



**CONFORMITY EXEMPTION FORM
PROJECT SUMMARY FOR INTERAGENCY CONSULTATION**
For projects that correct, improve, or eliminate a hazardous location or feature

Project Information

DIST-CO-RTE-PM: 12-ORA-22-R0.9/1.9

EA/EFIS ID (Caltrans Projects): 1221000088

Fed. Aid. No. (Local Projects):

FTIP ID No. (required): ORA001102

TCWG Consideration Date: May 28, 2024

Pollutant of Concern: PM2.5 and PM10

Contact Information

Lead Agency: Caltrans

Contact Person: Rabindra Bade

Phone:(949) 405-4297

Fax:

Email: rabindra.bade@dot.ca.gov

Environmental Approval Information

Anticipated Federal Environmental Approval (check appropriate box):

23 USC 326 CE 23 USC 327 CE EA EIS

Anticipated Date of Federal Environmental Approval: 2024

Current Programming Dates (as appropriate):

	PA&ED	PS&E	ROW	CON
Start	February 2024	October 2024	May 2026	December 2026
End	October 2024	May 2026	December 2026	May 2029



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Project Details

Purpose and Need

The purpose of this project is to reduce the severity and frequency of collisions caused by a trap condition on WB SR-22 between Valley View St. exit ramp and Springdale Street OC (PM R1.9). This will be accomplished by adding an auxiliary lane of 2,100 feet and modifying the Valley View St. exit ramp. The proposed improvement is anticipated to reduce collisions and thus enhance safety.

This segment of WB SR-22, from Bolsa Chica Road OC (PM R0.9) to Springdale Street OC has been experiencing a high concentration of collisions that is higher than the statewide average collision rate. In addition, the existing single-lane exist ramp with a dropped lane configuration creates a trap condition that experiences Rear-End and Sideswipe collisions.

Project Description

The project is located on westbound (WB) State Route 22 (SR-22), from Bolsa Chica Road Overcrossing (OC) (PM R0.9) to Springdale Street OC (PM R1.9), in the City of Garden Grove, County of Orange. The proposed improvement includes adding an auxiliary lane of 2,100 feet on WB SR-22 and reconfiguring the Valley View Street exit ramp. The project work also includes relocate the lights along the right shoulder of the WB SR-22 Valley View St. off-ramp, modify fiber optics systems, relocate two overhead sign structures (OHSS), and reconstruct drainage facilities.

Traffic collision

The following table summarizes collision data on WB SR-22 PM R0.9/R1.9 from January 01, 2017 to December 31, 2019.

Table 1 Collision Summary on WB-SR-22

PM	Number of Collisions						Collision Rates					
							# of Accidents/Million Vehicles					
	Actual			Average								
	Tot ¹	Fat ²	Inj	F+I ³	Wet	Dark	Fat	F+I	Tot	Fat	F+I	Tot
WB SR-22 R0.4/R2.05	121	1	31	32	5	18	0.019	0.61	2.29	0.005	0.31	0.94

Note: 1. All reported collisions 2. Fatal collisions 3. Fatal collisions plus injury collisions

This location has a total of 121 collisions. Based on TASAS data, there were 85% rear end, 8% sideswipe, 6% Hit object and 1% Broadside. Collisions occurred within the segment is at a frequency higher than the statewide average collision rate.



