

<b>RTIP ID#</b> RIV070305				
<b>TCWG Consideration Date</b> February 26, 2008				
<b>Project Description</b> <i>(clearly describe project)</i>				
<p>The California Department of Transportation (Department), in coordination with the Riverside County Transportation Commission (RCTC), proposes to widen Interstate 215 (I-215) from just south of Murrieta Hot Springs Road to Scott Road in Riverside County, California. For the proposed project, the existing facility would be widened from two to three lanes in both the northbound and southbound directions by adding a third mixed flow lane within the median, as well as overlaying the remainder of the existing facility with new pavement within the project limits. The total length of the project is approximately 7.8 miles. Included as an attachment are figures showing the project locations (local and regional vicinity). In addition, at the existing Keller Road undercrossing the bridges would be widened into the median to support the new mixed flow lanes. All work is anticipated to occur within the existing Caltrans right-of-way (ROW).</p>				
<b>Type of Project</b> <i>(use Table 1 on instruction sheet)</i>				
Change to Existing State Highway				
<b>County</b> RIV	<b>Narrative Location/Route &amp; Postmiles</b> Project is the segment of Interstate 215 from just north of Murrieta Hot Springs Road to Scot Road in Riverside County. 08-RIV-215 (PM 8.2/16.0)			
	<b>Caltrans Projects – EA#</b> 0F161			
<b>Lead Agency:</b> California Department of Transportation (NEPA and CEQA Lead Agency) and Riverside County Transportation Commission (Project Sponsor)				
<b>Contact Person</b> Marlin Feenstra	<b>Phone#</b> (951) 787-7141	<b>Fax#</b> (951) 787-7920	<b>Email</b> mfeenstra@rctc.org	
<b>Hot Spot Pollutant of Concern</b> <i>(check one or both)</i> <b>PM2.5</b> <input checked="" type="checkbox"/> <b>PM10</b> <input checked="" type="checkbox"/>				
<b>Federal Action for which Project-Level PM Conformity is Needed</b> <i>(check appropriate box)</i>				
<input checked="" type="checkbox"/>	<b>Categorical Exclusion (NEPA)</b>	<b>EA or Draft EIS</b>	<b>FONSI or Final EIS</b>	<b>PS&amp;E or Construction</b>
<b>Scheduled Date of Federal Action:</b> December 2008				
<b>NEPA Delegation – Project Type</b> <i>(check appropriate box)</i>				
<b>Exempt</b>		<b>Section 6004 – Categorical Exemption</b>	<input checked="" type="checkbox"/> <b>Section 6005 – Non-Categorical Exemption</b>	
<b>Current Programming Dates</b> <i>(as appropriate)</i>				
	<b>PE/Environmental</b>	<b>ENG</b>	<b>ROW</b>	<b>CON</b>
<b>Start</b>	August 2007	March 2008	December 2008	December 2010
<b>End</b>	December 2008	August 2010	February 2010	December 2013

**Project Purpose and Need (Summary):** *(attach additional sheets as necessary)*

The purpose of the proposed project is to improve freeway traffic conditions/operations to facilitate the regional movement of people and goods, thereby reducing existing and anticipated future traffic congestion along the I-215 corridor.

The segment of I-215 from just south of Murrieta Hot Springs Road to Scott Road does not provide adequate capacity to meet existing and future traffic demand needed for the movement of people and goods. I-215 within the project limits is currently a four lane facility (two lanes in each direction), and it does not provide adequate capacity to accommodate existing demand and the future projected growth of the surrounding area. Growth projections by the SCAG indicate population in western Riverside County is expected to increase by over 100 percent by the year 2020.

At the current rate of growth and development, the existing interstate facilities are expected to reach level of service (LOS) F, or breakdown conditions, along one segment of I-215, from Clinton Keith Road to Scott Road in the northbound direction, by 2015. By 2035, all identified segments of I-215, both northbound and southbound, are anticipated to operate at LOS F without capacity improvements to the existing facility. The operational breakdown of this facility is expected to have substantial adverse impacts on the economic vitality of the region and the transport of goods and services along this corridor, as this corridor is an economic lifeline for the region.

**Surrounding Land Use/Traffic Generators** *(especially effect on diesel traffic)*

The predominant land uses along the project limits of I-215 are residential and commercial. Commercial developments along this section of I-215 are concentrated primarily around the interchanges. The commercial uses include supermarkets, home improvement stores, restaurants, and gasoline stations. Several office/business parks are also located in the vicinity of the commercial areas. More intensive urban uses are located along the southern end of the project area along Murrieta Hot Springs Road. Farther north, the intensity of urban uses decreases. Scott Road (at the northern extent of the project area) is least developed with commercial uses, although construction for new commercial projects is currently underway.

Residential uses are also primarily located along the southern end of the project alignment, along both sides of I-215 between Murrieta Hot Springs Road and Clinton Keith Road. The area is suburban in character and the neighborhoods include typical uses such as schools, parks, community centers, and places of worship. Development is more densely concentrated west of I-215 and east I-15. Given the areas advantageous location between two interstates (I-15 and I-215), the area has undergone rapid growth and urban development.

PM Conformity Hot Spot Analysis – Project Summary for Interagency Consultation

<b>Opening Year: Build and No Build LOS, AADT, % and # trucks, truck AADT of proposed facility</b>								
Freeway Segment	Opening Year 2015 Conditions							
	LOS (AM/PM)		AADT		Truck Percentage		Truck AADT	
	No Build	Build	No Build	Build	No Build	Build	No Build	Build
<b>South of Murrieta Hot Springs Road</b>								
Northbound	C/E	C/E	49,900	49,900	4%	4%	1,996	1,996
Southbound	D/D	D/D	49,900	49,900	4%	4%	1,996	1,996
<b>Murrieta Hot Springs Rd to Los Alamos Rd</b>								
Northbound	D/E	C/C	54,700	54,700	4%	4%	2,188	2,188
Southbound	D/D	C/C	54,700	54,700	4%	4%	2,188	2,188
<b>Los Alamos Road to Clinton Keith Road</b>								
Northbound	D/E	B/C	54,000	54,000	4%	4%	2,160	2,160
Southbound	D/D	C/C	54,000	54,000	4%	4%	2,160	2,160
<b>Clinton Keith Road to Scott Road</b>								
Northbound	D/F	B/C	54,500	54,500	4%	4%	2,180	2,180
Southbound	E/D	C/C	54,500	54,500	4%	4%	2,180	2,180
<b>North of Scott Road</b>								
Northbound	C/F	C/F	52,600	52,600	4%	4%	2,104	2,104
Southbound	E/D	E/D	52,600	52,600	4%	4%	2,104	2,104

Source: VRPA Technologies, Inc., 2007. Traffic Technical Report, I-215 Widening Project Murrieta Hot Springs Road to Scott Road.

<b>RTP Horizon Year / Design Year: Build and No Build LOS, AADT, % and # trucks, truck AADT of proposed facility</b>								
Freeway Segment	Horizon Year 2035 Conditions							
	LOS (AM/PM)		AADT		Truck Percentage		Truck AADT	
	No Build	Build	No Build	Build	No Build	Build	No Build	Build
<b>South of Murrieta Hot Springs Road</b>								
Northbound	F/F	F/F	71,000	71,000	4%	4%	2,840	2,840
Southbound	F/F	F/F	71,000	71,000	4%	4%	2,840	2,840
<b>Murrieta Hot Springs Rd to Los Alamos Rd</b>								
Northbound	D/E	D/E	76,100	76,100	4%	4%	3,044	3,044
Southbound	D/D	D/D	76,100	76,100	4%	4%	3,044	3,044
<b>Los Alamos Road to Clinton Keith Road</b>								
Northbound	D/E	D/E	75,300	75,300	4%	4%	3,012	3,012
Southbound	D/D	D/D	75,300	75,300	4%	4%	3,012	3,012
<b>Clinton Keith Road to Scott Road</b>								
Northbound	C/E	C/E	75,300	75,300	4%	4%	3,012	3,012
Southbound	D/D	D/D	75,300	75,300	4%	4%	3,012	3,012
<b>North of Scott Road</b>								
Northbound	F/F	F/F	76,100	76,100	4%	4%	3,044	3,044
Southbound	F/F	F/F	76,100	76,100	4%	4%	3,044	3,044

Source: VRPA Technologies, Inc., 2007. Traffic Technical Report, I-215 Widening Project Murrieta Hot Springs Road to Scott Road.

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

Facility is not an interchange.

**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**

Facility is not an interchange.

