

Introduction

The City of Yucaipa (City), in cooperation with the California Department of Transportation (Caltrans) and San Bernardino County Transportation Authority (SBCTA), is proposing to establish a new interchange connection on Interstate 10 (I-10) at Wildwood Canyon Road, between the Live Oak Canyon Road/Oak Glen Road Interchange (Post Mile [PM] R36.8) and the County Line Road Interchange (PM R39.2), in Yucaipa, San Bernardino County, California. The City has identified the need for a new interchange connection on I-10 at Wildwood Canyon Road to provide improved access to and from I-10 and accommodate future development. Associated improvements include new connecting roadways and/or realignment of existing local roadways, overcrossing bridge structures, signage, and the protection or relocation of utilities.

Project Location and Description

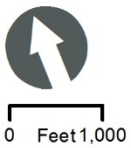
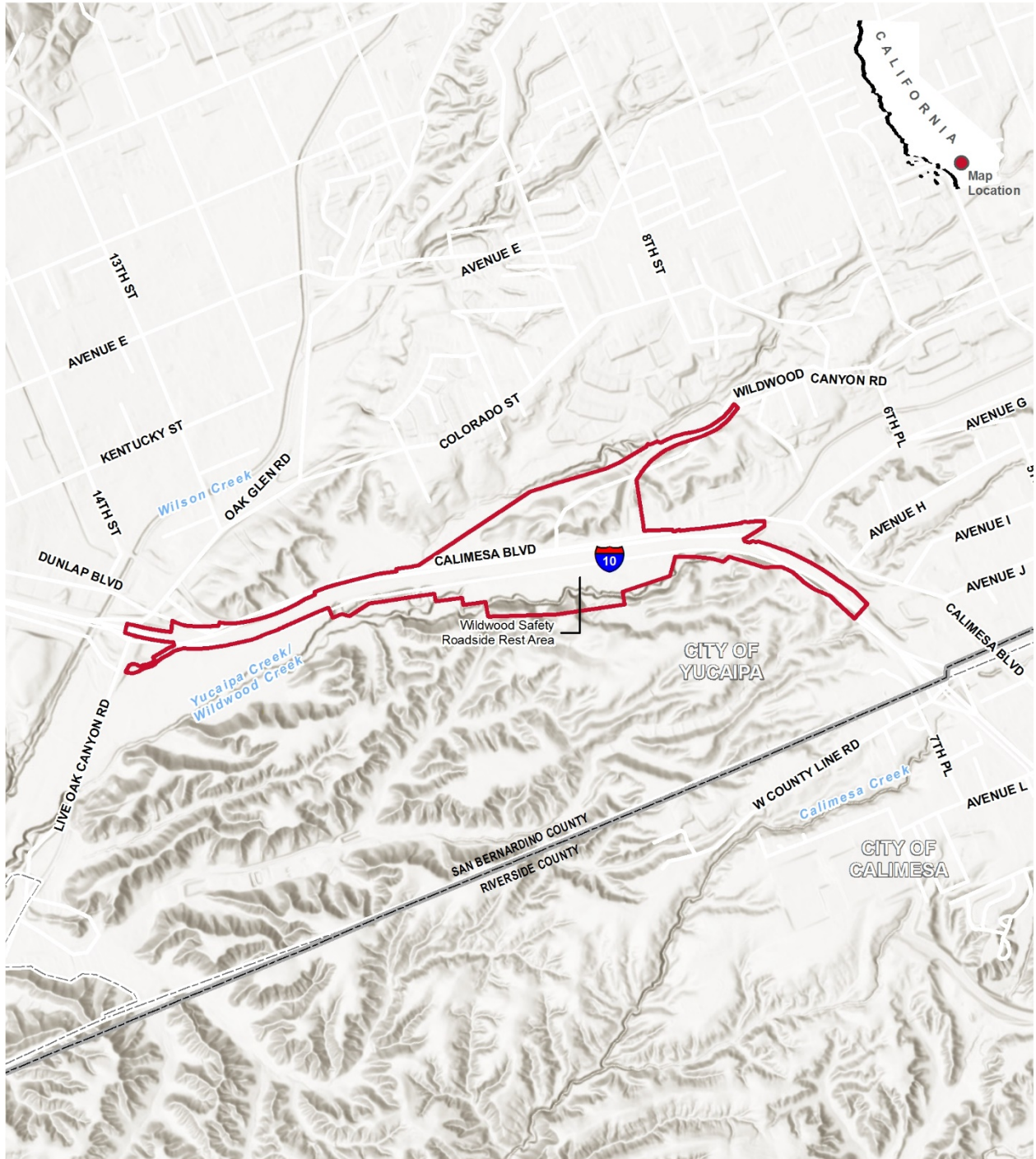
The proposed I-10 Wildwood Canyon Road Interchange Project (Project) is located approximately 1.0 mile east of Live Oak Canyon Road/Oak Glen Road Interchange and 1.0 mile west of County Line Road Interchange (Figure 1, Project Study Area). The Project is generally bounded by Calimesa Boulevard and Yucaipa Creek to the north, and Wildwood Creek and the Wildwood Safety Roadside Rest Area (Wildwood SRRA) to the south. The land uses within and surrounding the Project Study Area consists primarily of open space and agricultural land interspersed with commercial/retail uses, Wildwood SRRA, and residential uses along both sides of the freeway corridor.

