

The SR-79 concept is currently being updated and this report should be used for historical purposes only.

CALIFORNIA DEPARTMENT OF TRANSPORTATION

DISTRICT 8

ROUTE CONCEPT FACT SHEET

STATE ROUTE 79



**08-RIV-79
P.M. RIV 0.0/40.4
K.P. RIV 0.0/65.0**

**OFFICE OF TRANSPORTATION PLANNING
RIVERSIDE COUNTY
NOVEMBER 1999**

STATEMENT OF PLANNING INTENT

This route concept report (RCR) is a planning document that describes the Department's basic approach to development of a given route. Considering financial constraints, characteristics of the highway and projected travel demand over an approximate 20-year planning period, the RCR defines the type of facility and level of service (LOS) for each route. The objective of this effort is to provide a better basis for the development of the State Transportation Improvement Program (STIP) and to determine the appropriate concept for future highway projects.

Government Code Section 65086 requires the Department of Transportation to carry out long-term State highway system planning through the preparation of RCR's to identify future highway improvements and new transportation corridors.

District staff and local and regional agencies have opportunity for input to and preparation and review of the RCR. Regional Improvement Program (RIP) and Interregional Improvement Program (IIP) funded improvements are included in the RCR. The RCR will be updated when necessary as conditions or new information is obtained.

RCR's are preliminary planning documents that lead to subsequent programming and project development processes. As such, the specific nature of proposed improvements (e.g., roadway width, number of lanes, access control, etc.) may change in later project development stages, with final determinations made during the project report and design phases.

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ROUTE CONCEPT REPORT

FACT SHEET

STATE ROUTE 79 (SR-79)

I approve this Route Concept Report Fact Sheet, as the guide toward which today's decisions and/or recommendations for highway capacity improvements should be directed.

Original signed by S. Lisiewicz

November 23, 1999

S. LISIEWICZ
DISTRICT DIRECTOR
CALTRANS DISTRICT 8

DATE

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ROUTE CONCEPT

In accordance with Riverside County's Congestion Management Plan (CMP) and Caltrans District 8's Route Concept Report Policy, the State Route 79 (SR-79) route concept is level of service (LOS) "E" through the year 2020. The use of SR-79 is changing because of the widespread and rapid growth in the area. The LOS during certain periods decreases to a point that traffic demand is in excess of the capacity of the existing facility. Inadequate control of access has contributed to sections of the route not being able to provide orderly and efficient movement of vehicles. A facility with greater capacity and continuity is needed to relieve local traffic congestion in the cities of Hemet, San Jacinto, and Temecula. The facility will serve commuter traffic as well as intra-regional and interregional travel.

ROUTE DESCRIPTION

This Route Concept Report (RCR) Fact Sheet covers the length of SR-79 located in District 8, from the San Diego/Riverside County line to Interstate 10 (I-10), a distance of approximately 51.1 miles. SR-79 begins at Interstate 8 in San Diego County near Descanso extending northerly to State Route 78 (SR-78) near Julian-Santa Ysabel. It junctions with Interstate 15 (I-15) in Temecula and State Route 74 (SR-74) near the City of Hemet in Riverside County; it then terminates at I-10 in Beaumont. There are two route breaks within District 8. One is at the southern junction of I-15, and the other is at the western junction of SR-74. The entire length of SR-79 is 106.9 miles. SR-79 ranges from a two to six-lane conventional highway. A segment location map is attached to this RCR Fact Sheet.

