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| FTIP ID# LA0G949 |
| TCWG Consideration Date July 28, 2015 |
| <p>PROJECT DESCRIPTION</p> <p>The proposed project proposes to improve the existing State Route 138 (SR-138) between Interstate 5 (I-5) and State Route 14 (SR-14) to accommodate future projected traffic based on planned land uses. The alternatives have been developed to meet the purpose and need of the project and they are No Build, Alternative 1 (Freeway/Expressway), Alternative 2 (Expressway/Limited Access Conventional Highway), and the Transportation System Management (TSM) Alternative:</p> <p>The common design considerations for Alternatives 1 and 2 include:</p> <ul style="list-style-type: none"> • The improvement of three non-standard curve locations on existing alignment to 80 miles per hour (mph) design speed; • Utility pole relocations would be required throughout the corridor and new easements would be required for maintenance access; • Existing Southern California Edison (SCE) and Los Angeles Department of Water and Power (LADWP) high voltage transmission lines cross the SR-138 corridor at four locations: Gorman Post Road, 140th Street, 120th Street and 105th Street. On the I-5 corridor, two existing SCE high voltage transmission lines cross I-5 just north of Gorman Creek Bridge. The project proposes to protect these facilities in place; • On northbound I-5 approaching the SR-138 interchange, it is proposed to add a 1,300-foot deceleration lane prior to the proposed two-lane exit to SR-138. Approximately 1 mile to the north where SR-138 merges with I-5 north, a 2,500-foot acceleration lane is proposed. On southbound I-5 approaching the interchange, it is proposed to add a 1,300-foot deceleration lane prior to the proposed two-lane exit to SR-138. Approximately 1 mile to the south where SR-138 merges with I-5 south, a 3,500-foot acceleration lane is proposed; • Improvements to the interchange at SR-14 to improve connections to the existing ramps; • Use of existing roadway as a local frontage road to provide local circulation or to maintain current parcel access. The existing highway would be relinquished to the County as a local roadway in these areas; • Existing drainage system along the corridor would be modified and replaced as needed to be compatible with the proposed facility. Cross culverts with sufficient capacity would be installed at various locations to allow for passage of the 100-year storm event without overtopping the roadway. • Proposed interchange and overcrossing at Gorman Post Road on SR-138. Alternative 1 also proposes new interchange and undercrossings at Cement Plant Road and 300th Street West. • The existing Route 138/14 Separation Structure (Bridge #53-1835) is proposed to be replaced with a new wider structure to provide standard vertical clearance over SR-14. • Five new grade separation structures (standard Box Culverts) are proposed to accommodate bicycle, recreational use, and maintenance access across the proposed SR-138 at the following locations: Quail Lake near the private airport, 269th Street West (existing Pacific Crest Trail crossing), east of Three Points Road, east branch of the California Aqueduct crossing near 245th Street West. • Existing bicycle and pedestrian facilities will be maintained and/or enhanced. The existing bicycle routes south of SR-138 and east of 245th Street West will continue to be utilized. These routes follow parallel County Roads. Between 300th Street West and 245th Street West, bicycle access will be provided by utilizing the existing SR-138 roadway which will be replaced by the proposed alignment south of the existing. Further west, the new access road proposed along the overhead utility corridor between the Cement Plant Road and 300th Street West will accommodate bicycle access. To maintain the continuity of the bike routes within the western project limits, a bicycle path is proposed along the access road between the highway and Quail Lake outside of Caltrans R/W. |

Other considerations for Alternatives 1 and 2 include:

- Alignment options that reduce impacts around Quail Lake. This includes the elimination of the separated median and use of a barrier to reduce the impacts on a residence, hillside adjacent to Quail Lake, and Quail Lake;
- Traffic Management Plans (TMP) would be developed during final design;
- Truck inspection facilities within the corridor will be considered;
- Maintenance pullout locations and other considerations will be coordinated with the Caltrans Maintenance staff.
- Construction staging would require that one lane of traffic in each direction is open to the public at all times. The anticipated construction staging would allow construction of new lanes adjacent to the existing lanes (either north or south of the existing roadway), allowing traffic to continue to use the existing lanes and then allow traffic to use the new lanes during construction of the remaining lanes over the existing roadway.
- Multiple access and treatment options at at-grade intersections would be considered to enhance operational efficiencies.

