

**Project Title: SR 92/EI Camino Real (SR 82) Ramp Modifications**  
**Project Summary for Air Quality Conformity Task Force Meeting: 2/13**

---

**Description**

This project proposes to modify a four quadrant cloverleaf into a two quadrant partial cloverleaf.

**Background**

- This project is exempt from regional conformity under 40 CFR 93.127, however a hot-spot analysis is required for CO and PM<sub>2.5</sub> (Table 3-Interchange Reconfiguration Project)

**Not a Project of Air Quality Concern (40 CFR 93.123(b)(1))**

*(i) New or expanded highway projects with significant number/increase in diesel vehicles?*

- Not a new or expanded highway project

*(ii) Affects intersections at LOS D, E, or F with a significant number of diesel vehicles?*

- The affected intersections have a low percentage of diesel vehicles and are not predicted to increase.
- The percentages of 3-Axle and above trucks for the ramps and EI Camino Real range from 0.26 to 0.29
- Highest percent of 3-Axle and above Trucks: 0.87 % for mainline Route 92
- The highest 3-Axle and above truck volumes in the area are on the Route 92 mainline, and are 502 for year 2018 and 577 for year 2038

*(iii) New bus and rail terminals and transfer points?—Not Applicable*

*(iv) Expanded bus and rail terminals and transfer points?—Not Applicable*

*(v) Affects areas identified in PM<sub>10</sub> or PM<sub>2.5</sub> implementation plan as site of violation?*

- No state implementation plan for PM<sub>2.5</sub>
- Therefore, not identified in plan as an area of potential violation.

**Project Assessment Form for PM<sub>2.5</sub> Interagency Consultation**

<b>RTIP ID#</b> 21613					
<b>TIP ID#</b> SM 110047					
<b>Air Quality Conformity Task Force Consideration Date</b> February 2013					
<b>Project Description</b> This project proposes to modify a four quadrant cloverleaf into a two quadrant partial cloverleaf.					
<b>Type of Project:</b> Interchange Reconfiguration Project					
<b>County</b> San Mateo	<b>Narrative Location/Route &amp; Postmiles</b> SM 92 PM 11.0/11.5 SM 82 PM 10.3/10.7  <b>Caltrans Projects – EA#</b> 235520				
<b>Lead Agency:</b> Caltrans					
<b>Contact Person</b> Al B. Lee	<b>Phone#</b> 510-286-7211	<b>Fax#</b>	<b>Email</b> al_b_lee@dot.ca.gov		
<b>Federal Action for which Project-Level PM Conformity is Needed</b>					
x	<b>Categorical Exclusion (NEPA)</b>	<b>EA or Draft EIS</b>	<b>FONSI or Final EIS</b>	<b>PS&amp;E or Construction</b>	<b>Other</b>
<b>Scheduled Date of Federal Action:</b> 12/13					
<b>NEPA Delegation – Project Type</b>					
Exempt	x	<b>23 USC 327-Categorical Exclusion</b>	<b>Section 6005 – Non-Categorical Exemption</b>		
<b>Current Programming Dates</b>					
	<b>PE/Environmental</b>	<b>ENG</b>	<b>ROW</b>	<b>CON</b>	
<b>Start</b>	5/12	1/14	1/14	1/16	
<b>End</b>	12/13	12/15	12/15	12/17	
<b>Project Purpose and Need (Summary):</b> The purpose of the proposed project is to improve traffic operations of the 92/82 interchange and increase the performance of the on and off ramps which are currently creating secondary operational deficiencies on the SR 92 mainline.					
<b>Surrounding Land Use/Traffic Generators</b> The SM 92/82 Interchange serves as a major access point from Route 92 to commercial and residential areas on the El Camino Real (Route 82) in downtown San Mateo. Route 92 is used by commuters and commercial vehicles to travel east and west to access Routes 280, 101, and in the east bay, Route 880.					

**PM<sub>2.5</sub> Project Assessment Form for Interagency Consultation**

**Brief summary of assumptions and methodology used for conducting analysis** Truck percentages were taken from Annual Average Daily Truck Traffic on the California State Highway System . Association of Bay Area Governments land use forecasts show no change in land use for the project area, so truck percentages are predicted to remain constant. Total volumes are based on a regional transportation demand model for San Mateo county.

