

<p><b>RTIP ID#</b> <i>(required) RIV070308 and 35641</i></p>
<p><b>TCWG Consideration Date</b> April 28, 2009</p>
<p><b>Project Description</b> <i>(clearly describe project)</i>                  The Riverside County Transportation Commission (RCTC), in cooperation with Caltrans District 8, proposes to construct improvements at the existing interchange at State Route 91 (SR-91) and State Route 71 (SR-71). The improvements include constructing a new direct flyover connector from eastbound SR-91 to northbound SR-71 and adding roadway improvements on eastbound SR-91 between the Green River Road Interchange with SR-91 and the SR-91/SR-71 Interchange. Several Alternatives were studied primarily, and after evaluation of the environmental impacts, one viable Build Alternative was identified as having the least impacts to the environmentally sensitive area while meeting the objectives of the Project. As a result, a No Build Alternative and one Build Alternative are being considered for full environmental analysis. (Figures 1 shows the proposed project improvements for Build Alternative).</p> <p><b>Build Alternative</b>                  The main components of project Build Alternative include:</p> <ul style="list-style-type: none"> <li>• <u>Replace the existing loop ramp from eastbound (EB) SR-91 to northbound (NB) SR-71 with a new direct flyover connector</u>, which include two 12-foot lanes and 10-foot shoulders. In addition, the flyover structure would carry an outside auxiliary lane extending along the connector from the Green River Road onramp. The flyover connector ramp will begin on eastbound SR 91, east of the existing Green River Road interchange, and will span SR-91, the Santa Ana River, and the southbound lanes of SR-71. The two lanes of the eastbound to northbound flyover connector will form the inside two lanes of northbound SR-71. The proposed two-lane westbound SR-91 to northbound SR-71 connector will merge to a single lane and join northbound SR-71 as an outside auxiliary lane for a short distance before merging to a two lane facility.</li> <li>• <u>Reconstruction and realignment of Green River Road onramp</u>, to accommodate the new flyover connector ramp. The Green River Road onramp to eastbound SR-91 will be realigned as a two-lane onramp which will span over the Burlington Northern Santa Fe (BNSF) Railway parallel to the West Prado Overhead Bridge (Bridge No. 56-0634). The inside lane of the ramp will continue as a slip ramp to the SR-91/SR-71 flyover, joining the connector as an auxiliary lane before merging into the two-lane section on the flyover structure. The outside lane of the Green River onramp will diverge to the right from the main ramp alignment and braid under the SR-91/SR-71 flyover as it meets with the eastbound SR-91 mainline. Ramp metering may be installed on this ramp prior to the point where it merges with eastbound SR-91. The Fresno Canyon Wash Bridge (E91-N71 Connector UC; Bridge No. 56-0635) will be widened to accommodate the realigned ramp and shoulder</li> <li>• <u>Realignment of southbound (SB) SR-71 to the west</u>, to allow adequate spacing for the SR-91/SR-71 flyover to touch down and form the inside lanes of northbound SR-71. The approximate limits of realignment of the existing southbound SR-71 lanes will be from Station 334+00, the northern end of the SR-71 Santa Ana River Bridge (Bridge No. 56-0379), to Station 364+00 at the north end of the realignment. The existing eastbound SR-91 to northbound SR-71 loop connector will be closed to traffic and pavement on this segment may be removed.</li> </ul> <p>The main project features will be constructed mostly within existing Caltrans right-of-way (ROW). Construction of the Build Alternative will take approximately two years (500 working days), in five distinct and consecutive stages. The anticipated start is early 2013.</p> <p><b>Build Alternative</b>                  Under the No Build Alternative, the existing interchange would remain in its current state. With the exception of normal maintenance, there are no committed improvements to be considered as part of the No Build Alternative. This alternative will not meet the objective of the proposed project and is not consistent with the goals of the Measure A Implementation Plan.</p>
<p><b>Type of Project</b> <i>(use Table 1 on instruction sheet)</i> Interchange Replacement</p>

