

# Memorandum

To: CHAIR AND COMMISSIONERS  
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: March 23-24, 2011

Reference No.: 2.3b.(1)  
Action Item

From: NORMA ORTEGA  
Chief Financial Officer

Prepared by: Terry Abbott  
Chief  
Division of Design

Subject: **NEW PUBLIC ROAD CONNECTION, 8-RIV-15 PM 7.3**  
**RESOLUTION S-745**

## **RECOMMENDATION:**

The Department of Transportation (Department) recommends the California Transportation Commission (Commission) approve the attached Resolution S-745 and map authorizing a new public road connection at French Valley Parkway on Interstate 15 in the city of Temecula in Riverside County.

## **ISSUE:**

The City of Temecula requested approval of a new public road connection to Interstate 15. 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 with Interstate 15 in the county of Riverside, near the city of Temecula, at Post Mile (PM) 7.3.

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

**BACKGROUND:**

The proposed French Valley Parkway Interchange is located on Interstate 15 (I-15) south of the I-15 junction with I-215 in Riverside County. I-15 is a major freeway that begins in San Diego County and ends at the U.S./Canada border. I-15 is a major truck route and is included in the National Network for Federal STAA for oversize trucks.

The purpose of the project is to improve traffic flow and enhance safety by reducing congestion. The construction of the French Valley Parkway Interchange would help reduce travel delays by providing increased opportunities for access to and from the mainline facility, thereby alleviating congestion on the adjacent Winchester ramps and traffic that backs up onto the I-15 mainline. However, with the construction of a new interchange and the limited distance between Winchester Road and the I-15/I-215 junction, standard spacing between interchanges is not possible. Without the addition of a collector/distributor (C/D) system, the new interchange would contribute to an increase in weaving movements. To alleviate increased and conflicting weaving movements, a C/D system was incorporated into the project design. To ensure the project meets the Federal Highway Administration (FHWA) criteria for logical termini and independent utility, the effect of the project on the adjacent interchanges and freeway-to-freeway junction was evaluated. The goal was to ensure that the project would not result in adverse operational effects on the mainline or ramps and that the improvements were sufficient to accommodate and safely integrate the traffic volumes being introduced to the mainline facility. Therefore, the improvements were extended to south of the Winchester Road Interchange and north of the I-15/I-215 junction. These project limits were confirmed by the Value Analysis (VA) process and the Riverside County Transportation Commission (RCTC) forwarded these project limits to Southern California Association of Governments (SCAG) for programming into the Regional Transportation Plan (RTP) and the Regional Transportation Improvement Program (RTIP).

The section of I-15 served by the French Valley Parkway Interchange provides local freeway access to the residential areas and through traffic, including long distance commuters in Riverside and San Bernardino Counties. However, the number of travelers/commuters has dramatically increased from previous years; thus, the proposed French Valley Parkway interchange has been strategically designed to serve both local and regional traffic growth for years to come.

I-15 within the project limits is an eight-lane divided freeway with four 12 foot lanes in each direction. The inside shoulders are 8 feet wide and the outside shoulders are 10 feet wide. The existing median width is 54 feet and is unpaved.

The proposed French Valley Interchange project is consistent with state, regional, and local mobility goals and is being coordinated with impacted governmental, regulatory, and private agencies in the area to ensure consistency with specific local goals and objectives. Furthermore, this project is also included in the Riverside County Community Environmental Transportation Acceptability Process (CETAP) listed under the Winchester to Temecula Corridor as Alternative 4.

This project is included in the 2008 RTP. Amendment No. 1 to the 2008 RTP received the required air quality conformity determination from the FHWA and the Federal Transit Administration (FTA) on January 14, 2009. It is included in the 2008 RTIP, which was adopted by SCAG on July 17,

2008, and received the required air quality conformity determination from FHWA and FTA on November 17, 2008. Project implementation cost is approximately \$178 million. An amendment to the RTIP is being processed to fully fund the project.

The proposed improvements are also consistent with the master plan for the Harveston Homes development located adjacent to the French Valley Parkway site on the east side of I-15 between the mainline freeway and Ynez Road.

The French Valley Parkway Interchange project site, which extends from 1.1 miles south of the Winchester Road Interchange, to 0.8 mile north of the I-15/I-215 Junction, includes the following:

- Construction of a new interchange on I-15 at French Valley Parkway approximately 0.6 mile north of the existing Winchester Road interchange;
- Upgrades to the existing Winchester Road/I-15 Interchange;
- Construction of barrier separated C/D lanes on both sides of mainline I-15 between the existing Winchester Road Interchange and the I-15/I-215 Junction;
- Braided C/D lanes over the I-15 lanes to eliminate the weaving between Winchester Road and the I-15/I-215 Junction.

The California Environmental Quality Act has been satisfied by certification of an Initial Study (with Mitigated Negative Declaration)/Environmental Assessment with Finding of No Significant Impact dated January 29, 2010.

All necessary Design Exceptions have been approved.

