

<p><b>RTIP ID#</b> <i>(required)</i> 2002160</p>
<p><b>TCWG Consideration Date</b></p>
<p><b>Project Description</b> <i>(clearly describe project)</i></p> <p>The City of Ontario proposes to construct a new interchange along Interstate 10 at Grove Avenue that would replace the existing interchange at 4<sup>th</sup> Street. Grove Avenue is located approximately 1.4 miles east of Euclid Avenue and approximately 1.2 miles west of Vineyard Avenue along I-10. The primary purpose of the proposed project would be to improve upon the operational deficiencies of the existing interchange and relieve traffic congestion to accommodate anticipated increases in automobile and truck traffic in the study area.</p> <p>The current configuration of the 4<sup>th</sup> Street interchange is unusual in that the ramps from an east-west freeway (I-10), which crosses diagonally at this point, connect to an east-west arterial (Fourth Street). Additional turns and connections are required to access Grove Avenue. The interchange ramp terminus intersections have acute angles that are difficult for trucks to navigate. In addition, the under crossing structure at 4<sup>th</sup> Street is narrow and has very limited queuing space for left turns. Closely spaced intersections on 4<sup>th</sup> Street further complicate vehicular flow, as vehicles exiting the freeway need to cross multiple lanes in a short distance to make their desired turning movements.</p> <p>The 4<sup>th</sup> Street interchange is located less than a mile west of the Vineyard Avenue interchange, which does not meet standards for interchange spacing. The short distance between the two interchanges results in weaving movements in both the eastbound and westbound directions, negatively impacting freeway mainline operations.</p> <p>Two Build Alternatives – a Diamond Alternative (Build Alternative 1) and a Partial Cloverleaf Alternative (Build Alternative 2) – and a No Build Alternative are being considered for the I-10/Grove Avenue Interchange Project. The build alternatives propose construction of a new interchange along the I-10 at Grove Avenue, closure of the existing I-10/4<sup>th</sup> Street interchange, and local street improvements along Grove Avenue and 4<sup>th</sup> Street. The alternatives are bound on the east by Vineyard Avenue, on the west by Sultana Avenue, on the north along Grove Avenue by 6th Street, and on the south along Grove Avenue by 4<sup>th</sup> Street. The alternatives are described in detail below.</p> <p><b>No Build Alternative</b></p> <p>The No Build Alternative proposes no improvements to the project area. The I-10/4<sup>th</sup> Street Interchange would remain open, and traffic would exit I-10 at 4<sup>th</sup> Street to access Grove Avenue. Grove Avenue would remain as a four lane local street and 4<sup>th</sup> Street would maintain two through lanes and a left turn pocket under the I-10.</p> <p><b>Build Alternative 1</b></p> <p>Build Alternative 1 proposes a new spread diamond interchange at Grove Avenue. The interchange would include construction of the following four ramps:</p> <ul style="list-style-type: none"> <li>• EB I-10/Grove Avenue Off-Ramp</li> <li>• EB I-10/Grove Avenue On-Ramp</li> <li>• WB I-10/Grove Avenue Off-Ramp</li> <li>• WB I-10/Grove Avenue On-Ramp</li> </ul> <p>Ramp metering and enforcement areas are proposed at each on-ramp, both of which consist of one general purpose lane and High Occupancy Vehicle (HOV) lane.</p> <p>Closure of the existing 4<sup>th</sup> Street Interchange would include removal of the following ramps:</p> <ul style="list-style-type: none"> <li>• EB I-10/4<sup>th</sup> Street Off-Ramp</li> <li>• EB I-10/4<sup>th</sup> Street On-Ramp</li> <li>• WB I-10/4<sup>th</sup> Street Off-Ramp</li> <li>• WB I-10/4<sup>th</sup> Street On-Ramp</li> </ul>

Improvements along Grove Avenue include widening the local street from four lanes to six lanes between the WB ramps and 4<sup>th</sup> Street. Grove Avenue would taper back to four lanes north of the WB ramps and tie in with existing before 6<sup>th</sup> Street. Improvements along 4<sup>th</sup> Street include widening the local street from two through lanes with a turn pocket to four through lanes with a median under the I-10, and restriping at the Grove Avenue intersection, between Virginia Avenue and Calaveras Avenue.

