

<b>FTIP ID#</b> N/A				
<b>TCWG Consideration Date</b> January 25, 2022				
<b>PROJECT DESCRIPTION</b>				
<p>The proposed project would complete intersection improvements along State Route (SR) 243 (SR-243 is 8<sup>th</sup> Street from the Interstate 10 [I-10] westbound (WB) ramps south to Lincoln Street and continues east as Lincoln Street) between Lincoln Street and the I-10 WB ramps on 8<sup>th</sup> Street in the City of Banning (see attached figures). The project improvements will include the installation of traffic signals and safely lighting at the intersections of Lincoln Street and 8<sup>th</sup> Street, 8<sup>th</sup> Street and I-10 eastbound (EB) Ramps, and 8<sup>th</sup> Street and I-10 WB Ramps. New signing and striping will be installed along 8<sup>th</sup> Street to provide a southbound left-turn pocket at Lincoln Street, a southbound left-turn pocket at 8<sup>th</sup> Street and the I-10 EB ramp, and a northbound left-turn pocket at 8<sup>th</sup> Street and the I-10 WB ramps. Existing roadway signs will be updated to meet Caltrans standards and new signs will be installed per <i>California Manual on Uniform Traffic Control Devices</i> (CA MUTCD) requirements. Existing Non-Americans with Disabilities Act (ADA) compliant ramps will be reconstructed.</p> <p>Based on the available preliminary project information, the proposed project appears to qualify for a CE under <i>CEQA Guidelines</i> Section 1530 Existing Facilities and NEPA under 23 CFR 771.117.</p>				
<b>Type of Project</b> Intersection channelization.				
<b>County</b> Riverside	<b>Narrative Location/Route &amp; Post Miles:</b> The project limits are Lincoln Street and the I-10 WB ramps on SR-243 (a.k.a. 8 <sup>th</sup> Street).  <b>Caltrans Projects – EA#</b> 1M190			
<b>Lead Agency:</b> Caltrans District 8				
<b>Contact Person</b> Arturo Vela, P.E. Director of Public Works/City Engineer City of Banning - Sponsoring Agency		<b>Phone#</b> (951) 922-3130	<b>Fax#</b>	<b>Email</b> Avela@banningca.gov
<b>Hot Spot Pollutant of Concern</b> ( <i>check one or both</i> ) <b>PM2.5 x</b> <b>PM10 x</b>				
<b>Federal Action for which Project-Level PM Conformity is Needed</b> ( <i>check appropriate box</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"/>
				<b>Other</b>
<b>Scheduled Date of Federal Action:</b> February 2022				
<b>NEPA Assignment – Project Type</b> ( <i>check appropriate box</i> )				
<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</b> ( <i>as appropriate</i> )				
	<b>PE/Environmental</b>	<b>ENG</b>	<b>ROW</b>	<b>CON</b>
<b>Start</b>	2021	2021		
<b>End</b>	2022	2022	N/A	2023

**Project Purpose and Need (Summary):** *(attach additional sheets as necessary)*

**Project Purpose**

The purpose of the proposed project is to provide a signalized corridor on 8<sup>th</sup> Street that includes optimal signal timing at the study area intersections to improve traffic operations to address future growth and mobility needs anticipated by year 2045 in the region. The project will also provide roadway striping that includes left-turn and right-turn lanes on 8<sup>th</sup> Street that will reduce delay to northbound and southbound through traffic.

**Project Need**

The 8<sup>th</sup> Street corridor from Ramsey Street to Lincoln Street is a two-lane roadway with no left-turn lanes at the I-10 ramps. Delay to local and regional traffic traveling northbound and southbound through the corridor occurs because they have to wait for the left-turning vehicles to find a gap in traffic to proceed onto the I-10 ramps. In addition, left-turning traffic from the I-10 ramps to 8<sup>th</sup> Street experience increased delays waiting for a gap in traffic because the intersections are unsignalized. With the implementation of the project, traffic operations on the 8<sup>th</sup> Street corridor will improve by reducing delays to vehicles.

**Surrounding Land Use/Traffic Generators** *(especially effect on diesel traffic)*

Vacant land, residential, and commercial.

