

PM Conformity Hot Spot Analysis Project Summary Form for Interagency Consultation

The purpose of this form is to provide sufficient information to allow the Transportation Conformity Working Group (TCWG) to determine if a project requires a project-level PM hot spot analysis pursuant to Federal Conformity Regulations.

The form is not required under the following circumstances:

1. The project sponsor determines that a project-level PM hot spot analysis is required or otherwise elects to perform the analysis; or
2. The project does not require a project-level PM hot spot analysis since it:
 - a. Is exempt pursuant to 40 CFR 93.126; or
 - b. Is a traffic signal synchronization project under 40 CFR 93.128; or
 - c. Uses no Federal funds AND requires no Federal approval; or
 - d. Is located in a Federal PM attainment area (note: PM10 and PM2.5 areas differ).

Projects other than those listed above may or may not need a project-level PM hot spot analysis depending on whether it is considered a "Project of Air Quality Concern" (POAQC), and should be brought before the TCWG for a determination.

It is the responsibility of the project sponsor to ensure that the form is filled out completely and provides a sufficient level of detail for the TCWG to make an informed decision on whether or not a project requires a project-level PM hot spot analysis. For example, the TCWG will be reviewing the effects of the project, and thus part of the required information includes build/no build traffic data. It is also the responsibility of the project sponsor to ensure a representative is available to discuss the project at the TCWG meeting if necessary.

Instructions:

- 1) Fill out form in its entirety. Enter information in gray input fields.**
- 2) Be sure to include RTIP ID#. See <http://scag.ca.gov/rtip/> if necessary.**
- 3) Submit completed form to your local Transportation Commission who will submit it to the MPO. Caltrans projects can be submitted by Caltrans District representative.**

The TCWG meets the fourth Tuesday of each month at SCAG Headquarters, 818 W. 7th Street, 12th Floor, Los Angeles, CA 90017. Participation is also available via teleconference. Call (213) 236-1800 prior to meeting to get the call-in number and pass-code.

Forms must be submitted by the second Tuesday of the month to be considered at that month's TCWG meeting.

REFERENCE

Criteria for Projects of Air Quality Concern (40 CFR 93.123(b)(1)) – PM₁₀ and PM_{2.5} Hot Spots

- (i) New or expanded highway projects that have a significant number of or significant increase in diesel vehicles;
- (ii) Projects affecting intersections that are at Level-of-Service D, E, or F with a significant number of diesel vehicles, or those that will change to Level-of-Service D, E, or F because of increased traffic volumes from a significant number of diesel vehicles related to the project;
- (iii) New bus and rail terminals and transfer points than have a significant number of diesel vehicles congregating at a single location;
- (iv) Expanded bus and rail terminals and transfer points that significantly increase the number of diesel vehicles congregating at a single location; and
- (v) Projects in or affecting locations, areas, or categories of sites which are identified in the PM₁₀ or PM_{2.5} applicable implementation plan or implementation plan submission, as appropriate, as sites of violation or possible violation.

Links to more information:

<http://www.fhwa.dot.gov/environment/conform.htm>

<http://www.epa.gov/otaq/stateresources/transconf/index.htm>

TABLE 1
Type of Project

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| <ul style="list-style-type: none">• New state highway• Change to existing state highway• New regionally significant street• Change to existing regionally significant street• New interchange• Reconfigure existing interchange• Intersection channelization• Intersection signalization• Roadway realignment• Bus, rail, or inter-modal facility/terminal/transfer point• Truck weight/inspection station• At or affects location identified in the SIP as a site of actual or possible violation of NAAQS |
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RTIP ID# <i>(required)</i> 8020				
Project Description <i>(clearly describe project)</i> This project would improve traffic operations, enhance bicycle and pedestrian safety, and improve drainage performance on State Route 98 (SR 98) in Imperial County. The project would widen the road from two to four lanes from west of Dogwood Road to Ollie Avenue, and from four to six lanes from Ollie Avenue to SR 111 and east to Rockwood Avenue. Three intersections would be signalized. In addition, the project would update the number of turning lanes according to traffic needs at each intersection within the project limits. The project would incorporate a new Class II bike lane, sidewalks and a new drainage system. See attached Figures 1, 2, and 3.				
Type of Project <i>(use Table 1 on instruction sheet)</i> Change to existing state highway; includes intersection signalization.				
County Imperial	Narrative Location/Route & Postmiles The project is located on SR-98 from 0.5 kilometers (km) (0.31 miles) west of Dogwood Road to 0.3 km (0.19 miles) east of Rockwood Avenue, KP 48.2 to KP 52.5 (PM 30.0 to PM 32.6). From the western terminus to the All-American Canal, the project alignment is in an unincorporated area of Imperial County. From the All-American Canal to the eastern terminus, the alignment is in the City of Calexico. Caltrans Projects – EA# 080200			
Lead Agency: Caltrans				
Contact Person Sandy Johnson	Phone# 619-688-6460	Fax# 619-688-3338	Email sandy_johnson@dot.ca.gov	
Hot Spot Pollutant of Concern <i>(check one or both)</i> PM2.5 PM10 X				
Federal Action for which Project-Level PM Conformity is Needed <i>(check appropriate box)</i>				
Categorical Exclusion (NEPA)	<input checked="" type="checkbox"/> EA or Draft EIS	<input type="checkbox"/> FONSI or Final EIS	<input type="checkbox"/> PS&E or Construction	<input type="checkbox"/> Other
Scheduled Date of Federal Action:				
Current Programming Dates <i>as appropriate</i>				
	PE/Environmental	ENG	ROW	CON
Start	In progress	In progress	8/2008	12/2009
End	7/2008	7/2008	12/2009	9/2010
Project Purpose and Need (Summary): <i>(attach additional sheets as necessary)</i> This project proposes to improve traffic operations, enhance bicycle and pedestrian safety, and improve drainage performance on State Route 98 (SR 98). Currently two of the intersections along this corridor operate at a Level of Service F with a peak hour total delay of 22 minutes along this 2 mile segment. In the 2035 No-build condition every intersection along this corridor, except for SR 98/Ollie Ave., will operate at a Level of Service F in the year 2035 with a peak hour total delay of 49 minutes. In the 2035 Build condition three intersections along this corridor will operate at a Level of Service D the remainder will operate at C or better in the year 2035 with a peak hour total delay of 4 minutes. Currently there is not a continuous sidewalk or bicycle line along this corridor. The project is located in a heavily urbanized area with schools and residences abutting the highway. This project proposes a continuous sidewalk and Class II bike lane along its entire length. The sidewalk will include ADA compliant curb ramps. There is currently no organized drainage system along this corridor and the highway experiences localized flooding during heavy storms. This project proposes a drainage system that will contain a 100 year storm with no localized flooding.				

