



Regional Planning Partnership

Item #4

October 21, 2009

PM_{2.5} Qualitative Analysis for Washington Boulevard Frontage Improvements/Washington Boulevard Improvement Project

Issue: Would the Washington Boulevard Frontage Improvements/Washington Boulevard Improvement Project create a significant enough impact from particulate matter (PM_{2.5}) emissions to find it to be a “project of air quality concern” (POAQC) which would require a qualitative hot spot analysis under federal guidance?

Recommendation: That the Partnership, in its air quality conformity consultation role and using the criteria discussed below, make the finding that the Washington Boulevard Frontage Improvements/Washington Boulevard Improvement Project does not require a qualitative PM_{2.5} hot spot analysis (i.e., the project is not a project of air quality concern).

Discussion: Projects in Placer County—a non-attainment area for PM_{2.5}—that are non-exempt from regional emissions analysis may require a qualitative hot spot analysis if they meet certain criteria associated with specific types of projects. The guidance issued by EPA and FHWA requires qualitative hot spot analysis for the five following types of projects:

- 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_{2.5} or PM₁₀ applicable implementation plan or implementation plan submission, as appropriate, as sites of violation or possible violation.

The project in question proposes making intersection improvements on Washington Boulevard at Junction Boulevard, Sawtell Road, and All American Boulevard.

This project does not meet any of the criteria for a Project of Air Quality Concern as described in the EPA Final Rule of 3/10/2006 and the EPA Guidance of 3/29/2006.

Zachary Siviligia, City of Roseville Public Works Department, and Shannon Hatcher, ICF Jones & Stokes, will be at the partnership meeting to discuss this item and answer questions.

LS:gg
Attachment

Key Staff: Matt Carpenter, Director of Transportation Planning, (916) 340-6276
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Lacey Symons, Assistant Planner, (916) 340-6212

RTIP ID# PLA25349 and PLA25350	
<p>Project Description The Proposed Project implements the following improvements identified in the Roseville’s Capital Improvement Program (CIP) and 2007 Subsequent EIR:</p> <ul style="list-style-type: none"> • Intersection 135 Improvements: Washington Boulevard/Junction Boulevard • Intersection 138 Improvements: Washington Boulevard/Sawtell Road • Intersection 178 Improvements: Washington/All American Boulevard (non signalized) <p>The details of the proposed improvements can be described in two phases as presented below.</p> <p><u>Phase 1A</u></p> <p>Widening and sidewalk improvements will be constructed along the west side of Washington Boulevard from the northwest curb return at All American City Boulevard to 250 feet north of Corporation Yard Road. The overall length of this Phase is approximately 1400 feet.</p> <p>The widening will add an exclusive southbound right turn lane at the Washington Blvd/All American City Blvd intersection, a Class 2 bike lane for the entire segment, and will “square up” and provide new curb returns and a widened roadway to accommodate truck turning at the intersection of Washington Blvd/Corporation Yard Road. New curb and gutter, detached sidewalk and street lights will be included within this segment, and new curb ramps will be constructed at Corporation Yard Road and All American City Boulevard.</p> <p>New landscape planting will also be constructed along the west side of Washington Boulevard between the new curb and the existing fencing at the County Fair Grounds. Excavations for the new medians and plantings will be approximately 12 inches.</p> <p><u>Phase 1B</u></p> <p>Widening and striping along both the east and west side of the roadway will be constructed from 250 feet south of Junction Boulevard to Kaseberg Drive. The overall length of the segment is approximately 2050 feet.</p> <p>A second through lane will be added in this segment along northbound Washington Blvd from Junction Boulevard through Derek Place and on southbound Washington Blvd from Kaseberg Drive to Sawtell Road, and Class 2 bike lanes will be included for the entire segment. In addition a second left turn lane would be added to the east bound Junction Blvd approach to Washington Blvd resulting in dual left turns at this location. Sidewalk improvements, including new curb ramps, will be completed on the east side of the roadway from the north end of Junction Boulevard to Derek Place. New curb, gutter, sidewalks, and curb ramps will be constructed on the west side of the roadway and a new center median will be included from Sawtell Road to Kaseberg Drive. A new bus stop and shelter will be constructed approximately 300 feet south of Derek Place. Slurry seal and new roadway striping will be constructed for the entire segment. (City of Roseville 2009.)</p>	
<p>Type of Project <i>(use Table 1 on instruction sheet)</i> Change to existing regionally significant street</p>	
<p>County Placer</p>	<p>Narrative Location/Route & Postmiles: Phase 1A: Widening and sidewalk improvements will be constructed along the west side of Washington Boulevard from the northwest curb return at All American City Boulevard to 250 feet north of Corporation</p>