**Build Alternative 2**  
 Build Alternative 2 proposes a new partial cloverleaf interchange at Grove Avenue. The interchange would include construction of the following six ramps:

- EB I-10/Grove Avenue Off-Ramp
- EB I-10/Grove Avenue Loop On-Ramp
- EB I-10/Grove Avenue Direct On-Ramp
- WB I-10/Grove Avenue Off-Ramp
- WB I-10/Grove Avenue Loop On-Ramp
- WB I-10/Grove Avenue Direct On-Ramp

Ramp metering and enforcement areas are proposed at each on-ramp, all of which consist of one general purpose lane and High Occupancy Vehicle (HOV) lane.

Closure of the existing 4<sup>th</sup> Street Interchange would include removal of the following ramps:

- EB I-10/4<sup>th</sup> Street Off-Ramp
- EB I-10/4<sup>th</sup> Street On-Ramp
- WB I-10/4<sup>th</sup> Street Off-Ramp
- WB I-10/4<sup>th</sup> Street On-Ramp

Improvements along Grove Avenue include widening the local street from four lanes to six lanes between the WB ramps and 4<sup>th</sup> Street. Grove Avenue would taper back to four lanes north of the WB ramps and tie in with existing before 6<sup>th</sup> Street. Improvements along 4<sup>th</sup> Street include widening the local street from two through lanes with a turn pocket to four through lanes with a median under the I-10, and restriping at the Grove Avenue intersection, between Virginia Avenue and Calaveras Avenue.

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**Type of Project** (use Table 1 on instruction sheet)  
 New Interchange

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<b>County</b> San Bernardino	<b>Narrative Location/Route &amp; Postmiles</b> City of Ontario, I-10 (PM 3.8 to PM 5.6) <b>Caltrans Projects – EA#</b> 0J400
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**Lead Agency:** City of Ontario

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**Hot Spot Pollutant of Concern** (check one or both)    **PM2.5** ✓    **PM10** ✓

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**Federal Action for which Project-Level PM Conformity is Needed** (check appropriate box)

<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>
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**Scheduled Date of Federal Action:** April 2015

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**NEPA Assignment – Project Type** (check appropriate box)

<b>Exempt</b>	<b>Section 326 – Categorical Exemption</b>	✓ <b>Section 327 – Non-Categorical Exemption</b>
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<b>Current Programming Dates</b> <i>(as appropriate)</i>				
	<b>PE/Environmental</b>	<b>ENG</b>	<b>ROW</b>	<b>CON</b>
<b>Start</b>	2014	Not currently programmed in 2013 or 2015 FTIP	Not currently programmed in 2013 or 2015 FTIP	Not currently programmed in 2013 or 2015 FTIP
<b>End</b>	2015	Not currently programmed in 2013 or 2015 FTIP	Not currently programmed in 2013 or 2015 FTIP	Not currently programmed in 2013 or 2015 FTIP

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

**Purpose**

The purpose of the I-10/Grove Avenue Interchange Project is to provide improved connectivity to the regional transportation system from the local transportation network. Specifically, the project is designed to improve upon the operational deficiencies of the existing interchange and relieve traffic congestion to accommodate anticipated increases in automobile and truck traffic in the study area.

**Need**

The proposed project is needed to relieve congestion and improve operational deficiencies at the existing I-10/4<sup>th</sup> Street interchange. The existing I-10/4<sup>th</sup> Street interchange is a critical link in the region’s transportation network connecting automobile and truck traffic to I-10 and LA/Ontario International Airport. However, the efficient movement of traffic, goods, and materials through the Ontario and San Bernardino County is limited by the existing transportation network. Additionally, forecasted growth in Ontario and San Bernardino County is anticipated, which will further increase travel times, hinder freight movement, and slow commuter traffic to and from the existing I-10/4<sup>th</sup> Street interchange if no improvements are made.

