

RTIP ID# *(required)* LA0G1115 and LA0G1118

TCWG Consideration Date June 26, 2018

Project Description *(clearly describe project)*

The California Department of Transportation (Caltrans), in coordination with the Los Angeles County Metropolitan Transportation Authority (Metro), Gateway Cities Council of Governments (GCCOG), and San Gabriel Valley Council of Governments (SGVCOG), is proposing improvements on the Interstate 605 (I-605) corridor in the cities of Baldwin Park, El Monte, Industry, Pico Rivera, South El Monte, Whittier, Downey, Norwalk, Santa Fe Springs, and portions of unincorporated Los Angeles County.

The I-605 Corridor Improvement Project (I-605 CIP or project) will facilitate improvements in freeway operations, safety, mobility, throughput, and travel times through a freeway mainline widening and improvements to interchanges and confluence areas at Interstate 105 (I-105), Interstate 5 (I-5), State Route 60 (SR-60), and Interstate 10 (I-10). The proposed freeway mainline widening will accommodate a variety of configurations, which may include the addition of general purpose/mixed flow lanes, enhancement of high-occupancy vehicle (HOV) lanes, implementation of Express Lanes, or a combination of the aforementioned. Additional improvements are also proposed, which would include the freeway system interchange direct connectors at I-605/I-105 and I-605/I-10, addition of new auxiliary lanes, reconfiguration of interchanges, and modifications to local arterial streets to enhance freeway access. The following is description of each alternative:

No Build Alternative 1

Alternative 1, the No Build Alternative, would maintain the existing configuration of I-605 and would not result in improvements. The proposed project purpose and need would not be met, and operational, safety, mobility, and travel time conditions (mainline, interchanges, and ramps) would continue to deteriorate.

Alternative 2 (New General Purpose/Mixed-Flow Lane and Express Lane Conversion)

Alternative 2 proposes the addition of one new mixed-flow lane on the northbound and southbound I-605 mainline from I-5 to the Valley Boulevard interchange, as well as the conversion of the existing HOV lane to an Express Lane. The following additional peripheral improvements are also proposed with this build alternative:

- Addition of a new general purpose/mixed-flow lane on westbound SR-60 from Hacienda Boulevard to the I-605/SR-60 system interchange
- Addition of a new general purpose/mixed-flow lane on eastbound SR-60 from the I-605/SR-60 system interchange to 7th Avenue
- Addition of a new HOV lane on northbound and southbound I-5 from Florence Avenue to Paramount Boulevard
- Incorporation of Express Lane and HOV direct connectors from I-605 to I-105 and I-605 to I-10
- Addition of auxiliary lanes, where necessary, to enhance freeway operations
- Reconfiguration of interchanges and modifications to local arterial streets to enhance freeway access

The project also includes the following design option for the I-5 improvements, which may be implemented in any of the build alternatives:

- Design Option A (I-5 Removal of Lakewood Boulevard Southbound On-Ramp) would provide an alternate alignment for the I-5 improvements. This design option would shift the I-5 centerline east and remove the existing Lakewood Boulevard southbound direct on-ramp. The Lakewood Boulevard southbound loop on-ramp would be reconfigured to receive traffic from northbound and southbound Lakewood Boulevard. This I-5 design option would slightly modify the alignments of northbound I-605 to northbound I-5 and southbound I-5 to the northbound/southbound I-605 connectors, as well as the I-5 bridge over San Gabriel River.

Alternative 3 (Two Express Lanes)

Alternative 3 proposes the addition of one new Express Lane on northbound and southbound I 605 and the conversion of the existing HOV lane to create a two-lane Express facility within the project study area. The additional peripheral improvements, as listed in Alternative 2, are also proposed with this alternative. Design Option A may also be implemented.

Alternative 4 (Two HOV Lanes)

Alternative 4 proposes the addition of a second HOV lane on northbound and southbound I-605 to create a two-lane HOV facility within the project study area. The additional peripheral improvements, as listed in Alternative 2, are also proposed with this alternative. Design Option A may also be implemented.

Type of Project (use Table 1 on instruction sheet)
Change to existing state highway

County Los Angeles	Narrative Location/Route & Postmiles: I-605: PM R6.3/R21.1, I-105: PM 16.6/R18.2, I-5: PM 5.8/9.5, SR-60: PM 10.2/15.6, I-10: PM 28.9/31.6 Caltrans Projects – EA# 3101U0 and 298210
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Lead Agency: Caltrans District 7

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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
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Scheduled Date of Federal Action: May 2021

NEPA Assignment – Project Type (check appropriate box)

Exempt	Section 326 –Categorical Exemption	x	Section 327 – Non-Categorical Exemption
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Current Programming Dates (as appropriate)

	PE/Environmental	ENG	ROW	CON
Start	2016	2022	2023	2026
End	2021	2026	2026	2031

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

The purpose of the I-605 CIP is to:

- Ease congestion and improve overall throughput
- Improve freeway operations (mainline and ramps), mobility, and travel times
- Improve and enhance safety
- Improve local and system interchange operations and connectivity