**Opening Year: If facility is a highway or street, Build and No Build LOS, AADT, % and # trucks, truck AADT of proposed facility**  
N/A

**RTP Horizon Year / Design Year: If facility is a highway or street, Build and No Build LOS, AADT, % and # trucks, truck AADT of proposed facility**  
N/A

**Project Assessment Form for PM<sub>2.5</sub> Interagency Consultation**

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

Truck percents are the same for build and no-build and are not predicted to change in the future. Truck percentages for 3-axle and above for Route 92 mainline: 0.87%, for ramps and El Camino Real: 0.26-0.29%

2018 No-Build				
Segment	Direction	AADT total traffic	AADT 3-Axle and Above	% 3-Axle and Above
R92 mainline–West of R82 I/C	NB	47,317	412	0.87
R92 mainline–West of R82 I/C	SB	51,322	447	0.87
R92 mainline–East of R82 I/C	NB	57,562	501	0.87
R92 mainline–East of R82 I/C	SB	57,699	502	0.87
EB Off ramp to NB R82	NB	6,577	17	0.26
EB Off ramp to SB R82	NB	3,440	10	0.29
EB On ramp from NB R82	NB	8,493	22	0.26
EB On ramp from SB R82	NB	12,051	35	0.29
WB Off ramp to NB R82	SB	8,634	22	0.26
WB Off ramp to SB R82	SB	7,327	21	0.29
WB On ramp from NB R82	SB	2,540	7	0.26
WB On ramp from SB R82	SB	7,075	21	0.29
R82 mainline-north of R92 I/C	WB	33,635	87	0.26
R82 mainline-north of R92 I/C	EB	40,762	106	0.26
R82 mainline-south of R92 I/C	WB	26,867	78	0.29
R82 mainline-south of R92 I/C	EB	31,580	92	0.29

2018 No-Build

LH Trucks = Light-Heavy-Duty Trucks 8,501 lbs to 14,000 lbs [GVWR]				MH & HH Trucks = Medium-Heavy Duty 14,000 lbs to 26,000 lbs [GVWR] and Heavy-Heavy Duty Trucks greater than 26,000 lbs [GVWR]				
Segment	Gas LH Trucks		Diesel LH Trucks		Gas MH & HH Trucks		Diesel MH & HH Trucks	
	0.984122895		0.880817173		0.149695846		0.850304154	
R92	0.86%	405	0.77%	363	0.13%	62	0.74%	350
R92	0.86%	439	0.77%	393	0.13%	67	0.74%	380
R92	0.86%	493	0.77%	441	0.13%	75	0.74%	426
R92	0.86%	494	0.77%	442	0.13%	75	0.74%	427
EB	0.26%	17	0.23%	15	0.04%	3	0.22%	15
EB	0.29%	10	0.26%	9	0.04%	1	0.25%	8
EB	0.26%	22	0.23%	19	0.04%	3	0.22%	19
EB	0.29%	34	0.26%	31	0.04%	5	0.25%	30
WB	0.26%	22	0.23%	20	0.04%	3	0.22%	19
WB	0.29%	21	0.26%	19	0.04%	3	0.25%	18
WB	0.26%	6	0.23%	6	0.04%	1	0.22%	6
WB	0.29%	20	0.26%	18	0.04%	3	0.25%	17
R82	0.26%	86	0.23%	77	0.04%	13	0.22%	74
R82	0.26%	104	0.23%	93	0.04%	16	0.22%	90
R82	0.29%	77	0.26%	69	0.04%	12	0.25%	66
R82	0.29%	90	0.26%	81	0.04%	14	0.25%	78

2018 Build				
Segment	Direction	AADT total traffic	AADT 3-Axle and Above	% 3-Axle and Above
R92 mainline–West of R82 I/C	NB	47,317	412	0.87
R92 mainline–West of R82 I/C	SB	51,322	446	0.87
R92 mainline–East of R82 I/C	NB	57,562	501	0.87
R92 mainline–East of R82 I/C	SB	57,699	502	0.87
EB Off ramp to NB R82	NB	10,017	29	0.29
EB Off ramp to SB R82	NB			
EB On ramp from NB R82	NB	8,493	22	0.26
EB On ramp from SB R82	NB	12,051	35	0.29
WB Off ramp to NB R82	SB	15,961	46	0.29
WB Off ramp to SB R82	SB			
WB On ramp from NB R82	SB	2,540	7	0.26
WB On ramp from SB R82	SB	7,075	21	0.29
R82 mainline-north of R92 I/C	WB	33,635	87	0.26
R82 mainline-north of R92 I/C	EB	40,762	106	0.26
R82 mainline-south of R92 I/C	WB	26,867	78	0.29
R82 mainline-south of R92 I/C	EB	31,580	92	0.29

