

RTIP ID# <i>(required)</i> RIV131202
TCWG Consideration Date January 25, 2022
Project Description <i>(clearly describe project)</i> The City of Riverside, in cooperation with the California Department of Transportation (Caltrans) and the County of Riverside, is proposing to reconfigure the State Route 91 (SR-91)/Adams Street interchange from post mile (PM) 15.1 to PM 16.2. The project alternatives include an offset intersection configuration (Build Alternative 3) and a hook ramp configuration (Build Alternative 7), along with the No-Build Alternative. The project improvements, lane restriping, and construction signage would extend along Adams Street from approximately 544 feet south of Magnolia Avenue to 990 feet south of Auto Center Drive as well as along SR-91 from PM 14.2 to PM 17.1 in the City of Riverside, Riverside County. No Build Alternative. The No-Build Alternative would have this section of SR-91 remain in its present condition. No improvements to the existing SR-91/Adams Street interchange would be considered, and the existing conditions would remain. This alternative would not address traffic congestion issues or accommodate future demand within the project limits. Build Alternative 3. Build Alternative 3 proposes an offset intersection configuration for the SR-91/Adams Street interchange. It would place the eastbound ramp intersection with Adams Street on the north side of SR-91 by constructing the eastbound on- and off-ramps over SR-91, creating a single offset intersection with the westbound ramps. The intersection with the existing eastbound ramps at Adams Street would be eliminated. The off-ramp terminals in both directions would be widened from two lanes to three lanes. Both the eastbound and westbound off-ramp would consist of a dedicated left-turn lane, a through/left/right lane, and a dedicated right-turn lane. Both the eastbound and westbound on-ramps would consist of two lanes that would taper to one lane before joining SR-91. Under Build Alternative 3, the existing Adams Street bridge would be replaced. In the northbound direction, the structure would consist of two through lanes, two dedicated left-turn lanes, a dedicated right-turn lane, a bike lane, and a six-foot-wide sidewalk. In the southbound direction, the structure would consist of one through lane, a through/right-turn lane, two dedicated left-turn lanes, a bike lane, and a six-foot-wide sidewalk. Built Alternative 7. Build Alternative 7 proposes a hook ramp configuration for the SR-91/Adams Street interchange. It would eliminate the intersection between the eastbound ramps and Adams Street. The eastbound ramps would be moved to create a hook ramp that would intersect Indiana Avenue east of the Adams Street overcrossing. The off-ramp terminals in both directions would be widened from two lanes to three lanes. The eastbound off-ramp would consist of a dedicated left-turn lane, and two dedicated right-turn lanes. The westbound off-ramp would consist of a dedicated left-turn lane, a through/left/right-turn lane, and dedicated right-turn lane. The westbound on-ramp would consist of three lanes that would taper to one lane before joining SR-91. The eastbound on-ramp would consist of two lanes that would taper to one lane before joining SR-91. The portion of Indiana Avenue between the eastbound ramps and Adams Street would be widened from two lanes to three lanes in each direction. Indiana Avenue would be widened to provide dedicated turn lanes to the hook ramps. Under Build Alternative 7, the existing Adams Street bridge would be replaced. In the northbound direction, the structure would consist of two through lanes, two dedicated left-turn lanes, a bike lane, and a six-foot-wide sidewalk. In the southbound direction the structure would consist of two through lanes, two dedicated left-turn lanes, a bike lane, and a six-foot-wide sidewalk.

Type of Project (use Table 1 on instruction sheet) Change to existing regionally significant street				
County Riverside		Narrative Location/Route & Postmiles 08-RIV-91-15.1/16.2 Caltrans Projects – EA# 1H180		
Lead Agency: Caltrans				
Contact Person Michael B. Makary		Phone# 909-501-1258	Fax# N/A	Email michael.makary@dot.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)				
Categorical Exclusion (NEPA)	x	EA or Draft EIS	FONSI or Final EIS	PS&E or Construction
				Other
Scheduled Date of Federal Action: February 2023				
NEPA Assignment – Project Type (check appropriate box)				
Exempt		Section 326 –Categorical Exemption	x	Section 327 – Non-Categorical Exemption
Current Programming Dates (as appropriate)				
	PE/Environmental	ENG	ROW	CON
Start	2019	2019	2021	2023
End	2022	2022	2023	2024
Project Purpose and Need (Summary): (attach additional sheets as necessary) The proposed project is needed to improve traffic flow along the freeway as well as circulation on local streets surrounding the interchange. The SR-91 at Adams Street interchange is one of the busiest entrance/exit points in the City of Riverside. Because of high traffic demands and close intersection spacing along Adams Street in the vicinity of the interchange, severe congestion occurs throughout the interchange area and on surrounding city streets when storage lanes overflow during peak periods. Furthermore, travel demand in the project area is expected to continue to increase. Project improvements will increase operational efficiency and help the Adams Street intersection at SR-91 meet existing and projected access demands.				
Surrounding Land Use/Traffic Generators (especially effect on diesel traffic) The land uses within the project area include single-family and multi-family residences, an auto center, a university, and commercial uses.				