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

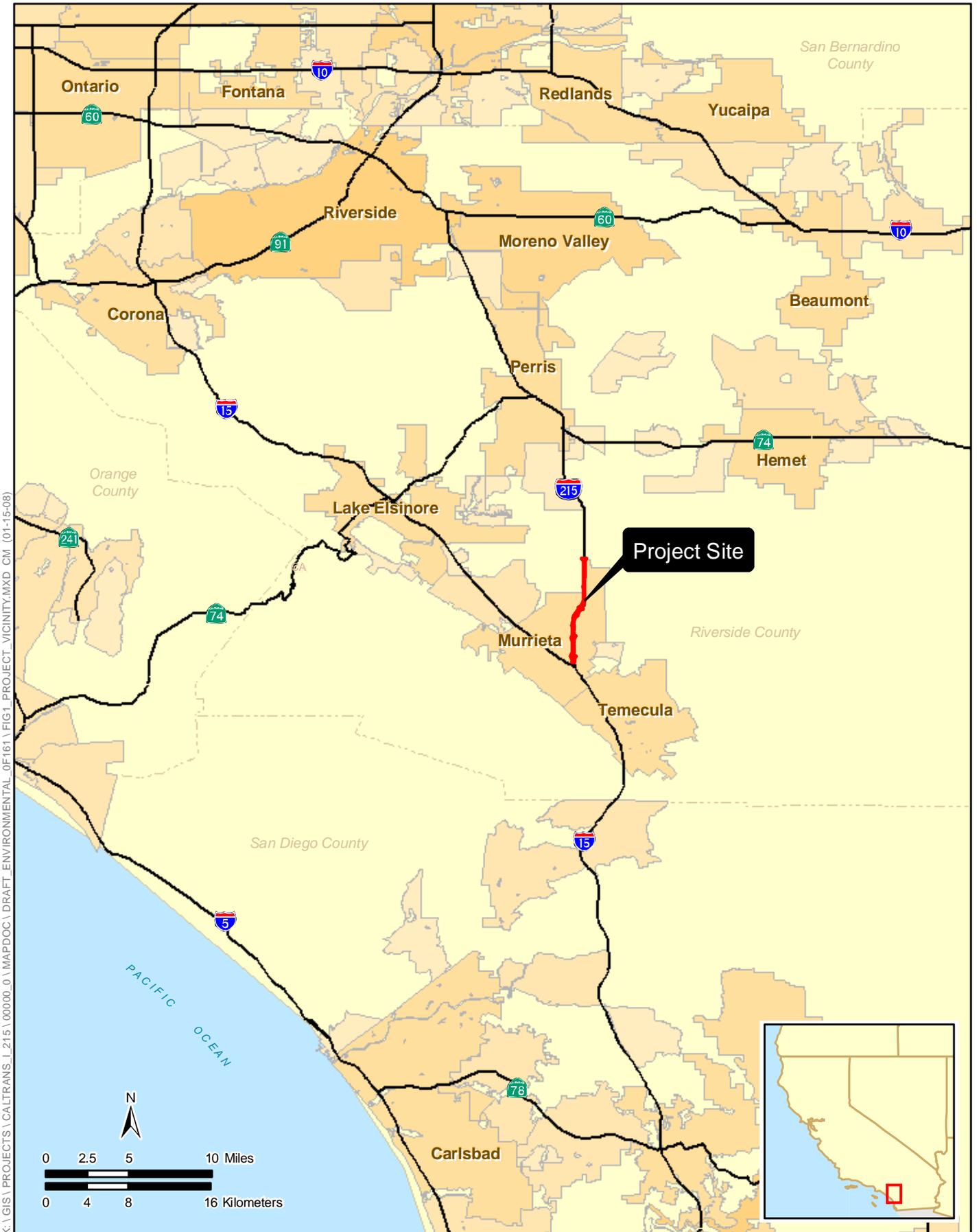
The purpose of the proposed project is to improve freeway traffic conditions/operations to facilitate the regional movement of people and goods, thereby reducing existing and anticipated future traffic congestion along the I-215 corridor.

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

The EPA's March 2006 guidance document *Transportation Guidance for Qualitative Hot-spot Analysis in PM2.5 and PM10 Nonattainment and Maintenance Areas* references a two step criteria to identify "a significant volume of diesel truck traffic." The first criterion is facilities with greater than 125,000 AADT volumes. If the first criterion is met, the second criterion is that 8 percent or more of said traffic volumes (i.e., 10,000 vehicles or more) are diesel truck traffic volumes. With respect to traffic volumes along the project limits of Interstate 215 opening year (2015) AADT volumes are forecast to be below the above-mentioned screening-level threshold criteria of 125,000 total AADT traffic volumes, however, the horizon year (2035) volumes are forecast to be above 125,000 total AADT. Although the AADT is forecast to be above 125,000 vehicles the percent of truck traffic is below the 8 percent threshold. As such, the project would not result in a substantial number of diesel vehicles within the project area (i.e., the project limits of Interstate 215 from post mile 8.2 to 16.0).

According to the Transportation Conformity Guidance for Qualitative Hot-spot Analyses in PM2.5 and PM10 Nonattainment and Maintenance Areas (page 25), this project is not a project of air quality concern under 40 CFR 93.123(b)(1)(I) and (ii):

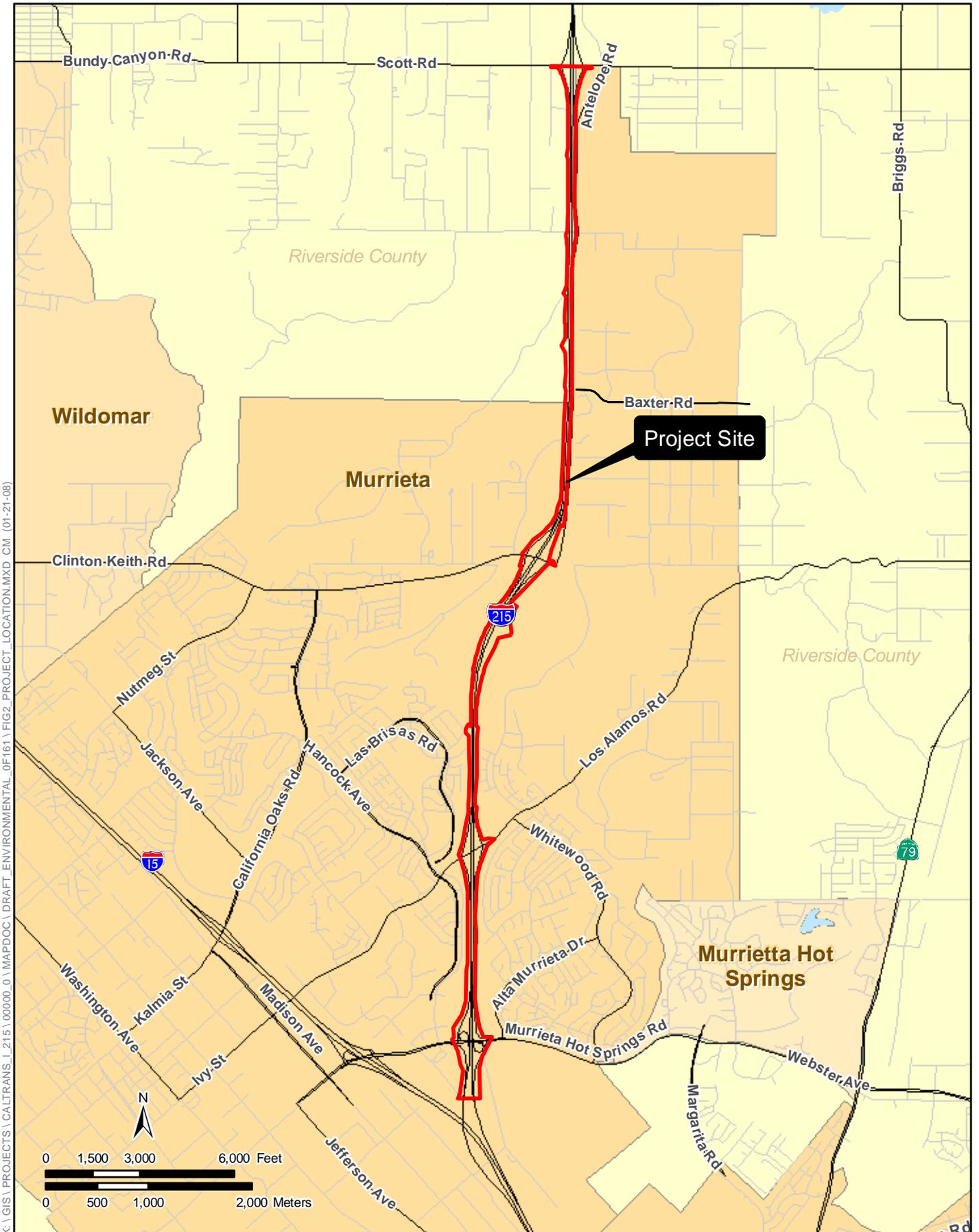
The project site is not in or affecting an area or location identified in any PM10 or PM2.5 implementation plan. The immediate project area is not considered to be a site of violation or possible violation.



