

FTIP ID# ORA210604
TCWG Consideration Date January 24, 2023
<p>PROJECT DESCRIPTION</p> <p>The California Department of Transportation (Caltrans), District 12, in cooperation with Caltrans District 7 and the Federal Highway Administration (FHWA), proposes to improve the overall regional managed lanes (ML) network operations, improve mobility and trip reliability, maximize person throughput by facilitating efficient movement of bus and rideshare users, and apply technology to help manage traffic demand within the Interstate (I) 5 corridor. The proposed project improvement limits include I-5 from Red Hill Avenue to the Orange/Los Angeles County line, California (see Figure 1, attached). The proposed project improvements are within the cities of Irvine, Tustin, Santa Ana, Orange, Anaheim, Fullerton, Buena Park, La Mirada, and Santa Fe Springs.</p> <p>The proposed project improvements include implementing ML improvements in each direction between Red Hill Avenue and the Orange/Los Angeles County line. The improvements would modify the existing high-occupancy vehicle (HOV) lanes within the project limits to address capacity and operational deficiencies. The proposed modifications would improve the overall movement of people and goods along this section of I 5. Proposed project improvements to the State Route (SR) 55, SR-57, and SR-91 corridors, as well as north of the Orange/Los Angeles County line, include implementing associated signage and tolling infrastructure where required.</p> <p>The proposed project intends to incorporate Context-Sensitive Solutions, where applicable, that integrate and consider community, aesthetic, multimodal, and environmental values with transportation safety, maintenance, and performance goals. The proposed project is expected to yield mobility benefits to commuters and freight traffic alike, through reduced travel times, increased vehicle and passenger throughput and reliability, and reduced delay through active traffic management to optimize freeway speeds throughout the corridor.</p> <p>Based on the conceptual analysis and preliminary engineering studies, three Build Alternatives and a No Build Alternative are being evaluated and are described below.</p> <p>Alternative 1 – No-Build</p> <p>Under the No-Build Alternative, no additional roadway improvements would occur. This alternative includes other projects on the financially constrained project list in the adopted Southern California Association of Governments (SCAG) 2020–2045 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) within the project limits on I-5 and the Preferred Plan in the Orange County Transportation Authority (OCTA) 2018 Long Range Transportation Plan (LRTP) within the project limits. Additional land areas would not be impacted, and existing and projected traffic congestion would not be alleviated beyond that associated with other projects in approved RTPs.</p> <p>Alternative 2 – Modify Existing HOV 2+ Lanes to HOV 3+ Lanes</p> <p>Alternative 2 would maintain the existing lane configurations for I-5 with a modification of the minimum HOV lane occupancy requirement from two-plus (2+) to three-plus (3+) passengers within the current HOV system in each direction between Red Hill Avenue and the Orange/Los Angeles County line. Under this alternative, no additional roadway improvements would occur.</p> <p>Alternative 3 – Convert Existing HOV Lanes to Express Lanes</p> <p>Alternative 3 would convert the existing HOV lane to an Express Lane in each direction between Red Hill Avenue and SR-55; convert two existing HOV lanes to Express Lanes in each direction between SR-55 and SR-57; and convert the existing HOV lane to an Express Lane in each direction between SR-57 and the Orange/Los Angeles County line.</p> <p>Alternative 4 – Convert Existing HOV Lane to Express Lanes and Construct Additional Express Lanes</p> <p>Alternative 4 would convert the existing HOV lanes to an Express Lane in each direction between Red Hill Avenue and SR-55; convert two existing HOV lanes to Express Lanes in each direction between SR-55 and SR-57; convert the existing HOV lane to an Express Lane in each direction between SR-57 and the Orange/Los Angeles County line; and construct an additional Express Lane in each direction between SR-57 and SR-91.</p>

PM Conformity Hot Spot Analysis – Project Summary for Interagency Consultation

Type of Project Change to existing State Highway (reduce delay by converting existing HOV lanes to Express Lanes).				
County Orange	Narrative Location/Route & Postmiles: The project improvement limits include I-5 from Red Hill Avenue to the Orange/Los Angeles County line. The project improvements are within the cities of Irvine, Tustin, Santa Ana, Orange, Anaheim, Fullerton, Buena Park, La Mirada, and Santa Fe Springs. 12-Ora-5 – PM 28.9/44.4, 26.9, 27.9, 28.4 07-LA-5 – PM 0.1, 0.3, 0.6, 1.7 12-Ora-55 – PM 7.4, 8.0, 8.7, 8.9, 9.2, 9.7 9.9, 10.2 12-Ora-57 – PM 11.0, 11.3, 11.9, 12.5, 12.7, 12.9, 13.5 12-Ora-91 – PM 0.4, 0.7, 1.1, 1.3, 1.4, 1.6, 1.8, 2.0, 2.2, 2.6, 2.8, 3.4 Caltrans Projects – EA# 12-0Q950			
Lead Agency: Caltrans				
Contact Person Rabindra Bade	Phone# (657) 328-6573	Fax#	Email Rabindra.Bade@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)	X EA or Draft EIS	FONSI or Final EIS	PS&E or Construction	Other
Scheduled Date of Federal Action:				
NEPA Assignment – Project Type (check appropriate box)				
Exempt	Section 326 – Categorical Exemption	X	Section 327 – Non-Categorical Exemption	
Current Programming Dates (as appropriate)				
	PE/Environmental	ENG	ROW	CON
Start	12/21	12/23	8/25	5/26
End	12/23	8/25	4/26	12/30
Project Purpose and Need (Summary): (attach additional sheets as necessary)				
Purpose The purpose of this proposed project is to improve the overall movement of people and goods along this section of I-5 by:				
<ul style="list-style-type: none"> • Improving the ML network operations • Improving mobility and trip reliability • Maximizing person throughput by facilitating the efficient movement of bus and rideshare users • Applying technology to help manage traffic demand 				
Need The need for the proposed project is to address the following deficiencies being experienced by motorists along the existing I-5 HOV lanes between Red Hill Avenue and the Orange County/Los Angeles County line:				
<ul style="list-style-type: none"> • HOV lane degradation (does not meet the federal performance standards) • Demand that exceeds existing capacity • Operational deficiencies 				

<p>Surrounding Land Use/Traffic Generators <i>(especially effect on diesel traffic)</i></p> <p>Mix of residential and commercial/retail. Currently, trucks comprise 7 percent of the traffic from Red Hill Avenue to SR-22/SR-57, 8.5 percent from SR-22/SR-57 to SR-91, and 9.5 percent from SR-91 to Artesia Boulevard.</p>
<p>Opening Year: Build and No Build LOS, AADT, % and # trucks, truck AADT of proposed facility</p> <p>See Tables 1 and 2 for opening year (2035) average annual daily traffic (AADT) and LOS for opening year levels of service (LOS). LOS data shown are the PM for the northbound lanes and AM for the southbound lanes as these are the respective peak conditions. LOS data was only modeled for Alternatives 1 (the No-Build) and 4 because the LOS levels for Alternatives 2 and 3 would all fall in between the LOS levels for Alternatives 1 and 4. The truck percentages are not expected to change from existing conditions.</p>
<p>RTP Horizon Year / Design Year: Build and No Build LOS, AADT, % and # trucks, truck AADT of proposed facility</p> <p>See Tables 3 and 4 for future (2055) AADT and LOS for future LOS. LOS data shown are the PM for the northbound lanes and AM for the southbound lanes as these are the respective peak conditions. LOS data was only modeled for Alternatives 1 (the No-Build) and 4 because the LOS levels for Alternatives 2 and 3 would all fall in between the LOS levels for Alternatives 1 and 4. The truck percentages are not expected to change from existing conditions.</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>The proposed project is not an interchange.</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>The proposed project is not an interchange.</p>
<p>Describe potential traffic redistribution effects of congestion relief <i>(impact on other facilities)</i></p> <p>As the net volumes on the corridor (combination of general-purpose [GP] lanes and MLs) are about the same between Alternative 1 (No-Build) and Alternatives 2, 3, and 4 (Build), no substantive change in volumes or congestion on other facilities is expected.</p>
<p>Comments/Explanation/Details <i>(attach additional sheets as necessary)</i></p>

PM_{2.5}/PM₁₀ Hot-Spot Analysis

The proposed project is located within a nonattainment area for federal particulate matter less than 2.5 microns in diameter (PM_{2.5}) standards and within an attainment/maintenance area for the federal particulate matter less than 10 microns in diameter (PM₁₀) standards. Therefore, per Code of Federal Regulations (CFR) Title 40, Part 93, hot-spot analyses are required for conformity purposes. However, the United States Environmental Protection Agency (USEPA) does not require hot-spot analyses, qualitative or quantitative, for projects that are not listed in Section 93.123(b)(1) as an air quality concern. The proposed project does not qualify as a project of air quality concern (POAQC) for the following reasons:

- i. The proposed project would convert existing HOV lanes to Express Lanes (ELs) between Red Hill Avenue and the Orange County/Los Angeles County line. Tables 1 through 4 list the daily traffic (ADT) volumes along I-5 for the 2035 and 2055 conditions, respectively. In some segments the ADT (both total and truck) for the Build Alternatives would decrease compared to No Build Alternatives and in some segments they would increase from 0.0 to 6.2% in the opening year - 2035. Similarly, in the design year 2055, in some segments they would increase from 0.0 to 7.7%. These tables show that the number of diesel vehicles along the proposed I-5 lanes would not significantly increase as a result of any of the Build Alternatives.
- ii. The proposed project does not affect any intersections.
- iii. The proposed project does not include the construction of a new bus or rail terminal.
- iv. The proposed project does not expand an existing bus or rail terminal.
- v. The proposed project is not in or affecting 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.

Therefore, the proposed project meets the Clean Air Act and 40 CFR 93.116 requirements without any explicit hot-spot analysis. The proposed project would not create a new, or worsen an existing, PM₁₀ or PM_{2.5} violation. Thus, this project would not be considered a POAQC.

Table 1: Opening Year (2035) Northbound I-5 Traffic Volumes

Table 1: Opening Year (2035) Northbound I-5 Traffic Volumes																			
Seg #	Segment label	Facility Type	No-Build			Alt 2				Alt 3				Alt 4					Truck Percentage
			PM LOS	ADT (Total)	ADT (Truck)	ADT (Total)	ADT (Truck)	Change in Truck ADT from No-Build	Percent change in truck ADT from No-Build	ADT (Total)	ADT (Truck)	Change in Truck ADT from No-Build	Percent change in truck ADT from No-Build	PM LOS	ADT (Total)	ADT (Truck)	Change in Truck ADT from No-Build	Percent change in truck ADT from No-Build	
1-a	Begin of Study to Red Hill Ave Off-Ramp - GP	Mainline	F	166,902	11,683	165,494	11,585	-99	-0.8%	170,732	11,951	268	2.3%	F	170,528	11,937	254	2.2%	7.0%
1-b	Begin of Study to GP Connector at Red Hill Ave Off-Ramp - HOV	HOV	F	15,533	0	15,395	0			9,778	0			C	10,555	0			0%
2	Off-Ramp to Red Hill Ave	Ramp	E	14,047	0	14,393	0			14,102	0			F	14,067	0			0%
3-a	Red Hill Ave Off-Ramp to Red Hill Ave On-Ramp - GP	Mainline	C	151,322	10,593	150,516	10,536	-56	-0.5%	156,007	10,920	328	3.1%	F	155,706	10,899	307	2.9%	7.0%
3-b	GP Connector at Red Hill Ave Off-Ramp to GP Connector at Red Hill Ave On-Ramp - HOV	HOV	F	17,066	0	15,980	0			10,401	0			C	11,310	0			0%
4	On-Ramp from Red Hill Ave	Ramp	F	6,569	0	5,775	0			6,539	0			F	6,608	0			0%
5-a	Red Hill Ave On-Ramp to Newport Ave On-Ramp - GP	Mainline	F	159,676	11,177	165,394	11,578	400	3.6%	163,859	11,470	293	2.6%	F	163,739	11,462	284	2.5%	7.0%
5-b	Red Hill Ave On-Ramp to Newport Ave On-Ramp - HOV	HOV	F	15,281	0	6,877	0			9,088	0			C	9,885	0			0%
6	On-Ramp from Newport Ave	Ramp	E	8,097	0	7,341	0			7,737	0			E	7,805	0			0%
7-a	Newport Ave On-Ramp to SR 55 NB Off-Ramp - GP	Mainline	E	167,773	11,744	172,735	12,091	347	3.0%	171,596	12,012	268	2.3%	E	171,544	12,008	264	2.2%	7.0%
7-b	Newport Ave On-Ramp to SR 55 NB Off-Ramp - HOV	HOV	F	15,281	0	6,877	0			9,088	0			C	9,885	0			0%
8	Off-Ramp to SR 55 NB	Connector	E	44,076	0	45,673	0			44,127	0			E	44,130	0			0%
9-a	SR 55 NB Off-Ramp to SR 55 SB Off-Ramp - GP	Mainline	C	123,696	8,659	127,062	8,894	236	2.7%	127,469	8,923	264	3.1%	C	127,414	8,919	260	3.0%	7.0%

PM Conformity Hot Spot Analysis – Project Summary for Interagency Consultation

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			PM LOS	ADT (Total)	ADT (Truck)	ADT (Total)	ADT (Truck)	Change in Truck ADT from No-Build	Percent change in truck ADT from No-Build	ADT (Total)	ADT (Truck)	Change in Truck ADT from No-Build	Percent change in truck ADT from No-Build	PM LOS	ADT (Total)	ADT (Truck)	Change in Truck ADT from No-Build	Percent change in truck ADT from No-Build	
9-b	SR 55 NB Off-Ramp to SR 55 SB Off-Ramp - HOV	HOV	F	15,281	0	6,877	0			9,088	0			C	9,885	0			0%
10	Off-Ramp to SR 55 SB	Connector	C	6,586	0	6,492	0			6,283	0			C	6,283	0			0%
11-a	SR 55 SB Off-Ramp to SR 55 NB On-Ramp - GP	Mainline	D	116,178	8,132	120,238	8,417	284	3.5%	118,767	8,314	181	2.2%	D	118,313	8,282	149	1.8%	7.0%
11-b	SR 55 SB Off-Ramp to SR 55 NB On-Ramp - HOV	HOV	F	16,212	0	7,209	0			11,507	0			C	12,703	0			0%
12	On-Ramp from SR 55 NB	Connector	F	52,051	0	53,751	0			53,790	0			E	54,289	0			0%
13-a	SR 55 NB On-Ramp to 1st/4th St Off-Ramp - GP	Mainline	F	169,040	11,833	174,246	12,197	364	3.1%	172,557	12,079	246	2.1%	E	172,602	12,082	249	2.1%	7.0%
13-b	SR 55 NB On-Ramp to 1st/4th St Off-Ramp - HOV	HOV	F	15,402	0	6,952	0			11,507	0			C	12,703	0			0%
14	Off-Ramp to 1st/4th St	Ramp	F	13,672	0	14,291	0			13,597	0			E	13,433	0			0%
15-a	1st/4th St Off-Ramp to 4th St On-Ramp - GP	Mainline	D	155,367	10,876	159,955	11,197	321	3.0%	158,960	11,127	252	2.3%	F	159,169	11,142	266	2.4%	7.0%
15-b	1st/4th St Off-Ramp to 4th St On-Ramp - HOV	HOV	F	15,402	0	6,952	0			11,507	0			C	12,703	0			0%
16-a	On-Ramp from 4th St	Ramp	E	12,244	0	11,959	0			12,154	0			F	12,237	0			0%
16-b	On-Ramp from NB SR 55 - HOV	Connector	C	11,480	0	3,828	0			7,020	0			B	7,314	0			0%
17-a	4th St On-Ramp to Grand Ave Off-Ramp - GP	Mainline	E	167,820	11,747	171,977	12,038	291	2.5%	171,216	11,985	238	2.0%	F	171,547	12,008	261	2.2%	7.0%
17-b	5th St On-Ramp to Grand Ave Off-Ramp - HOV	HOV	C	26,673	0	10,717	0			18,425	0			B	19,876	0			0%
18-a	Off-Ramp to Grand Ave	Ramp	E	6,171	0	6,393	0			6,272	0			F	6,260	0			0%
18-b	Off-Ramp to Grand Ave - HOV	Ramp	C	3,587	0	1,224	0			2,692	0			B	2,723	0			0%
19-a	Grand Ave Off-Ramp to Grand Ave On-Ramp - GP	Mainline	D	161,650	11,316	165,585	11,591	275	2.4%	164,891	11,542	227	2.0%	F	165,236	11,567	251	2.2%	7.0%

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Table 1: Opening Year (2035) Northbound I-5 Traffic Volumes																			
Seg #	Segment label	Facility Type	No-Build			Alt 2				Alt 3				Alt 4					Truck Percentage
			PM LOS	ADT (Total)	ADT (Truck)	ADT (Total)	ADT (Truck)	Change in Truck ADT from No-Build	Percent change in truck ADT from No-Build	ADT (Total)	ADT (Truck)	Change in Truck ADT from No-Build	Percent change in truck ADT from No-Build	PM LOS	ADT (Total)	ADT (Truck)	Change in Truck ADT from No-Build	Percent change in truck ADT from No-Build	
19-b	Grand Ave Off-Ramp to Grand Ave On-Ramp - HOV	HOV	D	23,083	0	9,492	0			15,786	0			B	17,204	0			0%
20	On-Ramp from Grand Ave	Ramp	E	6,179	0	5,840	0			6,136	0			F	6,147	0			0%
21-a	Grand Ave On-Ramp to 17th St Off-Ramp - GP	Mainline	E	167,829	11,748	171,425	12,000	252	2.1%	171,027	11,972	224	1.9%	F	171,383	11,997	249	2.1%	7.0%
21-b	Grand Ave On-Ramp to 17th St Off-Ramp - HOV	HOV	C	23,083	0	9,492	0			15,786	0			B	17,204	0			0%
22	Off-Ramp to 17th St	Ramp	E	10,522	0	10,486	0			10,465	0			F	10,469	0			0%
23-a	17th St Off-Ramp to EB 17th St On-Ramp - GP	Mainline	D	155,767	10,904	160,359	11,225	321	2.9%	158,884	11,122	218	2.0%	F	158,818	11,117	214	2.0%	7.0%
23-b	17th St Off-Ramp to EB 17th St On-Ramp - HOV	HOV	C	24,622	0	10,072	0			17,464	0			B	19,300	0			0%
24	On-Ramp from EB 17th St	Ramp	C	6,332	0	6,448	0			6,428	0			F	6,469	0			0%
25-a	EB 17th St On-Ramp to WB 17th St On-Ramp - GP	Mainline	C	164,732	11,531	167,682	11,738	207	1.8%	168,266	11,779	247	2.1%	F	168,270	11,779	248	2.1%	7.0%
25-b	EB 17th St On-Ramp to WB 17th St On-Ramp - HOV	HOV	F	21,989	0	9,197	0			14,510	0			B	16,317	0			0%
26	On-Ramp from WB 17th St	Ramp	E	10,735	0	10,772	0			10,705	0			F	10,805	0			0%
27-a	WB 17th St On-Ramp to Main St/Broadway Off-Ramp - GP	Mainline	E	175,468	12,283	178,454	12,492	209	1.7%	178,971	12,528	245	2.0%	F	179,075	12,535	252	2.1%	7.0%
27-b	WB 17th St On-Ramp to Main St/Broadway Off-Ramp - HOV	HOV	F	21,989	0	9,197	0			14,510	0			B	16,317	0			0%
28	Off-Ramp to Main St/Broadway	Ramp	E	9,238	0	9,078	0			9,234	0			F	9,167	0			0%
29-a	Main St/Broadway Off-Ramp to Main St On-Ramp - GP	Mainline	E	166,230	11,636	169,376	11,856	220	1.9%	169,737	11,882	245	2.1%	F	169,908	11,894	257	2.2%	7.0%
29-b	Main St/Broadway Off-Ramp to Main St On-Ramp - HOV	HOV	F	21,989	0	9,197	0			14,510	0			B	16,317	0			0%

