

RTIP ID# <i>(required)</i> RIV111003
TCWG Consideration Date February 6, 2018
<p>Project Description <i>(clearly describe project)</i></p> <p>The County of Riverside proposes to replace the existing 2-lane Market Street Bridge (Br. No. 56C 0024) over Santa Ana River in Riverside County with a new 4-lane bridge and reconstruct the connecting approach roadways. The existing bridge is eligible for bridge replacement funding through the Highway Bridge Program (HBP) with a current sufficiency rating of SR = 45.1 and a condition status of “Structurally Deficient”. The structure is also considered functionally obsolete due to the deficient width of bridge relative to the approach roadway width, including no width for shoulders. The current Annual Average Daily Traffic (AADT) of 18,333 is very high for the two-lane roadway.</p> <p>The existing Market Street Bridge is 33'-8" wide and carries two-lanes of traffic over the Santa Ana River (1 lane in each direction) plus a sidewalk along the north side that is separated by a concrete barrier from the vehicular traffic. The bridge is a 12-span steel plate girder bridge with a total length of 1195 ft. It is supported on reinforced concrete pier walls founded on driven concrete piles. The existing structure was constructed in 1953 and retrofitted for seismic safety in 2001. The bridge is on the eligible bridge list for the Highway Bridge Program (HBP).</p> <p>The existing bridge, with the exception of the easternmost end, is located in the City of Jurupa Valley. The City of Jurupa Valley is the California Environmental Quality Act (CEQA) lead agency. The California Department of Transportation (Caltrans) is the National Environmental Policy Act (NEPA) lead agency. The City of Riverside and County of Riverside are Responsible Agencies under CEQA, as they are the public agencies which propose to carry out and approve the project. Additionally, since the bridge is primarily located within the City of Jurupa Valley, Jurupa Valley is the implementing agency responsible for sponsoring and funding the project. The City of Riverside desires to cooperate, coordinate, and participate in funding the required local match for the portion of the Project in the City of Riverside’s jurisdictional borders. The County of Riverside is responsible for the overall development and implementation of the Project since the County has extensive experience in the development and implementation of large bridge projects involving Federal and State agencies. The County will therefore provide the administrative, technical, managerial, and support services necessary for the development of the Project.</p> <p>The project proposes to replace the existing bridge with a similar in length, 1,200-foot-long bridge. The existing 2-lane structure is approximately 34 feet wide; the replacement structure would be approximately 88 feet wide in order to accommodate American Association of State Highway and Transportation Officials (AASHTO) requirements. The new bridge would have one (1) 12-foot-wide and one (1) 14-foot-wide traffic lane in each direction; two (2) 8-foot-wide shoulders striped as Class II bicycle lanes; and one (1) 12-foot-wide multi-purpose path protected by a traffic barrier.</p> <p>The project will be constructed in two phases, the existing bridge will continue to be used while the westbound structure is constructed. Once this structure is operational, the existing bridge would be demolished, and the eastbound structure constructed. Once both structures are completed, a closure pour would join the two structures together and create the proposed Market Street bridge. The final structure will be a 9 span cast-in-place prestressed concrete box girder bridge.</p> <p>Along Market Street, roadway improvements, including widening and striping to four lanes, would occur between Rivera Street to the south, and 24th Street/Via Cerro to the north.</p> <p>Overhead utilities running parallel to Market Street and adjacent to the existing bridge and underground sewer, water, gas, and internet would likely need to be relocated. Extra conduits may be placed in the new bridge structure to accommodate any future utility installation.</p> <p>Construction would occur within County and private right of way. In addition to permanent sliver acquisitions, temporary construction easements on private property.</p>
<p>Type of Project <i>(use Table 1 on instruction sheet)</i></p> <p>Change to existing regionally significant street.</p>