<p>Opening Year: Build and No Build LOS, AADT, % and # trucks, truck AADT of proposed facility</p> <p>SR-91</p> <p>2027 No Build: ADT=175,500; Truck ADT=11,320 (6.45%); LOS=D 2027 Alternative 3: ADT=175,500; Truck ADT=11,320 (6.45%); LOS=D 2027 Alternative 7: ADT=175,500; Truck ADT=11,320 (6.45%); LOS=D</p> <p>RTP Horizon Year / Design Year: Build and No Build LOS, AADT, % and # trucks, truck AADT of proposed facility</p> <p>SR-91</p> <p>2047 No Build: ADT=190,900; Truck ADT=12,310 (6.45%); LOS=D 2047 Alternative 3: ADT=190,900; Truck ADT=12,310 (6.45%); LOS=D 2047 Alternative 7: ADT=190,900; Truck ADT=12,310 (6.45%); LOS=D</p>
<p>Opening Year: If facility is an interchange(s) or intersection(s), Build and No Build cross-street AADT, % and # trucks, truck AADT</p> <p>Adams Street</p> <p>2027 No Build: ADT=31,340; Truck ADT=1,191 (3.8%); LOS=E 2027 Alternative 3: ADT=31,340; Truck ADT=1,191 (3.8%); LOS=D 2027 Alternative 7: ADT=31,340; Truck ADT=1,191 (3.8%); LOS=C</p> <p>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</p> <p>Adams Street</p> <p>2047 No Build: ADT=37,470; Truck ADT=1,424 (3.8%); LOS=F 2047 Alternative 3: ADT=37,470; Truck ADT=1,424 (3.8%); LOS=F 2047 Alternative 7: ADT=36,360; Truck ADT=1,382 (3.8%); LOS=D</p>
<p>Describe potential traffic redistribution effects of congestion relief (impact on other facilities) See attached analysis</p>
<p>Comments/Explanation/Details (attach additional sheets as necessary) See attached analysis</p>

PM_{2.5}/PM₁₀ Hot-Spot Analysis

The SR-91/Adams Street Interchange Project is located within a nonattainment area for federal PM_{2.5} standards and within an attainment/maintenance area for the federal PM₁₀ standards. Therefore, per 40 CFR Part 93 hot-spot analyses are required for conformity purposes. However, the EPA does not require hot-spot analyses, qualitative or quantitative, for projects that are not listed in section 93.123(b)(1) as an air quality concern.

According to 40 CFR Part 93.123(b)(1), the following are Projects of Air Quality Concern (POAQC):

- i. New highway projects have a significant number of diesel vehicles, and expanded highway projects that have a significant increase in the number of diesel vehicles;
- ii. Projects affecting intersections that are at a 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;
- iii. New bus and rail terminals and transfer points that have a significant number of diesel vehicles congregating at a single location;
- iv. Expanded bus and rail terminals and transfer points that significantly increase the number of diesel vehicles congregating at a single location; and
- v. Projects in or affecting locations, areas or categories of sites which are identified in the PM_{2.5} and PM₁₀ applicable implementation plan or implementation plan submission, as appropriate, as sites of violation or possible violation.

The project does not qualify as a POAQC because of the following reasons:

- i) The proposed Project is not a new or expanded highway project. The proposed Project reconstructs the existing SR-91/Adams Street interchange without increasing capacity. Tables A and B summarize the traffic volumes along SR-91 and Adams Street in the project area. As shown, the traffic volumes along SR-91 would not change with either build alternative. In addition, Alternative 7 would redistribute traffic along Adams Street without increasing the total traffic volumes. Therefore, the project alternatives would not result in a significant increase in the number of diesel vehicles.
- ii) As discussed above, the proposed Project would not significantly increase the number of diesel vehicles operating within the project study area. Therefore, the proposed Project would not affect intersections that are at a Level of Service D, E, or F with a significant number of diesel vehicles.
- iii) The proposed build alternatives do not include the construction of a new bus or rail terminal.
- iv) The proposed build alternatives do not expand an existing bus or rail terminal.
- v) The proposed build alternatives are not in or affecting locations, areas, or categories of sites that are identified in the PM_{2.5} and PM₁₀ applicable implementation plan or implementation plan submission, as appropriate, as sites of violation or possible violation.

