

## **Notice of Waste Discharge Requirements (WDR) Application Reception**

**File Number:** 362026-05

**Project Name:** SBD 138 Curve Revision (1M080)

**Received:** 1/22/2026

**Date Posted:** 1/29/2026

**End of 21 Day Public Comment Period:** 2/18/2026

**Project Location:** 34.323818° N, -117.454676° W

**Project City and County:** Near Hesperia, San Bernardino

**Applicant Organization:** California Department of Transportation

**Applicant Name:** Adam Compton

**Waterboard Staff:** TBA

### **Brief Description of Project:**

Project Description: The purpose is to reduce the frequency and severity of collisions on this segment of SR-138, to increase drainage capacity and improve climate resilience, and to bring this segment of SR-138 to current standards. The actual total Fatal + Injury (F+I) collision rate for this segment is approximately 4.5 times greater than the statewide average for similar facilities. Recent Traffic Accident Surveillance and Analysis System data has identified this location as one with a high concentration of run-off-the-road and cross-centerline collisions. The existing culvert was identified in the Caltrans adaptation priorities as being vulnerable to severe riverine flooding and wildfire associated with climate change.

Project Activities: The California Department of Transportation (Caltrans), District 8, proposes to realign State Route 138 (SR-138) from approximately 1.0 mile east of Interstate 15 (I-15) to just west of Hog Ranch Creek Bridge, near the City of Hesperia in San Bernardino County. The project limits extend from Post Mile (PM) T16.22 to R17.35. The realignment will revise the vertical and horizontal geometry to improve safety and reduce run-off-the-road and cross-centerline collisions. Project activities include: (1) realigning SR-138; (2) re-grading and reconstructing the existing asphalt concrete driveway at PM T16.27; (3) trenching approximately 10 feet deep to install a new 24- or 36-inch culvert perpendicular to SR-138 near PM T16.24; (4) modifying two existing culverts and adding one new culvert; (5) removing existing Metal Beam Guard Rail (MBGR) at the west end of the project and replacing it with Midwest Guardrail System (MGS) along both sides of the driveway intersection; and (6) installing concrete vegetation control under the new guardrail. Temporary Construction Easements (TCEs) are anticipated along both the north and south sides of the alignment. No water diversion will be required, as all in-channel work will occur during the dry season. Permanent impacts

total approximately 0.003 acres, and temporary impacts total approximately 0.11 acres, see attachment SWCB impact tab.