

RTIP ID# LA0D393				
TCWG Consideration Date (date to be presented at the TCWG) December 1, 2009				
Project Description (clearly describe project) The proposed project would construct a direct westbound on-ramp to State Route 60 (SR-60) at the Grand Avenue interchange, which is located in the City of Industry, Los Angeles County. Specifically, the proposed project would add a direct on-ramp to westbound SR-60 from southbound Grand Avenue, widen Grand Avenue to accommodate an additional right-turn lane to the westbound on-ramp, remove the raised concrete median to provide a second left-turn lane to the eastbound on-ramp, eliminate existing nonstandard designs, and add an auxiliary lane at the SR-60/Grand Avenue interchange. The new westbound SR 60 auxiliary lane would connect the new WB on-ramp to an existing add lane on the SR 60 bypass connector for a total length of 1,600'. The proposed project would occur along the SR-60 Post Mile (PM) R23.87 and PM R24.48.				
Type of Project (use Table 1 on instruction sheet) New Interchange				
County Los Angeles	Narrative Location/Route & Postmiles The proposed project is located at the Grand Avenue interchange with SR-57/60, which is located in the City of Industry, Los Angeles County. The proposed project would occur along the SR-60 Post Mile (PM) R23.87 and PM R24.48. Caltrans Projects – EA#255100			
Lead Agency: California Department of Transportation (Caltrans) District 7				
Contact Person Andrew Yoon	Phone# (213) 897 - 6117	Fax# (213) 897-1634	Email andrew.yoon@dot.ca.gov	
Hot Spot Pollutant of Concern (check one or both) PM2.5 X			PM10 X	
Federal Action for which Project-Level PM Conformity is Needed (check appropriate box)				
Categorical Exclusion (NEPA)	X	EA or Draft EIS	FONSI or Final EIS	PS&E or Construction
				Other
Scheduled Date of Federal Action: March 2010				
NEPA Delegation – Project Type (check appropriate box)				
Excluded		Section 6004 –NEPA Categorical Exclusions (CEs)	X	Section 6005 – All NEPA document types (i.e. CE, EAs, EIS)
Current Programming Dates (as appropriate)				
	PE/Environmental	ENG	ROW	CON
Start	May 2009	January 2010	May 2010	July 2011
End	March 2010	March 2011	March 2011	July 2012

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

The proposed project is needed to improve the operational deficiencies of the Grand Avenue interchange and the State Route 57 (SR-57)/SR-60 freeway corridor at this location to accommodate existing and projected traffic volumes at an acceptable level of service through 2035.

The purpose of the proposed project is to meet the following four primary objectives:

- Improve traffic operations on Grand Avenue from Baker Parkway to the interchange at SR-60,
- Increase capacity at the Grand Avenue interchange,
- Reduce mainline traffic weaving between Grand Avenue and the SR-57/SR-60 interchange, and
- Improve safety along Grand Avenue.

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

The area surrounding the project site consists primarily of open space to the north, northwest and recreational uses (golf course) to the southwest, to the south, and partially to the east, and business uses to the west. The business uses to the northwest of the interchange consist of a fast-food restaurant, located west of Grand Avenue, and a former auto dealership that is no longer in business, also located west of Grand Avenue. The nearest residences are located approximately one-half mile northeast and east of the project area. Please refer to the attached figure of the proposed project location and surrounding land uses.

