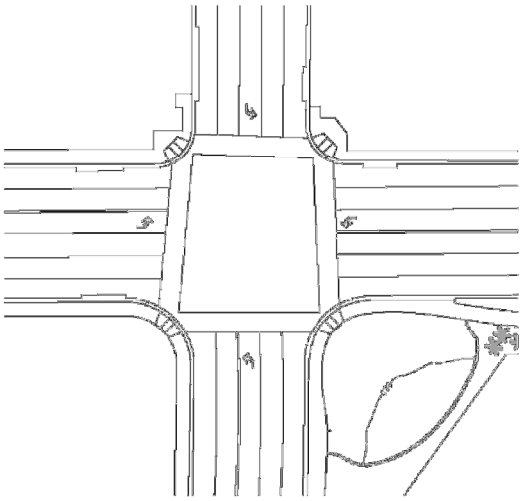
RTIP ID# *(required)* RIV091205 ; Currently Adopted Plan Date 2011 A1-2,4-5; 2/22/11

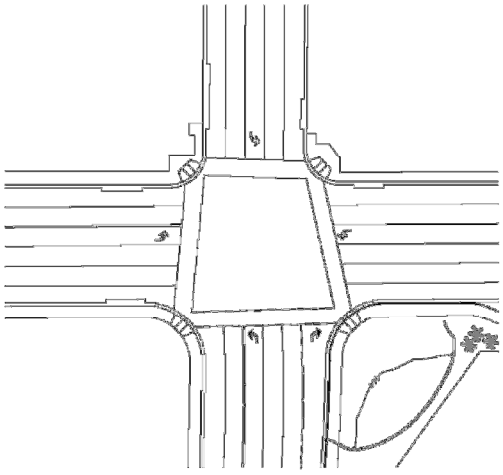
TCWG Consideration Date: October 25, 2011

Project Description *(clearly describe project)*

This project includes removal of existing street improvements along the east side of Farrell Drive extending approximately 400 feet south of Vista Chino; construction of a new dedicated northbound right turn lane; removal of existing street and parkway landscaping improvements on the south side of Vista Chino (State Route 111) extending approximately 300 feet east of Farrell Drive to facilitate relocation of an existing bus stop / turnout from within the proposed right-turn lane on Farrell Drive to the south side of Vista Chino immediately east of the intersection; and relocation of traffic signal poles and equipment at the southeast corner of the Vista Chino / Farrell Drive intersection, including necessary upgrade of the existing traffic signal system with excavation limited to jack/bore method and/or trenching 30" below existing grade for new traffic signal conduit (4" diameter or less) within the intersection. Removal and replacement of existing curb ramps at all four corners will be completed to conform to current ADA standards.



Existing Lane Configuration



Proposed Lane Configuration

Type of Project *(use Table 1 on instruction sheet)* Intersection channelization project, addition of dedicated right turn lane			
County Riverside	**Narrative Location/Route & Post miles**- City of Palm Springs Caltrans District 8-RIV-SR 111-52401 **Caltrans Projects – EA#** None **Federal Project No**. CML5282 (037)		
Lead Agency: City of Palm Springs			
Contact Person Marcus Fuller	**Phone#** 760-323-8253 x8744	**Fax#** 760-322-8360	**Email** Marcus.fuller@palmsprings-ca.gov
Hot Spot Pollutant of Concern *(check one or both)* **PM2.5 x** **PM10 x**			

Federal Action for which Project-Level PM Conformity is Needed *(check appropriate box)*				
x **Categorical Exclusion (NEPA)**	**EA or Draft EIS**	**FONSI or Final EIS**	**PS&E or Construction**	**Other**
Scheduled Date of Federal Action:				

NEPA Delegation – Project Type *(check appropriate box)*		
Exempt	x **Section 6004 – Categorical Exemption**	**Section 6005 – Non-Categorical Exemption**

Current Programming Dates *(as appropriate)*

	PE/Environmental	ENG	ROW	CON
Start	2010	2012	N/A	2012
End	2011	2012	N/A	2013

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

Purpose

The existing lane configuration for the northbound approach on Farrell Drive does not provide a dedicated right turn lane. As a result, the approaching vehicles attempting to make a right turn movement at this location are currently experiencing long vehicular queues and significant delays. An aerial image of the study intersection is provided below.

The purpose of this project is to reduce traffic congestion at the intersection of Vista Chino (State Route 111) and Farrell Drive which currently has a high volume of northbound right-turn vehicle trips (318 vehicles in the PM peak hour). Construction of a dedicated northbound right-turn lane is warranted based on existing and future estimated vehicle trips. Vista Chino is one of three east-west major arterials on the City of Palm Springs General Plan, and Farrell Drive functions as a secondary thoroughfare. The purpose of this project is limited to addressing the northbound right-turn movement of this intersection; reducing congestion by making improvements unrelated to the northbound right-turn lane is not within the scope of this project.

