RTIP ID# *(required)* SBD20040826 and SBD200619

TCWG Consideration Date August 25, 2009

Project Description *(clearly describe project)*
A railroad grade separation at the intersection of Glen Helen Parkway and the Union Pacific (UP) and Burlington Northern Santa Fe (BNSF) railroads (project) is proposed by the County of San Bernardino. The grade separation would widen the existing Glen Helen Parkway from two lanes (one in each direction) to accommodate four traffic lanes (two in each direction). The proposed widening of Glen Helen Parkway would extend from Glen Helen Road at STA 10+00 to Cajon Boulevard at STA 45+00 (Locally Preferred Alternative) with a project length of 3,500 feet. In addition to the grade separation, the project will include replacement of an undersized bridge for Glen Helen Parkway over Cajon Wash and the realignment of the Glen Helen Parkway/Cajon Boulevard intersection to a T-intersection to eliminate the existing skewed approach. The bridge replacement on Glen Helen Parkway over the Cajon Wash would be widened from two lanes (one in each direction) to four lanes (two lanes in each direction).

Only one design alternative is proposed – selected as the locally preferred alternative. Access to the remaining parcels along Glen Helen Parkway would be accommodated by a new loop exit on the south side of the railroad tracks and utilization of existing Glen Helen Parkway on the north side of the railroad tracks.

The objective of the project design is to reduce impacts to the FedEx parcel on the east side of the proposed alignment and therefore stays on the east side of the parcel as much as possible. The proposed alignment angles east across Cajon Wash and follows the County/City boundary and curves east and proceeds perpendicular to its intersection with Cajon Boulevard. The northern portion of the alignment cuts through the County of San Bernardino and terminates at Cajon Road in the City of San Bernardino. Grades for the alignment approaching the intersection will range from three to six percent The bridge replacement over Cajon Wash would begin at STA 20+00 and ending at STA 25+00 for a total length of 500 feet.

Type of Project *(use Table 1 on instruction sheet)*
Change to a regionally significant street (Capacity increasing grade separation)

County	**Narrative Location/Route & Postmiles** Devore area of San Bernardino
San Bernardino	**Caltrans Projects – Federal Project No.:** BRLS-5954(108) 08-925051L

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** x **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:

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	2006/07	2006/07	2008/09	2009/10
End	2009/10	2009/10	2009/10	2010/11

Project Purpose and Need (Summary): *(attach additional sheets as necessary)*
The proposed Glen Helen Parkway Grade Separation project is needed to improve capacity and safety within the project limits (Glen Helen Parkway between Glen Helen Road and Cajon Boulevard). Before and after entertainment events at the Hyundai Pavilion at Glen Helen (in Glen Helen Regional Park), traffic backs up along Glen Helen Parkway when event attendees enter and exit the park. This traffic backup creates the potential for conflicts with the UPRR and BNSF Railroad operations to the north of Glen Helen Regional Park.

In addition, the bridge over Cajon Wash for Glen Helen Parkway is undersized. During heavy rain storms, the Wash exceeds the capacity of the bridge and flows over Glen Helen Parkway in a depressed area in the roadway. This flow over the roadway creates a safety hazard. During regular seasonal flows, the design of the bridge creates scour downstream on the western bank, which is undermining the reserve parking area for Glen Helen Regional Park. Therefore, re-design of the bridge will enhance safety for Glen Helen Parkway and assist in the protection of the Park.

Therefore, the proposed project will address safety issues on Glen Helen Parkway associated with the at-grade railroad crossing and the bridge over Cajon Wash.

Surrounding Land Use/Traffic Generators *(especially effect on diesel traffic)*
Surrounding land uses within the project vicinity include single-family residential, office, commercial, recreational, and open space. The proposed Glen Helen Parkway Grade Separation would not generate additional traffic.

Opening Year: Build and No Build LOS, AADT, % and # trucks, truck AADT of proposed facility
Glen Helen Parkway/Devore Road

Existing (2009), AADT = 4,200, Truck ADT = 210 (5%), LOS = B

RTP Horizon Year / Design Year: Build and No Build LOS, AADT, % and # trucks, truck AADT of proposed facility
Glen Helen Parkway/Devore Road

No Build (2035), AADT = 23,900, Truck ADT = 1,195 (5%), LOS = F

Preferred Alternative (2035), AADT = 23,900, Truck ADT = 1,195 (5%), LOS = C

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

Existing (2009), AADT = 4,900, Truck ADT = 441 (9%), LOS = B

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
Cajon Boulevard

No Build (2035), AADT = 22,000, Truck ADT = 1,980 (9%), LOS = F

Alt 1 (2035), AADT = 22,000, Truck ADT = 1,980 (9%), LOS = C

Alt 2 (2035), AADT = 22,000, Truck ADT = 1,980 (9%), LOS = C

Describe potential traffic redistribution effects of congestion relief *(impact on other facilities)*
Traffic patterns will change slightly due to the proposed reconfiguration at the Glen Helen Parkway/Devore Road and Cajon Boulevard intersection. However, the proposed project would not increase the traffic volumes within the project area.

