

DRAFT RELOCATION IMPACT STATEMENT

INTERSTATE 215/BARTON ROAD INTERCHANGE IMPROVEMENT PROJECT

08-SBd-215-PM 0.58/1.66

EA No. 08-0J0700

(PN 0800000282)



September 2013

TABLE OF CONTENTS

1.0	INTRODUCTION	1
2.0	PURPOSE OF THE STUDY	1
3.0	PURPOSE AND NEED.....	3
3.1	Purpose	3
3.2	Need.....	3
4.0	PROJECT DESCRIPTION.....	4
5.0	PROJECT ALTERNATIVES.....	5
5.1	Alternative 1 (No Build Alternative)	5
5.2	Alternative 3 (Partial Cloverleaf Interchange).....	5
5.3	Alternative 6 (Modified Cloverleaf)	6
5.4	Modified Alternative 7 (Modified Cloverleaf/Diamond) (Locally Preferred Alternative)	14
5.5	Alternatives Considered but Eliminated from Further Discussion	18
6.0	DISPLACEMENT AND REPLACEMENT AREAS	19
7.0	EXHIBIT 10-EX-3A.....	19
8.0	REFERENCES	22

FIGURES

Figure 1: Project Location	2
Figure 2: Alternative 3	7
Figure 3: Alternative 6	11
Figure 4: Modified Alternative 7.....	15

TABLES

Table A: Full Acquisitions Under Alternative 3	20
Table B: Full Acquisitions Under Alternative 6.....	21
Table C: Full Acquisitions Under Modified Alternative 7.....	22

ATTACHMENT

A: EXHIBIT 10-EX-3A (REV 05/2006)

1.0 INTRODUCTION

The San Bernardino Associated Governments (SANBAG), in cooperation with the California Department of Transportation (Caltrans), City of Grand Terrace, and City of Colton, proposes to improve the Interstate 215 (I-215)/Barton Road interchange. The proposed project is located in the City of Grand Terrace and partially in the City of Colton in San Bernardino County. On Barton Road, the project limits extend from approximately 0.3 mile (mi) west of I-215 to 0.4 mi east of I-215. The project limits on I-215 extend from approximately 0.8 mi south of Barton Road to 0.4 mi north of Barton Road. Figure 1 shows project location and vicinity maps.

I-215 is a major north-south freeway facility that begins at the southern junction of Interstate 15 (I-15) in the City of Murrieta in Riverside County and terminates at the northern junction with I-15, near Devore in San Bernardino County. It is an alternative route of I-15. The portion of I-215 within the project limits currently provides three through lanes in each direction and a paved median.

The existing I-215/Barton Road interchange is a compact diamond interchange with single-lane entrance and exit ramps. Both of the exit ramp approaches expand to two lanes to accommodate turning traffic. The existing northbound ramp intersection and southbound ramp intersection are spaced approximately 350 feet (ft) apart. The existing overcrossing is a single lane in each direction with back-to-back left-turn pockets for the entrance ramps.

Barton Road is an east-west primary arterial in the County of San Bernardino. It extends from La Cadena Drive in the City of Colton to east of San Mateo Street in the City of Redlands. Within the project limits, Barton Road is a two-lane roadway west of I-215. East of I-215, Barton Road is a four-lane facility with turn lanes at various intersections. Within the project limits, there are several intersections:

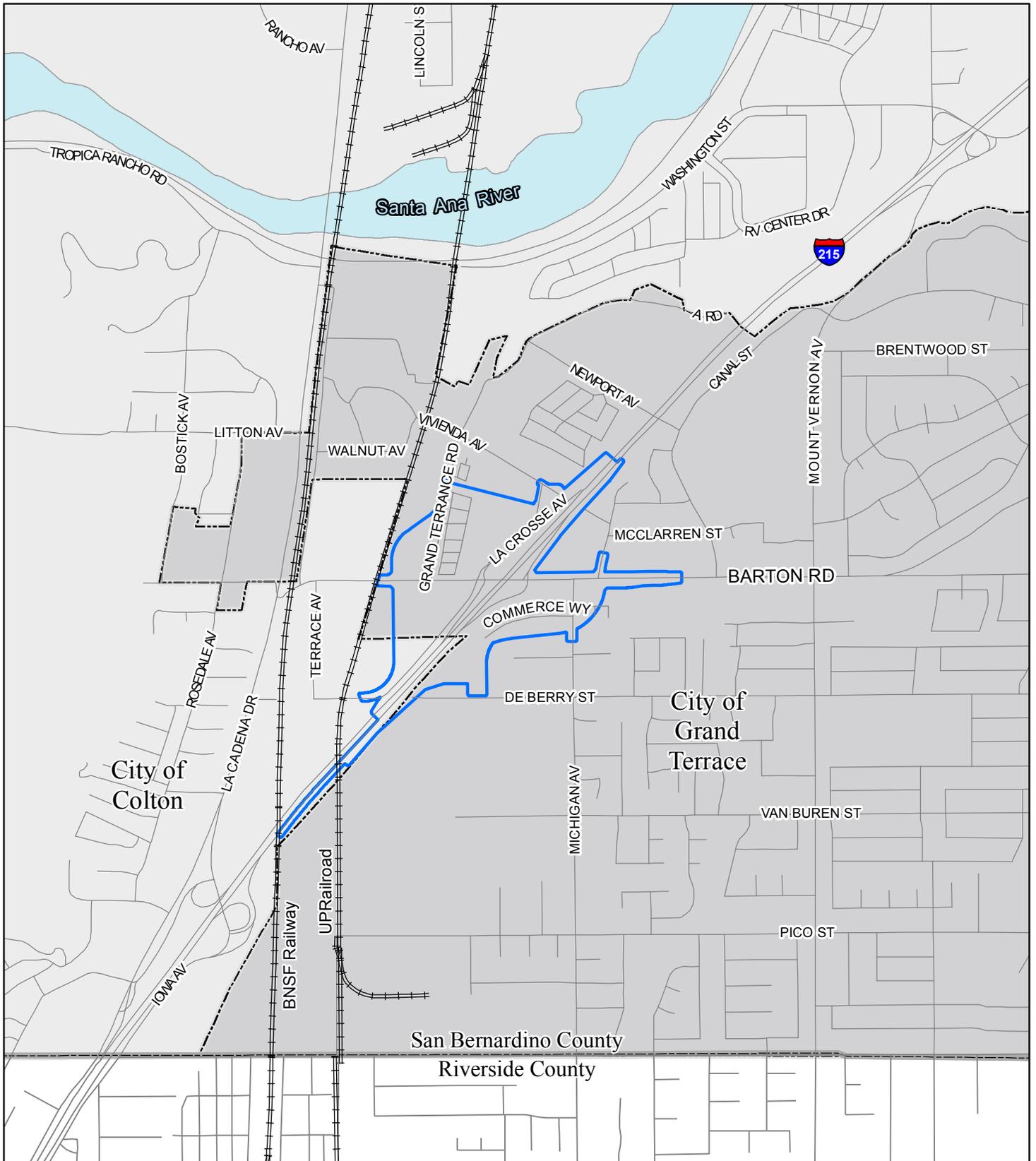
- Grand Terrace Road (unsignalized T-intersection)
- Southbound ramps and La Crosse Avenue intersection (signalized)
- Northbound ramps intersection (signalized)
- Michigan Avenue intersection (signalized T-intersection)
- Vivienda Avenue intersection (unsignalized T-intersection)

This Draft Relocation Impact Statement (DRIS) and attached Exhibit 10-EX-3A were prepared according to the Caltrans Right-of-Way (ROW) Guidelines regarding preparation of the relocation impacts documents.

