

**PM Conformity Hot Spot Analysis – Project Summary for Interagency Consultation**

<b>Project Description</b> <i>from TIP, RTP, and/or project documents</i>		<b>RTIP ID#:</b> RIV62034	
<p>The County of Riverside (County), in association with the California Department of Transportation (Caltrans) and the Federal Highway Administration (FHWA), is proposing to modify the existing interchange at Interstate 15 (I-15) and Clinton Keith Road located in the southwestern portion of the County. This proposed project maintains the existing diamond interchange configuration, while reconstructing the ramps and widening Clinton Keith Road. Both exit ramps would be two-lane exits with 1,300-foot long auxiliary lanes prior to the diverge points. Both entrance ramps are three lanes from the terminus to the ramp metering limit line and drop to one lane at the ramp convergence point. Both entrance ramps have 980-foot long auxiliary lanes after their tie-ins to I-15. Clinton Keith Road would be widened to allow for three lanes in each direction in addition to turn lanes. The bridge structure would be widened as part of the proposed project.</p>			
<b>Type of project</b> <i>see list below</i>			
Reconfigure existing interchange			
<b>County:</b> Riverside	<b>Narrative Location/Route &amp; Postmiles:</b> I-15/Clinton Keith Road Interchange Riv-15-PM 13.0/14.3		
<b>Caltrans Projects – EA#:</b> 0F5800			
<b>Lead Agency:</b> County of Riverside			
<b>Contact Person</b> Tayfun Saglam	<b>Phone#</b> 951.955.2871	<b>Fax#</b> 951.955.3164	<b>Email</b> tsaglam@rctlma.org
<b>Decision Desired</b> <i>Check appropriate box below</i>			
<b>PM2.5</b>	<input type="checkbox"/>	<b>MAYBE Project of Air Quality Concern</b>	<input checked="" type="checkbox"/> <b>NOT Project of Air Quality Concern</b>
<b>PM10</b>	<input type="checkbox"/>	<b>MAYBE Project of Air Quality Concern</b>	<input checked="" type="checkbox"/> <b>NOT Project of Air Quality Concern</b>
<b>Federal Action for which PM Analysis is Needed</b> <i>Check appropriate box and describe in Comments below</i>			
<input checked="" type="checkbox"/>	<b>Categorical Exclusion (NEPA)</b>	<input type="checkbox"/>	<b>EA or Draft EIS</b>
<input type="checkbox"/>		<input type="checkbox"/>	<b>FONSI or Final EIS</b>
<input type="checkbox"/>		<input type="checkbox"/>	<b>PS&amp;E or Construction</b>
<input type="checkbox"/>		<input type="checkbox"/>	<b>Other</b>
<b>Scheduled Date of Federal Action:</b> 10/06			
<b>Current Programming Dates</b> <i>as appropriate</i>			
	<b>PE/Environmental</b>	<b>ENG</b>	<b>ROW</b>
<b>Start</b>	11/05	11/06	1/07
<b>End</b>	11/06	10/07	10/07
<b>Project Purpose and Need (Summary):</b> <i>Attach additional sheets as necessary</i>			
<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 project vicinity. The effect of this growth has been the increased level of congestion located at the I-15/Clinton Keith Road interchange. To alleviate congestion and improve traffic operations in the interchange area, the County, Caltrans, and FHWA are proposing to widen the existing Clinton Keith 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> (especially effect on diesel traffic)</p> <p>Land use in the project vicinity consists of a mix of commercial/retail (e.g., gas stations, restaurants, specialty shops, etc.), vacant/undeveloped, and (beyond the immediate interchange quadrants) residential development. A description of land use at the respective quadrants of the I-15/Clinton Keith Road interchange follows:</p> <p>Northeast quadrant = primarily vacant, with some commercial.  Southeast quadrant = commercial/retail.  Southwest quadrant = undeveloped (proposed commercial/retail).  Northwest quadrant = commercial/retail.</p>
<p><b>Build and No Build LOS, AADT, % trucks, truck AADT of proposed facility (opening year - 2009)</b></p> <p>LOS C-E for Build and No Build, 135,500 (AADT), 5.1% (% Diesel Trucks), 6,910 (Truck AADT)</p>
<p><b>Build and No Build LOS, AADT, % trucks, truck AADT of proposed facility (RTP horizon year or design year - 2030)</b></p> <p>LOS D-F for Build and No Build (Note that acceleration and deceleration lanes are being added to each interchange ramp in the Build condition, which will improve the merge/diverge LOS), 154,300 (AADT), 5.1% (% Diesel Trucks), 7,870 (Truck AADT)</p>
<p><b>If facility is an interchange(s) or intersection(s), Build and No Build cross-street AADT, % trucks, truck AADT (opening year - 2009)</b></p> <p>0,490 (Build and No Build AADT), 5.1% (% Diesel Trucks), 1,045 (Truck AADT)</p> <p><b>If facility is an interchange(s) or intersection(s), Build and No Build cross-street AADT, % trucks, truck AADT (RTP horizon year or design year - 2030):</b></p> <p>32,535 (Build and No Build AADT), 5.1% (% Diesel Trucks), 1,660 (Truck AADT)</p>
<p><b>Describe potential traffic redistribution effects of congestion relief</b></p> <p>The proposed project will provide congestion relief and improve operations of the interchange by smoothing traffic flow and vehicle speeds. Additional turn pockets are provided on Clinton Keith Road and the interchange ramps, and ramp metering would be added to the entrance ramps. These 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></p> <p><i>Attach additional sheets as necessary; include narrative reason why POAQC or Not POAQC decision is appropriate</i></p> <p>See attached PM<sub>10</sub> and PM<sub>2.5</sub> analysis excerpt from the project's Air Quality Study demonstrating why this particular project is NOT a Project of Air Quality Concern (POAQC).</p>

**TYPE OF PROJECT:**

- |   |   |
|---|---|
| <i>New state highway</i>  | <i>Change to existing state highway</i>                 |
| <i>New regionally significant street</i>                          | <i>Change to existing regionally significant street</i> |
| <i>New interchange</i>  | <i>Reconfigure existing interchange</i>                 |
| <i>Intersection channelization</i>                                | <i>Intersection signalization</i>                       |
| <i>Roadway realignment</i>  |   |
| <i>Bus, rail, or inter-modal facility/terminal/transfer point</i> |   |

*Truck weight/inspection station*

*At or affects location identified in the SIP as a site of actual or possible violation of NAAQS*

**REFERENCE:**

**Criteria for Projects of Air Quality Concern (40 CFR 93.123(b)(1)) – PM<sub>10</sub> and PM<sub>2.5</sub> 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 PM<sub>10</sub> or PM<sub>2.5</sub> applicable implementation plan or implementation plan submission, as appropriate, as sites of violation or possible violation.*