Santa Clarita CA 91355
Telephone: (661) 286-4137
Facsimile: (661) 254-3538

and

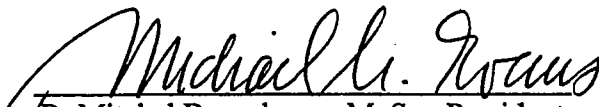
Ultrasystems Environmental, Inc.
Mr. Gene Anderson, Director of Environmental Services
100 Pacifica, Suite 250
Irvine CA 92618
Telephone: (949) 788-4900
Facsimile: (949) 788-4901

Prepared by

Pacific Southwest Biological Services, Inc.
Mr. R. Mitchel Beauchamp, M. Sc., President
Post Office Box 985
National City CA 91951-0985
Telephone: (800) 838-7727
Facsimile: (619) 477-5380
E-mail: bio@psbs.com

PSBS # U195

21 May 2003

for

R. Mitchel Beauchamp, M. Sc., President

**SIERRA HIGHWAY BRIDGE
REPLACEMENT AND REHABILITATION PROJECT
CITY OF SANTA CLARITA
LOS ANGELES COUNTY, CALIFORNIA**

NATURAL ENVIRONMENT STUDY

21 May 2003

SUMMARY OF FINDINGS AND CONCLUSIONS

A biological resource survey was conducted, at the request of Ultrasystems Environmental (Ultrasystems), by Pacific Southwest Biological Services, Inc. (Pacific Southwest) of the proposed Sierra Highway Bridge Replacement and Rehabilitation Project site located in the City of Santa Clarita, Los Angeles County, California. The City of Santa Clarita is the lead agency. The project site includes two bridges, side-by-side, spanning the Southern California Regional Rail Authority (SCRRA) tracks and a small drainage channel. The proposed Sierra Highway Bridge Replacement and Rehabilitation Project (project) will replace the older northbound bridge (constructed in 1938-# B1929) and rehabilitate and widen (at the median) the southbound bridge (constructed in 1968-# B2375).

No sensitive species were detected during the surveys. No bat species or signs of bat use were detected on or near the two bridges. Several swallow mud-nests were detected on the two bridges. Great Basin Sage Scrub and Southern Willow Riparian, both native vegetation types, occur adjacent to the project site.

No jurisdictional wetlands occur within the proposed project footprint. The drainage channel is a jurisdictional Waters of the United States. The proposed project would not impact any sensitive biological resources, as designed. The proposed project may impact the existing drainage channel and would require a federal Section 404 Permit from the Army Corps of Engineers (ACOE), a Streambed Alteration Agreement (SAA) Permit under Section 1603 the California Fish and Game Code, and Section 401 Permit for the Regional Water Quality Control Board (RWQCB). The proposed project requires compliance with the California Environmental Quality Act (CEQA) and National Environmental Policy Act (NEPA), due to funding of the project by the U. S. Department of Transportation, Federal Transit Administration. A Mitigated Negative Declaration (MND) and Categorical Exclusion (EC) for the proposed project was prepared by Ultrasystems for the City of Santa Clarita (December 2002).

INTRODUCTION

PROJECT LOCATION

The Sierra Highway Bridge Replacement and Rehabilitation Project (project) is located on Sierra Highway between Soledad Canyon Road and Via Princessa, east of State Route 14 (SR 14), City of Santa Clarita, Los Angeles County, California (Figure 1). The map location is Section 28, Township 4 North, Range 15 West of the San Bernardino Base and Meridian; USGS

7.5' Mint Canyon Quadrangle; California-Los Angeles County, (UTM: 11-S: 365,949mE; 3,808,219mN). The project site is located near Area #23-Santa Clara River listed in the Los Angeles County Significant Ecological Areas Document published in 1976 for the Los Angeles County Department of Regional Planning (L. A. Co. Dept. of Regional Planning 1976).

PROJECT DESCRIPTION

The City of Santa Clarita is proposing a project to replace/rehabilitate the Sierra Highway Bridge spanning the SCRRA tracks. The project site includes two bridges, side-by-side with an approximately an 8 to 12-foot gap between the bridges, with the eastern bridge serving as the northbound lanes of Sierra Highway and the western bridge serving the southbound lanes of Sierra Highway. The project would replace the structurally deficient and functionally obsolete northbound bridge (constructed in 1938) and rehabilitate and widen (at the median) the southbound bridge (constructed in 1968). The replacement structure would have three 12-foot through lanes, 8-foot right shoulder and 5-foot sidewalk. The replacement structure would connect at the median with the widened southbound structure. A 14 foot raised median would divide the northbound and southbound traffic. The project eliminates the gap between the two existing bridge structures. Replacement of support columns for the new eastern bridge would occur in the same areas where existing support columns are located. Pile driving would be required for the new bridge foundation. Construction staging areas would be located at the southeast quadrant of the two bridges structures and at the northeast quadrant, below the bridges, with access from Canyon Park Boulevard.