I-605, I-5, and SR-60 currently experience substantial congestion within the project study area, which is forecast to increase if no physical and operational improvements are made to these facilities. Congestion is a result of insufficient freeway mainline capacity and closely spaced freeway entrance and exit ramps. Due to bottlenecks along I-605 at the SR-60 and I-5 interchanges, traffic is congested for approximately 14 hours per day, from 6 a.m. to 7 p.m. Slow speeds and traffic queues prevail during these times. The congestion along I-605 corridor affects local and regional motorists, with I-210, I-10, and SR-60 feeding trips into the corridor from the north, and I-405, SR-91, and I-105 feeding the corridor from the south. Traffic that cannot be accommodated by the I-605 corridor is expected to spill onto surface arterial streets, impacting the cities which are located along I-605. The existing freeway geometry has many features that do not meet current Caltrans *Highway Design Manual (HDM)* (Caltrans 2017) standards, such as nonstandard shoulder and lane widths. There are also a number of areas in the project study area with a high concentration of accidents. Metro, GCCOG, SGVCOG, and Caltrans have identified the need for operational and capacity improvements along I-605 within the project study area, at I-605/I-105, I-605/I-5, I-605/SR-60, and the I-605/I-10 interchanges, as well as the freeway system interchange approach corridors.

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

Residential developments make up the majority of the land uses along the project corridors. The majority of the sensitive receptors within or adjacent to the project area are residential, park, church, and school uses.

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

See attached analysis

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

See attached analysis

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

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
See attached analysis

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

PM_{2.5}/PM₁₀ Hot-Spot Analysis

The 605 CIP is located within a nonattainment area for federal PM_{2.5} standards and within an attainment/maintenance area for the federal PM₁₀ 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 section 93.123(b)(1) as an air quality concern.

According to 40 CFR Part 93.123(b)(1), the following are Projects of Air Quality Concern (POAQC) :

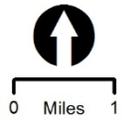
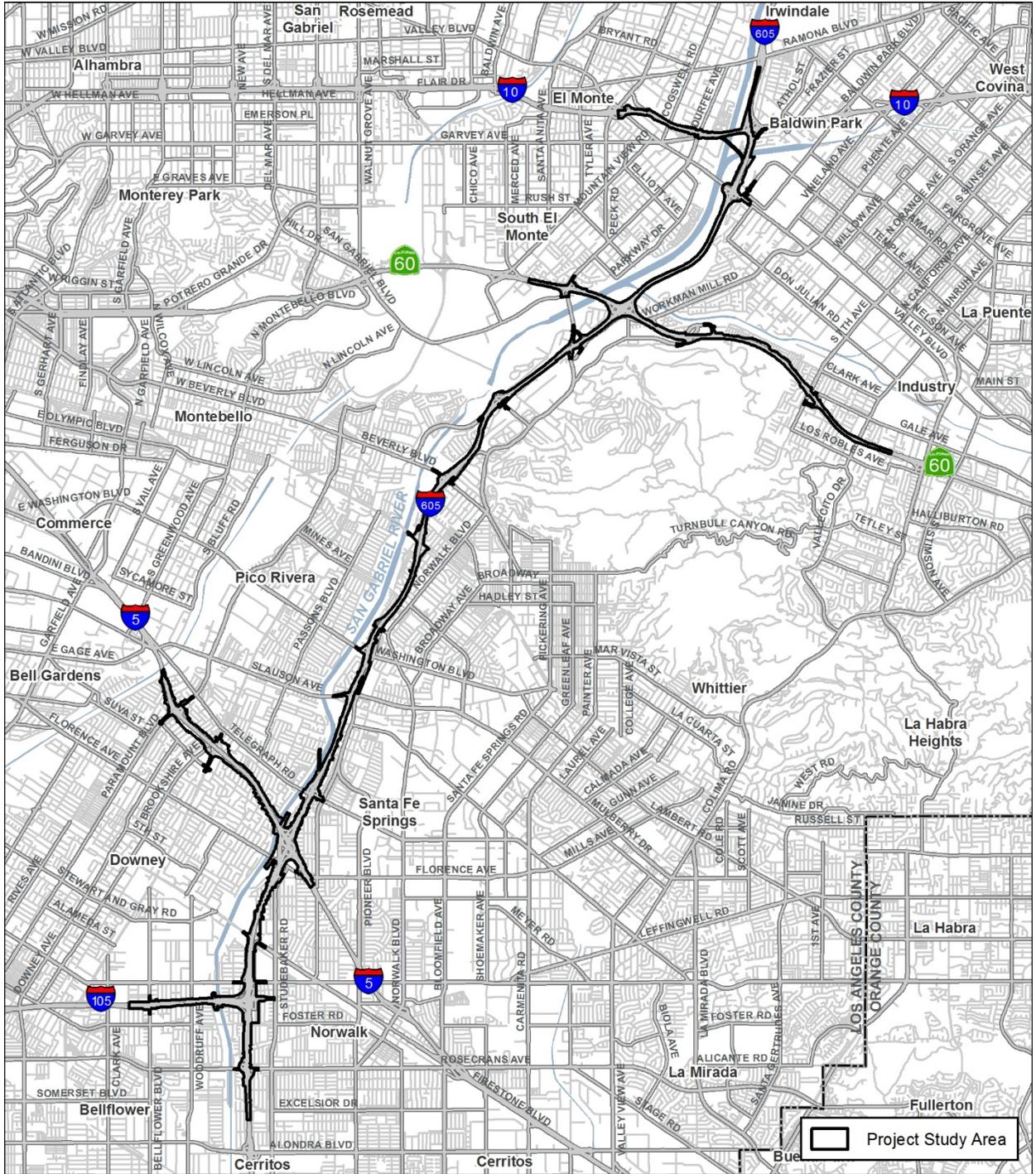
- i. New highway projects have a significant number of diesel vehicles, and expanded highway projects that have a significant increase in the number of diesel vehicles;
- ii. Projects affecting intersections that are at a Level of Service D, E, or F with a significant number of diesel vehicles, or those that will change to Level of Service D, E, or F because of increased traffic volumes from a significant number of diesel vehicles related to the project;
- iii. New bus and rail terminals and transfer points that have a significant number of diesel vehicles congregating at a single location;
- iv. Expanded bus and rail terminals and transfer points that significantly increase the number of diesel vehicles congregating at a single location; and
- v. Projects in or affecting locations, areas or categories of sites which are identified in the PM_{2.5} and PM₁₀ applicable implementation plan or implementation plan submission, as appropriate, as sites of violation or possible violation.