<b>County</b> Riverside	<b>Narrative Location/Route &amp; Postmiles</b> At SR-91/71 junction; replace EB SR-91 to NB SR-71 connector with a direct flyover; widen SB SR-71 to EB SR-91 connector from 1 to 2 lanes, construct EB collector - distributor system (2 & 3 lanes - Green River Road to SR 91/71 JCT), construct EB & WB Auxiliary lane (SERFAS to JCT 71), construct EB general purpose lane (JCT SR-71 to SERFAS Club Drive) and widen SERFAS Club Drive Interchange EB exit from 1 to 2 lanes & WB entry from 1 to 3 lanes.  The project limits along SR-91: PM R1.0 (west) to PM R2.2 (east); and along SR-71: PM 2.0 (south) to PM 3.0 (north).  <b>Caltrans Projects – EA# 0F541</b>			
<b>Lead Agency:</b> Riverside County Transportation Commission (RCTC)				
<b>Contact Person</b> Khalid Bazmi	<b>Phone#</b> 951/787-7993	<b>Fax#</b> 951/778-1099	<b>Email</b> kbazmi@rctc.org	
<b>Hot Spot Pollutant of Concern</b> (check one or both) <b>PM2.5</b> ✓ <b>PM10</b> ✓				
<b>Federal Action for which Project-Level PM Conformity is Needed</b> (check appropriate box)				
<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>Other</b>
<b>Scheduled Date of Federal Action:</b> 6/1/10 (USACE 404 Permit Approval)				
<b>NEPA Delegation – Project Type</b> (check appropriate box)				
<b>Exempt</b>	<b>Section 6004 – Categorical Exemption</b>	✓ <b>Section 6005 – Non-Categorical Exemption</b>		
<b>Current Programming Dates</b> (as appropriate)				
	<b>PE/Environmental</b>	<b>ENG</b>	<b>ROW</b>	<b>CON</b>
<b>Start</b>	2/1/08	2/9/10	2/9/10	5/1/11
<b>End</b>	2/8/10	4/30/11	4/30/11	6/30/13
<b>Project Purpose and Need (Summary):</b> (attach additional sheets as necessary) The purpose of the project includes the following objectives: <ul style="list-style-type: none"> <li>• Improve travel times for commuters on SR-91 and SR-71 by removing the unacceptable level of traffic service at the existing interchange;</li> <li>• Increase capacity of the interchange to accommodate the planned growth in the area and minimize traffic conflicts at the interchange.</li> </ul> <p>Currently, the existing eastbound SR-91 to northbound SR-71 connector consists of a single lane, tight loop ramp which passes under the SR-91/SR-71 separation to join the westbound SR-91 to northbound SR-71 connector. Additionally, the southbound SR-71 to eastbound SR-91 connector passes under the SR-91/SR-71 separation bridge as a single lane ramp, paralleling the eastbound SR-91 to northbound SR-71 connector. The existing westbound SR-91 to northbound SR-71 connector diverges from SR-91 as a two-lane ramp and merges to a single lane prior to joining the single lane eastbound SR-91 to northbound SR-71 connector, forming the two-lane northbound SR-71 expressway. The existing southbound SR-71 is currently two lanes. At the SR-91 interchange one southbound SR-71 lane becomes the SR-91 eastbound on-ramp and the other southbound SR-71 becomes the SR-91 westbound on-ramp.</p>				
<b>Surrounding Land Use/Traffic Generators</b> (especially effect on diesel traffic) Existing land uses directly adjacent to the project corridor include the following: <p><u>North of SR-91:</u> on the western end of the project corridor limit, to the east and west of Green River Road ramps, there are residential uses. Further east, on the west of SR-71, the land is undeveloped, while east of SR-71, the land consists of Prado Dam flood control area (U. S. Army Corps flood control land).</p> <p><u>South of SR-91:</u> at the western limit, immediately south of eastbound SR-91 there is an open space. The BNSF Railway crosses SR-91 east of Green River Road and for the most part runs parallel to SR-91, until it crosses SR-91 just east of the project eastern limit. Further south of the project corridor, along top of the hills, the land use is primarily residential. Figure 2 shows the project surrounding land use.</p> <p>Existing and projected commuter traffic, are the primary traffic generators in the project vicinity and surrounding area.</p>				

