

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

<b>Project Description (from TIP, RTP, and/or project documents)</b>					<b>MPO ID#:</b> 20620					
Construct direct connectors from NB I-215 to WB SR210 and from EB SR210 to SB I-215; a replacement bridge for 27th Street OC on I-215; a mixed flow lane on NB I-215 from 210/215 I/C to University Pkwy; an auxiliary lane on SB I-215 from University Pkwy to 210/215 I/C; a collector-distributor road along NB I-215 from Highland Avenue to 27th Street; replace loop off-ramp from NB I-215 to Highland Avenue with a slip off-ramp; reconfigure local streets east of I-215 off of 27th Street; and other miscellaneous associated improvements.										
<b>County:</b> San Bernardino			<b>Narrative Location/Route &amp; Postmiles</b> SR210 PM 21.8 to PM 22.1; I-215 PM 9.0 to PM 11.6							
<b>Caltrans Projects – EA#:</b> 444071/444081										
<b>Lead Agency:</b> SANBAG										
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<b>Pollutants for which decision is needed</b>		<b>PM10</b>		X	<b>PM2.5</b>			<b>CO</b>		<b>Other</b>
<b>Decision Proposed:</b>		<b>POAQC</b>		X	<b>Not POAQC</b>			<b>Accept Hot Spot Study</b>		
<b>Federal Action Needed</b> (describe in Comments below)										
	<b>CE</b>		<b>EA or Draft EIS</b>		<b>FONSI or Final EIS</b>	X	<b>PS&amp;E or Construction</b>	X		<b>Other</b>
<b>Scheduled Date of Federal Action:</b>										
<b>Current Programming Dates</b> (as appropriate)										
			<b>PE/Environmental</b>		<b>ENG</b>		<b>ROW</b>		<b>CON</b>	
	<b>Start</b>		08/01/05		01/01/06		06/14/06		01/08/08	
	<b>End</b>		11/30/06		06/04/07		08/06/07		01/04/10	
<b>Project Purpose and Need (Summary):</b>										
This is the last contract of the final segment (Segment 11) of the SR 210 corridor to be constructed. Construction of this last segment is needed to complete the corridor and provide adequate connectivity between SR 210 and I-215.										
<b>Surrounding Land Use/Traffic Generators</b>										
Land Uses closest to the project include residential, open space, undeveloped, and some commercial areas. All traffic patterns are already in existence. The main contributors are I-215 and SR 30 (new SR 210). Other local street interchanges are located at Highland Avenue, 27 <sup>th</sup> Street, and University Parkway.										
<b>State Highway/mainline AADT, % trucks, truck AADT (opening year)</b>										
Build Condition: Total ADT = 95,854 Truck ADT = 4,564 Truck % = 4.8 % (based on ADT)										
No-Build Condition: Total ADT = 87,012 Truck ADT = 4,351 Truck % = 5.0 % (based on ADT)										
<b>State Highway/mainline AADT, % trucks, truck AADT (RTP horizon year)</b>										
Build Condition: Total ADT = 138,926 Truck ADT = 6,616 Truck % = 4.8 % (based on ADT)										
No-Build Condition: Total ADT = 129,330 Truck ADT = 6,467 Truck % = 5.0 % (based on ADT)										
<b>If interchange(s) or intersection(s) involved, for worst-LOS interchange or intersection:</b>										
<b>Cross-street AADT, % trucks, truck AADT (opening year)</b>										
<b>Cross-street AADT, % trucks, truck AADT (RTP horizon year)</b>										
<b>Comments/Explanation/Details</b>										
An Environmental Re-evaluation is ongoing at this time and is anticipated to be completed by October 2006. PS&E is scheduled for completion by January 2007. Federal approval is required for both activities. A two month review and approval period is anticipated for the required Federal actions.										
I-215 is not part of the Southern California Goods Movement Network and the truck traffic is rather low as evidenced by the attached traffic data. This particular project is not making substantial changes to I-215 configuration, only what is necessary to make the Interchange with the new SR-210 operate in a viable, safe and efficient manner. SR-210 will not be operating as intended until this project is constructed and will increase congestion and poor levels of service on local streets. Mainline SR-210 is scheduled to be opened to traffic by Fall 2007.										
Improved LOS on mainline I-215 and local streets will help improve the air quality.										

**Attachment:**

- AM/PM Peak Hour Traffic Volumes, ADT, and LOS for Current Year, Opening Year, and Horizon Year for Build and No-Build conditions

**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.*