

RTIP ID# <i>(required)</i> SBD41339				
TCWG Consideration Date August 26, 2014				
Project Description <i>(clearly describe project)</i> The San Bernardino Associated Governments (SANBAG), in association with the California Department of Transportation (Caltrans), the County of San Bernardino, and the City of Colton, are proposing to improve traffic operations along Pepper Avenue at the I-10 Pepper Avenue Interchange in the City of Colton. The project would also correct mainline vertical clearance deficiencies by replacing the existing Pepper Avenue Bridge over I-10. The project vicinity is shown in Figure 1 . This proposed project is included in the Southern California Association of Governments (SCAG) 2013 Federal Transportation Improvement Program (FTIP) under project ID 20130102.				
Build Alternative The project proposes to add the following: a through lane between the EB and WB ramp intersections along the NB direction of Pepper Avenue, a dedicated left turn lane from Valley Boulevard to the EB ramp intersection along the SB direction of Pepper Avenue for vehicles entering the eastbound direction of I-10, and a left turn pocket along NB direction of Pepper for vehicles heading west on Valley Boulevard. The project would also extend the right turn pocket along the SB direction of Pepper Avenue from Valley Boulevard for vehicles entering WB I-10. The proposed improvements compared to the existing conditions are shown in Figure 2 . No new right of way would be required for the Build Alternative.				
Type of Project <i>(use Table 1 on instruction sheet)</i> Intersection channelization				
County San Bernardino		Narrative Location/Route & Postmiles 08-SBD-10-KP 32.5/34.4 (PM 20.1/22) Caltrans Projects – EA# 1E030		
Lead Agency: SANBAG				
Contact Person Philip Chu		Phone# 909-884-8276	Fax#	Email pchu@sanbag.ca.gov
Hot Spot Pollutant of Concern <i>(check one or both)</i> PM2.5 <input checked="" type="checkbox"/> PM10 <input checked="" type="checkbox"/>				
Federal Action for which Project-Level PM Conformity is Needed <i>(check appropriate box)</i>				
<input checked="" type="checkbox"/> Categorical Exclusion (NEPA)	EA or Draft EIS	FONSI or Final EIS	PS&E or Construction	Other
Scheduled Date of Federal Action: Sept 2014				
NEPA Assignment – Project Type <i>(check appropriate box)</i>				
Exempt		Section 326 –Categorical Exemption	<input checked="" type="checkbox"/> Section 327 – Non-Categorical Exemption	
Current Programming Dates <i>(as appropriate)</i>				
	PE/Environmental	ENG	ROW	CON
Start	1/11	1/14	9/14	9/15
End	9/14	3/15	3/15	9/16

Project Purpose and Need (Summary): *(attach additional sheets as necessary)*
 The purpose of the project is to improve traffic operations and vehicular flow along Pepper Avenue at the I-10 and Pepper Avenue Interchange. The City of Colton classifies Pepper Avenue as a major arterial and the City's General Plan lists it as a truck route. The existing I-10/Pepper Avenue Bridge has three 12-foot lanes (one lane each direction and shared left-turn lane) with 2-foot outside shoulders and no median. The primary vehicle and truck movements are: (1) from the EB off-ramp to NB Pepper Avenue and (2) from SB Pepper Avenue to the EB I-10 on-ramp. The Pepper Avenue Bridge is limited to a single lane in each direction, which causes operational issues when left-turn queues exceed the capacity of the turn lane block the through lanes. Trucks also utilizing Pepper Avenue especially overloads the single SB turn lane from the Bridge to the EB on ramp, backing up traffic across the Bridge and beyond to Valley Boulevard. Furthermore, the large radius needed for truck turns limits the storage capacity for SB vehicles between the EB and WB ramp intersections. As a result, excessive queuing and delay times occurs during most peak hours on both the EB off-ramps and on SB Pepper Avenue.

Surrounding Land Use/Traffic Generators *(especially effect on diesel traffic)*
 According to the City of Colton General Plan (West Valley Specific Plan), the land use designation directly adjacent to the project area is Hospitality Retail/Medical Support (HRM). The Arrowhead Regional (County) Hospital is located approximately 1000 feet north of the project and is considered a traffic generator. Further north, land uses aligning Pepper Avenue to the north are primarily residential.

