

<b>RTIP ID#</b> <i>(required)</i> 3200S002-RIV190901				
<b>TCWG Consideration Date</b> December 7, 2021				
<b>Project Description</b> <i>(clearly describe project)</i> The California Department of Transportation (Caltrans) District 8 is proposing the Interstate 15 (I-15) Temecula Auxiliary Lanes Project (Project or Proposed Project) that will include operational improvements such as constructing auxiliary lanes, lighting, drainage system restoration, and transportation management systems. The Project limit is from 0.1 miles north of Temecula Parkway (Pky) to 0.2 miles north of Winchester Road (Rd.) on Interstate 15 (I-15), The total length of the Project is approximately 1.9 miles. Project Location is shown in Figure 1.  Caltrans is considering one Build Alternative and the No-Build Alternative. The Build Alternative includes the following: <ul style="list-style-type: none"> <li>• Operational improvements: construct auxiliary lanes as follows:</li> <li>• Northbound (NB) auxiliary lane from Rancho California Road on-ramp to Winchester Road off-ramp.</li> <li>• Southbound (SB) auxiliary lane from Winchester Road on-ramp to Rancho California Road off-ramp.</li> <li>• SB auxiliary lane from Rancho California Road on-ramp to Temecula Parkway off-ramp.</li> <li>• Ramp widening at the NB and SB Rancho California Road on-ramps</li> <li>• Bridge widening at Empire Creek Bridge (No. 56-261L and No. 56-261R) to accommodate auxiliary lanes between Rancho California Road and Winchester Road</li> <li>• Lighting rehabilitation</li> <li>• Drainage system rehabilitation</li> <li>• Ramp metering installation at Rancho California Road on-ramps</li> <li>• Upgrade Metal Beam Guard Rail (MBGR) to Midwest Guardrail System (MGS)</li> </ul> The Build Alternative alignment is shown in Figure 2.				
<b>Type of Project</b> <i>(use Table 1 on instruction sheet)</i> Change to existing state highway.				
<b>County</b> Riverside	<b>Narrative Location/Route &amp; Postmiles</b> Interstate 15 / PM 3.5 to 6.8 <b>Caltrans Projects – EA#</b> 1K400			
<b>Lead Agency:</b> Caltrans				
<b>Contact Person</b> Jeanine Gray	<b>Phone#</b> 909-472-1301	<b>Fax#</b>	<b>Email</b> jeanine.gray@dot.ca.gov	
<b>Hot Spot Pollutant of Concern</b> <i>(check one or both)</i> <b>PM2.5</b> <input checked="" type="checkbox"/> <b>PM10</b> <input checked="" type="checkbox"/>				
<b>Federal Action for which Project-Level PM Conformity is Needed</b> <i>(check appropriate box)</i>				
<b>Categorical Exclusion (NEPA)</b>	X <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> 1/2024				
<b>NEPA Assignment – Project Type</b> <i>(check appropriate box)</i>				
<b>Exempt</b>	<b>Section 326 –Categorical Exemption</b>	X	<b>Section 327 – Non-Categorical Exemption</b>	

<b>Current Programming Dates</b> <i>(as appropriate)</i>				
	<b>PE/Environmental</b>	<b>ENG</b>	<b>ROW</b>	<b>CON</b>
<b>Start</b>	2019	2024	2024	2024
<b>End</b>	2024	2026	2026	2026

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

**Purpose**  
 The purpose of the project is to increase throughput on the mainline, increase speeds, and decrease the severity and duration of congestion within the project limits. In addition, vehicles need to be given more time to reach freeway speeds before merging into traffic. Auxiliary lanes would provide an opportunity for drivers to find gaps in the traffic flow before merging onto freeway lanes—and without causing unnecessary delay.

**Need**  
 This project is needed because this segment of the I-15 within the project limits experiences recurrent congestion during peak commute times and on weekends. I-15 is the only major freeway that connects Riverside County to San Diego County. The corridor is heavily used by passenger vehicles as well as freight carriers. Congestion is caused by the merge and diverge movements from the large volume of vehicles that enter and exit the freeway from Temecula Parkway and Rancho California Road. The combination of these operational issues significantly reduces the capacity of the mainline.

**Surrounding Land Use/Traffic Generators** *(especially effect on diesel traffic)*  
 Land uses primarily surrounding the Proposed Project area consist of commercial land uses, retail business, hotels, and restaurants. No schools, daycares, hospitals, or elder care facilities have been identified within 500 feet of the project location. The nearest residential community to the Proposed Project area is located approximately 1,600 feet to the east of the northbound travel lanes.

