

PM Conformity Hot Spot Analysis – Project Summary for Interagency Consultation

<b>RTIP ID#</b> <i>(required)</i> RIV 031204				
<b>TCWG Consideration Date</b> May 2008 TCWG meeting – May 27, 2008				
<b>Project Description</b> <i>(clearly describe project)</i>				
<p>The City of Murrieta proposes to replace the Washington Avenue Bridge crossing of Murrieta Creek with a new bridge crossing at Guava Street. The proposed project would extend Guava Street east from its intersection with Washington Avenue, construct an approximately 490-foot-long five-span bridge over Murrieta Creek, and extend Guava Street from the bridge to connect to the proposed extension of Guava Street west from its intersection with Adams Avenue under the City's Capital Improvement Program project. The Guava Street extension is approximately ¼ mile long, including the bridge construction over Murrieta Creek. The Guava Street extension and bridge would consist of a two-lane roadway with an approach and bridge curb-to-curb width of 40 feet, to accommodate two, 12-foot lanes and two, 8-foot shoulders. A 5-foot-wide sidewalk would be included along one side for a total bridge deck width of approximately 48 feet. After the proposed Guava Street bridge and extension projects are completed and Guava Street segment between Washington and Adams Avenues is operational, the Washington Avenue Bridge would be demolished and Washington Avenue would terminate as a cul-de-sac south of Murrieta Creek and connect with Brown Street north of Murrieta Creek.</p> <p>See Figures 1 and 2 (attached).</p>				
<b>Type of Project</b> <i>(use Table 1 on instruction sheet)</i> "Change to existing regionally significant street"				
<b>County</b> Riverside County	<b>Narrative Location/Route &amp; Postmiles;</b> Guava Street is a two-lane, asphalt surfaced road running northeast to southwest in the project area that is presently segmented by Murrieta Creek between its intersections with Adams and Washington Avenues on either side of the creek. The proposed Guava Street Bridge and roadway extensions would connect the Guava Street segments between the Adams and Washington Avenues intersections in alignment with the existing Guava Street segments. <b>Caltrans Projects – EA#</b> 924804 (5464[023])			
<b>Lead Agency:</b> City of Murrieta				
<b>Contact Person</b> Jeffrey Hitch, P.E.	<b>Phone#</b> 951-461-6076	<b>Fax#</b> 951-461-6049	<b>Email</b> jhitch@murrieta.org	
<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 checked="" type="checkbox"/> <b>FONSI or Final EIS</b>	<b>PS&amp;E or Construction</b>	<b>Other</b>
<b>Scheduled Date of Federal Action:</b> end of 2008				
<b>NEPA Delegation – Project Type</b> <i>(check appropriate box)</i>				
<b>Exempt</b>	<b>Section 6004 – Categorical Exemption</b>	<input checked="" type="checkbox"/> <b>Section 6005 – Non-Categorical Exemption</b>		
<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>	2003	2008	2009	May 2010
<b>End</b>	2008	2009	2010	Nov 2011

**Project Purpose and Need (Summary):** *(attach additional sheets as necessary)*

The primary purpose of the proposed project is to replace the Washington Avenue Bridge, which is rated by Caltrans as structurally deficient due to substandard approach roadway width, bridge railings, and inadequate distance to the intersection with Brown Street. The Washington Avenue Bridge lacks approach roadway railings and has exposed steel driven piles supporting bridge columns and large cracks in both abutments.

Implementation of this project along with the City's extension of Guava Street from Adams Avenue to the Guava Street Bridge would connect the Guava Street segments and improve access from I-15 across Murrieta Creek by providing a more direct route along Guava Street and reducing out-of-direction travel, which currently occurs at the Washington Avenue crossing. The proposed Guava Street bridge and extension projects would connect Guava Street from the Washington Avenue/Guava Street intersection with the Adams Avenue/Guava Street intersection, and would provide a direct link over the creek between the mountainous De Luz area to the west and I-15 access to the east.

Additionally, the ACOE has prepared a master plan and environmental study for the ultimate design of the Murrieta Creek channel through Murrieta and the Temecula Valley. The ACOE plan calls for replacement of the Washington Avenue Bridge to accommodate the ACOE's proposed channel configuration. A crossing at Guava Street would be consistent with the City Council's adopted 2007 Circulation Plan.