<p>Surrounding Land Use/Traffic Generators <i>(especially effect on diesel traffic)</i></p> <p>From the west end of the alignment to the All-American Canal, there is very little development; see Figure 3. East of the All-American Canal to the Southern Pacific Railroad/Cesar Chavez Blvd., there are single and multi-family residential developments, with also some commercial development along SR 98. Mixed residential and commercial continues east of Cesar Chavez Blvd, with a greater proportion of commercial use. For a more detailed description, see Attachment A.</p>
<p>Opening Year: Build and No Build LOS, AADT, % and # trucks, truck AADT of proposed facility</p> <p>Opening year is projected to be 2015. Forecast traffic volumes range from 6,800 to 34,100 AADT. Build and No Build volumes would be the same. The existing percentage of trucks ranges from 6.6 to 15.0 for all trucks, including 2-axle trucks, and from less than 1 percent to 4.4 percent for trucks with 3 axles or more. It is assumed that the truck percentages in 2015 would be similar. The projected truck volumes for all trucks for 2015 would range from 1,893 to 5,125. The projected truck volumes for trucks with 3 axles or more for 2015 would range from 212 to 1,504. Under No Build conditions, 7 out of 9 intersections would operate at LOS E or F; under Build conditions, all intersections would operate at LOS D or better. Traffic data for 2015 are included in Attachment B.</p>
<p>RTP Horizon Year / Design Year: Build and No Build LOS, AADT, % and # trucks, truck AADT of proposed facility</p> <p>Horizon year is 2035. Forecast traffic volumes range from 9,300 to 47,100 AADT. Build and No Build volumes would be the same. The existing percentage of trucks ranges from 6.6 to 15.0 for all trucks, including 2-axle trucks, and from less than 1 percent to 4.4 percent for trucks with 3 axles or more. It is assumed that the truck percentages in 2035 would be similar. . The projected truck volumes for all trucks for 2035 would range from 2,607 to 7,079. The projected truck volumes for trucks with 3 axles or more for 2035 would range from 293 to 2,077. Under No Build conditions, 8 out of 9 intersections would operate at LOS E or F; under Build conditions, all intersections would operate at LOS D or better. Traffic data for 2035 are included in Attachment B.</p>
<p>Opening Year: If facility is an interchange(s) or intersection(s), Build and No Build cross-street AADT, % and # trucks, truck AADT</p> <p>Not applicable</p>
<p>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</p> <p>Not applicable</p>
<p>Describe potential traffic redistribution effects of congestion relief <i>(impact on other facilities)</i></p> <p>The relief of congestion on SR-98 would also relieve congestion on intersecting roadways. There would be no adverse impact on other roadways. The widening of SR-98 will have a negligible, if slightly positive, impact to congestion on Interstate 8 (I-8).</p>
<p>Comments/Explanation/Details <i>(attach additional sheets as necessary)</i></p> <p>The project should be classified as not a POAQC. This conclusion is based on the following reasons:</p> <p>Anticipated horizon year traffic volumes of 9,300 to 47,100 AADT are well below the 125,000 AADT threshold suggested in the Final PM Hotspot Document as an example of a highway where there might be a POAQC. Assuming all 3-axle trucks and 20% of 2-axle trucks would be diesel, the maximum percentage of diesel trucks would be approximately 6.5% and the maximum number of diesel trucks would be less than 3,100 AADT. These values are less than the 8% of 125,000 AADT, or 10,000 AADT suggested in the Final PM Hotspot document as a significant volume of diesel trucks.</p> <p>The project does not cause a negative impact to congested intersections. Conversely, as described above, implementation of the project would improve the forecast intersection operations at 8 intersections from LOS E or F to LOS D or better.</p>

Attachment A to SR 98 PM Conformity Hot Spot Analysis Project Summary Form for Interagency Consultation

Land Use Patterns and Traffic Generators

Western Project Terminus to All-American Canal

Development immediately adjacent to the proposed project is relatively sparse and only includes four developed properties, all of which are located on the south side of SR 98. Two of these properties are residential developments with large areas of undeveloped land used for storage of a variety of items, including cars, buses, storage trailers, and other vehicular and storage-related items. Another property is a large undeveloped area used to store similar items but it does not have any residential development on the property. The fourth property is Calexico Mini-Storage, which rents secure spaces for the use of storage. The north side of SR 98 is currently in agricultural production.

Other land north of the proposed project, bounded by Jasper Road to the north, Dogwood Road to the west, SR 98 to the south, and the Calexico eastern city limits to the east, is predominately agricultural land with small amounts of residential development dispersed throughout. Additionally, a storage area with connex boxes and a large number of cars is bounded by W Cole Road to the south, Kloke Road to the west, and Calexico's eastern city limits to the northeast. This area has been designated as Industrial Specific Plan by the City of Calexico General Plan Update. Land bounded by W Cole Road to the north, Kloke Road to the west, Calexico's eastern city limits to the east, the All-American Canal to the south is predominantly undeveloped with the exception of another small storage area with connex boxes and a small amount of residential development.

