

Interstate 10 / Cherry Valley Boulevard Interchange Project

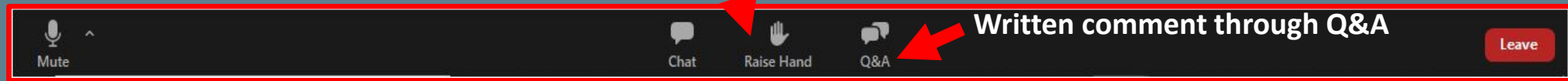
4 ways to comment:

- Submit a comment with the Q&A function
- Provide 3-minutes of testimony at today's hearing
- Email comments to:
CherryValleyInterchange@dot.ca.gov
- Mail comments to:
Shawn Oriaz, Senior Environmental Planner
Caltrans District 8
464 W. 4th Street, 6th floor, MS-827
San Bernardino, CA 92401



Virtual hearing format (End of Presentation)

- To speak:
 - Raise your 'virtual hand' (Zoom)
 - Dial *9 (Phone or Zoom)
- Speakers will be unmuted one at a time at the end of the presentation
- Provide:
 - Full name
 - Spelling of full name
 - Mailing address
 - 3-minute verbal testimony
- A court reporter is in attendance to transcribe the hearing.



Please note that the audience will be automatically muted for the entire presentation. To ask questions or provide comments, please use the "raise hand" feature within the toolbar on the bottom of your screen.

If you are having audio issues, please try the following: Select computer audio or join with your phone audio and the numbers below. For computer audio, ensure your speakers are turned on. If you receive a busy signal, please keep dialing, and/or dial one of the alternate numbers provided when clicking on the Zoom meeting link.

The hearing will begin at 5:05 p.m.

To listen via telephone, please dial (253) 215-8782, Webinar ID: 858 2972 4839

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The Draft IS/EA and other project information can be found on the following websites: www.cityofcalimesa.net | www.rcprojects.org/cherryvalley

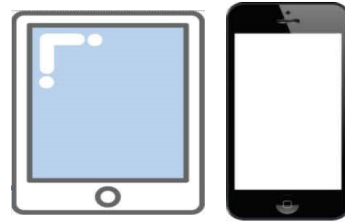
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Hearing is being recorded for the project record. *Se está grabando una reunión para el registro del proyecto.*

Interpretation

Smart Phone or Tablet

Teléfono Inteligente o Tableta



1

2

3

4

Interpretación

Computer

Computadora



1

2

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Written comment through Q&A

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January 24, 2022*

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Welcome!

I-10/Cherry Valley Boulevard Interchange
Project
Initial Study with
Proposed Mitigated Negative Declaration/
Environmental Assessment

Public Hearing
January 13, 2022
5:00 p.m. to 7:00 p.m.

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Team Introductions

Brandon Reyes



*Project Manager/Civil Engineer
Michael Baker International*

Alan Ashimine



*Environmental Manager
Michael Baker International*

Project Development Team

*City of Calimesa
County of Riverside
Caltrans*



Project Presentation

Agenda

- Purpose of Tonight's Hearing
- Project Overview
- Project Alternatives
- Environmental Process
- Presentation Conclusion
- Public Comment

Questions and comments will be accepted following the conclusion of the presentation

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Purpose of Tonight's Hearing

- To provide information to the public on the proposed project.
- To describe the environmental review process and subsequent decision making.
- To solicit input from the public on the Draft Environmental Document Draft Initial Study (IS) with Proposed Mitigated Negative Declaration/ Environmental Assessment (EA).

Interstate 10 (I-10)/Cherry Valley Boulevard Interchange Project

CITY OF CALIMESA, RIVERSIDE COUNTY, CALIFORNIA
DISTRICT 8 – RIV – 10 (PM R2.1/R3.8)
08-0G170/0800000190

Initial Study with (Proposed) Mitigated Negative Declaration/ Environmental Assessment



Prepared by the
State of California Department of Transportation
and the City of Calimesa

The environmental review, consultation, and any other actions required by applicable Federal environmental laws for this project are being, or have been, carried out by Caltrans pursuant to 23 U.S. Code 327 and the Memorandum of Understanding dated December 23, 2016, and executed by the Federal Highway Administration and Caltrans.