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

**Table 1a. Roadway Segment LOS Data for Opening Year 2015 – Build and No Build**

Roadway	Segment	Peak Hour LOS (AM/PM)	
		No Build	Build
<b>Freeway Mainline</b>			
SR-91 Eastbound, between Green River and North of SR-91	Off-ramp to Green River Road & on-ramp from Green River Road (Existing and No-Build); Off-ramp to Green River Road & Off-ramp to NB SR-71 (Build)	B/D	B/D
	Off-ramp to NB SR-71 & on-ramp from Green River Road	-	B/C
	On-ramp from Green River Road & On-ramp from SB SR-71	-	B/C
SR-91 North of SR-91	Northbound	D/D	C/C
	Southbound	D/E	C/D
<b>Ramps</b>			
EB SR-91 Ramps	On-ramp, from Green River Road at Green River Road west end	B/C	B/C
	Off-ramp to merge point with on-ramp from Green River Road (Build Alternative)	-	D/D
	From Green River Road. to merge point with SR-91 off-ramp (portion of on-ramp to EB SR-91, Build only)	-	B/C
SR-71 Ramps	NB Loop On-ramp from EB SR-91 (Existing & No Build)	D/F	-
	NB On-ramp from merge point of EB SR-91 & Green River Road (Build)	-	B/C

**Table 1b. Opening Year Traffic Volumes and Truck percentages – Build and No Build**

Roadway Segment	Lane Type or Direction	AADT - All		% Change	Truck AADT(%Truck)		%Change in Truck AADT <sup>a</sup>
		No Build	Build		No Build	Build	
<b>Freeway Mainline</b>							
<i>SR-91 Eastbound, between</i>							
Off-ramp to Green River Rd & on-ramp from Green River Rd (Existing & No-Build); Off-ramp to Green River Rd & Off-ramp to NB SR-71 (Build)	GP	109,900	114,200	3.9	8,792(8)	9,136(8)	3.9
	HOV/HOT	39,000	39,000	0	0(0)	0(0)	0
Off-ramp to NB SR-71 & on-ramp from Green River Rd	GP	- <sup>a</sup>	93,740	NA	- <sup>a</sup>	7,499(8)	N/A
	HOV/HOT	- <sup>a</sup>	39,000	NA	- <sup>a</sup>	0(0)	N/A
On-ramp from Green River Rd & On-ramp from SB SR-71	GP	114,500	94,100	-17.8	9,160(8)	7,528(8)	-17.8
	HOV/HOT	39,000	39,000	0	0(0)	0(0)	0
SR-71 North of SR-91	NB	51,400	55,100	7.2	3598(7)	3,857(7)	7.2
	SB	56,200	55,100	-2.0	3934(7)	3,857(7)	-2.0
<b>Ramps</b>							
<i>SR-91 Eastbound Ramps</i>							
On-ramp from Green River Rd at Green River Rd west end		4,600	4,000	-13.0	92(2)	80(2)	-13
On-ramp from SR-71 SB Off-ramp		32,100	31,000	-3.4	641(2)	620(2)	-3.4
Off-ramp to merge point with on-ramp from Green River Rd		- <sup>a</sup>	20,460	NA	- <sup>a</sup>	409(2)	N/A
From Green River Rd. to merge point with SR-91 off-ramp (portion of on-ramp to EB SR-91)		- <sup>a</sup>	360	NA	- <sup>a</sup>	7(2)	N/A
<i>SR-91 Westbound Ramp</i> On-ramp from SB/EB Green River Road		17,800	16,100	-9.6	356(2)	322(2)	-9.6
<i>SR-71 Ramps</i>							
NB On-ramp from WB SR-91 Off-ramp		32,100	31,000	-3.4	641(2)	620(2)	-3.4
NB Loop On-ramp from EB SR-91 (Existing & No Build)		19,300	- <sup>a</sup>	NA	386(2)	- <sup>a</sup>	N/A
NB On-ramp from merge point of EB SR-91 & Green River Rd (Build Alternative)		- <sup>a</sup>	24,100	NA	- <sup>a</sup>	481(2)	N/A

a. proposed new or replaced segment/ramp

b. Truck percentages remain unchanged for Build and No Build scenarios.