K:\GIS\PROJECTS\CALTRANS\_I\_215\00000\_0\MAPDOC\ DRAFT\_ENVIRONMENTAL\_OF161\FIG1\_PROJECT\_VICINITY.MXD CM (01-15-08)

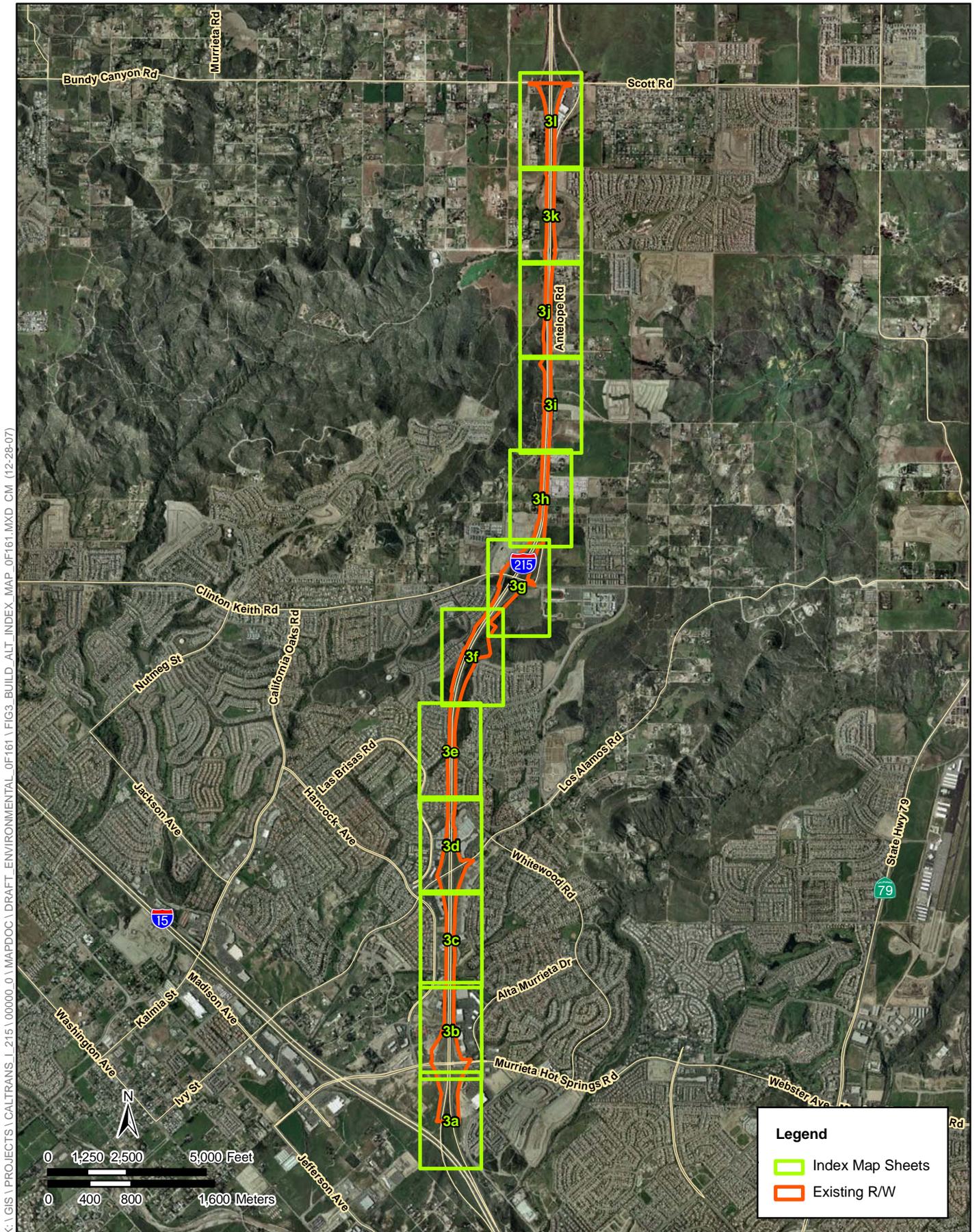
SOURCE: ESRI Streetmap USA (2007)

**Figure 1**  
**Project Vicinity Map**  
**Interstate 215 Median Widening Project**  
**from just South of Murrieta Hot Springs Road to Scott Road**



SOURCE: ESRI Streetmap USA (2007)

**Figure 2**  
**Project Location Map**  
**Interstate 215 Median Widening Project**  
**from just South of Murrieta Hot Springs Road to Scott Road**



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SOURCE: ESRI Streetmap USA (2007); ESRI USA Imagery (5/15/06; 0.5m)

**Figure 3**  
**Build Alternative - Index Map**  
**Interstate 215 Median Widening Project**  
**from just South of Murrieta Hot Springs Road to Scott Road**



K:\GIS\PROJECTS\CALTRANS\_I\_215\000000\_01\MAPDOC\1\DRAFT\_ENVIRONMENTAL\_0F161\FIG3\_BUILD\_ALT\_OF161.MXD AND .AI CM (12-28-07)

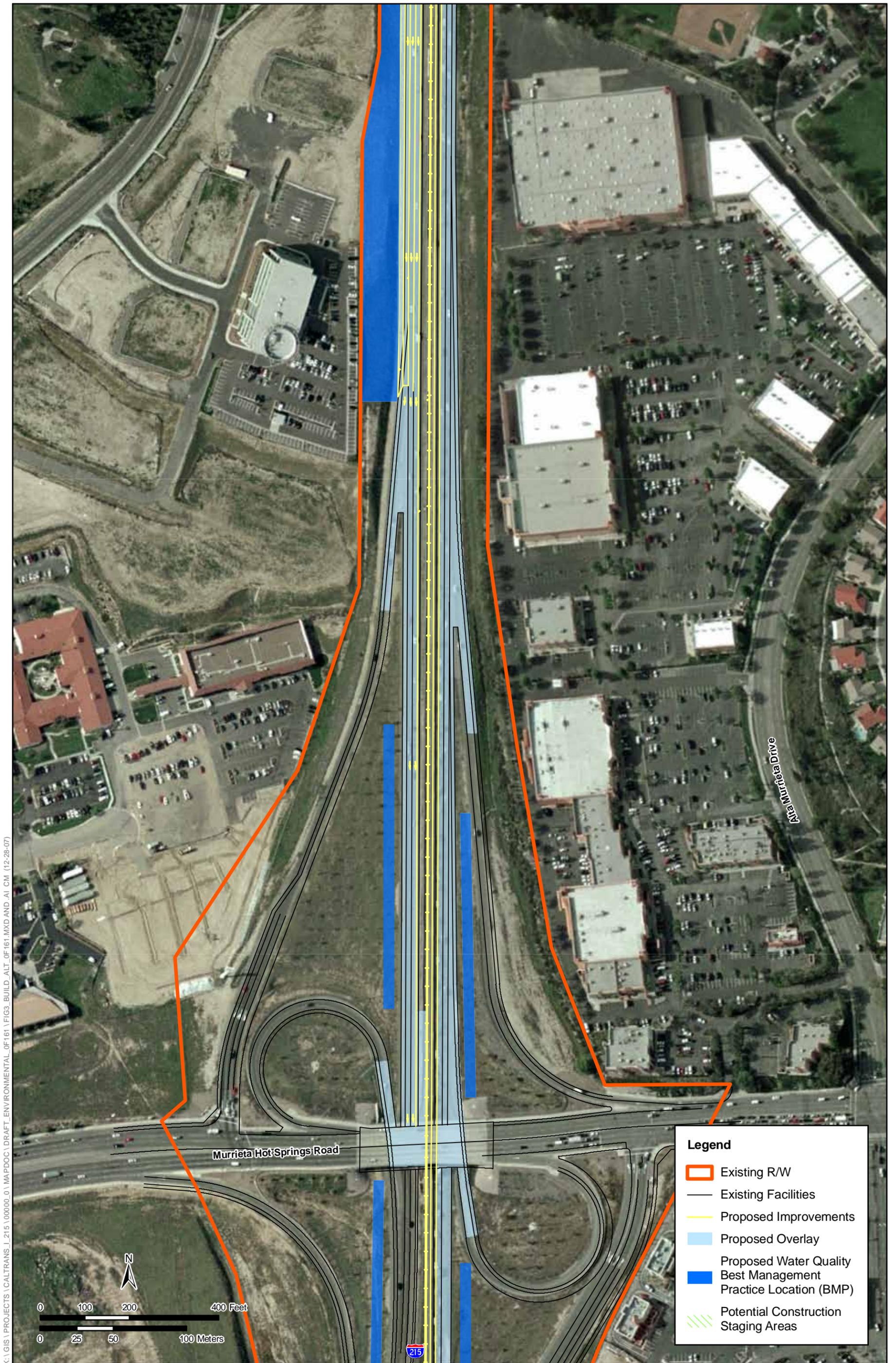
0 100 200 400 Feet  
0 25 50 100 Meters

**Legend**

- Existing R/W
- Existing Facilities
- Proposed Improvements
- Proposed Overlay
- Proposed Water Quality Best Management Practice Location (BMP)
- ▨ Potential Construction Staging Areas