The I-605 CIP is within a nonattainment area for the federal PM_{2.5} standards and within an attainment/maintenance area for the federal 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 build alternatives proposed as part of the I-605 CIP would expand I-605, I-105, I-5, SR-60, and I-10 through the addition of mixed flow lanes, HOV lanes, and/or Express lanes. Tables 1 through 3 list the opening year average daily traffic (ADT) and truck ADT volumes along the highways within the project area for each of the proposed build alternatives. Tables 4 through 6 list the horizon year ADT and truck ADT volumes along the highways within the project area for each of the proposed build alternatives. These tables also compare the ADT and Truck ADT volumes associated with the build alternatives to the No Build conditions. As shown in Tables 1 and 4, Alternative 2 would increase the truck volumes by up to 2,330 daily trips along SR-60, a change of 6.8 percent. As shown in Tables 2 and 5, Alternative 3 would increase the truck volumes by up to 1,980 daily trips along I-5, a change of 7.9 percent. As shown in Tables 3 and 6, Alternative 4 would increase the truck volumes by up to 2,160 daily trips along I-5, a change of 8.6 percent. Tables 7 through 9 summarize the largest increase in total ADT and truck ADT on each of the affected highways for Alternatives 2, 3, and 4, respectively.
- ii) As discussed above, the proposed build alternatives for I-605 CIP would not significantly increase the number of diesel vehicles operating within the project study area. Therefore, the proposed build alternatives would not affect intersections that are at a Level of Service D, E, or F with a significant number of diesel vehicles.
- iii) The proposed build alternatives do not include the construction of a new bus or rail terminal.
- iv) The proposed build alternatives do not expand an existing bus or rail terminal.
- v) The proposed build alternatives are not in or affecting locations, areas, or categories of sites that are identified in the PM_{2.5} and PM₁₀ applicable implementation plan or implementation plan submission, as appropriate, as sites of violation or possible violation.

Therefore, the proposed build alternatives for the I-605 CIP meets the CAA requirements and 40 CFR 93.116 without any explicit hot-spot analysis and would not create a new, or worsen an existing, PM₁₀ or PM_{2.5} violation.

PM Conformity Hot Spot Analysis – Project Summary for Interagency Consultation



Data Source: Los Angeles County 2017

I-605: PM R6.3/R21.1, I-105: PM R16.6/R18.2, I-5: PM 5.8/9.5
 SR-60: PM 10.2/15.6, I-10: PM 28.9/31.6
 EA Nos. 3101U0 and 298210