PROJECT PURPOSE AND NEED

The project would improve the flow of traffic in the region by replacing the substandard facilities with updated designs. Sierra Highway is classified as a Major Arterial and a Congestion Management Plan (CMP) route, as well as a truck and super-truck route for the region. This CMP roadway is one of four recognized by the Southern California Association of Governments (SCAG) as a "critical mobility corridor in the SCAG region." The proposed project will aid in the implementation of the CMP to improve the mobility corridors in the Santa Clarita Valley and North Los Angeles County.

METHODS, SURVEY LIMITATIONS AND DEFINITIONS

METHODS

Prior to the field visits, Pacific Southwest conducted a search of the CDFG Natural Diversity Data Base (CNDDDB) for the USGS 7.5' Mint Canyon, California Quadrangle. This search revealed several federally-or state-listed species, or target species listed that may occur within the vicinity of the property. Pacific Southwest reviewed letters from CDFG and California Department of Transportation (CalTrans) regarding their biological concerns about the proposed project. Additionally Pacific Southwest reviewed the MND and CE for the proposed project. Appendices 3 and 4 list potential sensitive species in the area and the potential for each to occur on the proposed project site.

General zoological and botanical surveys for listed species, their habitat components, and host plants were conducted by Pacific Southwest. Methods consisted of walking slowly through the appropriate habitat while watching and listening for wildlife. "Pishing," a technique commonly used to attract the interest of passerines and draw them into view, was occasionally employed. Binoculars (8x40) were used to assist in the detection and identification of wildlife. Species presence was confirmed by visual observation and/or auditory detection, tracks, scats, bones, dens and burrows. The area of the project is sufficiently small so the entire area could be covered during each survey. In addition, a zone of approximately 100 feet beyond the boundary of the property was also surveyed for sensitive species during the field visit.

Pacific Southwest botanist R. Mitchel Beauchamp conducted the botanical survey and jurisdictional Water of the United States. A plant checklist of the proposed project area is included as Appendix 1. Pacific Southwest biologist Douglas Allen conducted the zoological, including bats and birds, survey of the project area. An animal checklist of the proposed project area is included as Appendix 2. Photographs of the proposed project area were taken to document conditions of the area during the field visits and are included with this report. Table 1 summarizes the field conditions during the surveys.

TABLE 1. SUMMATION OF FIELD SURVEY SCHEDULE

DATE	PERSONNEL	TIME	CONDITIONS
21 January 2003	R. Mitchel Beauchamp	1345-1445	Not Recorded
24 February 2003	Doug Allen	0730-1030	Start: 54.7°F; 100% overcast; calm Finish: 59.1°F; 100% overcast; SE @ 5 mph

SURVEY LIMITATIONS

Complete biological inventories of sites often require a large number of field hours during different seasons as well as nocturnal sampling for some animal groups, such as small mammals. Depending on the season during which the field survey is conducted, amphibians, snakes, many mammals, owls and other nocturnal birds, and annual plants are groups that can be difficult to inventory. Many groups of vertebrates are difficult to detect during short-term field surveys. Some, such as migratory or nomadic birds, may be absent from the site while the fieldwork is being conducted. Species that are declining or have naturally patchy patterns of distribution may not be present in areas of what appears to be suitable habitats. However, through literature review, study of museum records, and knowledge of the habitat requirements and distribution patterns of individual species, the probability of a given species being present on a site can often be quite accurately predicted.

DEFINITIONS

Vegetation Communities

Vegetation habitats or communities are assemblages of plant species that usually coexist in the same area. The classification of vegetation communities is based upon the life form of the dominant species within that community and the associated flora. The nomenclature for vegetation communities follows Holland's Preliminary Descriptions of the Terrestrial Natural Communities of California (Holland 1986), as modified by Oberbauer (Oberbauer 1996).

Wildlife Habitats

Wildlife habitats differ from vegetation communities in that a wildlife habitat may contain several vegetation communities that are similar in structure but different in plant species composition, location, and soil substrate. This distinction becomes an important factor when assessing the sensitivity of a particular wildlife habitat. In addition, the interaction of various wildlife species occurs between many different wildlife habitats. This becomes more evident where these habitats overlap in areas known as ecotones. These ecotones support a combination of the species from two or more adjoining habitats that generally increases the number and diversity of species within these areas. Wildlife habitats encountered on the project site approximate the vegetation communities discussed below.

Species Nomenclature

The scientific nomenclature used in this report is from the following standard references: vascular plants (Hickman 1993, Munz 1974); vegetation communities (Holland 1986, Holland and Keil 1989, Hanes 1977, Skinner and Pavlik 1994, Oberbauer 1996, Tibor 2001); wildlife habitats (Mayer et al. 1988); butterflies (Emmel and Emmel 1973); amphibians and reptiles (Jennings 1983 and Stebbins 1985); birds (American Ornithologists' Union 1998); and mammals (Ingles 1995).