SOURCE: ESRI USA Imagery (5/16/06; 0.5m); PBS&J

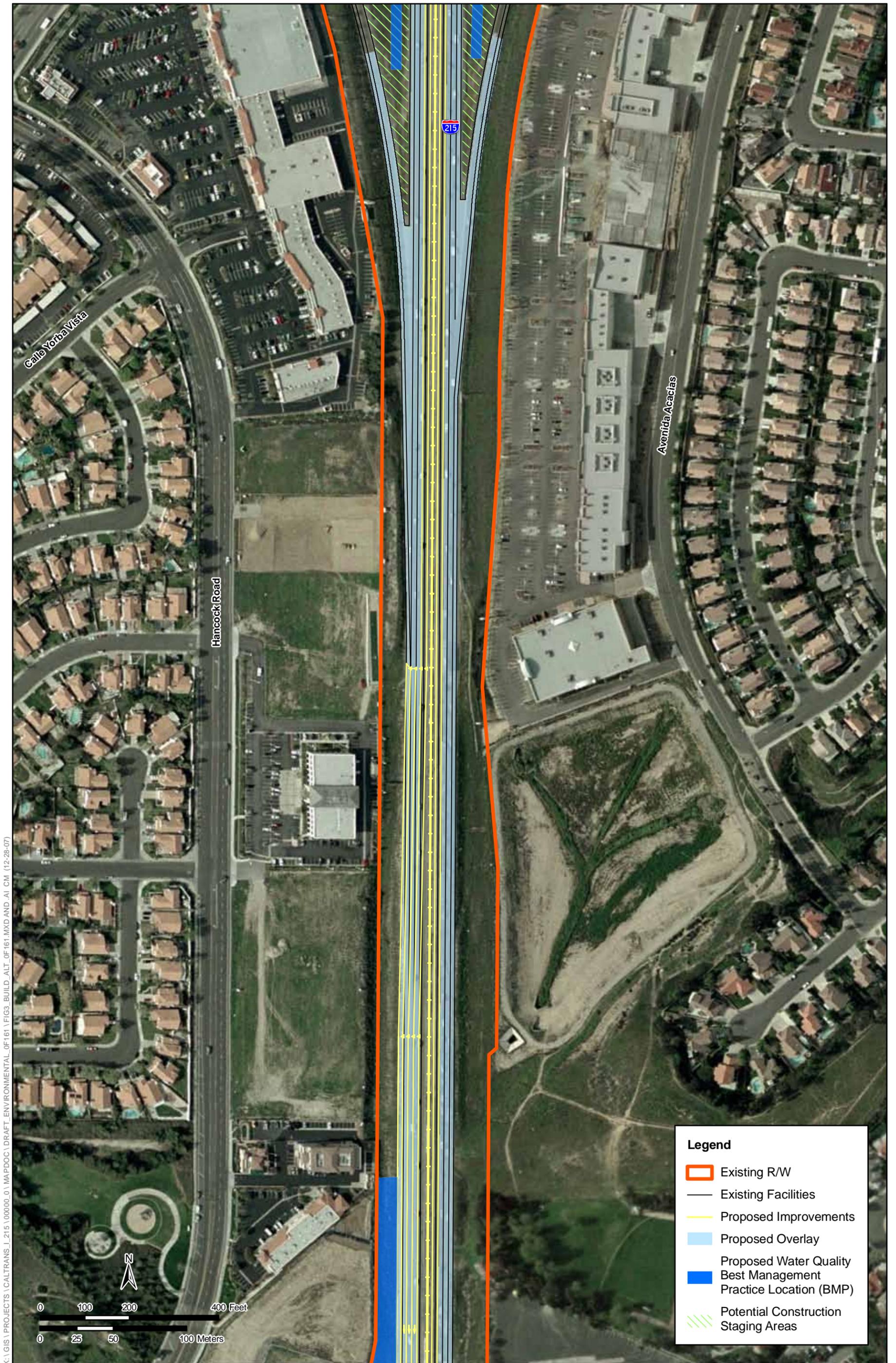
**Figure 3a**  
**Build Alternative**  
**Interstate 215 Median Widening Project**  
**from just South of Murrieta Hot Springs Road to Scott Road**



K:\GIS\PROJECTS\CALTRANS\_I\_215\000000\_01\MAPDOC\1\DRAFT\_ENVIRONMENTAL\_0F161\FIG3\_BUILD\_ALT\_OF161.MXD AND .AI CM (12-28-07)

SOURCE: ESRI USA Imagery (5/16/06; 0.5m); PBS&J

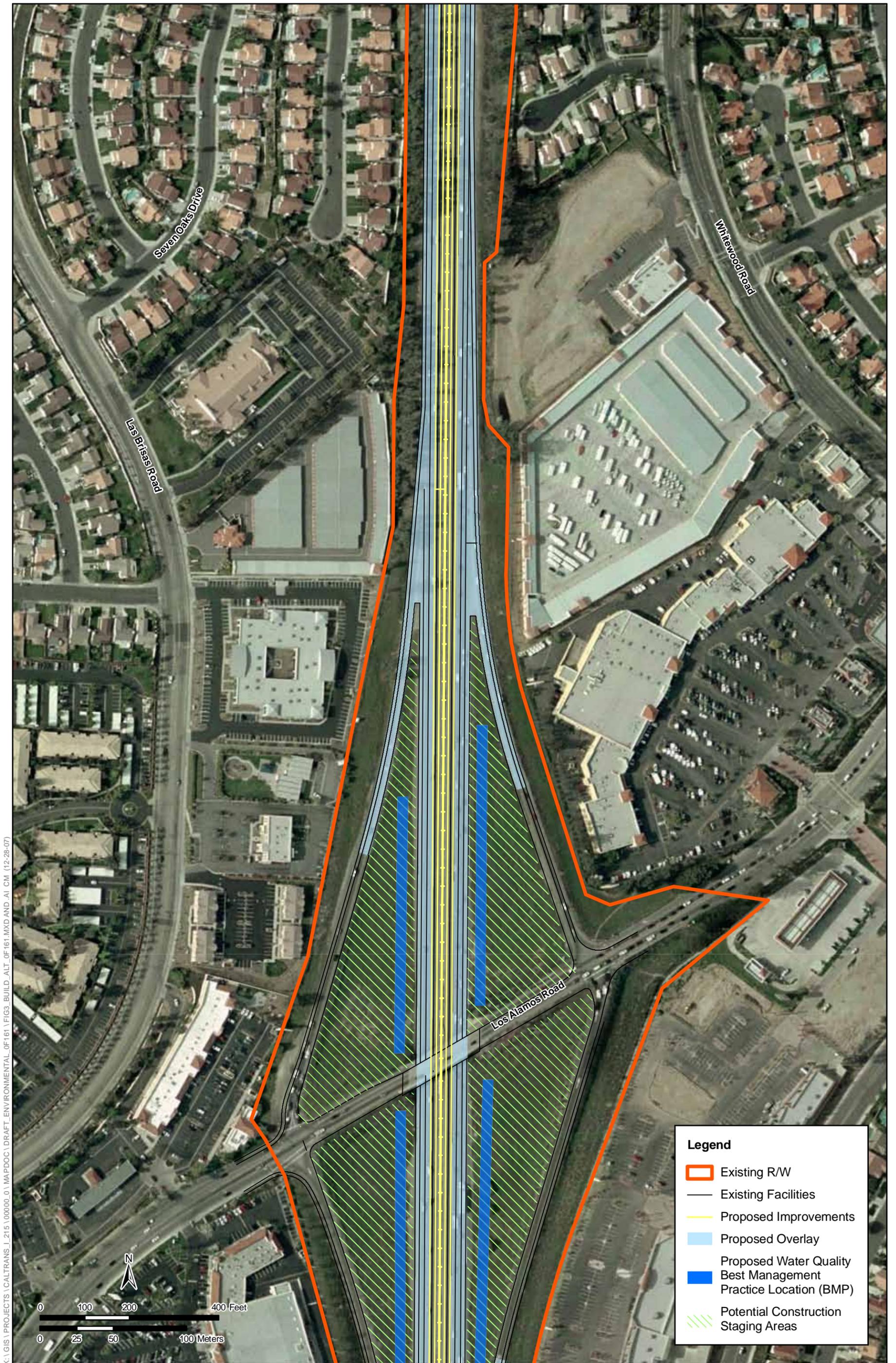
**Figure 3b**  
**Build Alternative**  
**Interstate 215 Median Widening Project**  
**from just South of Murrieta Hot Springs Road to Scott Road**