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Seg #	Segment label	Facility Type	No-Build			Alt 2				Alt 3				Alt 4					Truck Percentage
			PM LOS	ADT (Total)	ADT (Truck)	ADT (Total)	ADT (Truck)	Change in Truck ADT from No-Build	Percent change in truck ADT from No-Build	ADT (Total)	ADT (Truck)	Change in Truck ADT from No-Build	Percent change in truck ADT from No-Build	PM LOS	ADT (Total)	ADT (Truck)	Change in Truck ADT from No-Build	Percent change in truck ADT from No-Build	
31-a	Main St On-Ramp to WB SR 22 Off-Ramp - GP	Mainline	D	177,419	12,419	181,919	12,734	315	2.5%	181,493	12,705	285	2.3%	F	181,472	12,703	284	2.3%	7.0%
31-b	Main St On-Ramp to WB SR 22 Off-Ramp - HOV	HOV	F	24,079	0	9,877	0			15,996	0			B	18,010	0			0%
30	Off-Ramp to WB SR 22	Connector	D	25,100	0	24,569	0			24,857	0			F	24,832	0			0%
31-a	WB SR 22 Off-Ramp to NB SR 57 Off-Ramp - GP	Mainline	D	152,319	10,662	157,350	11,015	352	3.3%	156,636	10,965	302	2.8%	F	156,640	10,965	302	2.8%	7.0%
31-b	WB SR 22 Off-Ramp to NB SR 57 Off-Ramp - HOV	HOV	F	24,079	0	9,877	0			15,996	0			B	18,010	0			0%
32-a	Off-Ramp to NB SR 57	Connector	E	49,267	0	52,033	0			51,236	0			D	51,008	0			0%
32-b	Off-Ramp to NB SR 57 - HOV	Connector	F	10,652	0	3,099	0			6,987	0			B	7,121	0			0%
33-a	NB SR 57 Off-Ramp to SR 22 On-Ramp - GP	Mainline	C	103,052	8,759	105,319	8,952	193	2.2%	105,411	8,960	201	2.3%	D	105,671	8,982	223	2.5%	8.5%
33-b	NB SR 57 Off-Ramp to SR 22 On-Ramp - HOV	HOV	F	13,428	0	6,776	0			8,998	0			A	10,850	0			0%
34	On-Ramp from SR22	Connector	E	25,836	0	26,246	0			26,069	0			F	26,375	0			0%
35-a	SR 22 On-Ramp to Chapman Ave Off-Ramp - GP	Mainline	E	128,887	10,955	131,565	11,183	228	2.1%	131,480	11,176	220	2.0%	F	132,046	11,224	269	2.5%	8.5%
35-b	SR 22 On-Ramp to Chapman Ave Off-Ramp - HOV	HOV	F	13,428	0	6,776	0			8,998	0			A	10,850	0			0%
36	Off-Ramp to Chapman Ave	Ramp	E	7,706	0	7,647	0			7,683	0			F	7,685	0			0%
37-a	Chapman Ave Off-Ramp to State College Blvd Off-Ramp - GP	Mainline	F	121,182	10,300	123,918	10,533	233	2.3%	123,797	10,523	222	2.2%	F	124,361	10,571	270	2.6%	8.5%
37-b	Chapman Ave Off-Ramp to State College Blvd Off-Ramp - HOV	HOV	F	13,428	0	6,776	0			8,998	0			A	10,850	0			0%
38	Off-Ramp to State College Blvd	Ramp	F	10,534	0	11,044	0			10,550	0			F	10,515	0			0%

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Table 1: Opening Year (2035) Northbound I-5 Traffic Volumes																			
Seg #	Segment label	Facility Type	No-Build			Alt 2				Alt 3				Alt 4					Truck Percentage
			PM LOS	ADT (Total)	ADT (Truck)	ADT (Total)	ADT (Truck)	Change in Truck ADT from No-Build	Percent change in truck ADT from No-Build	ADT (Total)	ADT (Truck)	Change in Truck ADT from No-Build	Percent change in truck ADT from No-Build	PM LOS	ADT (Total)	ADT (Truck)	Change in Truck ADT from No-Build	Percent change in truck ADT from No-Build	
39-a	State College Blvd Off-Ramp to State College Blvd On-Ramp - GP	Mainline	D	110,647	9,405	112,874	9,594	189	2.0%	113,247	9,626	221	2.3%	F	113,846	9,677	272	2.9%	8.5%
39-b	State College Blvd Off-Ramp to ML Gene Autry/Disney Off-Ramp - HOV	HOV	F	13,428	0	6,776	0			8,998	0			A	10,850	0			0%
40-a	On-Ramp from State College Blvd	Ramp	F	13,213	0	12,972	0			13,175	0			F	13,231	0			0%
40-b	Off-Ramp to Gene Autry Way/Disney Way - HOV	Ramp	C	5,224	0	524	0			4,511	0			A	6,178	0			0%
41-a	State College Blvd On-Ramp to Katella Ave Off-Ramp - GP	Mainline	F	123,860	10,528	125,741	10,688	160	1.5%	126,632	10,764	236	2.2%	F	127,430	10,832	303	2.9%	8.5%
41-b	ML Gene Autry/Disney Off-Ramp to Katella Ave Off-Ramp - HOV	HOV	F	8,204	0	6,357	0			4,277	0			B	4,319	0			0%
42	Off-Ramp to Katella Ave	Ramp	F	20,622	0	21,344	0			19,355	0			F	18,790	0			0%
43-a	Katella Ave Off-Ramp to Orangewood Ave On-Ramp - GP	Mainline	F	99,846	8,487	103,344	8,784	297	3.5%	102,640	8,724	237	2.8%	F	102,530	8,715	228	2.7%	8.5%
43-b	Katella Ave Off-Ramp to Orangewood Ave On-Ramp - HOV	HOV	F	11,598	0	7,410	0			8,914	0			B	10,429	0			0%
44	On-Ramp from Orangewood Ave	Ramp	F	5,957	0	5,868	0			5,988	0			F	6,105	0			0%
45-a	Orangewood Ave On-Ramp to Katella Ave On-Ramp - GP	Mainline	F	106,483	9,051	109,433	9,302	251	2.8%	108,899	9,256	205	2.3%	F	108,911	9,257	206	2.3%	8.5%
45-b	Orangewood Ave On-Ramp to Katella Ave On-Ramp - HOV	HOV	F	10,917	0	7,189	0			8,643	0			B	10,153	0			0%
46-a	On-Ramp from Katella Avenue	Ramp	F	8,795	0	8,606	0			8,591	0			F	8,835	0			0%
46-b	Off-Ramp to Anaheim Blvd - HOV	Ramp	F	4,153	0	1,181	0			3,539	0			B	4,319	0			0%

PM Conformity Hot Spot Analysis – Project Summary for Interagency Consultation

Table 1: Opening Year (2035) Northbound I-5 Traffic Volumes																			
Seg #	Segment label	Facility Type	No-Build			Alt 2				Alt 3				Alt 4					Truck Percentage
			PM LOS	ADT (Total)	ADT (Truck)	ADT (Total)	ADT (Truck)	Change in Truck ADT from No-Build	Percent change in truck ADT from No-Build	ADT (Total)	ADT (Truck)	Change in Truck ADT from No-Build	Percent change in truck ADT from No-Build	PM LOS	ADT (Total)	ADT (Truck)	Change in Truck ADT from No-Build	Percent change in truck ADT from No-Build	
47-a	Katella Ave On-Ramp to Anaheim Blvd On-Ramp - GP	Mainline	F	115,279	9,799	118,070	10,036	237	2.4%	116,996	9,945	146	1.5%	F	117,290	9,970	171	1.7%	8.5%
47-b	Katella Ave On-Ramp to ML Gene Autry Way On-Ramp - HOV	HOV	F	6,764	0	5,977	0			5,598	0			B	6,290	0			0%
48-a	On-Ramp from Anaheim Blvd	Ramp	F	9,632	0	9,733	0			9,793	0			F	10,174	0			0%
48-b	On-Ramp from Gene Autry Way - HOV	Ramp	F	6,097	0	1,182	0			3,854	0			B	6,656	0			0%
49-a	Anaheim Blvd On-Ramp to Harbor Blvd Off-Ramp - GP	Mainline	F	124,910	10,617	127,841	10,866	249	2.3%	124,974	10,623	5	0.1%	F	125,573	10,674	56	0.5%	8.5%
49-b	ML Gene Autry Way On-Ramp to Harbor Blvd Off-Ramp - HOV	HOV	F	12,862	0	7,121	0			11,267	0			B	14,837	0			0%
50	Off-Ramp to Harbor Blvd	Ramp	F	14,217	0	14,371	0			13,810	0			F	13,739	0			0%
51-a	Harbor Blvd Off-Ramp to Harbor Blvd On-Ramp - GP	Mainline	F	108,775	9,246	112,893	9,596	350	3.8%	108,678	9,238	-8	-0.1%	F	104,644	8,895	-351	-3.8%	8.5%
51-b	Harbor Blvd Off-Ramp to Harbor Blvd On-Ramp - HOV	HOV	D	14,780	0	7,698	0			13,753	0			B	22,027	0			0%
52	On-Ramp from Harbor Blvd	Ramp	D	3,640	0	3,358	0			4,007	0			D	4,944	0			0%
53-a	Harbor Blvd On-Ramp to Ball Rd On-Ramp - GP	Mainline	D	113,444	9,643	116,533	9,905	263	2.7%	114,196	9,707	64	0.7%	D	110,295	9,375	-268	-2.8%	8.5%
53-b	Harbor Blvd On-Ramp to Ball Rd On-Ramp - HOV	HOV	D	13,747	0	7,416	0			12,242	0			B	21,320	0			0%
54	On-Ramp from Ball Rd	Ramp	D	9,444	0	9,449	0			9,385	0			D	9,419	0			0%
55-a	Ball Rd On-Ramp to Disneyland Dr On-Ramp - GP	Mainline	E	122,891	10,446	125,982	10,708	263	2.5%	123,581	10,504	59	0.6%	E	119,714	10,176	-270	-2.6%	8.5%
55-b	Ball Rd On-Ramp to Disneyland Dr On-Ramp - HOV	HOV	D	13,747	0	7,416	0			12,242	0			B	21,320	0			0%
56	On-Ramp from Disneyland Dr	Ramp	D	13,911	0	13,824	0			13,720	0			D	13,563	0			0%

PM Conformity Hot Spot Analysis – Project Summary for Interagency Consultation

Table 1: Opening Year (2035) Northbound I-5 Traffic Volumes																			
Seg #	Segment label	Facility Type	No-Build			Alt 2				Alt 3				Alt 4					Truck Percentage
			PM LOS	ADT (Total)	ADT (Truck)	ADT (Total)	ADT (Truck)	Change in Truck ADT from No-Build	Percent change in truck ADT from No-Build	ADT (Total)	ADT (Truck)	Change in Truck ADT from No-Build	Percent change in truck ADT from No-Build	PM LOS	ADT (Total)	ADT (Truck)	Change in Truck ADT from No-Build	Percent change in truck ADT from No-Build	
57-a	Disneyland Dr On-Ramp to Lincoln Ave Off-Ramp - GP	Mainline	D	136,803	11,628	139,806	11,884	255	2.2%	137,301	11,671	42	0.4%	D	133,277	11,329	-300	-2.6%	8.5%
57-b	Disneyland Dr On-Ramp to Lincoln Ave Off-Ramp - HOV	HOV	E	13,747	0	7,416	0			12,242	0			B	21,320	0			0%
58	Off-Ramp to Lincoln Ave	Ramp	E	13,878	0	13,838	0			14,039	0			E	14,260	0			0%
59-a	Lincoln Ave Off-Ramp to Lincoln Ave On-Ramp - GP	Mainline	E	119,612	10,167	124,716	10,601	434	4.3%	123,262	10,477	310	3.1%	D	119,017	10,116	-51	-0.5%	8.5%
59-b	Lincoln Ave Off-Ramp to Lincoln Ave On-Ramp - HOV	HOV	D	17,059	0	8,668	0			12,242	0			C	21,320	0			0%
60	On-Ramp from Lincoln Ave	Ramp	F	7,011	0	6,783	0			6,109	0			E	5,483	0			0%
61-a	Lincoln Ave On-Ramp to Euclid St Off-Ramp -GP	Mainline	F	130,135	11,061	132,943	11,300	239	2.2%	133,711	11,365	304	2.7%	E	134,052	11,394	333	3.0%	8.5%
61-b	St Off-Ramp Lincoln to St On-Ramp Euclid - HOV	HOV	D	13,549	0	7,224	0			7,902	0			C	11,768	0			0%
62	Off-Ramp to Euclid St	Ramp	F	11,493	0	11,329	0			11,686	0			E	11,890	0			0%
63-a	Euclid St Off-Ramp to Euclid St On-Ramp - GP	Mainline	F	118,642	10,085	121,614	10,337	253	2.5%	122,025	10,372	288	2.9%	D	122,162	10,384	299	3.0%	8.5%
63-b	Euclid St Off-Ramp to Euclid St On-Ramp - HOV	HOV	D	13,549	0	7,224	0			7,902	0			C	11,768	0			0%
64	On-Ramp from Euclid St	Ramp	F	8,790	0	8,757	0			8,702	0			E	8,484	0			0%
65-a	Euclid St On-Ramp to Brookhurst St Off-Ramp - GP	Mainline	F	127,433	10,832	130,371	11,082	250	2.3%	130,727	11,112	280	2.6%	E	130,646	11,105	273	2.5%	8.5%
65-b	Euclid St On-Ramp to Brookhurst St Off-Ramp - HOV	HOV	D	13,549	0	7,224	0			7,902	0			C	11,768	0			0%
66	Off-Ramp to Brookhurst St	Ramp	F	9,102	0	8,957	0			9,612	0			E	10,034	0			0%
67-a	Brookhurst St Off-Ramp to Palma Ave Off-Ramp - GP	Mainline	D	118,333	10,058	121,414	10,320	262	2.6%	121,115	10,295	236	2.4%	D	120,612	10,252	194	1.9%	8.5%

PM Conformity Hot Spot Analysis – Project Summary for Interagency Consultation

Table 1: Opening Year (2035) Northbound I-5 Traffic Volumes																			
Seg #	Segment label	Facility Type	No-Build			Alt 2				Alt 3				Alt 4					Truck Percentage
			PM LOS	ADT (Total)	ADT (Truck)	ADT (Total)	ADT (Truck)	Change in Truck ADT from No-Build	Percent change in truck ADT from No-Build	ADT (Total)	ADT (Truck)	Change in Truck ADT from No-Build	Percent change in truck ADT from No-Build	PM LOS	ADT (Total)	ADT (Truck)	Change in Truck ADT from No-Build	Percent change in truck ADT from No-Build	
67-b	Brookhurst St Off-Ramp to Palma Ave Off-Ramp - HOV	HOV	D	13,549	0	7,224	0			7,902	0			C	11,768	0			0%
68	Off-Ramp to La Palma Ave	Ramp	D	9,837	0	9,647	0			9,636	0			D	10,137	0			0%
69-a	Palma Ave Off-Ramp to Brookhurst St On-Ramp - GP	Mainline	D	106,973	9,093	111,321	9,462	370	4.1%	110,537	9,396	303	3.3%	C	109,858	9,338	245	2.7%	8.5%
69-b	Palma Ave Off-Ramp to Brookhurst St On-Ramp - HOV	HOV	C	15,070	0	7,670	0			8,844	0			C	12,385	0			0%
70	On-Ramp from Brookhurst St	Ramp	C	5,380	0	5,480	0			5,164	0			C	4,558	0			0%
71-a	Brookhurst St On-Ramp to La Palma Ave On-Ramp - GP	Mainline	C	115,518	9,819	118,069	10,036	217	2.2%	118,251	10,051	232	2.4%	C	119,715	10,176	357	3.6%	8.5%
71-b	Brookhurst St On-Ramp to La Palma Ave On-Ramp - HOV	HOV	C	11,904	0	6,402	0			6,294	0			A	7,086	0			0%
72	On-Ramp from La Palma Ave	Ramp	D	10,199	0	10,319	0			10,267	0			D	10,177	0			0%
73-a	La Palma Ave On-Ramp to WB SR 91 Off-Ramp - GP	Mainline	D	125,718	10,686	128,388	10,913	227	2.1%	128,518	10,924	238	2.2%	D	129,892	11,041	355	3.3%	8.5%
73-b	La Palma Ave On-Ramp to WB SR 91 Off-Ramp - HOV	HOV	A	11,904	0	6,402	0			6,294	0			A	7,086	0			0%
74	Off-Ramp to WB SR 91	Connector	D	31,180	0	31,989	0			32,045	0			D	32,301	0			0%
75-a	WB SR 91 Off-Ramp to Magnolia St/EB SR 91 Off-Ramp - GP	Mainline	E	94,539	8,036	96,399	8,194	158	2.0%	96,473	8,200	164	2.0%	E	97,591	8,295	259	3.2%	8.5%
75-b	WB SR 91 Off-Ramp to ML WB SR 91 Off-Ramp - HOV	HOV	B	11,904	0	6,402	0			6,294	0			A	7,086	0			0%
76-a	Off-Ramp to Magnolia St/EB SR 91	Connector	E	7,500	0	7,067	0			7,250	0			E	7,513	0			0%
76-b	Off-Ramp to WB SR 91 - HOV	Connector	B	5,580	0	2,021	0			3,839	0			A	4,509	0			0%
77-a	Magnolia St/EB SR 91 Off-Ramp to WB	Mainline	B	87,039	8,269	89,333	8,487	218	2.6%	88,981	8,453	184	2.2%	B	89,765	8,528	259	3.1%	9.5%

PM Conformity Hot Spot Analysis – Project Summary for Interagency Consultation

Table 1: Opening Year (2035) Northbound I-5 Traffic Volumes																			
Seg #	Segment label	Facility Type	No-Build			Alt 2				Alt 3				Alt 4					Truck Percentage
			PM LOS	ADT (Total)	ADT (Truck)	ADT (Total)	ADT (Truck)	Change in Truck ADT from No-Build	Percent change in truck ADT from No-Build	ADT (Total)	ADT (Truck)	Change in Truck ADT from No-Build	Percent change in truck ADT from No-Build	PM LOS	ADT (Total)	ADT (Truck)	Change in Truck ADT from No-Build	Percent change in truck ADT from No-Build	
	SR 91 On-Ramp - GP																		
77-b	ML WB SR 91 Off-Ramp to WB SR 91 On-Ramp - HOV	HOV	B	6,324	0	4,380	0			2,697	0			B	2,890	0			0%
78-a	On-Ramp from WB SR91	Connector	B	33,683	0	36,088	0			35,593	0			B	35,448	0			0%
78-b	On-Ramp from WB SR91 - HOV	Connector	B	3,549	0	961	0			1,496	0			B	1,512	0			0%
79-a	WB SR 91 On-Ramp to Orangethorpe On-Ramp - GP	Mainline	B	120,722	11,469	125,427	11,916	447	3.9%	124,578	11,835	366	3.2%	B	125,217	11,896	427	3.7%	9.5%
79-b	WB SR 91 On-Ramp to ML WB SR 91 On-Ramp - GP	HOV	B	9,873	0	5,335	0			4,189	0			B	4,398	0			0%
80-a	On-Ramp from Orangethorpe Ave	Ramp	C	2,934	0	3,048	0			3,041	0			C	2,921	0			0%
81-a	Orangethorpe On-Ramp to Auto Center Dr Off-Ramp - GP	Mainline	C	123,657	11,747	128,475	12,205	458	3.9%	127,619	12,124	376	3.2%	C	128,138	12,173	426	3.6%	9.5%
81-b	ML WB SR 91 On-Ramp to Auto Center Dr Off-Ramp - HOV	HOV	B	9,873	0	5,335	0			4,189	0			B	4,398	0			0%
82	Off-Ramp to Auto Center Dr	Ramp	C	14,933	0	14,906	0			15,165	0			C	14,795	0			0%
83-a	Auto Center Dr Off-Ramp to Beach Blvd Off-Ramp - GP	Mainline	B	108,724	10,329	113,569	10,789	460	4.5%	112,454	10,683	354	3.4%	B	113,343	10,768	439	4.2%	9.5%
83-b	Auto Center Dr Off-Ramp to Beach Blvd Off-Ramp - HOV	HOV	C	9,873	0	5,335	0			4,189	0			B	4,398	0			0%
84	Off-Ramp to Beach Blvd	Ramp	B	12,712	0	12,426	0			12,437	0			B	12,930	0			0%
85-a	Beach Blvd Off-Ramp to Beach Blvd On-Ramp - GP	Mainline	C	95,050	9,030	100,960	9,591	561	6.2%	99,841	9,485	455	5.0%	B	100,248	9,524	494	5.5%	9.5%
85-b	Auto Center Dr Off-Ramp to Beach Blvd Off-Ramp - HOV	HOV	C	10,834	0	5,518	0			4,365	0			B	4,563	0			0%
86	On-Ramp from Beach Blvd	Ramp	C	9,764	0	9,932	0			9,880	0			B	9,849	0			0%

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Seg #	Segment label	Facility Type	No-Build			Alt 2				Alt 3				Alt 4					Truck Percentage
			PM LOS	ADT (Total)	ADT (Truck)	ADT (Total)	ADT (Truck)	Change in Truck ADT from No-Build	Percent change in truck ADT from No-Build	ADT (Total)	ADT (Truck)	Change in Truck ADT from No-Build	Percent change in truck ADT from No-Build	PM LOS	ADT (Total)	ADT (Truck)	Change in Truck ADT from No-Build	Percent change in truck ADT from No-Build	
87-a	Beach Blvd On-Ramp to Artesia Blvd Off-Ramp - GP	Mainline	C	109,094	10,364	112,337	10,672	308	3.0%	111,416	10,585	221	2.1%	B	111,876	10,628	264	2.6%	9.5%
87-b	Beach Blvd On-Ramp to Artesia Blvd Off-Ramp - HOV	HOV	C	6,556	0	4,073	0			2,670	0			B	2,784	0			0%
88	Off-Ramp to Artesia Blvd	Ramp	C	6,636	0	5,580	0			5,726	0			B	5,846	0			0%
89	Artesia Blvd Off-Ramp to Artesia Blvd On-Ramp - GP	Mainline	C	100,398	9,538	102,214	9,710	173	1.8%	101,450	9,638	100	1.0%	C	101,813	9,672	134	1.4%	9.5%
90	Artesia Blvd Off-Ramp to Artesia Blvd On-Ramp - HOV	HOV	C	8,615	0	8,616	0			6,910	0			B	7,001	0			0%
90	On-Ramp from Artesia Blvd	Ramp	--	10,137	963	10,423	0			10,359	0			--	10,321	0			0%
91	Artesia Blvd On-Ramp to end of Study - HOV	Mainline	--	111,691	10,611	113,348	10,768	157	1.5%	112,587	10,696	85	0.8%	--	112,898	10,725	115	1.1%	9.5%
91	Artesia Blvd On-Ramp to end of Study - HOV	HOV	--	7,458	0	7,905	0			6,132	0			--	6,237	0			0%

Source: *Jacobs* (December 2022).
 Note: LOS levels were not modeled for Segment #91 (both mainline and HOV) because project lane improvements would not extend beyond Segment #90, the Artesia Blvd on-ramp.

