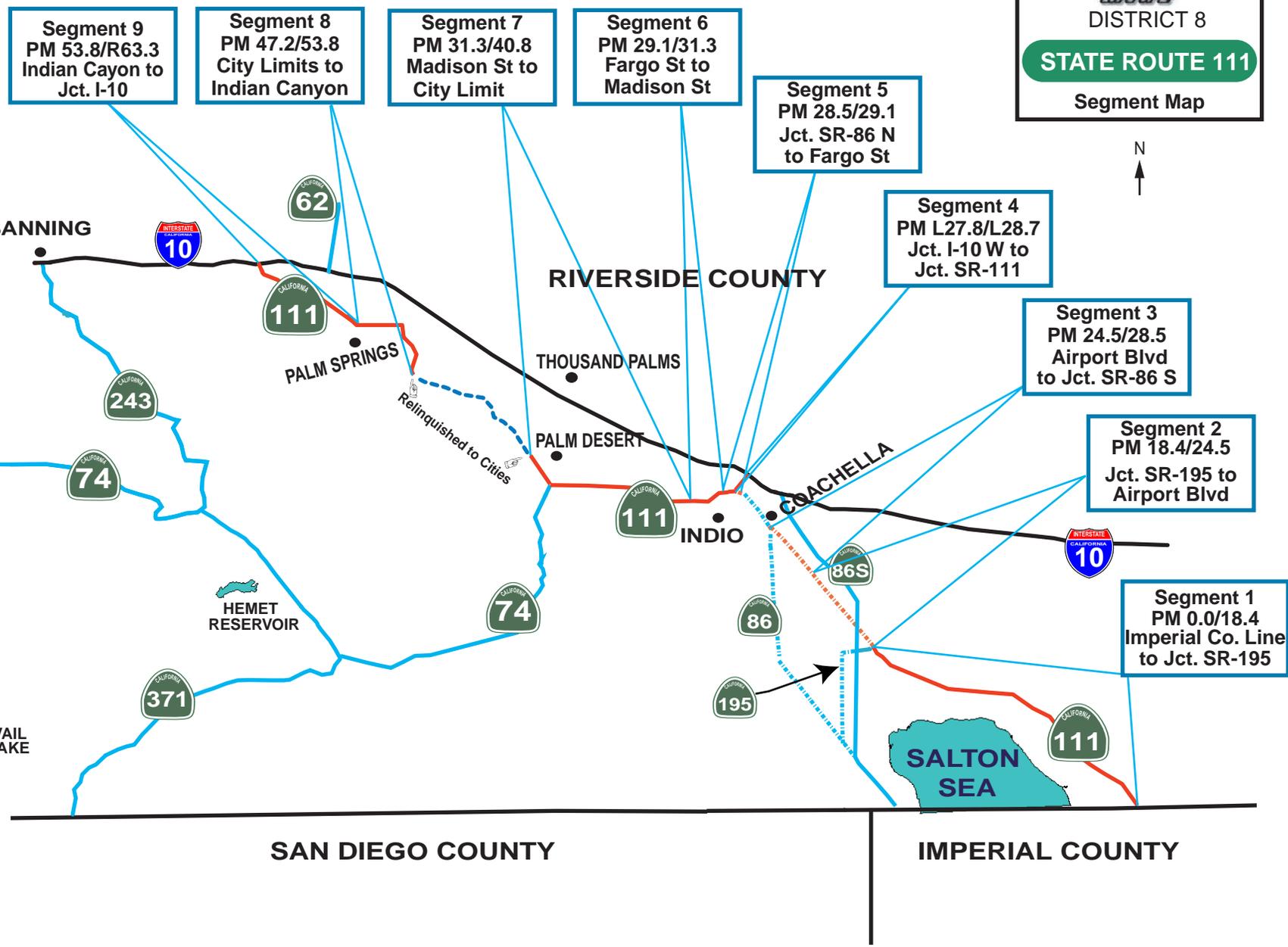




DISTRICT 8

STATE ROUTE 111

Segment Map



08-Riv-111-45.138/47.252
Relinquishment of
State Route 111
08303 - 432001
District Agreement No. 8-967

RELINQUISHMENT

COOPERATIVE AGREEMENT

This AGREEMENT, entered into on June 14 1995, is between the STATE OF CALIFORNIA, acting by and through its Department of Transportation, referred to herein as STATE, and

CITY OF CATHEDRAL CITY, a body politic and a municipal corporation of the State of California, referred to herein as CITY.

RECITALS

- (1) On June 2, 1995, the Governor approved SB 111, which added Section 411.5 to the Streets and Highways Code to authorize the California Transportation Commission to relinquish a portion of State Route 111 to a city in which the highway is located if the city has agreed to accept it. The relinquishment will take effect on the day immediately following the commission's approval. STATE and CITY, pursuant to Streets and Highways Code Section 411.5 as provided by SB 111, are authorized to enter into a Cooperative Agreement providing for relinquishment to CITY of a portion of State Highway 111 within CITY.
- (2) STATE desires to relinquish to CITY that portion of Route 111, between Post Mile 45.138 at the western city limits of Rancho Mirage to the western city limits of Cathedral City at Post Mile 47.252 and CITY is willing to accept said relinquishment.
- (3) STATE and CITY have reached an understanding on the work necessary to place the State highway in a state of good repair and have agreed to the amount of \$300,000 as the cost to perform such work, including preliminary and construction engineering costs.

13241

- (4) Upon approval of funds by the California Transportation Commission, STATE is willing to make said lump sum payment to CITY to satisfy STATE's obligation to place the relinquished highway in a state of good repair.
- (5) CITY is willing to accept a lump sum payment as STATE's total responsibility to place the highway in a state of good repair for the purpose of relinquishing highway to CITY.
- (6) Relinquishment will occur on the day following approval by the California Transportation Commission of a resolution of relinquishment. Recording of said resolution in the County Recorders Office will be accomplished within thirty (30) days of California Transportation Commission action on the relinquishment.
- (7) The parties hereto desire to define herein the terms and conditions under which relinquishment is to be accomplished.

