

RTIP ID# *(required)* LA0G1563

TCWG Consideration Date: July 28, 2020

Project Description *(clearly describe project)*

The proposed Build Alternative includes construction of a Collector-Distributor (C-D) Road. The C-D Road Alternative implements a concrete-barrier-separated system that would run parallel to the SR-91 mainline, connecting Central Avenue and Wilmington Avenue on- and off-ramps. This alternative would consolidate multiple access points from the Central Avenue and Wilmington Avenue interchanges into a single access point, halving the number of ingress/egress points on the freeway mainline and redirecting the short and non-standard weaving areas from the freeway mainline to the C-D road. This would improve the merge and diverge movements and traffic congestion on the freeway mainline while increasing the weaving distance between Acacia Court and Avalon Boulevard. The C-D Road Alternative would have minimal ROW impacts because it would be constructed within existing Caltrans ROW.

The EB C-D road would begin approximately 1,000 feet east of the existing EB Central Avenue off-ramp. EB SR-91 would be widened to accommodate a single 12-foot auxiliary lane, providing the entrance for the C-D road. Approximately 650 feet east of the Central Avenue overcrossing, a concrete barrier separating the freeway mainline from the C-D road would begin and the existing EB Central Avenue on-ramp would merge with the C-D road as a second auxiliary lane. The C-D road would remain two lanes through the Wilmington Avenue interchange and would merge into one lane east of the existing Acacia Court off-ramp, which would continue to merge onto the SR-91 mainline at the approximate location of the existing Alameda Street auxiliary lane entrance. Due to the low volumes exiting at the existing EB Acacia Court off-ramp, this ramp would be removed to eliminate weaving issues between the high volume of vehicles entering the C-D road at Wilmington Avenue with those exiting at Acacia Court. In addition, elimination of the ramp would provide additional length for vehicles merging onto the C-D road from Wilmington Avenue as well as the merge of C-D road from two lanes to one lane.

The WB C-D road would begin approximately 750 feet east of Acacia Court Undercrossing and approximately 170 feet west of the existing railroad undercrossing. WB SR-91 would be widened to accommodate a single 12-foot auxiliary lane, providing the entrance for the C-D road. This would require widening the existing Acacia Court undercrossing by approximately 10 feet. Approximately 966 feet west of the Acacia Court undercrossing, an additional off-ramp lane would be added to the C-D road and the concrete barrier separating the freeway mainline from the C-D road would begin. In addition, a 12-foot auxiliary lane is proposed between Wilmington Avenue and Acacia Court to provide additional capacity and improve weaving. The C-D road would continue as two 12-foot lanes through the Wilmington Avenue interchange, at which point one lane would drop at the existing Central Avenue off-ramp and the other lane would continue to merge onto the SR-91 mainline approximately 1,000 feet east of the existing Central Avenue on-ramp.

The proposed widening for the two-lane C-D road would require tie-back retaining walls underneath the Wilmington Avenue overcrossing in both the EB and WB directions. The height of the tie-back retaining walls would be approximately 12 feet. In addition, retaining walls separating the freeway mainline from the C-D road lanes would be added in both the EB and WB directions. The height of these retaining walls would range from 2 to 12 feet.

The project study area and limits are depicted in the attached Figure 1 and Figures 2-1 through 2-9.

PM Conformity Hot Spot Analysis – Project Summary for Interagency Consultation

| | | | | |
|--|---|--|--|---------------------------------------|
| Type of Project (use Table 1 on instruction sheet) Change to Existing State Highway | | | | |
| County Los Angeles | Narrative Location/Route & Postmiles: SR-91; PM R7.00 to R11.04 Caltrans Projects – EA# 35920 | | | |
| Lead Agency: Caltrans District 7 | | | | |
| Contact Person Andrew Yoon, P.E. | Phone# 213.897.6117 | Fax# 213.897.1634 | Email Andrew.yoon@dot.ca.gov | |
| Hot Spot Pollutant of Concern (check one or both) x PM2.5 x PM10 | | | | |
| 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: 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 | 2019 | 2021 | 2022/2023 | 2023 |
| End | 2020/2021 | 2022/2023 | 2023 | 2025 |
| Project Purpose and Need (Summary): (attach additional sheets as necessary) | | | | |
| <u>Purpose</u> The purpose of the project is to reduce congestion, improve mobility and safety of the freeway (both mainline and ramps) on SR-91 between approximately Central Avenue and Acacia Court, and enhance local roadway operations. | | | | |
| <u>Need</u> The SR-91 corridor currently experiences congestion, which is exacerbated by increased traffic volumes and closely spaced freeway entrance and exit ramps. The short distance between the closely spaced interchanges at Acacia Court, Wilmington Avenue and Central Avenue causes congestion and weaving issues on the mainline. There is also a high concentration of collisions throughout the corridor. | | | | |
| Surrounding Land Use/Traffic Generators (especially effect on diesel traffic) Nearby land uses consist of a mix of land uses, including commercial, industrial, public, and residential uses. The nearest residential land uses are generally located adjacent to and north of SR-91, west of S. Avalon Boulevard. Residential land uses are also located adjacent to and south of E. Albertoni Street, south of SR-91, between S. Avalon Boulevard and S. Central Avenue. Residential land uses, as well as, Jordan Plus High School are also located adjacent to and south of the SR-91 eastbound Long Beach Boulevard off-ramp. Diesel truck traffic in the area is predominantly generated by nearby industrial land uses. The proposed project would not significantly affect truck traffic volumes. Nearby land uses are depicted in Figure 1. | | | | |

| |
|--|
| <p>Opening Year: Build and No Build LOS, AADT, % and # trucks, truck AADT of proposed facility Opening Year LOS data for the SR-91 mainline build and no build conditions are summarized in Table 1. The AADT, including truck AADT and truck percentages, for the affected roadway segments for Opening Year of the proposed facility are summarized in Table 3.</p> |
| <p>RTP Horizon Year / Design Year: Build and No Build LOS, AADT, % and # trucks, truck AADT of proposed facility Horizon Year/Design Year LOS data for the SR-91 mainline build and no build conditions are summarized in Table 2. The AADT, including truck AADT and truck percentages, for the affected roadway segments for the Horizon Year/Design Year of the proposed facility are summarized in Table 4.</p> |
| <p>Opening Year: If facility is an interchange(s) or intersection(s), Build and No Build Intersection AADT, % and # trucks, truck AADT Design Year LOS data for intersections affected by the proposed project are summarized in Table 5. The proposed project would not result in significant increases in overall traffic or truck volumes at intersections.</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 Design Year LOS data for intersections affected by the proposed project are summarized in Table 5. The proposed project would not result in significant increases in overall traffic or truck volumes at intersections.</p> |
| <p>Describe potential traffic redistribution effects of congestion relief (<i>impact on other facilities</i>) The project would include operational improvements to SR-91 and would not result in significant increases in overall traffic or truck volumes.</p> |

