RTIP ID# *(required)* 200856

TCWG Consideration Date March 22, 2016

Project Description *(clearly describe project)*
The City of Colton, in coordination with the California Department of Transportation (Caltrans), is proposing a full bridge replacement to widen the existing two-lane Mount Vernon Avenue bridge over the Union Pacific Railroad (UPRR) to a four-lane bridge in the City of Colton, San Bernardino County, California. See **Figure 1** and **Figure 2** for the regional location and project vicinity, respectively

The bridge was initially constructed in 1967 and is identified by Caltrans as Bridge No. 54C0101. The bridge was constructed to connect the north side of the City with the south side. The existing bridge is a five-span structure constructed on a 450-foot radius. The total width of the bridge is approximately 34-feet. Caltrans has inspected the bridge and determined the bridge to be structurally deficient. In addition, the existing bridge is not consistent with the Mobility Element of the City's General Plan, which identifies Mount Vernon Avenue as a four-lane roadway through the project area.

The proposed bridge includes four 12-foot lanes (two in each direction), along with a four-foot median, a five-foot bike lane in each direction, a six-foot sidewalk in the southbound direction, a 1.5-foot concrete barrier on the east side of the bridge, and a 1.0-foot concrete barrier on the west side. The southern terminus of the project would be East M Street and the northern terminus would be just north of the intersection of Mount Vernon Avenue with the Interstate 10 (I-10) ramps. The project would not modify the I-10 ramps beyond the immediate intersection.

The following alternatives are being considered:

- Alternative 1: No Build Alternative (See **Figure 3**)
- Alternative 2: In addition to the widened crossing structure described above, the northbound Mt. Vernon Avenue leg of the Mt. Vernon Avenue/eastbound I-10 Ramp intersection would have one shared left-turn and through-lane, one through-lane, and one right-turn only lane (See **Figure 4**)
- Alternative 3: In addition to the widened crossing structure described above, the northbound Mt. Vernon Avenue leg of the Mt. Vernon Avenue/eastbound I-10 Ramp intersection would have one left-turn only lane, one through-lane, and one shared through and right-turn lane. (See **Figure 5**)

Permanent partial right of way acquisitions would be required for the proposed project on Assessor Parcel Numbers (APNs) 0276-121-20, 0276-121-21, 0276-122-09, and 0276-123-06. Temporary construction easements (TCEs) would be needed for the construction of the bridge. The construction staging area for the proposed project would potentially be located on APN 0276-121-20. Temporary construction easements would be located on APNs 0276-121-20, 0276-121-21, 0276-122-09, 0276-122-16, 0276-122-17, and 0276-123-06. An aerial easement would be required on APN 0276-122-04. In addition, the project would require the relocation of two Southern California Edison power poles located along the east side of Mount Vernon Avenue and two City street lamps.

The proposed project is non-exempt for transportation conformity purposes. In accordance with Section 93.114 of the EPA transportation conformity regulations, the proposed project is included in both the Southern California Association of Governments (SCAG) 2012-2035 RTP (Project ID Number 200856) and the SCAG 2015 FTIP (Project ID Number 200856). Within the SCAG 2012-2035 RTP and SCAG 2015 FTIP documents, the proposed project is described as follows: "*MT. VERNON BRIDGE OVER UPRR(54C0101) -ON MT. VERNON AVE. FROM 'M' ST. TO I-10 ON RAMP. WIDENING BRIDGE FROM 2-4 LANES (CA338)*." The project as currently proposed is consistent with this description.