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

Opening-Year ADT

Postmile	Segment	2013 No Project	2013 No Project Truck ADT	2013 With Project	2013 With Project Truck ADT
	SR-60 Freeway¹				
22.97	Diamond Bar & Brea Canyon Road Interchange	223,000	20,070	223,000	20,070
23.56	Diamond Bar (JCT/Route 57 South) & Orange Freeway Interchange	359,000	32,310	359,000	32,310
24.51	Diamond Bar & Grand Avenue Interchange	354,000	31,860	354,000	31,860
25.464	Diamond Bar (JCT/Route 57 North) & Orange Freeway Interchange	233,000	20,970	233,000	20,970
28.043	Pomona & Phillips Ranch Road Interchange	-	-	-	-
N/A	SR-57 & SR-60 Westbound Loop Ramp	13,400	1,206	3,400	306
N/A	SR-57 & SR-60 Westbound Slip Ramp	N/A	N/A	10,000	900
	SR-57 Freeway¹				
3.167	Diamond Bar & Pathfinder Road Interchange	215,000	12,900	215,000	12,900
4.518	Diamond Bar (North JCT/Route 60) & Pomona Freeway Interchange	147,000	8,820	147,000	8,820
4.518	Diamond Bar (North JCT/Route 60) & Pomona Freeway Interchange	133,000	7,980	133,000	7,980
4.977	Diamond Bar & Sunset Crossing Road Interchange	-	-	-	-
	Grand Avenue¹				
N/A	Grand Avenue North of SR-60 Westbound Ramps	50,420	2,521	50,420	2,521
N/A	Grand Avenue Between SR-60 Westbound and Eastbound Ramps	50,020	2,001	50,020	2,001
N/A	Grand Avenue South of SR-60 Eastbound Ramps	31,020	620	31,020	620

Notes:

Beginning point listed for each segment. End point is beginning of following segment.
 Mainline truck percentages on SR-60 are 9% and mainline truck percentages on SR-57 are 6%.
 Truck percentages on Grand Avenue north of SR-60 are 5%, between SR-60 westbound and eastbound ramps are 4%, and south of SR-60 eastbound ramps are 2%.

Adapted from: KOA Corporation 2009b

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

Design-Year ADT

Postmile	Segment	2035 No Project	2035 No Project Truck ADT	2035 With Project	2035 With Project Truck ADT
SR-60 Freeway¹					
22.97	Diamond Bar & Brea Canyon Road Interchange	265,000	23,850	265,000	23,850
23.56	Diamond Bar (JCT/Route 57 South) & Orange Freeway Interchange	455,000	40,950	455,000	40,950
24.51	Diamond Bar & Grand Avenue Interchange	418,000	37,620	418,000	37,620
25.464	Diamond Bar (JCT/Route 57 North) & Orange Freeway Interchange	279,000	25,110	279,000	25,110
28.043	Pomona & Phillips Ranch Road Interchange	-	-	-	-
N/A	SR-57 & SR-60 Westbound Loop Ramp	24,000	2,160	3,600	324
N/A	SR-57 & SR-60 Westbound Slip Ramp	N/A	N/A	20,400	1,836
SR-57 Freeway¹					
3.167	Diamond Bar & Pathfinder Road Interchange	271,000	16,260	271,000	16,260
4.518	Diamond Bar (North JCT/Route 60) & Pomona Freeway Interchange	225,000	13,500	225,000	13,500
4.518	Diamond Bar (North JCT/Route 60) & Pomona Freeway Interchange	150,000	9,000	150,000	9,000
4.977	Diamond Bar & Sunset Crossing Road Interchange	-	-	-	-
Grand Avenue¹					
N/A	Grand Avenue North of SR-60 Westbound Ramps	76,560	3,828	76,560	3,828
N/A	Grand Avenue Between SR-60 Westbound and Eastbound Ramps	75,350	3,014	75,350	3,014
N/A	Grand Avenue South of SR-60 Eastbound Ramps	41,690	834	41,690	834

Notes:

Beginning point listed for each segment. End point is beginning of following segment.
 Mainline truck percentages on SR-60 are 9% and mainline truck percentages on SR-57 are 6%.
 Truck percentages on Grand Avenue north of SR-60 are 5%, between SR-60 westbound and eastbound ramps are 4%, and south of SR-60 eastbound ramps are 2%.

Adapted from: KOA Corporation 2009b

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

The proposed project is not anticipated to impact other facilities, so roads surrounding the project area were not analyzed (Knox pers. comm.). As shown in the ADT tables above, the proposed project is not anticipated to redistribute traffic between no-build and build conditions except for transferring traffic from the SR-57/SR-60 Westbound Loop Ramp to the new SR-57/SR-60 Westbound Slip Ramp. Therefore, the traffic volumes associated with the with project without project conditions are the same (i.e., the project provides better operation on Grand Avenue but is not a trip generator)¹. The table below shows the changes in delay and level of service (LOS) between no-build and build conditions.