2.0 PURPOSE OF THE STUDY

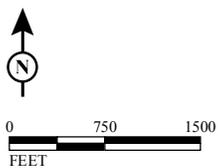
The purpose of this DRIS is to provide Caltrans, SANBAG, the Cities of Grand Terrace and Colton, and the public with information regarding the anticipated property acquisition for (and the potential effects of that property acquisition) for the I-215/Barton Road Interchange Improvement project.

Specifically, this DRIS addresses potential problems that may be caused by the displacement of existing land uses and their owners/occupants by the proposed project. The residential and



- LEGEND**
- Project Area
 - City of Colton
 - City of Grand Terrace

FIGURE 1



SOURCE: Thomas Brothers (2010)

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nonresidential displacements by each alternative are shown in Attachment A, Exhibit 10-EX-3A. The DRIS identifies the following:

- Relocation of residential and nonresidential uses and occupants associated with the proposed project;
- Replacement housing for those residents displaced by the proposed project;
- Relocation issues; and
- Recommendations for relocation.

This DRIS identifies the properties anticipated to be acquired for the project and the availability of replacement properties. The DRIS concludes with a discussion of the relocation assistance that will be provided to displacees by the implementing agency in accordance with State and federal laws.

3.0 PURPOSE AND NEED

3.1 Purpose

The purpose of the proposed project is to improve the operation, increase the capacity, and reduce the existing and future congestion at the I-215/Barton Road interchange, and improve access to facilities served by the interchange.

3.2 Need

Based on traffic projections and the existing and planned land uses in the vicinity, the facility is forecast to degrade to level of service (LOS) F (breakdown condition) by 2040 without improvements.

Capacity and Transportation Demand. The study area intersections currently operate at LOS B or C during the a.m. and p.m. peak hours. Without improvements, in 2016, the Barton Road/Grand Terrace Road intersection would operate at LOS F during the a.m. peak hour and LOS E during the p.m. peak hour. Because of the projected demand, without improvements, by 2040 all seven study area intersections would operate at LOS F during both the a.m. and p.m. peak hours, with the exception of Barton Road/La Cadena Drive during the a.m. peak hour, which would operate at LOS C.

The demand for interchange access is also represented in traffic volumes. Traffic projections for 2040 show that the average daily traffic (ADT) volumes on I-215 will increase by more than 200 percent. The 2009 Barton Road interchange ramp volumes are forecast to double by 2040. Additional capacity is needed to accommodate projected traffic volumes and improve LOS.

Roadway Deficiencies. The existing I-215 southbound off-ramp at Barton Road is nonstandard per the Highway Design Manual (6th Edition) because it intersects with a local street (La Crosse Avenue) before reaching Barton Road. The southbound off-ramp at Barton Road is a five-legged intersection

with a two-way frontage road adjacent to the southbound on-ramp. The existing interchange does not have adequate space for Surface Transportation Assistance Act (STAA) truck-turning movements, a sidewalk on the south side, or bicycle lanes. Therefore, the existing interchange restricts large truck movements and pedestrian and bicyclist access to local streets. Reconstruction of the interchange is needed to improve access to the freeway and local streets.

In the existing condition, the left-turn lane on westbound Barton Road at the I-215 southbound on-ramp does not have sufficient vehicle capacity during the a.m. and p.m. peak hours. This prevents left-turning and through traffic from moving through the interchange. Queue lengths are forecasted to increase substantially by 2040 without interchange improvements. Additional turn-pocket capacity is needed in order to reduce delays at the interchange.

Social Demand and Economic Development. The I-215/Barton Road interchange is the primary regional access for the City of Grand Terrace. It also serves the southwestern portion of the City of Colton and provides direct access to the City of Loma Linda. The City of Colton is projected to experience substantial population growth through 2035 according to the Southern California Association of Governments (SCAG) 2012 Adopted Regional Transportation Plan (RTP) Growth Forecasts. The build out of the area in accordance with the City of Grand Terrace General Plan and the Barton Road Specific Plan will result in increased traffic congestion on the freeway and the local street networks leading to the interchange. Reconstruction of the interchange is needed to relieve additional congestion.

4.0 PROJECT DESCRIPTION

The Project Description describes the proposed action and the design alternatives that were developed to meet the identified need through accomplishing the defined purposes while avoiding or minimizing environmental impacts. The alternatives are Alternative 1 (No Build), Alternative 3 (Cloverleaf Interchange), Alternative 6 (Modified Cloverleaf), and Modified Alternative 7 (Modified Cloverleaf/Diamond). The proposed project is located in the City of Grand Terrace, and partially in the City of Colton in San Bernardino County, California. Within the limits of the proposed project, I-215 currently provides three lanes in each direction. Barton Road is a two-lane roadway west of I-215 and a four-lane facility with turn lanes at various intersections east of I-215. Barton Road provides four ramps that connect to I-215: southbound on- and off-ramps, and northbound on- and off-ramps.

The purpose of the proposed project is to reconstruct and improve the interchange in order to improve operation, increase capacity, and reduce congestion at the I-215/Road interchange. The existing interchange has a nonstandard southbound off-ramp, and the existing interchange restricts large truck movements and pedestrian and bicyclist access. Without the interchange improvement, the operation of this facility will deteriorate over time to reach unacceptable LOS in the future.