I-605 Corridor Improvement Project

Figure 1-2. Project Location

Table 1: 2031 Alternative 2 Traffic Volumes

Freeway Segment			No Build			Build			Project Increase		
Name	Start	End	ADT	Truck ADT	Truck %	ADT	Truck ADT	Truck %	ADT	Truck ADT	% Increase in Trucks
I-605	Rosecrans Ave	I-105	243,400	23,920	9.8%	243,400	23,650	9.7%	0	-270	-1.13%
I-605	I-105	Imperial Highway	189,500	20,930	11.0%	203,100	20,680	10.2%	13,600	-250	-1.19%
I-605	Imperial Highway	Firestone Blvd	263,300	32,290	12.3%	294,200	33,690	11.5%	30,900	1,400	4.34%
I-605	Firestone Blvd	Florence Ave	283,800	33,040	11.6%	317,700	34,580	10.9%	33,900	1,540	4.66%
I-605	Florence Ave	I-5	237,800	31,450	13.2%	273,200	33,080	12.1%	35,400	1,630	5.18%
I-605	I-5	Telegraph Rd	312,500	36,340	11.6%	353,300	37,940	10.7%	40,800	1,600	4.40%
I-605	Telegraph Rd	Slauson Ave	290,700	36,330	12.5%	334,600	38,180	11.4%	43,900	1,850	5.09%
I-605	Slauson Ave	Washington Blvd	264,200	34,470	13.0%	311,000	36,070	11.6%	46,800	1,600	4.64%
I-605	Washington Blvd	Whittier Blvd	301,900	38,300	12.7%	345,600	40,430	11.7%	43,700	2,130	5.56%
I-605	Whittier Blvd	Beverly Blvd	301,200	38,300	12.7%	346,800	40,240	11.6%	45,600	1,940	5.07%
I-605	Beverly Blvd	Rose Hills Rd	299,500	38,250	12.8%	346,200	40,130	11.6%	46,700	1,880	4.92%
I-605	Rose Hills Rd	Peck Rd	304,000	38,590	12.7%	347,400	40,460	11.6%	43,400	1,870	4.85%
I-605	Peck Rd	SR-60	294,500	38,220	13.0%	332,426	39,836	12.0%	37,926	1,616	4.23%
I-605	SR-60	Valley Blvd	284,400	31,600	11.1%	307,500	31,120	10.1%	23,100	-480	-1.52%
I-605	Valley Blvd	I-10	219,500	25,500	11.6%	238,100	24,700	10.4%	18,600	-800	-3.14%
I-105	Lakewood Blvd	Bellflower Blvd	215,700	18,420	8.5%	230,600	20,330	8.8%	14,900	1,910	10.37%
I-105	Bellflower Blvd	I-605	209,800	18,110	8.6%	224,900	20,010	8.9%	15,100	1,900	10.49%
I-5	Orr & Day Rd/Dolliso	Florence Ave	309,000	24,440	7.9%	325,600	24,170	7.4%	16,600	-270	-1.10%
I-5	Florence Ave	I-605	286,700	23,480	8.2%	313,000	23,670	7.6%	26,300	190	0.81%
I-5	I-605	Lakewood Blvd	281,100	22,320	7.9%	316,700	22,990	7.3%	35,600	670	3.00%
I-5	Lakewood Blvd	Paramount Blvd	266,600	21,620	8.1%	294,700	22,360	7.6%	28,100	740	3.42%
I-5	Paramount Blvd	Slauson Ave	263,400	21,290	8.1%	278,600	21,570	7.7%	15,200	280	1.32%
SR-60	Santa Anita Ave	Peck Rd	240,613	34,245	14.2%	239,151	35,978	15.0%	-1,462	1,733	5.06%
SR-60	Peck Rd	I-605	242,530	34,183	14.1%	243,539	36,513	15.0%	1,009	2,330	6.82%
SR-60	I-605	Crossroad Pkwy	261,700	42,340	16.2%	267,900	43,200	16.1%	6,200	860	2.03%
SR-60	Crossroad Pkwy	7th Ave	266,600	42,190	15.8%	270,900	42,960	15.9%	4,300	770	1.83%
SR-60	7th Ave	Hacienda Blvd	237,800	40,670	17.1%	240,800	41,420	17.2%	3,000	750	1.84%
I-10	Peck Rd/Valley Blvd	Durfee Ave	244,000	20,980	8.6%	249,600	21,000	8.4%	5,600	20	0.10%
I-10	Durfee Ave	I-605	265,500	21,740	8.2%	271,700	21,760	8.0%	6,200	20	0.09%
I-10	I-605	Frazier St	265,500	26,530	10.0%	271,300	27,210	10.0%	5,800	680	2.56%

Table 2: 2031 Alternative 3 Traffic Volumes

Freeway Segment			No Build			Build			Project Increase		
Name	Start	End	ADT	Truck ADT	Truck %	ADT	Truck ADT	Truck %	ADT	Truck ADT	% Increase in Trucks
I-605	Rosecrans Ave	I-105	243,400	23,920	9.8%	243,400	24,090	9.9%	0	170	0.71%
I-605	I-105	Imperial Highway	189,500	20,930	11.0%	202,800	21,120	10.4%	13,300	190	0.91%
I-605	Imperial Highway	Firestone Blvd	263,300	32,290	12.3%	292,100	33,730	11.5%	28,800	1,440	4.46%
I-605	Firestone Blvd	Florence Ave	283,800	33,040	11.6%	315,300	34,580	11.0%	31,500	1,540	4.66%
I-605	Florence Ave	I-5	237,800	31,450	13.2%	270,600	33,080	12.2%	32,800	1,630	5.18%
I-605	I-5	Telegraph Rd	312,500	36,340	11.6%	348,900	37,710	10.8%	36,400	1,370	3.77%
I-605	Telegraph Rd	Slauson Ave	290,700	36,330	12.5%	329,700	37,940	11.5%	39,000	1,610	4.43%
I-605	Slauson Ave	Washington Blvd	264,200	34,470	13.0%	304,400	35,840	11.8%	40,200	1,370	3.97%
I-605	Washington Blvd	Whittier Blvd	301,900	38,300	12.7%	337,000	39,910	11.8%	35,100	1,610	4.20%
I-605	Whittier Blvd	Beverly Blvd	301,200	38,300	12.7%	339,700	39,730	11.7%	38,500	1,430	3.73%
I-605	Beverly Blvd	Rose Hills Rd	299,500	38,250	12.8%	339,300	39,620	11.7%	39,800	1,370	3.58%
I-605	Rose Hills Rd	Peck Rd	304,000	38,590	12.7%	340,100	39,930	11.7%	36,100	1,340	3.47%
I-605	Peck Rd	SR-60	294,500	38,220	13.0%	325,300	39,283	12.1%	30,800	1,063	2.78%
I-605	SR-60	Valley Blvd	284,400	31,600	11.1%	310,100	30,740	9.9%	25,700	-860	-2.72%
I-605	Valley Blvd	I-10	219,500	25,500	11.6%	240,800	24,380	10.1%	21,300	-1,120	-4.39%
I-105	Lakewood Blvd	Bellflower Blvd	215,700	18,420	8.5%	230,300	19,920	8.6%	14,600	1,500	8.14%
I-105	Bellflower Blvd	I-605	209,800	18,110	8.6%	224,400	19,600	8.7%	14,600	1,490	8.23%
I-5	Orr & Day Rd/Dolliso	Florence Ave	309,000	24,440	7.9%	324,500	24,140	7.4%	15,500	-300	-1.23%
I-5	Florence Ave	I-605	286,700	23,480	8.2%	311,900	23,640	7.6%	25,200	160	0.68%
I-5	I-605	Lakwood Blvd	281,100	22,320	7.9%	316,100	23,140	7.3%	35,000	820	3.67%
I-5	Lakewood Blvd	Paramount Blvd	266,600	21,620	8.1%	294,100	22,510	7.7%	27,500	890	4.12%
I-5	Paramount Blvd	Slauson Ave	263,400	21,290	8.1%	278,000	21,720	7.8%	14,600	430	2.02%
SR-60	Santa Anita Ave	Peck Rd	240,613	34,245	14.2%	239,272	32,474	13.6%	-1,341	-1,771	-5.17%
SR-60	Peck Rd	I-605	242,530	34,183	14.1%	243,657	32,532	13.4%	1,127	-1,651	-4.83%
SR-60	I-605	Crossroad Pkwy	261,700	42,340	16.2%	267,100	43,110	16.1%	5,400	770	1.82%
SR-60	Crossroad Pkwy	7th Ave	266,600	42,190	15.8%	270,400	42,860	15.9%	3,800	670	1.59%
SR-60	7th Ave	Hacienda Blvd	237,800	40,670	17.1%	240,400	41,320	17.2%	2,600	650	1.60%
I-10	Peck Rd/Valley Blvd	Durfee Ave	244,000	20,980	8.6%	248,600	20,990	8.4%	4,600	10	0.05%
I-10	Durfee Ave	I-605	265,500	21,740	8.2%	270,700	21,760	8.0%	5,200	20	0.09%
I-10	I-605	Frazier St	265,500	26,530	10.0%	275,200	27,240	9.9%	9,700	710	2.68%