Therefore, the proposed SR-91/Adams Street Interchange Project meets the CAA requirements and 40 CFR 93.116 without any explicit hot-spot analysis and would not create a new, or worsen an existing, PM_{2.5} and PM₁₀ violation.

Table A. 2027 Traffic Volumes

Roadway Segment	No Build			Alternative 3			Alternative 7		
	ADT	Truck ADT	Truck %	ADT	Truck ADT	Truck %	ADT	Truck ADT	Truck %
SR-91									
West of Van Buren	179,045	11,548	6.45	179,045	11,548	6.45	179,045	11,548	6.45
Between Van Buren and Adams	174,217	11,237	6.45	174,217	11,237	6.45	174,217	11,237	6.45
Between Adams and Madison	175,500	11,320	6.45	175,500	11,320	6.45	175,500	11,320	6.45
East of Madison	177,973	11,479	6.45	177,973	11,479	6.45	177,973	11,479	6.45
Adams Street									
North of SR-91	31,340	1,191	3.8	31,340	1,191	3.8	31,340	1,191	3.8
South of SR-91	28,130	1,069	3.8	28,130	1,069	3.8	28,550	1,085	3.8

ADT = average daily traffic; SR = State Route

Table B. 2047 Traffic Volumes

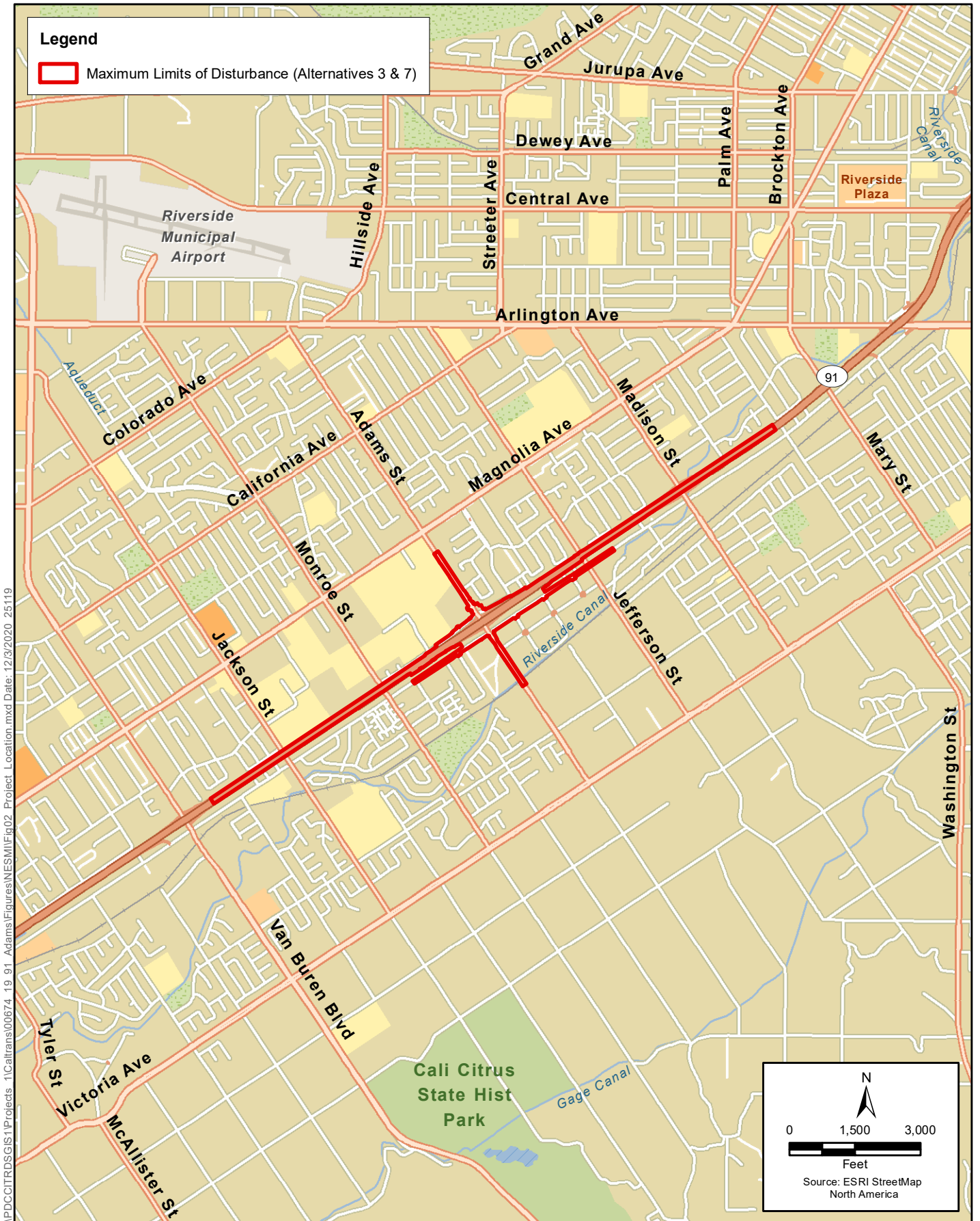
I-15 Freeway Segment	No Build			Alternative 3			Alternative 7		
	ADT	Truck ADT	Truck %	ADT	Truck ADT	Truck %	ADT	Truck ADT	Truck %
SR-91									
West of Van Buren	188,808	12,178	6.45	188,808	12,178	6.45	188,808	12,178	6.45
Between Van Buren and Adams	190,752	12,304	6.45	190,752	12,304	6.45	190,752	12,304	6.45
Between Adams and Madison	190,886	12,312	6.45	190,886	12,312	6.45	190,886	12,312	6.45
East of Madison	195,782	12,628	6.45	195,782	12,628	6.45	195,782	12,628	6.45
Adams Street									
North of SR-91	35,660	1,355	3.8	35,660	1,355	3.8	35,660	1,355	3.8
South of SR-91	37,470	1,424	3.8	37,470	1,424	3.8	36,360	1,382	3.8