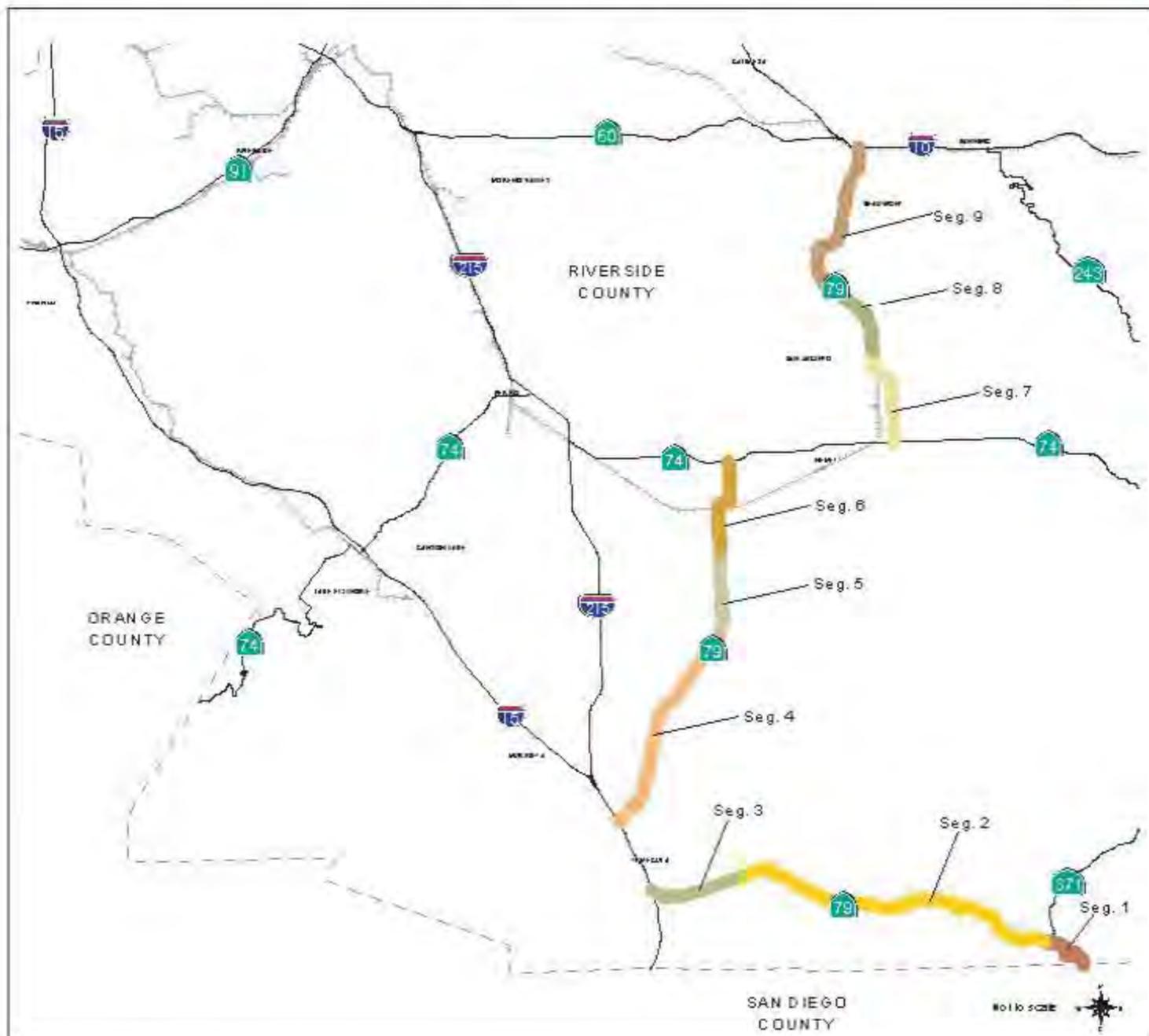
ROUTE PURPOSE AND CLASSIFICATION

SR-79 is a multi-functional route. It serves as an interregional route linking the rural areas of San Diego County to the western communities of Riverside County. In addition, it serves intra-regional traffic connecting the communities of Rancho California, Temecula, Murrieta, Murrieta Hot Springs, Winchester, Hemet, San Jacinto, and Beaumont. It also provides access to nearby communities served by the higher arterial routes of I-10 and I-15. It provides for intra-community travel distributing local traffic within neighborhoods. The Federal Functional Classifications of SR-79 are as follows:

POST MILES	CLASSIFICATION
0 - 16.0 30.7 - 39.9	Rural Minor Arterial
16.0 - 19.8 25.7 - 26.0	Urban Minor Arterial
R2.3 - R4.7	Urban Major Collector
R4.7 - R19.2	Rural Major Collector
26.0 - 30.7	Urbanized Minor Arterial
39.9 - 40.4	Urban Principal Arterial

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STATE ROUTE 79 SEGMENT MAP



Seg.	Description	Description
1	San Diego/Riverside Co. Line to Jct. SR-371	Rail
2	Jct. SR-371 to Butterfield Stage Rd.	County Lines
3	Butterfield Stage Rd. to S. Jct. I-15 *** Break-In-Route ***	
4	N. Jct. I-15 to Keller Rd.	
5	Keller Rd. to Newport Rd.	
6	Newport Rd. to W. Jct. SR-74 *** Break-In-Route ***	
7	E. Jct. SR-74 to Ramona Expressway	
8	Ramona Expressway to Gilman Hot Springs Rd.	
9	Gilman Hot Springs Rd. to Jct. I-10	

In District 8, SR-79 is part of the Interregional Transportation Strategic Plan (ITSP) dated June 1998, as an "Other Eligible Interregional Route" between the Riverside/San Diego County line and I-15. SR-79 is included in the State Highway Terminal Access Routes System, which is part of the Federal Surface Transportation Assistance Act (STAA) National Network for oversized trucks, except between SR-74 in Hemet to Gilman Hot Springs Road. SR-79 is eligible for designation as a State Scenic Highway from the San Diego/Riverside County line to State Route 371 (SR-371).

ULTIMATE TRANSPORTATION CORRIDOR (UTC)

SR-79 serves as a commuter and interregional route linking rural areas of San Diego County to the communities of western Riverside County. In addition, it serves intra-regional traffic connecting the communities of Rancho California, Temecula, Murrieta, Murrieta Hot Springs, Winchester, Hemet, San Jacinto, and Beaumont. It also provides access to nearby communities served by the I-10 and I-15 freeways. The ultimate facility of SR-79 is a six-lane expressway with partial access control to serve the movement of people and goods.

In order to make the upgrade for the southern portions of SR-79 from conventional highway to expressway possible, a potential new alignment to SR-79 would be from Keller Road to the southern portion of SR-79 near Butterfield Stage Road. A new alignment would avoid the build up areas in Temecula, thus reducing traffic volumes on the City street system and allowing the City to address their needs as they deem appropriate.

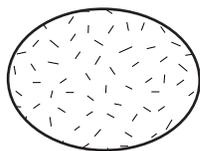
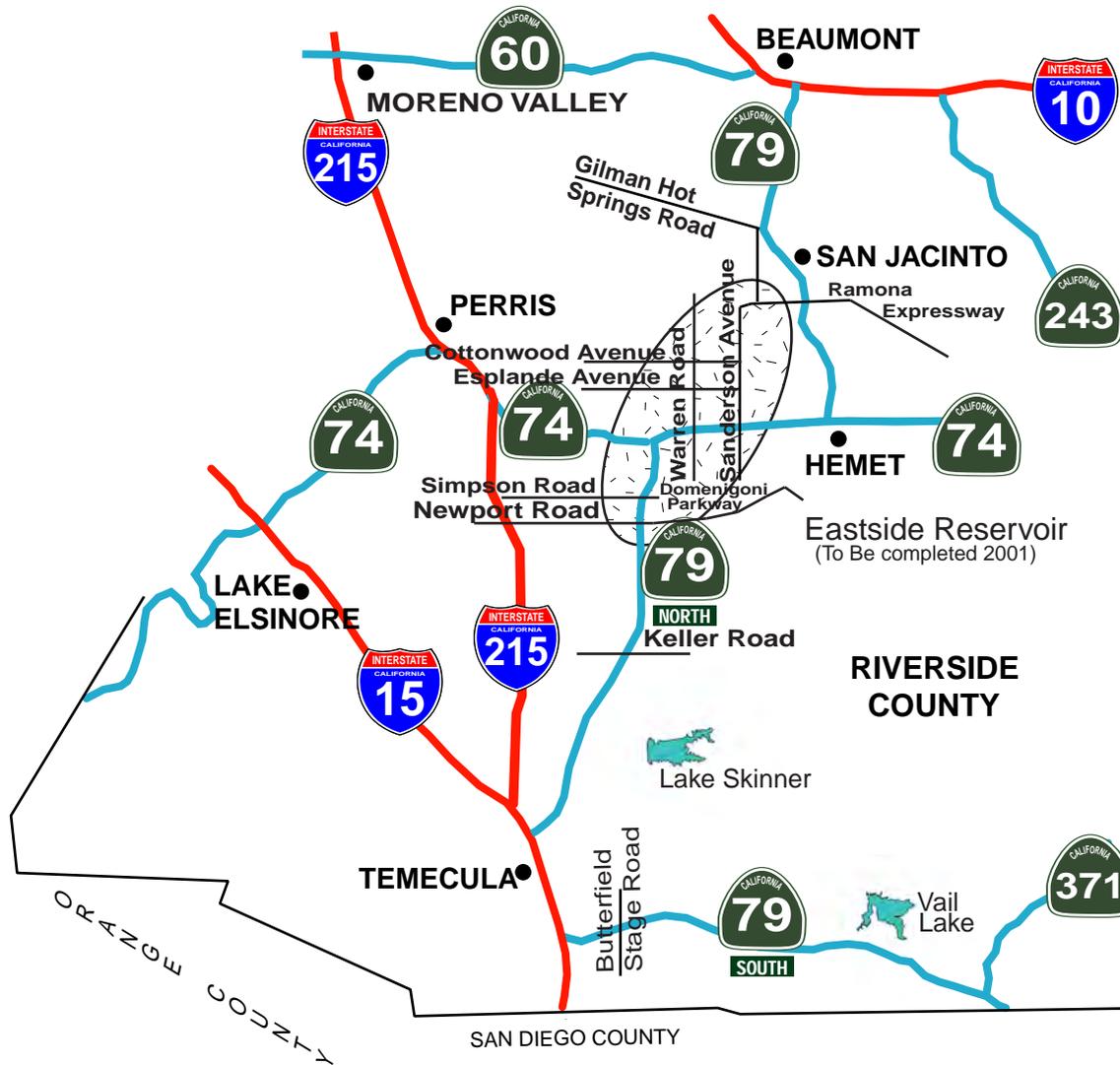
A new alignment of the northern portion of SR-79 would eliminate the break at SR-74 as well as the traffic operation problems associated with on-street parking and narrow streets. Also, right-of-way limitations impede the expansion of this portion of SR-79. This portion of SR-79 is a candidate for an ultimate six-lane, mixed flow realigned expressway in the vicinity of the Cities of Hemet, San Jacinto, and the Winchester community. Since SR-79 serves as an intra-regional and route the new alignment may have the potential of being utilized as an important goods movement and truck transport route in lieu of I-10 or I-15. NOTE: This RCR Fact Sheet does not contain an UTC map due to the realignment Project Study Report (PSR) that is currently underway.

