FTIP ID# *(required)* LA9919118

TCWG Consideration Date July 25, 2023

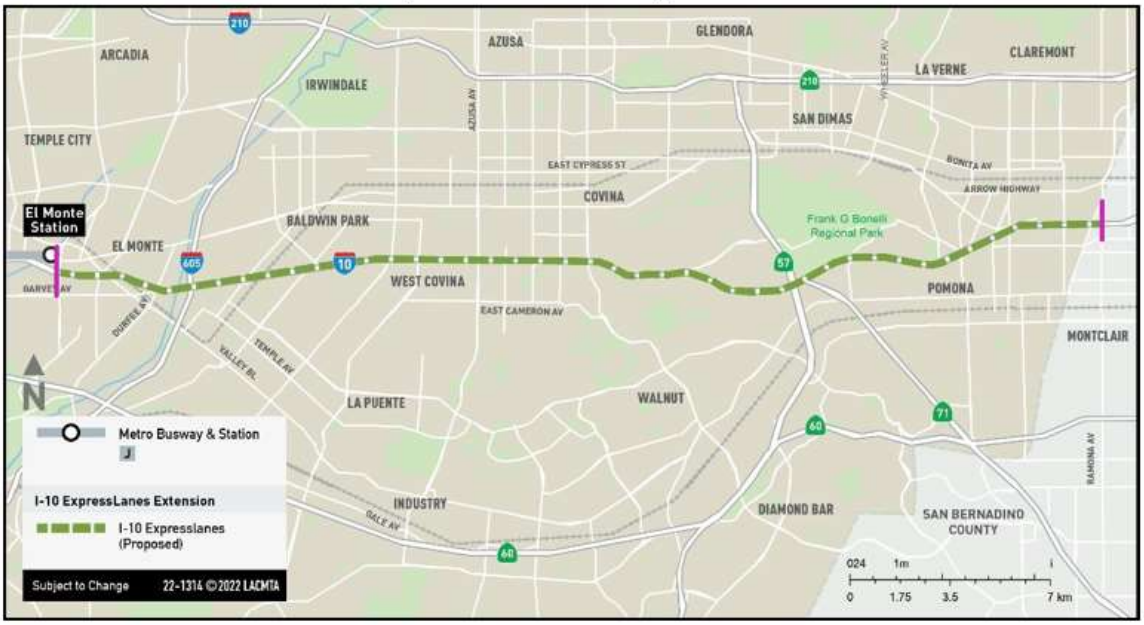
Project Description ***(clearly describe project)***

Caltrans District 7, in cooperation with Metro, proposes to address High Occupancy Vehicle (HOV) lane degradation, improve mobility, provide multi-modal travel options, and address the ExpressLane gap on Interstate 10 (I-10) between I-605 and Los Angeles/San Bernardino County line through the conversion of the existing HOV lane into a High Occupancy Toll (HOT) lane/ExpressLane with the possible addition of a second ExpressLane or HOV lane in each direction, including advanced signage improvements.

This project is part of SCAG's Regional ExpressLanes Network included in SCAG's current 2020 RTP/SCS. Metro ExpressLanes currently operate on I-10 just west of I-605 while SBCTA's I-10 Express Lanes is expected to open in 2024 just east of the Los Angeles/San Bernardino County line. This project aims to close the ExpressLanes gap between Metro and SBCTA's facilities providing improved regional mobility along the I-10 corridor. The I-10 Corridor Vicinity Map attached to this form provides an overview of the various improvements along the 64-mile I-10 corridor through the County line.

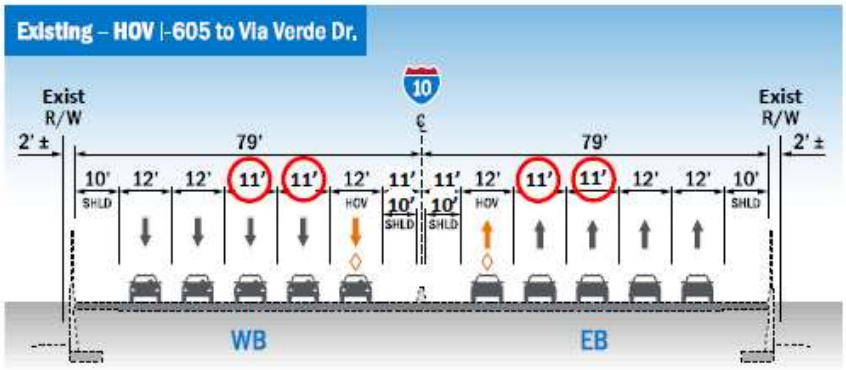
The improvements for this project are proposed from just west of I-605 to just east of the County line with Post Miles 28.9 to 48.3 on LA-10 and Post Miles 0.0 to 2.03 on SBD-10. The following four Alternatives are considered for the proposed project, including the No-Build.

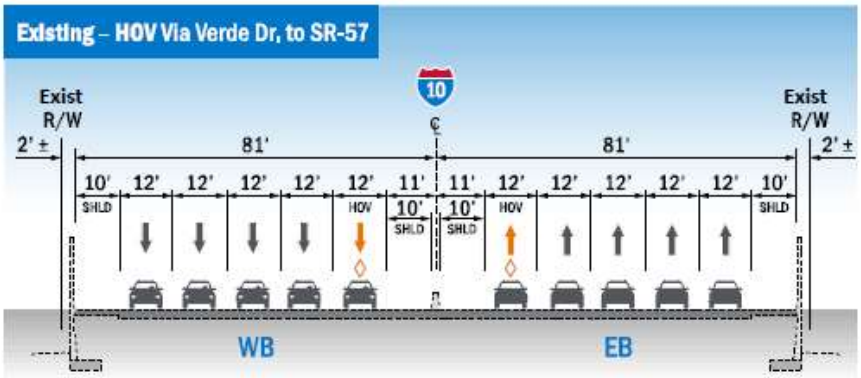
Project Location Map

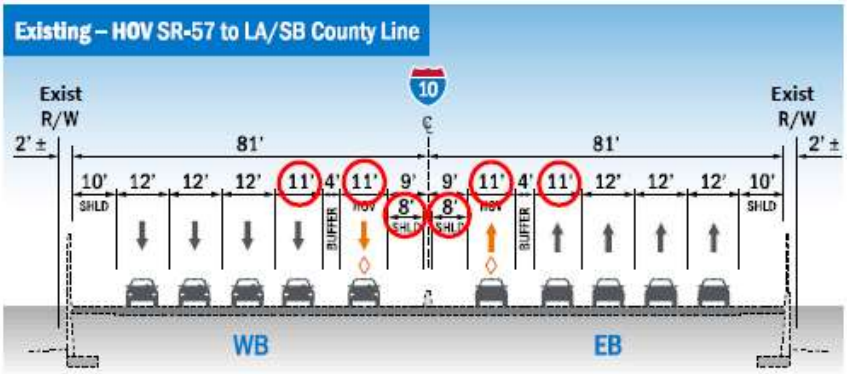


Alternative 1: No-Build

No improvements on I-10 within the project limits.