Unique Features for Each Build Alternative

No Build Alternative. Implementation of the No-Build Alternative would maintain the existing configuration of SR-138. It would not result in improvements to SR-138. The No-Build Alternative provides a baseline for comparing the impacts associated with the Build Alternatives.

Alternative 1 (Freeway/Expressway). Alternative 1 (Freeway/Expressway) would include a 6-lane freeway from the I-5 interchange to County Road 300th Street West, and a 4-lane expressway from County Road 300th Street West to the SR-14 interchange generally following the existing alignment of SR-138.

Alternative 2 (Expressway/Limited Access Conventional Highway). Alternative 2 (Expressway/Highway) would include a 6-lane expressway from the I-5 interchange to the County Road 300th Street West, a 4-lane expressway from 300th Street West to County Road 240th Street West, and a limited access Conventional Highway from County Road 240th Street West to the SR-14 interchange, generally following the existing alignment of SR-138.

TSM Alternative. Alternative 3 (TSM) would include improvements to the facility without major changes to the overall capacity of the corridor. This alternative would improve the vertical and horizontal roadway alignment in areas that are currently non-standard, widen shoulders, provide localized improvements at accident hot spots, improve intersections, add additional lanes to improve safety and traffic flow at focused areas, and provide guardrails at existing utility poles located within the clear recovery zone. In addition, upgrades to signage and lighting are included to improve safety and operations.

Air Basin

The proposed project is located within the South Coast Air Basin (SCAB) and the Mojave Desert Air Basin (MDAB). The SCAB is in nonattainment for the federal PM_{2.5} standard and in attainment/maintenance for the federal PM₁₀ standard. The MDAB is in attainment for the federal PM_{2.5} and PM₁₀ standards. Therefore, only the portion of the project site that is located within the SCAB, from I-5 to Old Ridge Route, is subject to federal transportation conformity.

Type of Project

Alternative 1: Change to existing highway

Alternative 2: Change to existing highway

TSM Alternative: Change to existing regionally significant street

PM Conformity Hot Spot Analysis – Project Summary for Interagency Consultation

| | | | | |
|--|--|---|--|--|
| County Los Angeles | Narrative Location/Route & Postmiles: 07-LA-138 PM 0.0/36.8 07-LA-5 PM 79.5/83.1 | | | |
| Caltrans Projects – EA# 26510K | | | | |
| Lead Agency: 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 (<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) | X | EA or Draft EIS | FONSI or Final EIS | PS&E or Construction |
| | | | | Other |
| Scheduled Date of Federal Action: 2016 | | | | |
| NEPA Assignment – Project Type (<i>check appropriate box</i>) | | | | |
| Exempt | | Section 326 –Categorical Exemption | X | Section 327 – Non-Categorical Exemption |
| Current Programming Dates (<i>as appropriate</i>) | | | | |
| | PE/Environmental | ENG | ROW | CON |
| Start | 2014 | 2013 | 2018 | 2018 |
| End | 2016 | 2015 | 2020 | 2020 |
| Project Purpose and Need (Summary): (<i>attach additional sheets as necessary</i>) | | | | |
| <p>SR-138 is one of the primary routes for east-west traffic in northwest Los Angeles County, and is an important strategic route during emergency closures of I-5 or SR-14. In the coming decades, northwest Los Angeles County is expected to experience large-scale growth and increasing economic activity, which is projected to generate travel demands beyond the capacity of the existing SR-138 facility. The purpose of this project is to:</p> <ul style="list-style-type: none"> • Improve mobility and operations in northwest Los Angeles County; • Enhance safety and improve non-standard design features within the SR-138 Corridor; • Improve mobility for all modes, including motorists, pedestrians, bicyclists and wildlife; • Minimize impacts to communities and sensitive resources throughout the corridor. <p>The project is needed for the following reasons:</p> <ul style="list-style-type: none"> • Future travel demand will exceed the current capacity of the SR-138 corridor; • Mobility linkages to connect existing and planned communities are needed to provide an integrated system of vehicular, transit, pedestrian and bicycle connectivity within the area; • Roadway deficiencies need to be brought to current design standards, including paved shoulders, horizontal and vertical roadway alignments, and pedestrian and bicycle facilities; • The accident rate will likely increase if improvements are not made to SR-138 as the traffic volumes will increase and compound the number and severity of those accidents; non-standard roadway features (horizontal and vertical curves with limited sight distance), limited passing opportunities, steeper grades with slower moving vehicles, limited or no paved shoulders, utility poles within roadway right-of-way, unlimited access to the roadway from adjoining parcels, and the lack of intersection channelization are contributing factors to the current rate of collisions along the corridor. | | | | |