Type of Project *(use Table 1 on instruction sheet)*: Change to existing regionally significant street

County	**Narrative Location/Route & Postmiles**
San Bernardino	The project site is located in Colton to the south of I-10 eastbound ramps. No postmiles, as not on state highway or freeway. **Caltrans Projects – EA#** HPLUL-5065(023)

Lead Agency: City of Colton

Contact Person	**Phone#**	**Fax#**	**Email**
Keith Cooper	213-312-1752	213-312-1799	Keith.Cooper@icfi.com

Hot Spot Pollutant of Concern *(check one or both)* **PM2.5** X **PM10** X

Federal Action for which Project-Level PM Conformity is Needed *(check appropriate box)*

X	**Categorical Exclusion (NEPA)**	**EA or Draft EIS**	**FONSI or Final EIS**	**PS&E or Construction**	**Other**

Scheduled Date of Federal Action: October 2016

NEPA Assignment – Project Type *(check appropriate box)*

Exempt	**Section 326 – Categorical Exemption**	X	**Section 327 – Non-Categorical Exemption**

Current Programming Dates *(as appropriate)*

	PE/Environmental	**ENG**	**ROW**	**CON**
Start	December 2015	October 2016	October 2016	October 2017
End	October 2016	July 2017	July 2017	April 2019

Project Purpose and Need (Summary): *(attach additional sheets as necessary)*
The primary purposes of the project are as follows:

- To provide a bridge that would be structurally sound and seismically resistant;
- To improve bicycle and pedestrian access.

The bridge was initially constructed in 1967 and is identified by Caltrans as Bridge No. 54C0101. Caltrans has inspected the bridge and determined the bridge to be structurally deficient. In addition, the existing bridge is not consistent with the Mobility Element of the City of Colton's General Plan, which identifies Mount Vernon Avenue as a four-lane roadway through the project area. The Mobility Element also identifies Mt. Vernon Avenue as an existing truck route and indicates that it will continue to serve as a truck route to support industrial business activity (City of Colton 2013: p. M-47).

Surrounding Land Use/Traffic Generators *(especially effect on diesel traffic)*
Surrounding land uses include railroad support facilities, recycling facilities, a pest control business, an industrial parts business, and vacant land. Although there is diesel truck traffic associated with some of these uses, the number of trips from surrounding land uses is not expected to change as a result of project implementation. See **Figure 6**.

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

LOS for the 2019 build and no-build conditions is shown in Table 1. **AADT** of the segment south of the I-10 eastbound ramps that would be replaced with a widened above-grade crossing structure would be **24,138** under all alternatives. **Truck traffic** would represent **10.1% of total volumes**, for a total of **2,438 daily truck trips** under all alternatives. Please see **Traffic Data** attachment.

Table 1. Opening Year 2019 LOS

Intersection	2019 No Build		2019 Alternative 2		2019 Alternative 3	
	DELAY	LOS	DELAY	LOS	DELAY	LOS
AM Peak Hour						
Mt Vernon Ave & Valley Blvd/WB I-10 Ramp	22.1	C	-	-	-	-
Mt Vernon Ave & EB I-10 Ramp	15.4	C	21.6	C	24.0	C
Mt Vernon Ave & M St	16.6	B	-	-	-	-
PM Peak Hour						
Mt Vernon Ave & Valley Blvd/WB I-10 Ramp	32.6	C	-	-	-	-
Mt Vernon Ave & I-10 EB Off Ramp	33.4	C	33.2	C	38.6	D
Mt Vernon Ave & M St	23.2	C	-	-	-	-
Source: KOA 2015.						

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

LOS for the 2035 build and no-build conditions is shown in Table 2. **AADT** of the segment south of the I-10 eastbound ramps that would be replaced with a widened above-grade crossing structure would be **33,422** under all alternatives. **Truck traffic** would represent **10.1% of total volumes**, for a total of **3,376 daily truck trips** under all alternatives. Please see **Traffic Data** attachment.

