FTIP ID# *(required)*: 20040210

TCWG Consideration Date: January 25, 2011

Project Description *(clearly describe project)*

The County of San Bernardino (County), in coordination the California Department of Transportation (Department), proposes to widen and realign Summit Valley Road in unincorporated San Bernardino County just south of the City of Hesperia, California. Summit Valley Road is located east of Interstate 15 (I-15) in the Cajon Pass from State Highway 138 running north and east to Ranchero Road, Township 3 North, Ranges 4 and 5 West, San Bernardino Base and Meridian. The proposed project is approximately 7.5 miles in length. Within the project limits, the existing Summit Valley Road is a conventional two-lane undivided highway, with one 12-foot lane in each direction, and two- to four-foot non-standard shoulders. Summit Valley Road in the project area is proposed to be improved by the addition of one lane to both directions from SH-138 in unincorporated San Bernardino County to Ranchero Road in Hesperia. Figures 1-1 and 1-2 show the project vicinity and location.

The Build Alternative involves the widening and realignment of Summit Valley Road, from SR-138 within the County of San Bernardino to Ranchero Road within the City of Hesperia. The Build Alternative would consist of constructing four 12-foot lanes of traffic with a 12-foot painted median, 10-foot shoulders, and 5-foot unpaved sidewalks within a 12-foot parkway, for a total width of 104 feet. These design improvements will provide additional passing zones where traffic may pass slower vehicles more safely. In addition, the project will employ operational improvements that promote safety and congestion relief.

Right-of-way acquisition will be required over the full limits of the project. Right-of-way along the project limits could vary, with a minimum width of 104 feet.

Type of Project *(use Table 1 on instruction sheet)*

Roadway realignment

County	**Narrative Location/Route & Postmiles:**
San Bernardino	From State Highway 138 running north and east to Ranchero Road, Township 3 North, Ranges 4 and 5 West, San Bernardino Base and Meridian. See attached Figure 1-1; No postmiles. **Caltrans Projects – EA#** None; **Federal Project #** PLHL04 – 5954 (101)

Lead Agency: County of San Bernardino

Contact Person	**Phone#**	**Fax#**	**Email**
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Hot Spot Pollutant of Concern *(check one or both)* **PM2.5** **PM10 X**

Federal Action for which Project-Level PM Conformity is Needed *(check appropriate box)*

Categorical Exclusion (NEPA)		**EA or Draft EIS**	**FONSI or Final EIS**	**PS&E or Construction**	**Other**
	X				

Scheduled Date of Federal Action: 2011

NEPA Delegation – Project Type *(check appropriate box)*

Exempt	**Section 6004 – Categorical Exemption**		**Section 6005 – Non-Categorical Exemption**
		X	

Current Programming Dates *(as appropriate)*

	PE/Environmental	**ENG**	**ROW**	**CON**
Start	2004	2004	2008	2011
End	2011	2011	2011	2011

Project Purpose and Need (Summary): *(attach additional sheets as necessary)*

The purpose of the proposed widening of Summit Valley Road is to relieve traffic congestion of area roadways and improve traffic safety. By 2030 it is predicted that the intersections of Summit Valley Road with SR-138 and with Ranchero Road will operate at level of service (LOS) F in both the AM and PM peak hours under the No-Build condition. In addition, SR-138 is predicted to operate at LOS F in 2030 under the No-Build condition.

As stated above under Project Description, Summit Valley Road currently consists of two lanes of traffic, one lane in each direction. The proposed improvement will consist of four lanes of traffic with a 12-foot-wide painted median, 10-foot-wide shoulders, and 5-foot-wide unpaved sidewalks within a 12-foot-wide parkway for a total of 104 feet of total roadway width. The project will relieve traffic congestion on area roadways by providing alternative access between the Inland Valleys and the High Desert, should I-15 be closed temporarily. The existing two lane road is narrow and has significant constraints of vertical alignment and horizontal curves. The project will mitigate these constraints.

Additionally, significant sections between State Highway 138 and Hesperia City Limits of the current road are striped and signed for no passing, providing few opportunities for vehicles to pass safely. Design improvements will provide additional passing zones where traffic may pass slower vehicles more safely. The numbers of traffic collisions that occur on an annual basis significantly exceed similarly sized rural roadways. Improvements are anticipated to significantly reduce the number of traffic collisions that occur annually which will result in a measurable reduction in the loss of property, injury or life.

Improvements to Summit Valley Road will result in additional benefits for the area. Recreational tourism would be enhanced, and access for diverse destinations such as the Silverwood Lake recreational area and the mountain communities from the High Desert will be easier and safer with proposed improvements.

