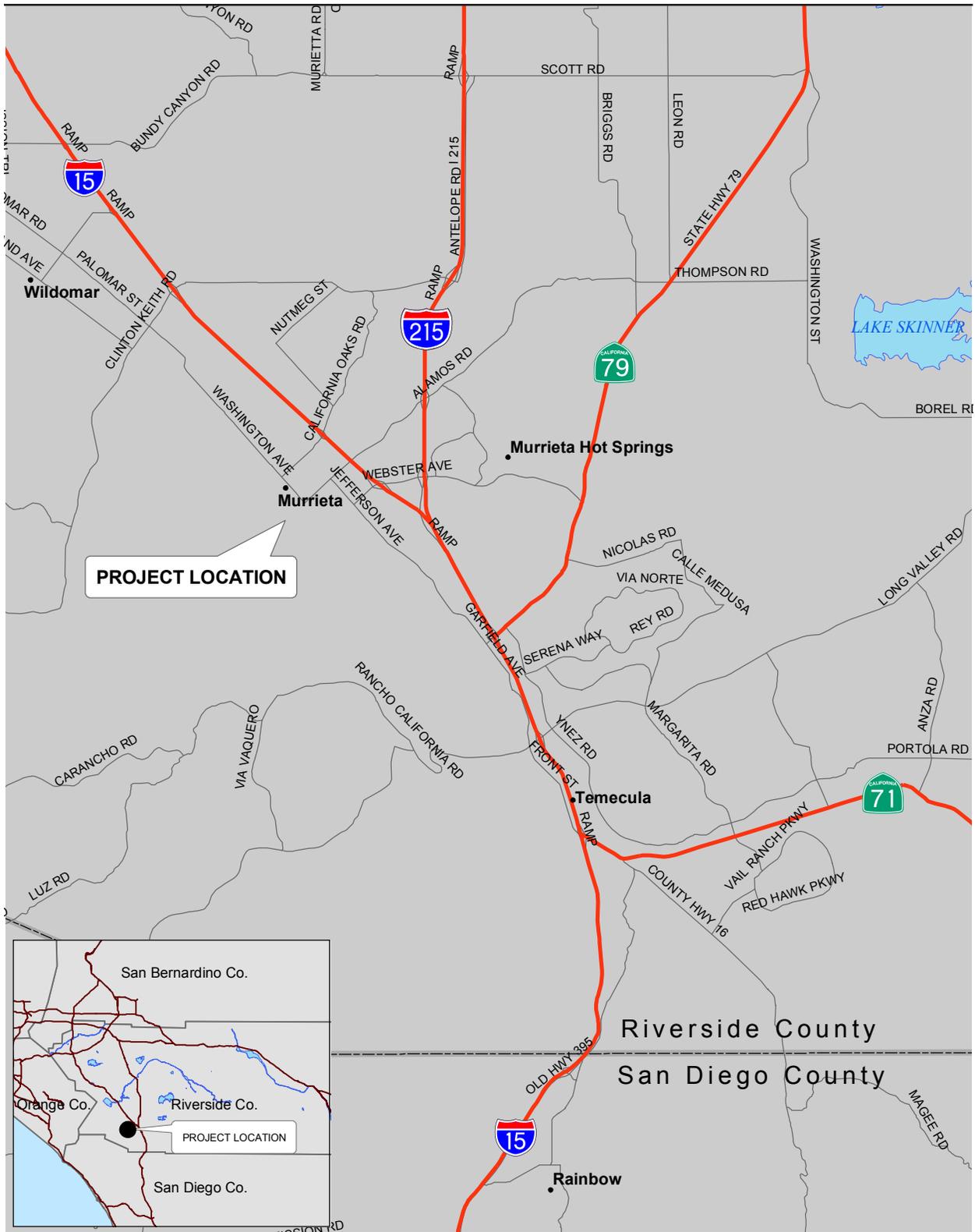


RTIP ID# <i>(required)</i> SCAG203 in 2002 SCAG RTIP, approved on 10/4/02. Part of RIV050201 HBRR				
Project Description <i>(clearly describe project)</i> This is a non capacity increasing, 2-lane to 2-lane project. The City of Murrieta proposes to replace the existing two-lane dip-crossing with a five-span, cast-in-place bridge structure that would carry one lane of traffic across the creek in each direction. The project location and plan are shown in Figures 1, 2, and 3, attached. The bridge and its approach roadways would provide a curb-to-curb width of 40 feet consisting of two 12-foot-wide lanes and two 8-foot-wide shoulders. The structure would include a 5-foot-wide sidewalk and barrier railing along one side and a barrier railing only along the other side; the total width of the bridge deck would be 47 feet and 9 inches.				
Type of Project <i>(use Table 1 on instruction sheet)</i> Roadway realignment - vertical				
County Riverside	Narrative Location/Route & Postmiles: Ivy Street is a two-lane, asphalt-surfaced road that bisects the project site from the northeast to the southwest. The bridge would be located between New Clay Street and Hayes Avenue. No postmile designations on this roadway. Caltrans Projects – EA# 965100			
Lead Agency: City of Murrieta				
Contact Person Mick Bartholomew	Phone# 951-461-6069	Fax# 951-461-6089	Email MBartholomew@murrieta.org	
Hot Spot Pollutant of Concern <i>(check one or both)</i> PM2.5 x PM10				
