

HIGH DESERT CORRIDOR (PHASE 1-SR-18T) FACT SHEET

What is being proposed?

The City of Victorville and the Town of Apple Valley in cooperation with Caltrans, SANBAG, City of Adelanto, and County of San Bernardino are proposing to construct a new regional highway beginning at US 395 in Adelanto and ending at SR-18 one-half mile east of the Town of Apple Valley, a distance of about twenty miles. Viable alternatives will represent the initial phase of the High Desert Corridor (HDC) and are expected to correspond closely to the alignment adopted for the HDC in earlier studies conducted by Caltrans and Regional Transportation Agencies.

What are the project alternatives?

Two alternatives, divided into west and east sections, are currently being considered. The west section (US 395 to I-15) is common to both alternatives and consists of constructing a four to six lane freeway on a new alignment in proximity to the Air Expressway. Alignment options for this section are restricted at three locations; SCLA/State Prison, Mojave River, and at the new I-15 Interchange. East of I-15 project alternatives diverge as described below and illustrated on the back.

Alternative 1 (North Realignment) consists of realigning SR 18 as a four lane freeway on a parallel with Falchion Road and then curving south as a four lane expressway to intersect with existing SR 18 about a half mile east of Joshua Road. Capital cost of Alternative 1 is \$800-million including \$94-million for right of way.

Alternative 2 (South Realignment) diverges south-east of I-15 as a four lane controlled access highway on a new alignment and joins existing SR 18 in the vicinity of Rimrock Road. It continues east converting existing SR 18, to a four lane controlled access highway with 1/2 mile intersection spacing and a new frontage road system. Alternative 2 has an estimated cost of \$900-million which includes \$250-million for right of way.

What is the purpose of the project?

The general purpose of the project is two-fold: initially it will improve intra valley accessibility and mobility as well as provide for throughput and safety for east-west regional travel demand; ultimately it will become a link in the HDC and provide a direct connection to the Antelope Valley, a by-pass to the LA Metropolitan Area and establish the backbone for the future Victor Valley Beltway. Viable project alternatives are expected to meet the following objectives:

- Improve System Connectivity by interconnecting US 395, I-15 and SR 18 with freeway/expressway continuity;
- Improve Accessibility to the Southern California Logistics Airport(SCLA) and emerging industrial job centers;
- Support the efficient movement of goods by truck and minimize the disruptive effects of trucks on surface streets;
- Increase east-west capacity to meet future travel demand of Victor Valley's 1.3-million population by 2035.

Is the project funded?

Currently \$18-million in Federal Highway Demonstration Funds are allocated to the project and the City of Victorville has committed \$200-million in funding. Further construction financing is anticipated from redevelopment funds, developer impact fees, Measure I funds, Federal Funds and utilization as a toll road.

When will the project be completed?

Project Approval and Environmental Document (PA/ED) is scheduled for completion in 2009. Final Engineering (PS&E) is anticipated by 2012 and construction on the first of four stages of construction will commence in the same year (Phantom Road East to I-15). Total project completion is targeted for 2015.

Further Information? www.ci.victorville.ca.us (High Desert Corridor) available mid Oct 2007.

HIGH DESERT CORRIDOR (PHASE 1-SR-18T) FACT SHEET

