

RTIP ID# <i>(required)</i> 6160002 / IMP170701				
TCWG Consideration Date: 4/23/2019				
Project Description <i>(clearly describe project)</i>				
<p>The proposed project is to widen the existing structure (the off-system bridge) over the All-American Canal near the USA/Mexico border approximately 0.7 miles south of State Route (SR) 7. There are no new lanes north of the inspection booths leading to the SR 7. The widened structure would accommodate an additional two new commercial vehicle lanes (for a total of four northbound (NB) commercial vehicle lanes). All widening will occur to the east of the existing structure. In addition, this project would include minimal modification to landscape, drainage, signage, and lighting. The existing NB pedestrian walkway (on the existing structure) would be shifted to the east to facilitate the addition of two new NB passenger vehicle lanes on the existing bridge <i>(continued on page 7)</i>.</p>				
Type of Project <i>(use Table 1 on instruction sheet)</i>				
Not applicable				
County IMPERIAL	Narrative Location/Route SR 7 & Postmiles 0.0			
	Caltrans Projects – EA# 11-43050 (EFIS 1118000265)			
Lead Agency: Caltrans				
Contact Person Tyler Ho	Phone# 619-688-3180	Fax# 619-688-4237	Email tyler.ho@d	
Hot Spot Pollutant of Concern <i>(check one or both)</i> PM2.5 Yes PM10 Yes				
Federal Action for which Project-Level PM Conformity is Needed <i>(check appropriate box)</i>				
<input checked="" type="checkbox"/>	Categorical Exclusion (NEPA)	<input type="checkbox"/>	EA or Draft EIS	<input type="checkbox"/>
		<input type="checkbox"/>	FONSI or Final EIS	<input type="checkbox"/>
			<input type="checkbox"/>	PS&E or Construction
				<input type="checkbox"/>
				Other
Scheduled Date of Federal Action:				
NEPA Assignment – Project Type <i>(check appropriate box)</i>				
<input type="checkbox"/>	Exempt	<input type="checkbox"/>	Section 326 –Categorical Exemption	<input checked="" type="checkbox"/>
				Section 327 – Non-Categorical Exemption
Current Programming Dates <i>(as appropriate)</i>				
	PE/Environmental	ENG	ROW	CON
Start	10/2018	09/2020	02/2019	09/2020
End	05/2020	09/2022	08/2020	09/2022

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

There is major freight congestion due to the physical constraints of the existing bridge over the All-American Canal. Current traffic demands are not being met. There is an economic loss caused by inadequate border infrastructure that is failing to keep pace with the growing levels of trade and additional security requirements. Emissions associated with idling commercial vehicles add to the associated particulate matter and greenhouse gas (GHG) levels that degrade the air quality for the surrounding community.

The main purpose of this proposed project is to address immediate freight efficiency needs near the Calexico Port of Entry (POE). The Proposed project improvements are a critical component of the region’s border development strategy to make California’s freight system more efficient, competitive, and environmentally sustainable. Widening the bridge over the All-American Canal allows for the expansion of the Calexico East Port of Entry and increases the commercial vehicle inspection lanes. This proposed project will address the current traffic congestion that hinders economic competitiveness and will also reduce border delays (wait-times) and dramatically reduce emissions from idling vehicles.

The widened structure would accommodate an additional two new northbound commercial vehicle lanes with standard shoulders, thus providing increased capacity and congestion relief. The capacity increase due to the proposed widened structure will be supplemented by traffic management strategies.

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

Land uses in the project vicinity include predominantly agricultural farm land and port related facilities. There are no single-family residential, school, places of worship, hospital facilities nearby. No changes to surrounding land uses would occur as a result of project implementation. Thus, substantial increases in diesel truck traffic are not expected to occur.

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

Opening Year 2020 vs 2022

2022 No Build: ADT (southbound) = 3,879, ADT (northbound) = 12,869; Truck= 10.10%

2022 Build: ADT (southbound) = 3,995; ADT (northbound) = 13,256;

Note: LOS is exempted due to specialty in this case

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

Horizon Year 2045

2045 No Build: ADT (southbound) = 12,155, ADT (northbound) = 29,660; Truck =10.61%

2045 Build: ADT (southbound) = 12,519; ADT (northbound) = 30,550;

Note: LOS is exempted due to specialty in this case

<p>Opening Year: If facility is an interchange(s) or intersection(s), Build and No Build cross-street AADT, % and # trucks, truck AADT Not applicable</p>
<p>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 Not applicable</p>
<p>Describe potential traffic redistribution effects of congestion relief (<i>impact on other facilities</i>)</p> <p>* Implementation of the proposed project will have long-term beneficial impacts to regional business growth, and visitors to the area by improving safety, operation efficiency, and goods movement in the project area.</p> <p>* Negligible redistribution effects of congestion relief due to this project. There are no significant other facilities that would be impacted by redistribution due to the project.</p>