GP – general purpose lane; HOV/HOT – high occupancy vehicle lane/high occupancy toll lane; NA – not applicable

Source: Traffic Study - Parsons, 2008

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

**Table 2a. Roadway Segment Traffic Data for RTP Horizon Year 2035 – Build and No Build**

Roadway	Segment	Peak Hour LOS (AM/PM)	
		No Build	Build
<b>Freeway Mainline</b>			
SR-91 Eastbound, between Green River and North of SR-91	Off-ramp to Green River Road & on-ramp from Green River Road (Existing and No-Build); Off-ramp to Green River Road & Off-ramp to NB SR-71 (Build)	C/E	B/E
	Off-ramp to NB SR-71 & on-ramp from Green River Road	-	B/E
	On-ramp from Green River Road & On-ramp from SB SR-71	-	B/E
SR-91 North of SR-91	Northbound	B/B	C/C
	Southbound	B/B	B/B
<b>Ramps</b>			
EB SR-91 Ramps	On-ramp, from Green River Road at Green River Road west end	B/C	B/D
	Off-ramp to merge point with on-ramp from Green River Road (Build Alternative)	-	B/B
	From Green River Road. to merge point with SR-91 off-ramp (portion of on-ramp to EB SR-91, Build only)	-	B/D
SR-71 Ramps	NB Loop On-ramp from EB SR-91 (Existing & No Build)	D/F	-
	NB On-ramp from merge point of EB SR-91 & Green River Road (Build)	-	B/B

**Table 2b. Horizon Year Traffic Volumes and Truck percentages – Build and No Build**

Roadway Segment	Lane Type or Direction	AADT - All		% Change	Truck AADT(%Truck)		%Change in Truck AADT <sup>a</sup>
		No Build	Build		No Build	Build	
<b>Freeway Mainline</b>							
<i>SR-91 Eastbound, between</i>							
Off-ramp to Green River Rd & on-ramp from Green River Rd (Existing & No-Build); Off-ramp to Green River Rd & Off-ramp to NB SR-71 (Build)	GP	117,800	121,100	2.8	9,424(8)	9,688(8)	2.8
	HOV/HOT	41,300	41,300	0	0(0)	0(0)	0
Off-ramp to NB SR-71 & on-ramp from Green River Rd	GP	- <sup>a</sup>	104,265	N/A	- <sup>a</sup>	8,341(8)	N/A
	HOV/HOT	- <sup>a</sup>	41,300	N/A	- <sup>a</sup>	0(0)	N/A
On-ramp from Green River Rd & On-ramp from SB SR-71	GP	127,600	105,200	-17.6	10,260(8)	8,416(8)	-17.8
	HOV/HOT	41,300	41,300	0	0(0)	0(0)	0
<i>SR-71 North of SR-91</i>	NB	45,300	48,600	7.3	3,171(7)	3,402(7)	7.3
	SB	46,200	48,600	5.2	3,234(7)	3,402(7)	5.2
<b>Ramps</b>							
<i>SR-91 Eastbound Ramps</i>							
On-ramp from Green River Rd at Green River Rd west end		9,800	8,500	-13.3	196(2)	170(2)	-13.3
On-ramp from SR-71 SB Off-ramp		25,800	24,200	-6.2	516(2)	484(2)	-6.2
Off-ramp to merge point with on-ramp from Green River Rd		- <sup>a</sup>	16,835	N/A	- <sup>a</sup>	337(2)	N/A
From Green River Rd. to merge point with SR-91 off-ramp (portion of on-ramp to EB SR-91)		- <sup>a</sup>	935	N/A	- <sup>a</sup>	19(2)	N/A
<i>SR-91 Westbound Ramp</i> On-ramp from SB/EB Green River Road		20,700	18,400	-11.1	414(2)	368(2)	-11.1
<i>SR-71 Ramps</i>							
NB On-ramp from WB SR-91 Off-ramp		25,800	24,200	-6.2	516(2)	484(2)	-6.2
NB Loop On-ramp from EB SR-91 (Existing & No Build)		19,500	- <sup>a</sup>	N/A	390(2)	- <sup>a</sup>	N/A
NB On-ramp from merge point of EB SR-91 & Green River Rd (Build Alternative)		- <sup>a</sup>	24,400	N/A	- <sup>a</sup>	488(2)	N/A