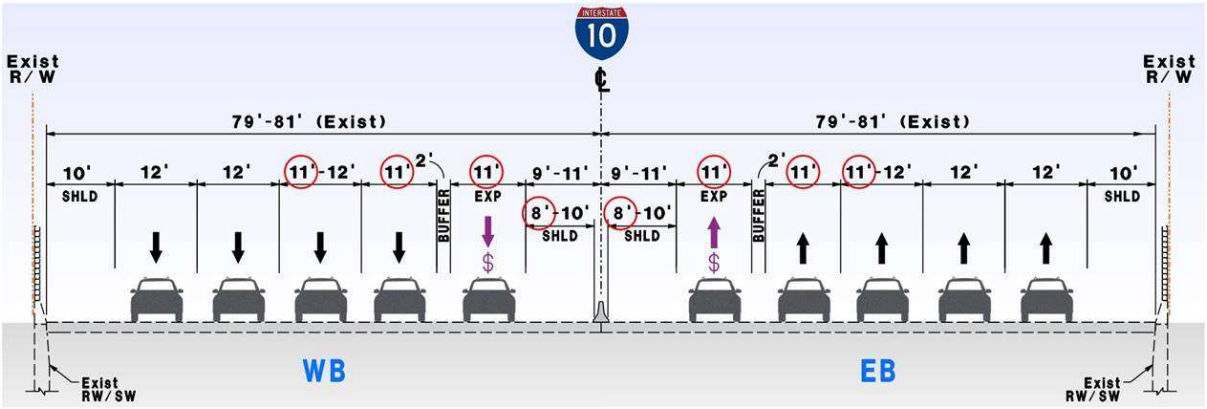




Alternative 2: Convert HOV to HOT

Convert existing HOV lane in EB and WB directions of I-10 within the project limits to an ExpressLane/HOT and include the items below:

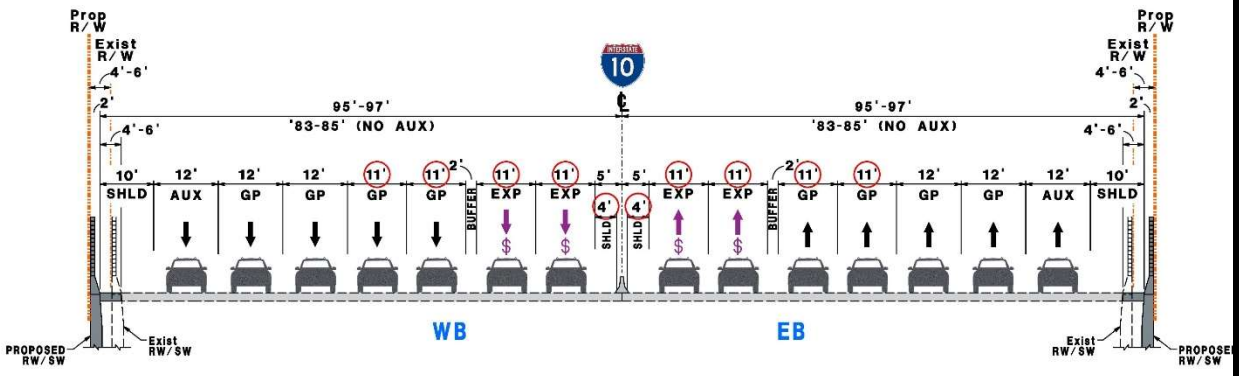
- Restripe existing I-10 in EB and WB directions to provide one 11' ExpressLane, 2' buffer, four 11'-12' GP lanes, 10' inside and outside shoulders, and auxiliary lanes (as needed) between on-ramp and off-ramp.
- Widen existing I-10 freeway in EB and WB directions to provide a weave lane for ExpressLane ingress/egress and provide appropriate stopping sight distance at horizontal curve locations. This widening would also require realignment of the on- and off-ramps at some locations.
- Construct retaining walls and sound walls, utility and drainage improvements at I-10 widening locations.
- Install toll and communication infrastructure and overhead signs for dynamic pricing.



Alternative 3: Convert HOV to HOT, add one HOT lane

Convert existing HOV lane to an ExpressLane/HOT and add a second ExpressLane/HOT in EB and WB directions of I-10 within the project limits and include items below:

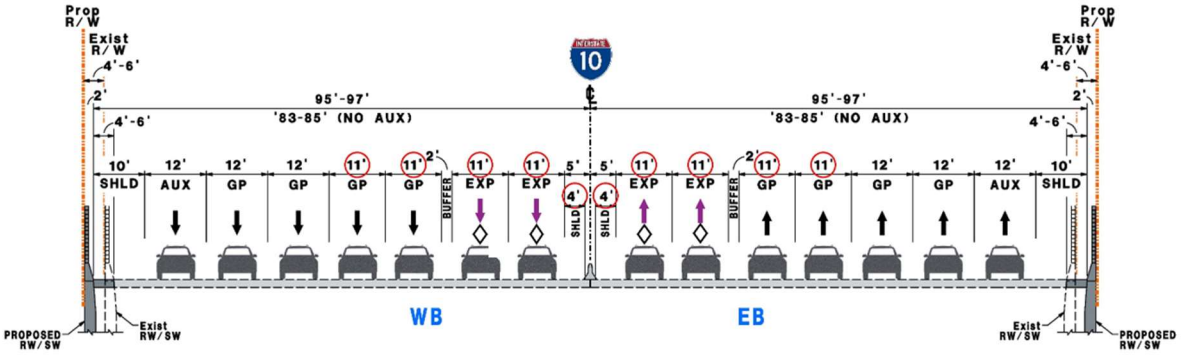
- Restripe and widen existing I-10 in EB and WB directions to provide two 11' ExpressLanes, 2' buffer, four 11'-12' GP lanes, 10' outside shoulder, varying width inside shoulder, and auxiliary lanes (as needed) between on-ramp and off-ramp. This widening would also require realignment of the on- and off-ramps in EB and WB directions.
- Widen existing I-10 freeway in EB and WB directions to provide a weave lane for ExpressLane ingress/egress and provide appropriate stopping sight distance at horizontal curve locations.
- Construct retaining walls and sound walls, utility and drainage improvements at I-10 widening locations.
- Install toll and communication infrastructure and overhead signs for dynamic pricing.