Federal Action for which Project-Level PM Conformity is Needed <i>(check appropriate box)</i>				
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Categorical Exclusion (NEPA)	EA or Draft EIS	FONSI or Final EIS	PS&E or Construction	Other
Scheduled Date of Federal Action: June 2007				
Current Programming Dates <i>as appropriate</i>				
	PE/Environmental	ENG	ROW	CON
Start	2001	2002	May 2007	Oct. 2007
End	May 2007	June 2007	Oct. 2007	Oct. 2008
Project Purpose and Need (Summary): <i>(attach additional sheets as necessary)</i> Within the project area, the Ivy Street bridge currently conveys one traffic lane in each direction across Murrieta Creek via a dip-crossing. Ivy Street currently carries an Average Daily Traffic (ADT) volume of 5,200 vehicles within a 60-foot right-of-way. The existing Ivy Street dip-crossing at Murrieta Creek is subject to frequent closure due to flooding. During the past 5 years, the crossing has been closed an average of 17.5 times per year. As such, the proposed project has been declared by the City Council as the highest priority crossing to be considered for bridge improvements to provide an all-weather crossing. Given this need, the objectives of the proposed project are as follows: <ul style="list-style-type: none"> • To improve the safety and operation of Ivy Street as a route that can convey traffic during all weather events; • To reduce out-of-direction travel during flooding events by accommodating 100-year flood levels; and • To accommodate future channelization of Murrieta Creek by the Army Corps of Engineers (ACOE). 				