SECTION I

CITY AGREES:

- (1) Execution of this Agreement constitutes CITY's waiver of the ninety (90) days' notice of "Intention to Relinquish" requirement contained in Section 73 of the Streets and Highways Code.
- (2) To accept relinquishment of that portion of State highway Route 111 described in RECITALS, Article 2, upon approval by the California Transportation Commission of a resolution of relinquishment.
- (3) Upon the adoption, filing and recording of the Resolution of Relinquishment by the California Transportation Commission, to accept ownership, maintenance, operation and liability of the relinquished highway.
- (4) Payment of STATE's final contribution of \$300,000 to CITY, fully meets STATE's responsibility to place STATE highway in a state of good repair and CITY shall accept relinquishment and all rights, title and interest in, without any additional cost to STATE.

13241

SECTION II

STATE AGREES:

- (1) To make a lump sum payment, after allocation of funds and approval of the resolution of relinquishment by the California Transportation Commission and deletion of this portion of Route 111 from the State Highway System, of \$300,000, to CITY, which figure represents STATE's final and only payment toward the cost of placing highway in a state of good repair for the purpose of relinquishment.

SECTION III

IT IS MUTUALLY AGREED:

- (1) All obligations of STATE under the terms of this Agreement are subject to the appropriation of resources by the Legislature and the allocation of resources by the California Transportation Commission.
- (2) Neither STATE nor any officer or employee thereof is responsible for any damage or liability occurring by reason of anything done or omitted to be done by CITY under or in connection with any work, authority or jurisdiction delegated to CITY under this Agreement. It is understood and agreed that, pursuant to Government Code Section 895.4, CITY shall fully defend, indemnify and save harmless the State of California, all officers and employees from all claims, suits or actions of every name, kind and description brought for or on account of injury (as defined in Government Code Section 810.8) occurring by reason of anything done or omitted to be done by CITY under or in connection with any work, authority or jurisdiction delegated to CITY under this Agreement.
- (3) No alteration of the terms of this Agreement shall be valid unless made in writing and signed by the parties hereto and no oral understanding or agreement not incorporated herein shall be binding on any of the parties hereto.

13241

District Agreement No. 8-967

(4) This Agreement shall terminate upon the recording of the Resolution of Relinquishment and following the allocation and payment of the agreed \$300,000 lump sum payment as authorized by the California Transportation Commission, or July 14, 2000, whichever occurs first.

STATE OF CALIFORNIA
Department of Transportation

CITY OF CATHEDRAL CITY

JAMES W. VAN LOBEN SELS
Director of Transportation

By *D. J. W. Berry*
Mayor

By *S. Lisiewicz*
STAN LISIEWICZ
District Director

Attest: *Diana M. Velotta*
City Clerk

APPROVED AS TO FORM AND PROCEDURE:

J. Phillips
Attorney, Department of Transportation

CERTIFIED AS TO FUNDS:

Richard A. Butte
District Budget Manager

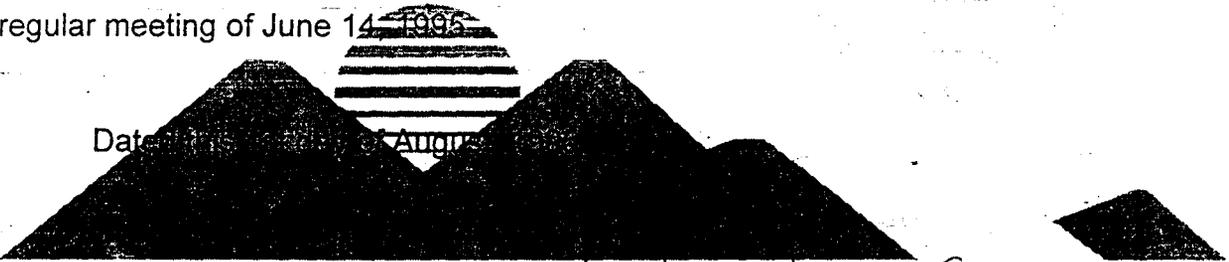
CERTIFIED AS TO FORM AND PROCEDURE:

W. Waterhouse
District Accounting Administrator

CERTIFICATION

I, DONNA M. VELOTTA, City Clerk for the City of Cathedral City, DO HEREBY CERTIFY under the penalty of perjury, that the foregoing is a full, true and correct copy of RESOLUTION NO. 95-18, adopted by the City Council of the City of Cathedral City, at their regular meeting of June 14, 1995.

Date: _____ of August



Donna M. Velotta
Donna M. Velotta
City Clerk

Cathedral City

RESOLUTION NO. 95-18

13201

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF CATHEDRAL CITY, CALIFORNIA, COUNTY OF RIVERSIDE, ACCEPTING CONTROL AND MAINTENANCE OVER STATE ROUTE 111, TO BE RELINQUISHED BY THE STATE OF CALIFORNIA.

WHEREAS, by the provisions of State Senate Bill SB 111 the City of Cathedral City, California, agrees to accept title to State Route 111 within its City Limits upon relinquishment thereof by the State of California; and

WHEREAS, the City desires to waive the required ninety (90) day notice as set forth in Sec. 73 of the State Streets and Highways Code, and agrees that the said highway to be accepted by the City is in a state of good repair.

NOW, THEREFORE, BE IT RESOLVED by the City Council of the City of Cathedral City, California, that the City will accept control and maintenance over that portion of State Route 111 to be relinquished, and will accept title to said portion being relinquished as identified on the official relinquishment maps attached hereto.

APPROVED AND ADOPTED this 14th day of June, 1995.

David W. Berry
MAYOR

ATTEST:
Donna M. Velotta
CITY CLERK

APPROVED AS TO FORM:
[Signature]
CITY ATTORNEY

APPROVED AS TO CONTENT:
[Signature]
DEPARTMENT

APPROVED:
Vernon J. Hayes
CITY MANAGER

092
~~092~~

08-Riv-111-40.705/45.138
Relinquishment of
State Route 111
08303 - 431901
District Agreement No. 8-966

RELINQUISHMENT

COOPERATIVE AGREEMENT

This AGREEMENT, entered into on June 15, 1995, is between the STATE OF CALIFORNIA, acting by and through its Department of Transportation, referred to herein as STATE, and

CITY OF RANCHO MIRAGE, a body politic and a municipal corporation of the State of California, referred to herein as CITY.