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|---|
| <p>Surrounding Land Use/Traffic Generators <i>(especially effect on diesel traffic)</i> Land uses within the project area include residential, agriculture, office, utility, and vacant land. The majority of the sensitive receptors within or adjacent to the project area are residential uses.</p> |
| <p>Opening Year: Build and No Build LOS, AADT, % and # trucks, truck AADT of proposed facility 2020 – SR-138</p> <p>No Build: ADT = 20,600, Truck ADT = 2,678 (13%), LOS = A/C TSM Alternative ADT = 20,600, Truck ADT = 2,678 (13%), LOS = A/C</p> <p>2025 – SR-138</p> <p>No Build: ADT = 20,600, Truck ADT = 2,678 (13%), LOS = A/C Alternative 1 ADT = 35,200, Truck ADT = 2,816 (8%), LOS = A Alternative 2 ADT = 34,300, Truck ADT = 2,744 (8%), LOS = A</p> |
| <p>RTP Horizon Year / Design Year: Build and No Build LOS, AADT, % and # trucks, truck AADT of proposed 2040 – SR-138</p> <p>No Build: ADT = 40,700, Truck ADT = 2,442 (6%), LOS = B/E Alternative 1 ADT = 73,600, Truck ADT = 3,680 (5%), LOS = B/E Alternative 2 ADT = 71,500, Truck ADT = 3,575 (5%), LOS = B TSM Alternative ADT = 40,700, Truck ADT = 2,442 (6%), LOS = B</p> |
| <p>Opening Year: If facility is an interchange(s) or intersection(s), Build and No Build cross-street AADT, % and # trucks, truck AADT 2020 – I-5</p> <p>No Build: ADT = 82,000, Truck ADT = 20,500 (25%), LOS = NA TSM Alternative ADT = 82,000, Truck ADT = 20,500 (25%), LOS = NA</p> <p>2025 – I-5</p> <p>No Build: ADT = 92,100, Truck ADT = 23,025 (25%), LOS = NA Alternative 1 ADT = 93,600, Truck ADT = 23,400 (25%), LOS = NA Alternative 2 ADT = 93,600, Truck ADT = 23,400 (25%), LOS = NA</p> <p>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 2040 – I-5</p> <p>No Build: ADT = 122,300, Truck ADT = 30,575 (25%), LOS = NA Alternative 1 ADT = 125,800, Truck ADT = 31,450 (25%), LOS = NA Alternative 2 ADT = 125,800, Truck ADT = 31,450 (25%), LOS = NA TSM Alternative ADT = 122,300, Truck ADT = 30,575 (25%), LOS = NA</p> |
| <p>Describe potential traffic redistribution effects of congestion relief <i>(impact on other facilities)</i> See attached analysis</p> |
| <p>Comments/Explanation/Details <i>(attach additional sheets as necessary)</i> See attached analysis</p> |

PM_{2.5}/PM₁₀ Hot-Spot Analysis

The proposed project is located within a nonattainment area for federal PM_{2.5} and 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. The project does not qualify as a project of air quality concern (POAQC) because of the following reasons:

- i. The proposed project would improve SR-138 either by changing the existing highway or changing an existing regionally significant streets. As shown in Tables 1 through 6, traffic volumes along SR-138 would not exceed the 125,000 average daily trips criteria for a POAQC. In addition, although the truck percentage exceeds 8 percent, the truck traffic volumes would not exceed the 10,000 daily trip criteria for POAQC. For I-5, traffic volumes would exceed the 125,000 average daily trip and 10,000 daily truck trip criteria for a POAQC. However, the change in truck traffic volumes would not exceed the 10,000 daily trip criteria for POAQC.
- ii. The proposed project does not affect intersections that are at LOS D, E, or F with a significant number of diesel vehicles. Based on the Transportation Analysis Report (Fehr & Peers, June 2015), the proposed project would reduce the delay and improve the LOS at intersections within the project vicinity. The LOS conditions in the project vicinity with and without the proposed project are shown in Tables 7 through 10.
- iii. The proposed project does not include the construction of a new bus or rail terminal that would have a significant number of diesel vehicles congregating at a single location.
- iv. The proposed project does not expand an existing bus or rail terminal that would significantly increase the number of diesel vehicles congregating at a single location.
- v. The proposed project is 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 project meets the Clean Air Act requirements and 40 CFR 93.116 without any explicit hot-spot analysis. The proposed project would not create a new, or worsen an existing, PM₁₀ or PM_{2.5} violation.