**Opening Year (2024): Build and No Build LOS, AADT, % and # trucks, truck AADT of proposed facility**

**Table F: Opening Year (2024) No Build and Opening Year (2024) With Improvements Levels of Service**

Intersection	Opening Year 2024 No Build					Opening Year 2024 With Improvements				
	Control	AM Peak Hour		PM Peak Hour		Control	AM Peak Hour		PM Peak Hour	
		Delay	LOS	Delay	LOS		Delay	LOS	Delay	LOS
1. 8 <sup>th</sup> Street/Ramsey Street	Signal	25.1	C	38.4	D	Signal	25.7	C	40.5	D
2. 8 <sup>th</sup> Street/I-10 WB Ramps	OWSC	46.5	E	>100	F	Signal	7.8	A	8.2	A
3. 8 <sup>th</sup> Street/I-10 EB Ramps	OWSC	85.9	F	>100	F	Signal	39.5	D	18.3	B
4. 8 <sup>th</sup> Street/Lincoln Street	AWSC	8.3	A	7.6	A	Signal	20.2	C	30.6	C
5. 8 <sup>th</sup> Street/Cumulative Project Driveway	OWSC	5.7	A	7.3	A	OWSC	7.2	A	13.8	B

Note: For intersections #2 through #5 8<sup>th</sup> Street is SR-243, LOS = Level of Service, OWSC=One-Way Stop Control, AWSC=All-Way Stop Control, for OWSC, the worst-case movement is reported.

**Table Q: Opening Year 2024 Daily Volumes (No Build and Build Identical)**

Roadway Segment	Year 2024 Daily Total Vehicles	Truck Percentage	Trucks	Passenger Vehicles
8 <sup>th</sup> Street (SR-243) south of I-10 EB Ramps	7,671	4.0%	307	7,364
I-10 EB Off-Ramp	6,013	2.6%	159	5,854
I-10 EB On-Ramp	2,316	8.4%	194	2,122
I-10 WB Off-Ramp	2,166	3.8%	82	2,084
I-10 WB On-Ramp	6,069	4.3%	259	5,810

**RTP Horizon Year / Design Year (2045): Build and No Build LOS, AADT, % and # trucks, truck AADT of proposed facility**

**Table G: Year 2045 No Build and Year 2045 With Improvements Levels of Service**

Intersection	Year 2045 No Build					Year 2045 With Improvements				
	Control	AM Peak Hour		PM Peak Hour		Control	AM Peak Hour		PM Peak Hour	
		Delay	LOS	Delay	LOS		Delay	LOS	Delay	LOS
1. 8 <sup>th</sup> Street/Ramsey Street	Signal	32	C	>100	F	Signal	35.8	D	>100	F
2. 8 <sup>th</sup> Street/I-10 WB Ramps	OWSC	>100	F	>100	F	Signal	10.6	B	23.7	C
3. 8 <sup>th</sup> Street/I-10 EB Ramps	OWSC	>100	F	>100	F	Signal	49.3	D	67.9	E
4. 8 <sup>th</sup> Street/Lincoln Street	AWSC	17.4	C	>100	F	Signal	33.7	C	47.5	D
5. 8 <sup>th</sup> Street/Cumulative Project Driveway	OWSC	4	A	>100	F	OWSC	31.6	D	>100	F

Note: For intersections #2 through #5 8<sup>th</sup> Street is SR-243, LOS = Level of Service, OWSC=One-Way Stop Control, AWSC=All-Way Stop Control, for OWSC, the worst-case movement is reported.

**Table R: Year 2045 Daily Volumes (No Build and Build Identical)**

Roadway Segment	Year 2045 Daily Total Vehicles	Truck Percentage	Trucks	Passenger Vehicles
8 <sup>th</sup> Street (SR-243) south of I-10 EB Ramps	10,529	4.0%	421	10,108
I-10 EB Off-Ramp	6,216	2.6%	164	6,052
I-10 EB On-Ramp	2,976	8.4%	250	2,726
I-10 WB Off-Ramp	2,865	3.8%	109	2,756
I-10 WB On-Ramp	6,274	4.3%	268	6,006

**Opening Year (2024): If facility is an interchange(s) or intersection(s), Build and No Build cross-street AADT, % and # trucks, truck AADT**

