

INTERSTATE 10/605 TRANSITION CONNECTOR FROM SB I-605 TO EB I-10

DESCRIPTION OF CORRIDOR

The San Bernardino Freeway (I-10) is an east-west route classified as an interstate freeway that provides commuter access to the Los Angeles Central Business District from San Gabriel Valley, Riverside and San Bernardino Counties. I-605 is a regional interstate facility providing north-south connectivity from the San Gabriel Valley to the City of Long Beach and Orange County via the connection to I-405. Both freeways experience severe congestion while carrying substantial traffic volumes. The congestion is aggravated by weaving and the accidents in and around the vicinity of the interchange.

The existing interchange is exceptionally congested and a high accident location due to shared freeway-to-freeway connector moves. Instead of a four-level interchange with individual freeway-to-freeway connectors separated on their respective levels, the interchange is two-level and traffic utilizing the interchange weaves in short distances to move from one freeway to another as the connectors share common alignments.

The weaving conflict on the joint segment, westbound I-10 to southbound I-605 and southbound I-605 to eastbound I-10 connectors, results in queuing on the outer lanes of the freeways and weaving and congestion-related accidents in the vicinity of the interchange.

PROJECT DESCRIPTION

The project will construct the flyover connector from southbound I-605 to the eastbound I-10. The proposed fly-over direct connector (southbound I-605 to eastbound I-10) would replace the existing shared at-grade connector and result in the elimination of the weaving conflict.

PROJECT COST

CMIA Request: \$71,000,000

Total Cost: \$71,000,000

PROJECT BENEFITS

The new connector would eliminate weaving movements on the existing shared connector, reduce queuing on the westbound I-10 and southbound I-605 traffic and enhance the safety and operation of the interchange by reducing accidents.

Benefits Summary	
B/C Ratio	0.9
Vehicle Hours of Delay Saved:	400,500
Delay Savings:	\$2.7 million
Current ADT:	36,000
ADT Forecast w/o Project:	36,400
ADT Forecast w/ Project:	36,400

Mobility

The benefits of the proposed fly-over connector include:

- Provide an improved direct connection between I-10 and I-605 as the ramps will be lengthened and the acceleration and merge lanes upgraded to standards;

- Eliminate the conflicting weave movements with the westbound I-10 to southbound I-605 joint connector;
- Reduce the queuing of westbound traffic on the freeways;
- Enhance the safety and operation of I-10 & I-605 interchange; and
- Reduce cut-through traffic through a section of the City of Baldwin Park that is avoiding the congested interchange.

Connectivity

The Project improves the connectivity between two interstate freeways in the heart of the San Gabriel Valley.

Air Quality Benefits

The air quality benefits accrue to the HOV project east of this improvement. See CMIA Project # 3, Interstate 10 Extend El Monte Busway to County Line.

Safety

This project will eliminate the weaving movements on the shared connector and therefore reduce accidents.

Multi-modal Corridor Improvements Investments

This project is a companion project to the I-10 HOV lanes project where the HOV lanes will reduce congestion. The full effectiveness of the HOV lanes alone will be diminished as the mainline will continue to congest at the vicinity of the interchange without this Project. The mainline freeways experience severe back up due to the lowered capacity of the interchange and the non-standard interchange geometrics which cause severe weaving and slow traffic speeds forcing vehicles to queue as they approach and traverse the interchange.

Mitigating the Project Risks

The project study report was recently approved in September 2006 with its cost estimate.

The preferred alternative minimizes the right-of-way impacts in that only partial takes to accommodate the realignment of the adjacent frontage road were required. The acquisition costs were estimated at \$1.7 million.

The project report will be prepared in conjunction with the environmental documentation process.