Table 1: Alternative 1 Opening Year Traffic Volumes

| Roadway Segment | No Build (2025) | | | Alternative 1 (2025) | | | Project Increase | |
|----------------------------------|-----------------|-----------|---------|----------------------|-----------|---------|------------------|-----------|
| | ADT | Truck ADT | Truck % | ADT | Truck ADT | Truck % | ADT | Truck ADT |
| I-5 North of SR-138 ¹ | 88,500 | 22,125 | 25% | 94,500 | 22,736 | 25% | 6,000 | 611 |
| I-5 South of SR-138 | 92,100 | 23,025 | 25% | 93,600 | 23,400 | 25% | 1,500 | 375 |
| SR-138 East of I-5 | 20,600 | 2,678 | 13% | 35,200 | 2,816 | 8% | 14,600 | 138 |
| SR-138 West of 300th Street | 16,100 | 2,093 | 13% | 32,900 | 2,632 | 8% | 16,800 | 539 |
| SR-138 West of 245th Street | 12,700 | 1,651 | 13% | 26,500 | 2,120 | 8% | 13,800 | 469 |
| SR-138 West of 190th Street | 9,700 | 1,261 | 13% | 23,400 | 1,872 | 8% | 13,700 | 611 |
| SR-138 West of 110th Street | 10,100 | 1,313 | 13% | 22,400 | 1,792 | 8% | 12,300 | 479 |
| SR-138 West of 60th Street | 9,900 | 1,782 | 18% | 20,800 | 1,872 | 9% | 10,900 | 90 |
| SR-138 West of SR-14 | 9,700 | 1,746 | 18% | 19,500 | 1,755 | 9% | 9,800 | 9 |
| SR-14 North of SR-138 | 53,100 | 3,186 | 6% | 49,800 | 2,988 | 6% | -3,300 | -198 |
| SR-14 South of SR-138 | 55,200 | 3,312 | 6% | 56,100 | 3,366 | 6% | 900 | 54 |

Source: Transportation Analysis Report, June 2015.

1. The highlighted segments are partially or completely located within the SCAB and are subject to Transportation Conformity. All other roadway segments are located within the MDAB.

Table 2: Alternative 2 Opening Year Traffic Volumes

| Roadway Segment | No Build (2025) | | | Alternative 2 (2025) | | | Project Increase | |
|----------------------------------|-----------------|-----------|---------|----------------------|-----------|---------|------------------|-----------|
| | ADT | Truck ADT | Truck % | ADT | Truck ADT | Truck % | ADT | Truck ADT |
| I-5 North of SR-138 ¹ | 88,500 | 22,125 | 25% | 93,700 | 22,729 | 25% | 5,200 | 604 |
| I-5 South of SR-138 | 92,100 | 23,025 | 25% | 93,600 | 23,400 | 25% | 1,500 | 375 |
| SR-138 East of I-5 | 20,600 | 2,678 | 13% | 34,300 | 2,744 | 8% | 13,700 | 66 |
| SR-138 West of 300th Street | 16,100 | 2,093 | 13% | 31,900 | 2,552 | 8% | 15,800 | 459 |
| SR-138 West of 245th Street | 12,700 | 1,651 | 13% | 25,700 | 2,056 | 8% | 13,000 | 405 |
| SR-138 West of 190th Street | 9,700 | 1,261 | 13% | 22,400 | 1,792 | 8% | 12,700 | 531 |
| SR-138 West of 110th Street | 10,100 | 1,313 | 13% | 21,300 | 1,917 | 9% | 11,200 | 604 |
| SR-138 West of 60th Street | 9,900 | 1,782 | 18% | 19,200 | 1,728 | 9% | 9,300 | -54 |
| SR-138 West of SR-14 | 9,700 | 1,746 | 18% | 18,000 | 1,620 | 9% | 8,300 | -126 |
| SR-14 North of SR-138 | 53,100 | 3,186 | 6% | 50,500 | 3,030 | 6% | -2,600 | -156 |
| SR-14 South of SR-138 | 55,200 | 3,312 | 6% | 56,000 | 3,360 | 6% | 800 | 48 |

Source: Transportation Analysis Report, June 2015.