- EB = eastbound
- EL - Express Lanes
- GP = General Purpose Lanes
- HOV = High Occupancy Vehicle Lanes
- I = Interstate
- mi = miles
- ML = managed lane
- NB = northbound
- SB = southbound
- SR = State Route
- WB = westbound

Table 2: Opening Year (2035) Southbound I-5 Traffic Volumes

Table 2: Opening Year (2035) Southbound I-5 Traffic Volumes																			
Seg #	Segment label	Facility Type	No-Build			Alt 2				Alt 3				Alt 4					Truck Percentage
			AM LOS	ADT (Total)	ADT (Truck)	ADT (Total)	ADT (Truck)	Change in Truck ADT from No-Build	Percent change in truck ADT from No-Build	ADT (Total)	ADT (Truck)	Change in Truck ADT from No-Build	Percent change in truck ADT from No-Build	AM LOS	ADT (Total)	ADT (Truck)	Change in Truck ADT from No-Build	Percent change in truck ADT from No-Build	
1	Begin of Study to Artesia Blvd Off-Ramp - GP	Mainline	--	116,016	8,121	116,091	8,126	5	0.06%	116,402	8,148	27	0.33%	--	116,426	8,150	29	0.35%	7.0%
3-b	Begin of Study to Artesia Blvd Off-Ramp - HOV/EL	HOV/Express Lanes	--	7,632	0	6,338	0			6,605	0			--	6,700	0			0%
2	Off-ramp to Artesia Blvd	Ramp	--	12,065	0	12,214	0			12,124	0			--	12,084	0			0%
3-b	Artesia Blvd Off-Ramp to Artesia Blvd On-Ramp - HOV/EL	HOV/Express Lanes	F	10,596	0	8,712	0			9,302	0			B	9,403	0			0%
3-a	Artesia Blvd Off-Ramp to Artesia Blvd On-Ramp - GP	Mainline	C	100,987	7,069	101,500	7,105	36	0.51%	101,579	7,111	41	0.59%	C	101,640	7,115	46	0.65%	7.0%
4	On-Ramp from Artesia Blvd	Ramp	C	5,620	0	5,258	0			5,456	0			C	5,533	0			0%
5-a	Artesia Blvd On-Ramp to Beach Blvd Off-Ramp - GP	Mainline	C	107,322	7,513	109,933	7,695	183	2.43%	107,801	7,546	34	0.45%	C	107,929	7,555	42	0.57%	7.0%
5-b	Artesia Blvd On-Ramp to Beach Blvd Off-Ramp - HOV/EL	HOV/Express Lanes	F	9,882	0	5,539	0			8,537	0			B	8,648	0			0%
6	Off-ramp to Beach Blvd	Ramp	C	10,435	0	10,529	0			10,510	0			C	10,489	0			0%
7-a	Beach Blvd Off-Ramp to Beach Blvd On-Ramp - GP	Mainline	C	96,051	6,724	98,771	6,914	190	2.83%	96,569	6,760	36	0.54%	C	96,676	6,767	44	0.65%	7.0%
7-b	Beach Blvd Off-Ramp to Beach Blvd On-Ramp - HOV/EL	HOV/Express Lanes	F	10,719	0	6,170	0			9,260	0			B	9,411	0			0%
8	On-Ramp from Beach Blvd	Ramp	C	24,905	0	24,660	0			24,677	0			C	24,736	0			0%
9-a	Beach Blvd On-Ramp to EB SR 91 Off-Ramp - GP	Mainline	C	121,230	8,486	123,566	8,650	164	1.93%	123,621	8,653	167	1.97%	C	123,487	8,644	158	1.86%	7.0%
9-b	Beach Blvd On-Ramp to EB SR 91 Off-Ramp - HOV/EL	HOV/Express Lanes	F	10,441	0	6,037	0			6,883	0			B	7,338	0			0%

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Table 2: Opening Year (2035) Southbound I-5 Traffic Volumes																			
Seg #	Segment label	Facility Type	No-Build			Alt 2				Alt 3				Alt 4				Truck Percentage	
			AM LOS	ADT (Total)	ADT (Truck)	ADT (Total)	ADT (Truck)	Change in Truck ADT from No-Build	Percent change in truck ADT from No-Build	ADT (Total)	ADT (Truck)	Change in Truck ADT from No-Build	Percent change in truck ADT from No-Build	AM LOS	ADT (Total)	ADT (Truck)	Change in Truck ADT from No-Build		Percent change in truck ADT from No-Build
10-a	Off-ramp to EB SR 91	Connector	C	30,558	0	31,790	0			31,515	0			C	31,416	0			0%
10-b	Off-Ramp to EB SR 91 - HOV/EL	Connector	F	4,000	0	2,077	0			2,746	0			B	2,858	0			0%
11-a	EB SR 91 Off-Ramp to Magnolia St Off-Ramp - GP	Mainline	C	90,644	6,345	91,747	6,422	77	1.22%	92,079	6,446	100	1.58%	0	92,043	6,443	98	1.54%	7.0%
11-b	ML Off-Ramp to EB SR 91 to Magnolia St - HOV/EL	HOV/Express Lanes	F	6,470	0	3,990	0			4,167	0			B	4,508	0			0%
12	Off-Ramp to Magnolia St	Ramp	C	6,404	0	6,425	0			6,430	0			D	6,409	0			0%
13-a	Magnolia St Off-Ramp to EB SR 91 On-Ramp - GP	Mainline	D	84,240	5,897	85,323	5,973	76	1.29%	85,648	5,995	99	1.67%	E	85,635	5,994	98	1.66%	7.0%
13-b	Magnolia St Off-Ramp to ML EB SR 91 On-Ramp - HOV/EL	HOV/Express Lanes	F	6,470	0	3,990	0			4,167	0			B	4,508	0			0%
14-a	On-Ramp from EB SR 91	Connector	F	34,254	0	34,331	0			34,495	0			F	34,786	0			0%
14-b	On-Ramp from EB SR 91 - HOV/EL	Connector	F	5,288	0	3,703	0			4,097	0			B	4,339	0			0%
15-a	EB SR 91 On-Ramp to Magnolia St On-Ramp - GP	Mainline	F	118,494	8,295	119,654	8,376	81	0.98%	120,142	8,410	115	1.39%	F	120,420	8,429	135	1.63%	7.0%
15-b	ML EB SR 91 On-Ramp to Magnolia St On-Ramp - HOV/EL	HOV/Express Lanes	F	11,758	0	7,694	0			8,264	0			B	8,847	0			0%
16	On-Ramp from Magnolia St	Ramp	E	8,904	0	8,881	0			8,900	0			F	8,997	0			0%
17-a	Magnolia St On-Ramp to Brookhurst St Off-Ramp - GP	Mainline	E	127,398	8,918	128,537	8,998	80	0.89%	129,043	9,033	115	1.29%	F	129,417	9,059	141	1.58%	7.0%
17-b	Magnolia St On-Ramp to Brookhurst St Off-Ramp - HOV/EL	HOV/Express Lanes	F	11,758	0	7,694	0			8,264	0			B	8,847	0			0%
18	Off-Ramp to Brookhurst St	Ramp	E	11,704	0	11,734	0			11,715	0			F	11,670	0			0%
19-a	Brookhurst St Off-Ramp to Brookhurst St On-Ramp - GP	Mainline	F	111,494	7,805	113,522	7,947	142	1.82%	114,117	7,988	184	2.35%	F	114,481	8,014	209	2.68%	7.0%

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Table 2: Opening Year (2035) Southbound I-5 Traffic Volumes																			
Seg #	Segment label	Facility Type	No-Build			Alt 2				Alt 3				Alt 4				Truck Percentage	
			AM LOS	ADT (Total)	ADT (Truck)	ADT (Total)	ADT (Truck)	Change in Truck ADT from No-Build	Percent change in truck ADT from No-Build	ADT (Total)	ADT (Truck)	Change in Truck ADT from No-Build	Percent change in truck ADT from No-Build	AM LOS	ADT (Total)	ADT (Truck)	Change in Truck ADT from No-Build		Percent change in truck ADT from No-Build
19-b	Brookhurst St Off-Ramp to Brookhurst St On-Ramp - HOV/EL	HOV/Express Lanes	F	15,959	0	10,973	0			11,474	0			B	12,113	0			0%
20	On-Ramp from Brookhurst St	Ramp	F	12,690	0	12,658	0			12,759	0			F	12,871	0			0%
21-a	Brookhurst St On-Ramp to Euclid St Off-Ramp - GP	Mainline	F	125,945	8,816	127,446	8,921	105	1.19%	128,406	8,988	172	1.95%	F	128,700	9,009	193	2.19%	7.0%
21-b	Brookhurst St On-Ramp to Euclid St Off-Ramp - HOV/EL	HOV/Express Lanes	F	14,198	0	9,710	0			9,944	0			B	10,765	0			0%
22	Off-Ramp to Euclid St	Ramp	F	8,765	0	8,732	0			8,294	0			F	8,041	0			0%
23-a	Euclid St Off-Ramp to Lincoln Ave Off-Ramp - GP	Mainline	F	114,805	8,036	116,857	8,180	144	1.79%	107,631	7,534	-502	-6.25%	F	102,301	7,161	-875	-10.89%	7.0%
23-b	Euclid St Off-Ramp to Lincoln Ave Off-Ramp - HOV/EL	HOV/Express Lanes	F	16,576	0	11,565	0			22,428	0			B	29,126	0			0%
24	Off-Ramp to Lincoln Ave	Ramp	F	5,382	0	5,409	0			5,171	0			F	4,938	0			0%
25-a	Lincoln Ave Off-Ramp to Euclid St On-Ramp - GP	Mainline	F	109,423	7,660	111,449	7,801	142	1.85%	102,459	7,172	-487	-6.36%	F	97,363	6,815	-844	-11.02%	7.0%
25-b	Lincoln Ave Off-Ramp to Euclid St On-Ramp - HOV/EL	HOV/Express Lanes	F	16,576	0	11,565	0			22,428	0			F	29,126	0			0%
26	On-Ramp from Euclid St	Ramp	F	10,378	0	10,338	0			10,408	0			F	10,499	0			0%
27-a	Euclid St On-Ramp to Lincoln Ave On-Ramp - GP	Mainline	F	120,368	8,426	122,147	8,550	125	1.48%	121,590	8,511	86	1.02%	F	120,558	8,439	13	0.16%	7.0%
27-b	Euclid St On-Ramp to Lincoln Ave On-Ramp - HOV/EL	HOV/Express Lanes	F	16,009	0	11,207	0			13,704	0			B	16,430	0			0%
28	On-Ramp from Lincoln Ave	Ramp	F	11,350	0	11,288	0			11,365	0			F	11,433	0			0%
29-a	Lincoln Ave On-Ramp to Disneyland Dr Off-Ramp - GP	Mainline	F	131,718	9,220	133,435	9,340	120	1.30%	132,958	9,307	87	0.94%	F	131,991	9,239	19	0.21%	7.0%
29-b	Lincoln Ave On-Ramp to ML	HOV/Express Lanes	F	16,009	0	11,207	0			13,704	0			B	16,430	0			0%

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Table 2: Opening Year (2035) Southbound I-5 Traffic Volumes																			
Seg #	Segment label	Facility Type	No-Build			Alt 2				Alt 3				Alt 4				Truck Percentage	
			AM LOS	ADT (Total)	ADT (Truck)	ADT (Total)	ADT (Truck)	Change in Truck ADT from No-Build	Percent change in truck ADT from No-Build	ADT (Total)	ADT (Truck)	Change in Truck ADT from No-Build	Percent change in truck ADT from No-Build	AM LOS	ADT (Total)	ADT (Truck)	Change in Truck ADT from No-Build		Percent change in truck ADT from No-Build
	Disneyland Dr Off-Ramp - HOV/EL																		
30-b	Off-Ramp to Disneyland Dr - HOV/EL	Ramp	F	3,699	0	2,801	0			3,905	0			B	4,432	0			0%
31-a	Disneyland Dr Off-Ramp to Disneyland Dr On-Ramp - GP	Mainline	E	115,239	8,067	116,472	8,153	86	1.07%	116,515	8,156	89	1.11%	F	115,828	8,108	41	0.51%	7.0%
31-b	ML Disneyland Dr Off-Ramp to Disneyland Dr On-Ramp - HOV/EL	HOV/Express Lanes	F	12,357	0	8,451	0			9,845	0			C	12,043	0			0%
32	On-Ramp from Disneyland Dr	Ramp	E	10,077	0	9,928	0			10,012	0			F	10,150	0			0%
33-a	Disneyland Dr On-Ramp to Harbor Blvd Off-Ramp - GP	Mainline	E	125,316	8,772	126,400	8,848	76	0.87%	126,528	8,857	85	0.97%	F	125,979	8,819	46	0.53%	7.0%
33-b	Disneyland Dr On-Ramp to Harbor Blvd Off-Ramp - HOV/EL	HOV/Express Lanes	F	12,357	0	8,451	0			9,845	0			C	12,043	0			0%
34	Off-Ramp to Harbor Blvd	Ramp	E	7,973	0	8,059	0			7,891	0			F	7,961	0			0%
35-a	Harbor Blvd Off-Ramp to Harbor Blvd On-Ramp - GP	Mainline	F	114,050	7,984	116,176	8,132	149	1.86%	115,005	8,050	67	0.84%	E	114,670	8,027	43	0.54%	7.0%
35-b	Harbor Blvd Off-Ramp to Harbor Blvd On-Ramp - HOV/EL	HOV/Express Lanes	F	15,649	0	10,615	0			13,478	0			C	15,390	0			0%
36	On-Ramp from Harbor Blvd	Ramp	E	9,091	0	9,012	0			8,921	0			D	8,995	0			0%
37-a	Harbor Blvd On-Ramp to Anaheim Blvd Off-Ramp - GP	Mainline	E	124,910	10,617	126,300	10,736	118	1.11%	125,221	10,644	26	0.25%	D	124,996	10,625	7	0.07%	8.5%
37-b	Harbor Blvd On-Ramp to Anaheim Blvd Off-Ramp - HOV/EL	HOV/Express Lanes	F	13,883	0	9,505	0			12,183	0			C	14,059	0			0%
38	Off-Ramp to Anaheim Blvd	Ramp	E	8,062	0	8,064	0			7,900	0			D	7,954	0			0%
39-a	Anaheim Blvd Off-Ramp to Katella Ave Off-Ramp - GP	Mainline	D	116,848	9,932	118,235	10,050	118	1.19%	117,319	9,972	40	0.40%	C	117,043	9,949	17	0.17%	8.5%

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Table 2: Opening Year (2035) Southbound I-5 Traffic Volumes																			
Seg #	Segment label	Facility Type	No-Build			Alt 2				Alt 3				Alt 4				Truck Percentage	
			AM LOS	ADT (Total)	ADT (Truck)	ADT (Total)	ADT (Truck)	Change in Truck ADT from No-Build	Percent change in truck ADT from No-Build	ADT (Total)	ADT (Truck)	Change in Truck ADT from No-Build	Percent change in truck ADT from No-Build	AM LOS	ADT (Total)	ADT (Truck)	Change in Truck ADT from No-Build		Percent change in truck ADT from No-Build
39-b	Anaheim Blvd Off-Ramp to Katella Ave Off-Ramp - HOV/EL	HOV/Express Lanes	F	13,883	0	9,505	0			12,183	0			C	14,059	0			0%
40	Off-Ramp to Katella Ave	Ramp	D	14,303	0	14,458	0			14,130	0			C	14,170	0			0%
41-a	Katella Ave Off-Ramp to Anaheim Blvd On-Ramp - GP	Mainline	D	102,545	8,716	103,776	8,821	105	1.20%	103,189	8,771	55	0.63%	E	102,872	8,744	28	0.32%	8.5%
41-b	Katella Ave Off-Ramp to Gene Autry Way Off-Ramp - HOV/EL	HOV/Express Lanes	F	13,883	0	9,505	0			12,183	0			B	14,059	0			0%
42-a	On-Ramp from Anaheim Blvd	Ramp	D	12,483	0	12,499	0			12,376	0			D	12,333	0			0%
42-b	Off-Ramp to Gene Autry Way - HOV/EL	Ramp	F	5,647	0	3,679	0			5,052	0			B	6,380	0			0%
43-a	Anaheim Blvd On-Ramp to Katella Ave On-Ramp - GP	Mainline	D	114,957	9,771	116,203	9,877	106	1.08%	115,493	9,817	46	0.47%	D	115,134	9,786	15	0.15%	8.5%
43-b	Anaheim Blvd On-Ramp to Katella Ave On-Ramp - HOV/EL	HOV/Express Lanes	F	8,305	0	5,895	0			7,203	0			A	7,752	0			0%
44	On-Ramp from Katella Avenue	Ramp	E	10,886	0	10,934	0			10,178	0			E	10,334	0			0%
45-a	Katella Ave On-Ramp to The City Dr Off-Ramp - GP	Mainline	E	125,842	10,697	127,138	10,807	110	1.03%	125,671	10,682	-15	-0.14%	E	125,468	10,665	-32	-0.30%	8.5%
45-b	Katella Ave On-Ramp to The City Dr Off-Ramp - HOV/EL	HOV/Express Lanes	F	8,305	0	5,895	0			7,203	0			A	7,752	0			0%
46	Off-Ramp to The City Dr	Ramp	E	13,068	0	13,014	0			13,314	0			E	13,335	0			0%
47	City Dr Off-Ramp to ML Gene Autry Way - HOV/EL	HOV/Express Lanes	F	9,846	0	6,974	0			8,517	0			A	9,071	0			0%
48	On-Ramp from Gene Autry Way - HOV/EL	Ramp	F	5,463	0	3,135	0			8,547	0			B	8,842	0			0%
49-a	The City Dr Off-Ramp to Orangewood Ave On-Ramp - GP	Mainline	E	111,233	9,455	113,044	9,609	154	1.63%	111,041	9,438	-16	-0.17%	D	110,813	9,419	-36	-0.38%	8.5%

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Table 2: Opening Year (2035) Southbound I-5 Traffic Volumes																			
Seg #	Segment label	Facility Type	No-Build			Alt 2				Alt 3				Alt 4				Truck Percentage	
			AM LOS	ADT (Total)	ADT (Truck)	ADT (Total)	ADT (Truck)	Change in Truck ADT from No-Build	Percent change in truck ADT from No-Build	ADT (Total)	ADT (Truck)	Change in Truck ADT from No-Build	Percent change in truck ADT from No-Build	AM LOS	ADT (Total)	ADT (Truck)	Change in Truck ADT from No-Build		Percent change in truck ADT from No-Build
49-b	ML Gene Autry Way On-Ramp to Orangewood Ave On-Ramp - HOV/EL	HOV/Express Lanes	F	9,846	0	6,974	0			8,517	0			A	9,071	0			0%
50	On-Ramp from Orangewood Ave	Ramp	D	7,376	0	7,547	0			6,324	0			D	6,304	0			0%
51-a	Orangewood Ave On-Ramp to The City Dr On-Ramp - GP	Mainline	D	121,400	10,319	122,448	10,408	89	0.86%	125,193	10,641	322	3.12%	D	125,225	10,644	325	3.15%	8.5%
51-b	Orangewood Ave On-Ramp to The City Dr On-Ramp - HOV/EL	HOV/Express Lanes	F	12,518	0	8,254	0			9,236	0			A	9,804	0			0%
52	On-Ramp from The City Dr	Ramp	D	4,533	0	4,764	0			3,411	0			C	3,437	0			0%
53-a	The City Dr On-Ramp to Chapman Ave On-Ramp - GP	Mainline	D	125,932	10,704	127,213	10,813	109	1.02%	128,604	10,931	227	2.12%	C	128,663	10,936	232	2.17%	8.5%
53-b	The City Dr On-Ramp to Chapman Ave On-Ramp - HOV/EL	HOV/Express Lanes	F	12,518	0	8,254	0			9,236	0			A	9,804	0			0%
54	On-Ramp from Chapman Ave	Ramp	D	11,954	0	11,944	0			11,795	0			D	11,763	0			0%
55-a	Chapman Ave On-Ramp to WB SR 22 Off-Ramp - GP	Mainline	D	137,885	11,720	139,156	11,828	108	0.92%	140,398	11,934	214	1.82%	D	140,426	11,936	216	1.84%	8.5%
55-b	Chapman Ave On-Ramp to WB SR 22 Off-Ramp - HOV/EL	HOV/Express Lanes	F	12,518	0	8,254	0			9,236	0			A	9,804	0			0%
56	Off-Ramp to WB SR 22	Connector	D	681	0	693	0			682	0			D	647	0			0%
57-a	WB SR 22 Off-Ramp to EB SR 22 Off-Ramp - GP	Mainline	D	137,206	11,663	138,463	11,769	107	0.92%	139,717	11,876	213	1.83%	D	139,779	11,881	219	1.88%	8.5%
57-b	WB SR 22 Off-Ramp to EB SR 22 Off-Ramp - HOV/EL	HOV/Express Lanes	F	12,518	0	8,254	0			9,236	0			A	9,804	0			0%
58	Off-Ramp to EB SR 22	Connector	D	26,648	0	26,435	0			26,947	0			D	27,003	0			0%
59-a	EB SR 22 Off-Ramp to CD Road Off-Ramp - GP	Mainline	E	110,556	9,397	112,029	9,522	125	1.33%	112,770	9,585	188	2.00%	C	112,776	9,586	189	2.01%	8.5%