CONCEPT RATIONALE

Riverside County Transportation Commission (RCTC), in cooperation with Caltrans District 8, the County of Riverside, and the Cities of San Jacinto and Hemet has developed a realignment report for SR-79 between P.M. R15.2 - R19.2 and P.M. 25.7 - 33.8, a distance of approximately 15 miles. The State Route 79 Realignment Study Report, which appends this RCR Fact Sheet was prepared by CH2MHILL dated January 1998 (SEE ATTACHED SUMMARY Appendix #1). A proposed project area location realignment map is attached to this RCR Fact Sheet. The route concept for SR-79 calls for a minimum of two-lanes in each direction, with full standard shoulders, constructed to meet Caltrans' design standards.

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PROPOSED PROJECT AREA LOCATION FOR STATE ROUTE 79 REALIGNMENT PROJECT



Proposed Project Area

NOT TO SCALE



The realignment report's project study area was broken into two segments. The "North Segment" starts from Gilman Hot Springs Road, to north of Devonshire Avenue and the "South Segment" starts from north of Devonshire Avenue, to south of Domenigoni Parkway. The North Segment alternatives utilize part of existing Sanderson Avenue and Warren Road, and provide access at limited intersections. The South Segment also utilizes portions of Warren Road and Domenigoni Parkway. Sanderson Avenue is one of the candidates for the potential realignment. A new alignment in this area would eliminate the break at SR-74 as well as increase capacity, enhance operation, restrict access, and improve safety. The SR-79 Realignment Study Report explains in detail the route realignments, location and vicinity maps, right-of-way impacts, estimated costs, public meetings and comments, operating levels and deficiencies, accident analysis, and bridge dimensions with crossings.

RCTC and Caltrans are developing a PSR to realign SR-79 from Ramona Expressway to Domenigoni Parkway. This project proposes to build a four or six-lane expressway, and would be a candidate for the 2002 State Transportation Improvement Program (STIP). The estimated cost of the realignment project is \$70 to \$80 million.

A Memorandum of Understanding (MOU) between Caltrans and the County of Riverside is being developed for access management along north and south SR-79 within the county limits. Conventional highway access limitations as described in the MOU apply to intersections and limited driveway spacing to be a minimum of 1/4 mile increments.

IMPROVEMENTS NECESSARY TO ATTAIN ROUTE CONCEPT

Due to the discontinuity of SR-79, access and right-of-way issues, most of the existing SR-79 alignment cannot be upgraded to an expressway. As previously discussed the cities of Hemet, San Jacinto, Caltrans District 8, RCTC, and the County of Riverside have reached a mutual agreement for a conceptual realignment for SR-79 bounded by Gilman Hot Springs Road, Sanderson Avenue, Domenigoni Parkway, and Warren Road. SR-79 is a candidate for an ultimate six-lane, mixed flow realigned expressway in the vicinity of the cities of Hemet, San Jacinto, and the Winchester community.

The Southern California Association of Governments (SCAG) in its Regional Mobility Plan identified SR-79 for mixed flow lane improvements. High Occupancy Vehicles (HOV) lanes can provide a more effective management of scarce highway space during peak periods by moving more people in fewer vehicles; however, HOV lanes have not been a standard improvement to conventional highways or expressways.

RCTC has programmed through its Measure A Transportation Improvement Plan passenger rail service through the Hemet/San Jacinto area. This proposed route extends 38.3 miles between Highgrove and Hemet within Riverside County. The alignment roughly follows the Interstate 215 (I-215) to Perris where it veers east, parallel to SR-74, to Hemet north to San Jacinto.

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The Riverside Transit Agency (RTA) provides bus routes to the Hemet and San Jacinto areas. Another future consideration is to establish a bus route between Hemet and Temecula connecting these cities to the City of Riverside.

FUNDING

Caltrans is responsible for planning, design, construction, operation, and maintenance of the State Highway System. There are no state or federal funds available for fully funding the realignment project at this present time however, the Cities of Hemet and San Jacinto are applying for funding through RCTC and Federal resources. RCTC has funded through its Measure "A" program: 1) The re-construction and widening of the Sanderson Avenue bridge to a four-lane all weather crossing. 2) From First Street in the City of Beaumont to Gilman Hot Springs Road added two-lanes in each direction and constructed grade separations. An \$8 million dollar project is currently being funded by the County of Riverside and the City of Temecula to widen the section of SR-79 from I-15 to Margarita Road from two to six-lanes which is a 1.5 mile stretch.

RCTC has also programmed funding through the 1998 State Transportation Improvement Programs (STIP) the widening of SR-79 to four-lanes (add one-lane in each direction) from Newport Road to Keller Road. RCTC is currently funding a PSR for the realignment of SR-79 through Planning, Programming, and Monitoring funds from Senate Bill 45 (SB 45). RCTC also received Transportation Enhancement Act (TEA) Demo Project funds of \$4.5 million for the realignment and improvement of SR-79 in the Cities of Hemet and San Jacinto.

Routes needing maintenance, operational, and/or safety improvements are eligible for State Highway Operation Protection and Prevention Plan (SHOPP) funding. The State may partner with regional agencies on a route by route basis for selected route improvements.