Corridor Management Approach

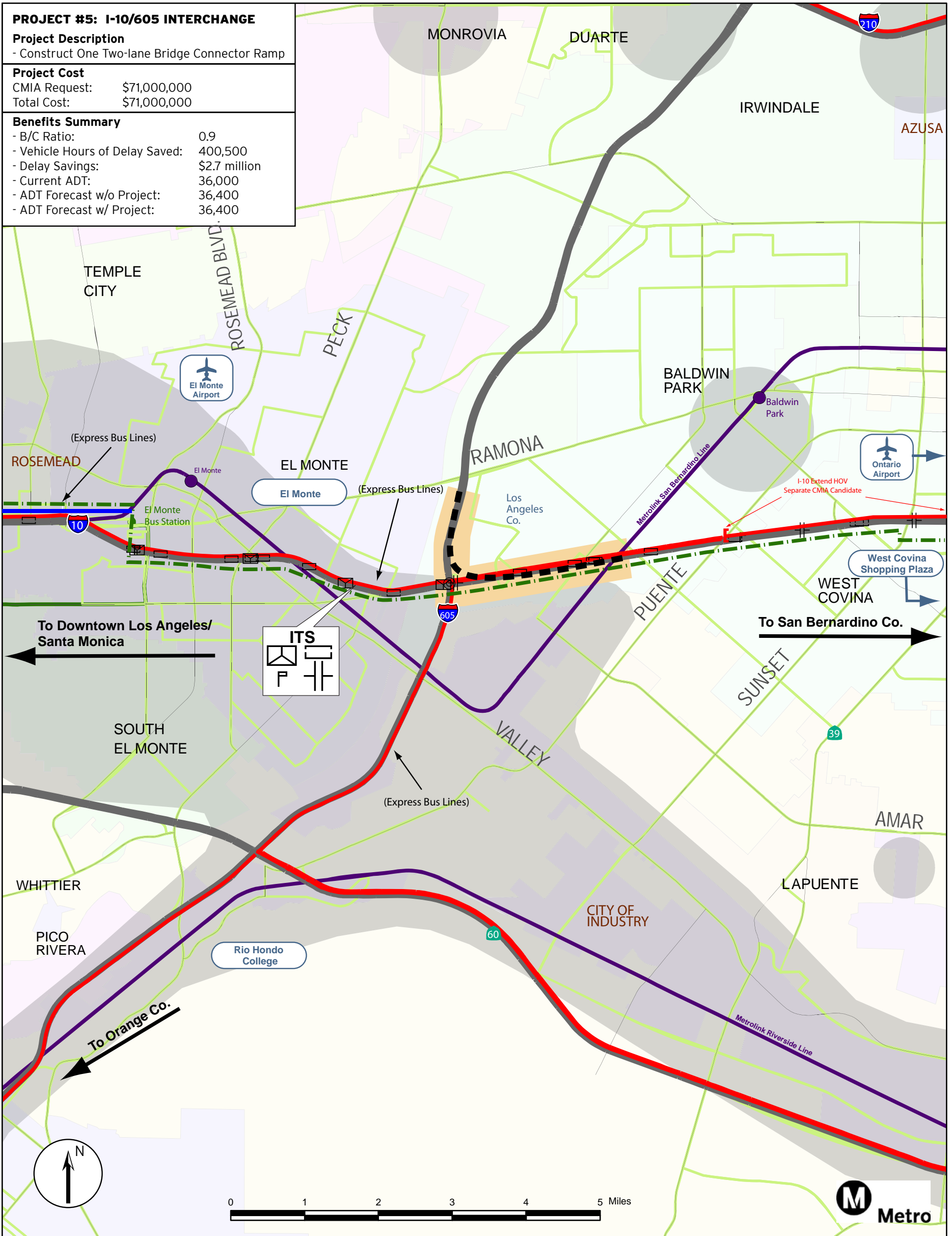
Caltrans and Metro are in the process of developing a corridor management plan (CMP) on all corridors for which improvements are submitted for funding from the Corridor Mobility Improvement Account Program (CMIA) to ensure a coordinated, multi-modal, congestion management approach.

Caltrans District 7 is committed to prepare CMPs using a multi-disciplinary and multi-functional approach, including but not limited to, representatives from district traffic operations, planning and maintenance. Participation of other functions such as design, program-project management and environmental is recommended based on the corridor. Regional agencies, congestion management agencies and modal operators will be involved through all stages of plan development. This effort will be coordinated with Metro's ITS program (see CMP description and ITS project description for more details).

PROJECT #5: I-10/605 INTERCHANGE
Project Description
 - Construct One Two-lane Bridge Connector Ramp

Project Cost
 CMA Request: \$71,000,000
 Total Cost: \$71,000,000

Benefits Summary
 - B/C Ratio: 0.9
 - Vehicle Hours of Delay Saved: 400,500
 - Delay Savings: \$2.7 million
 - Current ADT: 36,000
 - ADT Forecast w/o Project: 36,400
 - ADT Forecast w/ Project: 36,400