K:\GIS\PROJECTS\CALTRANS\_I\_215\000000\_01\MAPDOC\1\DRAWING\ENVIRONMENTAL\_0F161\FIG3\_BUILD\_ALT\_OF161.MXD AND .AI CM (12-28-07)

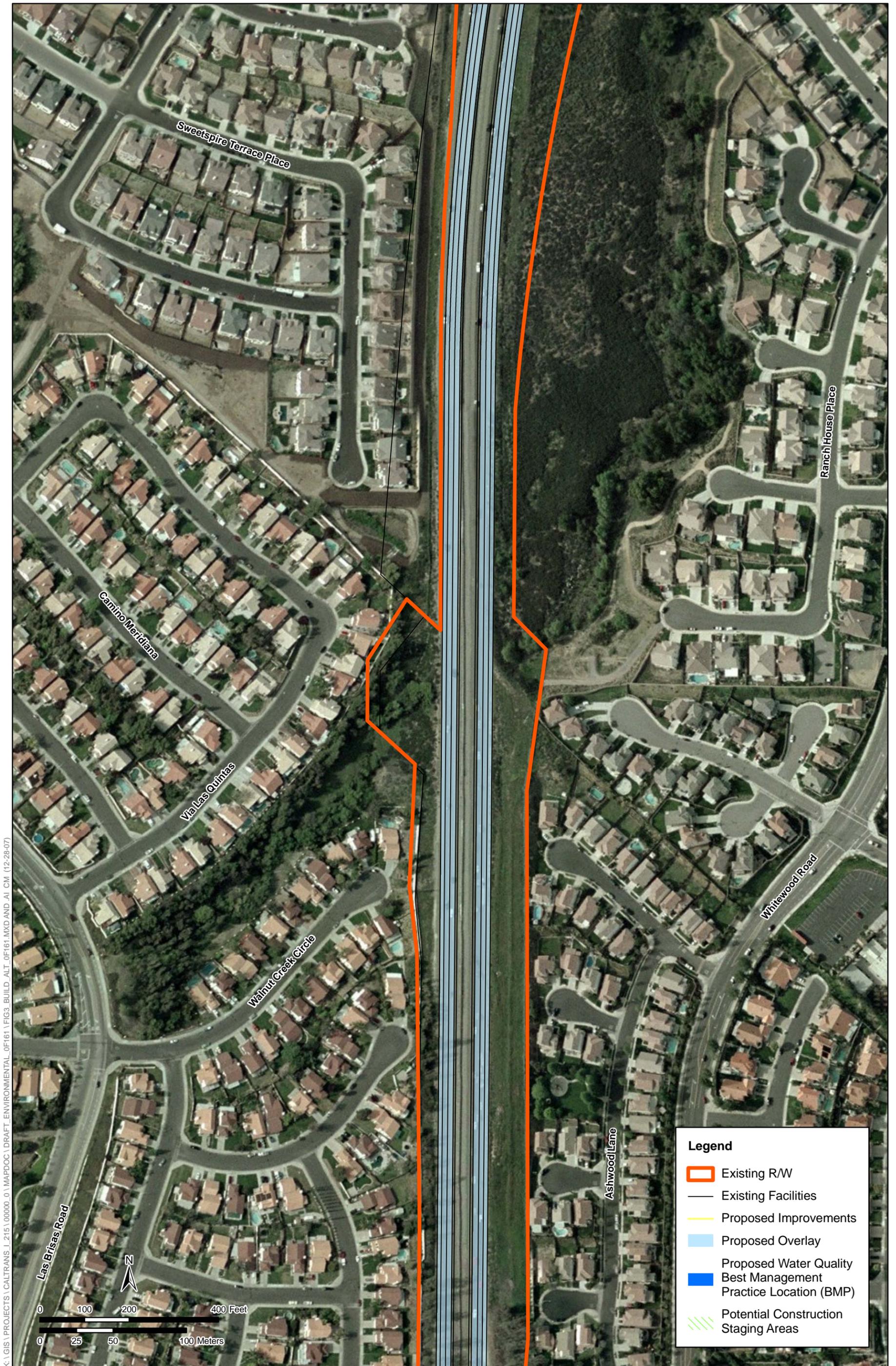
SOURCE: ESRI USA Imagery (5/16/06; 0.5m); PBS&J

**Figure 3c**  
**Build Alternative**  
**Interstate 215 Median Widening Project**  
**from just South of Murrieta Hot Springs Road to Scott Road**



SOURCE: ESRI USA Imagery (5/16/06; 0.5m); PBS&J

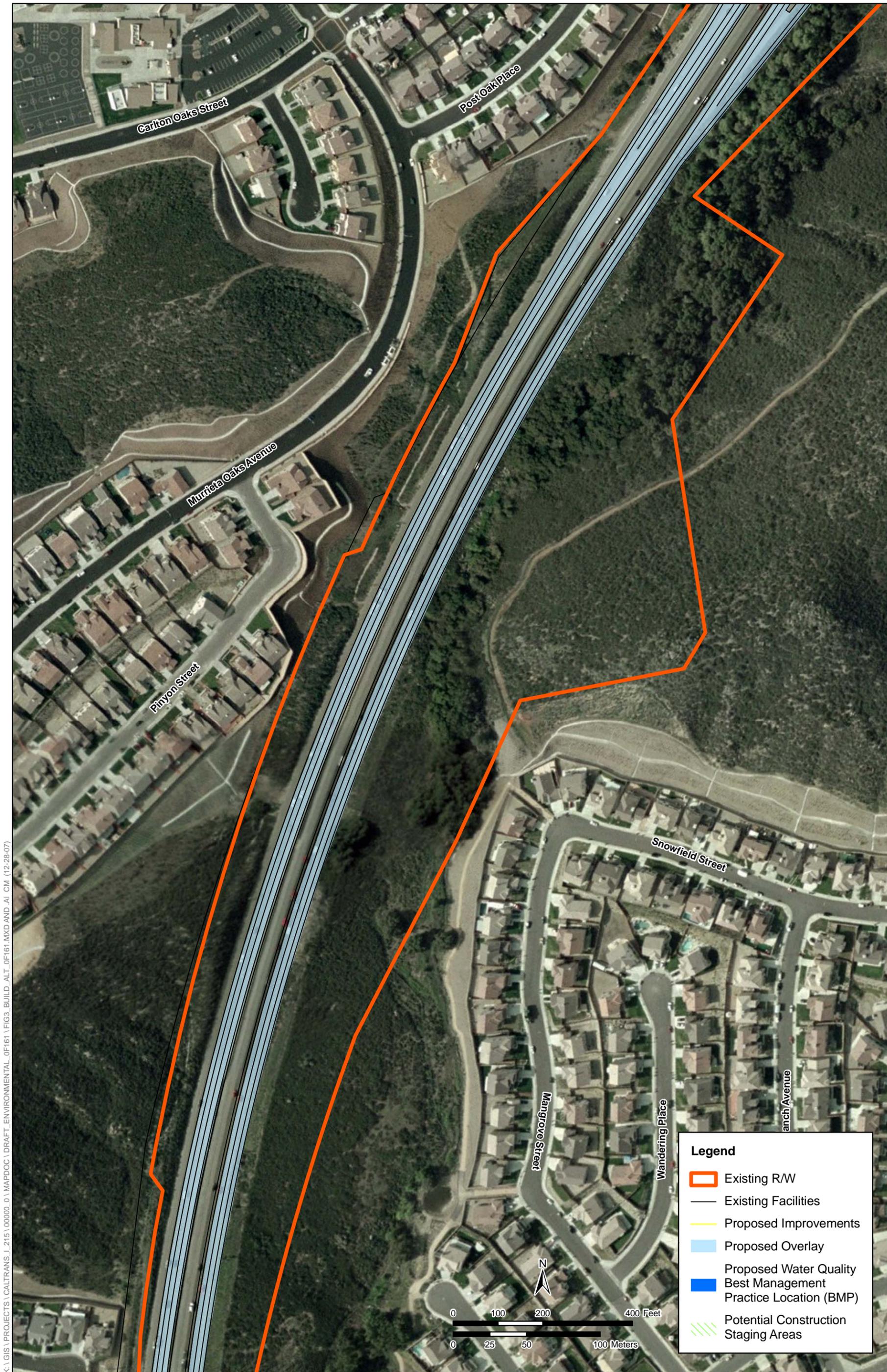
**Figure 3d**  
**Build Alternative**  
**Interstate 215 Median Widening Project**  
**from just South of Murrieta Hot Springs Road to Scott Road**