The project area for the I-215/Barton Road Interchange Improvement Project overlaps the project area with the I-215 Bi-County High-Occupancy Vehicle (HOV) Lane Gap Closure Project at the Burlington Northern Santa Fe (BNSF) Railway two-track underpass (bridge over the freeway) and the Union Pacific Railroad (UPRR) single-track underpass between the Iowa Avenue/Cadena Drive interchange and the Barton Road interchange. Both projects would require the reconstruction of these

two structures. For the I-215/Barton Road Interchange Improvement Project, the reconstruction is needed to accommodate an auxiliary lane that is proposed between the northbound La Cadena entrance ramp and the proposed Barton Road exit ramp. The underpass replacements are required for I-215/Barton Road interchange Alternatives 3, 6, and Modified Alternative 7. For the I-215 Bi-County HOV Lane Gap Closure Project, the reconstruction is necessary due to inadequate horizontal clearance between the existing structure supports and the proposed HOV lane addition. The reconstructed bridges would be raised to provide adequate vertical clearance with the freeway.

Because the I-215 Bi-County HOV Lane Gap Closure Project analyzed the environmental impacts of reconstruction of the two railroad structures, as well as construction of temporary railroad bridges to be utilized during reconstruction of the existing structures (railroad shooflies) and this project is currently under construction, these impacts are not evaluated as part of this document.

5.0 PROJECT ALTERNATIVES

Four alternatives are being analyzed in this document: the No Build Alternative (Alternative 1) and three Build Alternatives (Alternatives 3, 6, and Modified Alternative 7).

5.1 Alternative 1 (No Build Alternative)

Under this alternative, no interchange reconstruction would occur. This alternative would not improve operations or reduce congestion at the I-215/Barton Road interchange.

5.2 Alternative 3 (Partial Cloverleaf Interchange)

Alternative 3 would provide a conventional partial cloverleaf interchange with the northbound on- and off-ramps on the southern side of Barton Road and the southbound on and off-ramps on the northern side. This alternative would widen Barton Road from one through lane to two through lanes in each direction and add turning lanes onto the southbound and northbound loop on-ramps. The existing overcrossing would be replaced with a new structure with four through lanes and two turn lanes. This alternative also includes the improvements listed below.

- The existing ramps would be removed and a new southbound off-ramp, southbound loop on-ramp, northbound loop on-ramp, and northbound off-ramp would be constructed.
- The southbound off-ramp would make a new connection at Barton Road with one right-turn lane, one shared right-/left-turn lane, and one left-turn lane; La Crosse Avenue north of Barton Road would be removed.
- The southbound loop on-ramp would provide three lanes at Barton Road.
- The northbound off-ramp would accommodate three lanes (two right-turn lanes and one left-turn lane) at the Barton Road intersection.
- The northbound loop on-ramp would provide three lanes at Barton Road.
- A portion of the I-215 Bi-County HOV Lane Gap Closure Project sound barrier in the northwest quadrant would be removed to accommodate the new southbound off-ramp.

- Commerce Way would be reconfigured to intersect with Barton Road at Vivienda Avenue.
- The intersection of Michigan Avenue at Barton Road would be eliminated; Michigan Avenue would form a T-intersection with Commerce Way.
- The segment of Vivienda Avenue west of I-215 would be converted into a cul-de-sac.
- A new two-lane road would be constructed between La Crosse Avenue and Grand Terrace Road adjacent to Vivienda Avenue.
- Grand Terrace Road and the Grand Terrace Road/Barton Road intersection would be realigned.
- Grand Terrace Road would be extended southwest of Barton Road to tie into East De Berry Street.
- Grand Terrace Road at Barton Road would be converted into a cul-de-sac.
- Barton Road would be widened to four through lanes approximately between Grand Terrace Road and Vivienda Avenue.
- Standard sidewalks and a Class II bicycle lane would be provided on both sides of Barton Road within the project limits.
- Bioswales would be constructed in the northwest and southeast quadrants to treat storm water runoff.
- New landscaping would be provided consistent with the I-215 Bi-County Aesthetic Concept.
- Utilities would be relocated or protected in-place during construction.
- Drainage facilities would be modified consistent with other project improvements.
- Traffic signal modifications would be made at Barton Road/Grand Terrace Road/De Berry Street, I-215 northbound ramps/Barton Road, I-215 southbound ramps/Barton Road, and Commerce Way/Vivienda Avenue/Barton Road.

The conceptual design for Alternative 3 is shown on Figure 2.

5.3 Alternative 6 (Modified Cloverleaf)

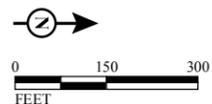
Alternative 6 proposes a modified cloverleaf interchange with the southbound entrance and exit ramps directly connected to Barton Road; the northbound entrance and exit ramps would be constructed to an extension of Commerce Way, which would be realigned to connect to Barton Road at the location of the existing Vivienda Avenue intersection to the east. Barton Road would be widened to two through lanes in each direction plus one left-turn and one right-turn lane. The existing overcrossing would be replaced with a new structure with four through lanes and three turn lanes. This alternative also includes the improvements listed below.

- The existing ramps would be removed.
- A new southbound loop on-ramp would provide two lanes at Barton Road.
- A new southbound off-ramp would make a new connection at Barton Road with one right-turn lane, one left-turn lane, and one shared right-/left-turn lane; La Crosse Avenue north of Barton



LEGEND

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|------------------------------|--|--------------------------------|
| Alternative 3 Layout | Proposed Retaining Wall | City Boundary |
| Proposed Right of Way | Proposed Sound Barrier | Grand Terrace Fitness Park |
| Temporary Construction Limit | I-215 Bi-County HOV Lane Gap Closure Project Sound Barrier | Existing Caltrans Right of Way |
| Limits of Construction | | |



SOURCE: Microsoft (5/2010); San Bernardino Cnty. (3/08, 9/2013); AECOM (5/2011); OPC (7/1/2013)
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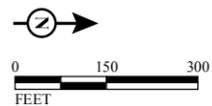
FIGURE 2
 Sheet 1 of 3

I-215/Barton Road Interchange Improvement Project
 Alternative 3



LEGEND

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|------------------------------|--|--------------------------------|
| Alternative 3 Layout | Proposed Retaining Wall | City Boundary |
| Proposed Right of Way | Proposed Sound Barrier | Grand Terrace Fitness Park |
| Temporary Construction Limit | I-215 Bi-County HOV Lane Gap Closure Project Sound Barrier | Existing Caltrans Right of Way |
| Limits of Construction | | |



SOURCE: Microsoft (5/2010); San Bernardino Cnty. (3/08, 9/2013); AECOM (5/2011); OPC (7/1/2013)
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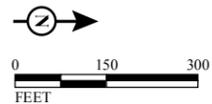


FIGURE 2
 Sheet 2 of 3



LEGEND

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| Alternative 3 Layout | Proposed Retaining Wall | City Boundary |
| Proposed Right of Way | Proposed Sound Barrier | Grand Terrace Fitness Park |
| Temporary Construction Limit | I-215 Bi-County HOV Lane Gap Closure Project Sound Barrier | Existing Caltrans Right of Way |
| Limits of Construction | | |



SOURCE: Microsoft (5/2010); San Bernardino Cnty. (3/08, 9/2013); AECOM (5/2011); OPC (7/1/2013)
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FIGURE 2
 Sheet 3 of 3

I-215/Barton Road Interchange Improvement Project
 Alternative 3

Road would be removed; La Crosse south of Barton Road would be reconfigured to a right-in/right-out layout.