1. The highlighted segments are partially or completely located within the SCAB and are subject to Transportation Conformity. All other roadway segments are located within the MDAB.

Table 3: TSM Alternative Opening Year Traffic Volumes

| Roadway Segment | No Build (2020) | | | TSM Alternative (2020) | | | Project Increase | |
|----------------------------------|-----------------|-----------|---------|------------------------|-----------|---------|------------------|-----------|
| | ADT | Truck ADT | Truck % | ADT | Truck ADT | Truck % | ADT | Truck ADT |
| I-5 North of SR-138 ¹ | 81,000 | 20,250 | 25% | 81,000 | 20,250 | 25% | 0 | 0 |
| I-5 South of SR-138 | 82,000 | 20,500 | 25% | 82,000 | 20,500 | 25% | 0 | 0 |
| SR-138 East of I-5 | 13,900 | 1,807 | 13% | 13,900 | 1,807 | 13% | 0 | 0 |
| SR-138 West of 300th Street | 11,200 | 1,456 | 13% | 11,200 | 1,456 | 13% | 0 | 0 |
| SR-138 West of 245th Street | 9,100 | 1,183 | 13% | 9,100 | 1,183 | 13% | 0 | 0 |
| SR-138 West of 190th Street | 7,100 | 923 | 13% | 7,100 | 923 | 13% | 0 | 0 |
| SR-138 West of 110th Street | 7,500 | 975 | 13% | 7,500 | 975 | 13% | 0 | 0 |
| SR-138 West of 60th Street | 7,400 | 1,332 | 18% | 7,400 | 1,332 | 18% | 0 | 0 |
| SR-138 West of SR-14 | 7,200 | 1,296 | 18% | 7,200 | 1,296 | 18% | 0 | 0 |
| SR-14 North of SR-138 | 49,500 | 2,970 | 6% | 49,500 | 2,970 | 6% | 0 | 0 |
| SR-14 South of SR-138 | 51,600 | 3,096 | 6% | 51,600 | 3,096 | 6% | 0 | 0 |

Source: Transportation Analysis Report, June 2015.

1. The highlighted segments are partially or completely located within the SCAB and are subject to Transportation Conformity. All other roadway segments are located within the MDAB.

Table 4: Alternative 1 2040 Year Traffic Volumes

| Roadway Segment | No Build (2040) | | | Alternative 1 (2040) | | | Project Increase | |
|----------------------------------|-----------------|-----------|---------|----------------------|-----------|---------|------------------|-----------|
| | ADT | Truck ADT | Truck % | ADT | Truck ADT | Truck % | ADT | Truck ADT |
| I-5 North of SR-138 ¹ | 110,900 | 27,725 | 25% | 124,500 | 29,315 | 25% | 13,600 | 1,590 |
| I-5 South of SR-138 | 122,300 | 30,575 | 25% | 125,800 | 31,450 | 25% | 3,500 | 875 |
| SR-138 East of I-5 | 40,700 | 2,442 | 6% | 73,600 | 3,680 | 5% | 32,900 | 1,238 |
| SR-138 West of 300th Street | 30,500 | 1,830 | 6% | 68,400 | 3,420 | 5% | 37,900 | 1,590 |
| SR-138 West of 245th Street | 23,500 | 1,410 | 6% | 54,700 | 2,735 | 5% | 31,200 | 1,325 |
| SR-138 West of 190th Street | 17,500 | 1,050 | 6% | 48,300 | 2,415 | 5% | 30,800 | 1,365 |
| SR-138 West of 110th Street | 18,200 | 1,092 | 6% | 45,800 | 2,290 | 5% | 27,600 | 1,198 |
| SR-138 West of 60th Street | 17,500 | 700 | 4% | 42,000 | 2,100 | 5% | 24,500 | 1,400 |
| SR-138 West of SR-14 | 17,100 | 684 | 4% | 39,100 | 1,955 | 5% | 22,000 | 1,271 |
| SR-14 North of SR-138 | 64,200 | 3,852 | 6% | 56,700 | 3,402 | 6% | -7,500 | -452 |
| SR-14 South of SR-138 | 66,300 | 3,978 | 6% | 68,100 | 4,086 | 6% | 1,800 | 108 |

Source: Transportation Analysis Report, June 2015.

