

FTIP IDs# (required): SB200852, SB2011103, and SB201183

TCWG Consideration Date: June 28, 2011

Project Description (*clearly describe project*)

The proposed project involves the widening and improvement of a portion of the 5th Street Corridor and Del Rosa Drive, in the cities of Highland and San Bernardino in San Bernardino County. The project would widen and improve a 3.0-mile segment of 5th Street from State Route 210 (SR-210) to Del Rosa Drive, and a 0.25-mile segment of Del Rosa Drive from 5th Street to 3rd Street, for a total of 3.25 miles (17,160 lineal feet), as well as the SR-210/5th Street interchange. The Federal Highway Administration (FHWA) is the lead agency for compliance with the National Environmental Policy Act (NEPA). FHWA has delegated NEPA compliance to the California Department of Transportation (Caltrans). The City of Highland is the lead agency for compliance with the California Environmental Quality Act (CEQA).

In general, the project consists of roadway improvements such as constructing additional through lanes, turn lanes, a tie-back wall at the SR-210 bridge, connection to the existing storm drain system, bike lanes, sidewalks, and installation of traffic signals and associated signal equipment. The construction activities include lane, curb and gutter construction; relocating and/or adjusting surface features to grade; relocating utilities; erosion control measures (best management practices [BMPs]); storm drain facilities; installation of traffic signals and associated equipment and signage; pavement striping and markings; and stormwater pollution prevention control.

Project Alternatives

This section describes the proposed action and the project alternatives that were developed to meet the identified need through accomplishing the project purposes outlined above, while avoiding or minimizing environmental impacts. The alternatives consist of the "Preferred Alternative" and the "No-Build Alternative." Because of the existing alignment and proximity of 5th Street to the San Bernardino International Airport (SBIA), there is no feasible or reasonable alternative alignment to the proposed 5th Street alignment.

Preferred Alternative Project Characteristics

The Preferred Alternative consists of the widening and improvement of a 3.0-mile segment of 5th Street from SR-210 to Del Rosa Drive, and a 0.25-mile segment of Del Rosa Drive from 5th Street to 3rd Street, as well as constructing a tie-back wall at the SR-210/5th Street interchange, in the cities of Highland and San Bernardino in the County of San Bernardino. The proposed alignment begins at SR-210 and continues easterly to Del Rosa Drive, in the cities of Highland and San Bernardino.

The following construction improvements would occur as part of the proposed project:

- Under SR-210 freeway bridge on 5th Street – construct tie-back walls at freeway bridge abutments to accommodate ultimate widening of 5th Street underneath the freeway bridge.
- 5th Street from SR-210 to Palm Avenue – re-stripe 5th Street as necessary.
- 5th Street from Palm Avenue to Del Rosa Drive – widen 5th Street from 2 to 4 lanes; construct turn pockets at street intersections; construct a continuous center 2-way left-turn lane.
- Del Rosa Drive from 5th Street to 3rd Street – widen Del Rosa Drive to provide turn lanes; construct 2-way left-turn lane.
- Construct bike lanes, sidewalks, and transit accesses on both sides of streets throughout project limits; construct handicapped accessible transit accesses.
- Construct traffic signal interconnect system to coordinate operation of signals along 5th Street.
- Install energy efficient LED traffic signals and street lights on streets within the project limits.
- Relocate and upgrade traffic signals at the 5th Street/Victoria Avenue, 5th Street/Sterling Avenue, and 5th Street/Del Rosa Drive intersections.
- Construct new traffic signal at 5th Street/Central Avenue intersection.
- Improve pavement conditions on 5th Street from Palm Avenue to Del Rosa Drive and on Del Rosa Drive from 5th Street to 3rd Street.

The City estimates that the construction of the entire alignment would take approximately 6 to 9 months to complete. It is anticipated that construction will result in approximately 40.2 acres of land disturbance, of which the existing paved area (not including shoulders) comprises 14.6 acres. Of the total area disturbed, 1 acre will be temporary construction and staging disturbance and 4 acres will be permanent facility disturbance (standard 12-foot-wide lane plus 8-foot-wide shoulder for a total of 1 mile).

