



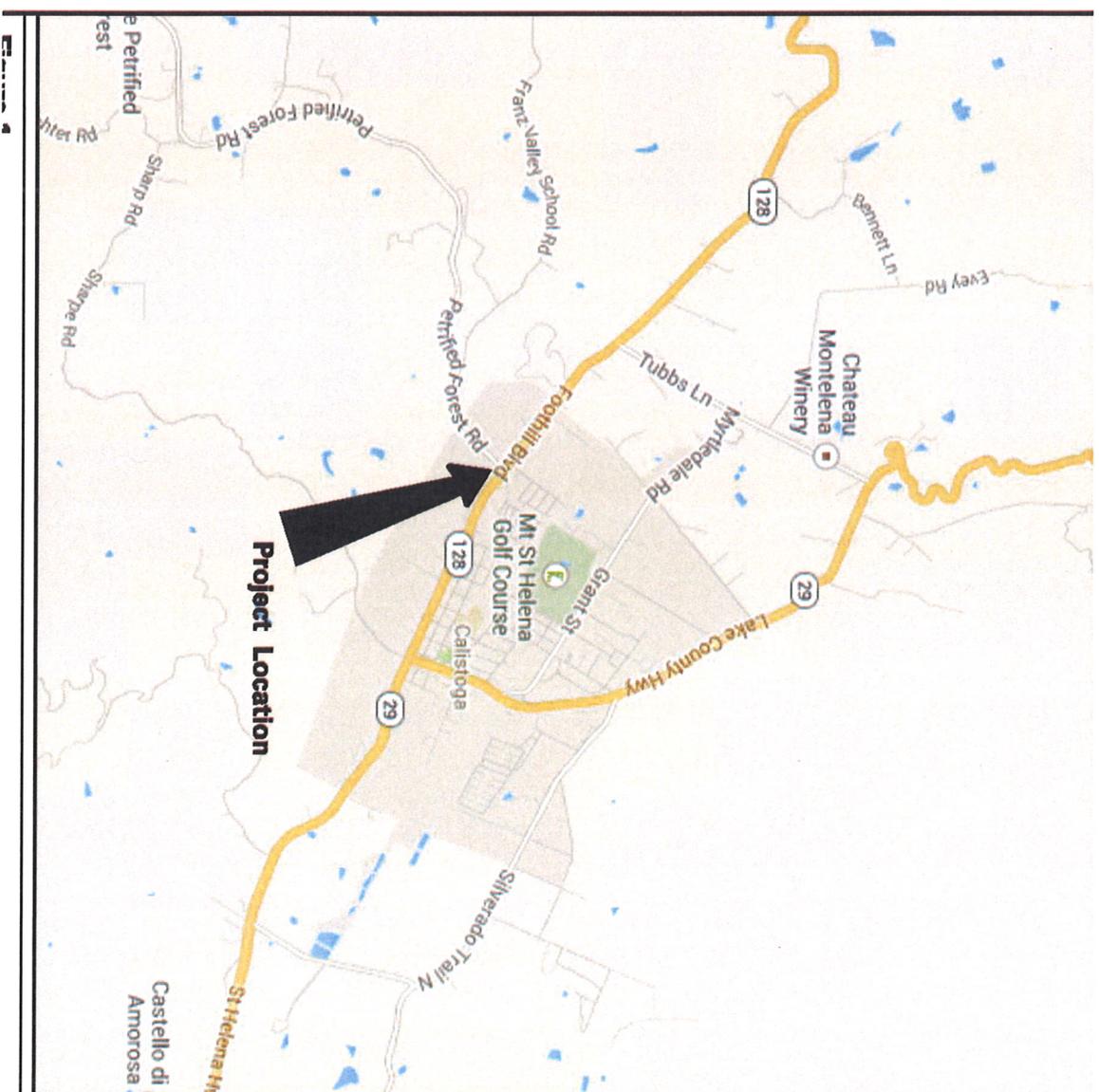
INTERSECTION IMPROVEMENTS STATE
ROUTE 128 AND PETRIFIED FOREST ROAD,
CALISTOGA, NAPA COUNTY CA

MTC Air Quality Conformity Task Force
Meeting December 3, 2015

The Project

Install new traffic signal at the Intersection of State Route 128 and Petrified Forest Road

Install new ADA-compliant curb cuts



The Project

Improves intersection safety by reducing conflicts associated with motorist failing to yield

Improves pedestrian safety through signalized intersection



The Project

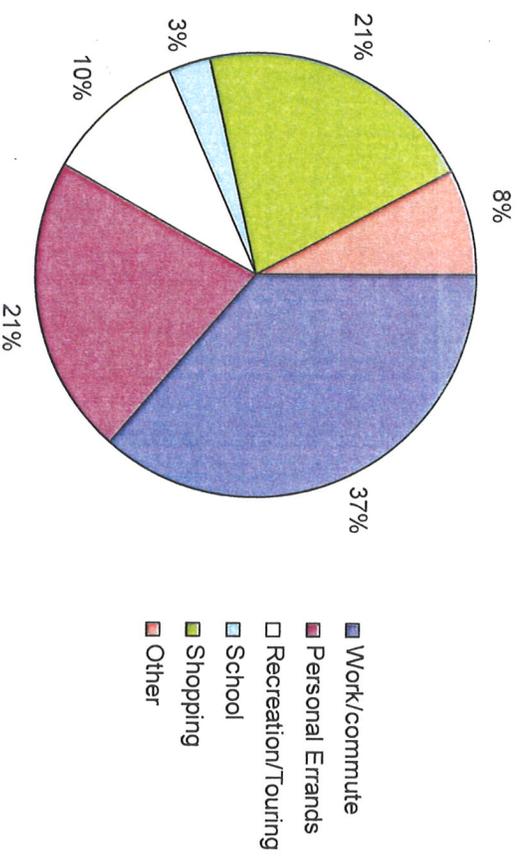
Currently the intersection operates at LOS D with a 28 second delay Peak PM (March, 2010 Highlands Church TIS)