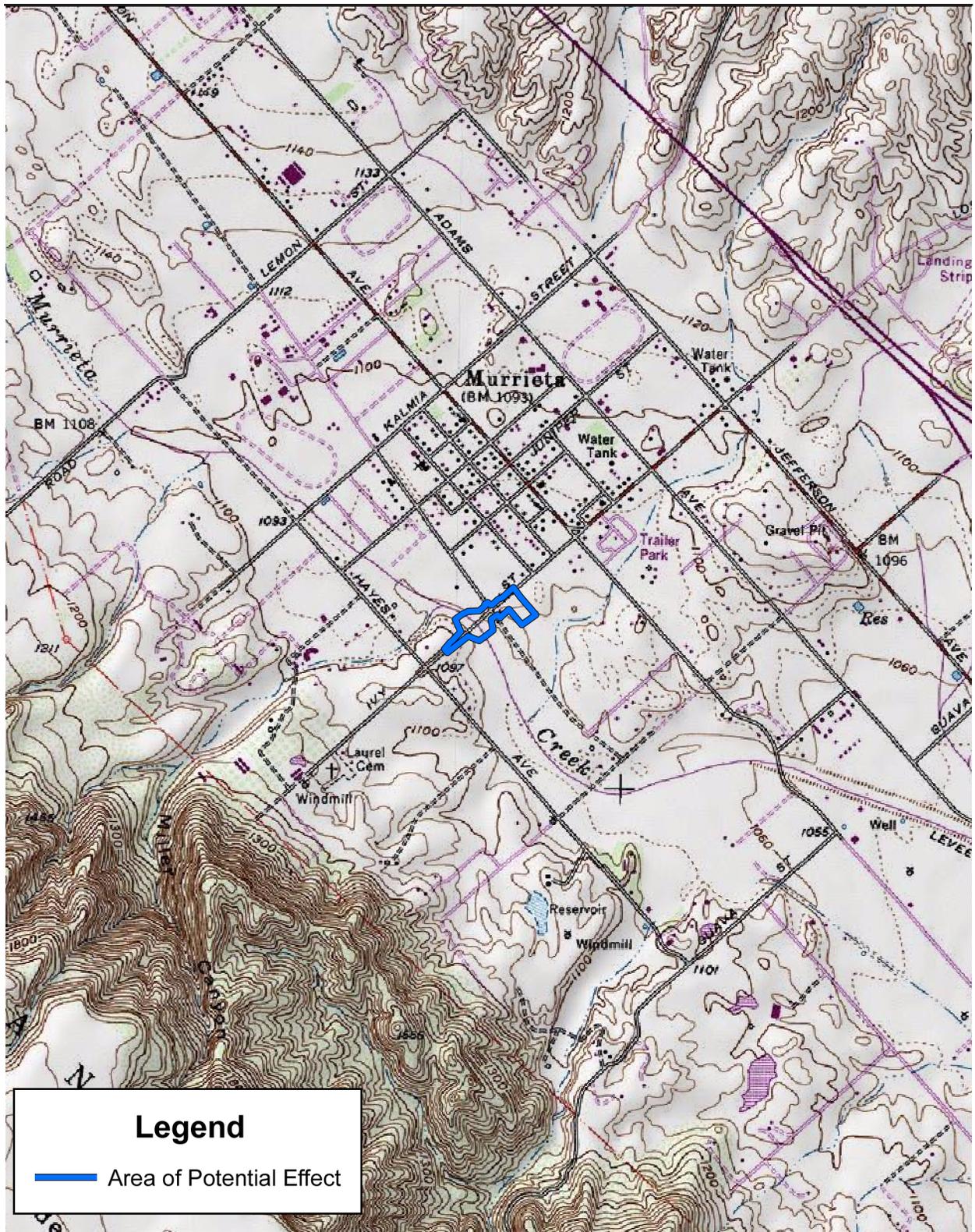
<p>Surrounding Land Use/Traffic Generators (especially effect on diesel traffic) The project site is in a semi-rural area on the outskirts of downtown Murrieta. Individual residences on large lots are located to the southwest and north of the project site. A maintenance facility owned by Western Municipal County Water District (WMWD) is immediately east of the project site. Other than these structures, the area surrounding the project site is characterized by sparsely vegetated, vacant land and scattered rural residences in the surrounding foothills.</p>																							
<p>Opening Year: Build and No Build LOS, AADT, % and # trucks, truck AADT of proposed facility</p> <table border="1"> <thead> <tr> <th></th> <th>LOS</th> <th>AAADT</th> <th>% Trucks</th> <th>No. Trucks</th> <th>Truck AADT</th> </tr> </thead> <tbody> <tr> <td>Build</td> <td></td> <td>< 6,000 est</td> <td>See notes below</td> <td></td> <td></td> </tr> <tr> <td>No Build</td> <td>A</td> <td>< 6,000</td> <td></td> <td></td> <td></td> </tr> </tbody> </table>							LOS	AAADT	% Trucks	No. Trucks	Truck AADT	Build		< 6,000 est	See notes below			No Build	A	< 6,000			
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No Build																							
<p>Opening Year: If facility is an interchange(s) or intersection(s), Build and No Build cross-street AADT, % and # trucks, truck AADT The facility would not construct an interchange or intersections. The existing AADT is approximately 5,200. There may be some growth in traffic by opening year, and the completion of the project may induce a small volume of additional trips by allowing use by vehicles during periods when the road would have been closed. Both volumes are estimated at less than 