

<b>RTIP ID#</b> <i>(required)</i> ORA000147	
<b>Project Description</b> <i>(clearly describe project)</i> The proposed Orange County Gateway project is located in northeastern Orange County, along Orangethorpe Avenue and Crowther Avenue, between State Route 57 (SR-57) and State Route 91 (SR-91). The western segment of the project is located within the City of Placentia, while the eastern segment is located within the City of Anaheim. Portions of the project study area are also within unincorporated County of Orange.  Three build alternatives are proposed, along with a no-build Alternative A.  Alternative B consists of railroad lowering from Bradford Avenue to Imperial Highway. This alternative provides for a railroad trench that would begin its descent at Bradford Avenue and proceed easterly down at the maximum grade of one percent to a full trench depth of 12.19 m (40 feet) near Kraemer Boulevard. Proceeding to the east, the trench would remain 10.67 to 12.19 m (35 to 40 feet) deep until just west of Kellogg Drive, where it would begin its ascent at one percent grade to join the existing at-grade rail line at Imperial Highway. The 12.19 m (40 foot) depth would allow the trench to pass below the existing drainage structures that cross the alignment. This alternative consists of several features that are described in detail below.  The proposed trench would be 17.22 m (56.5 feet) wide and consist of two railroad tracks with space to accommodate a third track and a 3.05-meter-wide (10-foot-wide) access road (for maintenance and emergency use). Access points into the trench are located at each end as the tracks enter and exit the trench, as well as two access points into the trench at Lakeview Avenue and Jefferson Street. The trench would be situated within existing BNSF right-of-way except for the 1,737.36-meter-long (5,700-foot-long) stretch of the corridor along Crowther Avenue, where it would be shifted to the south. From west to east, new bridge structures would span the trench at Crowther Avenue, Porter Way, Cardinal Street, Kraemer Boulevard, Oxford Street, Miller Street, Orangethorpe Avenue, Rose Drive/Tustin Avenue, Jefferson Street, Van Buren Street, Richfield Road, Fee Ana Street, Lakeview Avenue, and Kellogg Drive, providing north-south access.  Alternative C is railroad lowering from Bradford Avenue to west of Kellogg Drive. This alternative combines a partial trench with standard grade separations in order to accommodate an emergency bypass route for the railroad utilizing existing tracks. The proposed trench and the at-grade railroad right-of-way would be 17.22 meter wide (56.5 feet wide), consisting of two railroad tracks with space to accommodate a third track and a 3.05-meter-wide (10-foot-wide) access road (for maintenance and emergency use). Access points into the trench are located at each end as the tracks enter and exit the trench, as well as two access points into the trench at Lakeview Avenue and Jefferson Street. Like Alternative B, the rail trench would begin its descent at Bradford Avenue and proceed easterly down at the maximum grade of one percent to a full trench depth of 12.19 meters (40 feet) near Kraemer Boulevard. The trench would remain 10.67 to 12.19 meters (35 to 40 feet) deep until its ascent at one percent grade to join the existing at-grade rail line west of Kellogg Drive. New bridge structures would be the same as Alternative B, with the exception of Lakeview Avenue and Kellogg Drive. Lakeview Avenue would be constructed as a bridge overcrossing of the railroad corridor. Fee Ana Street would be closed at the BNSF right-of-way, and Kellogg Drive would remain as an at-grade crossing.  Alternative D is a standard grade separation that involves eight railroad undercrossings and overcrossings between Kraemer Boulevard and Kellogg Drive. Each undercrossing and overcrossing requires right-of-way acquisition of property in order to allow access to the crossings from the frontage roads (Crowther Avenue and Orangethorpe Boulevard). The proposed at-grade railroad right-of-way would be 17.22 meters wide (56.5 feet wide) and consist of two railroad tracks with space to accommodate a third track and a 3.05-meter-wide (10-foot-wide) access road.	
<b>Type of Project</b> <i>(use Table 1 on instruction sheet)</i> Roadway realignment, change to existing regionally significant street.	
<b>County</b> Orange	<b>Narrative Location/Route &amp; Postmiles</b> Crowther Avenue/Orangethorpe Avenue (corridor is approximately 5 miles in length)  <b>Caltrans Projects – EA#</b> 12-ORA-O-PLCN

