

DEPARTMENT OF TRANSPORTATION**Federal Highway Administration****Environmental Impact Statement: Los Angeles County, CA**

AGENCY: Federal Highway Administration (FHWA), DOT.

ACTION: Notice of Intent.

SUMMARY: The FHWA is issuing this notice to advise the public that an Environmental Impact Statement (EIS) will be prepared for the proposed Interstate 5 (I-5) High Occupancy Vehicle (HOV)/Truck Lanes project in the City of Santa Clarita and the County of Los Angeles, California, in accordance with the National Environmental Policy Act (NEPA) of 1969.

FOR FURTHER INFORMATION CONTACT: Steve Healow, FHWA California Division, 650 Capitol Mall, #4-100, Sacramento, CA 95814, *telephone:* 916-498-5849, or Carlos Montez, California Department of Transportation, 100 South Main Street, Los Angeles, CA 90012, *telephone:* 213-897-9116.

SUPPLEMENTARY INFORMATION: The FHWA, in cooperation with the California Department of Transportation (Caltrans), will prepare an EIS on a proposal to widen existing I-5 to include truck climbing lanes and HOV lanes. This I-5 project extends from State Route 14 (SR-14) on the south to Parker Road on the north, a distance of approximately 13.6 miles. The proposed improvements include extending the existing HOV lanes on I-5 from SR-14 to Parker Road (approximately 13 miles) and adding truck climbing lanes between SR-14 interchange and Calgrove Boulevard (northbound) and Pico Canyon Road/Lyons Avenue (southbound), a distance of three to four miles. Analysis supporting the EIS will determine the type of facility necessary to meet the existing and future transportation needs in the corridor. Due to traffic volumes, truck traffic, and substantial planned development, the capacity of the existing corridor will be exceeded. The proposed EIS will evaluate a constrained alternative, which would provide one HOV lane in each direction from SR-14 to Parker Road, and truck climbing lanes in each direction from SR-14 to Calgrove Boulevard (NB) and Pico Canyon Road/Lyons Road (SB). This constrained alternative would provide standard lane widths. The EIS would also evaluate a standard alternative, which includes the same HOV and truck lanes, as described above, and standard lane widths and

full shoulders. A no build alternative will also be evaluated.

The public information program and project development team (PDT) meetings will continue throughout the environmental and design phases for the proposed project. The Draft EIS will be available for public and agency review and comment. A public hearing will be held to discuss the alternatives and the potential impacts of the proposed action. Public notice will be given for the time and place of the public hearing. To ensure that the full range of issues related to this proposed action is addressed and all significant concerns are identified, comments and suggestions are invited from all interested parties. Comments or questions about this proposed action and the EIS should be directed to FHWA and Caltrans at the addresses indicated above.

(Catalog of Federal Domestic Assistance Program Number 20.205, Highway Research, Planning, and Construction. The regulations implementing Executive Order 12372 regarding intergovernmental consultation on Federal programs and activities apply to this program.)

Issued on: May 3, 2007.

Maiser Khaled,

Director, Project Development & Environment, California Division, Federal Highway Administration.

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BILLING CODE 4910-22-P

DEPARTMENT OF TRANSPORTATION**Federal Highway Administration****Environmental Impact Statement: San Bernardino County, CA**

AGENCY: Federal Highway Administration (FHWA), DOT.

ACTION: Notice of Intent.

SUMMARY: The FHWA is issuing this notice to advise the public of its intent to prepare an Environmental Impact Statement (EIS) for the proposed realignment and widening of State Route 58 Freeway (SR-58) located west of the City of Barstow near the community of Hinkley in San Bernardino County, California.

FOR FURTHER INFORMATION CONTACT: Tay Dam, Senior Project Development Engineer, Federal Highway Administration, 888 South Figueroa, Suite 1850, Los Angeles, CA 90017. *Telephone:* (213) 202-3954. Boniface Udotor, California Department of Transportation District 8, 464 W. Fourth Street, San Bernardino, CA 92401. *Telephone:* (909) 383-1387.