Deficiencies of the existing I-10/4<sup>th</sup> Street interchange include:

- Existing congestion at ramps and intersections within the project limits is anticipated to worsen in the future.
- Mobility for truck traffic from the existing I-10/4<sup>th</sup> Street eastbound and westbound off-ramps is severely restricted due to:
  - non-standard acute off-ramp angles of intersection with local roads that are difficult for trucks to navigate;
  - substandard interchange spacing, storage lengths, and weaving distances, and
  - inadequate horizontal and vertical clearances on existing lanes, shoulders, and the undercrossing.
- Closely spaced intersections on 4th Street complicate vehicular flow, as vehicles exiting the freeway must cross multiple lanes in a short distance to make their desired turning movements; and
- The 4th Street interchange is located less than a mile west of the Vineyard Avenue interchange, which does not meet standards for interchange spacing. The short distance between the two interchanges results in weaving movements in both the eastbound and westbound directions, negatively impacting freeway mainline operations.

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

The area surrounding the site supports a variety of land uses including outdoor recreational use area, single family and multi-family residences, two motels, and commercial properties. Traffic generators with and without the project would be gasoline vehicular and diesel truck traffic.

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

**2025 – 4<sup>th</sup> Street and Grove Avenue Ramps**

The project proposes to remove and close the eastbound and westbound on- and off-ramps located at the existing 4<sup>th</sup> Street interchange. In the 2025 No Build conditions the on-ramps and off-ramps at the I-10/4<sup>th</sup> Street interchange are expected to range from LOS C to F. In the 2025 Build Alternative 1 and 2 conditions, the I-10/4<sup>th</sup> Street interchange would be closed and traffic would be redirected to the new I-10/Grove Avenue interchange. The estimated LOS for the new interchange ramps would also range from LOS C to F. The LOS of the on-ramps and off-ramps would not worsen. In fact, the EB off-ramp LOS would improve significantly from No Build to the Build Alternative conditions from LOS E to LOS C. Also, the WB Grove Avenue On-Ramp is considered LOS F despite density of the individual ramp because the ramp-freeway junction area of influence is LOS F.

AADT volumes for the future Build Alternative conditions are well below 125,000 AADT and truck percentages remain unchanged from No Build to Build conditions and remain at 8%.

2025 Conditions	LOS	AADT	Truck %	Truck AADT
<b>No Build</b>				
EB 4th Street Off-ramp	E	5,120	8%	430
EB 4th Street On-ramp	C	9,477	8%	796
WB 4th Street Off-ramp	F	8,061	8%	677
WB 4th Street On-ramp	F	5,229	8%	439
<b>Build Alternative 1 &amp; 2</b>				
EB Grove Avenue Off-ramp	C	8,170	8%	686
EB Grove Avenue On-ramp	C	15,360	8%	1,290
WB Grove Avenue Off-ramp	F	8,388	8%	705
WB Grove Avenue On-ramp	F	9,804	8%	824

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

**2045 – 4<sup>th</sup> Street and Grove Avenue Ramps**

In the 2045 No Build conditions the on-ramps and off-ramps at the I-10/4<sup>th</sup> Street interchange are expected to range from LOS D to F. In the 2045 Alternative 1 and 2 conditions, the I-10/4<sup>th</sup> Street interchange would be closed and traffic would be redirected to the new I-10/Grove Avenue interchange. The estimated LOS for the new interchange ramps would range from LOS C to F. The LOS of the on-ramps and off-ramps would not worsen; additionally, the EB off-ramp LOS would improve from No Build to the Build Alternative conditions.

AADT volumes for the future Build Alternative conditions are well below 125,000 AADT. Truck percentages remain unchanged from No Build to Build conditions and remain at 8%.

