

Notice of Preparation

Notice of Preparation

To: _____ From: _____

(Address) (Address)

Subject: Notice of Preparation of a Draft Environmental Impact Report

_____ will be the Lead Agency and will prepare an environmental impact report for the project identified below. We need to know the views of your agency as to the scope and content of the environmental information which is germane to your agency's statutory responsibilities in connection with the proposed project. Your agency will need to use the EIR prepared by our agency when considering your permit or other approval for the project.

The project description, location, and the potential environmental effects are contained in the attached materials. A copy of the Initial Study (is is not) attached.

Due to the time limits mandated by State law, your response must be sent at the earliest possible date but not later than 30 days after receipt of this notice.

Please send your response to _____ at the address shown above. We will need the name for a contact person in your agency.

Project Title: _____

Project Applicant, if any: _____

Date _____

Signature  _____

Title _____

Telephone _____

Reference: California Code of Regulations, Title 14, (CEQA Guidelines) Sections 15082(a), 15103, 15375.

State Route 210/Victoria Avenue New Interchange Project (EA 0M730)

Introduction

The California Department of Transportation (Caltrans) District 8, in cooperation with the City of Highland (City), the City of San Bernardino, and the San Manuel Band of Mission Indians, proposes to study multiple alternatives to improve mobility, connectivity, and access to and from State Route (SR-) 210. The project limits extend along SR-210 from post mile (PM) 26.3 to PM R27.9, along Victoria Avenue from Pacific Street to approximately 0.15 mile north of Highland Avenue, and along Highland Avenue from approximately 0.10 mile west of Sterling Avenue to approximately 0.15 mile east of Victoria Avenue. The proposed improvements would provide more direct access routes to and from key community resources and existing residential neighborhoods. Three Build Alternatives and the No-Build Alternative are being considered.

Local and Regional Setting

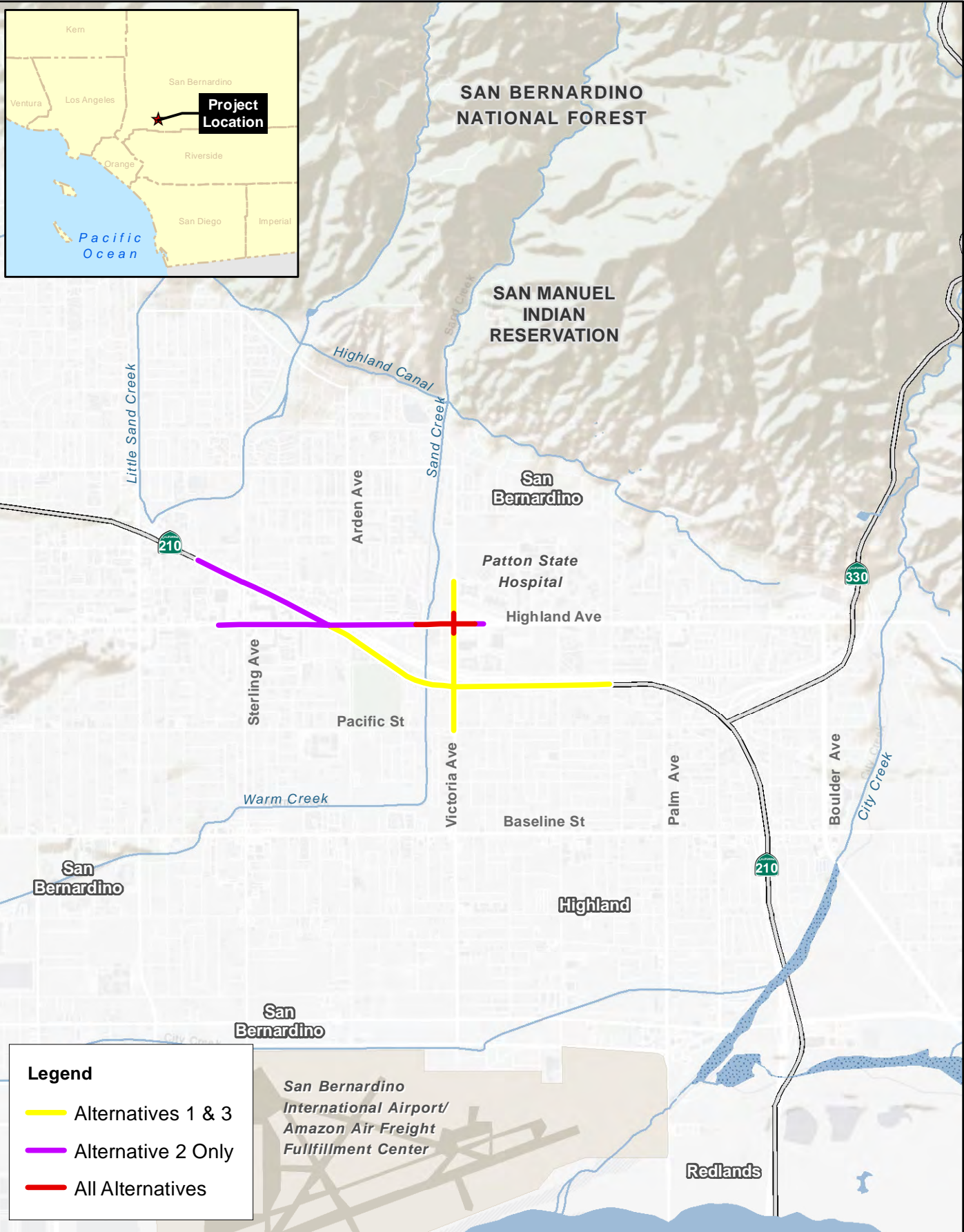
The proposed improvements are within the cities of Highland and San Bernardino in San Bernardino County (Figure 1, Project Location). SR-210 serves as a key regional transportation corridor, connecting Interstate (I-) 5 in Los Angeles County to I-10 in San Bernardino County. The freeway spans 42.8 miles, of which 8.6 miles are in Los Angeles County and 34.2 miles are in San Bernardino County. Within the project limits, SR-210 is a four-lane divided facility that runs in an east-west direction.