**Opening Year (2024) Cross-Street AADT, Truck Percentages, and Truck AADT (No Build and Build Identical)**

Intersection		Total AADT				Truck %	Truck AADT			
		North	South	East	West		North	South	East	West
8 <sup>th</sup> Street	Ramsey Street	7,020	11,660	9,820	10,220	4.0%	281	467	393	409
8 <sup>th</sup> Street	I-10 WB Ramps	11,660	9,220	1,800	4,860	4.1%	473	374	73	197
8 <sup>th</sup> Street	I-10 EB Ramps	9,220	7,490	1,520	4,610	5.5%	508	412	84	254
8 <sup>th</sup> Street	Lincoln Street	7,200	2,100	6,470	3,350	4.0%	288	84	259	134
8 <sup>th</sup> Street	Cumulative Project Driveway	7,400	7,210	270	0	4.0%	296	289	11	0

Note: For intersections #2 through #5 8<sup>th</sup> Street is SR-243

<b>RTP Horizon Year / Design Year (2045): If facility is an interchange (s) or intersection(s), Build and No Build cross-street AADT, % and # trucks, truck AADT</b>										
<b>Design Year (2045) Cross-Street AADT, Truck Percentages, and Truck AADT (No Build and Build Identical)</b>										
Intersection		Total AADT				Truck %	Truck AADT			
		North	South	East	West		North	South	East	West
8 <sup>th</sup> Street	Ramsey Street	8,140	15,270	15,360	16,850	4.0%	326	611	615	674
8 <sup>th</sup> Street	I-10 WB Ramps	15,280	12,210	2,810	5,120	4.1%	619	495	114	208
8 <sup>th</sup> Street	I-10 EB Ramps	12,210	11,280	2,260	5,670	5.5%	672	621	125	312
8 <sup>th</sup> Street	Lincoln Street	10,990	4,550	16,200	15,360	4.0%	440	182	648	615
8 <sup>th</sup> Street	Cumulative Project Driveway	11,190	11,000	270	0	4.0%	448	440	11	0

Note: For intersections #2 through #5 8<sup>th</sup> Street is SR-243

**Describe potential traffic redistribution effects of congestion relief (impact on other facilities)**  
 The proposed project would complete intersection improvements that include the installation of traffic signals, safety lighting, new signing and striping along 8<sup>th</sup> Street, and left-turn pockets at several intersections. The project scope is not likely to lead to a measurable and substantial increase in VMT; therefore, neither an induced travel analysis nor a VMT-based CEQA significance determination is required.

**Comments/Explanation/Details (attach additional sheets as necessary)**  
 A queuing analysis was conducted to evaluate traffic operations under existing, opening year (2024), and year 2045 no build and with improvements conditions. Under all four scenarios (2024 and 2045, without and with improvements), the queues exceed the available storage space at multiple movements within the study area. Consistent with Caltrans guidelines, a failure year analysis scenario was evaluated to determine the last year at which the project would continue to operate at satisfactory levels of service. With construction of the proposed improvements, all intersections are forecast to operate at satisfactory levels of service in the failure year (2038); however, the queues exceed the available storage space at multiple movements within the study area.

**PM<sub>2.5</sub>/PM<sub>10</sub> Hot Spot Analysis**

The proposed project is located within a nonattainment area for federal PM<sub>2.5</sub> standards and within an attainment/maintenance area for the federal PM<sub>10</sub> standards. Therefore, per 40 CFR Part 93, hot spot analyses are required for conformity purposes. However, the Environmental Protection Agency (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) for the following reasons:

- i. The proposed project would improve the intersections along SR-243 (8<sup>th</sup> Street) from Lincoln Street to the I-10 WB ramps in the City of Banning. Based on the *Traffic Operations Analysis* (Translutions, December 2021), the tables above show the AADT for the 2024 and 2045 conditions, respectively. The traffic volume along SR-243 would not exceed the 125,000 average daily trips threshold or 10,000 truck trip threshold for a POAQC.
- ii. The tables above list the 2024 and 2045 intersection levels of service for the no build and build conditions. As shown, the proposed project does not affect intersections that are at LOS D, E, or F with a significant number of diesel vehicles.
- 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.