PM Conformity Hot Spot Analysis – Project Summary for Interagency Consultation

Table 1. SR-91 Segment Levels of Service – Opening Year 2025

| Mainline Segment | AM Peak Hour | | | | PM Peak Hour | | | |
|--|------------------------|----|---------------------------------|----|------------------------|----|---------------------|----|
| | No Build (Density/LOS) | | Build Alternative (Density/LOS) | | No Build (Density/LOS) | | Build (Density/LOS) | |
| EB SR-91 GP: West of Avalon Off | 23 | C | 23 | C | 25 | C | 25 | C |
| EB SR-91 GP: Avalon Off to On | 29 | D | 29 | D | 32 | D | 32 | D |
| EB SR-91 GP: Avalon On to Central Off | 32 | D | 32 | D | 30 | D | 30 | D |
| EB SR-91 GP: Central Off to On | 26 | D | 19 | C | 32 | D | 23 | C |
| EB SR-91 GP: Central On to Wilmington Off | 30 | D | 20 | C | 31 | D | 30 | D |
| EB SR-91 GP: Wilmington Off to On | 26 | C | 20 | C | 34 | D | 30 | D |
| EB SR-91 GP: Wilmington On to Acacia Off | 29 | D | 20 | C | 35 | E | 30 | D |
| EB SR-91 GP: Acacia Off to Alameda Off | 22 | C | 29 | D | 28 | D | 35 | D |
| EB SR-91 GP: Alameda Off to Santa Fe Off | 28 | D | 28 | D | 35 | E | 36 | E |
| EB SR-91 GP: Santa Fe Off to Alameda On | 23 | C | 23 | C | 39 | E | 40 | E |
| EB SR-91 GP: Alameda On to Santa Fe On | 20 | C | 20 | C | 31 | D | 32 | D |
| EB SR-91 GP: West of Santa Fe On | 21 | C | 21 | C | 32 | D | 32 | D |
| WB SR-91 GP: East of Santa Fe Off | >43 | F | >43 | F | 23 | C | 23 | C |
| WB SR-91 GP: Santa Fe Off to Acacia On | 35 | D | 35 | D | 22 | C | 22 | C |
| WB SR-91 GP: Acacia On to Wilmington Off | 23 | C | 18 | B | 26 | C | 18 | C |
| WB SR-91 GP: Wilmington Off to On | 22 | C | 18 | B | 24 | C | 18 | C |
| WB SR-91 GP: Wilmington On to Central Off | 22 | C | 18 | B | 27 | C | 18 | C |
| WB SR-91 GP: Central Off to On | 34 | D | 34 | D | 21 | C | 21 | C |
| WB SR-91 GP: Central On to Avalon Off | 34 | D | 33 | D | 24 | C | 24 | C |
| WB SR-91 GP: Avalon Off to On | 33 | D | 32 | D | 21 | C | 21 | C |
| WB SR-91 GP: West of Avalon On | 26 | D | 26 | D | 18 | C | 18 | C |
| EB SR-91 HOV: West of Avalon to Central Off | 9 | A | 10 | A | 22 | C | 23 | C |
| EB SR-91 HOV: Central Off to Santa Fe Off | 9 | A | 10 | A | 22 | C | 23 | C |
| EB SR-91 HOV: West of Santa Fe Off | 9 | A | 10 | A | 22 | C | 23 | C |
| WB SR-91 HOV: East of Santa Fe Off to Acacia On | >43 | F | 33 | D | 10 | A | 9 | B |
| WB SR-91 HOV: Acacia On to Central Off (HOV Lane Ends) | >43 | F | 26 | D | 10 | A | 9 | B |
| EB SR-91 CD Road: SR-91 Off to Central On | -- | -- | -- | -- | -- | -- | -- | -- |
| EB SR-91 CD Road: Central On to Wilmington Off | -- | -- | 11 | B | -- | -- | 11 | B |
| EB SR-91 CD Road: Wilmington Off to On | -- | -- | 6 | A | -- | -- | 6 | A |
| EB SR-91 CD Road: Wilmington On to SR-91 On | -- | -- | 10 | B | -- | -- | 10 | B |
| WB SR-91 CD Road: SR-91 Off to Acacia On | -- | -- | 10 | A | -- | -- | 10 | A |
| WB SR-91 CD Road: Acacia On to Wilmington Off | -- | -- | 15 | B | -- | -- | 16 | B |
| WB SR-91 CD Road: Wilmington Off to On | -- | -- | 15 | B | -- | -- | 17 | B |
| WB SR-91 CD Road: Wilmington On to Central Off | -- | -- | 13 | B | -- | -- | 17 | B |
| WB SR-91 CD Road: Central Off to SR-91 On | -- | -- | -- | -- | -- | -- | -- | -- |

Source: Fehr & Peers 2020

PM Conformity Hot Spot Analysis – Project Summary for Interagency Consultation

Table 2. SR-91 Segment Levels of Service – Design Year 2040

| Mainline Segment | AM Peak Hour | | | | PM Peak Hour | | | |
|--|---------------------------|----|------------------------------------|----|---------------------------|----|------------------------|----|
| | No Build (Density/LOS) | | Build Alternative (Density/LOS) | | No Build (Density/LOS) | | Build (Density/LOS) | |
| EB SR-91 GP: West of Avalon Off | 24 | C | 24 | C | 26 | C | 27 | D |
| EB SR-91 GP: Avalon Off to On | 30 | D | 32 | D | 33 | D | 35 | D |
| EB SR-91 GP: Avalon On to Central Off | 33 | D | 34 | D | 31 | D | 32 | D |
| EB SR-91 GP: Central Off to On | 27 | D | 20 | C | 33 | D | 24 | C |
| EB SR-91 GP: Central On to Wilmington Off | 31 | D | 22 | C | 33 | D | 32 | D |
| EB SR-91 GP: Wilmington Off to On | 27 | D | 22 | C | 35 | E | 32 | D |
| EB SR-91 GP: Wilmington On to Acacia Off | 30 | D | 22 | C | 36 | E | 32 | D |
| EB SR-91 GP: Acacia Off to Alameda Off | 23 | C | 30 | D | 29 | D | 37 | E |
| EB SR-91 GP: Alameda Off to Santa Fe Off | 29 | D | 30 | D | 36 | E | 37 | E |
| EB SR-91 GP: Santa Fe Off to Alameda On | 24 | C | 25 | C | 41 | E | 43 | E |
| EB SR-91 GP: Alameda On to Santa Fe On | 20 | C | 21 | C | 32 | D | 34 | D |
| EB SR-91 GP: West of Santa Fe On | 22 | C | 22 | C | 33 | D | 34 | D |
| WB SR-91 GP: East of Santa Fe Off | >43 | F | >43 | F | 24 | C | 25 | C |
| WB SR-91 GP: Santa Fe Off to Acacia On | 35 | D | 35 | D | 23 | C | 24 | C |
| WB SR-91 GP: Acacia On to Wilmington Off | 23 | C | 18 | B | 27 | C | 20 | C |
| WB SR-91 GP: Wilmington Off to On | 22 | C | 18 | B | 25 | C | 20 | C |
| WB SR-91 GP: Wilmington On to Central Off | 22 | C | 18 | B | 27 | C | 20 | C |
| WB SR-91 GP: Central Off to On | 38 | E | 36 | E | 22 | C | 22 | C |
| WB SR-91 GP: Central On to Avalon Off | 34 | D | 35 | D | 25 | C | 26 | C |
| WB SR-91 GP: Avalon Off to On | 34 | D | 34 | D | 22 | C | 23 | C |
| WB SR-91 GP: West of Avalon On | 27 | D | 27 | D | 19 | C | 20 | C |
| EB SR-91 HOV: West of Avalon to Central Off | 10 | A | 10 | A | 23 | C | 24 | C |
| EB SR-91 HOV: Central Off to Santa Fe Off | 10 | A | 10 | A | 23 | C | 24 | C |
| EB SR-91 HOV: West of Santa Fe Off | 10 | A | 10 | A | 23 | C | 24 | C |
| WB SR-91 HOV: East of Santa Fe Off to Acacia On | >43 | F | 35 | E | 10 | A | 9 | A |
| WB SR-91 HOV: Acacia On to Central Off (HOV Lane Ends) | >43 | F | 27 | D | 10 | A | 9 | A |
| EB SR-91 CD Road: SR-91 Off to Central On | -- | -- | -- | -- | -- | -- | -- | -- |
| EB SR-91 CD Road: Central On to Wilmington Off | -- | -- | 22 | C | -- | -- | 11 | B |
| EB SR-91 CD Road: Wilmington Off to On | -- | -- | 12 | B | -- | -- | 6 | A |
| EB SR-91 CD Road: Wilmington On to SR-91 On | -- | -- | 13 | B | -- | -- | 10 | B |
| WB SR-91 CD Road: SR-91 Off to Acacia On | -- | -- | 10 | A | -- | -- | 10 | A |
| WB SR-91 CD Road: Acacia On to Wilmington Off | -- | -- | 15 | B | -- | -- | 16 | B |
| WB SR-91 CD Road: Wilmington Off to On | -- | -- | 15 | B | -- | -- | 17 | B |
| WB SR-91 CD Road: Wilmington On to Central Off | -- | -- | 13 | B | -- | -- | 17 | B |
| WB SR-91 CD Road: Central Off to SR-91 On | -- | -- | -- | -- | -- | -- | -- | -- |