LOS for With- and Without-Project Conditions

Westbound SR-60/Grand Avenue Ramp Intersection			
Scenario	Peak Hour	Delay^a	LOS
2013 No Project	AM Peak Hour	114.2	F
	PM Peak Hour	43.9	D
2013 With Project	AM Peak Hour	44.6	D
	PM Peak Hour	29.0	C
2035 No Project	AM Peak Hour	295.5	F
	PM Peak Hour	417.4	F
2035 With Project	AM Peak Hour	117.4	F
	PM Peak Hour	364.1	F
Eastbound SR-60/Grand Avenue Ramp Intersection			
Scenario	Peak Hour	Delay	LOS
2013 No Project	AM Peak Hour	45.3	D
	PM Peak Hour	137.4	F
2013 With Project	AM Peak Hour	24.8	C
	PM Peak Hour	22.7	C
2035 No Project	AM Peak Hour	117.7	F
	PM Peak Hour	141.8	F
2035 With Project	AM Peak Hour	65.0	E
	PM Peak Hour	138.9	F
^a Average delay in seconds/vehicle Adapted from: KOA Corporation 2009a			

As shown in the table above, implementation of the proposed project would result in operational improvements at the analyzed intersections (i.e., delay would improve). At the Westbound SR-60/Grand Avenue Ramp Intersection, build-year (2013) delay will be reduced from 114.2 seconds to 44.6 seconds for the a.m. peak hour. For the p.m. peak hour, delay will be reduced from 43.9 seconds to 29.0 seconds. Design-year (2035) delay for the Westbound SR-60/Grand Avenue Ramp Intersection will be reduced from 295.5 seconds to 117.4 seconds for the a.m. peak hour, and delay will be reduced from 417.4 seconds to 364.1 seconds for the p.m. peak hour.

For the Eastbound SR-60/Grand Avenue Ramp Intersection, 2013 delay will be reduced from 45.3 seconds to

¹ KOA Corporation, 2009a.

24.8 seconds for the a.m. peak hour. For the p.m. peak hour, delay will be reduced from 137.4 seconds to 22.7 seconds. Delay in 2035 will be reduced from 117.7 seconds to 65.0 seconds for the a.m. peak hour and from 141.8 seconds to 138.9 seconds for the p.m. peak hour. Consequently, the tables above indicate that implementation of the proposed project would meet the purpose and need of the project through improvements in intersection congestion (i.e., delay).

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

ADT on SR-60 and SR-57 is anticipated to exceed the FHWA and EPA's POAQC threshold of 125,000, as shown in the ADT tables above. In addition, truck percentages on SR-60 are in excess of the FHWA and EPA's POAQC threshold of 8 percent.

However, the tables for both opening- and design-years indicate that implementation of the proposed project would not affect diesel truck traffic volumes or percentages between no build and build conditions. Consequently, the build alternative is not considered a POAQC for PM10 and PM2.5 because it would not have an effect to roadway diesel truck traffic volumes or percentages (i.e., effects to truck percentages are below 5% between the no-build and build alternatives). Because the project is not considered a POAQC, the CAA and 40 CFR 93.116 requirements were met without a qualitative hot-spot analysis.

References

Knox, Ronn. Associate Transportation Planner. KOA Corporation, Orange, CA. September 21, 2009—e-mail message from Ronn Knox to Shilpa Trisal and Dan Weddell regarding reasoning for not modeling streets in the project area.

KOA Corporation. 2009a. *Traffic Study Report Grand Avenue at SR-60/SR-57 Confluence Interim Improvements: City of Industry*. (Job Number: JA83130.) Orange, CA. Prepared for WKA, Inc.: Engineer and Planners, Santa Ana, CA.

KOA Corporation 2009b. *SR-57/SR-60 Westbound Slip Ramp Average Daily Traffic Volumes*. Orange, CA.