

RTIP ID# *(required)* RIV011232

TCWG Consideration Date: 8/23/2016

Project Description *(clearly describe project)*

The California Department of Transportation (Department), in cooperation with the County of Riverside (County), proposes to modify the existing I-215/Scott Road Interchange. The Department is the lead agency for compliance with the National Environmental Policy Act (NEPA) and for the California Environmental Quality Act (CEQA). The purpose of the project is to relieve existing traffic congestion and to prevent future degradation of the I-215/Scott Road Interchange due to anticipated population growth from recent and proposed land development in surrounding communities and to improve operating conditions, reduce accidents, and increase capacity.

The project is located at the I-215/Scott Road Interchange in the County of Riverside on I-215 at post mile (PM) 15.5 (between 14.8 and 16.2) and is approximately 2.5 miles north of the Clinton Keith Road Interchange and approximately 2.5 miles south of the Newport Road Interchange. I- 215 through the project area is a six-lane divided freeway with three 12-foot lanes in each direction and a paved, 22-foot-wide median. The I-215/Scott Road Interchange is a four-quadrant tight diamond interchange. The existing Scott Road overcrossing accommodates one travel lane in each direction and a single turn lane. This overcrossing is a two-span concrete structure with a combined span of 170 feet and a width of approximately 45 feet.

The project proposal consists of one feasible build alternative for modification of the existing tight diamond I-215/Scott Road Interchange. Proposed improvements include:

- Reconstruction and widening of the existing overcrossing from two to six lanes (from a current width of 45 feet to a width of 155 feet);
- Widening and realigning the four diamond on and off-ramps;
- Construction of a new loop on-ramp in the northwest quadrant and a new loop off-ramp in the northeast quadrant of the interchange;
- Widening Scott Road from 500 feet west of the Scott Road/Haun-Zeiders Road intersection to approximately 500 feet east of the Antelope Road/Scott Road intersection; and
- Improvements at both the intersections of Scott Road/Haun-Zeiders Road and Scott Road/Antelope Road.

Other improvements include storm drain enhancements, retaining walls, traffic signal improvements, and utility relocations. The project will require additional right-of-way and construction staging will take place within the footprint of the new interchange. The proposed interchange overcrossing will be designed to span the ultimate freeway facility.

The proposed project will be constructed in two phases. Phase 1 is anticipated to include:

- Reconstruction and widening of Scott Road overcrossing from two to six lanes (four through lanes and two turn lanes);
- Removal of the existing overcrossing structure;
- Widening and realigning the northbound diamond on-ramp and the southbound diamond off-ramp;
- Construction of a new loop on-ramp in the northwest quadrant and a new loop off-ramp in the northeast quadrant of the interchange;
- Construction of extended acceleration/deceleration lanes for the northbound on-ramp the southbound off-ramp, and the southbound loop on-ramp;
- Construction of extended acceleration/deceleration lanes for the northbound on-ramp the southbound off-ramp, and the southbound loop on-ramp;
- Widening Scott Road from 500 feet west of the Scott Road/Haun-Zeiders Road intersection to approximately 500 feet east of the Antelope Road/Scott Road intersection;

PM Conformity Hot Spot Analysis – Project Summary for Interagency Consultation

<ul style="list-style-type: none"> • Partial improvements at both the intersections of Scott Road/Haun-Zeiders Road and Scott Road/Antelope Road; and • Utility relocations. <p>Phase 2 is anticipated to include:</p> <ul style="list-style-type: none"> • Widening of the Scott Road overcrossing from six to eleven lanes (seven through lanes and four turn lanes); • Widening and realigning the southbound diamond on-ramp and northbound diamond off-ramp; • Completion of intersection improvements at Scott Road/Haun-Zeiders Road and Scott Road/Antelope Road; and • Utility relocations. <p>Construction for Phase 1 is anticipated to take 18 months to complete and Phase 2 is anticipated to take 14 months to complete. Prior to commencement of Phase 2, additional revalidation of the environmental technical studies and environmental document will be required.</p>					
Type of Project <i>(use Table 1 on instruction sheet)</i> Reconfigure Existing Interchange					
County	Narrative Location/Route & Postmiles				
Riverside	Interstate 215/Scott Road Interchange, Riverside County – Post Miles 14.8 to 16.2.				
	Caltrans Projects – EA# 0A0201				
Lead Agency: CALTRANS					
Contact Person	Phone#	Fax#	Email		
Zach Liptak	916-858-0642	916-858-0643	zliptak@dokkenengineering.com		
Hot Spot Pollutant of Concern <i>(check one or both)</i> PM2.5 <input checked="" type="checkbox"/> PM10 <input checked="" type="checkbox"/>					
Federal Action for which Project-Level PM Conformity is Needed <i>(check appropriate box)</i>					
<input checked="" type="checkbox"/>	Categorical Exclusion (NEPA)	EA or Draft EIS	FONSI or Final EIS	PS&E or Construction	<input checked="" type="checkbox"/> Other
Scheduled Date of Federal Action: November 2016					
NEPA Assignment – Project Type <i>(check appropriate box)</i>					
<input type="checkbox"/> Exempt	<input type="checkbox"/> Section 326 –Categorical Exemption	<input checked="" type="checkbox"/> Section 327 – Non-Categorical Exemption			
Current Programming Dates <i>(as appropriate)</i>					
	PE/Environmental	ENG	ROW	CON	
Start	2016	2016	2017	2018	
End	2016	2017	2018	2019	
Project Purpose and Need (Summary): <i>(attach additional sheets as necessary)</i>					
<p>The purpose of the project is to relieve existing traffic congestion and to prevent future degradation of the I-215/Scott Road Interchange due to anticipated population growth from recent and proposed land development in surrounding communities and to improve operating conditions, reduce accidents, and increase capacity.</p>					