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

The proposed project is within a nonattainment area for federal $PM_{2.5}$ and PM_{10} standards. Therefore, per 40 CFR Part 93 analyses are required for conformity purposes. However, the EPA does not require hot-spot 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:

i. The proposed project is not a new or expanded highway project. The proposed project is a grade separation project that increases the capacity of Glen Helen Parkway. This type of project improves roadway operations by reducing traffic congestion and improving traffic operations. Based on the *Traffic Impact Analysis* (Urban Crossroads, June 2009), the proposed project would increase the capacity of Glen Helen Parkway. However, as shown in Table E, the traffic volumes in the project area would not exceed the 125,000 average daily trips or 10,000 average daily truck trip thresholds for a POAQC. In addition, the proposed project would not increase the traffic volumes along the roadways within the project vicinity.

ii. The proposed project does not affect intersections that are at level of service (LOS) D, E, or F with a significant number of diesel vehicles. Based on the *Traffic Impact Analysis*, the proposed project would reduce the delay and improve the LOS at intersections within the project vicinity. The LOS conditions in the project vicinity with and without the proposed project are shown in Tables F and G.

iii. The proposed project does not include the construction of a new bus or rail terminal.

iv. The proposed project does not expand an existing bus or rail terminal.

v. The proposed project is not in or affecting locations, areas, or categories of sites that are identified in the $PM_{2.5}$ and PM_{10} applicable implementation plan or implementation plan submission, as appropriate, as sites of violation or possible violation.

Therefore, the proposed project meets the Clean Air Act requirements and 40 CFR 93.116 without any explicit hot-spot analysis. The proposed project would not create a new, or worsen an existing, PM_{10} or $PM_{2.5}$ violation.

Table E: 2035 Average Daily Traffic Volumes (Total AADT/Truck AADT)

Roadway Link	Without Project Traffic Volumes	Alternative 1 Traffic Volumes	Alternative 2 Traffic Volumes
Glen Helen Parkway between 1-15 NB Ramps and Cajon Boulevard	23,900 (1,195)	23,900 (1,195)	23,900 (1,195)
Devore Road north of I-215	20,300 (1,015)	20,300 (1,015)	20,300 (1,015)
Cajon Boulevard	22,000 (1,980)	22,000 (1,980)	22,000 (1,980)

Source: *Traffic Operations Analysis*, Urban Crossroads, June 2009.
AADT = Annual Average Daily

Table F: 2035 without Project Intersection LOS

	Intersection	AM Peak Hour		PM Peak Hour	
		Delay (sec)	LOS	Delay (sec)	LOS
1.	I-15 SB Ramps/Glen Helen Parkway	-	F	-	F
2.	I-15 NB Ramps/Glen Helen Parkway	24.7	C	-	F
3.	I-215 SB Ramps/Cajon Boulevard	13.7	C	-	F
4.	Devore Road/I-215 NB Ramps	-	F	-	F
5.	Devore Road/Cajon Boulevard	-	F	-	F
6.	Cajon Boulevard/Glen Helen Parkway	Intersection does not exist			

Source: *Traffic Impact Analysis*, Urban Crossroads, June 2009.

Table G: 2035 with Proposed Project Intersection LOS

	Intersection	AM Peak Hour		PM Peak Hour	
		Delay (sec)	LOS	Delay (sec)	LOS
1.	I-15 SB Ramps/Glen Helen Parkway	13.0	B	24.0	C
2.	I-15 NB Ramps/Glen Helen Parkway	11.1	B	15.8	B
3.	I-215 SB Ramps/Cajon Boulevard	13.2	B	29.2	C
4.	Devore Road/I-215 NB Ramps	24.9	C	34.7	C
5.	Devore Road/Cajon Boulevard	25.5	C	27.6	C
6.	Cajon Boulevard/Glen Helen Parkway	18.7	C	29.1	C

Source: *Traffic Impact Analysis*, Urban Crossroads, June 2009.