Table 2. Horizon Year 2035 LOS

Intersection	2035 No Build		2035 Alternative 2		2035 Alternative 3	
	DELAY	LOS	DELAY	LOS	DELAY	LOS
AM Peak Hour						
Mt Vernon Ave & Valley Blvd/WB I-10 Ramp	24.0	C	21.0	C	-	-
Mt Vernon Ave & EB I-10 Ramp	31.6	C	40.5	D	46.3	D
Mt Vernon Ave & M St	25.5	C	19.8	B	-	-
PM Peak Hour						
Mt Vernon Ave & Valley Blvd/WB I-10 Ramp	118.0	F	100.4	F	-	-
Mt Vernon Ave & I-10 EB Off Ramp	74.2	E	88.0	F	107.6	F
Mt Vernon Ave & M St	45.7	D	31.7	C	-	-
Source: KOA 2015.						

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

The proposed project is an arterial crossing structure over railroad right-of-way adjacent to I-10. With the exception of one additional travel lane in each direction on the crossing structure, modifications to intersections would be limited to minor restriping. As indicated above for opening year 2019, AADT on Mt. Vernon Avenue would be 24,138 under all alternatives. Truck traffic would represent 10.1% of total volumes, for a total of 2,438 daily truck trips under all alternatives.

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

The proposed project is an arterial crossing structure over railroad right-of-way adjacent to I-10. With the exception of one additional travel lane in each direction on the crossing structure, modifications to intersections would be limited to minor restriping. As indicated above for opening year 2035, AADT on Mt. Vernon Avenue would be 33,422 under all alternatives. Truck traffic would represent 10.1% of total volumes, for a total of 3,376 daily truck trips under all alternatives.

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

As shown in the **Traffic Data** attachment, total peak hour traffic volumes at the Mt Vernon Avenue/eastbound I-10 Ramp intersection would be identical between all alternatives for the opening year 2019 and the horizon year 2035. As shown in **Table 1** and **Table 2** above, there would be increases in delay at the Mt Vernon Avenue/eastbound I-10 Ramp intersection under Alternatives 2 and 3 relative to the No Build Alternative. However, under Alternative 2 for the opening and horizon years, there would be reductions in delay at the Mt Vernon Avenue/Valley Boulevard/westbound I-10 Ramp Intersection and Mt. Vernon Avenue/M Street intersection relative to the No-Build Alternative. The additional capacity on the crossing structure is not expected to have redistribution effects, and peak-hour congestion relief would not occur at the Mt Vernon Avenue/eastbound I-10 Ramp intersection.

Comments/Explanation/Details *(attach additional sheets as necessary)*
The United States Environmental Protection Agency (EPA) specifies in 40 CFR 93.123(b)(1) that only ”projects of air quality concern” (POAQC) are required to undergo a PM2.5 and PM10 hot-spot analysis. EPA defines POAQCs as certain highway and transit projects that involve significant levels of diesel traffic or any other project that is identified by the PM2.5 SIP as a localized air quality concern. A discussion of the proposed project compared to POAQCs, as defined by 40 CFR 93.123(b)(1), is provided below:

New or expanded highway projects that have a significant number of or significant increase in diesel vehicles. The project would widen the existing two-lane Mt. Vernon Avenue bridge over the Union Pacific Railroad to a four-lane bridge. Although the project would connect vehicles to and from eastbound 1-10, no changes to either the ramps or the mainline of I-10 would occur, and therefore no increase in vehicles, including diesel vehicles on I-10 is expected to occur as a result of project implementation. In addition, the project would not increase the development potential of any parcels in the vicinity such that new diesel truck trips would be generated.