**Opening Year: Build and No Build LOS, AADT, % and # trucks, truck AADT of proposed facility I-15**  
 2026 No Build: AADT = 195,100; Truck AADT = 27,314 (14%)  
 2026 Build: AADT = 197,100; Truck AADT = 27,594 (14%)

**RTP Horizon Year / Design Year: Build and No Build LOS, AADT, % and # trucks, truck AADT of proposed facility I-15**  
 2026 No Build: AADT = 270,000; Truck AADT = 37,800 (14%)  
 2026 Build: AADT = 272,700; Truck AADT = 38,178 (14%)

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

**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**  
 N/A

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

There are no redistribution effects of congestion relief on other facilities. The proposed project will increase throughput on the mainline, increase speeds, and decrease the severity and duration of congestion within the project limits

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

1. The proposed project is not a new or expanded highway project that has a significant increase in the number of diesel vehicles. The project is proposing to construct auxiliary lanes on the I-15 from the Winchester Road to the Rancho California Road. Vehicles need to be given more time to reach freeway speeds before merging into traffic, auxiliary lanes would provide an opportunity for drivers to find gaps in the traffic flow before merging onto freeway lanes—and without causing unnecessary delay.

The proposed project is expected to increase throughput on the mainline, increase speeds, and decrease the severity and duration of congestion within the project limits.

According to the *I-15 1k400 Project VMT Analysis* (Fehr & Peers, 2021), the proposed project would not significantly increase average daily traffic or vehicle miles traveled (VMT) from No Build to Build conditions. Furthermore, truck traffic volumes would not significantly increase between No Build and Build conditions.

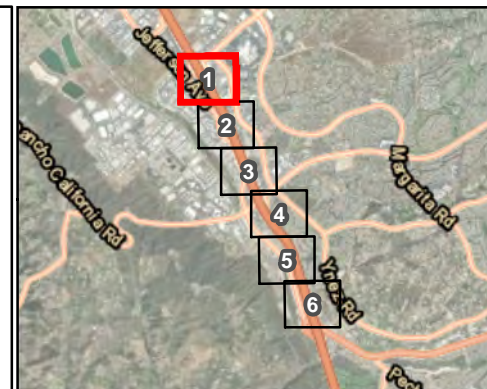
Time Period	Vehicle Miles Traveled				
	2019 (Existing)	2026 No Build	2026 Build	2046 No Build	2046 Build
Daily	2,070,537	2,212,162	2,214,771	2,616,809	2,626,870

1. The proposed project does not affect intersections with a significant number of diesel vehicles. The project would increase throughput on the mainline, increase speeds, and decrease the severity and duration of congestion within the project limits.
2. The proposed project does not include the construction of a new bus or rail terminal.
3. The proposed project does not expand an existing bus or rail terminal.
4. The proposed project is not in or affecting locations, areas, or categories of sites that are identified in the PM<sub>2.5</sub> and PM<sub>10</sub> applicable implementation plan or implementation plan submission, as appropriate, as sites of violation or possible violation.

The traffic volumes presented for the proposed project Build Alternative demonstrate that the project meets CAA transportation requirements and 40 CFR 93.116 without the need to perform a quantitative analysis. The proposed Build Alternative would not create a new, or worsen an existing, PM<sub>10</sub> or PM<sub>2.5</sub> violations.

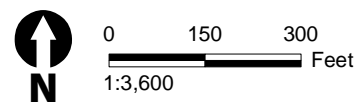






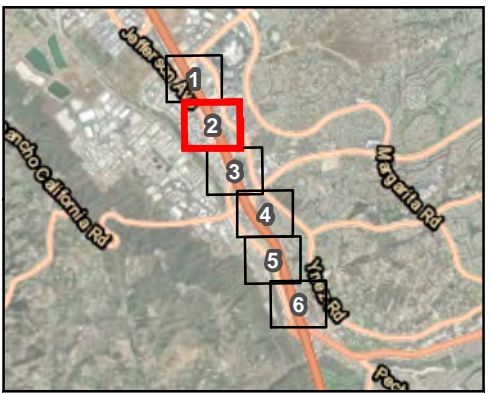
- Legend**
- 1K400 Project Improvements
  - Striping
  - - - Existing Right-of-Way

I:\Projects\1K400\GIS\1\Projects\1K400\Figures\Fig02\_build\Alt.mxd: User: 37937; Date: 10/11/2021

