

RTIP ID# <i>(required)</i> 200157					
Project Description <i>(clearly describe project)</i> The City of Colton is proposing to improve traffic operations at the intersection of Main Street at Iowa Avenue, located on the boundary between the City of Colton and unincorporated Riverside County by installation of a traffic signal. In addition, Main Street currently connects to Iowa Avenue at an approximately 70° angle. The project would improve sight visibility at the intersection by creating a 90° connection. Improvements will be per city design standards and will extend approximately 100+feet on all three legs of this “T” intersection. In advance of this project, 5321 ft. ² of new right of way has been acquired at the northeast corner of the intersection.					
Type of Project <i>(use Table 1 on instruction sheet)</i> Intersection signalization. The proposed project is an intersection signalization project. This type of project improves roadway operations by reducing traffic congestion and improving traffic operations.					
County San Bernardino	Narrative Location/Route & Postmiles -- -- Intersection of Main and Iowa. Caltrans Projects – EA# STPL 5065(008)				
Lead Agency: City of Colton, California					
Contact Person Amanda Rhinehart	Phone# (909) 370-6100	Fax# (909) 370-5193	Email arhinehart@ci.colton.ca.us		
Hot Spot Pollutant of Concern <i>(check one or both)</i> PM2.5 X PM10 (No X is needed)					
Federal Action for which Project-Level PM Conformity is Needed <i>(check appropriate box)</i>					
X	Categorical Exclusion (NEPA)	EA or Draft EIS	FONSI or Final EIS	PS&E or Construction	Other
Scheduled Date of Federal Action:					
Current Programming Dates <i>as appropriate</i>					
	PE/Environmental	ENG	ROW	CON	
Start	11/02	11/07	6/07	2/08	
End	4/07	12/07	12/07	9/08	
Project Purpose and Need (Summary): <i>(attach additional sheets as necessary)</i> The City of Colton proposes to improve the traffic operation at the unsignalized Main Street and Iowa Avenue intersection. It is three legged intersection: Iowa Avenue is a north-south through arterial, and Main Street intersects from the east. Stop sign controls are on the Main Street approach to the intersection only. Main Street currently connects to Iowa at an approximately 70-degree angle. The project will create a 90-degree connection and signalize the intersection. Improvements will be per City design standards and will extend to approximately 100+ feet approaching and leaving the intersection on both streets. The improvements are detailed on the project conceptual plans submitted to Caltrans. Due to the poor sight visibility and high traffic volumes on Iowa Avenue, traffic approaching from Main Street during peak hours has extreme difficulty entering the intersection. During peak hours vehicles approaching from Main Street are often observed idling for up to five minutes before being able to enter the intersection. The proposed project will eliminate the safety and delay problems experienced by vehicles approaching from Main Street.					

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

Iowa Avenue is immediately east of Interstate 215, and therefore has no development. The area to the northeast of the intersection is undeveloped. Southeast of the intersection the predominant land uses are industrial and commercial.

Current AADT on Iowa Avenue is 32,700 on the north leg, and 24,800 on the south leg. Current AADT on Main Street is 3100.

There are no major traffic generators east of the intersection. Most traffic on Iowa in the vicinity of the intersection is through traffic accessing Interstate 215 at the Iowa interchange.

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

see below. The project is planned to be completed in late 2008. Traffic at the intersection is expected to increase due to anticipated development activity in the vicinity. The project will not divert or induce new traffic to the intersection.

Currently, about 4% of the vehicles entering the intersection on a daily basis are large trucks (two, three, four plus axles). The project will not affect the percentage of large trucks entering the intersection.

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

see below.

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

Scenario	Level of Service		AADT (1)		Daily Trucks	
	AM	PM	Iowa	Main	%age	Number
No build	F (3)	F (3)	36.9/26.6	7.0	4	2.8 (2)
Build	C	B	Same	Same	Same	Same

(1) *1000

(2) 2/3/4+ axles, *1000

(3) worst-case approach - un-signalized.

PM Conformity Hot Spot Analysis – Project Summary for Interagency Consultation

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

Scenario	Level of Service		AADT (1)		Daily Trucks	
	AM	PM	Iowa	Main	%age	Number
No build	F (3)	F (3)	44.0/33.5	9.3	4	3.4(2)
Build	C	B	Same	Same	Same	Same

(1) *1000

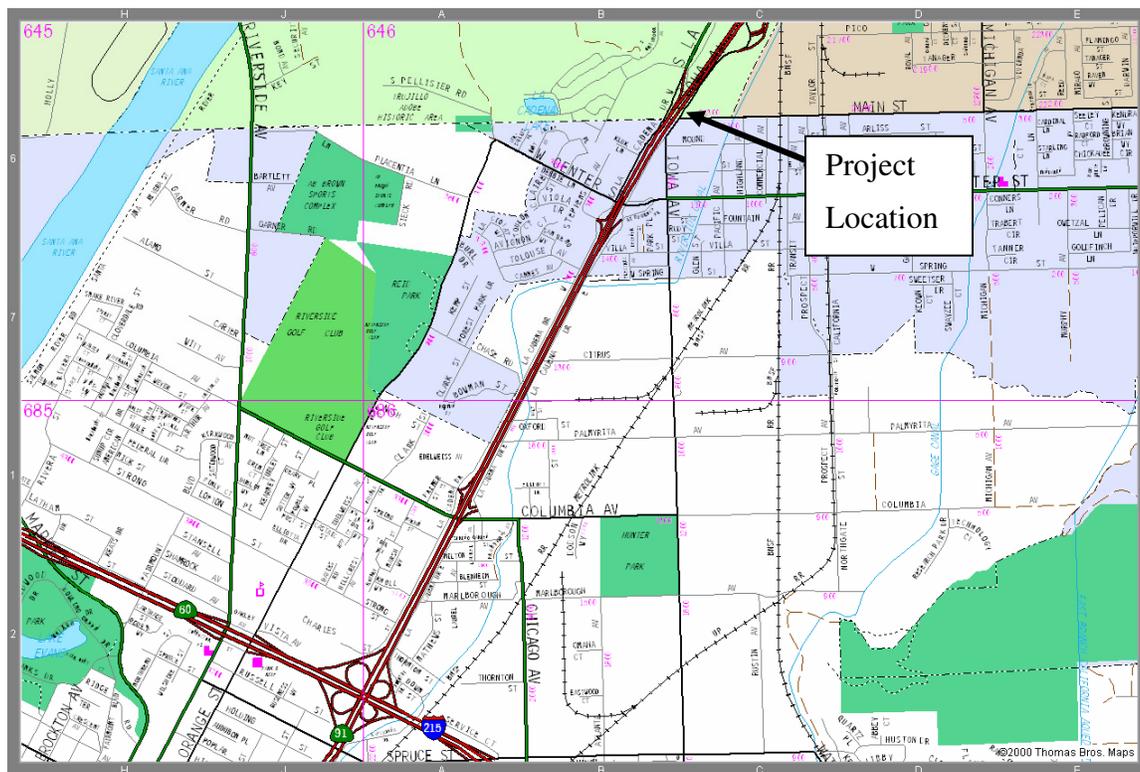
(2) 2/3/4+ axles, *1000

(3) worst-case approach - un-signalized.

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

Project is not expected to redistribute traffic. Project will contribute to lower air pollutants due to congestion reduction.

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



PM Conformity Hot Spot Analysis – Project Summary for Interagency Consultation