

New on-ramps, off-ramps to 60 Freeway in City of Industry, Diamond Bar will open on Tuesday



A look at the new eastbound 60 Freeway off-ramp at Lemon Avenue set to open on Tuesday, May 1, 2018 (Photo courtesy of Alameda Corridor-East Project)

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Two of the three legs of the new Lemon Avenue interchange of the 60 Freeway in Diamond Bar will open on Tuesday, May 1 in time for the busy morning commute, according to the Alameda Corridor-East Construction Authority.

At 6 a.m., Caltrans will clear away the orange cones and officially allow vehicles to enter the westbound 60 Freeway from a brand new Lemon Avenue on-ramp. Freeway riders traveling eastbound can take the Lemon Avenue exit via a newly constructed off-ramp.

An eastbound freeway on-ramp — also at Lemon Avenue — scheduled to open sometime in June, will complete the three-legged interchange that has been in the

works for 14 years in the eastern section of Los Angeles County, at the corner of Los Angeles, San Bernardino and Orange counties.

14 years in the works

Along with ACE, the lead agency, Caltrans, Los Angeles County and the cities of Diamond Bar and City of Industry have been working on adding the new exit/entrance to the busy freeway since 2004.

A contract was signed in 2011. Construction has been ongoing for the past 1 1/2 years, including multiple weekend lane closures, detours and delays.

The increase in truck traffic from the twin ports of Los Angeles and Long Beach has clogged the 60 Freeway in the San Gabriel Valley and the Inland Empire, known as a truck route. Many 18-wheeler trucks carry goods from the ports to warehouses in City of Industry as well as Ontario, Moreno Valley, San Bernardino and Riverside.

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At the same time, motorists will no longer be able to exit the freeway at Brea Canyon Road. The eastbound off-ramp at Brea Canyon Road in Diamond Bar will be permanently closed.

However, just until June, the eastbound on-ramp to the freeway at Brea Canyon will remain open until construction is complete on the Lemon Avenue on-ramp.

Once the work is finished, the \$22.5 million project will swap the Brea Canyon Road entrance and exit with a new Lemon Avenue entrance and exit a few miles to the west.

Congestion

The project will reduce existing traffic congestion and delays and improve mobility and access to and from the 60 Freeway in Diamond Bar and Industry, while eliminating weaving and confusion as vehicles approach the busy 57 Freeway/60 Freeway interchange, according to ACE.

The hopes of the county and nearby communities is that truck traffic will be diverted away from Diamond Bar, Brea Canyon Road and nearby streets and toward City of Industry. In the past several decades, drivers would get lost and drive the back streets of Diamond Bar looking for their destinations, said Diamond Bar Councilwoman Carol Herrera in February.

In addition, closing the Brea Canyon Road ramps and diverting cars and trucks to Lemon Avenue is a precursor to a full-fledged reconfiguration of the larger 57/60 freeways where they join together for a two-mile stretch in Diamond Bar, known as the SR 57/60 Freeway Confluence.

The larger, \$260-million project has been billed as a fix to the No. 1 freeway interchange in the state for truck accidents and delays as ranked by the American Transportation Research Institute.

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