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

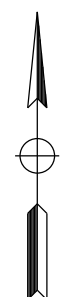
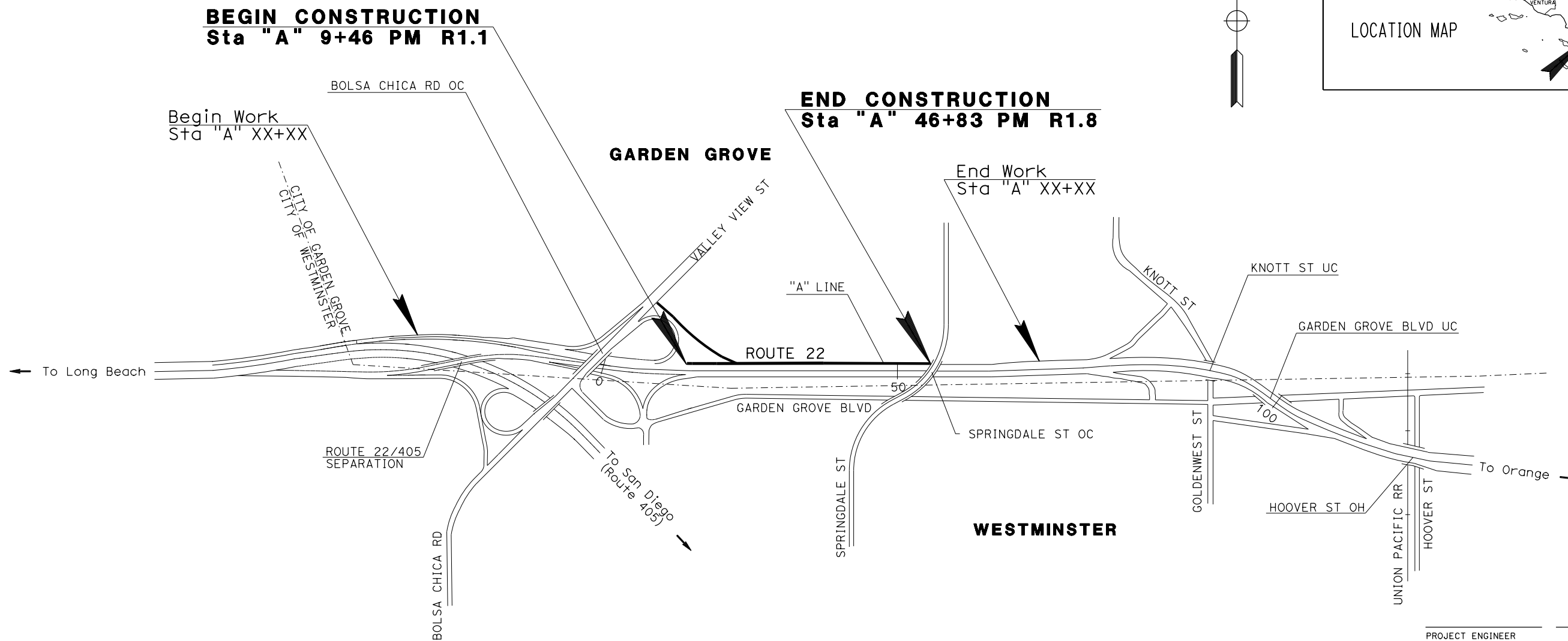
Addition of an auxiliary lane of 2,100 (<1 mile) will reduce the existing collision. Thus, this project can be exempted from conformity requirement according to 40 CFR 93.126 Table 2 under the "Project that correct, improve, or eliminate a hazardous location or feature."

STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION
PROJECT PLANS FOR CONSTRUCTION ON
STATE HIGHWAY
IN ORANGE COUNTY IN ORANGE AND SANTA ANA
FROM BOLSA CHICA ROAD OVERCROSSING
TO SPRINGDALE STREET OVERCROSSING

TO BE SUPPLEMENTED BY STANDARD PLANS DATED 2023

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
12	Oran	22	R0.9/R1.9		

LOCATION MAP



PROJECT MANAGER

DESIGN MANAGER

PROJECT ENGINEER _____ DATE _____
 REGISTERED CIVIL ENGINEER

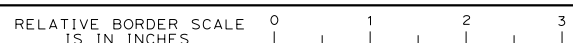


PLANS APPROVAL DATE _____
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CONTRACT No.	12-0T0204
PROJECT ID	1221000088

THE CONTRACTOR SHALL POSSESS THE CLASS (OR CLASSES) OF LICENSE AS SPECIFIED IN THE "NOTICE TO BIDDERS."