A tie-back wall is proposed at the SR-210 undercrossing as part of the proposed project, in order to accommodate widening under the SR-210. The north tie-back wall would be approximately 10.5 feet high and 260 feet long, and the south tie-back wall would be approximately 11 feet high and 260 feet long. This project would be developed to California Department of Transportation (Caltrans) Highway Design Manual Chapter 1000 standards and would comply with the Americans with Disabilities Act (ADA) of 1990, as amended. Disturbance would consist of grading operations, asphalt and concrete installation, and construction of tie-back walls under SR-210. Additional rip-rap or slope protection would be constructed in these areas. The proposed project would require temporary fencing to be installed in order to prevent the general public from trespassing onto any excavation, construction, or storage areas.

No-Build Alternative

The No Build Alternative undertakes no roadway improvements along the 5th Street Corridor, but rather maintains the existing roadway geometry. No improvements to the local streets would occur under this alternative. This alternative serves as the baseline against which to evaluate the effects of the Build Alternative. The No Build Alternative would produce no immediate environmental impacts other than routine roadway maintenance within the project area; consequently, no mitigation would be required. However, compared to the proposed Build Alternative, the No Build Alternative does not provide enhanced circulation within the area and does not meet the defined project purpose and need.

Type of Project (use Table 1 on instruction sheet) "Change to existing regionally significant street"
 The roadway improvements include widening, traffic signals, lighting, pavement rehabilitation, and drainage improvements.

County San Bernardino	Narrative Location/Route & Postmiles: Approximately 3 miles along 5 th Street and 0.5 miles of Del Rosa Drive. Caltrans Projects – EA# N/A
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Lead Agency: The City of Highland (CEQA lead); California Department of Transportation (Caltrans), District 8 (NEPA lead)

Contact Person Dennis Barton (City of Highland) Julie Lugaro (Caltrans)	Phone# (909) 864-8732, x251 (909) 383-01570	Fax#	Email dbarton@cityofhighland.org julie_lugaro@dot.ca.gov
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Hot Spot Pollutant of Concern (check one or both) **PM2.5** **PM10**

Federal Action for which Project-Level PM Conformity is Needed (check appropriate box)

X	Categorical Exclusion (NEPA)	EA or Draft EIS	FONSI or Final EIS	PS&E or Construction	Other
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Scheduled Date of Federal Action: October 2011

NEPA Delegation – Project Type (check appropriate box)

Exempt	Section 6004 – Categorical Exemption	X	Section 6005 – Non- Categorical Exemption
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Current Programming Dates (as appropriate)

	PE/Environmental	ENG	ROW	CON
Start	April 2011	April 2011	October 2011	Feb 2013
End	October 2011	April 2012	May 2012	October 2013

Project Purpose and Need (Summary): (attach additional sheets as necessary)

The purpose of the proposed project is to improve ground access circulation to SBIA, and to be consistent with planned local development. The need for the proposed project relates to inefficient access for truck traffic to SBIA via 5th Street, and accommodation of anticipated future truck traffic expected to result from redevelopment in the project area. This project meets the identified need for improvement of ground access circulation.

According to the *City of Highland General Plan*, 5th Street is an important corridor within the City as it serves many useful roadway functions. It is designated as a 4-lane divided Major Highway (from Shirley Avenue to Palm Avenue) in the *City of Highland General Plan Circulation Element*. 5th Street provides connection to the SR-210 freeway, and is utilized as an east-west designated truck route. 5th Street serves mining type uses, as it provides circulation into industrial areas within the City.

5th Street also provides access to activities that are planned for the SBIA, which connects 5th Street to the south along Del Rosa Avenue. Because the project area contains predominately industrial and business park land uses, and will continue to be developed with such uses, truck traffic through this area is heavy and expected to increase as redevelopment continues to occur in the SBIA and adjacent businesses. The proposed improvements would provide better traffic flow and increased safety for both truck traffic and general traffic traveling through project area on the 5th Street Corridor.

Surrounding Land Use/Traffic Generators (especially effect on diesel traffic)

- **North:** Industrial, Business Park, Low Density Residential (2.1 to 6.0 dwelling units per acre), Planned Development Areas, and large lots of vacant land are located north of 5th Street.
- **East:** Industrial and Residential uses are located on the east of Del Rosa Drive. Open Space is located east of the intersection of 5th Street and SR-210.
- **South:** Industrial, Business Park, and large lots of vacant land are south of 5th Street.
- **West:** Business Park and Residential uses are located west of Del Rosa Drive.