December 2021



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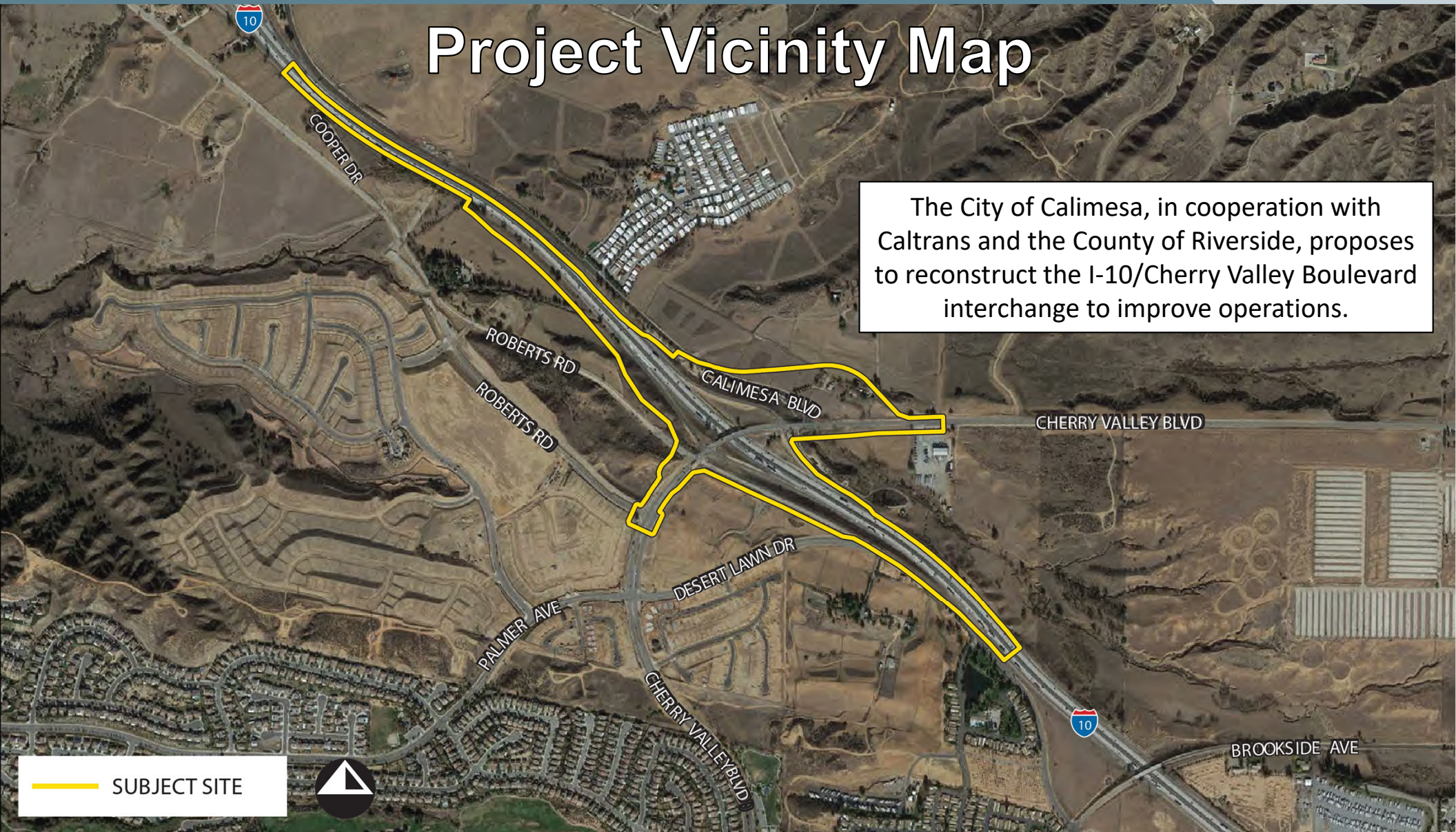
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Project Overview

Project Vicinity Map

The City of Calimesa, in cooperation with Caltrans and the County of Riverside, proposes to reconstruct the I-10/Cherry Valley Boulevard interchange to improve operations.



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Existing Conditions

- Bicycle and pedestrian facilities do not meet current standards
- Aging bridge structure requires increased maintenance
- The bridge structure only accommodates a single lane in each direction
- Current on- and off- ramps are single lanes which causes congestion
- Short Intersection spacing impacts traffic congestion
- Current design features are not up to design standards

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The Purpose of the Project is to:

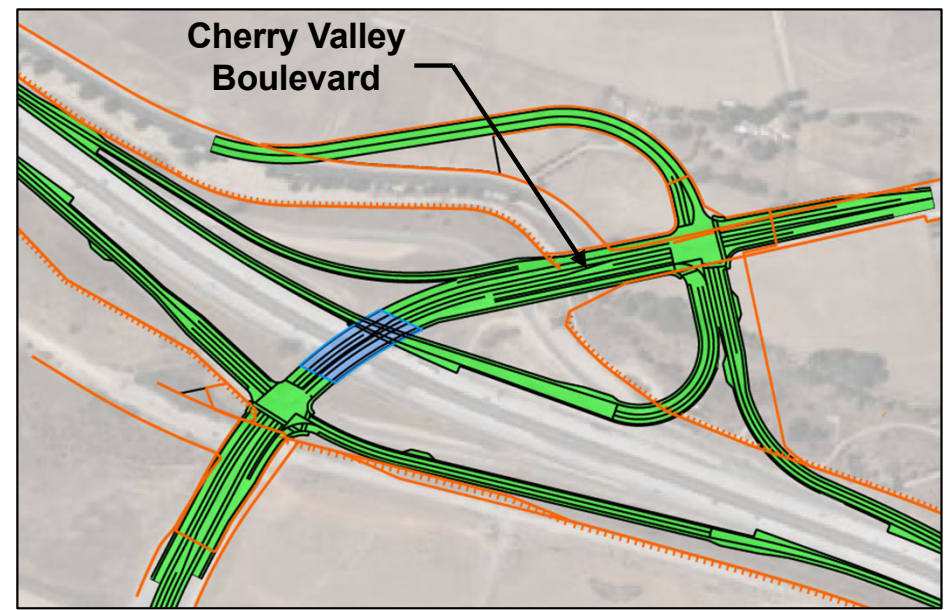
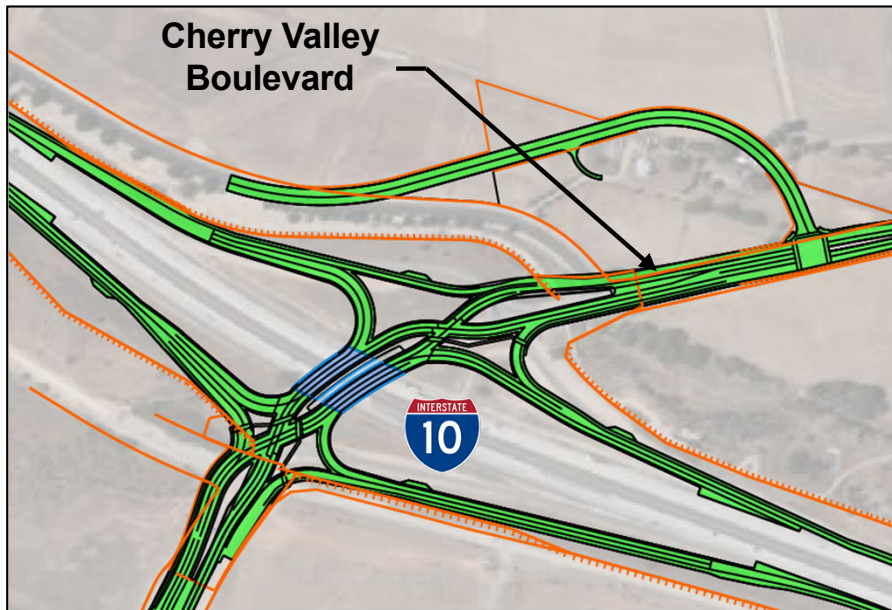
- Relieve congestion and improve traffic operations at the I-10/Cherry Valley Boulevard interchange;
- Address increased travel associated with existing and planned development anticipated in the City of Calimesa and surrounding areas; and
- Improve operations by addressing existing interchange geometric deficiencies that include:
 - Increasing intersection spacing to meet standards;
 - Redesigning non-standard curb ramps, bridge elevations, and guardrail; and
 - Updating non-standard seismic and scour susceptible bridges over I-10 to current standards.



Project Alternatives

Project Alternatives

- **Alternative 1** – No-build alternative
- **Alternative 3** – Diverging Diamond Interchange (Locally Preferred Alternative)
- **Alternative 4** – Partial Cloverleaf Interchange

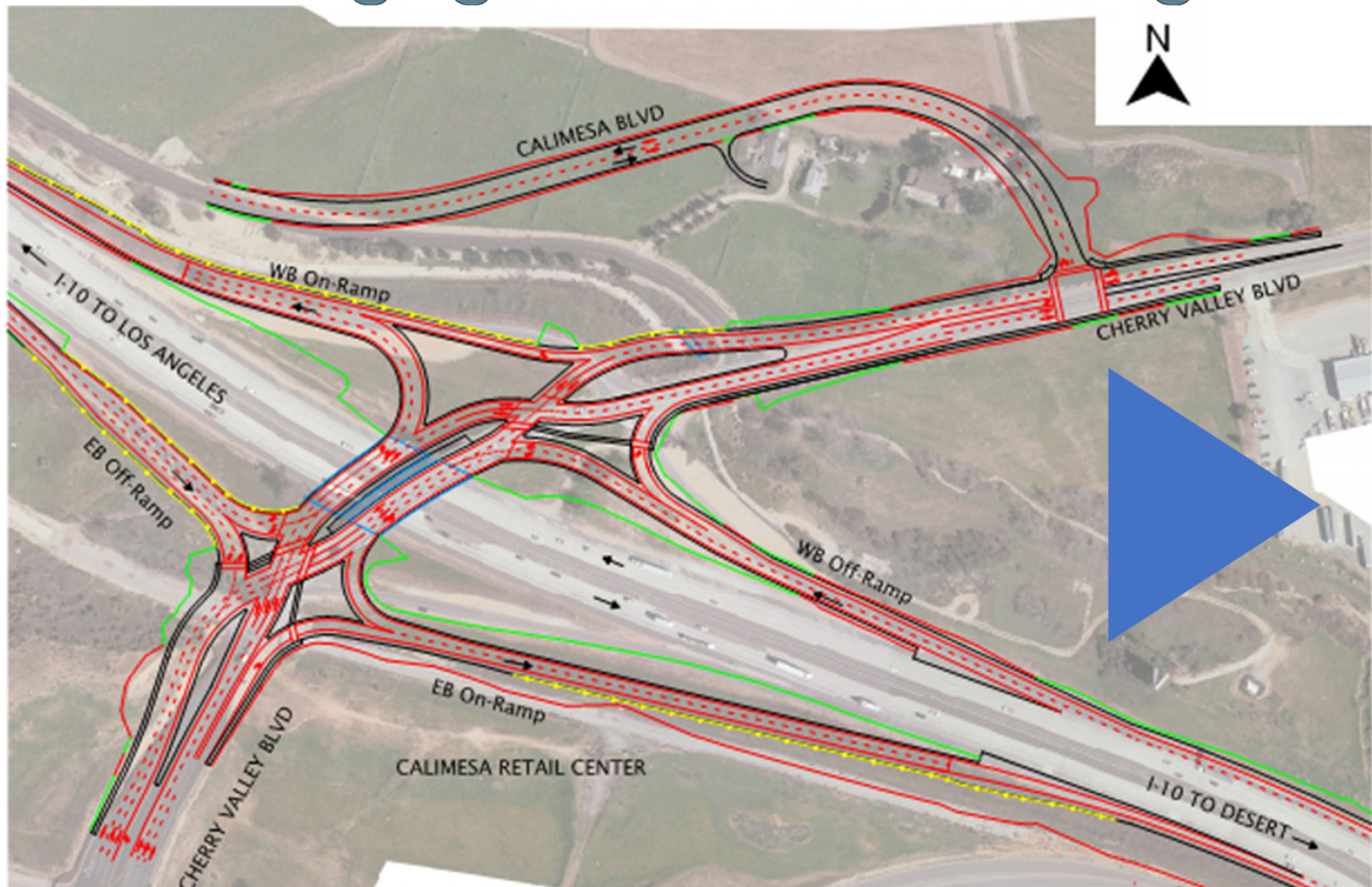


(Note: Alternative 2 – Rejected early in the planning phase)

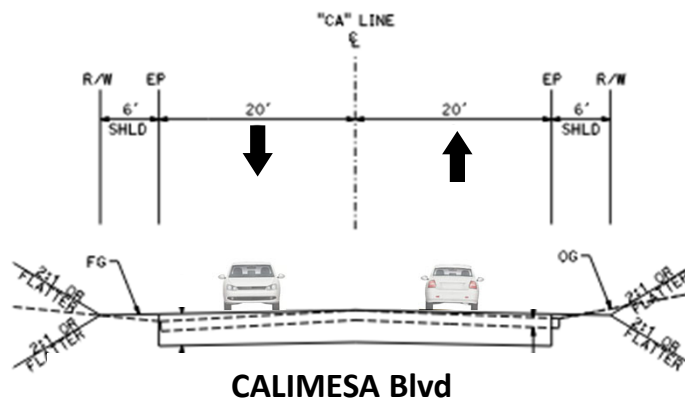
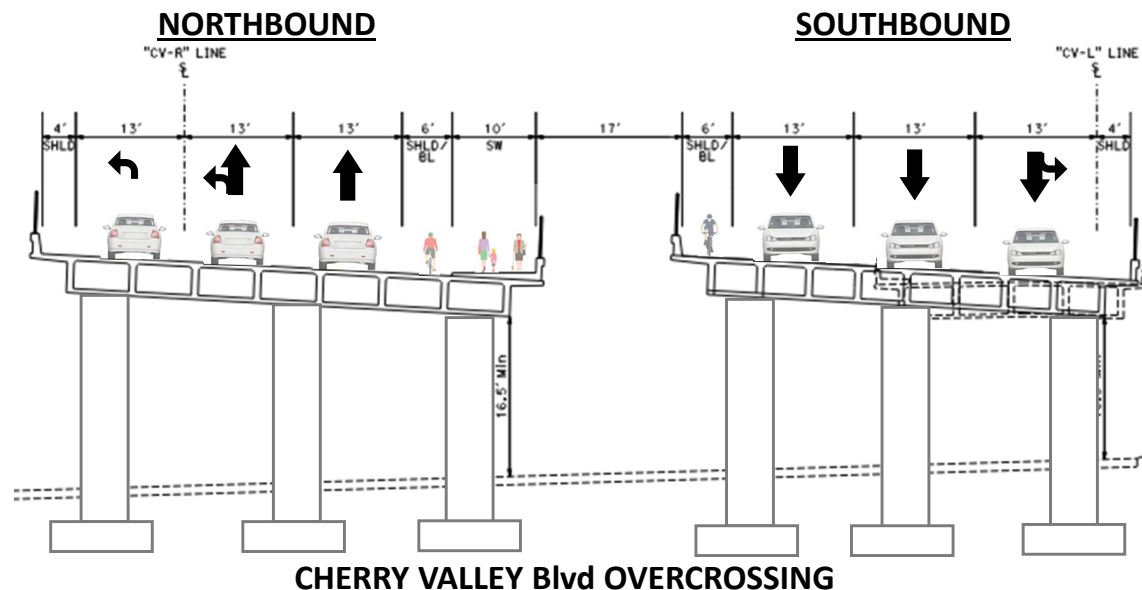
Alternative 3 and Alternative 4 Improvements:

- Realign Calimesa Boulevard
- Reconstruct I-10 bridge overcrossing
- Widen Cherry Valley Boulevard (two lanes in each direction)
- Construct signals at the Calimesa Boulevard/Cherry Valley Boulevard intersection and at the I-10 eastbound and westbound off- and on-ramps at Cherry Valley Boulevard
- Add new ADA compliant curb ramps, pedestrian crosswalks, and sidewalks (both sides)
- Add new ramp metering at the westbound and eastbound I-10 on-ramps
- Add an auxiliary lane at the eastbound off-ramp and westbound on-ramp to provide additional storage
- Add new High Occupancy Vehicle (HOV) preferential lanes on each of the Cherry Valley Boulevard entrance ramps
- Update existing interchange to current design standards

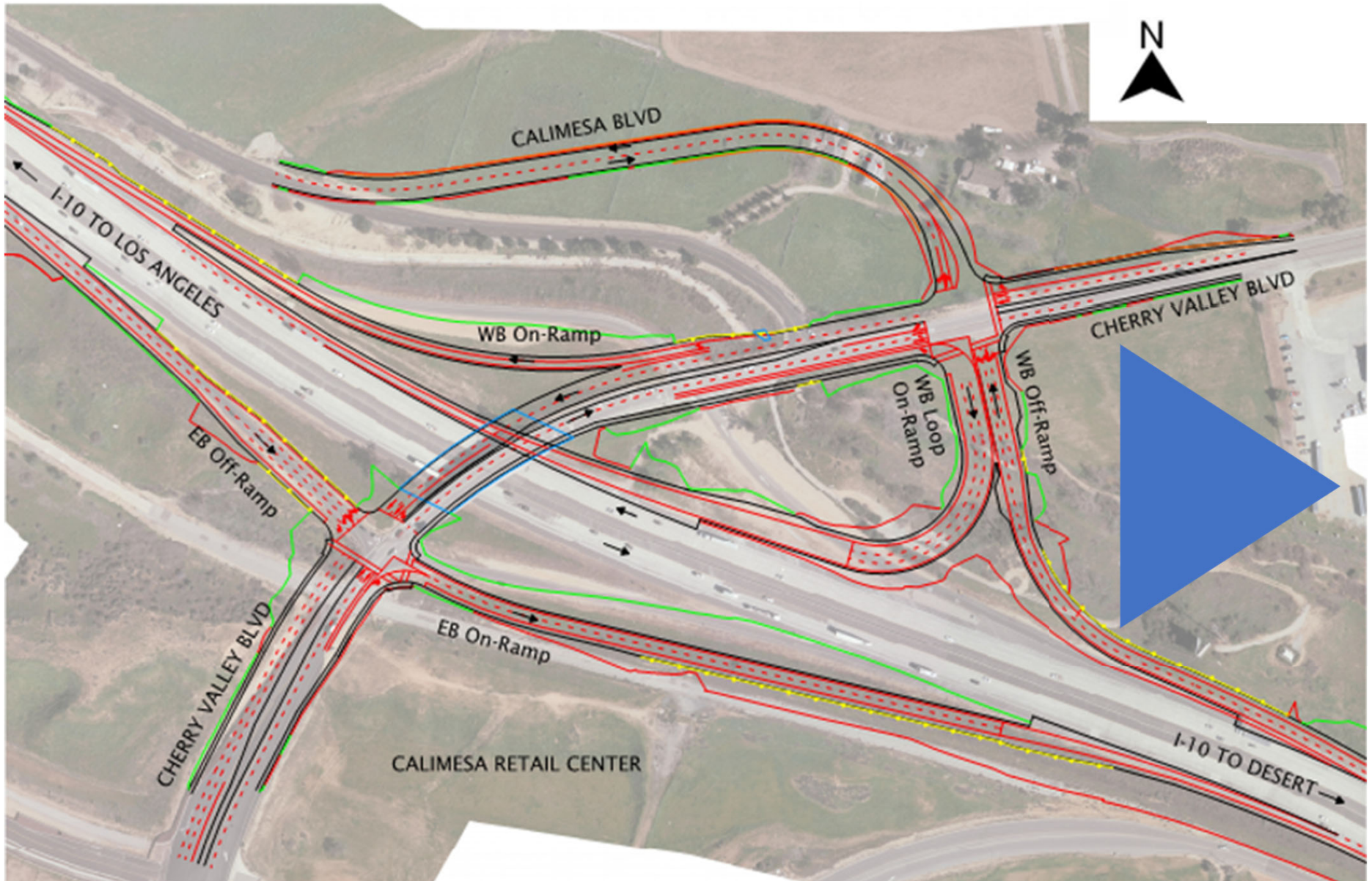
Alternative 3 - Locally Preferred Alternative / Diverging Diamond Interchange



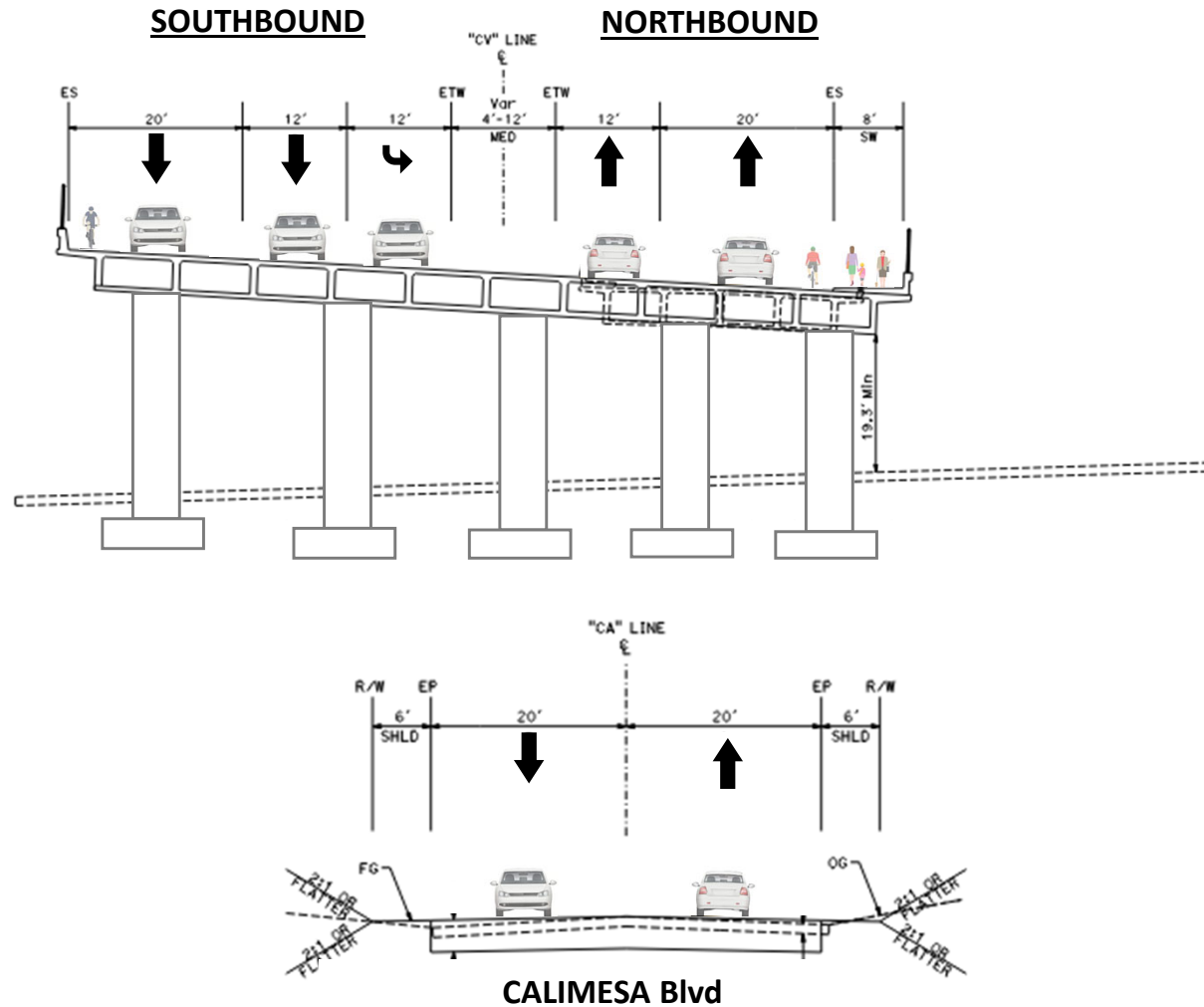
Alternative 3 - Cross Sections (Diverging Diamond Interchange)



Alternative 4 - Partial Cloverleaf Interchange



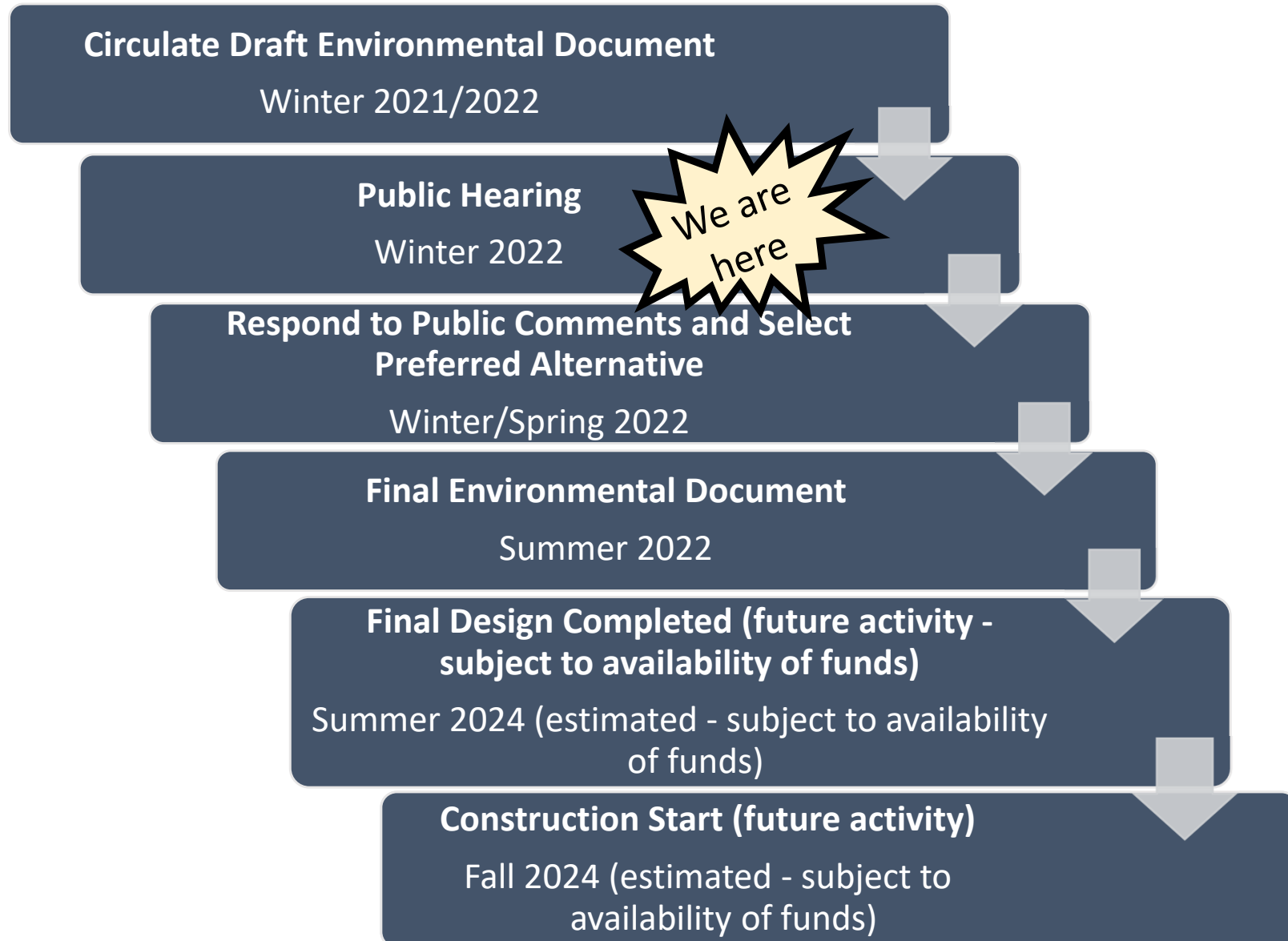
Alternative 4 - Cross Sections (Partial Cloverleaf Interchange)





Environmental Process

Project Schedule



Environmental Document

The Draft Environmental Document satisfies both California (California Environmental Quality Act [CEQA]) and Federal (National Environmental Policy Act [NEPA]) environmental requirements. Caltrans is the lead agency for both CEQA and NEPA.

- **CEQA:** Initial Study – Anticipated Mitigated Negative Declaration
- **NEPA:** Environmental Assessment – Anticipated Finding of No Significant Impact

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CITY OF CALIMESA, RIVERSIDE COUNTY, CALIFORNIA
DISTRICT 8 – RIV – 10 (PM R2.1/R3.8)
08-0G170/080000190

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with (Proposed) Mitigated Negative Declaration/
Environmental Assessment



Prepared by the
State of California Department of Transportation
and the City of Calimesa

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December 2021



Topics Addressed in the Environmental Document

- Air Quality
- Land Use
- Parks and Recreation
- Farmlands
- Growth
- Community Impacts
- Utilities and Emergency Services
- Geology and Soils
- Archaeological Resources
- Paleontological Resources
- Historic Resources
- Hazardous Waste and Materials
- Hydrology and Floodplain
- Biological Environment
- Jurisdictional Delineation
- Noise
- Transportation
- Aesthetics
- Water Quality
- Stormwater
- Energy
- Cumulative Impacts
- Wildfire
- Climate Change

Overview of Impact Definitions

NEPA: Environmental consequences & avoidance, minimization, mitigation measures

CEQA:

- **No Impact:** No impact identified
- **Less Than Significant Effects:** Impact that does not exceed the CEQA defined thresholds of significance
- **Less Than Significant Effects With Mitigation:** Impacts that have been reduced from “potentially significant” to “less than significant” with avoidance, minimization, and/or mitigation measure(s)

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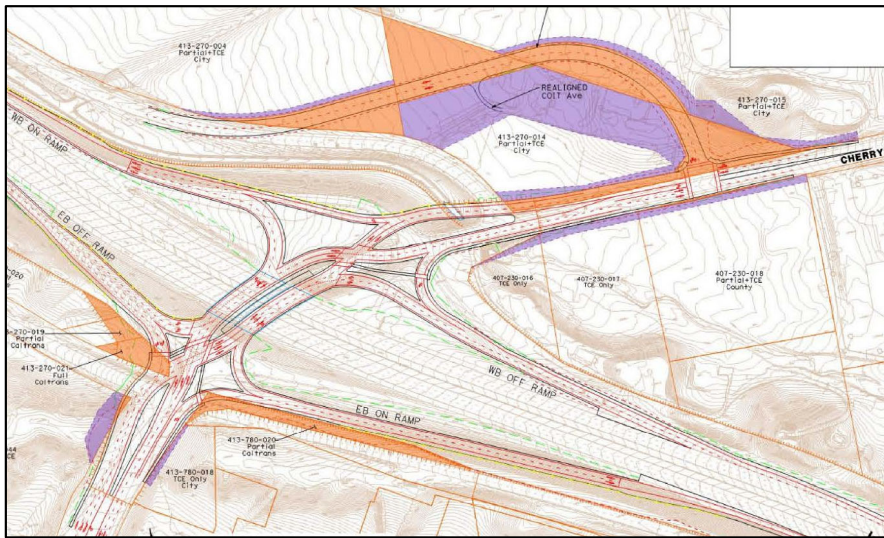
Proposed Mitigated Negative Declaration

