



TW Environmental, Inc.

136 NE 28th Avenue, Portland, OR 97232-3146

503-235-9194 ♦ Fax: 503-239-7998

To: Sharon Kelly/URS Corporation
From: Martha Moore
Subject: Final Air Quality Report for the Wildwood to Wemme Environmental Assessment
Project #: 264
Date: January 13, 2006

PROJECT DESCRIPTION

The Oregon Department of Transportation (ODOT) is evaluating alternatives to address safety improvements to a section of U.S. Highway 26 (US 26) between Wildwood and Wemme. The project would improve 1.35 miles of roadway between milepost 38.75 and milepost 40.1. The project will address safety and access issues for drivers making left turns to and from this section of US 26.

ODOT has held public meetings presenting five alternatives to the public for evaluation and comment. The alternatives included a No-Build Alternative and four build alternatives that proposed widening north of the current alignment (Alternative 1), south of the current alignment (Alternative 3), and to both the north and south around the existing centerline (Alternative 4) to add a center left-turn lane. An additional alternative proposed widening and shifting the road north of the existing alignment (Alternative 2) to add a center turn lane. Based on public input, ODOT is evaluating Alternative 1: Widen North as the preferred alternative.

If implemented, Alternative 1 would widen the highway to the north to accommodate four 12-foot travel lanes, a 14-foot median for continuous left turns, and 8-foot shoulder/bikeways, and 2 feet would be added where guardrail is needed. This proposal maintains the edge of pavement where it is on the south side of the highway. The proposal could be implemented within the state right of way on the north side with few possible exceptions, possibly for water quality treatment or options described below for Latarelle Avenue, East Oregon Street, and East Wildwood Avenue. The total paved cross-section of the highway would be 78-80 feet wide depending on the presence of guardrail on the north side. Alternative 1 is depicted in Figures 1-A, 1-B, and 1-C.

Two options would be considered to address the steep grade on both Latarelle Avenue and East Wildwood Avenue where they connect to US 26. The widening north would increase the grade on these side streets and affect the connections with the existing side roads below. Latarelle Avenue would exceed the Clackamas County standard for road grades, but it may be possible for East Wildwood Avenue to be at or under the County standard.