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State Route 79 Data Sheet

SEGMENT	COUNTY	KILOMETER POST/POST MILE	LIMITS	Area Limit	1998 D/S &				2020 D/S &				2020 V/C			IMPROVEMENTS NEEDED TO MEET CONCEPT				
					1998 ADT	1998 DHV	TRUCKS % DH	# OF LANES	1998 LOS	1998 V/C RATIO	2020 ADT	2020 DHV	TRUCKS % DH	2020 # LANES	2020 LOS NO BUILD		2020 V/C RATIO	2020 # LANE IMPROVEMENTS	2020 LOS WITH IMPROVEMENTS	2020 V/C RATIO IMPROVED
1	RIV	K.P. 0.0-3.7 P.M. 0.0-2.3	SD/RIV Co. Line to SR-371	Rural	1,650	220	.80/6%	2C	B	0.15	13,600	1,250	72.5/5%	2C	E	0.58	6E	A	0.13	Add 4 additional lanes, and upgrade 2C to 6E.
2	RIV	K.P. 3.7-25.7 P.M. 2.3-16.0	SR-371 to Butterfield Stage Road	Rural	6,000	440	.73/3.5%	2C	C	0.26	23,600	2,320	55/5%	2C	F	1.22	6E	A	0.22	Add 4 additional lanes and upgrade 2C to 6E.
3 Break	RIV	K.P. 25.7-31.9 P.M. 16.0-19.8 Route	Butterfield Stage Road to South I-15	Urban	20,000	1,450	.73/4%	2C	E	0.69	61,200	5,830	55/4%	2C	F	2.21	6E	D	0.64	Add 4 additional lanes and upgrade 2C to 6E.
4	RIV	K.P. R3.7-R17.5 P.M. R2.3-R10.9	North I-15 to Keller Road	Urban	32,000	2,900	.59/6%	6C	B	0.35	43,400	3,960	57.5/4%	6C	C	0.46	6E	B	0.51	Upgrade from 6C to 6E.
5	RIV	K.P. R17.5-R24.5 P.M. R10.9-R15.2	Keller Road to Newport Road	Urban	11,000	880	.59/3%	4C	A	0.21	49,500	3,660	55/4%	4C	C	0.58	6E	B	0.39	Add 4 additional lanes and upgrade 2C to 6E.
6 Break	RIV	K.P. R24.5-R30.9 P.M. R15.2-R19.2 Route	Newport Road to West SR-74	Urban	6,300	515	.59/3%	2C	C	0.26	40,700	3,420	50/4%	2C	F	1.5	6E	B	0.35	Construct 2C on new alignment, upgrade from 2C to 6E.
7	RIV	K.P. 41.4-48.1 P.M. 25.7-29.9	East SR-74 to Ramona Expwy	Urbanized	12,400	1,120	.80/3.5%	2C to 4C	E/A	.77/25	46,400	3,840	55/4.0%	2C to 4C	F/C	1.35/.59	6E	B	0.35	Construct 2C on new alignment, upgrade from 2C & 4C to 6E.
8	RIV	K.P. 48.1-54.4 P.M. 29.9-33.8	Ramona Expwy to Gilman Sprgs Road	Rural	4,240	410	.98/3%	2C	C	0.31	26,200	2,500	65/3.5%	2C	F	1.00	6E	B	0.29	Construct 2C on new alignment, upgrade from 2C to 6E.
9	RIV	K.P. 54.4-65.0 P.M. 33.8-40.4	Gilman Spgs Road to I-10	Urbanized	15,700	1,450	.98/3.5%	4C	C	0.49	60,100	6,200	64/3%	4C	F	1.4	6E	E	0.92	Add 2 additional lanes and upgrade 4C to 6E.

Terms:

2C = 2 lane conventional highway
 4C = 4 lane conventional highway
 6C = 6 lane conventional highway
 6E = 6 lane expressway

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APPENDIX #1

SUMMARY OF THE FINAL STATE ROUTE 79 REALIGNMENT STUDY REPORT

**PREPARED FOR RCTC, IN COOPERATION WITH
CALTRANS, COUNTY OF RIVERSIDE, CITY OF
SAN JACINTO, AND CITY OF HEMET**

DATED JANUARY 1998

WRITTEN BY CH2MHILL

**Summary of the Final State Route 79 Realignment Study Report:
Prepared for RCTC, in cooperation with Caltrans, County of Riverside, City of
San Jacinto, and City of Hemet dated January 1998, by CH2MHILL**

The project study area was broken into two segments:

"North Segment" starts from Gilman Hot Springs Rd., to north of Devonshire Ave.

"South Segment" starts from north of Devonshire Ave., to south Domenigoni Pkwy.

South Segment:

Alternative A - Starts south of Winchester Road (existing SR-79) and Domenigoni Parkway with a grade separation interchange, and continues east parallel and south of Domenigoni Parkway. The route crosses over Domenigoni Parkway east of San Diego Canal and runs north parallel to the canal, overlaps Warren Road at Devonshire Avenue, and continues north on Warren Road. Four more grade separations and access points have been provided at Domenigoni Parkway, Simpson Avenue, realigned Stetson Avenue, and Florida Avenue. SR-79 crosses over the Burlington North Santa Fe (BNSF) railroad south of the realigned Stetson Avenue. The typical section width for this alternative is 134', with an additional 25' on each side for future expansion, which includes two lanes in each direction. The cost for the ultimate build out for this alternative is estimated to be \$70.33 million.

Alternative B - The proposed SR-79 branches off from the existing SR-79 south of Domenigoni Parkway and Winchester Road intersection, with two flyover connectors to the east, and joins Domenigoni Parkway further east. Domenigoni Parkway is widened to accommodate four lanes in each direction between Winchester Road and east of San Diego Canal. SR-79 splits off from Domenigoni Parkway, crosses the San Diego Canal, and joins Warren Road north of Devonshire Avenue. A full interchange and grade separation have been provided at Winchester Road south of Domenigoni Parkway intersection, and at Domenigoni Parkway east of San Diego Canal, realigned Stetson Avenue, and Florida Avenue. Partial access and grade separation has been provided at Simpson Avenue (half-diamond). The typical cross section for this alternative is the same as Alternative A, the estimated cost for the ultimate build out is \$84.51 million.

Alternative C - Water Reservoir needs to be demolished for this alternative, and a total of seventy parcels will be affected. Construction phasing could be accomplished for this alternative without any throw away structure. The typical cross-section is similar to Alternative "A" (134' wide, with an additional 25' on each side for future expansion). The construction, right-of-way, and engineering cost for the ultimate build out for this alternative is estimated to be \$77.26 million. An interim phase has been considered including construction of SR-79 (four lanes) and interchanges at Domenigoni Parkway, Simpson Avenue, and Florida Avenue. The construction cost estimate for the interim

phase is \$47.65 million, construction cost for other interchanges or bridges has been prepared separately.