Need for the Project

This project will reduce traffic congestion at the intersection of Vista Chino (State Route 111) and Farrell Drive by providing a dedicated northbound right-turn lane from Farrell Drive to Vista Chino (State Route 111). Currently, the Vista Chino/Farrell Drive intersection is configured with two through lanes and one left-turn lane for northbound traffic. A high volume of northbound traffic turns east (right) onto Vista Chino at the intersection, especially during peak hours. Through traffic waiting at the intersection in the right hand through lane frequently delay long queues of traffic waiting to turn right onto Vista Chino. The construction of a northbound dedicated right-turn lane will allow eastbound traffic to avoid a long queue of vehicles waiting to proceed through the intersection that are waiting for the traffic signal.

This project is made possible by funding through the Congestion Mitigation and Air Quality (CMAQ) federal aid program provided through the Safe, Accountable, Flexible and Efficient Transportation Equity Act – A Legacy for Users (SAFETEA-LU).

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

The area surrounding the site supports a variety of land uses including residential and commercial areas, and the Palm Springs International Airport. Traffic generators with and without the project would be gasoline vehicular and diesel truck traffic.

Traffic data obtained from the *Traffic Study Memorandum* demonstrates that the implementation of the project will not significantly change gasoline vehicular or diesel truck traffic volumes at the intersection of Vista Chino and Farrell Drive. Traffic volumes remain the same for both Build and No Build Conditions and delay times at the intersection decrease in the Build conditions from No Build conditions.

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

The LOS of the intersection improves with the implementation of the proposed project, as shown in below. Due to the improvements made to traffic flow and delay time the operation of the proposed project is not expected to cause a CO or PM hot-spot.

LOS at Vista Chino and Farrell Drive

Intersection	Existing LOS	No Build 2035 LOS	Build 2035 LOS
Vista Chino and Farrell Drive	D	F	D

Source: KOA Corporation, May 2011

Traffic counts were collected for the project and it was determined that percentage of passenger cars during peak hours is over 97%, which means the percentage of truck is less than 3% according to the counts. For estimating purposes, a conservative estimate of 5% was used for estimating AADT for diesel trucks per road segment for existing, opening year and build out years as shown below.

AADT Information

Road Segment	Year	Vehicular AADT	Truck AADT
Farrell Drive (0.5mile)	Existing 2010	14,025	701
	Opening (No-Build and Build) 2012	14,450	723
	Build-out (No-Build and Build) 2035	20,350	1018
Vista Chino (0.5mile)	Existing 2010	26,400	1320
	Opening (No-Build and Build) 2012	27,200	1360
	Build-out (No-Build and Build) 2035	38,300	1915
Source: KOA Corporation, January 2011			

Upon reviewing preliminary traffic data, it was determined that the AADT information received does not classify the project as a project of air quality concern. The highest AADT volumes for future build condition on the Vista Chino segment are well below 125,000 AADT. No segment along the roadway has an average AADT over 125,000. Further truck percentages remain unchanged from No-Build to Build conditions and remain below 8%.

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

see above table

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

See above table.

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

See above table.

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

There are no redistribution effects of congestion relief on other facilities. The improvements for this project are limited to the Vista Chino Farrell Drive intersection. This proposed project will address reducing the queue length and reduce vehicular delay at this intersection.

LOS comparison between Year 2035 "No Build" and Year 2035"Build" Conditions

Intersection	Approach	"No Build" (Year 2035)	"Build" (Year 2035)	Increase (sec.)	Significant Impact?
Weekday AM Peak Hour (Delay/Level of Service)					
Vista Chino at Farrell Drive	NBT	53.5/D	36.0/D	-17.5	No
Weekday Midday Peak Hour (Delay/Level of Service)					
Vista Chino at Farrell Drive	NBT	57.0/E	38.0/D	-19.0	No
Weekday PM Peak Hour (Delay/Level of Service)					
Vista Chino at Farrell Drive	NBT	113.6/F	49.0/D	-64.6	No

Source: KOA Corporation, January 2011

PM Peak Hour Intersection Queue Length
Comparison of Year 2035 "No Build" and "Build" Conditions

Intersection	Approach	"No Build" (Year 2035)		"Build" (Year 2035)		Increase (ft)	
		50th	95th	50th	95th	50th	95th
Vista Chino at Farrell Drive	NBT	~428	#588	65	220	-363	-368

Source: KOA Corporation, January 2011

The anticipated No-Build build out traffic volumes are forecasted to exceed the current lane configuration capacity particularly in the northbound direction thus resulting in significant delay and vehicular queue length. As shown in the tables below, the traffic study results shows that a dedicated right turn lane together with the additional overlap right turn and optimized cycle length will benefit and reduce delay for the northbound movement on Farrell Drive.

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

See air quality report