Highland Avenue runs in an east-west direction and consists in general of two 11-foot lanes in each direction and an 11-foot striped median. Five-foot sidewalks run along both sides of Highland Avenue, except for two approximately 300-foot unpaved segments between Arden Avenue and Victoria Avenue. Within the project limits, Victoria Avenue generally consists of two 11-foot lanes in each direction, an 11-foot striped median, 5-foot sidewalks, and 6-foot-wide bike lanes. Between the eastbound SR-210 on-ramp and Highland Avenue intersection, Arden Avenue consists of two 11-foot through lanes in each direction and paved sidewalks in both directions. Both the Highland Avenue/Victoria Avenue and Highland Avenue/Arden Avenue intersections are four-way signalized intersections.

The San Bernardino Mountains are approximately 1.5 miles north and 2.5 miles east of the project limits along SR-210. Two drainages are within the project study area: Highland Creek and a second, partially underground, concrete drainage channel that feeds into Highland Creek. Land uses within the surrounding project area include the Patton State Hospital, the San Bernardino International Airport, and the Amazon Air Freight Fulfillment Center. Additional land uses consist of residential and commercial developments, as well as undeveloped parcels scattered throughout the area.

The City of Highland's General Plan Circulation Element dated March 2006 designates Victoria Avenue as a planned Major Highway. In addition, the Circulation Element describes Victoria Avenue as the major "entryway" into the San Bernardino International Airport. The Circulation Element also identifies Victoria Avenue as a proposed Truck Route.

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08-SBd-210 PM R26.04/R28.05
EA 0M7300

State Route 210/Victoria Avenue New Interchange Project

Figure 1. Project Location

This project is eligible for programming in the State Transportation Improvement Program under the HE-11 Program. This project is included in the financially constrained 2025–2045 Regional Transportation Plan (RTP)/Sustainable Communities Strategy (SCS), which was adopted in 2020. The RTP ID for the project is 4M0801.

