

RTIP ID# 1163S004 (FTIP# LA0G1452) (when amended)				
TCWG Consideration Date June 26, 2018				
Project Description				
<p>The proposed project realigns and widens the South Street off-ramp along Southbound (SB) Interstate 605 (I-605) in the City of Cerritos in Los Angeles County at Post Miles R3.7/R4.5. The total project length is approximately 0.8 mile. A location map is attached to this form.</p> <p>Currently, two lanes exiting the SB I-605 line up with left turn lanes at the intersection with South Street. A right turn lane widens off of the outside of the left turn lane. The proposed project will reconfigure the off-ramp lanes so that one lane opens to dual left turn lanes and the other opens to dual right turn lanes. The purpose of the proposed project is to improve off-ramp storage capacity and operations and to improve safety.</p> <p>The Build Alternative includes the following work:</p> <ul style="list-style-type: none"> • Realigning the exit gore area • Adding a fourth turn lane at the intersection with South Street • Constructing a retaining wall along the off-ramp • Constructing a cantilever overhead sign for the exit point • Constructing a two post overhead sign near the ramp terminus with lane designations • Replacing the existing traffic signal at the intersection of the SB off-ramp and South Street 				
Type of Project <i>(use Table 1 on instruction sheet)</i>				
Reconfigure existing interchange				
County Los Angeles		Narrative Location/Route & Postmiles Interstate 605, PM R3.7/R4.5		
Caltrans Projects – EA# 07-34130				
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 <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>				
X	Categorical Exclusion (NEPA)	or	EA Draft EIS	FONSI or Final EIS
				PS&E or Construction
Other				
Scheduled Date of Federal Action: January 23, 2020				
NEPA Assignment – Project Type <i>(check appropriate box)</i>				
Exempt		Section 326 X –Categorical Exemption		Section 327 – Non- Categorical Exemption

Current Programming Dates <i>(as appropriate)</i>				
	PE/Environmental	ENG	ROW	CON
Start	12/22/2017	8/30/2018	9/27/2018	3/1/2019
End	8/30/2018	7/10/2019	1/10/2019	6/8/2021

Project Purpose and Need (Summary):

Purpose: The purpose of the project is to improve traffic operations on the SB I-605 off-ramp to South Street. The goals and objectives that have been identified for this project are:

- Improve off-ramp storage capacity and operations
- Improve safety

Need: This area has operational and queueing issues along the SB I-605 off-ramp to South Street, which is expected to degrade for the projected future (2045) ramp demand. The SB off-ramp to South Street in the study area is operating with the following deficiencies within the project limits:

- Congestion and queueing on the off-ramp due to high traffic demand accessing South Street
- Nonstandard deceleration distance for the off-ramp
- Higher than statewide average accident rates on the SB off-ramp to South Street
- Limited space available for improvements due to adjacent businesses along the existing right-of-way

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

The I-605 is a north-south transportation route within Los Angeles and Orange Counties and is used for international, interstate, interregional, and intraregional travel. It serves as a major route for access to the Los Angeles Central Business District and for Orange County trips. It is included in the Strategic Highway Network and is a Goods Movement Route, and it is also a Surface Transportation Assistance Act (STAA) National Network Route for use by oversized trucks.

The South Street off-ramp and proposed project area is immediately surrounded by commercial and residential uses, and the segments within the project area are currently designated as urbanized.

Opening Year: Build and No Build LOS, AADT, % and # trucks, truck AADT of proposed facility						
Opening Year (2022)	No Build			Build		
	AADT	Truck AADT	Truck %	AADT	Truck AADT	Truck %
SB I-605 @ South Street	133,900	9,373	7.0%	133,900	9,373	7.0%
SB Off-Ramp	22,850	686	3.0%	22,850	686	3.0%
RTP Horizon Year / Design Year: Build and No Build LOS, AADT, % and # trucks, truck AADT of proposed facility						
Horizon Year (2040)	No Build			Build		
	AADT	Truck AADT	Truck %	AADT	Truck AADT	Truck %
SB I-605 @ South Street	136,200	9,534	7.0%	136,200	9,534	7.0%
SB Off-Ramp	23,500	705	3.0%	23,500	705	3.0%
<p>The proposed project does not involve any improvement or work on the mainline I-605. AADT values were obtained from the Draft Traffic Study Report.</p>						
Opening Year: If facility is an interchange(s) or intersection(s), Build and No Build cross-street AADT, % and # trucks, truck AADT						
Opening Year (2022)	No Build			Build		
	AADT	Truck AADT	Truck %	AADT	Truck AADT	Truck %
South Street	41,370	827	2.0%	41,370	827	2.0%
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 (2040)	No Build			Build		
	AADT	Truck AADT	Truck %	AADT	Truck AADT	Truck %
South Street	42,600	852	2.0%	42,600	852	2.0%
<p>AADT values were obtained from the Draft Traffic Study Report.</p>						

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

The proposed project would not divert traffic to other routes and would not result in changes to the traffic volumes as shown in the tables above.

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

The following are the criteria used to determine Projects of Air Quality Concern, as per 40 CFR 93.123(b) – PM₁₀ and PM_{2.5} Hot Spots:

- (i) *New highway projects that have a significant number of diesel vehicles, and expanded highway projects that have a significant increase in the number of diesel vehicles;*

The proposed project is not a new highway project, nor does it increase the number of diesel vehicles significantly. As shown in the tables above, the number of diesel vehicles is expected to remain the same between the No Build and Build scenarios.

- (ii) *Projects affecting intersections that are at 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;*

The proposed project is not predicted to increase the number of diesel vehicles at the intersection, as shown in the tables above.

- (iii) *New bus and rail terminals and transfer points that have a significant number of diesel vehicles congregating at a single location;*

The proposed project does not include a new bus terminal, rail terminal, or transfer point.

- (iv) *Expanded bus and rail terminals and transfer points that significantly increase the number of diesel vehicles congregating at a single location; and*

The proposed project does not involve an expanded bus terminal, rail terminal, or transfer point.

- (v) *Projects in or affecting locations, areas, or categories of sites which are identified in the PM₁₀ or PM_{2.5} applicable implementation plan or implementation plan submission, as appropriate, as sites of violation or possible violation.*

The proposed project is not in and does not affect a site of PM₁₀ or PM_{2.5} air quality standard violation.

Because the five criteria above do not apply to the proposed project, it would not be considered a Project of Air Quality Concern.

Location Map

