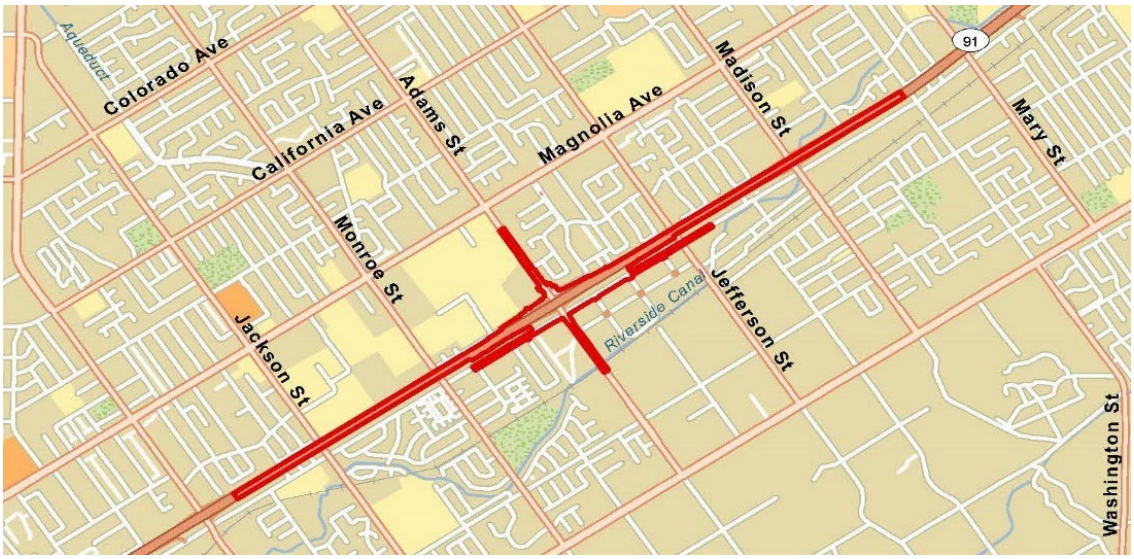
PUBLIC NOTICE AIR QUALITY CONFORMITY
SR-91/Adams Street Interchange Project

Public Notice of Air Quality Conformity Analysis



WHAT'S BEING PLANNED?

The City of Riverside (City), in cooperation with the California Department of Transportation (Caltrans) District 8, is proposing to reconfigure the State Route 91 (SR-91)/Adams Street interchange from post mile (PM) 15.1 to PM 16.2 (hereafter referred to as the project). The project proposes to reconfigure the SR-91/Adams Street interchange ramps, including the reconstruction of the Adams Street Overpass, Adams Street from Auto Center Drive to Briarwood Drive, and Indiana Avenue from Vance Street to Detroit Drive. Associated construction activities, including lane restriping, and construction signage would extend along Adams Street from approximately 544 feet south of Magnolia Avenue to 990 feet south of Auto Center Drive as well as along SR-91 from PM 15.1 to PM 16.2 in the City of Riverside, Riverside County. The purpose of the project is to reduce congestion and improve traffic circulation to meet existing and projected access demands at the SR-91/Adams Street interchange. The proposed project is needed to improve traffic flow along the freeway as well as circulation on local streets surrounding the interchange. Caltrans is the lead agency under the California Environmental Quality Act (CEQA) and the National Environmental Policy Act (NEPA).

The project area is entirely within the City of Riverside in Riverside County, at the interchange of SR-91 and Adams Street. The City of Riverside is in the South Coast Air Basin (SCAB), which is under the jurisdiction of the South Coast Air Quality Management District (SCAQMD). The Southern California Association of Governments (SCAG) serves as the Metropolitan Planning Organization (MPO) as well as the Regional Transportation Planning Agency for the project area.

This project, as currently proposed, is included in the SCAG 2023 Federal Transportation Improvement Program (FTIP) under the project's FTIP ID, RIV131202 (Amendment #23-00) and fiscally constrained. The project is also included in the SCAG 2024–2050 Regional Transportation Plan (RTP)/Sustainable Communities Strategy (SCS) Project List under its RTP ID 3M01WT022-RIV131202 and the project's FTIP ID. According to the FTIP, the project cost is estimated to be $111 million and is proposed to be funded by agency funds.

Caltrans is considering one Build Alternative (Build Alternative 7) along with the No-Build Alternative. Build Alternative 7 was identified as the preferred alternative by the Project Development Team. Build Alternative 7, henceforth referred to as the Build Alternative, proposes a hook ramp configuration for the SR-91/Adams Street interchange. Each alternative is discussed below.

The No-Build Alternative would have this section of SR-91 remain in its present condition. No improvements to the existing SR-91/Adams Street interchange would be considered, and the existing conditions would remain. This alternative would not address traffic congestion issues or accommodate future demand within the project limits. Therefore, the No-Build Alternative is not the preferred alternative for programming.

The Build Alternative proposes a hook ramp configuration for the SR-91/Adams Street interchange. It would eliminate the intersection between the eastbound ramps and Adams Street. The eastbound ramps would be moved to create a hook ramp that would intersect Indiana Avenue east of the Adams Street overcrossing. The off-ramp terminals in both directions would be widened from two lanes to three lanes. The eastbound off-ramp would consist of a dedicated left-turn lane, and two dedicated right-turn lanes. The westbound off-ramp would consist of a dedicated left-turn lane, a through/left/right-turn lane, and dedicated right-turn lane. The westbound on-ramp would consist of three lanes that would taper to one lane before joining SR-91. The eastbound on-ramp would consist of two lanes that would taper to one lane before joining SR-91. The portion of Indiana Avenue between the eastbound ramps and Adams Street would be widened from two lanes to three lanes in each direction, to accommodate additional turning volumes and storage lengths. Indiana Avenue would be widened to provide dedicated turn lanes to the hook ramps. Pavement widening along SR-91 would be done to accommodate wider median shoulders and new structure foundations in the median.