Projects affecting intersections that are at level –of –service (LOS) D, E, or F with a significant number of diesel vehicles or those that will change to LOS D, E, or F because of increased traffic volumes from a significant number of diesel vehicles related to the project. As discussed above, the project would not increase the number of diesel vehicles operating in the project vicinity relative to the No Build Alternative. Localized delay increases would occur at the Mt. Vernon Avenue and the eastbound I-10 ramp intersection, as shown in Tables 1 and 2 above, but such delay increases would not be a result of project-generated truck traffic, as there would be no difference in volumes between the No Build Alternative and the build alternatives. The LOS at the Mt. Vernon Avenue and the eastbound I-10 ramp intersection would deteriorate under Alternative 3 to LOS D (PM peak hour) in 2019. In 2035, both Alternatives 2 and 3 would experience LOS D (AM peak hour) and LOS F (PM peak hour) conditions at the Mt Vernon Avenue and the eastbound I-10 ramp intersection. Although delay would increase at the Mt. Vernon Avenue and the eastbound I-10 ramp intersection, the delay would not occur as a result of an increase in project-related truck traffic, as no new trip-generating uses would result from project implementation and the capacity of I-10 and its ramps would be unaffected. Furthermore, as shown in Tables 3-8, delay under Alternative 2 at other study area intersections would be reduced relative to the No Build Alternative.

New bus and rail terminals and transfer points that have a significant number of diesel vehicles congregating at a single location. The proposed project has no bus or rail terminal component, nor would it alter travel patterns to/from any existing bus or rail terminal. Expanded bus and rail terminals and transfer points that significantly increase the number of diesel vehicles congregating at a single location. The proposed project would not expand any bus terminal, rail terminal, or related transfer point that would increase the number of diesel vehicles congregating at any single location. Projects in or affecting locations, areas, or categories of sites that are identified in the PM2.5- or PM10-applicable implementation plan or implementation plan submission, as appropriate, as sites of violation or possible violation. The project site is not in or affecting locations, areas, or categories of sites that are identified in a PM10 or PM2.5 implementation plan. The immediate project area is not considered to be a site of violation or possible violation.

The discussion provided above indicates that the proposed project would not be considered a Project of Air Quality Concern, as defined by 40 CFR 93.123(b)(1). Therefore, PM2.5 and PM10 hot-spot evaluations are not required. It is unlikely that the proposed project would generate new air quality violations, worsen existing violations, or delay attainment of national AAQS for PM2.5 or PM10.