An Initial Study (with Mitigated Negative Declaration)/Environmental Assessment with Finding of No Significant Impact is scheduled to be approved by the Commission at the March 2011 meeting.

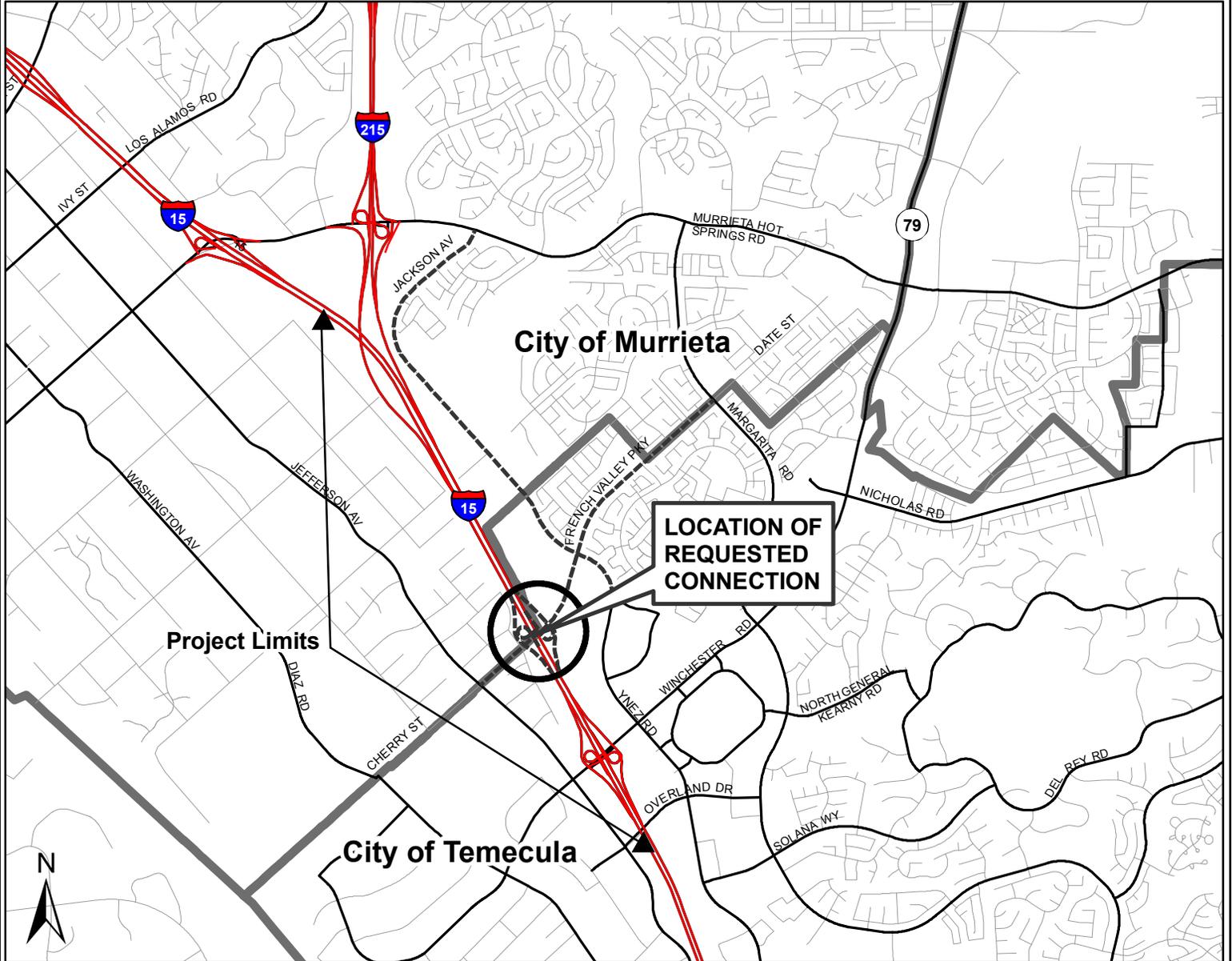
A superceding freeway agreement was adopted by the City of Temecula on July 27, 2010 and will be executed by the Department after Commission approval of the new connection. A superceding freeway agreement was adopted by the City of Murrieta on August 25, 2010 and will be executed by the Department after Commission approval of the new connection.

#### Attachments

Resolution S-745  
Location Map



# NEW PUBLIC ROAD CONNECTION 08-RIV-15



## LOCATION MAP



← **Riverside County**

**CALIFORNIA TRANSPORTATION COMMISSION  
Resolution Authorizing a New Public Road Connection  
08-Riv-15 PM 7.3**

**Resolution S-745**

**WHEREAS**, the County of Riverside and the City of Temecula have requested approval of a new public road connection on Interstate 15 for French Valley Parkway; and

**WHEREAS**, the City of Temecula has prepared an Initial Study (with Mitigated Negative Declaration)/Environmental Assessment with Finding of Significant Impact 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 Interstate 15 at French Valley Parkway, Post Mile 7.3, in the city of Temecula.