



MEMORANDUM

DATE: July 10, 2015

TO: Southern California Association of Governments, Transportation Conformity Working Group

FROM: Keith Lay, LSA Associates, Inc.

SUBJECT: Updated Traffic Volumes for the SR-55 Improvement Project between I-405 and I-5 (ORA100511)

The purpose of this memorandum is to inform the Transportation Conformity Working Group (TCWG) that the traffic volumes have been revised for the four build alternatives for the State Route 55 (SR-55) Improvement Project between Interstate 405 (I-405) and Interstate 5 (I-5) (ORA100511).

A Qualitative PM¹ Hot-spot Analysis was prepared for the proposed project (for four Build Alternatives and a No Build Alternative) and underwent Interagency Consultation (IAC) on December 3, 2013. The TCWG determined that the proposed hot-spot analysis was acceptable for NEPA circulation. On March 25, 2014 an updated PM Hot-spot analysis, with minor changes to the project description, was submitted to the TCWG. The TCWG determined that no additional PM analysis was required. The November 2013/February 2014 analysis included four build alternatives (Alternatives 1, 2, 3, and 4) and one no build alternative.

Tables A and C list the 2020 and 2040 SR-55 traffic volumes that were included in the approved PM Hot-spot analysis. Tables B and D list the updated 2020 and 2040 SR-55 traffic volumes (for four Build Alternatives and a No Build Alternative). Tables E and G list the project related change in 2020 and 2040 SR-55 traffic volumes that were included in the approved PM Hot-spot analysis. Tables F and H list the updated changes in 2020 and 2040 SR-55 traffic volumes. As shown in these tables, there is very little change in the traffic volumes on SR-55. Roadway segments where the 2015 traffic projections are higher than the 2013 projections are highlighted on Tables B and D. The largest increase in traffic, between the 2013 projections and the 2015 projections, would be in 2040 for Alternative 4 on SR-55 north of Irvine Boulevard/4th Street. At that location, the daily traffic volumes would increase from 260,170 to 265,250 vehicles. However, the maximum traffic volume on SR-55 for Alternative 4, between Edinger Avenue and McFadden Avenue, would decrease from 313,890 to 310,045 daily trips. The larger increase from No Build shown in Tables F and H is due to the lower No Build conditions included in the updated traffic analysis. Therefore, it is requested that the TCWG confirm that the revised traffic volumes do not change the December 3, 2013 determination that the hot-spot analysis is acceptable for NEPA circulation.

¹ Particulate matter.

Table A: 2020 SR-55 Traffic Volumes

Segment	No Build		Alternative 1		Alternative 2		Alternative 3		Alternative 4	
	ADT	Truck ADT	ADT	Truck ADT	ADT	Truck ADT	ADT	Truck ADT	ADT	Truck ADT
South of I-405	173,900	10,086	174,185	10,103	174,810	10,139	174,950	10,147	174,220	10,105
Between I-405 and Main Street	253,435	14,699	254,715	14,773	257,390	14,929	258,275	14,980	254,925	14,786
Between Main Street and Dyer Road	265,645	15,407	267,105	15,492	269,670	15,641	271,015	15,719	268,010	15,545
Between Dyer Road and Edinger Avenue	279,200	16,194	281,450	16,324	283,875	16,465	286,035	16,590	283,050	16,417
Between Edinger Avenue and McFadden Avenue	291,205	16,890	293,350	17,014	295,440	17,136	297,555	17,258	295,020	17,111
Between McFadden Avenue and I-5	256,880	14,899	258,395	14,987	260,325	15,099	256,980	14,905	255,045	14,793
North of Irvine Boulevard/4 th Street	223,435	12,959	223,885	12,985	224,210	13,004	224,070	12,996	223,825	12,982

Source: LSA Associates, Inc. and Fehr & Peers (October 2013).