Source: Fehr & Peers 2020

PM Conformity Hot Spot Analysis – Project Summary for Interagency Consultation

| Table 3. SR-91 Average Daily Traffic & Truck Volumes - Opening Year 2025 | | | | | | | | |
|--|-------------------------------|--------|---------------|---------|--------|---------------|----------------------|-------|
| Segment | Average-Daily Traffic Volumes | | | | | | | |
| | No-Build | | | Build | | | Change from No-Build | |
| | Total | Truck | Percent Truck | Total | Truck | Percent Truck | Total | Truck |
| EB SR-91 GP: West of Avalon Off | 114,060 | 10,040 | 8.8% | 114,920 | 10,110 | 8.8% | 860 | 70 |
| EB SR-91 GP: Avalon Off to On | 107,190 | 9,510 | 8.9% | 108,050 | 9,580 | 8.9% | 860 | 70 |
| EB SR-91 GP: Avalon On to Central Off | 113,520 | 10,880 | 9.6% | 114,380 | 10,950 | 9.6% | 860 | 70 |
| EB SR-91 GP: Alameda Off to Santa Fe Off | 112,030 | 11,280 | 10.1% | 112,810 | 11,240 | 10.0% | 780 | (40) |
| EB SR-91 GP: Santa Fe Off to Alameda On | 106,020 | 10,730 | 10.1% | 106,800 | 10,690 | 10.0% | 780 | (40) |
| EB SR-91 GP: Alameda On to Santa Fe On | 116,480 | 11,970 | 10.3% | 117,270 | 11,930 | 10.2% | 790 | (40) |
| EB SR-91 GP: East of Santa Fe On | 123,440 | 13,300 | 10.8% | 124,220 | 13,260 | 10.7% | 780 | (40) |
| WB SR-91 GP: East of Santa Fe Off | 120,000 | 9,890 | 8.2% | 120,780 | 10,030 | 8.3% | 780 | 140 |
| WB SR-91 GP: Central On to Avalon Off | 125,760 | 9,560 | 7.6% | 126,630 | 9,640 | 7.6% | 870 | 80 |
| WB SR-91 GP: Avalon Off to On | 120,230 | 8,280 | 6.9% | 121,170 | 8,360 | 6.9% | 940 | 80 |
| WB SR-91 GP: West of Avalon On | 120,680 | 8,650 | 7.2% | 126,090 | 9,040 | 7.2% | 5,410 | 390 |
| EB SR-91 HOV: East of Santa Fe Off | 13,150 | - | 0.0% | 13,330 | - | 0.0% | 180 | - |
| EB SR-91 GP: Central Off to On | 99,920 | 9,370 | 9.4% | | | | | |
| EB SR-91 GP: Central On to Wilmington Off | 109,920 | 10,510 | 9.6% | | | | | |
| EB SR-91 GP: Wilmington Off to On | 102,340 | 9,630 | 9.4% | | | | | |
| EB SR-91 GP: Wilmington On to Acacia Off | 117,030 | 11,930 | 10.2% | | | | | |
| EB SR-91 GP: Acacia Off to Alameda Off | 115,000 | 11,750 | 10.2% | | | | | |
| WB SR-91 GP: Santa Fe Off to Acacia On | 109,220 | 8,340 | 7.6% | | | | | |
| WB SR-91 GP: Acacia On to Wilmington Off | 119,530 | 9,750 | 8.2% | | | | | |
| WB SR-91 GP: Wilmington Off to On | 112,030 | 8,160 | 7.3% | | | | | |
| WB SR-91 GP: Wilmington On to Central Off | 119,060 | 9,220 | 7.7% | | | | | |
| WB SR-91 GP: Central Off to On | 107,190 | 7,830 | 7.3% | | | | | |
| EB SR-91 HOV: West of Avalon to Central Off | 11,230 | - | 0.0% | | | | | |
| EB SR-91 HOV: Central Off to Santa Fe Off | 12,100 | - | 0.0% | | | | | |
| WB SR-91 HOV: West of Santa Fe Off to Acacia On | 14,170 | - | 0.0% | | | | | |
| WB SR-91 HOV: Acacia On to Central Off (HOV Lane Ends) | 11,930 | - | 0.0% | | | | | |
| EB SR-91 GP: Central Off to CD Road Off | | | | 100,780 | 9,440 | 9.4% | | |
| EB SR-91 GP: CD Road Off to On | | | | 87,340 | 7,860 | 9.0% | | |
| EB SR-91 GP: CD Road On to Alameda Off | | | | 115,780 | 11,710 | 10.1% | | |
| WB SR-91 GP: Santa Fe Off to CD Road Off | | | | 109,920 | 8,470 | 7.7% | | |
| WB SR-91 GP: CD Road Off to On | | | | 90,780 | 5,520 | 6.1% | | |
| WB SR-91 GP: CD Road On to Central On | | | | 107,890 | 7,900 | 7.3% | | |
| EB SR-91 HOV: West of Avalon to CD Road Off | | | | 11,360 | - | 0.0% | | |

| Segment | Average-Daily Traffic Volumes | | | | | | | |
|---|-------------------------------|-------|---------------|--------|-------|---------------|----------------------|-------|
| | No-Build | | | Build | | | Change from No-Build | |
| | Total | Truck | Percent Truck | Total | Truck | Percent Truck | Total | Truck |
| EB SR-91 HOV: CD Road Off to Santa Fe Off | | | | 12,280 | - | 0.0% | | |
| WB SR-91 HOV: East of Santa Fe Off to CD Road Off | | | | 14,290 | - | 0.0% | | |
| WB SR-91 HOV: CD Road Off to Central Off (HOV Lane) | | | | 12,100 | - | 0.0% | | |
| EB SR-91 CD Road: SR-91 Off to Central On | | | | 9,610 | 1,170 | 12.2% | | |
| EB SR-91 CD Road: Central On to Wilmington Off | | | | 20,700 | 2,450 | 11.8% | | |
| EB SR-91 CD Road: Wilmington Off to On | | | | 11,090 | 1,370 | 12.4% | | |
| EB SR-91 CD Road: Wilmington On to SR-91 On | | | | 25,780 | 3,640 | 14.1% | | |
| WB SR-91 CD Road: SR-91 Off to Acacia On | | | | 19,380 | 2,990 | 15.4% | | |
| WB SR-91 CD Road: Acacia On to Wilmington Off | | | | 29,460 | 4,360 | 14.8% | | |
| WB SR-91 CD Road: Wilmington Off to On | | | | 21,960 | 2,780 | 12.6% | | |
| WB SR-91 CD Road: Wilmington On to Central Off | | | | 28,990 | 3,830 | 13.2% | | |
| WB SR-91 CD Road: Central Off to SR-91 On | | | | 17,110 | 2,440 | 14.3% | | |

| Segment | Average-Daily Traffic Volumes | | | | | | | |
|---|-------------------------------|--------|---------------|---------|--------|---------------|----------------------|-------|
| | No-Build | | | Build | | | Change from No-Build | |
| | Total | Truck | Percent Truck | Total | Truck | Percent Truck | Total | Truck |
| EB SR-91 GP: West of Avalon Off | 117,500 | 12,240 | 10.4% | 120,470 | 12,550 | 10.4% | 2,970 | 310 |
| EB SR-91 GP: Avalon Off to On | 110,630 | 11,710 | 10.6% | 113,590 | 12,020 | 10.6% | 2,960 | 310 |
| EB SR-91 GP: Avalon On to Central Off | 117,270 | 13,170 | 11.2% | 120,230 | 13,480 | 11.2% | 2,960 | 310 |
| EB SR-91 GP: Alameda Off to Santa Fe Off | 115,230 | 13,510 | 11.7% | 118,200 | 13,700 | 11.6% | 2,970 | 190 |
| EB SR-91 GP: Santa Fe Off to Alameda On | 109,220 | 12,960 | 11.9% | 112,190 | 13,150 | 11.8% | 2,970 | 190 |
| EB SR-91 GP: Alameda On to Santa Fe On | 119,690 | 14,200 | 11.9% | 122,660 | 14,390 | 11.8% | 2,970 | 190 |
| EB SR-91 GP: East of Santa Fe On | 126,560 | 15,510 | 12.3% | 129,530 | 15,700 | 12.2% | 2,970 | 190 |
| WB SR-91 GP: East of Santa Fe Off | 122,500 | 11,690 | 9.6% | 125,550 | 12,020 | 9.6% | 3,050 | 330 |
| WB SR-91 GP: Central On to Avalon Off | 128,940 | 11,380 | 8.8% | 132,400 | 11,680 | 8.8% | 3,460 | 300 |
| WB SR-91 GP: Avalon Off to On | 123,360 | 10,130 | 8.2% | 126,950 | 10,440 | 8.2% | 3,590 | 310 |
| WB SR-91 GP: West of Avalon On | 128,750 | 10,890 | 8.5% | 132,340 | 11,200 | 8.5% | 3,590 | 310 |
| EB SR-91 HOV: East of Santa Fe Off | 13,520 | - | 0.0% | 13,950 | - | - | 430 | - |
| EB SR-91 GP: Central Off to On | 103,360 | 11,620 | 11.2% | | | | | |
| EB SR-91 GP: Central On to Wilmington Off | 113,360 | 12,760 | 11.3% | | | | | |