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SOURCE: ESRI USA Imagery (5/16/06; 0.5m); PBS&J

**Figure 3e**  
**Build Alternative**  
**Interstate 215 Median Widening Project**  
**from just South of Murrieta Hot Springs Road to Scott Road**



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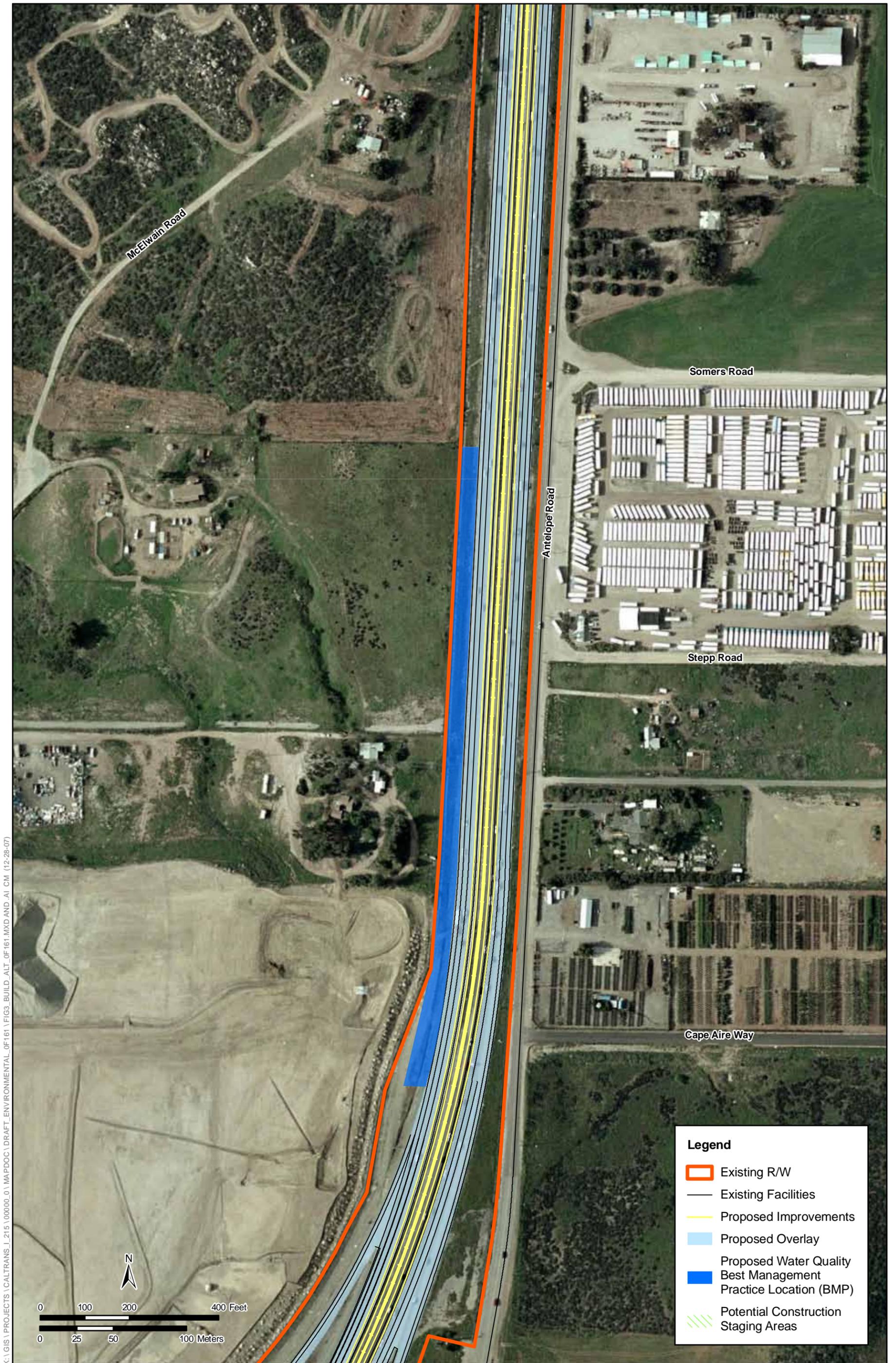
SOURCE: ESRI USA Imagery (5/16/06; 0.5m); PBS&J

**Figure 3f**  
**Build Alternative**  
**Interstate 215 Median Widening Project**  
**from just South of Murrieta Hot Springs Road to Scott Road**



SOURCE: ESRI USA Imagery (5/16/06; 0.5m); PBS&J

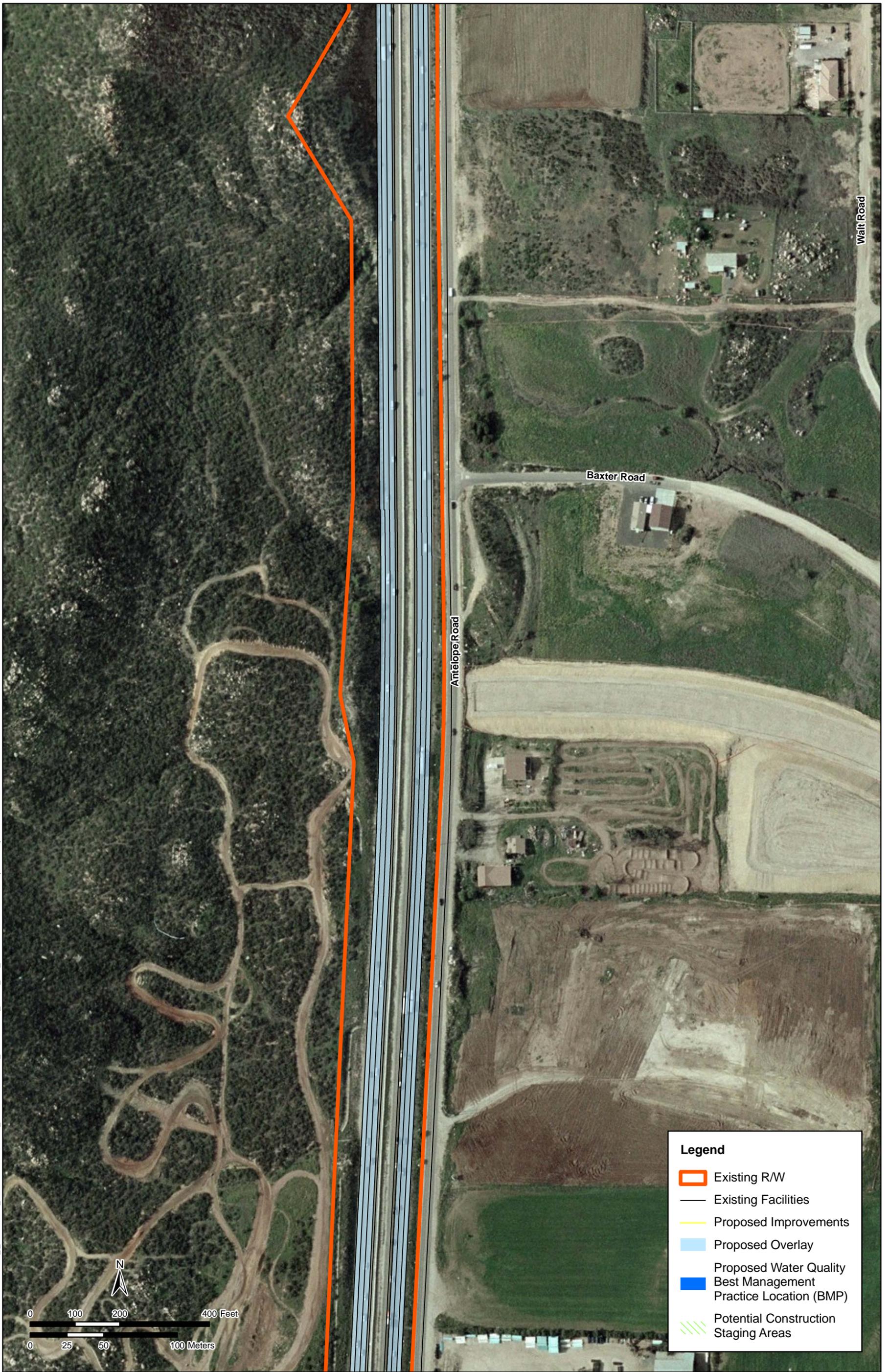
**Figure 3g**  
**Build Alternative**  
**Interstate 215 Median Widening Project**  
**from just South of Murrieta Hot Springs Road to Scott Road**