PM Conformity Hot Spot Analysis – Project Summary for Interagency Consultation

- v. The proposed project is not in or affecting locations, areas, or categories of sites that are identified in the PM<sub>2.5</sub> and PM<sub>10</sub> 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, PM<sub>10</sub> or PM<sub>2.5</sub> violation.

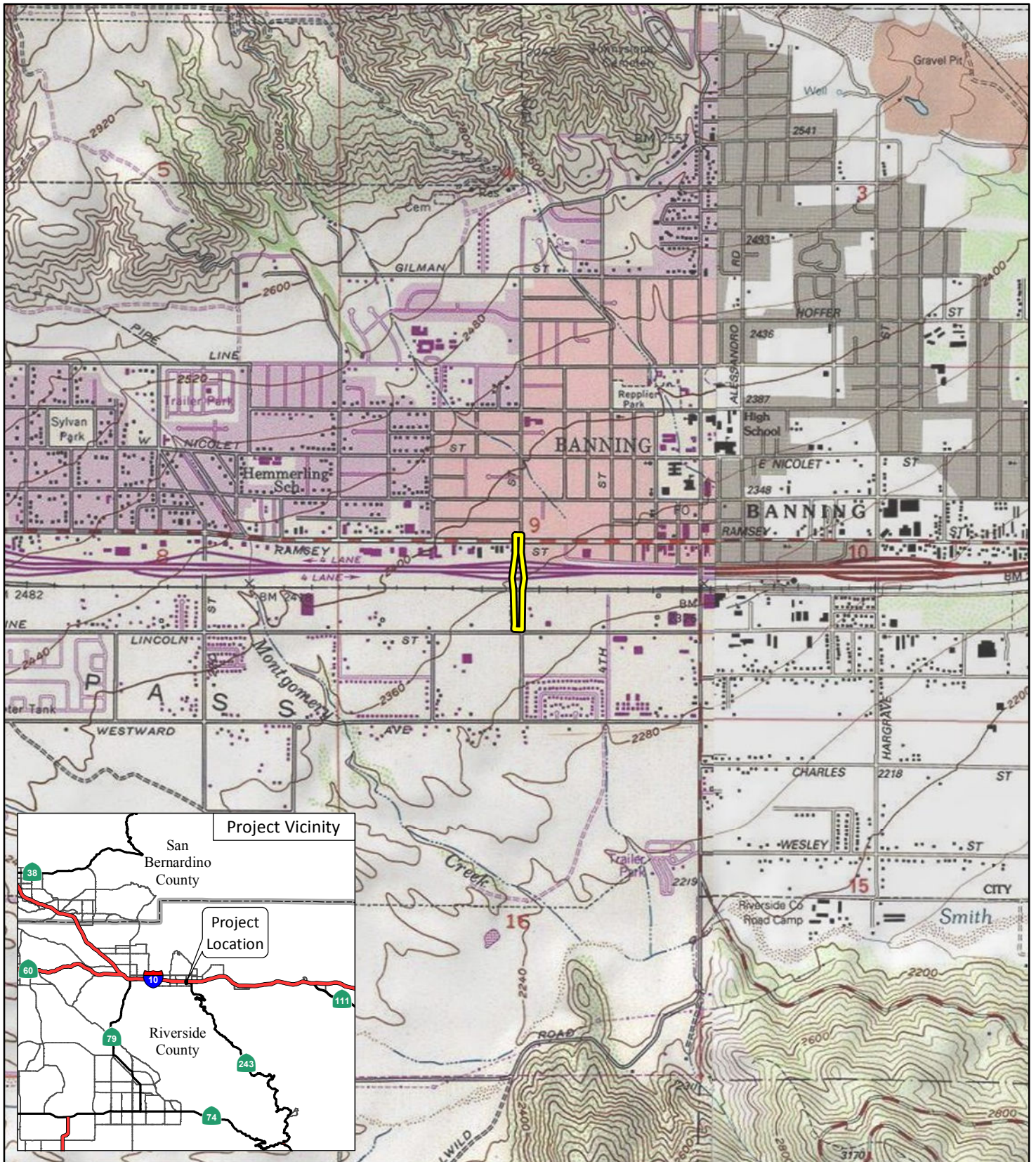


FIGURE 1

LEGEND

 Project Location



0 1000 2000  
FEET

SOURCE: USGS 7.5' Quad - *Baumont, CA* (1988) and *Cabazon, CA* (1988)

