

RTIP ID# 49750				
Project Description Widen the existing ramps and construct auxiliary lanes on Interstate 10 (I-10) in the eastbound (EB) and westbound (WB) directions at Cherry, Cedar Avenue interchanges, the eastbound (EB) direction at the Citrus Avenue interchange. This project is located in San Bernardino County from 0.5 mi east of the Etiwanda Avenue overcrossing in the city of Fontana to 0.9 mi west of the Riverside Avenue overcrossing in the city of Rialto. Right of way acquisition will not be needed, but will require acquisition of temporary construction easement from the railroad.				
Type of Project Change to existing state highway				
County SBd	Narrative Location/Route & Postmiles I-10/ PM 12.0 – 19.78 Caltrans Projects – EA# 49750			
Lead Agency: Caltrans				
Contact Person Tony Louka	Phone# (909) 383-6385	Fax# (909) 383-6494	Email Tony_louka@dot.ca.gov	
Hot Spot Pollutant of Concern PM2.5 X PM10 X				
Federal Action for which Project-Level PM Conformity is Needed <i>(check appropriate box)</i>				
<input checked="" type="checkbox"/> Categorical Exclusion (NEPA)	<input 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: 11/15/07				
NEPA Delegation - Project Type				
<input type="checkbox"/> Excluded	<input checked="" type="checkbox"/> Section 6004-NEPA Categorical Exclusions (CEs)	<input type="checkbox"/> Section 6005- All NEPA document types (i.e. CEs, EAs, EIS)		
Current Programming Dates <i>as appropriate</i>				
	PE/Environmental	ENG	ROW	CON
Start				12/09
End	1/1/08			
Project Purpose and Need (Summary): The limited storage capacity and the lack of auxiliary lanes in conjunction with high traffic volume results in traffic congestion that extends over the mainline during peak hour periods. Accident rates at most of the ramps within project limits are higher than the statewide average. Unless additional storage capacity is provided, congestion, delays, as well as the incidence of congestion related accidents are expected to increase as traffic demand increases.				

Surrounding Land Use/Traffic Generators

I-10 is federal functionally classified as a Rural/Urban Principal Arterial. It is part of the:

- **National Highway System (NHS).**
- **Surface Transportation System.**
- **California Freeway and Expressway System.**
- **“Rural and Single Routing System” identified by the Military Traffic Management Command Transportation Engineering Agency (MTMCTEA) to meet the most urgent national defense needs.**

The District 8 segment of I-10 is a major link for surface transportation between the metropolitan areas of Southern California, San Bernardino, Riverside, low desert areas, and the State of Arizona. Ontario International Airport is accessible thru this route and it is part of the major circulation system in District 8 that provides continuity and mobility to:

- **Interstates 15 and 215, and State Routes 330, 30, and 60 in urban areas.**
- **State Routes 111, 62, 177, 78, and 95 in rural desert areas.**

State Routes 210 and 60 provide parallel services in the vicinity of the project location. The primary purpose of I-10 is to provide for the safe and efficient, interstate and interregional movement of people and goods. Additionally, it also provides an important east/west urban corridor and commuter route for local and intra-regional travel. During weekdays, local and/or commuter travel results in heavy traffic flow on the interstate. It also serves heavy recreational traffic during weekends and major holidays due to nearby resort locations in the mountains and desert areas.

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

FOR NO-BUILD AND BUILD

PM 12.0/ 13.17 (Etiwanda Ave. to Cherry Ave.)	Year 2007	Year 2011	Year 2030
Average Daily Traffic (ADT)	227600	234300	268500
EB PM Peak Hour Volume (PHV)	8217	8750	11814
EB level of Service (LOS)	E	F	F
%/# of Trucks in ADT	11.0/25000	11.0/25800	11.0/29500
EB %/# of Trucks in PH	7.0/575	7.0/612	7.0/826
PM 13.3/15/18 (Cherry Ave. to Citrus Ave.)	Year 2007	Year 2011	Year 2030
Average Daily Traffic (ADT)	218700	225500	261000
EB/WB PM Peak Hour Volume (PHV)	7936/6494	8464/6926	11484/9396
EB/WB level of Service (LOS)	E/D	F/D	F/F
%/# of Trucks in ADT	11.0/24060	11.0/24800	11.0/28710
EB %/# of Trucks in PH	7.0/555	7.0/592	7.0/803
WB %/# of Trucks in PH	7.0/454	7.0/484	7.0/657
PM 16.22/R18.49 (Sierra Ave. to Cedar Ave.)	Year 2007	Year 2011	Year 2030
Average Daily Traffic (ADT)	212200	217300	242800
EB PM Peak Hour Volume (PHV)	7870	8354	11082
EB level of Service (LOS)	E	E	F
%/# of Trucks in ADT	11.0/23340	11.0/23907	11.0/26700
EB %/# of Trucks in PH	7.0/550	7.0/584	7.0/775
R18.49/19.78 (Cedar Ave. to W/O Riverside Ave.)	Year 2007	Year 2011	Year 2030
Average Daily Traffic (ADT)	206000	210000	230200
WB PM Peak Hour Volume (PHV)	6300	6678	8806
WB level of Service (LOS)	D	D	F
%/# of Trucks in ADT	11.0/22660	11.0/23100	25320
WB %/# of Trucks in PH	7.0/441	7.0/467	7.0/616

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

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

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

Comments/Explanation/Details

The proposed project is within a non-attainment 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 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 reason: The proposed project is an expanded highway project. This type of project would not result in any increase in capacity by the addition of trucks that would utilize the facility. The proposed project would reduce congestion, decrease delays, and advances the overall operational efficiency.

Therefore, based on the improvement on traffic flows and reduction of congestion indicated, low potential for increase in truck traffic, and the surrounding land use, it is believed that this project would not be a project of air quality concern.