

RTIP ID# <i>(required)</i> 200451 (2006 RTIP)				
TCWG Consideration Date: June 24, 2008				
Project Description <i>(clearly describe project)</i> The proposed project would 1) widen the segment of United States Highway 395 (US-395) that extends from PM 4.0 (KP 6.41) to PM 19.3 (KP 31.1) approximately 2.68 meters in each direction to accommodate two 3.6-meter lanes, a 2.4-meter shoulder in each direction, and a 4.2-meter two-way-left-turn lane in the median; 2) widen the existing single span California Aqueduct Bridge (Br. 54-0829 L/R) and Joshua Wash Bridge (Br. 54-0524) to accommodate roadway improvements; and 3) realign the intersection at Adelanto Road from its existing acute angle intersection of approximately 15 degrees to a right angle (90 degrees) intersection. A project alternative is also under consideration that is essentially the same as the previously described alternative, but would realign US-395 at several locations between Hollister Road and Coronado Avenue. The project location is shown in Figures 1 and 2, which are attached hereto. Typical cross section drawings for the two Build Alternatives are provided in Figures 3 and 4, which are attached hereto.				
Type of Project <i>(use Table 1 on instruction sheet)</i> Change to existing state highway; Roadway realignment				
County San Bernardino	Narrative Location/Route & Postmiles: US-395 in San Bernardino County, from PM 4.0 (KP 6.41) to PM 19.3 (KP 31.1). Caltrans Projects – EA# 0F630K			
Lead Agency: Caltrans				
Contact Person Tony Louka	Phone# 909-383-6385	Fax# 909-383-5975	Email tony_louka@dot.ca.gov	
Hot Spot Pollutant of Concern <i>(check one or both)</i> PM2.5 PM10 <input checked="" type="checkbox"/>				
Federal Action for which Project-Level PM Conformity is Needed <i>(check appropriate box)</i>				
<input type="checkbox"/> Categorical Exclusion (NEPA)	<input checked="" type="checkbox"/> EA or Draft EIS	<input type="checkbox"/> FONSI or Final EIS	<input type="checkbox"/> PS&E or Construction	<input type="checkbox"/> Other
Scheduled Date of Federal Action:				
NEPA Delegation – Project Type <i>(check appropriate box)</i>				
<input type="checkbox"/> Exempt	<input type="checkbox"/> Section 6004 – Categorical Exemption	<input checked="" type="checkbox"/> Section 6005 – Non-Categorical Exemption		
Current Programming Dates <i>(as appropriate)</i>				
	PE/Environmental	ENG	ROW	CON
Start				
End				

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

Within the project limits, US-395 is generally a two-lane conventional highway with one 3.6-meter lane and 1.5-meter shoulder in each direction. Although the terrain is relatively flat with ample visibility, passing opportunities are severely restricted by the large volumes of traffic and the large percentage of truck traffic that circulate along this corridor. Although the approaches to major intersections have already been improved to provide exclusive left turn lanes, two lanes for through traffic, and dedicated right turn lanes at various locations, the unimproved segments between these major intersections are still major impediments to the efficient flow of traffic. With a year 2007 Average Daily Traffic (ADT) volume of 28,500 vehicles per day and peak hourly volumes of 2,510 vehicles per hour, the US-395 segment between PM 3.98 and PM11.18 (southern portion of project limits) operates at Level of Service (LOS) F during peak periods. US-395 between PM 11.18 and PM 19.33 (northern portion of project limits), operates at capacity or, LOS E. Operating conditions on both segments are expected to continue to deteriorate as traffic demand increases from the growth and development taking place along the corridor. In order to improve the operational efficiency of the corridor, it is necessary that the facility be improved to develop the capacity necessary to maintain a desirable LOS, and to improve passing opportunities to minimize traffic conflicts.

In addition, traffic safety is of particular concern. Between May 31, 2003, and May 31, 2006, there were 419 accidents reported on this stretch of highway, resulting in 15 fatal and 95 injury accidents. Rear-end, broadside, and sideswipes caused the majority of the accidents. Without significant and timely improvements regional and inter-regional travel along this corridor will be severely compromised.

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

Adjacent land uses along the project limits of US-395 (PM 4.0 to PM 19.3) consists primarily of rural and suburban residential, with some commercial, industrial and utility uses. Development is generally sparse throughout the project limits, with the most intense area of development situated along an approximately 1.6-mile stretch where the alignment traverses the City of Adelanto, between Air Base Road and Auburn Avenue.

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

Traffic Data/Roadway Segment	No Build Forecast (2014)	Build Alternatives Forecast (2014)
Average Daily Traffic (ADT)		
PM 3.98/11.18	32,200	32,200
PM 11.18/19.33	21,000	21,000
Truck ADT		
PM 3.98/11.18	7,084	7,084
PM 11.18/19.33	3,780	3,780
Percent Truck Traffic in ADT		
PM 3.98/11.18	22	22
PM 11.18/19.33	18	18
Level of Service (LOS)		
PM 3.98/11.18	F	C
PM 11.18/19.33	E	B

Source: Caltrans District 8 Office of Forecasting, December 2007.

RTP Horizon Year / Design Year: Build and No Build LOS, AADT, % and # trucks, truck AADT of proposed facility		
Traffic Data/Roadway Segment	No Build Forecast (2035)	Build Alternatives Forecast (2035)
Average Daily Traffic (ADT)		
PM 3.98/11.18	46,200	46,200
PM 11.18/19.33	39,000	39,000
Truck ADT		
PM 3.98/11.18	10,164	10,164
PM 11.18/19.33	7,800	7,800
Percent Truck Traffic in ADT		
PM 3.98/11.18	22	22
PM 11.18/19.33	20	20
Level of Service (LOS)		
PM 3.98/11.18	F	E
PM 11.18/19.33	F	C
Source: Caltrans District 8 Office of Forecasting, December 2007.		
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 (<i>impact on other facilities</i>)		
Facility improvements are not anticipated to result in any traffic redistribution effects, as no practicable alternatives exist that run parallel to the project alignment. Facility improvements would relieve congestion when compared to the no-build alternative. LOS would improve from F to C/E during horizon year 2035.		

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

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 US-395, both opening year (2014) and horizon year (2035) AADT volumes are forecast to be below the above-mentioned screening-level threshold criteria of 125,000 total AADT traffic volumes. As such, the project does not have potential to result in a substantial number of diesel vehicles within the project area (i.e., the project limits of US-395 from post mile 4.0 to 19.3).

According to the Transportation Conformity Guidance for Qualitative Hot-spot Analyses in PM2.5 and PM10 Nonattainment and Maintenance Areas (page 25), 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.