**2018 Build**

LH Trucks = Light-Heavy-Duty Trucks 8,501 lbs to 14,000 lbs [GVWR]				MH & HH Trucks = Medium-Heavy Duty 14,000 lbs to 26,000 lbs [GVWR] and Heavy-Heavy Duty Trucks greater than 26,000 lbs [GVWR]				
Segment	Gas LH Trucks		Diesel LH Trucks		Gas MH & HH Trucks		Diesel MH & HH Trucks	
R92	0.86%	405	0.77%	363	0.13%	62	0.74%	350
R92	0.86%	439	0.77%	393	0.13%	67	0.74%	380
R92	0.86%	493	0.77%	441	0.13%	75	0.74%	426
R92	0.86%	494	0.77%	442	0.13%	75	0.74%	427
EB	0.29%	29	0.26%	26	0.04%	4	0.25%	25
EB								
EB	0.26%	22	0.23%	19	0.04%	3	0.22%	19
EB	0.29%	34	0.26%	31	0.04%	5	0.25%	30
WB	0.29%	46	0.26%	41	0.04%	7	0.25%	39
WB								
WB	0.26%	6	0.23%	6	0.04%	1	0.22%	6
WB	0.29%	20	0.26%	18	0.04%	3	0.25%	17
R82	0.26%	86	0.23%	77	0.04%	13	0.22%	74
R82	0.26%	104	0.23%	93	0.04%	16	0.22%	90
R82	0.29%	77	0.26%	69	0.04%	12	0.25%	66
R82	0.29%	90	0.26%	81	0.04%	14	0.25%	78

**PM<sub>2.5</sub> Project Assessment Form for Interagency Consultation**

**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**

Truck percents are the same for build and no-build and are not predicted to change in the future.

2038 No-Build				
Segment	Direction	AADT total traffic	AADT 3-Axle and Above	% 3-Axle and Above
R92 mainline–West of R82 I/C	NB	55,413	482	0.87
R92 mainline–West of R82 I/C	SB	59,156	515	0.87
R92 mainline–East of R82 I/C	NB	66,269	577	0.87
R92 mainline–East of R82 I/C	SB	66,306	577	0.87
EB Off ramp to NB R82	NB	8,980	23	0.26
EB Off ramp to SB R82	NB	4,827	14	0.29
EB On ramp from NB R82	NB	10,131	26	0.26
EB On ramp from SB R82	NB	15,228	44	0.29
WB Off ramp to NB R82	SB	11,373	30	0.26
WB Off ramp to SB R82	SB	8,690	25	0.29
WB On ramp from NB R82	SB	2,893	8	0.26
WB On ramp from SB R82	SB	10,020	29	0.29
R82 mainline-north of R92 I/C	WB	42,568	111	0.26
R82 mainline-north of R92 I/C	EB	53,447	139	0.26
R82 mainline-south of R92 I/C	WB	32,098	93	0.29
R82 mainline-south of R92 I/C	EB	39,348	114	0.29

2038 No-Build

LH Trucks = Light-Heavy-Duty Trucks 8,501 lbs to 14,000 lbs [GVWR]		MH & HH Trucks = Medium-Heavy Duty 14,000 lbs to 26,000 lbs [GVWR] and Heavy-Heavy Duty Trucks greater than 26,000 lbs [GVWR]						
Segment	Gas LH Trucks	Diesel LH Trucks		Gas MH & HH Trucks		Diesel MH & HH Trucks		
	0.984122895	0.880817173		0.134754805		0.865245195		
R92	0.86%	474	0.77%	425	0.12%	65	0.75%	417
R92	0.86%	506	0.77%	453	0.12%	69	0.75%	445
R92	0.86%	567	0.77%	508	0.12%	78	0.75%	499
R92	0.86%	568	0.77%	508	0.12%	78	0.75%	499
EB	0.26%	23	0.23%	21	0.04%	3	0.22%	20
EB	0.29%	14	0.26%	12	0.04%	2	0.25%	12
EB	0.26%	26	0.23%	23	0.04%	4	0.22%	23
EB	0.29%	43	0.26%	39	0.04%	6	0.25%	38
WB	0.26%	29	0.23%	26	0.04%	4	0.22%	26
WB	0.29%	25	0.26%	22	0.04%	3	0.25%	22
WB	0.26%	7	0.23%	7	0.04%	1	0.22%	7
WB	0.29%	29	0.26%	26	0.04%	4	0.25%	25
R82	0.26%	109	0.23%	97	0.04%	15	0.22%	96
R82	0.26%	137	0.23%	122	0.04%	19	0.22%	120
R82	0.29%	92	0.26%	82	0.04%	13	0.25%	81
R82	0.29%	112	0.26%	101	0.04%	15	0.25%	99