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

The United States Environmental Protection Agency (EPA) specifies in 40 CFR 93.123(b)(1) that only "projects of air quality concern" (POAQC) are required to undergo a PM2.5 and PM10 hot-spot analysis. EPA defines POAQCs as certain highway and transit projects that involve significant levels of diesel traffic or any other project that is identified by the PM2.5 SIP as a localized air quality concern. A discussion of the proposed project compared to POAQCs, as defined by 40 CFR 93.123(b)(1), is provided below:

(i) New highway projects that have a significant number of diesel vehicles, and expanded highway projects that have a significant increase in the number of diesel vehicles;

The proposed project involves a change in the capacity of the existing Bridge over the All-American River, but would not involve a new or expanded highway. The existing bridge serves as "local terminal roadway" approximately 0.7 miles south of State Route (SR) 7. This proposed project will also reduce border delays (wait-times) and dramatically reduce emissions from idling vehicles. The truck percentage is projected to remain the same or likely higher volume for both the opening year and the horizon year. Total ADT volumes and truck ADT volumes would remain well below the POAQC guidelines of 125,000 ADT and 10,000 truck ADT, respectively. And importantly, less than 1% increases in truck volumes. Thus, it would be expected to have a neutral or positive influence on PM2.5 or PM10 emissions.

(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;

The proposed project has no intersections i.e. no effect on intersection.

(iii) New bus and rail terminals and transfer points that have a significant number of diesel vehicles congregating at a single location;

The proposed project has no bus or rail terminal component or affect any bus terminals or transfer points.

(iv) Expanded bus and rail terminals and transfer points that significantly increase the number of diesel vehicles congregating at a single location; and

The proposed project would not expand any bus terminal, rail terminal, or related transfer point that would increase the number of diesel vehicles congregating at any single location.

(v) Projects in or affecting locations, areas, or categories of sites which are identified in the PM10 or PM2.5 applicable implementation plan or implementation plan submission, as appropriate, as sites of violation or possible violation.

The project site is not in or affecting locations, areas, or categories of sites that are identified in a PM10 or PM2.5 implementation plan. The immediate project area is not considered to be a site of violation or possible violation.

The discussion provided above indicates that the proposed project would not be considered a Project of Air Quality Concern, as defined by 40 CFR 93.123(b)(1)

As documented in the table above, the proposed project is not anticipated to result in any significant increase in truck volumes (less than 1% increase) and future project volumes would not exceed the 10,000 average daily truck trip criteria for a POAQC; and is therefore considered not to be of air quality concern for particulate matter (PM2.5 and PM10)

In summary, the proposed Project meets the CAA requirements and 40 CFR 93.116 without any explicit hot-spot analysis. The proposed project would not create a new, or worsen an existing, PM10 or PM2.5 violation.

Calexico POE Bridge Widening Project Description (*continued*)

The proposed project would include:

- **Constructing a new structure to the east (tying into the existing bridge) to provide an additional two commercial vehicle lanes (for a total of four NB commercial vehicle lanes on the new structure), an 8-foot shoulder and barriers;**
- **Widening and realigning approach and departure roadways to align with the new lanes on the bridge;**
- **Shifting the NB pedestrian walkway to the east on the existing structure; This would facilitate the addition of two new NB passenger vehicle lanes on the existing bridge structure. The existing concrete barriers separating the pedestrian walkway from the vehicular traveled way would have to be demolished and reconstructed to the east of its current location. The thickness of the concrete deck would have to be reduced at the location of the existing NB pedestrian walkway.**
 - *Reconstructing a portion of existing NB pedestrian walkway (north of existing bridge), including potential removal of rock ornament, segments of concrete barrier, and steel fence.*
- **Constructing a NB pedestrian walkway canopy on the existing structure;**
- **Constructing embankment north and south of the bridge;**
- **Constructing bridge abutments to support the new structure north and south of the bridge; It is probable that the foundation of the new abutments will consist of precast concrete pile foundation system.**
- **Extending Sheet piling to the east, on the north and south ends of the bridge.**
- **Constructing and realigning appurtenant structures on the bridge and roadways (e.g. signage and lighting);**
- **Extending an existing cross-culvert, north of the existing bridge, to the east to maintain existing drainage pattern;**
- **Modify drainage systems, as necessary, to maintain the existing drainage pattern;**
- **Extending underpass tunnels to the east, south and north of the bridge;**
- **Performing any needed maintenance on the existing structure (this may include bearing plate bolts at the existing abutments);**
- **Minimal landscape modifications (e.g. roadways and along the pedestrian walkway); and**
- **Replace in kind any items modified by construction actives.**

There is a staging area being considered on the northeast portion of the General Services Administration (GSA) property.