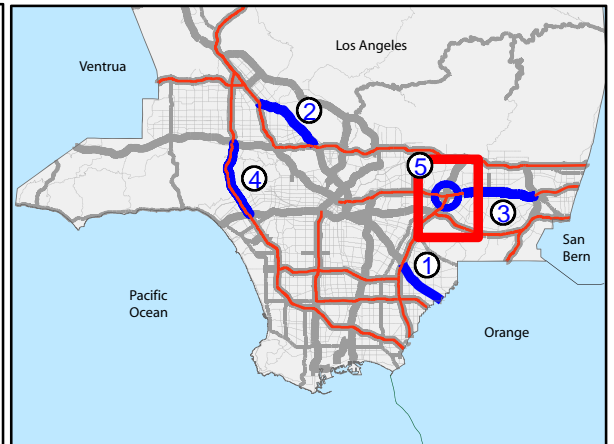


Corridor Mobility Improvement Account Program

I-10/I-605 Connector

January 9, 2007

- | | |
|--|--|
| Proposed I-10/I-605 Connector | CCTV - Closed Circuit TV |
| I-10/I-605 Project Limits | CMS - Changeable Message Sign |
| Metrolink Commuter Rail | HAR - Highway Advisory Radio |
| Metrolink Station | METER - Ramp Meter |
| Metro Rapid (Bus Rapid Transit) | RWIS - Roadside Weather Information System |
| MTA Bus Lines/Muni Lines | TMS - Transportation Management Systems |
| Existing HOV Lanes | SCAG SmartGrowth Areas |
| Freeway and Major Arterials | Activity Centers |
| Silver Streak (Bus Rapid Transit) (March 2004) | |
| El Monte Busway | |



CORRIDOR MOBILITY IMPROVEMENT ACCOUNT PROGRAM BENEFIT/COST ANALYSIS: PROJECT INPUT SHEET

Region/District: County:

Route: EA:

Describe Project:

Post mile: PPNO:

PROJECT DATA

Type of Project		Enter "X"
Hwy Capacity Expansion		
Operational Improvement		
Transp MGMT System (TMS)		
Other (describe: freeway connector)		x
Project Location (1 = So. Cal., 2 = No. Cal., or 3 = rural)		
		1
Length of Construction Period		
		2
		years
Duration of Peak Period (AM+PM)		
		3
		hours

HIGHWAY ACCIDENT DATA

Actual 3-Year Accident Data for Facility		
		Count (No.)
Fatal Accidents		0
Injury Accidents		33
Property Damage Only (PDO) Accidents		224
Statewide Average for Highway Classification		
	w/o Project	w/ Project
Accident Rate (per mil. veh-miles)	3.10	1.61
% Fatal Accidents	3%	1%
% Injury Accidents	100%	71%

HIGHWAY DESIGN AND TRAFFIC DATA

Highway Design			
	w/o Project	w/ Project	HOV Restriction
Number of General Traffic Lanes	1	2	
Number of HOV Lanes			
Highway Free-Flow Speed (in mph)	35	35	(2 or 3)
Project Length (in miles)	1	1	

Average Daily Traffic		
	w/o Project	w/ Project
Current	36,000	
Forecast (20 years after construction)	36,400	36,400
Average Hourly HOV Traffic (if HOV lanes)		
Percent Trucks (include RVs, if applicable)	100%	0
Truck Speed (if passing lane project)	7	7

TOTAL PROJECT COSTS (in escalated dollars)

From Project Nomination Fact Sheet:

Fiscal Year:	
2007-2008	\$ 12,000,000
2008-2009	\$
2009-2010	\$
2010-2011	\$ 58,460,000
2011-2012	\$
2012-2013	\$

COMMENTS:

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CORRIDOR MANAGEMENT IMPROVEMENT ACCOUNT**Interstate 10/605 Transition Connector from SB I-605 to EB I-10****Project Nomination Fact Sheet**

Nominating Agency: MTA/Caltrans		Fact Sheet Date: 01/09/07	
Contact Person	Ben Jong/Mehdi Salehinik		
Phone Number	(213)922-3053/ (213)897-7195	Fax Number	(213)922-6353/ (213)897-0648
Email Address	JongB@metro.net / mehdi_salehinik@dot.ca.gov		

