

State of California
Business, Transportation and Housing Agency
Department of Transportation

HIGHWAY ROUTE MATTERS
New Public Road Connection
Resolution S-715
08-SBd-210 KP 27.9 (PM 17.3)

Prepared by:
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CTC Meeting: December 5-6, 2000

Agenda Item: 2.3b.(2)

Original Signed By

W.J. EVANS, Deputy Director
Finance
December 1, 2000

NEW PUBLIC ROAD CONNECTION

RECOMMENDATION

Submitted to the California Transportation Commission are Resolution S-715 and maps of the location on State Highway Route 210. The City of Rialto has requested approval of a new public road connection to State Route 210. Pursuant to Section 100.2 of the Streets and Highways Code, no local road shall be connected with any freeway until the Commission adopts a resolution consenting thereto. It is recommended that the Commission approve the resolution in accordance with the recommendation of the Deputy Director, Project Development. The resolution grants approval of the connection, as an interchange to State Route 210 in the County of San Bernardino, in the City of Rialto, at Kilometer Post 27.9 (PM 17.3).

Original Signed By Robert Buckley for

Recommended by: BRENT FELKER, Deputy Director Project Development

Background

State Route 210 is an east-west corridor that extends from Interstate 5 northwest of San Fernando in the County of Los Angeles to State Route 10 near Redlands in the County of San Bernardino. The existing facility (Highlands Avenue) in the City of Rialto is a two-lane undivided conventional highway. The locations for various segments of the freeway alignment were adopted by the California Highway Commission during the 1950's. An Environmental Impact Report/Environmental Impact Statement (EIR/EIS) was initiated in 1986 for the construction of State Route 210 (formerly designated State Route 30 and State Route 190).

The EIR/EIS evolved out of a joint effort between the Department and San Bernardino Associated Governments (SANBAG) to address the lack of east-west capacity throughout the region. The EIR/EIS studied a proposal for construction of a new freeway from 3.7 kilometers (2.3 miles) east of Interstate 210 in Los Angeles County to 1.8 kilometers (1.1 mile) east of Interstate 215 in San Bernardino County. In August of 1991 a Project Report which approved the circulation of the EIR/EIS identified construction of the full freeway facility as the preferred alternative. The Department approved the Final EIR/EIS on June 27, 1996. After considering the EIR, the Commission adopted the Findings and Statement of Overriding Considerations at the September 18-19, 1996 meeting. FHWA approved the Record of Decision on September 20, 1996.

The State Route 210 Corridor Project was divided into 15 segments covering the entire 45-kilometer stretch in both counties and Supplement Project Reports were developed to cover specific elements related to each segment. A Supplemental Project Report for Segment 9 was approved on December 19, 1997 which included the proposed interchange at Ayala Avenue. This segment of the proposed freeway will consist of three mixed flow lanes and one High Occupancy Vehicle (HOV) lane in each direction and will serve as a major route for commuters traveling to and from the Los Angeles Basin.

The existing Freeway Agreement with the City of Rialto, dated March 18, 1963, did not include an interchange at Ayala Avenue (previously known as Larch Avenue). Instead, it showed that Ayala Avenue would be closed when a freeway facility was constructed. The 1963 Freeway Agreement also showed that interchanges were planned for Linden Avenue and Cactus Avenue. These local streets are located approximately 0.8 kilometer (0.5 mile) east and west of Ayala. The City has planned for construction of new housing in the area, an expansion of the Rialto Municipal Airport, and growth of commercial and industrial development north of State Route 210 due to the airport expansion. It is anticipated that there will be a substantial increase in traffic near and on Ayala Avenue. The current proposal calls for a full interchange at Ayala Avenue and grade separation structures for Linden Avenue and for Cactus Avenue. This project is consistent with the City's General Plan. The existing ADT on Highland Avenue is 17,800 and the ADT on Ayala Avenue is 2,200. The 2025 traffic projections for State Route 210 is 139,000 with projections for Ayala Avenue between 13,000 and 16,000 ADT which indicates a level of service (LOS) of "E" at the Ayala interchange. LOS E represents operating conditions at or near capacity. If the connection is not built, the traffic demand will shift to the adjacent interchanges.

Proposal

The diamond interchange at Ayala Avenue will be built as part of Segment 9 of the State Route 210 Freeway Corridor Project and will be one of four planned local street connections within the City of Rialto. On-ramps in each direction will provide for CHP enforcement areas and provisions will be made for future ramp metering.

Proposed frontage roads are Casmalia Street to the north of the freeway and Easton Street to the south. These frontage roads are planned to accommodate local traffic. The programmed cost for this segment is \$47,021,000 and is programmed in the 1999 STIP for Fiscal Year 2002. The current structure cost estimate for an interchange at Ayala Avenue is \$3,060,000.