The result of this project would provide a revised bridge facility with a SB pedestrian walkway, a NB pedestrian walkway and a total of thirteen 13 lanes: two (2) SB passenger, two (2) SB commercial, five (5) NB passenger, and four (4) NB commercial.

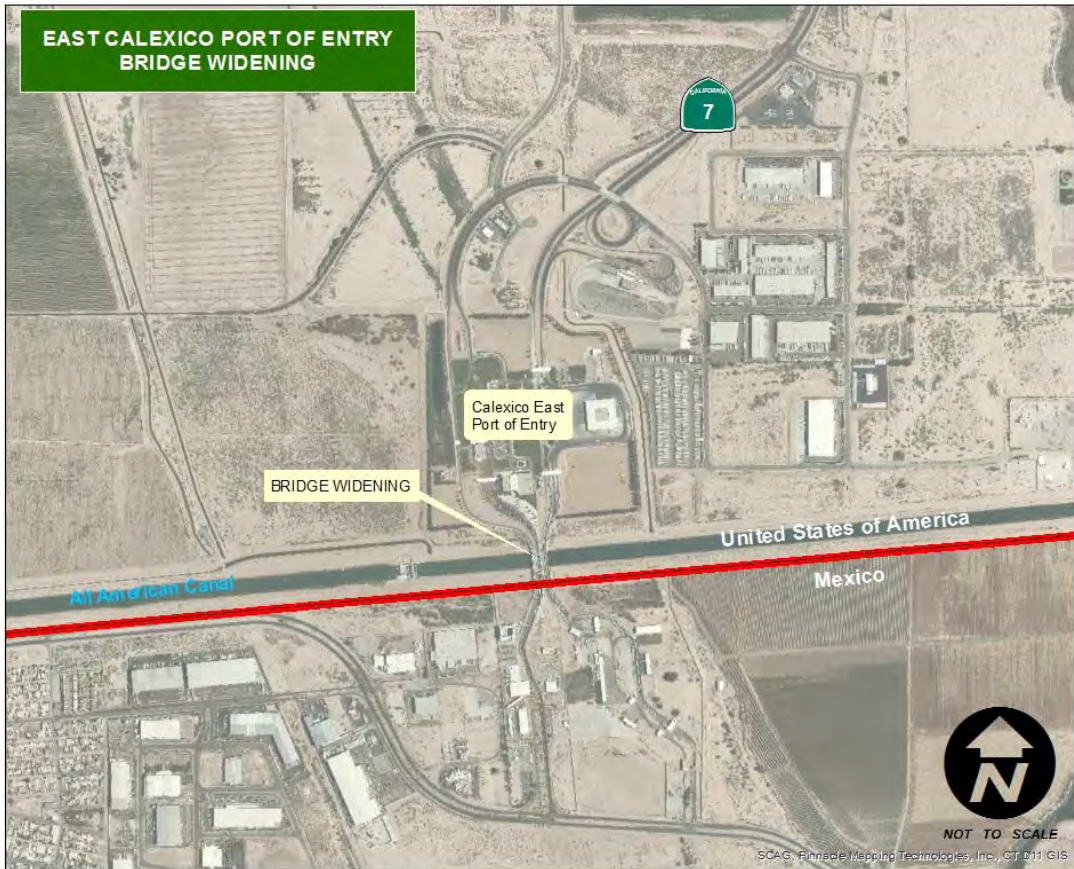


2019 Federal Transportation Improvement Program

Imperial County
Local Highway
Including Amendment 1
(In \$000's)