All-American Canal to Cesar Chavez Boulevard

Land uses within this segment include residential, commercial, and school uses. Large areas of residential development exist on both sides of SR 98 near the All-American Canal that can be accessed by David Navarro Avenue. A residential development north of SR 98 that is accessed by David Navarro Avenue is known as Rainbow Park and is characterized by single-family residential homes.

Residential development south of SR 98 accessed by David Navarro Avenue is similar in type to the residential development within Rainbow. This area of residential development extends farther east along SR 98, crossing Kloke Road, until it abuts the Casa Imperial Apartments, a multi-family residential development.

Additional residential development exists along Eady Avenue. Single-family residential units line the western side of Eady Avenue south of SR 98, while residential development is also accessed by Eady Avenue north of SR 98 adjacent to the Casa Sonoma Apartments east of Lacy Avenue. Single-family residential development is also located along Lacy Avenue and Lee Avenue south of SR 98.

Commercial development includes an Arco gas station located at the southwest corner of the SR 98 and Kloke Road intersection, as well as a Chevron gas station located at the southeast corner of the SR 98 and Kloke Road intersection. The Chevron is located adjacent to a Jack in the Box restaurant and a small strip-commercial development occupied by several businesses, which are both located east of the Chevron along SR 98.

The largest commercial development within the segment is the Santo Tomas Swap Meet, located along the north side of SR 98 between V.V. Williams Avenue and the railroad tracks. The Santo Tomas Swap Meet is a large outdoor commercial shopping area with a large number of vendors selling a variety of products such as home furnishings, clothing, and other assorted items. Commercial development on the south side of SR 98 across from the Santo Tomas Swap Meet includes two businesses: San Diego BYA Bus and Auto Mart. From the field reconnaissance conducted for the proposed project, it is not clear whether these are two distinct businesses with clearly demarcated property lines or two jointly operated businesses. These two businesses are on an undeveloped dirt lot with cars, trucks, small buses, and school buses located on the property.

Additionally, there is a residential development along the southern side of SR 98 across from Rainbow Park that may also serve as a commercial enterprise as well. This residential development has a sign for a home loan office in the front yard indicating that this development may also serve as a commercial enterprise.

Several community resources are located within this segment. The properties of two schools are located adjacent to SR 98, while two other schools are located near SR 98. Portions of the open playing field and recess area for Blanche Charles Elementary School are located adjacent to SR 98 at the northwest corner of SR 98 and Kloke Road. Similarly, portions of the open playing field and recess area for Mains Elementary School are located adjacent to SR 98 at the southeast corner of SR 98 and Eady Avenue. Additionally, William Moreno Jr. High School abuts undeveloped properties in the northeast corner of the intersection of SR 98 and Kloke Road. Vincent Memorial Catholic High School is located south of the San Diego BYA Bus and Auto Mart. The Calexico Family Resource Center is located on the south side of SR 98 at the southwest corner of SR 98 and Lacy Avenue, with the parking lot of the properties occupying the entire corner of the intersection.

Cesar Chavez Boulevard to Eastern Project Terminus

Development immediately adjacent to SR 98 to the east of Cesar Chavez is similar to the development to the west, in that it is a mix of residential, commercial, and school uses. However, this segment has a greater concentration of commercial development.

Small amounts of residential development are located along the south side of SR 98. Development at the southwest corner of SR 98 and Ollie Avenue are single-family residences, while a multi-family apartment structure is located at the southeast corner of SR 98 and Paulin Avenue. Residential development on the north side of SR 98 is located between Paulin Avenue and the eastern terminus of the project. The residential development east of Paulin Avenue and west of Rockwood Avenue is characterized by single-family homes. Residential development east of Rockwood Avenue is predominantly multi-family.