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Table 2: Opening Year (2035) Southbound I-5 Traffic Volumes																			
Seg #	Segment label	Facility Type	No-Build			Alt 2				Alt 3				Alt 4				Truck Percentage	
			AM LOS	ADT (Total)	ADT (Truck)	ADT (Total)	ADT (Truck)	Change in Truck ADT from No-Build	Percent change in truck ADT from No-Build	ADT (Total)	ADT (Truck)	Change in Truck ADT from No-Build	Percent change in truck ADT from No-Build	AM LOS	ADT (Total)	ADT (Truck)	Change in Truck ADT from No-Build		Percent change in truck ADT from No-Build
59-b	EB SR 22 Off-Ramp to CD Road Off-Ramp - HOV/EL	HOV/Express Lanes	F	12,518	0	8,254	0			9,236	0			A	9,804	0			0%
60	Off-Ramp to CD Road	Connector	E	10,382	0	10,369	0			10,571	0			C	10,610	0			0%
63-a	CD Road Off-Ramp to EB SR 22 - GP	Mainline	F	100,175	8,515	101,661	8,641	126	1.48%	102,199	8,687	172	2.02%	B	102,167	8,684	169	1.99%	8.5%
63-b	ML SB SR 57 On-Ramp to EB SR 22 - HOV/EL	HOV/Express Lanes	D	12,518	0	8,254	0			9,236	0			F	9,804	0			0%
62	On-Ramp from SB SR 57 - HOV/EL	Connector	F	10,072	0	6,555	0			8,485	0			B	8,415	0			0%
64	On-Ramp from EB SR 22	Connector	E	19,872	0	19,353	0			19,468	0			B	19,446	0			0%
65-a	EB SR 22 On-Ramp to CD Road On-Ramp - GP	Mainline	E	120,050	10,204	121,014	10,286	82	0.80%	121,669	10,342	138	1.35%	F	121,613	10,337	133	1.30%	8.5%
65-b	EB SR 22 On-Ramp to CD Road On-Ramp - HOV/EL	HOV/Express Lanes	F	22,591	0	14,808	0			17,721	0			F	18,219	0			0%
66	On-Ramp from SB SR 57/CD Road	Connector	E	42,731	0	43,836	0			43,591	0			B	43,540	0			0%
66	Off-Ramp to Main St - HOV/EL	Ramp	F	0	0	0	0			0	0			E	0	0			0%
67-a	CD Road On-Ramp to Main St On-Ramp - GP	Mainline	F	164,287	13,964	166,359	14,141	176	1.26%	166,767	14,175	211	1.51%	E	166,661	14,166	202	1.45%	8.5%
67-b	CD Road On-Ramp to Main St On-Ramp - HOV/EL	HOV/Express Lanes	F	21,084	0	13,300	0			16,214	0			C	16,711	0			0%
68	On-Ramp from Main St	Ramp	F	10,522	0	10,170	0			10,381	0			E	10,403	0			0%
69-a	Main St On-Ramp to 17th St Off-Ramp - GP	Mainline	F	174,810	14,859	176,530	15,005	146	0.98%	177,148	15,058	199	1.34%	E	177,064	15,050	192	1.29%	8.5%
69-b	Main St On-Ramp to 17th St Off-Ramp - HOV/EL	HOV/Express Lanes	F	21,084	0	13,300	0			16,214	0			C	16,711	0			0%
70	Off-Ramp to 17th St	Ramp	F	8,967	0	9,184	0			9,056	0			E	9,049	0			0%
71-a	17th St Off-Ramp to 17th St On-Ramp - GP	Mainline	F	162,279	13,794	165,171	14,040	246	1.78%	164,285	13,964	171	1.24%	F	164,272	13,963	169	1.23%	8.5%

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Table 2: Opening Year (2035) Southbound I-5 Traffic Volumes																			
Seg #	Segment label	Facility Type	No-Build			Alt 2				Alt 3				Alt 4				Truck Percentage	
			AM LOS	ADT (Total)	ADT (Truck)	ADT (Total)	ADT (Truck)	Change in Truck ADT from No-Build	Percent change in truck ADT from No-Build	ADT (Total)	ADT (Truck)	Change in Truck ADT from No-Build	Percent change in truck ADT from No-Build	AM LOS	ADT (Total)	ADT (Truck)	Change in Truck ADT from No-Build		Percent change in truck ADT from No-Build
71-b	17th St Off-Ramp to 17th St On-Ramp - HOV/EL	HOV/Express Lanes	F	24,646	0	15,476	0			20,019	0			C	20,454	0			0%
72	On-Ramp from 17th St	Ramp	E	8,725	0	8,674	0			8,762	0			F	8,757	0			0%
73-a	17th St On-Ramp to Grand Ave Off-Ramp - GP	Mainline	E	172,519	14,664	174,613	14,842	178	1.21%	174,225	14,809	145	0.99%	F	174,198	14,807	143	0.97%	8.5%
73-b	17th St On-Ramp to Grand Ave Off-Ramp - HOV/EL	HOV/Express Lanes	F	23,131	0	14,707	0			18,841	0			C	19,286	0			0%
74	Off-Ramp to Grand Ave	Ramp	E	8,483	0	8,568	0			8,477	0			F	8,474	0			0%
75-a	Grand Ave Off-Ramp to Grand Ave On-Ramp - GP	Mainline	C	164,035	13,943	166,044	14,114	171	1.22%	165,748	14,089	146	1.04%	F	165,722	14,086	143	1.03%	8.5%
75-b	Grand Ave Off-Ramp to Grand Ave On-Ramp - HOV/EL	HOV/Express Lanes	F	23,131	0	14,707	0			18,841	0			C	19,286	0			0%
76	On-Ramp from Grand Ave	Ramp	E	6,619	0	6,910	0			6,533	0			F	6,509	0			0%
77	Grand Ave On-Ramp to ML Grand Ave On-Ramp - HOV/EL	HOV/Express Lanes	F	23,131	0	14,707	0			18,841	0			C	19,286	0			0%
78	On-Ramp from Grand Ave - HOV/EL	Ramp	B	3,119	0	2,185	0			3,183	0			B	3,197	0			0%
79-a	Grand Ave On-Ramp to 4th St Off-Ramp - GP	Mainline	E	170,654	14,506	172,955	14,701	196	1.35%	172,280	14,644	138	0.95%	F	172,231	14,640	134	0.92%	8.5%
79-b	ML Grand Ave On-Ramp to ML SB SR 55 Off-Ramp - HOV/EL	HOV/Express Lanes	B	26,251	0	16,892	0			22,025	0			B	22,483	0			0%
80-a	Off-Ramp to 4th St	Ramp	E	12,157	0	12,105	0			12,118	0			F	12,126	0			0%
80-b	Off-Ramp to SB SR 55 - HOV/EL	Connector	B	11,464	0	7,245	0			9,096	0			B	9,249	0			0%
81-a	4th St Off-Ramp to 1st St On-Ramp - GP	Mainline	F	158,495	15,057	160,851	15,281	224	1.49%	160,163	15,215	158	1.05%	F	160,108	15,210	153	1.02%	9.5%
81-b	ML SB SR 55 Off-Ramp to 1st St On-Ramp - HOV/EL	HOV/Express Lanes	F	14,786	0	9,646	0			12,928	0			C	13,233	0			0%

PM Conformity Hot Spot Analysis – Project Summary for Interagency Consultation

Table 2: Opening Year (2035) Southbound I-5 Traffic Volumes																			
Seg #	Segment label	Facility Type	No-Build			Alt 2				Alt 3				Alt 4				Truck Percentage	
			AM LOS	ADT (Total)	ADT (Truck)	ADT (Total)	ADT (Truck)	Change in Truck ADT from No-Build	Percent change in truck ADT from No-Build	ADT (Total)	ADT (Truck)	Change in Truck ADT from No-Build	Percent change in truck ADT from No-Build	AM LOS	ADT (Total)	ADT (Truck)	Change in Truck ADT from No-Build		Percent change in truck ADT from No-Build
82	On-Ramp from 1st St	Ramp	D	11,811	0	11,897	0			11,858	0			D	11,851	0			0%
83-a	1st St On-Ramp to SB SR 55 Off-Ramp - GP	Mainline	D	170,308	16,179	172,748	16,411	232	1.43%	172,021	16,342	163	1.01%	D	171,957	16,336	157	0.97%	9.5%
83-b	1st St On-Ramp to SB SR 55 Off-Ramp - HOV/EL	HOV/Express Lanes	C	14,786	0	9,646	0			12,928	0			C	13,233	0			0%
84	Off-Ramp to SB SR 55	Connector	D	43,781	0	44,304	0			44,347	0			D	44,459	0			0%
85-a	SB SR 55 Off-Ramp to Newport Ave Off-Ramp - GP	Mainline	C	126,526	12,020	128,444	12,202	182	1.52%	127,674	12,129	109	0.91%	C	127,498	12,112	92	0.77%	9.5%
85-b	SB SR 55 Off-Ramp to Newport Ave Off-Ramp - HOV/EL	HOV/Express Lanes	C	14,786	0	9,646	0			12,928	0			B	13,233	0			0%
86	Off-Ramp to Newport Ave	Ramp	C	6,136	0	6,205	0			6,119	0			C	6,131	0			0%
87-a	Newport Ave Off-Ramp to NB SR 55 On-Ramp - GP	Mainline	C	119,261	11,330	121,450	11,538	208	1.84%	112,888	10,724	-605	-5.34%	C	110,679	10,515	-815	-7.20%	9.5%
87-b	Newport Ave Off-Ramp to NB SR 55 On-Ramp - HOV/EL	HOV/Express Lanes	C	15,916	0	10,435	0			21,594	0			B	23,920	0			0%
88	On-Ramp from NB SR 55	Connector	E	4,867	0	4,955	0			4,854	0			D	4,843	0			0%
89-a	NB SR 55 On-Ramp to SB SR 55 On-Ramp - GP	Mainline	E	125,451	11,918	127,264	12,090	172	1.45%	127,755	12,137	219	1.84%	D	127,606	12,123	205	1.72%	9.5%
89-b	NB SR 55 On-Ramp to SB SR 55 On-Ramp - HOV/EL	HOV/Express Lanes	C	14,593	0	9,576	0			11,583	0			B	11,840	0			0%
90	On-Ramp from SB SR 55	Connector	F	41,174	0	41,967	0			41,129	0			F	41,146	0			0%
91-a	SB SR 55 On-Ramp to Red Hill Ave Off-Ramp - GP	Mainline	F	166,626	15,829	169,231	16,077	247	1.56%	168,883	16,044	214	1.35%	F	168,753	16,032	202	1.28%	9.5%
91-b	SB SR 55 On-Ramp to Red Hill Ave Off-Ramp - HOV/EL	HOV/Express Lanes	C	14,593	0	9,576	0			11,583	0			C	11,840	0			0%
92	Off-Ramp to Red Hill Ave	Ramp	F	9,646	0	9,120	0			9,602	0			F	9,650	0			0%

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Table 2: Opening Year (2035) Southbound I-5 Traffic Volumes																			
Seg #	Segment label	Facility Type	No-Build			Alt 2				Alt 3				Alt 4				Truck Percentage	
			AM LOS	ADT (Total)	ADT (Truck)	ADT (Total)	ADT (Truck)	Change in Truck ADT from No-Build	Percent change in truck ADT from No-Build	ADT (Total)	ADT (Truck)	Change in Truck ADT from No-Build	Percent change in truck ADT from No-Build	AM LOS	ADT (Total)	ADT (Truck)	Change in Truck ADT from No-Build		Percent change in truck ADT from No-Build
93-a	Red Hill Ave Off-Ramp to Red Hill Ave On-Ramp - GP	Mainline	F	154,116	14,641	153,750	14,606	-35	-0.24%	156,441	14,862	221	1.51%	D	156,310	14,849	208	1.42%	9.5%
93-b	Red Hill Ave Off-Ramp to Red Hill Ave On-Ramp - HOV/EL	HOV/Express Lanes	F	17,456	0	15,937	0			14,422	0			D	14,629	0			0%
94	On-Ramp from Red Hill Ave	Ramp	D	14,109	0	14,243	0			14,110	0			E	14,105	0			0%
95-a	Red Hill Ave On-Ramp to End of Study - GP	Mainline	D	169,324	16,086	168,905	16,046	-40	-0.25%	171,437	16,287	201	1.25%	D	171,513	16,294	208	1.29%	9.5%
95-b	Red Hill Ave On-Ramp to End of Study - HOV/EL	HOV/Express Lanes	B	16,357	0	15,024	0			13,536	0			C	13,532	0			0%

Source: Jacobs (December 2022).
 EB = eastbound
 EL - Express Lanes
 GP = General Purpose Lanes
 HOV = High Occupancy Vehicle Lanes
 I = Interstate
 mi = miles
 ML = managed lane
 NB = northbound
 SB = southbound
 SR = State Route
 WB = westbound

Table 3: Future Year (2055) Northbound I-5 Traffic Volumes

Table 3: Future Year (2055) Northbound I-5 Traffic Volumes																			
Seg #	Segment label	Facility Type	No-Build			Alt 2				Alt 3				Alt 4					Truck Percentage
			PM LOS	ADT (Total)	ADT (Truck)	ADT (Total)	ADT (Truck)	Change in Truck ADT from No-Build	Percent change in truck ADT from No-Build	ADT (Total)	ADT (Truck)	Change in Truck ADT from No-Build	Percent change in truck ADT from No-Build	PM LOS	ADT (Total)	ADT (Truck)	Change in Truck ADT from No-Build	Percent change in truck ADT from No-Build	
1-a	Begin of Study to Red Hill Ave Off-Ramp - GP	Mainline	F	175,677	12,297	174,159	12,191	-106	-0.9%	179,745	12,582	285	2.3%	F	179,486	12,564	267	2.2%	7.0%
1-b	Begin of Study to GP Connector at Red Hill Ave Off-Ramp - HOV	HOV	F	17,030	0	16,576	0			10,616	0			D	11,419	0			0%
2	Off-Ramp to Red Hill Ave	Ramp	E	14,434	0	14,792	0			14,491	0			D	14,454	0			0%
3-a	Red Hill Ave Off-Ramp to Red Hill Ave On-Ramp - GP	Mainline	C	159,708	11,180	158,861	11,120	-59	-0.5%	164,655	11,526	346	3.1%	F	164,305	11,501	322	2.9%	7.0%
3-b	GP Connector at Red Hill Ave Off-Ramp to GP Connector at Red Hill Ave On-Ramp - HOV	HOV	F	18,563	0	17,082	0			11,215	0			D	12,146	0			0%
4	On-Ramp from Red Hill Ave	Ramp	F	6,779	0	5,922	0			6,743	0			F	6,813	0			0%
5-a	Red Hill Ave On-Ramp to Newport Ave On-Ramp - GP	Mainline	F	167,799	11,746	174,295	12,201	455	3.9%	172,517	12,076	330	2.8%	F	172,291	12,060	314	2.7%	7.0%
5-b	Red Hill Ave On-Ramp to Newport Ave On-Ramp - HOV	HOV	E	17,252	0	7,570	0			10,096	0			D	10,973	0			0%
6	On-Ramp from Newport Ave	Ramp	F	7,792	0	7,079	0			7,449	0			D	7,514	0			0%
7-a	Newport Ave On-Ramp to SR 55 NB Off-Ramp - GP	Mainline	F	175,591	12,291	181,374	12,696	405	3.3%	179,966	12,598	306	2.5%	D	179,805	12,586	295	2.4%	7.0%
7-b	Newport Ave On-Ramp to SR 55 NB Off-Ramp - HOV	HOV	F	17,252	0	7,570	0			10,096	0			D	10,973	0			0%
8	Off-Ramp to SR 55 NB	Connector	F	48,182	0	49,954	0			48,245	0			D	48,251	0			0%

PM Conformity Hot Spot Analysis – Project Summary for Interagency Consultation

Table 3: Future Year (2055) Northbound I-5 Traffic Volumes																			
Seg #	Segment label	Facility Type	No-Build			Alt 2				Alt 3				Alt 4					Truck Percentage
			PM LOS	ADT (Total)	ADT (Truck)	ADT (Total)	ADT (Truck)	Change in Truck ADT from No-Build	Percent change in truck ADT from No-Build	ADT (Total)	ADT (Truck)	Change in Truck ADT from No-Build	Percent change in truck ADT from No-Build	PM LOS	ADT (Total)	ADT (Truck)	Change in Truck ADT from No-Build	Percent change in truck ADT from No-Build	
9-a	SR 55 NB Off-Ramp to SR 55 SB Off-Ramp - GP	Mainline	C	127,408	8,919	131,420	9,199	281	3.1%	131,721	9,220	302	3.4%	D	131,554	9,209	290	3.3%	7.0%
9-b	SR 55 NB Off-Ramp to SR 55 SB Off-Ramp - HOV	HOV	F	17,252	0	7,570	0			10,096	0			D	10,973	0			0%
10	Off-Ramp to SR 55 SB	Connector	C	7,152	0	7,071	0			6,776	0			D	6,782	0			0%
11-a	SR 55 SB Off-Ramp to SR 55 NB On-Ramp - GP	Mainline	D	119,144	8,340	123,953	8,677	337	4.0%	121,658	8,516	176	2.1%	E	121,030	8,472	132	1.6%	7.0%
11-b	SR 55 SB Off-Ramp to SR 55 NB On-Ramp - HOV	HOV	F	18,363	0	7,966	0			13,383	0			D	14,715	0			0%
12	On-Ramp from SR 55 NB	Connector	F	53,977	0	55,810	0			55,848	0			F	56,328	0			0%
13-a	SR 55 NB On-Ramp to 1st/4th St Off-Ramp - GP	Mainline	F	173,512	12,146	179,879	12,592	446	3.7%	177,506	12,425	280	2.3%	F	177,358	12,415	269	2.2%	7.0%
13-b	SR 55 NB On-Ramp to 1st/4th St Off-Ramp - HOV	HOV	F	17,974	0	7,850	0			13,383	0			D	14,715	0			0%
14	Off-Ramp to 1st/4th St	Ramp	F	14,437	0	15,093	0			14,359	0			F	14,185	0			0%
15-a	1st/4th St Off-Ramp to 4th St On-Ramp - GP	Mainline	D	159,075	11,135	164,786	11,535	400	3.6%	163,147	11,420	285	2.6%	F	163,173	11,422	287	2.6%	7.0%
15-b	1st/4th St Off-Ramp to 4th St On-Ramp - HOV	HOV	F	17,974	0	7,850	0			13,383	0			D	14,715	0			0%
16-a	On-Ramp from 4th St	Ramp	E	11,999	0	11,730	0			11,914	0			F	11,993	0			0%
16-b	On-Ramp from NB SR 55 - HOV	Connector	C	14,414	0	4,837	0			8,947	0			C	9,332	0			0%
17-a	4th St On-Ramp to Grand Ave Off-Ramp - GP	Mainline	E	171,022	11,972	176,501	12,355	384	3.2%	175,036	12,253	281	2.3%	F	175,130	12,259	288	2.4%	7.0%
17-b	5th St On-Ramp to Grand Ave Off-Ramp - HOV	HOV	C	32,440	0	12,702	0			22,355	0			C	24,083	0			0%

PM Conformity Hot Spot Analysis – Project Summary for Interagency Consultation

Table 3: Future Year (2055) Northbound I-5 Traffic Volumes																			
Seg #	Segment label	Facility Type	No-Build			Alt 2				Alt 3				Alt 4					Truck Percentage
			PM LOS	ADT (Total)	ADT (Truck)	ADT (Total)	ADT (Truck)	Change in Truck ADT from No-Build	Percent change in truck ADT from No-Build	ADT (Total)	ADT (Truck)	Change in Truck ADT from No-Build	Percent change in truck ADT from No-Build	PM LOS	ADT (Total)	ADT (Truck)	Change in Truck ADT from No-Build	Percent change in truck ADT from No-Build	
18-a	Off-Ramp to Grand Ave	Ramp	E	6,216	0	6,447	0			6,326	0			F	6,309	0			0%
18-b	Off-Ramp to Grand Ave - HOV	Ramp	C	4,191	0	1,445	0			3,092	0			C	3,129	0			0%
19-a	Grand Ave Off-Ramp to Grand Ave On-Ramp - GP	Mainline	D	164,805	11,536	170,054	11,904	367	3.2%	168,723	11,811	274	2.4%	F	168,836	11,819	282	2.4%	7.0%
19-b	Grand Ave Off-Ramp to Grand Ave On-Ramp - HOV	HOV	E	28,249	0	11,257	0			19,250	0			C	20,939	0			0%
20	On-Ramp from Grand Ave	Ramp	F	5,988	0	5,593	0			5,931	0			F	5,955	0			0%
21-a	Grand Ave On-Ramp to 17th St Off-Ramp - GP	Mainline	F	170,794	11,956	175,647	12,295	340	2.8%	174,654	12,226	270	2.3%	F	174,791	12,235	280	2.3%	7.0%
21-b	Grand Ave On-Ramp to 17th St Off-Ramp - HOV	HOV	F	28,249	0	11,257	0			19,250	0			C	20,939	0			0%
22	Off-Ramp to 17th St	Ramp	F	10,603	0	10,566	0			10,547	0			F	10,548	0			0%
23-a	17th St Off-Ramp to EB 17th St On-Ramp - GP	Mainline	D	157,157	11,001	163,994	11,480	479	4.4%	161,206	11,284	283	2.6%	F	160,707	11,249	249	2.3%	7.0%
23-b	17th St Off-Ramp to EB 17th St On-Ramp - HOV	HOV	F	31,284	0	12,344	0			22,151	0			C	24,475	0			0%
24	On-Ramp from EB 17th St	Ramp	C	7,467	0	7,592	0			7,619	0			F	7,605	0			0%
25-a	EB 17th St On-Ramp to WB 17th St On-Ramp - GP	Mainline	C	167,664	11,736	172,609	12,083	346	2.9%	172,323	12,063	326	2.8%	F	171,812	12,027	290	2.5%	7.0%
25-b	EB 17th St On-Ramp to WB 17th St On-Ramp - HOV	HOV	F	28,246	0	11,321	0			18,653	0			B	20,975	0			0%
26	On-Ramp from WB 17th St	Ramp	F	11,179	0	11,216	0			11,145	0			F	11,250	0			0%
27-a	WB 17th St On-Ramp to Main St/Broadway Off-Ramp - GP	Mainline	F	178,841	12,519	183,825	12,868	349	2.8%	183,468	12,843	324	2.6%	F	183,062	12,814	295	2.4%	7.0%

