

# NEWS

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**SUMMIT VALLEY ROAD  
WIDENING TRANSPORTATION IMPROVEMENT PROJECT**  
April 28, 2009

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## April 22, 2009 Work Shop Comments, Questions and Answers \* \* \*

### Comments:

1. Please consider moving Summit Valley Road at a point one mile north of Highway 138 and follow the railroad in a south west direction and tie into Highway 138 at railroad summit.

*A-County will explore feasibility of this suggestion.*

2. Don't widen Summit Valley Road until Rancho overpass is done.

*A-City underpass project along Rancho Rd is more advanced and will be constructed Spring 2010. County Summit Valley Rd project is dependant on future funding for construction and is estimated at 3 to 5 years at the earliest.*

3. Do not make Summit Valley Road wider; make Rancho go through.

*A-Both projects are important regional projects to provide a transportation system to handle area growth as demonstrated in the 2035 Victor Valley Area Transportation Model.*

4. Do the Rancho underpass first and then take another look at this project.

*A-Both projects are important regional projects to provide a transportation system*

to handle area growth as demonstrated in the 2035 Victor Valley Area Transportation Model. It is possible to phase the construction whereby the road is realigned and drainage facilities added in phase 1 and a future phase to add the remaining lanes occurs as future traffic demands. The phased approach is dependant on funding allocations.

5. Please install speed bumps to slow down the traffic. Currently traffic speeds at 70-80 miles per hour. Also please consider lighting.

A-Speed humps are not allowed on County public roads due to many safety factors and negative impacts to emergency response times. They are not an approved traffic control device. CHP enforcement and use of regulatory signs will be utilized. Funds for lighting are not available at this time and typically a lighting district would have to be formed to fund the on going maintenance. This can be explored by the County as the project moves forward.

6. The south part of the route that turns south onto Highway 138 should follow the railroad tracks until it gets close to the summit.

A-County will explore feasibility of this suggestion

7. There will be an increase in traffic flow when you double the lanes on Summit Valley Road. Highway 138 will not be able to support the increase in traffic. Why not reroute Summit Valley Road along the railroad tracks to keep the residents close to Highway 138 safe and protect the natural springs.

A-Project is needed due to future traffic and can be phased if funding is not available for ultimate widening. SR138 realignment has been design and is also awaiting funding for construction. The two projects will complete the system and handle the future traffic.

8. We would like Summit Valley Road to follow the railroad tracks all the way to Railroad Summit instead of turning and connecting with Highway 138 at the Silverwood Country Store. This would alleviate crossroads which would make it safer for the residents in the valley.

A-County will explore feasibility of this suggestion

### **Questions and Answers:**

1. Q- Will this project go in phases?

A- County will seek full funding however due to limited federal funds, a two lane project with grading for 4 lanes initially and then future funding for the remaining lanes may occur.

2. Q- Will traffic be permitted while under construction?

A- Yes

3. Q- Where will the water come from for dust control and construction?

A- Water Trucks or local source. Contractor will be required to develop a water supply for their operations.

4. Q- Do you know dirt quantities and where if any place you will put excess?

A- Not at this time. The project will try and balance cut and fills so no dirt is needed to import or dispose of. If the project generates excess dirt or a need to import, the contractors will be required to provide the dirt from their source or dispose of it. During construction, property owners may contact the contractor to negotiate with them directly.

5. Q- Is the County aware that there is a natural spring that will be disrupted with this project? This spring is about 1/2mile from the junction of Highway 138 and Summit Valley Road.

A- County will evaluate as part of the environmental studies and incorporate findings in final design as needed.

6. Q- During the construction of this Highway is the County planning to install water lines and sewer?

A- Not at this time. All utility agencies will be notified of the project and given the opportunity to install new or upgraded utilities during construction to avoid future trenching in the roadway.

7. Q- Will our property taxes be reassessed?

A-No, you may request a reassessment through the Assessor's office.

8. Q- Will the County be relocating the power lines?

A- If needed, power poles will be relocated to not conflict with road alignment changes.

9. Q- If the road must come, could we move the last two miles closer to the railroad tracks?

A- An alternative alignment will be reviewed for feasibility.

10. Q- Is this project the first requirement to move forward with the Rancho Las Flores development with consent from the residents?

A- No. This project has been master planned for many years as a needed project to provide an alternate route to the high desert communities in event that I-15 is closed and due to the growing population in the high desert area and Summit Valley area that commute to the valley areas. Future traffic based on current land use zoning shows a need for a widen roadway for area residents and for through traffic from Hesperia and Apple Valley and Lucerne.

11. Q- When do the residents get their voices heard on this project?

A- The meeting held on April 22, 2009 was the first of many for public input during the environmental process. Additional meetings are planned. The final environmental document will be circulated to the public for comments and submitted to the County Board of Supervisors for approval and comments by the public. Future phases which include approval of design and award of a contract are also subject to public Board of Supervisor approvals.