2045 Conditions	LOS	AADT	Truck %	Truck AADT
<b>No Build</b>				
EB 4th Street Off-ramp	E	6,427	8%	540
EB 4th Street On-ramp	D	11,002	8%	924
WB 4th Street Off-ramp	F	9,586	8%	805
WB 4th Street On-ramp	F	5,229	8%	439
<b>Alternative 1 &amp; 2</b>				
EB Grove Avenue Off-ramp	C	10,785	8%	906
EB Grove Avenue On-ramp	D	16,449	8%	1,382
WB Grove Avenue Off-ramp	F	9,913	8%	833
WB Grove Avenue On-ramp	F	14,597	8%	1,226

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

**2025 – I-10/4<sup>th</sup> Street and I-10/Grove Avenue Intersection**

In the 2025 No Build conditions the I-10/4<sup>th</sup> Street intersection is expected to range from LOS B to C. In the 2025 Alternative 1 and 2 conditions the I-10/4<sup>th</sup> Street intersection would be closed and traffic would be redirected to the new I-10/Grove Avenue intersection. The estimated LOS for the new intersection would operate at an LOS C.

There is slight degradation of LOS from the No Build to Build conditions; however, an intersection categorized as LOS C is still considered to be functional by City and Caltrans standards. Furthermore, AADT volumes for the future Build Alternative conditions are well below 125,000 AADT, and truck percentages remain unchanged from No Build to Build conditions and remain below 8%.

2025 Conditions	LOS	AADT	Truck %	Truck AADT
<b>No Build</b>				
I-10 EB Ramps/4th Street	C	47,277	5%	2,458
I-10 WB Ramps/4th Street	B	43,574	5%	2,266
<b>Alternative 1 &amp; 2</b>				
I-10 EB Ramps/Grove Avenue	C	67,757	5%	3,523
I-10 WB Ramps/Grove Avenue	C	68,302	5%	3,552

**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**

**2045 – I-10/4<sup>th</sup> Street and I-10/Grove Avenue Intersection**

In the 2045 No Build conditions, the I-10/4<sup>th</sup> Street intersection is expected to range from LOS B to D. In the 2045 Alternative 1 and 2 conditions, the I-10/4<sup>th</sup> Street intersection would be closed and traffic would be redirected to the new I-10/Grove Avenue intersection. The estimated LOS for the new intersection would operate at range of LOS C to D. There is slight degradation of LOS from the No Build to Build conditions; however, an intersection categorized as LOS C is still considered to be functional by City and Caltrans standards.

AADT volumes for the future Build Alternative conditions are well below 125,000 AADT and truck percentages remain unchanged from No Build to Build conditions and remain below 8%.

2045 Conditions	LOS	AADT	Truck %	Truck AADT
<b>No Build</b>				
I-10 EB Ramps/4th Street	D	55,775	5%	2,900
I-10 WB Ramps/4th Street	B	48,149	5%	2,504
<b>Alternative 1 &amp; 2</b>				
I-10 EB Ramps/Grove Avenue	D	74,076	5%	3,852
I-10 WB Ramps/Grove Avenue	C	80,285	5%	4,175

**Describe potential traffic redistribution effects of congestion relief** (*impact on other facilities*)

Currently, the 4<sup>th</sup> Street interchange configuration is unusual in that the ramps from the I-10, which cross diagonally at this point, connect to an east-west arterial (4<sup>th</sup> Street). The interchange ramp terminus intersections have acute angles that are difficult for trucks to navigate. In addition, the under crossing structure at 4<sup>th</sup> Street is narrow and has very limited queuing space for left turns. Closely spaced intersections on 4<sup>th</sup> Street further complicate vehicular flow, as vehicles exiting the freeway need to cross multiple lanes in a short distance to make their desired turning movements.

The 4<sup>th</sup> Street interchange is located less than a mile west of the Vineyard Avenue interchange, which does not meet standards for interchange spacing. The short distance between the two interchanges results in weaving movements in both the eastbound and westbound directions, negatively impacting freeway mainline operations.