Project History

In 2011, Caltrans signed a Project Study Report-Project Development Support (PSR-PDS) that evaluated a new interchange at SR-210 and Victoria Avenue. The PSR-PDS was initiated at the request of the City of Highland to improve access to major business and entertainment development. In October 2012, representatives of the City of Highland, San Bernadino County Transportation Authority, Inland Valley Development Agency, and San Manuel Band of Mission Indians initiated a Feasibility Study that evaluated improvements to the SR-210 Victoria Avenue/Highland Avenue Corridor and a new interchange along SR-210 at Victoria Avenue. The studies determined that the PSR-PDS Alternative 2, which evolved into Build Alternative 1; Feasibility Study’s Minimum Build Alternative, which evolved into Build Alternative 2; and Feasibility Study’s Alternative B, which evolved into Build Alternative 3 would be further evaluated in the Project Approval/Environmental Document phase of the project. Build Alternatives 1, 2, and 3 are described in the subsequent section of this NOP.

Alternatives

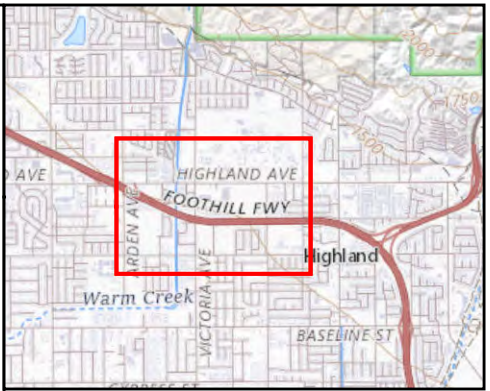
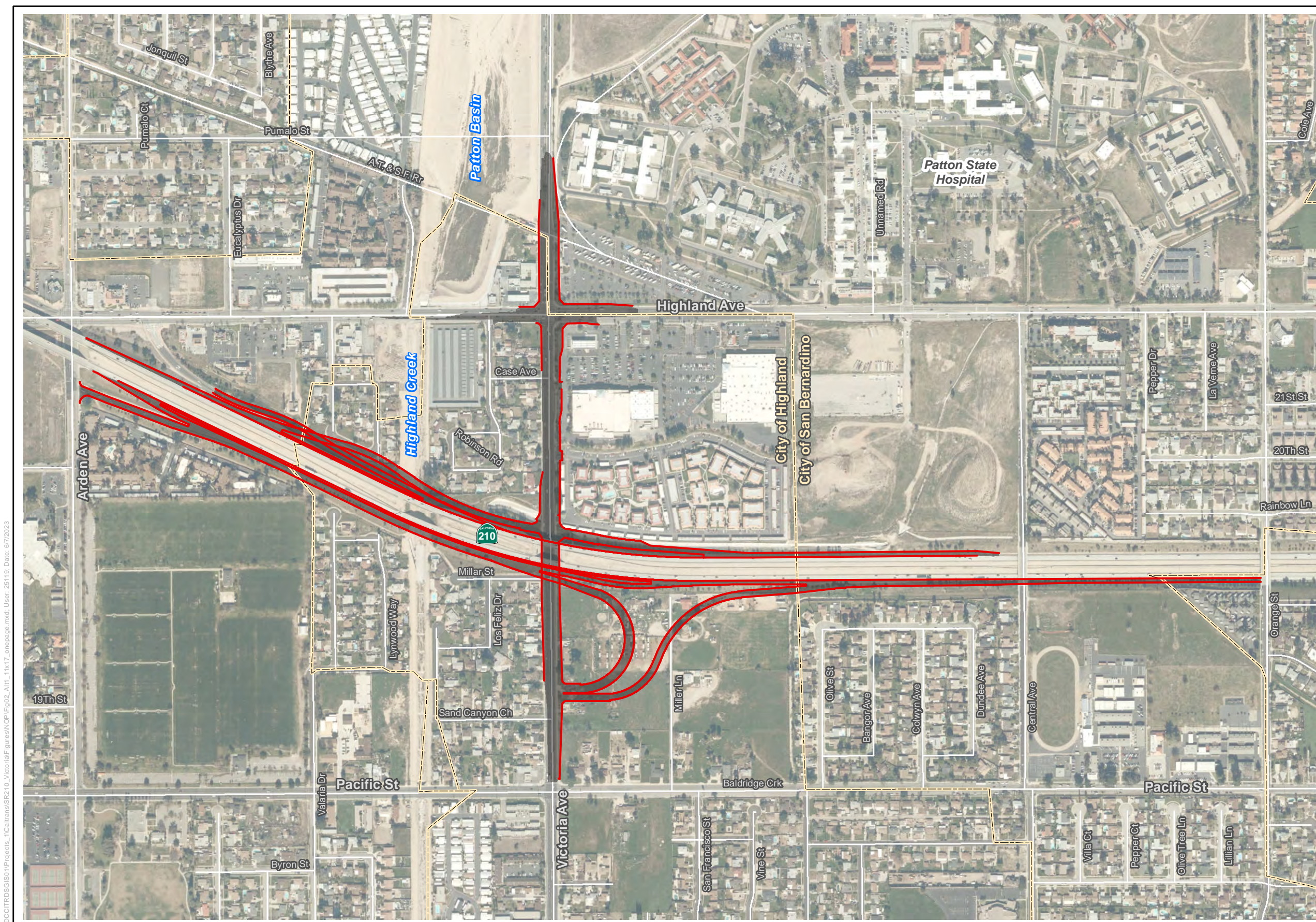
Three build alternatives along with the No-Build Alternative are being evaluated.

