

| | | | | | |
|---|-------------------------------------|--|--|--|--------------|
| RTIP ID# <i>(required)</i> | | | | | |
| TCWG Consideration Date 4/26/22 | | | | | |
| <p>Project Description <i>(clearly describe project)</i> Part-time shoulder use pilot project for 3-5 years at Interstate 15 in San Bernardino County at Post Mile 180.2 to 186.2, between the California Department of Food and Agriculture Mountain Pass station and the CA/NV Stateline. Part time shoulder is the conversion of shoulders to travel lanes during some hours as congestion relief strategy.</p> <p>Project scope includes cold plane 0.1' and overlay 0.2' the existing southbound mainline from edge of pavement (EP) to EP, overlay with hot mix asphalt, edge-line rumble strips, concrete barrier and MGS upgrades, signing and striping, dike removal and reconstruction, electrical systems and electrical conduit installation, and shoulder backing. Work is proposed to be done via nightly closure during off-peak traffic demands. Yates Well Rd SB Offramp/Onramp will be cold planed 0.1' and overlaid 0.1' with hot mix asphalt.</p> <p>This project will convert approximately 5000 ft(less than a mile) of the shoulder to an acceleration lane for the I-15/Primm Blvd Southbound On-ramp from the CA/NV Stateline and merge into existing 2-lane Mainline.</p> | | | | | |
| <p>Type of Project <i>(use Table 1 on instruction sheet)</i> Change to existing state highway.</p> | | | | | |
| County San Bernardino | | Narrative Location/Route & Postmiles Interstate 15 / PM 180.2 to 186.2 Caltrans Projects – EA# 1M860 | | | |
| Lead Agency: Caltrans | | | | | |
| Contact Person Olufemi Odufalu | | Phone# (909) 501-5521 | Fax# | Email olufemi.a.odufalu@dot.ca.gov | |
| Hot Spot Pollutant of Concern <i>(check one or both)</i> PM2.5 PM10 X | | | | | |
| Federal Action for which Project-Level PM Conformity is Needed <i>(check appropriate box)</i> | | | | | |
| X | Categorical Exclusion (NEPA) | EA or Draft EIS | FONSI or Final EIS | PS&E or Construction | Other |
| Scheduled Date of Federal Action: N/A | | | | | |
| NEPA Assignment – Project Type <i>(check appropriate box)</i> | | | | | |
| Exempt | | X | Section 326 – Categorical Exemption | Section 327 – Non-Categorical Exemption | |
| Current Programming Dates <i>(as appropriate)</i> | | | | | |
| | PE/Environmental | ENG | ROW | CON | |
| Start | 12/13/21 | 12/13/21 | 12/13/21 | 8/1/22 | |
| End | 03/02/22 | 04/05/22 | 03/28/22 | 9/16/22 | |

| |
|---|
| <p>Project Purpose and Need (Summary): <i>(attach additional sheets as necessary)</i></p> <p>Purpose The purpose of the project is to rehabilitate the pavement and improve traffic operations within the project limits at Interstate 15 in San Bernardino County at Post Mile 180.2 to 186.2, between the California Department of Food and Agriculture Mountain Pass station and the CA/NV Stateline.</p> <p>Need The I-15 Southbound at the state line experiences recurring congestion during weekends and major events (collisions, weather events, and special event congestion) that cause significant disruptions to operations along the freeway, crippling traffic for extended periods. There are no alternate route options, detours in case of emergencies, major congestion or events. Average travel time delay on Sundays in the Southbound direction can range from 3-5 hours between state line and Barstow with the majority around Primm and the CDFFA Station. The I-15 Part Time Shoulder Project proposes to convert approximately 5000 ft (less than a mile) of the shoulder to an acceleration lane for the I-15/Primm Blvd Southbound On-ramp from the CA/NV Stateline and merge into existing 2-lane Mainline. The acceleration lane is expected to allow a smoother weaving of traffic entering from Primm Road onto I-15 Southbound. In this case, the proposed acceleration lane would be open to traffic.</p> <p>This project also aims to rehabilitate the pavement within the project limits. The pavement within the project limits is exhibiting minor distress and low ride quality, which if left uncorrected, will deteriorate, and require major roadway rehabilitation. Project scope includes cold plane 0.1' and overlay 0.2' the existing southbound mainline from edge of pavement (EP) to EP, overlay with hot mix asphalt, edge-line rumble strips, concrete barrier and MGS upgrades, signing and striping, dike removal and reconstruction, electrical systems and electrical conduit installation, and shoulder backing. Work is proposed to be done via nightly closure during off-peak traffic demands. Yates Well Rd SB Offramp/Onramp will be cold planed 0.1' and overlaid 0.1' with hot mix asphalt.</p> |
| <p>Surrounding Land Use/Traffic Generators <i>(especially effect on diesel traffic)</i></p> <p>Land uses primarily surrounding the Proposed Project area consist of mainly barren land, a golf course, and two hotels at the Primm Interchange near the CA/NV Stateline. No schools, daycares, hospitals, or elder care facilities have been identified within 500 feet of the project location.</p> |
| <p>Opening Year: Build and No Build LOS, AADT, % and # trucks, truck AADT of proposed facility</p> <p>Opening Year: 2022</p> |
| <p>RTP Horizon Year / Design Year: Build and No Build LOS, AADT, % and # trucks, truck AADT of proposed facility</p> <p>N/A</p> |

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

N/A

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

N/A

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

There are no redistribution effects of congestion relief on other facilities. The proposed project will increase throughput on the mainline, increase speeds, and decrease the severity and duration of congestion within the project limits.

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

The I-15 Part Time Shoulder Project is a traffic operations improvement that adds an acceleration lane to facilitate weaving of traffic entering from Primm Road onto I-15 Southbound between the California Department of Food and Agriculture Mountain Pass station and the CA/NV Stateline. The proposed acceleration lane length is approximately 5000 ft (Less than a mile).

The I-15 Part Time Shoulder Project as currently described meets the definition of an Auxilliary lane that is less than 1 mile in length, improves operations, and does not increase traffic volumes. Based on this information, Caltrans District 8 requests that the I-15 Part Time Shoulder Project be exempt from air quality conformity.