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|--|---|---|--|---------------------------------------|
| RTIP ID# <i>(required)</i> LA0F098 | | | | |
| TCWG Consideration Date March 25, 2008 | | | | |
| Project Description <i>(clearly describe project)</i> The project proposes to construct one/two-lane bridge structure, branching off Southbound of Route 605 to Eastbound of Route 10 at-grade connector ramp. Four Alternatives are proposed for the project: Alternative 1 – No Build Alternative 2 – Construct a one-lane elevated bridge structure; re-stripe I-10 E/B mainline to provide seven non-standard lanes (minimum standard build). Alternative 3 – Construct a two-lane elevated bridge structure connecting to a new auxiliary lane along E/B I-10. Alternative 4 – Construct a one-lane elevated bridge structure (non-standard build). | | | | |
| Type of Project <i>(use Table 1 on instruction sheet)</i> Change to existing state highway | | | | |
| County | Narrative Location/Route & Postmiles | | | |
| Los Angeles | Construct a direct connector from the S/B 605 to E/B 10, LA-10-PM 31.1/32.3 LA-605-PM-R20.2/20.6 | | | |
| Caltrans Projects – EA# 24540 | | | | |
| Lead Agency: Caltrans | | | | |
| Contact Person | Phone# | Fax# | Email | |
| Andrew Yoon | 213-897-6117 | 213-897-1634 | Andrew_yoon@dot.ca.gov | |
| 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: January 14, 2009 | | | | |
| NEPA Delegation – Project Type <i>(check appropriate box)</i> | | | | |
| <input type="checkbox"/> Exempt | <input type="checkbox"/> Section 6004 – Categorical Exemption | <input checked="" type="checkbox"/> Section 6005 – Non-Categorical Exemption | | |
| Current Programming Dates <i>(as appropriate)</i> | | | | |
| | PE/Environmental | ENG | ROW | CON |
| Start | Sept. 07 | Feb. 09 | Mar. 09 | Aug. 11 |
| End | Jan. 09 | Nov. 10 | Mar. 11 | Aug. 13 |

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

The purpose of this project is to eliminate weaving conflicts on a short and joint segment along the existing connectors (W/B I-10 to S/B I-605 and S/B I-605 to E/B I-10); and to separate those traffic movements from each other to reduce queues and accidents caused by the weaving. The project proposes to replace the existing at-grade S/B I-605 to E/B I-10 connector with a one- or two-lane bridge structure (depending of the Alternatives) in order to separate this movement from the traffic on the W/B I-10 to S/B I-605 connector.

A joint and short weaving section of the existing at-grade S/B I-605 to E/B I-10 loop connector with the W/B I-10 to S/B I-605 connector has resulted in queuing (350m-650m) on the outer lane of the W/B I-10 during the peak and/or off-peak commute hours as well as causing weaving-related accidents within the project limits.

An improvement for this segment is needed to eliminate the queue on the existing W/B I-10 mainline; to reduce the accidents within this short and joint weaving section; and to improve the operation of the W/B I-10 to S/B I-605 connector as well as S/B I-605 to E/B I-10 connector.

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

The project is surrounded by one and two-story detached residences located southeast of the I-10/I-605 interchange. The closest residences are located within 65 feet of the I-10 eastbound shoulder. The project is also surrounded by parks, a hospital, schools, motels as well as retail and commercial stores. The closest schools to the project site approximately 0.5 miles to 1 mile to the north of the project's east limit. The nearest hospital is approximately 0.5 mile distance south of the project's east limit. Several motels and retail/commercial stores exist within a 0.1 mile distance north of the project's east limit (eastbound I-10). Park areas north and south of the I-605/I-10 interchange, within 0.5 miles of the proposed project area consist of outdoor recreational facilities.