Build Alternative 1

Build Alternative 1, which is presented in Figure 2, proposes to construct a new interchange at SR-210 and Victoria Avenue. This alternative would include new on- and off-ramps and traffic signals at the new ramp intersections on Victoria Avenue. The interchange would include a partial cloverleaf configuration in the eastbound direction on SR-210, with a direct on-ramp to SR-210 from Victoria Avenue and a loop off-ramp from SR-210 to Victoria Avenue. In the westbound direction on SR-210 a tight diamond configuration is proposed, with a direct on-ramp to SR-210 and a direct off-ramp to Victoria Avenue. For eastbound SR-210, a collector-distributor road is proposed along the south side of SR-210 from the Arden Road on-ramp to the Victoria Avenue on- and off-ramps. Three new bridges would be constructed to accommodate the new ramp configuration, and the SR-210/Victoria Avenue Undercrossing bridge would be widened to the south Victoria Avenue would be widened to an approximately 100-foot-wide roadway between Pacific Street to just north of the Victoria Avenue/Highland Avenue intersection, accommodating 11-foot through lanes, reconstructed sidewalks, and Class II bike lanes. All proposed 11-foot through lanes will accommodate truck and bus traffic.

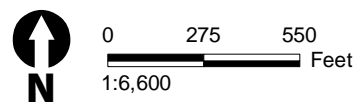
The bus stops within the project limits for Build Alternative 1 would be improved to include a bus pad and a bus shelter with a bench. Build Alternative 3 would also incorporate Americans with Disabilities Act (ADA) facilities for pedestrians within the project limits.

Full and partial property acquisitions, which are expected to include permanent easements and temporary construction easements, would be required to accommodate the proposed improvements.