| Table 4. SR-91 Average Daily Traffic & Truck Volumes – Design Year 2040 (Continued) | | | | | | | | |
|---|-------------------------------|--------|---------------|---------|--------|---------------|----------------------|-------|
| Segment | Average-Daily Traffic Volumes | | | | | | | |
| | No-Build | | | Build | | | Change from No-Build | |
| | Total | Truck | Percent Truck | Total | Truck | Percent Truck | Total | Truck |
| EB SR-91 GP: Wilmington Off to On | 105,470 | 11,840 | 11.2% | | | | | |
| EB SR-91 GP: Wilmington On to Acacia Off | 120,310 | 14,170 | 11.8% | | | | | |
| EB SR-91 GP: Acacia Off to Alameda Off | 118,200 | 13,980 | 11.8% | | | | | |
| WB SR-91 GP: Santa Fe Off to Acacia On | 111,720 | 10,140 | 9.1% | | | | | |
| WB SR-91 GP: Acacia On to Wilmington Off | 122,190 | 11,580 | 9.5% | | | | | |
| WB SR-91 GP: Wilmington Off to On | 114,690 | 9,990 | 8.7% | | | | | |
| WB SR-91 GP: Wilmington On to Central Off | 121,880 | 11,080 | 9.1% | | | | | |
| WB SR-91 GP: Central Off to On | 110,000 | 9,690 | 8.8% | | | | | |
| EB SR-91 HOV: West of Avalon to Central Off | 11,540 | - | 0.0% | | | | | |
| EB SR-91 HOV: Central Off to Santa Fe Off | 12,410 | - | 0.0% | | | | | |
| WB SR-91 HOV: West of Santa Fe Off to Acacia On | 14,460 | - | 0.0% | | | | | |
| WB SR-91 HOV: Acacia On to Central Off (HOV Lane Ends) | 12,220 | - | 0.0% | | | | | |
| EB SR-91 GP: Central Off to CD Road Off | | | | 106,330 | 11,930 | 11.2% | | |
| EB SR-91 GP: CD Road Off to On | | | | 92,580 | 10,250 | 11.1% | | |
| EB SR-91 GP: CD Road On to Alameda Off | | | | 121,170 | 14,170 | 11.7% | | |
| WB SR-91 GP: Santa Fe Off to CD Road Off | | | | 114,840 | 10,480 | 9.1% | | |
| WB SR-91 GP: CD Road Off to On | | | | 95,700 | 7,530 | 7.9% | | |
| WB SR-91 GP: CD Road On to Central On | | | | 113,130 | 9,980 | 8.8% | | |
| EB SR-91 HOV: West of Avalon to CD Road Off | | | | 11,980 | - | 0.0% | | |
| EB SR-91 HOV: CD Road Off to Santa Fe Off | | | | 12,840 | - | 0.0% | | |
| WB SR-91 HOV: East of Santa Fe Off to CD Road Off | | | | 14,880 | - | 0.0% | | |
| WB SR-91 HOV: CD Road Off to Central Off (HOV Lane) | | | | 12,560 | - | 0.0% | | |
| EB SR-91 CD Road: SR-91 Off to Central On | | | | 10,000 | 1,220 | 12.2% | | |
| EB SR-91 CD Road: Central On to Wilmington Off | | | | 21,090 | 2,500 | 11.8% | | |
| EB SR-91 CD Road: Wilmington Off to On | | | | 11,090 | 1,370 | 12.4% | | |
| EB SR-91 CD Road: Wilmington On to SR-91 On | | | | 25,930 | 3,670 | 14.2% | | |
| WB SR-91 CD Road: SR-91 Off to Acacia On | | | | 19,380 | 2,990 | 15.4% | | |
| WB SR-91 CD Road: Acacia On to Wilmington Off | | | | 29,610 | 4,390 | 14.8% | | |
| WB SR-91 CD Road: Wilmington Off to On | | | | 22,110 | 2,800 | 12.7% | | |
| WB SR-91 CD Road: Wilmington On to Central Off | | | | 29,300 | 3,900 | 13.3% | | |
| WB SR-91 CD Road: Central Off to SR-91 On | | | | 17,420 | 2,500 | 14.4% | | |

PM Conformity Hot Spot Analysis – Project Summary for Interagency Consultation

| Table 5. Intersection Levels of Service (LOS/Vehicle Delay) | | | | | | | | | | | |
|---|------------------|--------------|----------------------|-----------------------|----------------------|--------------------|----------------------|----------------------|----------------------|-------------------|----------------------|
| Intersection | Control Type | Existing | | Opening Year No-Build | | Opening Year Build | | Design Year No-Build | | Design Year Build | |
| | | AM | PM | AM | PM | AM | PM | AM | PM | AM | PM |
| 1. Avalon Blvd/Walnut St | Signal | B / 14 | B / 19 | B / 15 | C / 22 | B / 15 | C / 21 | B / 18 | C / 27 | B / 18 | C / 27 |
| 2. Avalon Blvd/Artesia Blvd | Signal | B / 15 | B / 12 | B / 16 | B / 13 | B / 16 | B / 12 | B / 18 | B / 14 | B / 17 | B / 14 |
| 3. Avalon Blvd/Albertoni St | Signal | C / 29 | D / 36 | C / 34 | D / 45 | C / 34 | D / 44 | D / 49 | <u>E / 59</u> | D / 48 | <u>E / 58</u> |
| 4. Central Ave/Walnut St | Signal | B / 19 | C / 31 | B / 21 | C / 33 | B / 21 | C / 33 | C / 21 | C / 38 | C / 21 | C / 38 |
| 5. Central Ave/Carl's Jr. Drwy | Side Street Stop | C / 15 (WBR) | C / 15 (WBR) | C / 16 (WBR) | C / 16 (WBR) | C / 16 (WBR) | C / 16 (WBR) | C / 16 (WBR) | C / 16 (WBR) | C / 16 (WBR) | C / 16 (WBR) |
| 6. Central Ave/Artesia Blvd | Signal | C / 23 | C / 23 | C / 24 | C / 24 | C / 24 | C / 22 | C / 28 | C / 26 | C / 28 | C / 25 |
| 7. Central Ave/Albertoni St | Signal | C / 32 | C / 29 | C / 33 | C / 31 | C / 31 | C / 30 | D / 37 | C / 34 | D / 32 | C / 33 |
| 8. Wilmington Ave/Walnut St | Signal | A / 9 | C / 20 | A / 10 | C / 23 | A / 10 | C / 23 | B / 11 | C / 32 | B / 11 | C / 32 |
| 9. Wilmington Ave/Artesia Blvd | Signal | D / 39 | D / 47 | D / 40 | D / 47 | D / 39 | D / 48 | D / 47 | D / 51 | D / 39 | D / 44 |
| 10. Wilmington Ave/Albertoni St | Signal | C / 29 | <u>E / 58</u> | C / 30 | <u>E / 61</u> | D / 42 | <u>E / 67</u> | D / 41 | <u>E / 67</u> | D / 47 | <u>E / 67</u> |
| 11. Acacia Ave/Walnut St | Side Street Stop | C / 19 (EBR) | C / 23 (EBR) | C / 20 (EBR) | D / 27 (EBR) | C / 20 (EBR) | C / 24 (EBR) | C / 20 (EBR) | D / 33 (EBR) | C / 20 (EBR) | D / 27 (EBR) |
| 12. Acacia Ave/Artesia Blvd | Signal | B / 17 | C / 35 | B / 19 | D / 38 | B / 17 | C / 22 | B / 20 | C / 45 | B / 17 | C / 24 |
| 13. Crystal Casino Drwy/Artesia Blvd | Signal | A / 6 | A / 3 | B / 13 | A / 7 | B / 13 | A / 7 | D / 45 | A / 7 | D / 45 | A / 7 |
| 14. Alameda St Connector/Artesia Blvd | Signal | B / 20 | B / 16 | C / 21 | B / 16 | C / 20 | B / 16 | C / 22 | B / 17 | C / 21 | B / 17 |
| 15. Alameda St/Alameda St Connector | Signal | B / 16 | B / 14 | B / 16 | B / 14 | B / 16 | B / 14 | B / 18 | B / 14 | B / 18 | B / 14 |
| 16. Alameda St/SR 91 EB Ramps | Signal | C / 31 | B / 14 | C / 33 | B / 14 | C / 33 | B / 14 | D / 46 | B / 14 | D / 46 | B / 14 |
| 17. Santa Fe Ave/SR 91 WB Off-ramp | Signal | A / 7 | A / 7 | A / 8 | A / 7 | A / 8 | A / 7 | A / 8 | A / 7 | A / 8 | A / 7 |
| 18. Santa Fe Ave/Artesia Blvd | Signal | D / 44 | D / 45 | D / 45 | D / 47 | D / 45 | D / 46 | D / 49 | D / 54 | D / 49 | D / 51 |
| 19. Santa Fe Ave/SR 91 EB Ramps | Signal | B / 17 | B / 13 | B / 18 | B / 14 | B / 18 | B / 14 | B / 18 | B / 14 | B / 18 | B / 14 |

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

Under 40 CFR 93.123(b)—PM₁₀ and PM_{2.5} Hot Spots—the following criteria are utilized to determine the potential for the proposed project to qualify as a Project of Air Quality Concern (POAQC):

- (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 project would not significantly increase the number of diesel vehicles operating within the project study area. As noted in Tables 3 and 4, the proposed build alternative would not result in an increased percentage of truck volumes along existing roadways.

- (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;*

In comparison to no-build conditions, proposed build improvements would improve overall vehicle congestion along SR-91. As noted in Table 5 and in comparison to no-build conditions, the proposed build alternative would not result in decreased level of service at intersections projected to operate at LOS D, or worse, for either opening year or future design year conditions. In addition, as noted in Table 3 and Table 4, the project would not result in significant increases in traffic volumes, nor would the project result in a significant increase the number of diesel vehicles operating within the project study area. As a result, the project would not adversely impact nearby intersections that are at LOS D, or worse, and that have a significant number of diesel vehicles.

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

The project is not a new or expanded bus or rail terminal, nor would the project adversely impact transfer points that have a significant number of diesel vehicles congregating at a single location.

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

The project is not a new or expanded bus or rail terminal, nor would the project adversely impact transfer points that have a significant number of diesel vehicles congregating at a single location.

- (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 build alternative is not in nor does it affect locations, areas, or categories of sites that are identified in the PM_{2.5} and PM₁₀ applicable implementation plan or implementation plan submission, as appropriate, as sites of violation or possible violation.

For the reasons noted above, the proposed project would not be considered a POAQC.