The surrounding land uses do not generate significant amounts of diesel related heavy truck traffic. The existing truck traffic percentages along the project site (Local Roadways) are relatively low, ranging from 3.7 to 4.7 percent, and project implementation would not increase truck traffic. Additionally, the proposed project would improve circulation and reduce congestion and idling time within the project limits.

Opening Year: Build and No Build LOS, AADT, % and # trucks, truck AADT of proposed facility

The project is a street improvement project that includes roadway widening, traffic signals, lighting, pavement rehabilitation, and drainage improvements. As the improved roadways cannot serve as a vehicle trip origin or destination, the project does not generate trips. However, traffic volumes are provided for the project area. This section describes both opening year and future year (RTP horizon year/design year).

As shown in Table 1 (Future Traffic Volumes), traffic volumes within the project limits (Local Roadways) are well below 125,000 vehicles daily. The 2006 Guidelines have two criteria to identify a “significant volume of diesel traffic,” which include facilities with greater than 125,000 ADT and eight percent or more of said traffic volumes

(i.e., approximately 10,000 vehicles or more). However, the percentage of trucks along this corridor ranges from 3.7 to 5.6 percent, which is below the national average of eight percent¹, which equates to substantially less than 10,000 vehicles.

**Table 1
FUTURE TRAFFIC VOLUMES**

Location	Opening Year (2013)			Future Year (2033)			# Trucks Percent Change
	ADT	% Trucks	# Trucks	ADT	% Trucks	# Trucks	
LOCAL ROADWAYS							
Del Rosa Drive between 3 rd Street and 5 th Street	6,417	4.5	289	9,080	4.5	409	41.5
5 th Street between Del Rosa Drive and Sterling Avenue	10,623	4.5	478	16,767	4.5	755	57.9
5 th Street between Sterling Avenue and Lankershim Avenue	10,328	4.5	465	15,337	4.5	690	48.4
5 th Street between Lankershim Avenue and Victoria Avenue	10,020	4.5	451	15,250	4.5	686	52.1
5 th Street between Victoria Avenue and Central Avenue	11,219	4.2	471	14,969	4.2	629	33.5
5 th Street between Central Avenue and Palm Avenue	13,103	4.0	524	17,075	4.0	683	30.3
5 th Street between Palm Avenue and Church Avenue	20,145	4.7	947	25,968	4.7	1,220	28.8
5 th Street between Church Avenue and SR-210 EB Ramps	24,312	4.1	997	33,291	4.1	1,365	36.9
5 th Street between SR-210 EB Ramps and SR-210 WB Ramps	24,598	3.7	910	34,472	3.7	1,275	40.1
RAMPS							
SR-210 EB Off-Ramp	5,405	3.7	200	8,917	3.7	330	65.0
SR-210 EB On-Ramp	12,539	3.7	464	13,885	3.7	514	10.8
SR-210 WB Off-Ramp	12,551	3.7	464	13,929	3.7	515	11.0
SR-210 WB On-Ramp	4,890	3.7	181	7,114	3.7	263	45.3
SR-210 MAINLINE							
North of 5 th Street/Greenspot Road	86,627	5.6	4,851	129,133	5.6	7,231	49.1
South of 5 th Street/Greenspot Road	99,827	5.6	5,590	139,135	5.6	7,792	39.4

ADT = Average Daily Traffic; EB = eastbound; WB = westbound

Source: Hernandez, Kroone & Associates, *TIGER II Grant Street Improvements Project Traffic Analysis*, May 18, 2011.

Table 2 (Intersection LOS Summary), below, depicts the LOS for the study intersections in the project area for the Existing, Opening Year, and Future Year conditions, for both the existing and preferred roadway configurations (with project improvements).

¹ Federal Highway Administration, *Highway Statistics 2004*, March 2006.