- A new northbound off-ramp would tie in to Commerce Way and provide for dual left-turn lanes and a single right-turn lane.
- A bridge would be constructed over the Riverside Canal on the northbound off-ramp to span the canal.
- A new northbound hook on-ramp would be provided in the southeast quadrant. The access to the ramp would be through the proposed extension of the Commerce Way.
- A portion of the I-215 Bi-County HOV Lane Gap Closure Project sound barrier in the northwest quadrant would be removed to accommodate the new southbound off-ramp.
- A new sound barrier is proposed adjacent to the Terrace Village RV Park and the Grand Terrace Mobile Home Park.
- Commerce Way would be reconfigured to intersect with Barton Road at Vivienda Avenue.
- Commerce Way would be shifted to the east to accommodate the northbound off- and on-ramps.
- Commerce Way would be extended southeast of Barton Road to cross Michigan Avenue in the vicinity of De Berry Street.
- The northbound on-ramp and off-ramp would intersect with the proposed Commerce Way extension.
- The intersection of Michigan Avenue at Barton Road would be eliminated; Michigan Avenue would form a T-intersection with Commerce Way.
- A new two-lane road between La Crosse Avenue and Grand Terrace Road would be constructed adjacent to Vivienda Avenue.
- Barton Road would be widened to four through lanes approximately between Grand Terrace Road and Vivienda Avenue.
- Standard sidewalks and a Class II bicycle lane would be provided on both sides of Barton Road within the project limits.
- Bioswales would be constructed in the northwest and southeast quadrants to treat storm water runoff .
- New landscaping would be provided consistent with the I-215 Bi-County Aesthetic Concept.
- Utilities would be relocated or protected in place during construction.
- Drainage facilities would be modified consistent with other project improvements.
- Traffic signal modifications would be made at Barton Road/Grand Terrace Road, I-215 northbound ramps/Commerce Way, I-215 southbound ramps/Barton Road and Commerce Way/Vivienda Avenue/Barton Road.

The conceptual design for Alternative 6 is shown on Figure 3.



LEGEND

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| Alternative 6 Layout | Proposed Retaining Wall | City Boundary |
| Proposed Right of Way | Potential Sound Barrier | Grand Terrace Fitness Park |
| Temporary Construction Easement | Proposed Sound Barrier | Existing Caltrans Right of Way |
| Limits of Construction | I-215 Bi-County HOV Lane Gap Closure Project Sound Barrier | |

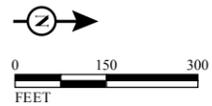


FIGURE 3
Sheet 1 of 3



LEGEND

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|---------------------------------|--|--------------------------------|
| Alternative 6 Layout | Proposed Retaining Wall | City Boundary |
| Proposed Right of Way | Potential Sound Barrier | Grand Terrace Fitness Park |
| Temporary Construction Easement | Proposed Sound Barrier | Existing Caltrans Right of Way |
| Limits of Construction | I-215 Bi-County HOV Lane Gap Closure Project Sound Barrier | |



SOURCE: Microsoft (5/2010); San Bernardino Cnty. (3/08, 9/2013); AECOM (11/2011); OPC (7/1/2013)
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FIGURE 3
 Sheet 2 of 3



LEGEND

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| Alternative 6 Layout | Proposed Retaining Wall | City Boundary |
| Proposed Right of Way | Potential Sound Barrier | Grand Terrace Fitness Park |
| Temporary Construction Easement | Proposed Sound Barrier | Existing Caltrans Right of Way |
| Limits of Construction | I-215 Bi-County HOV Lane Gap Closure Project Sound Barrier | |



FIGURE 3
Sheet 3 of 3

I-215/Barton Road Interchange Improvement Project
Alternative 6

5.4 Modified Alternative 7 (Modified Cloverleaf/Diamond) (Locally Preferred Alternative)

Modified Alternative 7 would provide a tight diamond configuration for the northbound ramps. The southbound ramps would have a modified cloverleaf configuration with a roundabout at the intersection of the southbound ramps, Barton Road, and La Crosse Avenue. Barton Road would be widened to two through lanes in each direction plus one left-turn and one right-turn lane east of the southbound ramps.

The existing overcrossing would be replaced with a new structure with four through lanes and one turn lane. This alternative also includes the improvements listed below.

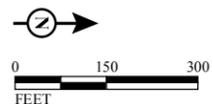
- The new southbound loop on-ramp would provide two lanes at Barton Road in a roundabout configuration.
- The new southbound off-ramp would make a connection at Barton Road and transition into a roundabout which would provide one right-turn lane, and one shared through/left-turn lane; La Crosse Avenue north of Barton Road would be removed.
- The new northbound off-ramp would terminate at Barton Road with one left-turn lane, one shared through/right-turn lane and one dedicated right-turn lane.
- The new northbound on-ramp would have two lanes at the Barton Road intersection.
- A portion of the I-215 Bi-County HOV Lane Gap Closure Project sound barrier in the northwest quadrant would be modified to accommodate the new southbound off-ramp.
- Commerce Way would be reconfigured to intersect with Barton Road at Vivienda Avenue.
- The intersection of Michigan Avenue at Barton Road would be eliminated; Michigan Avenue would form a T-intersection with Commerce Way.
- A new two-lane road between La Crosse Avenue and Grand Terrace Road would be constructed adjacent to Vivienda Avenue.
- Barton Road would be widened to four through lanes approximately between Grand Terrace Road and Vivienda Avenue.
- Standard sidewalks and a Class II bicycle lane would be provided on both sides of Barton Road within the project limits.
- Bioswales would be constructed in the northwest and southeast quadrants to treat storm water runoff.
- New landscaping would be provided consistent with the I-215 Bi-County Aesthetic Concept.
- Utilities would be relocated or protected in place during construction.
- Drainage facilities would be modified consistent with other project improvements.
- Traffic signal modifications would be made at Barton Road/Grand Terrace Road, I-215 northbound ramps/Barton Road, and Commerce Way/Vivienda Avenue/Barton Road.

The conceptual design for Modified Alternative 7 is shown on Figure 4.



