High Desert Corridor Alternatives included in the Draft EIS/EIR

Below are the Functional Alternatives and physical variations carried forward for further study in the High Desert Corridor Draft EIS/EIR:

No-Build Alternative

This alternative consists of those transportation projects that are already planned and have committed funds to be constructed by or before 2035 (subject to additional requirements under CEQA and NEPA). Consequently, the No Build Alternative represents future travel conditions in the HDC study area without the HDC Project and it is the baseline against which other transportation alternatives proposed for the study area will be assessed.

Transportation System/Demand Management (TSM/TDM) Alternative

The TSM/TDM alternative for the High Desert Corridor (HDC) is a collection of lower cost roadway improvements through the project corridor that can be evaluated against the proposed project alternatives. The TSM/TDM alternative focuses on improvements that connect SR-14 with SR-138 and then extend east to connect with US-395, I-15 and SR-18. The key elements that are under consideration for this alternative include:

- An eight lane, grade-separated freeway from SR-14 to 30th St East,
- A transition to a four lane at-grade expressway from 30th St East to 125th St East,
- A four lane at-grade highway connecting to SR-138 and extending east to US-395,
- A six lane arterial highway from US-395 to I-15, and
- Minor roadway and signal improvements along SR-18 from I-15 to Bear Valley Rd.

Except for the freeway portion between SR-14 and 30th St East, these TSM/TDM roadway improvements would maintain at-grade intersections with local roads and driveway access.

Freeway/Expressway Alternative (Avenue P-8, I-15 and SR-18)

This alternative consists of a combination of a controlled-access freeway and an expressway. It generally follows Avenue P-8 in Los Angeles County and then runs slightly south of El Mirage Rd in San Bernardino County; it then extends to Air Expressway Rd near I-15 and curves south to terminate at Bear Valley Rd. There are four physical alignment variations that will be considered:

- **Variation A**
  Located in the City of Palmdale, this variation would result in the freeway/expressway running slightly south of the main alignment, approximately between 15th St East and Little Rock Wash.
- **Variation B (south)**
  The freeway/expressway variation would run slightly south of the main alignment between Oasis Rd and Caughlin Rd east of the county line.
- **Variation D**
  Located near the community of Lake Los Angeles, this freeway/expressway variation would run slightly south of the main alignment, just south of Avenue R, approximately between 150th St East and 230th St East.
- **Variation E**
  Located near the cities of Adelanto and Victorville, the freeway/expressway would run just south of the federal prison.

Freeway/Expressway Alternative with High Speed Rail Feeder Service Right-of-Way

This Alternative follows the same route as the Freeway/Expressway Alternative (with Variation A, B, D and E) and includes additional right of way for a High Speed Rail (HSR) Feeder Service with possibilities of green technologies. If a HSR Feeder Service is proven to be viable, its engineering and environmental analysis would be funded by others at a later date.

Freeway/Tollway Alternative (Avenue P-8, I-15 and SR-18)

This Alternative follows the same route as the Freeway/Expressway Alternative (with Variation A, B, D and E) with alterations made in coordination with a Public Private Partnership analysis.

Freeway/Tollway Alternative with High-Speed Rail Feeder Service Right-of-Way

This Alternative is similar to the Freeway/Tollway Alternative (with Variation A, B, D and E) and includes additional right of way for a High Speed Rail (HSR) Feeder Service with possibilities of green technologies. This alternative would include a Public-Private Partnership analysis. If a HSR Feeder Service is proven to be viable, its engineering and environmental analysis would be funded by others at a later date.

Hybrid Corridor Alternative

This alternative would consist of a combination of all or some of the previously identified alternatives, whose elements (TSM/TDM, Freeway, Expressway, Tollway and HSR Feeder Service) would be pieced together to best fit the needs of each section of the corridor. The determination of which elements to use, and at which locations, would be determined based on the results of the traffic study, environmental studies and public input.

High Desert Corridor Project Alternatives