The land use to the south is a railroad yard (UPRR) and vacant land. Primary access to the railroad yard is through Riverside Avenue, an arterial to the west of Pepper Avenue. Land uses to the south of the project do not generate traffic. Figure 3 shows the City of Colton Land Use plan in the project vicinity.

Click [here](#) for Google Map image of project site and surrounding vicinity.

Opening Year: Build and No Build LOS, AADT, % and # trucks, truck AADT of proposed facility

Build Alternative I-10 Pepper Bridge Replacement Project Limits 2015 AADT Estimate is 28,950 with a 5% truck percentage, or 1,448 Truck AADT.

No-Build Alternative I-10 Pepper Bridge Replacement Project Limits 2015 AADT Estimate 28,950, with a 5% truck percentage, or 1,448 Truck AADT.

Truck percentage is based on SBTAM Truck Percentage on Arterials for S. Pepper Ave, SANBAG I-10 Corridor Study, Iteris

RTP Horizon Year / Design Year: Build and No Build LOS, AADT, % and # trucks, truck AADT of proposed facility

Build Alternative I-10 Pepper Bridge Replacement Project Limits 2045 AADT Estimate is 36,410 with a 4% truck percentage, or 1,456 Truck AADT.

No-Build Alternative I-10 Pepper Bridge Replacement Project Limits 2045 AADT Estimate 36,410, with a 4% truck percentage, or 1,456 Truck AADT.

Truck percentage is based on SBTAM Truck Percentage on Arterials for S. Pepper Ave, SANBAG I-10 Corridor Study, Iteris

Opening Year: If facility is an interchange(s) or intersection(s), Build and No Build cross-street AADT, % and # trucks, truck AADT

<u>Year / Scenario</u>	<u>I-10 EB Ramps</u>	<u>I-10 WB Ramps</u>
Existing	13,840	14,850
2015 - No Build	14,137	15,543
2015 - Build	13,357	15,350
Truck Percentage*	5%	5%
Existing Truck	692	743
2015 – Truck No Build	706	777
2015 – Truck Build	668	768

* SBTAM Truck Percentage on Arterials for S. Pepper Ave, SANBAG I-10 Corridor Study, Iteris

RTP Horizon Year / Design Year: If facility is an interchange (s) or intersection(s), Build and No Build cross-street AADT, % and # trucks, truck AADT

<u>Year / Scenario</u>	<u>I-10 EB Ramps</u>	<u>I-10 WB Ramps</u>
Existing	13,840	14,850
2045 - No Build	16,630	19,190
2045 - Build	17,060	19,350
Truck Percentage*	4%	4%
Existing Truck	692	743
2045 – Truck No Build	665	767
2045 – Truck Build	682	774

* SBTAM Truck Percentage on Arterials for S. Pepper Ave, SANBAG I-10 Corridor Study, Iteris

Describe potential traffic redistribution effects of congestion relief (*impact on other facilities*)

Reconfiguring and adding lanes to intersections is not necessarily an action which will generate additional trips. There could be changes in number of vehicles entering and exiting Pepper, but the total peak period volume is not expected to change (i.e. 3 hours for AM and 4 hours for PM). The LOS and delay time at these intersections would be improved compared to the No Build alternative. Traffic volumes would decrease for the build scenario compared to the existing conditions. However, overall traffic volumes would increase by 2.5% for the build scenario compared to the no-build scenario in year 2045. The increase in traffic is due to future years and not the project itself. The purpose of the project is to improve traffic operations and does not include any traffic generators or sinks. Therefore the project will not increase traffic volumes or generate additional trips.

Comments/Explanation/Details (attach additional sheets as necessary)

The proposed project is within a nonattainment area for federal PM2.5 and PM10 standards. Therefore, per 40 CFR Part 93, analyses are required for conformity purposes. However, the EPA does not require hotspot analyses, qualitative or quantitative, for projects that are not listed in section 93.123(b)(1) as an air quality concern. The project does not qualify as a project of air quality concern (POAQC) because of the following reasons:

- The proposed project is not a new or expanded highway project. The proposed project would improve traffic operations and reduce delay along Pepper Avenue.
- The LOS conditions in the project vicinity with and without the proposed project as shown in the table below. The proposed project would result in improvements in LOS for the intersections within the project limits.