Table 3: 2031 Alternative 4 Traffic Volumes

Freeway Segment			No Build			Build			Project Increase		
Name	Start	End	ADT	Truck ADT	Truck %	ADT	Truck ADT	Truck %	ADT	Truck ADT	% Increase in Trucks
I-605	Rosecrans Ave	I-105	243,400	23,920	9.8%	243,200	23,810	9.8%	-200	-110	-0.46%
I-605	I-105	Imperial Highway	189,500	20,930	11.0%	197,600	20,850	10.6%	8,100	-80	-0.38%
I-605	Imperial Highway	Firestone Blvd	263,300	32,290	12.3%	291,200	33,050	11.3%	27,900	760	2.35%
I-605	Firestone Blvd	Florence Ave	283,800	33,040	11.6%	313,500	33,870	10.8%	29,700	830	2.51%
I-605	Florence Ave	I-5	237,800	31,450	13.2%	269,000	32,380	12.0%	31,200	930	2.96%
I-605	I-5	Telegraph Rd	312,500	36,340	11.6%	349,100	36,900	10.6%	36,600	560	1.54%
I-605	Telegraph Rd	Slauson Ave	290,700	36,330	12.5%	330,400	36,950	11.2%	39,700	620	1.71%
I-605	Slauson Ave	Washington Blvd	264,200	34,470	13.0%	303,900	34,870	11.5%	39,700	400	1.16%
I-605	Washington Blvd	Whittier Blvd	301,900	38,300	12.7%	334,500	38,700	11.6%	32,600	400	1.04%
I-605	Whittier Blvd	Beverly Blvd	301,200	38,300	12.7%	335,000	38,510	11.5%	33,800	210	0.55%
I-605	Beverly Blvd	Rose Hills Rd	299,500	38,250	12.8%	335,000	38,400	11.5%	35,500	150	0.39%
I-605	Rose Hills Rd	Peck Rd	304,000	38,590	12.7%	338,700	38,710	11.4%	34,700	120	0.31%
I-605	Peck Rd	SR-60	294,500	38,220	13.0%	325,790	38,116	11.7%	31,290	-104	-0.27%
I-605	SR-60	Valley Blvd	284,400	31,600	11.1%	318,700	29,800	9.4%	34,300	-1,800	-5.70%
I-605	Valley Blvd	I-10	219,500	25,500	11.6%	250,000	23,510	9.4%	30,500	-1,990	-7.80%
I-105	Lakewood Blvd	Bellflower Blvd	215,700	18,420	8.5%	240,100	19,250	8.0%	24,400	830	4.51%
I-105	Bellflower Blvd	I-605	209,800	18,110	8.6%	234,300	18,930	8.1%	24,500	820	4.53%
I-5	Orr & Day Rd/Dolliso	Florence Ave	309,000	24,440	7.9%	323,800	24,610	7.6%	14,800	170	0.70%
I-5	Florence Ave	I-605	286,700	23,480	8.2%	311,200	24,110	7.7%	24,500	630	2.68%
I-5	I-605	Lakwood Blvd	281,100	22,320	7.9%	312,900	23,700	7.6%	31,800	1,380	6.18%
I-5	Lakewood Blvd	Paramount Blvd	266,600	21,620	8.1%	291,000	23,070	7.9%	24,400	1,450	6.71%
I-5	Paramount Blvd	Slauson Ave	263,400	21,290	8.1%	274,900	22,280	8.1%	11,500	990	4.65%
SR-60	Santa Anita Ave	Peck Rd	240,613	34,245	14.2%	238,771	32,649	13.7%	-1,842	-1,596	-4.66%
SR-60	Peck Rd	I-605	242,530	34,183	14.1%	242,862	32,429	13.4%	332	-1,754	-5.13%
SR-60	I-605	Crossroad Pkwy	261,700	42,340	16.2%	267,800	42,880	16.0%	6,100	540	1.28%
SR-60	Crossroad Pkwy	7th Ave	266,600	42,190	15.8%	270,100	42,620	15.8%	3,500	430	1.02%
SR-60	7th Ave	Hacienda Blvd	237,800	40,670	17.1%	240,400	41,090	17.1%	2,600	420	1.03%
I-10	Peck Rd/Valley Blvd	Durfee Ave	244,000	20,980	8.6%	248,000	20,980	8.5%	4,000	0	0.00%
I-10	Durfee Ave	I-605	265,500	21,740	8.2%	270,000	21,780	8.1%	4,500	40	0.18%
I-10	I-605	Frazier St	265,500	26,530	10.0%	276,100	26,600	9.6%	10,600	70	0.26%