1. The highlighted segments are partially or completely located within the SCAB and are subject to Transportation Conformity. All other roadway segments are located within the MDAB.

Table 5: Alternative 2 2040 Year Traffic Volumes

| Roadway Segment | No Build (2040) | | | Alternative 2 (2040) | | | Project Increase | |
|----------------------------------|-----------------|-----------|---------|----------------------|-----------|---------|------------------|-----------|
| | ADT | Truck ADT | Truck % | ADT | Truck ADT | Truck % | ADT | Truck ADT |
| I-5 North of SR-138 ¹ | 110,900 | 27,725 | 25% | 122,600 | 29,205 | 25% | 11,700 | 1,480 |
| I-5 South of SR-138 | 122,300 | 30,575 | 25% | 125,800 | 31,450 | 25% | 3,500 | 875 |
| SR-138 East of I-5 | 40,700 | 2,442 | 6% | 71,500 | 3,575 | 5% | 30,800 | 1,133 |
| SR-138 West of 300th Street | 30,500 | 1,830 | 6% | 66,200 | 3,310 | 5% | 35,700 | 1,480 |
| SR-138 West of 245th Street | 23,500 | 1,410 | 6% | 52,700 | 2,635 | 5% | 29,200 | 1,225 |
| SR-138 West of 190th Street | 17,500 | 1,050 | 6% | 46,100 | 2,305 | 5% | 28,600 | 1,255 |
| SR-138 West of 110th Street | 18,200 | 1,092 | 6% | 43,200 | 2,160 | 5% | 25,000 | 1,068 |
| SR-138 West of 60th Street | 17,500 | 700 | 4% | 38,500 | 1,925 | 5% | 21,000 | 1,225 |
| SR-138 West of SR-14 | 17,100 | 684 | 4% | 35,700 | 1,785 | 5% | 18,600 | 1,101 |
| SR-14 North of SR-138 | 64,200 | 3,852 | 6% | 58,300 | 2,270 | 6% | -5,900 | -230 |
| SR-14 South of SR-138 | 66,300 | 3,978 | 6% | 68,000 | 2,650 | 6% | 1,700 | 60 |

Source: Transportation Analysis Report, June 2015.

1. The highlighted segments are partially or completely located within the SCAB and are subject to Transportation Conformity. All other roadway segments are located within the MDAB.

Table 6: TSM Alternative 2040 Year Traffic Volumes

| Roadway Segment | No Build (2040) | | | TSM Alternative (2040) | | | Project Increase | |
|----------------------------------|-----------------|-----------|---------|------------------------|-----------|---------|------------------|-----------|
| | ADT | Truck ADT | Truck % | ADT | Truck ADT | Truck % | ADT | Truck ADT |
| I-5 North of SR-138 ¹ | 110,900 | 27,725 | 25% | 110,900 | 27,725 | 25% | 0 | 0 |
| I-5 South of SR-138 | 122,300 | 30,575 | 25% | 122,300 | 30,575 | 25% | 0 | 0 |
| SR-138 East of I-5 | 40,700 | 2,442 | 6% | 40,700 | 2,442 | 6% | 0 | 0 |
| SR-138 West of 300th Street | 30,500 | 1,830 | 6% | 30,500 | 1,830 | 6% | 0 | 0 |
| SR-138 West of 245th Street | 23,500 | 1,410 | 6% | 23,500 | 1,410 | 6% | 0 | 0 |
| SR-138 West of 190th Street | 17,500 | 1,050 | 6% | 17,500 | 1,050 | 6% | 0 | 0 |
| SR-138 West of 110th Street | 18,200 | 1,092 | 6% | 18,200 | 1,092 | 6% | 0 | 0 |
| SR-138 West of 60th Street | 17,500 | 700 | 4% | 17,500 | 700 | 4% | 0 | 0 |
| SR-138 West of SR-14 | 17,100 | 684 | 4% | 17,100 | 684 | 4% | 0 | 0 |
| SR-14 North of SR-138 | 64,200 | 3,852 | 6% | 64,200 | 3,852 | 6% | 0 | 0 |
| SR-14 South of SR-138 | 66,300 | 3,978 | 6% | 66,300 | 3,978 | 6% | 0 | 0 |

Source: Transportation Analysis Report, June 2015.

