

<b>RTIP ID#</b> <i>(required)</i> LA0D399	
<b>Project Description</b> <i>(clearly describe project)</i>	
<p>The City of Industry, in cooperation with the City of Diamond Bar and Caltrans, proposes to construct a new interchange on SR-60 at Lemon Avenue in the City of Diamond Bar. The purpose of this project is to improve traffic operations by providing direct access to this area of rapid growth and development. This interchange location is based on a Freeway Agreement dated March 26, 1968, between Los Angeles County and Caltrans.</p> <p>The overall objectives of the proposed SR-60/Lemon Avenue interchange project are to</p> <ul style="list-style-type: none"> <li>• Implement road improvements consistent with the Circulation Elements of the Cities of Diamond Bar and Industry General Plans, and</li> <li>• Implement improvements that will enhance traffic operations and reduce existing traffic congestion on Lemon Avenue by improving the level of service (LOS), especially at the existing SR-60 ramp intersections.</li> </ul>	
<b>Alternative 2</b>	
<p>Alternative 2 would construct a half interchange, a westbound on-ramp from Lemon Avenue and an eastbound off-ramp over Lemon Avenue to Golden Springs Drive. The existing sound wall along eastbound SR-60 west of Lemon Avenue would be removed, and a new sound wall would be installed along the edge of the pavement on the eastbound off-ramp.</p>	
<b>Alternative 3</b>	
<p>Alternative 3 would construct a partial (three-legged) interchange: a westbound on-ramp, and eastbound off- and on-ramps at Lemon Avenue. It would also permanently remove the existing eastbound off- and on-ramps at Brea Canyon Road, and construct an auxiliary lane from the proposed eastbound on-ramp to the connector to southbound State Route 57 (SR-57). The existing sound wall along the eastbound SR-60 west of Lemon Avenue would be removed and new sound walls would be installed along the edge of the pavement on the eastbound off- and on-ramp</p>	
<b>Alternative 4</b>	
<p>Alternative 4 would construct a partial interchange at Lemon Avenue without removing the existing WB access from Brea Canyon Road. Alternative 4 is similar to Alternative 3, except that it would add a two-lane collector road between Lemon Avenue and Brea Canyon Road. The collector road, which would replace the existing westbound on-ramp from Brea Canyon Road, runs parallel to SR-60 on the north and would terminate at Lemon Avenue. This Alternative will also serve dual functions at the WB on-ramp from Brea Canyon Road and the WB off-ramp to Lemon Avenue.</p>	
<b>Type of Project</b> <i>(use Table 1 on instruction sheet)</i>	
New Interchange	
<b>County</b>	<b>Narrative Location/Route &amp; Postmiles</b>
Los Angeles	SR-60
	<b>Caltrans Projects – EA#</b> IA07224100
<b>Lead Agency:</b> California Department of Transportation, District 7	

PM Conformity Hot Spot Analysis – Project Summary for Interagency Consultation

<b>Contact Person</b> Andrew Yoon	<b>Phone#</b> 213.897.6117	<b>Fax#</b> 213.897.1634	<b>Email</b> andrew_yoon@dot.ca.gov	
<b>Hot Spot Pollutant of Concern</b> ( <i>check one or both</i> ) <b>PM2.5</b> x <b>PM10</b> x				
<b>Federal Action for which Project-Level PM Conformity is Needed</b> ( <i>check appropriate box</i> )				
<b>Categorical Exclusion (NEPA)</b>	x <b>EA or Draft EIS</b>	<b>FONSI or Final EIS</b>	<b>PS&amp;E or Construction</b>	<b>Other</b>
<b>Scheduled Date of Federal Action:</b>				
<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>				
<b>End</b>				
<b>Project Purpose and Need (Summary):</b> ( <i>attach additional sheets as necessary</i> )				
<p>The purpose of the proposed project is to construct an interchange at the SR-60 and Lemon Avenue in the City. The proposed project would improve traffic flow and reduce congestion at surrounding intersections that are currently used for freeway access and would improve safety in the area by improving the spacing of vehicles using the adjacent interchanges. Currently, there is no direct access to SR-60 at Lemon Avenue. Commuters access the freeway through adjacent interchanges at Fairway Drive (City of Industry) on the west, and Brea Canyon Road (City of Diamond Bar) on the east.</p>				
<b>Surrounding Land Use/Traffic Generators</b> ( <i>especially effect on diesel traffic</i> )				
<p>The south side of SR-60 consists of residential land uses and light commercial structures. There are no major sources of diesel trucks on this side of the freeway. The north side of SR-60 within the project area consists of a mix of commercial, industrial, and residential uses. There are several warehouses along Lemon Avenue north of SR-60 that would use the proposed interchange.</p>				

PM Conformity Hot Spot Analysis – Project Summary for Interagency Consultation

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

Roadway	Alternative	Design Year	Total AADT	Truck AADT	LOS
Lemon Avenue North of SR-60	No Build	2010	11,890	1,043 (8.8%)	D
	Alt 2	2010	14,380	1,265 (8.8%)	D
	Alt 3	2010	15,200	1,338 (8.8%)	C
	Alt 4	2010	16,610	1,462 (8.8%)	D

Roadway	Alternative	Design Year	Total AADT	Truck AADT	LOS
Lemon Avenue between SR-60 and Golden Springs Drive	No Build	2010	11,890	1,046 (8.8%)	D
	Alt 2	2010	12,460	1,096 (8.8%)	C
	Alt 3	2010	20,050	1,764 (8.8%)	D
	Alt 4	2010	15,560	1,369 (8.8%)	C

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

Roadway	Alternative	Design Year	Total AADT	Truck AADT	LOS
Lemon Avenue North of SR-60	No Build	2030	13,240	1,165 (8.8%)	E
	Alt 2	2030	16,010	1,409 (8.8%)	D
	Alt 3	2030	16,930	1,490 (8.8%)	C
	Alt 4	2030	18,500	1,628 (8.8%)	D

Roadway	Alternative	Design Year	Total AADT	Truck AADT	LOS
Lemon Avenue between SR-60 and Golden Springs Drive	No Build	2030	13,240	1,165 (8.8%)	E
	Alt 2	2030	13,870	1,221 (8.8%)	C
	Alt 3	2030	22,330	1,965 (8.8%)	D
	Alt 4	2030	17,330	1,525 (8.8%)	C

PM Conformity Hot Spot Analysis – Project Summary for Interagency Consultation

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

Roadway	Alternative	Design Year	Total AADT	Truck AADT	LOS
Golden Springs Drive West of Lemon Avenue	No Build	2010	19,250	1,694 (8.8%)	F
	Alt 2	2010	18,320	1,612 (8.8%)	F
	Alt 3	2010	18,320	1,612 (8.8%)	F
	Alt 4	2010	15,875	1,397 (8.8%)	F

Roadway	Alternative	Design Year	Total AADT	Truck AADT	LOS
Golden Springs Drive East of Lemon Avenue	No Build	2010	18,480	1,626 (8.8%)	F
	Alt 2	2010	18,780	1,653 (8.8%)	F
	Alt 3	2010	25,780	2,269 (8.8%)	F
	Alt 4	2010	21,260	1,871 (8.8%)	F

**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**

Roadway	Alternative	Design Year	Total AADT	Truck AADT	LOS
Golden Springs Drive West of Lemon Avenue	No Build	2030	20,190	1,777 (8.8%)	F
	Alt 2	2030	20,160	1,774 (8.8%)	F
	Alt 3	2030	20,160	1,774 (8.8%)	F
	Alt 4	2030	16,650	1,465 (8.8%)	F

Roadway	Alternative	Design Year	Total AADT	Truck AADT	LOS
Golden Springs Drive East of Lemon Avenue	No Build	2030	20,170	1,775 (8.8%)	F
	Alt 2	2030	20,500	1,804 (8.8%)	F
	Alt 3	2030	28,140	2,476 (8.8%)	F
	Alt 4	2030	23,200	2,042 (8.8%)	F