SUPPLEMENTARY INFORMATION: The FHWA, in cooperation with the California Department of Transportation, District 8, will prepare an EIS to realign and widen SR-58 from a two-lane conventional highway to a four-lane expressway/freeway west of the City of Barstow near the community of Hinkley (between Post Mile 21.8 and Post Mile 31.1) in San Bernardino County, California. The project length is approximately 10 miles long. As proposed, the EIS document would address the following current and future transportation issues for this area:

- This section of SR-58 is currently a nonstandard two-lane conventional highway between a four-lane freeway to the west and a four-lane freeway to the east. The existing highway section has insufficient capacity to handle present and future travel demands, which is forecasted to be more than double the year 2030. Since SR-58 remains the main east-west corridor for interregional travelers, no other viable alternatives for travel exist. This proposed project will close one gap in lane continuity and remove the bottleneck condition.

- The existing two-lane highway has numerous driveways and intersecting cross-streets, which present numerous conflict points affecting the operation of the highway. Upgrading from a non-standard two-lane highway to a full-standard four-lane expressway/freeway would allow for better passing and increased sight distance. A separated median would reduce the risk of head-on collisions. A clearance zone (clear recovery zone) from the edge of the traveled way to obstructions would provide an unobstructed roadside for errant drivers to regain control.

- The pavement section of SR-58 for this area is inadequate to handle the high movement of truck volumes, which are contributing to rising maintenance costs. It is expected that SR-58 will continue to carry high truck volumes because the route is designated for extra-legal and oversized loads. Currently, SR-58 serves as the major connection point between I-15 in Bakersfield and the I-15/I-40 in Barstow. A new pavement design would meet standards for carrying truckloads and reduce future maintenance costs.

A preferred alternative has not been selected at this point. The following four alternatives will be addressed in the EIS document:

- *Alternative 1: No Build.* Under this alternative, the capacity of SR-58 would remain the same as current traffic conditions continue to worsen while local developments take place. This alternative would not address the transportation issues described above.

- *Alternative 2:* Realign and Widen (South). This alternative realigns and widens SR-58 from two lanes to a four-lane expressway/freeway about one-half mile south of the existing SR-58.

- *Alternative 3:* Widen the Existing. This alternative follows the existing SR-58 alignment or a slightly offset alignment throughout the project limits.

- *Alternative 4:* Realign and Widen (North). This alternative consists of a realignment of SR-58 to a four-lane expressway/freeway just north of the existing SR-58.

The alternatives described above will be further refined through efforts conducted under the National Environmental Policy Act (40 CFR parts 1500-1508, and 23 CFR part 771), the 1990 Clear Air Act Amendments, section 404 of the Clean Water Act, Executive Order 12898 regarding environmental justice, the National Historic Preservation Act, the Endangered Species Act, the section 4(f) of the U.S. Department of Transportation Act, and other federal environmental protection laws, regulations, policies, and executive orders. The EIS will incorporate comments from the public scoping process as well as analysis in technical studies. Other alternatives suggested during scoping process would be considered during the development of the EIS. The EIS will consider any additional reasonable alternatives identified during scoping process. Letters describing the proposed action and soliciting comments will be sent to appropriate Federal, State, regional and local agencies, and to private organizations and citizens who previously have expressed, or are known to have, an interest in this project. Location and details of the public scoping meeting for the proposed project will be advertised in local newspapers and other media and will be hosted by the California Department of Transportation, District 8.

(Catalog of Federal Domestic Assistance Program Number 20.205, Highway Research, Planning and Construction. The regulations implementing Executive Order 12372 regarding intergovernmental consultation Federal programs and activities apply to this program.)

Issued On: May 2, 2007.

Maiser Khaled,

Director, Project Development & Environment, California Division, Federal Highway Administration.