PM Conformity Hot Spot Analysis – Project Summary for Interagency Consultation

	Yard Road. The overall length of this Phase is approximately 1400 feet. Phase 1B: Widening and striping along both the east and west side of the roadway will be constructed from 250 feet south of Junction Boulevard to Kaseberg Drive. The overall length of the segment is approximately 2050 feet. (City of Roseville 2009.) Caltrans Projects – EA# TBD				
Lead Agency: Caltrans					
Contact Person Cara Lambirth		Phone# (530) 741-4109	Fax#	Email cara_lambirth@dot.ca.gov	
Hot Spot Pollutant of Concern <i>(check one or both)</i> PM2.5 X PM10					
Federal Action for which Project-Level PM Conformity is Needed <i>(check appropriate box)</i>					
Categorical Exclusion (NEPA)	EA or Draft EIS	FONSI or Final EIS	PS&E or Construction	Other	
Scheduled Date of Federal Action:					
Current Programming Dates <i>as appropriate</i>					
PLA25350	PE/Environmental	ENG	ROW	CON	
Start	07/2008	N/A	N/A	2010	
End	11/2009	N/A	N/A	2010	
PLA25349	PE/Environmental	ENG	ROW	CON	
Start	07/2008	N/A	N/A	2010	
End	11/2009	N/A	N/A	2010	
Project Purpose and Need (Summary): <i>(attach additional sheets as necessary)</i>					
Washington Boulevard is an important north-south arterial roadway within the City of Roseville and is one of several “gateway” entrances to Roseville. Washington Boulevard currently carries approximately 22,300 Average Daily Traffic (ADT) and upon City buildout (year 2020) it is projected to carry approximately 29,672 ADT. Within the project limits, Washington Boulevard is currently 4 lanes south of Junction and 2 lanes north of Junction Boulevard. Under existing conditions, significant congestion occurs during peak hour for north bound Washington Boulevard traffic as a result of the lane drop just north of Junction Boulevard. In addition, with completion of recent infill residential development in the area, Washington Boulevard has seen a corresponding increase in local traffic including pedestrian and bicycle trips. Although the local demand for bicycle and pedestrian facilities has increased, major sections of Washington Boulevard within the project limits currently lack bike lanes and frontage improvements, such as curb, gutter and sidewalk. Finally, there is an existing storm water drainage problem with the section of Washington Boulevard between approximately All-American City Drive and Corporation Yard Road. Within this section roadway runoff flows to a center median drain and occasionally ponds (when drainage problems occur) which is a safety concern and also leads to premature road failure.					
The proposed project will add new through and turn lanes, frontage improvements, drainage improvements, remove the centerline drain inlet from the roadway, correct the super elevation and provide a new slurry seal. (City of Roseville 2009.)					
Surrounding Land Use/Traffic Generators <i>(especially effect on diesel traffic)</i>					
To the east, land uses include industrial, residential, and recreational (golf course). To the west, land uses include residential, commercial (including the fairgrounds), and open space. Refer to the attached figure of the proposed project location and surrounding land uses.					

Opening Year: If facility is an interchange(s) or intersection(s), Build and No Build cross-street AADT, % and # trucks, truck AADT

Opening Year (2010) ADT

2010 ADT	2010 Truck ADT
22,746	455
Note: Truck percentages were assumed to be 2% (Gandler pers. comm. a). Opening-year ADT was extrapolated from 2009 ADT provided in the City of Roseville's initial study by applying a 2% growth factor (Gandler pers. comm. b). Source: City of Roseville 2009	

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

Design Year (2020) ADT

2020 ADT	2020 Truck ADT
29,672	593
Note: Truck percentages were assumed to be 2% (Gandler pers. comm. a). Source: City of Roseville 2009	

Describe potential traffic redistribution effects of congestion relief (*impact on other facilities*)

The City of Roseville's Initial Study for the proposed project states the following: "2020 Plus Project model results for the Washington Boulevard Widening project intersections (Washington/Junction, Washington/Sawtell and Washington/All American-City Drive) as contained in the 2007 Subsequent EIR show the same or improved operational level of service with the proposed improvements. Therefore none of the Washington Boulevard Widening project intersections would drop below LOS C or cause the number of intersections operating below LOS C to exceed 70 percent. Consequently the project level traffic impacts are considered less than significant for project intersections and no mitigation is required" (City of Roseville 2009).