Table 4: 2040 Alternative 2 Traffic Volumes

Freeway Segment			No Build			Build			Project Increase		
Name	Start	End	ADT	Truck ADT	Truck %	ADT	Truck ADT	Truck %	ADT	Truck ADT	% Increase in Trucks
I-605	Rosecrans Ave	I-105	249,200	27,150	10.9%	247,400	27,050	10.9%	-1,800	-100	-0.37%
I-605	I-105	Imperial Highway	195,900	24,160	12.3%	207,300	24,080	11.6%	11,400	-80	-0.33%
I-605	Imperial Highway	Firestone Blvd	269,700	39,400	14.6%	297,900	40,780	13.7%	28,200	1,380	3.50%
I-605	Firestone Blvd	Florence Ave	290,300	40,150	13.8%	321,800	41,680	13.0%	31,500	1,530	3.81%
I-605	Florence Ave	I-5	245,400	38,560	15.7%	275,500	40,180	14.6%	30,100	1,620	4.20%
I-605	I-5	Telegraph Rd	319,700	44,340	13.9%	356,800	45,880	12.9%	37,100	1,540	3.47%
I-605	Telegraph Rd	Slauson Ave	297,800	44,320	14.9%	338,700	46,290	13.7%	40,900	1,970	4.44%
I-605	Slauson Ave	Washington Blvd	271,300	42,420	15.6%	312,000	44,110	14.1%	40,700	1,690	3.98%
I-605	Washington Blvd	Whittier Blvd	308,500	46,240	15.0%	347,300	48,470	14.0%	38,800	2,230	4.82%
I-605	Whittier Blvd	Beverly Blvd	307,800	46,250	15.0%	348,800	48,290	13.8%	41,000	2,040	4.41%
I-605	Beverly Blvd	Rose Hills Rd	306,100	46,190	15.1%	348,800	48,180	13.8%	42,700	1,990	4.31%
I-605	Rose Hills Rd	Peck Rd	310,700	46,610	15.0%	350,600	48,530	13.8%	39,900	1,920	4.12%
I-605	Peck Rd	SR-60	301,200	46,100	15.3%	333,238	47,797	14.3%	32,038	1,697	3.68%
I-605	SR-60	Valley Blvd	291,900	37,050	12.7%	310,800	37,460	12.1%	18,900	410	1.11%
I-605	Valley Blvd	I-10	227,300	29,450	13.0%	241,600	29,480	12.2%	14,300	30	0.10%
I-105	Lakewood Blvd	Bellflower Blvd	215,600	22,330	10.4%	231,200	24,030	10.4%	15,600	1,700	7.61%
I-105	Bellflower Blvd	I-605	209,600	22,000	10.5%	225,200	23,700	10.5%	15,600	1,700	7.73%
I-5	Orr & Day Rd/Dolliso	Florence Ave	320,000	29,060	9.1%	336,200	29,660	8.8%	16,200	600	2.06%
I-5	Florence Ave	I-605	297,700	28,040	9.4%	323,600	29,140	9.0%	25,900	1,100	3.92%
I-5	I-605	Lakwood Blvd	291,600	26,060	8.9%	326,300	27,670	8.5%	34,700	1,610	6.18%
I-5	Lakewood Blvd	Paramount Blvd	277,400	25,090	9.0%	304,700	26,810	8.8%	27,300	1,720	6.86%
I-5	Paramount Blvd	Slauson Ave	274,400	24,740	9.0%	289,000	26,200	9.1%	14,600	1,460	5.90%
SR-60	Santa Anita Ave	Peck Rd	243,340	36,738	15.1%	241,926	35,858	14.8%	-1,414	-880	-2.40%
SR-60	Peck Rd	I-605	245,257	36,863	15.0%	247,276	36,014	14.6%	2,019	-849	-2.30%
SR-60	I-605	Crossroad Pkwy	263,600	47,090	17.9%	281,200	48,940	17.4%	17,600	1,850	3.93%
SR-60	Crossroad Pkwy	7th Ave	268,500	46,940	17.5%	282,700	48,640	17.2%	14,200	1,700	3.62%
SR-60	7th Ave	Hacienda Blvd	238,900	45,160	18.9%	253,300	46,850	18.5%	14,400	1,690	3.74%
I-10	Peck Rd/Valley Blvd	Durfee Ave	243,600	24,770	10.2%	249,600	24,790	9.9%	6,000	20	0.08%
I-10	Durfee Ave	I-605	265,700	25,600	9.6%	272,000	25,620	9.4%	6,300	20	0.08%
I-10	I-605	Frazier St	265,700	33,210	12.5%	275,100	33,630	12.2%	9,400	420	1.26%