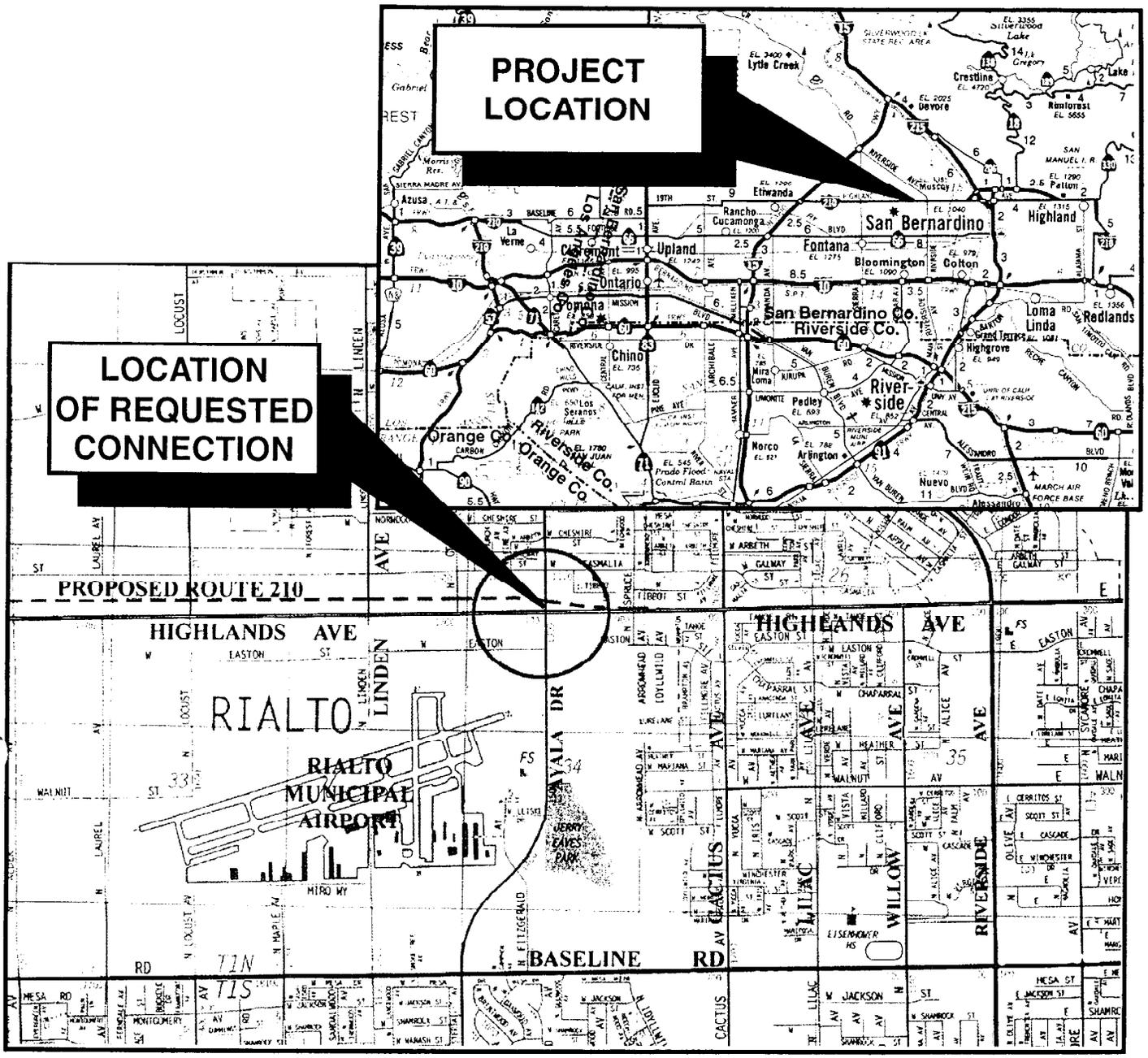
Coordination

A route-wide Joint Powers Authority (JPA) was formed of representatives from corridor cities. As part of the public input process for the State Route 210 EIR/EIS, a series of public map showings and hearings were held. Map showings were held on August 28, 1991 in Rialto and La Verne and on August 29, 1991 in Rancho Cucamonga. Public hearings were held on September 4, 1991 in Claremont and on September 5, 1991 in Rancho Cucamonga. Because it had been three years since the FEIS had been approved, FHWA requested that an Environmental Reevaluation (ER) be conducted to ensure that the project had not changed. The Environmental Evaluation for Segments 5 through 11 and was approved by the Department on September 3, 1999. FHWA approved the ER on September 9, 1999. There are no substantive environmental issues identified in either the FEIR/FEIS and the subsequent ER associated with this segment.

A freeway agreement between the Department and the City of Rialto will be executed subsequent to the Commission approval of the new public road connection. The City of Rialto plans to execute the freeway agreement at its December City Council meeting.

Conclusion

The new public road connection at Ayala Avenue is needed to provide access to the proposed State Route 210 for existing and planned residential and commercial developments, as well as providing access for the Rialto Municipal Airport.



LOCATION MAP



8-SBD-210

CALIFORNIA TRANSPORTATION COMMISSION

Resolution Authorizing
A New Public Road Connection
To the Freeway
08-SBd-210 KP 27.9 (PM 17.3)

Resolution Number S-715

WHEREAS, the Department of Transportation has completed an Environmental Impact Report in compliance with the California Environmental Quality Act and the State CEQA Guidelines; and

WHEREAS, the California Transportation Commission has considered the information contained in the Environmental Impact Report; and

WHEREAS, a superseding Freeway Agreement for Route 210 will be executed by City of Rialto at their December 2000 meeting, showing an interchange at Ayala Avenue; and

WHEREAS, failure of the City of Rialto to approved the Freeway Agreement shall render this resolution void; and

NOW, THEREFORE, BE IT RESOLVED by the Commission that it hereby authorizes a new public road connection to State Route 210 at Ayala Avenue at KP 27.9 (PM 17.3) in the City Rialto, in the County of San Bernardino.