Alternative 4: Add one HOV lane

Maintain existing HOV lane and add a second HOV lane in EB and WB directions of I-10 within the project limits and include items below:

- Restripe and widen existing I-10 in EB and WB directions to provide two 11’ HOV lanes, 2’ buffer, four 11’-12’ GP lanes, 10’ outside shoulder, varying width inside shoulder, and auxiliary lanes (as needed) between on-ramp and off-ramp. This widening would also require realignment of the on- and off-ramps in EB and WB directions.
- Widen existing I-10 freeway in EB and WB directions to provide a weave lane for HOV ingress/egress and provide appropriate stopping sight distance at horizontal curve locations.
- Construct retaining walls and sound walls, utility and drainage improvements at I-10 widening locations.



PM Conformity Hot Spot Analysis – Project Summary for Interagency Consultation

Type of Project *(use Table 1 on instruction sheet)* Change to Existing Highway			
County LA	**Narrative Location/Route & Postmiles** I-10, Postmile 28.9 to 48.3, from Valley Boulevard to 2 miles east of the San Bernardino/Los Angeles County Line; LA-10-28.90/48.3 and SBD-10-0.0/2.03 **Caltrans Projects – EA/EFIS#** 35431/0720000069		
Lead Agency: Caltrans			
Contact Person Andrew Yoon	**Phone#** 213-266-6892	**Fax#** 213-897-0683	**Email** andrew.yoon@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: Jan 2025

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	Nov 2021	Nov 2024	Dec 2024	Oct 2027
End	Jan 2025	Dec 2026	Apr 2027	Nov 2029

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

The purpose of the Project is to provide efficient operation of the ExpressLanes and HOV network, improve safety, enhance mobility and regional connectivity along I-10. The project aims to accomplish the following objectives:

- Reduce degradation of HOV/HOT lanes operation in accordance with FHWA regulations.
- Promote equitable and sustainable multi-modal travel options, advance equity by providing additional funding opportunities to implement related projects, and facilitate future improvements to enhance livability along I-10.
- Improve travel times, increase trip reliability, maximize vehicle and person throughput, and enhance safety and mobility by incorporating active traffic management and intelligent transportation system strategies.
- Address the gap between Metro's existing I-10 ExpressLanes and San Bernardino County Transportation Authority's (SBCTA's) I-10 ExpressLanes facility.
- Provide interregional continuity and consistency with Metro's Countywide Express Lanes Strategic Plan, Southern California Association of Governments' (SCAG's) 2020 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS), and the California Transportation Plan 2050 (CTP 2050).

The deficiencies on I-10 between I-605 and Los Angeles (LA)/San Bernardino (SB) County Line (Project) are summarized below:

- The existing HOV lanes on I-10 (in EB and WB directions) around I-605 and between SR-57 to LA/SB County line result in travel speeds below 45 mph during the peak periods.
- All modes of traffic (vehicular, truck and buses) in the existing mixed flow lanes on I-10 (in EB and WB directions) between I-605 and LA/SB County line experience higher travel times and lower trip reliability during the peak periods.
- A gap in the I-10 HOT lanes/ExpressLanes will exist on I-10 (in EB and WB directions) between I-605 and LA/SB County line when the I-10 ExpressLanes in San Bernardino County are completed in 2023.

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

The proposed project spans along the I-10 corridor roughly from just west of I-605 to just east of the Los Angeles/San Bernardino County line. Parcels along the I-10 corridor are consisted of mixture of residential, commercial, municipal, recreational, and industrial uses. Major traffic generators along the corridor include such commercial and educational facilities as shopping centers and California State Polytech University at Pomona. Sensitive receptors along the project corridors include schools, hospitals, child care centers, and nursing homes.

Opening Year: Build and No Build LOS, AADT, % and # trucks, truck AADT of proposed facility

See attached Tables

RTP Horizon Year / Design Year: Build and No Build LOS, AADT, % and # trucks, truck AADT of proposed facility

See attached Tables

Opening Year: If facility is an interchange(s) or intersection(s), Build and No Build cross-street AADT, % and # trucks, truck AADT

N/A

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

N/A

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

The proposed project is anticipated to improve safety, enhance regional connectivity, promote equitable and sustainable multi-modal travel options, encourage carpooling and transit, improve trip reliability, minimize degradation of the general purpose and HOV lanes and increase vehicle and person throughput.

Within a given forecast year (2029 or 2045), the forecast volumes respond logically with respect to the alternative (i.e., managed lane volume increases with increasing managed lane capacity). The reason we see a decrease (from 2029 to 2049) in forecast daily volumes on some segments of I-10 in the project corridor is because the regional travel demand model's (RTDM) distribution patterns (travel patterns) are changing over that time horizon. The RTDM is showing a slight decrease in trips from 2029 to 2045 between, broadly, areas west and east of the project corridor. San Bernardino County residents are increasingly being able to satisfy their trip-making within their county. For example, whereas in 2029 a San Bernardino County resident may have traveled to Los Angeles County for work, by 2045, that trip is increasingly being satisfied within San Bernardino County. This is consistent with the 2020 RTP/SCS strategies to reduce greenhouse gas emissions to focus on a regional jobs/housing balance to reduce commute times and distances and expand job opportunities near transit and along center-focused main streets. A comparison of socioeconomic growth forecasts, i.e., population, housing, and employment, in 2029 and 2045 is provided below for various counties in the SCAG region to illustrate the significant growth within the San Bernardino and Riverside counties.