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DEPARTMENT OF TRANSPORTATION

Federal Highway Administration

Environmental Impact Statement: San Bernardino County, CA

AGENCY: Federal Highway Administration (FHWA), DOT.

ACTION: Notice of Intent.

SUMMARY: The FHWA is issuing this notice to advise the public of its intent to prepare an Environmental Impact Statement (EIS) for the proposed widening and realignment of State Route 58 (SR-58) Kramer Junction Expressway from two to four lanes located between the Kern/San Bernardino County line and a point 12.9 miles east on SR-58 in San Bernardino County, California. This will be a gap closure project.

FOR FURTHER INFORMATION CONTACT: Tay Dam, Senior Project Development Engineer, Federal Highway Administration, 888 South Figueroa, Suite 1850, Los Angeles, CA 90017. *Telephone:* (213) 202-3954. Marie Petry, California Department of Transportation District 8, 464 W. Fourth Street, San Bernardino, CA 92401. *Telephone:* (909) 383-6379.

SUPPLEMENTARY INFORMATION: The FHWA, in cooperation with the California Department of Transportation, will prepare an EIS for the proposed widening and realignment of SR-58 Kramer Junction Expressway in San Bernardino County, California. This 13-mile long project would take place entirely within San Bernardino County and is centered on the Kramer Junction where SR-58 intersects with US-395 west of the City of Barstow. This section of SR-58 is currently a nonstandard two-lane highway between a four-lane freeway to the west and a four-lane expressway to the east. The proposed project would close this gap. The existing two-lane segment includes an at-grade signalized intersection at SR-58/US-395 (Kramer Junction), an overhead crossing of Burlington Northern Santa Fe (BNSF) railroad west of that intersection, and numerous uncontrolled at-grade driveway and street access points. There is also an at-grade railroad crossing on US-395 north of the SR-58/US-395 intersection that slows traffic and contributes to accidents when traffic backs up during train crossings. SR-58 is a major east-west transportation corridor with a high percentage of truck traffic transporting goods in and out of the state. The purpose of this project is to provide for increased separation of slow moving vehicles, to separate local and regional

traffic, to reduce accidents, and to eliminate the convergence of SR-58 and US-395 traffic. The project would also provide congestion relief and improve traffic operations and access to local services.

A preferred alternative has not been selected at this point. One No Build (Alternative A) and three Build Alternatives (Alternatives B, C, and D) will be addressed in the EIS document. All three proposed Build Alternatives would increase capacity and be reclassified from a conventional highway to an expressway. As proposed, Alternative B would be a realignment north of the existing highway. Alternative C would be generally along the existing highway alignment, and Alternative D would be a realignment south of the existing highway. Furthermore, construction of a new freeway-to-freeway interchange where SR-58 intersects with US-395 is proposed for Alternatives B, C, and D. This new interchange would have to span the existing at-grade railroad under Alternatives B and C, but this would not be necessary under Alternative D because the new interchange is far enough south of the railroad. In addition, Alternatives B and D would include a second grade separation (overhead) structure to span the railroad further east and west, respectively, of the proposed SR-58/US-395 interchange.

The alternatives described above will be further refined through efforts conducted under the National Environmental Policy Act (40 CFR parts 1500-1508, and 23 CFR part 771), the 1990 Clear Air Act Amendments, section 404 of the Clean Water Act, Executive Order 12898 regarding environmental justice, the National Historic Preservation Act, the Endangered Species Act, the section 4(f) of the U.S. Department of Transportation Act, and other federal environmental protection laws, regulations, policies, and executive orders. The EIS will incorporate comments from the public scoping process as well as analysis in technical studies. Other alternatives suggested during scoping process would be considered during the development of the EIS. The EIS will consider any additional reasonable alternatives identified during scoping process. Letters describing the proposed action and soliciting comments will be sent to appropriate Federal, State, regional and local agencies, and to private organizations and citizens who previously have expressed, or are known to have, an interest in this project. Location and details of the