

1. INTRODUCTION

Project Description:

City of Cathedral City (City), in cooperation with California Department of Transportation (Caltrans) District 8, City of Rancho Mirage and County of Riverside, is proposing to construct a new interchange at Da Vall Drive on Interstate 10 (I-10). The project will include bridges over I-10 and the Union Pacific Railroad (UPRR), and street extension and widening along Da Vall Drive. The limits of the project will generally extend from the existing Ramon Road/Da Vall Drive intersection, northerly across I-10 and UPRR, to a new intersection with Varner Road. The project will also include utility relocations, right-of-way acquisition, flood control improvements (crossing over the Morongo Wash and Willow Hole floodplains), traffic signals, and ramp metering systems. In addition, auxiliary lanes along I-10 between Da Vall Drive and its adjacent interchanges may be required.

There are four alternatives that are considered for further study in the Project Approval & Environmental Document (PA&ED) phase. These alternatives are:

- Alternative 1: No build
- Alternative 2: Partial cloverleaf interchange
- Alternative 3: Diamond interchange
- Alternative 4: Single point urban interchange

Da Vall Drive is included in Coachella Valley Association of Governments' (CVAG) overall Master Plan and has received high ranking among proposed interchanges in their *Transportation Project Prioritization Study* (with 13 Criteria Points). As a result, CVAG is providing all the funding for this phase of the work.

The funding source for the next phases has not been identified but the Project will most likely be funded by a combination of local, state, and federal funds. Caltrans will provide oversight through the construction phase of the Project.

Table 1: Summary of the PSR-PDS Key Information

Project Limits	8-RIV-10-PM-39.5/43.4
Number of Alternatives	4 (No Build Alternative and 3 Build Alternatives)
Current Capital Outlay Support Estimate for PA&ED	Alt 2: \$9.2M Alt 3: \$8.6M Alt 4: \$9.7M
Current Capital Outlay Construction Cost Range	Alt 2: \$200M-\$210M Alt 3: \$190M-\$200M Alt 4: \$210M-\$220M
Current Capital Outlay Right-of-Way Cost Range	Alt 2: \$5M-\$10M Alt 3: \$5M-\$10M Alt 4: \$5M-\$10M
Funding Source	Local and Eastern Riverside County Transportation Uniform Mitigation Fee (TUMF)
Type of Facility	Freeway interchange with local arterial improvements
Number of Structures	3
Anticipated Environmental Determination or Document	California Environmental Quality Act (CEQA) Environmental Impact Report (EIR) and National Environmental Policy Act (NEPA) Routine Environmental Assessment
Legal Description	In Riverside County in and near the City of Cathedral City on Interstate 10 from PM 39.5 west of Date Palm Drive to PM 43.4 east of Bob Hope Drive
Project Development Category	3

The remaining capital outlay support, right-of-way, and construction components of the project are preliminary estimates and are not suitable for programming purposes. Either a Project Report or a supplemental Project Initiation Document (PID) following the format of a PSR will serve as the programming document for the remaining components of the project. A Project Report will serve as approval of the “selected” alternative.

The City and Caltrans have an executed cooperative agreement dated 5/10/2019 to complete a Project Study Report-Project Development Support (PSR-PDS) for PID. Subsequent cooperative agreements will need to be developed for future phases of the project, including PA&ED; Plans, Specifications & Estimates (PS&E); and Construction.

Other approvals required are:

- Project Approval and Environmental Document (PA&ED)
- New Connection Report
- Plans, Specifications & Estimate (PS&E)
- Construction