



**CONFORMITY EXEMPTION FORM
PROJECT SUMMARY FOR INTERAGENCY CONSULTATION**
For projects that correct, improve, or eliminate a hazardous location or feature

Project Information

DIST-CO-RTE-PM: 07-LA-SR 60-PM 14.0/14.7

EA/EFIS ID (Caltrans Projects): 07-35870 / 0719000154

Fed. Aid. No. (Local Projects):

FTIP ID No. (required): LA0G1456

TCWG Consideration Date: May 26, 2020

Pollutant of Concern: PM2.5 and PM10

Contact Information

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Environmental Approval Information

Anticipated Federal Environmental Approval (check appropriate box):

23 USC 326 CE 23 USC 327 CE EA EIS

Anticipated Date of Federal Environmental Approval: June 26, 2020

Current Programming Dates (as appropriate):

	PA&ED	PS&E	ROW	CON
Start	4/1/2019	8/1/2020	9/1/2021	7/26/2022
End	7/31/2020	8/31/2021	3/22/2022	8/26/2023



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Project Details

Project Description

The Los Angeles County Metropolitan Transportation Authority (Metro), in cooperation with the California Department of Transportation (Caltrans), proposes to realign and reconstruct the State Route 60 (SR-60) on- and off-ramps on westbound (WB) at the 7th Avenue interchange to improve traffic operation and enhance traffic safety. Caltrans is the Lead Agency under California Environmental Quality Act (CEQA) and National Environmental Policy Act (NEPA), as assigned by the Federal Highway Administration (FHWA).

The Project proposes to reconstruct the WB SR-60 on- and off-ramps, modify the terminus of EB SR-60 off-ramp onto SB 7th Avenue, and restripe SB 7th Avenue. Restriping the diverging and merging gore points are included as work elements of reconstruction of WB on- and off-ramps. Additional Project improvements include:

- Increasing storage on WB SR-60 on-ramp by lengthening and widening the ramp,
- Delineating the NB 7th Avenue to provide one shared left turn-through lane at WB SR-60 on-ramp/7th Avenue/Gale Avenue intersection,
- Restriping for exclusive lane on 7th Avenue following exclusive right turn from EB SR-60 off-ramp to SB 7th Avenue,
- Modifying the traffic signals at the intersections of WB SR-60 on-ramp/7th Avenue/Gale Avenue and Gale Avenue/WB SR-60 off-ramp,
- Realignment of barriers (i.e. retaining wall/sound walls) on the WB SR-60 on- and off-ramps.

No permanent right-of-way acquisitions of public or private property would occur as a result of the reconstruction and realignment of the ramps. Temporary construction easements (TCE) of residential properties would be required north of WB SR-60; however, the TCEs are not anticipated to require temporary or permanent relocation of residents.

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

Purpose

The purpose of the proposed Project is to improve traffic safety, alleviate congestion, and improve traffic flow and operational conditions for the 7th Avenue WB on- and off-ramps, EB off-ramp, and along 7th Avenue and Gale Avenue.

Need

During the morning peak period, the WB SR-60 on-ramp experiences heavy traffic volumes. This causes inadequate queuing capacity along the NB 7th Avenue left turn lane and WB Gale Avenue through lane at the intersection of 7th Avenue and Gale Avenue/SR-60 WB on-ramp, blocking access to adjacent driveways and businesses.

In addition, the accident analysis provided in the I-605/SR-60 Corridor Improvement Project Study Report/Project Development Support Report (dated December 2015) indicates the collision rates at the



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WB off-ramp and eastbound (EB) off-ramp have higher than state average accident rates, with multiple accidents occurring at the ramp intersection.

The Project would address the needs within the Project limits.

Please provide collision data or justification on the need for the correction, improvement, or elimination of a hazardous location or feature:

Traffic accident data for the SR-60 at 7th Avenue interchange including freeway mainline and interchange ramps, was assembled from Caltrans' Traffic Accident and Surveillance Analysis Systems (TASAS) Table B data. Selective Accident Rate Calculation Reports and TASAS Selective Accident Retrieval (TSAR) were collected for a 3-year period between January 1, 2017 and December 31, 2019 in the study area.

Table A presents the 3-year accident data for mainline and ramps at SR-60 and 7th Avenue interchange. Accident rates were expressed as number of accidents per million vehicle miles traveled. As shown in the table, the total accident rate and the combined fatality and injury accident rates along westbound SR-60 mainline segment are marginally higher than the statewide average. The total accident rates for all the ramps at the interchange are higher than the statewide average for similar facilities. In westbound direction, the combined fatality and injury accident rates are higher than the statewide average at both off- and on-ramps. These locations are shown in boldface in the table.

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

Without increasing the capacity of SR-60 or 7th Avenue, or altering the traffic volumes at any of the local intersections, this Project would eliminate two existing hazardous features:

- 1) The existing WB off-ramp has a nonstandard horizontal stopping sight distance (SSD) around a horizontal curve, with higher than statewide average collision rate. This Project would provide a horizontal curve with standard SSD.
- 2) The existing WB on-ramp has a nonstandard merging taper (120 foot), also with a higher than statewide average collision rate. This Project would provide a standard 30:1 (360 foot) merging taper. This Project would also provide standard vertical and horizontal SSD.



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Table A. Freeway Mainline and Ramp Accident Data for SR-60/7th Avenue Interchange

Post Mile (PM)	Location	Number of Accidents				Actual Accident Rates ¹			Average Accident Rates ¹		
		Total	Fatal	Injury	F+I	Fatal	F+I	Total	Fatal	F+I	Total
Freeway Mainline											
12.800-15.701	SR-60 Eastbound Mainline	284	1	78	79	0.002	0.20	0.71	0.004	0.29	0.89
12.800-15.701	SR-60 Westbound Mainline	444	2	131	133	0.005	0.33	1.10	0.004	0.29	0.89
Freeway Ramps											
14.16	SR-60 EB Off-ramp to SB 7th Ave	9	0	1	1	0	0.21	1.91	0.003	0.24	0.69
14.36	SR-60 EB Loop Off-Ramp to NB 7th Ave	6	0	1	1	0	0.19	1.14	0.004	0.3	0.93
14.52	SR-60 EB On-ramp from 7th Ave	5	0	1	1	0	0.17	0.84	0.002	0.21	0.60
14.44	SR-60 WB Off-ramp to Gale Ave/7th Ave	11	0	3	3	0	0.70	2.58	0.002	0.23	0.78
14.12	SR-60 WB On-ramp from 7th Ave	30	0	5	5	0	0.26	1.55	0.002	0.21	0.60

Source: Caltrans District 7 TASAS Table B Data (1/1/2017 to 12/31/2019)

Notes: ¹ For mainline sections and ramps, the accident rate is the number of accidents per million vehicle-miles.

Bold font indicates an actual accident rate that is higher than the average accident rate for the segment.