Table 5: 2040 Alternative 3 Traffic Volumes

Freeway Segment			No Build			Build			Project Increase		
Name	Start	End	ADT	Truck ADT	Truck %	ADT	Truck ADT	Truck %	ADT	Truck ADT	% Increase in Trucks
I-605	Rosecrans Ave	I-105	249,200	27,150	10.9%	247,400	27,210	11.0%	-1,800	60	0.22%
I-605	I-105	Imperial Highway	195,900	24,160	12.3%	207,000	24,240	11.7%	11,100	80	0.33%
I-605	Imperial Highway	Firestone Blvd	269,700	39,400	14.6%	295,800	40,580	13.7%	26,100	1,180	2.99%
I-605	Firestone Blvd	Florence Ave	290,300	40,150	13.8%	319,400	41,440	13.0%	29,100	1,290	3.21%
I-605	Florence Ave	I-5	245,400	38,560	15.7%	272,900	39,940	14.6%	27,500	1,380	3.58%
I-605	I-5	Telegraph Rd	319,700	44,340	13.9%	352,400	45,400	12.9%	32,700	1,060	2.39%
I-605	Telegraph Rd	Slauson Ave	297,800	44,320	14.9%	333,700	45,790	13.7%	35,900	1,470	3.32%
I-605	Slauson Ave	Washington Blvd	271,300	42,420	15.6%	305,200	43,620	14.3%	33,900	1,200	2.83%
I-605	Washington Blvd	Whittier Blvd	308,500	46,240	15.0%	338,900	47,690	14.1%	30,400	1,450	3.14%
I-605	Whittier Blvd	Beverly Blvd	307,800	46,250	15.0%	341,900	47,510	13.9%	34,100	1,260	2.72%
I-605	Beverly Blvd	Rose Hills Rd	306,100	46,190	15.1%	342,000	47,400	13.9%	35,900	1,210	2.62%
I-605	Rose Hills Rd	Peck Rd	310,700	46,610	15.0%	344,100	47,730	13.9%	33,400	1,120	2.40%
I-605	Peck Rd	SR-60	301,200	46,100	15.3%	326,489	46,922	14.4%	25,289	822	1.78%
I-605	SR-60	Valley Blvd	291,900	37,050	12.7%	312,500	36,830	11.8%	20,600	-220	-0.59%
I-605	Valley Blvd	I-10	227,300	29,450	13.0%	243,800	28,900	11.9%	16,500	-550	-1.87%
I-105	Lakewood Blvd	Bellflower Blvd	215,600	22,330	10.4%	230,700	23,670	10.3%	15,100	1,340	6.00%
I-105	Bellflower Blvd	I-605	209,600	22,000	10.5%	224,700	23,350	10.4%	15,100	1,350	6.14%
I-5	Orr & Day Rd/Dolliso	Florence Ave	320,000	29,060	9.1%	334,800	29,720	8.9%	14,800	660	2.27%
I-5	Florence Ave	I-605	297,700	28,040	9.4%	322,400	29,190	9.1%	24,700	1,150	4.10%
I-5	I-605	Lakwood Blvd	291,600	26,060	8.9%	325,700	27,940	8.6%	34,100	1,880	7.21%
I-5	Lakewood Blvd	Paramount Blvd	277,400	25,090	9.0%	304,100	27,070	8.9%	26,700	1,980	7.89%
I-5	Paramount Blvd	Slauson Ave	274,400	24,740	9.0%	288,400	26,240	9.1%	14,000	1,500	6.06%
SR-60	Santa Anita Ave	Peck Rd	243,340	36,738	15.1%	241,421	35,955	14.9%	-1,919	-783	-2.13%
SR-60	Peck Rd	I-605	245,257	36,863	15.0%	246,734	36,103	14.6%	1,477	-760	-2.06%
SR-60	I-605	Crossroad Pkwy	263,600	47,090	17.9%	280,300	48,840	17.4%	16,700	1,750	3.72%
SR-60	Crossroad Pkwy	7th Ave	268,500	46,940	17.5%	282,100	48,540	17.2%	13,600	1,600	3.41%
SR-60	7th Ave	Hacienda Blvd	238,900	45,160	18.9%	252,900	46,750	18.5%	14,000	1,590	3.52%
I-10	Peck Rd/Valley Blvd	Durfee Ave	243,600	24,770	10.2%	248,700	24,780	10.0%	5,100	10	0.04%
I-10	Durfee Ave	I-605	265,700	25,600	9.6%	271,100	25,630	9.5%	5,400	30	0.12%
I-10	I-605	Frazier St	265,700	33,210	12.5%	275,000	33,790	12.3%	9,300	580	1.75%