ProjectID	County	Air Basin	Model	RTP ID	Program	Route	Begin	End	Signage Begin	Signage End	System	Conformity Category	Amendment	
IMP171002	Imperial	SSAB		7120004	NCR29						L	EXEMPT - 93.126	0	
Description:							PTC	1,584			Agency	IMPERIAL COUNTY		
Sidewalk Improvements on Rio Vista Street in Seeley California														
Fund		ENG	R/W	CON	Total	Prior	2018/2019	2019/2020		2020/2021	2021/2022	2022/2023	2023/2024	Total
AGENCY		26	5	1,184	1,215	26	1,189							1,215
ACTIVE TRANSPORTATION PROGRAM - MPO		193	35	141	369	193	176							369
IMP171002 Total		219	40	1,325	1,584	219	1,365							1,584
IMPL507	Imperial	SSAB		REG0701	NCR36						L	EXEMPT - 93.126	1	
Description:							PTC	20,829			Agency	IMPERIAL COUNTY		
Grouped Projects for Bridge Rehabilitation and Reconstruction - HBP Program (projects are consistent with 40 CFR part 93.126 exempt tables 2 categories - widening narrow pavements or reconstructing bridges (no additional travel lanes)) - Toll Credits used to match HBP funds.														
Fund		ENG	R/W	CON	Total	Prior	2018/2019	2019/2020		2020/2021	2021/2022	2022/2023	2023/2024	Total
COUNTY				1,647	1,647	321				117		1,209		1,647
LOCAL ADVANCE CONSTRUCTION						1,179				-1,179				
BRIDGE - LOCAL				18,919	18,919	1,981		250		3,260		13,428		18,919
LOCAL BRIDGE SEISMIC RETROFIT ACCOUNT				263	263					152		111		263
IMPL507 Total				20,829	20,829	3,481		250		2,350		14,748		20,829
IMP170701	Imperial	SSAB		6160002	CAY60						L	EXEMPT/MODELED	1	
Description:							PTC	3,000			Agency	IMPERIAL COUNTY TRANSPORTATION COMMISSION (ICTC)		
Calexico East Port of Entry Truck Crossing Improvement. Widen the bridge over the All-American Canal near the U.S./Mexico border and State Route 7 California Commercial Vehicle Enforcement Facility.														
Fund		ENG	R/W	CON	Total	Prior	2018/2019	2019/2020		2020/2021	2021/2022	2022/2023	2023/2024	Total
SB1TRADE CORRIDOR ENHANCEMENT		3,000			3,000		3,000							3,000
IMP170701 Total		3,000			3,000		3,000							3,000
IMP161005	Imperial	SSAB		7120004	NCR30						L	EXEMPT - 93.126	0	
Description:							PTC	720			Agency	VARIOUS AGENCIES		
Parking lot paving and ADA access improvements on CA-78 in the City of Brawley, Imperial County. Using Toll Credits as match for EARREPU funds.														
Fund		ENG	R/W	CON	Total	Prior	2018/2019	2019/2020		2020/2021	2021/2022	2022/2023	2023/2024	Total
2016 EARMARK REPURPOSING		42		678	720		42	678						720
IMP161005 Total		42		678	720		42	678						720