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

The project site is a semi-rural area on the outskirts of the City but within the City limits. The area surrounding the project site is characterized by sparsely vegetated, vacant land, and scattered rural residences. A few individual residences are located in proximity of the site along Washington Avenue near its intersection with Guava Street with one residence adjacent to the proposed bridge on the south side of Murrieta Creek. There are several businesses located along Washington Avenue at the Guava Street intersection including a taxicab maintenance facility and a construction equipment and materials supply yard adjacent to the proposed bridge location on the south side of Murrieta Creek.

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

The project opening year is 2011. A traffic report was prepared for the project. Build and No Build street segment LOS would be better than LOS C for all affected project street segments. The Build (redistributed) and No Build (existing) AADT is 1,534 and 1,599 AADT for Guava Street, west of Washington Avenue; 3,152 and 2,083 AADT for Guava Street, east of Adams Avenue; 440 and 1,511 AADT for Brown Street between Washington and Adams Avenues; and 2,215 and 2,287 AADT for Adams Avenue between Guava and Brown Streets, respectively. Heavy truck fraction is assumed to be the FHWA Highway Manual default of less than 2 percent.

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

The RTP horizon year is 2030. The forecast 2030 traffic volume for Guava Street is 7,667 AADT east of and 7,331 AADT west of Adams Avenue; for Brown Street is 1,586 AADT between Washington and Adams Avenues; and for Adams Avenue is 5,280 AADT between Guava and Brown Streets. 2030 LOS for the affected segments are not available; however, the LOS C AADT capacity of the affected street segments is 10,400 AADT, which the 2030 AADT's are less than. Therefore, the 2030 LOS would be greater than LOS C. Heavy truck fraction is assumed to be the FHWA Highway Manual default of less than 2 percent.

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

The project would not construct an interchange or an intersection; the project connects to an unsignalized 3-way intersection resulting in a unsignalized 4-way intersection. The affected street segment AADT and LOS are provided above for the affected cross streets.

**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**

2030 AADT and LOS are provided above for the affected cross streets.

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

The proposed project would redistribute traffic volumes on surrounding streets by replacing the Washington Avenue Bridge with the proposed Guava Street Bridge. The project would not increase the number of through lanes on the affected street segments, and the proposed bridge and street extension would have the same number of through lanes (two) as the existing connecting street (Guava Street) and surrounding streets. Traffic along Washington Avenue south of the creek near a few residences would be greatly diminished by the elimination of the Washington Avenue Bridge; however, redistributed traffic on the proposed Guava Street extension and bridge would divert this traffic closer to one residence and a business adjacent to the bridge.