Alternative D - The proposed SR-79 branches off from existing SR-79 at the intersection of Newport Road and Winchester Road, crosses Domenigoni Parkway and continues northeast along the Hemet drainage channel and BNSF railroad, crosses San Diego Canal and the railroad and turns north parallel to and east of the canal, and joins Warren Road north of Devonshire Avenue. A full access and grade separation have been provided at Winchester Road, Domenigoni Parkway, Simpson Avenue, Stetson Avenue and Florida Avenue. A new connector road joins Stetson Avenue to Domenigoni Parkway with a partial access to SR-79. This alternative does not appear feasible and was not studied in detail, as it does not provide required access to the Winchester Community and East Reservoir Recreational Area.

North Segment:

Alternative E - The proposed SR-79 alignment for this alternative overlaps existing Warren Road between Devonshire Avenue and Esplanade Avenue. Which is parallel to, and east of, San Diego Canal, then turns east, south of Esplanade Avenue, crosses Cottonwood Avenue and runs northeast, parallel to and south of Casa Loma Canal, crosses Sanderson Avenue, turns north, parallel to and east of Sanderson Avenue, crosses Ramona Expressway and continues north, and joins existing SR-79 via existing Sanderson Avenue. Grade separation with full access has been provided at Esplanade Avenue, Cottonwood Avenue and Ramona Expressway. The construction, right-of-way, and engineering cost for the ultimate build out for this alternative is estimated to be \$53.02 million. An interim phase has been considered including construction of SR-79 (four lanes) and an interchange at Ramona Expressway, which is estimated at \$27.21 million. The construction cost for other interchanges or bridges has been prepared separately. The typical section width for this alternative is 134' with an additional 25' on each side for future expansion, which includes two lanes in each direction for the interim condition.

Alternative F - The southern part of this alternative is the same as Alternative "E" from Devonshire Avenue to 7th Street. The alignment crosses Cottonwood Avenue and Casa Loma Canal, turns east and overlaps Sanderson Avenue, then turns north along Sanderson Avenue crosses Ramona Expressway and joins existing SR-79 north of Ramona Expressway. Full grade separation has been provided at Esplanade Avenue, at Cottonwood Avenue, west of Sanderson Avenue, a future road, future Ramona Road, and at the Ramona Expressway. Intersection improvements will be needed at Warren Road and Cottonwood Avenue to accommodate the traffic volumes. The construction, right-of-way, and engineering cost for the ultimate build out for this alternative is estimated to be \$43.41 million. The interim phase which will include construction of SR-79 (four lanes) and an interchange at Ramona Expressway is estimated at \$19.39 million. The width is the same as alternative E.

Alternative G - Is similar to Alternative "F", with minor revisions in the south segment from Devonshire Avenue to north of Casa Loma Canal. The alignment continues further north before turning east, crosses Ramona Expressway, continuing north and joins existing SR-79 through Sanderson Avenue north of Ramona Expressway. Full grade-separated access has been provided at Esplanade Avenue and Cottonwood Avenue, at Ramona Expressway, and future Lyon Road. The construction, right-of-way, and engineering cost for the ultimate build out for this alternative is estimated to be \$37.24 million. The interim phase is estimated at \$23.07 million, which includes four lanes and an interchange at Ramona Expressway. The construction cost for other interchanges or bridges has been prepared separately.

Alternative H - Is similar to Alternative "E" from Devonshire to Esplanade Avenue. It then crosses Warren Road and Casa Loma Canal, and continues northwest of Warren Road, turns east crossing Warren Road and Sanderson Avenue, turns north to cross Ramona Expressway, and joins existing SR-79 via Sanderson Avenue north of Ramona Expressway. This alternative does not appear feasible to pursue due to the impact of existing land use and parcels.

SUBMITTAL TO THE BOARD OF SUPERVISORS
COUNTY OF RIVERSIDE, STATE OF CALIFORNIA

904 B



FROM: TLMA - Transportation Dept.

SUBMITTAL DATE:
June 7, 2004

SUBJECT: State Route 79 MOU with Caltrans

RECOMMENDED MOTION: APPROVAL of Memorandum of Understanding with Caltrans for State Route 79 North (Winchester Road)

BACKGROUND: The Transportation Department has been involved in on going discussions with Caltrans relative to access and right of way for State Route 79 in the French Valley Area. These discussions have lead to a general agreement relative to the ultimate right of way configuration and access control along the route. Caltrans previously entered into a similar agreement with the City of Temecula regarding the portion of Route 79 within the City from I-15 to Hunter Road. The subject MOU picks up the route at Hunter Road and continues through the French Valley Area to the intersection with the Domenigoni Parkway. The MOU describes the ultimate right of way for the route which is planned to be 184' from Hunter Road northerly to Keller Road. Between Keller Road and Scott Road the ultimate right of way is planned to transition to a 220' right of way and remain at this width all the way to Domenigoni Parkway. This width is consistent with current planning for the State Route 79 realignment, which is under study at present to the north through the Cities of Hemet and San Jacinto.

The MOU also describes the ultimate access configuration for the route, with access generally limited to minimum half-mile intervals. Some existing access points are planned to be eliminated in the ultimate configuration, as development occurs in the area.

FORM APPROVED
COUNTY COUNSEL

JUN 03 2004

BY: [Signature]
ASSISTANT COUNTY COUNSEL

[Signature]
George A. Johnson
Director of Transportation

EDS:jas

(Continued On Attached Page)

January 2004 copy
DATE: 6/17/04

www.riverside.ca.gov

Dist F: Policy
Per Exec. Dir.: Policy
 Consent
 Consent

MINUTES OF THE BOARD OF SUPERVISORS

On motion of Supervisor Venable, seconded by Supervisor Buster and duly carried by unanimous vote, IT WAS ORDERED that the above matter is approved as recommended.

Ayes: Buster, Tavaglione, Venable, Wilson and Ashley
Noes: None
Absent: None
Date: June 15, 2004
xc: Transp., Caltrans, Co.Co., HR.

[Signature]
Nancy Romero
Clerk of the Board
Deputy

Prev. Agn. Ref. District: 1 & 3 Agenda Number:

3.1



The Honorable Board of Supervisors
RE: State Route 79 MOU with Caltrans
May 28, 2004
Page 2 of 2

New access points are planned and several existing access points will be modified to improve geometrics and sight distance; in some cases access will be restricted to right in-right-out only. All planned access points are for public street connections. The MOU prohibits any private driveway connections to the highway. During the time period that this MOU was under development, the City of Murrieta has annexed a portion of this segment of the route and is now a party to the MOU. The MOU has been executed by both Caltrans and the City of Murrieta. The Department recommends the the Board of Supervisors approve the three party MOU to aide us in the review of development proposals adjacent to the highway and provide consistency with respect to access and right of way requirements among the jurisdictions involved with this important artery.