LEGEND

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|  Modified Alternative 7 Layout |  Proposed Retaining Wall |  City Boundary |
|  Proposed Right of Way |  Proposed Sound Barrier |  Grand Terrace Fitness Park |
|  Temporary Construction Easement |  I-215 Bi-County HOV Lane Gap Closure Project Sound Barrier |  Existing Caltrans Right of Way |
|  Limits of Construction | | |

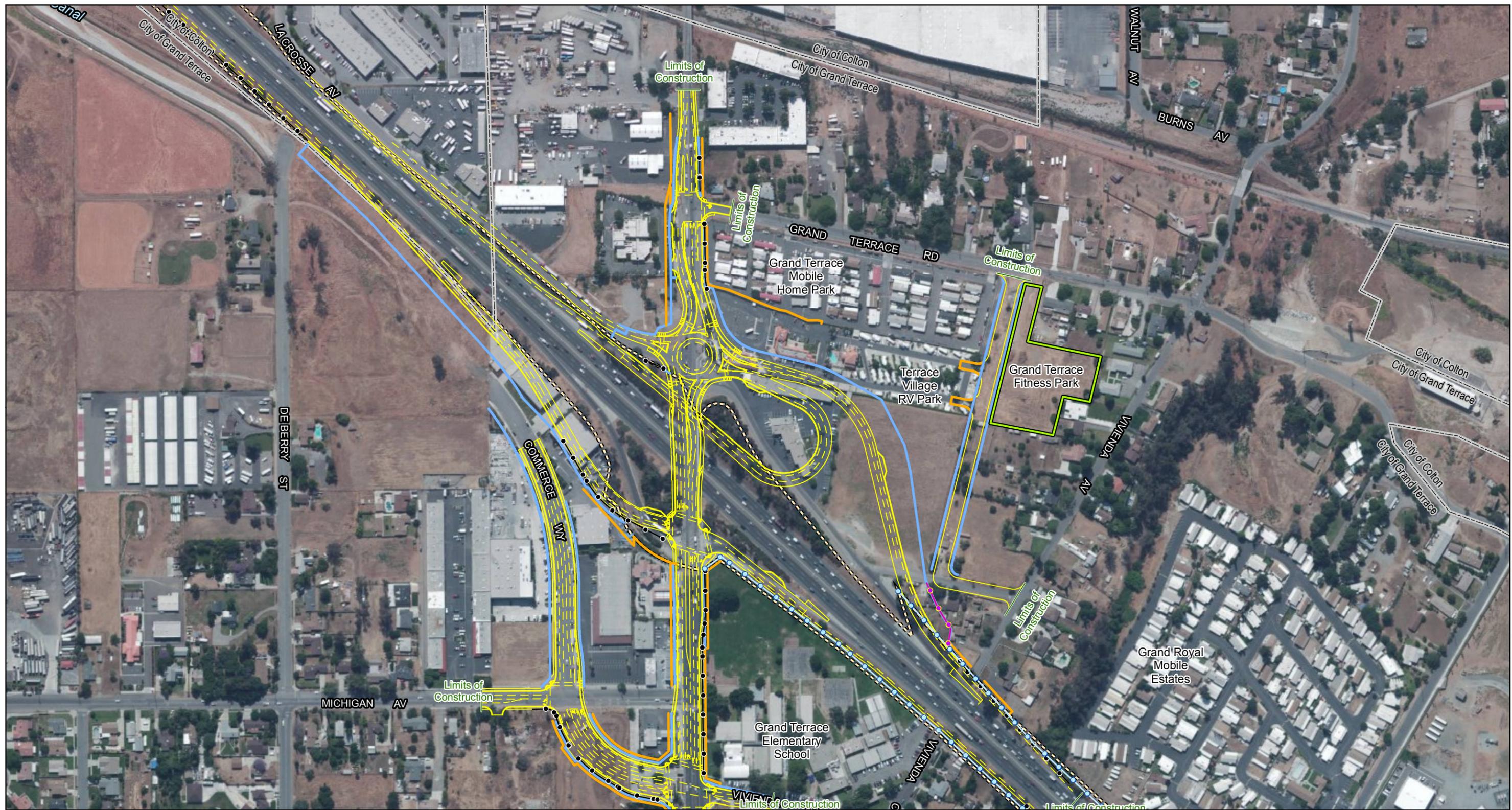


SOURCE: Microsoft (5/2010); San Bernardino Cnty. (3/2008, 9/2013); AECOM (4/2013)
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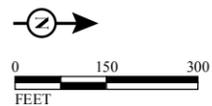
FIGURE 4
 Sheet 1 of 3

I-215/Barton Road Interchange Improvement Project
 Modified Alternative 7



LEGEND

- Modified Alternative 7 Layout
- Proposed Right of Way
- Temporary Construction Easement
- Limits of Construction
- Proposed Retaining Wall
- Proposed Sound Barrier
- I-215 Bi-County HOV Lane Gap Closure Project Sound Barrier
- City Boundary
- Grand Terrace Fitness Park
- Existing Caltrans Right of Way



SOURCE: Microsoft (5/2010); San Bernardino Cnty. (3/2008, 9/2013); AECOM (4/2013)
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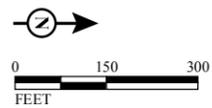


FIGURE 4
 Sheet 2 of 3



LEGEND

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|---------------------------------|--|--------------------------------|
| Modified Alternative 7 Layout | Proposed Retaining Wall | City Boundary |
| Proposed Right of Way | Proposed Sound Barrier | Grand Terrace Fitness Park |
| Temporary Construction Easement | I-215 Bi-County HOV Lane Gap Closure Project Sound Barrier | Existing Caltrans Right of Way |
| Limits of Construction | | |



SOURCE: Microsoft (5/2010); San Bernardino Cnty. (3/2008, 9/2013); AECOM (4/2013)
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FIGURE 4
 Sheet 3 of 3

I-215/Barton Road Interchange Improvement Project
 Modified Alternative 7

5.5 Alternatives Considered but Eliminated from Further Discussion

Alternatives 2 and 4 included a new northbound on-ramp that encroached into the playfields and portable buildings at Grand Terrace Elementary School in the northeast quadrant of the interchange. Meetings with the Colton Joint Unified School District Director of Facilities and Planning and a California Department of Education representative determined that the acquisition of school property under these alternatives would require the school to be relocated. This would require that the project cost include the cost of moving the school and environmental clearance of a new site. Further study determined that a suitable site within the school enrollment area was not available.

During reviews of the Build Alternatives that occurred between September 7, 2011, and October 27, 2011, it was discovered that the northbound on-ramp associated with Alternative 5 conflicts with the designed placement of the eastside bridge abutment for the Newport Avenue Overcrossing (OC) Bridge Replacement Project. The Newport OC Bridge project is in final design, and determining potential resolutions to the engineering conflict is expected to cause critical delays to this project by requiring substantial redesign, which in turn would be expected to result in an environmental reevaluation. In addition, Alternative 5 would result in greater environmental impacts than Alternatives 3, 6, and 7, and is the most expensive Build Alternative.