RECITALS

- (1) On June 2, 1995, the Governor approved SB 111, which added Section 411.5 to the Streets and Highways Code to authorize the California Transportation Commission to relinquish a portion of State Route 111 to a city in which the highway is located if the city has agreed to accept it. The relinquishment will take effect on the day immediately following the commission's approval. STATE and CITY, pursuant to Streets and Highways Code Section 411.5 as provided by SB 111, are authorized to enter into a Cooperative Agreement providing for relinquishment to CITY of a portion of State Highway 111 within CITY.
- (2) STATE desires to relinquish to CITY that portion of Route 111, between Post Mile 40.705 at the eastern city limits of Rancho Mirage to Post Mile 45.138 at the eastern city limits of Cathedral City and CITY is willing to accept said relinquishment.
- (3) STATE and CITY have reached an understanding on the work necessary to place the State highway in a state of good repair and have agreed to the amount of \$300,000 as the cost to perform such work, including preliminary and construction engineering costs.
- (4) Upon approval of funds by the California Transportation Commission, STATE is willing to make said lump sum payment to CITY to satisfy STATE's obligation to place the relinquished highway in a state of good repair.

District Agreement No. 8-966

- (5) CITY is willing to accept a lump sum payment as STATE's total responsibility to place the highway in a state of good repair for the purpose of relinquishing highway to CITY.
- (6) Relinquishment will occur on the day following approval by the California Transportation Commission of a resolution of relinquishment. Recording of said resolution in the County Recorders Office will be accomplished within thirty (30) days of California Transportation Commission action on the relinquishment.
- (7) The parties hereto desire to define herein the terms and conditions under which relinquishment is to be accomplished.

SECTION ICITY AGREES:

- (1) Execution of this Agreement constitutes CITY's waiver of the ninety (90) days' notice of "Intention to Relinquish" requirement contained in Section 73 of the Streets and Highways Code.
- (2) To accept relinquishment of that portion of State highway Route 111 described in RECITALS, Article 2, upon approval by the California Transportation Commission of a resolution of relinquishment.
- (3) Upon the adoption, filing and recording of the Resolution of Relinquishment by the California Transportation Commission, to accept ownership, maintenance, operation and liability of the relinquished highway.
- (4) Payment of STATE's final contribution of \$300,000 to CITY, fully meets STATE's responsibility to place STATE highway in a state of good repair and CITY shall accept relinquishment and all rights, title and interest in, without any additional cost to STATE.

SECTION IISTATE AGREES:

- (1) To make a lump sum payment, after allocation of funds and approval of the resolution of relinquishment by the California Transportation Commission and deletion of this portion of Route 111 from the State Highway System, of \$300,000, to CITY, which figure represents STATE's final and only payment toward the cost of placing highway in a state of good repair for the purpose of relinquishment.

SECTION IIIIT IS MUTUALLY AGREED:

- (1) All obligations of STATE under the terms of this Agreement are subject to the appropriation of resources by the Legislature and the allocation of resources by the California Transportation Commission.
- (2) Neither STATE nor any officer or employee thereof is responsible for any damage or liability occurring by reason of anything done or omitted to be done by CITY under or in connection with any work, authority or jurisdiction delegated to CITY under this Agreement. It is understood and agreed that, pursuant to Government Code Section 895.4, CITY shall fully defend, indemnify and save harmless the State of California, all officers and employees from all claims, suits or actions of every name, kind and description brought for or on account of injury (as defined in Government Code Section 810.8) occurring by reason of anything done or omitted to be done by CITY under or in connection with any work, authority or jurisdiction delegated to CITY under this Agreement.
- (3) No alteration of the terms of this Agreement shall be valid unless made in writing and signed by the parties hereto and no oral understanding or agreement not incorporated herein shall be binding on any of the parties hereto.

District Agreement No. 8-966

(4) This Agreement shall terminate upon the recording of the Resolution of Relinquishment and following the allocation and payment of the agreed \$300,000 lump sum payment as authorized by the California Transportation Commission, or by July 14, 2000, whichever occurs first.

STATE OF CALIFORNIA
Department of Transportation

CITY OF RANCHO MIRAGE

JAMES W. VAN LOBEN SELS
Director of Transportation

By *Kearney C. Furrish*
Mayor

By *[Signature]*
STAN LISIEWICZ
District Director

Attest: *Barbara Dohm*
City Clerk

APPROVED AS TO FORM AND PROCEDURE:

[Signature]
Attorney, Department of Transportation

CERTIFIED AS TO FUNDS:

[Signature]
District Budget Manager

CERTIFIED AS TO FORM AND PROCEDURE:

[Signature]
District Accounting Administrator

RESOLUTION NUMBER 95-47

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF RANCHO MIRAGE, COUNTY OF RIVERSIDE, CALIFORNIA, ACCEPTING CONTROL AND MAINTENANCE OVER STATE ROUTE 111, TO BE RELINQUISHED BY THE STATE OF CALIFORNIA.

The City Council of the City of Rancho Mirage does hereby resolve as follows:

WHEREAS, by the provisions of State Senate Bill SB 111 the City of Rancho Mirage, California, agrees to accept title to State Route 111 within its city limits upon relinquishment thereof by the State of California; and

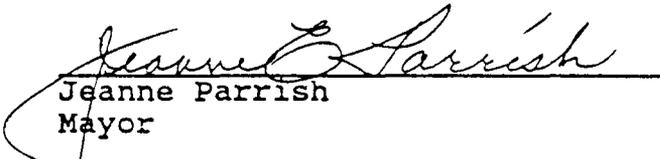
WHEREAS, the City desires to waive the required ninety (90) day notice as set forth in Section 73 of the State Streets and Highways Code, and agrees that the said highway to be accepted by the City is in a state of good repair.

NOW, THEREFORE, BE IT RESOLVED by the City Council of the City of Rancho Mirage, California, that the City will accept control and responsibility for maintenance over that portion of State Route 111 to be relinquished, and will accept title to said portion being relinquished as identified on the official relinquishment maps attached hereto.

BE IT RESOLVED by the City Council of the City of Rancho Mirage that Jeanne Parrish, Mayor, is hereby authorized to execute for and in behalf of the City of Rancho Mirage, a public entity established under the laws of the State of California, the Cooperative Agreement for the relinquishment of Highway 111.