Figure 1. Project Limits & Nearby Land Uses

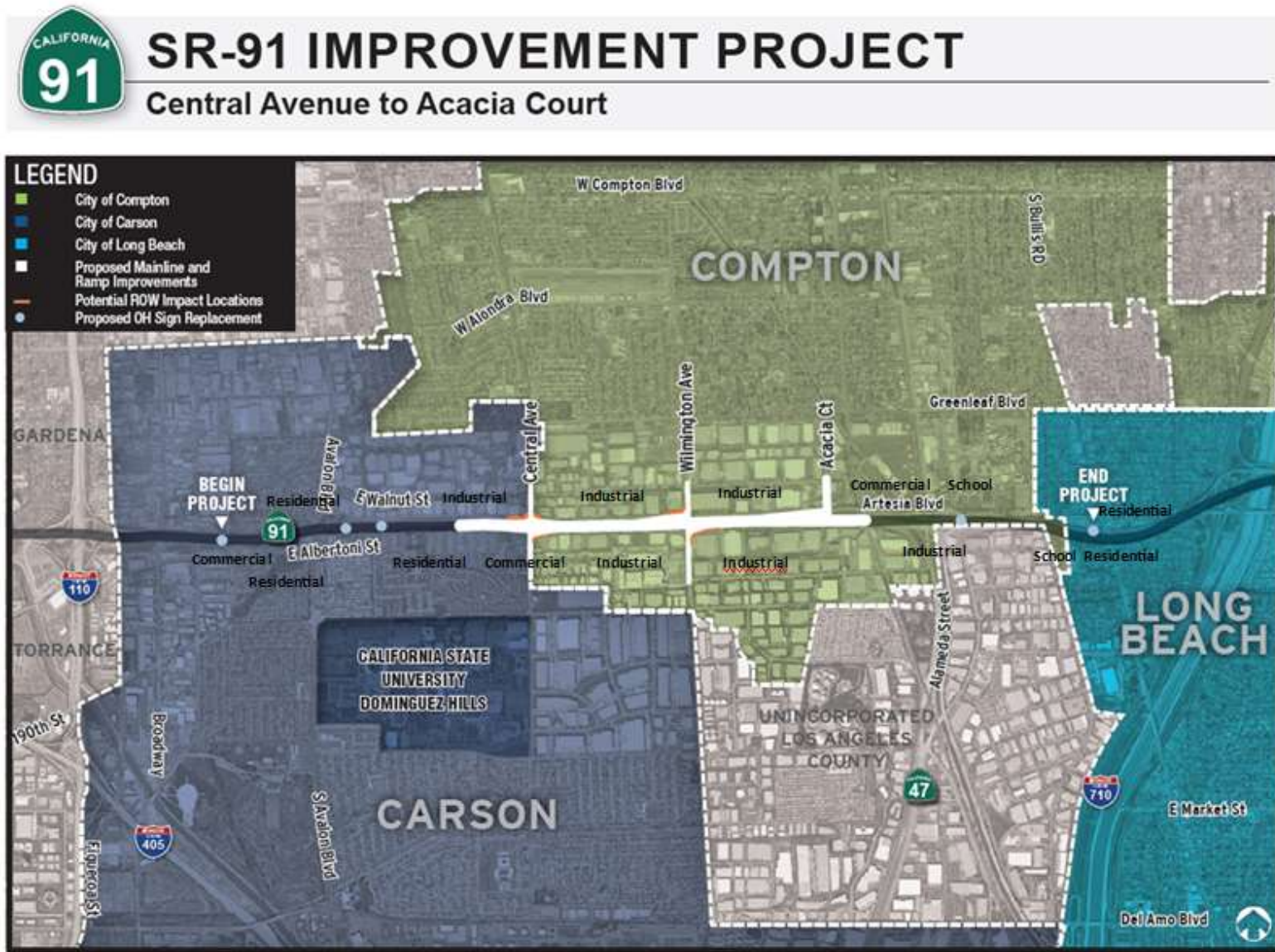


Figure 2-1. Proposed Project Limits & Improvements



Figure 2-2. Proposed Project Limits & Improvements



Figure 2-3. Proposed Project Limits & Improvements

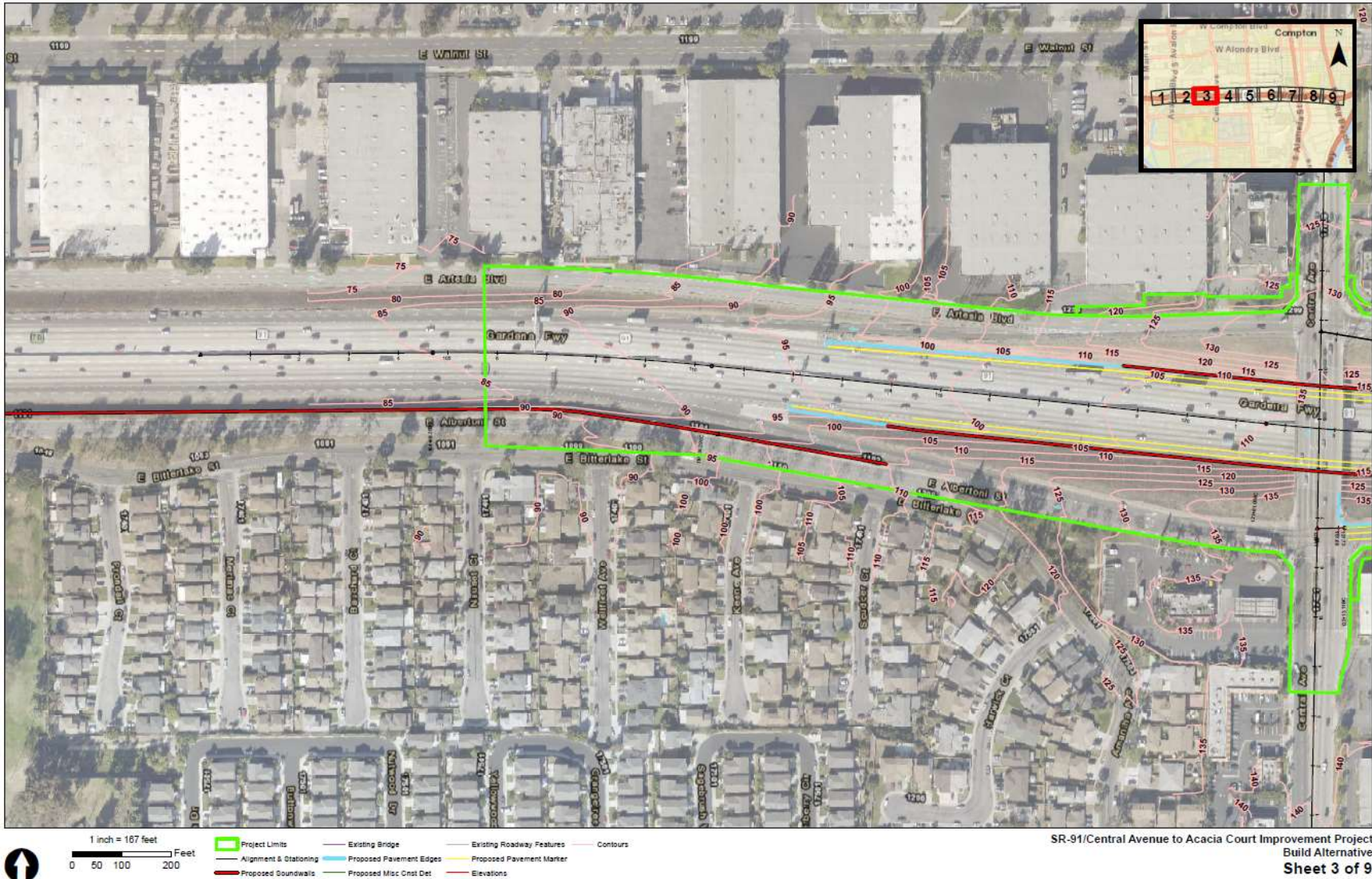
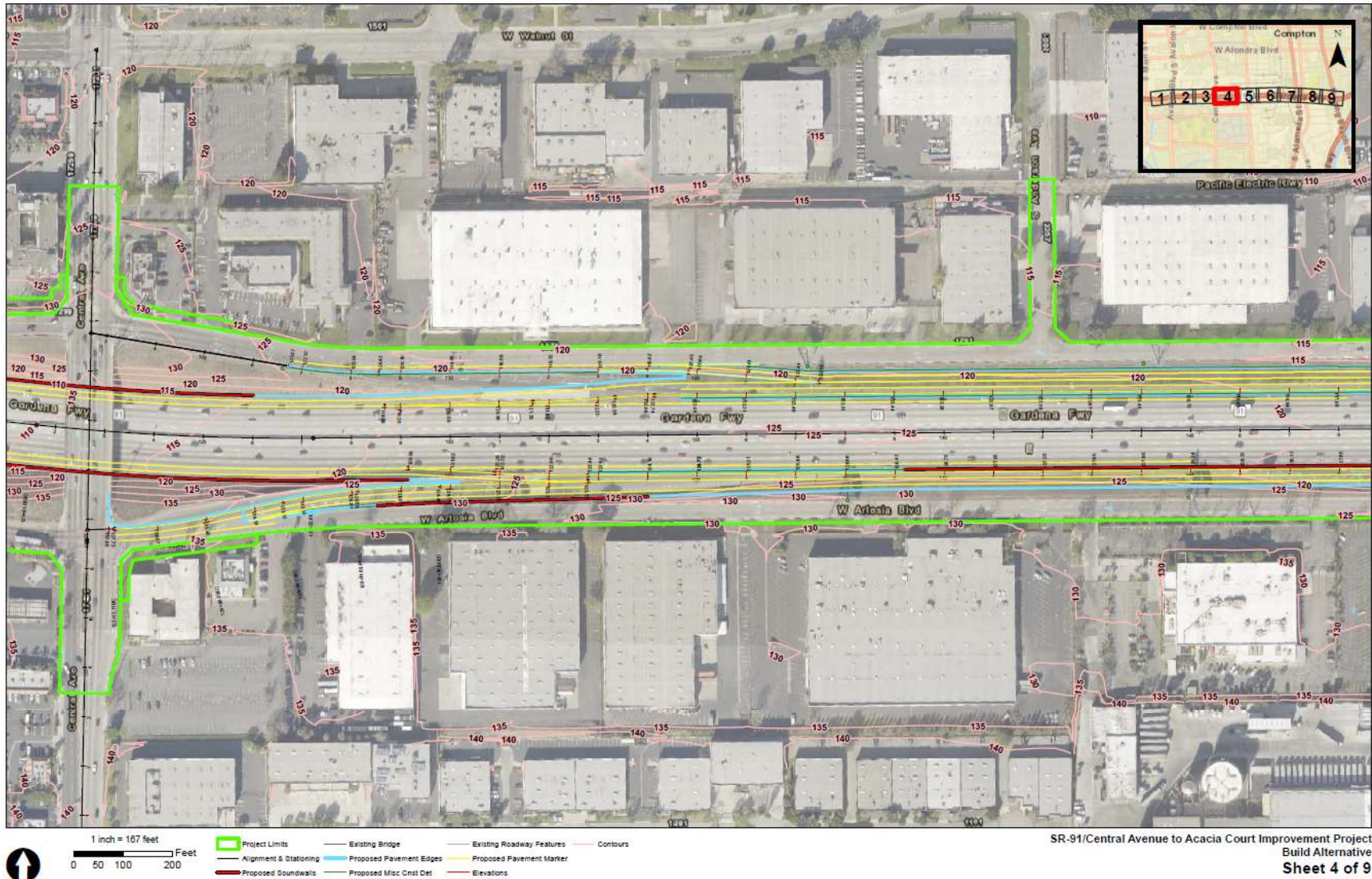


