

RTIP ID# (required) LA0G1324

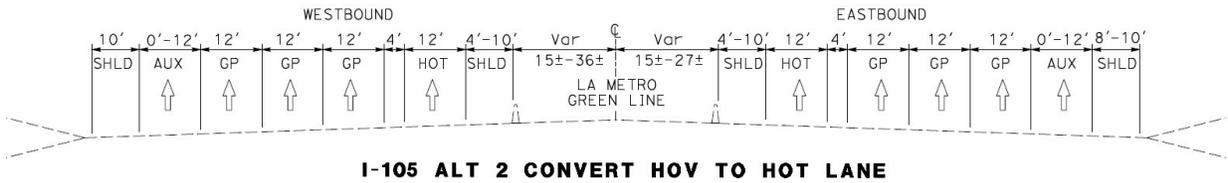
TCWG Consideration Date June 25, 2019

Project Description (clearly describe project)

Alternative 1: No-Build

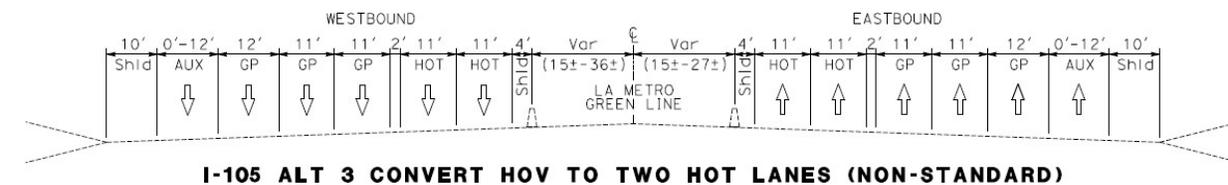
Alternative 2: Convert existing HOV to HOT lane

Alternative 2 proposes to convert the existing HOV lane to an ExpressLane (HOT Lane) along EB and WB I- 105 between I-405 and I-605. Construction of toll and communication infrastructure and modification/installation of overhead signs are required. Alternative 2 proposes to widen the freeway up to 8 feet in some locations to the outside to accommodate an additional weave lane at ingress/egress locations and maintain stopping sight distance at curves. Non-standard 4-foot inside shoulders are proposed in a few locations where constraints exist and standard 10-foot outside shoulders will be provided. To accommodate the proposed widening locations, a minimum sawcut of two feet into the adjacent existing roadway would be required. Retaining walls will be provided where required to minimize and avoid right of way acquisition. Modifications at ramp gore points are proposed at Central Ave, Paramount Blvd, Lakewood Blvd, and Bellflower Blvd. Improvements at system interchanges I-405/I-105, I-110/I-105, and I-710/I-105 are also proposed to convert existing HOV connectors to HOT connectors. Local roadway at Central Ave is proposed to be lowered to satisfy minimum vertical clearance requirement. Other improvements include construction of retaining walls and sound walls, utility improvements, and drainage improvements.



Alternative 3: Two HOT lanes

Alternative 3 proposes the addition of one new HOT lane along EB and WB I- 105, and conversion of the existing HOV lane to create a two-lane HOT facility between I-405 and I-605. Construction of toll and communication infrastructure and modification/installation of overhead signs are required. Alternative 3 proposes to widen the freeway to the outside in order to accommodate the proposed two-lane HOT facility as described. Non-standard 11-foot wide HOT lanes, 11-foot wide GP lanes, 4-foot inside shoulder, 2-foot buffer, and standard 10-foot outside shoulder will be provided in order to accommodate for the addition of the new HOT lane as part of Alternative 3. To accommodate the proposed widening, a minimum sawcut of two feet into the adjacent existing roadway would be required. Retaining walls will be provided where required to minimize and avoid right of way acquisition.



PM Conformity Hot Spot Analysis – Project Summary for Interagency Consultation

The reduction of shoulder and lane widths allows for accommodation of the proposed two-lane HOT facility without any proposed roadway widening. However, in locations with the following conditions, additional roadway widening is required:

- 12-foot wide weaving lane at HOT Lane ingress/egress locations
- Widening of inside/outside shoulder to maintain sight distance
- Mainline shift due to an existing maintenance gate
- 300-foot auxiliary lane at on-ramps at Wilmington Ave and Lakewood Blvd

Alternative 3 also proposes modifications at the ramp gore points at: Central Ave, Wilmington Ave, Long Beach Blvd, Paramount Blvd, Lakewood Blvd, and Bellflower Blvd. Several system interchanges will also be improved by converting existing HOV lane to a single HOT lane at the 110/405 interchange and adding a second HOT lane through the I-110/I-105 and I-710/I-105 interchanges. Some adjacent local facilities will also be reconstructed to satisfy minimum vertical clearance requirements on Central Ave, Fir St, Bullis Rd, and Harris Ave. Other improvements include construction of retaining walls and sound walls, utility improvements, and drainage improvements.

See attached Figure 1 for the project limits.