PASSED AND ADOPTED THIS 15th day of JUNE, 1995.

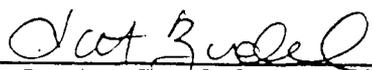
CITY OF RANCHO MIRAGE
CITY COUNCIL


Jeanne Parrish
Mayor

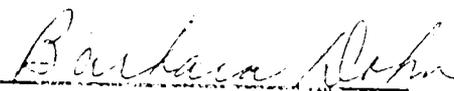
ATTEST:


Barbara Dohn
City Clerk

APPROVED AS TO FORM:


J. Scott Zundel
City Attorney

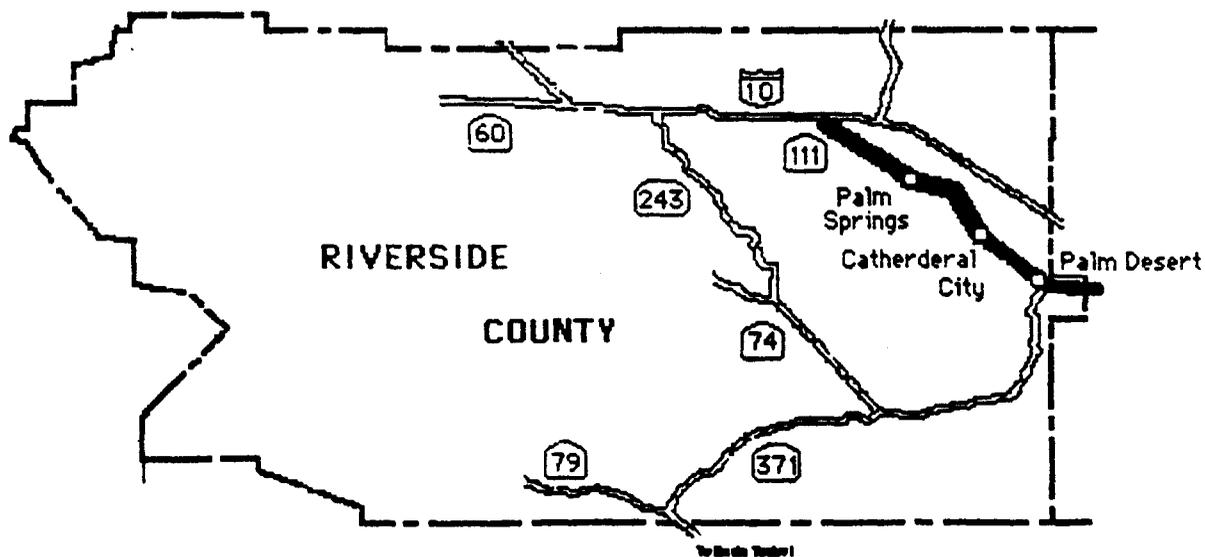
CERTIFIED COPY


CITY CLERK
CITY OF RANCHO MIRAGE

CALIFORNIA DEPARTMENT OF TRANSPORTATION

DISTRICT 8

ROUTE CONCEPT REPORT



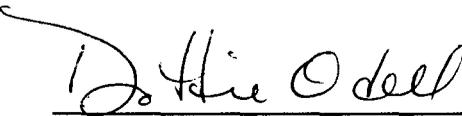
ROUTE 111

We approve this Route Concept Report Update as the guide toward which today's decisions and/or recommendations should be directed.



KEN STEELE
District Director
of Transportation
District 8

2/19/92
DATE



DOTTIE ODELL
Deputy District Director
Planning
District 8

2/7/92
DATE



ROBERT SASSAMAN
Deputy District Director
of Project Management
District 8

2/11/92
DATE

1991
UPDATE
ROUTE CONCEPT REPORT SUMMARY
ROUTE 111
08-Riv-111-37.9/R63.4

This Route Concept Report update encompasses the length of Route 111 in District 8's jurisdictional area.

ROUTE CONCEPT (2010)

The route concept is to provide Level of Service (LOS) E for State Route 111. A four- to six-lane facility will be needed to meet the 2010 concept.

CONCEPT RATIONALE

A base concept LOS D has been established in the District System Management Plan (DSMP) for routes not included in the Principal Arterial System. Where significant urbanization is anticipated or restrictions to improvement exist (mountainous terrain, environmental constraints, etc.), concept LOS E is assigned.