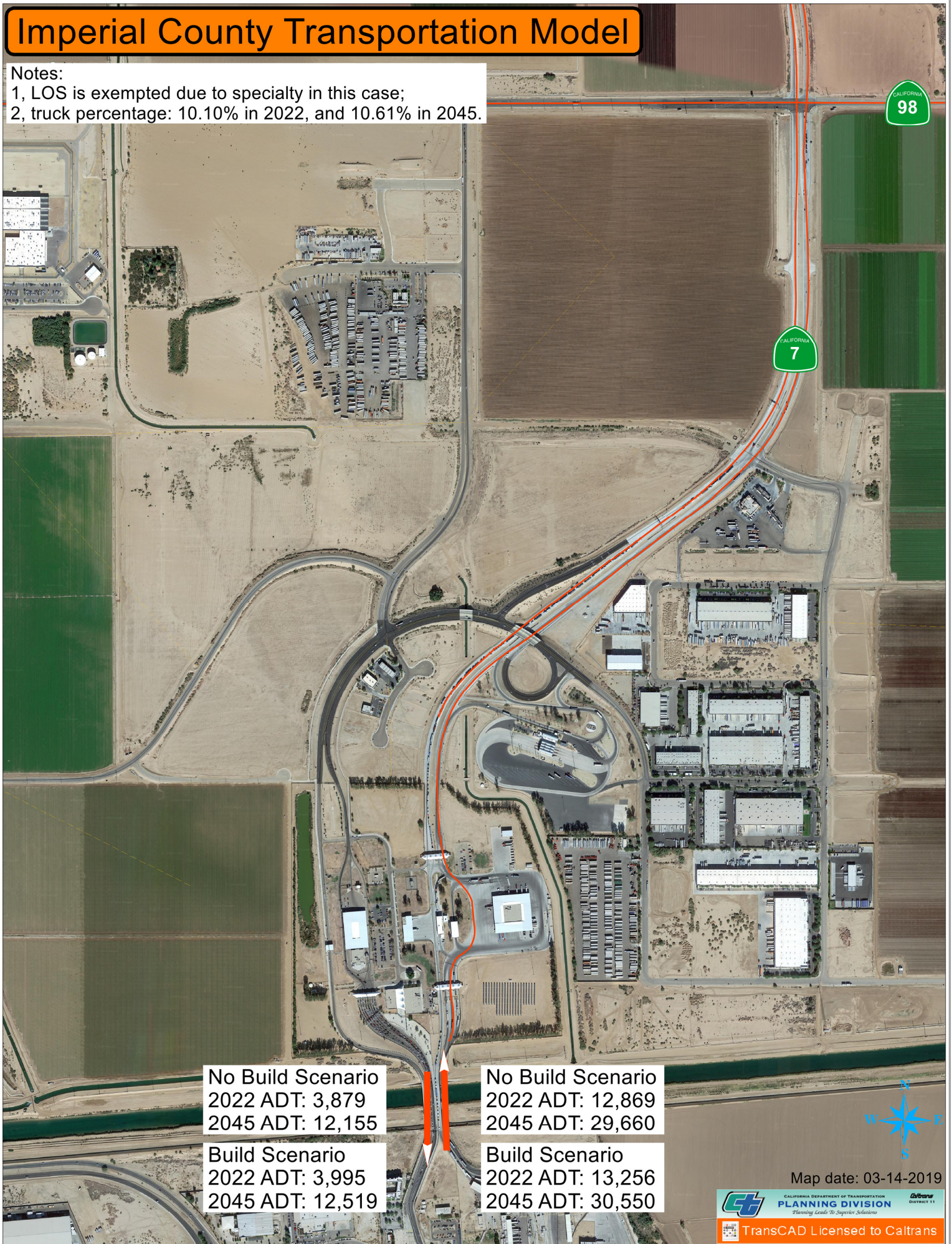
Vicinity Map



Imperial County Transportation Model

Notes:

- 1, LOS is exempted due to specialty in this case;
- 2, truck percentage: 10.10% in 2022, and 10.61% in 2045.



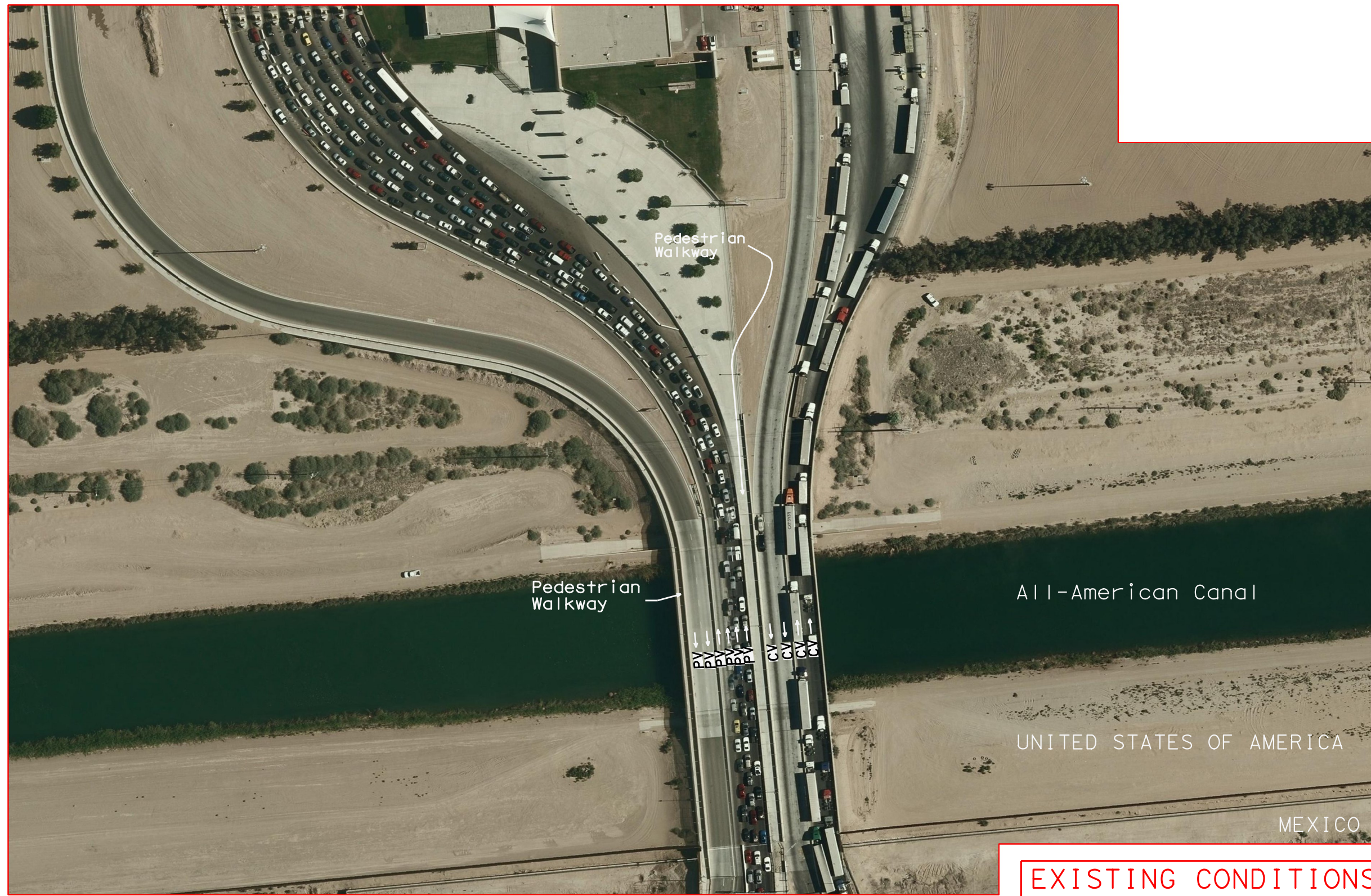
No Build Scenario
2022 ADT: 3,879
2045 ADT: 12,155

