

<b>RTIP ID#</b> <i>(required)</i> 1161L001									
<b>TCWG Consideration Date</b> March 27, 2018									
<b>Project Description</b> <i>(clearly describe project)</i> The project would extend Imperial Avenue from Interstate 8 (I-8) to Wake Avenue as a new four-lane facility, and from Wake Avenue to McCabe Road as a two-lane facility. The project would also construct a two-lane roadway segment to connect the separated portions of Wake Avenue located west and east of the Imperial Avenue extension. The project would also construct a two-lane roadway segment to connect to the portion of Danenberg Drive located east of the Imperial Avenue extension.									
<b>Type of Project</b> <i>(use Table 1 on instruction sheet)</i> New Regionally Significant Street									
<b>County</b> Imperial	<b>Narrative Location/Route &amp; Postmiles:</b> The project is located in the southern portion of the City of El Centro, and would extend Imperial Avenue from I-8 south to McCabe Road. See discussion of lane configuration in project description above.  <b>Postmiles: N/A (not a Caltrans project)</b>  <b>Caltrans Projects – EA# N/A (not a Caltrans project)</b>								
<b>Lead Agency:</b> City of El Centro									
<b>Contact Person</b> Abraham Campos	<b>Phone#</b> (760) 337-5182	<b>Fax#</b> (760) 337-4564	<b>Email</b> acampos@cityo						
<b>Hot Spot Pollutant of Concern</b> <i>(check one or both)</i> <b>PM2.5 X</b> <b>PM10 X</b>									
<b>Federal Action for which Project-Level PM Conformity is Needed</b> <i>(check appropriate box)</i>									
<input checked="" type="checkbox"/>	<b>Categorical Exclusion (NEPA)</b>	<input type="checkbox"/>	<b>EA or Draft EIS</b>	<input type="checkbox"/>	<b>FONSI or Final EIS</b>	<input type="checkbox"/>	<b>PS&amp;E or Construction</b>	<input type="checkbox"/>	<b>Other</b>
<b>Scheduled Date of Federal Action:</b> June 2018									
<b>NEPA Assignment – Project Type</b> <i>(check appropriate box)</i>									
<input type="checkbox"/>		<input type="checkbox"/>		<input checked="" type="checkbox"/>					
<b>Exempt</b>		<b>Section 326 –Categorical Exemption</b>		<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>	December 2016	December 2016	July 2018	July 2019					
<b>End</b>	June 2018	July 2019	June 2019	December 2026					

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

The purpose of the Imperial Avenue Extension project is to accommodate existing and planned growth and traffic circulation system improvements within the City of El Centro and local unincorporated Imperial County area south of the I 8/Imperial Avenue interchange. The project would also have beneficial results by resolving existing traffic network deficiencies within the City and reducing congestion on 4th Street (SR 86), which is one of the most heavily traveled transportation corridors in the City. Imperial Avenue is a major north-south route through the city, with a southern terminus at the intersection with I-8. Motorists heading south and east from Imperial Avenue must travel along I-8 and exit one mile away at 4th Street (SR 86), which exacerbates the existing congested traffic condition at the 4th Street (SR 86)/I-8 interchange. Motorists heading west from Imperial Avenue must travel along I-8 and exit three miles away at Forrester Road.

**Surrounding Land Use/Traffic Generators** *(especially effect on diesel traffic)*

The project site is surrounded by existing residential development, active farmland, and agricultural drains. Existing residential development is located northwest, northeast, and southeast of the future intersection of Imperial Avenue and Wake Avenue. Existing residential development is also located east of the project site from the northern terminus to Danenberg Drive, and from Manuel Ortiz Avenue to Valleyview Avenue. All other land west of the project site south of the future intersection of Imperial Avenue and Wake Avenue to the southern terminus, east of the project site from Valleyview Avenue to the southern terminus, and south of the project site consists of active farmland. A water treatment plant is located east of the project south of the future intersection with Danenberg Drive. The Date Drain, which consists of an earthen agricultural drain, runs parallel along the entire western edge of the proposed Imperial Avenue extension. The Dahlia Lateral, which consists of a concrete lined agricultural drain, runs parallel along the eastern edge of the proposed Imperial Avenue extension from Danenberg Drive to McCabe Road. Land north of the project site consists of an elevated roadway berm supporting I-8.