ULTIMATE TRANSPORTATION CORRIDOR

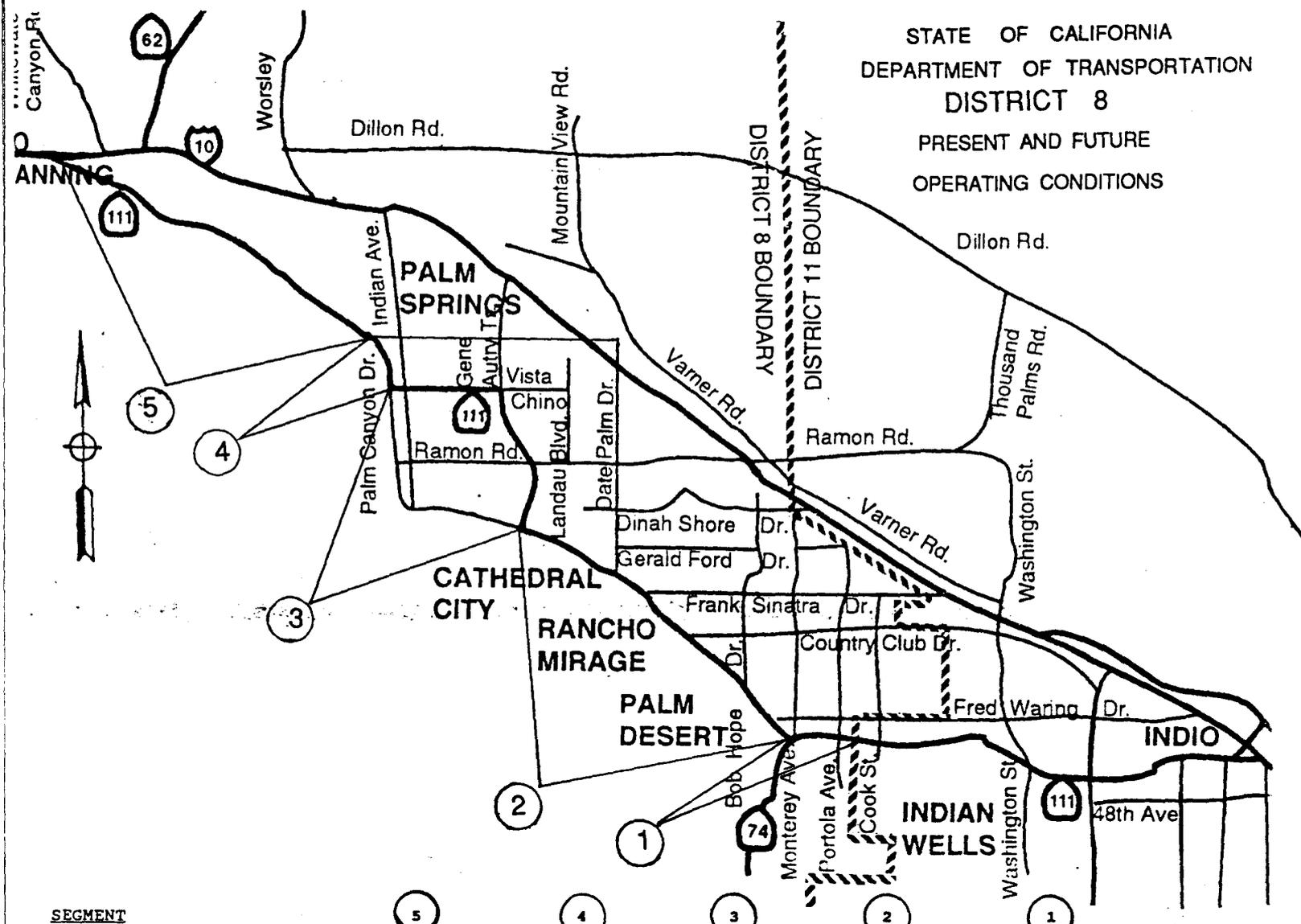
The ultimate facility will be a six-lane conventional highway from the District 11 boundary to Gateway Drive (P.M. 37.9/54.0) and a six-lane expressway from Gateway Drive to the Junction of I-10 (P.M. 55.3/R63.4).

OPERATING CONDITIONS/DEFICIENCIES AND IMPROVEMENTS

<u>Segment</u>	<u>Post Miles</u>	<u>Limits</u>	<u>Existing Facility</u>			<u>Concept Facility</u>		<u>Concept LOS</u>
			<u>Total Lanes</u>	<u>1988 LOS</u>	<u>2010 LOS</u>	<u>Total Lanes</u>	<u>Needed Improvements</u>	
1	37.9/39.6	Dist11 Boundary/Jct Rte 74	4-6	F	F	6	2	E
2	39.6/47.8+	Jct Rte 74/Gene Autry Trail	4-6	F	F	6	2	E
3	47.8/54.0+	Gene Autry Trail/Palm Canyon Dr	4-6	*	*	6	2	E
4	+54.0/55.3	Palm Canyon Dr/Gateway Dr	4	B	F	6	2	E
5	55.3/R63.4	Gateway Dr/Jct I-10	4	B	B	4	0	E

+ Subject to change as official postmiles are yet to be posted.
* Data is unavailable

STATE OF CALIFORNIA
 DEPARTMENT OF TRANSPORTATION
 DISTRICT 8
 PRESENT AND FUTURE
 OPERATING CONDITIONS



SEGMENT

	5	4	3	2	1
PRESENT (1988)					
County	Riv-	Riv-	Riv-	Riv-	Riv-
Post Miles	55.3/R63.4	54.0/55.3	47.8/54.0	39.6/47.8	37.9/39.6
Type of Facility	Expressway	Conventional	Conventional	Conventional	Conventional
Lanes	4	4	4-6	4-6	4-6
Passing Lanes	0	0	0	0	0
Auxiliary Lanes	0	0	0	0	0
HOV Lanes	0	0	0	0	0
Truck Climbing Lanes	0	0	0	0	0
Traveled Way	24'	24'	24-36'	24-36'	24-36'
Total Shoulder Width					
Outside	8'-10'	6'-8'	8'	12'-8'	8'
Inside	2'-6'	2'-6'	0'	0'	2'-5'
Median Width	39'-99'	50'	0'	12'-22'	22"
Terrain	Flat	Flat	Flat	Flat	Flat
AADT	13,000	16,000	*	37,000	33,000
Peak Hour Volume	1,820	1,760	*	4,070	4,290
Directional Split	55%	70%	*	70%	70%
V/C or D/C ratio	.25	.64	*	1.71	1.35
Level of Service	B	B	*	F	F
Park-N-Ride Lots	None	None	None	None	None
% Trucks-Peak Hour	1	1	*	1	1
Auto Occupancy Rate	1.15	1.15	*	1.15	1.15
Transit Centers	None	None	None	None	None
Rail	1 (SP)	None	None	None	None

FUTURE (2010) No Build	5	4	3	2	1
AADT	25,000	32,500	40,000	50,000	40,000
Peak Hour Volume	3,500	3,575	4,800	5,500	4,800
Directional Split	55%	70%	70%	60%	70%
V/C or D/C Ratio	.49	1.30	1.47	1.97	1.47
Level of Service	B	F	F	F	F
% Trucks-Peak Hour	1	1	1	1	1
Auto Occupancy Rate	1.15	1.15	1.15	1.15	1.15
Transit Centers	None	None	None	None	None
Rail	1 (SP)	None	None	None	None

* Data Unavailable

STATEMENT OF PLANNING INTENT

The Route Concept Report (RCR) is a planning document which describes the Department's basic approach to development of a given route. Considering reasonable functional financial constraints, corridor geometrics, and projected travel demand over a 20-year planning period, the RCR defines an appropriate type of facility and level of service (LOS) for each route. The objective of the effort is to provide a better basis for the development of the State Transportation Improvement Program and to determine the appropriate concept for future highway projects.