I-10 is a major east-west transportation route that connects the City of Yucaipa to Los Angeles County to the west and Riverside County to the east. The segment of I-10 within the Project Study Area is a six-lane freeway that is used by local and commuter vehicles and oversized trucks.

According to the Transportation Element in the City of Yucaipa General Plan (April 2016), Wildwood Canyon Road and Calimesa Boulevard are classified as modified secondary highways (arterial). Calimesa Boulevard is also classified as a truck route, as it is the only local road that runs parallel on the north side of I-10 within the Project Study Area, providing a connection between local roads such as Live Oak Canyon Road/Oak Glen Road and County Line Road.

Wildwood Canyon Road currently consists of one lane in each direction of travel and meets Calimesa Boulevard at a T-intersection on the north side of I-10, across from the Wildwood SRRA. Calimesa Boulevard also consists of one lane in each direction of travel with turn pockets provided at the intersections with Live Oak Canyon Road/Oak Glen Road, Wildwood Canyon Road, and County Line Road. The Transportation Element in the City of Yucaipa General Plan (April 2016) also identifies the Wildwood Canyon Road Overcrossing at I-10 as a future planned project.

The proposed interchange and improvements to Wildwood Canyon Road are listed in the 2020-2045 Regional Transportation Plan / Sustainable Communities Strategy (RTP/SCS) as Project ID 4M04033.



LEGEND
 Project Study Area

08-SBD-10 PM R36.8 TO R39.2
 EA 1K090

I-10 Wildwood Canyon Road Interchange Project

Figure 1. Project Study Area

Alternatives

A No-Build Alternative and three Build Alternatives are being evaluated.

Alternative 1 – No-Build

Under Alternative 1, the proposed Project would not be constructed. This alternative does not meet the Project purpose and need since it would not address or alleviate the forecasted operational issues on this highway segment of I-10 in the City; however, it would not preclude the construction of future improvements or general maintenance activities. Describing and analyzing a No-Build Alternative helps both decision-makers and the public to compare the impacts of approving the proposed project with the consequences of not approving the proposed Project.

Alternative 2 – Diamond Interchange Overcrossing

Alternative 2 proposes a new diamond interchange overcrossing with a centerline alignment perpendicular to I-10, that would be located on the west side of the Wildwood SRRA. The overcrossing would be located on the west side of the Wildwood SRRA and would provide the minimum one-mile interchange spacing to adjacent interchanges. The proposed Project under Alternative 2 would reconfigure and realign portions of Wildwood Canyon Road and Calimesa Boulevard into four-lane local roadways with signalized intersections. A striped median lane would also be proposed to allow vehicles to make left turns into private properties located on either side of Wildwood Canyon Road. Additional improvements include Americans with Disabilities Act (ADA) compliant sidewalks, curb ramps, and crosswalks; parkways; and two new bridge structures over I-10 and Calimesa Boulevard. Alternative 2 would require right of way (ROW) acquisition to accommodate the Project alignment and graded slopes.

Alternative 3 – Skewed Diamond Interchange Overcrossing

Alternative 3 proposes a new diamond interchange overcrossing with a skewed centerline alignment over I-10 that would be located further west of the Wildwood SRRA compared to the proposed Project under Alternative 2. In this case the spacing to the Live Oak Canyon Road interchange would be slightly less than 1.0 mile and the spacing to the County Line Road interchange would increase compared to Alternative 2. Similar to Alternative 2, the new four-lane roadway alignment for Wildwood Canyon Road would have signalized intersections. A striped median lane is also proposed to allow vehicles to make left turns into private properties located on either side of Wildwood Canyon Road. Alternative 3 would also reconfigure and realign portions of Calimesa Boulevard into a four-lane local roadway. Additional improvements include ADA compliant sidewalks, curb ramps, and crosswalks; parkways; and two new bridge structures over I-10 and Calimesa Boulevard. Alternative 3 would require ROW acquisition to accommodate the Project alignment and graded slopes.

Alternative 4 – Diverging Diamond Interchange Overcrossing

The roadway alignments for Alternative 4 are similar to those proposed in Alternative 2, the primary difference is that a diverging diamond interchange (DDI) overcrossing is proposed under this alternative. The proposed centerline alignment would be perpendicular to I-10 and would be located on the west side of the Wildwood SRRA, providing the minimum 1.0-mile interchange spacing from adjacent interchanges. The proposed Project under Alternative 4 would reconfigure and realign portions of Wildwood Canyon Road and Calimesa Boulevard into four-lane local roadways. A striped median lane is also proposed to allow vehicles to make left turns into private properties located on either side of Wildwood Canyon Road. Additional improvements include ADA compliant sidewalks, curb ramps, and crosswalks; parkways; and two new bridge structures over I-10 and

Calimesa Boulevard. Alternative 4 would require ROW acquisition to accommodate the Project alignment and graded slopes.

Probable Environmental Effects

The proposed project could result in the environmental effects on the following resources, which will be fully evaluated in the EIR/EA:

Preliminary assessment of the Build Alternatives has identified a number of potential environmental impacts that may require special considerations. The following environmental topics have been identified:

- Aesthetics/Visual
- Air Quality
- Biological resources
- Community Impacts
- Cultural Resources
- Energy Resources
- Geology and Soils
- Paleontological Resources
- Greenhouse Gas Emissions
- Hazards and Hazardous Materials
- Hydrology and Water Quality
- Land Use and Planning
- Noise
- Growth
- Public Services
- Recreation
- Traffic/Transportation
- Tribal Cultural Resources
- Utilities and Service Systems
- Cumulative Impacts