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

**Table 1: Existing and Opening Year LOS – Roadway Segment**

Street Segment	Existing Year	Opening Day	
		No Build	Build
<b>La Brucherie Road</b>			
I-8 to Wake Ave	A	A	A
Wake Ave to W. McCabe Rd	A	A	A
<b>Imperial Avenue</b>			
I-8 to Wake Ave	DNE	DNE	A
Wake Ave to Danenberg Dr	DNE	DNE	DNE
Danenberg Dr to Manuel Ortiz Ave	DNE	DNE	DNE
Manuel Ortiz Ave to Valley View Ave	DNE	DNE	DNE
Valley View Ave to W. McCabe Rd	DNE	DNE	DNE
<b>Clark Avenue</b>			
I-8 to Wake Ave	D	F	D
Wake Ave to Danenberg Dr	A	A	A
Danenberg Dr to Manuel Ortiz Ave	A	A	A
Manuel Ortiz Ave to Valley View Ave	A	A	A
Valley View Ave to W. McCabe Rd	D	D	D

**Table 2: Existing and Opening Year AADT and Truck Percentages**

Street Segment	Existing Year			Opening Day					
	AADT Total	AADT Truck	Truck %	No Build			Build		
				AADT Total	AADT Truck	Truck %	AADT Total	AADT Truck	Truck %
<b>La Brucherie Road</b>									
I-8 to Wake Ave	5,130	153	3.0	5,950	178	3.0	4,900	147	3.0
Wake Ave to W. McCabe Rd	3,510	105	3.0	3,770	113	3.0	3,000	90	3.0
<b>Imperial Avenue</b>									
I-8 to Wake Ave	DNE	DNE	DNE	DNE	DNE	DNE	5,100		
Wake Ave to Danenberg Dr	DNE	DNE	DNE	DNE	DNE	DNE	DNE	DNE	DNE
Danenberg Dr to Manuel Ortiz Ave	DNE	DNE	DNE	DNE	DNE	DNE	DNE	DNE	DNE
Manuel Ortiz Ave to Valley View Ave	DNE	DNE	DNE	DNE	DNE	DNE	DNE	DNE	DNE
Valley View Ave to W. McCabe Rd	DNE	DNE	DNE	DNE	DNE	DNE	DNE	DNE	DNE
<b>Clark Avenue</b>									
I-8 to Wake Ave	10,360	310	3.0	14,210	426	3.0	10,200	306	3.0
Wake Ave to Danenberg Dr	8,240	247	3.0	9,480	284	3.0	9,000	270	3.0
Danenberg Dr to Manuel Ortiz Ave	8,240	247	3.0	9,480	284	3.0	9,000	270	3.0
Manuel Ortiz Ave to Valley View Ave	8,240	247	3.0	9,480	284	3.0	9,000	270	3.0
Valley View Ave to W. McCabe Rd	8,240	247	3.0	9,480	284	3.0	9,000	270	3.0

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

**Table 3: Buildout Year 2040 LOS – Roadway Segment**

Street Segment	2040 Build
<b>La Brucherie Road</b>	
I-8 to Wake Ave	11,100
Wake Ave to W. McCabe Rd	7,800
<b>Imperial Avenue</b>	
I-8 to Wake Ave	24,000
Wake Ave to Danenberg Dr	13,400
Danenberg Dr to Manuel Ortiz Ave	10,500
Manuel Ortiz Ave to Valley View Ave	10,100
Valley View Ave to W. McCabe Rd	8,200
<b>Clark Avenue</b>	
I-8 to Wake Ave	11,000
Wake Ave to Danenberg Dr	11,100
Danenberg Dr to Manuel Ortiz Ave	11,700
Manuel Ortiz Ave to Valley View Ave	11,300
Valley View Ave to W. McCabe Rd	11,000