PM Conformity Hot Spot Analysis – Project Summary for Interagency Consultation

County Riverside	Narrative Location/Route & Postmiles The bridge replacement and roadway improvements would occur along Market Street between Rivera Street and Via Cerro/24 th Street, north of State Route 60.				
Caltrans Projects – EA# Federal Project Number BRLS-5956(200)					
Lead Agency: Caltrans (NEPA)					
Contact Person Zach Liptak	Phone# 916-858-0642	Fax# 916-858-0643	Email zliptak@dokkenengineering.com		
Hot Spot Pollutant of Concern (<i>check one or both</i>) PM2.5 X PM10 X					
Federal Action for which Project-Level PM Conformity is Needed (<i>check appropriate box</i>)					
<input checked="" type="checkbox"/>	Categorical Exclusion (NEPA)	EA or Draft EIS	FONSI or Final EIS	PS&E or Construction	Other
Scheduled Date of Federal Action: 2017					
NEPA Assignment – Project Type (<i>check appropriate box</i>)					
Exempt		Section 326 – Categorical Exemption	<input checked="" type="checkbox"/> Section 327 – Non-Categorical Exemption		
Current Programming Dates (<i>as appropriate</i>)					
	PE/Environmental	ENG	ROW	CON	
Start	Prior	Prior	2018/2019	2020/2021	
End	Prior	Prior	2018/2019	2020/2021	
Project Purpose and Need (Summary): (<i>attach additional sheets as necessary</i>) The current Annual Average Daily Traffic (AADT) of 18,333 vehicles is considered high for a two lane roadway. The new bridge will be constructed to accommodate four traffic lanes with standard shoulders, thus providing increased capacity and congestion relief, particularly during peak hour traffic. The project is expected to have minimum impact on the surrounding environment and the community and will sufficiently upgrade the bridge to meet current standards.					
Surrounding Land Use/Traffic Generators (<i>especially effect on diesel traffic</i>) Medium Density Residential, Public Facilities/Institutional, Business/Office Park (City of Riverside), Manufacturing-Heavy, Manufacturing-Service Commercial, Natural Assets, Light Agriculture, Watercourse, Watershed and Conservation Areas (Riverside County/City of Jurupa Valley)					

Opening Year: Build and No Build LOS, AADT, % and # trucks, truck AADT of proposed facility
Opening Year (2025)

Study Roadway Segments	No Build	Build	Heavy Trucks %		AADT Trucks	AADT Trucks
	AADT	AADT	AM	PM	No Build	Build
Opening Year (2025)	22,270	22,270	13	10	2,895	2,895

Source: Fehr & Peers, 2017. Traffic information from *Market Street Bridge Replacement Traffic Operations Report*, November 2017

Intersection	PEAK HOUR	No Build		Build	
		DELAY	LOS	DELAY	LOS
1. Market Street & Via Cerro/24th Street	AM	35	C	13	B
	PM	96	F	27	C
2. Market Street & Rivera Street	AM	16	B	17	B
	PM	17	B	24	C

Bold text indicates unacceptable operations.

RTP Horizon Year / Design Year: Build and No Build LOS, AADT, % and # trucks, truck AADT of proposed facility
Design Year (2045)

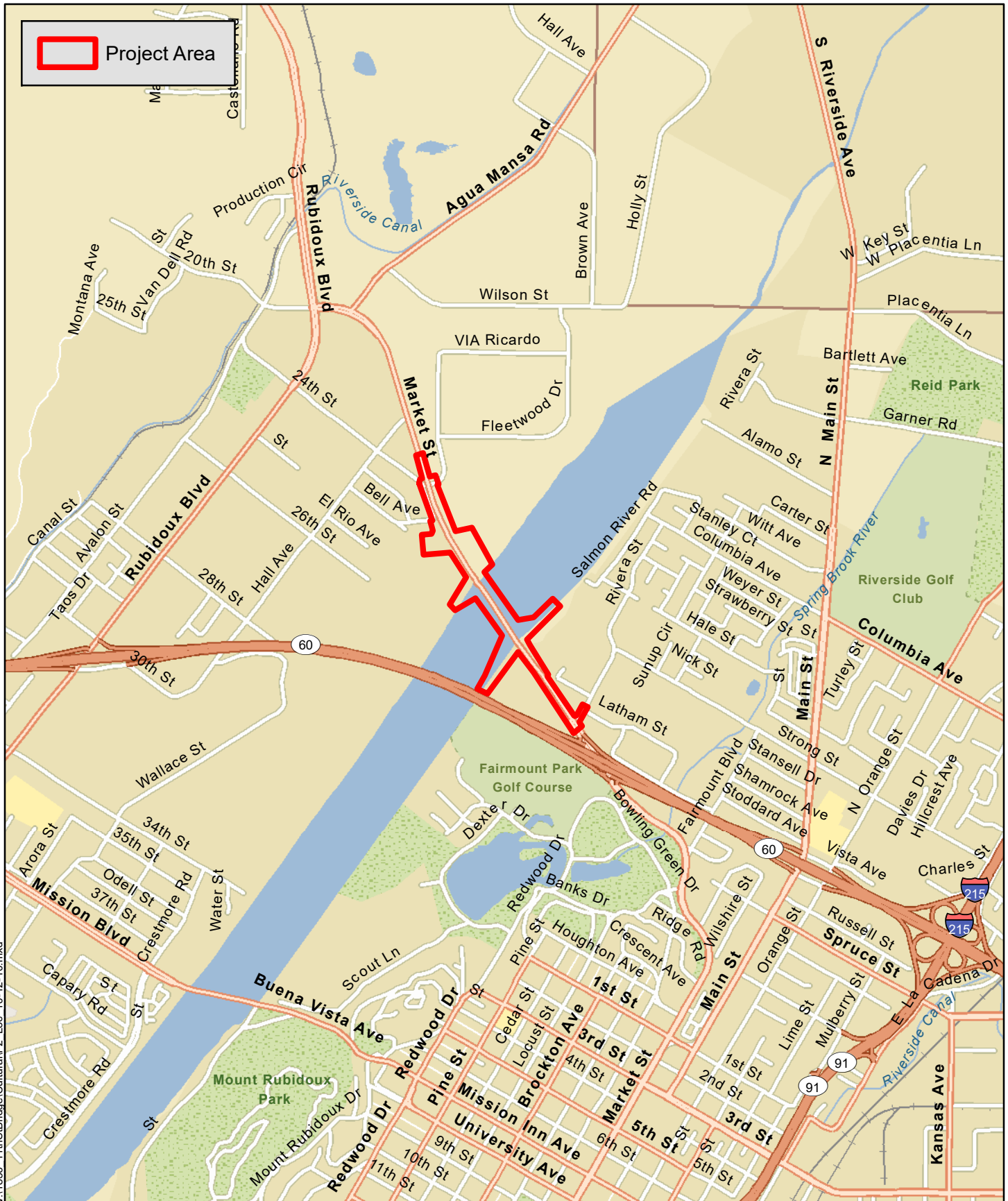
Study Roadway Segments	No Build	Build	Heavy Trucks %		AADT Trucks	AADT Trucks
	AADT	AADT	AM	PM	No Build	Build
Design Year (2045)	32,110	32,110	13	10	4,175	4,175