	Under the Build Alternative, the existing Adams Street bridge would be replaced. In the northbound direction, the structure would consist of two through lanes, two dedicated left-turn lanes, a bike lane, and a six-foot-wide sidewalk. In the southbound direction the structure would consist of two through lanes, two dedicated left-turn lanes, a bike lane, and a six-foot-wide sidewalk. Improvements along Adams Street would extend approximately 500 feet north of the new intersection at the westbound ramps. North of the interchange, Adams Street would consist of a raised median, two through lanes in each direction, and a dedicated right-turn lane. A bike lane and six-foot-wide sidewalk would also be constructed on both sides of the roadway. The existing intersection of Diana Avenue with Adams Street would be eliminated; a cul-de-sac would be constructed at the terminus of Diana Avenue east and west of Adams Street. South of the SR-91/Adams Street interchange, improvements would extend approximately 400 feet south of the Indiana Avenue intersection with Adams Street. At the intersection of Adams Street and Indiana Avenue, the improvements would consist of a raised median, two through lanes in each direction, a dedicated northbound left-turn lane, and a dedicated northbound right- turn lane. A bike lane and six-foot-wide sidewalk would be constructed on both sides of the roadway (northbound and southbound). Improvements along Indiana Avenue would extend from Vance Street to 800 feet east of Motor Circle. In both directions (eastbound and westbound), Indiana Avenue would consist of two through lanes, a bike lane, and a six-foot-wide sidewalk. At the Adams Street intersection, there would be two dedicated left-turn lanes and one dedicated right-turn lane in each direction. At the intersection with the hook ramps, there would be one dedicated left-turn lane in the eastbound direction and one dedicated right-turn lane in the westbound direction, along with a raised median east of the intersection. The existing sound walls adjacent to Diana Avenue, in the northeast project quadrant adjacent to the westbound off-ramp, would most likely be removed and relocated to accommodate the new location and profile of the proposed off-ramp. It is likely that the entire length of the existing sound wall (approximately 1,130 feet) along Diana Avenue would be reconstructed as well as approximately 100 feet of the adjacent sound wall. It is not anticipated that the number of ramps in the project area would be increased or decreased with the proposed Build Alternative compared to the No-Build Alternative. Construction activities (e.g., mobilization, auxiliary lane and outside shoulder addition, demobilization and final striping) are anticipated to commence in 2026 and be completed by 2028. Construction is planned to last approximately 24 months.
WHY THIS NOTICE?	Air Quality Conformity requirements apply only in nonattainment and "maintenance" (former nonattainment) areas for the National Ambient Air Quality Standards (NAAQS), and only for the specific NAAQS that are or were violated. United States Environmental Protection Agency (USEPA) regulations at 40 Code of Federal Regulations (CFR) 93 govern the conformity process. Conformity requirements do not apply in unclassifiable/attainment areas for NAAQS and do not apply at all for State standards regardless of the status of the area. The Project is located in an area that is extreme nonattainment for the 8-hour ozone (O_3), serious nonattainment for particles of 2.5 micrometers or smaller ($PM_{2.5}$), and attainment-maintenance for carbon monoxide (CO), particles of 10 micrometers or smaller (PM_{10}), and nitrogen dioxide (NO_2). Therefore, a project-level air quality conformity analysis was required. The report that explains these findings was part of the Initial Study/Environmental Assessment (IS/EA) and was made available during the public review and comment period from January 25, 2024 to March 29, 2024. **<u>Not a Project of Air Quality Concern (POAQC)</u>** Project-level conformity analysis shows that the Project will conform to the State Implementation Plan, including localized impact analysis with interagency consultation for particulate matter (PM_{10} and $PM_{2.5}$) required by 40 CFR 93.116 and 93.123. This Project is not considered a Project of Concern regarding particulate matter (PM_{10} and $PM_{2.5}$) as defined in 40 CFR 93.123(b)(1). A detailed PM_{10} and $PM_{2.5}$ hot-spot analysis was not completed because Clean Air Act and 40 CFR 93.116 requirements are met without an explicit hot-spot analysis. The Project comes from a conforming Regional Transportation Plan (RTP) and Transportation Improvement Program (TIP). Comment is requested regarding the project-level conformity analysis. On January 25, 2022, the Transportation Conformity Working Group (TCWG) [which includes federal (USEPA and FHWA), State (CARB and Caltrans), regional (air quality management districts and SCAG), and sub-regional (county transportation commissions) agencies and other stakeholders] confirmed that the proposed SR-91/Adams Street Interchange Project (RIV 131202) is not a Project of Air Quality Concern (POAQC).
CONTACT	For more information about this Project, contact Caltrans at: Vivian Ho, Associate Environmental Planner, Vivian.Ho@dot.ca.gov, (909) 292-6694, 464 W. 4th Street, MS 827, San Bernardino, CA 92401. Please include "SR-91/Adams Street Interchange Project AQ Conformity" as the subject line. To request alternative accommodations for accessing project information or for providing a comment, please contact the Caltrans District 8 Public Information Office at (909) 383-4631 or use California Relay Service 1 (800) 735-2929 (TTY to Voice), 1 (800) 735-2922 (Voice to TTY), 1 (800) 855-3000 (Spanish TTY to Voice and Voice to TTY), 1-800-854-7784 (Spanish and English Speech-to-Speech) or 711. **EA 08-1H180**