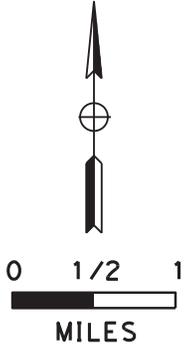
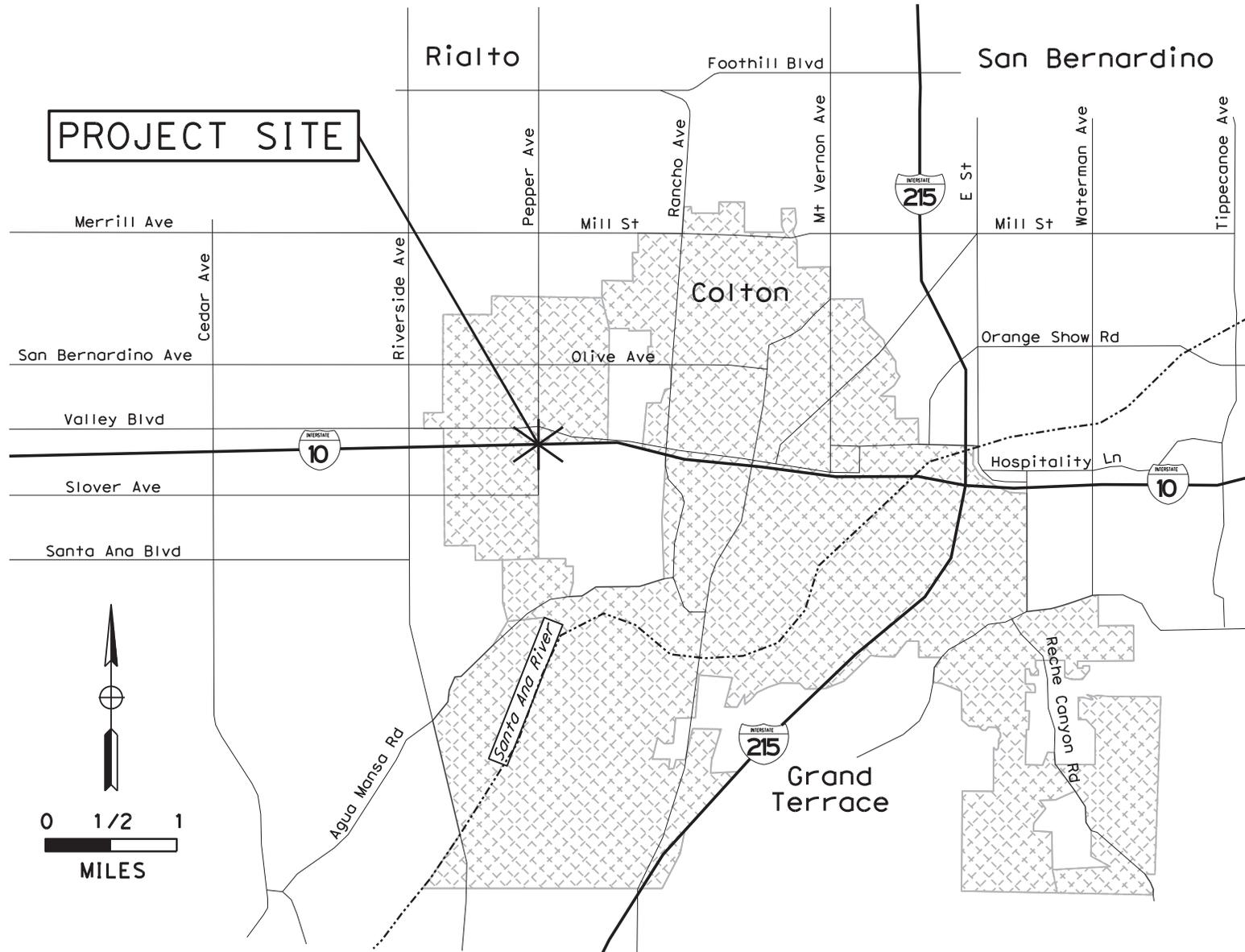
LOS (1)	Existing		No-build				With Improvements			
	2010		2015		2045		2015		2045	
	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM
West Valley Blvd	D (36.9)	C (26.5)	D (38.4)	C (24.7)	E (45.5)	D (44.7)	C (28.8)	C (27.0)	C (33.2)	D (37.4)
I-10 WB ramps	A (7.9)	A (6.7)	A (8.1)	A (7.4)	D (50.3)	D (41.7)	A (7.2)	A (6.2)	B (18.0)	B (12.6)
I-10 EB ramps	D (54.0)	E (78.0)	D (45.9)	D (43.2)	F (>100)	F (>100)	C (22.5)	C (23.2)	C (34.1)	D (41.5)