PM Conformity Hot Spot Analysis – Project Summary for Interagency Consultation

<b>Lead Agency:</b> City of Placentia				
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<b>Hot Spot Pollutant of Concern</b> ( <i>check one or both</i> ) <b>PM2.5 x</b> <b>PM10 x</b>				
<b>Federal Action for which Project-Level PM Conformity is Needed</b> ( <i>check appropriate box</i> )				
<b>Categorical Exclusion (NEPA)</b>	<input checked="" type="checkbox"/> <b>EA or Draft EIS</b>	<input type="checkbox"/> <b>FONSI or Final EIS</b>	<input type="checkbox"/> <b>PS&amp;E or Construction</b>	<input type="checkbox"/> <b>Other</b>
<b>Scheduled Date of Federal Action:</b> Late 2006				
<b>Current Programming Dates</b> <i>as appropriate</i>				
	<b>PE/Environmental</b>	<b>ENG</b>	<b>ROW</b>	<b>CON</b>
<b>Start</b>	2001	2007	2008	2009
<b>End</b>	2007	2008	2009	2012
<b>Project Purpose and Need (Summary):</b> ( <i>attach additional sheets as necessary</i> ) The purpose of the OCG project is to eliminate the current and potential hazards posed by the existing at-grade crossings at several intersections on the Orangethorpe Corridor. At the same time, the project seeks to accomplish the following objectives:				
<ul style="list-style-type: none"> <li>• Improve the economic vitality of the surrounding community by reducing traffic delays for residents, employees, and visitors to area businesses</li> <li>• Improve the projected future vehicle level of service (LOS) and reduce the amount of congestion and delay on the project area roadway network</li> <li>• Increase the efficiency of moving people and goods by rail (freight and passengers) and cars and trucks in the OCG project area</li> <li>• Increase public safety by eliminating at-grade rail/local street crossings</li> <li>• Reduce operational train noise and whistles</li> <li>• Reduce emergency vehicle response times</li> <li>• Reduce air pollution from idling vehicles on local streets at rail crossings</li> </ul>				
<b>Surrounding Land Use/Traffic Generators</b> ( <i>especially effect on diesel traffic</i> ) The land uses along the project corridor include residences, light industrial, and commercial developments.				
<b>Opening Year: Build and No Build LOS, AADT, % and # trucks, truck AADT of proposed facility</b> LOS = NA <sup>1</sup> , ADT = 23,000 Truck ADT = 1,564 (6.8%) along Orangethorpe Avenue				
<b>RTP Horizon Year / Design Year: Build and No Build LOS, AADT, % and # trucks, truck AADT of proposed facility</b> LOS = NA <sup>2</sup> , ADT = 33,000 Truck ADT = 2,244 (6.8%) along Orangethorpe Avenue				
* This data applies to all four (A, B, C, and D) alternatives.				

<sup>1</sup> Refer to the attached Table 3.6-B.

<sup>2</sup> Refer to the attached Tables 3.6-D, 3.6-F, 3.6-H, and 3.6-I.

<p><b>Opening Year: If facility is an interchange(s) or intersection(s), Build and No Build cross-street AADT, % and # trucks, truck AADT</b> LOS = NA<sup>3</sup>, ADT = 6,000 to 24,000 Truck ADT = 408 to 1,632 (6.8%) along Orangethoke Avenue cross streets</p> <p><b>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</b> LOS = NA<sup>4</sup>, ADT = 6,000 to 33,000 Truck ADT = 408 to 2,244 (6.8%) along Orangethoke Avenue cross streets</p> <p>* This data applies to all four (A, B, C, and D) alternatives.</p>
<p><b>Describe potential traffic redistribution effects of congestion relief</b> (<i>impact on other facilities</i>) See attached analysis</p>
<p><b>Comments/Explanation/Details</b> (<i>attach additional sheets as necessary</i>) See attached analysis</p>

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<sup>3</sup> Refer to the attached Table 3.6-B.

<sup>4</sup> Refer to the attached Tables 3.6-D, 3.6-F, 3.6-H, and 3.6-I.

### **Particulate Matter (PM<sub>10</sub> and PM<sub>2.5</sub>) Analysis**

The proposed project is within a nonattainment area for federal PM<sub>2.5</sub> and PM<sub>10</sub> standards. Therefore, per 40 CFR Part 93 analyses are required for conformity purposes. However, the EPA does not require hot-spot analyses, qualitative or quantitative, for projects that are not listed in section 93.123(b)(1) as an air quality concern. The project does not qualify as a project of air quality concern (POAQC) because of the following reasons:

- i. The proposed project is not a new or expanded highway project. The proposed project is a roadway realignment and railway overcrossing/lowering project that does not increase the capacity of the local roadways. This type of project improves roadway operations by reducing traffic congestion and improving railroad safety. Based on the *Traffic Analysis* (LSA Associates, Inc., 2004), the proposed project would not increase the traffic volumes along the local roadways. None of the traffic volumes along the roadways within the project vicinity would exceed the 125,000 average daily trips (ADT) threshold for a POAQC. In addition, based on the traffic volumes along SR-57 (6.8 percent trucks) the truck traffic would not exceed eight percent truck volume or the 10,000 truck ADT threshold for POAQC.
- ii. The proposed project does not affect intersections that are at level of service (LOS) D, E, or F with a significant number of diesel vehicles. The purpose of the proposed project is to eliminate the existing at-grade railroad crossings along Crowther Avenue and Orangethorpe Avenue. The removal of these at-grade crossings would reduce the delay and improve the LOS at intersections within the project vicinity. The LOS conditions in the project vicinity with and without the proposed project are shown in Tables 3.6-D, 3.6-F, 3.6-H, and 3.6-I.
- iii. The proposed project does not include the construction of a new bus or rail terminal.
- iv. The proposed project does not expand an existing bus or rail terminal.

Therefore, the proposed project meets the Clean Air Act requirements and 40 CFR 93.116 without any explicit hot-spot analysis. The proposed project would not create a new, or worsen an existing, PM<sub>10</sub> or PM<sub>2.5</sub> violation.