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Table 3: Future Year (2055) Northbound I-5 Traffic Volumes																			
Seg #	Segment label	Facility Type	No-Build			Alt 2				Alt 3				Alt 4					Truck Percentage
			PM LOS	ADT (Total)	ADT (Truck)	ADT (Total)	ADT (Truck)	Change in Truck ADT from No-Build	Percent change in truck ADT from No-Build	ADT (Total)	ADT (Truck)	Change in Truck ADT from No-Build	Percent change in truck ADT from No-Build	PM LOS	ADT (Total)	ADT (Truck)	Change in Truck ADT from No-Build	Percent change in truck ADT from No-Build	
27-b	WB 17th St On-Ramp to Main St/Broadway Off-Ramp - HOV	HOV	F	28,246	0	11,321	0			18,653	0			B	20,975	0			0%
28	Off-Ramp to Main St/Broadway	Ramp	F	8,950	0	8,798	0			8,946	0			F	8,885	0			0%
29-a	Main St/Broadway Off-Ramp to Main St On-Ramp - GP	Mainline	F	169,891	11,892	175,027	12,252	360	3.0%	174,522	12,217	324	2.7%	F	174,177	12,192	300	2.5%	7.0%
29-b	Main St/Broadway Off-Ramp to Main St On-Ramp - HOV	HOV	F	28,246	0	11,321	0			18,653	0			B	20,975	0			0%
31-a	Main St On-Ramp to WB SR 22 Off-Ramp - GP	Mainline	D	183,667	12,857	188,394	13,188	331	2.6%	188,109	13,168	311	2.4%	F	187,831	13,148	291	2.3%	7.0%
31-b	Main St On-Ramp to WB SR 22 Off-Ramp - HOV	HOV	F	27,724	0	11,151	0			18,282	0			B	20,553	0			0%
30	Off-Ramp to WB SR 22	Connector	D	25,391	0	24,867	0			25,150	0			F	25,122	0			0%
31-a	WB SR 22 Off-Ramp to NB SR 57 Off-Ramp - GP	Mainline	D	158,277	11,079	163,527	11,447	368	3.3%	162,959	11,407	328	3.0%	F	162,709	11,390	310	2.8%	7.0%
31-b	WB SR 22 Off-Ramp to NB SR 57 Off-Ramp - HOV	HOV	F	27,724	0	11,151	0			18,282	0			B	20,553	0			0%
32-a	Off-Ramp to NB SR 57	Connector	E	52,198	0	55,128	0			54,310	0			D	54,073	0			0%
32-b	Off-Ramp to NB SR 57 - HOV	Connector	F	11,826	0	3,453	0			7,757	0			B	7,907	0			0%
33-a	NB SR 57 Off-Ramp to SR 22 On-Ramp - GP	Mainline	C	106,078	9,017	108,398	9,214	197	2.2%	108,646	9,235	218	2.4%	D	108,628	9,233	217	2.4%	8.5%
33-b	NB SR 57 Off-Ramp to SR 22 On-Ramp - HOV	HOV	F	15,897	0	7,699	0			10,528	0			A	12,654	0			0%

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Table 3: Future Year (2055) Northbound I-5 Traffic Volumes																			
Seg #	Segment label	Facility Type	No-Build			Alt 2				Alt 3				Alt 4					Truck Percentage
			PM LOS	ADT (Total)	ADT (Truck)	ADT (Total)	ADT (Truck)	Change in Truck ADT from No-Build	Percent change in truck ADT from No-Build	ADT (Total)	ADT (Truck)	Change in Truck ADT from No-Build	Percent change in truck ADT from No-Build	PM LOS	ADT (Total)	ADT (Truck)	Change in Truck ADT from No-Build	Percent change in truck ADT from No-Build	
34	On-Ramp from SR22	Connector	E	28,217	0	28,667	0			28,471	0			F	28,815	0			0%
35-a	SR 22 On-Ramp to Chapman Ave Off-Ramp - GP	Mainline	E	134,295	11,415	137,065	11,651	235	2.1%	137,117	11,655	240	2.1%	F	137,443	11,683	268	2.3%	8.5%
35-b	SR 22 On-Ramp to Chapman Ave Off-Ramp - HOV	HOV	F	15,897	0	7,699	0			10,528	0			A	12,654	0			0%
36	Off-Ramp to Chapman Ave	Ramp	E	7,981	0	7,932	0			7,967	0			F	7,968	0			0%
37-a	Chapman Ave Off-Ramp to State College Blvd Off-Ramp - GP	Mainline	F	126,315	10,737	129,133	10,976	240	2.2%	129,150	10,978	241	2.2%	F	129,475	11,005	269	2.5%	8.5%
37-b	Chapman Ave Off-Ramp to State College Blvd Off-Ramp - HOV	HOV	F	15,897	0	7,699	0			10,528	0			A	12,654	0			0%
38	Off-Ramp to State College Blvd	Ramp	F	12,420	0	13,013	0			12,435	0			F	12,402	0			0%
39-a	State College Blvd Off-Ramp to State College Blvd On-Ramp - GP	Mainline	F	113,896	9,681	116,120	9,870	189	2.0%	116,715	9,921	240	2.5%	F	117,073	9,951	270	2.8%	8.5%
39-b	State College Blvd Off-Ramp to M.L. Gene Autry/Disney Off-Ramp - HOV	HOV	F	15,897	0	7,699	0			10,528	0			A	12,654	0			0%
40-a	On-Ramp from State College Blvd	Ramp	F	13,252	0	13,011	0			13,215	0			F	13,272	0			0%
40-b	Off-Ramp to Gene Autry Way/Disney Way - HOV	Ramp	E	6,418	0	639	0			5,737	0			A	7,852	0			0%
41-a	State College Blvd On-Ramp to Katella Ave Off-Ramp - GP	Mainline	F	127,148	10,808	129,156	10,978	171	1.6%	129,876	11,039	232	2.1%	F	130,253	11,072	264	2.4%	8.5%

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Table 3: Future Year (2055) Northbound I-5 Traffic Volumes																			
Seg #	Segment label	Facility Type	No-Build			Alt 2				Alt 3				Alt 4					Truck Percentage
			PM LOS	ADT (Total)	ADT (Truck)	ADT (Total)	ADT (Truck)	Change in Truck ADT from No-Build	Percent change in truck ADT from No-Build	ADT (Total)	ADT (Truck)	Change in Truck ADT from No-Build	Percent change in truck ADT from No-Build	PM LOS	ADT (Total)	ADT (Truck)	Change in Truck ADT from No-Build	Percent change in truck ADT from No-Build	
41-b	ML Gene Autry/Disney Off-Ramp to Katella Ave Off-Ramp - HOV	HOV	F	9,481	0	7,035	0			4,845	0			B	4,894	0			0%
42	Off-Ramp to Katella Ave	Ramp	F	21,940	0	22,702	0			20,555	0			F	19,965	0			0%
43-a	Katella Ave Off-Ramp to Orangewood Ave On-Ramp - GP	Mainline	F	101,496	8,627	105,377	8,957	330	3.8%	103,963	8,837	210	2.4%	F	103,388	8,788	161	1.9%	8.5%
43-b	Katella Ave Off-Ramp to Orangewood Ave On-Ramp - HOV	HOV	F	13,192	0	8,112	0			10,203	0			B	11,794	0			0%
44	On-Ramp from Orangewood Ave	Ramp	F	5,954	0	5,859	0			5,979	0			F	6,098	0			0%
45-a	Orangewood Ave On-Ramp to Katella Ave On-Ramp - GP	Mainline	F	108,151	9,193	111,460	9,474	281	3.1%	110,151	9,363	170	1.8%	F	109,674	9,322	129	1.4%	8.5%
45-b	Orangewood Ave On-Ramp to Katella Ave On-Ramp - HOV	HOV	F	12,492	0	7,888	0			9,994	0			B	11,606	0			0%
46-a	On-Ramp from Katella Avenue	Ramp	F	11,471	0	11,270	0			10,885	0			F	11,168	0			0%
46-b	Off-Ramp to Anaheim Blvd - HOV	Ramp	F	4,370	0	1,240	0			3,725	0			B	4,569	0			0%
47-a	Katella Ave On-Ramp to Anaheim Blvd On-Ramp - GP	Mainline	F	119,621	10,168	122,721	10,431	264	2.6%	121,158	10,298	131	1.3%	F	120,953	10,281	113	1.1%	8.5%
47-b	Katella Ave On-Ramp to ML Gene Autry Way On-Ramp - HOV	HOV	F	8,122	0	6,657	0			6,147	0			B	6,926	0			0%
48-a	On-Ramp from Anaheim Blvd	Ramp	F	10,367	0	10,498	0			10,504	0			F	10,892	0			0%

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Table 3: Future Year (2055) Northbound I-5 Traffic Volumes																			
Seg #	Segment label	Facility Type	No-Build			Alt 2				Alt 3				Alt 4					Truck Percentage
			PM LOS	ADT (Total)	ADT (Truck)	ADT (Total)	ADT (Truck)	Change in Truck ADT from No-Build	Percent change in truck ADT from No-Build	ADT (Total)	ADT (Truck)	Change in Truck ADT from No-Build	Percent change in truck ADT from No-Build	PM LOS	ADT (Total)	ADT (Truck)	Change in Truck ADT from No-Build	Percent change in truck ADT from No-Build	
48-b	On-Ramp from Gene Autry Way - HOV	Ramp	F	7,203	0	1,384	0			5,798	0			B	9,019	0			0%
49-a	Anaheim Blvd On-Ramp to Harbor Blvd Off-Ramp - GP	Mainline	F	129,990	11,049	133,209	11,323	274	2.5%	130,238	11,070	21	0.2%	F	130,441	11,087	38	0.3%	8.5%
49-b	ML Gene Autry Way On-Ramp to Harbor Blvd Off-Ramp - HOV	HOV	F	15,325	0	8,051	0			13,369	0			B	17,349	0			0%
50	Off-Ramp to Harbor Blvd	Ramp	F	14,416	0	14,573	0			14,006	0			F	13,934	0			0%
51-a	Harbor Blvd Off-Ramp to Harbor Blvd On-Ramp - GP	Mainline	F	113,354	9,635	117,980	10,028	393	4.1%	113,405	9,639	4	0%	F	108,266	9,203	-432	-4.5%	8.5%
51-b	Harbor Blvd Off-Ramp to Harbor Blvd On-Ramp - HOV	HOV	F	17,544	0	8,707	0			16,196	0			B	25,590	0			0%
52	On-Ramp from Harbor Blvd	Ramp	D	3,299	0	3,048	0			3,642	0			D	4,456	0			0%
53-a	Harbor Blvd On-Ramp to Ball Rd On-Ramp - GP	Mainline	D	117,868	10,019	121,361	10,316	297	3.0%	118,997	10,115	96	1.0%	D	113,523	9,649	-369	-3.7%	8.5%
53-b	Harbor Blvd On-Ramp to Ball Rd On-Ramp - HOV	HOV	F	16,331	0	8,374	0			14,246	0			B	24,789	0			0%
54	On-Ramp from Ball Rd	Ramp	D	9,640	0	9,646	0			9,580	0			D	9,617	0			0%
55-a	Ball Rd On-Ramp to Disneyland Dr On-Ramp - GP	Mainline	E	127,509	10,838	131,007	11,136	297	2.7%	128,577	10,929	91	0.8%	E	123,140	10,467	-371	-3.4%	8.5%
55-b	Ball Rd On-Ramp to Disneyland Dr On-Ramp - HOV	HOV	F	16,331	0	8,374	0			14,246	0			B	24,789	0			0%
56	On-Ramp from Disneyland Dr	Ramp	D	13,922	0	13,834	0			13,733	0			D	13,577	0			0%
57-a	Disneyland Dr On-Ramp to Lincoln Ave Off-Ramp - GP	Mainline	D	141,430	12,022	144,841	12,311	290	2.4%	142,310	12,096	75	0.6%	D	136,717	11,621	-401	-3.3%	8.5%

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Table 3: Future Year (2055) Northbound I-5 Traffic Volumes																			
Seg #	Segment label	Facility Type	No-Build			Alt 2				Alt 3				Alt 4					Truck Percentage
			PM LOS	ADT (Total)	ADT (Truck)	ADT (Total)	ADT (Truck)	Change in Truck ADT from No-Build	Percent change in truck ADT from No-Build	ADT (Total)	ADT (Truck)	Change in Truck ADT from No-Build	Percent change in truck ADT from No-Build	PM LOS	ADT (Total)	ADT (Truck)	Change in Truck ADT from No-Build	Percent change in truck ADT from No-Build	
57-b	Disneyland Dr On-Ramp to Lincoln Ave Off-Ramp - HOV	HOV	F	16,331	0	8,374	0			14,246	0			B	24,789	0			0%
58	Off-Ramp to Lincoln Ave	Ramp	E	14,337	0	14,298	0			14,503	0			E	14,728	0			0%
59-a	Lincoln Ave Off-Ramp to Lincoln Ave On-Ramp - GP	Mainline	F	123,684	10,513	129,277	10,989	475	4.5%	127,807	10,864	350	3.3%	D	121,989	10,369	-144	-1.4%	8.5%
59-b	Lincoln Ave Off-Ramp to Lincoln Ave On-Ramp - HOV	HOV	F	19,740	0	9,640	0			14,246	0			C	24,789	0			0%
60	On-Ramp from Lincoln Ave	Ramp	F	7,145	0	6,917	0			6,267	0			E	5,659	0			0%
61-a	Lincoln Ave On-Ramp to Euclid St Off-Ramp -GP	Mainline	F	134,633	11,444	137,735	11,707	264	2.3%	139,415	11,850	406	3.6%	E	139,216	11,833	390	3.4%	8.5%
61-b	St Off-Ramp Lincoln to St On-Ramp Euclid - HOV	HOV	F	15,937	0	8,099	0			8,905	0			C	13,221	0			0%
62	Off-Ramp to Euclid St	Ramp	F	11,601	0	11,436	0			11,795	0			E	11,999	0			0%
63-a	Euclid St Off-Ramp to Euclid St On-Ramp - GP	Mainline	F	123,032	10,458	126,299	10,735	278	2.7%	127,620	10,848	390	3.7%	D	127,217	10,813	356	3.4%	8.5%
63-b	Euclid St Off-Ramp to Euclid St On-Ramp - HOV	HOV	F	15,937	0	8,099	0			8,905	0			C	13,221	0			0%
64	On-Ramp from Euclid St	Ramp	F	9,296	0	9,264	0			9,203	0			E	8,966	0			0%
65-a	Euclid St On-Ramp to Brookhurst St Off-Ramp - GP	Mainline	F	132,328	11,248	135,563	11,523	275	2.4%	136,823	11,630	382	3.4%	E	136,183	11,576	328	2.9%	8.5%
65-b	Euclid St On-Ramp to Brookhurst St Off-Ramp - HOV	HOV	F	15,937	0	8,099	0			8,905	0			C	13,221	0			0%
66	Off-Ramp to Brookhurst St	Ramp	F	9,439	0	9,313	0			9,994	0			E	10,380	0			0%

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Table 3: Future Year (2055) Northbound I-5 Traffic Volumes																			
Seg #	Segment label	Facility Type	No-Build			Alt 2				Alt 3				Alt 4					Truck Percentage
			PM LOS	ADT (Total)	ADT (Truck)	ADT (Total)	ADT (Truck)	Change in Truck ADT from No-Build	Percent change in truck ADT from No-Build	ADT (Total)	ADT (Truck)	Change in Truck ADT from No-Build	Percent change in truck ADT from No-Build	PM LOS	ADT (Total)	ADT (Truck)	Change in Truck ADT from No-Build	Percent change in truck ADT from No-Build	
67-a	Brookhurst St Off-Ramp to Palma Ave Off-Ramp - GP	Mainline	E	122,889	10,446	126,250	10,731	286	2.7%	126,829	10,780	335	3.2%	D	125,803	10,693	248	2.4%	8.5%
67-b	Brookhurst St Off-Ramp to Palma Ave Off-Ramp - HOV	HOV	D	15,937	0	8,099	0			8,905	0			C	13,221	0			0%
68	Off-Ramp to La Palma Ave	Ramp	E	9,944	0	9,761	0			9,743	0			D	10,231	0			0%
69-a	Palma Ave Off-Ramp to Brookhurst St On-Ramp - GP	Mainline	D	111,273	9,458	116,002	9,860	402	4.2%	115,971	9,858	399	4.2%	C	114,949	9,771	312	3.3%	8.5%
69-b	Palma Ave Off-Ramp to Brookhurst St On-Ramp - HOV	HOV	C	17,607	0	8,586	0			10,020	0			C	13,844	0			0%
70	On-Ramp from Brookhurst St	Ramp	C	5,685	0	5,803	0			5,436	0			C	4,717	0			0%
71-a	Brookhurst St On-Ramp to La Palma Ave On-Ramp - GP	Mainline	C	120,013	10,201	123,008	10,456	255	2.5%	123,843	10,527	326	3.2%	C	124,995	10,625	423	4.2%	8.5%
71-b	Brookhurst St On-Ramp to La Palma Ave On-Ramp - HOV	HOV	C	14,555	0	7,383	0			7,584	0			A	8,515	0			0%
72	On-Ramp from La Palma Ave	Ramp	D	10,332	0	10,454	0			10,401	0			D	10,312	0			0%
73-a	La Palma Ave On-Ramp to WB SR 91 Off-Ramp - GP	Mainline	D	130,345	11,079	133,462	11,344	265	2.4%	134,244	11,411	331	3.0%	D	135,307	11,501	422	3.8%	8.5%
73-b	La Palma Ave On-Ramp to WB SR 91 Off-Ramp - HOV	HOV	A	14,555	0	7,383	0			7,584	0			A	8,515	0			0%
74	Off-Ramp to WB SR 91	Connector	D	32,049	0	32,896	0			32,955	0			D	33,215	0			0%
75-a	WB SR 91 Off-Ramp to Magnolia St/EB SR 91 Off-Ramp - GP	Mainline	E	98,296	8,355	100,566	8,548	193	2.3%	101,289	8,610	254	3.0%	E	102,092	8,678	323	3.9%	8.5%

PM Conformity Hot Spot Analysis – Project Summary for Interagency Consultation

Table 3: Future Year (2055) Northbound I-5 Traffic Volumes																			
Seg #	Segment label	Facility Type	No-Build			Alt 2				Alt 3				Alt 4					Truck Percentage
			PM LOS	ADT (Total)	ADT (Truck)	ADT (Total)	ADT (Truck)	Change in Truck ADT from No-Build	Percent change in truck ADT from No-Build	ADT (Total)	ADT (Truck)	Change in Truck ADT from No-Build	Percent change in truck ADT from No-Build	PM LOS	ADT (Total)	ADT (Truck)	Change in Truck ADT from No-Build	Percent change in truck ADT from No-Build	
75-b	WB SR 91 Off-Ramp to ML WB SR 91 Off-Ramp - HOV	HOV	B	14,555	0	7,383	0			7,584	0			A	8,515	0			0%
76-a	Off-Ramp to Magnolia St/EB SR 91	Connector	E	7,596	0	7,174	0			7,350	0			E	7,603	0			0%
76-b	Off-Ramp to WB SR 91 - HOV	Connector	B	5,385	0	1,966	0			3,647	0			A	4,283	0			0%
77-a	Magnolia St/EB SR 91 Off-Ramp to WB SR 91 On-Ramp - GP	Mainline	F	90,701	8,617	93,392	8,872	256	3.0%	94,002	8,930	314	3.6%	F	94,569	8,984	367	4.3%	9.5%
77-b	ML WB SR 91 Off-Ramp to WB SR 91 On-Ramp - HOV	HOV	B	9,169	0	5,417	0			3,874	0			B	4,152	0			0%
78-a	On-Ramp from WB SR91	Connector	D	35,120	0	37,677	0			37,164	0			B	37,003	0			0%
78-b	On-Ramp from WB SR91 - HOV	Connector	B	5,280	0	1,440	0			2,237	0			B	2,264	0			0%
79-a	WB SR 91 On-Ramp to Orangethorpe On-Ramp - GP	Mainline	F	125,821	11,953	131,067	12,451	498	4.2%	131,163	12,460	507	4.2%	F	131,571	12,499	546	4.6%	9.5%
79-b	WB SR 91 On-Ramp to ML WB SR 91 On-Ramp - GP	HOV	B	14,450	0	6,859	0			6,114	0			B	6,417	0			0%
80-a	On-Ramp from Orangethorpe Ave	Ramp	C	3,287	0	3,445	0			3,431	0			C	3,266	0			0%
81-a	Orangethorpe On-Ramp to Auto Center Dr Off-Ramp - GP	Mainline	C	129,108	12,265	134,512	12,779	513	4.2%	134,594	12,786	521	4.2%	C	134,837	12,810	544	4.4%	9.5%
81-b	ML WB SR 91 On-Ramp to Auto Center Dr Off-Ramp - HOV	HOV	B	14,450	0	6,859	0			6,114	0			B	6,417	0			0%
82	Off-Ramp to Auto Center Dr	Ramp	C	15,521	0	15,495	0			15,753	0			C	15,340	0			0%