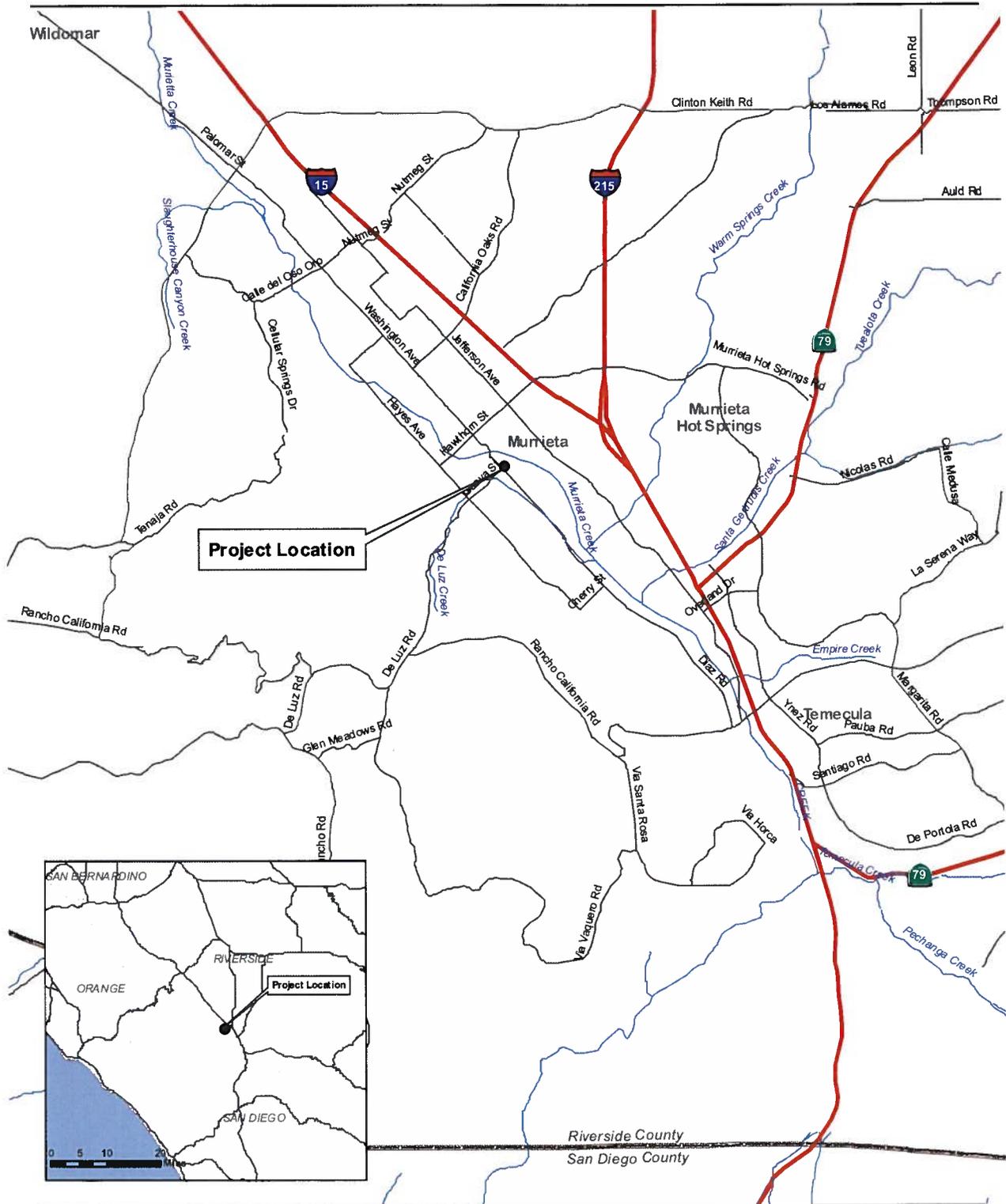
**Comments/Explanation/Details (*attach additional sheets as necessary*)**

It is believed that the proposed project is not a project of air quality concern (POAQC) as defined by the USEPA March 2006 PM guidance document for determining which transportation projects must be analyzed for local air quality impacts in PM2.5 and PM10 non-attainment and maintenance areas. This conclusion is based on the following reasons:

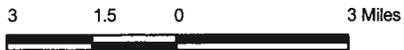
The anticipated 2030 traffic volumes of less than 10,400 AADT are well below the 140,000 to 150,000 AADT Mobile source air toxics threshold suggested in the Interim Guidance Document. Consistent with the low AADT and the function of the project roadways, there would be few diesel vehicles anticipated on the roadways, once the project is constructed and operational. Finally, the project would not be located in proximity to populated areas.

Please see attached project maps and images, which include:

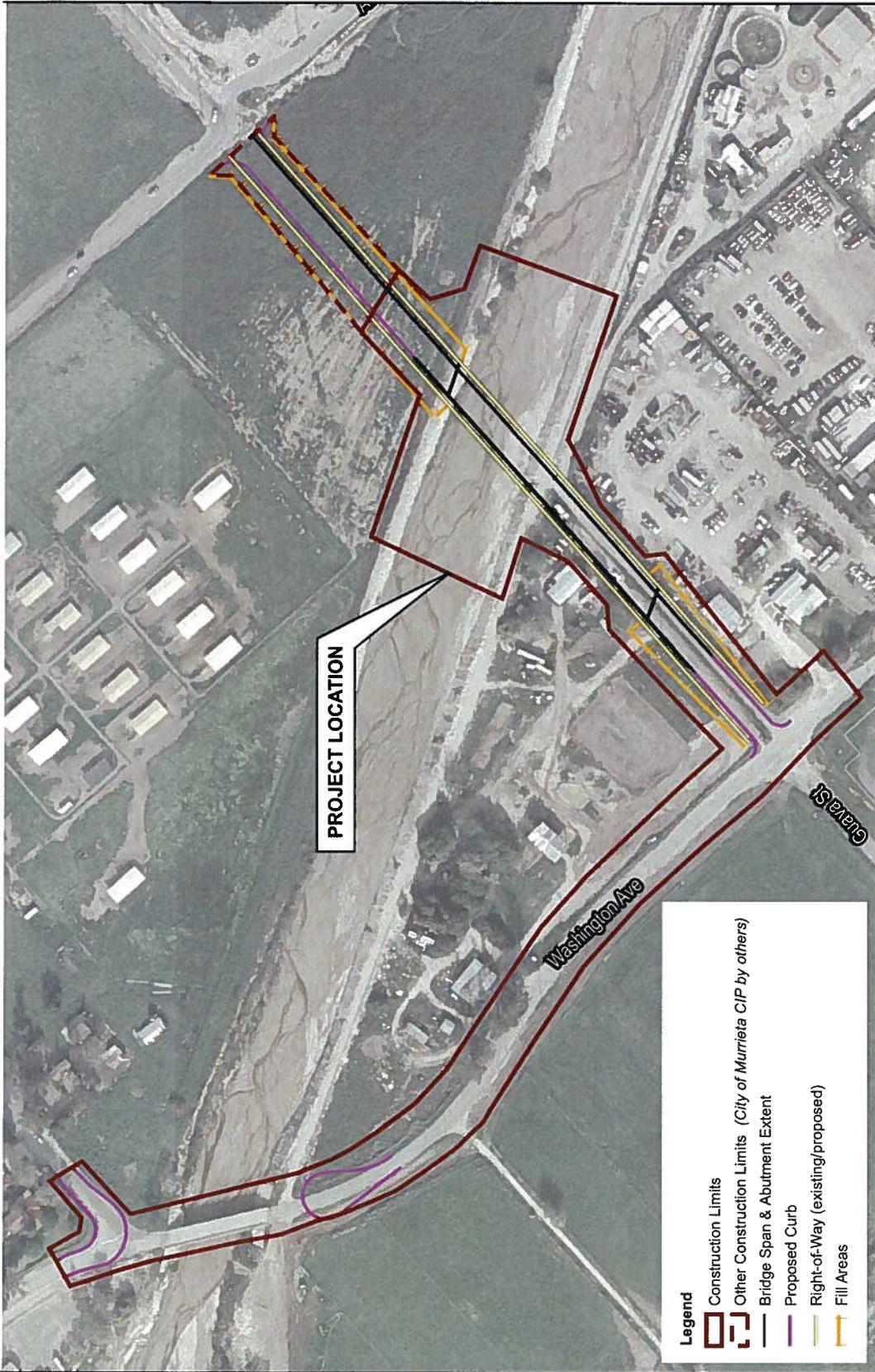
- Regional Location Map
- Site Map
- Existing Northbound view and project simulation
- Existing Southbound view and project simulation



Source: EDAW



**Figure 1**  
**Regional Location Map**



**Figure 2  
Site Map**

Source: ESRI 2007; Rick Engineering July 2007; T.Y.Lin 2007; EDAAW 2007

240 120 0 240 Feet

Scale: 1:2,400; 1 inch = 200 feet





View of Guava Street looking towards the location of the proposed bridge



Guava Street bridge visual simulation

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Source: Visual Simulation T.Y. Lin 2008

**Figure 12**  
**Key View 1 and Visual Simulation- Guava Street Bridge**



Location of proposed Guava Street bridge at Murrieta Creek



Guava Street bridge visual simulation, side view

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Source: Visual Simulation T.Y. Lin 2008

**Figure 13**  
**Key View 2 Visual Simulation- Guava Street Bridge**