Legend
— Build Alternative 1
 City Limits

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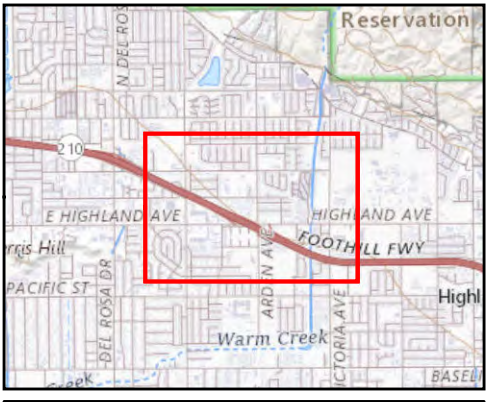
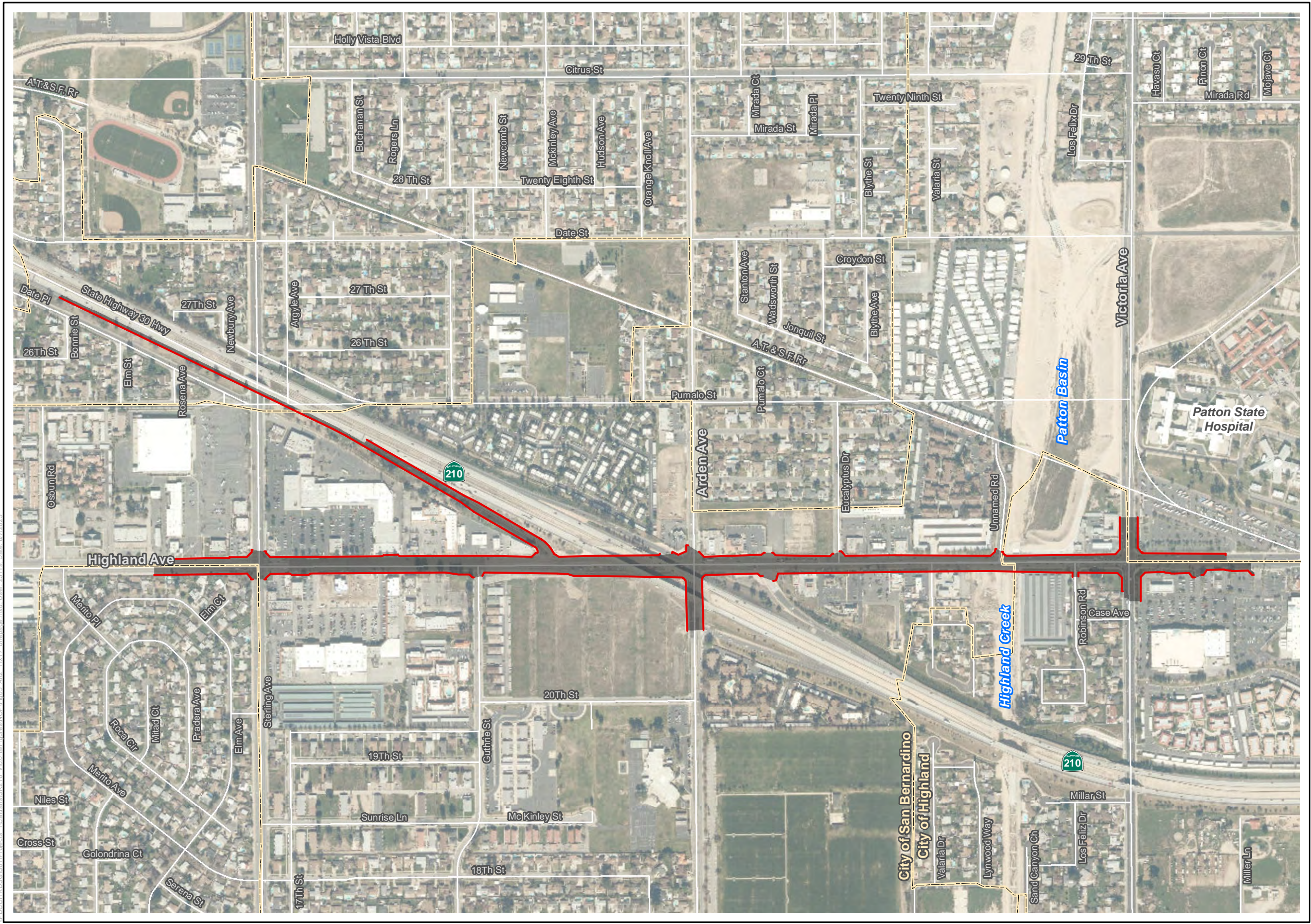


Build Alternative 2

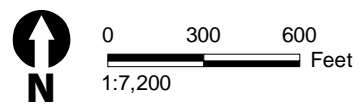
Build Alternative 2 would include the widening of Highland Avenue from Arden Road to Victoria Avenue, as shown on Figure 3. This alternative would not include a new interchange at Victoria Avenue and SR-210. Under Build Alternative 2, Highland Avenue would be widened to three 12-foot lanes in each direction from approximately 585 feet west of Sterling Avenue to approximately 0.15 mile east of Victoria Avenue, a total distance of approximately one mile. The existing eastbound SR-210 off-ramp and Highland Avenue three-way intersection would be modified to a four-way intersection, with an entry point added for the commercial property south of Highland Avenue and east of Arden Avenue. The intersection at Highland Avenue, Arden Avenue, and westbound SR-210 would also be modified under Build Alternative 2. Arden Avenue between the eastbound SR-210 on-ramp and Highland Avenue would maintain the same number of lanes and configurations. This stretch of Arden Avenue would be widened to accommodate Class II bike lanes.

