

**Addendum to the
State Route 58 (SR-58) Kramer Junction Expressway Project
Final EIR/EIS (SCH No. 2007051051)
for the
Kramer Junction Borrow Pit Mine and Reclamation Plan**

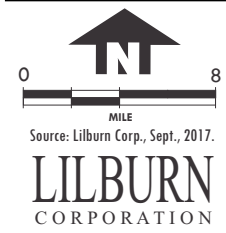
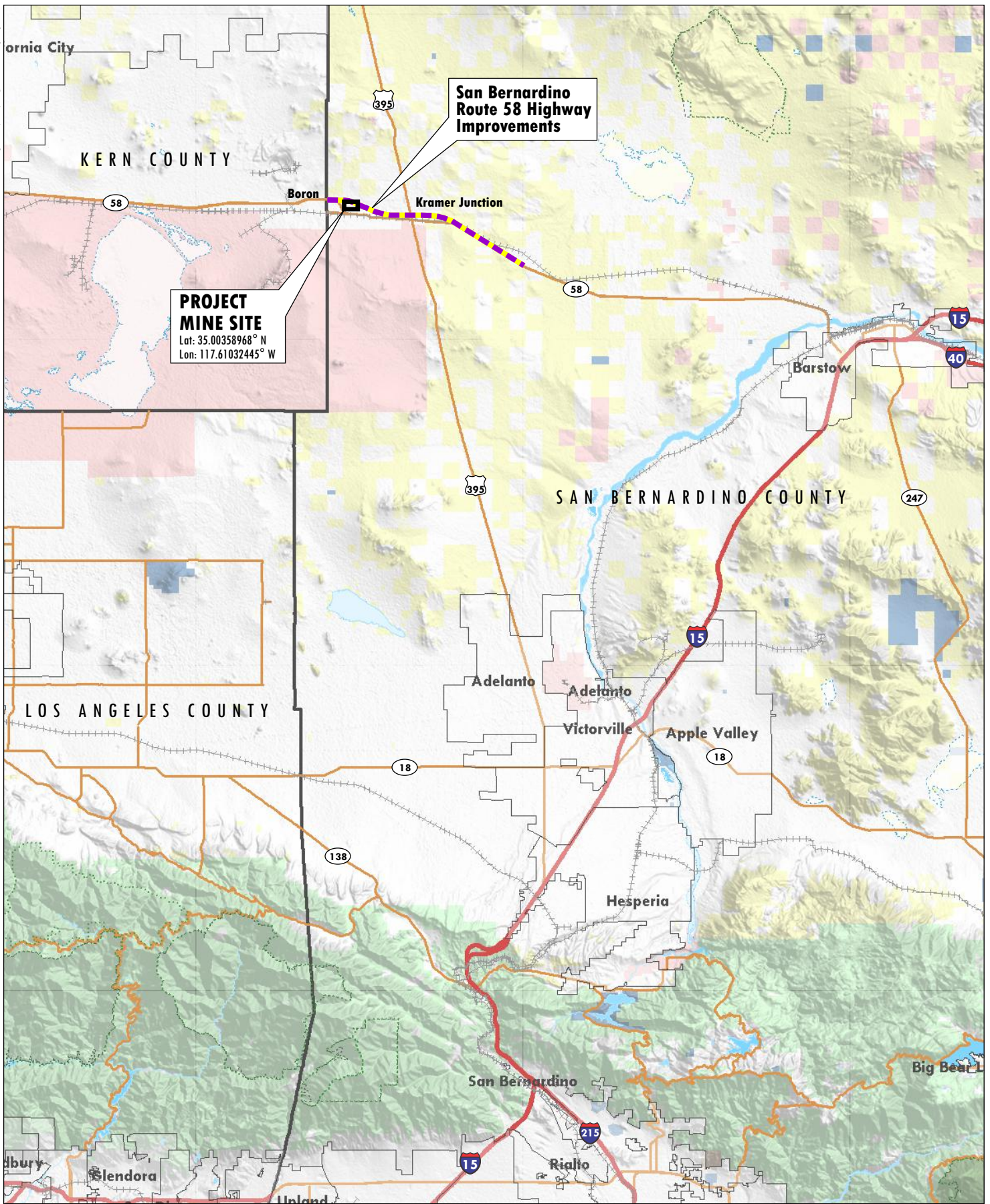
SUMMARY

The County of San Bernardino is reviewing the potential environmental impacts for a Mine Reclamation Plan for the Kramer Junction Borrow Pit (Proposed Plan) submitted by Kiewit Infrastructure West Co. (Kiewit). The borrow pit will be the source for up to 3 million cubic yards (mcy) of material for the State Route 58 (SR-58) Kramer Junction Expressway Project (Project). The California Department of Transportation (Caltrans) is realigning and widening to four lanes approximately 13 miles of SR-58 from the Kern County line east to about 7.5 miles east of Kramer Junction. Caltrans approved an Environmental Impact Report/Environmental Impact Statement (EIR/EIS) for the SR-58 Kramer Junction Expressway Project in July 2014.

The purpose of the Proposed Plan is to permit the borrow site for a three-year period to provide fill material for construction of the SR-58 Kramer Junction Expressway Project. The SR-58 improvements are being constructed as a joint project by Caltrans and the Federal Highway Administration (FHWA) tentatively starting in early 2018 and currently scheduled for completion by early 2021.

The Proposed Plan site is located approximately two miles east of the SR-58 and Boron interchange and one mile east of the Kern County boundary (see Figure 1 - Regional Map). Kiewit is proposing to utilize approximately 63.75 acres of the privately-held 100-acre parcel for a mining period of three years. The material will be transported to the new SR-58 alignment approximately 630 to 1,200 feet north of the project site through easements or right-of ways to be negotiated with adjacent property owners. No public roads will be utilized. Reclamation of the site will commence immediately upon termination of mining.

Caltrans included the proposed borrow site and access roads (described as Area 2 Borrow Area) in their project design and environmental review. Caltrans concluded in their National Environmental Policy Act/California Environmental Quality Act (NEPA/CEQA) Re-Validation Form (August 8, 2017) that the 2014 EIR/EIS remains valid with implementation of project design and mitigation measures for the potential impacts of the Kramer Junction Borrow Pit area. The County, acting as lead agency for the entitlement of the Mine Reclamation Plan, has determined that an Addendum to the EIR/EIS SR-58 Kramer Junction Expressway Project would be the appropriate documentation to comply with CEQA.



REGIONAL LOCATION
 Kramer Junction Pit - State Route 58 Kramer Junction Expressway Project
 County of San Bernardino, California

FIGURE 1

1.0 BACKGROUND

This document is prepared as an Addendum to the EIR/EIS for the SR-58 Kramer Junction Expressway Project, San Bernardino and Kern County, California (SCH No. 2007051051). The Final EIR/EIS was approved by Caltrans acting as Lead Agency for CEQA and NEPA on July 1, 2014.

The SR-58 Kramer Junction Expressway Project (Project) consists of Caltrans plans to widen and realign an existing 13.3-mile segment of SR-58 near the Kern County/San Bernardino County line to approximately 7.5 miles east of US-395 in western San Bernardino County, from a two-lane conventional highway to a four-lane expressway; and construct a railroad grade separation and an interchange at the SR-58/US-395 Junction (see Figure 2 – SR-58 Kramer Junction Expressway Project). The purpose of the Project is to improve east-west mobility and reduce congestion and travel time; reduce potential traffic conflicts; and maintain uninterrupted and consistent facility design between economic and community centers. For a complete description of the Project and Alternatives (see the Summary and Chapter 2, Project Alternatives in the Final EIR/EIS).

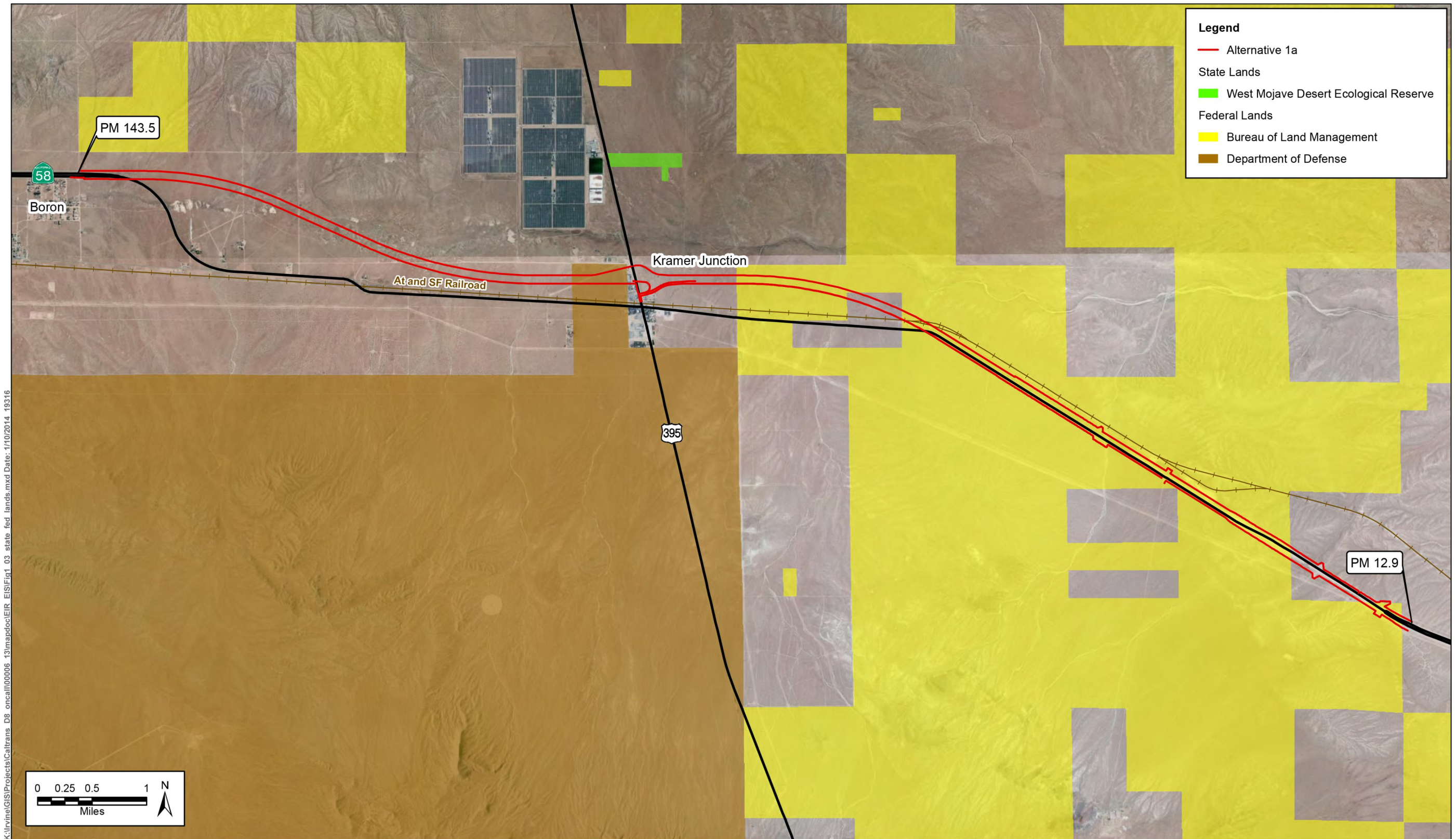
In August 2017, as the design of the Project progressed, Caltrans prepared a NEPA/CEQA Re-Validation Form which determined that the following, among other sites and requirements, would be necessary to facilitate Project completion:

Area 2 Borrow Area on APN 0498-232-47. It is proposed to excavate and remove soil, loaded into trucks for use on proposed alignment. Additionally, Caltrans would also install a water well and construct a 10-foot deep, 3,000 square-foot pond to retain water for use on the Project. Access to and from APN 0498-232-47 will be via existing roads accessible from existing SR-58.

Subsequently, in October 2017, Kiewit, Caltrans' construction contractor for the Project, submitted a Mine Reclamation Plan for the proposed Area 2 Borrow Area, also known as the Kramer Junction Borrow Pit to partially provide fill material and water resources requirements of the Project. Caltrans included the Kramer Junction Borrow Pit area in their project design and environmental review and concluded in their NEPA/CEQA Re-Validation Form that the Final EIR/EIS conclusions remain valid with implementation of project design and mitigation measures for the operation of the Kramer Junction Borrow Pit area and access roads.

This Addendum supplements the information contained in the Final EIR/EIS and the NEPA/CEQA Re-Validation Form and has been prepared to ensure that the potential impacts of the proposed Kramer Junction Borrow Pit have been fully evaluated and that any such potential impacts have been reduced to a level of less than significant.

CEQA Determination - When an EIR has been certified for a project, no subsequent EIR shall be prepared for that project unless the lead agency determines, on the basis of substantial evidence in the light of the whole record, one or more of the following: 1) substantial changes are proposed in the project which will require major revisions of the previous EIR due to the involvement of new significant environmental effects or a substantial increase in the severity of



State Route 58 Kramer Junction Expressway Project
 06-Ker-58 PM R143.5/R143.9
 08-SBd-58 PM R0.0/R12.9
 EA 08-34770
 Project Number 0800000616

KRAMER JUNCTION PIT

Kramer Junction Pit - State Route 58 Kramer Junction Expressway Project
 County of San Bernardino, California

previously identified significant effects; 2) substantial changes occur with respect to the circumstances under which the project is undertaken which will require major revisions of the previous EIR due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects; or 3) new information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the previous EIR was certified as complete, shows any of the following: (A) the project will have one more significant effects not discussed in the previous EIR; (b) significant effects previously examined will be will be substantially more severe than shown in the previous EIR; (c) mitigation measures or alternatives previously found not to be feasible would in fact be feasible, and would substantially reduce one or more significant effects of the project, but the project proponents decline to adopt the mitigation measure or alternative; or (d) mitigation measures or alternatives which are considerably different from those analyzed in the previous EIR would substantially reduce one or more significant effects on the environment, but the project proponents decline to adopt the mitigation measure or alternative (CEQA Guidelines Section 15162(a)). Pursuant to Section 15164(e) of the CEQA Guidelines, an addendum must provide a brief explanation of the decision not to prepare a subsequent EIR.

The Proposed Plan is considered to be necessary by the NEPA/CEQA Re-Validation Form in order to ensure facilitation of the Project as described by the Final EIR/EIS. As discussed below, new significant effects or increases in the severity of previously identified significant effects are not expected to result from the Proposed Plan.

Furthermore, the Final EIR/EIS was certified in July of 2014. Since that time, there have been no changes to the background conditions and no new important information that would suggest the circumstances under which the Proposed Plan would be undertaken are different than assumed or described in the certified Final EIR/EIS. The NEPA/CEQA Re-Validation Form concluded that the original environmental document remains valid and no further documentation is necessary. Because none of the circumstances set forth in Section 15162 of the CEQA Guidelines calling for the preparation of a subsequent EIR have occurred, and because only minor changes and additions are necessary to make the Final EIR/EIS adequate for purposes of approving the Proposed Plan, an Addendum is the appropriate environmental document. Pursuant to Section 15164(c) of the CEQA Guideline, an Addendum need not be circulated for public review but can be included in or attached to the Final EIR. This Addendum, together with the Final EIR/EIS, is being considered by the County prior to approving the Proposed Plan.

2.0 PREVIOUSLY CERTIFIED EIR

On July 1, 2014, Caltrans certified the Final EIR/EIS for the Project. In addition to permits and approvals from the County and other state or local public agencies, the Project required approvals from the Bureau of Land Management (BLM) and other federal agencies. Furthermore, the Project is a joint project by Caltrans and FHWA, and is subject to state and federal environmental review documents. A Draft EIR/EIS was prepared and was circulated to interested agencies, organizations, and the public for comment pursuant to CEQA and NEPA on July 5, 2013. A public hearing was held on August 6, 2013. Public and agency comments received during the circulation of the Draft EIR/EIS, and at the related public hearing, resulted in refinements that have been incorporated into the Final EIR/EIS. Final EIR/EIS included analysis of the Project's

potential impacts associated with categories included in the CEQA Environmental Checklist. The Final EIR/EIS CEQA Significance Determinations are listed in Table 1.

**Table 1
CEQA Significance Determination**

Impact on	CEQA Significance Determination
Land Use	Less than Significant
Parks and Recreation	No Impact
Growth	Less than Significant
Farmlands and Timberlands	No Impact
Community Cohesion/Character	Less than Significant with Mitigation
Relocations	Less than Significant with Mitigation
Public Services	Less than Significant
Utilities and Service Systems	Less than Significant with Mitigation
Traffic	Less than Significant with Mitigation (for construction impacts only)
Visual/Aesthetics	Significant and Unavoidable
Cultural Resources	Less than Significant with Mitigation
Hydrology and Floodplains	Less than Significant with Mitigation
Water Quality	Less than Significant with Mitigation
Geology/Soils/Seismic/Topography	Less than Significant with Mitigation
Paleontology	Less than Significant with Mitigation
Hazardous Waste/Materials	Less than Significant with Mitigation
Air Quality	Less than Significant with Mitigation
Noise and Vibration	Less than Significant with Mitigation
Energy	Less than Significant
Natural Communities	Less than Significant with Mitigation
Wetlands and Other Waters	Less than Significant with Mitigation
Plant Species	Less than Significant with Mitigation
Animal Species	Less than Significant with Mitigation
Threatened and Endangered Species	Less than Significant with Mitigation
Invasive Species	Less than Significant with Mitigation

Source: Table 4-1: Final EIR/EIS for SR-58 Kramer Junction Expressway Project (2014)

The Final EIR/EIS concluded that, with exception of impacts to visual/aesthetics occurring as a result of implementation of build alternatives, the Project would not result in any cumulatively considerable impacts.

2.1 SIGNIFICANT IMPACTS AND MITIGATION MEASURES

The Final EIR/EIS identifies various mitigation measures designed to reduce potential adverse environmental impacts of the Project. The mitigation measures are set forth in Appendix G, Environmental Commitments Record, of the Final EIR/EIS.

2.2 OTHER PERMITS AND AGENCY APPROVALS

The Final EIR/EIS noted that the Project requires approval from the following agencies:

- County of San Bernardino (Freeway agreement and Temporary construction permits)
- Burlington Northern Santa Fe (Encroachment permit)
- Bureau of Land Management (Land Use Application and Permit)
- California Public Utilities Commission (Service contract and construction/maintenance agreements)
- California State Water Resources Control Board (Coverage under the General Permit for Discharges of Stormwater Associated with Construction Activity: Construction General Permit, 99-08-DWQ)
- California Regional Water Quality Control Board (Waste discharge permit)
- California Department of Fish and Wildlife (1600/1602 Permit and 2081 Incidental Take Permit)
- U.S. Fish and Wildlife Service (Section 7 consultation for threatened and endangered species)
- U.S. Department of Defense, Edwards Air Force Base (AFFTC IMT 5926: Dig Permit, and Real Estate Permit/Lease)

3.0 REVISIONS TO ENVIRONMENTAL EVALUATION / IMPACT ANALYSES

3.1 INTRODUCTION

In August 2017, as the design of the Project progressed, Caltrans prepared a NEPA/CEQA Re-Validation Form which determined that the following, among other sites and requirements, would be necessary to facilitate Project completion:

Area 2 Borrow Area on APN 0498-232-47. It is proposed to excavate and remove soil to a depth of 15 feet, loaded into trucks for use on proposed alignment. Additionally, Caltrans would also install a water well and construct a 10-foot deep, 3,000 square-foot pond to retain water for use on the Project. Access to and from APN 0498-232-47 will be via existing roads accessible from existing SR-58. (As shown on Caltrans Project Map Area 2- DARR's 75 Acres).

As a response to this need, Kiewit, the Project's construction contractor, developed a Mine Reclamation Plan for the proposed Area 2 Borrow Area, also known as the Kramer Junction Borrow Pit. The Proposed Plan was prepared with adherence to the San Bernardino County General Plan and Development Code as well as California's Surface Mining and Reclamation Act of 1975 (SMARA) requirements and submitted to the County acting as local lead agency.

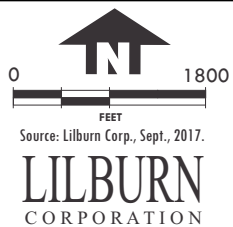
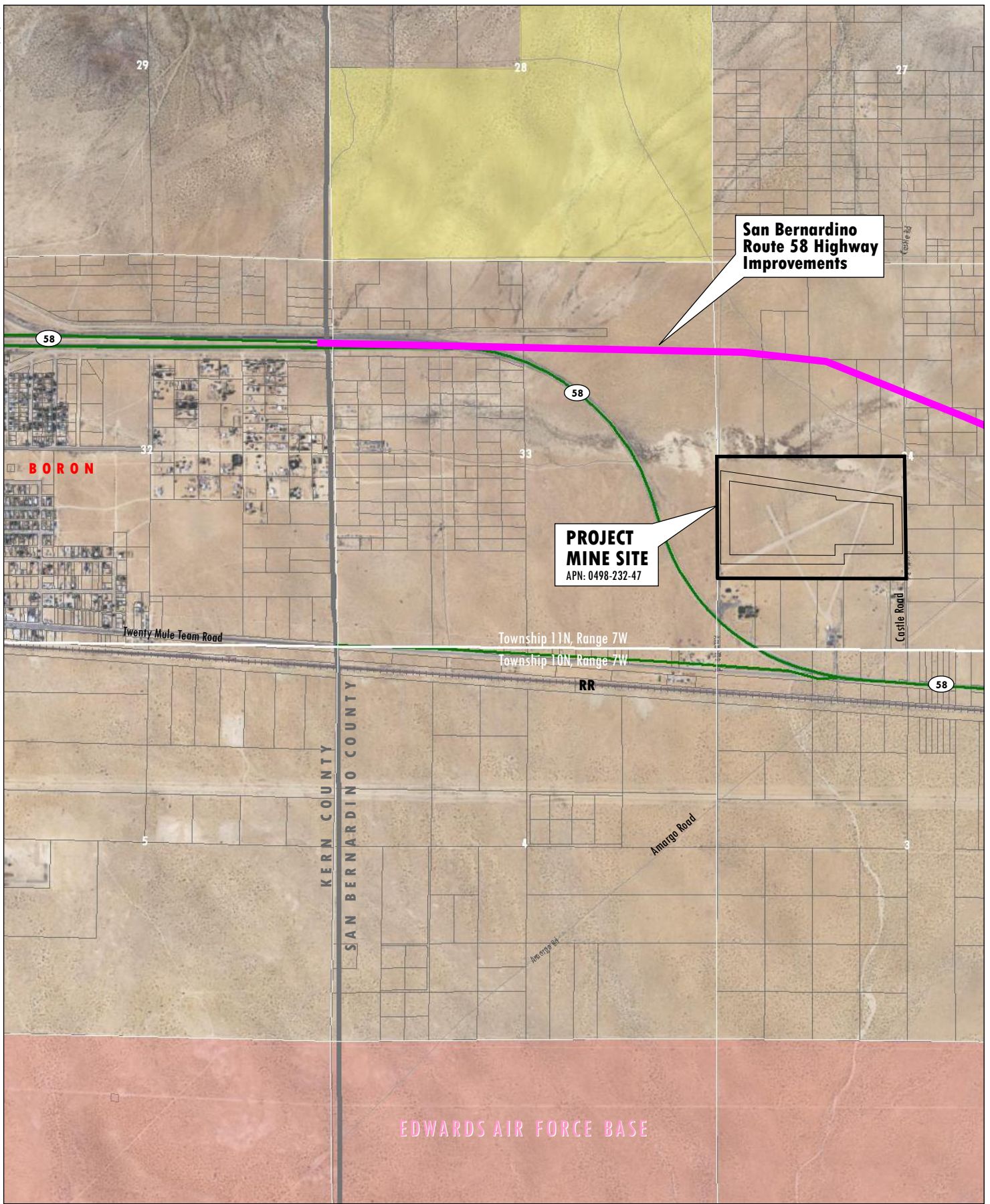
This Addendum supplements the information contained in the Final EIR/EIS and has been prepared to ensure that the potential impacts of the Proposed Plan to establish the Kramer Junction Borrow Pit, have been fully evaluated and that any such potential impacts have been reduced to a level of less than significant incorporating mitigation measures included in the EIR/EIS. Note that this Addendum follows the NEPA format for environmental topics and all CEQA topics are adequately addressed.

3.2 KRAMER JUNCTION BORROW PIT MINE AND RECLAMATION PLAN

As proposed in the Mine Reclamation Plan, the Kramer Junction Borrow Pit is located approximately two miles east of the SR-58 and Boron interchange and one mile east of the Kern County boundary (refer to Figure 1 – Regional Map). Specifically, the Proposed Plan Site is within the west part of San Bernardino County in the SW ¼ of Section 34, Township 11 North, Range 7 West within the Saddleback Mountain quadrangle (see Figure 3 – Vicinity Map). Kiewit is leasing the privately-held 100-acre parcel (APN 0498-232-47) from the landowner to facilitate the required mining and reclamation activities. Kiewit is proposing to utilize approximately 63.75 acres of the 100-acre parcel for the removal of up to 3 million cubic yards (mcy) for a mining period of three years. Although the NEPA/CEQA Re-Validation Form initially proposed to excavate soil to a depth of 15 feet, as the design of the proposed Kramer Junction Borrow Pit progressed, it was determined that the borrow pit would be designed for a maximum reclamation depth of 25 to 40 feet to fulfill the Project's need for fill material (see Figure 4 – Mine Plan). The material will be transported to the new SR-58 alignment, approximately 630 to 1,200 feet north of the Proposed Plan Site, through an easement or right-of-way on the east or west side to be negotiated with adjacent property owners. Access for workers is available via existing SR-58 alignment, which is located approximately 1/3-mile north of the Proposed Plan Site on Castle Road or Sand Hill Road. No public roads will be utilized to transport material off-site.

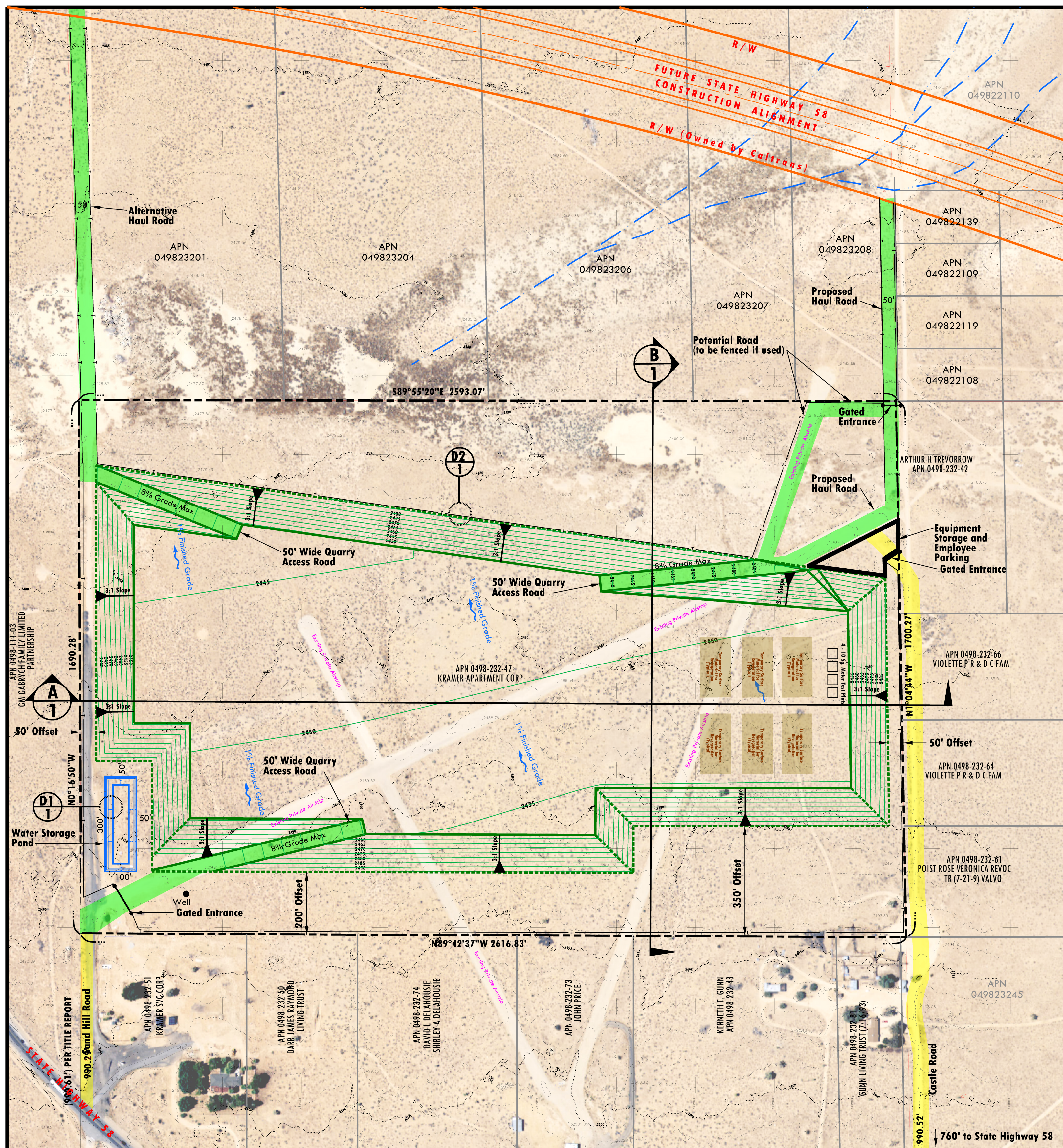
The Proposed Plan site is currently vacant, appears to have been impacted by historic grazing and by three unpaved 60-foot wide private landing strips (known as Boron air field), and consists of saltbrush and alkali sink scrub. The adjacent properties are vacant to the west, north, and east. The landowner's residence is located to the southwest and two other residences are located approximately 600 to 1,000 feet to the south. The existing SR-58 lies to the west and south and the new SR-58 alignment will be aligned to the east and north.

Mining operations are proposed to be undertaken over a period of up to three years beginning in early 2018 and extending until late 2020 or early 2021. The Proposed Plan Site and haul roads will be fenced with a combination of desert tortoise fencing and 4-strand wire. Reclamation of the Kramer Junction Borrow Pit will commence immediately upon termination of mining and is estimated to be complete after approximately five years of revegetation monitoring and remediation (see Figure 5 – Reclamation Plan).



PROJECT VICINITY
 Kramer Junction Pit - State Route 58 Kramer Junction Expressway Project
 County of San Bernardino, California

FIGURE 3

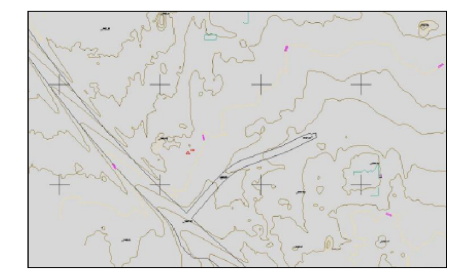


LEGEND

- Project Site Property Boundary
- Parcel Line
- Proposed Limits of Pit and Top of Slope
- Proposed Design Contour
- Proposed Drainage Indicator
- Proposed Pit and Construction Haul Road Per NEPA/CEQA Re-validation Form (08/09/2017) (will incorporate desert tortoise fencing)
- Existing Right-of-way or Road for Pit Site Access
- Proposed Desert Tortoise Fence
- Existing USGS Drainage
- Existing Topography
- Existing Dirt Road
- Typical Detail Number Found on Sheet
- Typical Section Found on Sheet

PHOTOGRAMMETRIST'S CERTIFICATION:

I, Bernard M. David, certify that I am an active American Society of Photogrammetry and Remote Sensing (ASPRS) Certified Photogrammetrist (91444); that all production work occurred under my supervision, and that I reviewed and approved all final products.



Project: Kramer Junction LIDAR Data & Orthorectification Acquisition

Dates Surveyed: January 10-17, 2018
 Chief Surveyor: James Coats PLS (CA Lic #8360)

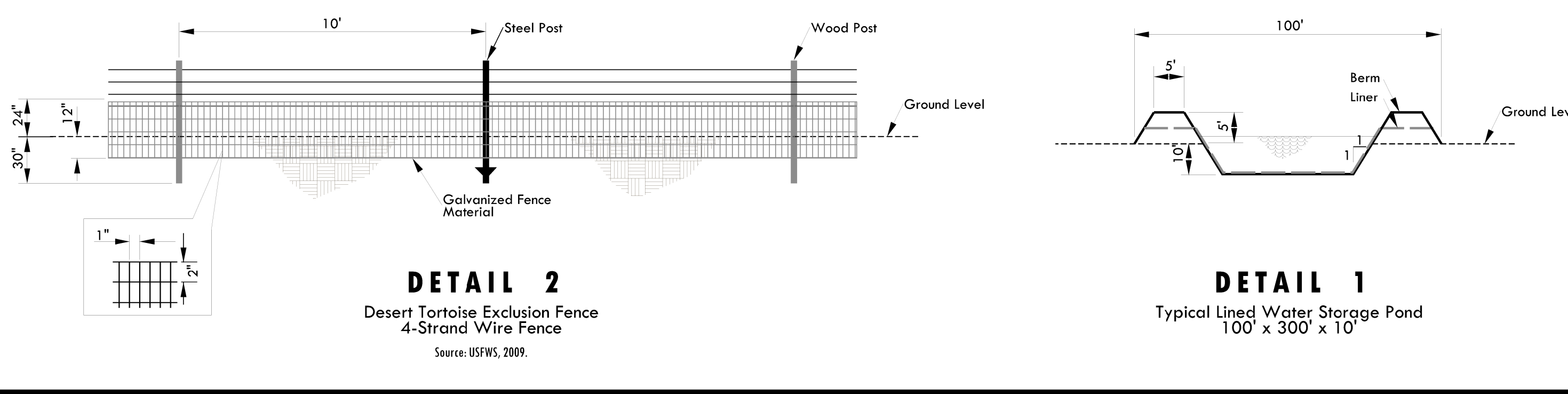
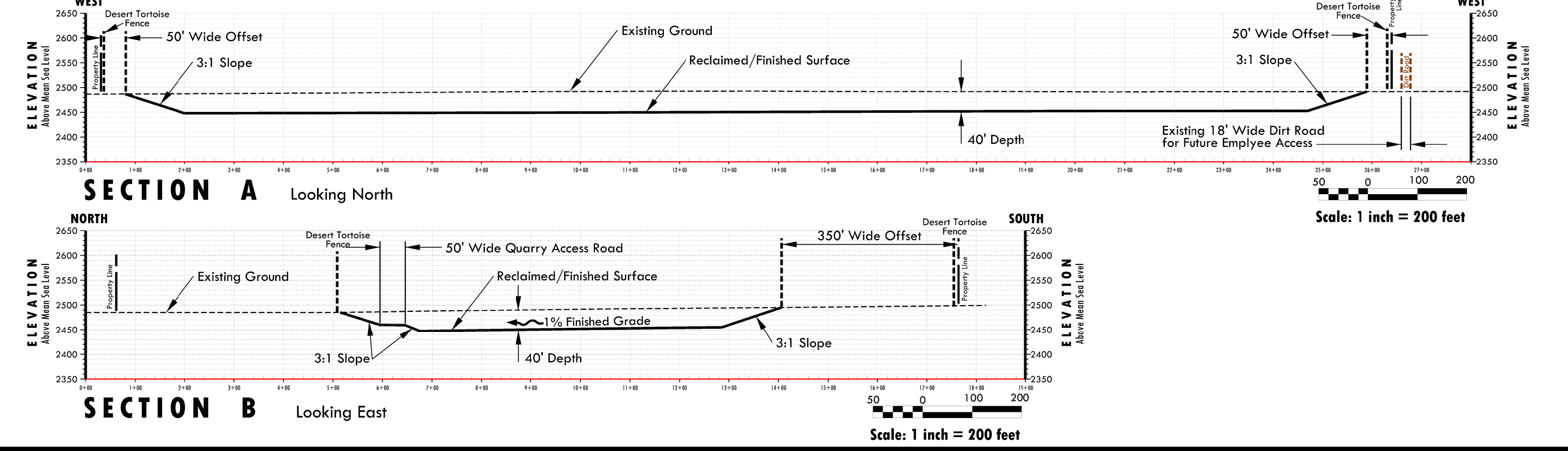
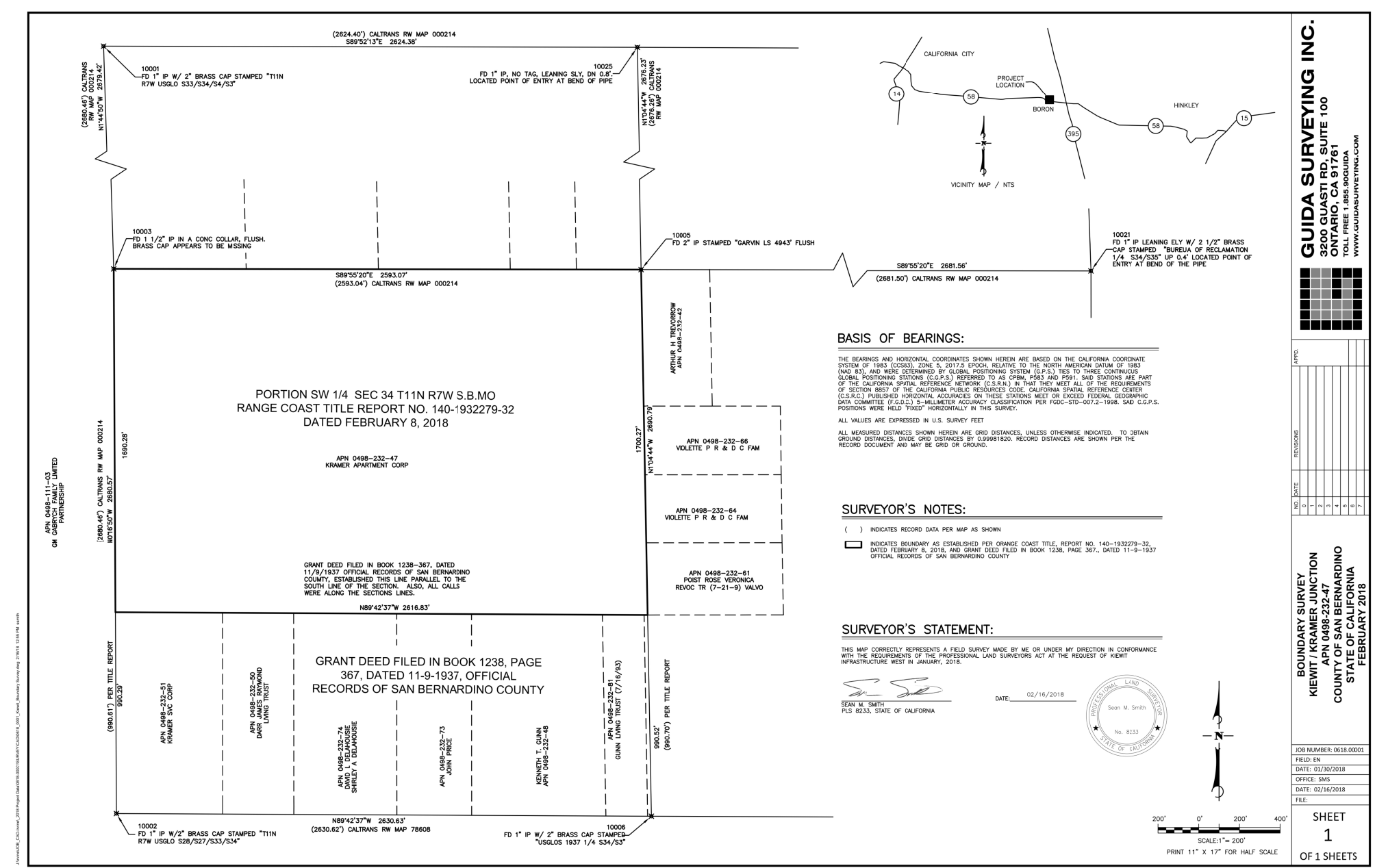
SURVEYOR'S CERTIFICATION:

I, James J. Coats, certify that I am a Professional Land Surveyor and hold License No. 8360; that the central survey described in this report has been completed under my supervision; and that I have verified all measurements, calculations and conversions provided herein.

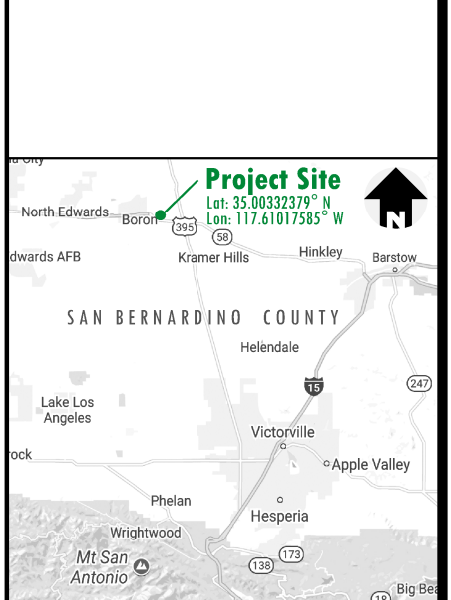


MINING NOTES

- Mine:** Kramer Junction Borrow Pit
- Mineral:** Construction aggregates
- Mine Operator:** Kiewit Infrastructure West Co.
12700 Stowe Dr. Suite 180
Poway, CA 92064
Tim Howells
858-486-3410
Tim.howells@kiewit.com
- Land Owner:** Kramer Apartments Corporation
40716 Highway 395
Boron, Ca 93516
760-762-5220
kramerservices@yahoo.com
- Applicant:** Same as Operator
- Owner of Mineral Rights:** Same as Owner
- Representative:** Lilburn Corporation
1905 Business Center Drive
San Bernardino, CA 92408
909-890-1818
- Civil Engineer:** Same as Operator
- Map Preparer:** Same as Representative
- Soil Engineer/Geologist:** Kiewit, Lilburn Corporation
- Date of Map:** September 2017 (Updated February 2018)
- Utilities:**
 - Water: On-site well used per lease with owner
 - Sewage disposal: Portable toilets
 - Electric: Not proposed
 - Gas: Not proposed
 - Telephone: Mobile phones
- Land Use District:**
 - Project Site: Resource Conservation (RC)
 - Surrounding Uses: Vacant Desert, Isolated rural residential to south; RC
- Legal Description:**
 - A.P.N.: 0498-232-47 (SW 1/4 SEC 34 TP 11N R 7W EX S 990.7 FT)
 - Acres: 100
 - SW 1/4 SEC 34 TP 11N R 7W EX S 990.7 FT, San Bernardino Base and Meridian, in the County of San Bernardino, State of California.
- Signage (Public Safety):**
 - A perimeter 4-strand wire fence with attached desert tortoise fencing will be constructed around the site according to the protocols provided in Chapter 8 of the Desert Tortoise Field Manual (USFWS 2009) with locked gates. During operations, a foreman and/or employees will be on-site nearly 24/7. Warning signs will be attached to the perimeter fence every 250 feet shall read: "No Trespassing - Keep Out; Surface Mining Operation" or similar. Signs will be approximately 1-foot high and 2 feet wide.
- Plant and Tree Protection:**
 - Per Caltrans requirements, preconstruction surveys for rare plants (Borstow woolly sunflower, desert cymopterus, Mojave spiniflower, and crowned mullica) will be conducted by a qualified biologist and if any plants identified, they will be flagged and avoided or transplanted if feasible, and/or seeds collected for revegetation. Joshua trees (less than 6 feet in height) and selected species of cacti will be salvaged if favorable.



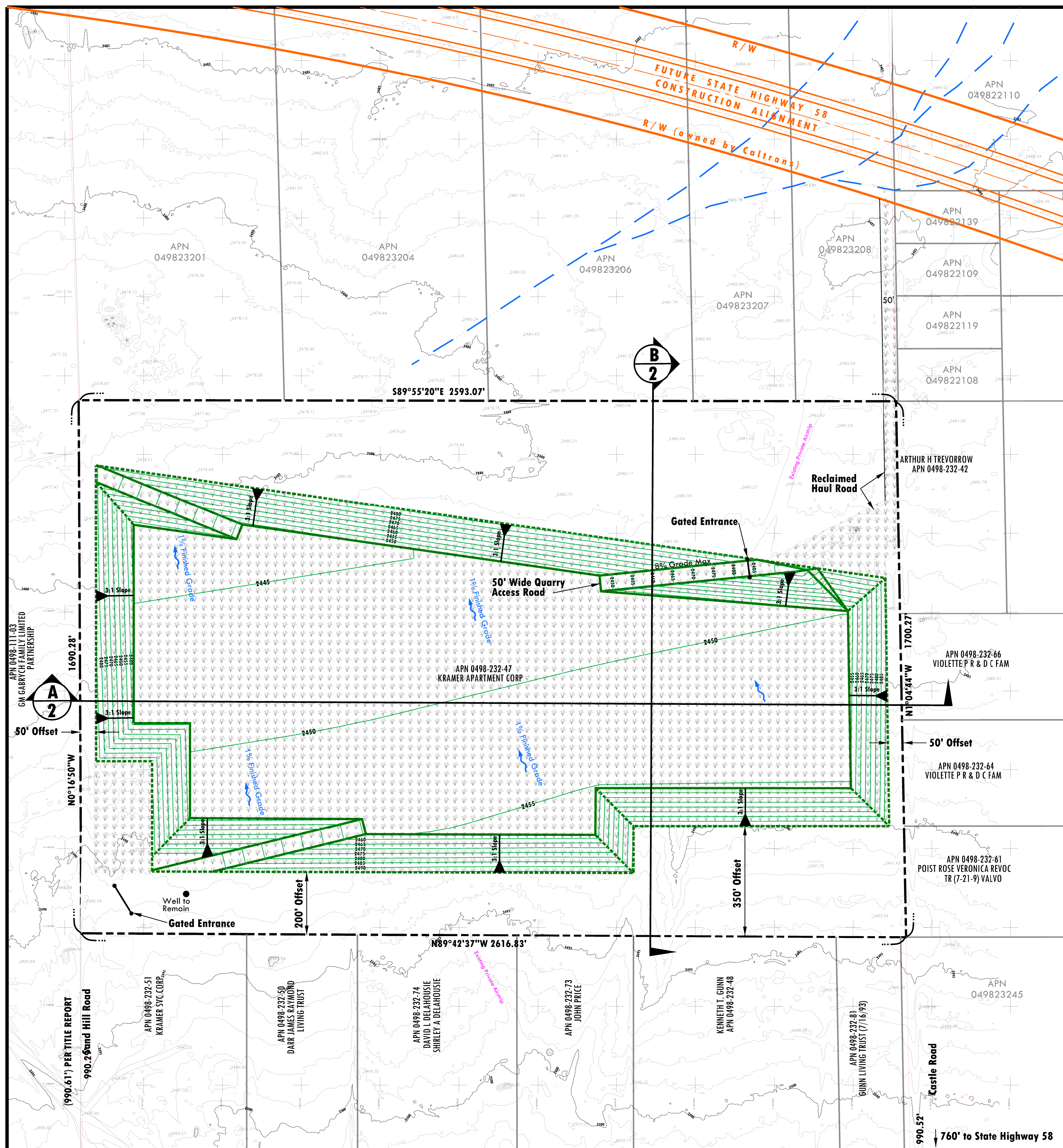
Prepared By: **EVANISHA BISHOP**
 Date: _____
 Scale: 1 inch = 200 feet
 Map Prepared by: Same as Representative
 Date of Map: September 2017 (Updated February 2018)



Professional Geologist
STEVEN ALLAN KUEPFERMAN
 No. 1205
 Certified Engineering Geologist
 State of California

MINE PLAN - KRAMER JUNCTION PIT
 Kiewit Infrastructure West Co.
 COUNTY OF SAN BERNARDINO, CALIFORNIA

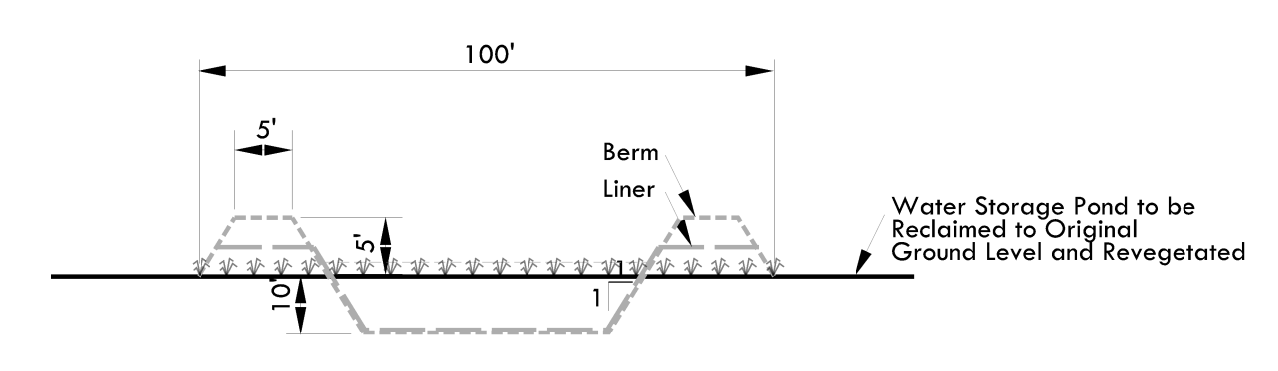
SHEET INDEX	
Sheet Description	1 Mine Plan and Cross Sections
	2 Reclamation Plan and Cross Sections
Scale:	1"=200'
Date:	02/20/18 (IAC)
DCN:	KJL/Mine/Plan/01
Sheet	1 of 2



LEGEND

- Project Site Property Boundary
- Parcel Line
- Proposed Limits of Pit and Top of Slope
- Proposed Design Contour
- Proposed Drainage Indicator
- Area to be Reclaimed and Revegetated (Desert Tortoise Fence to be removed upon completion of revegetation)
- Existing USGS Drainage
- Existing Topography
- Existing Dirt Road

- Typical Detail Number Found on Sheet
- Typical Section Found on Sheet

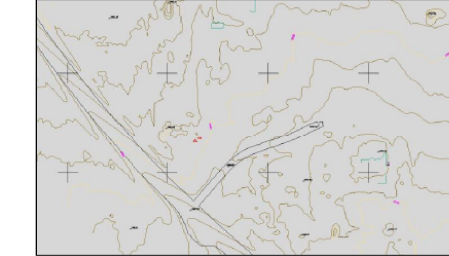


DETAIL 1

Reclaimed Typical Lined Water Storage Pond
100' x 300' x 10'
Pond water allowed to evaporate, liner removed, backfilled with berm material and revegetated.

PHOTOGRAMMETRIST'S CERTIFICATION:

I, Bernard M. Doud, certify that I am an active American Society of Photogrammetry and Remote Sensing (ASPRS) Certified Photogrammetrist (#83480); that all production work occurred under my supervision; and that I reviewed and approved all final products.



Project:

Kramer Junction LIDAR Data & Orthoregistry Acquisition
Dates Surveyed: January 10-17, 2018
Chief Surveyor: James Coats, PLS (CA Lic #88360)

SURVEYOR'S CERTIFICATION:

I, James J. Coats, certify that I am a Professional Land Surveyor and hold License No. 8360; that the control survey described in this report has been completed under my supervision; and that I have verified all measurements, calculations and conversions provided herein.



RECLAMATION NOTES

Mine: Kramer Junction Borrow Pit
Mineral: Construction aggregates
Mine Operator: Kiewit Infrastructure West Co.
12700 Stowe Dr. Suite 180
Poway, CA 92064
Tim Howells
858-486-3410
Tim.howells@kiewit.com

Land Owner: Kramer Apartments Corporation
40716 Highway 395
Baron, Ca 93516
760-762-5220
kramerservices@yahoo.com

Applicant: Same as Operator
Owner of Mineral Rights: Same as Owner

Representative: Lilburn Corporation
1905 Business Center Drive
San Bernardino, CA 92408
909-890-1818

Civil Engineer: Same as Operator
Map Preparer: Same as Representative

Soil Engineer/Geologist: Kiewit; Lilburn Corporation
Date of Map: September 2017 (Updated February 2018)

Utilities:
Water: On-site well used per lease with owner
Sewage disposal: Portable toilets
Electric: Not proposed
Gas: Not proposed
Telephone: Mobile phones

Land Use District: Resource Conservation (RC)
Project Site: Resource Conservation (RC)
Surrounding Uses: Vacant Desert, Isolated rural residential to south; RC

Legal Description:
A.P.N.: 0498-232-47 (SW 1/4 SEC 34 T11N R7W EX S 990.7 FT)
Acres: 100

Area to be reclaimed: 63.75 acres

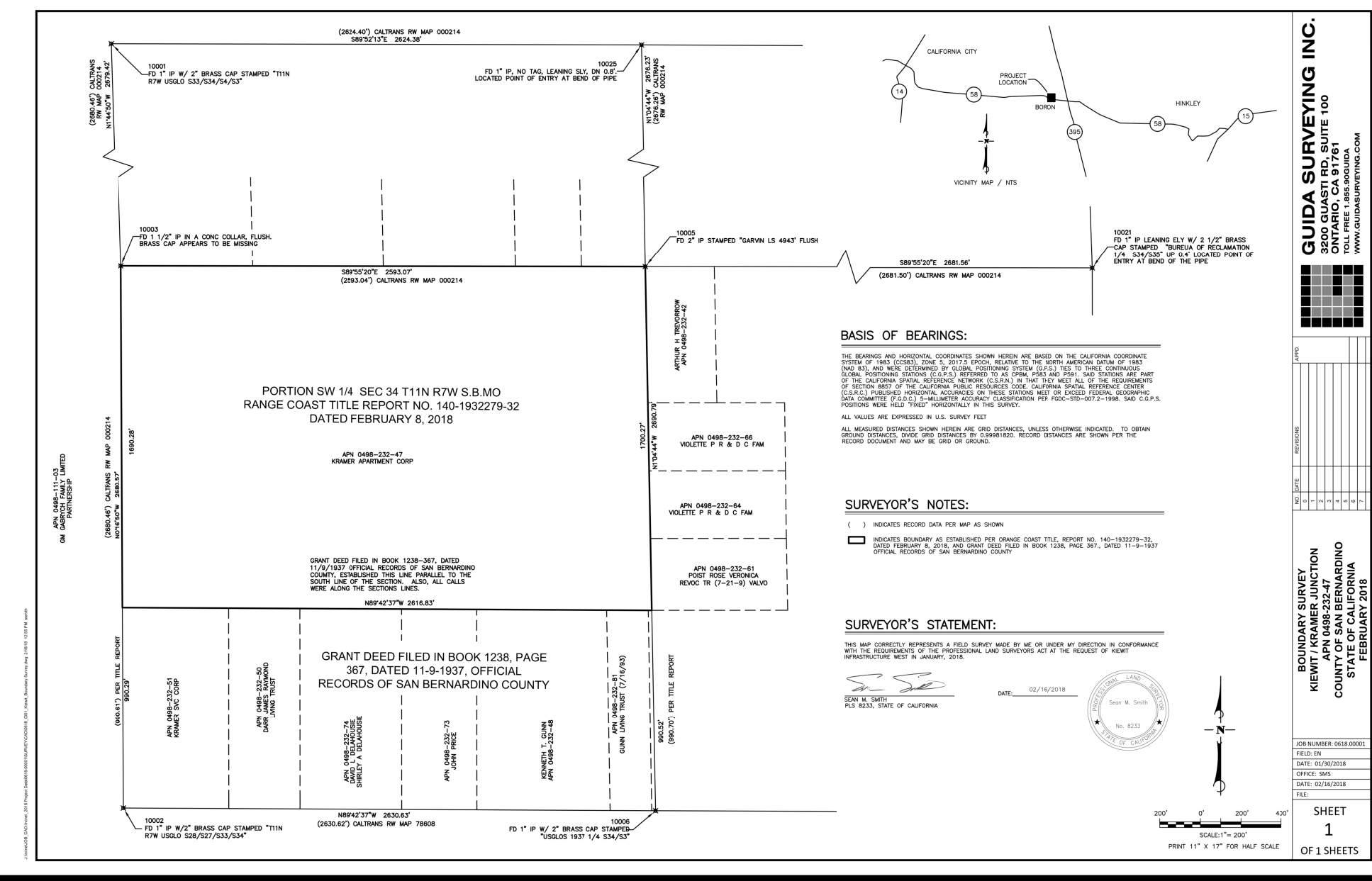
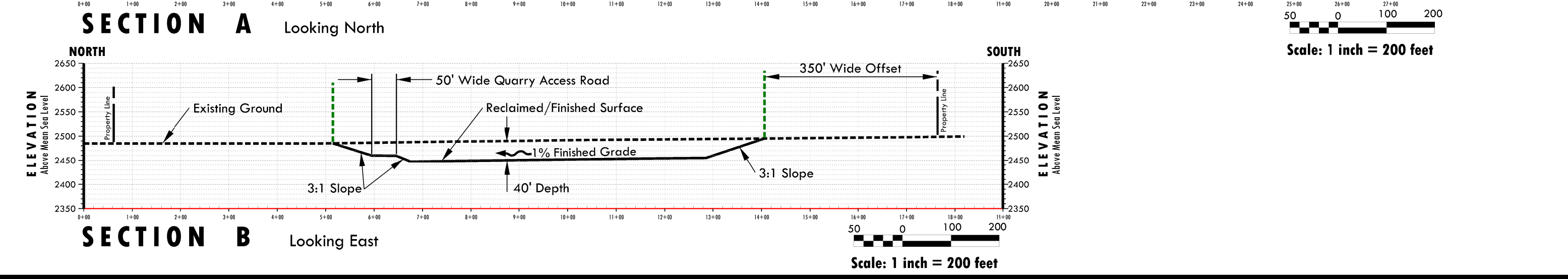
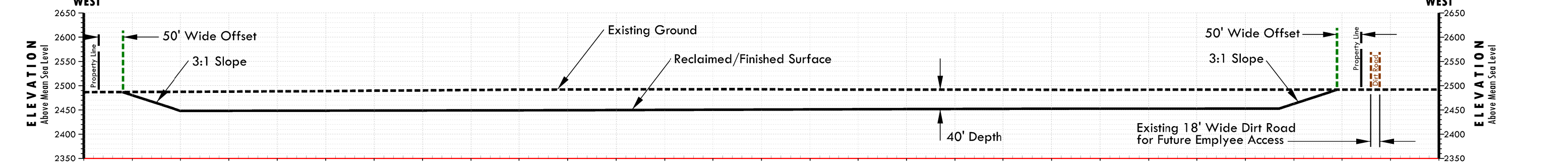
Reclaimed End Use: Open space/habitat; private graded air strips as used historically.

Reclamation/Revegetation Plan:
At the completion of mining activities, all equipment will be removed from the project site and all debris will be removed and disposed at a permitted facility. All quarry fencing and gates will remain in place to prevent unauthorized access until such time the site is deemed reclaimed.

Any over-steepened slopes will be backfilled or recontoured to 3H:1V. Fill material will be excess material pushed up onto slopes to create 3H:1V. The fill will be compacted by tracking the dozer over the slope to achieve necessary compaction consistent with final end use of open space. Final graded slopes, the pit floor, storage areas, and roads will be revegetated. Surface material in all compacted working areas and roads will be loosened by mechanical means to a depth of 1 to 1.5 feet and covered with salvaged topsoil in a stable, uniform thickness. Revegetation activities will generally commence in late fall to correspond with the rainy season of the area. The recontoured slopes and pit floor will be seeded or hydro-seeded with the recommended seed mix below.

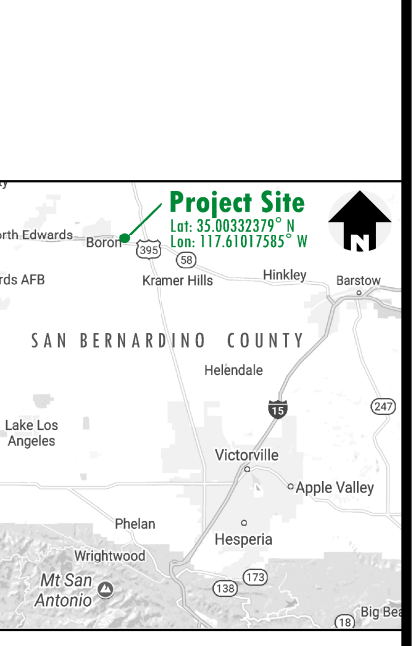
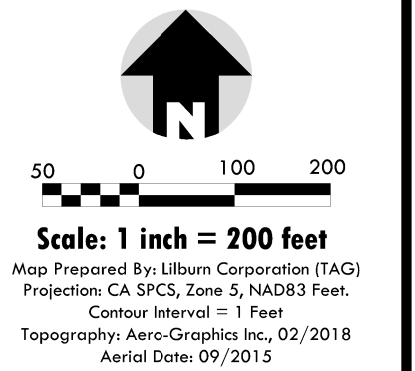
Species	Life Form	Pure Live Seed Lbs/Acre
<i>Ambrosia dumosa</i> (white bursage)	shrub	1.0
<i>Ambrosia salsola</i> (burrobrush)	shrub	0.5
<i>Amsinckia tessellata</i> (bristly fiddleneck)	annual herb	1.0
<i>Atriplex polycarpa</i> (allscale saltbush)	shrub	1.0
<i>Atriplex spinnifera</i> (spinescale saltbush)	shrub	2.5
<i>Kracchenmilkovia tanta</i> (winterfat)	shrub	0.5
<i>Loxthia gracilis</i> (needle goldfields)	annual herb	0.5
<i>Sphaeroceca ambigua</i> (Desert mallow)	perennial herb	0.5
<i>Stipa hymenoides</i> (Indian rice grass)	perennial grass	8.0
<i>Stipa speciosa</i> (desert needle grass)	perennial grass	1.0

Source: S&S Seeds, Jericho Systems, DMR - October 2017; revised February 2018 (typical depending on seed availability)



Signature
STEVEN ALLAN KUPFERMAN
No. 12005
Certified
Engineering
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RECLAMATION PLAN - KRAMER JUNCTION PIT
Kiewit Infrastructure West Co.
COUNTY OF SAN BERNARDINO, CALIFORNIA

SHEET INDEX
1. Mine Plan and Cross Sections
2. Reclamation Plan and Cross Sections

Scale: 1"=200'
Date: 02/20/18 (IAC)
DCN: KJL/RC/Randyn

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Additional ancillary uses include an equipment storage/parking area, well and pond area, and haul truck road on the northeast. The approximate acreages of each proposed use are included in Table 2 below.

**Table 2
Proposed Plan Site Uses and Acreage**

Use	Existing Disturbed	Undisturbed	Total Area
Borrow Pit and Slopes	6	55.5	61.5
Equipment Storage	0	1.25	1.25
Well and Storage Pond	0.25	0	0.25
Haul Road within the Project Site	0.5	0.25	0.75
Totals	6.75	57.0	63.75

Source: Mine Reclamation Plan for the Kramer Junction Borrow Pit (2017)

Mining will be achieved with one loader, two excavators, and a dozer to break, move, and load material directly into double belly truck trailers with capacities of up to approximately 50 cy (typical). A complete list of the typical equipment to be used on-site and for transport to the SR-58 construction alignment is included in Table 3. There will be no crushing, screening, or conveying conducted on-site. There will be no buildings or scale on-site.

**Table 3
Mobile Mine and Transport Equipment (Typical)**

Equipment Make/Model	Typical Number	Hours/Day	Tier Level	Purpose
CAT D9 Dozer	1	20	Tier 4: Final	Excavate and loosen material. Road construction and maintenance.
Peterbilt/Freightliner Double Belly Trailers	20-26	20	Compliant	Transportation of material to new SR-58 alignment.
CAT 16 Grader	1	4	Tier 3	Maintain roads.
CAT 390 Excavator	2	20	Tier 4: Final	Excavate and load material into trucks.
CAT 980M Loader	1	20	Tier 4	Excavate and load material into trucks.
CAT 740 Water Truck	1	4	Tier 3	Water for dust control on mining areas, haul roads, and stockpiles.
Kentworth T300 Lube Truck (Fuel)	1	4	Compliant	Maintain and fuel on-site equipment.
John Deere 9560	1	4	Tier 4	Haul road maintenance.

Source: Mine Reclamation Plan for the Kramer Junction Borrow Pit (2017)

Slopes of 3H:1V (horizontal:vertical) to depths of 25 to 40 feet will be produced from excavation of the pit. Setbacks of 50 feet from the property line will be maintained on the west and east. A 200 to 350-foot setback will be established on the south to provide setbacks from the residences to the south. These setbacks will include desert tortoise and 4-strand wire fencing with warning signs on the outside edge of the property, secured gates, and a one-lane dirt perimeter access road

inside the fence. Access into the borrow pit will be via a 5% decline ramp 50 feet in width located on the northeast side of the pit to allow direct access to the SR-58 construction alignment. Note that the ramp may be on the northwest slope if the alternative haul road is utilized. There will also be a ramp for vehicles on the southwest side as well. Once off the project site, the transport trucks will utilize a 50-foot wide haul road within an acquired easement or right-of-way to be negotiated with properties to the north for a distance of about 630 feet on the east side or 1,200 feet on the west side to the construction alignment.

Truck traffic is anticipated at a maximum rate of 500 loads per day depending on the truck capacity and construction demand. Production and material transport will be approximately 15,000 cy/day, 350,000 cy/month, and 2 mcy per year. If operations utilize the double belly transport trucks with a capacity of approximately 50 cy, the number of truck trips would average about 300 trips/day. A total of up to 3 mcy of fill and landscape material is estimated to be removed.

The trucks will not travel on any public roads or interact with any public traffic. The planned haul roads on easements or right-of-way to be determined will take the trucks directly from the borrow pit to the construction alignment. To minimize dust generation, a water truck will be retained for use during excavations and loading of haul trucks, prior to departing from the Proposed Plan site. Kiewit shall water spray working mine areas and access roads on a regular basis and more frequently as needed during windy conditions. Water used for dust control shall be obtained by a well to be located in the southwest corner of the Proposed Plan site. In addition, a lined pond (100 feet by 300 feet) will be used to hold water for dust control. Un-surfaced haul roads and access roads may also have dust controlled with biodegradable dust suppressants or covered with road base material as needed.

Operations will be conducted primarily from 5:30 am until 8:00 pm, 6 days per week. Occasionally operations may be conducted 24 hours/day and up to 7 days per week depending on construction needs. All refuse shall be disposed into approved trash bins and removed by a commercial vendor.

Upon completion of mining activities, all equipment will be removed from the Proposed Plan site. All debris will be removed and disposed at a permitted facility. The pond will be allowed to evaporate, the liner will be placed into the pond, and the pond backfilled to grade. All quarry fencing will remain in place to prevent unauthorized access during reclamation and may be left in-place at the discretion of the landowner.

The revegetation plan will implement a series of activities to revegetate portions of the site after completion of mining operations. All disturbed areas will be reclaimed and revegetated. Physical reclamation procedures will include regrading to achieve final slopes of 3H:1V, ripping compacted surfaces to a depth of about one foot to hold moisture, adding stockpiled surface material containing banked seeds in "islands" to a depth up to one-foot, seeding or hydro-seeding with commercially available native seeds, and staking or flagging reclaimed areas to eliminate additional disturbance. The reclaimed site will allow the landowner to re-grade existing air strips for private use. The reclaimed site will not preclude any future mining activities with increased depth or surface modification.

3.3 ENVIRONMENTAL IMPACT ANALYSIS

The NEPA/CEQA Re-Validation Form assessed several sites including the Proposed Plan site which were determined to facilitate the completion of the Project. Potential impacts created by the Proposed Plan are considered temporary and construction-related, not operational. This Addendum supplements the information contained in the Final EIR/EIS and has been prepared to ensure that the potential impacts of the Proposed Plan have been fully evaluated and that any such potential impacts have been reduced to a level of less than significant with implementation of project design and mitigation measures as presented below. Note that this Addendum follows the NEPA format for environmental topics and all CEQA topics are adequately addressed. Alternative 1A cited below is the SR-58 Kramer Junction Expressway Project (Project) as approved by Caltrans.

3.3.1 Land Use

As noted in the Mine Reclamation Plan, the San Bernardino County General Plan land use designation of the Proposed Plan Site and the vicinity is Resource Conservation (RC). As noted on page 3.1-13 of the Final EIR/EIS:

Aside from uses that would be displaced at Kramer Junction and land-serving existing transportation uses, all of the land that would be used under Alternative 1A (Project) is land that is currently undeveloped (within districts zoned as RC and RL). Land use change would occur under Alternative 1A, but given the proximity of the proposed alignments to the existing SR-58 alignment and the fact that most of the land is undeveloped, the changes in land use would constitute a minor adverse effect.

Additionally, the Final EIR/EIS concludes the following on page 3.1-23:

The inconsistencies of Alternatives 1, 1A, and 3 with land use designations, such as RC and RL zones, would be addressed through minor amendments to zoning and land use designations for parcels affected by these alternatives. Approval of permanent easements and conditional use permits (CUPs) that would be required would be adopted by the appropriate agencies.

Furthermore, on page 4-4 the Final EIR/EIS notes:

Build Alternatives 1, 1A, and 3 do not involve any project operations that would significantly affect land use and planning. It is anticipated that zoning and land use designation amendments and permanent easements, would occur to accommodate the proposed project.

Potential impacts created by the Proposed Plan are considered temporary and construction-related. The Proposed Plan site currently contains three 60-foot wide private landing strips, known as the Boron air field. Currently, Kiewit is leasing the Proposed Plan site from the landowner and the landowner will be allowed to re-grade the existing air strips for private use after reclamation is complete. Given the proximity of the Proposed Plan site to the existing

SR-58 alignment and the fact that most of the land is undeveloped, the conclusions drawn in the Land Use Section of the Final EIR/EIS remain accurate and unchanged by this Addendum. The Proposed Plan will not have any new or more severe significant land use impacts as compared to the original Project with approval of a CUP for mining and reclamation.

3.3.2 Parks and Recreation

Page 4-2 of the Final EIR/EIS states the following in regard to parks and recreation:

All parks and recreational facilities in the study area are within Boron and are located greater than one mile from the westernmost limit of the project. No parks exist within or adjacent to the proposed alignments; therefore, there would be no impacts on parks or recreational facilities.

The Proposed Plan site is located to the east of the limits of the Project's area of disturbance, therefore the Parks and Recreation Section of the Final EIR/EIS remains accurate and is unchanged by this Addendum. For these reasons, the Proposed Plan will not have any new or substantially more severe significant impacts on parks and recreation as compared to the original Project.

3.3.3 Growth

Regarding potential growth, the Final EIR/EIS concludes that because none of the build alternatives would result in substantial growth impacts, avoidance, minimization and/or mitigation measures are not required. Furthermore, the Proposed Plan will not displace any existing residents or create any new residents as the Proposed Plan site does not contain existing residences and the Proposed Plan does not include the construction of new residences. Therefore, the Growth Section of the Final EIR/EIS remains accurate and is unchanged by this Addendum. The Proposed Plan will not have any new or more severe significant growth impacts compared to the original Project.

3.3.4 Farmlands and Timberlands

Page 4-2 of the Final EIR/EIS, states that there are no designated farmlands or timberlands (e.g. Forestry Resources) within or adjacent to the proposed project alignments that would be affected or converted as a result of the project. The Proposed Plan site is located adjacent to the Project alignment and therefore farmlands and timberlands would not be affected or converted by the Proposed Plan. The Farmlands and Timberlands Section of the Final EIR/EIS remains accurate and is unchanged by this Addendum. The Proposed Plan will not have any new or more severe significant farmland or timberland impacts compared to the original Project.

3.3.5 Community Cohesion/Character

The Final EIR/EIS recommends that Mitigation Measure CI-2, amongst others, be implemented to mitigate temporary/construction impacts on community cohesion/character. Mitigation Measure CI-2 states the following:

Mitigation Measure CI-2

A Construction Management Plan and a Transportation Management Plan will be prepared for the project and include coordination efforts that will inform the community about project activities, maintain access to and from the project area during construction, minimize construction-period traffic, and control glare, dust, and noise. Measures to minimize construction impacts in these sections also apply to minimizing permanent community cohesion/character impacts.

The Proposed Plan will be required to adhere to the Construction Management Plan and Transportation Management Plan in accordance with Mitigation Measure CI-2. Additionally, the Mine Reclamation Plan states that trucks utilized on the Proposed Plan site will not travel on any public roads or interact with any public traffic and to minimize dust generation, a water truck will be used during excavations and loading of haul trucks, prior to departing from the site. Furthermore, un-surfaced haul roads and access roads may also have dust controlled with biodegradable dust suppressants or covered with road base material as needed. The Community Cohesion/Character Section of the Final EIR/EIS remains accurate and is unchanged by this Addendum. The Proposed Plan will not have any new or more severe significant community cohesion/character impacts compared to the original Project.

3.3.6 Relocations

In regard to temporary impacts on relocations caused by the Project, the Final EIR/EIS states the following on page 3.4-45:

No temporary relocation would occur under the build alternatives. Relocations would occur prior to construction. No temporary relocation effects would occur as a result of implementation of any of the build alternatives.

Implementation of a Construction Management Plan (measure CI-2) that informs the community about project construction activities and maintains access to and from the project area during construction is expected to satisfactorily avoid or minimize the substantial adverse impacts on access to and from local businesses.

The Proposed Plan would not result in the relocation of any existing residences or business as the Proposed Plan site is currently vacant except for the private Boron air field and the reclaimed site will allow the landowner to re-grade the existing air strips for private use. Furthermore, the Proposed Plan will be required to adhere to adopted Construction Management Plan in accordance with Mitigation Measure CI-2. Therefore, the Relocations Section of the

Final EIR/EIS remains accurate and is unchanged by this Addendum. The Proposed Plan will not have any new or more severe significant relocation impacts compared to the original Project.

3.3.7 Public Services

Page 4-3 of the Final EIR/EIS states the following in regard to Public Facilities:

The proposed project would not involve construction of any habitable structures, nor would it increase population growth in the project area that could significantly affect the demand for community facilities and public services. The nearest community facilities are located approximately more than one mile from the westernmost area of the proposed project, and therefore would not result in community facility impacts.

No emergency service providers are headquartered in the study area, so none of the project alternatives would require relocation of emergency facilities. Construction of the project may temporarily hinder traffic flow in the area, resulting in delays in the response times of emergency service providers. However, these effects would be less than significant with the implementation of a transportation management plan, which is standard on Caltrans projects. The proposed project would provide improvement in safety, traffic operations, and congestion, which would likely result in a modest reduction of emergency response times.

The Proposed Plan will not result in a demand for community facilities and public services as it does not involve the construction of habitable structures, nor would it increase population growth in the vicinity. Furthermore, the Proposed Plan will be required to adhere to an adopted Transportation Management Plan, as applicable. Therefore, the Public Facilities Section of the Final EIR/EIS remains accurate and is unchanged by this Addendum. The Proposed Plan will not have any new or more severe significant impacts to public health and safety as compared to the original Project.

3.3.8 Utilities and Service Systems

Page 3.5-14 of the Final EIR/EIS, states that several utility types may require relocation so that they can continue to function, including overhead and underground electrical, underground gas, overhead and underground telephone, overhead cable telephone, water, septic tanks, a petroleum pipeline, underground fiber optic cables. The Final EIR/EIS recommends the following Caltrans' standard practices, as mitigation measures in order to prevent unreasonable traffic delays and impacts to emergency access and utilities:

Mitigation Measure UT-1

Caltrans will coordinate all utility relocation work with the affected utility companies to ensure minimum disruption to customers in the service areas during construction.

Mitigation Measure TR-1

Caltrans will prepare a Traffic Management Plan (TMP) to ensure that local and regional traffic moves efficiently during construction. The TMP and the construction plans will be provided to community agencies, such as the fire department, prior to project commencement. The information provided will include access and traffic management plans that describe any projected temporary street closures or expected traffic delays due to construction vehicles on the roadways.

The Proposed Plan does not require the use of public or private utilities and currently no known utility infrastructure is located within the Proposed Plan site. As stated in the Mine Reclamation Plan, a lined pond (100 feet by 300 feet) and an on-site well to be located in the southwest corner of the Proposed Plan Site will be constructed and water used for dust control. All domestic waste shall be disposed into approved trash bins and removed by a commercial vendor. Portable toilets will be used on-site and serviced by a commercial vendor and bottled water will be provided to employees.

Furthermore, the Proposed Plan will be required to adhere to an adopted Transportation Management Plan, as applicable. Therefore, the Utilities and Service Systems Section of the Final EIR/EIS remains accurate and is unchanged by this Addendum. The Proposed Plan will not have any new or more severe significant impacts to utility and service systems as compared to the original Project.

3.3.9 Traffic

In regard to temporary impacts on traffic, the Final EIR/EIS states the following on page 3.6-12:

SR-58, which is a two-lane highway within the limits of the proposed project, is expected to remain open to traffic during the construction period. Detailed construction plans will be prepared during the design phase.

Although there are no emergency service facilities in the project study area, project construction may result in temporary traffic delays that could increase response times for emergency responders. Adoption of mitigation measure TR-1, which is standard for all Caltrans projects, would ensure that potential project effects on emergency services would not be substantial adverse effects under NEPA. This measure requires, for all build alternatives, preparation of a traffic management plan (TMP). The TMP will facilitate coordination with law enforcement, the California Highway Patrol (CHP), fire protection services, emergency service providers, and the public during the design phase and prior to construction. Key elements of a TMP include public awareness, motorist information strategies, and alternate route strategies, which are intended to minimize traffic delay and maintain access to key facilities throughout construction.

The Proposed Plan will be required to adhere to an adopted Transportation Management Plan, as applicable. Additionally, the Proposed Plan anticipates that access for workers to the Proposed Plan site will be available via existing SR-58. The Mine Reclamation Plan states that trucks

utilized to transport material to the new alignment will not travel on any public roads or interact with any public traffic. The Proposed Plan will include a 630 to 1,200 feet north of the project site through easements or right-of ways to be negotiated with adjacent property owners. Therefore, the Traffic Section of the Final EIR/EIS remains accurate and is unchanged by this Addendum. The Proposed Plan will not have new or more severe significant impacts to traffic as compared to the original Project.

3.3.10 Visual/Aesthetics

In regard to temporary impacts on aesthetics, the Final EIR/EIS states the following on page 3.7-95:

Potential visual impacts would result from earthmoving activities, limited removal of vegetation in the construction zone, and other construction activities (e.g., staging/stockpiling road-building materials, the presence of construction equipment, and temporary traffic barricades). Construction activities would include grading work, other routine construction activities, and truck shipments.

As stated in the Mine Reclamation Plan, when operations reach a depth of 10 feet, mining operation will be screened from the scattered residences. Furthermore, the current visual/aesthetic character of the Proposed Plan Site is anticipated to be restored upon completion as the reclaimed site will allow the landowner to re-grade existing air strips for private use, and proposed revegetation will reintroduce native plants.

The following mitigation measures are included in the Final EIS/EIR and will be implemented by the Project Proponent, as applicable, to mitigate potential visual/aesthetic impacts associated with the Proposed Plan:

Mitigation Measure AES-4

Native plantings will be used to minimize the visual impact of the highway and associated detention basins. Drought-tolerant native trees and shrubs will be planted at appropriate locations, especially near the drainages and drainage basins, and at the two proposed interchanges and railroad overcrossing to soften the structures. These interchanges will become the gateways into the community and will be landscaped. Inert materials will also be considered where appropriate to beautify these areas and reduce erosion. The restoration of desert scrub vegetation will include replanting of native vegetation and Joshua trees on disturbed sites, including staging areas, borrow pits, and other areas of surface disturbance. Any portion of existing SR-58 roadway pavement which is no longer needed will be removed, leaving an earthen surface that will be seeded with native seeds.

Mitigation Measure AES-6

All disturbed soil areas will be treated with erosion control measures, including seeding with native plant/native grass seeds.

Mitigation Measure AES-7

During construction, existing vegetation will be retained to the maximum extent feasible by minimizing the amount of clearing and earthwork. During construction, Environmentally Sensitive Area (ESA) fencing will be provided around trees and vegetation to ensure its preservation.

Mitigation Measure AES-8

Joshua trees that would be removed will be replanted away from the proposed pavement areas. If onsite relocation is not feasible, Caltrans will contact the San Bernardino County Building and Safety Office for a list of residents willing to adopt and care for the relocated trees. Transportation standards will follow best nursery practices.

Mitigation Measure AES-9

Slopes will be landscaped with native vegetation to reflect vegetation in the surrounding area and to mask the hard lines created by engineered cuts and embankments.

The Visual/Aesthetics Section of the Final EIR/EIS remains accurate and is unchanged by this Addendum. The Proposed Plan will not have new or more severe significant impacts to visual/aesthetics as compared to the original Project.

3.3.11 Cultural Resources

In regard to temporary impacts on cultural resources, the Final EIR/EIS states the following on page 3.8-10:

Impacts on cultural resources would result from construction of any of the build alternatives, not from operation of the facility itself. Impacts on cultural resources are considered permanent, not temporary.

Therefore, although potential impacts created by the Proposed Plan are considered temporary and construction-related, potential impacts on cultural resources shall be considered permanent, not temporary.

Mitigation Measures CR-3 and CR-3a concerning “sensitive areas” and CR-4 and CR-5 concerning defined Environmentally Sensitive Areas (ESA) are among the mitigation measures recommended in the Final EIR/EIS to protect cultural resources. Mitigation Measures CR-3 and CR-3a are not considered applicable to the Proposed Plan as sensitive areas have not been identified within the Proposed Plan site. Furthermore, consultation with Laura Chatterton PQS, Lead Archaeological Surveyor from Caltrans District 8, on November 2, 2017, revealed that the Environmentally Sensitive Areas listed in Mitigation Measures CR-4 and CR-5 are not within the Proposed Plan site and therefore Mitigation Measure CR-4 and CR-5 shall not apply to the Proposed Plan.

In March 2017, Caltrans prepared the 4th Supplemental Historic Property Survey Report (HSPR) which incorporated analysis of the Proposed Plan site. The Area of Potential Effects (APE) for the Project was revised in consultation with Laura Chatterton PQS, Lead Archaeological Surveyor and Wil Ochoa, Project Manager. The Revised APE includes the limits of all three Build Alternatives proposed for the Project, including construction easements site, assessing direct and potential indirect impacts. The 4th Supplemental HSPR included the 3rd Supplemental Archaeological Survey Report (ASR) which concluded that no cultural resources were identified during cultural resource investigations. Although no new cultural resources were identified during the cultural resources investigations, the 3rd Supplemental ASR concluded the following:

If previously unidentified cultural resources are discovered during project activities, it is Caltrans policy that work stop within 60 feet of the discovery until a Qualified Archaeologist can determine the nature and significance of the discovery.

Furthermore, in regard to potential impacts on tribal cultural resources and Native American consultation, the Final EIR/EIS states the following on page 3.8-2:

Consultation with interested parties, including Native American groups and historical organizations, was conducted beginning in 2007. A request was made to the Native American Heritage Commission (NAHC) for a search of the Sacred Lands file on July 6, 2007. The NAHC responded on November 15, 2007, stating that a search of the Sacred Lands File failed to indicate the presence of Native American cultural resources in the immediate project area. A list of twelve Native American individuals/organizations was provided by the NAHC for additional consultation in regard to Native American cultural resources or project-related concerns. The Caltrans District 8 Native American Coordinator ultimately decided that 10 individuals/organizations should be contacted. In addition, four local historical societies and preservation groups were contacted on December 27, 2007, to illicit comments or concerns regarding the proposed project. No concerns regarding cultural resources were raised by these groups. [Native American correspondence related to the proposed project is included in the Final EIR/EIS as attachments.]

The 4th Supplemental HSPR included Native American consultation that began in 2007 and remained ongoing with the San Manuel Band of Mission Indians from 2007 to the time that the 4th Supplemental HSPR was prepared, March 2017. Additionally, the NAHC was contacted July 6, 2007 and a response was received on November 15, 2007 (as stated above); however, no further communication with the NAHC has occurred, as of the time that the 4th Supplemental HSPR was prepared, March 2017.

In accordance with the conclusion of the 3rd Supplemental ASR as well as general preventative measures associated with potential human remains to be found on the Proposed Plan site, the following mitigation measures, which are included in the Final EIS/EIR, shall be implemented by the Project Proponent to protect cultural resources:

Mitigation Measure CR-1

If cultural materials are discovered during construction, all earthmoving activity within and around the immediate discovery area will be diverted until a qualified archaeologist can assess the nature of significance of the find.

Mitigation Measure CR-2

If human remains are discovered, State Health and Safety Code Section 7050.5 states that further disturbances and activities shall cease in any area or nearby area suspected to overlie remains, and the county coroner contacted. Pursuant to Public Resources Code Section 5097.98, if the remains are thought to be Native American, the coroner will notify the Native American Heritage Commission (NAHC), which will then notify the Most Likely Descendent (MLD). At this time, the person who discovered the remains will contact Gary Jones, District 8 Native American Coordinator at (909) 383-7505 so that they may work with the MLD on the respectful treatment and disposition of the remains. Further provisions of PRC Section 5097.98 are to be followed as applicable.

The Cultural Resources Section of the Final EIR/EIS remains accurate and is unchanged by this Addendum. The Proposed Plan will not have new or more severe significant impacts to cultural resources as compared to the original Project.

3.3.12 Hydrology and Floodplains

As stated by the Mine Reclamation Plan, the Proposed Plan site is within the Mojave hydrologic basin of the Antelope-Fremont Valleys and Coyote-Cuddeback Lakes watersheds. The overall Mojave hydrologic basin, which has a surface area of approximately 4,500 square miles, is located entirely within the County of San Bernardino. The Mojave River, located approximately 15 miles southeast of the Proposed Plan site, is the nearest major watercourse.

The Proposed Plan site is relatively flat with a slight gradient of less than 1% to the north-northwest to a low playa or drainage area with a slight gradient to the west towards Boron and Roger Dry Lake. Post-reclamation drainage on-site will be contained by the resulting shallow basin. Only minor sheet flow may drain into the borrow pit. No drainages are intersected by the Proposed Plan site.

The Project Proponent is required, per Caltrans contract, to comply with Statewide National Pollutant Discharge Elimination System (NPDES) and to prepare and implement a Storm Water Pollution Protection Plan (SWPPP) including applicable Best Management Practices (BMPs). The control of drainage, erosion, and sedimentation of the mine site will primarily involve the following BMPs:

- Limiting surface disturbance to the minimum area required for active operations;
- Monitoring erosion on slopes and implementation of one or more soil stabilization practices as applicable for the site such as: earthen berms or dikes; silt fence; fiber rolls; straw bales; gravel bags; sediment basin(s); straw mulch.

- Stabilizing disturbed areas through grading slopes to 3H:1V; and
- After project completion – final revegetation by seeding or hydro-seeding with native species.

There are no drainage or run-off channels that will be affected by the borrow pit. Further discussion regarding hydrology is included in Section 3.3.13 Water Quality, below. The Hydrology and Floodplains Section of the Final EIR/EIS remains accurate and is unchanged by this Addendum. The Proposed Plan will not have new or more severe significant impacts to hydrology and floodplains as compared to the original Project.

3.3.13 Water Quality

The Mine Reclamation Plan states that groundwater is anticipated to flow northwest and west, generally mimicking surface topography. The Final EIR/EIS reports groundwater at depths greater than 150 feet below ground surface (bgs). The Antelope Valley and Harper Valley groundwater basins underlie the Proposed Plan site.

According to the GeoTracker website, depth to groundwater is reported to be approximately 70 feet bgs in wells located near the area of Kramer Junction with a historical high groundwater elevation reported at 64.5 feet bgs in 2012. The Proposed Plan Site is to be excavated to an average depth of 25 to 40 feet, which is not anticipated to impact the water table. Water used for dust suppression on-site will be pumped from an on-site well. Water usage for dust suppression is not expected to have an impact or potential to increase siltation on the Proposed Plan site as most water used will evaporate.

Only direct precipitation may affect the Proposed Plan site and the borrow pit is designed with a 1% grade towards the northwest to collect any run-off that may collect in the pit thereby acting as a sediment or percolation basin. The slopes are designed at 3H:1V which would reduce possible slope erosion and runoff channeling down the slopes. There will be no run-off through or away from the site. All precipitation will be collected within the borrow pit and allowed to evaporate or percolate.

During the course of mining and the final design of the 3H:1V slope contouring, some erosion may occur during heavy rainfall on the slopes. Erosion caused by rainfall will be retained at the bottom of the borrow pit. Any water retained within the borrow pit will not impact adjacent properties or local roads due to its containment.

After each major storm event or at least quarterly, any final slopes and the access and haul roads will be visually inspected to determine if any substantial erosion is evident such as sheet, rill or gully erosion. A major storm event is defined as precipitation totals of 0.5 inch per 24-hour period. Any rills or gullies in excess of 8 square inches and are more than 10 linear feet located on final slopes shall be arrested using methods below.

Revegetation will be used for the long-term control of erosion. Access roads and mined surfaces will be water sprayed as necessary to reduce wind erosion during operations.

The following mitigation measures are included in the Final EIS/EIR and will be implemented by the Project Proponent as required per contract with Caltrans to protect water quality:

Mitigation Measure WQ-1

The project will comply with the provisions of the Statewide NPDES permit. Treatment BMPs, as described in Section 3 of the Department's Statewide Storm Water Management Plan (SWMP) (Department 2003b) and the Project Planning and Design Guide (PPDG) (Department 2010), will be evaluated prior to completion of the Project Approval and Environmental Document phase and incorporated into the project's engineering plans and specifications during final design. Design pollution prevention BMPs are selected to reduce post-construction discharges. If greater than 90 percent of the Water Quality Volume cannot be infiltrated within State Right of Way, approved Treatment BMPs will be included to remove general pollutants; for example, infiltration devices or detention basins. Construction site BMPs, as described in WQ-3, will be itemized in the final contract documents, incorporated into the SWPPP, and implemented during the construction period.

Mitigation Measure WQ-2

The contractor will be responsible for preparing a SWPPP according to the Department's standards, incorporating all the BMPs listed in the contract plans, and amending the SWPPP during the course of construction as necessary. The resident Engineer will review and accept the SWPPP. The Resident Engineer will file electronically all compliance documents related to the Construction General Permit using the Storm Water Multi Application and Report Tracking System (SMARTS). The general contractor will also implement, inspect, and maintain all measures with oversight by the Resident Engineer.

Mitigation Measure WQ-3

Table 1-1 of the Department's Construction Site Best Management Practices Manual (Department 2003c) and/or the Department's Storm Water Quality Handbooks, Project Planning and Design Guide (Department 2010) include the following BMPs:

- *Temporary soil stabilization*
- *Temporary sediment controls*
- *Tracking control*
- *Non-stormwater management*
- *Waste management*
- *Material storage and handling controls*

At a minimum, the contractor will implement all of the appropriate BMPs under the minimum requirement column of Table 1-1 of the Department's Construction Site Best Management Practices Manual (Department 2003c) and/or the Department's Storm Water Quality Handbooks, Project Planning and Design Guide (Department 2010).

During completion of the final engineering and design plans, specific BMPs would be implemented by the contractor through the SWPPP. The plan will also include post-construction erosion control measures such as stabilization of all disturbed soil areas.

The Water Quality Section of the Final EIR/EIS remains accurate and is unchanged by this Addendum. The Proposed Plan will not have new or more severe significant impacts to water quality as compared to the original Project.

3.3.14 Geology/Soils/Seismic/Topography

Page 4-6 and page 4-7 of the Final EIR/EIS states the following regarding geology and soils:

Ground shaking is expected to occur at the site due to the predicted magnitude of peak ground accelerations for earthquakes along nearby faults. Landslides are not a major problem because the topography in the site region is subdued. Accordingly, the currently proposed design is favorable for accommodating future ground shaking or surface rupture. Compliance with Caltrans' procedures regarding seismic design would also minimize any adverse effects related to seismic ground shaking. Seismic design would also meet County requirements for near-source design parameters under the UBC.

The potential for liquefaction during a seismic event is considered minimal to non-existent based on the reported deep groundwater depths. The potential for other geologic hazards related to liquefaction, such as lateral spreading, is also considered minimal to non-existent.

Additionally, in December 2016, Stantec prepared a Soil Survey Investigation Report for Caltrans and the Proposed Plan site was included within the Study Area. The Study Area is generally underlain by recent age alluvium, lake, playa, and terrace deposits made up of weathered rock and sand; unconsolidated and semi-consolidated.

The Study Area, as is most of Southern California, is located in a seismically active area. According to the DMG Preliminary Fault Activity Map of San Bernardino, the nearest recently active faults include the Kramer Junction Area Faults and South Lockhart Fault (CDMG, 1994). The Study Area is not located within an Alquist Priolo Special Studies Zone (A-P Zone). These and other faults are capable of generating significant seismic events (greater than 5.0 magnitude).

Based on the study findings, results of 10 on-site bore holes, and conclusions of the Soil Survey Investigation Report, the following are recommended for the Study Area soil:

- Soil represented by the investigation may be used within the Study Area for its intended purposes.
- No special requirements are warranted to protect construction workers from exposure to the chemicals of potential concern (COPCs) in soil during construction other than the normal safety practices associated with any grading construction project.

Additionally, the Proposed Plan site does not fall within a Geological Hazard Zone, as identified on the San Bernardino County General Plan Map Atlas, overlay map, CHDHC. There are no geologic conditions that could adversely affect the Proposed Plan.

The following mitigation measure is included in the Final EIS/EIR and will be implemented by the Project Proponent to minimize potential impacts related to geology and soils:

Mitigation Measure GEO-1

Earthwork in the project area will be performed in accordance with the latest edition of the Caltrans Standard Specifications.

The Geology/Soils/Seismic/Topography Section of the Final EIR/EIS remains accurate and is unchanged by this Addendum. The Proposed Plan will not have new or more severe significant impacts to geology and soils as compared to the original Project.

3.3.15 Paleontology

In regard to temporary impacts on paleontological resources, the Final EIR/EIS states the following on page 3.12-9:

Any impacts to paleontological resources are permanent and irreparable; therefore, there would be no temporary impacts for any of the build alternatives.

Therefore, although potential impacts created by the Proposed Plan are considered temporary and construction-related, potential impacts on paleontology shall be considered permanent, not temporary.

The Final EIR/EIS concludes that the stratigraphy of the study area suggests that there is a high potential for the presence of fossil resources and therefore a potential for adverse effects to occur to paleontological resources. The Proposed Plan site is within the vicinity of the study area as shown on Figure 3.12.1 of the Final EIR/EIS and therefore there is a high potential for the presence of fossil resources at the Proposed Plan Site.

The following mitigation measures are included in the Final EIS/EIR and will be implemented by the Project Proponent to minimize potential impacts related to paleontological resources:

Mitigation Measure PA-1

Grading, excavation, and other surface and subsurface excavation in defined areas of the proposed project have the potential to affect nonrenewable fossil resources. A Paleontological Mitigation Plan (PMP) shall be prepared during final project design by a qualified paleontologist. The PMP will detail the measures to be implemented in the event of paleontological discoveries. The PMP shall include, at a minimum, the following elements.

Mitigation Measure PA-2

Required 1-hour preconstruction paleontological awareness training for earthmoving personnel, including documentation of training, such as sign-in sheets, and hardhat stickers, to establish communications protocols between construction personnel and the Principal Paleontologist.

Mitigation Measure PA-3

There will be a signed repository agreement with an appropriate repository that meets Caltrans requirements and is approved by Caltrans.

The additional paleontological measures in the EIR/EIS pertain to details of the PMP which is under the overall management of Caltrans environmental contractors. The Paleontology Section of the Final EIR/EIS remains accurate and is unchanged by this Addendum. The Proposed Plan will not have new or more severe significant impacts to paleontological resources as compared to the original Project.

3.3.16 Hazardous Waste/Materials

No hazards related to explosives shall occur as a result of the Proposed Plan as excavations will not require any blasting. Page 3.13-33 of the Final EIR/EIS states the following regarding temporary impacts associated with hazardous waste/materials:

Construction activities, including earth moving activities, structure demolition, and pavement removal, could result in the disturbance and release of hazardous materials into the environment, a potential substantial adverse impact.

However, Stantec's Soil Survey Investigation Report concluded that soil obtained from the Proposed Plan Site does not exhibit a characteristic of hazardous waste. Additionally, Stantec provided the following recommendations:

- Soil represented by the investigation may be used within the Study Area for its intended purposes.
- No special requirements are warranted to protect construction workers from exposure to the chemicals of potential concern (COPCs) in soil during construction other than the normal safety practices associated with any grading construction project.

Furthermore, the following determination is made on page 4-8 of the Final EIS/EIR:

According to the County of San Bernardino Hazard Overlay Maps, the project site is not within or adjacent to a high fire hazard area. The proposed project would not increase the exposure of people or structures to the risk of loss, injury, or death involving wildland fires.

The following mitigation measures are included in the Final EIS/EIR and will be implemented by the Project Proponent to ensure that impacts related to hazards and hazardous materials would be minor adverse:

Mitigation Measure HAZ-6

All soil excavation conducted on-site will be monitored by the construction contractor for visible soil staining, odor, and the possible presence of unknown hazardous-material sources. Contaminated soils will be segregated and profiled for disposal.

Mitigation Measure HAZ-13

A site safety plan that addresses issues related to the management of potential health and safety hazards to workers and the public will be prepared and implemented prior to initiation of the proposed construction activities. Instructions, guidelines, and requirements for handling hazardous materials will be included in the site safety plan to ensure employee safety, as provided in Chapter 16, Hazardous Materials Communication Program, of the Caltrans Safety Manual.

Mitigation Measure HAZ-14

Wastes and petroleum products used during construction will be collected, transported, and removed from the project site in accordance with Resource Conservation and Recovery Act (RCRA) regulations and federal Occupational Safety and Health Administration (OSHA) standards, including Waste Management and Materials Pollution Control BMPs, Spill Prevention and Control, and Materials and Waste Management BMPs, Hazardous Waste Management. All hazardous waste will be stored, transported, and disposed of as required in Title 22, CCR, Divisions 4.5 and 49; CFR 261-263; and Caltrans requirements, as stated in Section 7-109, Solid Waste Disposal and Recycling Reporting, of the Caltrans Construction Manual.

Mitigation Measure HAZ-20

Coordination with the San Bernardino County Department of Airports and impacted airstrip and Boron Airport owners will be conducted to establish the appropriate construction or closure notification and safety procedures. The airstrip and Boron Airport do not appear to meet the requirements of CFR Title 14 Part 77.9; however, if during the coordination process it is determined that the FAA should be notified, then all notification requirements in accordance with CFR Title 14 Part 77.9 will be followed.

The Hazardous Waste/Materials Section of the Final EIR/EIS remains accurate and is unchanged by this Addendum. The Proposed Plan will not have new or more severe significant impacts to hazards and hazardous materials as compared to the original Project.

3.3.17 Air Quality and Climate Change

Page 3.14-16 of the Final EIR/EIS states the following regarding temporary impacts on air quality:

During construction, short-term degradation of air quality may occur due to the release of particulate emissions (airborne dust) generated by excavation, grading, hauling, and other activities related to construction. Emissions from construction equipment also are anticipated and would include CO, NO_x, VOCs, PM₁₀ and PM_{2.5}, and toxic air contaminants such as diesel exhaust particulate matter. Ozone is a regional pollutant that is derived from NO_x and VOCs in the presence of sunlight and heat.

Sources of fugitive dust would include disturbed soils at the construction site and trucks carrying uncovered loads of soils. Unless properly controlled, vehicles leaving the site could deposit mud on local streets, which could be an additional source of airborne dust after it dries. PM emissions would vary from day to day, depending on the nature and magnitude of construction activity and local weather conditions. PM emissions would depend on soil moisture, silt content of soil, wind speed, and the amount of equipment operating. Larger dust particles would settle near the source, while fine particles would be dispersed over greater distances from the construction site.

To minimize dust generation, the mine operator will spray: working mine areas during excavations; on-site and the off-site access roads on a regular basis and more frequently as needed during windy conditions; and the material loaded into trucks prior to departing from the Proposed Plan site.

Furthermore, in regard to adherence to the applicable air quality management plan, the Final EIS/EIR states the following on page 4-8:

During construction, the project would comply with all Mojave Desert Air Quality Management District (MDAQMD) Rules and Regulations regarding construction materials and methods identified in the region's Air Quality Management Plan (AQMP). For example, all site disturbance activities would comply with Rule 403 (Fugitive Dust) requirements for fugitive dust suppression. In addition, the project will implement the Caltrans' construction requirements specified in Caltrans' Standard Specifications, Section 7-1.01F (Air Pollution Control). Avoidance, minimization, and/or mitigation measures have been incorporated into the proposed project to ensure that state and federal ambient air quality standards would not be exceeded.

Additionally, on page 4-9 of the Final EIR/EIS:

Construction odors resulting from the construction of the proposed project are not likely to affect a substantial number of people due to the fact that construction activities do not usually emit offensive odors.

The findings of the Final EIR/EIS remain valid for the Proposed Plan as compliance with the MDAQMD rules and regulations will be required. The Proposed Plan does not anticipate emittance of offensive odors as such odors are not identified as being associated with the proposed mining activities. The following mitigation measures are included in the Final EIS/EIR and will be implemented by the Project Proponent as applicable to minimize potential impacts related to air quality:

Mitigation Measure AQ-1

Measures to reduce exhaust emissions specified in Section 7-1.01F (Air Pollution Control- Caltrans) shall include the following:

- *Maintain and operate construction equipment to minimize exhaust emissions. During construction, trucks and vehicles in loading and unloading queues would have their engines turned off when not in use to reduce vehicle emissions. Construction emissions should be phased and scheduled to avoid emissions peaks and discontinued during second-stage smog alerts.*
- *Properly tune and maintain all equipment in accordance with the manufacturer's specifications.*
- *Use electricity from power poles rather than temporary diesel- or gasoline-powered generators if and/or where feasible.*
- *Use on-site mobile equipment powered by alternative fuel sources (i.e., methanol, natural gas, propane, butane) as feasible.*
- *Develop a construction traffic management plan that includes (1) consolidating truck deliveries; (2) providing a rideshare or shuttle service for construction workers; and (3) providing dedicated turn lanes for construction trucks and equipment on- and off-site.*

Mitigation Measure AQ-2

Measures to reduce particle emissions specified in MDAQMD Rule 403.2 (Fugitive Dust Control) include the following:

The owner or operator of any construction/demolition source shall:

- *Use periodic watering for short-term stabilization of disturbed surface areas to minimize visible fugitive dust emissions. For purposes of this rule, use of a water truck to moisten disturbed surfaces and actively spread water during visible dusting episodes shall be considered adequate to maintain compliance.*
- *Take actions to prevent project-related trackout onto paved surfaces.*
- *Cover loaded haul vehicles while operating on publicly maintained paved surfaces.*

- *Stabilize graded site surfaces upon completion of grading when subsequent development is delayed or expected to be delayed more than 30 days, except when such a delay is due to precipitation that dampens the disturbed surface enough to eliminate visible fugitive dust emissions.*

The Air Quality Section of the Final EIR/EIS remains accurate and is unchanged by this Addendum. The Proposed Plan will not have new or more severe significant impacts to air quality as compared to the original Project.

Climate Change

The Final EIR/EIS discusses Climate Change and Greenhouse Gases in Section 4.3 at the State and Federal level. The County of San Bernardino adopted a Greenhouse Gas Emissions (GHG) Reduction Plan (September 2011; updated March 2015) (GHG Plan). The GHG Plan presents a comprehensive set of actions to reduce the County's GHG emissions to 15% below 2007 levels by 2020, consistent with the AB 32 Scoping Plan. GHG emissions impacts are assessed through the GHG Development Review Process (DRP) by applying appropriate reduction requirements as part of the discretionary approval of new development projects. Through its development review process, the County implements CEQA requiring new development projects to quantify project GHG emissions and adopt feasible mitigation to reduce project emissions below a level of significance. A review standard of 3,000 MTCO_{2e} per year is used to identify projects that require the use of Screening Tables or a project-specific technical analysis to quantify and mitigate project emissions.

SR-58 Kramer Junction Expressway Project (Overall Highway Project)

There are four primary strategies for reducing GHG emissions from transportation sources: 1) improving the transportation system and operational efficiencies, 2) reducing travel activity, 3) transitioning to lower GHG-emitting fuels, and 4) improving vehicle technologies/efficiency.

To be most effective all four strategies should be pursued cooperatively. Caltrans and its parent agency, the California State Transportation Agency, have taken an active role in addressing GHG emission reduction and climate change. Recognizing that 40 percent of all human-made GHG emissions are from transportation, Caltrans created and is implementing the Climate Action Program that was published in December 2006. One of the main strategies in the Climate Action Program to reduce GHG emissions is to make California's transportation system more efficient. The highest levels of carbon dioxide from mobile sources, such as automobiles, occur at stop-and-go speeds (0–25 miles per hour [mph]) and speeds over 55 mph; the most severe emissions occur from 0–25 miles per hour.

The purpose of the Project is to alleviate existing and future traffic congestion along SR-58 during peak hours. The Project would not generate new vehicular traffic trips since it would not construct new homes or businesses. In addition, the SR-58 improvements would reduce congestion and improve Levels of Service (LOS). Relieving congestion by enhancing operations and improving travel times in high congestion travel corridors would lead, in general, to reductions in GHG emissions.

In addition, vehicle fuel economy is increasing and near zero carbon vehicles will come into the market during the design life of this project. The greater percentage of alternative fuel vehicles on the road in the future will reduce overall GHG emissions as compared to scenarios in which vehicle technologies and fuel efficiencies do not change. California has recently adopted a low-carbon transportation fuel standard in 2009 to reduce the carbon intensity of transportation fuels by 10 percent by 2020.

The following measures from the Final EIR/EIS will also be included in the Proposed Plan's conditions to reduce the GHG emissions and potential climate change impacts from the overall Project:

1. Caltrans and the California Highway Patrol are working with regional agencies to implement intelligent transportation systems (ITS) to help manage the efficiency of the existing highway system. ITS commonly comprise electronics, communications, or information processing used singly or in combination to improve the efficiency or safety of a surface transportation system.
2. Landscaping reduces surface warming and through photosynthesis, decreases CO₂. The Project proposes planting in the intersection slopes and drainage channels, and seeding in areas next to frontage roads. Plants will vary in size, making sure that views are not obstructed.
3. The Project would incorporate the use of energy-efficient lighting along proposed ramps. LED bulbs installed by Caltrans have reduced energy associated with traffic signal lighting by about 80 percent from traditional incandescent traffic signals. This also helps reduce the project's CO₂ emissions. Indirect emissions from electricity use will continue to decline in the future as policies such as the state's renewable portfolio standards implemented.
4. According to Caltrans' Standard Specification Provisions, idling time for lane closure during construction is restricted to ten minutes in each direction; in addition, the contractor must comply with MDAQMD rules, ordinances, and regulations in regard to air quality restrictions.

Kramer Junction Borrow Pit (Proposed Plan)

Greenhouse gas emissions for transportation projects can be divided into those produced during construction and those produced during operations. Construction GHG emissions include emissions produced as a result of material processing, emissions produced by on-site construction equipment, and emissions arising from traffic delays due to construction. These emissions will be produced at different levels throughout the construction phase; their frequency and occurrence can be reduced through innovations in plans and specifications and by implementing better traffic management during construction phases.

In addition, with innovations such as longer pavement lives, improved traffic management plans, and changes in materials, the GHG emissions produced during construction can be mitigated to some degree by longer intervals between maintenance and rehabilitation events.

Three gases are currently evaluated due to typical combustion and operational sources; carbon dioxide (CO₂), methane (CH₄), and nitrous oxide (N₂O). Nitrous oxide is not of concern due its very low emissions from this type of operation and methane is included but is also a very minor contributor.

The Proposed Plan is part of the construction process for the SR-58 Kramer Junction Expressway Project. The Proposed Plan’s GHG emissions are entirely related to mobile equipment (refer to Table 3). No processing equipment will be used on-site. GHG emissions were estimated using the CARB - SCAQMD’s Off-road Model - Mobile Source Emission Factors (<http://www.aqmd.gov/ceqa/handbook/offroad/offroad.html>); and Emission Factors for On-Road Heavy-Heavy Duty Diesel Trucks (EMFAC 2012; SCAQMD 2015 for year 2018); These factors are state-wide factors and are appropriate for this project.

Table 4 below lists the estimated mobile construction GHG emissions assuming 300 days of construction for up to three years. A screening threshold of 3,000 MTCO_{2e} per year has been adopted by the County as potentially significant to global warming. The Proposed Plan’s GHG emissions of 2,432.5 metric tons of carbon dioxide equivalent (MTCO_{2e}) per year would not exceed the County’s annual threshold. Note that construction emissions for a project may be spread over the lifespan of the overall Project life, in this case the 40-year life of the highway. This further reduces the annual emissions to 182.5 MTCO_{2e}.

**Table 4
Greenhouse Gas Construction Emissions
Tons Per Year**

Source/Phase	CO₂	CH₄	N₂O
Loader	579	0.0291	Negl
Dozer	493.5	0.0342	Negl
Excavator (2)	982.8	0.0508	Negl
Haul Trucks	57	0.0008	Negl
Grader	90.6	0.0063	Negl
Scraper	157.2	0.0133	Negl
Water and Lube Trucks	312	0.0165	Negl
Sub-Total Tons/Year	2,672	0.151	Negl
MTCO _{2e} / Year	2,429	3.44	---
Total MTCO_{2e} / Year	2,432.5		
Total MTCO_{2e} for 3 years / 40-yr lifespan	182.5		
San Bernardino County Screening Threshold	3,000		
Significant	No		

Source: SCAQMD Off-road Mobile Source Emission Factors 2018 and SCAQMD On-Road Heavy-Heavy Duty Diesel Trucks Emission Factors 2018; MTCO_{2e} factors: CH₄ x 25
Construction Period: 300 Days/year for three years

Mitigation Measure AQ-1 above includes several measures that will also reduce GHG emissions. These are related to maintaining equipment in accordance with manufacturer's specifications and reducing idling times. As noted in the County GHG Plan, projects that do not exceed 3,000 MTCO_{2e} are considered to be consistent with the County GHG Plan and determined to have less than a cumulatively considerable impact for GHG emissions with implementation of conditions listed below. The operator will be required to implement air quality mitigation measures that also reduce GHG emissions. These measures correspond to GHG reducing performance standards developed by the County in the GHG Plan and are listed below. To reduce GHG emissions, projects that emit 3,000 MTCO_{2e} per year or less are considered to have less than significant impacts to climate change if they include the following performance standards as conditions of approval:

- *Waste Stream Reduction: recycling at least 75% of waste normally sent to landfills. This condition is not applicable for the Proposed Plan. The Proposed Plan is the development and utilization of fill material from an area directly adjacent to the new highway alignment instead of mining new material from a more distant location, reducing emissions from truck transportation.*
- *Vehicle Trip Reduction: This project demonstrates significant trip reduction because it is located adjacent to the new highway alignment.*
- *Water Conservation: The Proposed Plan will only use water for required dust control measures.*
- *Providing Education Materials: Provide employees and staff educational materials about reducing waste, water conservation, and ride sharing available to employees. The mine operator will provide these materials to employees. San Bernardino County Greenhouse Gas Emissions Development Review Processes (March 2015).*

The GHG assessment determined that the Proposed Plan GHG emissions would not exceed the County GHG screening threshold of 3,000 MTCO_{2e} per year and are consistent with the County GHG Plan and to have less than a cumulatively considerable impact. Compliance and implementation of the above conditions and mitigation measures and MDAQMD rules and regulations will further reduce emissions.

3.3.18 Noise and Vibration

No blasting is proposed on-site therefore, no noise and vibration impacts related to explosives shall occur as a result of the Proposed Plan.

Page 4-4 of the Final EIR/EIS states the following regarding noise and vibration:

Temporary noise impacts during construction of the project may intermittently dominate the noise environment in the immediate area of construction. Construction noise is regulated by Caltrans' Standard Specifications, Section 14-8.02, and, as a result, any temporary impacts would be less than significant.

Potential impacts created by the Proposed Plan are considered temporary and construction-related and therefore the Proposed Plan shall adhere to Caltrans' Standard Specifications. The following mitigation measures are included in the Final EIS/EIR and will be implemented by the Project Proponent as applicable to avoid and minimize potential impacts related to noise and vibration:

Mitigation Measure NOI-1

To reduce noise levels from construction to the extent that is technically feasible and avoid unnecessary annoyance from construction noise, the construction noise control measures listed below will be implemented:

- *To the extent practicable, avoid using construction equipment or any other activity that could generate high noise levels near homes. If nighttime construction is required, the community will be advised.*
- *Place maintenance yards, batch plants, haul roads, and other construction-oriented operations in locations that would be the least disruptive to the community.*
- *Hold community meetings to explain to area residents the construction work, time involved, and control measures to be taken to reduce the impact of construction work, as appropriate.*
- *Schedule the timing and duration of construction activities to minimize noise impacts at noise-sensitive locations.*
- *As practicable, use noise-attenuating "jackets" or portable noise screens to provide shielding for pavement breaking, jack hammering, or other similar activities when work is close to noise-sensitive areas.*
- *Comply with Caltrans' Standard Specification 14-8.02A (2010);*
 - *Do not exceed 86 dBA Lmax at 50 feet from the job site activities from 9 p.m. to 6 a.m.*
 - *Equip an internal combustion engine with the manufacturer-recommended muffler. Do not operate an internal combustion engine on the job site without the appropriate muffler.*

The Noise and Vibration Section of the Final EIR/EIS remains accurate and is unchanged by this Addendum. The Proposed Plan will not have new or more severe significant impacts related to noise and vibration as compared to the original Project.

3.3.19 Energy

Page 4-3 of the Final EIR/EIS states the following regarding energy:

Construction of the proposed project would result in short-term energy consumption related to the manufacture of construction materials, the use of construction equipment,

and the use of workers; motor vehicles during the construction period of the project. However, construction-related energy consumption would be finite and limited and would have an incremental impact on area energy supplies.

Similarly, the Proposed Plan will result in a short-term increase in energy consumption due to construction-related mining, however, the increase in energy consumption would be finite and limited and would only have an incremental impact on area energy supplies. Therefore, the Energy Section of the Final EIR/EIS remains accurate and is unchanged by this Addendum. The Proposed Plan will not have any new or more severe significant impacts to energy as compared to the original Project.

3.3.20 Natural Communities

The Proposed Plan site consists of atriplex (saltbush or spinescale) scrub with desert sink scrub located to the north of the borrow pit, which is outside of the project foot print. The Proposed Plan site is co-dominated by spinescale saltbush (*Atriplex spinifera*) and white bursage (*Ambrosia dumosa*). Other shrub species include burrobush (*Ambrosia salsola*), winter fat (*Krascheninnikovia lanata*), Mojave cottonthorn (*Tetradymia stenolepis*), and all-scale (*Atriplex polycarpa*). Approximately 57 acres of the site is atriplex scrub and 7 acres are disturbed by the existing dirt air strips. No natural communities of special concern (as listed in the California Natural Diversity Database (CNDDDB)) are present.

Although the Proposed Plan is not anticipated to result in impacts to natural communities, potential impacts to animal species and listed species are discussed and mitigated for in the following sections. The Natural Communities Section of the Final EIR/EIS remains accurate and is unchanged by this Addendum. The Proposed Plan will not have any new or more severe significant impacts to natural communities as compared to the original Project.

3.3.21 Wetlands and Other Waters

No federal or state jurisdictional waters are present on the Proposed Plan site. An existing drainage marked on the USGS topographic map is located north of the Proposed Plan site and would not be impacted by the Proposed Plan.

Although the Proposed Plan Site is not anticipated to impact any federal or state jurisdictional waters, the Project Proponent shall implement the following Final EIS/EIS mitigation measure, as applicable to avoid and minimize potential impacts related to wetlands and other waters:

Mitigation Measure BIO-2

Water Pollution Control: Avoidance and minimization measures to be utilized in order to protect aquatic resources during the course of the project will include the implementation of BMPs (Department 2003a) and the Storm Water Pollution Prevention Plan (SWPPP) (Department 2003b) during all phases of construction.

The Wetlands and Other Waters Section of the Final EIR/EIS remains accurate and is unchanged by this Addendum. The Proposed Plan will not have new or more severe significant impacts related to wetlands and other waters as compared to the original Project.

3.3.22 Plant Species

The Proposed Plan Site consists of atriplex (saltbush or spinescale) scrub co-dominated by spinescale saltbush and white bursage. Other shrub species include burrobush, winter fat, Mojave cottonthorn, and all-scale. Approximately 57 acres of the site is atriplex scrub and 7 acres are disturbed by the existing dirt air strips.

The Proposed Plan includes a revegetation plan to meet SMARA requirements which will implement a series of activities to revegetate portions of the site after completion of mining operations. All 64 acres of disturbed borrow pit area will be reclaimed and revegetated (except for areas where a future landing strip may be re-constructed). Physical reclamation procedures will include regrading to achieve planned slopes of 3H:1V, ripping compacted surfaces to a depth of about 1-foot to hold moisture, adding stockpiled surface material containing banked seeds in “islands” to a depth up to one-foot deep, seeding or hydro-seeding with commercial available native seeds, and staking or flagging reclaimed areas to eliminate additional disturbance. Detailed description of the Proposed Plan’s revegetation is available in the Revegetation Plan for the SR-59 Kramer Junction Expressway Project Kramer Junction Borrow Pit prepared by Jericho Systems Incorporated in October 2017 included with the Mine Reclamation Plan.

The Project Proponent shall implement the following Final EIS/EIS mitigation measures as applicable to protect the special-status plants that could be present:

Mitigation Measure BIO-6

Preconstruction surveys for rare plants will be conducted by a qualified biologist during the appropriate blooming period. Any plants identified will be flagged and avoided, if feasible.

Mitigation Measure BIO-7

The project design will avoid impacts to special-status plants to the extent feasible.

Mitigation Measure BIO-8

Temporary Fence (Type ESA). ESA fencing will be established around those populations of special-status plants that are to be protected in place to prohibit all construction activities and access from impacting the rare plant populations within the project area.

Mitigation Measure BIO-9

Seeds will be collected from all those plant populations deemed appropriate for seed relocation if suitable habitat is available.

Mitigation Measure BIO-10

Biological Monitor. A qualified biological monitor will monitor construction activities to ensure avoidance of any construction-related impacts to special status plant species.

Mitigation Measure BIO-11

Species Protection Measures will be made to ensure that temporary staging areas, storage areas, and access roads involved with this project will occur in the area of permanent direct impact. Access to the project site will be gained from the existing SR-58. No new access roads will be built as part of this project except what was analyzed on project maps (refer to area 2-DARR”S 75 acres). Staging areas and equipment storage will take place on existing right-of-way of the realigned SR-58.

Mitigation Measure BIO-12

Joshua trees within the direct impact area with a circumference of 50 inches measured at four feet, measuring 15 feet high, or occurring in a cluster of 10 or more within close proximity to each other will be transplanted or stockpiled for future transplanting to the extent feasible. Joshua trees will be shown on the plans for avoidance or transplanting.

Mitigation Measure BIO-13

An Environmentally Sensitive Area (ESA) will be established around all Joshua trees within the project area that are to be protected in place, as shown on plans. To prohibit all construction activities and access from impacting the Joshua trees within the project area, temporary ESA fencing would be placed around the Joshua trees.

The Plant Species Section of the Final EIR/EIS remains accurate and is unchanged by this Addendum. The Proposed Plan will not have new or more severe significant impacts related to plant species as compared to the original Project.

3.3.23 Animal Species (Non-Listed Special Status Animals)

The Final EIR/EIS considers all direct impacts to non-listed special-status animals as permanent and therefore no analysis of potential temporary impacts occurred.

Six non-listed special-status animals are known to occur in the general region, and four have the potential to occur within the Proposed Plan site. These four are burrowing owl (*Athene cunicularia*), loggerhead shrike (*Lanius ludovicianus*), Le Conte’s thrasher (*toxostoma lecontei*), and American badger (*Taxidea taxus*). Potential habitat for the other two species, prairie falcon (*Falco mexicanus*) and silver-haired bat (*Lasionycteris noctivagans*), is not present in the Proposed Plan site.

The Project Proponent shall implement the following Final EIS/EIS mitigation measures, as applicable to protect the non-listed special-status animals that could be present:

Mitigation Measure BIO-14

A preconstruction survey of the project site for burrowing owl will be conducted; the time lapse between surveys and site disturbance will be as short as possible and will be determined based on consultation with CDFW, but will not exceed 7 days prior to commencing construction activities.

Mitigation Measure BIO-15

Species Protection. Measures will be implemented to ensure that temporary staging areas, storage areas, and access roads for this project will occur in the area of permanent direct impact. Access to the project site will occur in the area of permanent direct impact.

Mitigation Measure BIO-16

Species Protection: If burrowing owls are found on-site during the preconstruction sweep:

- *Occupied burrows shall not be disturbed during the nesting season (February 1 through August 31) unless a biologist can verify through non-invasive methods that either the owls have not begun egg laying and incubation or that juveniles from the occupied burrows are foraging independently and are capable of independent flight.*
- *A Burrowing Owl Mitigation and Monitoring Plan will be submitted to CDFW for review and approval.*
- *All relocation shall be approved by CDFW.*

Mitigation Measure BIO-17

If, during preconstruction surveys, a burrowing owl is encountered, habitat compensation will be assessed and coordinated with CDFW during preparation of the Burrowing Owl Mitigation and Monitoring Plan.

Appropriate mitigation lands for burrowing owl will be determined during preparation and CDFW agency approval of the Burrowing Owl Mitigation and Monitoring Plan. CDFW may allow the mitigation lands acquired following the above mitigation rations to account for more than just burrowing owl, if species-specific habitat criteria are met in the habitat acquisition proposal. As provided in CDFW (2012) the mitigation for permanent habitat loss necessitates replacement with an equal or greater habitat area.

Mitigation Measure BIO-18

To avoid any impacts to migratory birds (including loggerhead shrike and Le Conte's thrasher), vegetation removal must take place between September 15 and February 15 (outside of the breeding season). If, because of construction schedules, it is necessary to

remove vegetation, including trees, during the breeding season (February 16 through September 14), a biological construction monitor must perform a preconstruction survey of the entire area where vegetation will be removed. All measures shall be taken to minimize impacts on nesting birds. A preconstruction sweep for nesting birds will be conducted prior to construction activities outside of the nesting season as well. The sweep will include areas used for staging, storage, sign placement, or parking. If an active bird nest is detected during surveys, a nest avoidance buffer will be implemented with a radius of 100 feet or as determined by the biological monitor present during construction to monitor nest activity while still allowing construction to take place.

Mitigation Measure BIO-19

A preconstruction survey will take place to ensure that no American badgers are located within the project limits.

Mitigation Measure BIO-20

Biological Monitor: A qualified biological monitor will monitor construction activities to ensure avoidance of any construction related impacts on American badger.

Mitigation Measure BIO-21

Species Protection: If a burrow occupied by badgers is found during construction, all construction activities will cease in the vicinity of the burrow, and coordination with CDFW will take place so that appropriate protective measures can be implemented.

The Animal Species Section of the Final EIR/EIS remains accurate and is unchanged by this Addendum. The Proposed Plan will not have new or more severe significant impacts related to animal species as compared to the original Project.

3.3.24 Threatened and Endangered Species

The Final EIR/EIS considers all direct impacts to threatened and endangered species as permanent and therefore no analysis of potential temporary impacts was included. The Final EIR/EIS found two animal species listed as threatened under state and federal endangered species laws were found along portions of the new SR-58 alignment and have potential for occurrence in the Proposed Plan site; the desert tortoise (*Gopherus agassizii*) (federally and state Threatened) and the Mohave ground squirrel (*Xerpermophilus mohavensis*) (state Threatened).

The Proposed Plan site, which consists of saltbush scrub and is impacted by graded air strips and its proximity to the existing SR-58, was deemed low quality for desert tortoise in the Final EIR/EIS. The Site is not within critical habitat and will be further isolated by the new SR-58 alignment to the north.

Caltrans has been in contact with the U.S. Fish and Wildlife Service (USFWS) and the California Department of Fish and Wildlife (CDFW) over the course of the Project's environmental review.

The original Biological Opinion (BO) (FWS-SB/KRN-12B0203-14FO423) dated June 30, 2014 was amended with BO FWS-SBR-12B0203-14F0423 dated June 14, 2017. This Amendment assessed several additional impact areas including the Proposed Plan site. Given the existing disturbance on the site, the proximity of the site to SR-58, the results of the surveys, and the habitat types present, the Amendment concluded that few, if any, desert tortoises are likely present within the Proposed Plan site. USFWS determined that disturbance of the Proposed Plan site would not affect critical habitat of the desert tortoise or other areas important for the long-term conservation of the species with implementation of the mitigation measures below, which are included in the Final EIS/EIS, as applicable to protect threatened and endangered species that could be present.

In addition, the CDFW issued a California Endangered Species Act Incidental Take Permit No. 20181-2016-004-R6 for the SR-58 Kramer Realignment Project to Caltrans, the Permittee on September 15, 2017. The 2081 “take” permit includes “Area 2” (Proposed Plan site) and covers desert tortoise and Mohave ground squirrel. The 2081 take permit’s conditions of approval require compliance and implementation of the mitigation measures in the Final EIR/EIS and conditions in the BO referenced above. The complete set of the Conditions of Approval are included in the 2018 Take Permit on file with the County and the CDFW.

Final EIR/EIS Mitigation Measures for Desert Tortoise and Mojave Ground Squirrel

Mitigation Measure BIO-22

Field Contact Representative or Resident Engineer. Caltrans will assign/designate a staff response to act as the Field Contact Representative (FCR) or Resident Engineer (RE) with specific experience in the implementation of environmental compliance programs. The FCR/RE will serve as the environmental compliance monitor for the project. They will be present throughout construction period. This individual will be the liaison among the wildlife agencies, FHWA, Authorized Biologist(s), and Biological Monitor(s). The FCR/RE and Authorized Biologist will work closely together to ensure compliance with the various conditions and requirements of project permits and approvals set forth in the biological opinion and supporting plans appended to the biological assessment.

Caltrans’ FCR/RE will act on the advice of the Authorized Biologist(s) and Biological Monitor(s) to ensure conformance with the protective measures set forth in the biological opinion. The Authorized Biologist(s) will have the authority to immediately top any activity that is not in compliance with these conditions and/or order any reasonable measure to avoid take of an individual of a listed species. If required by an Authorized Biologist and Biological Monitor(s), Caltrans’s FCR/RE will halt all construction-related ground disturbance and other activities in areas specified by the Authorized Biologist(s)

Mitigation Measure BIO-23

Authorized Biologists and Biological Monitors. Caltrans will review the credentials of all individuals seeking approval as Authorized Biologists prior to being submitted to USFWS

to ensure the individuals possess the appropriate experience and training to serve as Authorized Biologists. Caltrans will then submit the credentials of appropriate individuals to USFWS and CDFW for approval at least 30 days prior to the time they must be in the field.

The Authorized Biologist will be responsible for all aspects of clearance surveys, monitoring, developing and implementing the worker environmental awareness program, contacts with agency personnel, reporting, and long-term monitoring and reporting and be present, along with approved Biological Monitors, during construction, operation, and maintenance that could affect desert tortoises. Biological Monitors will be approved and supervised by the Authorized Biologist.

Mitigation Measure BIO-24

Pre-Construction Surveys. Within desert tortoise habitat, Authorized Biologists will conduct pre-construction surveys of the project area including the right-of-way, staging areas, access routes, and all other construction sites. The surveys will also cover the adjacent undeveloped lands located between the existing and new alignment. Authorized Biologists will survey the right-of-way to locate tortoises and their burrows within 50 feet of the right-of-way. Transects will be no greater than 10 meters (30 feet) apart. If construction occurs during the desert tortoise active season (March 1 through October 31), or when temperatures and environmental conditions are conducive to tortoise activity as determined by an Authorized Biologist, the survey will occur within 48 hours of surface disturbance. During the inactive season (November 1 through February 28, except as noted above), when conditions are not conducive to tortoise activity as determined by an Authorized Biologist, one survey must occur within 72 hours of surface disturbance or up to five days in advance of disturbance.

The Authorized Biologist will flag all desert tortoise burrows, and will only excavate burrows and move desert tortoises if project activities are likely to affect them. If a desert tortoise is moved, the Authorized Biologist will move it into appropriate habitat adjacent to the project site, but will not move it more than 1,000 feet if it is an adult or 300 feet if it is a juvenile or hatchling. Following the preconstruction survey and the relocation of desert tortoises if determined necessary by the Authorized Biologist, the contractor will install permanent fencing to exclude desert tortoises from all work areas and rights-of-way, as specified in Measure BIO-29.

Mitigation Measure BIO-25

Biological Resource Information Program. Caltrans will be responsible for ensuring that all workers at the site receive worker environmental awareness training (Worker Environmental Awareness Program [WEAP]) prior to and throughout construction. The training will be administered to all on-site personnel including surveyors, construction engineers, employees, supervisors, inspectors, subcontractors, and delivery personnel. Caltrans will implement the WEAP to ensure that project construction and operation are both conducted within a framework of safeguarding environmentally sensitive resources.

The WEAP will be available to all workers on site throughout the life of the project. Multiple sessions of the presentation may be given to accommodate training all workers. The WEAP will include but will not be limited to the following:

- a. Be developed by or in consultation with the Authorized Biologist and consist of an on-site or training center presentation in which supporting written material and electronic media, including photographs of protected species are made available to all participants;*
- b. Provide an explanation of the purpose and function of the desert tortoise minimization measures and the possible penalties for not adhering to them;*
- c. Inform workers that the FCR/RE, Authorized Biologist(s), and Biological Monitor(s) have the authority to halt work in any area where there would be an unauthorized adverse impact to biological resources if the activities continued;*
- d. Discuss general safety protocols such as hazardous substance spill prevention and containment measures and fire prevention and protection measures;*
- e. Provide an explanation of the sensitivity and locations of the vegetation, biological resources, and habitat within and adjacent to work areas, and proper identification of these resources;*
- f. Place special emphasis on desert tortoise and southwestern will flycatcher, including information on physical characteristics, photos, distribution, behavior, ecology, sensitivity to human activities, legal protection, penalties for violations, reporting requirements, and conservation measures required for the project;*
- g. Provide contact information for the Authorized Biologist(s) and Biological Monitor(s) for WEAP trainees to submit late comments and questions about the material discussed in the program, as well as to report any dead or injured wildlife species encountered during project-related activities;*
- h. Direct all WEAP trainees to report all observations of listed species and their sign to an Authorized Biologist for inclusion in the monthly compliance report;*
- i. Include a training acknowledgement form to be signed by each worker indicating that they received training and will abide by the guidelines; and*
- j. Provide an explanation regarding the protective measures to reduce the adverse effects associated with predation of desert tortoises by common ravens (*Corvus corax*) and other known predators of desert tortoise.*

Only workers who have successfully completed the education program will be allowed to work on the project site.

Mitigation Measure BIO-26

Species Protection. Caltrans will ensure that the Authorized Biologist(s) will follow the procedures for handling tortoises in the USFWS field manual (2009). Only the

Authorized Biologist(s) will move desert tortoises and then solely for the purpose of moving them from harm's way. The authorized Biologist(s) will document each desert tortoise encounter/handling with the following information, at a minimum: a narrative describing circumstances; vegetation type; date; conditions and health; any apparent injuries and state of healing; if moved, the location from which it was captured and the location in which it was released; maps; whether animals voided their bladders; and diagnostic markings (that is, identification numbers marked on lateral scutes).

Tortoises found in the project area will be handled and relocated by an Authorized Biologist in accordance with the most current USFWS protocol in the Desert Tortoise Field Manual. Tortoises excavated from burrows must be relocated to unoccupied natural or artificially constructed burrows immediately following excavation. The artificial or unoccupied natural burrows must occur 150 to 300 feet from the original burrow. Relocated tortoises will not be placed in existing occupied burrows. If an existing burrow that is similar in size, shape, and orientation to the original burrow is unavailable, the Authorized Biologist(s) would construct one. Desert tortoises moved during inactive periods will be monitored for at least two days after placement in new burrows to ensure their safety. The Authorized Biologist(s) would be allowed some judgement and discretion to ensure that survival of the desert tortoise is likely. The relocated tortoise will be monitored during construction activities to ensure that it shelters and does not return to the right-of-way and be in harm's way.

Desert tortoises that are found aboveground and need to be moved from harm's way will be placed at unoccupied shelter sites including unoccupied soil burrows, spaces within rock outcrops, Caliche caves, and the shade of shrubs at 150 to 300 feet from the point of encounter. During periods of the year when desert tortoises are generally active, a Biological Monitor will monitor these individuals to ensure that they do not move back into harm's way or exhibit signs of physiological stress (e.g., gaping, foaming at the mouth). If a Authorized Biologist will immediately undertake actions to stabilize it (e.g., place it in a climate-controlled facility, shade it, lightly mist it with water); the desert tortoise will be released only after it is exhibiting normal behavior and temperatures are appropriate.

Whenever a vehicle or construction equipment is parked longer than two minutes within desert tortoise habitat, workers will inspect the ground around underneath the vehicle for desert tortoises prior to moving the vehicle. If the worker observes a desert tortoise, he or she will contact an Authorized Biologist or Biological Monitor. If possible, the desert tortoise will be left to move out of harm's way on its own. If the desert tortoise does not move out of harm's way within 15 minutes, an Authorized Biologist will move it out of harm's way in accordance with the handling procedures.

Caltrans will ensure that no project personnel will exceed a vehicle speed limit of 20 miles per hour during project activities on unpaved access roads within tortoise habitat.

To prevent entry by common ravens (Corvus corax) and other predators such as the coote (Canis latrans), trash will be placed in a sealed container and emptied at the close of business each day. The project area will be kept as clean of debris as possible. Each water source will be caged or netted to prevent use by ravens.

Caltrans will ensure that workers do not bring firearms and pets into the project area. This measure does not apply to law enforcement personnel and working dogs.

Mitigation Measure BIO-27

Locating a Dead or Injured Tortoise. The Authorized Biologist will notify USFWS within 24 hours upon located a dead or injured desert tortoise during construction, operation, and maintenance of the project. The notification will be made by telephone and in writing or by electronic mail to BLM and USFWS. The report will include the date and time of the finding or incident (if known), location of the carcass, a photograph, cause of death (if known), and other pertinent information. Caltrans will submit desert tortoises that are fatally injured during project-related activities for necropsy, at its expense, as outlined in Berry (2001).

Locating a Dead or Injured Tortoise. The Authorized Biologist will notify USFWS within 24 hours upon located a dead or injured desert tortoise during construction, operation, and maintenance of the project. The notification will be made by telephone and in writing or by electronic mail to BLM and USFWS. The report will include the date and time of the finding or incident (if known), location of the carcass, a photograph, cause of death (if known), and other pertinent information. Caltrans will submit desert tortoises that are fatally injured during project-related activities for necropsy, at its expense, as outlined in Berry (2001).

Mitigation Measure BIO-28

Designated Areas. Caltrans will confine all project activities to the right-of-way, approved access roads, and storage areas. All storage areas and vehicle turn-around locations will use previously disturbed habitat as much as possible and will require USFWS approval prior to the initiation of project activities. Caltrans will restrict project vehicles to the right-of-way, designated areas, or existing roads and will prohibit off-road or cross-country travel except in emergencies. Caltrans will not create any new dirt or paved roads. The project construction boundaries will be clearly delineated with fencing, skates or flagging. If unforeseen circumstances require disturbance beyond the project right-of-way, Caltrans will notify USFWS immediately.

Caltrans will ensure that the Authorized Biologist or Biological Monitor will inspect any open trenches or excavations within project work sites at least three times daily and prior to backfilling. If a desert tortoise is located within an open trench, a USFWS-authorized biologist will remove it. Project personnel will cover open trenches or excavations with metal plates if they are left open overnight or on the weekend to prevent desert tortoises from entering them.

Mitigation Measure BIO-29

Permanent Fence. Following preconstruction surveys and the relocation of desert tortoises if determined necessary by the Authorized Biologist but prior to the start of construction, Caltrans will require the contractor to install permanent fencing to exclude desert tortoises from all work areas and rights-of-way under the direction of an Authorized Biologist. Caltrans will construct the fence according to the protocols provided in Chapter 8 of the Desert Tortoise Field Manual (USFWS 2009). If desert tortoises are encountered during installation of the fence, the Authorized Biologist will move the individual the shortest distance possible to an area outside the fence where it will be safe. The Authorized Biologist will use his or her judgement regarding the best measures to use to ensure the desert tortoise does not immediately return to the area inside of the fence. The Authorized Biologist may contact USFWS or CDFW to discuss specific situations if the need arises.

After the fencing is installed and before the onset of ground-disturbing activities, the Authorized Biologist will survey the area and remove all desert tortoises. The Authorized Biologist will survey the area as much as is needed to ensure that all desert tortoises have been found; generally, all desert tortoises will be considered to have been removed once a complete survey of the work area is conducted without finding any additional animals. Desert tortoises that are found inside the fenced area will be placed on the other side of the desert tortoise exclusion fence. The authorized Biologist will use his or her best judgement to determine the optimal location for placement of desert tortoises. In general, desert tortoises will be moved to the nearest safe area south of the road alignment.

Caltrans will maintain the integrity of the fence to ensure that desert tortoises are excluded from the work area during construction and from the roadway thereafter. The fence will be inspected regularly; initially, it will be inspected on a monthly basis, but Caltrans may adopt a different schedule, based on experience. Caltrans will inspect and, if necessary, repair the fence immediately after any rainstorm that occurs during times of the year or at temperatures when desert tortoise are likely to be active.

Mitigation Measure BIO-30

Construction Monitoring. An appropriate number of Authorized Biologists and Biological Monitors will be available during construction for the protection of desert tortoise. Authorized Biologists will be assigned to monitor each area of activity where conditions exist that may result in take of desert tortoise (e.g., clearing, grading, re-contouring, restoration activities).

The Biological Monitor will survey ahead of the project activities and halt construction if he or she finds a desert tortoise in the path of construction equipment. Project activities will not resume until the desert tortoise moves out of harm's way of the Authorized Biologist has relocated it.

An Authorized Biologist or Biological Monitor will inspect all excavations that are not within desert tortoise exclusion fencing on a regular basis (several times per day) and immediately prior to filling of excavation. If project personnel discover a desert tortoise in an open trench, an Authorized Biologist will move it to a safe location in accordance with the Desert Tortoise Field Manual (2009).

Mitigation Measure BIO-31

Biological Monitor. A qualified biological monitor will monitor construction activities to ensure avoidance of any construction activities related to Mohave ground squirrel (MGS).

Mitigation Measure BIO-32

Biological Resource Information Program. MGS Awareness Training will be provided and integrated with WEAP Training prior to construction.

Mitigation Measure BIO-33

Species Protection. If any MGS are injured or killed during the course of construction, work must stop in the immediate area, the animal must be left in place as is, and the project monitor and the Resident Engineer will be immediately notified. Only the authorized biologist will handle and transport the animal to a qualified veterinarian.

Furthermore, lands are to be acquired by Caltrans to mitigate the effects of the Project on the desert tortoise and the Mohave ground squirrel and will also mitigate any potential effect to migratory bird species. In Mitigation Measure BIO-34 through BIO-36 (listed below), which are included in the Final EIR/EIS, Caltrans, CDFW, and USFWS have agreed to mitigate affected areas of the overall Project at specific compensation ratios of 5:1 to 3:1 depending on location and habitat for both the desert tortoise and the Mojave Ground Squirrel. The areas of compensation take into account the Proposed Plan site.

Mitigation Measure BIO-34

Caltrans, CDFW, and USFWS agreed to mitigate affected areas east of Fornessa Road with a mitigation ratio of 5:1, including the critical habitat areas east of US-395. Due to habitat quality, all areas west of Fornessa Road will be mitigated at a ratio of 3:1. The total impact area to be mitigated is shown in Table 3.21-2 in Section 3.21.3.1 (of the Final EIR/EIS). Alternative 3 is the alternative that would require more mitigation for desert tortoise, followed by Alternative 1 and Alternative 1A. Since Alternative 2 is located within more previously disturbed areas, and areas already mitigated by previous projects, it is the alternative that would require less mitigation for this project. These mitigation ratios are combined with the mitigation ratios for the MGS.

Mitigation Measure BIO-35

In coordination with CDFW and USFWS, two oversized culverts, east and west of US-395, will be installed as part of the project. These culverts will be a minimum of 6 feet tall and 10 feet wide.

Mitigation Measure BIO-36

Similar to compensatory mitigation for desert tortoises, Caltrans and CDFW have agreed to mitigate affected areas east of Fornessa Road with a mitigation ratio of 5:1. Due to habitat quality all areas west of Fornessa Road will be mitigated at a ratio of 3:1. The total impact area to be mitigated is disclosed on Table 3.21-2 in Section 3.21.2.1 (of the Final EIS/EIR). Alternative 3 is the alternative that would require more mitigation for MGS, followed by Alternative 1 and Alternative 1A. Since Alternative 2 is located within ore previously disturbed areas, and areas already mitigated by previous projects, it is the alternative that would require less mitigation for this project. These mitigation ratios are combined with the mitigation ratios for desert tortoise.

The Threatened and Endangered Species Section of the Final EIR/EIS remains accurate and is unchanged by this Addendum. The Proposed Plan will not have new or more severe significant impacts related to threatened and endangered species as compared to the original Project.

3.3.25 Invasive Species

Page 3.22-2 of the Final EIR/EIS states the following regarding permanent impacts associated with invasive species:

Roads have been identified as potential avenues for the spread of invasive and exotic plants. Post-construction bare ground can serve as a breeding ground for invasive plant species. During construction activities, construction vehicles may transport invasive plant species from past work sites to the study area, or between work areas within the study area. The potential for adverse effects to natural open spaces from the introduction of invasive species from the proposed build alternatives is a possibility and potential impacts could be severe.

Therefore, the Project Proponent shall implement the following Final EIS/EIS mitigation measures, as applicable to reduce potential impacts from the introduction of invasive species during construction:

Mitigation Measure BIO-37

Measures to minimize the introduction or spread of nonnative species would include cleaning all equipment and vehicles with water (or another Caltrans approved method) to remove dirt, seeds, vegetative material, or other debris before entering and upon leaving the project site and the removal and disposal off site of existing nonnative species within the project area.

Mitigation Measure BIO-38

Measures to minimize the introduction or spread of nonnative species would include cleaning all equipment and vehicles with water (or another Caltrans approved method) to remove dirt, seeds, vegetative material, or other debris before entering and upon leaving the project site and the removal and disposal off site of existing nonnative species within the project area.

In addition to the mitigation measures listed above, Mitigation Measures AES-4, AES-6, AES-8, and AES-9 (listed in Section 3.3.10 of this Amendment) will also be incorporated to reduce potential impacts from the introduction of invasive species during construction, in accordance with the Final EIR/EIS. The Invasive Species Section of the Final EIR/EIS remains accurate and is unchanged by this Addendum. The Proposed Plan will not have new or more severe significant impacts related to invasive species as compared to the original Project.

3.3.26 Summary

**Table 5
Comparison of Environmental Findings for the Original
Project and the Proposed Plan**

Environmental Issue	Original Project	Proposed Plan
Land Use	Less than Significant	Less than Significant
Parks and Recreation	No Impact	No Impact
Growth	Less than Significant	Less than Significant
Farmlands and Timberlands	No Impact	No Impact
Community Cohesion/Character	Less than Significant with Mitigation	Less than Significant with Mitigation
Relocations	Less than Significant with Mitigation	Less than Significant with Mitigation
Public Services	Less than Significant	Less than Significant
Utilities and Service Systems	Less than Significant with Mitigation	Less than Significant with Mitigation
Traffic	Less than Significant with Mitigation (for construction impacts only)	Less than Significant with Mitigation (for construction impacts only)
Visual/Aesthetics	Significant and Unavoidable	Significant and Unavoidable
Cultural Resources	Less than Significant with Mitigation	Less than Significant with Mitigation
Hydrology and Floodplains	Less than Significant with Mitigation	Less than Significant with Mitigation
Water Quality	Less than Significant with Mitigation	Less than Significant with Mitigation
Geology/Soils/Seismic/ Topography	Less than Significant with Mitigation	Less than Significant with Mitigation
Paleontology	Less than Significant with Mitigation	Less than Significant with Mitigation
Hazardous Waste/Materials	Less than Significant with Mitigation	Less than Significant with Mitigation
Air Quality	Less than Significant with Mitigation	Less than Significant with Mitigation
Noise and Vibration	Less than Significant with Mitigation	Less than Significant with Mitigation
Energy	Less than Significant	Less than Significant
Natural Communities	Less than Significant with Mitigation	Less than Significant with Mitigation

Environmental Issue	Original Project	Proposed Plan
Wetlands and Other Waters	Less than Significant with Mitigation	Less than Significant with Mitigation
Plant Species	Less than Significant with Mitigation	Less than Significant with Mitigation
Animal Species	Less than Significant with Mitigation	Less than Significant with Mitigation
Threatened and Endangered	Less than Significant with Mitigation	Less than Significant with Mitigation
Invasive Species	Less than Significant with Mitigation	Less than Significant with Mitigation

4.0 ALTERNATIVES

As explained in the Section 3 and shown in Table 5 of this Addendum, the Proposed Plan will not have new or more severe significant impacts as compared to the original Project. This Addendum supplements the information provided in the Final EIR/EIS, but does not alter its conclusions or require the evaluation of additional alternatives. Furthermore, Caltrans concluded in their NEPA/CEQA Re-Validation Form that the Final EIR/EIS for the SR-58 Kramer Junction Expressway Project remains valid with implementation of project design and mitigation measures for the potential impacts of the Kramer Junction Borrow Pit area.

5.0 CEQA REQUIRED CONCLUSIONS

The discussion of the environmental topics in the Final EIR/EIS as listed in Table 5 above remains accurate and is unchanged by this Addendum. Pursuant to Section 15162 of the CEQA Guidelines, a subsequent EIR is not required for the Proposed Plan because:

- (1) Substantial changes have NOT been proposed in the original Project that will require major revisions of the Final EIR/EIS due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects;
- (2) Substantial changes have NOT occurred with respect to the circumstances under which the Project is undertaken that will require major revisions of the Final EIR/EIS due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects; and
- (3) There is no new information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the Final EIR/EIS was certified, that shows any of the following: (a) that the Project will have one or more significant effects not discussed in the Final EIR/EIS, (b) that significant effects previously examined will be substantially more severe than shown in the Final EIR/EIS, (c) that mitigation measures or alternatives previously found not to be feasible would in fact be feasible and would substantially reduce one or more significant effects of the Project, but the Project proponents have declined to implement the mitigation measure or alternative, or (d) that mitigation measures or alternatives which are considerably different from those analyzed in the previous EIR would substantially reduce one or more significant effects on the environment, but the Project proponents decline to adopt the mitigation measure or alternative.

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