Memorandum

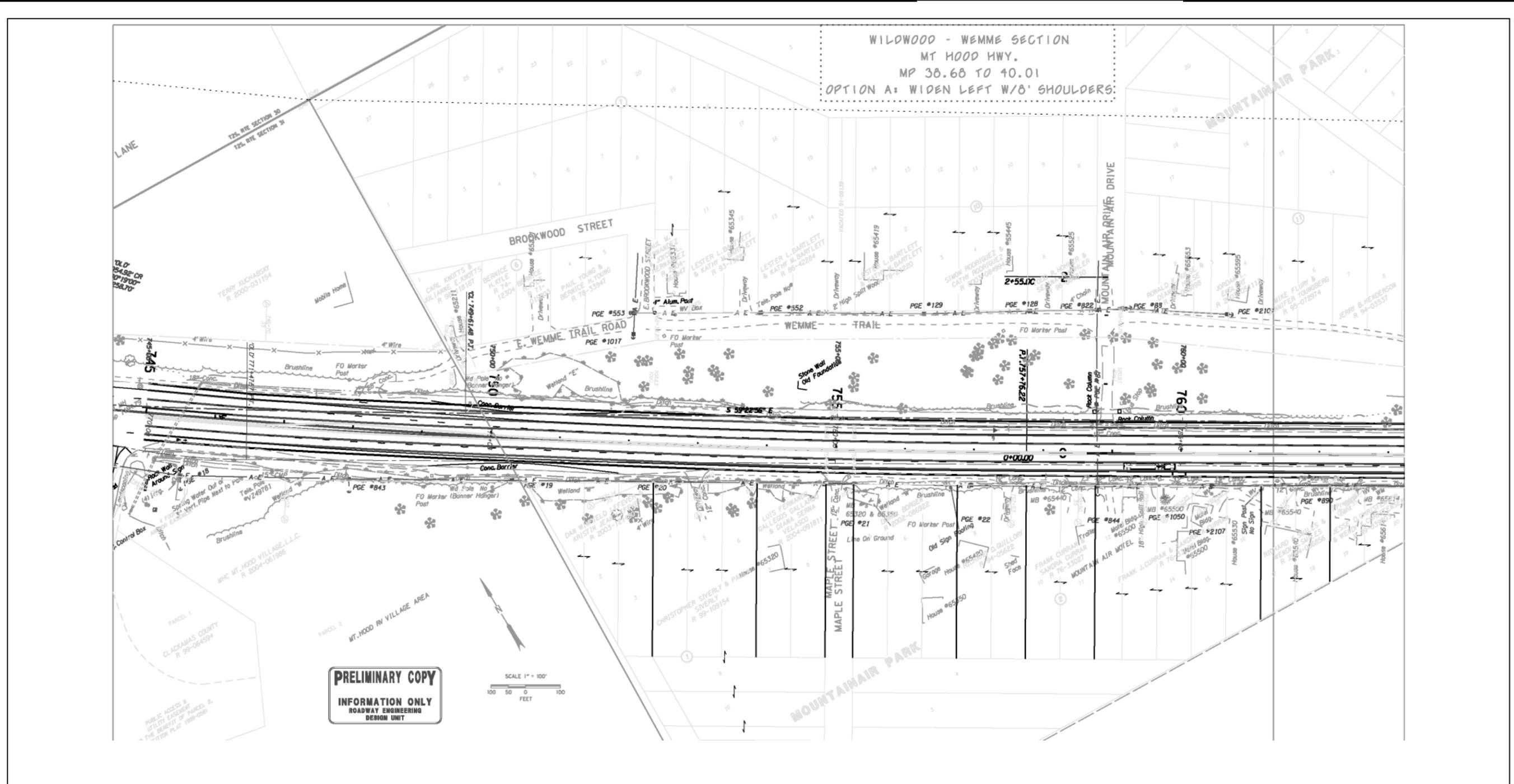


Figure 1-A
Alternative 1: Widen North
 U.S. Highway 26 Wildwood to Wemme

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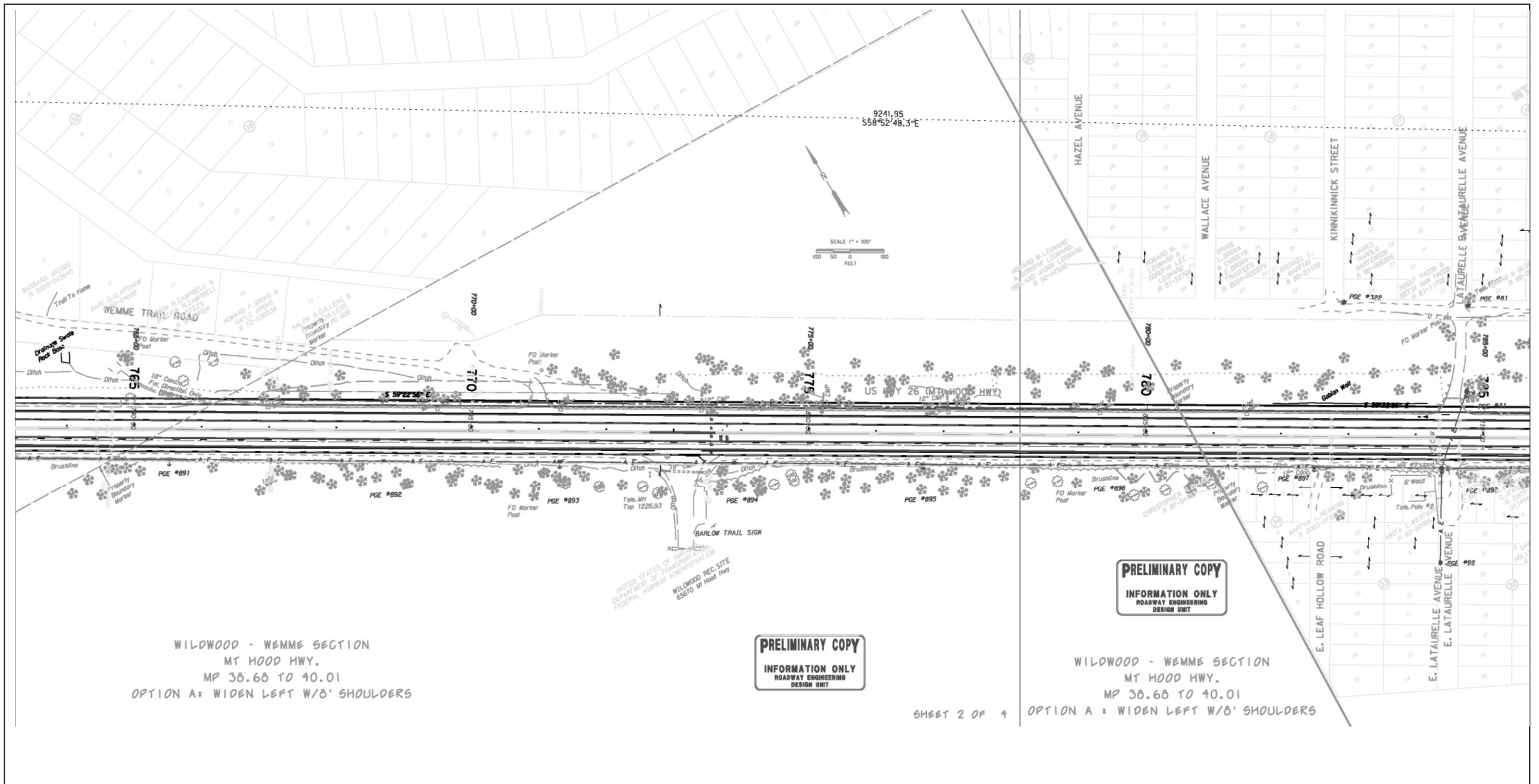
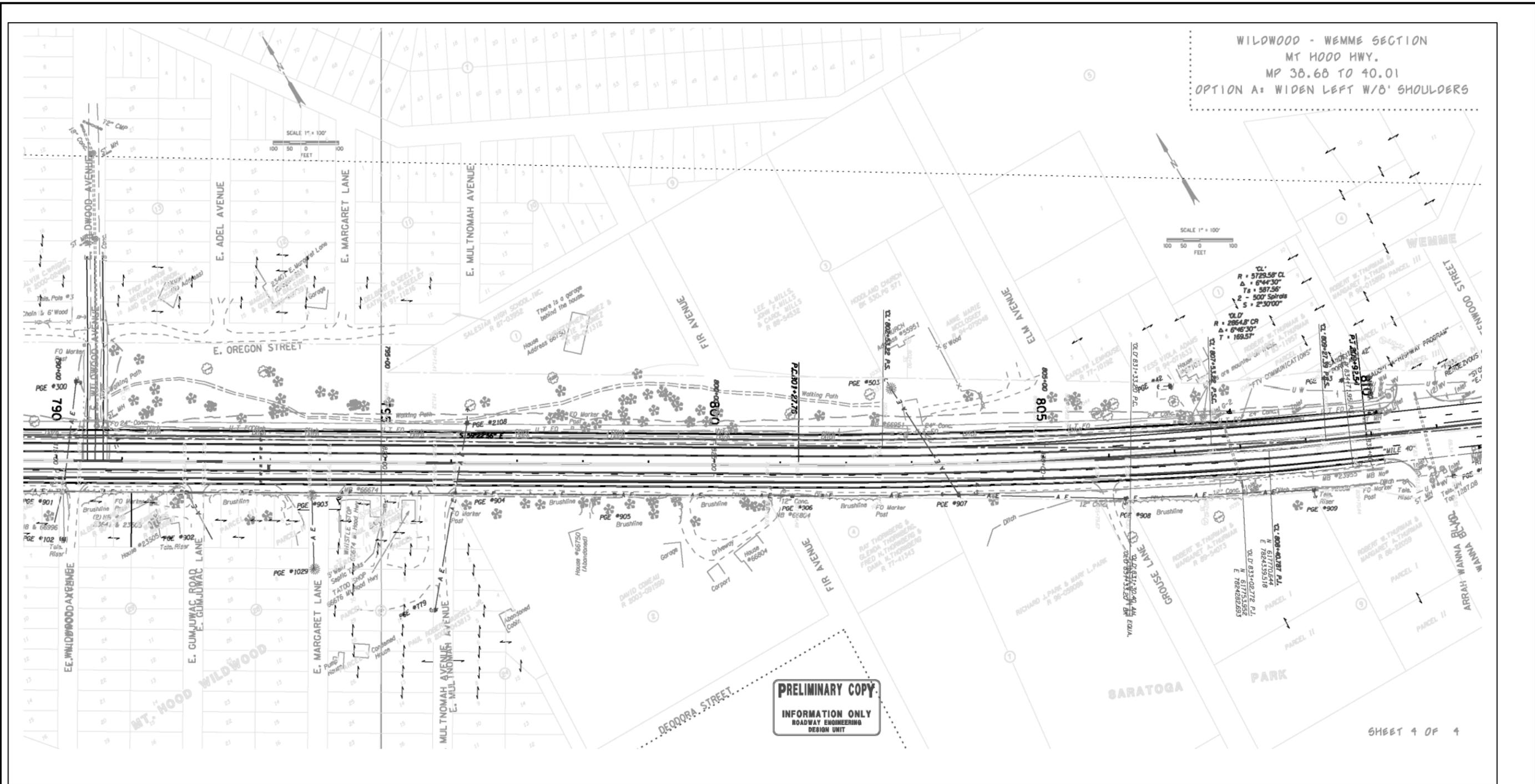


Figure 1-B
Alternative 1: Widen North
 U.S. Highway 26 Wildwood to Wemme

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WILDWOOD - WEMME SECTION
 MT HOOD HWY.
 MP 38.68 TO 40.01
 OPTION A: WIDEN LEFT W/8' SHOULDERS

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 DESIGN UNIT

SHEET 4 OF 4

Figure 1-C
Alternative 1: Widen North
 U. S. Highway 26 Wildwood to Wemme

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Option #1 would close Latarelle Avenue and provide access to US 26 via East Wildwood Avenue and Mountain Air Drive. East Oregon Street, which connects Latarelle Avenue and East Wildwood Avenue, would be improved. Improvement could be grading and gravelling or paving. Option #2 would improve Latarelle Avenue to a two-lane street, but it would become steeper than it is now. An exception for grade would be needed from Clackamas County.

