

PM Conformity Hot Spot Analysis – Project Summary for Interagency Consultation

<b>RTIP ID# (required) RIV160405</b>				
<b>TCWG Consideration Date</b>				
<b>Project Description (clearly describe project)</b> Corona is proposing to widen the Magnolia Avenue Bridge over Temescal Wash Channel and Magnolia Avenue from El Camino Avenue to 1,000 feet east of the All American Way. The Build Alternative (Widening Alternative) would increase the number of travel lanes and place sidewalk with curb and gutter along the travel lanes. Improvements will include restriping for three, 12-foot-wide lanes in each direction, a 12-foot-wide median, 5-foot-wide shoulders, and 6-foot-wide sidewalks/curb/gutter in locations that currently lack sidewalk/curb/gutter. The future paved roadway width would be increased to approximately 100 feet, throughout the alignment, and right-of-way would but will generally be approximately 112 feet wide throughout the alignment.				
<b>Type of Project (use Table 1 on instruction sheet)</b> Change to existing regionally significant street				
<b>County</b> Riverside	<b>Narrative Location/Route &amp; Postmiles</b> Magnolia Avenue Bridge Widening from El Camino Avenue to 1,000 Feet East of All American Avenue Caltrans Projects – Federal Aid Project Number – STPL-5104 (046)			
<b>Lead Agency:</b> Corona				
<b>Contact Person</b> Barry Ghaemi	<b>Phone#</b> 951-739-4961	<b>Fax#</b>	<b>Email</b> Barry.Ghaemi@coronaca.gov	
<b>Hot Spot Pollutant of Concern (check one or both)</b> <b>PM2.5 X</b> <b>PM10 X</b>				
<b>Federal Action for which Project-Level PM Conformity is Needed (check appropriate box)</b>				
<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"/>
				<b>Other</b>
<b>Scheduled Date of Federal Action:</b> TBD				
<b>NEPA Assignment – Project Type (check appropriate box)</b>				
<input type="checkbox"/>		<input type="checkbox"/>		<input checked="" type="checkbox"/>
<b>Exempt</b>		<b>Section 326 –Categorical Exemption</b>		<b>Section 327 – Non-Categorical Exemption</b>
<b>Current Programming Dates (as appropriate)</b>				
	<b>PE/Environmental</b>	<b>ENG</b>	<b>ROW</b>	<b>CON</b>
<b>Start</b>				01/2024
<b>End</b>				01/2026

<p><b>Project Purpose and Need (Summary):</b> <i>(attach additional sheets as necessary)</i></p> <p>The purpose of the Project is to increase existing traffic capacity and improve pedestrian and non-motorized travel on Magnolia Avenue between El Camino Avenue to 1,000 feet east of All American Way, which is approximately the intersection with the eastbound lane of Leeson Lane. The proposed improvements will accomplish the following in the Project area:</p> <ul style="list-style-type: none"><li>Provide sidewalks and curbs and gutters and ADA compliant ramps</li><li>Provide an additional lane of travel in each direction</li><li>Widen the bridge over Temescal Creek Channel to accommodate the additional lanes and sidewalks and curbs and gutters</li><li>Provide for ultimate build-out of the roadway as planned by the city.</li></ul> <p>The road section between El Camino Road and All American Way begins approximately 600 feet east of I-15 and contains industrial land uses on both sides of the Project alignment. The industrial uses include a quarry south of the Project alignment with entrances off of Sherborn Street and All American Way. As such, this approximate 2,100 linear foot section of roadway experiences a high volume of heavy truck traffic. Build-out of the roadway to the design envisioned by the General Plan, which included these land uses, would improve overall circulation in the Project area.</p>
<p><b>Surrounding Land Use/Traffic Generators</b> <i>(especially effect on diesel traffic)</i></p> <p>Industrial land uses are located along the entire alignment</p>
<p><b>Opening Year: Build and No Build LOS, AADT, % and # trucks, truck AADT of proposed facility</b></p> <p>Opening Year is 2026 and the AADT and truck percentage are projected to be the same:</p> <p>24,972 AADT with 1,401 Trucks</p> <p>4.62% Trucks</p> <p><b>LOS:</b> Opening year without Project C</p> <p>Opening Year with Project B</p>
<p><b>RTP Horizon Year / Design Year: Build and No Build LOS, AADT, % and # trucks, truck AADT of proposed facility</b></p> <p>Horizon Year is 2040 and the AADT and truck percentage are projected to be the same:</p> <p>37,850 AADT with 2,123 Trucks</p> <p>4.62% Trucks</p> <p><b>LOS:</b> Horizon year without Project F</p> <p>Horizon Year with Project C</p>

<p><b>Opening Year: If facility is an interchange(s) or intersection(s), Build and No Build cross-street AADT, % and # trucks, truck AADT</b> NA</p> <p><b>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</b> NA</p>
<p><b>Describe potential traffic redistribution effects of congestion relief (<i>impact on other facilities</i>)</b> The project would widen a 2,100-foot-long stretch of an existing alignment. There would not be a redistribution of traffic as a result of the project.</p>
<p><b>Comments/Explanation/Details (<i>attach additional sheets as necessary</i>)</b> The City and consultants are available to answer questions.</p>