ADT = average daily traffic; SR = State Route



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Figure 1
Project Vicinity
SR-91/Adams Street Interchange Project



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Figure 2
Project Location
SR-91/Adams Street Interchange Project



SR-91/Adams Street Interchange Reconfiguration PA/ED

Figure 3
Build Alternative 3 Design



SR-91/Adams Street Interchange Reconfiguration PA/ED

Figure 4
Build Alternative 7 Design

TABLE 1 FTIP Projects - Continued

County	System	FTIP ID	Route #	Description	Project Cost (\$1,000's)
RIVERSIDE	STATE HIGHWAY	RIV110122	215	ON I-215 IN SW RIVERSIDE COUNTY FROM ONE AND ONE-HALF MILES N/O MURRIETA HOT SPRINGS RD TO FRENCH VALLEY PKWY OFFRAMP: CONSTRUCT A THIRD MIXED-FLOW LANE IN THE MEDIAN AND AUX-LANE FROM MURRIETA HOT SPRINGS SB ENTRANCE RAMP TO ONE-HALF MILE S/O FRENCH VALLEY PKWY OFF-RAMP (WIDEN) I215/I-15 SEPARATION FROM 2 TO 4 LANES) (EA: OF163).	\$14,874
RIVERSIDE	STATE HIGHWAY	RIV120201	60	ON SR-60 IN UNINCORPORATED RIVERSIDE CO: CONSTRUCT NEW EASTBOUND CLIMBING AND WESTBOUND DESCENDING TRUCK LANES FROM GILMAN SPRINGS RD TO APPROX. 1.37 MILES W/O JACK RABBIT TRAIL AND UPGRADE EXISTING INSIDE AND OUTSIDE SHOULDERS TO STANDARD WIDTHS (10-FT INSIDE SHOULDER AND 12-FT OUTSIDE SHOULDER) (EA: 0N69U) - CMAQ PM2.5 BENEFITS PROJECT.	\$138,375
RIVERSIDE	STATE HIGHWAY	RIV131001	111	IN EASTERN RIVERSIDE COUNTY IN THE CITY OF PALM SPRINGS - CONSTRUCT A SECOND LEFT TURN LANE (NON-CAPACITY INCREASING) NORTH BOUND ON GENE AUTRY TRAIL AT THE INTERSECTION OF GENE AUTRY TRAIL AND VISTA CHINO (HWY 111) (PM 2.5 BENEFITS .007KG/DAY).	\$326
RIVERSIDE	STATE HIGHWAY	RIV131003	215	IN CENTRAL RIVERSIDE COUNTY IN THE CITY OF PERRIS - I-215 AT NUEVO INTERCHANGE IMPROVEMENTS: WIDENING OF OC FROM 4 TO 6 LANES (3 LANES IN EA DIRECTION) AND WIDENING OF NB AND SB ENTRY RAMP FROM 2 TO 3 LANES. ADDITIONAL IMPROVEMENTS INCLUDE SIDEWALK INSTALLATION ON BOTH SIDES OF THE OC.	\$13,000
RIVERSIDE	STATE HIGHWAY	RIV131127	74	IN LAKE ELSINORE - INTERSECTION WIDENING AND TRAFFIC SIGNAL INSTALLATION - RIVERSIDE DR/SR74 AT GRAND AVE: WIDEN RIVERSIDE DR/SR74 FROM 3 TO 6 LANES AND GRAND AVENUE FROM 2 TO 4 LANES AND INSTALL TRAFFIC SIGNAL AT THE T-INTERSECTION OF RIVERSIDE DR/SR74 AT GRAND AVE.	\$3,026
RIVERSIDE	STATE HIGHWAY	RIV131201	10	IN RIVERSIDE COUNTY IN THE CITY OF CALIMESA - RECONSTRUCTION OF EXISTING INTERCHANGE AT I-10/COUNTY LINE EXTENDING 1300 LINEAR FEET FROM COUNTY LINE LANE TO APPROX. 300 FT. W/O CALIMESA BLVD. THE PROJECT WILL INCLUDE RAMP REALIGNMENT FOR ALL FOUR RAMPS WITH MINOR RAMP WIDENING.	\$24,775
RIVERSIDE	STATE HIGHWAY	RIV131202	91	IN THE CITY OF RIVERSIDE - SR-91 AT ADAMS STREET INTERCHANGE RAMPS RECONFIGURATION, INCLUDING THE RECONSTRUCTION OF ADAMS ST OVERPASS, ADAMS STREET FROM AUTO CENTER DR TO BRIARWOOD DR AND INDIANA AVE FROM VANCE ST TO DETROIT DR.	\$100,600