Build Scenario
2022 ADT: 3,995
2045 ADT: 12,519

No Build Scenario
2022 ADT: 12,869
2045 ADT: 29,660

Build Scenario
2022 ADT: 13,256
2045 ADT: 30,550



Map date: 03-14-2019



Existing
Number of Lanes:

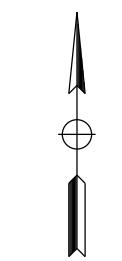
2 NB Lanes (CV)
2 SB Lanes (CV)
4* NB Lanes (PV)
2 SB Lanes (PV)
10* Lanes Total

*3 NB Lanes (PV) per CBP
(9 Lanes Total)

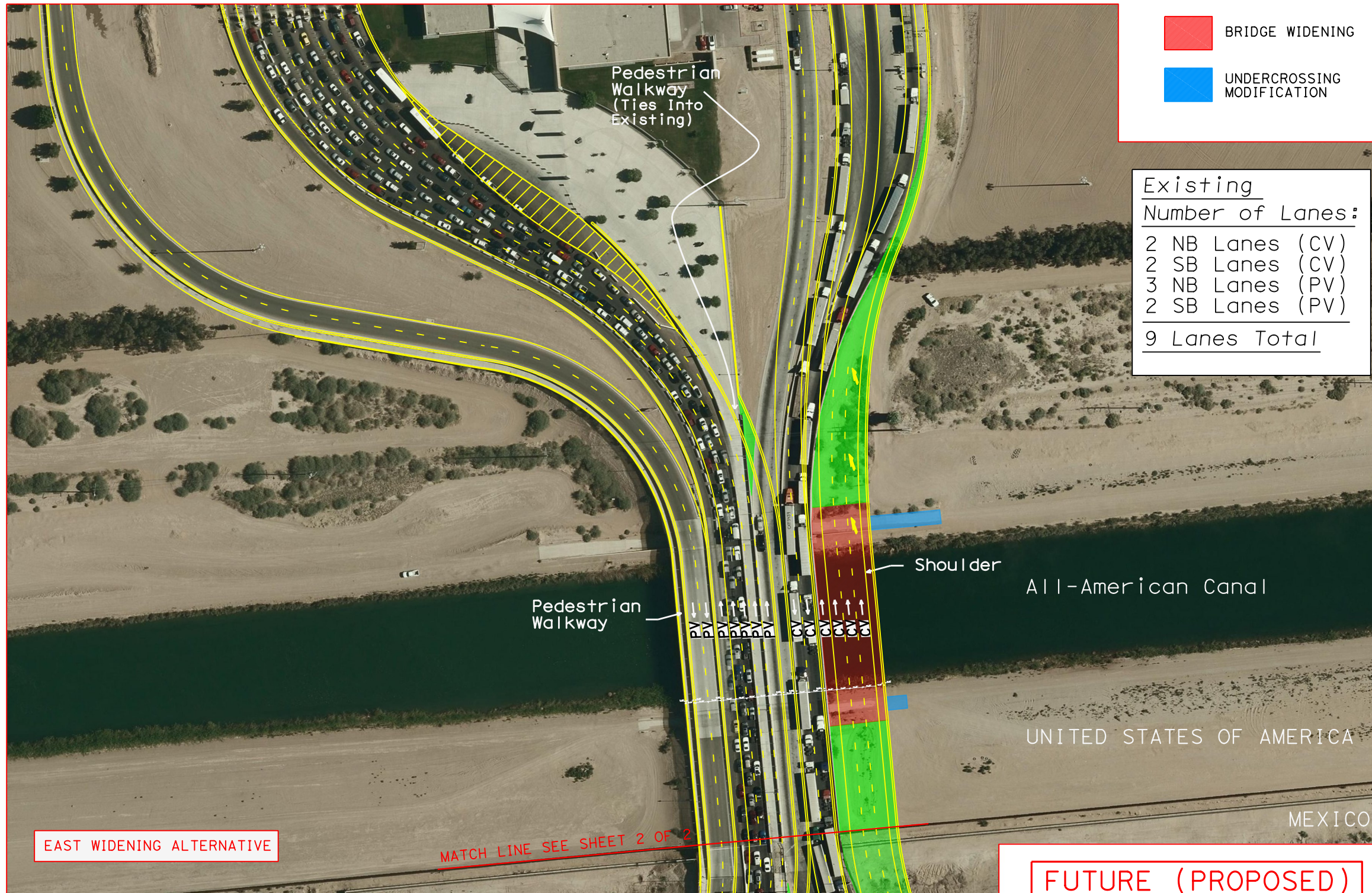
 Passenger Vehicles
 Commercial Vehicles