2038 Build				
Segment	Direction	AADT total traffic	AADT 3-Axle and Above	% 3-Axle and Above
R92 mainline–West of R82 I/C	NB	55,413	482	0.87
R92 mainline–West of R82 I/C	SB	59,156	515	0.87
R92 mainline–East of R82 I/C	NB	66,269	577	0.87
R92 mainline–East of R82 I/C	SB	66,306	577	0.87
EB Off ramp to NB R82	NB	13,807	400	0.29
EB Off ramp to SB R82	NB			
EB On ramp from NB R82	NB	10,131	26	0.26
EB On ramp from SB R82	NB	15,228	44	0.29
WB Off ramp to NB R82	SB	20,063	58	0.29
WB Off ramp to SB R82	SB			
WB On ramp from NB R82	SB	2,893	8	0.26
WB On ramp from SB R82	SB	10,020	29	0.29
R82 mainline-north of R92 I/C	WB	42,568	11	0.26
R82 mainline-north of R92 I/C	EB	53,447	139	0.26
R82 mainline-south of R92 I/C	WB	32,098	93	0.29
R82 mainline-south of R92 I/C	EB	39,348	114	0.29

2038 Build

LH Trucks = Light-Heavy-Duty Trucks 8,501 lbs to 14,000 lbs [GVWR]				MH & HH Trucks = Medium-Heavy Duty 14,000 lbs to 26,000 lbs [GVWR] and Heavy-Heavy Duty Trucks greater than 26,000 lbs [GVWR]				
Segment	Gas LH Trucks		Diesel LH Trucks		Gas MH & HH Trucks		Diesel MH & HH Trucks	
R92	0.86%	474	0.77%	425	0.12%	65	0.75%	417
R92	0.86%	506	0.77%	453	0.12%	69	0.75%	445
R92	0.86%	567	0.77%	508	0.12%	78	0.75%	499
R92	0.86%	568	0.77%	508	0.12%	78	0.75%	499
EB	0.29%	39	0.26%	35	0.04%	5	0.25%	35
EB								
EB	0.26%	26	0.23%	23	0.04%	4	0.22%	23
EB	0.29%	43	0.26%	39	0.04%	6	0.25%	38
WB	0.29%	57	0.26%	51	0.04%	8	0.25%	50
WB								
WB	0.26%	7	0.23%	7	0.04%	1	0.22%	7
WB	0.29%	29	0.26%	26	0.04%	4	0.25%	25
R82	0.26%	109	0.23%	97	0.04%	15	0.22%	96
R82	0.26%	137	0.23%	122	0.04%	19	0.22%	120
R82	0.29%	92	0.26%	82	0.04%	13	0.25%	81
R82	0.29%	112	0.26%	101	0.04%	15	0.25%	99

**Project Assessment Form for PM<sub>2.5</sub> Interagency Consultation**

**Opening Year: If facility is a bus, rail or intermodal facility/terminal/transfer point, # of bus arrivals for Build and No Build, % and # of bus arrivals will be diesel buses**

N/A

**RTP Horizon Year / Design Year: If facility is a bus, rail or intermodal facility/terminal/transfer point, # of bus arrivals for Build and No Build, % and # of bus arrivals will be diesel buses**

N/A

**Describe potential traffic redistribution effects of congestion relief**

The project does not add capacity and is not expected to impact other facilities.