Memorandum of Understanding

08-Riv-79-PM R6.0/15.8
Hunter Road to Domenigoni Parkway

City of Murrieta
County of Riverside
State of California, Department of Transportation

May 2004

MEMORANDUM OF UNDERSTANDING
STATE ROUTE 79, HUNTER ROAD TO DOMENIGONI PARKWAY

This Memorandum of Understanding (MOU) is between the State of California, Department of Transportation (hereinafter Department); the City of Murrieta (hereinafter City); and the County of Riverside (hereinafter County). This MOU constitutes a guide to the respective obligations, intentions and policies of the City, County and Department to follow in reviewing, approving and conditioning new development along State Route 79 between Hunter Road and Domenigoni Parkway. This MOU addresses the existing facility and acknowledges planning efforts for the ultimate construction of State Route 79 to a 6-lane controlled access expressway by the City, County and Department. This MOU does not authorize funding for project effort, nor is it a legally binding contract, but is designed to provide pertinent criteria upon which development review decisions may be based.

Development review criteria:

I. Upgrade of Existing State Route 79 to the Ultimate Concept Facility

The City, County and Department concur with the ultimate concept facility requirements stipulated in the approved Transportation Concept Report for State Route 79 that designates State Route 79 as a 6-lane divided expressway with partial control of access. The alignment will generally follow the existing centerline; however, the ultimate facility should be evaluated for a potential new alignment southerly of Keller Road. Existing and future access locations are depicted in Exhibits A and B.

II. Interim Improvement Projects

Interim improvements to the facility include widening of the facility from two to four lanes and a two-way left turn lane, and the signalization and widening of local street intersections. Additional spot improvements are anticipated as traffic demand increases. (Exhibits A, B and C).

III. Local Jurisdiction's Plans for Existing Alignment of State Route 79

The City and County agree to preserve right-of-way along the existing alignment for an ultimate 6-lane expressway: three travel lanes in each direction. The City and County shall hereafter protect right-of-way for 56.12 meters (184-feet) from Hunter Road to Keller Road, per Exhibit D, and 67.2 meters (220-feet) from Keller Road to Domenigoni Parkway, per Exhibit E, for the 6-lane expressway through development review, and condition development through their land use planning and permit process.

IV. Intergovernmental Review/National Environmental Protection Act (IGR/NEPA) Permits

The City and County will actively participate in the project notification process and will submit new development plans to the Department. The Department will evaluate the impact on, and the mitigation of impacts to state transportation facilities. The Department will ensure that impacts to infrastructure under its jurisdiction are fully disclosed and that reasonable mitigation is recommended and implemented.

V. Improvements and Access Control--Existing State Route 79

The City and County agree to limit access to State Route 79 in accordance with the Department engineering standards. Any proposed or reuse driveway access will be restricted and any proposed street or local road intersections will be subject to negotiation with the Department (See Exhibit A).

VI. Intentions

The following criteria and related intentions have been identified and agreed upon by all parties:

- The Department, City and County will jointly not approve new access along State Route 79 within the limits of this MOU where access can be gained from a local road.
- All existing private driveway access will be eliminated. In the interim, where access driveways cannot be eliminated, due to a lack of existing alternate parcel access, access must be combined to serve multiple properties, wherever possible, and shall be restricted to **right-turn in** and **right-turn out** only. Raised medians, acceleration and deceleration transition lanes will be utilized where appropriate. Implementation of these control measures will be determined on a case-by-case basis.
- The City and County will condition developers for dedication of the right-of-way widths (as addressed in Section III above) within their jurisdictions as adjacent parcels develop along this route segment.
- Negotiations will continue between the Department, the County, and the City for the reconstruction and realignment of interim improvements to the state facility.
- Cooperative agreements may be required in the future to accommodate improvement projects unknown or unforeseen at this time.

This MOU may be modified at any time by the agreement of the parties hereto.

Attachments (Exhibits A, B, C, D, E)

Approved:


ANNE MAYER, District Director
Department of Transportation
District 8


HONORABLE RICHARD OSTLING, Mayor
City of Murrieta

Attest: G. F. [unclear]
City Clerk

ROY WILSON, Chairman
Board of Supervisors
County of Riverside

CURRENT AND FUTURE ACCESS POINTS TO SR-79 BY TYPES AND LOCATIONS						
ITEM	NAME	PM	KP	TYPE	EXISTING LOCATION	FUTURE
1	Hunter Rd./Boral Rd.	R 6.004	R 9.662	Intersection	4-Leg	R & L Signal-Full access, 4-Leg
2	La Albar Airport Rd.	R 6.457	R 10.392	Intersection	4-Leg	R & L Signal-Full access, 4-Leg
3	Auld Rd.	M 6.938	M 11.165	Intersection	3-Leg	R Signal-Full access, 4-Leg
4	Dirt Road (Driveway)	M 7.271	M 11.702	Driveway	3-Leg	L Eliminate
5	Briggs Rd. (Old Benton Rd.)	M 7.507	M 12.081	Intersection	3-Leg	L Eliminate
6	Benton Rd./Future Clinton Keith Rd.	M 7.530	M 12.279	Intersection	3-Leg	R Signal-Full access, 4-Leg
7	Dirt Road (Driveway)	R 7.822	R 12.589	Driveway	3-Leg	L Eliminate
8	Thompson Rd./Leart Rd.	R 8.444	R 13.589	Intersection	5-Leg	R & L Signal-Full access, 4-Leg
9	Algrave Rd.	R 8.970	R 14.339	Intersection	3-Leg	R Closed Median-right in/right out, 4-Leg
10	Future Jean Nicholas Rd./Skiyivow Rd.	R 9.545	R 15.363	Intersection	N/A	N/A
11	Future Pourroy Rd.	R 9.883	R 15.931	Intersection	N/A	N/A
12	Pourroy Rd.	R 10.172	R 16.370	Intersection	4-Leg	R & L Eliminate
13	Abelia St./Pourroy Rd. North	R 10.389	R 16.786	Intersection	3-Leg	R Signal-Full access, 4-Leg
14	Dirt Road (Driveway)	R 10.619	R 17.299	Driveway	3-Leg	L Eliminate
15	Dirt Road (Driveway)	R 10.744	R 17.299	Driveway	3-Leg	R Eliminate
16	Koller Rd.	R 10.942	R 17.809	Intersection	4-Leg	R & L Signal-Full access, realign approaches
17	Dirt Road (Driveway)	R 11.600	R 18.669	Driveway	3-Leg	R Eliminate
18	Dirt Road (Driveway)	R 11.729	R 18.876	Driveway	3-Leg	R Eliminate
19	Colfax Ln. (Existing dedication)	R 11.983	R 19.284	Intersection	N/A	R & L Eliminate
20	Scott Rd./Washington Rd.	R 12.244	R 19.704	Intersection	4-Leg	R & L Signal-Full access, 4-Leg
21	Old Scott Rd.	R 12.495	R 20.109	Intersection	3-Leg	R Eliminate
22	Garbani Rd./North Village Loop-South (SP310)	R 13.123	R 21.119	Intersection	4-Leg	R & L Signal-Full access, 4-Leg
23	Dirt Road (Driveway)	R 13.297	R 21.299	Driveway	3-Leg	L Eliminate
24	Craig Rd./North Village Loop-North (SP310)	R 13.604	R 21.894	Intersection	3-Leg	R Signal-Full access, 4-Leg
25	Holland Rd.	R 14.137	R 22.751	Intersection	4-Leg	R & L Signal-Full access, 4-Leg
26	Construction Rd./Future A St. (SP322)	R 14.654	R 23.583	Intersection	3-Leg	R Signal-Full access, 4-Leg
27	Dirt Road (Driveway)	R 14.845	R 23.891	Driveway	3-Leg	L Eliminate
28	Dirt Road (Driveway)	R 15.032	R 24.191	Driveway	3-Leg	L Eliminate
29	Newport Rd.	R 15.150	R 24.381	Intersection	4-Leg	R & L Signal-Full access, 4-Leg
30	Palton Rd.	R 15.640	R 25.169	Intersection	3-Leg	R Closed Median-right in/right out, 3-Leg
31	Domenigoni Pkwy./Newport Rd.	R 15.887	R 25.560	Intersection	3-Leg	R Signal-Full access, 4-Leg

