



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

Project Information

DIST-CO-RTE-PM: 07-LA-405-PM9.6/12.6

EA/EFIS ID (Caltrans Projects): EA 359400

Fed. Aid. No. (Local Projects): N/A

FTIP ID No. (required): LA9918955

TCWG Consideration Date: August 27, 2027

Pollutant of Concern: PM10 and PM2.5

Contact Information

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Environmental Approval Information

Anticipated Federal Environmental Approval (check appropriate box):

23 USC 326 CE

23 USC 327 CE

EA

EIS

Anticipated Date of Federal Environmental Approval: April 2027

Current Programming Dates (as appropriate):

	PA&ED	PS&E	ROW	CON
Start	October 2023	April 2027	December 2027	December 2028
End	April 2027	June 2028	December 2028	December 2030



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Project Details

Project Description

The Los Angeles County Metropolitan Transportation Authority (Metro), in cooperation with the California Department of Transportation (Caltrans) and the South Bay Cities Council of Governments (SBCCOG), proposes to improve freeway operations and safety along both directions of Interstate 405 (I-405) from Wilmington Avenue (Postmile [PM] 9.6) to Main Street (PM 12.6) in the City of Carson (City), Los Angeles County, California. The regional location and project vicinity is shown in Figure 1-1.

The I-405 from Wilmington Avenue to Main Street Improvements Project (Project) proposes to add auxiliary lanes between on- and off-ramps between PM 9.6 and 12.6 to improve weaving, merging, and diverging operations and/or the implementation of Transportation System Management (TSM) and Transportation Demand Management (TDM) elements. The proposed Project Study Area, shown in Figure 1-2, would provide improvements to facilitate an integrated approach for all modes of transportation to enhance mobility, accessibility, and connectivity in a Complete Streets environment for all communities along the existing corridor.

The proposed Project is subject to both the California Environmental Quality Act (CEQA) and the National Environmental Policy Act (NEPA). Caltrans is the Lead Agency under CEQA. Caltrans is also the Lead Agency under NEPA, as assigned by the Federal Highway Administration (FHWA), in accordance with NEPA (42 United States Code [USC] 4321 et seq.); and the Council on Environmental Quality (CEQ) Regulations implementing NEPA (40 Code of Federal Regulations [CFR] 1500–1508).

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

Project Purpose

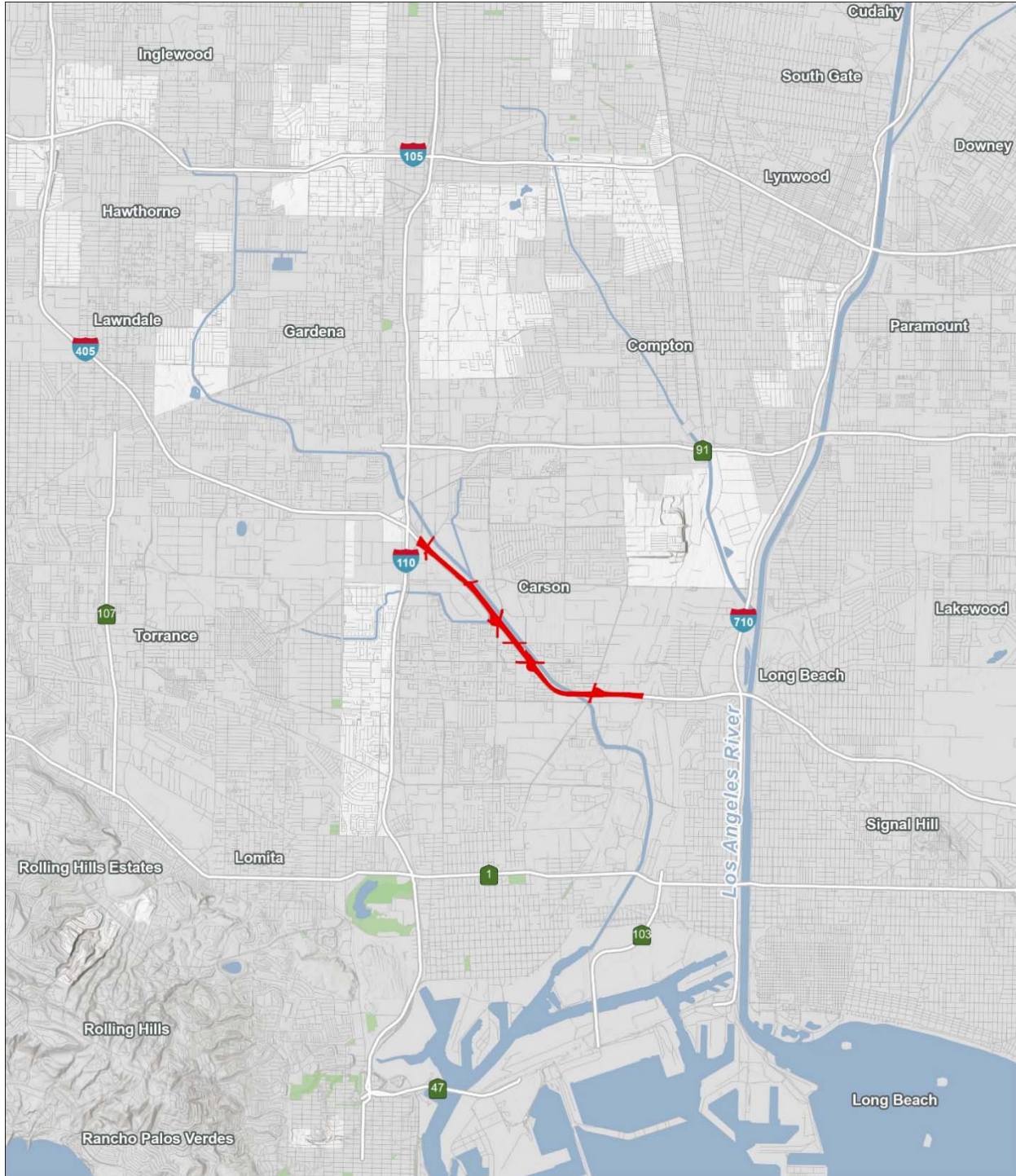
The purpose of the proposed Project is to provide improved connectivity and increase multi-modal access within the Project corridor and to accommodate the planned economic development within the Project Study Area.

