

RTIP ID# <i>(required)</i> 200603					
TCWG Consideration Date September 23, 2014					
<p>Project Description <i>(clearly describe project)</i> The City of Rialto (City) proposes to widen or replace the Riverside Avenue Bridge over the Union Pacific Railroad (UPRR) (Federal Aid Project No. HPBRLS 5205 [016])). The project segment of Riverside Avenue is classified as a “Modified Major Arterial III” with 120-feet of right-of-way for six travel lanes and a median in the City’s General Plan Circulation Element. Riverside Avenue is a regionally significant roadway because it connects to Interstate 210 (I-210) in the City of Rialto and to State Route 60 (SR-60) and State Route 91 (SR-91) in the City of Riverside. The project area on Riverside Avenue extends from the Interstate 10 (I-10) eastbound ramps to Slover Avenue.</p> <p>The project would widen or replace the current 5 lane bridge over the UPRR to a 7 lane bridge in order to match the configuration of the Riverside Avenue Bridge over I-10. However, the added two lanes will be for extending the existing left turn pockets from the Riverside Bridge over I-10 southerly onto the Riverside Avenue Bridge over the UPRR, and thereby not adding additional through lanes nor increasing capacity. Currently, the bridge over the UPRR has 3 through lanes in the northbound direction and 2 through lanes in the southbound direction. The proposed bridge would include 5 lanes in the northbound direction: 2 lanes that feed into the 2 left-turn lanes for the I-10 westbound on-ramp; 2 through lanes; and 1 shared through/right turn lane. In the southbound direction, the new bridge would maintain the 2 through lanes. Construction will also include outside shoulders on both sides of Riverside Avenue extending south from the railroad bridge to Slover Avenue.</p>					
<p>Type of Project <i>(use Table 1 on instruction sheet)</i> Change to existing regionally significant street</p>					
<p>County San Bernardino</p>		<p>Narrative Location/Route & Postmiles: Riverside Avenue Caltrans Projects</p>			
<p>Lead Agency: City of Rialto</p>					
<p>Contact Person Nadeem Syed</p>		<p>Phone# (909) 421-4986</p>	<p>Fax# (909) 820-2527</p>	<p>Email Nsyed@rialto.ca.gov</p>	
<p>Hot Spot Pollutant of Concern <i>(check one or both)</i> PM2.5 x PM10 x</p>					
<p>Federal Action for which Project-Level PM Conformity is Needed <i>(check appropriate box)</i></p>					
<p>X Categorical Exclusion (NEPA)</p>	<p>EA or Draft EIS</p>	<p>FONSI or Final EIS</p>	<p>PS&E or Construction</p>	<p>Other</p>	
<p>Scheduled Date of Federal Action: January 2015</p>					
<p>NEPA Delegation – Project Type <i>(check appropriate box)</i></p>					
<p>Exempt</p>		<p>X Section 6004 – Categorical Exclusion</p>		<p>Section 6005 – Non Categorical Exclusion</p>	
<p>Current Programming Dates <i>(as appropriate)</i></p>					
	PE/Environmental	ENG	ROW	CON	
Start	2014	2015	2015	2016	
End	2015	2015	2016	2017	

<p>Project Purpose and Need (Summary): <i>(attach additional sheets as necessary)</i> The purpose of the project is to reconstruct the existing bridge over the UPRR to match the I-10 bridge.</p>
<p>Surrounding Land Use/Traffic Generators <i>(especially effect on diesel traffic)</i> Commercial, retail, and industrial developments account for the majority of the land uses within the vicinity of the Riverside Avenue Bridge replacement project.</p>
<p>Opening Year: Build and No Build LOS, AADT, % and # trucks, truck AADT of proposed facility 2020 – Riverside Avenue</p> <p>No Build: ADT = 32,800, Truck ADT = 5,050 (15.4%), LOS = B Build: ADT = 32,800, Truck ADT = 5,050 (15.4%), LOS = B</p>
<p>RTP Horizon Year / Design Year: Build and No Build LOS, AADT, % and # trucks, truck AADT of proposed facility 2040 – Riverside Avenue</p> <p>No Build: ADT = 43,740, Truck ADT = 6,735 (15.4%), LOS = F Build: ADT = 43,740, Truck ADT = 6,735 (15.4%), LOS = D</p>
<p>Opening Year: If facility is an interchange(s) or intersection(s), Build and No Build cross-street AADT, % and # trucks, truck AADT</p> <p>N/A</p> <p>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</p> <p>N/A</p>
<p>Describe potential traffic redistribution effects of congestion relief <i>(impact on other facilities)</i> See attached analysis</p>
<p>Comments/Explanation/Details <i>(attach additional sheets as necessary)</i> See attached analysis</p>

PM_{2.5}/PM₁₀ Hot-Spot Analysis

The proposed project is located within a nonattainment area for federal PM_{2.5} and PM₁₀ standards. Therefore, per 40 CFR Part 93 hot-spot 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 a bridge replacement project that will widen an existing regionally significant street. Based on the *Traffic Study* (J.L. Patterson and Associates, Inc., July 2014), the proposed project would improve traffic flow without increasing the traffic volumes along Riverside Avenue. As shown in Table 1, the traffic volumes along Riverside Avenue would not exceed the 125,000 average daily trips threshold for a POAQC. In addition, although the truck percentage exceeds 8 percent, the truck traffic volumes would not exceed the 10,000 daily trip threshold for POAQC.

Table 1 Traffic Volumes (No Build and Build)

Roadway Link	2020		2040	
	Total ADT	Truck ADT	Total ADT	Truck ADT
Riverside Avenue between Valley Boulevard and I-10 WB Ramps	36,070	5,550	45,860	7,060
Riverside Avenue between I-10 WB Ramps and I-10 EB Ramps	33,470	5,150	43,710	6,730
Riverside Avenue between I-10 EB Ramps and Slover Avenue	32,800	5,050	43,740	6,735

Source: J.L. Patterson and Associates, Inc., July 2014.

- ii. The proposed project does not affect intersections that are at LOS D, E, or F with a significant number of diesel vehicles. Based on the *Traffic Study*, the proposed project 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 2, 3, and 4.
- 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.
- v. The proposed project is not in or affecting locations, areas, or categories of sites that are identified in the PM_{2.5} and PM₁₀ applicable implementation plan or implementation plan submission, as appropriate, as sites of violation or possible violation.

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, PM₁₀ or PM_{2.5} violation.

Table 2: 2020 With Project Intersection Levels of Service

Intersection	AM Peak Hour	PM Peak Hour
Cedar Avenue at I-10 WB Ramps	B	C
Cedar Avenue at I-10 EB Ramps	C	C
Cedar Avenue at Slover Avenue	C	C
Riverside Avenue at Slover Avenue	B	C
Riverside Avenue at I-10 EB Ramps	B	B
Riverside Avenue at I-10 WB Ramps	B	B

Source: J.L. Patterson and Associates, Inc., July 2014.

Table 3: 2040 Without Project Intersection Levels of Service

Intersection	AM Peak Hour	PM Peak Hour
Riverside Avenue at Slover Avenue	D	F
Riverside Avenue at I-10 EB Ramps	C	F

Source: J.L. Patterson and Associates, Inc., July 2014.

Table 4: 2040 With Project Intersection Levels of Service

Intersection	AM Peak Hour	PM Peak Hour
Riverside Avenue at Slover Avenue	D	F
Riverside Avenue at I-10 EB Ramps	C	D

Source: J.L. Patterson and Associates, Inc., July 2014.