Table 6: 2040 Alternative 4 Traffic Volumes

Freeway Segment			No Build			Build			Project Increase		
Name	Start	End	ADT	Truck ADT	Truck %	ADT	Truck ADT	Truck %	ADT	Truck ADT	% Increase in Trucks
I-605	Rosecrans Ave	I-105	249,200	27,150	10.9%	247,200	27,260	11.0%	-2,000	110	0.41%
I-605	I-105	Imperial Highway	195,900	24,160	12.3%	201,900	24,290	12.0%	6,000	130	0.54%
I-605	Imperial Highway	Firestone Blvd	269,700	39,400	14.6%	295,000	40,270	13.7%	25,300	870	2.21%
I-605	Firestone Blvd	Florence Ave	290,300	40,150	13.8%	317,700	41,100	12.9%	27,400	950	2.37%
I-605	Florence Ave	I-5	245,400	38,560	15.7%	271,300	39,610	14.6%	25,900	1,050	2.72%
I-605	I-5	Telegraph Rd	319,700	44,340	13.9%	352,600	44,940	12.7%	32,900	600	1.35%
I-605	Telegraph Rd	Slauson Ave	297,800	44,320	14.9%	334,400	45,150	13.5%	36,600	830	1.87%
I-605	Slauson Ave	Washington Blvd	271,300	42,420	15.6%	304,800	43,010	14.1%	33,500	590	1.39%
I-605	Washington Blvd	Whittier Blvd	308,500	46,240	15.0%	336,300	46,830	13.9%	27,800	590	1.28%
I-605	Whittier Blvd	Beverly Blvd	307,800	46,250	15.0%	336,500	46,650	13.9%	28,700	400	0.86%
I-605	Beverly Blvd	Rose Hills Rd	306,100	46,190	15.1%	337,700	46,540	13.8%	31,600	350	0.76%
I-605	Rose Hills Rd	Peck Rd	310,700	46,610	15.0%	341,700	46,810	13.7%	31,000	200	0.43%
I-605	Peck Rd	SR-60	301,200	46,100	15.3%	326,780	46,014	14.1%	25,580	-86	-0.19%
I-605	SR-60	Valley Blvd	291,900	37,050	12.7%	321,800	36,160	11.2%	29,900	-890	-2.40%
I-605	Valley Blvd	I-10	227,300	29,450	13.0%	253,300	28,260	11.2%	26,000	-1,190	-4.04%
I-105	Lakewood Blvd	Bellflower Blvd	215,600	22,330	10.4%	240,500	23,050	9.6%	24,900	720	3.22%
I-105	Bellflower Blvd	I-605	209,600	22,000	10.5%	234,500	22,720	9.7%	24,900	720	3.27%
I-5	Orr & Day Rd/Dolliso	Florence Ave	320,000	29,060	9.1%	334,600	29,790	8.9%	14,600	730	2.51%
I-5	Florence Ave	I-605	297,700	28,040	9.4%	322,000	29,260	9.1%	24,300	1,220	4.35%
I-5	I-605	Lakewood Blvd	291,600	26,060	8.9%	322,900	28,110	8.7%	31,300	2,050	7.87%
I-5	Lakewood Blvd	Paramount Blvd	277,400	25,090	9.0%	301,300	27,250	9.0%	23,900	2,160	8.61%
I-5	Paramount Blvd	Slauson Ave	274,400	24,740	9.0%	285,500	26,420	9.3%	11,100	1,680	6.79%
SR-60	Santa Anita Ave	Peck Rd	243,340	36,738	15.1%	240,757	35,761	14.9%	-2,583	-977	-2.66%
SR-60	Peck Rd	I-605	245,257	36,863	15.0%	245,421	35,908	14.6%	164	-955	-2.59%
SR-60	I-605	Crossroad Pkwy	263,600	47,090	17.9%	280,400	48,560	17.3%	16,800	1,470	3.12%
SR-60	Crossroad Pkwy	7th Ave	268,500	46,940	17.5%	281,700	48,250	17.1%	13,200	1,310	2.79%
SR-60	7th Ave	Hacienda Blvd	238,900	45,160	18.9%	252,500	46,520	18.4%	13,600	1,360	3.01%
I-10	Peck Rd/Valley Blvd	Durfee Ave	243,600	24,770	10.2%	248,300	24,770	10.0%	4,700	0	0.00%
I-10	Durfee Ave	I-605	265,700	25,600	9.6%	270,600	25,640	9.5%	4,900	40	0.16%
I-10	I-605	Frazier St	265,700	33,210	12.5%	276,800	33,290	12.0%	11,100	80	0.24%

Table 7: Project Contribution to ADT and Truck ADT – Alternative 2

Highway	Opening Year (2031)		Horizon Year (2040)	
	ADT	Truck ADT	ADT	Truck ADT
I-605	46,800	2,130	47,700	2,230
I-105	15,100	1,910	15,600	1,700
I-5	35,600	740	34,700	1,720
SR-60	6,200	2,330	17,600	1,850
I-10	6,200	680	9,400	420

Table 8: Project Contribution to ADT and Truck ADT – Alternative 3

Highway	Opening Year (2031)		Horizon Year (2040)	
	ADT	Truck ADT	ADT	Truck ADT
I-605	40,200	1,610	35,900	1,470
I-105	14,600	1,500	15,100	1,350
I-5	35,000	890	34,100	1,980
SR-60	5,400	770	16,700	1,750
I-10	9,700	710	9,300	580

Table 9: Project Contribution to ADT and Truck ADT – Alternative 4

Highway	Opening Year (2031)		Horizon Year (2040)	
	ADT	Truck ADT	ADT	Truck ADT
I-605	39,700	930	36,600	1,050
I-105	24,400	830	24,900	720
I-5	31,800	1,450	31,300	2,160
SR-60	6,100	540	16,800	1,470
I-10	10,600	70	11,100	80