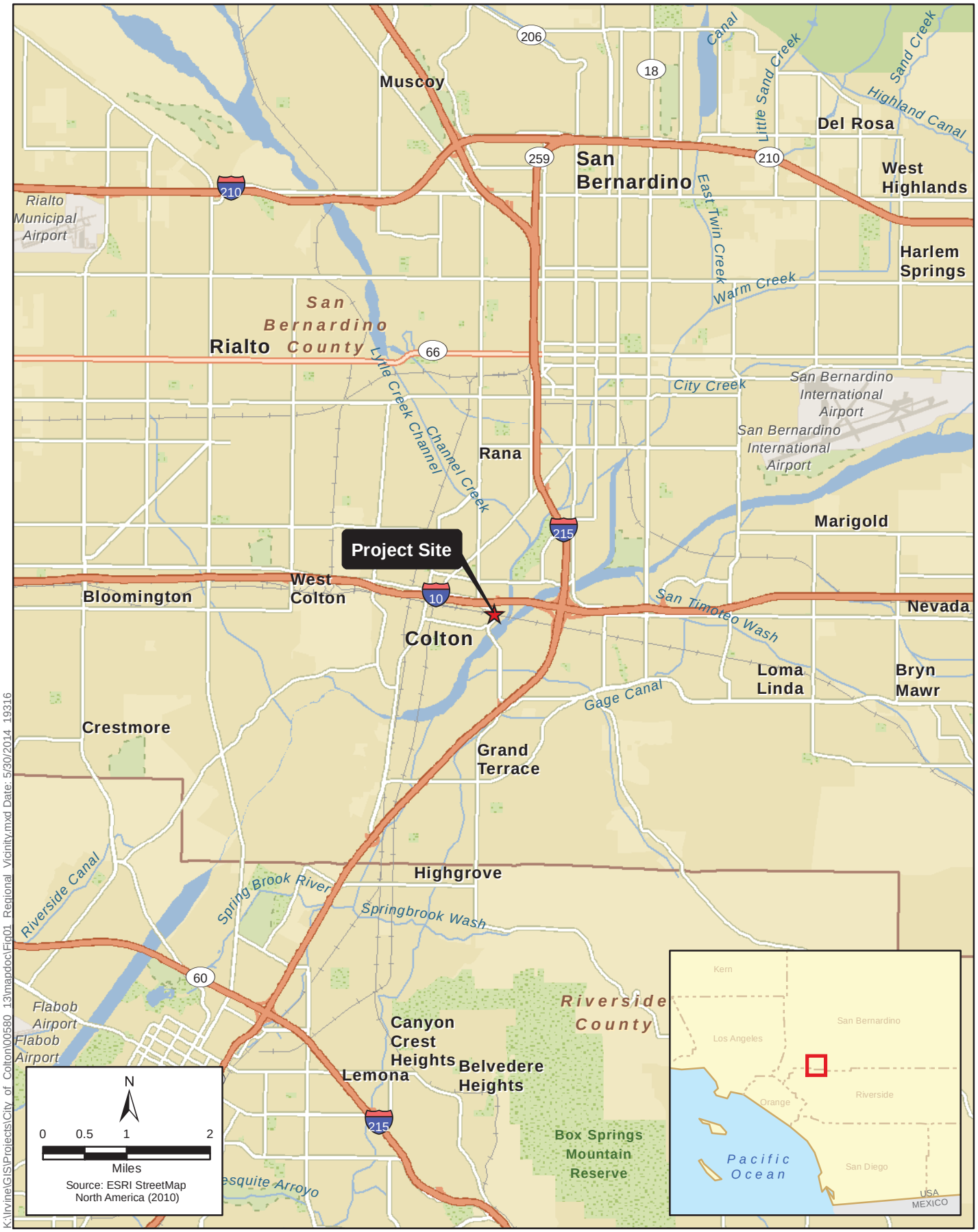

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Figure 1
Regional Vicinity Map
Mount Vernon Avenue Grade Separation Colton, California

Figure 2
Project Location
Mount Vernon Avenue Grade Separation Colton, California