ENVIRONMENTAL SETTING

Soils for the project area are mapped as Gaviota rocky sandy loam, Hanford sandy loam, and Yolo loam (Woodruff, McCoy, and Sheldon 1970). Elevation ranges from approximately 1,420 feet above mean sea level (amsl) to approximately 1,460 feet amsl. The two existing bridges that comprise the project span the SCRRA tracks and a small drainage channel. The surrounding land use include adjacent residential to the northwest (mobile home park) and to the northeast (condominiums). A concrete block wall occurs between the trailer park and the railroad track. A commercial complex occurs adjacent to the southwest. A newly graded area occurs adjacent to the project site to the southeast. Residential (condominiums) also exists further to the southeast, but not adjacent to the project. An unnamed drainage flows through the project site from the southeast to the northwest. The drainage is unlined as it flows under the bridges and then flows into a concrete flood-control channel adjacent to the southbound bridge. The drainage flows in the Santa Clara River. Although, Southern Willow Scrub occurs in the drainage south of the project site, very little vegetation occurs under the bridges and in the channelized portion of the drainage. A small bridge structure for the railroad track, constructed in 1924, spans this drainage channel.

Construction activities were being conducted in the southeast portion of the project area during the field visit. The water flow in the drainage was being diverted around the construction site by using two green plastic pipes. The Great Basin Sage Scrub vegetation has been removed adjacent to the bridge. A new concrete drainage outflow structure has been built next to the drainage. This construction appears not to be related to the proposed project.

IMPORTANT BIOLOGICAL RESOURCES IN THE PROJECT AREA

The CNDDDB search revealed several sensitive species with the potential to occur near the proposed project site. These species and their habitats and probability to occur on the project site are discussed in Appendices 1 and 2.

No sensitive species or vegetation types occur within the proposed project area or would be impacted by the project. Several swallow nests were observed on the bridges during the February 2003 field survey. Two small areas of Great Basin Sage Scrub occur adjacent to the project site. Recent construction of a street drainage system has removed an area of Great Basin Sage Scrub adjacent to the eastern bridge in the southeast portion. Southern Willow Scrub occurs upstream and out of the project area to the southeast. These areas are not anticipated to be impacted by the project as designed. Little to no vegetation occurs under the bridges. A small area of the unlined portion of the drainage, under the eastern bridge, includes cattails (*Typha* sp.). It should be noted that construction within the drainage channel is required to occur during the dry season (May through October).

Tracks of Coyote (*Canis latrans*) and Raccoons (*Procyon lotor*) were observed in and along the drainage channel and under the bridges. No fish or amphibians were detected within or adjacent to the project site. No bat species or signs of bats (guano accumulation, urine stains, or odor) were observed or detected on the bridges during the survey.

Swallow nests from the 2002-breeding season were observed on the two bridges. However, no swallows were detected in or around the bridges during the field visit. It appears the nests were not active, but may become active before the construction phase of the project.

PROJECT IMPACTS

The bridge spans a soft-bottom drainage that flows into the Santa Clara River. The proposed project would temporarily impact the drainage during the construction phase. Water flow may need to be diverted and impacts/changes to the bank and bed may occur from the project. The exact impacts from the project cannot be determined from the project description provided by Ultrasystems.

Since the project area supports little wildlife habitat and no sensitive species were detected or are expected to occur within the project area, no impacts to any sensitive species are anticipated from the project as designed. However, swallow nests were observed on the bridges. It is expected that swallows will probably attempt to build new nests during the 2003-nesting season (typically from 1 March to 1 September). If this occurs, the construction could impact the nesting birds.

A small Great Basin Sage Scrub occurs within and adjacent to the project area and may be impacted by the proposed project.

Animals using the drainage and under pass as a local corridor may be forced to use an alternate route or to cross Sierra Highway during the construction phase. This may lead to an increase in the number of road kills.

CUMULATIVE IMPACTS

Since all impacts within the project area are temporary, no cumulative impacts are expected from the project as designed. The new bridges would be available to nesting birds.

MITIGATION MEASURES

The drainage under/through the project area is a jurisdictional Non-wetland Water of the U. S. Any impacts to and/or changes to the bed and bank of the drainage will require Federal and state permits. Permits will include a Section 401 Permit from the RWQCB, a Section 404 Permit from the ACOE, and a CDFG Code 1603 SAA. Specific mitigation measures for impacts to the drainage will be listed in each permit.

Migratory non-game, native birds and their eggs are protected by the Federal Migratory Bird Treaty Act and the CDFG Code. The existing nests should be removed before they become active. Removal should take place before the breeding season (March 1-September 1). Measures, such as netting the bridge during construction to exclude further nesting activities, may need to be employed to keep the birds from returning until the project is completed.

A construction barrier fence should be placed between adjacent native vegetation and the proposed project footprint to keep humans and equipment from entering these areas.

Construction should be conducted during the daytime hours only. This would allow movement of animals through the construction site during the night.

AGENCY COORDINATION

Pacific Southwest has contacted Mr. Scott Harris of CDFG (28 February 2003) regarding nesting birds and roosting bats and Mr. Daniel Marquez of the USFWS-Carlsbad Field Office (letter dated 27 January 2003) requesting their input on the potential occurrence of listed species within the project area. The USFWS, in a letter dated 26 March 2003 indicated that, "we do not believe that the site could support any listed, proposed, or candidate species. The project site is located in a previously disturbed area that does not support any native habitat in which listed species that are known to occur in Los Angeles County could breed or forage. No further consultation pursuant to the Act is required."