RIVERSIDE	STATE HIGHWAY	RIV140840	111	IN EASTERN RIVERSIDE CO. FOR THE COUNTY OF RIVERSIDE IN MECCA-GRAPEFRUIT BLVD/4TH ST PED & RDWY SAFETY IMPROVEMENTS: ON W/S OF GRAPEFRUIT BLVD B/W 4TH ST & 3,000 FT SOUTH OF 66TH AVE, CONSTRUCT APPROX. 3,500 L.F. OF ASPHALT CONCRETE WALKWAY & 250 L.F. OF CONCRETE S/W, CURB & GUTTER, ADA CURB UPGRADES & WIDENING, TRAFFIC SIGNAL IMPROVEMENTS.	\$2,300
RIVERSIDE	STATE HIGHWAY	RIV150930	91	IN WESTERN RIVERSIDE COUNTY, ABOUT 0.4 MILES E/O RIVERSIDE/ORANGE COUNTY LINE, ABOUT 1.8 MILES SOUTHWEST OF PRADO DAM AND 0.7 MILES W/O GREEN RIVER RD IC: CONSTRUCT B CANYON WILDLIFE CROSSING CORRIDOR (PPNO 0071E) (EA OR010).	\$1,880
RIVERSIDE	STATE HIGHWAY	RIV151104	999	FREEWAY SERVICE PATROL - CONTINUING IMPLEMENTATION OF FREEWAY SERVICE PATROL ON SR91 (ORANGE CO LINE TO 60/91/215), SR60 (MILLIKEN TO MAIN), SR60/I-215 IC TO THEODORE, I-215 (RIVERSIDE COUNTY LINE TO SR-74/4TH ST), I-15 (HIDDEN VALLEY PKWY TO SR60), AND ON I-15 (MAGNOLIA AVE TO INDIAN TRUCK TR).	\$17,122
RIVERSIDE	STATE HIGHWAY	RIV151218	215	IN WESTERN RIVERSIDE COUNTY IN MENIFEE: RECONSTRUCT/WIDEN I-215 IC AT MC CALL BLVD. - WIDEN IC FROM 4 TO 6 LANES (SUN CITY BLVD TO EASTERLY OF ENCANTO DR), WIDEN ENTRY RAMPS (RAMP METERED / NON HOV PREFERENTIAL LANE), WIDEN EXIT RAMPS (DUAL LEFT @ SB & DUAL RIGHT @ NB WITH MCCALL), ADD DUAL LEFT-TURN AND DEDICATED RIGHT-TURN LANES (EA 1F700).	\$36,200
RIVERSIDE	STATE HIGHWAY	RIV151219	215	IN WESTERN RIVERSIDE COUNTY IN MENIFEE: CONSTRUCT NEW HOLLAND AVE 4-LANE OC (2 LNS IN EA DIR) OVER I-215 AND ANTELOPE RD. PROJECT INCLUDES REALIGNMENT OF WILLOWOOD WAY, RESTRIPING OF HANOVER LANE AND ALBION LANE, AND CONSTRUCTION OF AN ACCESS ROAD FOR BUSINESS ON THE WEST SIDE OF I-215 (EA 1F980).	\$27,000
RIVERSIDE	STATE HIGHWAY	RIV151220	60	IN WESTERN RIVERSIDE COUNTY IN THE CITY OF MORENO VALLEY ALONG SR 60 - WIDEN FROM TWO TO THREE LANES IN EACH DIRECTION IN THE EXISTING MEDIAN TO PROVIDE ONE ADDITIONAL GENERAL PURPOSE LANE IN EACH DIRECTION FROM REDLANDS BLVD. TO GILMAN SPRINGS RD.	\$7,500
RIVERSIDE	STATE HIGHWAY	RIV151221	91	IN THE CITY OF RIVERSIDE - SR 91 HOV REMNANT WORK: COMPLETE THE REMAINING WORK FROM THE SR91 HOV ASSOCIATED TO THE UPRR LINE ALONG PACHAPPA UNDERPASS, PAVE THE FULL STRUCTURE SECTION OF WB 91 AUX. LNS AND SHOULDER FROM STA 340+32 TO STA 342+50 (218 FT) & CONS FULL STRUCTURE SECTION FOR THE 2ND RT LN OF MISION INN WB EXIT RAMP (EA 44843) - TC UTILIZ \$1,694.8 TO MATCH CON IN FY 20.	\$17,895
RIVERSIDE	STATE HIGHWAY	RIV160101	15	IN WESTERN RIVERSIDE COUNTY ON SR-91/I-15: ON I-15 - ADD TOLL EXPRESS LANE MEDIAN DIRECT CONNECT FROM SB15 TO WB91 & EB91 TO NB15, 1 TOLL EXPRESS LANE EACH DIRECTION FROM HIDDEN VALLEY TO SR91 DIRECT CONNECTOR. CONSTRUCT OPERATIONAL IMPROVEMENT AND AUXILIARY LANE ALONG SR91. CONSTRUCT ADDITIONAL SIGNAGE ALONG SR91 AT PM R18.0 IN OR COUNTY.	\$180,000