Comments/Explanation/Details (*attach additional sheets as necessary*)

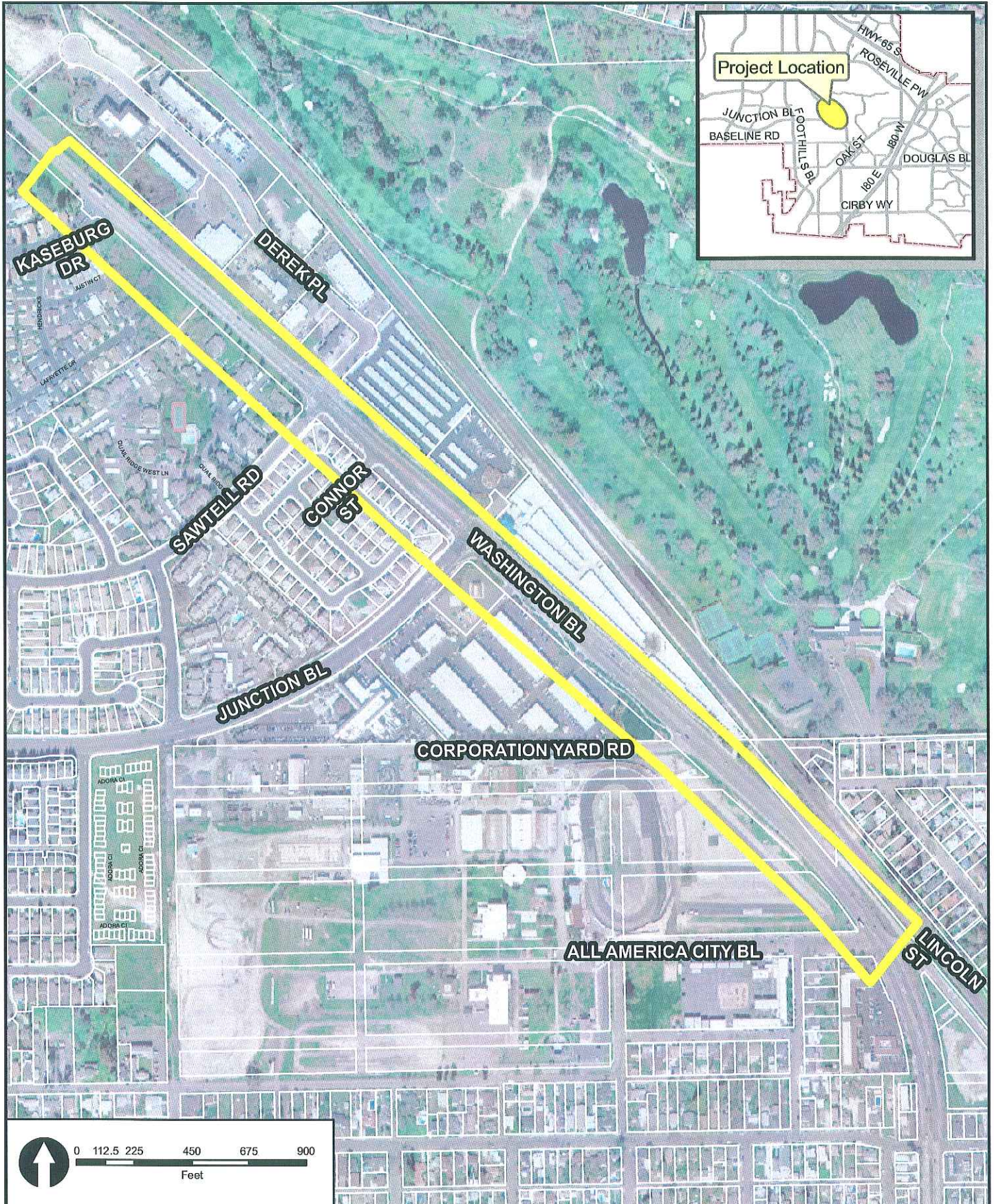
The proposed project is not considered a POAQC because it does not meet the definition of a POAQC as defined in EPA's Transportation Conformity Guidance. Data from the City of Roseville's Initial Study (IS) for the proposed project indicates Washington Boulevard currently (January 2009) carries approximately 22,300 ADT, and upon city buildout (2020), it is projected to carry approximately 29,672 ADT (City of Roseville 2009). Because 2020 traffic volumes on Washington Boulevard will be well below the FHWA and EPA's POAQC threshold of 125,000, the project is not considered a POAQC. CAA and 40 CFR 93.116 requirements were met without a hot-spot analysis, since the build alternatives have been found to not be of air quality concern under 40 CFR 93.123(b)(1). PM hot-spot analysis is not required.