Route Concept Reports are prepared by District staff in cooperation with local and regional agencies. They will be updated as necessary as conditions change or new information is obtained.

Route Concept Reports are preliminary planning phase documents that lead to subsequent programming and the project development process. 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.

1991
UPDATE
ROUTE CONCEPT REPORT
ROUTE 111

This Route Concept Report update covers the length of Route 111 in District 8.

ROUTE DESCRIPTION

State Route 111 originates at the United States/Mexico International border in Imperial County. It traverses the Imperial and Coachella Valleys terminating at the Interstate 10 junction in Riverside County near Palm Springs.

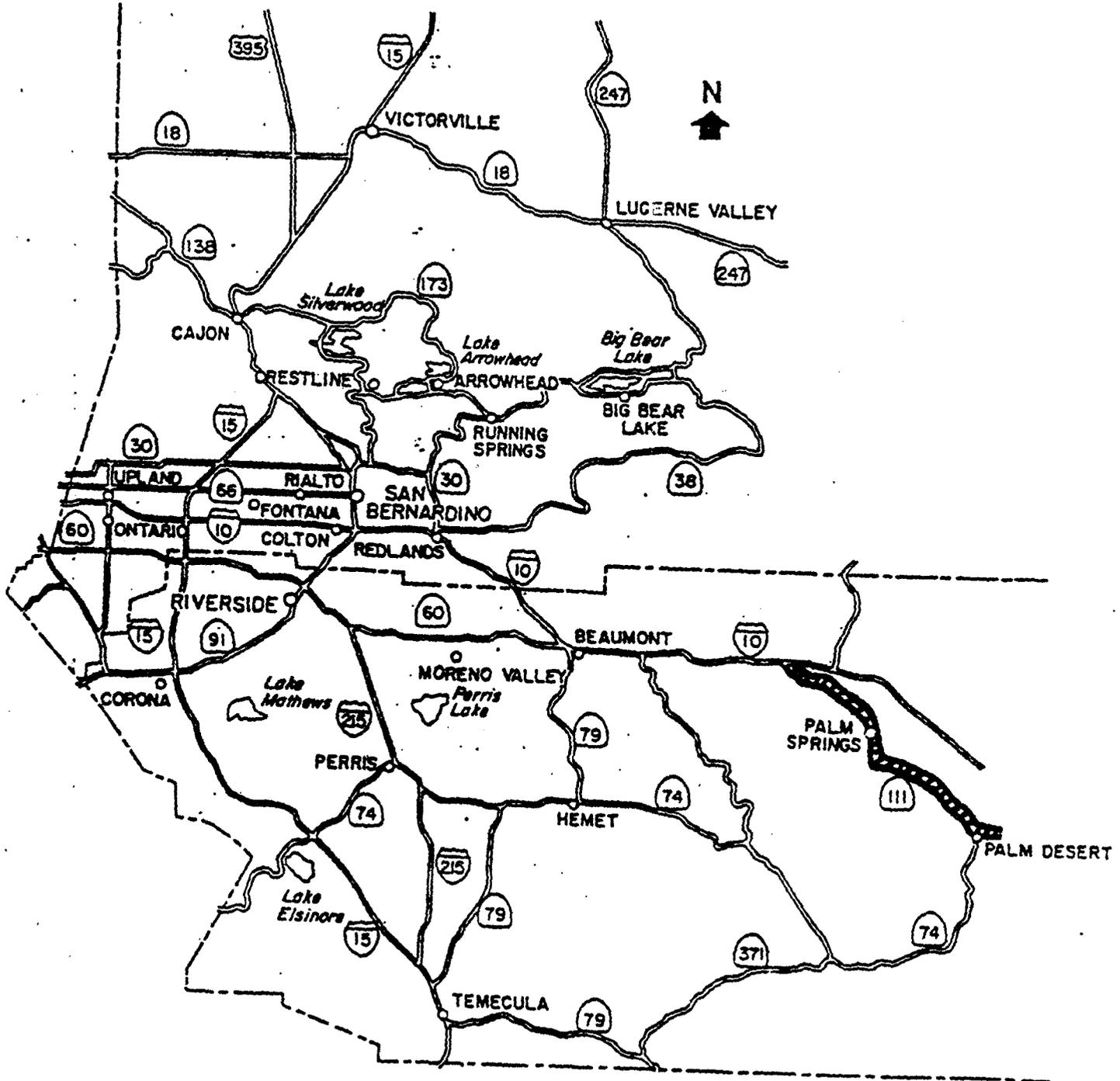
The District 8 portion begins at the District 8 and District 11 boundary and extends through the cities of Palm Desert, Rancho Mirage, Cathedral City and Palm Springs.

Route 111 intersects Route 74 at the City of Palm Desert in a south easterly direction and Interstate 10 in a north westerly direction in District 8. The total length of the route is 131 miles, while the length in District 8 is 25.5 miles.

The following segmentation was used for analysis purposes:

<u>Segment</u>	<u>Post Miles</u>	<u>Limits</u>
1	Riv 37.9/39.6	Dist 11 Boundary to Jct Rte 74
2	39.6/47.8	Jct Rte 74 to Gene Autry Trail
3	47.8/53.8	Gene Autry Trail to Palm Canyon Dr
4	53.8/55.3	Palm Canyon Dr to Gateway Dr
5	55.3/R63.4	Gateway Dr to Jct I-10

LOCATION MAP



----- STUDY LIMITS

ROUTE PURPOSE

In conjunction with Interstate 10 and Route 74, Route 111 provides interregional, intraregional and recreational travel in the Coachella Valley area. Route 111 functions as a city street and serves the central business districts of Palm Desert, Rancho Mirage, Cathedral City, and Palm Springs. Traffic volumes on Route 111 show significant seasonal variation. During the winter months, residential and tourist populations increase in the Coachella Valley and traffic volumes reach their peak.

Route 111 is a Federal-Aid Primary (37.9/39.6), Federal-Aid Urban (39.6/55.3) and Federal-Aid Secondary (55.3/R63.4) route. The proposed 1990 Federal funding designation for Route 111 (from Gateway Drive to the I-10 junction) will change a section of the route from Federal Aid Secondary (FAS) to Federal Aid Urban (FAP). The Federal Functional Classification of P4 (Principal Arterial entirely within an urban area, without control) has been assigned from Post Miles 37.9/55.3.

