

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.

[FR Doc. E7-8937 Filed 5-9-07; 8:45 am]

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.