Surrounding Land Use/Traffic Generators *(especially effect on diesel traffic)*
 Land uses in the immediate vicinity of the IC include commercial properties or undeveloped land. A residential development is located approximately 400 meters (1300 feet) to the east of the interchange.

Opening Year: Build and No Build LOS, AADT, % and # trucks, truck AADT of proposed facility
 Not Applicable

RTP Horizon Year / Design Year: Build and No Build LOS, AADT, % and # trucks, truck AADT of proposed facility
 Not Applicable

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

Existing and Future Northbound Interchange Peak Hour Volumes

Location	AM Peak Hour		PM Peak Hour	
	2016	2018	2016	2018
I-215 North of Scott Road	3,323	3,536	3,687	3,923
Scott Road Northbound On-ramp	539	573	490	522
I-215 Under Scott Road	2,784	2,962	3,197	3,401
Scott Road Northbound Off-ramp	609	648	861	916
I-215 South of the Scott Road Ramps	3,393	3,611	4,058	4,317

Existing and Future Southbound Interchange Peak Hour Volumes

Location	AM Peak Hour		PM Peak Hour	
	2016	2018	2016	2018
I-215 North of Scott Road	3,806	4,049	3,235	3,442
Scott Road Southbound Off-ramp	409	435	511	544
I-215 Under Scott Road	3,397	3,614	2,724	2,898
Scott Road Southbound Loop On-Ramp	N/A	459	N/A	439
Scott Road Southbound Slip On-ramp	998	603	750	359
I-215 South of the Scott Road Ramps	4,395	4,676	3,474	3,695

As discussed in the Traffic Analysis, the total ADT was estimated for existing and future (based on January 2016 counts). The mainline analysis assumed a heavy vehicle percentage, comprised of heavy duty vehicles, including trucks and buses, of 7%, consistent with the latest freeway truck counts. Since the existing traffic operations at the I-215/Scott Road study intersections are very poor, it was determined that analysis of a project “no build” conditions for future years was not appropriate.

Existing and Future Northbound Interchange AADT Volumes

Location	2016		2018	
	AAADT	Truck AADT	AAADT	Truck AADT
I-215 North of Scott Road	36,870	2,581	39,230	2,746
Scott Road Northbound On-ramp	5,390	377	5,730	401
I-215 Under Scott Road	31,970	2,238	34,010	2,381
Scott Road Northbound Off-ramp	8,610	603	9,160	641
I-215 South of the Scott Road Ramps	40,580	2,841	43,170	3,022

Existing and Future Southbound Interchange AADT Volumes

Location	2016		2018	
	AADT	Truck AADT	AADT	Truck AADT
I-215 North of Scott Road	38,060	2,664	40,490	2,834
Scott Road Southbound Off-ramp	5,110	358	5,440	381
I-215 Under Scott Road	33,970	2,378	36,140	2,530
Scott Road Southbound Loop On-Ramp	N/A	N/A	4,590	321
Scott Road Southbound Slip On-ramp	9,980	699	6,030	422
I-215 South of the Scott Road Ramps	43,950	3,077	46,760	3,273