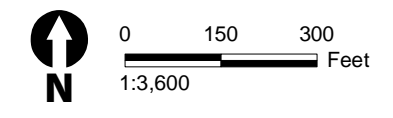


**Figure 1, Sheet 1 of 6**  
**Build Alternative**  
**I-15 Temecula Auxiliary Lanes Project**





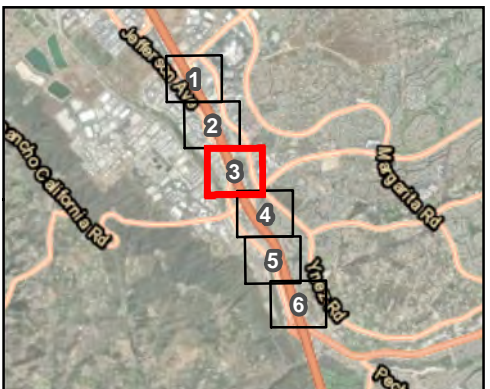
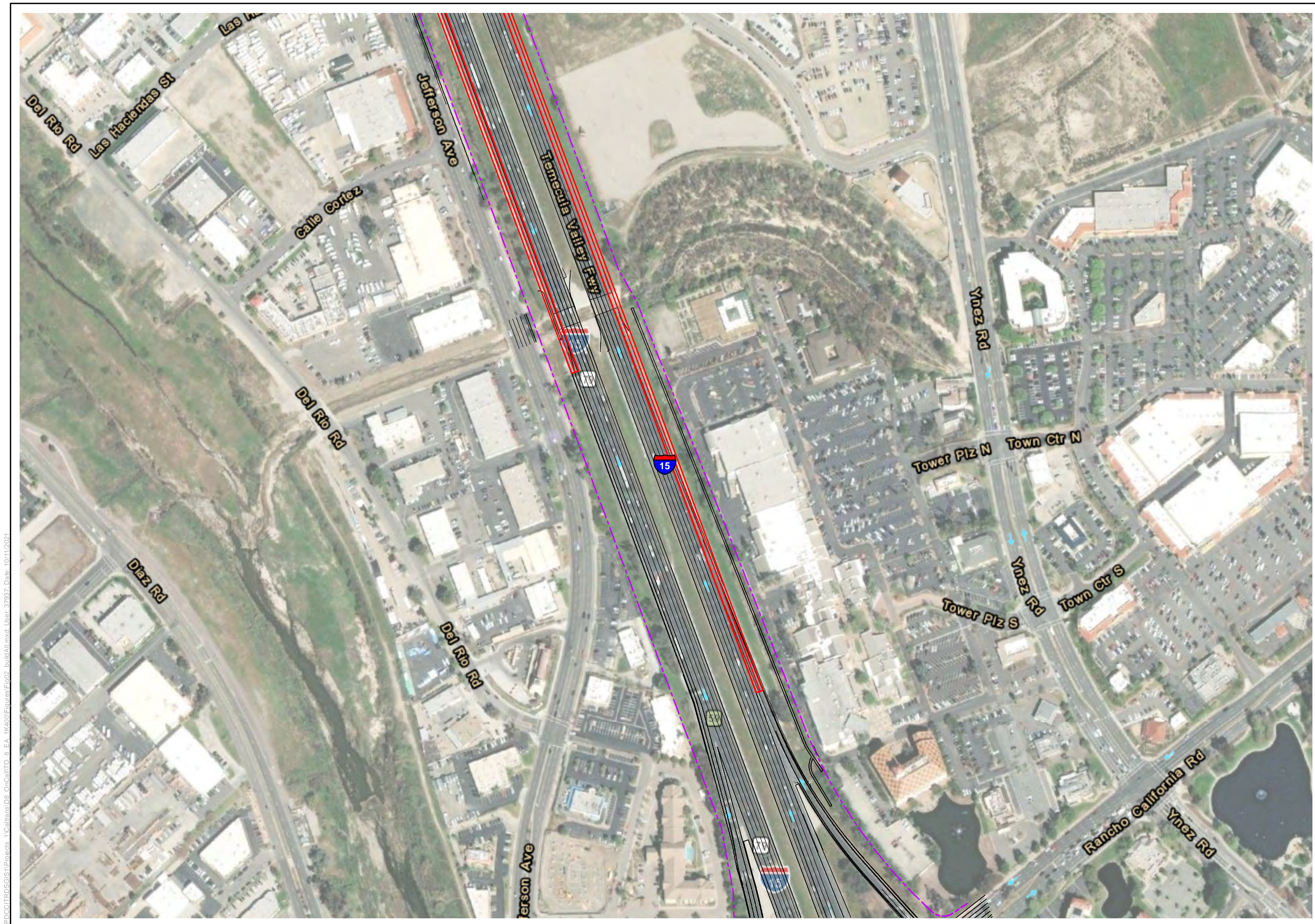
- Legend**
- 1K400 Project Improvements
  - Striping
  - - - Existing Right-of-Way