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Ultrasystems Environmental, Inc. – Mr. Gene Anderson (personal contact).

United States Fish and Wildlife Service- Mr. Daniel Marquez (personal contact).

United States Fish and Wildlife Service letter of 26 March 2003 signed by Richard E. Faris for Bridget Fahey.

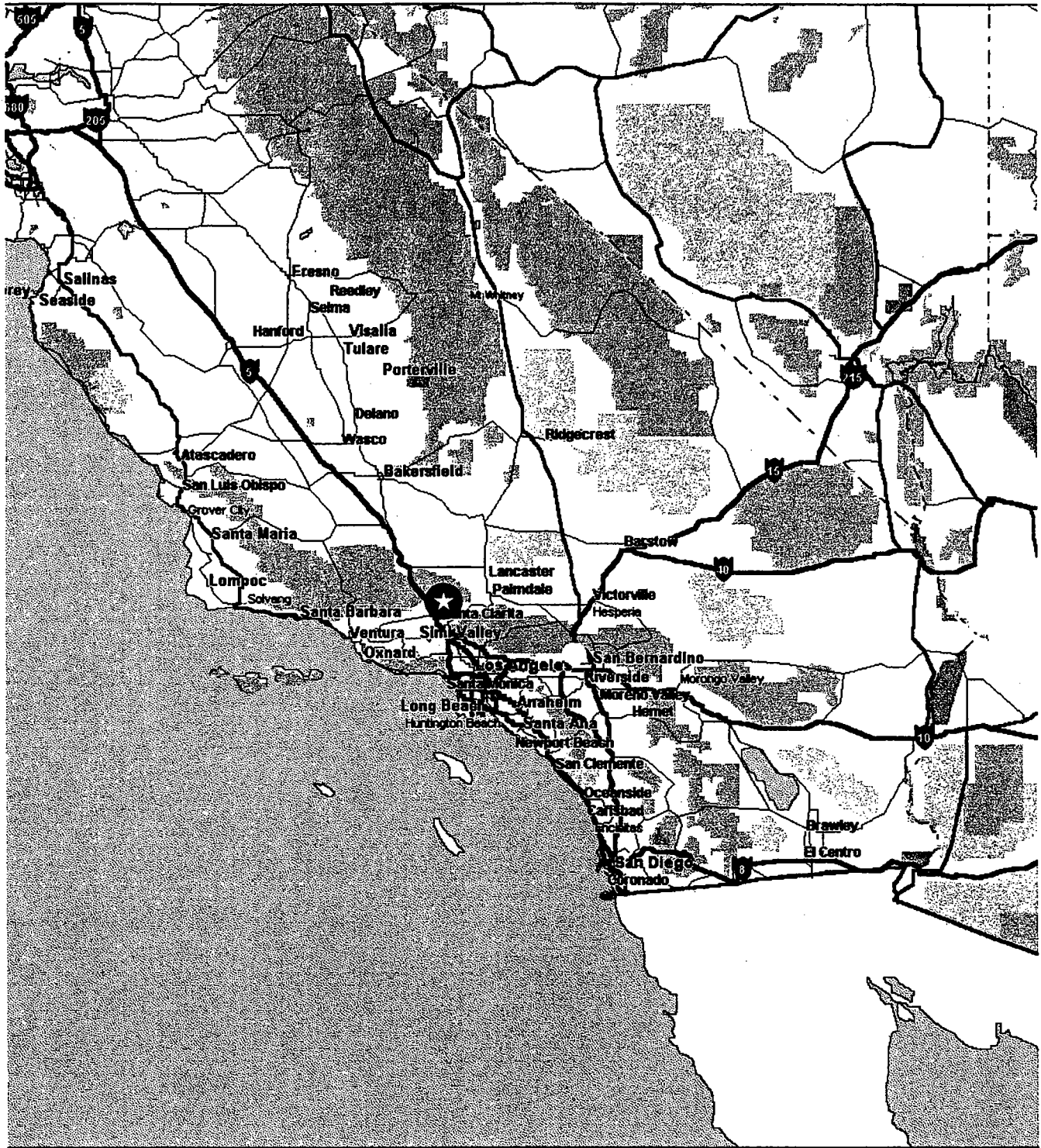


Figure 1. Project Vicinity, Sierra Highway Bridge



N

Not To Scale

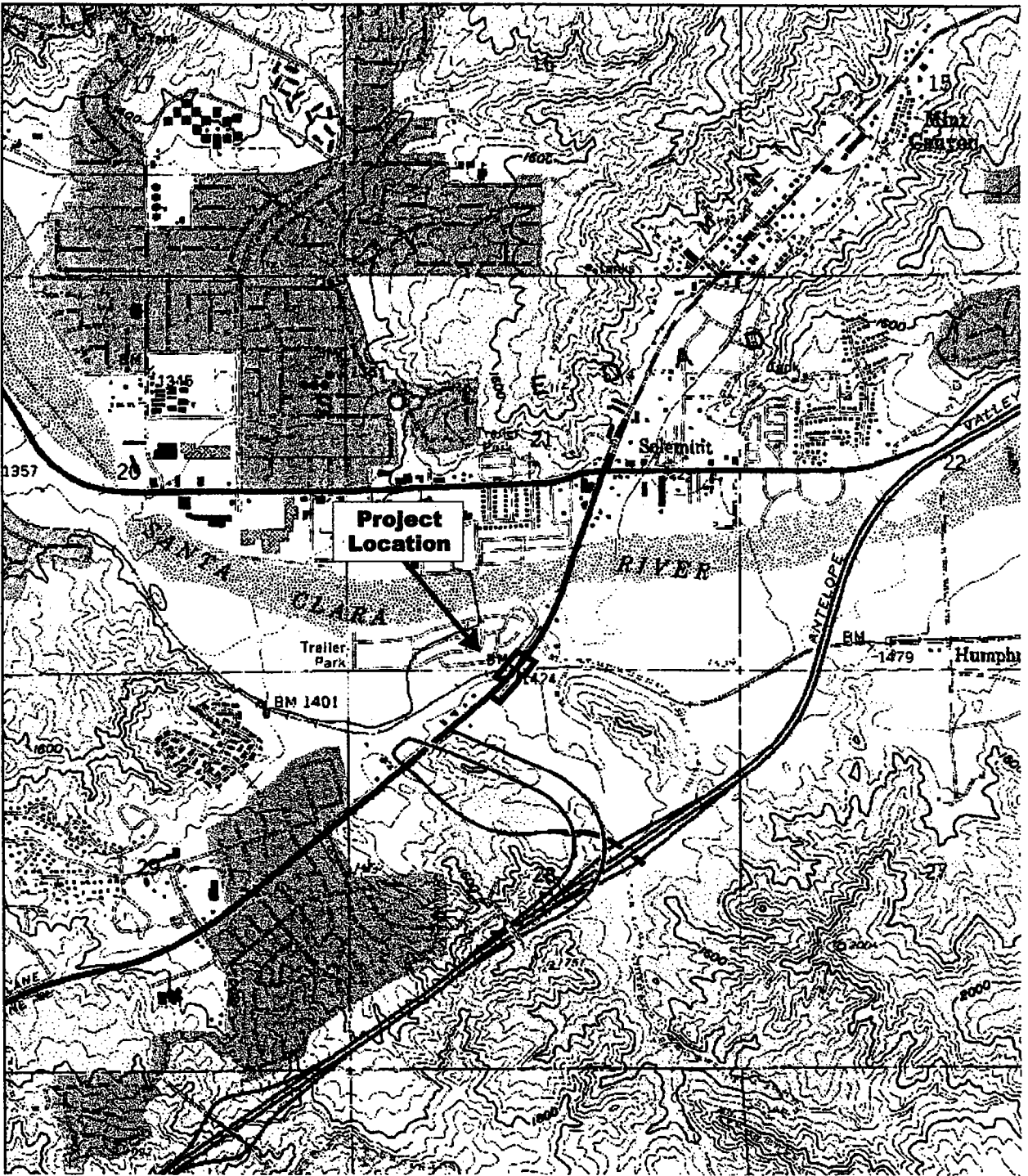


Figure 2. Project Location, USGS 7.5' Mint Canyon, CA Quadrangle



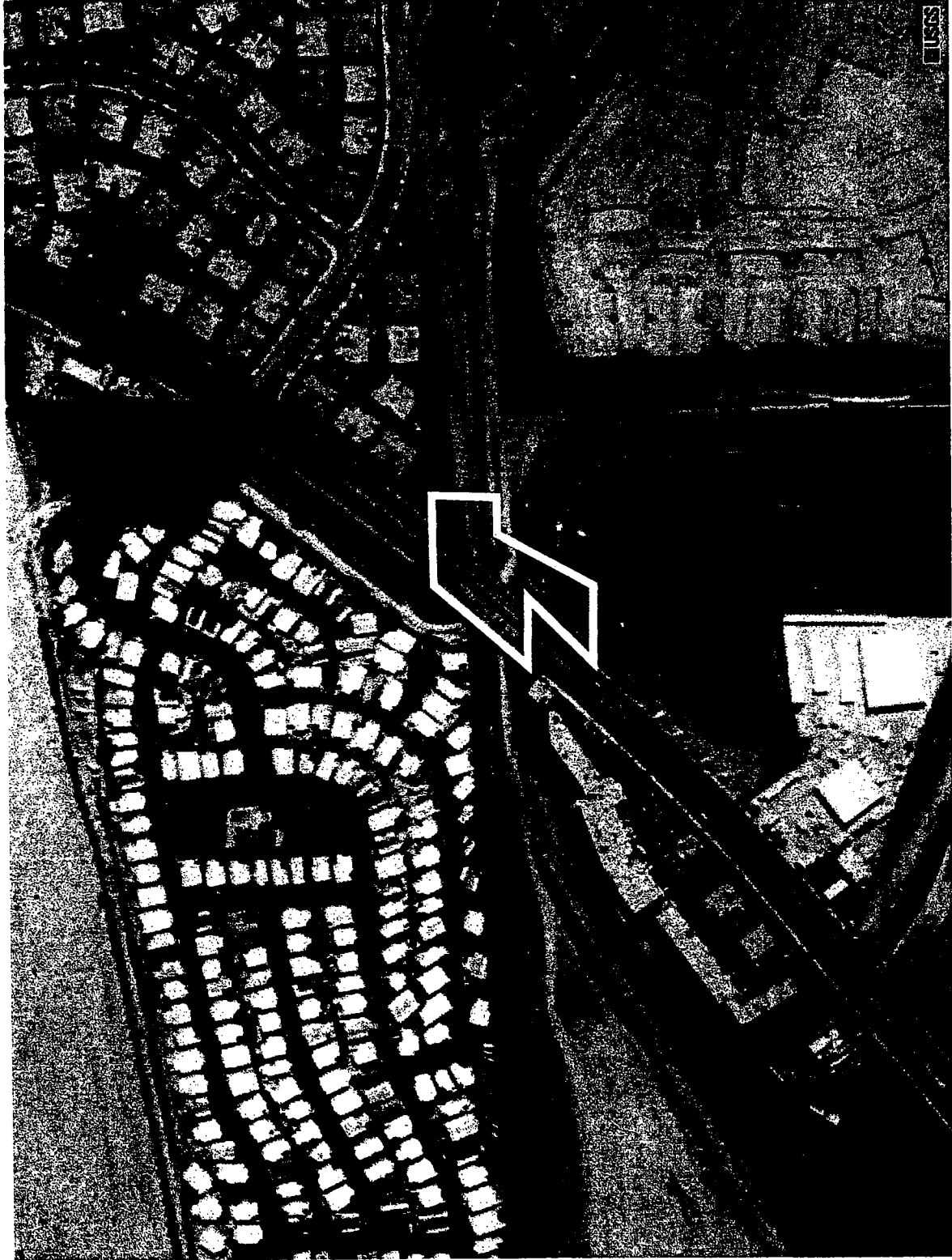


Figure 3. Project Location on Aerial Photograph, Sierra Highway Bridge



Appendix 1. Sensitive Plant Species Reported from USGS 7.5' Mint Canyon, CA Quadrangle

SPECIES NAME	STATUS Federal/State/CNPS	HABITAT REQUIREMENTS	PROBABILITY OF OCCURRENCE