The project is designed to improve upon the operational deficiencies of the existing interchange and relieve traffic congestion to accommodate anticipated increases in automobile and truck traffic in the study area. Constructing a new interchange at Grove Avenue and closing the 4<sup>th</sup> Street Interchange would assist in alleviating future estimated traffic volumes, improve truck traffic mobility within the intersection, and provide an adequate distance between two interchanges that would not negatively affect mainline operations.

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

See attached analysis

**PM<sub>2.5</sub>/PM<sub>10</sub> Hot Spot Analysis**

The proposed project is located within a nonattainment area for federal PM<sub>2.5</sub> and PM<sub>10</sub> standards. Therefore, per 40 CFR Part 93 hot-spot analyses are required for conformity purposes. However, the EPA does not require hot-spot analyses, qualitative or quantitative, for projects that are not listed in 40 CFR Section 93.123(b)(1) as an air quality concern. The project does not qualify as a project of air quality concern (POAQC) because of the following reasons:

- i. The proposed project is not a new or expanded highway project. The proposed project would construct a new interchange along Interstate 10 at Grove Avenue that would replace the existing interchange at 4<sup>th</sup> Street. Grove Avenue is located approximately 1.4 miles east of Euclid Avenue and approximately 1.2 miles west of Vineyard Avenue along I-10. According to the *I-10/Grove Avenue Interchange Project - Traffic Operations Analysis* (January 2015), the proposed Build Alternatives would increase traffic volumes from No Build conditions. The proposed project would redistribute the additional vehicular traffic from 4<sup>th</sup> Street to Grove Avenue. However, the traffic volumes would not exceed the 125,000 average daily trips criteria for a POAQC. In addition, the total truck percentages along 4<sup>th</sup> Street and Grove Avenue would not exceed the 8 percent criteria, and the total truck average annual daily traffic (AADT) would not exceed the 10,000-vehicle criteria for POAQC. The future traffic volumes along 4<sup>th</sup> Street and Grove Avenue in Tables 1 and 2.

**Table 1. 2025 Average Daily Traffic Volumes**

2025 Conditions	AADT	Truck AADT
<b>No Build</b>		
I-10 EB Ramps/4th Street	47,277	2,458
I-10 WB Ramps/4th Street	43,574	2,266
EB 4th Street Off-ramp	5,120	430
EB 4th Street On-ramp	9,477	796
WB 4th Street Off-ramp	8,061	677
WB 4th Street On-ramp	5,229	439
<b>Alternative 1 &amp; 2</b>		
I-10 EB Ramps/Grove Avenue	67,757	3,523
I-10 WB Ramps/Grove	68,302	3,552
EB Grove Avenue Off-ramp	8,170	686
EB Grove Avenue On-ramp	15,360	1,290
WB Grove Avenue Off-ramp	8,388	705
WB Grove Avenue On-ramp	9,804	824

**Table 2. 2045 Average Daily Traffic Volumes**

2045 Conditions	AADT	Truck AADT
<b>No Build</b>		
I-10 EB Ramps/4th Street	55,775	2,900
I-10 WB Ramps/4th Street	48,149	2,504
EB 4th Street Off-ramp	6,427	540
EB 4th Street On-ramp	11,002	924
WB 4th Street Off-ramp	9,586	805
WB 4th Street On-ramp	5,229	439
<b>Alternative 1 &amp; 2</b>		
I-10 EB Ramps/Grove Avenue	74,076	3,852
I-10 WB Ramps/Grove	80,285	4,175
EB Grove Avenue Off-ramp	10,785	906
EB Grove Avenue On-ramp	16,449	1,382
WB Grove Avenue Off-ramp	9,913	833
WB Grove Avenue On-ramp	14,597	1,226

- ii. The proposed project does not affect intersections that are at LOS D, E, or F with a significant number of diesel vehicles. According to the *I-10/Grove Avenue Interchange Project - Traffic Operations Analysis* (January 2015), the proposed Build Alternatives would reduce the delay and improve the LOS at intersections within the project vicinity. Constructing a new interchange at Grove Avenue and closing the 4<sup>th</sup> Street Interchange would assist in alleviating future estimated traffic volumes, improve truck traffic mobility within the intersection, and provide an adequate distance between two interchanges that would not negatively affect mainline operations. The LOS conditions in the project vicinity with and without the proposed project are shown in Tables 3, 4, 5, 6, 7, and 8.