**Comments/Explanation/Details**

This is not a project of air quality concern as defined in 40 CRF 93.123(b)(1) because:

*(i) New or expanded highway projects with significant number/increase in diesel vehicles?*

- Not a new or expanded highway project

*(ii) Affects intersections at LOS D, E, or F with a significant number of diesel vehicles?*

- The affected intersections have a low percentage of diesel vehicles and are not predicted to increase.
- The percentages of 3-Axle and above trucks for the ramps and El Camino Real range from 0.26 to 0.29
- Highest percent of 3-Axle and above Trucks: 0.87 % for mainline Route 92
- The highest 3-Axle and above truck volumes in the area are on the Route 92 mainline, and are 502 for year 2018 and 577 for year 2038

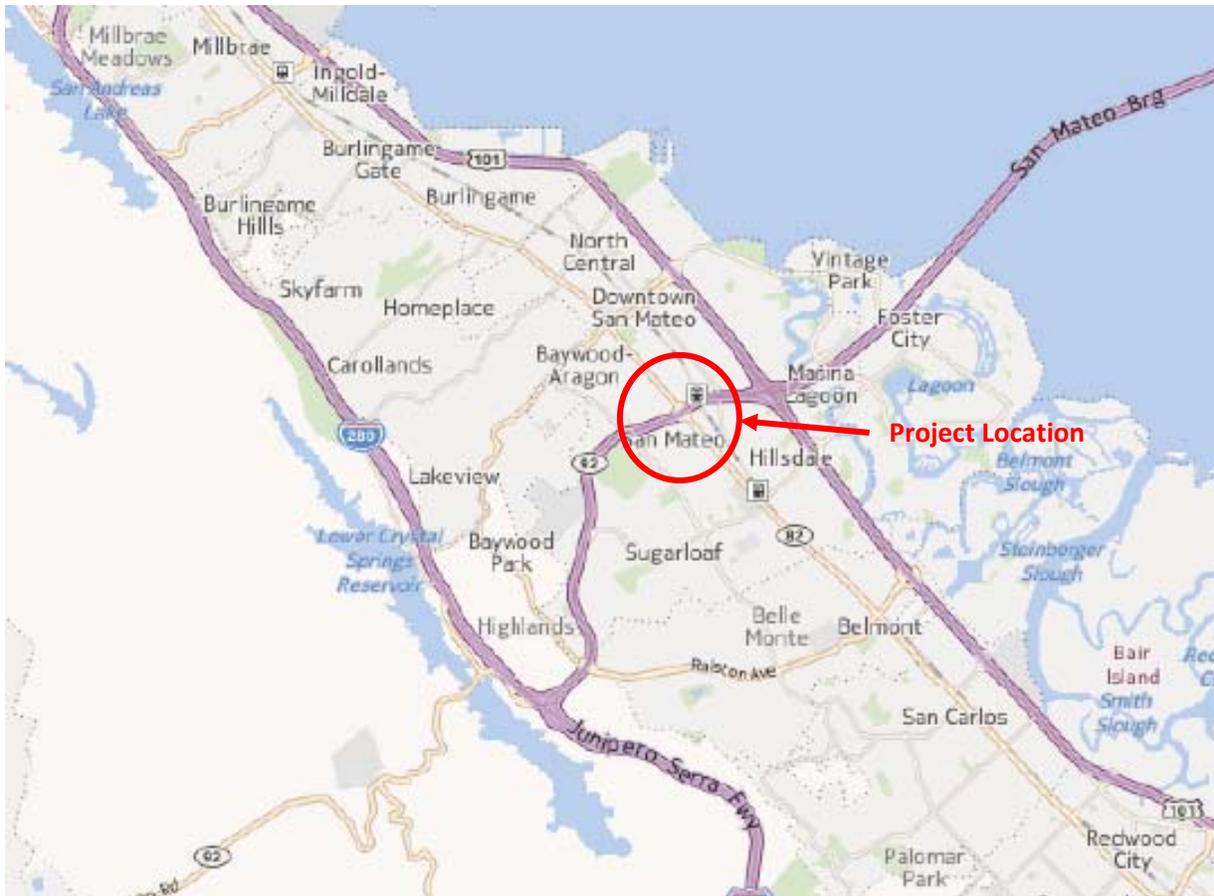
*(iii) New bus and rail terminals and transfer points?—Not Applicable*

*(iv) Expanded bus and rail terminals and transfer points?—Not Applicable*

*(v) Affects areas identified in PM<sub>10</sub> or PM<sub>2.5</sub> implementation plan as site of violation?*

- No state implementation plan for PM<sub>2.5</sub>
- Therefore, not identified in plan as an area of potential violation.

# Project Location





# Land Uses