ADT = average daily trips

I-405 = Interstate 405

I-5 = Interstate 5

SR-55 = State Route 55

Table B: Updated 2020 SR-55 Traffic Volumes

Segment	No Build		Alternative 1		Alternative 2		Alternative 3		Alternative 4	
	ADT	Truck ADT	ADT	Truck ADT	ADT	Truck ADT	ADT	Truck ADT	ADT	Truck ADT
South of I-405	171,505	9,947	171,855	9,968	172,395	9,999	172,630	10,013	172,095	9,982
Between I-405 and Main Street	251,275	14,574	252,730	14,658	255,070	14,794	256,180	14,858	253,340	14,694
Between Main Street and Dyer Road	264,935	15,366	266,940	15,483	269,450	15,628	271,115	15,725	269,200	15,614
Between Dyer Road and Edinger Avenue	278,450	16,150	281,380	16,320	283,445	16,440	285,410	16,554	283,590	16,448
Between Edinger Avenue and McFadden Avenue	290,425	16,845	293,180	17,004	294,905	17,104	296,590	17,202	295,570	17,143
Between McFadden Avenue and I-5	253,450	14,700	255,595	14,825	256,780	14,893	258,260	14,979	257,775	14,951
North of Irvine Boulevard/4 th Street	219,860	12,752	220,585	12,794	220,850	12,809	221,395	12,841	221,665	12,857

Source: LSA Associates, Inc. and Fehr & Peers (July 2015).

Note: Roadway segments where the 2015 traffic projections are higher than the 2013 projections are highlighted

ADT = average daily trips

I-405 = Interstate 405

I-5 = Interstate 5

SR-55 = State Route 55

Table C: 2040 SR-55 Traffic Volumes

Segment	No Build		Alternative 1		Alternative 2		Alternative 3		Alternative 4	
	ADT	Truck ADT	ADT	Truck ADT	ADT	Truck ADT	ADT	Truck ADT	ADT	Truck ADT
South of I-405	187,145	10,854	188,015	10,905	190,175	11,030	190,475	11,048	188,195	10,915
Between I-405 and Main Street	266,010	15,429	270,060	15,663	278,490	16,152	281,260	16,313	270,810	15,707
Between Main Street and Dyer Road	281,290	16,315	285,845	16,579	293,885	17,045	297,600	17,261	288,275	16,720
Between Dyer Road and Edinger Avenue	292,890	16,988	299,810	17,389	307,170	17,816	312,635	18,133	303,540	17,605
Between Edinger Avenue and McFadden Avenue	303,130	17,582	309,455	17,948	317,150	18,395	321,475	18,646	313,890	18,206
Between McFadden Avenue and I-5	280,540	16,271	285,470	16,557	291,440	16,904	287,025	16,647	282,240	16,370
North of Irvine Boulevard/4 th Street	259,230	15,035	260,065	15,084	262,420	15,220	262,025	15,197	260,170	15,090

Source: LSA Associates, Inc. and Fehr & Peers (October 2013).

ADT = average daily trips

I-405 = Interstate 405

I-5 = Interstate 5

SR-55 = State Route 55

Table D: Updated 2040 SR-55 Traffic Volumes

Segment	No Build		Alternative 1		Alternative 2		Alternative 3		Alternative 4	
	ADT	Truck ADT	ADT	Truck ADT	ADT	Truck ADT	ADT	Truck ADT	ADT	Truck ADT
South of I-405	176,250	10,223	176,910	10,261	178,365	10,345	179,070	10,386	177,185	10,277
Between I-405 and Main Street	255,255	14,805	258,930	15,018	265,425	15,395	268,440	15,570	260,245	15,094
Between Main Street and Dyer Road	273,770	15,879	278,675	16,163	284,960	16,528	288,705	16,745	282,955	16,411
Between Dyer Road and Edinger Avenue	285,900	16,582	293,460	17,021	299,060	17,345	303,740	17,617	298,100	17,290
Between Edinger Avenue and McFadden Avenue	296,890	17,220	304,445	17,658	309,615	17,958	313,625	18,190	310,045	17,983
Between McFadden Avenue and I-5	268,445	15,570	275,010	15,951	278,400	16,147	282,360	16,377	279,495	16,211
North of Irvine Boulevard/4 th Street	262,630	15,233	263,910	15,307	265,045	15,373	266,180	15,438	265,250	15,385

Source: LSA Associates, Inc. and Fehr & Peers (July 2015).