**Table 2
INTERSECTION LOS SUMMARY**

Location	Existing (2010)		Opening Year (2013)		Future Year (2033)	
	AM Peak Hour	PM Peak Hour	AM Peak Hour	PM Peak Hour	AM Peak Hour	PM Peak Hour
	LOS	LOS	LOS	LOS	LOS	LOS
Del Rosa Drive/3 rd Street						
Existing Configuration	C	C	C	C-	C	D
Preferred Configuration	--	--	C	C	C	C-
Del Rosa Drive/5 th Street						
Existing Configuration	B	B	B	B	B	C
Preferred Configuration	--	--	C	B	C	B
Sterling Avenue/5 th Street						
Existing Configuration	B	B	B	B	B	B
Preferred Configuration	--	--	C	C	C	C
Victoria Avenue/5 th Street						
Existing Configuration	B	B	B	B	B	B
Preferred Configuration	--	--	B	A	B	B
Central Avenue/5 th Street						
Existing Configuration	F	E	F	F	F	F
Preferred Configuration	--	--	B	B	B	B
Palm Avenue/5 th Street						
Existing Configuration	C-	C-	D+	D+	D	D-
Preferred Configuration	--	--	C	C-	C-	D+
Church Avenue/5 th Street						
Existing Configuration	B	B	C+	B	C+	C+
SR-210 EB Ramps/5 th Street						
Existing Configuration	B	B	B	B	C+	C-
SR-210 WB Ramps/Greenspot Road						
Existing Configuration	B	C+	B	C+	B	C
Lowes Center/Greenspot Road						
Existing Configuration	A	A	A	A	--	--
Future Year Configuration	--	--	--	--	B	C+

Bold = exceeds performance standard of level of service (LOS) *D*: EB = eastbound; WB = westbound; LOS = level of service

Source: Hernandez, Kroone & Associates, *TIGER II Grant Street Improvements Project Traffic Analysis*, May 18, 2011.

RTP Horizon Year / Design Year: Build and No Build LOS, AADT, % and # trucks, truck AADT of proposed facility

See Above.

Opening Year: If facility is an interchange(s) or intersection(s), Build and No Build cross-street AADT, % and # trucks, truck AADT

See Above.

RTP Horizon Year / Design Year: If facility is an interchange (s) or intersection(s), Build and No Build cross-street AADT, % and # trucks, truck AADT

See Above.

Describe potential traffic redistribution effects of congestion relief (impact on other facilities)

The proposed project would expand 5th Street from Del Rosa Drive to SR-210 and Del Rosa Drive from 5th Street to 3rd Street. This expansion is taking place within the "5th Street Corridor", an area identified by the City of Highland *General Plan* as an area that will increase with industrial development bringing jobs and services to the

area as there is a lack of industrial land east of SR-210. This roadway expansion would improve circulation and provide congestion relief for existing conditions. However, some intersections LOS may decrease due to increased delay times at traffic signals.

Comments/Explanation/Details (attach additional sheets as necessary)

The EPA's March 2006 guidance document *Transportation Guidance for Qualitative Hot-spot Analysis in PM_{2.5} and PM₁₀ Nonattainment and Maintenance Areas* references a two step criteria to identify "a significant volume of diesel truck traffic." The first criterion is facilities with greater than 125,000 ADT volumes. If the first criterion is met, the second criterion is that eight percent or more of said traffic volumes (i.e., 10,000 vehicles or more) are diesel truck traffic volumes.

As discussed above, traffic volumes within the project limits (Local Roadways) are well below 125,000 vehicles daily. Additionally, the percentage of trucks along this corridor varies between 3.7 and 4.7 percent, and 5.6 percent along the freeway mainline, which is below the second criterion of eight percent trucks. The project also would not increase the percentage of heavy trucks in the study area. Therefore, implementation of the proposed project would not cause a significant increase of diesel vehicles (trucks). According to the *Transportation Conformity Guidance for Qualitative Hot-spot Analyses in PM_{2.5} and PM₁₀ Nonattainment and Maintenance Areas*, this project is not a project of air quality concern under 40 CFR 93.123(b)(1).

The uses surrounding the project corridor are primarily commercial/industrial uses and vacant land, with some residential uses in the project vicinity. The proposed project would not conflict with an applicable plan, policy, or regulation of an agency with jurisdiction over the project. The proposed project is also consistent with Southern California Association of Governments (SCAG) Regional Transportation Plan (RTP) (RTP IDs SB200852, SB4A01387, and SB4A01388) and Federal Transportation Improvement Program (FTIP) (FTIP IDs SB200852, SB2011103, and SB201183) and is intended to meet the traffic needs in the area based on local land use plans.