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

Horizon (2035) Northbound Interchange Peak Hour Volumes

Location	AM Peak Hour	PM Peak Hour
I-215 North of Scott Road	5,344	5,929
Scott Road Northbound On-ramp	885	806
I-215 Under Scott Road	4,459	5,123
Scott Road Northbound Off-ramp	1,001	1,415
I-215 South of the Scott Road Ramps	5,460	6,537

Horizon (2035) Southbound Interchange Peak Hour Volumes

Location	AM Peak Hour	PM Peak Hour
I-215 North of Scott Road	6,119	5,201
Scott Road Southbound Off-ramp	672	839
I-215 Under Scott Road	5,448	4,362
Scott Road Southbound Loop On-Ramp	709	659
Scott Road Southbound Slip On-ramp	931	554
I-215 South of the Scott Road Ramps	7,088	5,574

The mainline analysis assumed a heavy vehicle percentage, comprised of heavy duty vehicles, including trucks and buses, of 7%, consistent with the latest freeway truck counts. Since the existing traffic operations at the I-215/Scott Road study intersections are very poor, it was determined that analysis of a project “no build” conditions for future years was not appropriate.

Horizon (2035) Northbound Interchange AADT Volumes

Location	AADT	Truck AADT
I-215 North of Scott Road	59,290	4,150
Scott Road Northbound On-ramp	8850	620
I-215 Under Scott Road	51,230	3,586
Scott Road Northbound Off-ramp	14,150	991
I-215 South of the Scott Road Ramps	65,370	4,576

Horizon (2035) Southbound Interchange AADT Volumes

Location	AADT	Truck AADT
I-215 North of Scott Road	61,190	4,283
Scott Road Southbound Off-ramp	8390	587
I-215 Under Scott Road	54,480	3,814
Scott Road Southbound Loop On-Ramp	7090	496
Scott Road Southbound Slip On-ramp	9310	652
I-215 South of the Scott Road Ramps	70,880	4,962

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

As discussed above, the purpose of the proposed project is to relieve traffic congestion and delays caused by the anticipated population growth and recent proposed land development in surrounding communities and to improve operating conditions, reduce accidents, increase capacity, and reduce response time for emergency service vehicles. With anticipated growth in the project area, the project will reduce congestion anticipated at the interchange.

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

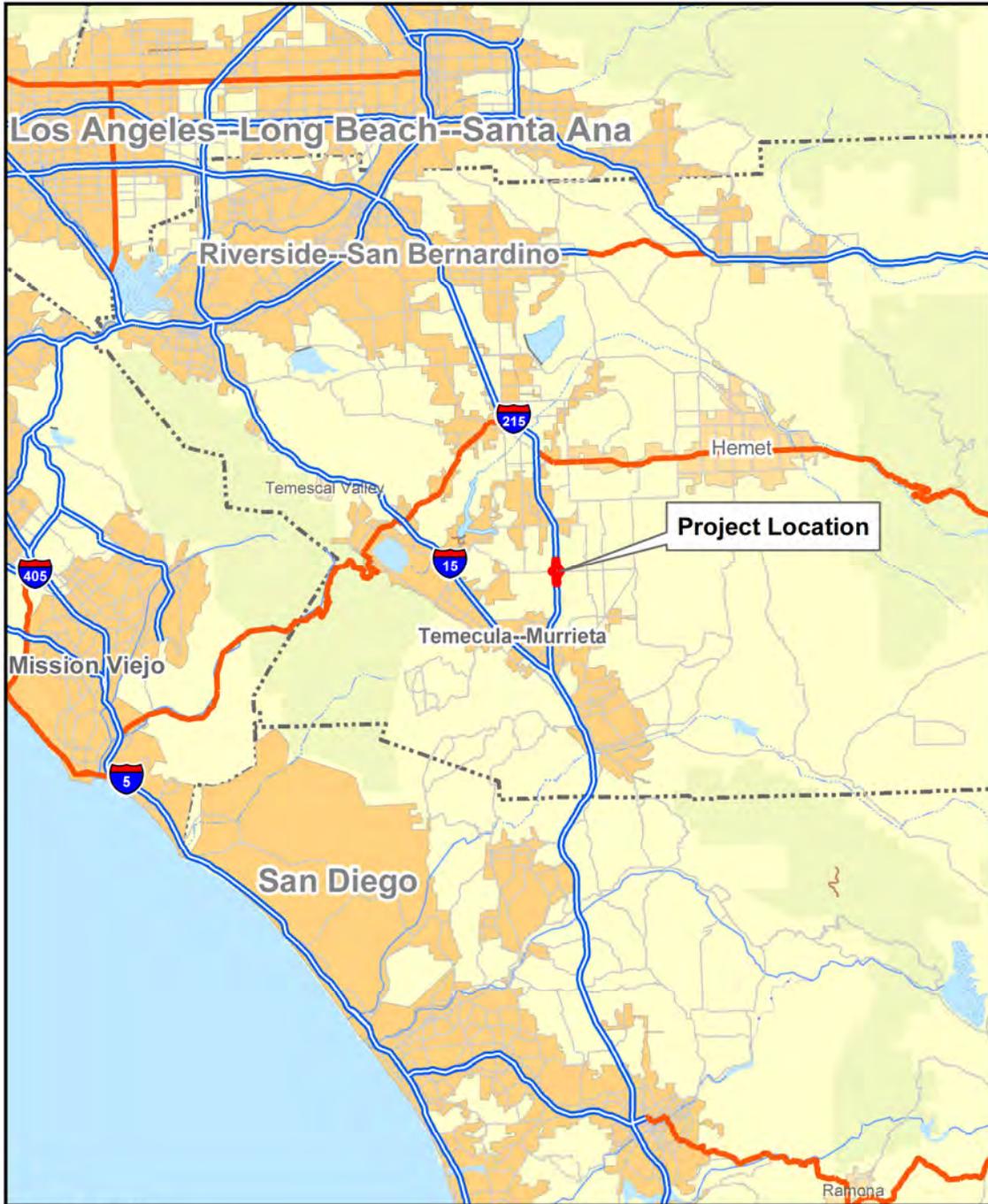
The project was previously reviewed and determined not a POAQC by the TCWG on March 24, 2009. The project was modified and required an additional review by the TCWG and was re-determined to not be a POAQC on August 23, 2011. The original NEPA Categorical Exclusion and CEQA Mitigated Negative Declaration were completed for this project on December 2, 2010. Due to the project modification in 2011, the NEPA and CEQA environmental documents were revalidated on November 29, 2012. Due to phasing of the project, is it anticipated the NEPA and CEQA environmental document will be revalidated in the Winter of 2017.