<i>Calochortus clavatus</i> var. <i>gracilis</i> Catalina Mariposa Lily	None/None/1B (3-2-3)	Chaparral, coastal scrub. Shaded foothill canyon, grassy slopes. Endemic to Los Angeles County. 420-	Low: Habitat too disturbed to support this species.
<i>Calochortus plummerae</i> Plummer's Mariposa Lily	FSC/None/1B (2-2-3)	Coastal scrub, chaparral, valley & foothill grassland, cismontane woodland, lower montane conif forest. Rocky and sandy sites, us. granitic or alluvial material, 100-1700 m.	Low: Habitat too disturbed to support this species.
<i>Chorizanthe parryi</i> var. <i>fermandina</i> San Fernando Valley Spineflower	FC/CC/1B(3-3-3)	Coastal scrub (sandy), 150-1220 m. Previously thought extinct, rediscovered 1999. Known fr only 1 occur (VN Co).	Low: Habitat too disturbed to support this species.
<i>Dodecahema leptoceras</i> Slender-horned Spineflower	FE/CE/1B (3-3-3)	Chaparral, coastal scrub (alluvial fan scrub). Hist. from/LA, RIV, SBD Cos; extirp. fr/much of range. Flood-deposited terraces & washes; assoc. <i>Encelia</i> , <i>Dalea</i> , <i>Lepidospartum</i> , etc. 200-760 m.	Low: Habitat too disturbed to support this species.
<i>Navarretia fossalis</i> Spreading Navarretia	FT/None/1B (2-3-2)	Vernal pools, chenopod scrub, marshes & swamps, playas, esp in SD hardpan & SD claypan vernal pools, in swales & vernal pools, often surr . by other habitat types, 30-1300 m.	Low: No appropriate habitat on-site.
<i>Opuntia basilaris</i> var. <i>brachyclada</i> Short-joint Beavertail	FSC/None/1B(3-2-3)	Chaparral, Joshua Tree woodland, Mojavean desert scrub, piñon-juniper woodland, riparian woodland. Sandy soil or coarse granitic loam, 425-1800 m.	Absent: Habitat too disturbed to support this species.
<i>Orcuttia californica</i> California Orcutt Grass	FE/CE/1B (3-3-2)	Vernal pools, 15-660 m.	Low: Habitat too disturbed to support this species.