SOURCE: ESRI USA Imagery (5/16/06; 0.5m); PBS&J

**Figure 3h**  
**Build Alternative**  
**Interstate 215 Median Widening Project**  
**from just South of Murrieta Hot Springs Road to Scott Road**

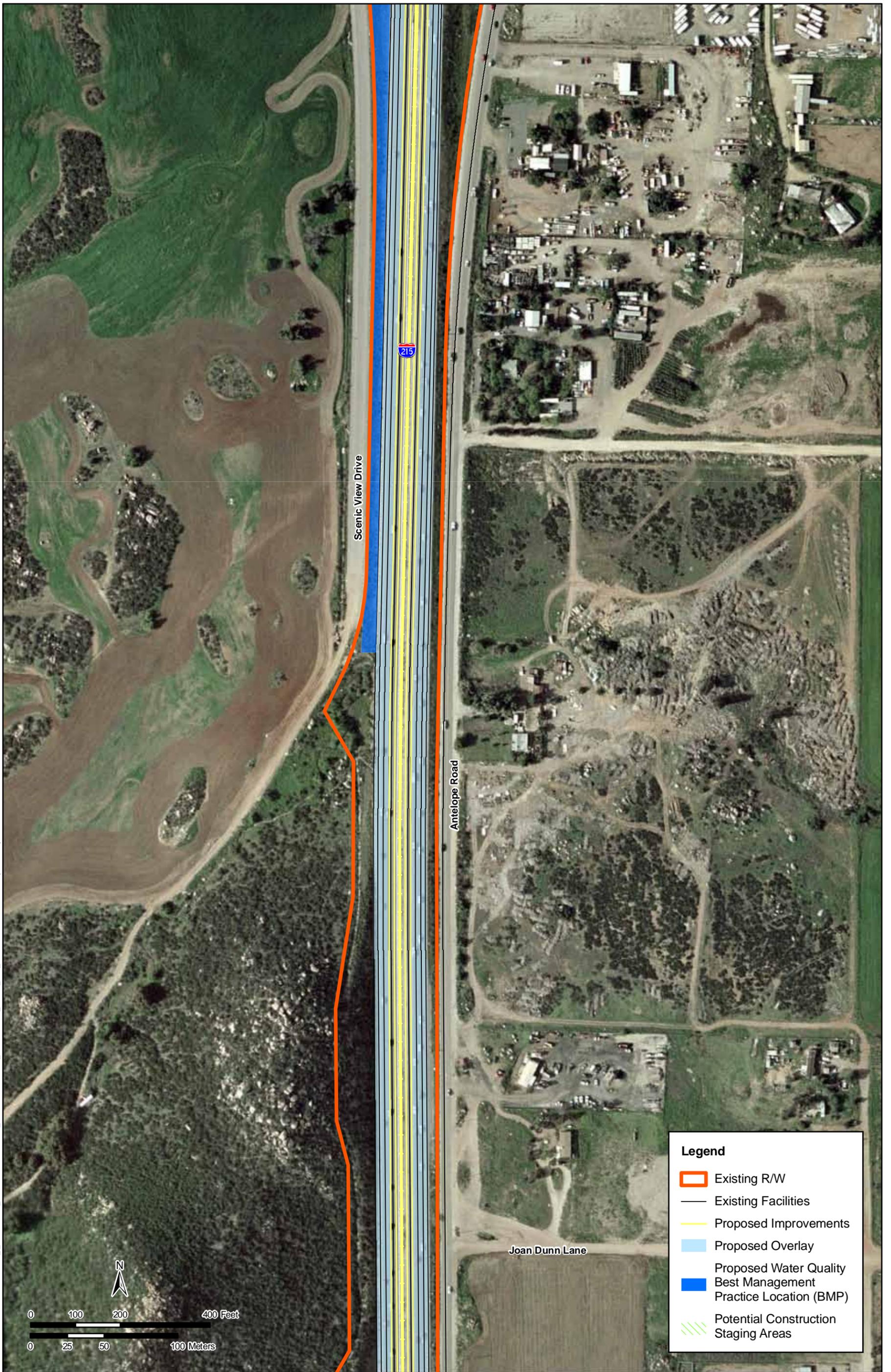
K:\GIS\PROJECTS\CALTRANS\215\000000\_01\MAPDOC\ DRAFT\_ENVIRONMENTAL\_OF161\FIG3\_BUILD\_ALT\_OF161.MXD AND .AI CM (12-28-07)



SOURCE: ESRI USA Imagery (5/16/06; 0.5m); PBS&J

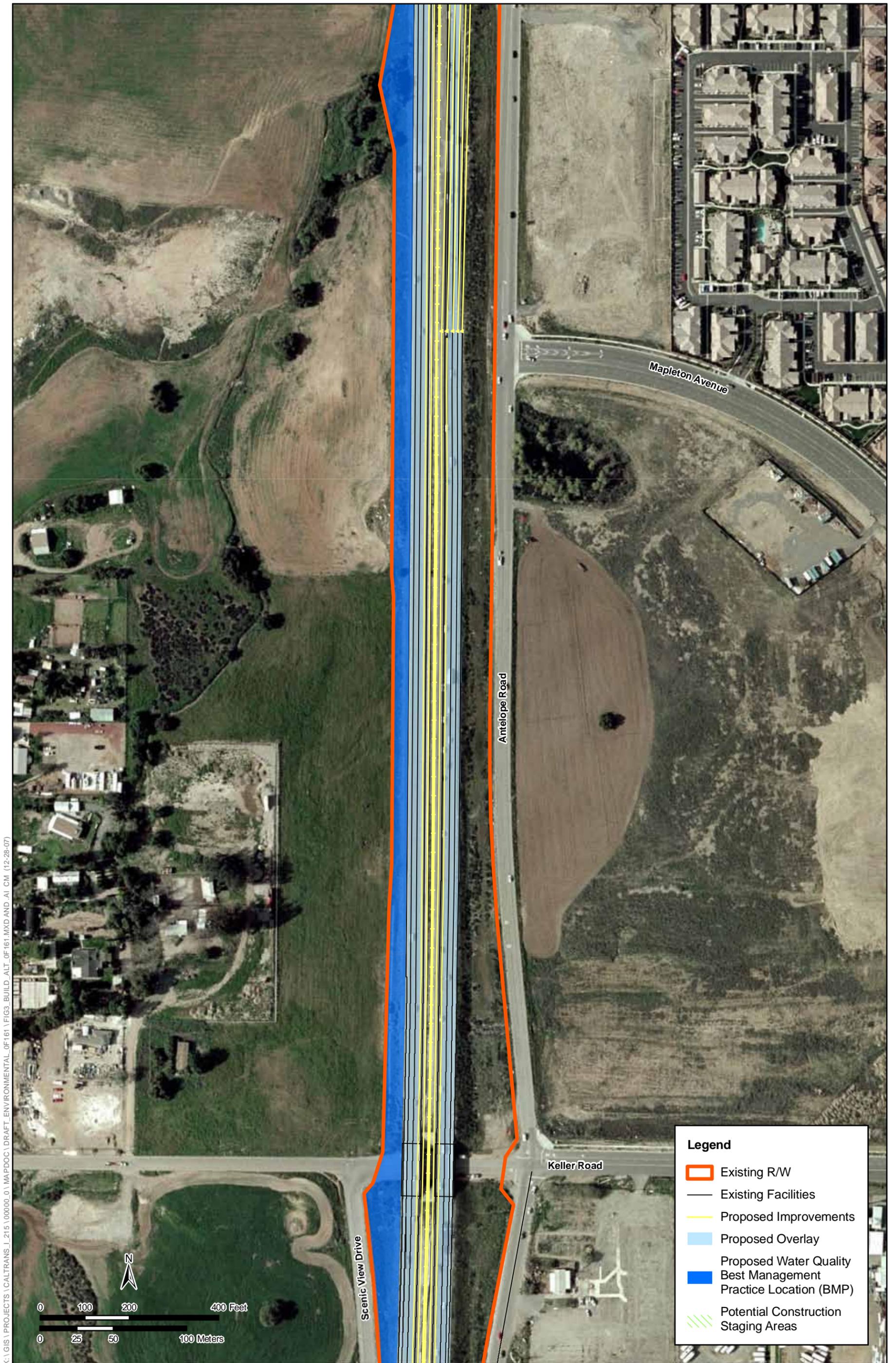
**Figure 3i**  
**Build Alternative**  
**Interstate 215 Median Widening Project**  
**from just South of Murrieta Hot Springs Road to Scott Road**