During the development of Alternative 7, the design team and Caltrans worked to resolve issues associated with the intersection configuration, access control on La Crosse Avenue, and intersection control measures. The existing intersection at the I-215 southbound ramps and Barton Road contains a local street, La Crosse Avenue, that forms two legs of the intersection. The existing connection of La Crosse Avenue north of Barton Road would be eliminated with Alternative 7, but the southern leg of La Crosse Avenue would remain active and provide access to the intersection. Because the connection of the southern leg of La Crosse Avenue at this intersection would occur directly opposite the proposed realigned southbound off-ramp, this connection would be nonstandard per the Caltrans Highway Design Manual (HDM) Index 504.8, Access Control.

In September 2011, Caltrans, SANBAG, and FHWA staff met to review the issue of access control at La Crosse Avenue. During this meeting it was concluded that right-in/right-out access to La Crosse Avenue would provide an adequate compromise to maintain access while minimizing the nonstandard access control. The decision was contingent upon verifying that traffic would operate at an acceptable LOS with the right-in/right-out access control. The traffic operations were verified, and the right-in/right-out control at La Crosse Avenue was incorporated into the various engineering and environmental studies needed for Project Approval/Environmental Document (PA/ED) approval as Alternative 7.

A few property owners along the southern leg of La Crosse Avenue were concerned about how Alternative 7 would impact the access for their delivery trucks and contacted the City of Colton with questions in early 2012. The City of Colton presented the concept of Alternative 7, and the property owners indicated that the loss of full access to the interchange from La Crosse Avenue would negatively affect their businesses.

In August 2012, Caltrans submitted a draft Modified Access Request (MAR), which evaluated the Locally Preferred Alternative (Alternative 7) to FHWA for review. FHWA staff visited the project site along with several Caltrans project staff members. The private property owners' concerns were discussed. During their visit, FHWA staff questioned whether a roundabout concept would improve

conditions at the southbound ramp intersection, solve the access control issues, and eliminate the controversy regarding the right-in/right-out configuration. The group agreed that a roundabout would reduce the impacts of La Crosse Avenue on the intersection since wrong-way moves would be more difficult and all directions of the intersection's legs would be served. FHWA informally rejected the MAR pending further study of a roundabout.

The design team prepared a traffic analysis for one and two roundabout scenarios. The analysis determined that a roundabout would be feasible at the I-215 southbound ramps/Barton Road /La Crosse Avenue intersection. A roundabout in this location would provide access control at La Crosse Avenue, maintain access to all four legs of the intersection, and solve the truck turning movement concerns of the surrounding property owners. The traffic analysis also concluded that a roundabout on Barton Road at the I-215 northbound ramps is not feasible due to operational issues and increased ROW impacts. In February 2013, the Project Development Team (PDT) decided to proceed with a modification to Modified Alternative 7 that includes a roundabout at the I-215 southbound ramps. This alternative was formally named Modified Alternative 7 and was selected as the Locally Preferred Alternative at the PDT meeting on March 5, 2013.

For the reasons described above, and because Alternatives 3, 6, and Modified Alternative 7 are feasible, the PDT made a decision to withdraw Alternatives 2 and 4 from further consideration on March 18, 2008, to withdraw Alternative 5 from further consideration on January 17, 2012, and to withdraw Alternative 7 from further consideration on March 5, 2013.

6.0 DISPLACEMENT AND REPLACEMENT AREAS

All relocation impacts would occur in the Cities of Grand Terrace and Colton. The two City boundaries were identified as both the displacement area and the replacement area.

7.0 EXHIBIT 10-EX-3A

Consistent with the requirements of Caltrans Right-of-Way Manual, Exhibit 10-EX-3A (Attachment A) presents the potential full acquisitions data, and potential residential and nonresidential relocations and displacements for Alternatives 3 and 6, and Modified Alternative 7. The list of full acquisitions is provided in Tables A through C on the following pages.

Table A: Full Acquisitions Under Alternative 3

APN	Property Type	Present Use	Business Names	City
0275-211-17	Residential	SFR	N/A	Grand Terrace
0275-211-43	Vacant	Residential Yard	N/A	Grand Terrace
0275-223-59	Residential	SFR	N/A	Grand Terrace
0275-231-25	Residential	SFR	N/A	Grand Terrace
0275-223-12	Residential	SFR	N/A	Grand Terrace
0275-223-16	Commercial	Business Offices	N/A	Grand Terrace
0275-223-60	Residential	SFR/Storage	N/A	Grand Terrace
0275-231-46	Commercial	Retail Strip	Genesis Hair	Grand Terrace
			All TV VCR	
			Empire Cash Register	
			Mori Hokana Smile Solutions	
			Animal Emergency Clinic	
			Diane Johnson (enrolled agent)	
			Auto Diagnostic Service aka Automotive Network Solutions	
			The Paragon Tattoo and Gallery	
			Vintage Boutique	
			The Rec Center	
			Terra Loma Real Estate, Inc.	
			Ornell Fire Sprinklers	
Financial Solutions				
Soft Touch Poodle Palace (Pet Salon)				
0275-231-68	Commercial	Offices/Restaurant	Demetris' Burgers	Grand Terrace
			On Point Tax Services	
			PDS Transportation	
			Loan Savings/American Professional Group	
0275-232-05	Residential	SFR	N/A	Grand Terrace
0275-232-10	Residential	SFR	N/A	Grand Terrace
0275-232-09	Residential	SFR	N/A	Grand Terrace
1167-121-01	Vacant	Vacant Lot	N/A	Grand Terrace
1167-121-10	Vacant	Vacant Lot	N/A	Grand Terrace
1167-121-11	Commercial	Auto Repair	Blue Mountain Collision Center	Grand Terrace
1167-131-01	Commercial	Stores	WinBath & Kitchen Showroom/DarCrest	Colton
			Vehicle Storage	
1167-131-02	Commercial	Stores	Hose Man	Colton
			Orkin	
1167-131-12	Vacant	Transmission Lines	N/A	Grand Terrace
1167-141-01	Commercial	Service Station	Shell Station aka Keromina Market Place/Circle K Convenience Store	Grand Terrace
1167-141-02	Commercial	Service Station	Quick Stop (Arco Station)	Grand Terrace
1167-141-04	Commercial	Recreational	Cal Skate	Grand Terrace
1167-141-05	Commercial	Office Building	N/A	Grand Terrace
1167-141-08	Vacant	Vacant Lot	N/A	Grand Terrace
1167-141-09	Commercial	Retail	Roblee's Carpet & Flooring	Grand Terrace
1167-141-10	Commercial	Service/Retail	Superior Pool Products	Grand Terrace
1167-141-11	Commercial	Service/Retail	Winnelson Wholesale Plumbing	Grand Terrace
1167-141-12	Commercial	Service/Office	Essco	Grand Terrace
1167-151-08	Vacant	Vacant Lot	N/A	Grand Terrace
1167-231-10	Commercial	Service/Retail	Auto Zone	Grand Terrace
1167-231-20	Commercial	Fast Food	Miguel's Jr.	Grand Terrace

Source: OPC 2013.