TABLE 2 Financially-Constrained RTP/SCS Projects - Continued

System	Lead Agency	RTP ID	Route #	Route Name	From	To	Description	Completion Year	Project Cost (\$1,000's)
County: Riverside									
STATE HIGHWAY	RIVERSIDE COUNTY TRANSPORTATION COMMISSION (RCTC)	3200S013	60	SR-60/I-215	SR-91/ SR-60/I-215 INTERCHANGE	GILMAN SPRINGS RD (SR-60) AND VAN BUREN BLVD (I-215)	CONSTRUCT 4 EXPRESS LNS (2 LN EA DIR) FROM SR-91/SR-60/I-215 INTERCHANGE TO SR-60/I-215 INTERCHANGE. CONSTRUCT 2 EXPRESS LNS (1 LN EA DIR) FROM SR-60/I-215 INTERCHANGE TO GILMAN SPRINGS ROAD (SR-60). CONSTRUCT 2 EXPRESS LNS (1 LN EA DIR) FROM SR-60/I-215 INTERCHANGE TO VAN BUREN BLVD (I-215).	2028	\$508,000
STATE HIGHWAY	RIVERSIDE COUNTY TRANSPORTATION COMMISSION (RCTC)	3200S014	91	SR-91	I-15	TO I-215/SR-60 INTERCHANGE	CONSTRUCT 2 EXPRESS LNS (1 LN EA DIR) FROM I-15 TO I-215/SR-60 INTERCHANGE.	2030	\$220,000
STATE HIGHWAY	RIVERSIDE COUNTY TRANSPORTATION COMMISSION (RCTC)	3C01MA01	0	EAST-WEST CORRIDOR	I-15	I-215	CETAP: PROVIDE NEW EAST-WEST TRANSPORTATION CORRIDOR BETWEEN I-15 IN THE WEST, I-215 IN THE EAST, SOUTH OF LAKE MATHEWS IN THE NORTH, AND SR 74 IN THE SOUTH.	2045	\$2,367,661
STATE HIGHWAY	RIVERSIDE COUNTY TRANSPORTATION COMMISSION (RCTC)	3ITS0717	0	FREEWAY SERVICE PATROL			RIVERSIDE COUNTY FREEWAY SERVICE PATROL	2025	\$30,000
STATE HIGHWAY	RIVERSIDE COUNTY TRANSPORTATION COMMISSION (RCTC)	3M01MA09	71	SR-71	SR-91	SAN BERNARDINO COUNTY LINE	WIDEN TO 3 MF LANES EACH DIRECTION	2030	\$177,132
STATE HIGHWAY	RIVERSIDE COUNTY TRANSPORTATION COMMISSION (RCTC)	3M04MA05	10	I-10/SR-60 JCT/SPLIT	SR60/I-10 JCT/ SPLIT		CONSTRUCT NEW INTERCHANGE	2030	\$282,443
STATE HIGHWAY	RIVERSIDE COUNTY TRANSPORTATION COMMISSION (RCTC)	3TK04MA12	10	I-10	SAN BERNARDINO COUNTY LINE	JCT I-10/SR60	ON I-10 NEAR BEAUMONT: ADD/CONSTRUCT NEW EASTBOUND TRUCK CLIMBING LANE FROM SAN BERNARDINO COUNTY LINE TO I-10/ SR60 JCT (EA: 35300)	2028	\$35,709
STATE HIGHWAY	RIVERSIDE, CITY OF	3M01WT022-RIV131202	91				IN THE CITY OF RIVERSIDE - SR-91 AT ADAMS STREET INTERCHANGE RAMPS RECONFIGURATION, INCLUDING THE RECONSTRUCTION OF ADAMS ST OVERPASS, ADAMS STREET FROM AUTO CENTER DR TO BRIARWOOD DR AND INDIANA AVE FROM VANCE ST TO DETROIT DR.	2028	\$100,600
STATE HIGHWAY	RIVERSIDE, CITY OF	3M01WT026	91	SR-91 (PM 12.9 TO 13.1)	AT TYLER ST	BTWN DIANA AVE & INDIANA AVE	RECONSTRUCT/WIDEN IC AND RECONSTRUCT/WIDEN RAMPS	2030	\$75,000
STATE HIGHWAY	RIVERSIDE, CITY OF	3M04WT018	60	SR-60 (PM 11.23 TO 12.23)	AT MAIN ST	BTWN RUSSELL ST & STODDARD AVE	RECONSTRUCT/WIDEN IC AND RECONSTRUCT/WIDEN RAMPS, CHANNELIZATION IMPROVEMENTS	2030	\$20,304

