

PM10/2.5 Conformity Hot Spot Analysis – Project Summary for Interagency Consultation

Project Description (from TIP, RTP, and/or project documents) AT SR-60/NASON ST IC & MORENO BEACH DR IC: WIDEN NASON OC 2 TO 6 LNS; MODIFY MORENO BEACH DR IC - WIDEN 2 TO 6 LNS, REALIGN/WIDEN RAMPS, ADD WB ON RAMP, ADD EB/WB AUX LN (per adopted 2004 RTP) (see the comments section below for additional info)					MPO ID#: <u>RIV041052</u>				
County: Riverside County		Narrative Location/Route & Postmiles City of Moreno Valley/State Route 60 (SR-60) from PM 18.3/19.5 Caltrans Projects – EA#: <u>323010</u>							
Lead Agency: City of Moreno Valley									
Contact Person Margery Lazarus			Phone# (951) 413-3133		Fax# (951) 413-3170		Email margeryl@moval.org		
Pollutants for which decision is needed		✓	PM10		✓	PM2.5		CO	
Decision Proposed:			POAQC		✓	Not POAQC		Accept Hot Spot Study	
Federal Action Needed (describe in Comments below)									
✓	CE		EA or Draft EIS		FONSI or Final EIS		PS&E or Construction		Other
Scheduled Date of Federal Action: Not Applicable (NEPA Document is a Programmatic Categorical Exclusion [PCE])									
Current Programming Dates (as appropriate)									
	PE/Environmental		ENG		ROW		CON		
Start		04/05		04/05					
End		08/09		08/09					
Project Purpose and Need (Summary): The purpose of the project is to provide operational improvements, to alleviate congestion, and to address the existing roadway and bridge deficiencies. The project is needed to improve safety, to bring the roadway and bridge features up to current standards, and to provide acceptable levels of service on the freeway ramps and the ramp terminal intersections.									
Surrounding Land Use/Traffic Generators Northwest & northeast quadrants of SR-60/Nason Street – single family residential developments Southwest quadrant of SR-60/Moreno Beach Drive – commercial development Southeast quadrant of SR-60/Moreno Beach Drive – auto mall									
State Highway/mainline AADT, % trucks, truck AADT (opening year) Opening Year (2011) AADT: 96,000 (interpolated between 2006 volumes and 2035 projection) Trucks: 13.2% Truck AADT: 13,800									
State Highway/mainline AADT, % trucks, truck AADT (RTP horizon year) 2035 Build Condition 2035 No Build Condition AADT: 205,000 AADT: 215,000 Trucks: 13.2% Trucks: 13.2% Truck AADT: 27,160 Truck AADT: 28,400									
If interchange(s) or intersection(s) involved, for worst-LOS interchange or intersection:									
Cross-street AADT, % trucks, truck AADT (opening year) (with project) Nason Street: AADT: 18,700 Trucks 4% Truck AADT: 750 Moreno Beach Drive AADT: 15,400 Trucks 4% Truck AADT: 620									
Cross-street AADT, % trucks, truck AADT (RTP horizon year) (with project) Nason Street: AADT: 35,800 Trucks 4% Truck AADT: 1,400 (horizon year 2035) Moreno Beach Drive AADT: 41,100 Trucks 4% Truck AADT: 1,600 (horizon year, 2035)									

Comments/Explanation/Details

See the memorandum attached to this form for additional traffic and Air Quality information.

The Oct. 2006 RTIP be amended to show a “revised” project description with 6 lanes on Moreno Beach Drive, and 4 lanes on Nason Street OC. The project is currently being modeled by SCAG with this updated lane configuration at both bridges. The Model number will be posted on the SCAG web site by June 30, 2006. At Nason Street overcrossing (4-through lanes) and at Moreno Beach Drive (6-through lanes). The project limits were revised to be PM 17.9/19.8 during the preliminary environmental phase and have been updated in the Draft 2006 RTIP.

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 that 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.*