EXISTING CONDITIONS

FOR PRELIMINARY STUDY ONLY



NO SCALE



- BRIDGE WIDENING
- APPROACH ROADWAY RECONFIGURATION
- UNDERCROSSING MODIFICATION
- PRELIMINARY GEOMETRY/STRIPING

Existing
Number of Lanes:
2 NB Lanes (CV)
2 SB Lanes (CV)
3 NB Lanes (PV)
2 SB Lanes (PV)
9 Lanes Total

Proposed
Number of Lanes:
4 NB Lanes (CV)
2 SB Lanes (CV)
5 NB Lanes (PV)
2 SB Lanes (PV)
13 Lanes Total

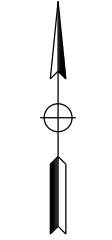
EAST WIDENING ALTERNATIVE

MATCH LINE SEE SHEET 2 OF 2

FUTURE (PROPOSED) CONFIGURATION

Passenger Vehicles Commercial Vehicles

FOR PRELIMINARY STUDY ONLY



NO SCALE



STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION
DISTRICT 11
TRADE CORRIDOR

BRIDGE WIDENING AT SR-7 CALEXICO POINT OF ENTRY, PM 0.0
IN IMPERIAL COUNTY 0.7 MILE SOUTH OF ROUTE 7 NEAR THE US/MEXICO BORDER

EAST WIDENING ALTERNATIVE
FOR PRELIMINARY STUDY ONLY

NO SCALE

CALCULATED-DESIGNED BY

R. Fallica, J.A. Perez Valdes

RELATIVE BORDER SCALE IS IN INCHES



USERNAME => 6129879
DGN FILE => 11-43050k SHEET 1.v5 - E SIDE
DATE PLOTTED => 10:46 04-APR-2019

ALL DIMENSIONS ARE IN FEET UNLESS OTHERWISE SHOWN

SHEET 1 OF 2



- BRIDGE WIDENING
- UNDERCROSSING MODIFICATION
- APPROACH ROADWAY RECONFIGURATION
- PRELIMINARY GEOMETRY/STRIPING

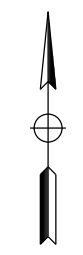
Existing
Number of Lanes:
2 NB Lanes (CV)
2 SB Lanes (CV)
3 NB Lanes (PV)
2 SB Lanes (PV)
9 Lanes Total

Proposed
Number of Lanes:
4 NB Lanes (CV)
2 SB Lanes (CV)
5 NB Lanes (PV)
2 SB Lanes (PV)
13 Lanes Total

Passenger Vehicles
Commercial Vehicles

FUTURE (PROPOSED) CONFIGURATION

FOR PRELIMINARY STUDY ONLY



NO SCALE

STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION
DISTRICT 11
TRADE CORRIDOR

BRIDGE WIDENING AT SR-7 CALEXICO POINT OF ENTRY, PM 0.0
IN IMPERIAL COUNTY 0.7 MILE SOUTH OF ROUTE 7 NEAR THE US/MEXICO BORDER
 EAST WIDENING ALTERNATIVE
 FOR PRELIMINARY STUDY ONLY