2029 & 2045 Socioeconomic Growth Forecasts – SCAG Region

Area_Type	29Pop	45Pop	Growth	29HH	45HH	Growth	29Emp	45Emp	Growth
Imperial	243,912	281,227	13%	76,047	92,484	18%	98,811	129,665	24%
Los Angeles	10,795,238	11,669,601	7%	3,694,471	4,117,087	10%	5,013,814	5,379,173	7%
Orange	3,408,953	3,534,618	4%	1,097,716	1,154,274	5%	1,865,699	1,980,433	6%
Riverside	2,782,959	3,251,475	14%	902,438	1,086,013	17%	943,555	1,102,703	14%
San Bernardino	2,429,119	2,815,160	14%	734,082	874,896	16%	907,356	1,063,866	15%
Ventura	899,960	947,467	5%	288,241	306,448	6%	365,472	389,426	6%
Total	20,560,141	22,499,548	9%	6,792,995	7,631,202	11%	9,194,707	10,045,266	8%

- The Future 2045 Growth Rate in San Bernardino & Riverside Counties is double that of Los Angeles County as shown in the table above.
- This growth trend allows for trips produced and attracted in San Bernadino County to increase as they are satisfied locally.
- This in turn makes San Bernardino County less of an exporter of trips in the future 2045 forecast year compared to the 2029 opening year. The same holds good for the interaction between Riverside and LA counties in the future 2045 forecast year.

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

The Build Alternatives propose to convert the existing HOV lane to an ExpressLane (Alternative 2); convert and add another ExpressLane (Alternative 3); or add another HOV lane (Alternative 4).

- Attached Tables provide average daily traffic (ADT) and truck volumes in the opening (2029) and horizon years (2045) in roadway segments along the I-10 corridor within the project limits. The Tables also provide comparison of daily auto and truck volumes associated with the Build Alternatives to the No-Build conditions (Alternative 1). As shown in the Tables, Alternatives 2, 3, and 4 would increase the truck volumes up to 2823, 5669 and 29, respectively, when compared to Alternative 1 in 2029. Alternative 4 would also result in reduction of daily truck volumes in some segments when compared to Alternative 1 in 2029. When compared to the No-Build conditions in 2045, Alternatives 2, 3, and 4 are projected to result in increase in daily truck volumes of up to 1235, 4859, 244, respectively. As shown in the Tables, percentages of truck traffic for the Build Alternatives, however, do not differ significantly when compared to those for the No-Build Alternative in each respective year.
- The Build Alternatives propose improvements to the managed lanes, sight distances and weave lanes at HOT ingress/egress and incorporate CHP enforcement areas as well as improvements at some ramp intersections within the project limits. The project proposes improvements at intersections that are currently operating at LOS D, E, or F; however, these intersections experience daily truck traffic in much smaller volumes than those currently experienced in the GP lanes along the corridor.
- Furthermore, the proposed Build Alternatives do not propose construction of a new bus or rail terminals nor propose to expand an existing bus or rail terminals.

As a result, the proposed Build Alternatives 2, 3, and 4 for the I-10 ExpressLanes project do not satisfy the criteria listed in 40 CFR 93.123(b)(1); and it is recommended that the project be concurred as not of air quality concern for particulate matters (PM10 and PM2.5).

2029 ADT Tables for PM form for Alternative 2 and Changes in Comparison to No-Build (Alternative 1)

	2029 Alternative 1, No-Build, 1 HOV Lane					2029 Alternative 2, 1 HOT Lane					Changes by Alternative 2, Compared to No-Build				
Segments	**GP Auto**	**GP Truck**	**HOV/T Auto**	**Total Daily Volume**	**Truck%**	**GP Auto**	**GP Truck**	**HOV/T Auto**	**Total Daily Volume**	**Truck%**	**GP Auto**	**GP Truck**	**HOV/T Auto**	**Total**	**Changes in Truck %**
Between Garvey Ave & I-605	219,405	12,538	19,124	251,067	5.0%	193,324	12,819	49,975	256,119	5.0%	-26,081	281	30,851	5,051	0.0%
Between Bess Ave & Baldwin Park Blvd	218,228	24,715	19,124	262,068	9.4%	193,376	27,211	49,975	270,562	10.1%	-24,853	2,496	30,851	8,495	0.6%
Between Baldwin Park Off & Francisquito On	209,216	24,875	23,145	257,236	9.7%	187,679	27,393	51,027	266,100	10.3%	-21,537	2,519	27,882	8,864	0.6%
Between Puente Ave & Vineland Ave	189,846	24,637	27,324	241,807	10.2%	167,776	27,160	55,884	250,820	10.8%	-22,070	2,523	28,560	9,012	0.6%
Between Cameron Ave & Garvey Ave	197,327	25,210	27,324	249,862	10.1%	175,785	27,676	55,884	259,346	10.7%	-21,542	2,466	28,560	9,484	0.6%
Between Vincent Ave & West Covina Pkwy	194,181	25,345	27,324	246,850	10.3%	172,218	27,844	55,884	255,946	10.9%	-21,963	2,499	28,560	9,096	0.6%
Between Vincent Ave & Azusa Ave	211,840	26,162	28,316	266,318	9.8%	189,965	28,632	56,819	275,416	10.4%	-21,875	2,470	28,503	9,098	0.6%
Between Azusa Ave & Citrus St	213,032	26,527	28,316	267,875	9.9%	191,122	29,014	56,819	276,955	10.5%	-21,910	2,487	28,503	9,080	0.6%
Between Cirus St & Barranca St	206,820	26,465	27,255	260,539	10.2%	197,443	28,939	43,316	269,699	10.7%	-9,377	2,475	16,061	9,159	0.6%
Between Garvey Ave Off & Grand Ave On	203,992	26,545	27,255	257,791	10.3%	195,535	28,933	43,316	267,784	10.8%	-8,456	2,388	16,061	9,993	0.5%
Between Holt Ave On & Grand Ave Off	187,984	26,203	27,255	241,442	10.9%	178,802	28,659	43,316	250,778	11.4%	-9,181	2,456	16,061	9,336	0.6%
Between Holt Ave & Via Verde St	183,490	26,421	27,255	237,166	11.1%	172,889	28,883	43,316	245,088	11.8%	-10,601	2,462	16,061	7,922	0.6%
Between Via Verde St & Kellog Dr	184,571	25,839	22,901	233,311	11.1%	181,753	28,319	30,419	240,491	11.8%	-2,818	2,480	7,518	7,180	0.7%
Between Fairplex Dr & SR 57	220,128	36,293	22,901	279,322	13.0%	218,713	38,881	30,419	288,013	13.5%	-1,415	2,587	7,518	8,690	0.5%
Between Gillette Rd On & Dudley St Off	206,606	35,780	22,901	265,287	13.5%	204,876	38,340	30,419	273,635	14.0%	-1,730	2,560	7,518	8,348	0.5%
Between Dudley St and N.White Ave	213,893	36,171	22,901	272,965	13.3%	211,947	38,840	30,419	281,206	13.8%	-1,946	2,668	7,518	8,241	0.6%
Between NGarey Ave On & NWhite On	202,481	35,917	24,088	262,486	13.7%	195,084	38,692	36,061	269,837	14.3%	-7,397	2,775	11,973	7,351	0.7%
Between NTowne On & NOrange Ave Off	208,021	35,945	24,212	268,177	13.4%	196,516	38,657	42,569	277,742	13.9%	-11,504	2,712	18,357	9,565	0.5%
Between NTowne Ave & S.Indian Hill Blvd	208,023	35,964	24,212	268,200	13.4%	198,570	38,787	42,569	279,926	13.9%	-9,453	2,823	18,357	11,726	0.4%
Between Indian Hill Blvd & Monte Vista Ave	215,293	36,280	20,638	272,211	13.3%	189,551	39,062	57,588	286,200	13.6%	-25,743	2,781	36,950	13,989	0.3%