APN = Assessor's Parcel Number

N/A = Not Applicable

SFR = Single-Family Residential

Table B: Full Acquisitions Under Alternative 6

APN	Property Type	Present Use	Business Names	City
0275-231-25	Residential	SFR	N/A	Grand Terrace
0275-231-46	Commercial	Retail Strip	Genesis Hair	Grand Terrace
			All TV VCR	
			Empire Cash Register	
			Mori Hokana Smile Solutions	
			Animal Emergency Clinic	
			Diane Johnson (enrolled agent)	
			Auto Diagnostic Service aka Automotive Network Solutions	
			The Paragon Tattoo and Gallery	
			Vintage Boutique	
			The Rec Center	
			Terra Loma Real Estate, Inc.	
			Ornell Fire Sprinklers	
Financial Solutions				
Soft Touch Poodle Palace (Pet Salon)				
0275-231-68	Commercial	Office/Restaurant	Demetris' Burgers	Grand Terrace
			On Point Tax Services	
			PDS Transportation	
			Loan Savings/American Profesional Group	
1167-141-05	Commercial	Office Building	N/A	Grand Terrace
1167-151-01	Vacant	Vacant Lot	N/A	Grand Terrace
1167-161-01	Vacant	Vacant Lot	N/A	Grand Terrace
1167-161-02	Vacant	Vacant Lot	N/A	Grand Terrace
1167-231-10	Commercial	Service/Retail	Auto Zone	Grand Terrace
0275-232-05	Residential	SFR	N/A	Grand Terrace
1167-151-08	Vacant	Vacant Lot	N/A	Grand Terrace

Source: OPC 2013

APN = Assessor's Parcel Number

SFR = Single-Family Residential

N/A = Not Applicable

Table C: Full Acquisitions Under Modified Alternative 7

APN	Property Type	Present Use	Business Names	City
0275-231-25	Residential	SFR	N/A	Grand Terrace
0275-231-46	Commercial	Retail Strip	Genesis Hair	Grand Terrace
			All TV VCR	
			Empire Cash Register	
			Mori Hokana Smile Solutions	
			Animal Emergency Clinic	
			Diane Johnson (enrolled agent)	
			Auto Diagnostic Service aka	
			Automotive Network Solutions	
			The Paragon Tattoo and Gallery	
			Vintage Boutique	
			The Rec Center	
			Terra Loma Real Estate, Inc.	
Ornell Fire Sprinklers				
Financial Solutions				
Soft Touch Poodle Palace (Pet Salon)				
0275-231-68	Commercial	Office/Restaurant	Demetris' Burgers	Grand Terrace
			On Point Tax Services	
			PDS Transportation	
			Loan Savings/American Professional Group	
0275-232-05	Residential	SFR	N/A	Grand Terrace
1167-141-05	Commercial	Office Building	N/A	Grand Terrace
1167-141-10	Commercial	Service/Retail	Superior Pool Products	Grand Terrace
1167-141-11	Commercial	Service/Retail	Winnelson Wholesale Plumbing	Grand Terrace
1167-231-10	Commercial	Service/Retail	Auto Zone	Grand Terrace

Source: OPC 2013.

APN = Assessor's Parcel Number

SFR = Single-Family Residential

N/A = Not Applicable

8.0 REFERENCES

Overland, Pacific and Cutler. Right-of-Way Cost Estimates. July 2013.

Newmark Grubb Knight Frank Inland Empire Market Report, First Quarter 2013

(<http://www.ngkf.com/home/research-center/us-market-reports.aspx?d=2682>, accessed June 10, 2013).

LoopNet (www.LoopNet.com, accessed June 7, 2013).

www.immobel.com (accessed June 7, 2013).

www.realtor.com (accessed June 7, 2013).

www.CIMLS.com (accessed June 7, 2013).

ATTACHMENT A
EXHIBIT 10-EX-3A (REV 05/2006)

Dist.	County	Route	KP (PM)	EA
8	SBD	I-215	0.58/1.66	0J0700
Project Description: In Grand Terrace at Barton Road Interchange. Reconstruct overcrossing and ramps with partial cloverleaf configuration; northwest of I-215 work includes the addition of northbound aux lane; local street work to include widening of Barton Road, removal of La Crosse Avenue between Vivienda Avenue and Barton Road, replacement with new local road, improvements to Barton Road and Michigan Way/Vivienda Avenue intersection and realignment of Commerce Way. The regional location of the project and the project vicinity are provided in the attached Figure 1.				
Federal Project No.: SBD31850				

I. Purpose of the Draft Relocation Impact Statement

The purpose of this Draft Relocation Impact Statement is to provide the State of California Department of Transportation (Caltrans) District 8, SANBAG, local agencies, and the public with information regarding the impacts that the I-215/Barton Road Interchange Improvement Project would potentially have on nonresidential and residential properties and occupants of the affected parcels. Relocation impacts within the project area are considered noncomplex. All displacees will be treated in accordance with the Federal Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, as amended, and the California Relocation Act.

II. Summary of Residential and Nonresidential Displacements

Alternative	Single-Family Units	Mobile Homes	Multifamily Units	Residential displacements (Units/Residents)*	Nonresidential Displacements (Type/Employees)**
Alternative 3	8 SFD	0	0	22 +/-	31 commercial 131–321 employees
Alternative 6	2 SFD	0	0	5 +/-	19 commercial 40–102 employees
Modified Alternative 7	2 SFD	0	0	5 +/-	21 commercial 60-140 employees

* The estimated number of displaced residents is based on the average of 2.7 residents per residential unit in the City of Grand Terrace (2010 Census). (Source: California State Department of Finance Demographic Research Unit.) Residential displacees were not interviewed or contacted to complete surveys for this DRIS.

** The types of nonresidential units and employee displacements are based on California Employment Development Department, Labor Market Information (accessed July 20, 2010; July 28, 2011; and July 6, 2013). Business displacements are driven by the number of the businesses impacted rather than by the number of business parcels. Several business parcels within the study area have more than one business activity.

