

RTIP ID# <i>(required)</i> RIV071288					
TCWG Consideration Date December 3, 2013					
<p>Project Description <i>(clearly describe project)</i> The proposed project will connect SR-195 to 66th Avenue with a new railroad grade separation bypass south of the existing 66th Avenue alignment. The new bypass begins approximately 2,500 feet east of SR-86 (2,000 feet west of Lincoln Street) and crosses Lincoln Street approximately 1,900 feet south of SR 195. The new bypass then continues east from Lincoln Street going over SR-111, the UPRR railroad corridor, and Hammond Road with a bridge. The road then extends further to the east and connects to the existing 66th Avenue at Home Avenue. The proposed bypass will consist of approximately 1.5 mi of two lane (1 lane each direction) roadway and a bridge with sufficient width to allow an ultimate four lane cross section. The bridge will be approximately 750 feet long, 94 feet wide, and striped for 2 lanes. Lincoln Street will no longer connect to SR 195, but will become a cul-de-sac, providing access to adjoining properties. Intersections at 66th Avenue/SR-195, 66th Avenue/Lincoln Street, and 66th Avenue/Home Ave are anticipated to be signalized.</p> <p>Existing utilities, including electricity, phone, gas, and irrigation would be relocated or protected in place. Current access from adjacent properties will be maintained or modified. The project does not preclude affected properties from having access similar to current access.</p> <p>Right-of-way would be acquired along the project alignment. Partial acquisitions are anticipated at 7 parcels. Temporary construction easements would be needed throughout the project as well. The project would allow traffic to use 66th Avenue and the 4th Street crossing during and after construction. Construction is anticipated to take 18 months.</p>					
<p>Type of Project <i>(use Table 1 on instruction sheet)</i> New regionally significant street; change to existing regionally significant street.</p>					
County Riverside	<p>Narrative Location/Route & Postmiles The new roadway would run south of the existing 66th Avenue in the Community of Mecca. The overcrossing would cross SR-111 and the roadway would connect to SR 195 and 66th Avenue/Home Ave.</p> <p>Caltrans Projects – EA# Federal Project Number PNRSCML 5959 (221)</p>				
Lead Agency: Caltrans					
Contact Person Cherry Zamora	Phone# 916-858-0642	Fax# 916-858-0643	Email czamora@dokkenengineering.com		
<p>Hot Spot Pollutant of Concern <i>(check one or both)</i> PM2.5 <input checked="" type="checkbox"/> PM10 <input checked="" type="checkbox"/></p>					
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	Other
Scheduled Date of Federal Action: 2015					
NEPA Assignment – Project Type <i>(check appropriate box)</i>					
Exempt	<input checked="" type="checkbox"/> Section 326 –Categorical Exemption Section 6004 of 23 USC	Section 327 – Non-Categorical Exemption			

Current Programming Dates <i>(as appropriate)</i>				
	PE/Environmental	ENG	ROW	CON
Start	2011	2016	2016	2017
End	2014	2017	2017	2019

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

Purpose

The purpose of the project is to:

- Provide a grade separated crossing of UPRR and State Route 111 for traffic in the Mecca Community
- Provide improved access for emergency vehicles across the railroad tracks
- Address projected increased delays due to future increases in rail and vehicular traffic
- Help reduce emissions from vehicle idling at the 4th Street at-grade train crossing
- Provide a facility consistent with regional and local General Plans. The 2013 FTIP and 2012-2035 RTP describes a 2-lane (1-lane in each direction) elevated structure. The County General Plan Circulation Element indicates Lincoln Street as a Secondary Road. West of Lincoln Street, 66th Avenue is designated as an arterial and east of Lincoln Street, 66th Avenue is a Major Road.

Need

66th Avenue is a major street within this part of Riverside County and serves as a connection between State Route 86, State Route 111, and the Community of Mecca. Increasing vehicular traffic due to regional population growth and rising train traffic along this rail trade corridor has increased the congestion which is causing increasing delays at the existing 4th Street at-grade crossing with State Route 111, UPRR, and Hammond Road. These delays affect the traveling public and potentially hinder access by emergency vehicles and increases emergency response times in the area. Air quality may also worsen due to increased vehicle idling without improvements.