Note: (1) C (28.5) = level of service (average delay in seconds); based on HCM 2000 methodology

- The proposed project does not include the construction of a new bus or rail terminal.
- The proposed project does not expand an existing bus or rail terminal.
- The proposed project is not in or affecting locations, areas, or categories of sites that are identified in the PM2.5 and PM10 applicable implementation plan or implementation plan submission, as appropriate, as sites of violation or possible violation.

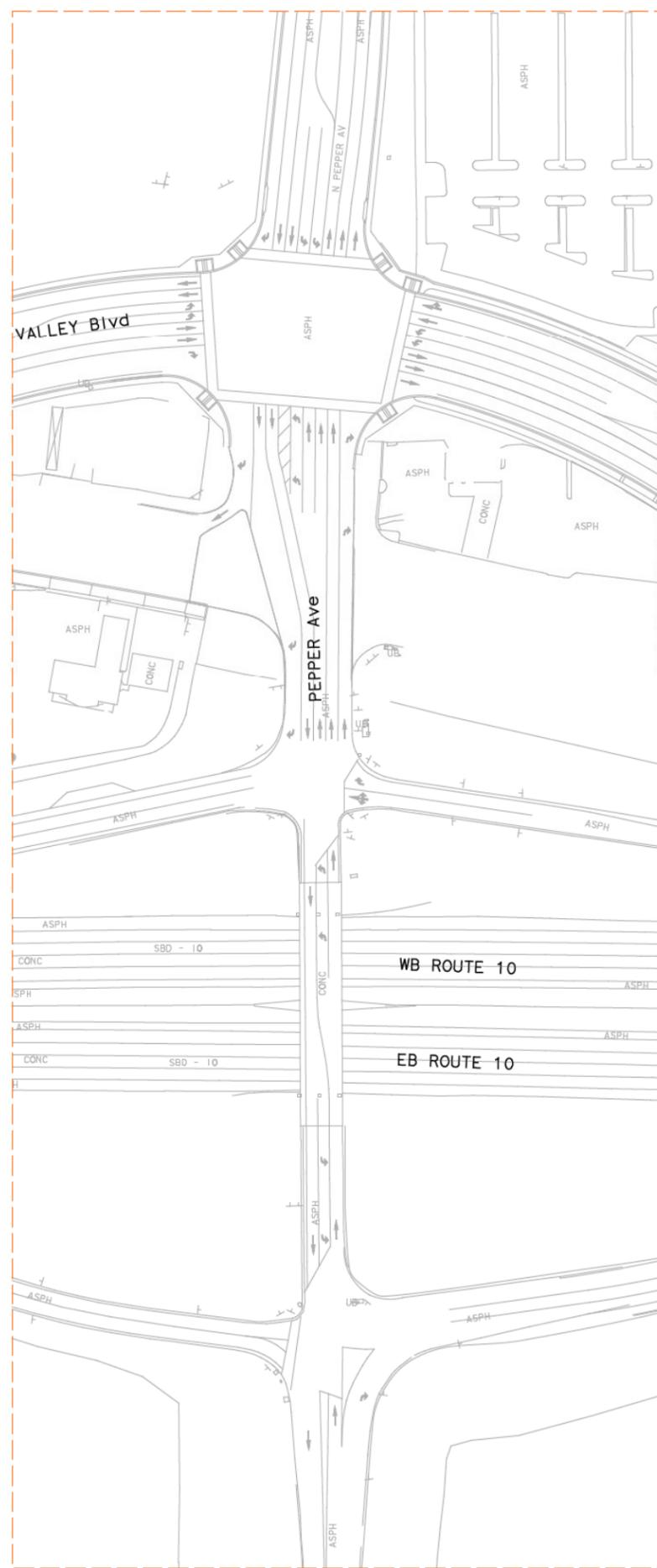
Therefore, the proposed project meets the CAA requirements and 40 CFR 93.116 without any explicit hot-spot analysis. The proposed project would not create a new, or worsen an existing, PM10 or PM2.5 violation.