NO SCALE

CALCULATED-DESIGNED BY: R. Fallica, J.A. Perez Valdes

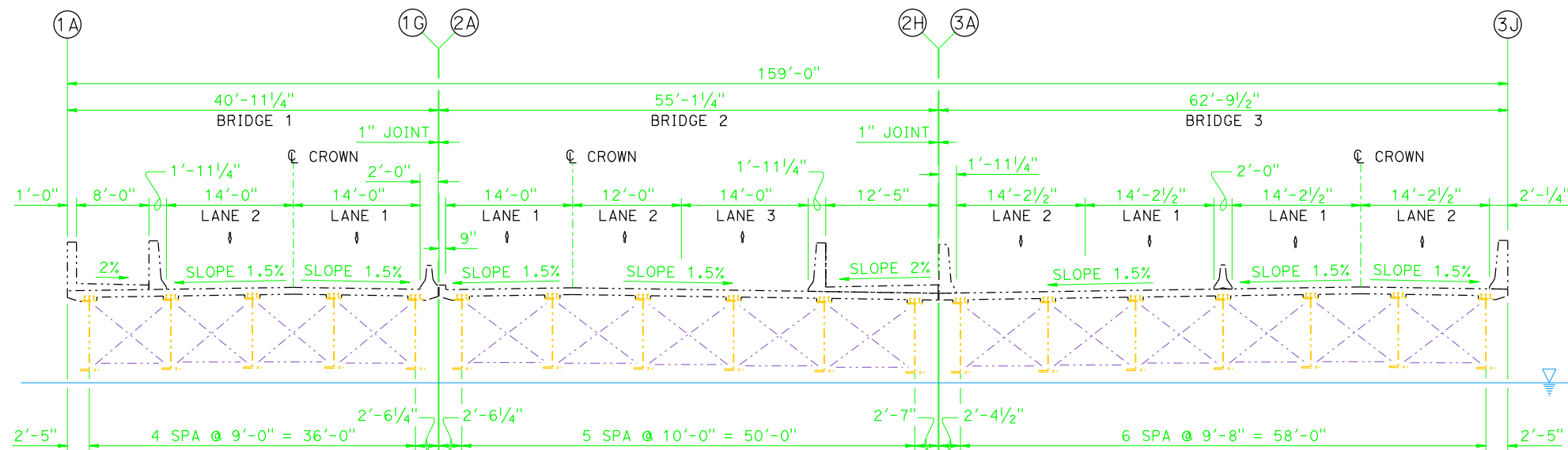
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 DATE PLOTTED => 10:55 04-APR-2019

SHEET 2 OF 2

ALL DIMENSIONS ARE IN FEET UNLESS OTHERWISE SHOWN

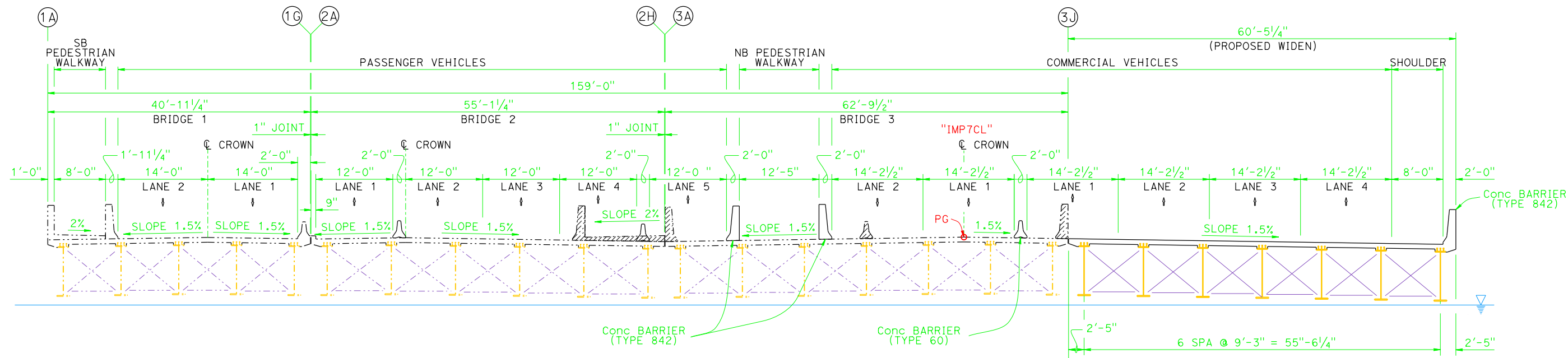
Dist	COUNTY	ROUTE	POST MILE
11	IMP	7	0.0



EXISTING LANE CONFIGURATION

1/8" = 1'-0"

1



PROPOSED LANE CONFIGURATION

1/8" = 1'-0"

1

LEGEND:

- Indicates new structure
- - - - - Indicates existing structure
- XXXXX Indicates of structure removal

PRELIMINARY FOR DESIGN STUDY ONLY

DESIGNED BY		DATE	DISTRICT 11	
Jorge A. Perez Valdes		02/12/19	TRADE CORRIDOR	
DRAWN BY		DATE		
Antonette L. Ong		02/12/19		
CHECKED BY		X		
APPROVED		DATE	TYPICAL SECTION PLANNING STUDY CALEXICO EAST POE BRIDGE	
X		X	UNIT: 2774 BRIDGE No.: N/A PROJECT EA: 430500 PROJECT No. & PHASE: 1118000265	