6,000 ADT. Ivy Street is not a common truck route; heavy truck use is estimated at less than 2 percent 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 The facility would not construct an interchange or intersections. No traffic study was performed or considered necessary for this project. With a conservative growth rate of 3% per year for 25 years, the AADT would be less than 11,000. Ivy Street is not a common truck route; heavy truck use is estimated at less than 2 percent</p>																							
<p>Describe potential traffic redistribution effects of congestion relief (impact on other facilities) The proposed project would replace an dip-crossing that conveys traffic through Murrieta Creek with a bridge, to provide year-round access across the Creek. The project would not increase the number of through lanes. Other than allowing access across the Creek during floods, the project would not alter congestion or congestion relief.</p>																							
<p>Comments/Explanation/Details (attach additional sheets as necessary)</p> <p>It is recommended that this project be designated as exempt from Transportation Conformity as allowed in 40 CFR 93.126, as a Safety project – Reconstructing bridges, with no additional travel lanes.</p> <p>If not exempt, then it is believed that the proposed project is not a POAQC. This conclusion is based on the following reasons:</p> <p>Anticipated traffic volumes of less than 11,000 AADT are well below the 140,000 to 150,000 AADT threshold suggested in the Interim Guidance Document.</p> <p>Consistent with the low AADT and the function of the roadway, there would be very few diesel vehicles on the roadway.</p> <p>The project will not be located in proximity to populated areas,</p>																							