PROJECT SITE

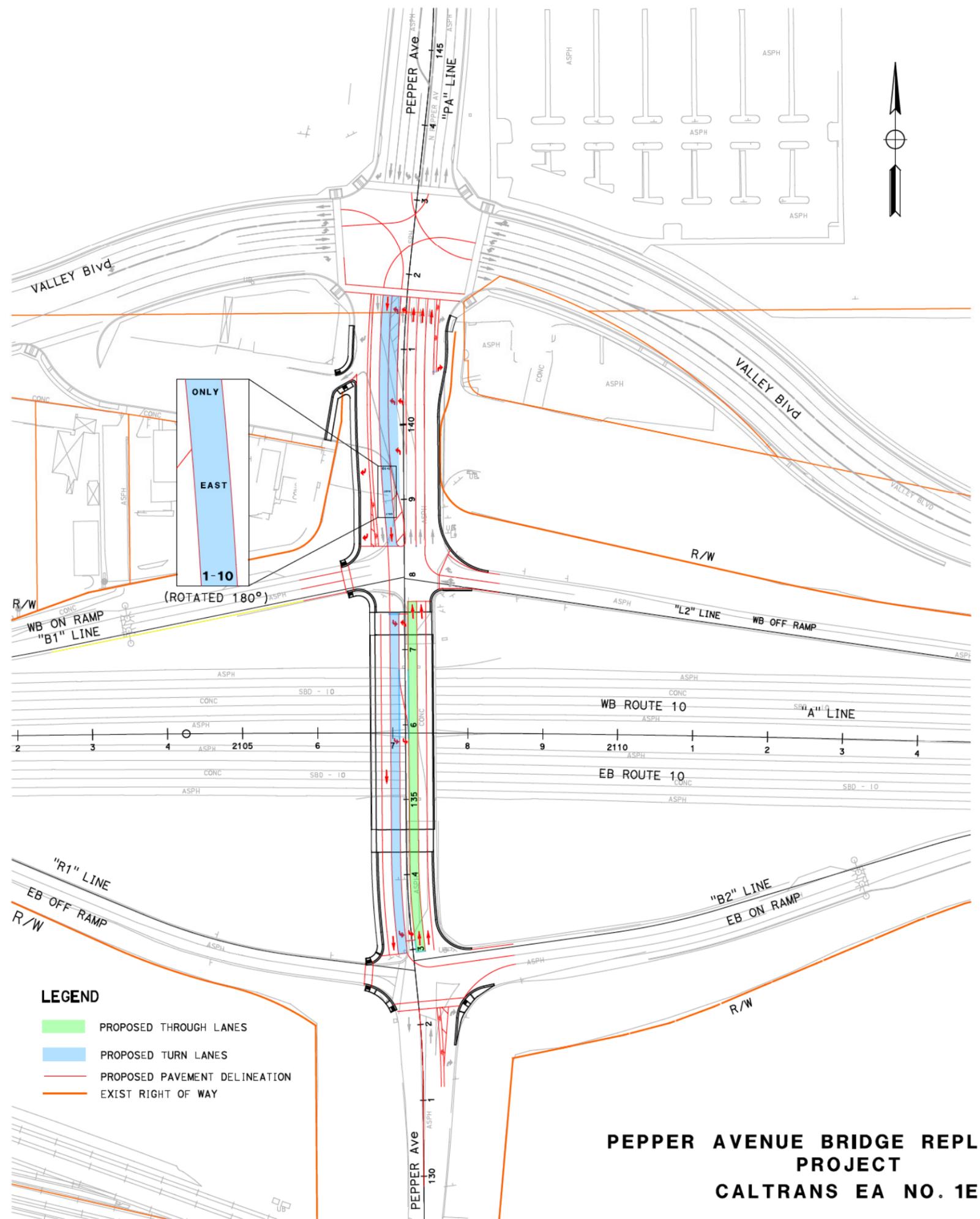


I-10/PEPPER AVE

LOCATION MAP



EXISTING CONDITIONS (TOPO)