Project Information:							
County	Caltrans District	PPNO *	EA *	Region/MPO/ TIP ID*	Route / Corridor *	Post Mile Back *	Post Mile Ahead *
LOS ANGELES	7	3529	245400	9	10/605	31.1	32.3
* NOTE: PPNO & EA assigned by Caltrans. Region/MPO/TIP ID assigned by RTPA/MPO. Route/Corridor & Post Mile Back/Ahead used for State Highway System							
Legislative Districts	Senate: 24			Congressional: 32,38			
	Assembly: 57						
Implementing Agency (by component)	PA&ED: CALTRANS			PS&E: CALTRANS			
	R/W: CALTRANS			CON: CALTRANS			
Project Title	Interstate 10/605 Transition Connector from SB I-605 to EB I-10						
Location - Project Limits - Description and Scope of Work (Provide a project location map on a separate sheet and attach to this form)							
Los Angeles County, San Bernardino Freeway (I-10) and San Gabriel River Freeway (I-605) Interchange, Construct one/two-lane bridge structure, branching off Southbound of Route 605 to Eastbound of Route 10 at-grade connector ramp.							
Description of Major Project Benefits							
The weaving conflict on a joint segment, westbound I-10 to southbound I-605 and southbound I-605 to eastbound I-10 connectors have resulted in queuing on the outer lane of the westbound I-10 and weaving related accidents. The proposed fly-over direct connector (southbound I-605 to eastbound I-10) would replace the existing southbound I-605 to eastbound I-10 at-grade connector and result in the elimination of the weaving conflict. The benefits of the proposed fly-over connector are that it will provide a direct connection between freeways (I-10 and I-605); eliminate weave movements on this joint segment; reduce the queuing of westbound traffic on I-10; provide for improved goods movement; and enhance the safety and operation of I-10 & I-605 interchange.							
Expected Source(s) of Additional Funding Necessary to Complete Project - as Identified Under 'Additional Need'							
Expected Source of Funding from Prop. 1B bonding, CMIA Augmentation and any other funding available thru LACMTA's call for project process							
Project Delivery Milestones (month/year):							
Project Study Report (PSR) complete	Sept/2006						
Notice of Preparation	Document Type: ND	July/2007					
Begin Circulation of Draft Environmental Document	Aug/2008						
Final Approval of Environmental Document	Jan/2009						
Completion of plans, specifications, and estimates	Nov/2010						
Right-of-way certification	Mar/2011						
Ready for advertisement	May/2011						
Construction contract award	Aug/2011						
Construction contract acceptance	Aug/2013						

NOTE: The CTC Corridor Mobility Improvement Account (CMIA) Program Guidelines should have been read and understood prior to preparation of the CMIA Fact Sheet. A copy of the CTC CMIA Guidelines and a template of the Project Fact Sheet are available at: <http://www.dot.ca.gov/hq/transprog/> and at: <http://www.catc.ca.gov/>

CORRIDOR MANAGEMENT IMPROVEMENT ACCOUNT
Project Nomination Fact Sheet - Project Cost and Funding Plan
 (dollars in thousands and escalated)

Shaded fields are automatically calculated. Please do not fill these fields.

				Date:	9-Jan-07
County	CT District	PPNO *	EA*	Region/MPO/TIP ID *	
LOS ANGELES	7	3529	245400	9	
Project Title:		Interstate 10/605 Transition Connector from SB I-605 to EB I-10			

* NOTE: PPNO and EA assigned by Caltrans. Region/MPO/TIP ID assigned by RTPA/MPO

Proposed Total Project Cost								Project Total
Component	Prior	07/08	08/09	09/10	10/11	11/12	12/13	
E&P (PA&ED)		1,430						1,430
PS&E		5,060						5,060
R/W SUP (CT) *		1,210						1,210
CON SUP (CT) *					5,060			5,060
R/W		4,300						4,300
CON					53,400			53,400
TOTAL	0	12,000	0	0	58,460	0	0	70,460

Corridor Management Improvement Account (CMIA) Program

Component	Prior	07/08	08/09	09/10	10/11	11/12	12/13	Total
E&P (PA&ED)		1,430						1,430
PS&E		5,060						5,060
R/W SUP (CT) *		1,210						1,210
CON SUP (CT) *					5,060			5,060
R/W		4,300						4,300
CON					53,400			53,400
TOTAL	0	12,000	0	0	58,460	0	0	70,460

* NOTE: R/W SUP and CON SUP to be used only for projects implemented by Caltrans

Additional Funding Needs (funding needs not yet committed)

Component	Prior	07/08	08/09	09/10	10/11	11/12	12/13+	Total
E&P (PA&ED)								0
PS&E								0
R/W SUP (CT) *								0
CON SUP (CT) *								0
R/W								0
CON								0
TOTAL	0	0	0	0	0	0	0	0

Shaded fields are automatically calculated. Please do not fill these fields.