Caltrans has reviewed an Initial Study for this project, and pending public review, expects to determine from this study that the proposed project would not have a significant effect on the environment for the following reasons:

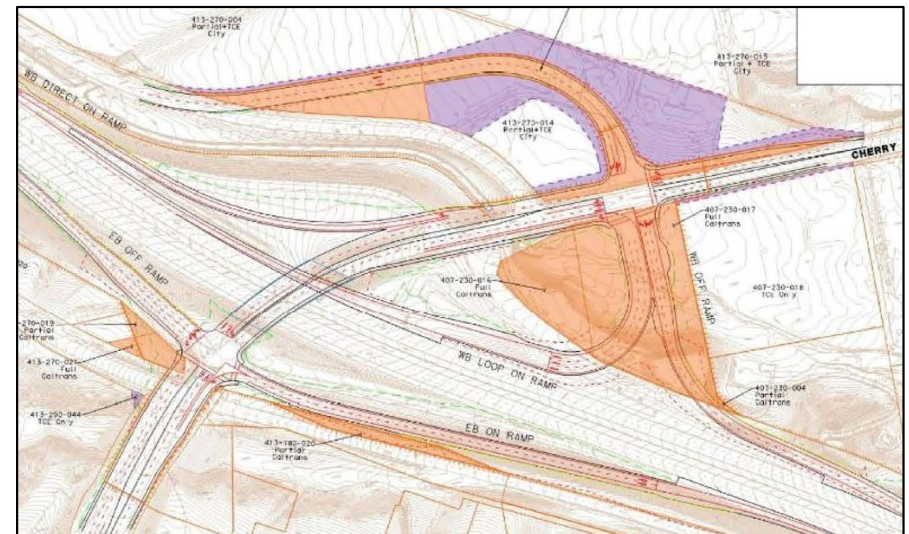
No impacts	Less than significant effects		Less than significant effects with mitigation
<ul style="list-style-type: none"> • Mineral Resources • Land Use and Planning • Recreation 	<ul style="list-style-type: none"> • Aesthetics • Agriculture and Forest Resources • Air Quality • Cultural Resource • Energy • Hazards and Hazardous Materials • Hydrology and Water Quality 	<ul style="list-style-type: none"> • Noise • Population and Housing • Public Services • Transportation • Tribal Cultural Resources • Utilities and Service Systems • Wildfire 	<ul style="list-style-type: none"> • Biological Resources (Jurisdictional Waters) • Paleontological Resources • Climate Change • Greenhouse Gas Emissions

Potential Right of Way Impacts

Build Alternative 3 – Diverging Diamond Interchange (Locally Preferred Alternative)



Build Alternative 4 – Partial Cloverleaf Interchange



- Right-of-Way Fee Area
- Temporary Construction Easement Area

Build Alternative 3	Build Alternative 4
8 TCEs – 3.64 acres	5 TCEs – 3.19 acres
9 permanent acquisitions – 4.2 acres	10 permanent acquisitions – 6.56 acres
0 relocations	1 relocation



Presentation Conclusion

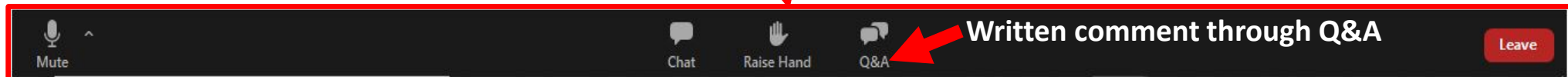
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Public Comment

Frequently Asked Questions

- **Q: How will access to my business be affected?**
 - A: Access to properties requiring a Temporary Construction Easement (TCE) would be maintained. The portions of parcels required during construction would be restored and returned to their owners following construction.

- **Q: How long will the project be under construction?**
 - A: Approximately 2-years.

- **Q: How much will the project cost?**
 - A: Alternative 3 (Locally Preferred Alternative) costs \$50,000,000 to \$60,000,000 in current day dollars (Roadway, Structures, Right of Way).

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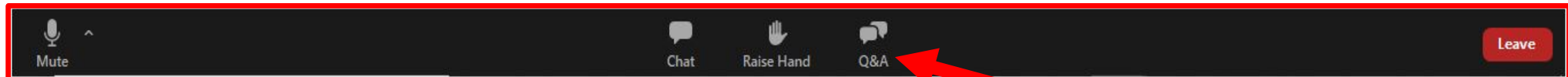
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Thank you!