Figure 3. Alternative 1/Existing Configuration

KOA CORPORATION
PLANNING & ENGINEERING

Figure 4. Alternative 2 Configuration

KOA CORPORATION
PLANNING & ENGINEERING

Figure 5. Alternative 3 Configuration

KOA CORPORATION
PLANNING & ENGINEERING

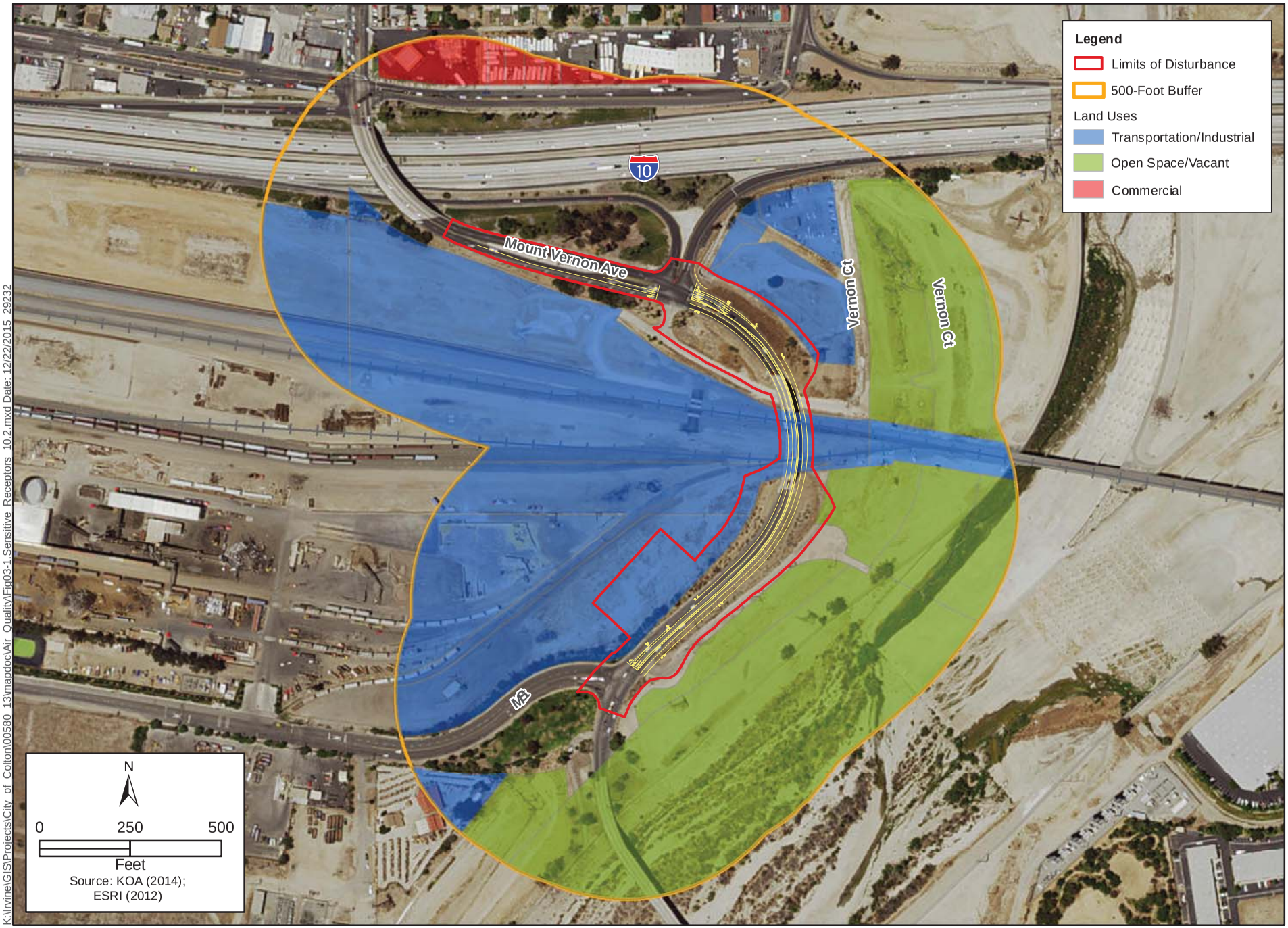

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Figure 6
Land Uses in the Project Vicinity
Mount Vernon Avenue Grade Separation Colton, California

Opening Year 2017

	ADT	Truck ADT*
South of I-10 EB Ramp	24,138	2,438

Alternative 1

														LOS		
Intersection	Peak Hour	SBL	SBT	SBR	WBL	WBT	WBR	NBL	NBT	NBR	EBL	EBT	EBR	Delay	LOS	Volume
Mt. Vernon Ave & E Valley Blvd./I-10 WB Ramps	AM	74	324	-	37	278	-	-	471	-	52	325	-	16.6	B	1,561
	PM	173	638		48	425	-	-	759	-	121	471	-	32.6	C	2,635
Mt Vernon Ave & EB I-10 Ramp	AM	-	433	189	-	377	187	-	39	-	158	360	-	22.1	C	1,743
	PM	-	439	238	-	695	393	-	9	-	210	398	-	33.4	C	2,382
Mt Vernon Ave & M St	AM	-	743	54	-	-	-	147	554	-	76	-	201	15.4	B	1,775
	PM	-	813	71	-	-	-	282	937	-	83	-	179	23.2	C	2,365

Alternative 2

														LOS		
Intersection	Peak Hour	SBL	SBT	SBR	WBL	WBT	WBR	NBL	NBT	NBR	EBL	EBT	EBR	Delay	LOS	Volume
Mt. Vernon Ave & E Valley Blvd./I-10 WB Ramps	AM	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	PM	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Mt Vernon Ave & EB I-10 Ramp	AM	-	433	189	-	377	187	-	39	-	158	360	-	21.6	C	1,743
	PM	-	439	238	-	695	393	-	9	-	210	398	-	33.2	C	2,382
Mt Vernon Ave & M St	AM	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	PM	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Alternative 3