UPRR will not authorize widening the existing crossing at 4th Street which necessitates creating a new grade-separated crossing in the area. The nearest at-grade railroad crossing from the project area is on Avenue 62, approximately 1.2 miles to the northwest. Another at-grade railroad crossing is near Avenue 69, approximately 2.5 miles to the southeast. Without improvements, Avenue 62 would continue to be the closest alternate route for crossing UPRR. There are no other grade-separated crossings in the vicinity.

The 2012-2035 RTP identifies grade separations of streets from rail lines as a key part of the region's goods movement strategy.

Surrounding Land Use/Traffic Generators *(especially effect on diesel traffic)*
 High Density Residential, Commercial Retail, Agricultural, Very High Density Residential (planned), Rural Residential (planned)

Opening Year: Build and No Build LOS, AADT, % and # trucks, truck AADT of proposed facility
 Opening Year 2020

Study Roadway Segments	No Build	Build	Heavy Trucks %		AADT Trucks	AADT Trucks
	AADT	AADT	AM	PM	No Build	Build
66 th Avenue west of Lincoln Street ⁽¹⁾	8,040	8,160	9	5	402-724	408-734
66 th Avenue (SR-195), between Hammond Road and Home Avenue ⁽²⁾	2,370	2,590	2	2	47	52
66 th Avenue (SR-195), between Home Avenue and Johnson Street ⁽²⁾	8,160	6,260	2	2	163	125
Proposed 66 th Avenue, east of Lincoln Street	N/A	2,490	4	4	N/A	100
Proposed 66 th Avenue, west of Lincoln Street	N/A	2,760	4	4	N/A	110

*Source: Fehr & Peers, 2011; (1) Heavy vehicle percentages based on counts completed on site on December 2011. (2) Heavy vehicle percentages based on field observations and adjacent segment data; (3) Heavy vehicle percentages based on existing daily Caltrans data.

While LOS has not been estimated to date, volumes are low such that there is not a significant number or increase of diesel vehicles and the EPA definition of a POAQC is not met.

RTP Horizon Year / Design Year: Build and No Build LOS, AADT, % and # trucks, truck AADT of proposed facility
 Design Year (2040)

Study Roadway Segments	No Build	Build	Heavy Trucks %		AADT Trucks	AADT Trucks
	AADT	AADT	AM	PM	No-Build	Build
66 th Avenue west of Lincoln Street	6,410	6,880	9	5	321-577	344-619
66 th Avenue (SR-195), between Hammond Road and Home Avenue	12,750	10,110	2	2	255	202
66 th Avenue (SR-195), between Home Avenue and Johnson Street	2,370	2,570	2	2	47	51
Proposed 66 th Avenue, east of Lincoln Street	N/A	6,890	4	4	N/A	256
Proposed 66 th Avenue, west of Lincoln Street	N/A	7,960	4	4	N/A	318

*Source: Fehr & Peers, 2011; (1) Heavy vehicle percentages based on counts completed on site on December 2011. (2) Heavy vehicle percentages based on field observations and adjacent segment data; (3) Heavy vehicle percentages based on existing daily Caltrans data.

While LOS has not been estimated to date, volumes are low such that there is not a significant number or increase of diesel vehicles and the EPA definition of a POAQC is not met.