The purpose of the Project is to:

- Improve traffic time reliability and safety along I-405 between Wilmington Avenue and Main Street for all users in the corridor by improving freeway operations.
- Provide equitable, accessible, and sustainable travel options to the regional transportation system through improvements to safety, mobility, accessibility, and connectivity for bicyclists and pedestrians at local interchanges along I-405 between Wilmington Avenue and Main Street.
- Promote economic connectivity within the City of Carson for existing and planned retail and commercial uses and improve accessibility for goods movement.



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LEGEND
Project Study Area

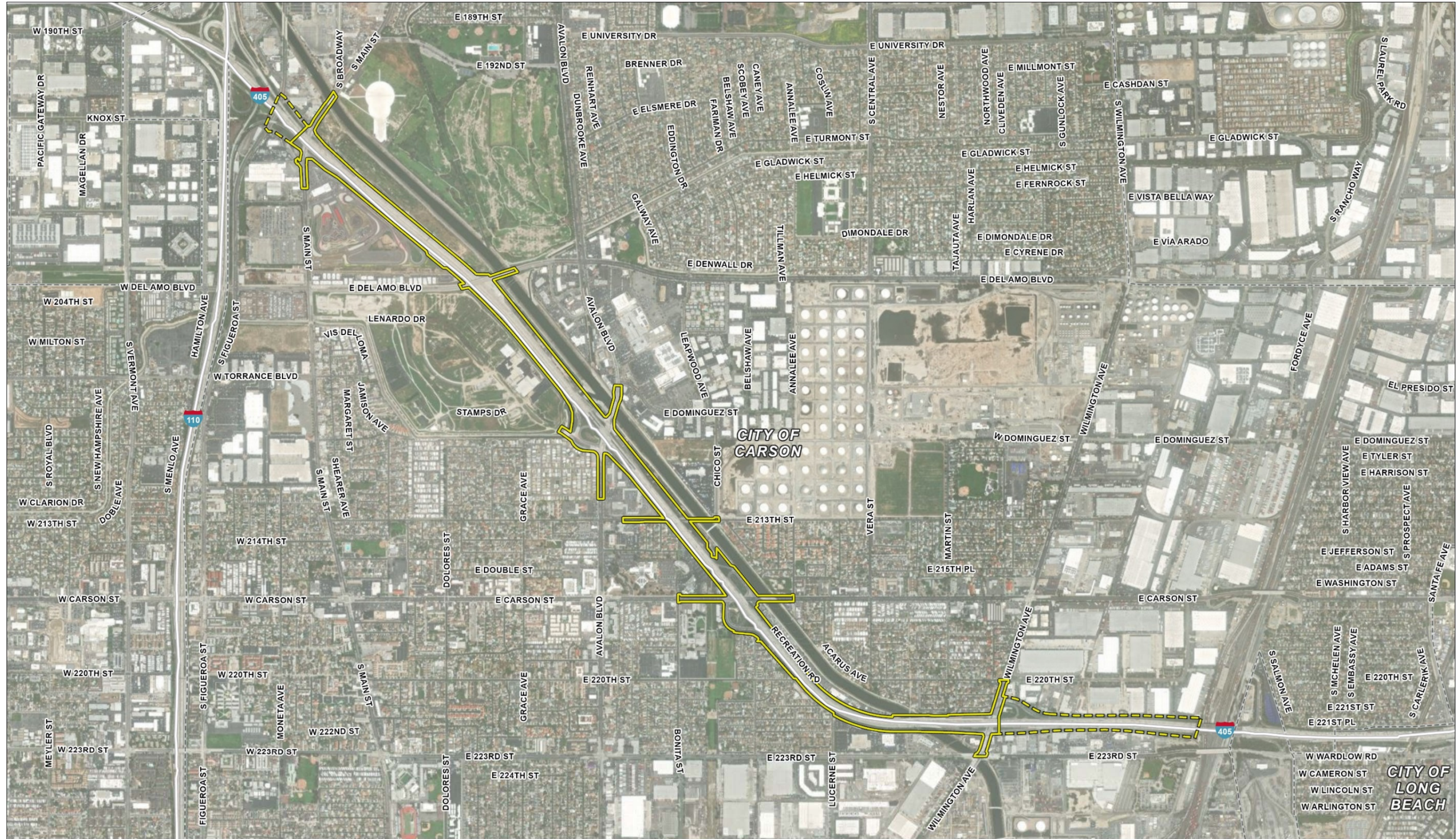
07-LA-405 PM 9.6/12.6
EA 07-35940

*I-405 from Wilmington Ave to
Main St Improvements Project*

Figure 1-1. Regional Location and Project Vicinity



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07-LA-405 PM 9.6/12.6
EA 07-35940
**I-405 from Wilmington Ave to
Main St Improvements Project**



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Figure Error! No text of specified style in document.-1. **Project Study Area**



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Project Need

The need of the Project is to improve traffic operations and safety for vehicle traffic and to provide additional access and connectivity for pedestrians and bicyclists at local interchanges throughout the Project corridor.

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

Operations

Several freeway mainline segments as well as freeway/ramp junctions within the I-405 corridor between Wilmington Avenue and Main Street show heavy congestion due to weaving movements during peak periods. Nonstandard interchange spacing and turbulence at the ramp entrances and exits further contribute to operational deficiencies.