NO SCALE



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DATE PLOTTED => 16-APR-2024
 TIME PLOTTED => 10:45

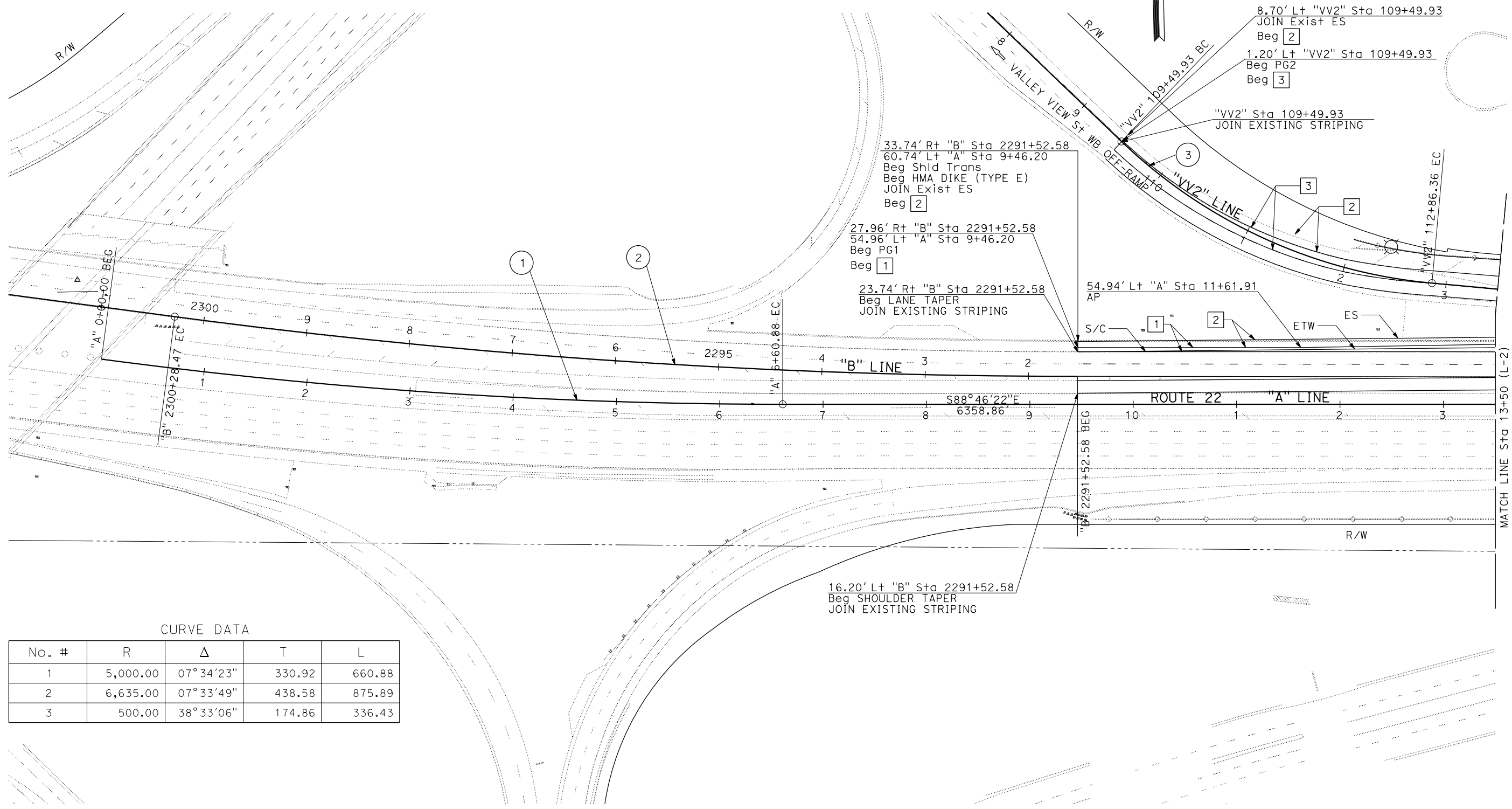
Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
12	Orca	22	RO.9/R1.9		

REGISTERED CIVIL ENGINEER	DATE
PLANS APPROVAL DATE	

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NOTE:
FOR ACCURATE RIGHT OF WAY DATA, CONTACT RIGHT OF WAY ENGINEERING AT THE DISTRICT OFFICE.