1. The highlighted segments are partially or completely located within the SCAB and are subject to Transportation Conformity. All other roadway segments are located within the MDAB.

Table 7: 2025 with Project Intersection Level of Service

| No. | Intersection | 2025 No Build | | 2025 Alternative 1 | | 2025 Alternative 2 | |
|-----|---|---------------|--------------|--------------------|--------------|--------------------|--------------|
| | | AM Peak Hour | PM Peak Hour | AM Peak Hour | PM Peak Hour | AM Peak Hour | PM Peak Hour |
| 1 | Highway 138 & Gorman Post Road EB Ramps | F | F | B | B | A | A |
| 2 | Highway 138 & Gorman Post Road WB Ramps | F | F | A | B | A | B |
| 3 | Highway 138 & Private Road EB Ramps | C | C | A | A | B | B |
| 4 | Highway 138 & Private Road WB Ramps | C | C | A | A | B | B |
| 5 | Highway 138 & 300th Street W EB Ramps | B | B | A | A | B | B |
| 6 | Highway 138 & 300th Street W WB Ramps | B | B | A | A | B | B |
| 7 | Highway 138 & Margalo Drive | B | C | -- ¹ | -- | B | B |
| 8 | Highway 138 & 3 Points Road | F | F | -- ² | -- | C | B |
| 9 | Highway 138 & 230th Street W | B | B | B | B | B | B |
| 10 | Highway 138 & 210th Street W | C | C | -- ² | -- | A | A |
| 11 | Highway 138 & 190th Street W | C | C | B | B | B | B |
| 12 | Highway 138 & 170th Street W | D | C | -- ² | -- | A | A |
| 13 | Highway 138 & 110th Street W | C | C | B | B | B | B |
| 14 | Highway 138 & 90th Street W | C | D | -- ² | -- | B | B |
| 15 | Highway 138 & 80th Street W | C | C | B | B | B | B |
| 16 | Highway 138 & 70th Street W | C | C | B | B | B | B |
| 17 | Highway 138 & 60th Street W | C | C | -- ² | -- | B | B |
| 18 | Highway 138 & 30th Street W | B | C | B | B | B | B |
| 19 | Highway 138 & Highway 14 SB Off-Ramp | B | C | A | A | A | A |
| 20 | Highway 138 & Highway 14 NB Off-Ramp | B | B | A | A | A | A |

Source: Transportation Analysis Report, June 2015.

¹ Displaced left (free-flow).

² Median U-turn (free-flow).

Table 8: 2020 with Project Intersection Level of Service

| No. | Intersection | 2020 No Build | | 2020 TSM Alternative | |
|-----|--------------------------------------|---------------|--------------|----------------------|--------------|
| | | AM Peak Hour | PM Peak Hour | AM Peak Hour | PM Peak Hour |
| 1 | Highway 138 & Gorman Post Road | C | C | B | B |
| 2 | Highway 138 & Old Ridge Route Road | C | C | C | C |
| 3 | Highway 138 & Private Road | B | B | B | C |
| 4 | Highway 138 & 300th Street W | B | B | B | B |
| 5 | Highway 138 & Margalo Drive | B | B | B | B |
| 6 | Highway 138 & 280th Street W | B | B | B | B |
| 7 | Highway 138 & 3 Points Road | C | D | C | D |
| 8 | Highway 138 & La Petite Avenue | B | B | B | B |
| 9 | Highway 138 & 230th Street W | B | B | B | B |
| 10 | Highway 138 & 210th Street W | B | B | B | C |
| 11 | Highway 138 & 190th Street W | B | C | B | C |
| 12 | Highway 138 & 170th Street W | C | B | C | C |
| 13 | Highway 138 & 110th Street W | B | B | B | C |
| 14 | Highway 138 & 90th Street W | C | C | C | C |
| 15 | Highway 138 & 85th Street W | B | C | B | C |
| 16 | Highway 138 & 80th Street W | B | B | B | C |
| 17 | Highway 138 & 70th Street W | B | B | B | B |
| 18 | Highway 138 & 60th Street W | B | C | B | C |
| 19 | Highway 138 & 30th Street W | B | B | B | B |
| 20 | Highway 138 & Highway 14 SB Off-Ramp | B | B | B | B |
| 21 | Highway 138 & Highway 14 NB Off-Ramp | B | B | B | B |

Source: Transportation Analysis Report, June 2015.