Appendix 2. Sensitive Wildlife Species Reported from USGS 7.5' Mint Canyon, CA Quadrangles

SPECIES NAME	STATUS Federal/State/CDFG/MSCP	HABITAT REQUIREMENTS	PROBABILITY OF OCCURRENCE
Western Spadefoot <i>Spea hammondi</i>	FSC/None/CSC	Grassland habitats, valley & foothill woodlands, requires vernal pools for breeding	Low: No appropriate habitat
San Diego Horned Lizard <i>Phrynosoma coronatum blainvillii</i>	FSC/None/CSC	Coastal sage scrub, chaparral in arid and semi-arid climate, esp. friable, rocky, or shallow sandy soils	Low: No appropriate habitat
Two-striped Gartersnake <i>Thamnophis hammondi</i>	FSC/None/CSC	Coastal CA, fr/ Salinas to NW Baja, fr/sea level to approx. 7000 ft ; esp. highly aquatic, found in or near permanent fresh water, often along streams w/rocky beds & riparian growths	Low: No appropriate habitat

DEFINITIONS OF SENSITIVITY RATINGS

California Native Plant Society (CNPS)

List Status

List 1A	Plants presumed extinct in California. CEQA consideration mandatory
List 1B	Plants rare, threatened, or endangered in California and elsewhere. CEQA consideration mandatory
List 2	Plants rare, threatened, or endangered in California, but more common elsewhere. CEQA consideration mandatory
List 3	Plants about which we need more information - a review list. CEQA consideration strongly recommended
List 4	Plants of limited distribution - a watch list. CEQA consideration strongly recommended

CNPS R-E-D Code

R (Rarity)

1	Rare, but found in sufficient numbers and distributed widely enough that the potential for extinction is low at this time
2	Distributed in a limited number of occurrences, occasionally more if each occurrence is small
3	Distributed in one to several highly restricted occurrences, or present in such small numbers that it is seldom reported

E (Endangerment)

1	Not endangered
2	Endangered in a portion of its range
3	Endangered throughout its range

D (Distribution)

1	More or less widespread outside California
2	Rare outside California
3	Endemic to California

State-Listed/Designated Plants and Animals

CE	State-listed, endangered
CT	State-listed, threatened
CR	State-listed, rare
CC	Candidate for State listing
CSC	California Special Concern Species (Department of Fish and Game)

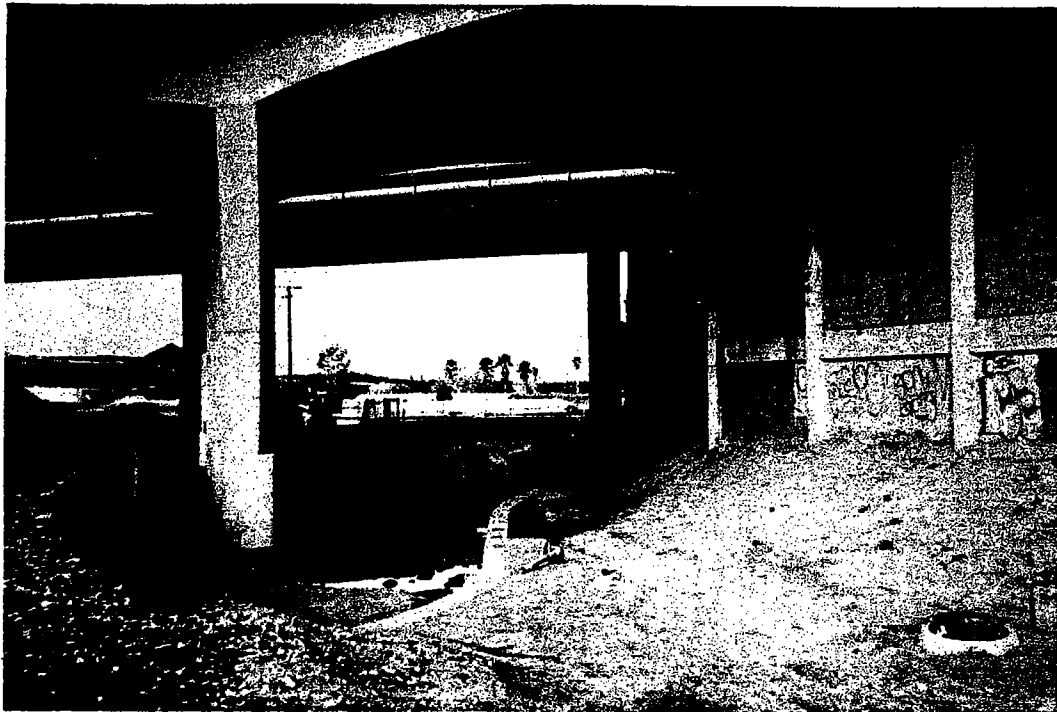
Federally-Listed/Designated Plants and Animals

FE	Federally-listed, endangered
FT	Federally-listed, threatened
PE	Federally-proposed, endangered
PT	Federally-proposed, threatened
FC	Candidate for Federal listing
FSC	Federal Special Concern Species
C2*	Threat and/or distribution data are insufficient to support federal listing, but the plant is presumed extinct
C3c	Too widespread and/or not threatened

