

PM Conformity Hot Spot Analysis – Project Summary for Interagency Consultation

<b>RTIP ID#</b> (required) RIV050534				
<b>TCWG Consideration Date</b> (date to be presented at the TCWG) September 25, 2007				
<b>Project Description</b> (clearly describe project) The proposed project improves the existing I-215/Newport Road interchange utilizing a modified partial cloverleaf interchange configuration. Newport Road would be widened from four to six through lanes, and two approach ramp entrance lanes. All ramps would be reconstructed to connect with the widened cross section of Newport Road. In between the northbound and southbound ramp terminals, Newport Road would generally be widened to accommodate a 6-foot sidewalk on the north side, a 5-foot shoulder, a 2-foot left shoulder, four 12-foot through/turn lanes in each direction, and a 14-foot median. The Newport Road overcrossing would be widened as part of the project. East and west of the interchange, Newport Road would consist of three through lanes in each direction plus any necessary turn lanes. Finally, the I-215 bridge over Salt Creek at the northern extents of the project area would be widened to accommodate the proposed northbound on-ramp.				
<b>Type of Project</b> (use Table 1 on instruction sheet) Reconfigure existing interchange				
<b>County</b> Riverside		<b>Narrative Location/Route &amp; Postmiles</b> I-215/Newport Road Interchange Riv-215-PM 17.7/19.3  <b>Caltrans Projects – EA#</b> 0J4400		
<b>Lead Agency:</b>				
<b>Contact Person</b>		<b>Phone#</b>	<b>Fax#</b>	<b>Email</b>
Scott Staley		951.955.2092	951.955.3164	cstaley@rctlma.org
<b>Hot Spot Pollutant of Concern</b> (check one or both) <input checked="" type="checkbox"/> <b>PM2.5</b> <input checked="" type="checkbox"/> <b>PM10</b>				
<b>Federal Action for which Project-Level PM Conformity is Needed</b> (check appropriate box)				
<input checked="" type="checkbox"/> <b>Categorical Exclusion (NEPA)</b>	<input 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>				
<b>NEPA Delegation – Project Type</b> (check appropriate box)				
<input type="checkbox"/> <b>Excluded</b>	<input type="checkbox"/> <b>Section 6004 – NEPA Categorical Exclusions (CEs)</b>		<input checked="" type="checkbox"/> <b>Section 6005 – All NEPA document types (i.e. CEs, EAs, EIS)</b>	
<b>Current Programming Dates</b> (as appropriate)				
	<b>PE/Environmental</b>	<b>ENG</b>	<b>ROW</b>	<b>CON</b>
<b>Start</b>	<b>05/07</b>	<b>10/08</b>	<b>12/08</b>	<b>5/10</b>
<b>End</b>	<b>09/08</b>	<b>12/09</b>	<b>12/09</b>	<b>11/11</b>

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<p><b>Project Purpose and Need (Summary):</b> <i>(attach additional sheets as necessary)</i></p> <p>In recent years, there has been an increasing amount of vehicular traffic as the population and economic vitality increases throughout Riverside County, particularly in the vicinity of the proposed project. This growth has resulted in an increase in the level of congestion located at the I-215/Newport Road interchange area. To alleviate congestion and improve traffic operations in the interchange area, the County, Caltrans, and FHWA are proposing to widen the existing Newport Road overcrossing and reconstruct the interchange exit and entrance ramps. The primary purpose of the proposed project is to improve traffic operations in the interchange area.</p>
<p><b>Surrounding Land Use/Traffic Generators</b> <i>(especially effect on diesel traffic)</i></p> <p>Land use in the project vicinity consists of a mix of commercial/retail, residential, vacant/undeveloped properties. A description of land use in the vicinity of the respective quadrants of the I-215/Newport Road interchange follows:</p> <p>Northeast quadrant = vacant/undeveloped; residential (single-family) Southeast quadrant = commercial/retail; residential (multi-family) Southwest quadrant = commercial/retail (under construction) Northwest quadrant = commercial/retail; vacant/undeveloped</p>
<p><b>Opening Year (2011): Build and No Build LOS, AADT, % and # trucks, truck AADT of proposed facility</b></p> <p>LOS C-D for Build and No Build, 169,655 (AADT), 3.6% (% Diesel Trucks), 12,215 (Diesel Truck AADT), 6,160 (Total Truck AADT)</p>
<p><b>RTP Horizon Year / Design Year (2035): Build and No Build LOS, AADT, % and # trucks, truck AADT of proposed facility</b></p> <p>LOS C-F for Build and No Build, 292,200 (AADT), 3.6% (% Diesel Trucks), 10,610 (Diesel Truck AADT), 21,038 (Total Truck AADT)</p>

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<p><b>Opening Year (2011): If facility is an interchange(s) or intersection(s), Build and No Build cross-street AADT, % and # trucks, truck AADT</b></p> <p>32,430 (AADT), 3.6% (% Diesel Trucks), 1,178 (Diesel Truck AADT), 2,335 (Total Truck AADT)</p>
<p><b>RTP Horizon Year / Design Year (2035): If facility is an interchange (s) or intersection(s), Build and No Build cross-street AADT, % and # trucks, truck AADT</b></p> <p>61,900 (AADT), 3.6% (% Diesel Trucks), 2,248 (Diesel Truck AADT), 4,457 (Total Truck AADT)</p>
<p><b>Describe potential traffic redistribution effects of congestion relief</b> <i>(impact on other facilities)</i></p> <p>The proposed project would provide congestion relief and improve operations at the interchange area by smoothing traffic flow and vehicle speeds. Additional turn pockets/lanes are provided on Newport Road and the interchange ramps, and ramp metering would be added to the entrance ramps. The proposed improvements to the existing interchange are not expected to create or worsen PM<sub>10</sub> or PM<sub>2.5</sub> emissions.</p>
<p><b>Comments/Explanation/Details</b> <i>(attach additional sheets as necessary)</i> See attached truck AADT data sheet.</p>