The analysis in the approved traffic study, dated October 13, 2006, assumed that the project would be constructed by the Year 2010, and the long-term design horizon was identified as Year 2030. A Traffic Memorandum was prepared for the 2012 revalidation, which forecasted the traffic volumes out to a long-term design horizon year of 2035. A Supplemental Traffic Operations Analysis was prepared on March 17, 2016, which analyzed the traffic operations as a result of the phased project. The results of this Supplemental report were used in preparation and analysis in this PM Hot Spot form.

Due to funding shortfalls, project construction has since been delayed. To overcome the funding constraints, it is proposed that the project be constructed in two phases. Phase 1 would construct a major portion of the interchange and the Antelope/Scott Road intersection. Phase 2 (Ultimate) would complete the interchange project consistent with the preferred Alternative 4 referenced in the approved environmental documents and the 2006 traffic study.

This phasing strategy will allow the Phase 1 improvements to proceed to construction more quickly since funding to complete Phase 1 has been secured. This will provide vastly improved levels of service compared to what currently exists. In the meantime, the City of Menifee and the County of Riverside will continue to seek additional funds to complete the Ultimate Phase 2 improvements.

Figure 1. Project Location Map



Source: ESRI 2008

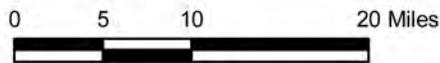
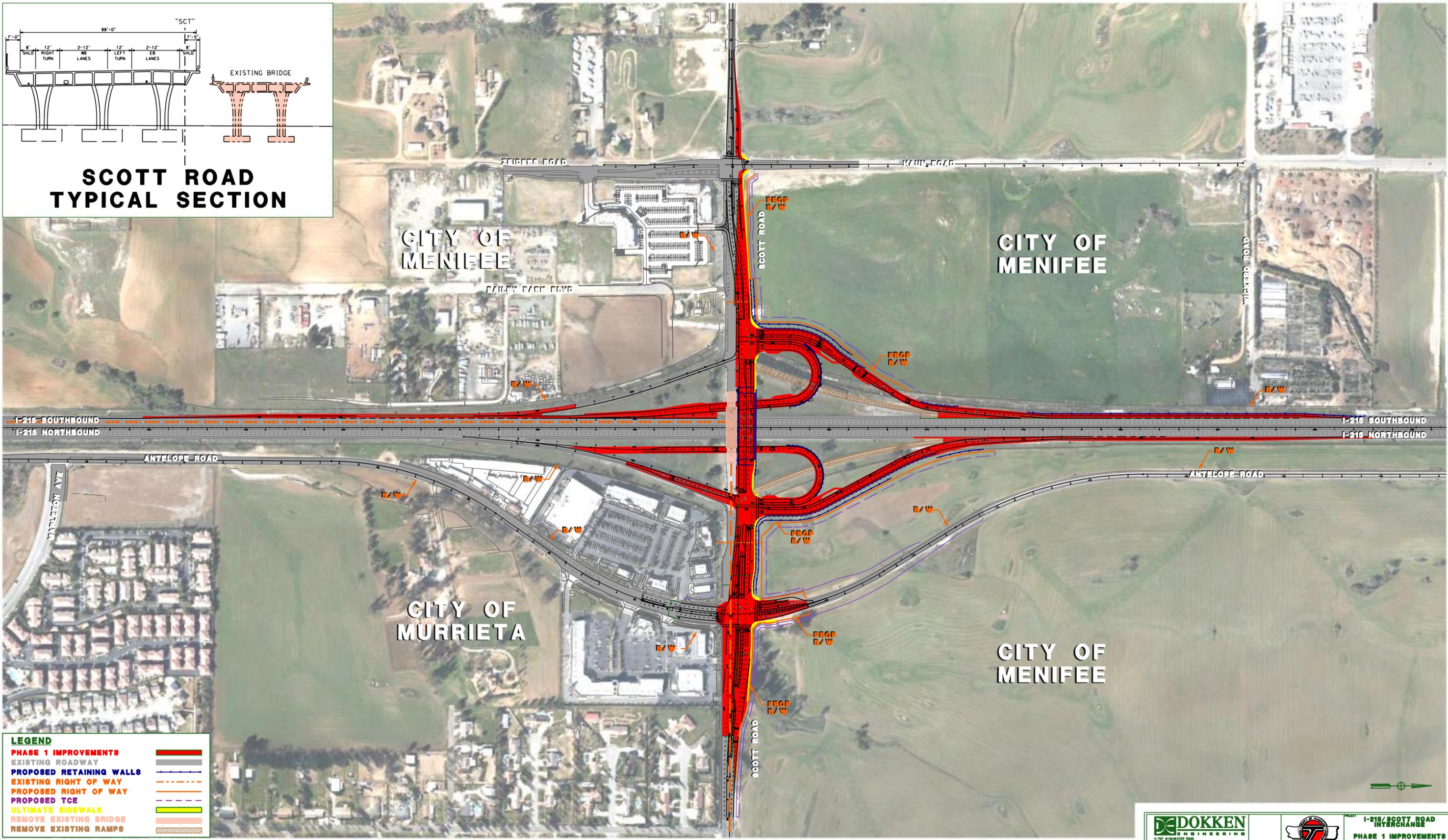
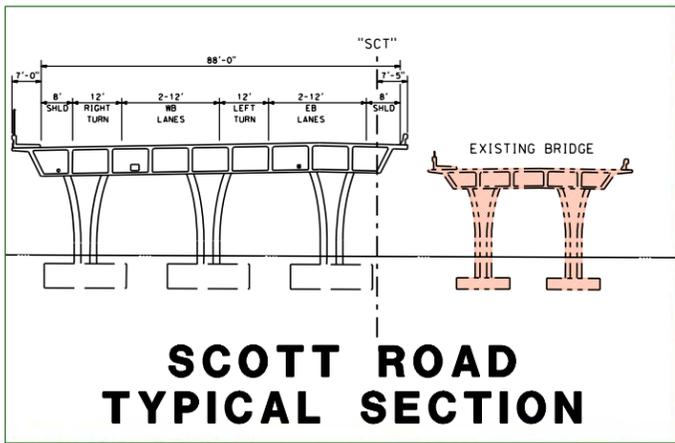


Figure 1
Project Location Map

I-215/Scott Road Interchange Improvements Project



LEGEND

PHASE 1 IMPROVEMENTS	
EXISTING ROADWAY	
PROPOSED RETAINING WALLS	
EXISTING RIGHT OF WAY	
PROPOSED RIGHT OF WAY	
PROPOSED TCE	
ULTIMATE SIDEWALK	
REMOVE EXISTING BRIDGE	
REMOVE EXISTING RAMPS	



Source: ArcGIS 10.0 Basemap; Dokken 2011

Phase 1 & 2

Improvements

Interstate 215/Scott Road Interchange Improvements
08-RIV-215 (PM 14.8/16.2)