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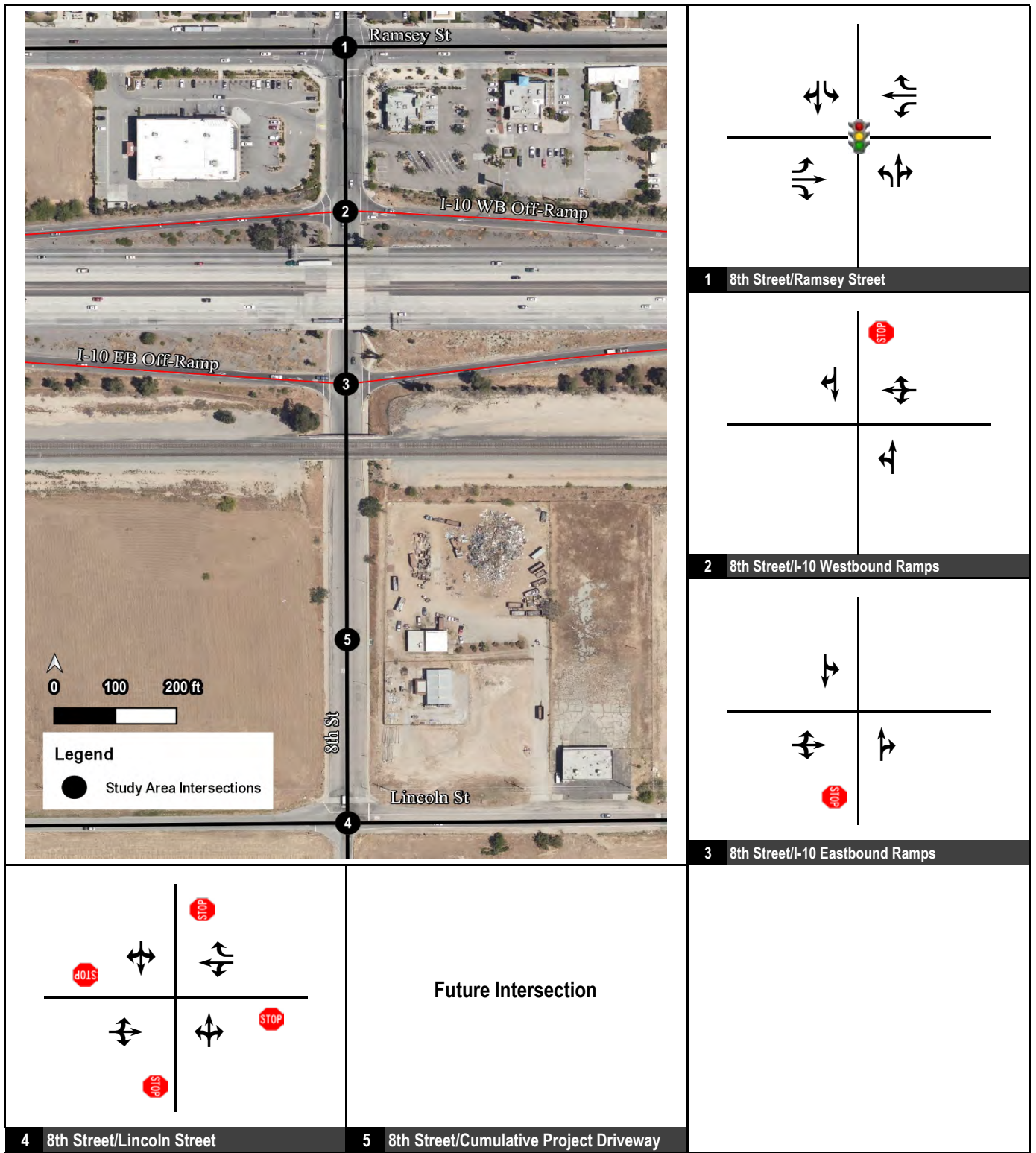


FIGURE 3

Legend

-  Signal
-  Stop Sign

8th Street/Interstate 10 Interchange Improvements Project  
Existing Intersection Lane Geometrics and Stop Controls