Development along the southern portion of SR 98 between the railroad tracks and Rockwood Avenue is primarily commercial with a small amount of residential development. U-Save Car & Truck Rental and G&G Auto Sales are two commercial enterprises located along SR 98 between the railroad tracks and George Avenue. These two businesses appear to share the same commercial structure, parking lot, and display areas. Rios Auto Sales is located at the southeast corner of SR 98 and George Avenue. Additional commercial development between Ollie Avenue and Rockwood Avenue includes, but is not limited to, El Gaucho restaurant, a strip commercial development, El Soul Meat

Market, Fill Co. gas station, Big John gas station, Auto Fiesta Wholesale, and 24 Seven convenience store. Commercial development along the north side of SR 98 is concentrated between Ollie Avenue and SR 111. This commercial development includes a Carl's Jr., Food-4-Less grocery store, a Rite-Aid, and a strip mall with name brand chain-stores. Milenio Auto Sales is located at the corner of SR 98 and Paulin Avenue.

Several community resources are located within this segment. Portions of the open playing field and recess area for Rockwood Elementary School are located adjacent to SR 98 at the southeast corner of SR 98 and Rockwood Avenue. Additionally, the Calexico Chamber of Commerce is located at the northwest corner of SR 98 and SR 111, and a United States Post Office is located at the northwest corner of SR 98 and Ollie Avenue.

**ATTACHMENT B
SR 98 PM CONFORMITY HOT SPOT ANALYSIS
PROJECT SUMMARY FORM FOR INTERAGENCY CONSULTATION**

Traffic Data

SR 98 – EXISTING TRUCK TRAFFIC^a

Segment	ADT	Truck Traffic	Percent Trucks
SR 98			
- West of David Navaro	9,200	787	8.55%
- David Navaro and Kloke Rd	11,200	856	7.64%
- Kloke Rd and Easy Ave	17,100	1,996	11.67%
- Eady Ave and V.V. Williams Ave	17,000	2,400	14.12%
- Estrada Blvd and Ollie Ave	22,400	2,617	11.68%
- Ollie Ave and SR 111	25,400	1,664	6.55%
- East of SR 111	26,400	3,967	15.03%
SR 111			
- North of SR 98	33,100	2,883	8.71%
- South of SR 98	36,200	2,507	6.93%

Source: Linscott, Law & Greenspan, Final Traffic Volumes/Traffic Operations Report, SR 98 Widening Update, City of Calexico, California, April 23, 2007

a – Includes 2-axle trucks

SR-98 YEAR 2015 TRAFFIC DATA

Intersection Operations	Year 2015 With Anza Road (No Improvements)				Year 2015 With Anza Road (With Improvements)		
	Control Type	Peak Hour	Delay	LOS	Control Type	Delay	LOS
SR 98/ Dogwood Road	Signal	AM PM	- -	- -	Signal	32.9 32.0	C C
SR 98/ David Navaro Avenue	AWSC ^d	AM PM	>100.0 >100.0	F F	Signal	40.4 27.0	D C
SR 98 / Kloke Road	Signal	AM PM	56.7 64.1	E E	Signal	45.1 36.3	D D
SR 98/ Eady Avenue	Signal	AM PM	>100.0 78.7	F E	Signal	22.7 20.9	C C
SR 98/ V.V. Williams Avenue / Lee Avenue	TWSC ^c	AM PM	>100.0 >100.0	F F	Signal	16.6 18.1	B B
SR 98/ Cesar Chavez Blvd	TWSC ^c	AM PM	>100.0 >100.0	F F	Signal	20.1 25.9	C C
SR 98/ Estrada Blvd	TWSC ^c	AM PM	86.6 37.8	F E	TWSC ^c	12.6 11.9	B B
SR 98/ Ollie Avenue	Signal	AM PM	17.0 32.9	B C	Signal	13.2 28.1	B C
SR 98/ SR 111/ Imperial Avenue	Signal	AM PM	43.4 49.0	D D	Signal	32.9 35.5	C D
Grant Avenue/ Cesar Chavez Blvd	TWSC ^c	AM PM	>100.0 >100.0	F F	Signal	18.2 21.4	B C
2 nd Street/ Cesar Chavez Blvd	AWSC ^d	AM PM	- ^e - ^e	- -	Signal	16.6 24.4	B C
2 nd Street/ SR 111	Signal	AM PM	34.8 >100.0	C F	Signal	25.3 32.4	C C