Portions of State Route 111 are included in the Interregional Road System (IRRS). IRRS is a series of interregional State highway routes outside urbanized areas. These routes provide access to and links between the State's economic centers, major recreational areas, and urban/rural regions. The IRRS designation for the included portions of Route 111 is "Other Eligible Interregional Routes". Route 111 is part of the Federal Surface Transportation Assistance Act (STAA) National Network for oversized trucks. Two portions of Route 111 are eligible but not officially designated as a State Scenic Highway (39.6/47.8 and 53.8/R63.4).

CONCEPT RATIONALE

Route 111 provides interregional, intraregional and recreational traffic in conjunction with Interstate 10 and Route 74. A base concept Level of Service (LOS) D has been established in the District System Management Plan (DSMP) for routes not included in the Principal Arterial System. However, where significant urbanization is anticipated such as exists on Route 111, or where constraints to improvements exist (mountainous terrain, environmental restrictions, etc.) concept LOS E is assigned.

CONCEPT RATIONALE (continued)

The continued growth of the cities Route 111 traverses makes it desirable for realignment. By 2010, travel demand will far exceed capacity of the existing Route 111. Capacity of existing State Route 111 is reduced by uncontrolled access, extensive signalization, on-street parking, and pedestrian travel. Existing development has locked in the highway to its current configuration in some areas leaving inadequate room for capacity expansion. Therefore, operational improvements are essential to meet concept and should include access control, signal synchronization and the elimination of on-street parking.

ROUTE CONCEPT

The concept for State Route 111 is LOS E. This is the desirable LOS as the route is located where significant urbanization is anticipated.

CONCEPT FACILITY

<u>Segment</u>	<u>Facility</u>
1-4	6-lane conventional
5	4-lane expressway

ALTERNATIVE CONCEPTS CONSIDERED

A higher concept LOS D was considered but not accepted for Route 111. To attain LOS D would mean the development of a six-lane expressway with stringent access controls. Adequate right-of-way would not be attainable for such a facility and local agencies do not necessarily support access control measures on the current alignment.

A lower concept LOS F was also considered but rejected. LOS F results in unacceptable periods of delay and would substantially diminish the traffic flow.

ROUTE ANALYSIS

Land Use

State Route 111 traverses the Coachella Valley region and the northern foothills of the San Jacinto and Santa Rosa mountains. Through the Indian Wells/Palm Desert areas, the surrounding land uses are primarily recreational, resort, residential and commercial. Development along Route 111 has occurred in a linear fashion. Intensification of existing land uses is anticipated through the 20-year planning period in the Indian Wells/Palm

Land Use (continued)

Desert areas. Through Cathedral City, the predominant land use is commercial/tourist along the State highway with surrounding residential developments. The 356 acre Cathedral Plaza redevelopment project is currently underway and expected to continue through the 20-year planning period. In Palm Springs, Route 111 serves a renowned commercial district and extensive tourist, commercial, recreational and resort land uses. Among these are the Palm Springs Fashion Plaza, Palm Springs Mall, tennis and racquet clubs and several golf courses. The new realignment through Vista Chino and Gene Autry Trail allows Route 111 to also serve the Palm Springs Municipal Airport. Among the golf courses are O'Donnell Golf Course and Palm Springs Municipal Golf Course and Desert Lakes Golf Course. Palm Desert has the Palm Desert Town Center, Mountain Golf Course and Marrakesh Country Club. Beyond the currently urbanized areas, the predominant land uses are undeveloped and agricultural.

EXISTING FACILITIES

Existing State Route 111 varies from a four- to six-lane conventional highway. Segment 1 is a four- to six-lane conventional highway with a twenty-two foot unpaved median. Segment 2 is a four- to six-lane conventional highway with two-way left-turn lanes. Portions of Segment 2 has been widened to six lanes where new development has occurred. North of Vista Chino Road, Route 111 is a four-lane undivided conventional highway (Segment 4) before becoming a four-lane divided expressway (Segment 5).

A physical description of the existing facility in a segment specific format is shown on page two.

Parallel Routes

Parallel routes serving Route 111 are Interstate 10 and, to a lesser extent, Route 243. Several arterial streets paralleling Route 111 provide filtering or diversion of traffic. In Palm Springs, Indian Avenue, Belardo Road and Twin Palms Drive provide parallel routes to Route 111. In Palm Desert, three streets run parallel to Route 111: Desert Drive, Alessandro Drive and El Paseo Drive.

Other streets do provide access along Route 111 although they do not run parallel. Some of such streets are, Portolla, Monterey and Bob Hope Avenues in Palm Desert; Date Palm and Cathedral Drives in Cathedral City; Sunrise Way and El Segundo Avenues in Palm Springs.

Extensive signing, developed in cooperation with cities along Route 111, inform motorists of bypass options to using Route 111 to access the cities of Palm Desert, Cathedral City and Rancho Mirage.

Bicycle Routes

In addition to the Coachella Valley bikeway (which stretches from Palm Springs to Palm Desert) the entire length of Route 111 is open for bicycle travel.

PROPOSED IMPROVEMENTS

Several bypass options to Route 111 have been established along Interstate 10.

- o One proposal is the extension of Route 74 along Monterey Avenue from Route 111 to Interstate 10.
- o Another proposal is the Mid-Valley Parkway by-pass which stretches from I-10 eastward, then southwesterly paralleling the Whitewater River through Dinah Shore Drive to Monterey Avenue.

GEOGRAPHICAL CONSTRAINTS

Several natural barriers impede the modification of portions of Route 111. Between the communities of Cathedral City and Rancho Mirage, the Whitewater River runs parallel to Route 111 making expansion of the route difficult. Other natural barriers include the Palm Canyon Wash and Tahquitz Wash. Blowsand is most prevalent to the east of the regional airport where development is sparse. Sections of Segment 5 are also subject to the effects of blowsand.