**Table 3. 2025 Without Project Intersection LOS**

Intersection	AM Peak Hour		PM Peak Hour	
	Delay (sec)	LOS	Delay (sec)	LOS
Euclid Avenue/I-10 EB Ramps	51.2	D	108.5	F
I-10 WB Ramps/7th Street	30.2	D	60.5	F
Cucamonga Avenue/4th Street	13.8	B	13.4	B
Grove Avenue/6th Street	32.3	C	34.1	C
Grove Avenue/5th Street	5.8	A	5.8	A
Grove Avenue/Princeton Street	2.0	A	1.4	A
Grove Avenue/4th Street	44.7	D	63.8	E
El Dorado Avenue/4th Street	12.6	B	12.5	B
I-10 EB Ramps/4th Street	14.6	B	20.7	C
I-10 WB Ramps/4th Street	17.3	B	18.0	B
Baker Avenue/6th Street	13.5	B	15.7	C
Baker Avenue/5th Street	10.7	B	15.2	C
Baker Avenue/4th Street	21.5	C	20.9	C
Vineyard Avenue/I-10 WB Ramps	12.5	B	19.9	B
Vineyard Avenue/I-10 EB Ramps	21.3	C	31.3	C

**Table 4. 2025 Alternative 1 Intersection LOS**

Intersection	AM Peak Hour		PM Peak Hour	
	Delay (sec)	LOS	Delay (sec)	LOS
Euclid Avenue/I-10 EB Ramps	51.2	D	107.4	F
I-10 WB Ramps/7th Street	30.2	D	60.5	F
Cucamonga Avenue/4th Street	14.1	B	13.4	B
Grove Avenue/6th Street	42.9	D	46.0	D
Grove Avenue/4th Street	39.0	D	46.4	D
El Dorado Avenue/4th Street	13.8	B	9.9	A
Baker Avenue/6th Street	13.5	B	12.6	B
Baker Avenue/5th Street	10.2	B	11.2	B
Baker Avenue/4th Street	17.3	B	15.3	B
Vineyard Avenue/I-10 WB Ramps	10.2	B	19.6	B
Vineyard Avenue/I-10 EB Ramps	18.2	B	30.5	C
Grove Avenue/I-10 WB Ramps	12.2	B	26.3	C
Grove Avenue/I-10 EB Ramps	26.9	C	29.2	C

**Table 5. 2025 Alternative 2 Intersection LOS**

Intersection	AM Peak Hour		PM Peak Hour	
	Delay (sec)	LOS	Delay (sec)	LOS
Euclid Avenue/I-10 EB Ramps	51.2	D	107.4	F
I-10 WB Ramps/7th Street	30.2	D	60.5	F
Cucamonga Avenue/4th Street	14.1	B	13.4	B
Grove Avenue/6th Street	42.9	D	46.0	D
Grove Avenue/4th Street	39.0	D	46.4	D
El Dorado Avenue/4th Street	13.8	B	9.9	A
Baker Avenue/6th Street	13.5	B	12.6	B
Baker Avenue/5th Street	10.2	B	11.2	B
Baker Avenue/4th Street	17.3	B	15.3	B
Vineyard Avenue/I-10 WB Ramps	10.2	B	19.6	B
Vineyard Avenue/I-10 EB Ramps	18.2	B	30.5	C
Grove Avenue/I-10 WB Ramps	8.6	A	15.0	B
Grove Avenue/I-10 EB Ramps	14.1	B	19.7	B