**Table 2: Buildout Year 2040 AADT and Truck Percentages**

Street Segment	AADT Total	AADT Truck	Truck %
<b>La Brucherie Road</b>			
I-8 to Wake Ave	11,100	333	3.0
Wake Ave to W. McCabe Rd	7,800	234	3.0
<b>Imperial Avenue</b>			
I-8 to Wake Ave	24,000	1,152	6.3
Wake Ave to Danenberg Dr	13,400	844	6.3
Danenberg Dr to Manuel Ortiz Ave	10,500	661	6.3
Manuel Ortiz Ave to Valley View Ave	10,100	636	6.3
Valley View Ave to W. McCabe Rd	8,200	516	6.3
<b>Clark Avenue</b>			
I-8 to Wake Ave	11,000	330	3.0
Wake Ave to Danenberg Dr	11,100	333	3.0
Danenberg Dr to Manuel Ortiz Ave	11,700	351	3.0
Manuel Ortiz Ave to Valley View Ave	11,300	339	3.0
Valley View Ave to W. McCabe Rd	11,000	330	3.0

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

Opening Year – No build is not shown since these intersections do not currently exist. Intersections #2 through #5 will not be built in the Opening Year. Hence do not exist.

<b>Intersection</b>	<b>North</b>	<b>East</b>	<b>South</b>	<b>West</b>	<b>LOS</b>
1. Imperial Ave / Wake Ave					
AADT	5100	4430	0	1720	B
Truck AADT	320	90	0	30	
Truck Percent	6.3%	2.0%	6.3%	2.0%	
2. Imperial Ave / Danenberg Dr	DNE				
AADT					
Truck AADT					
Truck Percent					
3. Imperial Ave / Manuel Ortiz Ave	DNE				
AADT					
Truck AADT					
Truck Percent					
4. Imperial Ave / Valley View Ave	DNE				
AADT					
Truck AADT					
Truck Percent					
5. Imperial Ave / McCabe Rd	DNE				
AADT					
Truck AADT					
Truck Percent					

**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**

Buildout Year – No build is not shown since these intersections do not currently exist.

Intersection	North	East	South	West	LOS
<b>1. Imperial Ave / Wake Ave</b>					
AADT	24,000	9,540	13,400	3,270	C
Truck AADT	1,510	190	840	70	-
Truck Percent	6%	2%	6%	2%	-
<b>2. Imperial Ave / Danenberg Dr</b>					
AADT	13,400	4,790	10,500	0	B
Truck AADT	840	100	660	0	-
Truck Percent	6%	2%	6%	2%	-
<b>3. Imperial Ave / Manuel Ortiz Ave</b>					
AADT	10,500	3,930	10,100	0	B
Truck AADT	660	80	640	0	-
Truck Percent	6%	2%	6%	2%	-
<b>4. Imperial Ave / Valley View Ave</b>					
AADT	10,100	3,350	8,200	0	B
Truck AADT	640	70	520	0	-
Truck Percent	6%	2%	6%	2%	-
<b>5. Imperial Ave / McCabe Rd</b>					
AADT	8,200	9,840	0	11,510	B
Truck AADT	520	200	0	230	-
Truck Percent	6%	2%	6%	2%	-

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

The project would improve the existing traffic network deficiencies within the city. In Phase 1, existing traffic associated with existing residential development in the vicinity of Wake Avenue destined north would divert to the Phase 1 extension of Imperial Avenue, and a portion of through traffic on La Brucherie Road and Clark Road destined north would divert via Wake Avenue to the Phase 1 extension of Imperial Avenue. In Phases 2 and 3, in addition to the reroute of traffic completed in Phase 1, traffic associated with the existing residential developments adjacent to Danenberg Drive, Manuel Ortiz Avenue, and Valleyview Avenue destined north would reroute to the Imperial Avenue extension instead of Clark Road. Finally, with the connection of Imperial Avenue to McCabe Road in Phase 4, in addition to the rerouting of northbound traffic, traffic associated with the existing residential developments destined south would reroute to the completed Imperial Avenue Extension. As a result of the rerouting of traffic, the proposed project would reduce volumes at existing intersections, thereby reducing delay and LOS. The project includes intersection improvements along the new extension Imperial Avenue to tie the roadway into the existing circulation system, and no other improvement to any other existing intersection is required as the project would not reduce delay or LOS at existing intersections.

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