References:

City of Roseville. 2009. CEQA Initial Study for the Washington Blvd Widening Project. January

Gandler, Scott. a. Senior Engineer. City of Roseville, Roseville, CA. August 26, 2009—e-mail message to Shannon Hill (ICF Jones & Stokes) regarding truck percentages for Roseville projects.

Gandler, Scott. b. Senior Engineer. City of Roseville, Roseville, CA. September 21, 2009—e-mail message to Shannon Hill (ICF Jones & Stokes) and Zach Siviglia (City of Roseville) regarding growth rates for the City of Roseville.



Appendix A

Initial Study ADT Traffic Information

2. PROJECT DESCRIPTION

The following discussion establishes the elements of the Proposed Project that are analyzed for potential adverse physical environmental impacts. All figures related to the project description are located at the end of Section 2.

Project Title

Washington Boulevard Widening Project

Project Proponent

City of Roseville Public Works Department
Contact: Raul Cervantes, Associate Engineer

Project Location

The City of Roseville is located at the southern boundary of Placer County, approximately 16 miles northeast of the City of Sacramento and immediately southwest of the City of Rocklin. Roseville is a growing City with a population of 105,000 persons that is developed with a mix of mature and new neighborhoods.

Washington Boulevard is a north-south arterial road located in the approximate center of the City of Roseville within the Northwest Roseville Specific Plan area. The Project site includes Washington Boulevard between approximately Kaseburg Drive and Lincoln Street/All American City Boulevard (See **Figure 2-1: Site and Vicinity Map**). The Project site surrounding land uses are discussed in the Zoning and Land Use section below and are shown in Figure 2-1.

Project Background

Washington Boulevard is an important north-south arterial roadway within the City of Roseville and is one of several “gateway” entrances to the City. Washington Boulevard currently carries approximately 22,300 ADT and upon City buildout (year 2020) it is projected to carry approximately 29,672 ADT. Within the project limits Washington Boulevard is currently 4 lanes south of Junction and 2 lanes north of Junction Boulevard. Under existing conditions, significant congestion occurs during peak hour for north bound Washington Boulevard traffic as a result of the lane drop just north of Junction Boulevard. In addition, with completion of recent infill residential development in the area, Washington Boulevard has seen a corresponding increase in local traffic including pedestrian and bicycle trips. Although the local demand for bicycle and pedestrian facilities has increased, major sections of Washington Boulevard within the project limits currently lack bike lanes and frontage improvements, such as curb, gutter and sidewalk. Finally, there is an existing storm water drainage problem with the section of Washington Boulevard between approximately All-American City Drive and Corporation Yard Road. Within this section roadway runoff flows to a center median drain and occasionally ponds (when drainage problems occur) which is a safety concern and also leads to premature road failure.

The proposed project will add new through and turn lanes, frontage improvements, drainage improvements, remove the centerline drain inlet from the roadway, correct the super elevation and provide a new slurry seal.

Description of Improvements

The Washington Boulevard Widening Project implements the following improvements identified in the CIP and 2007 Subsequent EIR:

- Intersection 135 Improvements: Washington Boulevard/Junction Boulevard
- Intersection 138 Improvements: Washington Boulevard/Sawtell Road