Additional improvements within the project limits would include re-paved sidewalks, Class II bike lanes, widened medians, new bus turnouts, ADA-compliant pedestrian crossings, and improved bus shelters.

Partial property acquisitions, which are expected to include permanent easements, and temporary construction easements along SR-210 would be required to accommodate the proposed improvements.



Legend
█ Build Alternative 2
 City Limits

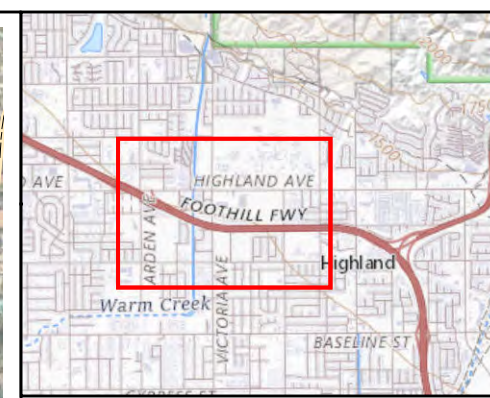
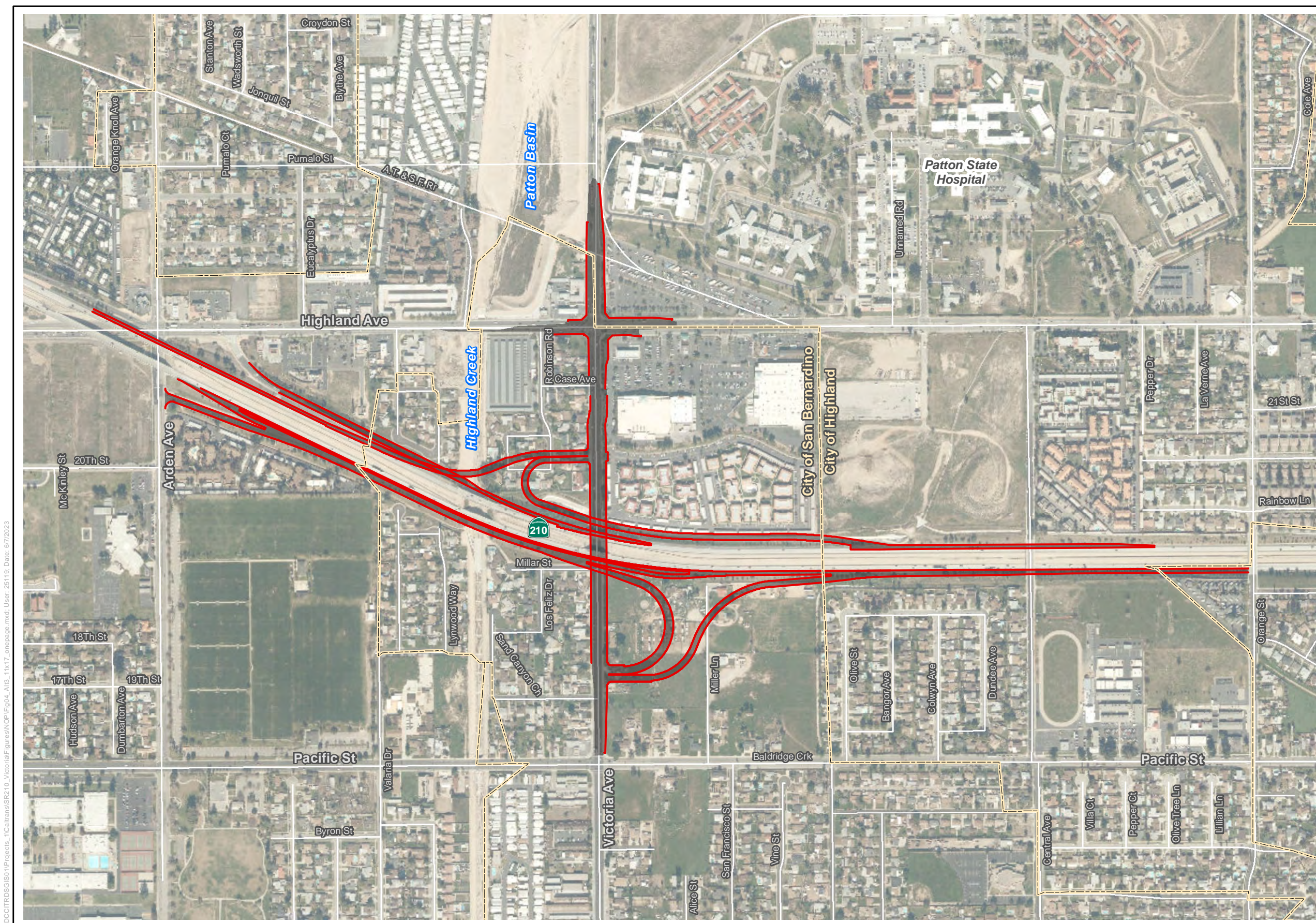