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Table 3: Future Year (2055) Northbound I-5 Traffic Volumes																			
Seg #	Segment label	Facility Type	No-Build			Alt 2				Alt 3				Alt 4					Truck Percentage
			PM LOS	ADT (Total)	ADT (Truck)	ADT (Total)	ADT (Truck)	Change in Truck ADT from No-Build	Percent change in truck ADT from No-Build	ADT (Total)	ADT (Truck)	Change in Truck ADT from No-Build	Percent change in truck ADT from No-Build	PM LOS	ADT (Total)	ADT (Truck)	Change in Truck ADT from No-Build	Percent change in truck ADT from No-Build	
83-a	Auto Center Dr Off-Ramp to Beach Blvd Off-Ramp - GP	Mainline	B	113,587	10,791	119,017	11,307	516	4.8%	118,841	11,290	499	4.6%	B	119,497	11,352	561	5.2%	9.5%
83-b	Auto Center Dr Off-Ramp to Beach Blvd Off-Ramp - HOV	HOV	C	14,450	0	6,859	0			6,114	0			B	6,417	0			0%
84	Off-Ramp to Beach Blvd	Ramp	B	12,600	0	12,322	0			12,316	0			B	12,816	0			0%
85-a	Beach Blvd Off-Ramp to Beach Blvd On-Ramp - GP	Mainline	C	99,491	9,452	106,397	10,108	656	6.9%	106,223	10,091	640	6.8%	B	106,392	10,107	656	6.9%	9.5%
85-b	Auto Center Dr Off-Ramp to Beach Blvd Off-Ramp - HOV	HOV	C	15,946	0	7,157	0			6,416	0			B	6,706	0			0%
86	On-Ramp from Beach Blvd	Ramp	C	10,945	0	11,142	0			11,082	0			B	11,047	0			0%
87-a	Beach Blvd On-Ramp to Artesia Blvd Off-Ramp - GP	Mainline	C	113,451	10,778	118,606	11,268	490	4.5%	118,456	11,253	475	4.4%	B	118,653	11,272	494	4.6%	9.5%
87-b	Beach Blvd On-Ramp to Artesia Blvd Off-Ramp - HOV	HOV	C	12,930	0	6,090	0			5,265	0			B	5,492	0			0%
88	Off-Ramp to Artesia Blvd	Ramp	C	6,172	0	5,237	0			5,368	0			B	5,474	0			0%
89	Artesia Blvd Off-Ramp to Artesia Blvd On-Ramp - GP	Mainline	C	103,218	9,806	104,410	9,919	113	1.2%	104,727	9,949	143	1.5%	C	104,862	9,962	156	1.6%	9.5%
90	Artesia Blvd Off-Ramp to Artesia Blvd On-Ramp - HOV	HOV	C	16,991	0	15,049	0			13,626	0			B	13,809	0			0%
90	On-Ramp from Artesia Blvd	Ramp	--	11,420	963	11,779	0			11,694	0			--	11,644	0			0%
91	Artesia Blvd On-Ramp to end of Study - HOV	Mainline	--	116,919	10,611	117,589	11,171	560	5.3%	117,951	11,205	595	5.6%	--	118,013	11,211	601	5.7%	9.5%

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Table 3: Future Year (2055) Northbound I-5 Traffic Volumes																			
Seg #	Segment label	Facility Type	No-Build			Alt 2				Alt 3				Alt 4					Truck Percentage
			PM LOS	ADT (Total)	ADT (Truck)	ADT (Total)	ADT (Truck)	Change in Truck ADT from No-Build	Percent change in truck ADT from No-Build	ADT (Total)	ADT (Truck)	Change in Truck ADT from No-Build	Percent change in truck ADT from No-Build	PM LOS	ADT (Total)	ADT (Truck)	Change in Truck ADT from No-Build	Percent change in truck ADT from No-Build	
91	Artesia Blvd On-Ramp to end of Study - HOV	HOV	--	14,710	0	13,649	0			12,096	0			--	12,302	0			0%

Source: Jacobs (December 2022).

Note: LOS levels were not modeled for Segment #91 (both mainline and HOV) because project lane improvements would not extend beyond Segment #90, the Artesia Blvd on-ramp.

- EB = eastbound
- EL - Express Lanes
- GP = General Purpose Lanes
- HOV = High Occupancy Vehicle Lanes
- I = Interstate
- mi = miles
- ML = managed lane
- NB = northbound
- SB = southbound
- SR = State Route
- WB = westbound

Table 4: Future Year (2055) Southbound I-5 Traffic Volumes

Table 4: Future Year (2055) Southbound I-5 Traffic Volumes																			
Seg #	Segment label	Facility Type	No-Build			Alt 2				Alt 3				Alt 4					Truck Percentage
			AM LOS	ADT (Total)	ADT (Truck)	ADT (Total)	ADT (Truck)	Change in Truck ADT from No-Build	Percent change in truck ADT from No-Build	ADT (Total)	ADT (Truck)	Change in Truck ADT from No-Build	Percent change in truck ADT from No-Build	AM LOS	ADT (Total)	ADT (Truck)	Change in Truck ADT from No-Build	Percent change in truck ADT from No-Build	
1	Begin of Study to Artesia Blvd Off-Ramp - GP	Mainline	--	124,247	8,697	124,438	8,711	13	0.15%	125,227	8,766	69	0.79%	--	125,291	8,770	73	0.84%	7.0%
3-b	Begin of Study to Artesia Blvd Off-Ramp - HOV/EL	HOV/Express Lanes	--	15,055	0	11,769	0			12,445	0			--	12,690	0			0%
2	Off-ramp to Artesia Blvd	Ramp	--	14,297	0	14,674	0			14,445	0			--	14,345	0			0%
3-b	Artesia Blvd Off-Ramp to Artesia Blvd On-Ramp - HOV/EL	HOV/Express Lanes	F	16,642	0	11,863	0			13,362	0			B	13,614	0			0%
3-a	Artesia Blvd Off-Ramp to Artesia Blvd On-Ramp - GP	Mainline	C	108,361	7,585	109,670	7,677	92	1.21%	109,866	7,691	105	1.39%	C	110,021	7,701	116	1.53%	7.0%
4	On-Ramp from Artesia Blvd	Ramp	C	4,893	0	3,972	0			4,480	0			C	4,673	0			0%
5-a	Artesia Blvd On-Ramp to Beach Blvd Off-Ramp - GP	Mainline	C	114,567	8,020	121,195	8,484	464	5.79%	115,783	8,105	85	1.06%	C	116,107	8,127	108	1.34%	7.0%
5-b	Artesia Blvd On-Ramp to Beach Blvd Off-Ramp - HOV/EL	HOV/Express Lanes	F	15,331	0	4,310	0			11,922	0			B	12,201	0			0%
6	Off-ramp to Beach Blvd	Ramp	C	11,681	0	11,920	0			11,874	0			C	11,819	0			0%
7-a	Beach Blvd Off-Ramp to Beach Blvd On-Ramp - GP	Mainline	C	102,191	7,153	109,101	7,637	484	6.76%	103,507	7,245	92	1.29%	C	103,783	7,265	111	1.56%	7.0%
7-b	Beach Blvd Off-Ramp to Beach Blvd On-Ramp - HOV/EL	HOV/Express Lanes	F	16,026	0	4,481	0			12,324	0			B	12,708	0			0%
8	On-Ramp from Beach Blvd	Ramp	C	24,861	0	24,242	0			24,281	0			C	24,435	0			0%
9-a	Beach Blvd On-Ramp to EB SR 91 Off-Ramp - GP	Mainline	C	127,493	8,925	133,421	9,339	415	4.65%	133,561	9,349	425	4.76%	C	133,220	9,325	401	4.49%	7.0%

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Table 4: Future Year (2055) Southbound I-5 Traffic Volumes																			
Seg #	Segment label	Facility Type	No-Build			Alt 2				Alt 3				Alt 4					Truck Percentage
			AM LOS	ADT (Total)	ADT (Truck)	ADT (Total)	ADT (Truck)	Change in Truck ADT from No-Build	Percent change in truck ADT from No-Build	ADT (Total)	ADT (Truck)	Change in Truck ADT from No-Build	Percent change in truck ADT from No-Build	AM LOS	ADT (Total)	ADT (Truck)	Change in Truck ADT from No-Build	Percent change in truck ADT from No-Build	
9-b	Beach Blvd On-Ramp to EB SR 91 Off-Ramp - HOV/EL	HOV/Express Lanes	F	15,586	0	4,404	0			6,551	0			B	7,704	0			0%
10-a	Off-ramp to EB SR 91	Connector	C	31,600	0	34,725	0			34,027	0			C	33,776	0			0%
10-b	Off-Ramp to EB SR 91 - HOV/EL	Connector	F	6,190	0	1,304	0			3,005	0			B	3,289	0			0%
11-a	EB SR 91 Off-Ramp to Magnolia St Off-Ramp - GP	Mainline	C	95,901	6,713	98,702	6,909	196	2.92%	99,541	6,968	255	3.80%	O	99,451	6,962	249	3.70%	7.0%
11-b	ML Off-Ramp to EB SR 91 to Magnolia St - HOV/EL	HOV/Express Lanes	F	9,389	0	3,093	0			3,541	0			B	4,407	0			0%
12	Off-Ramp to Magnolia St	Ramp	C	6,764	0	6,818	0			6,829	0			D	6,775	0			0%
13-a	Magnolia St Off-Ramp to EB SR 91 On-Ramp - GP	Mainline	D	89,136	6,240	91,885	6,432	192	3.08%	92,713	6,490	250	4.01%	E	92,675	6,487	248	3.97%	7.0%
13-b	Magnolia St Off-Ramp to ML EB SR SR 91 On-Ramp - HOV/EL	HOV/Express Lanes	F	9,389	0	3,093	0			3,541	0			B	4,407	0			0%
14-a	On-Ramp from EB SR 91	Connector	F	34,602	0	34,797	0			35,213	0			F	35,951	0			0%
14-b	On-Ramp from EB SR 91 - HOV/EL	Connector	F	5,091	0	1,068	0			2,068	0			B	2,684	0			0%
15-a	EB SR 91 On-Ramp to Magnolia St On-Ramp - GP	Mainline	F	123,739	8,662	126,682	8,868	206	2.38%	127,925	8,955	293	3.38%	F	128,627	9,004	342	3.95%	7.0%
15-b	ML EB SR 91 On-Ramp to Magnolia St On-Ramp - HOV/EL	HOV/Express Lanes	F	14,480	0	4,161	0			5,610	0			B	7,091	0			0%
16	On-Ramp from Magnolia St	Ramp	E	8,847	0	8,791	0			8,834	0			F	9,082	0			0%
17-a	Magnolia St On-Ramp to Brookhurst St Off-Ramp - GP	Mainline	E	132,586	9,281	135,472	9,483	202	2.18%	136,759	9,573	292	3.15%	F	137,709	9,640	359	3.86%	7.0%

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Table 4: Future Year (2055) Southbound I-5 Traffic Volumes																			
Seg #	Segment label	Facility Type	No-Build			Alt 2				Alt 3				Alt 4					Truck Percentage
			AM LOS	ADT (Total)	ADT (Truck)	ADT (Total)	ADT (Truck)	Change in Truck ADT from No-Build	Percent change in truck ADT from No-Build	ADT (Total)	ADT (Truck)	Change in Truck ADT from No-Build	Percent change in truck ADT from No-Build	AM LOS	ADT (Total)	ADT (Truck)	Change in Truck ADT from No-Build	Percent change in truck ADT from No-Build	
17-b	Magnolia St On-Ramp to Brookhurst St Off-Ramp - HOV/EL	HOV/Express Lanes	F	14,480	0	4,161	0			5,610	0			B	7,091	0			0%
18	Off-Ramp to Brookhurst St	Ramp	E	11,805	0	11,882	0			11,836	0			F	11,719	0			0%
19-a	Brookhurst St Off-Ramp to Brookhurst St On-Ramp - GP	Mainline	F	116,814	8,177	121,962	8,537	360	4.41%	123,474	8,643	466	5.70%	F	124,396	8,708	531	6.49%	7.0%
19-b	Brookhurst St Off-Ramp to Brookhurst St On-Ramp - HOV/EL	HOV/Express Lanes	F	18,445	0	5,787	0			7,059	0			B	8,684	0			0%
20	On-Ramp from Brookhurst St	Ramp	F	12,857	0	12,778	0			13,031	0			F	13,319	0			0%
21-a	Brookhurst St On-Ramp to Euclid St Off-Ramp - GP	Mainline	F	131,124	9,179	134,931	9,445	266	2.90%	137,370	9,616	437	4.76%	F	138,117	9,668	490	5.33%	7.0%
21-b	Brookhurst St On-Ramp to Euclid St Off-Ramp - HOV/EL	HOV/Express Lanes	F	16,993	0	5,597	0			6,193	0			B	8,284	0			0%
22	Off-Ramp to Euclid St	Ramp	F	9,031	0	8,945	0			7,835	0			F	7,195	0			0%
23-a	Euclid St Off-Ramp to Lincoln Ave Off-Ramp - GP	Mainline	F	120,008	8,401	125,220	8,765	365	4.34%	101,793	7,126	-1,275	-15.18%	F	88,267	6,179	-2,222	-26.45%	7.0%
23-b	Euclid St Off-Ramp to Lincoln Ave Off-Ramp - HOV/EL	HOV/Express Lanes	F	19,077	0	6,363	0			33,934	0			B	50,938	0			0%
24	Off-Ramp to Lincoln Ave	Ramp	F	5,642	0	5,714	0			5,107	0			F	4,517	0			0%
25-a	Lincoln Ave Off-Ramp to Euclid St On-Ramp - GP	Mainline	F	114,367	8,006	119,507	8,365	360	4.49%	96,686	6,768	-1,238	-15.46%	F	83,750	5,863	-2,143	-26.77%	7.0%
25-b	Lincoln Ave Off-Ramp to Euclid St On-Ramp - HOV/EL	HOV/Express Lanes	F	19,077	0	6,363	0			33,934	0			F	50,938	0			0%

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Table 4: Future Year (2055) Southbound I-5 Traffic Volumes																			
Seg #	Segment label	Facility Type	No-Build			Alt 2				Alt 3				Alt 4					Truck Percentage
			AM LOS	ADT (Total)	ADT (Truck)	ADT (Total)	ADT (Truck)	Change in Truck ADT from No-Build	Percent change in truck ADT from No-Build	ADT (Total)	ADT (Truck)	Change in Truck ADT from No-Build	Percent change in truck ADT from No-Build	AM LOS	ADT (Total)	ADT (Truck)	Change in Truck ADT from No-Build	Percent change in truck ADT from No-Build	
26	On-Ramp from Euclid St	Ramp	F	10,472	0	10,372	0			10,549	0			F	10,777	0			0%
27-a	Euclid St On-Ramp to Lincoln Ave On-Ramp - GP	Mainline	F	125,504	8,785	130,021	9,101	316	3.60%	128,609	9,003	217	2.47%	F	125,988	8,819	34	0.39%	7.0%
27-b	Euclid St On-Ramp to Lincoln Ave On-Ramp - HOV/EL	HOV/Express Lanes	F	18,411	0	6,219	0			12,558	0			B	19,478	0			0%
28	On-Ramp from Lincoln Ave	Ramp	F	11,931	0	11,772	0			11,971	0			F	12,143	0			0%
29-a	Lincoln Ave On-Ramp to Disneyland Dr Off-Ramp - GP	Mainline	F	137,434	9,620	141,794	9,926	305	3.17%	140,580	9,841	220	2.29%	F	138,131	9,669	49	0.51%	7.0%
29-b	Lincoln Ave On-Ramp to ML Disneyland Dr Off-Ramp - HOV/EL	HOV/Express Lanes	F	18,411	0	6,219	0			12,558	0			B	19,478	0			0%
30-b	Off-Ramp to Disneyland Dr - HOV/EL	Ramp	F	3,580	0	1,304	0			4,103	0			B	5,443	0			0%
31-a	Disneyland Dr Off-Ramp to Disneyland Dr On-Ramp - GP	Mainline	E	121,242	8,487	124,369	8,706	219	2.58%	124,482	8,714	227	2.67%	F	122,736	8,592	105	1.23%	7.0%
31-b	ML Disneyland Dr Off-Ramp to Disneyland Dr On-Ramp - HOV/EL	HOV/Express Lanes	F	14,820	0	4,903	0			8,444	0			C	14,023	0			0%
32	On-Ramp from Disneyland Dr	Ramp	E	10,075	0	9,697	0			9,910	0			F	10,260	0			0%
33-a	Disneyland Dr On-Ramp to Harbor Blvd Off-Ramp - GP	Mainline	E	131,316	9,192	134,066	9,385	193	2.09%	134,392	9,407	215	2.34%	F	132,996	9,310	118	1.28%	7.0%
33-b	Disneyland Dr On-Ramp to Harbor Blvd Off-Ramp - HOV/EL	HOV/Express Lanes	F	14,820	0	4,903	0			8,444	0			C	14,023	0			0%
34	Off-Ramp to Harbor Blvd	Ramp	E	8,256	0	8,474	0			8,048	0			F	8,225	0			0%

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Table 4: Future Year (2055) Southbound I-5 Traffic Volumes																			
Seg #	Segment label	Facility Type	No-Build			Alt 2				Alt 3				Alt 4					Truck Percentage
			AM LOS	ADT (Total)	ADT (Truck)	ADT (Total)	ADT (Truck)	Change in Truck ADT from No-Build	Percent change in truck ADT from No-Build	ADT (Total)	ADT (Truck)	Change in Truck ADT from No-Build	Percent change in truck ADT from No-Build	AM LOS	ADT (Total)	ADT (Truck)	Change in Truck ADT from No-Build	Percent change in truck ADT from No-Build	
35-a	Harbor Blvd Off-Ramp to Harbor Blvd On-Ramp - GP	Mainline	F	119,439	8,361	124,833	8,738	378	4.52%	121,860	8,530	169	2.03%	E	121,012	8,471	110	1.32%	7.0%
35-b	Harbor Blvd Off-Ramp to Harbor Blvd On-Ramp - HOV/EL	HOV/Express Lanes	F	18,441	0	5,663	0			12,929	0			C	17,783	0			0%
36	On-Ramp from Harbor Blvd	Ramp	E	9,551	0	9,348	0			9,117	0			D	9,306	0			0%
37-a	Harbor Blvd On-Ramp to Anaheim Blvd Off-Ramp - GP	Mainline	E	131,052	11,139	134,580	11,439	300	2.69%	131,840	11,206	67	0.60%	D	131,270	11,158	19	0.17%	8.5%
37-b	Harbor Blvd On-Ramp to Anaheim Blvd Off-Ramp - HOV/EL	HOV/Express Lanes	F	16,377	0	5,264	0			12,065	0			C	16,830	0			0%
38	Off-Ramp to Anaheim Blvd	Ramp	E	9,142	0	9,150	0			8,733	0			D	8,867	0			0%
39-a	Anaheim Blvd Off-Ramp to Katella Ave Off-Ramp - GP	Mainline	D	121,911	10,362	125,430	10,662	299	2.89%	123,107	10,464	102	0.98%	C	122,403	10,404	42	0.40%	8.5%
39-b	Anaheim Blvd Off-Ramp to Katella Ave Off-Ramp - HOV/EL	HOV/Express Lanes	F	16,377	0	5,264	0			12,065	0			C	16,830	0			0%
40	Off-Ramp to Katella Ave	Ramp	D	16,400	0	16,792	0			15,959	0			C	16,062	0			0%
41-a	Katella Ave Off-Ramp to Anaheim Blvd On-Ramp - GP	Mainline	D	105,511	8,968	108,638	9,234	266	2.96%	107,149	9,108	139	1.55%	E	106,341	9,039	71	0.79%	8.5%
41-b	Katella Ave Off-Ramp to Gene Autry Way Off-Ramp - HOV/EL	HOV/Express Lanes	F	16,377	0	5,264	0			12,065	0			B	16,830	0			0%
42-a	On-Ramp from Anaheim Blvd	Ramp	D	12,776	0	12,814	0			12,501	0			D	12,394	0			0%
42-b	Off-Ramp to Gene Autry Way - HOV/EL	Ramp	F	6,244	0	1,248	0			4,730	0			B	8,101	0			0%