Source: Linscott, Law & Greenspan, Final Traffic Volumes/Traffic Operations Report, SR 98 Widening Update, City of Calexico, California, April 23, 2007

Footnotes:

- a. Average delay expressed in seconds per vehicle.
- b. Level of Service.
- c. TWSC – Two-Way Stop Controlled intersection. Minor street left turn delay is reported.
- d. AWSC – All-Way Stop Controlled Intersection. Delay not calculated because of too many lanes for unsignalized analysis.
- e. The intersection cannot be calculated because the Trafficware Synchro software does not accept the existing lane geometrics for unsignalized intersections.
- f. The intersection of SR 98 / Dogwood Road was not analyzed under existing conditions because the construction of the Anza Road extension requires intersection improvements at this intersection.

SR 98 – YEAR 2035 TRAFFIC DATA

Intersection Operations	Year 2035 With Anza Road (No Improvements)				Year 2035 With Anza Road (With Improvements)		
	Control Type	Peak Hour	Delay	LOS	Control Type	Delay	LOS
SR 98/ Dogwood Road	Signal	AM PM	- -	- -	Signal	37.5 41.1	D D
SR 98/ David Navaro Avenue	AWSC ^d	AM PM	>100.0 >100.0	F F	Signal	28.4 20.4	C C
SR 98 / Kloke Road	Signal	AM PM	>100.0 >100.0	F F	Signal	46.8 46.8	D D
SR 98/ Eady Avenue	Signal	AM PM	>100.0 >100.0	F F	Signal	20.5 14.8	C B
SR 98/ V.V. Williams Avenue / Lee Avenue	TWSC ^c	AM PM	>100.0 >100.0	F F	Signal	17.7 26.9	B C
SR 98/ Cesar Chavez Blvd	TWSC ^c	AM PM	>100.0 >100.0	F F	Signal	15.2 14.5	B B
SR 98/ Estrada Blvd	TWSC ^c	AM PM	>100.0 >100.0	F F	TWSC ^c	13.9 13.5	B B
SR 98/ Ollie Avenue	Signal	AM PM	39.2 53.6	D D	Signal	21.1 34.7	C C
SR 98/ SR 111/ Imperial Avenue	Signal	AM PM	>100.0 >100.0	F F	Signal	39.2 48.2	D D
Grant Avenue/ Cesar Chavez Blvd	TWSC ^c	AM PM	>100.0 >100.0	F F	Signal	20.4 27.2	C C
2 nd Street/ Cesar Chavez Blvd	AWSC ^d	AM PM	- ^e - ^e	- -	Signal	18.7 30.5	B C
2 nd Street/ SR 111	Signal	AM PM	78.5 >100.0	E F	Signal	32.5 54.6	C D

Source: Linscott, Law & Greenspan, Final Traffic Volumes/Traffic Operations Report, SR 98 Widening Update, City of Calexico, California, April 23, 2007

Footnotes:

- a. Average delay expressed in seconds per vehicle.
- b. Level of Service.
- c. TWSC – Two-Way Stop Controlled intersection. Minor street left turn delay is reported.
- d. AWSC – All-Way Stop Controlled Intersection. Delay not calculated because of too many lanes for unsignalized analysis.
- e. The intersection cannot be calculated because the Trafficware Synchro software does not accept the existing lane geometrics for unsignalized intersections.
- f. The intersection of SR 98 / Dogwood Road was not analyzed under existing conditions because the construction of the Anza Road extension requires intersection improvements at this intersection.