Type of Project (use Table 1 on instruction sheet)				
Change to existing State highway				
County Los Angeles	Narrative Location/Route & Postmiles LA-105 PM R2.1/R17.8			
	Caltrans Projects – EA# 07-31450			
Lead Agency: Caltrans				
Contact Person Andrew Yoon	Phone# 213.897.6117	Fax# 213.897.1634	Email Andrew.yoon@dot.ca.gov	
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)	<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: September 2020				
NEPA Assignment – Project Type (check appropriate box)				
<input type="checkbox"/> Exempt	<input type="checkbox"/> Section 326 –Categorical Exemption		<input checked="" type="checkbox"/> Section 327 – Non-Categorical Exemption	
Current Programming Dates (as appropriate)				
	PE/Environmental	ENG	ROW	CON
Start	Mar. 2018	Sept. 2020	Oct. 2020	Jan. 2025
End	Sep. 2020	Nov. 2023	Dec. 2023	May 2028

<p>Project Purpose and Need (Summary): <i>(attach additional sheets as necessary)</i></p> <p>Purpose The purpose of the proposed project is to mitigate existing congestion, and thus enhance traffic operations and mobility on I-105. The proposed improvements along the I-105 corridor will accomplish the following objectives:</p> <ul style="list-style-type: none"> ▪ Enhance operations and improve trip reliability, and travel times within the corridor ▪ Improve the traffic flow by reducing the congested areas and therefore, offering the motorist a faster and reliable commute ▪ Sustain and manage mobility within the corridor to include other transportation options such as managed lane <p>Need Deficiencies on I-105 within the Project limits are summarized below:</p> <ul style="list-style-type: none"> ▪ Current daily traffic demand on some sections of I-105 exceeds capacity due to heavy traffic on both weekdays and weekends ▪ The existing traffic of the mixed flow and HOV lanes of the I-105 exceeds the capacity; thus, future operating conditions will be further deteriorated ▪ According to the <i>2016 California High-Occupancy Vehicle Lane Degradation Determination Report (Caltrans, 2017b)</i> and the <i>2016 California High-Occupancy Vehicle Lane Degradation Action Plan (Caltrans, 2017a)</i>, the existing HOV facilities are degraded and the travel speed is below 45 MPH during peak periods
<p>Surrounding Land Use/Traffic Generators <i>(especially effect on diesel traffic)</i></p> <p>The proposed project spans along the I-105 corridor roughly from the I-405 junction to the I-605 junction. Parcels along the I-105 corridor are consisted of a mixture of residential, commercial, municipal, recreational, and industrial uses. Sensitive receptors include schools and hospitals within 0.5 mile of the I-105 corridor. The Los Angeles International Airport is located less than a mile west of the I-405 junction. Within the project limits, the Metro Green Line operates inside the barrier-protected median with passenger platforms at several Metro stations along the track.</p>
<p>Opening Year: Build and No Build LOS, AADT, % and # trucks, truck AADT of proposed facility</p> <p>Traffic forecast has been developed based on the 2016 SCAG RTP/SCS Regional Travel Demand Model (RTDM) with use of modified auto operating cost and transportation demand management assumptions. See attached memo.</p> <p>See attached Tables 1 through 4 for forecast data for the opening year (2027).</p>
<p>RTP Horizon Year / Design Year: Build and No Build LOS, AADT, % and # trucks, truck AADT of proposed facility</p> <p>Traffic forecast has been developed based on the 2016 SCAG RTP/SCS Regional Travel Demand Model (RTDM) with use of modified auto operating cost and transportation demand management assumptions. See attached memo.</p> <p>See attached Tables 5 through 8 for forecast data for the horizon year (2040)</p>

<p>Opening Year: If facility is an interchange(s) or intersection(s), Build and No Build cross-street AADT, % and # trucks, truck AADT</p> <p>N/A</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</p> <p>N/A</p>
<p>Describe potential traffic redistribution effects of congestion relief <i>(impact on other facilities)</i></p> <p>The project is proposed to mitigate existing congestion and to enhance operations and mobility along the I-105 corridor as the current demands exceed its capacity and its HOV facilities are degraded with a travel speed below 45 MPH during peak period. When implemented, the proposed project is anticipated to enhance operations and improve trip reliability along the I-105 corridor, presenting the managed lane as a means to provide a faster and reliable commute. The I-105 will also connect with the existing I-110 HOT Lanes, further realizing regional HOT Lane network.</p>
<p>Comments/Explanation/Details <i>(attach additional sheets as necessary)</i></p> <ul style="list-style-type: none"> ▪ The Build Alternatives propose to convert the existing HOV lane to an HOT lane (Alternative 2); and to add another HOT Lane (Alternative 3). Tables 1 through 4 provide opening year average daily traffic (ADT) and truck ADT volumes in roadway segments along the I-105 corridor within the project limits. Tables 5 through 8 list the horizon year ADT and truck ADT volumes in segments along the I-105 corridor within the project limits. These tables also compare the ADT and Truck ADT volumes associated with the Build alternatives to the No Build conditions (Alternative 1). As shown in Tables 1 and 2, Alternative 2 would increase the truck volumes by up to 425 daily trips in 2027 while Tables 5 and 6 indicate increase in truck volumes by up to 361 in 2040. Tables 3 and 4 show that Alternative 3 would increase the truck volumes by up to 1,462 in 2027 while Tables 7 and 8 indicate increase in truck volumes by up to 2,282 in 2040. ▪ The proposed Build Alternatives would improve the managed lanes and are not anticipated to 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. ▪ The proposed Build Alternatives do not include the construction of a new bus or rail terminal. ▪ The proposed Build Alternatives do not expand an existing bus or rail terminal. ▪ The proposed Build Alternatives are not in or affecting locations, areas, or categories of sites that are identified in the PM2.5 and PM10 applicable implementation plan or implementation plan submission, as appropriate, as sites of violation or possible violation. <p>As summarized above, the proposed Build Alternatives for the I-105 Corridor HOT Lane project do not satisfy the criteria listed in 40 CFR 93.123(b); and it is recommended that the project be concurred as not of air quality concern for particulate matters (PM10 and PM2.5).</p>



Figure 1. Project limits