

RTIP ID# <i>(required)</i> LA0D399	
Project Description <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"> • Implement road improvements consistent with the Circulation Elements of the Cities of Diamond Bar and Industry General Plans, and • 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. 	
Alternative 2	
<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>	
Alternative 3	
<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 extend the existing auxiliary lane by a third of a mile to begin from the proposed eastbound on-ramp (instead of the removed Brea Canyon Rd on-ramp) and to end at the connector to southbound State Route 57 (SR-57) as currently configured. 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>	
Alternative 4	
<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 remove existing WB on-ramp from Brea Canyon Road; but would still maintain this access by adding an at-grade and one-way two-lane service road. This service road, which would be constructed in place of the existing westbound on-ramp from Brea Canyon Road, runs parallel to and north of WB SR-60 and would terminate at Lemon Avenue. This Alternative will also serve dual functions as the WB on-ramp from Brea Canyon Road and the WB off-ramp to Lemon Avenue.</p>	
Type of Project <i>(use Table 1 on instruction sheet)</i>	
New Interchange	
County Los Angeles	Narrative Location/Route & Postmiles SR-60 21.5 – 23.0 (1.5 miles)
	Caltrans Projects – EA# 22410
Lead Agency: California Department of Transportation, District 7	

PM Conformity Hot Spot Analysis – Project Summary for Interagency Consultation

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Hot Spot Pollutant of Concern (<i>check one or both</i>) PM2.5 x PM10 x				
Federal Action for which Project-Level PM Conformity is Needed (<i>check appropriate box</i>)				
Categorical Exclusion (NEPA)	<input checked="" type="checkbox"/> EA or Draft EIS	<input type="checkbox"/> FONSI or Final EIS	<input type="checkbox"/> PS&E or Construction	<input type="checkbox"/> Other
Scheduled Date of Federal Action: Oct 2007				
Current Programming Dates <i>as appropriate</i>				
	PE/Environmental	ENG	ROW	CON
Start	1/05	10/07	1/09	7/09
End	9/07	5/09	5/09	11/10
Project Purpose and Need (Summary): (<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>				
Surrounding Land Use/Traffic Generators (<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>				

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

Roadway	Alternative	Design Year	Total AADT	Truck AADT	LOS
SR-60	No Build	2010	218,200	15,056 (6.9%)	F
	Alt 2	2010	217,100	14,980 (6.9%)	F
	Alt 3	2010	212,900	14,690 (6.9%)	F
	Alt 4	2010	220,400	15,208 (6.9%)	F

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
SR-60	No Build	2030	246,700	17,022 (6.9%)	F
	Alt 2	2030	245,400	16,933 (6.9%)	F
	Alt 3	2030	240,700	16,608 (6.9%)	F
	Alt 4	2030	249,200	17,195 (6.9%)	F

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
Lemon Avenue North of SR-60	No Build	2010	11,890	820 (6.9%)	D
	Alt 2	2010	14,380	992 (6.9%)	D
	Alt 3	2010	15,200	1,049 (6.9%)	C
	Alt 4	2010	16,610	1,146 (6.9%)	D

Roadway	Alternative	Design Year	Total AADT	Truck AADT	LOS
Lemon Avenue between SR-60 and Golden Springs Drive	No Build	2010	11,890	820 (6.9%)	D
	Alt 2	2010	12,460	860 (6.9%)	C
	Alt 3	2010	20,050	1,383 (6.9%)	D
	Alt 4	2010	15,560	1,074 (6.9%)	C

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
Lemon Avenue North of SR-60	No Build	2030	13,240	914 (6.9%)	E
	Alt 2	2030	16,010	1,105 (6.9%)	D
	Alt 3	2030	16,930	1,168 (6.9%)	C
	Alt 4	2030	18,500	1,277 (6.9%)	D

Roadway	Alternative	Design Year	Total AADT	Truck AADT	LOS
Lemon Avenue between SR-60 and Golden Springs Drive	No Build	2030	13,240	914 (6.9%)	E
	Alt 2	2030	13,870	957 (6.9%)	C
	Alt 3	2030	22,330	1,541 (6.9%)	D
	Alt 4	2030	17,330	1,196 (6.9%)	C

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

The construction of the new interchange would redirect traffic from the existing congested Brea Canyon Road and Fairway Drive interchanges. This redistribution would result in traffic increase along Lemon Avenue with minor increase in truck traffic.

Only Alternative 4 would increase the traffic volumes along SR-60 within the project vicinity. However, the volumes shown in the tables above include the traffic volumes along a new frontage that would be located along the north side of SR-60. The total traffic along this frontage road would be less than 12,500 daily trips with fewer than 860 truck trips.

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

The proposed project is within a nonattainment area for federal PM_{2.5} and PM₁₀ 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 result in traffic increase along Lemon Avenue with minor increase of truck traffic (less than the POAQC thresholds). Along SR-60, the proposed project would result in decrease of total and truck traffic (Alternatives 2 and 3) due to the freeway operations improvement; or result in slight increase (less than 200) in diesel truck traffic (for Alternative 4).
- 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, based on the improvement on traffic flows and reduction of congestion indicated, low potential for increase in truck traffic, and the surrounding land use, it is believed that this project would not be a project of air quality concern.