Improves air quality by reducing intersection delay time during peak hours



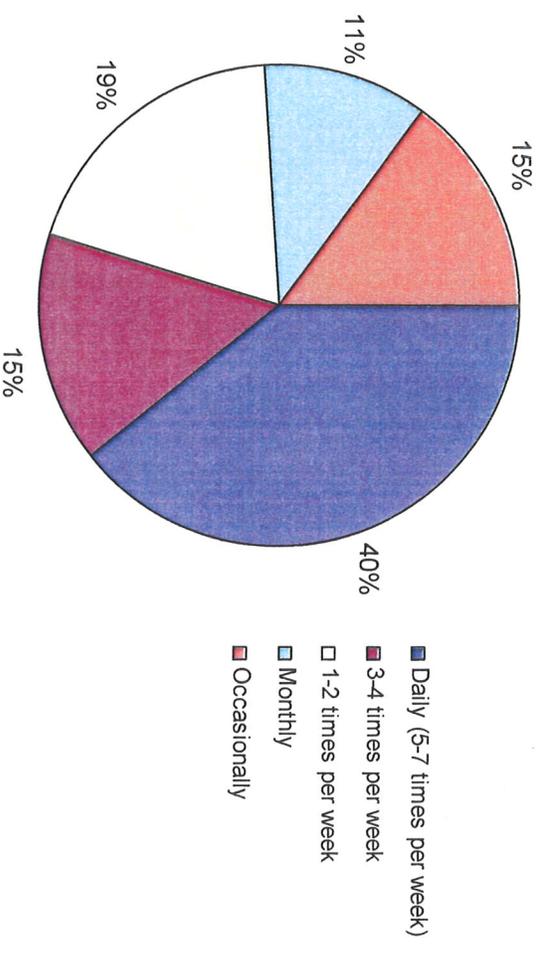
Petrified Forest Road

Trip Purpose



- Per ORIGIN AND DESTINATION STUDY
- Mendocino, Lake, Napa and Sonoma Counties
- Final Study Report, December 29, 2006
- Prepared by: Mendocino Council of Governments

Trip Frequency



- Per ORIGIN AND DESTINATION STUDY
- Mendocino, Lake, Napa and Sonoma Counties
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Traffic Demand

- Existing ADT (6 AM – 6 PM) per Caltrans Traffic Count 3/5/15
- Petrified Forest Road 5,189
- SR 128 East bound 3,442
- SR 128 West bound 5,034
- Estimated truck traffic is 25% (Wine Country Interregional Partnership Phase II, Origin and Destination, December 2006)
- Future 2040 ADT
- Petrified Forest – 27,300
- SR 128 east of intersection - 28,400
- SR 128 west of intersection - 11,850.
- Truck traffic is assumed to continue to be 25%

Traffic Operations

	Existing Conditions	Today With Project	2040 – No Project	2040 – With Project
Peak PM	D	D	F	D
Intersection Delay	28 Seconds	24 Seconds	Greater Than 120 seconds	49 Seconds

Air Quality Findings

- i) New or expanded highway project with significant number/increase in diesel vehicles?
 - Not a new or expanded highway project
 - Intersection signalization project
 - Signalization will not increase projected traffic volumes or truck percentages on the roadway
- ii) Affects intersections at LOS D, E or F with significant number of diesel vehicles
 - Diesel vehicles are estimated to account for 25% of traffic volume.
 - Current Peak PM LOS D with delay of 28 seconds
 - Projected 2040 Peak PM LOS F with delays great
 - With Signalization 2040 Peak PM LOS D with delay of 49 seconds
 - There is no anticipated traffic redistribution through the project
 - The project does not change land use and will not lead to an increase in traffic volumes or an increase the number of diesel vehicles inside or outside the project area

Air Quality Findings

- 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 PM10 or PM2.5 implementation plan as site of violation?
 - The proposed project is an individual intersection signalization and is therefore is exempt from regional conformity determination per 40 CRF 93.126.



Conclusions

- The proposed project includes installation of a traffic signal, ADA improvements and striping.
- Project is not anticipated to create more congestion, increase traffic volumes or the number of diesel-powered vehicles on the roadways within project limits or other streets in Calistoga.
- Without the project intersection delays will significantly increase resulting in longer idle times and increased vehicle emissions.
- The proposed project is signalization of an individual intersection and is therefore is exempt from regional conformity determination as per 40 CRF 93.126. As such we do not feel the project should be subject to PM 2.5 hot-spot analysis for project-level conformity determination.