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Table 4: Future Year (2055) Southbound I-5 Traffic Volumes																			
Seg #	Segment label	Facility Type	No-Build			Alt 2				Alt 3				Alt 4					Truck Percentage
			AM LOS	ADT (Total)	ADT (Truck)	ADT (Total)	ADT (Truck)	Change in Truck ADT from No-Build	Percent change in truck ADT from No-Build	ADT (Total)	ADT (Truck)	Change in Truck ADT from No-Build	Percent change in truck ADT from No-Build	AM LOS	ADT (Total)	ADT (Truck)	Change in Truck ADT from No-Build	Percent change in truck ADT from No-Build	
43-a	Anaheim Blvd On-Ramp to Katella Ave On-Ramp - GP	Mainline	D	118,306	10,056	121,469	10,325	269	2.67%	119,667	10,172	116	1.15%	D	118,753	10,094	38	0.38%	8.5%
43-b	Anaheim Blvd On-Ramp to Katella Ave On-Ramp - HOV/EL	HOV/Express Lanes	F	10,116	0	3,997	0			7,317	0			A	8,710	0			0%
44	On-Ramp from Katella Avenue	Ramp	E	11,586	0	11,712	0			9,789	0			E	10,187	0			0%
45-a	Katella Ave On-Ramp to The City Dr Off-Ramp - GP	Mainline	E	129,891	11,041	133,181	11,320	280	2.53%	129,455	11,004	-37	-0.34%	E	128,940	10,960	-81	-0.73%	8.5%
45-b	Katella Ave On-Ramp to The City Dr Off-Ramp - HOV/EL	HOV/Express Lanes	F	10,116	0	3,997	0			7,317	0			A	8,710	0			0%
46	Off-Ramp to The City Dr	Ramp	E	12,996	0	12,860	0			13,618	0			E	13,673	0			0%
47	City Dr Off-Ramp to ML Gene Autry Way - HOV/EL	HOV/Express Lanes	F	11,414	0	4,122	0			8,039	0			A	9,445	0			0%
48	On-Ramp from Gene Autry Way - HOV/EL	Ramp	F	6,813	0	903	0			14,642	0			B	15,389	0			0%
49-a	The City Dr Off-Ramp to Orangewood Ave On-Ramp - GP	Mainline	E	115,598	9,826	120,197	10,217	391	3.98%	115,117	9,785	-41	-0.42%	D	114,531	9,735	-91	-0.92%	8.5%
49-b	ML Gene Autry Way On-Ramp to Orangewood Ave On-Ramp - HOV/EL	HOV/Express Lanes	F	11,414	0	4,122	0			8,039	0			A	9,445	0			0%
50	On-Ramp from Orangewood Ave	Ramp	D	7,406	0	7,841	0			4,734	0			D	4,686	0			0%
51-a	Orangewood Ave On-Ramp to The City Dr On-Ramp - GP	Mainline	D	125,978	10,708	128,641	10,934	226	2.11%	135,610	11,527	819	7.65%	D	135,692	11,534	826	7.71%	8.5%

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Table 4: Future Year (2055) Southbound I-5 Traffic Volumes																			
Seg #	Segment label	Facility Type	No-Build			Alt 2				Alt 3				Alt 4					Truck Percentage
			AM LOS	ADT (Total)	ADT (Truck)	ADT (Total)	ADT (Truck)	Change in Truck ADT from No-Build	Percent change in truck ADT from No-Build	ADT (Total)	ADT (Truck)	Change in Truck ADT from No-Build	Percent change in truck ADT from No-Build	AM LOS	ADT (Total)	ADT (Truck)	Change in Truck ADT from No-Build	Percent change in truck ADT from No-Build	
51-b	Orangewood Ave On-Ramp to The City Dr On-Ramp - HOV/EL	HOV/Express Lanes	F	15,252	0	4,423	0			6,919	0			A	8,360	0			0%
52	On-Ramp from The City Dr	Ramp	D	5,885	0	6,473	0			3,037	0			C	3,103	0			0%
53-a	The City Dr On-Ramp to Chapman Ave On-Ramp - GP	Mainline	D	131,863	11,208	135,114	11,485	276	2.47%	138,646	11,785	577	5.14%	C	138,796	11,798	589	5.26%	8.5%
53-b	The City Dr On-Ramp to Chapman Ave On-Ramp - HOV/EL	HOV/Express Lanes	F	15,252	0	4,423	0			6,919	0			A	8,360	0			0%
54	On-Ramp from Chapman Ave	Ramp	D	12,124	0	12,096	0			11,718	0			D	11,637	0			0%
55-a	Chapman Ave On-Ramp to WB SR 22 Off-Ramp - GP	Mainline	D	143,988	12,239	147,210	12,513	274	2.24%	150,364	12,781	542	4.43%	D	150,435	12,787	548	4.48%	8.5%
55-b	Chapman Ave On-Ramp to WB SR 22 Off-Ramp - HOV/EL	HOV/Express Lanes	F	15,252	0	4,423	0			6,919	0			A	8,360	0			0%
56	Off-Ramp to WB SR 22	Connector	D	863	0	891	0			865	0			D	775	0			0%
57-a	WB SR 22 Off-Ramp to EB SR 22 Off-Ramp - GP	Mainline	D	143,124	12,166	146,319	12,437	272	2.23%	149,500	12,708	542	4.45%	D	149,658	12,721	555	4.57%	8.5%
57-b	WB SR 22 Off-Ramp to EB SR 22 Off-Ramp - HOV/EL	HOV/Express Lanes	F	15,252	0	4,423	0			6,919	0			A	8,360	0			0%
58	Off-Ramp to EB SR 22	Connector	D	27,201	0	26,659	0			27,957	0			D	28,101	0			0%
59-a	EB SR 22 Off-Ramp to CD Road Off-Ramp - GP	Mainline	E	115,924	9,854	119,658	10,171	317	3.22%	121,543	10,331	478	4.85%	C	121,557	10,332	479	4.86%	8.5%
59-b	EB SR 22 Off-Ramp to CD Road Off-Ramp - HOV/EL	HOV/Express Lanes	F	15,252	0	4,423	0			6,919	0			A	8,360	0			0%

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Table 4: Future Year (2055) Southbound I-5 Traffic Volumes																			
Seg #	Segment label	Facility Type	No-Build			Alt 2				Alt 3				Alt 4					Truck Percentage
			AM LOS	ADT (Total)	ADT (Truck)	ADT (Total)	ADT (Truck)	Change in Truck ADT from No-Build	Percent change in truck ADT from No-Build	ADT (Total)	ADT (Truck)	Change in Truck ADT from No-Build	Percent change in truck ADT from No-Build	AM LOS	ADT (Total)	ADT (Truck)	Change in Truck ADT from No-Build	Percent change in truck ADT from No-Build	
60	Off-Ramp to CD Road	Connector	E	10,702	0	10,668	0			11,184	0			C	11,280	0			0%
63-a	CD Road Off-Ramp to EB SR 22 - GP	Mainline	F	105,222	8,944	108,990	9,264	320	3.58%	110,358	9,380	437	4.88%	B	110,277	9,374	430	4.80%	8.5%
63-b	ML SB SR 57 On-Ramp to EB SR 22 - HOV/EL	HOV/Express Lanes	D	15,252	0	4,423	0			6,919	0			F	8,360	0			0%
62	On-Ramp from SB SR 57 - HOV/EL	Connector	F	11,008	0	2,079	0			6,979	0			B	6,801	0			0%
64	On-Ramp from EB SR 22	Connector	E	21,972	0	20,656	0			20,948	0			B	20,890	0			0%
65-a	EB SR 22 On-Ramp to CD Road On-Ramp - GP	Mainline	E	127,195	10,812	129,646	11,020	208	1.93%	131,306	11,161	349	3.23%	F	131,165	11,149	337	3.12%	8.5%
65-b	EB SR 22 On-Ramp to CD Road On-Ramp - HOV/EL	HOV/Express Lanes	F	26,260	0	6,502	0			13,899	0			F	15,161	0			0%
66	On-Ramp from SB SR 57/CD Road	Connector	E	44,305	0	47,114	0			46,490	0			B	46,361	0			0%
66	Off-Ramp to Main St - HOV/EL	Ramp	F	0	0	0	0			0	0			E	0	0			0%
67-a	CD Road On-Ramp to Main St On-Ramp - GP	Mainline	F	171,123	14,545	176,385	14,993	447	3.07%	177,419	15,081	535	3.68%	E	177,151	15,058	512	3.52%	8.5%
67-b	CD Road On-Ramp to Main St On-Ramp - HOV/EL	HOV/Express Lanes	F	26,636	0	6,879	0			14,275	0			C	15,539	0			0%
68	On-Ramp from Main St	Ramp	F	10,398	0	9,508	0			10,042	0			E	10,096	0			0%
69-a	Main St On-Ramp to 17th St Off-Ramp - GP	Mainline	F	181,522	15,429	185,891	15,801	371	2.41%	187,460	15,934	505	3.27%	E	187,247	15,916	487	3.15%	8.5%
69-b	Main St On-Ramp to 17th St Off-Ramp - HOV/EL	HOV/Express Lanes	F	26,636	0	6,879	0			14,275	0			C	15,539	0			0%
70	Off-Ramp to 17th St	Ramp	F	10,379	0	10,929	0			10,609	0			E	10,590	0			0%

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Table 4: Future Year (2055) Southbound I-5 Traffic Volumes																			
Seg #	Segment label	Facility Type	No-Build			Alt 2				Alt 3				Alt 4					Truck Percentage
			AM LOS	ADT (Total)	ADT (Truck)	ADT (Total)	ADT (Truck)	Change in Truck ADT from No-Build	Percent change in truck ADT from No-Build	ADT (Total)	ADT (Truck)	Change in Truck ADT from No-Build	Percent change in truck ADT from No-Build	AM LOS	ADT (Total)	ADT (Truck)	Change in Truck ADT from No-Build	Percent change in truck ADT from No-Build	
71-a	17th St Off-Ramp to 17th St On-Ramp - GP	Mainline	F	166,473	14,150	173,810	14,774	624	4.41%	171,565	14,583	433	3.06%	F	171,530	14,580	430	3.04%	8.5%
71-b	17th St Off-Ramp to 17th St On-Ramp - HOV/EL	HOV/Express Lanes	F	31,306	0	8,030	0			19,560	0			C	20,664	0			0%
72	On-Ramp from 17th St	Ramp	E	8,473	0	8,344	0			8,566	0			F	8,554	0			0%
73-a	17th St On-Ramp to Grand Ave Off-Ramp - GP	Mainline	E	177,931	15,124	183,250	15,576	452	2.99%	182,263	15,492	368	2.43%	F	182,193	15,486	362	2.40%	8.5%
73-b	17th St On-Ramp to Grand Ave Off-Ramp - HOV/EL	HOV/Express Lanes	F	28,320	0	6,933	0			17,428	0			C	18,555	0			0%
74	Off-Ramp to Grand Ave	Ramp	E	8,415	0	8,632	0			8,400	0			F	8,393	0			0%
75-a	Grand Ave Off-Ramp to Grand Ave On-Ramp - GP	Mainline	C	169,517	14,409	174,620	14,843	434	3.01%	173,864	14,778	369	2.56%	F	173,800	14,773	364	2.53%	8.5%
75-b	Grand Ave Off-Ramp to Grand Ave On-Ramp - HOV/EL	HOV/Express Lanes	F	28,320	0	6,933	0			17,428	0			C	18,555	0			0%
76	On-Ramp from Grand Ave	Ramp	E	6,837	0	7,578	0			6,620	0			F	6,560	0			0%
77	Grand Ave On-Ramp to ML Grand Ave On-Ramp - HOV/EL	HOV/Express Lanes	F	28,320	0	6,933	0			17,428	0			C	18,555	0			0%
78	On-Ramp from Grand Ave - HOV/EL	Ramp	B	3,453	0	1,080	0			3,616	0			B	3,650	0			0%
79-a	Grand Ave On-Ramp to 4th St Off-Ramp - GP	Mainline	E	176,354	14,990	182,198	15,487	497	3.31%	180,486	15,341	351	2.34%	F	180,361	15,331	341	2.27%	8.5%
79-b	ML Grand Ave On-Ramp to ML SB SR 55 Off-Ramp - HOV/EL	HOV/Express Lanes	B	31,773	0	8,013	0			21,045	0			B	22,205	0			0%
80-a	Off-Ramp to 4th St	Ramp	E	12,303	0	12,171	0			12,205	0			F	12,221	0			0%

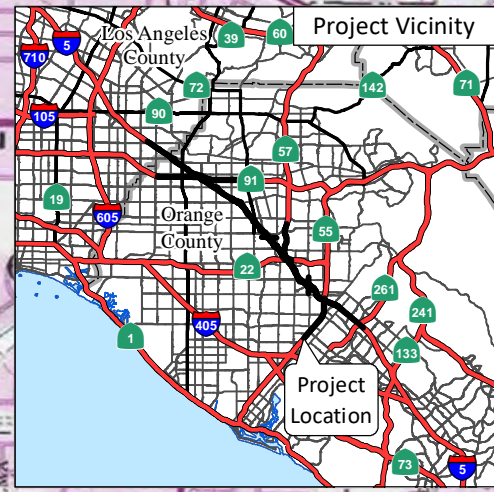
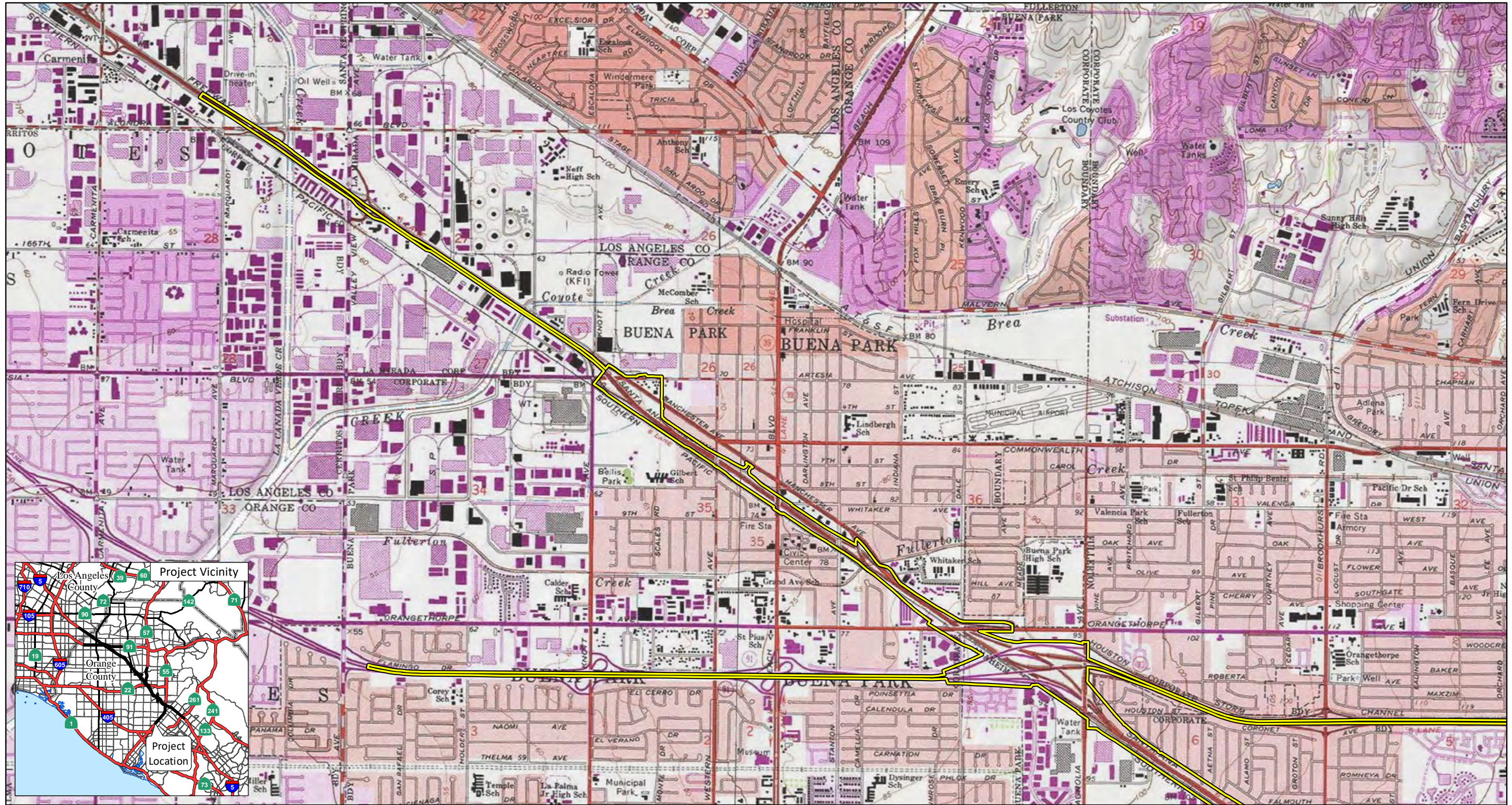
PM Conformity Hot Spot Analysis – Project Summary for Interagency Consultation

Table 4: Future Year (2055) Southbound I-5 Traffic Volumes																			
Seg #	Segment label	Facility Type	No-Build			Alt 2				Alt 3				Alt 4					Truck Percentage
			AM LOS	ADT (Total)	ADT (Truck)	ADT (Total)	ADT (Truck)	Change in Truck ADT from No-Build	Percent change in truck ADT from No-Build	ADT (Total)	ADT (Truck)	Change in Truck ADT from No-Build	Percent change in truck ADT from No-Build	AM LOS	ADT (Total)	ADT (Truck)	Change in Truck ADT from No-Build	Percent change in truck ADT from No-Build	
80-b	Off-Ramp to SB SR 55 - HOV/EL	Connector	B	14,441	0	3,730	0			8,429	0			B	8,816	0			0%
81-a	4th St Off-Ramp to 1st St On-Ramp - GP	Mainline	F	164,049	15,585	170,027	16,153	568	3.64%	168,281	15,987	402	2.58%	F	168,141	15,973	389	2.49%	9.5%
81-b	ML SB SR 55 Off-Ramp to 1st St On-Ramp - HOV/EL	HOV/Express Lanes	F	17,333	0	4,285	0			12,616	0			C	13,390	0			0%
82	On-Ramp from 1st St	Ramp	D	12,124	0	12,340	0			12,241	0			D	12,224	0			0%
83-a	1st St On-Ramp to SB SR 55 Off-Ramp - GP	Mainline	D	176,175	16,737	182,369	17,325	588	3.52%	180,522	17,150	413	2.47%	D	180,364	17,135	398	2.38%	9.5%
83-b	1st St On-Ramp to SB SR 55 Off-Ramp - HOV/EL	HOV/Express Lanes	C	17,333	0	4,285	0			12,616	0			C	13,390	0			0%
84	Off-Ramp to SB SR 55	Connector	D	44,956	0	46,282	0			46,390	0			D	46,675	0			0%
85-a	SB SR 55 Off-Ramp to Newport Ave Off-Ramp - GP	Mainline	C	131,218	12,466	136,086	12,928	462	3.71%	134,133	12,743	277	2.22%	C	133,688	12,700	235	1.88%	9.5%
85-b	SB SR 55 Off-Ramp to Newport Ave Off-Ramp - HOV/EL	HOV/Express Lanes	C	17,333	0	4,285	0			12,616	0			B	13,390	0			0%
86	Off-Ramp to Newport Ave	Ramp	C	6,252	0	6,427	0			6,213	0			C	6,243	0			0%
87-a	Newport Ave Off-Ramp to NB SR 55 On-Ramp - GP	Mainline	C	123,934	11,774	129,489	12,301	528	4.48%	107,755	10,237	-1,537	-13.05%	C	102,148	9,704	-2,070	-17.58%	9.5%
87-b	Newport Ave Off-Ramp to NB SR 55 On-Ramp - HOV/EL	HOV/Express Lanes	C	18,364	0	4,455	0			32,781	0			B	38,685	0			0%
88	On-Ramp from NB SR 55	Connector	E	4,865	0	5,086	0			4,833	0			D	4,806	0			0%
89-a	NB SR 55 On-Ramp to SB SR 55 On-Ramp - GP	Mainline	E	130,374	12,386	134,973	12,822	437	3.53%	136,219	12,941	555	4.48%	D	135,840	12,905	519	4.19%	9.5%

PM Conformity Hot Spot Analysis – Project Summary for Interagency Consultation

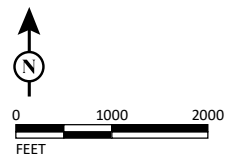
Table 4: Future Year (2055) Southbound I-5 Traffic Volumes																			
Seg #	Segment label	Facility Type	No-Build			Alt 2				Alt 3				Alt 4					Truck Percentage
			AM LOS	ADT (Total)	ADT (Truck)	ADT (Total)	ADT (Truck)	Change in Truck ADT from No-Build	Percent change in truck ADT from No-Build	ADT (Total)	ADT (Truck)	Change in Truck ADT from No-Build	Percent change in truck ADT from No-Build	AM LOS	ADT (Total)	ADT (Truck)	Change in Truck ADT from No-Build	Percent change in truck ADT from No-Build	
89-b	NB SR 55 On-Ramp to SB SR 55 On-Ramp - HOV/EL	HOV/Express Lanes	C	16,791	0	4,056	0			9,149	0			B	9,799	0			0%
90	On-Ramp from SB SR 55	Connector	F	43,926	0	45,939	0			43,809	0			F	43,855	0			0%
91-a	SB SR 55 On-Ramp to Red Hill Ave Off-Ramp - GP	Mainline	F	174,299	16,558	180,912	17,187	628	3.79%	180,027	17,103	544	3.29%	F	179,695	17,071	513	3.10%	9.5%
91-b	SB SR 55 On-Ramp to Red Hill Ave Off-Ramp - HOV/EL	HOV/Express Lanes	C	16,791	0	4,056	0			9,149	0			C	9,799	0			0%
92	Off-Ramp to Red Hill Ave	Ramp	F	9,617	0	8,279	0			9,503	0			F	9,628	0			0%
93-a	Red Hill Ave Off-Ramp to Red Hill Ave On-Ramp - GP	Mainline	F	162,525	15,440	161,596	15,352	-88	-0.57%	168,426	16,000	561	3.63%	D	168,094	15,969	529	3.43%	9.5%
93-b	Red Hill Ave Off-Ramp to Red Hill Ave On-Ramp - HOV/EL	HOV/Express Lanes	F	18,949	0	15,092	0			11,247	0			D	11,774	0			0%
94	On-Ramp from Red Hill Ave	Ramp	D	14,586	0	14,926	0			14,588	0			E	14,575	0			0%
95-a	Red Hill Ave On-Ramp to End of Study - GP	Mainline	D	178,186	16,928	177,123	16,827	-101	-0.60%	183,548	17,437	509	3.01%	D	183,741	17,455	528	3.12%	9.5%
95-b	Red Hill Ave On-Ramp to End of Study - HOV/EL	HOV/Express Lanes	B	17,873	0	14,492	0			10,713	0			C	10,701	0			0%