**Table 6. 2045 Without Project Intersection LOS**

Intersection	AM Peak Hour		PM Peak Hour	
	Delay (sec)	LOS	Delay (sec)	LOS
Euclid Avenue/I-10 EB Ramps	99.7	F	170.5	F
I-10 WB Ramps/7th Street	67.2	F	140.6	F
Cucamonga Avenue/4th Street	16.8	C	18.2	C
Grove Avenue/6th Street	42.2	D	41.1	D
Grove Avenue/5th Street	4.9	A	7.6	A
Grove Avenue/Princeton Street	3.3	A	6.9	A
Grove Avenue/4th Street	51.2	D	117.4	F
El Dorado Avenue/4th Street	12.7	B	11.9	B
I-10 EB Ramps/4th Street	14.3	B	39.2	D
I-10 WB Ramps/4th Street	18.4	B	19.0	B
Baker Avenue/6th Street	16.2	C	19.8	C
Baker Avenue/5th Street	12.7	B	27.5	D
Baker Avenue/4th Street	18.0	B	27.4	C
Vineyard Avenue/I-10 WB Ramps	25.1	C	61.9	E
Vineyard Avenue/I-10 EB Ramps	36.4	D	95.2	F

**Table 7. 2045 Alternative 1 Intersection LOS**

Intersection	AM Peak Hour		PM Peak Hour	
	Delay (sec)	LOS	Delay (sec)	LOS
Euclid Avenue/I-10 EB Ramps	99.7	F	170.5	F
I-10 WB Ramps/7th Street	67.2	F	140.6	F
Cucamonga Avenue/4th Street	18.1	C	17.6	C
Grove Avenue/6th Street	65.0	E	109.9	F
Grove Avenue/4th Street	49.4	D	47.8	D
El Dorado Avenue/4th Street	13.3	B	11.6	B
Baker Avenue/6th Street	16.3	C	16.6	C
Baker Avenue/5th Street	10.4	B	10.8	B
Baker Avenue/4th Street	16.8	B	14.9	B
Vineyard Avenue/I-10 WB Ramps	25.1	C	70.0	E
Vineyard Avenue/I-10 EB Ramps	36.4	D	96.1	F
Grove Avenue/I-10 WB Ramps	18.2	B	34.3	C
Grove Avenue/I-10 EB Ramps	26.5	C	44.0	D

**Table 8. 2045 Alternative 1 Intersection LOS**

Intersection	AM Peak Hour		PM Peak Hour	
	Delay (sec)	LOS	Delay (sec)	LOS
Euclid Ave/I-10 Eastbound Ramps	99.7	F	170.5	F
I-10 Westbound Ramps/7th Street	67.2	F	140.6	F
Cucamonga Ave/4th St	18.1	C	17.6	C
Grove Ave/6th St	65.1	E	109.9	F
Grove Ave/4th St	49.4	D	47.8	D
El Dorado Ave/4th St	13.3	B	11.6	B
Baker Ave/6th St	16.3	C	16.6	C
Baker Ave/5th St	10.4	B	10.8	B
Baker Ave/4th St	16.8	B	14.9	B
Vineyard Ave/I-10 Westbound Ramps	25.1	C	70.0	E
Vineyard Ave/I-10 Eastbound Ramps	36.4	D	96.1	F
Grove Ave/I-10 WB Ramps	16.9	B	32.2	C
Grove Ave/I-10 EB Ramps	23.4	C	25.9	C

## PM Conformity Hot Spot Analysis – Project Summary for Interagency Consultation

- iii. The proposed project does not include the construction of a new bus or rail terminal.
- iv. The proposed project does not expand an existing bus or rail terminal.
- v. The proposed project is not in or affecting locations, areas, or categories of sites that are identified in the PM<sub>2.5</sub> and PM<sub>10</sub> applicable implementation plan or implementation plan submission, as appropriate, as sites of violation or possible violation.

The traffic volumes presented for the proposed project Build Alternatives demonstrate that the project meets CAA transportation requirements and 40 CFR 93.116 without the need to perform a quantitative analysis. The proposed Build Alternatives would not create a new, or worsen an existing, PM<sub>10</sub> or PM<sub>2.5</sub> violation.