K:\GIS\PROJECTS\CALTRANS\_I\_215\000000\_01\MAPDOC\1\DRAFT\_ENVIRONMENTAL\_0F161\FIG3\_BUILD\_ALT\_OF161.MXD AND .AI CM (12-28-07)



SOURCE: ESRI USA Imagery (5/16/06; 0.5m); PBS&J

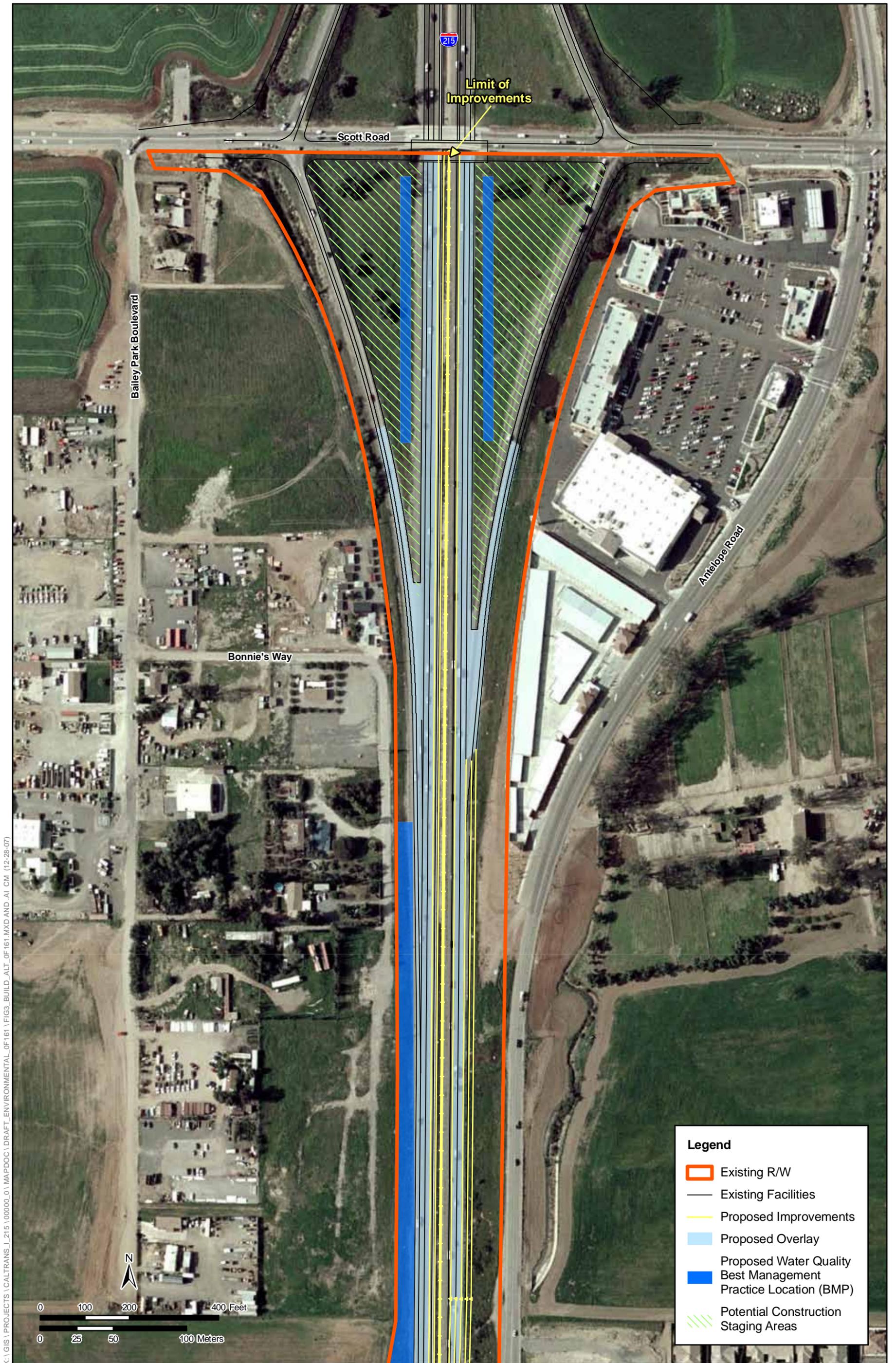
**Figure 3j**  
**Build Alternative**  
**Interstate 215 Median Widening Project**  
**from just South of Murrieta Hot Springs Road to Scott Road**



K:\GIS\PROJECTS\CALTRANS\_I\_215\000000\_01\MAPDOC\1\DRAFT\_ENVIRONMENTAL\_0F161\FIG3\_BUILD\_ALT\_OF161.MXD AND .AI CM (12-28-07)

SOURCE: ESRI USA Imagery (5/16/06; 0.5m); PBS&J

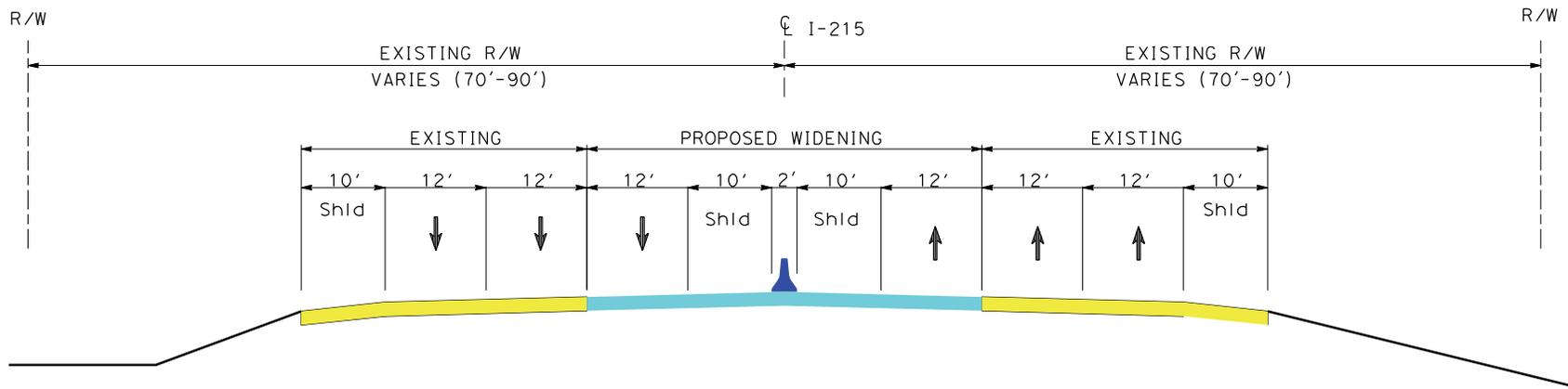
**Figure 3k**  
**Build Alternative**  
**Interstate 215 Median Widening Project**  
**from just South of Murrieta Hot Springs Road to Scott Road**



SOURCE: ESRI USA Imagery (5/16/06; 0.5m); PBS&J

**Figure 31**  
**Build Alternative**  
**Interstate 215 Median Widening Project**  
**from just South of Murrieta Hot Springs Road to Scott Road**

K:\GIS\PROJECTS\CALTRANS\_1\_215\00000\_0\MAPDOC\1DRAFT\_ENVIRONMENTAL\_0F161\FIG4\_CROSS\_SECTION\_0F161\_CM (12-07-07)



SOURCE: PBS&J (2007)

**Figure 4**  
**Existing and Proposed Cross Section**  
**Interstate 215 Median Widening Project**  
**from just South of Murrieta Hot Springs Road to Scott Road**