NOTE: Existing access points confirmed in field, 6/24/2003.

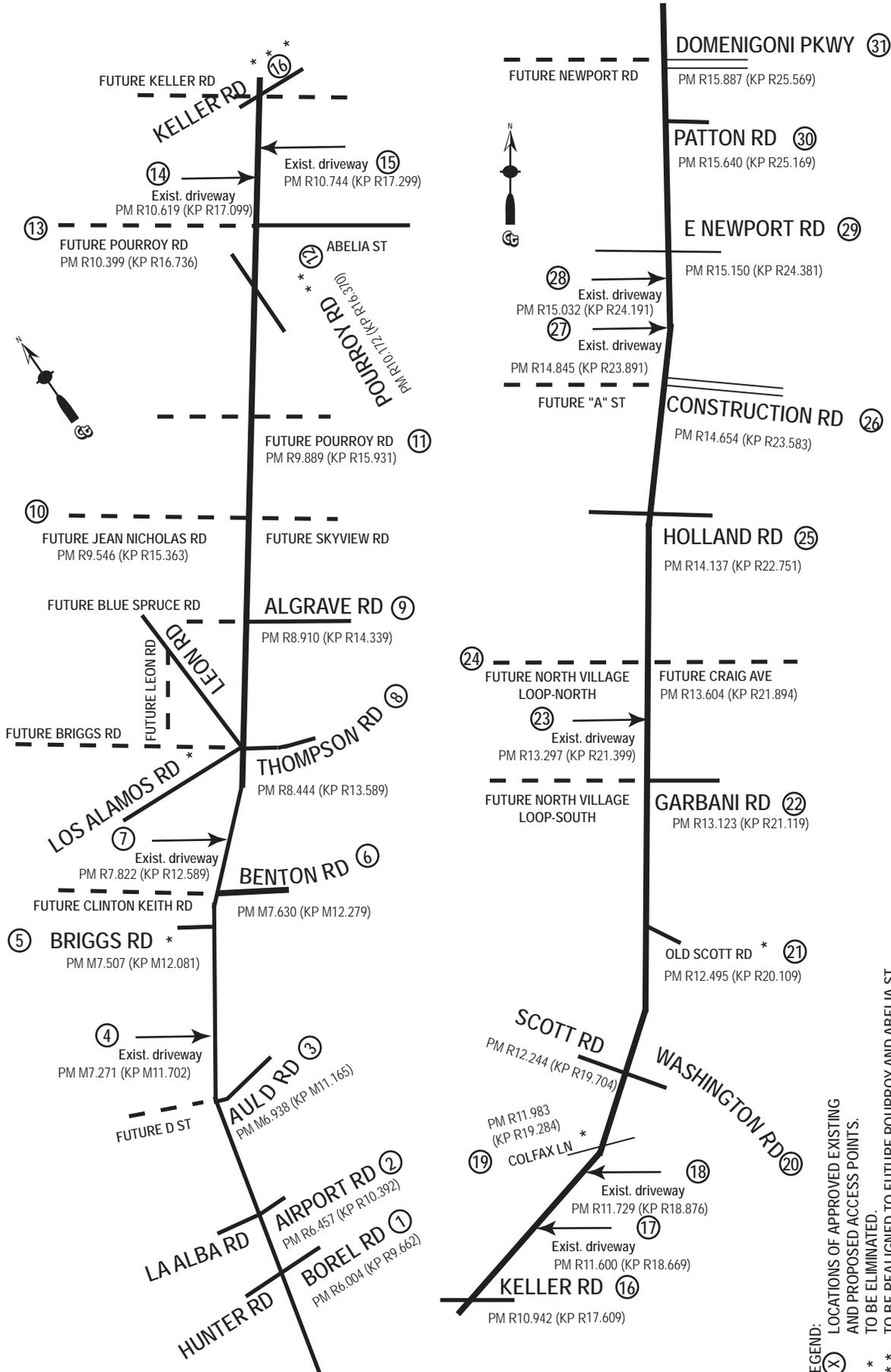
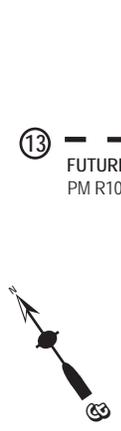


EXHIBIT B
NO SCALE

STATE ROUTE 79
EXISTING AND PROPOSED PUBLIC ROADS AND DRIVEWAYS

- LEGEND:
- (X) LOCATIONS OF APPROVED EXISTING AND PROPOSED ACCESS POINTS.
 - * TO BE ELIMINATED.
 - ** TO BE REALIGNED TO FUTURE POURROY AND ABELIA ST.
 - *** TO BE REALIGNED PERPENDICULAR TO SR-79.



