

<b>RTIP ID# (required)</b> RIV110124					
<b>TCWG Consideration Date</b> July 23, 2013					
<p><b>Project Description (clearly describe project)</b>                  The project is defined as the widening of Ramon Road from a 4-lane arterial to a 6-lane arterial (3 lanes in each direction) between San Luis Rey Dr. and Landau Blvd, which will meet the ultimate width as required by the Palm Springs and Cathedral City long-range General Plans. The proposed project will result in a gap closure and add exclusive left-turn lanes at two intersections to facilitate traffic movements and reduce traffic delays and congestion. Landau Boulevard, south of Ramon Road will be developed to provide alternative access for existing retail center to the east. Other improvements include the widening and seismic retrofitting of the existing Whitewater River Bridge (Bridge No. 56C0287), will add a raised median on the bridge and will add scour countermeasures in the channel bottom to protect the existing bridge pier supports from flood erosion.</p> <p>Other roadwork includes reconstruction of gutters, curbs, and driveways, installation of sidewalks and a multi-purpose path, restriping of travel lanes and crosswalks, and reconstruction of a median east of Landau Blvd. Roadway lane adjustments will be required to facilitate bridge approach widening. Traffic controls and signals will be relocated to accommodate the roadway expansion. Curbs, ramps, and sidewalks along Ramon Road will be constructed in accordance with current Americans With Disabilities Act (ADA) standards. The project will result in the installation of a 10-foot wide multi-purpose trail along the south side of the Ramon Road Bridge. A 12-foot wide access ramp within the Whitewater River channel south of Ramon Road will be constructed. Drainage improvements and landscaping will occur where necessary.</p>					
<p><b>Type of Project (use Table 1 on instruction sheet)</b></p> <p>Change/improvements to existing regionally significant street and all-weather bridge providing gap closure between two existing six-lane roadway segments. Project improves capacity and traffic flow, reducing congestion and delays.</p>					
<p><b>County</b> RIV</p>	<p><b>Narrative Location/Route &amp; Postmiles</b>                  The proposed project is located in the cities of Palm Springs and Cathedral City, in Coachella Valley area of Riverside County. The Ramon Road Widening Project is primarily contained within the existing Ramon Road right-of-way between San Luis Rey and just east of Landau Boulevard.</p> <p><b>Caltrans Projects – EA# 08-925238</b></p>				
<b>Lead Agency:</b> Caltrans					
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<b>Federal Action for which Project-Level PM Conformity is Needed (check appropriate box)</b>					
<input checked="" type="checkbox"/>	<b>Categorical Exclusion (NEPA)</b>	<input type="checkbox"/>	<b>EA or Draft EIS</b>	<input type="checkbox"/>	<b>FONSI or Final EIS</b>
<input type="checkbox"/>	<b>PS&amp;E or Construction</b>	<input type="checkbox"/>			<b>Other</b>
<b>Scheduled Date of Federal Action:</b> Fall, 2013					
<b>NEPA Assignment – Project Type (check appropriate box)</b>					
<input type="checkbox"/>		<input checked="" type="checkbox"/>		<input type="checkbox"/>	
<b>Exempt</b>		<b>Section 326 – Categorical Exemption</b>		<b>Section 327 – Non-Categorical Exemption</b>	
<b>Current Programming Dates (as appropriate)</b>					
	<b>PE/Environmental</b>	<b>ENG</b>	<b>ROW</b>	<b>CON</b>	
<b>Start</b>	12/13	12/13	15/16	16/17	
<b>End</b>	13/14	15/16	16/17	18/19	

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

The proposed project will be correcting a bottleneck (gap) that occurs at and immediately west of the Ramon Road bridge over the Whitewater River, which is currently impeding traffic flows, lowering the level of service, and causing congestion and delays. The project will improve roadway conditions, enhance traffic flows, reduce intersection delays and complete Circulation Element buildout of the roadway as prescribed in both the City of Palm Springs and the City of Cathedral City's long-range General Plan. The project also addresses the need for enhance pedestrian and other non-motorized accessibility with the provision of a 10-foot multipurpose path of the south side of the bridge.

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

The proposed project is primarily located within the existing roadway right-of-way in an urban environment surrounded by commercial and residential land uses. It also includes widening of a four lane bridge to six-lanes over the Whitewater River. Within the Whitewater River lands to the immediate north are developed as a public golf course, while lands in the river to the south are in a natural condition. East of San Luis Rey on the south side of Ramon Road the land use designation and developed with regional commercial, while lands to the north include general commercial and multi-family housing (condominiums). Within the Whitewater River these lands are designated as a watercourse zone. East of the bridge and Landau Boulevard the land use is also designated as general commercial.