Source: County of Riverside, 2003

Figure 1
Regional Map





Source: County of Riverside, 2003

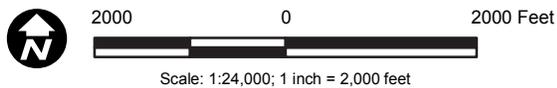
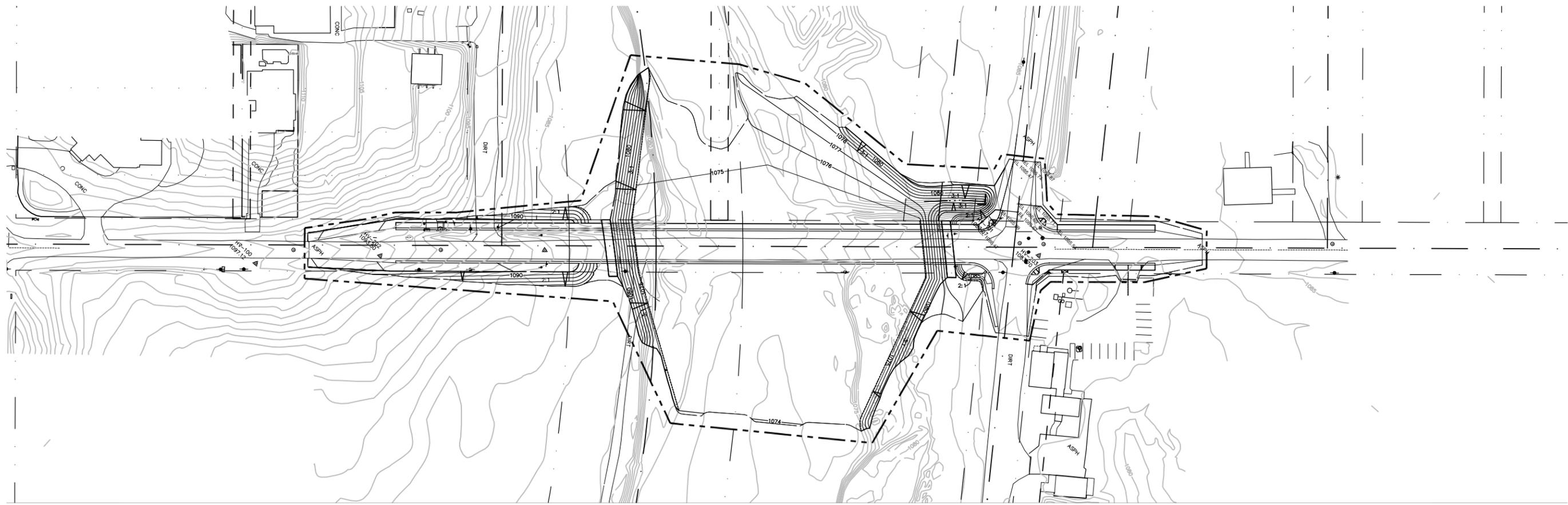
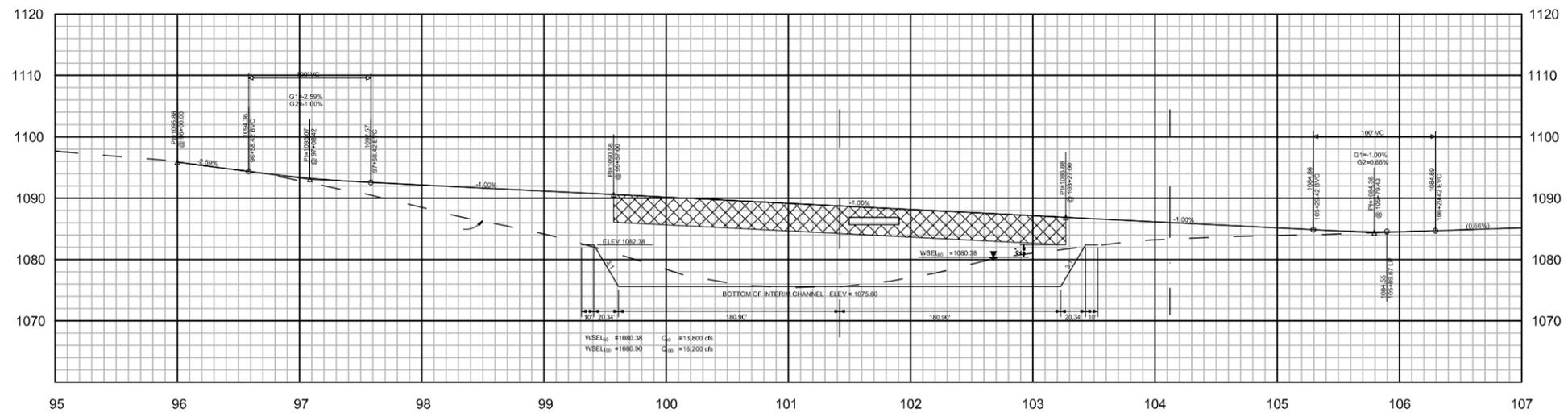


Figure 2
Project Location Map

Ivy Street Bridge Replacement

P:\2001\1H152 Ivy St\6Graphics\FINAL\NEW Graphics from Jim\fig 1 pmapfinal.ai 1/8/07



Source: Rick Engineering Company, April 16, 2003; JSA 2000, with revision per EDAW, 2003; Jurisdictional Wetlands/Waters per Dudek, 2000

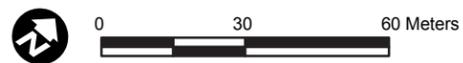


Figure 3
Plan and Section View of the Proposed Project