Source: Fehr & Peers, 2017. Traffic information from *Market Street Bridge Replacement Traffic Operations Report*, November 2017

Intersection	PEAK HOUR	No Build		Build	
		DELAY	LOS	DELAY	LOS
1. Market Street & Via Cerro/24th Street	AM	40	D	22	C
	PM	>120	F	53	D
2. Market Street & Rivera Street	AM	26	C	24	C
	PM	26	C	26	C

Bold text indicates unacceptable operations.

<p>Opening Year: If facility is an interchange(s) or intersection(s), Build and No Build cross-street AADT, % and # trucks, truck AADT Not Applicable</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 Not Applicable</p>	
<p>Describe potential traffic redistribution effects of congestion relief (impact on other facilities) The bridge replacement would provide a continuous roadway along 66th Avenue, reducing delay times caused by passing trains.</p>	
<p>Comments/Explanation/Details (attach additional sheets as necessary) The following table details why the project does not meet the definition of a Project of Air Quality Concern.</p>	
EPA Definition of POAQC	Proposed Project
<p>(i) New or expanded highway projects that have a significant number of or significant increase in diesel vehicles;</p>	<p>The Market Street Bridge Replacement project is not a new or expanded highway project with a significant number of or significant increase in diesel vehicles. Diesel/heavy truck traffic is expected to be between 2% and 13% depending on the segment. The most number of trucks on a segment is estimated to be 4,175, which is well below the general threshold of 10,000 diesel trucks (i.e. 125,000 volume of which 8% is diesel).</p> <p>The truck percentage is projected to remain the same for both the opening year and the horizon year.</p>
<p>(ii) Projects affecting intersections that are at 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;</p>	<p>The anticipated number of diesel vehicles is not significant (see above).</p>
<p>(iii) New bus and rail terminals and transfer points that have a significant number of diesel vehicles congregating at a single location;</p>	<p>Bus and rail terminals and transfer points are not part of this project.</p>
<p>(iv) Expanded bus and rail terminals and transfer points that significantly increase the number of diesel vehicles congregating at a single location; and</p>	<p>Expanded bus and rail terminals and transfer points are not part of this project.</p>
<p>(v) Projects in or affecting locations, areas, or categories of sites which are identified in the PM₁₀ or PM_{2.5} applicable implementation plan or implementation plan submission, as appropriate, as sites of violation or possible violation.</p>	<p>The project is not in, nor will it affect, a location of violation or possible violation</p>



 Project Area

v:\1836_11thStBridge\Cultural\F2_Loc_10-12-10.mxd

Source: ESRI World Street Maps Online; Dokken Engineering 12/6/2017; Created By: zach