														LOS		
Intersection	Peak Hour	SBL	SBT	SBR	WBL	WBT	WBR	NBL	NBT	NBR	EBL	EBT	EBR	Delay	LOS	Volume
Mt. Vernon Ave & E Valley Blvd./I-10 WB Ramps	AM	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	PM	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Mt Vernon Ave & EB I-10 Ramp	AM	-	433	189	3	561	-	-	39	-	158	360	-	24	C	1,743
	PM	-	439	238	2	1086	-	-	9	-	210	398	-	38.6	D	2,382
Mt Vernon Ave & M St	AM	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	PM	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Horizon Year 2035

	ADT	Truck ADT*
South of I-10 EB Ramp	33,422	3,376

Alternative 1

														LOS		
Intersection	Peak Hour	SBL	SBT	SBR	WBL	WBT	WBR	NBL	NBT	NBR	EBL	EBT	EBR	Delay	LOS	Volume
Mt. Vernon Ave & E Valley Blvd./I-10 WB Ramps	AM	102	449	-	51	386	-	-	655	-	73	448	-	24	C	2,164
	PM	239	884	-	67	589	-	-	1050	-	166	653	-	118	F	3,648
Mt Vernon Ave & EB I-10 Ramp	AM	-	600	261	-	522	259	-	55	-	217	500	-	31.6	C	2,414
	PM	-	606	329	-	962	545	-	13	-	291	552	-	74.2	E	3,298
Mt Vernon Ave & M St	AM	-	1029	75	-	-	-	202	767	-	105	-	278	25.5	C	2,456
	PM	-	1126	98	-	-	-	389	1297	-	114	-	248	45.7	D	3,272

Alternative 2

														LOS		
Intersection	Peak Hour	SBL	SBT	SBR	WBL	WBT	WBR	NBL	NBT	NBR	EBL	EBT	EBR	Delay	LOS	Volume
Mt. Vernon Ave & E Valley Blvd./I-10 WB Ramps	AM	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	PM	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Mt Vernon Ave & EB I-10 Ramp	AM	-	600	261	-	522	259	-	55	-	217	500	-	40.5	D	2,414
	PM	-	606	329	-	962	545	-	13	-	291	552	-	88	F	3,298
Mt Vernon Ave & M St	AM	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	PM	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Alternative 3

														LOS		
Intersection	Peak Hour	SBL	SBT	SBR	WBL	WBT	WBR	NBL	NBT	NBR	EBL	EBT	EBR	Delay	LOS	Volume
Mt. Vernon Ave & E Valley Blvd./I-10 WB Ramps	AM	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	PM	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Mt Vernon Ave & EB I-10 Ramp	AM	-	600	261	4	777	-	-	55	-	217	500	-	46.3	C	2,414
	PM	-	606	329	2	1505	-	-	13	-	291	552	-	107.6	F	3,298
Mt Vernon Ave & M St	AM	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	PM	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

* According to traffic counts conducted for Mt Vernon Ave, trucks made up 10.1% of trips south of Mission St. Trucks were assumed to make up the same percentage of traffic volumes in the opening and horizon years.

LEGEND	
10	AM/PM Peak Hour Trips
XX,XXX	Average Daily Traffic

Exhibit 4
Existing Conditions Traffic Volumes

N
Not To Scale

LEGEND	
10	AM/PM Peak Hour Trips
XX,XXX	Average Daily Traffic

Exhibit 5
2017 Traffic Volumes

N
Not To Scale

LEGEND

10 AM/PM Peak Hour Trips

XX,XXX Average Daily Traffic

Exhibit 6
Future Conditions Traffic Volumes

N
Not To Scale