Figure 2-4. Proposed Project Limits & Improvements



SR-91/Central Avenue to Acacia Court Improvement Project
 Build Alternative
 Sheet 4 of 9

Figure 2-5. Proposed Project Limits & Improvements

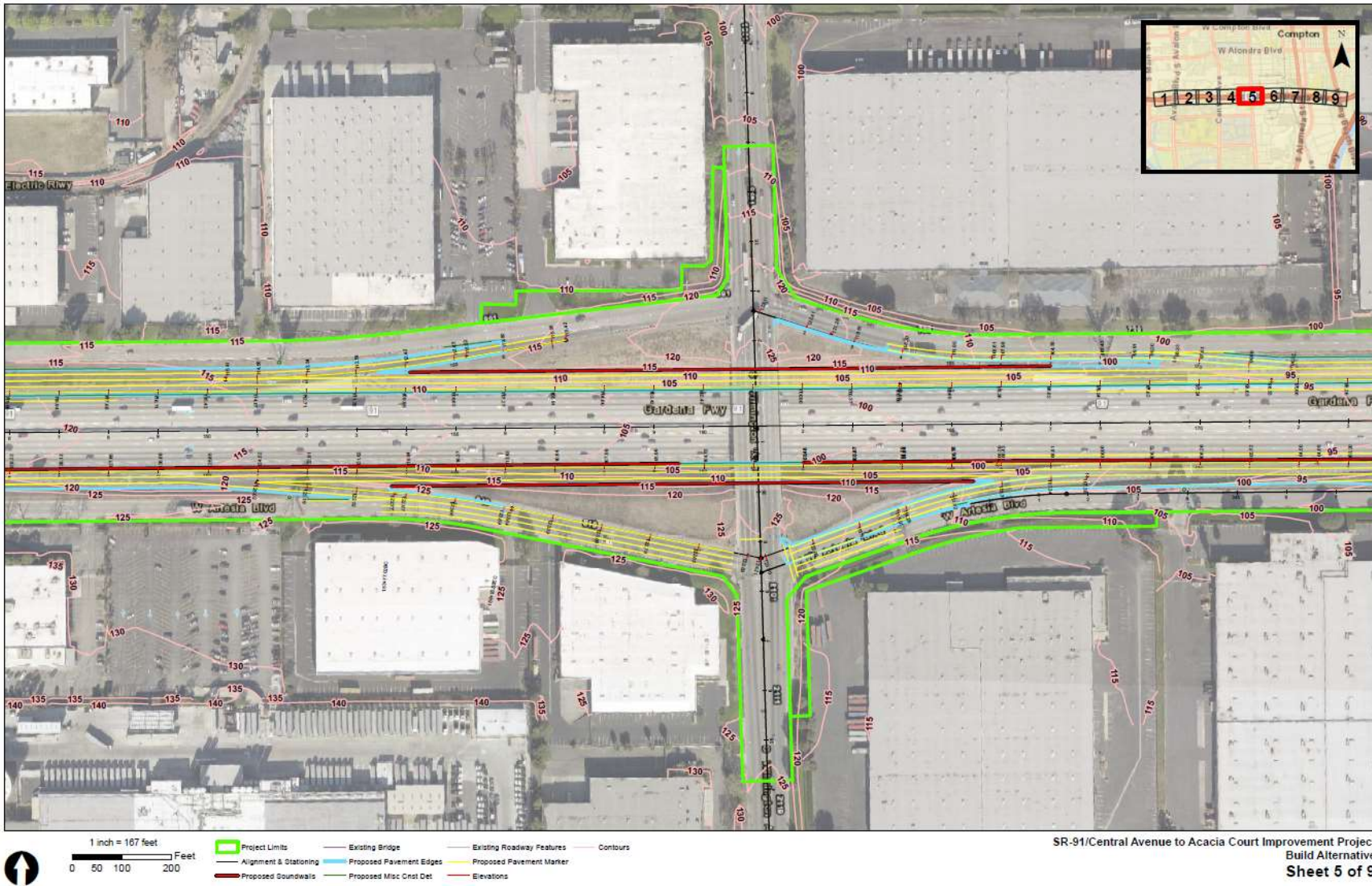


Figure 2-6. Proposed Project Limits & Improvements

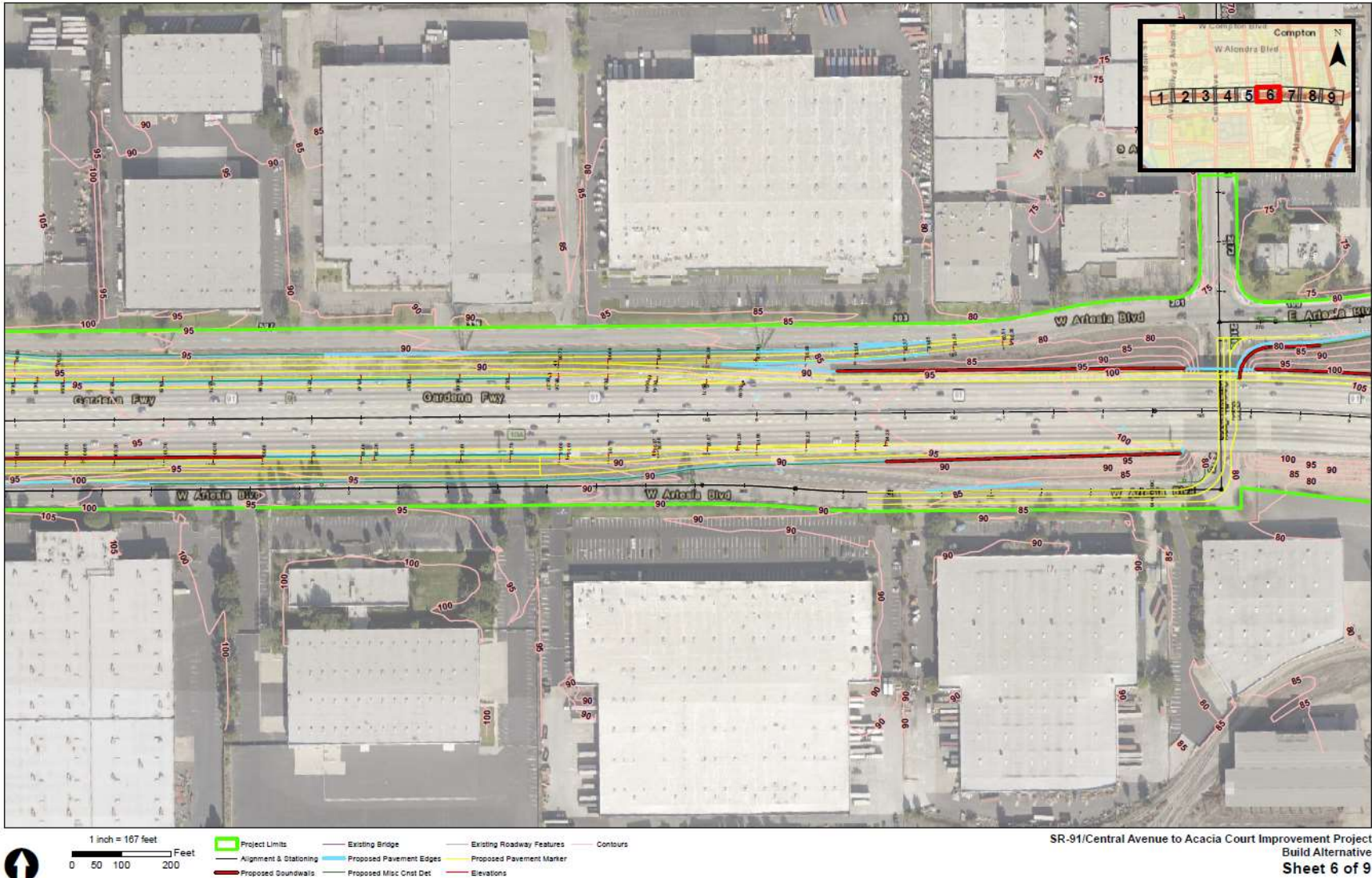


Figure 2-7. Proposed Project Limits & Improvements

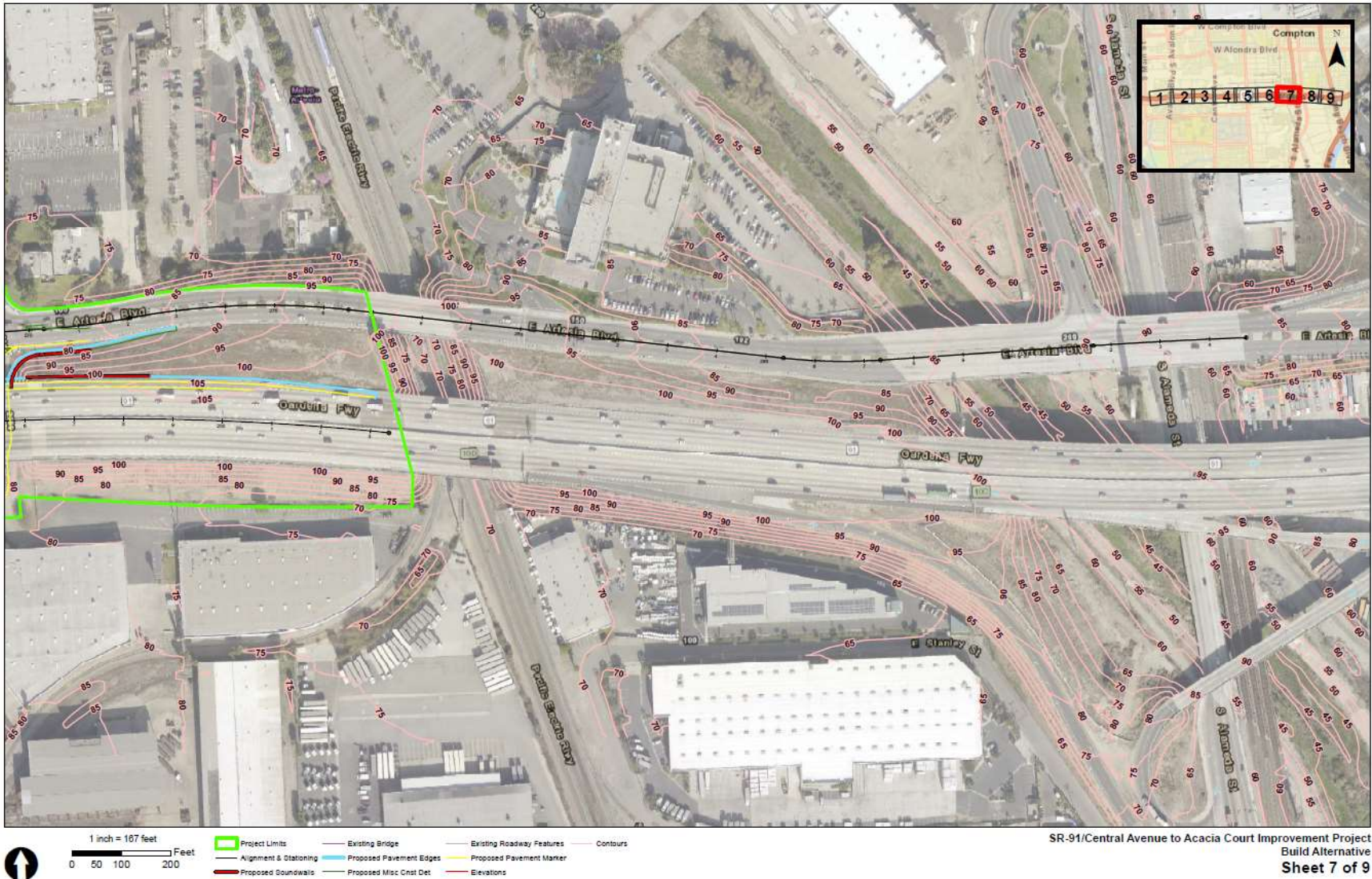


Figure 2-8. Proposed Project Limits & Improvements



Figure 2-9. Proposed Project Limits & Improvements



PM Conformity Hot Spot Analysis – Project Summary for Interagency Consultation



2019 Federal Transportation Improvement Program

Los Angeles County
State Highway
Including Amendments 1-11
(In \$000's)

| | | | | | | | | | | | | | | | | | | |
|-------------------------------|----------------|--|--|----------------|--------------|--|---------------|---------------|--|--|----------------|--|--|--|--|--|--|----------------|
| SB1TRADE CORRIDOR ENHANCEMENT | 22,000 | | | 22,000 | | | 22,000 | | | | | | | | | | | 22,000 |
| LA0G1541 Total | 288,600 | | | 288,600 | 1,600 | | 63,200 | 65,000 | | | 158,800 | | | | | | | 288,600 |

| ProjectID | County | Air Basin | Model | RTP ID | Program | Route | Begin | End | Signage Begin | Signage End | System | Conformity Category | Amendment |
|--|---------------------------------|--------------|-----------|---------------|---------------|-------|--------------|---------------|---------------|-------------|-----------|---------------------|---------------|
| LA0G1456 | Los Angeles | SCAB | | 1AL04 | NCRH3 | 60 | 22.73 | 23.37 | | | S | EXEMPT - 93.126 | 0 |