**Figure 1, Sheet 2 of 6**  
**Build Alternative**  
**I-15 Temecula Auxiliary Lanes Project**

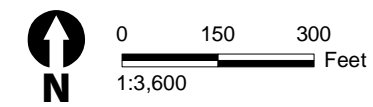
I:\Projects\1K400\Figures\Fig02\_buildAlt.mxd; User: 37937; Date: 10/11/2021





- Legend**
- 1K400 Project Improvements
  - Striping
  - - - Existing Right-of-Way

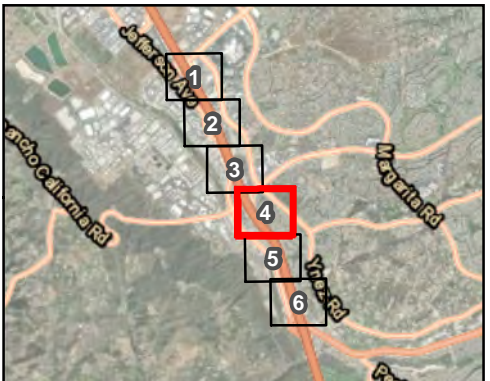
I:\PDC\TRD\S\S\Projects\_1\Caltrans\08\_OrCal\ITO\_8\_EA\_1K400\Figures\Fig02\_build\Alt.mxd: User: 37937; Date: 10/11/2021



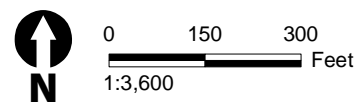
**Figure 1, Sheet 3 of 6**  
**Build Alternative**  
**I-15 Temecula Auxiliary Lanes Project**



\\PDC\TRD\GIS\Projects\1\_Caltrans\8 EA\_1K400\Figures\Fig02\_build\Alt.mxd: User: 37937; Date: 10/11/2021

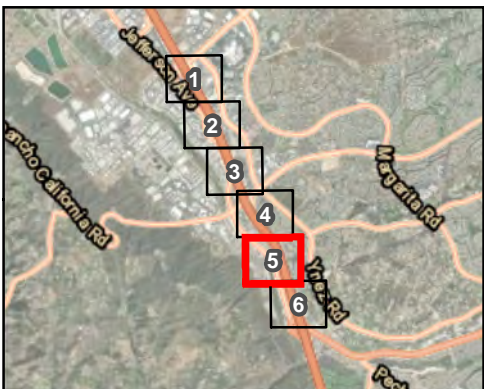


- Legend**
- 1K400 Project Improvements
  - Striping
  - - - Existing Right-of-Way

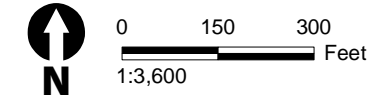


**Figure 1, Sheet 4 of 6**  
**Build Alternative**  
**I-15 Temecula Auxiliary Lanes Project**





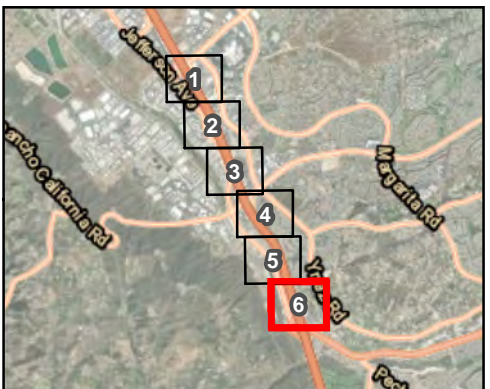
- Legend**
- 1K400 Project Improvements
  - Striping
  - - - Existing Right-of-Way



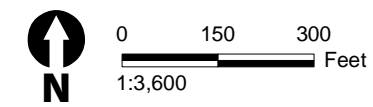
**Figure 1, Sheet 5 of 6**  
**Build Alternative**  
**I-15 Temecula Auxiliary Lanes Project**

W:\DC\TRD\GIS\Projects\_1\Calmans\18 EA\_1K400\Figures\Fig02\_build\Alt.mxd: User: 37837; Date: 10/11/2021





- Legend**
- 1K400 Project Improvements
  - Striping
  - - - Existing Right-of-Way



**Figure 1, Sheet 6 of 6**  
**Build Alternative**  
**I-15 Temecula Auxiliary Lanes Project**

\PDC\TRD\S\GIS\Projects\_1\Calttrans\18 EA\_1K400\Figures\Fig02\_build\Alt.mxd; User: 37837; Date: 10/11/2021