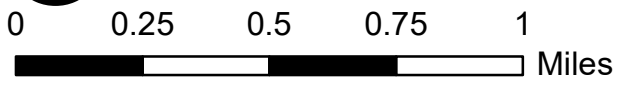
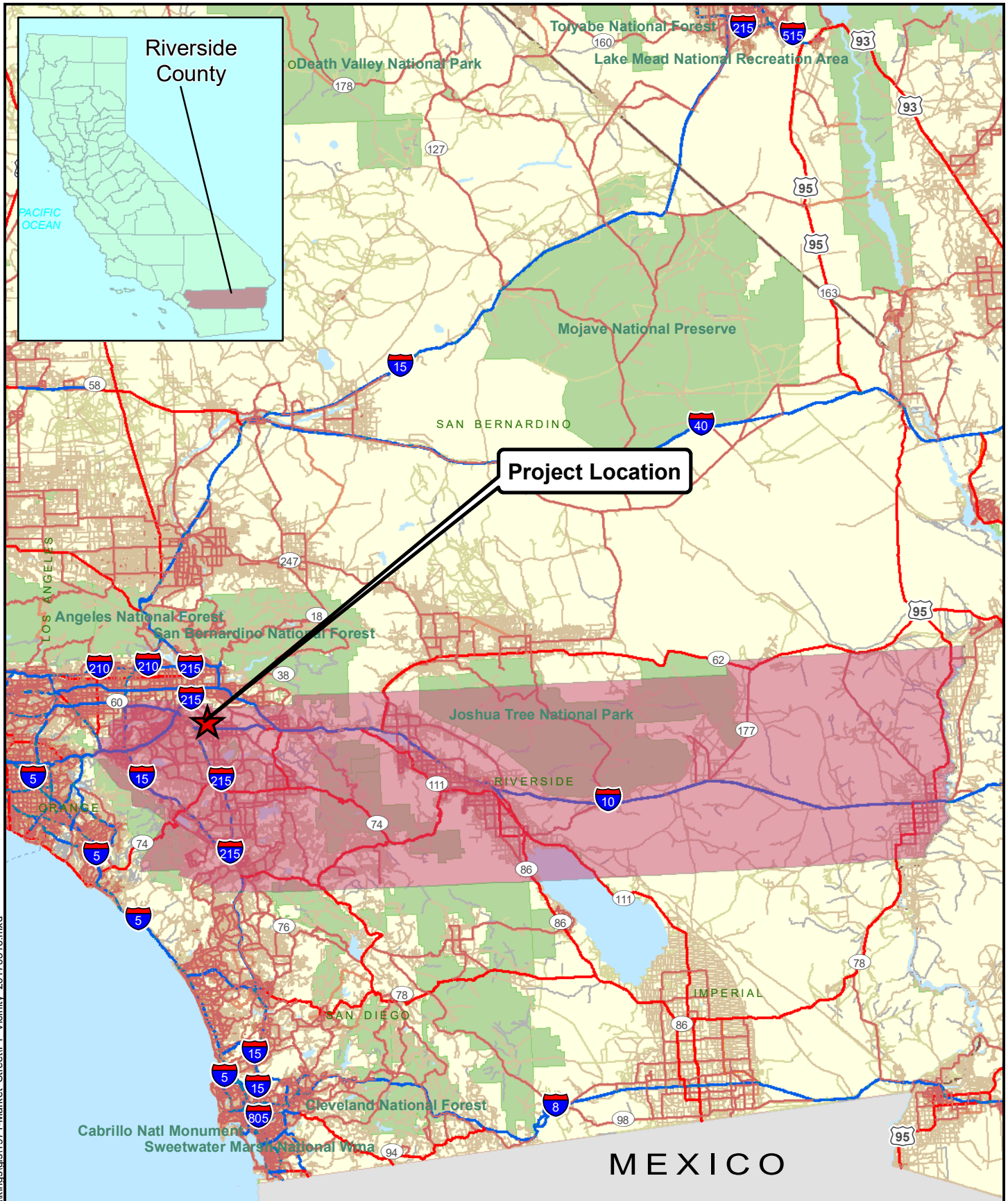


FIGURE 2
Project Location

Bridge No. 56C-0024
Market Street Bridge Replacement Project
County of Riverside, California



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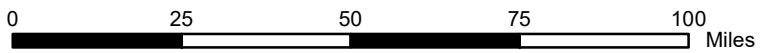
Source: ESRI 2008; Dokken Engineering 11/6/2017; Created By: zachl

FIGURE 1
Project Vicinity

BRLS-5956(200)

Market Street Bridge Replacement Project

City of Jurupa Valley and City of Riverside, Riverside County, California





I:\Kings\1971-Market Street\F3 Project Features.mxd

Source: ESRI Maps Online; Dokken Engineering 12/7/2017; Created By: zachl

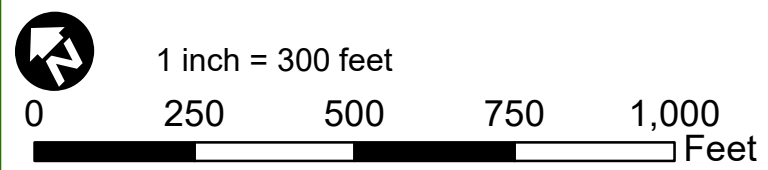


FIGURE 3
Project Features
 Bridge No. 56C-0024
 Market Street Bridge Replacement Project
 County of Riverside, California