Source: Jacobs (December 2022).
 EB = eastbound
 EL - Express Lanes
 GP = General Purpose Lanes
 HOV = High Occupancy Vehicle Lanes
 I = Interstate
 mi = miles
 ML = managed lane
 NB = northbound
 SB = southbound
 SR = State Route
 WB = westbound



LEGEND

 Project Location



SOURCE: USGS 7.5' Quad - Whittier (1981), Los Alamitos (1981), Anaheim (1981), Orange (1981), Tustin (1981), CA
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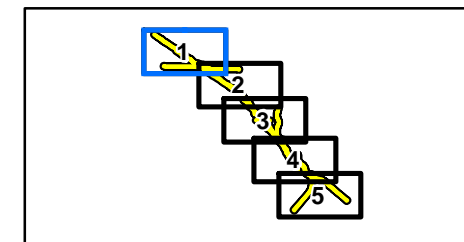
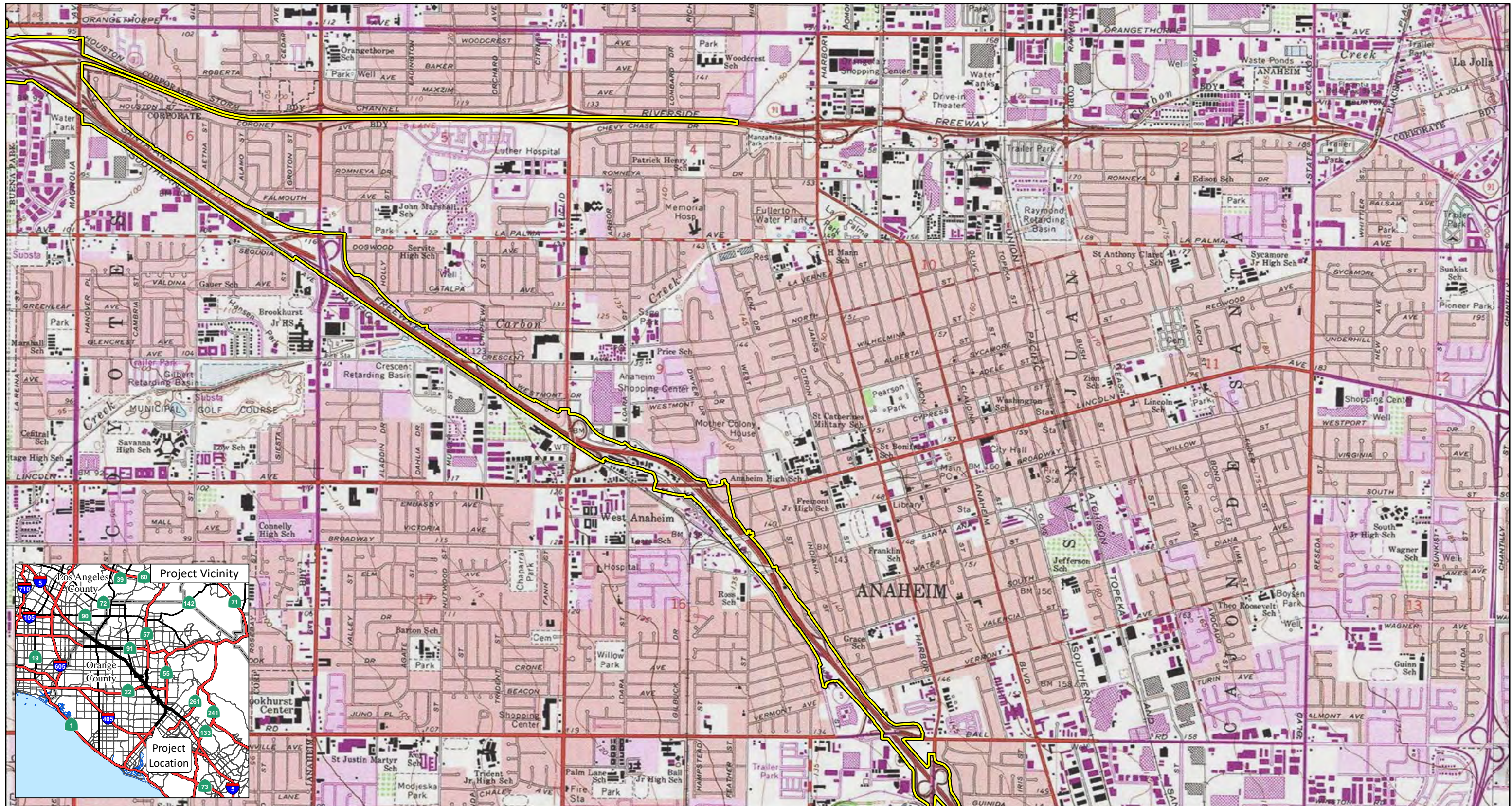



FIGURE 1
 Sheet 1 of 5

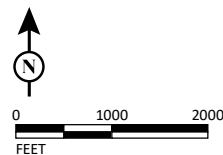
I-5 Managed Lanes Project
 (SR-55 to Orange County/Los Angeles County Line)

Project Location and Vicinity

EA No. 00950



LEGEND
 Project Location



SOURCE: USGS 7.5' Quad - Whittier (1981), Los Alamitos (1981), Anaheim (1981), Orange (1981), Tustin (1981), CA
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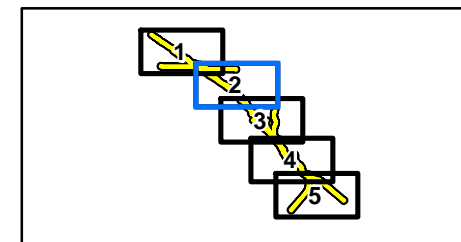
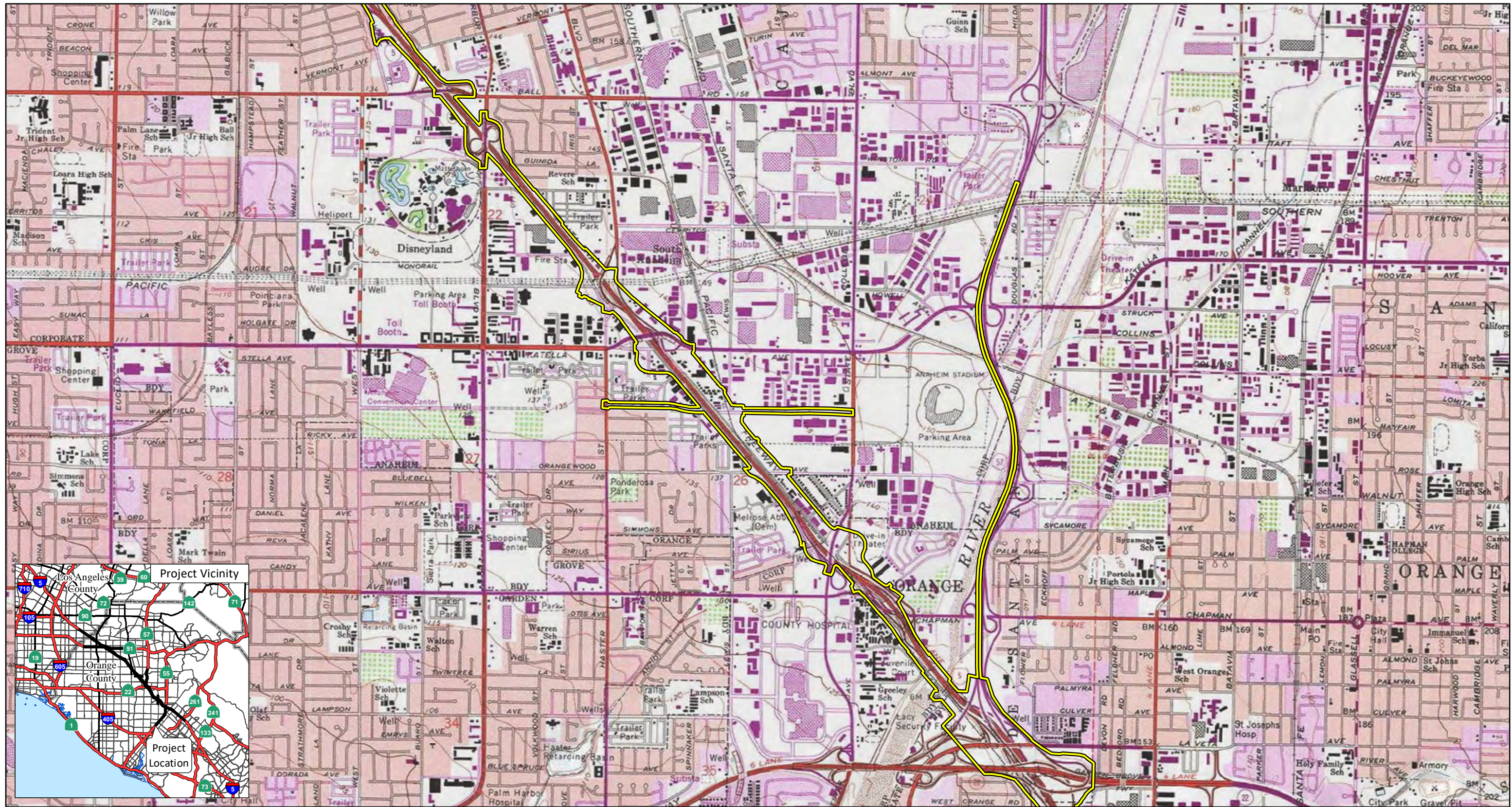


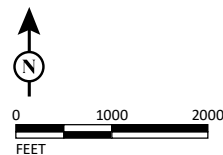
FIGURE 1
 Sheet 2 of 5

I-5 Managed Lanes Project
 (SR-55 to Orange County/Los Angeles County Line)
 Project Location and Vicinity
 EA No. 00950



LEGEND

 Project Location



SOURCE: USGS 7.5' Quad - Whittier (1981), Los Alamitos (1981), Anaheim (1981), Orange (1981), Tustin (1981), CA

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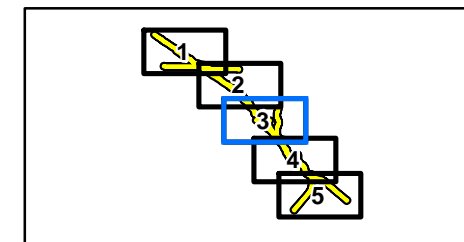
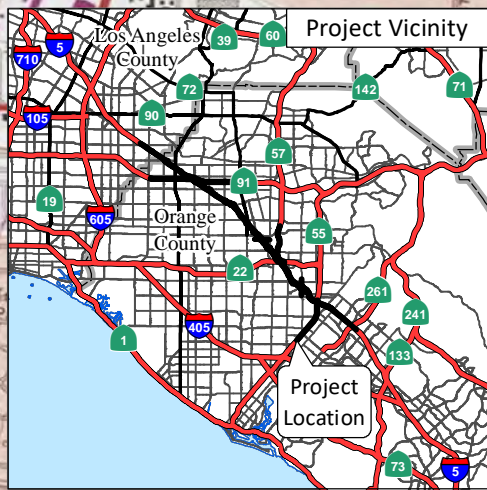
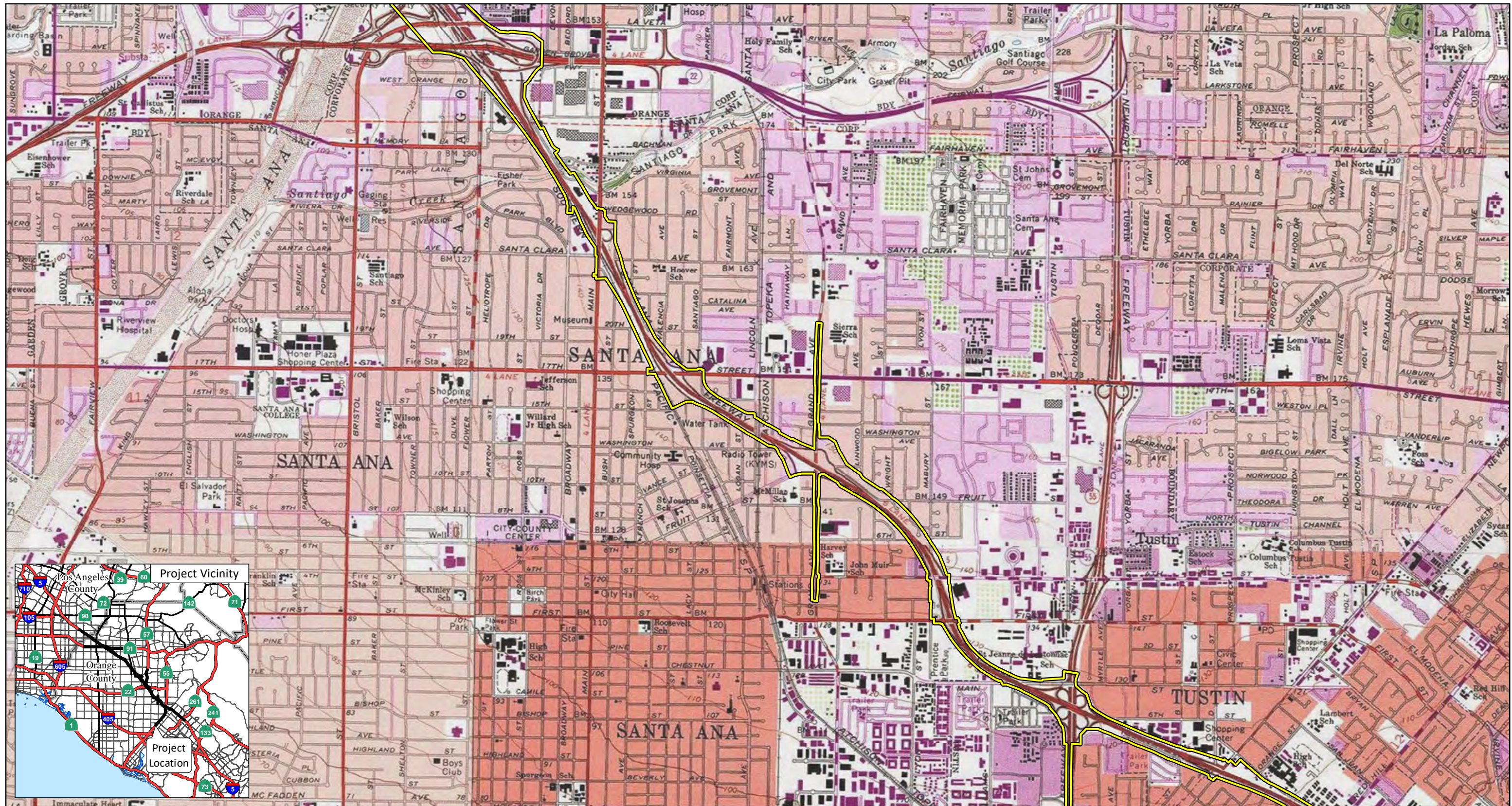



FIGURE 1
Sheet 3 of 5

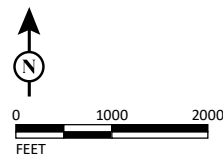
I-5 Managed Lanes Project
(SR-55 to Orange County/Los Angeles County Line)

Project Location and Vicinity

EA No. 00950



LEGEND
 Project Location



SOURCE: USGS 7.5' Quad - Whittier (1981), Los Alamitos (1981), Anaheim (1981), Orange (1981), Tustin (1981), CA
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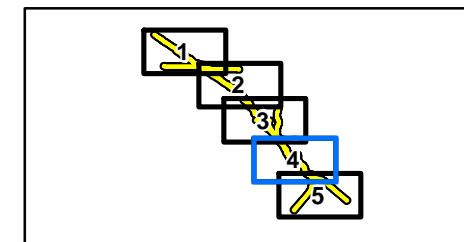
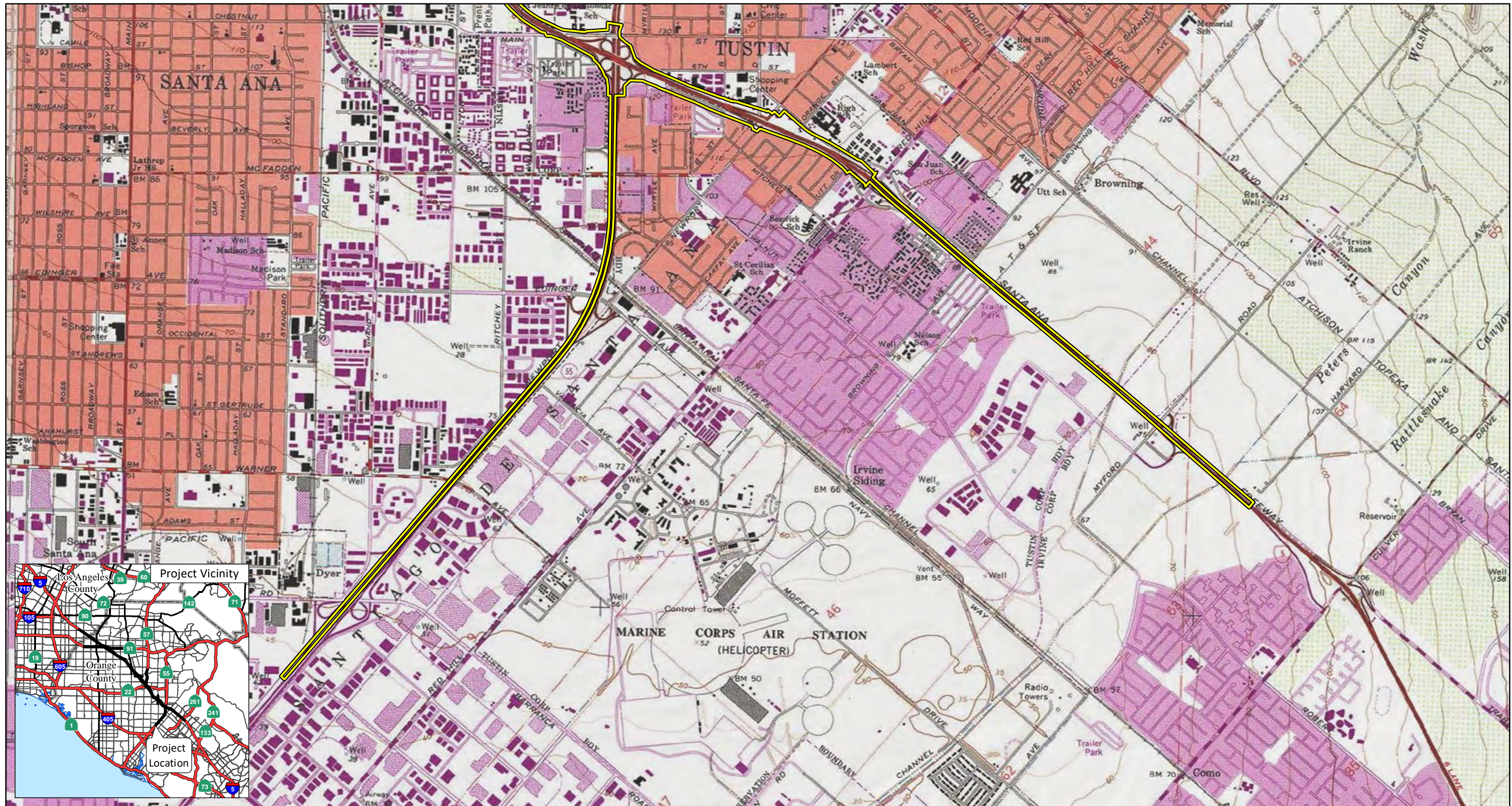


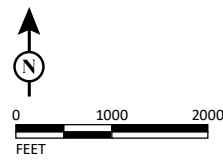
FIGURE 1
 Sheet 4 of 5

I-5 Managed Lanes Project
 (SR-55 to Orange County/Los Angeles County Line)
 Project Location and Vicinity
 EA No. 00950



LEGEND

 Project Location



SOURCE: USGS 7.5' Quad - Whittier (1981), Los Alamitos (1981), Anaheim (1981), Orange (1981), Tustin (1981), CA
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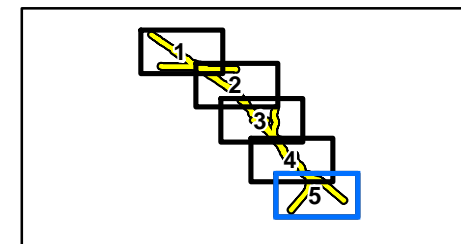


FIGURE 1
 Sheet 5 of 5

I-5 Managed Lanes Project
 (SR-55 to Orange County/Los Angeles County Line)
 Project Location and Vicinity
 EA No. 00950