Note: Roadway segments where the 2015 traffic projections are higher than the 2013 projections are highlighted

ADT = average daily trips

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Table E: 2020 Change in SR-55 Traffic Volumes from the No Build Alternative to Each Build Alternative

Segment	Alternative 1 – No Build		Alternative 2 – No Build		Alternative 3 – No Build		Alternative 4 – No Build	
	ADT	Truck ADT						
South of I-405	285	17	910	53	1,050	61	320	19
Between I-405 and Main Street	1,280	74	3,955	229	4,840	281	1,490	86
Between Main Street and Dyer Road	1,460	85	4,025	233	5,370	312	2,365	138
Between Dyer Road and Edinger Avenue	2,250	131	4,675	271	6,835	396	3,850	223
Between Edinger Avenue and McFadden Avenue	2,145	124	4,235	246	6,350	368	3,815	221
Between McFadden Avenue and I-5	1,515	88	3,445	200	100	6	-1,835	-106
North of Irvine Boulevard/4 th Street	450	26	775	45	635	37	390	23

Source: LSA Associates, Inc. and Fehr & Peers (October 2013).

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Table F: Updated 2020 Change in SR-55 Traffic Volumes from the No Build Alternative to Each Build Alternative

Segment	Alternative 1 – No Build		Alternative 2 – No Build		Alternative 3 – No Build		Alternative 4 – No Build	
	ADT	Truck ADT						
South of I-405	350	20	890	52	1,125	65	590	34
Between I-405 and Main Street	1,455	84	3,795	220	4,905	284	2,065	120
Between Main Street and Dyer Road	2,005	116	4,515	262	6,180	358	4,265	247
Between Dyer Road and Edinger Avenue	2,930	170	4,995	290	6,960	404	5,140	298
Between Edinger Avenue and McFadden Avenue	2,755	160	4,480	260	6,165	358	5,145	298
Between McFadden Avenue and I-5	2,145	124	3,330	193	4,810	279	4,325	251
North of Irvine Boulevard/4 th Street	725	42	990	57	1,535	89	1,805	105

Source: LSA Associates, Inc. and Fehr & Peers (July 2015).

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Table G: Change in 2040 SR-55 Traffic Volumes from the No Build Alternative to Each Build Alternative

Segment	Alternative 1 – No Build		Alternative 2 – No Build		Alternative 3 – No Build		Alternative 4 – No Build	
	ADT	Truck ADT						
South of I-405	870	50	3,030	176	3,330	193	1,050	61
Between I-405 and Main Street	4,050	235	12,480	724	15,250	885	4,800	278
Between Main Street and Dyer Road	4,555	264	12,595	731	16,310	946	6,985	405
Between Dyer Road and Edinger Avenue	6,920	401	14,280	828	19,745	1,145	10,650	617
Between Edinger Avenue and McFadden Avenue	6,325	367	14,020	813	18,345	1,064	10,760	624
Between McFadden Avenue and I-5	4,930	286	10,900	632	6,485	376	1,700	99
North of Irvine Boulevard/4 th Street	835	48	3,190	185	2,798	162	940	55

Source: LSA Associates, Inc. and Fehr & Peers (October 2013).

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Table H: Updated Change in 2040 SR-55 Traffic Volumes from the No Build Alternative to Each Build Alternative

Segment	Alternative 1 – No Build		Alternative 2 – No Build		Alternative 3 – No Build		Alternative 4 – No Build	
	ADT	Truck ADT						
South of I-405	660	38	2,115	122	2,820	163	935	54
Between I-405 and Main Street	3,675	213	10,170	590	13,185	765	4,990	289
Between Main Street and Dyer Road	4,905	284	11,190	649	14,935	866	9,185	532
Between Dyer Road and Edinger Avenue	7,560	439	13,160	763	17,840	1,035	12,200	708
Between Edinger Avenue and McFadden Avenue	7,555	438	12,725	738	16,735	970	13,155	763
Between McFadden Avenue and I-5	6,565	381	9,955	577	13,915	807	11,050	641
North of Irvine Boulevard/4 th Street	1,280	74	2,415	140	3,550	205	2,620	152

Source: LSA Associates, Inc. and Fehr & Peers (July 2015).

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