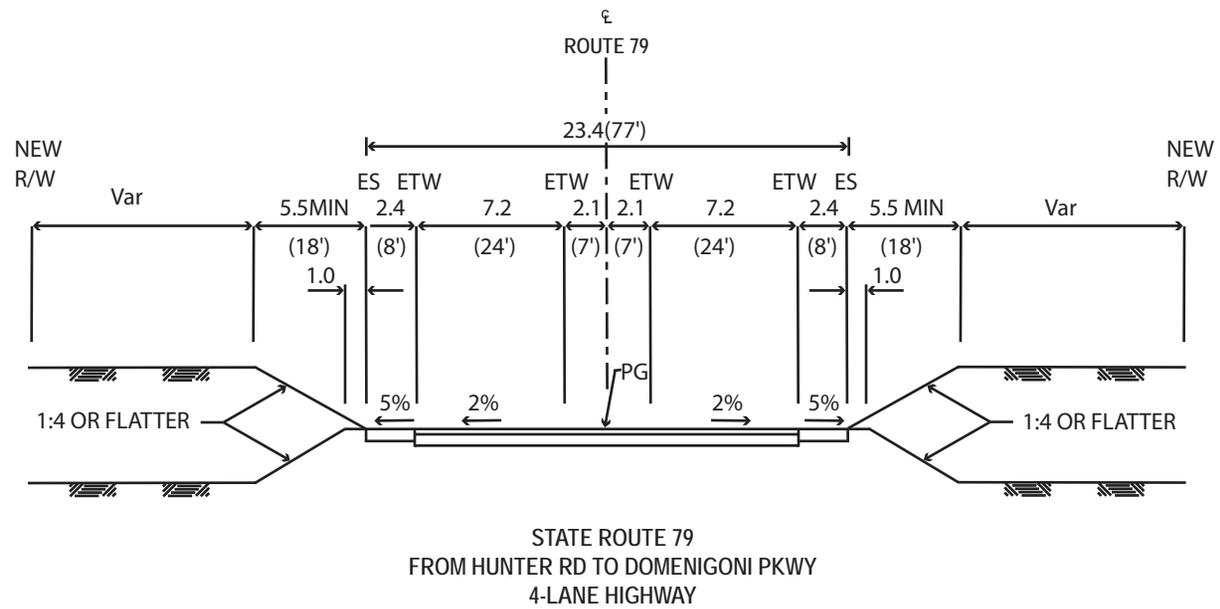
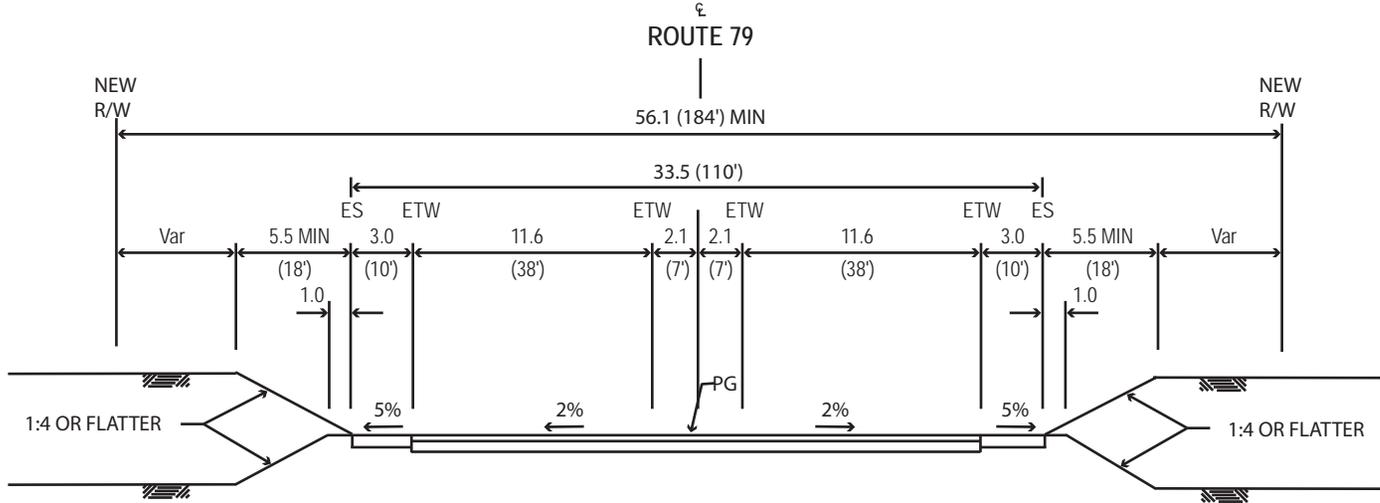
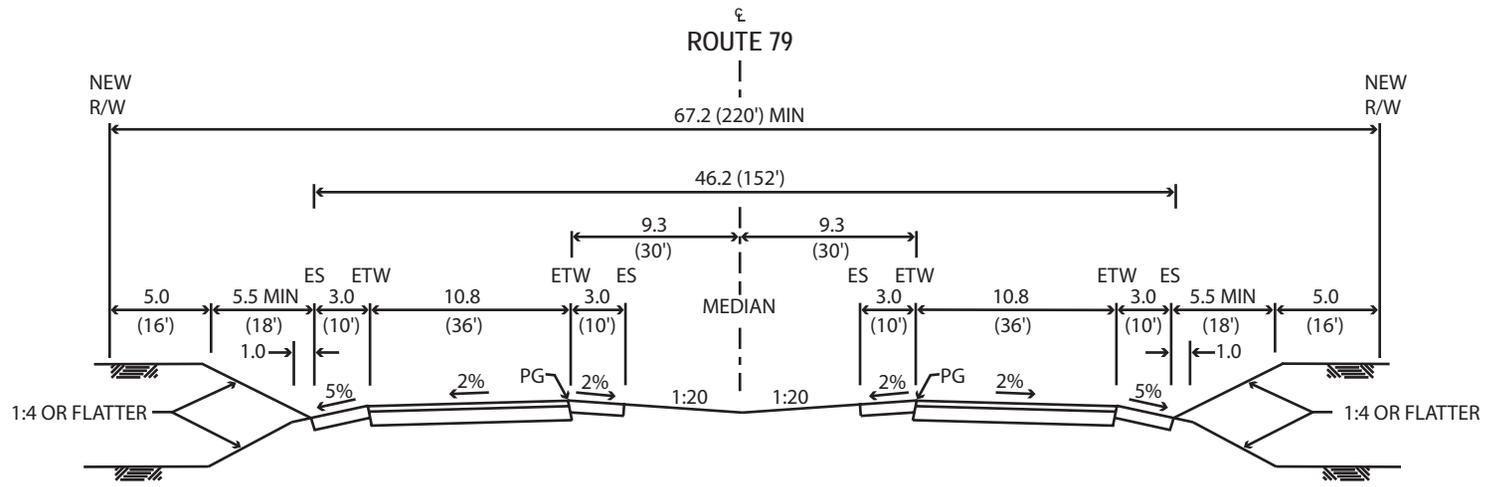


EXHIBIT C
TYPICAL CROSS SECTION
NO SCALE



STATE ROUTE 79
FROM HUNTER RD TO KELLER RD
6-LANE HIGHWAY

EXHIBIT D
TYPICAL CROSS SECTION
NO SCALE



STATE ROUTE 79
FROM KELLER RD TO DOMENIGONI PKWY
6-LANE EXPRESSWAY

EXHIBIT E

TYPICAL CROSS SECTION
NO SCALE