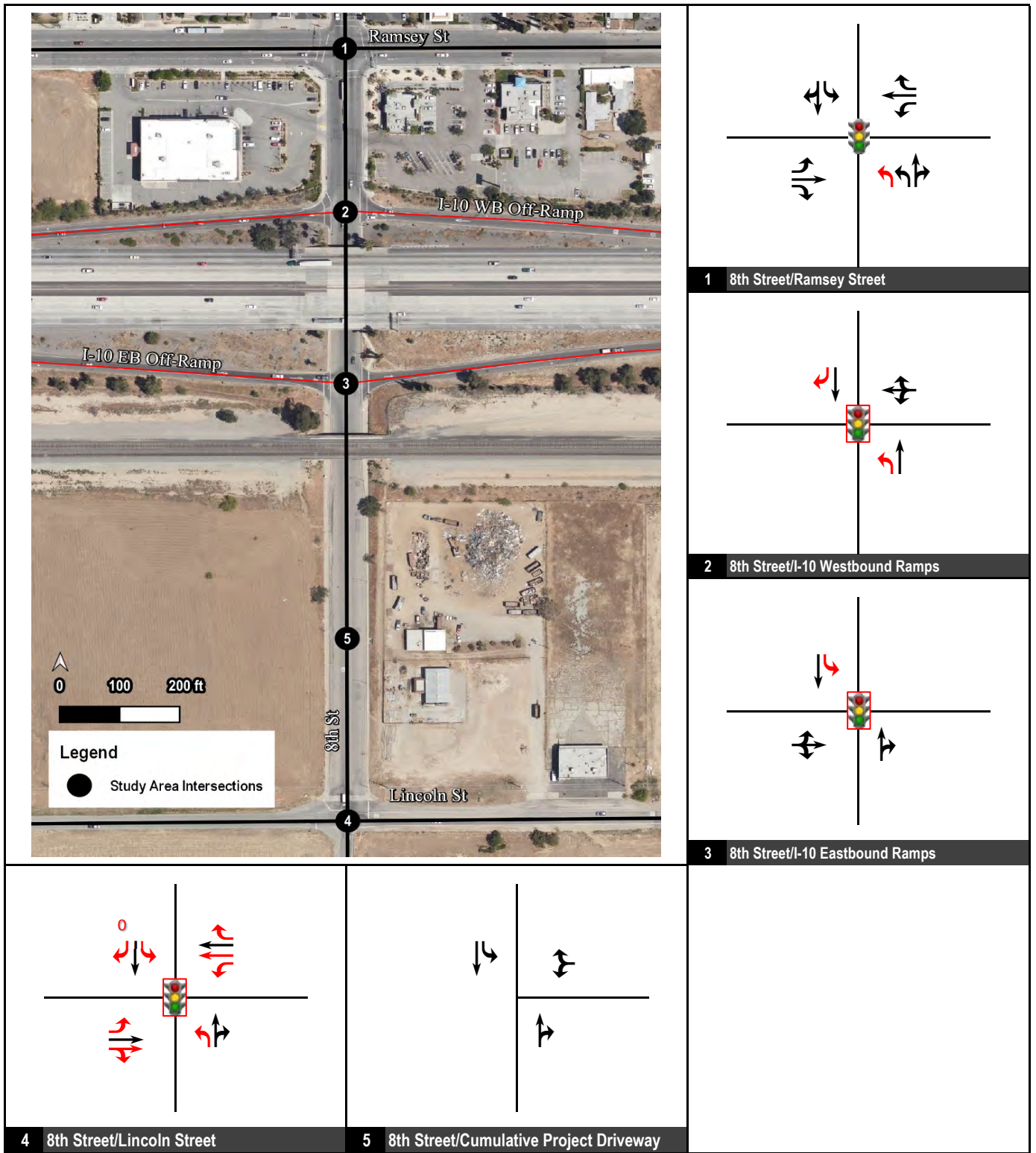


FIGURE 8

Legend

-  Signal
-  Stop Sign

**8th Street/Interstate 10 Interchange Improvements Project  
Design Year (2045) With Improvements Lane Geometrics and Stop Controls**