- LEGEND**
- PROPOSED THROUGH LANES
 - PROPOSED TURN LANES
 - PROPOSED PAVEMENT DELINEATION
 - EXIST RIGHT OF WAY

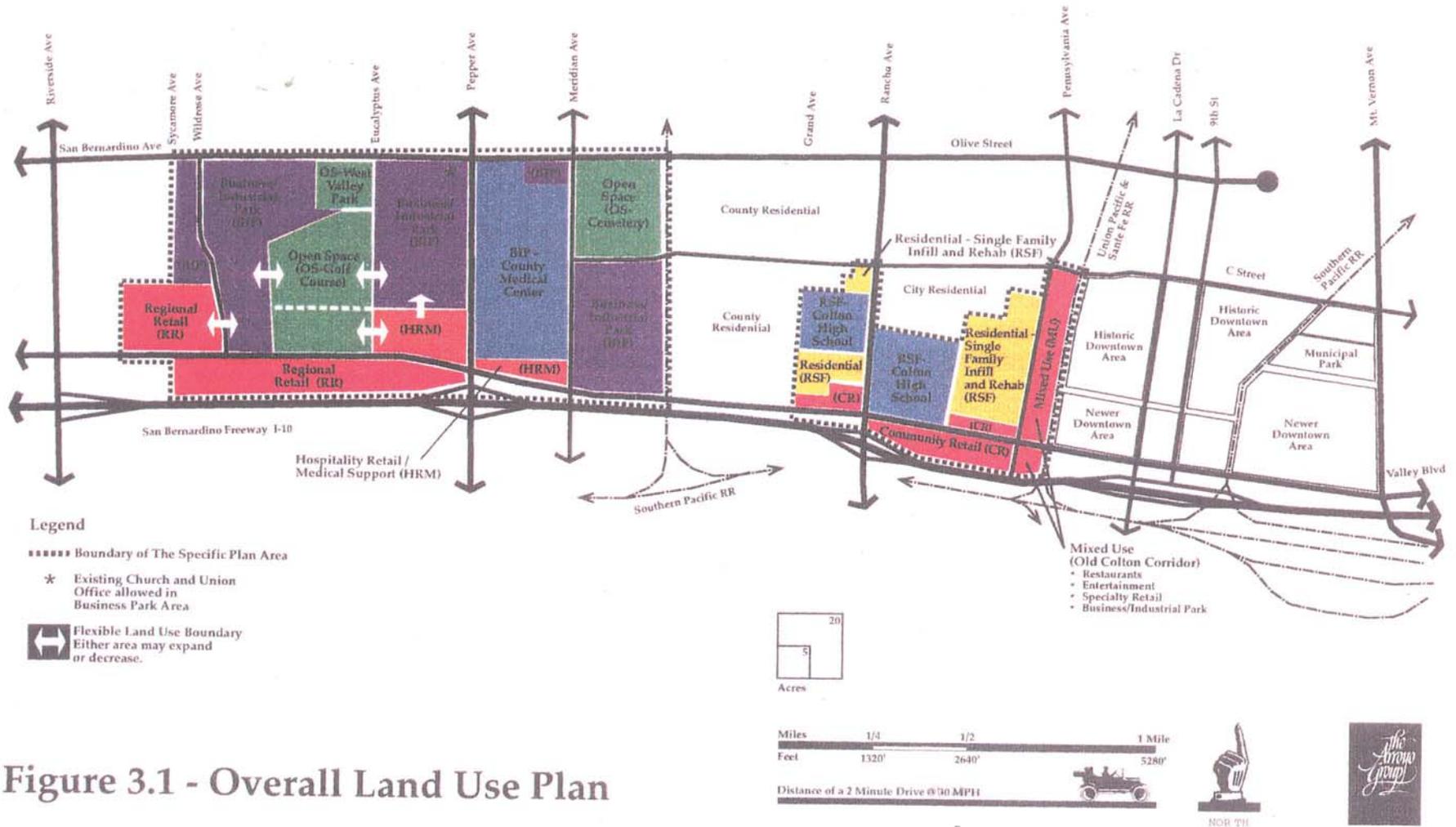


Figure 3.1 - Overall Land Use Plan