| Description: SR-60/7th Avenue Interchange Improvement Project | | | | | | | | | | | | | |
| Fund | | | | | | | | | | | | | |
| | MEASURE R 20H - HIGHWAY CAPITAL | ENG | R/W | CON | Total | Prior | 2018/2019 | 2019/2020 | 2020/2021 | 2021/2022 | 2022/2023 | 2023/2024 | Total |
| | | 3,000 | 75 | 20,000 | 23,075 | | 1,500 | 11,525 | 10,050 | | | | 23,075 |
| | LA0G1456 Total | 3,000 | 75 | 20,000 | 23,075 | | 1,500 | 11,525 | 10,050 | | | | 23,075 |

| ProjectID | County | Air Basin | Model | RTP ID | Program | Route | Begin | End | Signage Begin | Signage End | System | Conformity Category | Amendment |
|---|----------------------|---------------|---------------|----------------|----------------|---------------|-----------|-----------|---------------|----------------|-----------|---------------------|----------------|
| LA0D450 | Los Angeles | SCAB | | 1M0104 | CAX63 | 60 | 30.4 | 24.5 | | | S | NON-EXEMPT | 0 |
| Description: RECONSTRUCT SR 60/GRAND AV INTERCHANGE - WIDEN GRAND AV. SB ADD 1 THRU LN (2 EXSTNG); NB ADD 1 THRU LN (3 EXSTNG), REPLACE GRAND AV OC. ADD EB LOOP ON-RAMP. CONSTRUCT ADDITIONAL EB THRU LN FROM GRAND AVE TRAP LN TO SR57 ADD LN. ADD TWO BYPASS RAMP CONNECTORS, ADD AUX LNS EB AND WB FROM EAST TO WEST JUNCTION OF THE CONFLUENCE. | | | | | | | | | | | | | |
| Fund | | | | | | | | | | | | | |
| | AGENCY | ENG | R/W | CON | Total | Prior | 2018/2019 | 2019/2020 | 2020/2021 | 2021/2022 | 2022/2023 | 2023/2024 | Total |
| | | 8,500 | | | 8,500 | | | | | | | | 8,500 |
| | CITY FUNDS | 7,500 | 26,000 | 215,900 | 249,400 | 33,500 | | | | 215,900 | | | 249,400 |
| | LA0D450 Total | 16,000 | 26,000 | 215,900 | 257,900 | 42,000 | | | | 215,900 | | | 257,900 |