Surrounding Land Use/Traffic Generators *(especially effect on diesel traffic)*

Overall, the project area is rural and undeveloped in character and is sparsely populated. Land uses along the proposed project alignment include single family and rural residential, community industrial and institutional uses.

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

Opening Year 2011 Traffic Volumes and Level of Service Data

	No Build Alternative				Build Alternative			
Roadway Segment	**Total AADT**	**Truck %**	**Tuck AADT**	**LOS**	**Total AADT**	**Truck %**	**Tuck AADT**	**LOS**
Summit Valley Road, south of Ranchero Rd	4,950	2%	99	A	4,950	2%	99	A
Summit Valley Road, north of SR-138	4,100	2%	82	A	4,100	2%	82	A

Source: Intueor Consulting, May 2010.

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

Design Year 2030 Traffic Volumes and Level of Service Data

Roadway Segment	No Build Alternative				Build Alternative			
	Total AADT	Truck %	Tuck AADT	LOS	Total AADT	Truck %	Tuck AADT	LOS
Summit Valley Road, south of Ranchero Rd	10,700	2%	214	D	10,700	2%	214	A
Summit Valley Road, north of SR-138	7,550	2%	151	B	7,550	2%	151	A

Source: Intueor Consulting, May 2010.

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

Facility is not an interchange or intersection.

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

Facility is not an interchange or intersection.

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

The Build Alternative proposes to widen Summit Valley Road from two lanes to four lanes, doubling the capacity of the roadway. Capacity-increasing improvements on existing roadways typically have the potential to influence growth or traffic redistribution. However, facility improvements are not anticipated to result in any meaningful traffic growth or redistribution effects because no practicable alternative roads exist that run parallel to the roadway alignment for the improved facility to attract traffic from. This particular roadway is located in a predominantly rural area that lacks infrastructure to support a substantial amount of growth, and is fairly remote from job and population centers.

County land plans do not provide for intense land development in this area. The Build Alternative does not propose any new roadway facilities which would provide new access to the area. Physical constraints, such as mountainous areas along the northern side of the roadway and the railroad, prevent new roadway facilities from being built in this area. Based on these factors, the Build Alternative would have low potential to influence growth or traffic redistribution in the area.

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

"Any expanded highway project that primarily services gasoline vehicle traffic (i.e., does not involve a significant number or increase in the number of diesel vehicles), including such projects involving congested intersections operating at Level-of-Service D, E, or F," was provided as an example of a project that is not a Project of Air Quality Concern (POAQC) in the March 2006 Final Rule.

The EPA's March 2006 guidance document *Transportation Guidance for Qualitative Hot-spot Analysis in PM2.5 and PM10 Nonattainment and Maintenance Areas* references a two step criteria to identify "a significant volume of diesel truck traffic." The first criterion is facilities with greater than 125,000 AADT volumes. If the first criterion is met, the second criterion is that 8 percent or more of said traffic volumes (i.e., 10,000 vehicles or more) are diesel truck traffic volumes.

With respect to traffic volumes along the project limits of Summit Valley Road, both opening year (2011) and design year (2030) AADT volumes are forecast to be below the above-mentioned screening-level threshold criteria of 125,000 total AADT traffic volumes. In addition, truck AADT volumes are anticipated to be well below 10,000 at design year 2030; and, there would be no change in truck AADT volumes under the Build Alternatives when compared to No-Build.

According to the Transportation Conformity Guidance for Qualitative Hot-spot Analyses in PM2.5 and PM10 Nonattainment and Maintenance Areas, this project is not a project of air quality concern under 40 CFR 93.123(b)(1)(I) and (ii):

The project site is not in or affecting an area or location identified in any PM10 implementation plan. The immediate project area is not considered to be a site of violation or possible violation.

Project site is within the Mojave Desert Air Basin (MDAB) which is classified as Attainment/Unclassified for PM2.5 Federal Ambient Air Quality Standards.

References

Federal Highway Administration and U.S. Environmental Protection Agency. 2006. *Transportation Conformity Guidance for Qualitative Hot-spot Analyses in PM2.5 and PM10 Nonattainment and Maintenance Areas*. March.

Federal Highway Administration and U.S. Environmental Protection Agency. 2010. *Transportation Conformity Guidance for Quantitative Hot-spot Analyses in PM2.5 and PM10 Nonattainment and Maintenance Areas*. December.

Intueor Consulting. 2010. *Summit Valley Road Widening Project Draft Traffic Study Report*. May.