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

See attached analysis

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

See attached analysis

### Particulate Matter (PM<sub>10</sub> and PM<sub>2.5</sub>) Analysis

The proposed project is within a nonattainment area for federal PM<sub>2.5</sub> and PM<sub>10</sub> standards. Therefore, per 40 CFR Part 93 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 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 is an interchange construction project that does not increase the capacity of SR-60. This type of project improves freeway operations by reducing traffic congestion at existing interchanges and improving merge operations. Based on the Traffic Operations Analysis (Katz, Okitsu & Associates, October 2006) the proposed project would increase the traffic volumes along Lemon Avenue. However, the traffic volumes along Lemon Avenue would not exceed the 125,000 average daily trip threshold for a POAQC. In addition, although the percentage of truck traffic would exceed 8 percent (based on the existing truck percentage of 8.8 percent at the interchange of SR-60 and Nogales Street), the total truck average daily trips would remain below the 10,000 vehicle threshold for POAQC. The future traffic volumes along Lemon Avenue and Golden Springs Drive are shown in Table A.
- ii. The proposed project does not affect intersections that are at LOS D, E, or F with a significant number of diesel vehicles. The LOS conditions in the project vicinity with and without the proposed project are shown in Tables B and C.
- 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.

Therefore, 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, PM<sub>10</sub> or PM<sub>2.5</sub> violation.

**Table A: 2030 Average Daily Traffic Volumes (Truck Volumes)**

Roadway Link	Without Project Traffic Volumes	Alternative 2 Traffic Volumes	Alternative 3 Traffic Volumes	Alternative 4 Traffic Volumes
Lemon Avenue north of SR-60	13,240 (1,165)	16,010 (1,409)	16,930 (1,490)	18,500 (1,628)
Lemon Avenue between SR-60 and Golden Springs Drive	13,240 (1,165)	13,870 (1,221)	22,330 (1,965)	17,330 (1,525)
Golden Springs Drive west of Lemon Avenue	20,190 (1,777)	20,160 (1,774)	20,160 (1,774)	16,650 (1,465)
Golden Springs Drive east of Lemon Avenue	20,170 (1,775)	20,500 (1,804)	28,140 (2,476)	23,200 (2,042)

Source: Katz, Okitsu & Associates, October 2006.

**Table B: 2030 AM Intersection Level of Service**

Study Intersection	Without Project		Alternative 2		Alternative 3		Alternative 4	
	V/C or Del/Veh	LOS	V/C or Del/Veh	LOS	V/C or Del/Veh	LOS	V/C or Del/Veh	LOS
Lemon Avenue / Golden Springs Road*	0.849	D	0.878	D	0.833	D	0.737	C
Lemon Avenue / SR-60 WB Ramps	N/A	N/A	3.7	A	4.2	A	18.6	B
Lemon Avenue / SR-60 EB Ramps	N/A	N/A	N/A	N/A	19.8	B	20.2	B
Golden Springs Drive / SR-60 EB off-ramp	N/A	N/A	12.5	B	N/A	N/A	N/A	N/A

Source: Katz, Okitsu & Associates, October 2006.

Notes:

V/C = Volume/Capacity Ratio

Del/Veh = Delay per vehicle

N/A = Not included in this alternative

\* = Mitigated values of V/C and LOS for Alternatives 3 and 4

EB = eastbound

WB = westbound

**Table C: 2030 PM Intersection Level of Service**

Study Intersection	Without Project		Alternative 2		Alternative 3		Alternative 4	
	V/C or Del/Veh	LOS	V/C or Del/Veh	LOS	V/C or Del/Veh	LOS	V/C or Del/Veh	LOS
Lemon Avenue / Golden Springs Drive*	0.744	C	0.788	C	0.878	D	0.675	B
Lemon Avenue / SR-60 WB Ramps	N/A	N/A	2.2	A	2.3	A	21.0	C
Lemon Avenue / SR-60 EB Ramps	N/A	N/A	N/A	N/A	20.1	C	18.1	B
Golden Springs Drive / SR-60 EB off-ramp	N/A	N/A	11.3	B	N/A	N/A	N/A	N/A

Source: Katz, Okitsu & Associates, October 2006.

Notes:

V/C = Volume/Capacity Ratio

Del/Veh = Delay per vehicle

N/A = Not included in this alternative

\* = Mitigated values of V/C and LOS for Alternatives 3 and 4.