2029 ADT Tables for PM form for Alternative 3 and Changes in Comparison to No-Build (Alternative 1)

	2029 Alternative 1, No-Build, 1 HOV Lane					2029 Alternative 3, 2 HOT Lanes					Changes by Alternative 3, Compared to No-Build				
Segments	GP Auto	GP Truck	HOV/T Auto	Total Daily Volume	Truck%	GP Auto	GP Truck	HOV/T Auto	Total	Truck%	GP Auto	GP Truck	HOV/T Auto	Total	Changes in Truck %
Between Garvey Ave & I-605	219,405	12,538	19,124	251,067	5.0%	172,770	13,801	81,581	268,151	5.1%	-46,635	1,262	62,457	17,084	0.2%
Between Bess Ave & Baldwin Park Blvd	218,228	24,715	19,124	262,068	9.4%	174,616	29,997	81,581	286,194	10.5%	-43,612	5,282	62,457	24,127	1.1%
Between Baldwin Park Off & Francisquito On	209,216	24,875	23,145	257,236	9.7%	162,969	30,202	89,606	282,777	10.7%	-46,247	5,328	66,461	25,541	1.0%
Between Puente Ave & Vineland Ave	189,846	24,637	27,324	241,807	10.2%	137,169	29,989	100,332	267,490	11.2%	-52,677	5,352	73,008	25,683	1.0%
Between Cameron Ave & Garvey Ave	197,327	25,210	27,324	249,862	10.1%	145,816	30,490	100,332	276,638	11.0%	-51,511	5,280	73,008	26,776	0.9%
Between Vincent Ave & West Covina Pkwy	194,181	25,345	27,324	246,850	10.3%	142,228	30,777	100,332	273,337	11.3%	-51,953	5,432	73,008	26,487	1.0%
Between Vincent Ave & Azusa Ave	211,840	26,162	28,316	266,318	9.8%	159,692	31,485	101,981	293,158	10.7%	-52,148	5,323	73,665	26,840	0.9%
Between Azusa Ave & Citrus St	213,032	26,527	28,316	267,875	9.9%	161,587	31,911	101,981	295,479	10.8%	-51,445	5,384	73,665	27,604	0.9%
Between Cirus St & Barranca St	206,820	26,465	27,255	260,539	10.2%	169,027	31,833	87,021	287,881	11.1%	-37,793	5,369	59,766	27,342	0.9%
Between Garvey Ave Off & Grand Ave On	203,992	26,545	27,255	257,791	10.3%	166,261	31,777	87,021	285,060	11.1%	-37,730	5,233	59,766	27,268	0.9%
Between Holt Ave On & Grand Ave Off	187,984	26,203	27,255	241,442	10.9%	147,738	31,447	87,021	266,206	11.8%	-40,246	5,244	59,766	24,764	1.0%
Between Holt Ave & Via Verde St	183,490	26,421	27,255	237,166	11.1%	141,307	31,644	87,021	259,973	12.2%	-42,183	5,224	59,766	22,807	1.0%
Between Via Verde St & Kellog Dr	184,571	25,839	22,901	233,311	11.1%	166,125	31,091	57,346	254,561	12.2%	-18,446	5,252	34,445	21,250	1.1%
Between Fairplex Dr & SR 57	220,128	36,293	22,901	279,322	13.0%	203,128	41,962	57,346	302,436	13.9%	-17,000	5,669	34,445	23,114	0.9%
Between Gillette Rd On & Dudley St Off	206,606	35,780	22,901	265,287	13.5%	189,666	41,235	57,346	288,246	14.3%	-16,940	5,455	34,445	22,960	0.8%
Between Dudley St and N.White Ave	213,893	36,171	22,901	272,965	13.3%	196,843	41,711	57,346	295,900	14.1%	-17,050	5,540	34,445	22,935	0.8%
Between NGarey Ave On & NWhite On	202,481	35,917	24,088	262,486	13.7%	179,744	41,522	62,949	284,215	14.6%	-22,737	5,605	38,861	21,729	0.9%
Between NTowne On & NOrange Ave Off	208,021	35,945	24,212	268,177	13.4%	175,799	41,465	74,649	291,913	14.2%	-32,221	5,520	50,437	23,736	0.8%
Between NTowne Ave & S.Indian Hill Blvd	208,023	35,964	24,212	268,200	13.4%	178,419	41,582	74,649	294,650	14.1%	-29,605	5,618	50,437	26,450	0.7%
Between Indian Hill Blvd & Monte Vista Ave	215,293	36,280	20,638	272,211	13.3%	176,997	41,853	81,758	300,608	13.9%	-38,296	5,573	61,120	28,397	0.6%