2021 Federal Transportation Improvement Program
Riverside County
State Highway - Project Listing
Including Amendments 1 - 4_6 - 11_13
(In \$000's)

FTIP ID	LEAD AGENCY	COUNTY	CONFORM CATEGORY	AIR BASIN	PROJECT COST	RTP ID	SYSTEM
RIV200801	RIVERSIDE COUNTY TRANS COMMISSION (RCTC)	Riverside	TCM Committed	SCAB	\$15,200	3ITS08	State
PRIMARY PROGRAM CODE		PROJECT LIMITS			MODELING	FTIP AMENDMENT	
ITS13 - VEH DETECT (VDS) & AUTOMATIC VEH CLASSIF (AVC) SYS		From San Diego County Line to I-15/I-215 split Post Miles: Begin 0.00 End 9.90			NO	21-07	

DESCRIPTION
 In Western Riverside County in the City of Temecula: Installation of new vehicle detection and adaptive highway metering systems on I-15 NB from the San Diego county line to the I-15/I-215 split. Includes relocation of existing ramp meters at Rancho California Rd. (RCR) and Temecula Parkway, ramp modifications at RCR and Winchester Road, variable speed limit signs, and other ITS elements. TC Utilization: FY 20/21 CMAQ for PE \$459k and FY 21/22 for CON \$1.147M.

PHASE	FUND SOURCE	PRIOR	20/21	21/22	22/23	23/24	24/25	25/26	FUTURE	TOTAL
PE	CMAQ	\$0	\$4,000	\$0	\$0	\$0	\$0	\$0	\$0	\$4,000
CON	CMAQ	\$0	\$0	\$10,000	\$0	\$0	\$0	\$0	\$0	\$10,000
CON	STATE CASH - CT MINOR PROGRAM	\$0	\$0	\$1,200	\$0	\$0	\$0	\$0	\$0	\$1,200
TOTAL	TOTAL	\$0	\$4,000	\$11,200	\$0	\$0	\$0	\$0	\$0	\$15,200

FTIP ID	LEAD AGENCY	COUNTY	CONFORM CATEGORY	AIR BASIN	PROJECT COST	RTP ID	SYSTEM
RIV62024	RIVERSIDE COUNTY TRANS COMMISSION (RCTC)	Riverside	NON-EXEMPT	SCAB	\$1,523,000	RIV62024	State
PRIMARY PROGRAM CODE		PROJECT LIMITS			MODELING	FTIP AMENDMENT	
CAX63 - HIGHWAY/ROAD IMP - LANE ADD'S (NO HOV LANES): RS		From 1.26 miles south of Domenigoni Pkwy to Gilman Springs Rd Post Miles: Begin 15.78 End 33.80			YES	21-07	

DESCRIPTION
 ON SR79 IN SOUTHWESTERN RIVERSIDE COUNTY BETWEEN 1.26 MILES SOUTH OF DOMENIGONI PKWY TO GILMAN SPRINGS ROAD: REALIGN AND WIDEN SR79 FROM 2 TO 4 THROUGH LANES.