Build Alternative 3

Build Alternative 3, which is presented in Figure 4, proposes to add an interchange at SR-210 and Victoria Avenue. As shown on Figure 4, the interchange would include partial clover leaf on- and off-ramps from eastbound SR-210 to Victoria Avenue. A collector-distributor road is proposed along the south side of SR-210 from the Arden Road on-ramp to the Victoria Avenue on- and off-ramps. A partial cloverleaf on- and off-ramp is proposed for the westbound access to SR-210 from Victoria Avenue. Under Alternative 3, the westbound Victoria Avenue on-ramp and westbound Highland Avenue off-ramp would be braided due to their proximity. Four new bridges would be constructed to accommodate the new ramp configuration, and the SR-210/Victoria Avenue Undercrossing bridge would be widened to the north and south. A new intersection would be constructed on Victoria Avenue south of SR-210 for the new eastbound SR-210 on- and off-ramps connection with Victoria Avenue. The second new intersection is proposed along Victoria Avenue, north of SR-210, and would accommodate the connection of the westbound on- and off-ramps with Victoria Avenue. Under Alternative 3, Victoria Avenue would be widened to an approximately 100-foot-wide roadway between Pacific Street to just north of the Victoria Avenue/Highland Avenue intersection, accommodating 11-foot through lanes, reconstructed sidewalks, Class II bike lanes, and two new intersections. Additionally, the existing signalized intersection at Victoria Avenue and Highland Avenue would be improved.

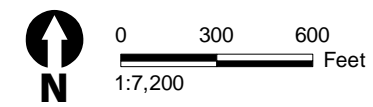
The existing bus stops within the project limits for Build Alternative 3 would be improved to include a bus pad and a bus shelter with a bench. Build Alternative 3 would incorporate ADA facilities for pedestrians within the project limits.

Full and partial fee acquisitions, which are expected to include permanent easements, and temporary construction easements along SR-210 would be required to accommodate the proposed improvements.



- Legend**
- Build Alternative 3
 - City Limits

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No-Build Alternative

Under the No-Build Alternative, the SR-210/Victoria Avenue New Interchange would not be constructed; in addition, no improvements would be made to the SR-210/Highland Avenue interchange. This alternative 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 potentially approving the proposed project with the consequences of potentially not approving the proposed project.

Probable Environmental Effects

The proposed project could result in environmental effects on the following resources, which will be fully evaluated in the Environmental Impact Report/Environmental Assessment:

- Aesthetics
- Air quality
- Biological resources
- Cultural resources
- Energy
- Geology and soils
- Greenhouse gas emissions
- Hazards and hazardous materials
- Hydrology and water quality
- Land use and planning
- Noise
- Population and housing
- Public services
- Recreation
- Transportation
- Tribal cultural resources
- Utilities and service systems
- Cumulative impacts