a. proposed new or replaced segment/ramp  
 b. Truck percentages remain unchanged for Build and No Build scenarios.  
 GP – general purpose lane; HOV/HOT – high occupancy vehicle lane/high occupancy toll lane; NA – not applicable  
 Source: Traffic Study - Parsons, 2008

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

The intersections affected by the project are the two intersections of Green River Road/WB SR-91 ramps, and Green River Road/EB SR-91 ramps. Table 3 shows the peak hour conditions at these intersections.

**Table 3. Peak Hour Traffic Condition at Nearest Intersections – Opening Year 2015**

Intersection	Peak Hour	Existing Year 2007		No Build - 2015		Build - 2015	
		Delay/ Vehicle (sec)	LOS	Delay/ Vehicle (sec)	LOS	Delay/ Vehicle (sec)	LOS
Green River Road and WB SR-91 Ramps	AM	76.3	F	65.4	E	37.0	D
	PM	15.2	C	31.9	C	34.0	C
Green River Road and EB SR-91 Ramps	AM	62.1	F	48.6	D	29.6	C
	PM	68.8	F	82.4	F	58.9	E

**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**

**Table 4. Peak Hour Traffic Condition at Nearest Intersections – Horizon Year 2035**

Intersection	Peak Hour	No Build - 2035		Build - 2035	
		Delay/ Vehicle (sec)	LOS	Delay/ Vehicle (sec)	LOS
Green River Road and WB SR-91 Ramps	AM	109.9	F	75.0	E
	PM	32.5	C	33.4	C
Green River Road and EB SR-91 Ramps	AM	98.0	F	39.6	D
	PM	56.9	E	74.0	E

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

During construction of the project, some traffic delays can occur; however, the traffic impacts during construction are only temporary in nature and will cease upon completion of construction activities.

The proposed project would have little effect on traffic redistribution on other transportation facilities; however, it will provide improvements in traffic flow within the project limits.

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

The proposed project is intended to improve traffic flow and reduce congestion in the area. The project is not a traffic generator or capacity enhancing project. Based on the project traffic study, the proportion of heavy diesel truck volumes using the Freeways segments is estimated to be on the order 7-8% of total AADT and on connector ramps about 2%; and it is presumed that these proportions of the total daily traffic demand would not change during the years after completion of construction through the RTP horizon year of 2035. Furthermore,

- the project does not include highway facility improvements to connect a highway to a major freight, bus, or intermodal terminal;
- the project would not affect a congested intersection that has a significant increase in the number of diesel trucks. As shown above, the LOS for intersections affected by the project will improve compared to the No Build scenario;
- the project would not involve a significant increase in the number of diesel transit buses or diesel trucks.

Based on the information provided above, the proposed project is not expected to introduce significant amounts of diesel truck traffic, would not generate additional diesel truck traffic above levels anticipated without implementation of the project, and is in compliance with the SIP/RTIP. Therefore, the project qualifies for a finding of “Not POAQC” based on the definition contained in 40 CFR 93.123(b)(1).

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