PHASE	FUND SOURCE	PRIOR	20/21	21/22	22/23	23/24	24/25	25/26	FUTURE	TOTAL
PE	AGENCY	\$24,149	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$24,149
PE	BONDS - LOCAL	\$0	\$0	\$0	\$0	\$42,500	\$0	\$0	\$0	\$42,500
PE	CITY FUNDS	\$1,055	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,055
PE	DEMO - TEA 21	\$4,222	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$4,222
PE	DEMO-SAFETEA-LU	\$2,160	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,160
PE	FFY 2006 APPROPRIATIONS	\$693	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$693
PE	WESTERN RIV TUMF	\$13,159	\$0	\$0	\$0	\$12,500	\$0	\$0	\$0	\$25,659
ROW	AGENCY	\$0	\$0	\$0	\$0	\$67,000	\$0	\$0	\$0	\$67,000
ROW	BONDS - LOCAL	\$0	\$0	\$0	\$0	\$166,500	\$0	\$0	\$0	\$166,500
ROW	WESTERN RIV TUMF	\$0	\$0	\$0	\$0	\$16,500	\$0	\$0	\$0	\$16,500
CON	AGENCY	\$0	\$0	\$0	\$0	\$0	\$0	\$462,562	\$0	\$462,562
CON	BONDS - LOCAL	\$0	\$0	\$0	\$0	\$0	\$0	\$710,000	\$0	\$710,000
TOTAL	TOTAL	\$45,438	\$0	\$0	\$0	\$305,000	\$0	\$1,172,562	\$0	\$1,523,000

FTIP ID	LEAD AGENCY	COUNTY	CONFORM CATEGORY	AIR BASIN	PROJECT COST	RTP ID	SYSTEM
RIV131202	RIVERSIDE, CITY OF	Riverside	NON-EXEMPT	SCAB	\$112,800	3M01WT022	State
PRIMARY PROGRAM CODE		PROJECT LIMITS			MODELING	FTIP AMENDMENT	
CARH3 - INTERCHANGE-MOD/REP/REC-LN ADD'S		From mile marker 15.29 to mile marker 16.14 Post Miles: Begin 15.29 End 16.14			YES	21-06	

DESCRIPTION
 IN THE CITY OF RIVERSIDE - SR-91 AT ADAMS STREET INTERCHANGE RAMPS RECONFIGURATION, INCLUDING THE RECONSTRUCTION OF ADAMS ST OVERPASS, ADAMS STREET FROM AUTO CENTER DR TO BRIARWOOD DR AND INDIANA AVE FROM VANCE ST TO DETROIT DR. ADVANCE SIGNING AND TRANSITION STRIPING EXTENDS TO POSTMILE 14.3 TO THE WEST, AND TO POSTMILE 16.1 TO THE EAST.

PHASE	FUND SOURCE	PRIOR	20/21	21/22	22/23	23/24	24/25	25/26	FUTURE	TOTAL
PE	CITY FUNDS	\$3,765	\$0	\$3,100	\$0	\$0	\$0	\$0	\$0	\$6,865
PE	STP LOCAL	\$935	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$935
ROW	CITY FUNDS	\$0	\$0	\$30,000	\$20,000	\$0	\$0	\$0	\$0	\$50,000
CON	CITY FUNDS	\$0	\$0	\$0	\$0	\$55,000	\$0	\$0	\$0	\$55,000
TOTAL	TOTAL	\$4,700	\$0	\$33,100	\$20,000	\$55,000	\$0	\$0	\$0	\$112,800

FTIP ID	LEAD AGENCY	COUNTY	CONFORM CATEGORY	AIR BASIN	PROJECT COST	RTP ID	SYSTEM
RIV031215	TEMECULA	Riverside	NON-EXEMPT	SCAB	\$137,307	RIV031215	State
PRIMARY PROGRAM CODE		PROJECT LIMITS			MODELING	FTIP AMENDMENT	
CAX63 - HIGHWAY/ROAD IMP - LANE ADD'S (NO HOV LANES): RS		From Winchester Rd IC loop entry ramps to Jefferson Ave. Winchester RD IC NB entry ramp Post Miles: Begin 6.40 End 9.70			YES	21-06	

DESCRIPTION
 FRENCH VALLEY PKWY IC/ARTERIAL PHASES: PH II - CONSTRUCT 2 LN NB CD (N/O WINCHESTER IC ON-RAMPS TO JUST N/O RTE 15/215 JCT WITH CONNECTORS TO RTE 15 AND RTE 215 (I-215 PM: 8.4 TO 9.3) (EA:43272) (PPNO. 0021K). (PH III: RIV031215B).