

RTIP ID# RIV010203				
Project Description <i>(clearly describe project)</i> At I-215/Clinton Keith Road IC – Construct partial cloverleaf widen OC 2 to 6 lanes. Reconstruct ramps (widening to existing NB/SB Diamond ramps) & construct new NB/SB loop on ramps.				
Type of Project <i>(use Table 1 on instruction sheet)</i> Reconfigure existing interchange				
County RIV	Narrative Location/Route & Postmiles Located 1.85 miles N/O the Los Alamos Road/I-215 IC and 3.0 miles S/O the Scott Road IC / 08-RIV-215-PM R12.3/R12.8 Caltrans Projects – EA# 32780			
Lead Agency: City of Murrieta				
Contact Person Roger Cunliffe-Owen	Phone# 951-461-6001 x6200	Fax# 951-461-6049	Email rowen@murrieta.org	
Hot Spot Pollutant of Concern <i>(check one or both)</i> PM2.5 X PM10 X				
Federal Action for which Project-Level PM Conformity is Needed <i>(check appropriate box)</i>				
Categorical Exclusion (NEPA)	EA or Draft EIS	X	FONSI or Final EIS	PS&E or Construction
Other				
Scheduled Date of Federal Action:				
Current Programming Dates <i>as appropriate</i>				
	PE/Environmental	ENG	ROW	CON
Start		8/05	N/A	8/07
End	4/07	7/07	N/A	11/08
Project Purpose and Need (Summary): <i>(attach additional sheets as necessary)</i> The existing two lane structure is inadequate to provide an acceptable level of service for both the existing and projected traffic volumes that utilize the facility. Additional growth in the area will only exacerbate the existing problem. The proposed improvements will provide for an acceptable level of service.				

<p>Surrounding Land Use/Traffic Generators (<i>especially effect on diesel traffic</i>)</p> <p>The surrounding land uses include a high school, residential developments and a neighborhood shopping center. 2030 ADT for the interchange is projected to be 36,000 vehicles on Clinton Keith Road, 10,000 on each of the ramps, and 150,000 vehicles on I-215. It is estimated that truck traffic will be 6% on the mainline, 2% on the ramps and 3% on Clinton Keith Road.</p>
<p>Opening Year: Build and No Build LOS, AADT, % and # trucks, truck AADT of proposed facility</p> <p>N/A</p>
<p>RTP Horizon Year / Design Year: Build and No Build LOS, AADT, % and # trucks, truck AADT of proposed facility</p> <p>N/A</p>
<p>Opening Year: If facility is an interchange(s) or intersection(s), Build and No Build cross-street AADT, % and # trucks, truck AADT</p> <p>Opening year (2008) data not included in forecast.</p> <p>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 - 2030</p> <p>B/NB LOS (2030) C/F, AADT 35,560, 3%, Truck AADT 1067</p>
<p>Describe potential traffic redistribution effects of congestion relief (<i>impact on other facilities</i>)</p> <p>The proposed improvements will relieve traffic congestion at the Clinton Keith Road/I-215 IC, however due to its relatively distant location from the two adjacent interchanges it will have little effect at those locations.</p>
<p>Comments/Explanation/Details (<i>attach additional sheets as necessary</i>)</p> <p>The proposed improvements will improve local circulation and access to a predominantly residential area in the City. Without implementation of the proposed improvements, Clinton Keith Road through the interchange area is forecast to operate at deficient LOS levels. It is noted that Clinton Keith Road does not currently nor is forecast to experience traffic volumes in excess of 125,000 average daily trips (ADT). Additionally, the total volume of heavy truck and diesel traffic is expected to be well below 8 percent of the total ADT.</p> <p>Based upon the information provided above, the project is not expected to introduce significant amounts of diesel truck traffic and is <u>not considered a project of significant concern</u> per the definition contained within 40 CFR 93.123(b)(1). Thus, a less than significant impact with respect to PM_{2.5} and PM₁₀ would occur.</p>