Print Form

Summary Form for Electronic Document Submittal

Form F

Lead agencies may include 15 hardcopies of this document when submitting electronic copies of Environmental Impact Reports, Negative Declarations, Mitigated Negative Declarations, or Notices of Preparation to the State Clearinghouse (SCH). The SCH also accepts other summaries, such as EIR Executive Summaries prepared pursuant to CEQA Guidelines Section 15123. Please include one copy of the Notice of Completion Form (NOC) with your submission and attach the summary to each electronic copy of the document.

SCH #: 2013111039

Project Title: I-10 Bypass: Banning to Cabazon

Lead Agency: Riverside County Transportation Department

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Project Location: City of Banning/Cabazon Community (*City*) Riverside County (*County*)

Project Decription (Proposed actions, location, and/or consequences).

The County of Riverside (County) proposes to construct a new two-lane roadway extending approximately 3.3 miles (mi) from the intersection of Hathaway Street and Westward Avenue in the City of Banning east to the intersection of Bonita Avenue and Apache Trail in the unincorporated community of Cabazon. Two alternative alignments, Alternatives 5 and 12, are under consideration along with a No Action/No Project Alternative. There is no local roadway connecting Banning and Cabazon; vehicles and bicyclists must use the I-10 Freeway. The road and bridges would cross undeveloped land south of I-10. Additionally, the Proposed Project would improve 0.5 mi of existing Westward Avenue from the Westward Avenue/Hathaway Street intersection in Banning east to the current end of the paved road. The improved roadway in this section includes one travel lane in each direction, a striped median, paved roadway shoulders, sidewalks on each side of the street, and curbs and gutters. The Recirculated Draft EIR/EA identifies Alternative 12 as the locally preferred alternative.

Identify the project's significant or potentially significant effects and briefly describe any proposed mitigation measures that would reduce or avoid that effect.

Mitigation measures TR-1, V-1, V-2, V-3, N-1, NOI-1, and NOI-2 would be implemented to reduce potentially significant effects on traffic and transportation, visual and aesthetic resources, and noise. As indicated in measure TR-1, a Traffic Management Plan (TMP) would minimize the potential impacts that construction activities may have on the traveling public and emergency services providers. Preparation of the TMP will be coordinated with the emergency services providers in the Project vicinity to minimize response delays resulting from traffic delays, temporary lane closures, and detours during Project construction. Implementation of measure V-1 would ensure aesthetic/visual mitigation and minimization elements and enhancements are incorporated into final design and construction of the project, and that they are consistent with applicable goals and policies. Additionally, as discussed in V-2, revegetation measures will be included in final design and during project construction to mitigate the loss of existing vegetation. Measure V-3 would ensure that final Plans, Specifications, and Estimates (PS&E) specify the use of lighting fixtures with non-glare hoods, and that lighting is limited to only those locations where it is absolutely necessary for safety. In order to minimize construction noise impacts on sensitive land uses adjacent to the project site, Measure N-1 requires the noise level from the Contractor's operations, between the hours of 9:00 p.m. and 6:00 a.m.to not exceed 86 A weighted decibels (dBA) maximum instantaneous noise level (Lmax) at a distance of 50 feet in compliance with Caltrans Standard Specifications and Caltrans Standard Special Provisions Section 14-8.02. Measure NOI-1 requires specifications on the construction plans that will minimize and avoid impacts from construction noise under CEQA. Lastly, with the implementation of NOI-2, construction vibration impacts under CEQA would be reduced by including specifications for blasting activities on the construction plans.

If applicable, describe any of the project's areas of controversy known to the Lead Agency, including issues raised by agencies and the public.

Areas of controversy include biological resources, alternatives, property acquisition, increased truck volumes and traffic south of I-10, utility conflicts, emergency services, Native American resources, and cumulative impacts. These areas of controversy are addressed in this Recirculated Draft EIR/EA.

Provide a list of the responsible or trustee agencies for the project.

City of Banning, California Department of Fish and Wildlife.