Man made physical barriers include the Southern Pacific Railroad facilities at the north-western portion of Route 111, Tahquitz Creek Flood Control Channel project and O'Donnell Golf Course. Other manmade barriers include several shopping centers located in close proximity to Route 111: Fashion Plaza in Palm Springs, Cathedral Plaza in Cathedral City and the Palm Desert Town Center in Palm Desert. Environmentally sensitive areas include several Indian reservation sites including the Morongo Indian Reservation.

Operating Levels and Deficiencies (No Build)

<u>Seg</u>	<u>Limits</u>	<u>Existing</u>		<u>Future</u>		
		<u>Existing Lanes</u>	<u>1988 ADT</u>	<u>Operating LOS</u>	<u>2010 ADT</u>	<u>LOS (No Build)</u>
1	Dist 11 Bndry/ Jct. Rte 74	4-6C	33,000	F	40,000	F
2	Jct. Rte 74/ Gene Autry Trail	4-6C	37,000	F	50,000	F
3	Gene Autry Trail/ Palm Canyon Dr	4-6C	*	*	40,000	F
4	Palm Canyon Dr/ Gateway Dr	4C	16,000	B	32,500	F
5	Gateway Dr/ Jct. I-10	4E	13,000	B	25,000	B

* No data available

IMPROVEMENTS NECESSARY TO ATTAIN 2010 ROUTE CONCEPT

<u>Segments</u>	<u>Existing Lanes</u>	<u>Concept Facility 2010</u>
1	4-6C	6-lane conventional
2	4-6C	6-lane conventional
3	4-6C	6-lane conventional
4	4C	6-lane conventional
5	4E	4-lane expressway

HOV/TRANSIT CONSIDERATION

HOV

HOV lanes are not a viable alternative for State Route 111 since it is a conventional highway serving a non-metropolitan area at the present time. Ingress and egress of local streets limits the effective and efficient use of HOV lanes on Route 111.

Transit

SunLine Transit Services, Desert Stage Lines, Morongo Basin Transit Authority, Greyhound Transit System and Amtrak all provide public transit within the Coachella Valley and with other areas.

ULTIMATE TRANSPORTATION CORRIDOR

The ultimate facility will be a six-lane conventional highway from the District 11 boundary to Gateway Drive (P.M. 37.9/54.0) and a six-lane expressway from Gateway to the Junction of I-10 (P.M. 55.3/R63.4).

Where attainment of minimum right of way is not possible, retaining walls and other design exceptions may be necessary to provide for ultimate lanes.

<u>Segment</u>	<u>Post Miles</u>	<u>Minimum Right of Way Widths</u>
1	Riv 37.9/39.6	134'
2	39.6/47.8	134'
3	47.8/53.8	134'
4	53.8/55.3	134'
5	55.3/R63.4	180'

Ultimate Corridor

<u>Segment</u>	<u>Limits</u>	<u>Ultimate Facility</u>
1	Dist 11 Bndry/Jct Rte 74	6C
2	Jct Rte 74/Gene Autry Trail	6C
3	Gene Autry Trail/Palm Canyon Dr	6C
4	Palm Canyon Dr/Gateway Dr	6C
5	Gateway Dr/Jct I-10	6E

C = Conventional
E = Expressway

INTERNAL AND EXTERNAL COORDINATION

District Coordination

This Route Concept Report has been coordinated with System Planning staff in District 11.

Local Coordination

Route Concept Reports are circulated to interested local agencies for review and comment. The document provides a mechanism to disseminate the long range plans of Caltrans to local jurisdictions for integration into local planning efforts. The County of Riverside, the cities of Palm Desert, Rancho Mirage, Cathedral City and Palm Springs are all part of the local coordination process.

Long Range Operations Plan (LROP)

The District's LROP presents policies and strategies necessary to manage the State's transportation system effectively over the next 10 years. Traffic management improvements are designed to increase the efficiency of the existing system by removing bottlenecks, optimizing traffic flow, and switching commuters to intermodal and multimodal means of travel.

LROP improvements planned for maintaining the LOS for Route 111 include:

- o Corridor Traffic Management - The District will work with local and regional agencies to implement urban "Corridor Traffic Management" with the goal of operating an entire system of conventional and access controlled roadways as a unit.
- o Transportation Management Associations - (TMA's) - The District will promote associations of employers, employees, commercial interests, developers, public officials, business people, private citizens and others in the corridor to cooperatively solve mutual transportation problems.
- o Commute Management - Strategies to reduce vehicular travel during peak periods include car/vanpooling, alternative work hours, transit use, non-motorized facilities, telecommuting and preferential HOV parking.

ADVANCED TRANSPORTATION SYSTEM DEVELOPMENT

Attaining the route concept must involve the cooperation of local jurisdictions and the private sector in order to induce modal shifts, provide HOV facilities, mitigate traffic impacts and ensure R/W protection for the ultimate facility. This District will proactively advocate the following measures, strategies and policies:

Traffic Mitigation Strategies

- o Private sector sponsorship of TMA's.
- o Development of mitigation measures to include:
 - Pedestrian access and safety.
 - Park 'N Ride Lots.
 - Shuttle service to and from Park 'N Ride Lots.
 - Signalization/operational improvements at intersections.
 - Bus turnouts/transit shelters.

Traffic Mitigation Strategies (continued)

- o Local government participation should include:
 - Staggered work hours for companies and schools located near congested interchanges.
- o An Access Management Agreement, for conventional highways, shall be entered into between Caltrans and the local jurisdictions. The Access Management Agreement should address the following:
 - Minimum spacing of road connections.
 - Cost-sharing strategies.
 - Maintenance responsibilities.
 - Criteria defining private vs. public connections.
 - Strategies for reducing the number of connections in selected areas and for protecting areas presently without control.

Right-of-Way Protection Strategies

- o Adopt the ultimate facility into local general plans.
- o Retain Caltrans excess land needed for constructing the ultimate facility.
- o Locate/adopt new alignments to accommodate the ultimate facility.
- o Preserve and acquire needed right-of-way for the ultimate facility.
- o Caltrans may not be able to provide the necessary improvements due to projected financial constraints and the possibility of higher priority needs. As a stipulation of land development, local jurisdictions should mandate dedication of adequate right-of-way to meet their Master Plans. Where appropriate (developments with extensive state highway frontage) the developer should be required to improve the route to meet the local jurisdiction's Master Plans.