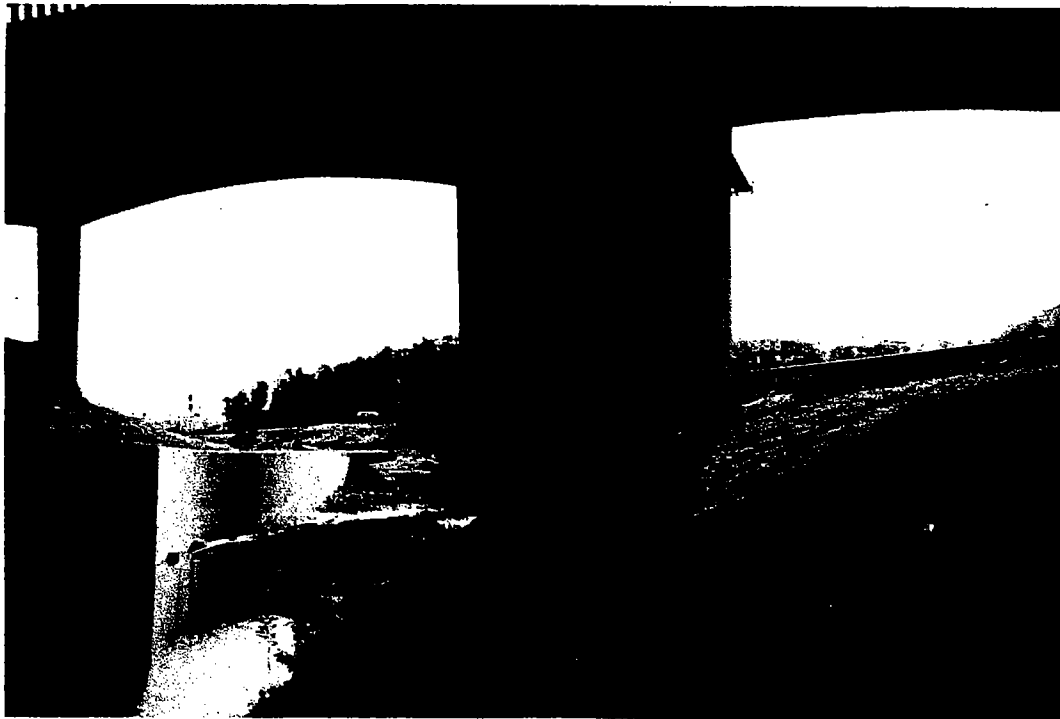
Multiple Species Conservation Program Covered Species List

yes	Covered
no	Not covered

Photographs Taken February 2003

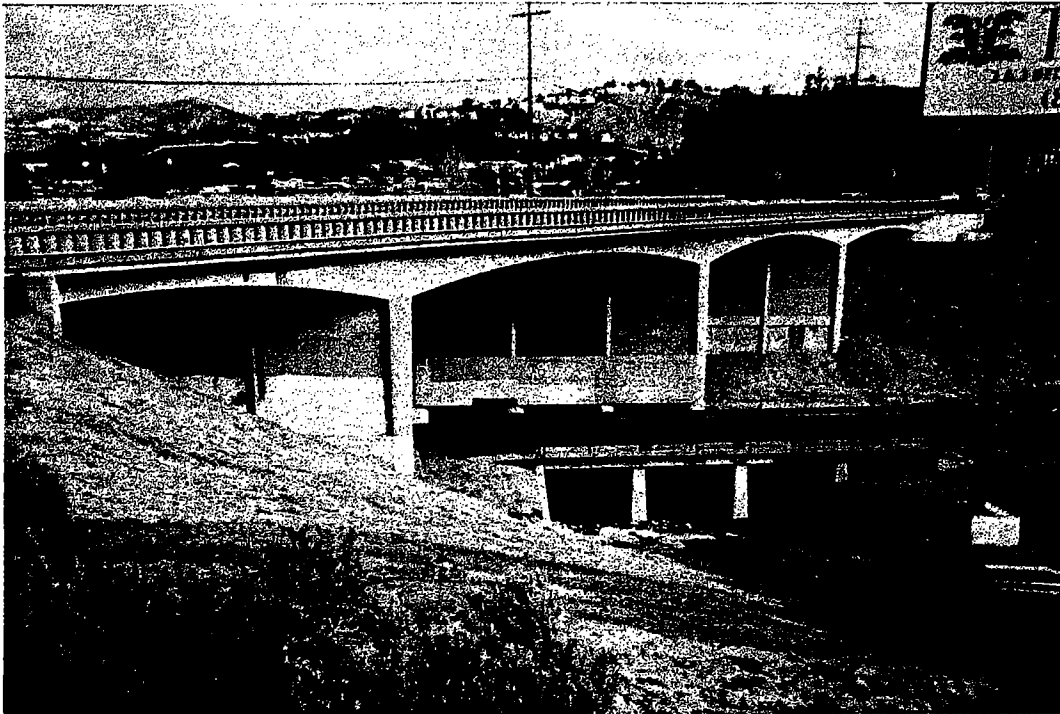


Photograph 3. Creek - Looking West.



Photograph 4. Creek - Looking East.

Photographs Taken February 2003



Photograph 1. Northbound Bridge (to be removed) and Railbridge over Creek.



Photograph 2. Southbound Bridge - Looking East.