- LEGEND:**
- # CURVE NUMBER
 - PROPOSED TYPE 30 LIGHTING
 - TEMPORARY CONSTRUCTION EASEMENT



CURVE DATA

No. #	R	Δ	T	L
1	5,000.00	07° 34' 23"	330.92	660.88
2	6,635.00	07° 33' 49"	438.58	875.89
3	500.00	38° 33' 06"	174.86	336.43

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
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 DATE REVISED

LAYOUT
SCALE: 1" = 50'
L-1

DATE PLOTTED => 16-APR-2024
 TIME PLOTTED => 10:45
 LAST REVISION

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
12	Orca	22	RO.9/R1.9		


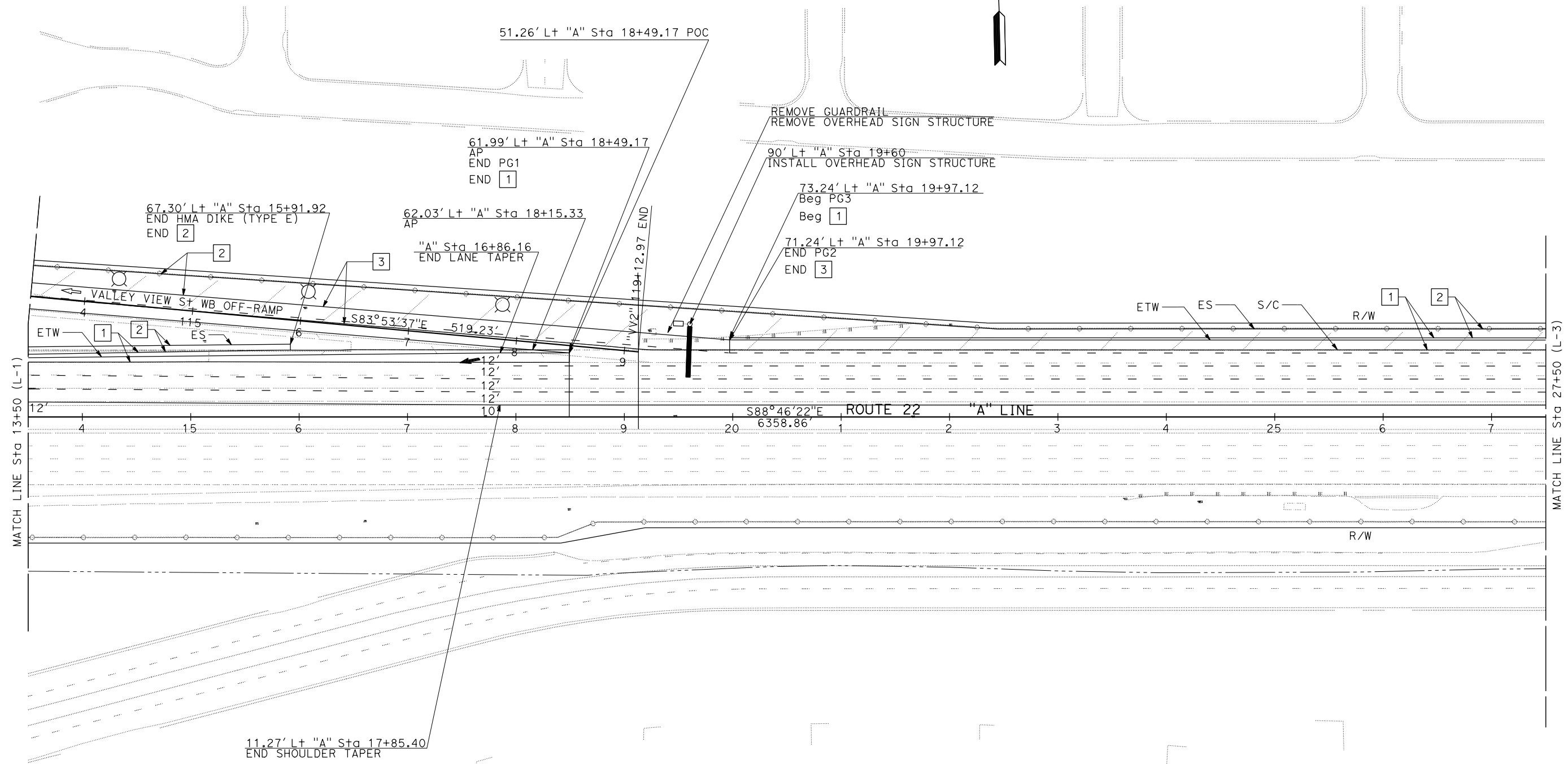
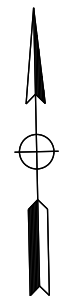
NOTE:


FOR ACCURATE RIGHT OF WAY DATA, CONTACT RIGHT OF WAY ENGINEERING AT THE DISTRICT OFFICE.

REGISTERED CIVIL ENGINEER DATE _____

PLANS APPROVAL DATE _____

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STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION	FUNCTIONAL SUPERVISOR	CALCULATED-DESIGNED BY	REVISOR BY
			
		CHECKED BY	DATE REVISED

LAYOUT
SCALE: 1" = 50'
L-2

DATE PLOTTED => 16-APR-2024
TIME PLOTTED => 10:45

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
12	Orca	22	RO.9/R1.9		

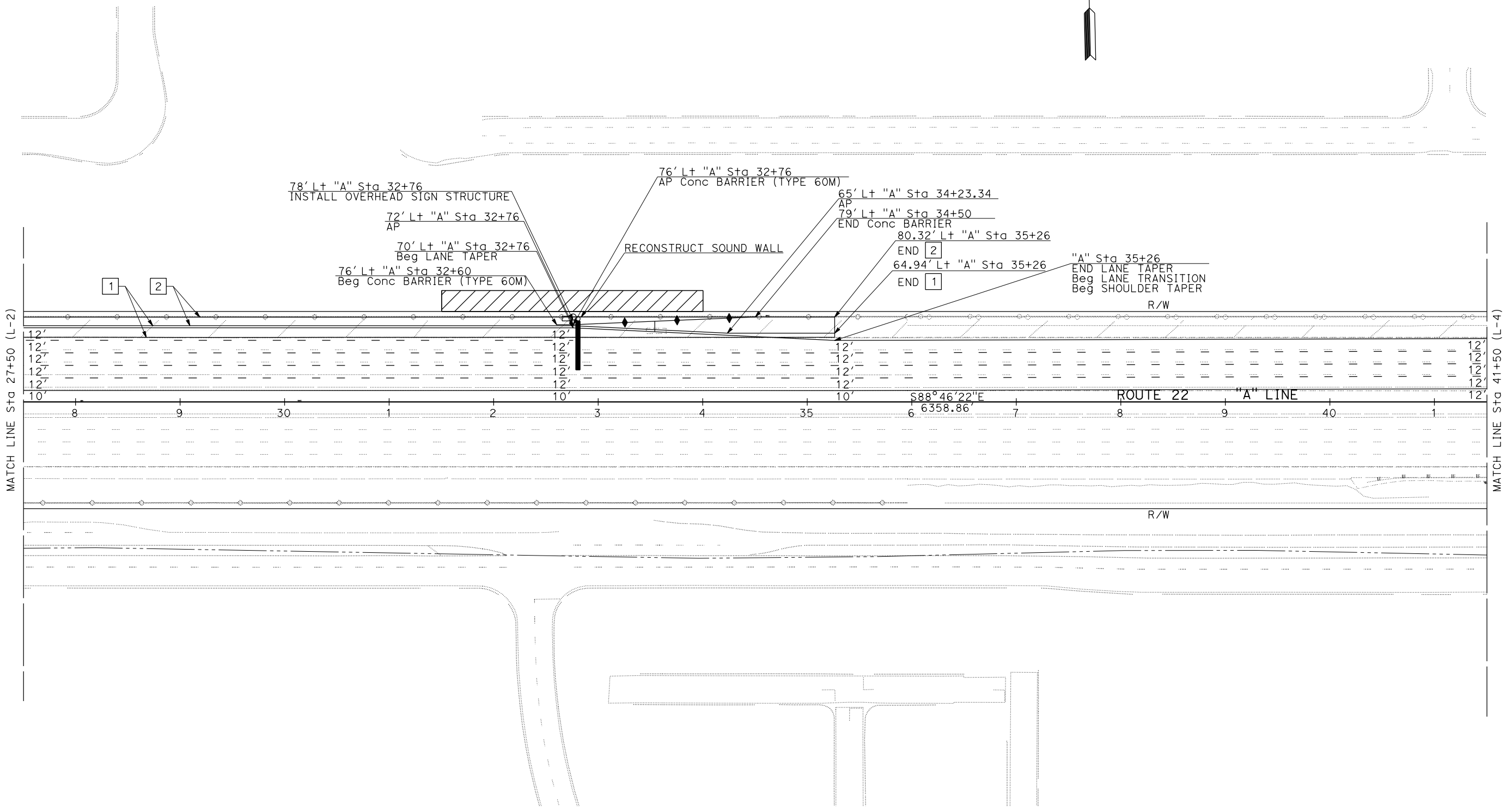