Future diesel-powered vehicles are expected to comprise the same percentage of overall traffic as is the case today. No industrial or service commercial land uses are so designated in the project vicinity and that will benefit from this project. The subject improvements will enhance vehicle mobility along this roadway, reduce congestion and delays, and should result in lower per mile emissions for all vehicle traffic, including diesel-fueled vehicles.

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

Opening year (Interim year) is projected for 2019. Interim year (2019) with existing lane (no build) traffic conditions are projected to operate at LOS C or D, although the peak hour levels of service at Ramon Road intersections with San Luis Rey Road and Landau Boulevard are projected to worsen to LOS D for both mid-day and PM peak hours of traffic without the project. Interim year with project improvements (build) traffic conditions are projected to operate at acceptable levels of service, resulting in LOS B or C conditions. The peak interim year ADT volume for Ramon Road is 41,700. The vehicle fleet mix along the subject roadway segment consists of 95% autos, 4% medium trucks, and 1% heavy trucks, and will not be affected as result of the project.

Source:

"Ramon Road Widening Project Traffic Analysis," prepared by Urban Crossroads, June 11, 2012.

"Ramon Road Widening, including Widening of the Whitewater River Bridge, Noise Study Report," prepared by Urban Crossroads, March 13, 2013.

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

Design year (2040) with existing lane (no build) traffic conditions are projected to operate at an unacceptable LOS (LOS F) during the mid-day (MD) and PM peak period and to exceed a 1.0 volume to capacity (V/C) ratios. Design year with project improvements (build) traffic conditions are projected to operate at an acceptable LOS (LOS B or D). The design year peak ADT volume for Ramon Road is projected to be 60,300. The vehicle fleet mix along the proposed roadway segment is also expected to be the same as current and interim year, consisting of 95% autos, 4% medium trucks, and 1% heavy trucks, and will not be affected as result of the project.

Source:

"Ramon Road Widening Project Traffic Analysis," prepared by Urban Crossroads, June 11, 2012.

"Ramon Road Widening, including Widening of the Whitewater River Bridge, Noise Study Report," prepared by Urban Crossroads, March 13, 2013.

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

The proposed project is considered a roadway widening (gap closure) project with limited improvements at the intersection of Ramon Road at Landau Boulevard. Improvements include the addition of a third eastbound and westbound through lanes (Ramon Road) and a second eastbound left turn lane at the intersection of Ramon Road and Landau Blvd. Additions will improve operating conditions at the intersection, but will not affect ADT due to the lack of convenient and time-saving alternative east-west routes. Opening year (2019) ADT volumes for Ramon Road are 41,700, and ADT volumes for Landau Blvd are 18,800. The project will not affect the vehicle fleet mix (autos=94%, medium trucks=4%, heavy trucks=1%).

**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**

As previously mentioned, the proposed project will have limited but beneficial impacts to intersections (Ramon Road and Landau Boulevard.) Improvements include the addition of a third eastbound and westbound through lane (Ramon Road) and a second eastbound left turn lane at the intersection of Ramon Road and Landau Blvd. Additions will improve operating conditions and reduce delays at the intersection and along the current gap, but will not affect ADT. Design year (2040) ADT volumes for Ramon Road are 60,300, and ADT volumes for Landau are 25,600. The project will not affect the vehicle fleet mix (autos=94%, medium trucks=4%, heavy trucks=1%).

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

The proposed project will result in a gap closure and in traffic flow enhancement and reduced delays along an important regional roadway and all-weather bridge, which connects the City of Palm Springs to the City of Cathedral City. The project will not result in the redistribution of traffic, however it will reduce existing and future congestion and delays, and better facilitate vehicle movement across the bridge. The nearest alternative east-west crossings of the Whitewater River include the Dinah Shore Drive bridge (via residential neighborhoods and local streets) on the south, and one that is two miles to the north via the at-grading river crossing at Vista Chino.

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

As noted above, the subject project is a gap closure connecting two segments of six-lane arterial roadway which are currently constricted by the existing four-lane roadway between San Luis Rey and Landau Blvd. The project will enhance traffic flow and will reduce delays and associated emissions by reducing travel and delay time currently experienced in this gap.