PM Conformity Hot Spot Analysis – Project Summary for Interagency Consultation

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

Opening Year 2020

Study Roadway Segments	No Build	Build	Heavy Trucks %		AADT Trucks	AADT Trucks
	AADT	AADT	AM	PM	No Build	Build
Lincoln Street, south of 66 th Avenue (SR-195) ⁽²⁾	1,240	1,490	5	5	62	75
Grapefruit Boulevard (SR-111), south of 66 th Avenue ⁽³⁾	11,290	10,910	19	19	2,145	2,073
Grapefruit Boulevard (SR-111), between 4 th Street and 66 th Avenue (SR-195) ⁽³⁾	12,180	8,470	19	19	2,314	1,609
Grapefruit Boulevard (SR-111), north of 4 th Street ⁽³⁾	12,730	12,360	19	19	2,419	2,348
4 th Street near railroad tracks ⁽¹⁾	9,990	8,130	9	6	599-889	0-1
Hammond Road, between 4 th Street and 66 th Avenue ⁽²⁾	10,280	8,440	9	6	617-925	506-760

*Source: Fehr & Peers, 2011; (1) Heavy vehicle percentages based on counts completed on site on December 2011. (2) Heavy vehicle percentages based on field observations and adjacent segment data; (3) Heavy vehicle percentages based on existing daily Caltrans data.

While LOS has not been estimated to date, volumes are low such that there is not a significant number or increase of diesel vehicles and the EPA definition of a POAQC is not met.

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
 Design Year (2040)

Study Roadway Segments	No Build	Build	Heavy Trucks %		AADT Trucks	AADT Trucks
	AADT	AADT	AM	PM	No-Build	Build
Lincoln Street, south of 66 th Avenue (SR-195)	2,710	3,310	5	5	136	166
Grapefruit Boulevard (SR-111), south of 66 th Avenue	19,690	19,110	19	19	4	3,631
Grapefruit Boulevard (SR-111), between 4 th Street and 66 th Avenue (SR-195)	21,740	15,000	19	19	4131	2,850
Grapefruit Boulevard (SR-111), north of 4 th Street	29,960	28,570	19	19	5692	5,428
4 th Street	14,730	12,450	9	6	884-1326	747-1121
Hammond Road, between 4 th Street and 66 th Avenue	15,980	13,550	9	6	959-1438	813-1220

*Source: Fehr & Peers, 2011; (1) Heavy vehicle percentages based on counts completed on site on December 2011. (2) Heavy vehicle percentages based on field observations and adjacent segment data; (3) Heavy vehicle percentages based on existing daily Caltrans data.

While LOS has not been estimated to date, volumes are low such that there is not a significant number or increase of diesel vehicles and the EPA definition of a POAQC is not met.

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

The grade separation would provide a continuous roadway along 66th Avenue, reducing delay times caused by passing trains.

Comments/Explanation/Details *(attach additional sheets as necessary)*
 The following table details why the project does not meet the definition of a Project of Air Quality Concern.

EPA Definition of POAQC	Proposed Project
(i) New or expanded highway projects that have a significant number of or significant increase in diesel vehicles;	The 66 th Avenue Grade Separation project is not a new or expanded highway project with a significant number of or significant increase in diesel vehicles. Diesel/heavy truck traffic is expected to be between 2% and 19% depending on the segment. The most number of trucks on a segment is estimated to be 5,428, which is well below the general threshold of 10,000 diesel trucks (i.e. 125,000 volume of which 8% is diesel). The truck percentage is projected to remain the same for both the opening year and the horizon year.
(ii) Projects affecting intersections that are at Level-of-Service D, E, or F with a significant number of diesel vehicles, or those that will change to Level-of-Service D, E, or F because of increased traffic volumes from a significant number of diesel vehicles related to the project;	The anticipated number of diesel vehicles is not significant (see above).
(iii) New bus and rail terminals and transfer points that have a significant number of diesel vehicles congregating at a single location;	Bus and rail terminals and transfer points are not part of this project.
(iv) Expanded bus and rail terminals and transfer points that significantly increase the number of diesel vehicles congregating at a single location; and	Expanded bus and rail terminals and transfer points are not part of this project.
(v) Projects in or affecting locations, areas, or categories of sites which are identified in the PM ₁₀ or PM _{2.5} applicable implementation plan or implementation plan submission, as appropriate, as sites of violation or possible violation.	The project is not in, nor will it affect, a location of violation or possible violation