

# Memorandum

To: CHAIR AND COMMISSIONERS

CTC Meeting: November 8-9, 2006

Reference No.: 2.3b.  
Action Item

From: CINDY McKIM  
Chief Financial Officer

Prepared by: Mark Leja  
Division Chief  
Design

Subject: **NEW PUBLIC ROAD CONNECTION, 8-RIV-10 PM 43.0 (KP 69.1)**  
**RESOLUTION S-729**

## **RECOMMENDATION:**

The Department of Transportation (Department) recommends the California Transportation Commission (Commission) approve the attached Resolution S-729 and map authorizing a new public road connection at Bob Hope Drive to Interstate 10 (I-10) in the county of Riverside.

## **ISSUE:**

The county of Riverside has requested approval of a new public road connection to I-10. Pursuant to Section 100.2 of the Streets and Highways Code, no local road shall be connected with any freeway until the Commission adopts a resolution consenting thereto. It is recommended that the Commission approve the resolution in accordance with the recommendation of the Chief Engineer. The resolution grants approval of a new public road connection as an interchange to I-10 in the county of Riverside, at Post Mile 43.0 (Kilo Post 69.1).

Recommended by: \_\_\_\_\_  
RICHARD D. LAND  
Chief Engineer

**BACKGROUND:**

Due to the projected growth and congestion of the local area, the County of Riverside, Coachella Valley Associated Governments (CVAG) and the Department have identified several interchange improvement projects within the I-10 corridor that would improve existing operating conditions, enhance safety, and increase the capacity of these facilities. The Ramon Road interchange improvements are an integral part of the overall transportation improvement program for the Coachella Valley. On January 6, 1998, a Project Study Report (PSR) was approved to modify the existing Ramon Road interchange. The Project Report was approved on June 30, 2006.

On July 15, 1952, the California Highway Commission adopted I-10 as a freeway. I-10 begins at State Route (SR) 1 in Santa Monica and runs east to Interstate 5 near Seventh Street in Los Angeles. It then continues east from SR 101 near Mission Road in Los Angeles to the Arizona state line at the Colorado River, via the vicinity of Monterey Park, Pomona, Colton, Indio, and Chiriaco Summit and via Blythe. I-10 became part of the Freeway & Expressway System in 1959 and is also part of the Interstate Highway System. Within the limits of this project, I-10 is included in the State Interregional Road Systems and is further classified as a "High Emphasis" and "Gateway" route. The entire length of I-10 within District 8 is included in the National Highway System, the Department of Defense Priority Network, and the Strategic Highway Corridor Network. The 1990 Federal Surface Transportation Assistance Act (STAA) identifies I-10 as a "National Network" route for STAA trucks. The Federal Functional Classifications for I-10 are Rural Principal Arterial and extension of a Rural Principal Arterial into an urban area. On August 29, 2006, the County of Riverside approved a freeway agreement with the Department for this segment of I-10.

I-10 is a major east-west freeway serving interregional traffic movements between metropolitan areas, including the rapidly growing Coachella Valley desert communities to the west. Commercial and residential development plans for the Coachella Valley have projected that additional growth over the next decade will result in a substantial increase in intraregional, interregional and commuter traffic, with an increase in congestion as well.

In the vicinity of the proposed Bob Hope Drive interchange, I-10 is an eight-lane divided freeway. The existing Ramon Road interchange was constructed in 1961. The proposed project will construct a new spread diamond interchange with Bob Hope Drive. The interchange will be located approximately 0.4 miles west of the existing Ramon Road interchange and will be a new six-lane overhead structure over the Union Pacific Railroad and an eight-lane overcrossing structure over I-10. The existing Ramon Road eastbound on-ramp will remain operational while the other four ramps at Ramon Road will be removed. Keeping the eastbound on-ramp at Ramon Road will improve the operating conditions at the local street intersections. The proposed improvements will increase the capacity of the existing interchange and improve interchange operations. In order to construct this project, Commission approval is required for the new public road connection to I-10.

This project is programmed in the 2006 State Transportation Improvement Program (STIP) for \$30,373,000 in construction and \$8,629,000 in right of way cost for delivery in FY 2007-08. Additional funding needs for the project will be proposed as an amendment to the 2006 STIP. The current project cost for construction capital and right of way capital is estimated at \$53.7 million.

This project requires full oversight by the Federal Highway Administration (FHWA) since it is a federally-funded project on the interstate system that involves the reconstruction of an interchange and is greater than \$1.0 million. A FHWA field operations engineer reviewed the project on April 12, 2006. A Modified Access Report was approved by FHWA on February 15, 2002.

This project is consistent with the Regional Transportation Plan and the Riverside County General Western Coachella Circulation Plan. As a "Gateway Interchange" to Rancho Mirage, all improvements, including aesthetic treatment, landscaping, and restoration of natural areas will be based on the conceptual plans provided by the Agua Caliente Band of Cahuilla Indians. A public information meeting was held in November 2001 to solicit public input. No Public Hearing was held for this project.

Advisory and mandatory design exceptions were approved on October 12, 1999.

The Department approved the Project Report on June 30, 2006. An Initial Study/Environmental Assessment was prepared in accordance with the California Environmental Quality Act and the National Environmental Policy Act. A Finding Of No Significant Impact was approved by FHWA on June 30, 2006. A concurrent environmental action is under agenda item 2.2c.

A revised Freeway Agreement was signed by the County of Riverside on August 29, 2006, and will be executed by the Department after Commission approval of the new connection.

#### Attachments

Resolution S-729

Vicinity Map

**CALIFORNIA TRANSPORTATION COMMISSION  
Resolution Authorizing a New Public Road Connection  
8-RIV-10 PM 43.0 (KP 69.1)**

**Resolution S-729**

**WHEREAS**, the County of Riverside has requested approval of a new public road connection on State Route 10 for Bob Hope Drive; and

**WHEREAS**, the Final Environmental Impact Report/Environmental Assessment has been approved in compliance with the California Environmental Quality Act and the National Environmental Policy Act; and

**WHEREAS**, the project will have impacts on the environment that will be mitigated.

**NOW, THEREFORE, BE IT RESOLVED** by the California Transportation Commission that pursuant to the authority vested in it by law, this Commission does hereby authorize one new public road connection on State Route 10 at Bob Hope Drive, PM 43.0 (KP 69.1), in the county of Riverside.

# Vicinity Map

## 8-RIV-10

(District 8, County of Riverside, I-10)

### PM 43.0 (KP 69.1)

## New Connection at Bob Hope Drive

