

<b>RTIP ID#</b> <i>(required)</i> RIV110130					
<b>TCWG Consideration Date:</b> August 27, 2013					
<p><b>Project Description</b> <i>(clearly describe project)</i></p> <p>The City of Rancho Mirage in Riverside County, in coordination with the California Department of Transportation, is proposing the addition of the third southbound travel lane and associated improvements to Monterey Avenue (between Dinah Shore Drive and Gerald Ford Drive) to enhance both safety and traffic capacity. The southbound lanes of the subject segment of Monterey Avenue are not built out to their ultimate three lanes, creating a gap or bottleneck, impeding traffic flow and lowering levels of service along the project roadway segment. Improvements will include the widening from two southbound to three southbound lanes along the above-mentioned segment of Monterey Avenue, resulting in ultimate buildout of the roadway. Associated improvements include installation of 8 inch curbs and gutters from just south of A Street on the south to Market Place Way on the north, along the west side of Monterey Avenue. Project improvements also include a 7-foot bike lane, pavement rehabilitation, lane re-striping, improved traffic signage, and traffic signal modification/relocation at Dick Kelly Drive.</p> <p>Temporary drainage retention basins are proposed along the western edge of the project area on Monterey Avenue, which will be replaced by on-site facilities when adjacent lands develop. Eight (8) retention basins are proposed and consist of seven (7) 25x30 foot basins and one (1) 30x30 foot basin, each contained within a 50x50 foot dedicated temporary drainage easements.</p> <p>Construction equipment and materials will be staged within the existing right-of-way and the proposed 20-foot wide temporary construction easement to be located along the western edge of the undeveloped portion of the subject Monterey Avenue segment.</p> <p>The proposed Monterey Avenue improvements will primarily occur within the existing roadway and consist of grinding 1.5 inches of the existing asphalt concrete pavement and overlaying with 1.5 inches of asphalt rubber hot mix along the entire segment of the Monterey Avenue project. The project maintains existing turning lanes and medians.</p>					
<b>Type of Project</b> <i>(use Table 1 on instruction sheet)</i>					
Change to and buildout of existing regionally significant street					
<b>County</b> RIV		<b>Narrative Location/Route &amp; Postmiles</b>			
		The proposed project is located in the city of Rancho Mirage, within the Coachella Valley area of Riverside County. The Monterey Avenue Widening Project is primarily contained within the southbound lanes of Monterey Avenue between Dinah Shore Drive and Gerald Ford Drive (approx. 3,480 linear feet).			
<b>Caltrans Projects – EA#</b> N/A					
<b>Lead Agency:</b> Caltrans					
<b>Contact Person</b> Essra Mostafavi		<b>Phone#</b> (909) 888-2360	<b>Fax#</b> N/A	<b>Email</b> essra_mostafavi@dot.ca.gov	
<b>Federal Action for which Project-Level PM Conformity is Needed</b> <i>(check appropriate box)</i>					
X	Categorical Exclusion (NEPA)	EA or Draft EIS	FONSI or Final EIS	PS&E or Construction	Other
<b>Scheduled Date of Federal Action:</b> Fall, 2013					
<b>NEPA Assignment – Project Type</b> <i>(check appropriate box)</i>					
Exempt		X	Section 326 –Categorical Exemption		Section 327 – Non-Categorical Exemption

<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	13/14	14/15
<b>End</b>	13	13/14	13/14	14/15

**Project Purpose and Need (Summary):** *(attach additional sheets as necessary)*  
 The proposed Monterey Avenue Widening Project provides necessary improvements (gap closure) to enhance safety, increase traffic capacity, and improve the Level of Service along southbound Monterey Avenue between Dinah Shore Drive and Gerald Ford Drive. The subject project will complete build out of the subject segment of Monterey Avenue by expanding to three southbound lanes, which is the ultimate delineation consistent with the Rancho Mirage General Plan.

**Surrounding Land Use/Traffic Generators** *(especially effect on diesel traffic)*  
 The proposed project is located within an urbanizing environment with adjoining commercial and residential land uses, and extensive areas of vacant land. On the west side of Monterey Avenue, south of Dinah Shore Drive are existing community-scale commercial developments, including the Home Depot and other outlets. Comparable commercial development also occurs at the northwest and southeast corners of the Monterey Avenue/Dinah Shore Drive intersection.  
  
 Land adjoining the project on the west and approximately midway between Dinah Shore Drive and Gerald Ford Drive consist of approximately 35-acres of currently vacant land that is designated Community Commercial and 18 acres of currently vacant land that is designated Medium Density Residential allowing up to 4 units per acre. North of Gerald Ford Drive and continuing along the west side of Monterey Avenue are developed residential lands at a density of approximately 3 dwelling units per acre.

**Opening Year: Build and No Build LOS, AADT, % and # trucks, truck AADT of proposed facility**  
 Opening year (2014) with existing lanes (no build) traffic conditions are projected to operate at LOS A. Opening year with project improvements (build) traffic conditions are projected to continue to operate at acceptable levels of service, resulting in LOS A conditions. The Opening year ADT volume for the proposed segment of Monterey Avenue is 34,900. The vehicle fleet mix along the proposed roadway segment consists of 96% autos, 4% trucks (2% 2-axle, 1% 3-axle, 1% 4+ axel) and will not be affected as result of the project.  
  
 Source:  
 "Ramon Road Widening Project Traffic Analysis," prepared by Urban Crossroads, July 29, 2013.  
 "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**  
 Long Range (2035) with existing lane (no build) traffic conditions are projected to operate at an unacceptable LOS (LOS F) during PM peak hour. Design year with project improvements (build) traffic conditions are projected to operate at an acceptable LOS (LOS D) and reduce the PM peak hour delay by 9 seconds per vehicle. The design year ADT volume for the proposed segment of Monterey Avenue is 61,800. The vehicle fleet mix along the proposed roadway segment consists of 96% autos, 2% 2-axel vehicles, 1.1% 3-axel vehicles, and 0.8% 4+ axel vehicles, and will not be affected as result of the project.  
  
 Source:  
 "Ramon Road Widening Project Traffic Analysis," prepared by Urban Crossroads, July 29, 2013.  
 "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 will result in traffic signal modification/relocation at the intersection of Monterey Avenue and Dick Kelly Drive. Modifications of the intersection are limited, and will not affect ADT. The Opening Year (2014) ADT volume for Dick Kelly Drive is 4,700. The project will not affect the vehicle fleet mix ADT (autos=96%, trucks=4%).

**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 proposed project will result in traffic signal modification/relocation at the intersection of Monterey Avenue and Dick Kelly Drive. Modifications of the intersection are limited, and will not affect ADT. The Horizon Year (2035) ADT volume for Dick Kelly Drive is 13,400. The project will not affect the vehicle fleet mix ADT (autos=96%, trucks=4%).

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

The proposed project will result in the traffic flow enhancement of an important regional roadway, which connects the Cities of Rancho Mirage and Palm Desert to US Interstate-10. The project will not result in the redistribution of traffic, however it will reduce existing and future congestion and better facilitate vehicle movement along the proposed segment of Monterey Avenue.

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

Project is a gap closure addition a third southbound lane and completing this segment to General Plan buildout standards. North and south of the subject segment the subject roadway provides three travel lanes in each direction.