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

Opening Year: 2014

| Item | Description | No-build | | Build (includes Alternatives 2, 3, & 4) | |
|-----------|-------------------|----------|--------------------|---|--------------------|
| | | ADT | % Trucks/Truck ADT | ADT | % Trucks/Truck ADT |
| Connector | S/B 605 to E/B 10 | 14,032 | 9/2,130 | 14,032 | 9/2,130 |
| Connector | W/B 10 to S/B 605 | 41,280 | 8/6,100 | 41,280 | 8/6,100 |

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

Horizon Year: 2035

| Item | Description | No-build | | Build (includes Alternatives 2, 3, & 4) | |
|-----------|-------------------|----------|--------------------|---|--------------------|
| | | ADT | % Trucks/Truck ADT | ADT | % Trucks/Truck ADT |
| Connector | S/B 605 to E/B 10 | 14,032 | 9/2,130 | 14,032 | 9/2,130 |
| Connector | W/B 10 to S/B 605 | 41,280 | 8/6,100 | 41,280 | 8/6,100 |

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

Opening Year 2014:

| Item | Description | No-build | | | Build (includes Alternatives 2, 3, & 4) | | |
|----------|----------------------|----------|-----|--------------------|---|-----|--------------------|
| | | ADT | LOS | % Trucks/Truck ADT | ADT | LOS | % Trucks/Truck ADT |
| Mainline | E/B I-10 PM (30.30) | 124,390 | D | 6.9/16,000 | 124,390 | D | 6.9/16,000 |
| Mainline | W/B I-10 PM (30.30) | 126,142 | F | 6.9/16,200 | 126,142 | F | 6.9/16,200 |
| Mainline | E/B I-10 PM (31.22) | 126,068 | C | 6.9/16,200 | 126,068 | C | 6.9/16,200 |
| Mainline | W/B I-10 PM (31.22) | 99,871 | C | 6.9/12,800 | 99,871 | C | 6.9/12,800 |
| Mainline | E/B I-10 PM (32.01) | 172,934 | C | 6.9/22,200 | 172,934 | C | 6.9/22,200 |
| Mainline | W/B I-10 PM (31.72) | 120,858 | F | 6.9/15,500 | 120,858 | F | 6.9/15,500 |
| Mainline | N/B I-605 PM (19.05) | 91,991 | C | 11.9/20,600 | 91,991 | C | 11.9/20,600 |
| Mainline | S/B I-605 PM (22.04) | 65,166 | C | 11.9/14,600 | 65,166 | C | 11.9/14,600 |

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

Horizon Year: 2035

| Item | Description | No-build | | | Build (includes Alternatives 2, 3, & 4) | | |
|----------|----------------------|----------|-----|--------------------|---|-----|--------------------|
| | | ADT | LOS | % Trucks/Truck ADT | ADT | LOS | % Trucks/Truck ADT |
| Mainline | E/B I-10 PM (30.30) | 148,355 | C | 6.9/16,000 | 148355 | C | 6.9/16,000 |
| Mainline | W/B I-10 PM (30.30) | 150,445 | E | 6.9/16,200 | 150445 | E | 6.9/16,200 |
| Mainline | E/B I-10 PM (31.22) | 150,357 | B | 6.9/16,200 | 150357 | B | 6.9/16,200 |
| Mainline | W/B I-10 PM (31.22) | 119,113 | C | 6.9/12,800 | 119113 | C | 6.9/12,800 |
| Mainline | E/B I-10 PM (32.01) | 206,252 | C | 6.9/22,200 | 206252 | C | 6.9/22,200 |
| Mainline | W/B I-10 PM (31.72) | 144,143 | F | 6.9/15,500 | 144143 | F | 6.9/15,500 |
| Mainline | N/B I-605 PM (19.05) | 104,141 | D | 11.9/20,600 | 104141 | D | 11.9/20,600 |
| Mainline | S/B I-605 PM (22.04) | 73,772 | C | 11.9/14,600 | 73772 | C | 11.9/14,600 |

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

The proposed project was initiated to eliminate the weaving conflicts on this segment, which will require the W/B I-10 to S/B I-605 and S/B I-605 to E/B I-10 connectors be separated from each other to avoid using the joint weaving segment to change between freeways. The new bridge structure itself will not cause any redistribution of traffic but rather reduce accidents within this weaving section as well as improving the operation of the W/B I-10 to S/B I-605 connector.

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

Based on the traffic data for the connectors, the proposed project would not qualify as a project of air quality concern (POAQC) because the project does not increase the number of diesel trucks or cars that would utilize the proposed facility from the No-Build to Build conditions for the opening and horizon years; but rather improves operations by eliminating weaving and queues caused by them, resulting in reduction of emissions. Thus, the proposed project would not worsen the existing violations or delay timely attainment; and thus would not be considered as a POAQC.