REGISTERED CIVIL ENGINEER	DATE
PLANS APPROVAL DATE	

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NOTE:

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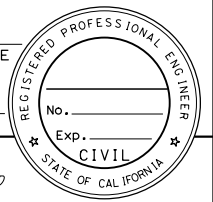
STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION	FUNCTIONAL SUPERVISOR	CALCULATED-DESIGNED BY	REVISOR BY
Caltrans		CHECKED BY	DATE REVISED

LAYOUT
SCALE: 1" = 50'
L-3

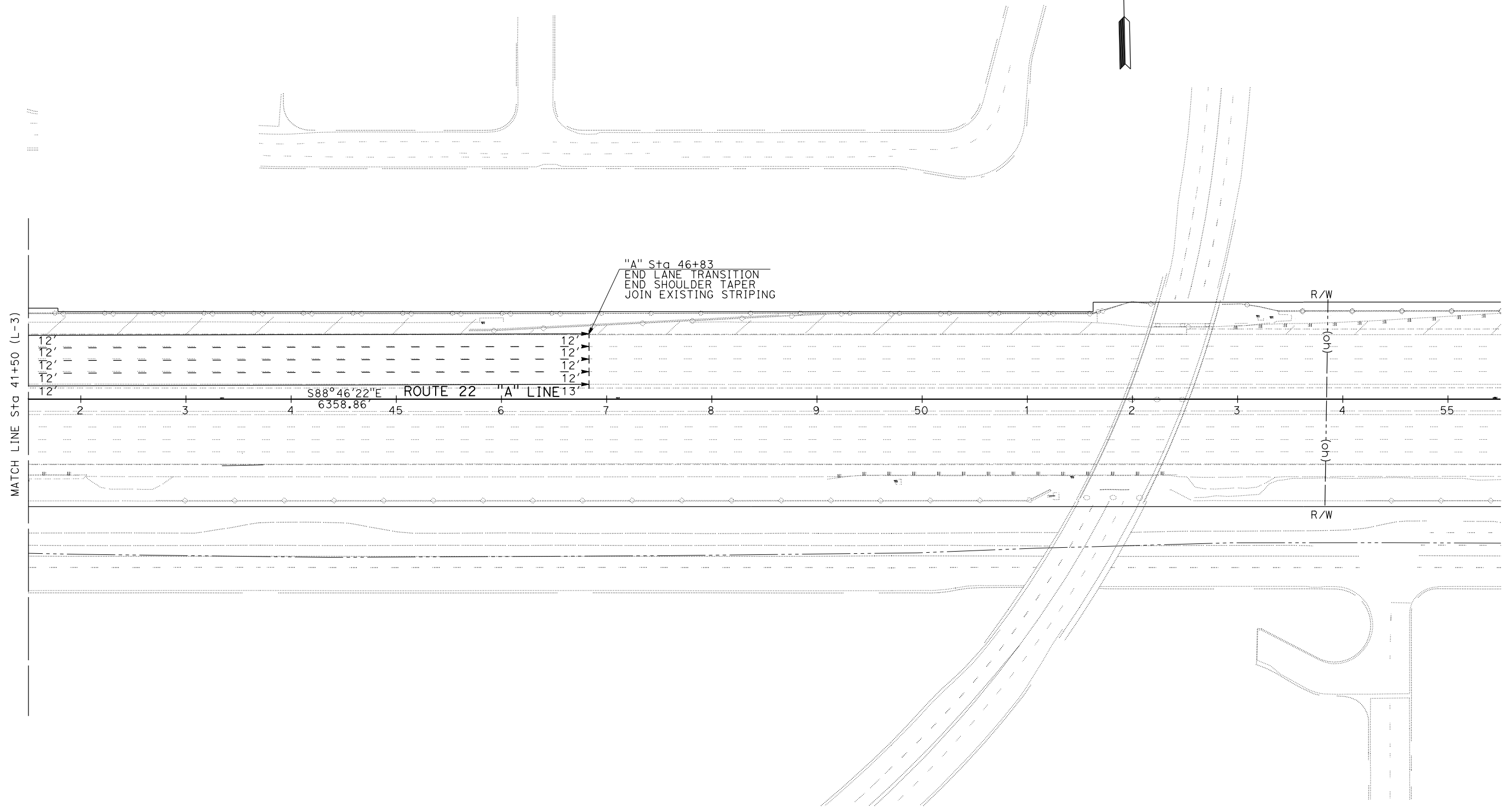
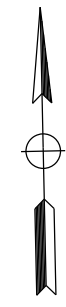
Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
12	Orca	22	RO.9/R1.9		

REGISTERED CIVIL ENGINEER	DATE
PLANS APPROVAL DATE	

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NOTE:
 FOR ACCURATE RIGHT OF WAY DATA, CONTACT
 RIGHT OF WAY ENGINEERING AT THE DISTRICT OFFICE.



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Caltrans		CHECKED BY	DATE REVISED

LAYOUT
 SCALE: 1" = 50' **L-4**

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 TIME PLOTTED => 10:45



CONFORMITY STREAMLINING EXEMPTION FORM AND GUIDANCE FOR “PROJECTS THAT CORRECT, IMPROVE, OR ELIMINATE A HAZARDOUS LOCATION OR FEATURE” EXEMPTION

Guidance

The purpose of this form is to provide sufficient information to allow the Transportation Conformity Working Group (TCWG) to determine if a project could be exempt under the “Projects that correct, improve, or eliminate a hazardous location or feature” from 40 CFR 93.126 Table 2, pursuant to federal conformity regulations. This form is only for projects located in nonattainment and maintenance areas for ozone, CO, PM_{2.5}, PM₁₀ and NO₂.

The form is not needed under the following circumstances (since transportation conformity already does not apply):

- a. Clearly fits within one of the other exempt categories pursuant to 40 CFR 93.126; or
- b. Is part of the Highway Safety Improvement Program (HSIP) (i.e., exempt under “Highway Safety Improvement Program implementation” in 40 CFR 93.126); or
- c. Is a traffic signal synchronization project under 40 CFR 93.128; or
- d. Uses no federal funds AND requires no federal approval (i.e., a project-level conformity determination does not apply); or
- e. Road diets: A road diet is a project where one or more vehicle travel lanes are removed to accommodate a variety of transportation modes. Road diets are done for safety purposes. If a road diet is part of a state’s Highway Safety Improvement Program, the road diet is exempt under the Table 2 item, “Highway Safety Improvement Program implementation.” If not, a road diet can still be considered exempt under the Table 2 item, “Projects that correct, improve, or eliminate a hazardous location or feature.” For more information about road diets, including the “Road Diet Informational Guide,” please refer to FHWA’s webpage at https://safety.fhwa.dot.gov/road_diets/

Note: A typical road diet involves converting an existing four-lane undivided roadway segment to a three-lane segment consisting of two through lanes and a center, two-way left-turn lane. The reclaimed space can be allocated for other uses, such as turn lanes, bus lanes, pedestrian refuge islands, bike lanes, sidewalks, etc.

- f. Auxiliary lanes less than 1 mile in length: An auxiliary lane is defined as the portion of the roadway adjoining the traveled way for speed change, turning, weaving, truck climbing, maneuvering of entering and leaving traffic, and other purposes supplementary to through traffic movement. If an auxiliary lane is less than 1 mile in length, it can be considered exempt under the Table 2 item, “Projects that correct, improve, or eliminate a hazardous location or feature.” For more information about auxiliary lanes, please refer to FHWA’s webpage at

https://ops.fhwa.dot.gov/freewaymgmt/publications/frwy_mgmt_handbook/chapter5.htm

- g. Ramp metering: Ramp metering projects involve installing traffic signals on highway on-ramps to control the frequency at which vehicles enter the flow of traffic, and they are also exempt under the Table 2 item, “Projects that correct, improve, or eliminate a hazardous location or feature.” For more information about ramp metering projects, please refer to FHWA’s webpage at <https://ops.fhwa.dot.gov/publications/fhwahop14020/sec1.htm>
- h. Is a road diet project, a ramp metering project, or an auxiliary lane project that is less than one mile in length (these projects have already been determined to be exempt as “projects that correct, improve, or eliminate a hazardous location or feature.”)

A project sponsor that would like to exempt a project under the exemption titled “Projects that correct, improve, or eliminate a hazardous location or feature” from 40 CFR 93.126 Table 2 will need to present data to the TCWG to demonstrate that the project would resolve a safety issue before this exemption can be used.

It is the responsibility of the project sponsor to ensure that the form is filled out completely and provides a sufficient level of detail for the TCWG to make an informed decision on whether or not a project can be exempt under the “Projects that correct, improve, or eliminate a hazardous location or feature.” For example, if a transportation agency has collision data to show both a need for the project as well as how the project will correct, improve, or eliminate the hazardous location or feature, that data can be presented to the TCWG, and if the TCWG concurs, the project could move forward as exempt. It is also the responsibility of the project sponsor to ensure a representative is available to discuss the project at the TCWG meeting if necessary.

Instructions

- 1) Fill out form, beginning on page 1, in its entirety.**
- 2) Be sure to include FTIP ID#.**
- 3) Submit completed form to your local Transportation Commission who will submit it to the Metropolitan Planning Organization (MPO). Caltrans projects can be submitted by Caltrans District representatives.**

Reference

Exempt Projects 40 CFR 93.126

Notwithstanding the other requirements of this subpart, highway and transit projects of the types listed in Table 2 of this section are exempt from the requirement to determine conformity. Such projects may proceed toward implementation even in the absence of a conforming transportation plan and TIP. A particular action of the type listed in table 2 of this section is not exempt if the MPO in consultation with other agencies (see §93.105(c)(1)(iii)), the EPA, and the FHWA (in the case of a highway project) or the FTA (in the case of a transit project) concur that it has potentially adverse emissions impacts for any reason. States and MPOs must ensure that exempt projects do not interfere with transportation control measure (TCM) implementation. Table 2 follows:

Links to More Information:

https://www.fhwa.dot.gov/environment/air_quality/conformity/index.cfm

<http://www.epa.gov/otaq/stateresources/transconf/index.htm>

TABLE 2-Exempt Projects

Safety

- Railroad/highway crossing.
- Projects that correct, improve, or eliminate a hazardous location or feature.
- Safer non-Federal-aid system roads.
- Shoulder improvements.
- Increasing sight distance.
- Highway Safety Improvement Program implementation.
- Traffic control devices and operating assistance other than signalization projects.
- Railroad/highway crossing warning devices.
- Guardrails, median barriers, crash cushions.
- Pavement resurfacing and/or rehabilitation.
- Pavement marking.
- Emergency relief (23 U.S.C. 125).
- Fencing.
- Skid treatments.
- Safety roadside rest areas.
- Adding medians.
- Truck climbing lanes outside the urbanized area.
- Lighting improvements.
- Widening narrow pavements or reconstructing bridges (no additional travel lanes).
- Emergency truck pullovers.

Note: This is an excerpt from Table 2, not the complete list of exempt projects from the table.