DRIS = Draft Relocation Impact Statement
 SFD = Single-Family Dwelling

Alternative 3 would fully acquire 8 residential parcels, 16 commercial parcels (31 business displacements, including 2 gasoline stations), and 6 vacant parcels. Alternative 6 would fully acquire 2 residential parcels, 4 commercial parcels (19 business displacements), and 4 vacant parcels. Modified Alternative 7 would fully acquire 2 residential parcels and 6 commercial parcels (21 business displacements). The assessed value of the residential properties to be displaced ranges from approximately \$300,000 to \$600,000. The assessed value of the nonresidential properties ranges from approximately \$800,000 to \$3,500,000.

III. Summary of Relocation Resources Available to Displacees (residential)

Relocation Resource	For Rent	For Sale	Total Units
Multifamily residences	3	9	12
Two-bedroom houses	9	32	41
Three-bedroom houses	6	56	62
Mobile homes	0	12	9

Sources: www.immobel.com and www.realtor.com, accessed June 7, 2013.

As shown in Table III, there are sufficient residential resources available for the residents that would be displaced by the Build Alternatives within the Cities of Grand Terrace and Colton. During the time of the survey on June 7, 2013, three multifamily dwelling units with two to three bedrooms were available for rent for \$689–\$1,000 per month; and six two-bedroom multifamily dwelling units were available for sale for \$65,000 to \$102,600. Six three-bedroom houses were available for rent for \$1,100–\$2,299 per month, and 56 houses were available for sale for \$37,850 to \$520,000. A total of 12 mobile homes priced from \$19,000 to \$45,000 were also available for sale.

IV. Summary of Relocation Resources Available to Displacees (nonresidential)

Relocation Resource	For Rent – Appropriate Zoning and Site Requirements	For Sale – Appropriate Zoning and Site Requirements	Total Units
Office complex	23	7	30
Industrial complex	30	8	38
Commercial operation	29	7	36

Sources: LoopNet.com (<http://www.loopnet.com/> and www.CIMLS.com, accessed June 7, 2013).

Approximately seven office complexes were offered for sale at \$420,789 to \$1,150,000; eight industrial complex units were offered for sale for \$239,000 to \$1,650,000; and seven commercial units ranging from \$189,000 to \$1,750,000 were available for sale within the Cities of Grand Terrace and Colton, which would provide adequate relocation resources for the displaced nonresidential uses. The average monthly rent for the 23 office complexes available was \$4.80 to \$24 per square foot, and the average monthly rent for the 30 industrial complexes available was \$0.65 to \$24.82 per square foot. The average monthly rent for the 29 commercial units available was \$0.65 to \$30 per square feet. Many of these rental properties offered negotiable pricing. The research revealed that three additional vacant land development opportunities exist within the City of Grand Terrace.

V. Statement of Findings

Based on the current availability of residential units in the Cities of Grand Terrace and Colton and rental vacancy rates at 7.0 percent and 9.2 percent, sufficient residential market exists for the potential relocations. Based on the current availability of industrial/commercial properties for lease or sale in the Cities of Grand Terrace and Colton and current high vacancy rates for office (20.4 percent in Inland Empire area) and industrial properties (5.6 percent in Inland Empire area), a sufficient number of replacement properties similar to the displaced properties are available on the market. One gasoline station is currently available for sale within the City of Colton. Additional relocation resources for commercial and industrial uses (including gasoline stations) may become available in the replacement area. Furthermore, adjacent cities (e.g., San Bernardino and Riverside) may be considered for relocations, if necessary. A recent search of surrounding communities, including San Bernardino, indicates that several gasoline stations valued at \$129,900 to \$6,999,995 are available for sale in the City of San Bernardino. Therefore, given recent economic conditions, adequate relocation resources should be available for nonresidential displacees.

VI. Relocation Assistance Program

All displacees will be contacted by a Relocation Agent who will ensure that eligible displacees receive their full relocation benefits, including advisory assistance, and that all activities are conducted in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, as amended. Relocation resources will be available to all displacees free of discrimination. At the time of the first written offer to purchase, owner occupants are given a detailed explanation of Caltrans' "Relocation Program and Services." Tenant occupants of properties to be acquired are contacted soon after the first written offer to purchase and are also given a detailed explanation of Caltrans' "Relocation Program and Services." In accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, as amended, Caltrans will provide relocation advisory assistance to any person, business, farm, or nonprofit organization displaced as a result of the acquisition of real property for public use.

Based on the number of available replacement properties within the study area, all nonresidential and residential displacements can be accommodated within the evaluated replacement area. However, if comparable replacement housing cannot be found in the cities of Grand Terrace and Colton for displaced residential and nonresidential uses, the following options are recommended:

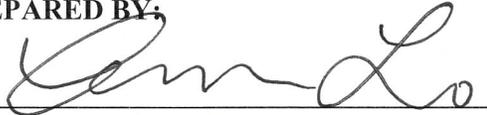
- Expand the potential relocation area to include additional cities in the region
- Provide additional funds to the displaced households to enable them to purchase affordable housing in the surrounding area.
- Implement the Last Resort Housing Program to retrofit/modify existing housing and/or construct new housing.

If comparable properties are not available for the potentially displaced businesses in the Cities of Grand Terrace and Colton, opportunities for relocation would be pursued outside of these communities, in nearby cities with available and similarly General Plan designated and

zoned properties. This could include the Cities of Riverside and Loma Linda. An estimate of the business costs will be determined between the implementing agency and each business owner regarding just compensation for the business.

SANBAG is responsible for providing a Relocation Agent for the right-of-way acquisition for the I-215/Barton Road Interchange Improvement Project. Because the project would involve federal funds, the project would qualify as a federal aid project.

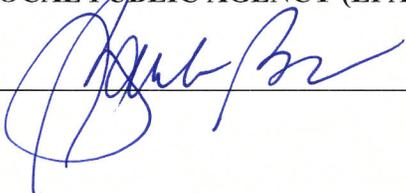
PREPARED BY:



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9/27/13
Date

LOCAL PUBLIC AGENCY (LPA):



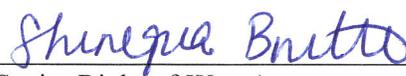
10/29/13
Date

The undersigned Caltrans Official has reviewed this Draft Relocation Impact Statement as to form and content. Based on the review of the documents submitted, the Relocation Impact Statement is accepted on behalf of the local public agency. It remains the sole responsibility of the local public agency to ensure compliance with the Federal Uniform Act.



10/29/13
Date

REVIEWED:



10/30/13
Date

cc: Project Manager
Project Engineer
Environmental
Region/District RW/DDV
Region/District P&M