| ProjectID | County | Air Basin | Model | RTP ID | Program | Route | Begin | End | Signage Begin | Signage End | System | Conformity Category | Amendment |
|---|-------------------------------|---------------|---------------|----------------|----------------|---------------|---------------|----------------|---------------|----------------|-----------|---------------------|----------------|
| LA0B951 | Los Angeles | SCAB | | LA0B951 | CAX68 | 71 | 5 | 4.8 | | | S | TCM Committed | 7 |
| Description: Route 71: ROUTE 10 TO 0.14 MILE SOUTH SAN BERNARDINO COUNTY LINE - EXPRESSWAY TO FREEWAY CONVERSION - ADD 1 HOV LANE AND 1 MIXED FLOW LANE . (2001 CFP 8349, TCRP #50) (EA# 210600, PPNO 2741=EA 21060, PPNO 2741 + EA 21061, PPNO 2741N, EA 21062, PPNO 1741S) (TCRP #50) (Use Toll Credits as Local Match). | | | | | | | | | | | | | |
| Fund | | | | | | | | | | | | | |
| | 2016 EARMARK REPURPOSING | ENG | R/W | CON | Total | Prior | 2018/2019 | 2019/2020 | 2020/2021 | 2021/2022 | 2022/2023 | 2023/2024 | Total |
| | | 17,047 | 41,000 | | 58,047 | 47,200 | 10,847 | | | | | | 58,047 |
| | LOCAL TRANS FUNDS | 873 | | | 873 | 873 | | | | | | | 873 |
| | MEASURE M 35% TRANS CON | | | 200,847 | 200,847 | | | 91,847 | | 109,000 | | | 200,847 |
| | NATIONAL HWY SYSTEM - RIP | 1,592 | | | 1,592 | 1,592 | | | | | | | 1,592 |
| | SB1TRADE CORRIDOR ENHANCEMENT | | | 44,000 | 44,000 | | | 44,000 | | | | | 44,000 |
| | STIP ADVANCE CON-RIP | | | 20,000 | 20,000 | | | | | 20,000 | | | 20,000 |
| | TRAFFIC CONGESTION RELIEF | 13,600 | | | 13,600 | 13,600 | | | | | | | 13,600 |
| | LA0B951 Total | 33,112 | 41,000 | 264,847 | 338,959 | 63,265 | 10,847 | 135,847 | | 129,000 | | | 338,959 |

| ProjectID | County | Air Basin | Model | RTP ID | Program | Route | Begin | End | Signage Begin | Signage End | System | Conformity Category | Amendment |
|---|-------------|-----------|-------|----------|---------|-------|-----------|-----------|---------------|-------------|-----------|---------------------|-----------|
| LA0G1563 | Los Angeles | SCAB | | 1163S013 | NCRH3 | 91 | 8.4 | 9.83 | | | S | NON-EXEMPT | 1 |
| Description: Add auxiliary lane between gore points, westbound from Acacia Avenue to Central Avenue. | | | | | | | | | | | | | |
| Fund | | | | | | | | | | | | | |
| | CITY FUNDS | ENG | R/W | CON | Total | Prior | 2018/2019 | 2019/2020 | 2020/2021 | 2021/2022 | 2022/2023 | 2023/2024 | Total |
| | | | | 20,000 | 154,486 | | | 174,486 | | | | | 174,486 |

Los Angeles Metropolitan Transportation Authority 2019 Federal Transportation Improvement Program (\$000)

| TIP ID LA0G1563 | Implementing Agency Los Angeles County MTA | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|--|---|----------------------|----------------------|---|--|----------------|--|------------------------------------|--------|-----------------|--|-------|-------|-------|-------|-------|-------|-------|-------|--------|------------|-------------------------------|----|--|---------|---------|---------|---------|--|--|--|----------|--|----|--|-----|-----|-----|-----|--|--|--|-----|--|-----|--|-----|-----|-----|-----|--|--|--|-----|--|----------|--|---------|---------|---------|---------|--|--|--|----------|--|--------------|--|----------------|----------------|----------------|----------------|--|--|--|-----------------|---------------------------|--|--|----------------------|--|-----------------------|--|-----------------------------------|--|--|--|
| Project Description: Improve the weaving conflict on SR-91 between Central Avenue to Acacia Court by adding a two lane C-D road in each direction. Project includes proposed improvements to the truck turning radii at SR-91 Wilmington Avenue and Central Avenue Interchanges. | | | | | | | SCAG RTP Project #: 1163S013 Study: YES Is Model: YES Model #: PM: Carlos Montez - (213) 418-3241 Email: MontezC@metro.net LS: N LS GROUP#: Conformity Category: NON-EXEMPT | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| System :State Hwy | Route :91 | Postmile: 7 to 11.04 | Distance: 4.04 | Phase: Environmental Document/Pre-Design Phase (PAED) | | | Completion Date 12/31/2025 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Lane # Extd: 8 | Lane # Prop: 8 Imprv Desc: C-D Road + Ramps + Advance Signage | | | Air Basin: SCAB | Envir Doc: ENV ASMNT/INIT STUDY - JOINT NEPA/CEQA - 12/31/2020 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Toll Rate: 0.00 | Toll Colc Loc: | Toll Method: | Hov acs eg loc: | Uza: Los Angeles-Long Beach-Santa Ana | Sub-Area: | Sub-Region: | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Program Code: CARH3 - INTERCHANGE-MOD/REP/REC-LN ADD'S Stop Loc: | | | | CTIPS ID: | EA # 35920 | PPNO: | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| <table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th></th> <th>PHASE</th> <th>PRIOR</th> <th>18/19</th> <th>19/20</th> <th>20/21</th> <th>21/22</th> <th>22/23</th> <th>23/24</th> <th>BEYOND</th> <th>PROG TOTAL</th> </tr> </thead> <tbody> <tr> <td>MR20H - Measure R 20% Highway</td> <td>PE</td> <td></td> <td>\$2,503</td> <td>\$2,504</td> <td>\$7,724</td> <td>\$7,724</td> <td></td> <td></td> <td></td> <td>\$20,455</td> </tr> <tr> <td></td> <td>RW</td> <td></td> <td>\$0</td> <td>\$0</td> <td>\$0</td> <td>\$0</td> <td></td> <td></td> <td></td> <td>\$0</td> </tr> <tr> <td></td> <td>CON</td> <td></td> <td>\$0</td> <td>\$0</td> <td>\$0</td> <td>\$0</td> <td></td> <td></td> <td></td> <td>\$0</td> </tr> <tr> <td></td> <td>SUBTOTAL</td> <td></td> <td>\$2,503</td> <td>\$2,504</td> <td>\$7,724</td> <td>\$7,724</td> <td></td> <td></td> <td></td> <td>\$20,455</td> </tr> <tr style="background-color: #eee;"> <td></td> <td>TOTAL</td> <td></td> <td>\$2,503</td> <td>\$2,504</td> <td>\$7,724</td> <td>\$7,724</td> <td></td> <td></td> <td></td> <td>\$20,455</td> </tr> <tr> <td colspan="3">TOTAL PE: \$20,455</td> <td colspan="2">TOTAL RW: \$0</td> <td colspan="2">TOTAL CON: \$0</td> <td colspan="4">TOTAL PROGRAMMED: \$20,455</td> </tr> </tbody> </table> | | | | | | | | | | | | PHASE | PRIOR | 18/19 | 19/20 | 20/21 | 21/22 | 22/23 | 23/24 | BEYOND | PROG TOTAL | MR20H - Measure R 20% Highway | PE | | \$2,503 | \$2,504 | \$7,724 | \$7,724 | | | | \$20,455 | | RW | | \$0 | \$0 | \$0 | \$0 | | | | \$0 | | CON | | \$0 | \$0 | \$0 | \$0 | | | | \$0 | | SUBTOTAL | | \$2,503 | \$2,504 | \$7,724 | \$7,724 | | | | \$20,455 | | TOTAL | | \$2,503 | \$2,504 | \$7,724 | \$7,724 | | | | \$20,455 | TOTAL PE: \$20,455 | | | TOTAL RW: \$0 | | TOTAL CON: \$0 | | TOTAL PROGRAMMED: \$20,455 | | | |
| | PHASE | PRIOR | 18/19 | 19/20 | 20/21 | 21/22 | 22/23 | 23/24 | BEYOND | PROG TOTAL | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| MR20H - Measure R 20% Highway | PE | | \$2,503 | \$2,504 | \$7,724 | \$7,724 | | | | \$20,455 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | RW | | \$0 | \$0 | \$0 | \$0 | | | | \$0 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | CON | | \$0 | \$0 | \$0 | \$0 | | | | \$0 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | SUBTOTAL | | \$2,503 | \$2,504 | \$7,724 | \$7,724 | | | | \$20,455 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | TOTAL | | \$2,503 | \$2,504 | \$7,724 | \$7,724 | | | | \$20,455 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| TOTAL PE: \$20,455 | | | TOTAL RW: \$0 | | TOTAL CON: \$0 | | TOTAL PROGRAMMED: \$20,455 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| <ul style="list-style-type: none"> - General Comment: Removed ROW & construction phase. - Modeling Comment: Project feature changed from auxiliary lane to adding a two lane C-D road in each direction on SR-91 between Central Avenue to Acacia Court between PM 7.82 to PM 9.96. Project limits are from PM 7 to PM 11.04 due to advance signage requirements. - TCM Comment: No significant change made. - Amendment Comment: - CMP Comment: - Narrative: | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Last Revised Amendment 19-12 - APPROVED | | | | | Change reason: COST DECREASE | | | Total Project Cost \$20,455 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |