

INTERSTATE 10/WILDWOOD CANYON ROAD INTERCHANGE PROJECT



Frequently Asked Questions

What are the Project limits?

The proposed Interstate 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. The Project is generally bounded by Calimesa Boulevard and Yucaipa Creek to the north, and Wildwood Creek and the 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.

Why is this Project important?

Currently, the adjacent interchanges along I-10 at Live Oak Canyon Road and County Line Road are located over two miles apart. The Project is considered a priority for the city, because not only will the proposed interchange provide improved access to I-10 for residents, but also mitigate local and regional traffic congestion, allowing the City to secure long-term economic sustainability when considering community amenities such as trails and open spaces in order to create a cohesive area for residents to live, work, shop, and play.

What are the Project 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.

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- 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 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 one 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.
- Portions of Calimesa Boulevard would be reconfigured and realigned 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 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 one-mile interchange spacing from adjacent interchanges.
- Portions of Wildwood Canyon Road and Calimesa Boulevard would be reconfigured and realigned 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.

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- Additional improvements include ADA compliant sidewalks, curb ramps, and crosswalks; parkways; and two new bridge structures over I-10 and Calimesa Boulevard.

What is the Project schedule?

- Project Initialization Document (PID) – Completed October 13, 2021
- Project Approval and Environmental Document (PA&ED) – Current Phase through early 2025
- Project Plans, Specifications and Estimates (PS&E) – Estimated in late 2027
- Construction – Estimated in late 2030

What are the next steps in the current phase?

A Public Scoping meeting is scheduled for April 13, 2022, from 5:30 to 7:00 p.m. at the Yucaipa Performing Arts Center, 12062 California Street, Yucaipa, CA 92399. The public may submit comments from March 25 through May 4, 2022, via mail or e-mail.

Additional steps include:

- Refinement of Project Alternatives
- Traffic Studies & Modified Access Report
- Environmental Technical Studies
- Draft Environmental Document / Draft Project Report
- Public Circulation of the Draft Environmental Document
- Selection of a Preferred Alternative
- Final Environmental Document / Final Project Report / Notice of Determination

What is the Environmental Process?

Per the California Environmental Quality Act (CEQA) and National Environmental Policy Act (NEPA), agencies are required to analyze and document potential project impacts to environmental resources. Preparation of environmental studies and impact assessments are required. Circulation of these documents to other agencies and the public for comment is necessary before a decision is made regarding the approval and implementation of the proposed project. It has been determined that an Environmental Impact Report (EIR) and Environmental Assessment (EA) will be prepared for the proposed project to comply with CEQA and NEPA, respectively.

What is the Scoping Process?

The Scoping Process is mandated by CEQA when preparing an EIR to gather input from the public on a proposed project. This valuable input will then be considered by the Project Development Team (PDT)

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throughout their development of the project design, as well as aid the PDT in evaluating the range of alternatives for a project.

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What are the Probable Environmental Effects?

A preliminary assessment of the Build Alternatives has identified a number of potential environmental impacts that may require special considerations. The following environmental issues have been identified and will be fully evaluated in the EIR/EA:

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