2029 ADT Tables for PM form for Alternative 4 and Changes in Comparison to No-Build (Alternative 1)

	2029 Alternative 1, No-Build, 1 HOV Lane					2029 Alternative 4, 2 HOV Lanes					Changes by Alternative 4, Compared to No-Build				
Segments	GP Auto	GP Truck	HOV/T Auto	Total Daily Volume	Truck%	GP Auto	GP Truck	HOV/T Auto	Total	Truck%	GP Auto	GP Truck	HOV/T Auto	Total	Changes in Truck %
Between Garvey Ave & I-605	219,405	12,538	19,124	251,067	5.0%	218,086	12,526	24,014	254,626	4.9%	-1,319	-12	4,890	3,559	-0.1%
Between Bess Ave & Baldwin Park Blvd	218,228	24,715	19,124	262,068	9.4%	217,339	24,737	24,014	266,089	9.3%	-889	21	4,890	4,022	-0.1%
Between Baldwin Park Off & Francisquito On	209,216	24,875	23,145	257,236	9.7%	207,557	24,896	29,327	261,780	9.5%	-1,659	21	6,182	4,544	-0.2%
Between Puente Ave & Vineland Ave	189,846	24,637	27,324	241,807	10.2%	187,773	24,660	33,931	246,364	10.0%	-2,074	23	6,607	4,557	-0.2%
Between Cameron Ave & Garvey Ave	197,327	25,210	27,324	249,862	10.1%	195,342	25,235	33,931	254,509	9.9%	-1,985	25	6,607	4,647	-0.2%
Between Vincent Ave & West Covina Pkwy	194,181	25,345	27,324	246,850	10.3%	192,473	25,374	33,931	251,778	10.1%	-1,708	29	6,607	4,928	-0.2%
Between Vincent Ave & Azusa Ave	211,840	26,162	28,316	266,318	9.8%	210,654	26,179	34,997	271,830	9.6%	-1,186	16	6,681	5,511	-0.2%
Between Azusa Ave & Citrus St	213,032	26,527	28,316	267,875	9.9%	211,342	26,533	34,997	272,872	9.7%	-1,691	7	6,681	4,997	-0.2%
Between Cirus St & Barranca St	206,820	26,465	27,255	260,539	10.2%	205,882	26,461	33,073	265,416	10.0%	-938	-3	5,818	4,877	-0.2%
Between Garvey Ave Off & Grand Ave On	203,992	26,545	27,255	257,791	10.3%	202,469	26,539	33,073	262,080	10.1%	-1,523	-6	5,818	4,289	-0.2%
Between Holt Ave On & Grand Ave Off	187,984	26,203	27,255	241,442	10.9%	186,351	26,203	33,073	245,627	10.7%	-1,633	0	5,818	4,185	-0.2%
Between Holt Ave & Via Verde St	183,490	26,421	27,255	237,166	11.1%	181,852	26,405	33,073	241,330	10.9%	-1,638	-16	5,818	4,164	-0.2%
Between Via Verde St & Kellog Dr	184,571	25,839	22,901	233,311	11.1%	184,416	25,830	26,854	237,100	10.9%	-155	-9	3,953	3,789	-0.2%
Between Fairplex Dr & SR 57	220,128	36,293	22,901	279,322	13.0%	219,859	36,267	26,854	282,980	12.8%	-269	-26	3,953	3,658	-0.2%
Between Gillette Rd On & Dudley St Off	206,606	35,780	22,901	265,287	13.5%	205,972	35,781	26,854	268,607	13.3%	-633	1	3,953	3,321	-0.2%
Between Dudley St and N.White Ave	213,893	36,171	22,901	272,965	13.3%	213,335	36,141	26,854	276,330	13.1%	-558	-30	3,953	3,365	-0.2%
Between NGarey Ave On & NWhite On	202,481	35,917	24,088	262,486	13.7%	203,179	35,887	27,103	266,169	13.5%	698	-30	3,015	3,683	-0.2%
Between NTowne On & NOrange Ave Off	208,021	35,945	24,212	268,177	13.4%	208,043	35,953	27,300	271,296	13.3%	22	9	3,088	3,119	-0.2%
Between NTowne Ave & S.Indian Hill Blvd	208,023	35,964	24,212	268,200	13.4%	207,815	35,991	27,300	271,105	13.3%	-209	26	3,088	2,906	-0.1%
Between Indian Hill Blvd & Monte Vista Ave	215,293	36,280	20,638	272,211	13.3%	215,286	36,284	23,409	274,979	13.2%	-7	4	2,771	2,768	-0.1%

2045 ADT Tables for PM form for Alternative 2 and Changes in Comparison to No-Build (Alternative 1)

	2045 Alternative 1, No-Build, 1 HOV Lane					2045 Alternative 2, 1 HOT Lane					Changes by Alternative 2, Compared to No-Build				
Segments	**GP Auto**	**GP Truck**	**HOV/T Auto**	**Total Daily Volume**	**Truck%**	**GP Auto**	**GP Truck**	**HOV/T Auto**	**Total Daily Volume**	**Truck%**	**GP Auto**	**GP Truck**	**HOV/T Auto**	**Total**	**Changes in Truck %**
Between Garvey Ave & I-605	219,826	15,138	16,960	251,924	6.0%	196,689	15,059	50,407	262,155	5.7%	-23,137	-78	33,447	10,231	-0.3%
Between Bess Ave & Baldwin Park Blvd	216,950	29,013	16,960	262,924	11.0%	194,020	29,944	50,407	274,371	10.9%	-22,930	931	33,447	11,448	-0.1%
Between Baldwin Park Off & Francisquito On	207,410	29,313	21,224	257,947	11.4%	187,938	30,289	50,901	269,128	11.3%	-19,472	976	29,677	11,181	-0.1%
Between Puente Ave & Vineland Ave	187,598	29,084	25,673	242,355	12.0%	169,956	30,031	53,543	253,530	11.8%	-17,641	947	27,870	11,175	-0.2%
Between Cameron Ave & Garvey Ave	194,494	29,737	25,673	249,904	11.9%	176,823	30,662	53,543	261,028	11.7%	-17,671	925	27,870	11,124	-0.2%
Between Vincent Ave & West Covina Pkwy	189,296	30,078	25,673	245,047	12.3%	171,049	31,083	53,543	255,675	12.2%	-18,247	1,005	27,870	10,627	-0.1%
Between Vincent Ave & Azusa Ave	208,472	30,981	25,839	265,292	11.7%	190,132	31,944	54,032	276,108	11.6%	-18,340	962	28,193	10,815	-0.1%
Between Azusa Ave & Citrus St	209,600	31,441	25,839	266,880	11.8%	191,350	32,396	54,032	277,778	11.7%	-18,251	955	28,193	10,897	-0.1%
Between Cirus St & Barranca St	203,266	31,434	24,658	259,357	12.1%	197,212	32,350	40,663	270,225	12.0%	-6,053	916	16,005	10,868	-0.1%
Between Garvey Ave Off & Grand Ave On	200,285	31,540	24,658	256,483	12.3%	195,526	32,360	40,663	268,549	12.0%	-4,758	820	16,005	12,066	-0.2%
Between Holt Ave On & Grand Ave Off	183,882	31,246	24,658	239,786	13.0%	178,837	32,141	40,663	251,640	12.8%	-5,046	895	16,005	11,854	-0.3%
Between Holt Ave & Via Verde St	179,824	31,461	24,658	235,943	13.3%	173,110	32,369	40,663	246,142	13.2%	-6,713	908	16,005	10,200	-0.2%
Between Via Verde St & Kellog Dr	181,319	30,860	19,702	231,881	13.3%	179,122	31,779	30,695	241,596	13.2%	-2,197	919	10,993	9,715	-0.2%
Between Fairplex Dr & SR 57	213,850	42,267	19,702	275,819	15.3%	214,543	43,048	30,695	288,286	14.9%	692	781	10,993	12,467	-0.4%
Between Gillette Rd On & Dudley St Off	200,675	41,632	19,702	262,009	15.9%	200,650	42,588	30,695	273,933	15.5%	-24	956	10,993	11,925	-0.3%
Between Dudley St and N.White Ave	208,157	42,053	19,702	269,913	15.6%	207,809	43,136	30,695	281,639	15.3%	-349	1,082	10,993	11,727	-0.3%
Between NGarey Ave On & NWhite On	194,347	41,845	20,289	256,481	16.3%	190,214	42,961	34,969	268,144	16.0%	-4,133	1,116	14,680	11,663	-0.3%
Between NTowne On & NOrange Ave Off	203,393	41,594	19,770	264,757	15.7%	197,161	42,724	39,237	279,123	15.3%	-6,232	1,131	19,467	14,366	-0.4%
Between NTowne Ave & S.Indian Hill Blvd	203,758	41,639	19,770	265,167	15.7%	199,428	42,841	39,237	281,506	15.2%	-4,330	1,203	19,467	16,340	-0.5%
Between Indian Hill Blvd & Monte Vista Ave	210,748	42,044	17,010	269,802	15.6%	186,950	43,280	58,291	288,521	15.0%	-23,798	1,235	41,281	18,719	-0.6%

2045 ADT Tables for PM form for Alternative 3 and Changes in Comparison to No-Build (Alternative 1)

	2045 Alternative 1, No-Build, 1 HOV Lane					2045 Alternative 3, 2 HOT Lanes					Changes by Alternative 3, Compared to No-Build				
Segments	**GP Auto**	**GP Truck**	**HOV/T Auto**	**Total Daily Volume**	**Truck%**	**GP Auto**	**GP Truck**	**HOV/T Auto**	**Total**	**Truck%**	**GP Auto**	**GP Truck**	**HOV/T Auto**	**Total**	**Changes in Truck %**
Between Garvey Ave & I-605	219,826	15,138	16,960	251,924	6.0%	177,163	16,036	81,165	274,364	5.8%	-42,663	898	64,205	22,440	-0.2%
Between Bess Ave & Baldwin Park Blvd	216,950	29,013	16,960	262,924	11.0%	174,519	33,559	81,165	289,243	11.6%	-42,431	4,546	64,205	26,320	0.6%
Between Baldwin Park Off & Francisquito On	207,410	29,313	21,224	257,947	11.4%	163,294	33,944	87,536	284,773	11.9%	-44,116	4,630	66,312	26,826	0.6%
Between Puente Ave & Vineland Ave	187,598	29,084	25,673	242,355	12.0%	138,196	33,695	97,384	269,275	12.5%	-49,401	4,610	71,711	26,920	0.5%
Between Cameron Ave & Garvey Ave	194,494	29,737	25,673	249,904	11.9%	145,701	34,274	97,384	277,360	12.4%	-48,793	4,538	71,711	27,456	0.5%
Between Vincent Ave & West Covina Pkwy	189,296	30,078	25,673	245,047	12.3%	140,300	34,795	97,384	272,479	12.8%	-48,996	4,717	71,711	27,432	0.5%
Between Vincent Ave & Azusa Ave	208,472	30,981	25,839	265,292	11.7%	158,738	35,669	98,151	292,558	12.2%	-49,734	4,688	72,312	27,266	0.5%
Between Azusa Ave & Citrus St	209,600	31,441	25,839	266,880	11.8%	160,349	36,173	98,151	294,673	12.3%	-49,252	4,732	72,312	27,793	0.5%
Between Cirus St & Barranca St	203,266	31,434	24,658	259,357	12.1%	167,237	36,123	83,635	286,995	12.6%	-36,028	4,690	58,977	27,638	0.5%
Between Garvey Ave Off & Grand Ave On	200,285	31,540	24,658	256,483	12.3%	164,749	36,061	83,635	284,445	12.7%	-35,536	4,521	58,977	27,963	0.4%
Between Holt Ave On & Grand Ave Off	183,882	31,246	24,658	239,786	13.0%	146,386	35,798	83,635	265,820	13.5%	-37,496	4,553	58,977	26,034	0.4%
Between Holt Ave & Via Verde St	179,824	31,461	24,658	235,943	13.3%	140,040	36,017	83,635	259,693	13.9%	-39,783	4,556	58,977	23,750	0.5%
Between Via Verde St & Kellog Dr	181,319	30,860	19,702	231,881	13.3%	165,111	35,477	54,123	254,712	13.9%	-16,208	4,617	34,421	22,830	0.6%
Between Fairplex Dr & SR 57	213,850	42,267	19,702	275,819	15.3%	200,522	46,959	54,123	301,604	15.6%	-13,328	4,692	34,421	25,785	0.2%
Between Gillette Rd On & Dudley St Off	200,675	41,632	19,702	262,009	15.9%	187,232	46,232	54,123	287,586	16.1%	-13,443	4,600	34,421	25,578	0.2%
Between Dudley St and N.White Ave	208,157	42,053	19,702	269,913	15.6%	194,377	46,742	54,123	295,242	15.8%	-13,780	4,689	34,421	25,330	0.3%
Between NGarey Ave On & NWhite On	194,347	41,845	20,289	256,481	16.3%	173,978	46,566	61,003	281,548	16.5%	-20,369	4,722	40,714	25,067	0.2%
Between NTowne On & NOrange Ave Off	203,393	41,594	19,770	264,757	15.7%	176,560	46,354	69,344	292,257	15.9%	-26,833	4,760	49,574	27,501	0.2%
Between NTowne Ave & S.Indian Hill Blvd	203,758	41,639	19,770	265,167	15.7%	179,486	46,497	69,344	295,327	15.7%	-24,273	4,859	49,574	30,160	0.0%
Between Indian Hill Blvd & Monte Vista Ave	210,748	42,044	17,010	269,802	15.6%	170,119	46,898	85,408	302,425	15.5%	-40,629	4,854	68,398	32,623	-0.1%

2045 ADT Tables for PM form for Alternative 4 and Changes in Comparison to No-Build (Alternative 1)

	2045 Alternative 1, No-Build, 1 HOV Lane					2045 Alternative 4, 2 HOV Lanes					Changes by Alternative 4, Compared to No-Build				
Segments	**GP Auto**	**GP Truck**	**HOV/T Auto**	**Total Daily Volume**	**Truck%**	**GP Auto**	**GP Truck**	**HOV/T Auto**	**Total**	**Truck%**	**GP Auto**	**GP Truck**	**HOV/T Auto**	**Total**	**Changes in Truck %**
Between Garvey Ave & I-605	219,826	15,138	16,960	251,924	6.0%	219,199	15,189	20,113	254,501	6.0%	-627	51	3,153	2,577	0.0%
Between Bess Ave & Baldwin Park Blvd	216,950	29,013	16,960	262,924	11.0%	216,594	29,094	20,113	265,801	10.9%	-356	80	3,153	2,877	-0.1%
Between Baldwin Park Off & Francisquito On	207,410	29,313	21,224	257,947	11.4%	206,187	29,405	25,424	261,017	11.3%	-1,223	92	4,200	3,070	-0.1%
Between Puente Ave & Vineland Ave	187,598	29,084	25,673	242,355	12.0%	185,812	29,176	30,443	245,432	11.9%	-1,785	92	4,770	3,077	-0.1%
Between Cameron Ave & Garvey Ave	194,494	29,737	25,673	249,904	11.9%	192,606	29,830	30,443	252,880	11.8%	-1,888	94	4,770	2,976	-0.1%
Between Vincent Ave & West Covina Pkwy	189,296	30,078	25,673	245,047	12.3%	187,472	30,222	30,443	248,136	12.2%	-1,825	144	4,770	3,089	-0.1%
Between Vincent Ave & Azusa Ave	208,472	30,981	25,839	265,292	11.7%	207,035	31,068	30,618	268,721	11.6%	-1,437	86	4,779	3,429	-0.1%
Between Azusa Ave & Citrus St	209,600	31,441	25,839	266,880	11.8%	208,162	31,513	30,618	270,292	11.7%	-1,439	72	4,779	3,412	-0.1%
Between Cirus St & Barranca St	203,266	31,434	24,658	259,357	12.1%	202,147	31,474	29,136	262,757	12.0%	-1,118	40	4,478	3,400	-0.1%
Between Garvey Ave Off & Grand Ave On	200,285	31,540	24,658	256,483	12.3%	198,899	31,592	29,136	259,627	12.2%	-1,386	53	4,478	3,145	-0.1%
Between Holt Ave On & Grand Ave Off	183,882	31,246	24,658	239,786	13.0%	182,484	31,286	29,136	242,906	12.9%	-1,398	40	4,478	3,120	-0.2%
Between Holt Ave & Via Verde St	179,824	31,461	24,658	235,943	13.3%	178,153	31,496	29,136	238,785	13.2%	-1,671	35	4,478	2,842	-0.1%
Between Via Verde St & Kellog Dr	181,319	30,860	19,702	231,881	13.3%	181,829	30,921	21,848	234,598	13.2%	510	61	2,146	2,717	-0.1%
Between Fairplex Dr & SR 57	213,850	42,267	19,702	275,819	15.3%	213,532	42,480	21,848	277,859	15.3%	-319	213	2,146	2,040	0.0%
Between Gillette Rd On & Dudley St Off	200,675	41,632	19,702	262,009	15.9%	200,116	41,820	21,848	263,784	15.9%	-559	188	2,146	1,775	0.0%
Between Dudley St and N.White Ave	208,157	42,053	19,702	269,913	15.6%	207,778	42,191	21,848	271,816	15.5%	-380	137	2,146	1,904	-0.1%
Between NGarey Ave On & NWhite On	194,347	41,845	20,289	256,481	16.3%	195,758	42,026	21,513	259,297	16.2%	1,410	182	1,224	2,816	-0.1%
Between NTowne On & NOrange Ave Off	203,393	41,594	19,770	264,757	15.7%	204,056	41,825	21,458	267,339	15.6%	663	232	1,688	2,582	-0.1%
Between NTowne Ave & S.Indian Hill Blvd	203,758	41,639	19,770	265,167	15.7%	204,226	41,883	21,458	267,567	15.7%	468	244	1,688	2,401	0.0%
Between Indian Hill Blvd & Monte Vista Ave	210,748	42,044	17,010	269,802	15.6%	211,254	42,271	18,588	272,114	15.5%	506	227	1,578	2,312	0.0%

I-10 Corridor Vicinity Map