Table 9: 2040 with Project Intersection Level of Service

| No. | Intersection | 2040 No Build | | 2040 Alternative 1 | | 2040 Alternative 2 | |
|-----|---|---------------|--------------|--------------------|--------------|--------------------|--------------|
| | | AM Peak Hour | PM Peak Hour | AM Peak Hour | PM Peak Hour | AM Peak Hour | PM Peak Hour |
| 1 | Highway 138 & Gorman Post Road EB Ramps | F | F | C | D | A | A |
| 2 | Highway 138 & Gorman Post Road WB Ramps | F | F | B | C | B | C |
| 3 | Highway 138 & Private Road EB Ramps | F | F | A | A | C | B |
| 4 | Highway 138 & Private Road WB Ramps | F | F | A | A | C | B |
| 5 | Highway 138 & 300th Street W EB Ramps | C | F | A | B | C | C |
| 6 | Highway 138 & 300th Street W WB Ramps | C | F | A | B | C | C |
| 7 | Highway 138 & Margalo Drive | B | C | -- ¹ | -- | C | D |
| 8 | Highway 138 & 3 Points Road | F | F | -- ² | -- | C | D |
| 9 | Highway 138 & 230th Street W | C | C | C | D | C | C |
| 10 | Highway 138 & 210th Street W | E | F | -- ² | -- | B | D |
| 11 | Highway 138 & 190th Street W | E | E | C | C | C | C |
| 12 | Highway 138 & 170th Street W | F | F | -- ² | -- | B | C |
| 13 | Highway 138 & 110th Street W | F | E | C | C | C | C |
| 14 | Highway 138 & 90th Street W | F | F | -- ² | -- | C | C |
| 15 | Highway 138 & 80th Street W | D | E | C | C | C | C |
| 16 | Highway 138 & 70th Street W | D | D | C | C | C | C |
| 17 | Highway 138 & 60th Street W | F | F | -- ² | -- | B | C |
| 18 | Highway 138 & 30th Street W | D | D | C | C | B | C |
| 19 | Highway 138 & Highway 14 SB Off-Ramp | B | C | C | B | B | B |
| 20 | Highway 138 & Highway 14 NB Off-Ramp | B | C | C | C | B | C |

Source: Transportation Analysis Report, June 2015.

¹ Displaced left (free-flow).

² Median U-turn (free-flow).

Table 10: 2040 with Project Intersection Level of Service

| No. | Intersection | 2040 No Build | | 2040 TSM Alternative | |
|-----|--------------------------------------|---------------|--------------|----------------------|--------------|
| | | AM Peak Hour | PM Peak Hour | AM Peak Hour | PM Peak Hour |
| 1 | Highway 138 & Gorman Post Road | F | F | F | F |
| 2 | Highway 138 & Old Ridge Route Road | F | F | F | F |
| 3 | Highway 138 & Private Road | F | F | F | F |
| 4 | Highway 138 & 300th Street W | C | F | C | F |
| 5 | Highway 138 & Margalo Drive | B | C | B | C |
| 6 | Highway 138 & 280th Street W | D | D | C | C |
| 7 | Highway 138 & 3 Points Road | F | F | B | B |
| 8 | Highway 138 & La Petite Avenue | F | F | F | F |
| 9 | Highway 138 & 230th Street W | C | C | C | C |
| 10 | Highway 138 & 210th Street W | E | F | D | F |
| 11 | Highway 138 & 190th Street W | E | E | E | E |
| 12 | Highway 138 & 170th Street W | F | F | F | F |
| 13 | Highway 138 & 110th Street W | F | E | F | F |
| 14 | Highway 138 & 90th Street W | F | F | F | F |
| 15 | Highway 138 & 85th Street W | D | E | D | E |
| 16 | Highway 138 & 80th Street W | D | E | D | F |
| 17 | Highway 138 & 70th Street W | D | D | D | D |
| 18 | Highway 138 & 60th Street W | F | F | F | F |
| 19 | Highway 138 & 30th Street W | D | D | D | D |
| 20 | Highway 138 & Highway 14 SB Off-Ramp | B | C | B | C |
| 21 | Highway 138 & Highway 14 NB Off-Ramp | B | C | B | C |

Source: Transportation Analysis Report, June 2015.