The access management strategy for the project would consolidate driveways on the south side of the highway where possible, close the east entry to East Wemme Trail Road, and provide a private access to a property that shares access with the Hoodland Church.

AIR QUALITY REGULATIONS

Geographic areas in which concentrations of pollutants are below the National Ambient Air Quality Standards (NAAQS) are classified as “attainment areas” meaning the area attains the standards and generally has air quality that is protective of human health and welfare. Federal and State regulations do not impose requirements to analyze individual transportation projects in attainment areas because they are unlikely to cause air quality issues. This is particularly true for road sections without signals and without frequent, heavy congestion. The Wildwood to Wemme Project is located in an attainment area for all pollutants. Table 1 shows the State Ambient Air Quality Standards (SAAQS) and the NAAQS.

Table 1. State and Federal Ambient Air Quality Standards

Pollutant	Averaging Time	Federal	Oregon
Carbon Monoxide	8-hour ^a	9 ppm	9 ppm
	1-hour ^a	35 ppm	35 ppm
Lead	Calendar Quarter	1.5 µg/m ³	1.5 µg/m ³
Ozone	8-hour ^b	0.08 ppm	-
Nitrogen Dioxide	Annual Arithmetic Mean	0.053 ppm	0.053 ppm
Sulfur Dioxide	Annual Arithmetic Mean	0.03 ppm	0.02 ppm
	24-hour	0.14 ppm	0.10 ppm
	3-hour	0.5 ppm	0.50 ppm
PM ₁₀	3-year Average of Annual Arithmetic Mean	50 µg/m ³	50 µg/m ³
	24-hour Average	150 µg/m ³	150 µg/m ³
PM _{2.5}	3-year Average of Annual Arithmetic Mean	15 µg/m ³	-
	3-year Average of 98 th Percentile of 24-hour concentrations	65 µg/m ³	-

Sources: EPA Office of Air Quality Planning and Standards (OAQPS); and the Oregon Department of Environmental Quality

Note: ppm = parts per million; µg/m³ = micrograms per cubic meter; PM₁₀ = particulate with an aerodynamic diameter of less than or equal to 10 micrometers; PM_{2.5} = particulate with an aerodynamic diameter of less than or equal to 2.5 micrometers.

^(a) Not to be exceeded more than once per year.

^(b) The 3-year average of the 4th-highest daily maximum 8-hour average ozone concentrations measured at each monitor within an area over each year must not exceed 0.08 ppm. The federal 1-hour ozone standard was revoked in June 2005.

EXISTING CONDITIONS

The Wildwood to Wemme Project is located in an attainment area for all pollutants. There are no signalized intersections within the project boundaries, and the area does not experience frequent, heavy congestion. The Oregon Department of Environmental Quality (DEQ) maintains air quality monitoring stations in areas with air quality issues. The data from monitoring is used to develop programs to improve and maintain air quality to meet the NAAQS. Because the project area is in an attainment area that is already in compliance with the NAAQS and generally has good air quality, DEQ does not maintain monitoring stations in the project area.

DIRECT, INDIRECT, AND CUMULATIVE IMPACTS OF THE PROJECT

Existing air quality in the project area is generally good. Air quality will not be affected by changes in traffic volumes because traffic volume forecasts are the same for the No-Build and the Build Alternative (See Traffic Report, US26: Wildwood – Wemme Sec. Mt. Hood Highway M.P. 38.75 – M.P. 40.01). The implementation of a safety improvement project will not substantially affect air quality. The project is not expected to result in direct, indirect, or cumulative air quality impacts.

CONSTRUCTION

Construction activities may cause short-term increases in air pollutant emissions. The construction contractor will be required to comply with all local, state, and federal regulations concerning air pollution abatement related to construction activities. Mitigation measures normally used include applying water or suppressants during dry weather and taking other measures, such as truck and equipment washing, to prevent the transport of dirt and dust from construction areas onto nearby roads. To reduce the effect of construction delays on traffic flow and resultant emissions, when possible, road or lane closures should be restricted to non-peak traffic periods. Construction activities are not expected to cause significant air quality impacts.

PROJECT CONFORMITY WITH STATE IMPLEMENTATION PLAN

The proposed project is located in an attainment area and is a safety improvement project that does not add through travel lanes. The Transportation Conformity Regulations do not apply to the project.

REFERENCES

OAR 340-252. *Transportation Conformity.*