Safety and Connectivity

Traffic collision data collected from Caltrans TASAS – TSN for a 3-year period from April 1, 2020 to March 31, 2023 reveals that rear-end and sideswipe collisions are predominant on the northbound (NB) and southbound (SB) I-405 mainline, accounting for approximately 75 percent of all collision types, which is indicative of congested conditions due to nonstandard weaving distances between interchange on- and off- ramps.

There is a lack of connectivity for pedestrians and bicyclists at local interchanges along the I-405 between Wilmington Avenue and Main Street, including on pedestrian paths along Main Street, and on bicycle paths along Main Street, Avalon Boulevard, Carson Street, and Wilmington Avenue. Some of these routes do not have sidewalks, curb ramps, and crosswalks compliant with the Americans with Disabilities Act (ADA). System continuity and ADA compliant routes are needed in these areas to improve the effectiveness and safety of multimodal travel at the local interchanges within the Project Study Area.

Regional Goods Movement

Key commercial and retail uses located along the I-405 corridor within the City of Carson include the SouthBay Pavilion Mall and surrounding retail plaza, and the Kia, Honda, Nissan, and Toyota car dealerships. Industrial uses are located primarily along the I-405 corridor at Main Street and Wilmington Avenue, approximately 5-miles north of the Ports of Los Angeles and Long Beach. In addition, planned retail areas such as The District at South Bay located south of Del Amo Boulevard and north of East 213th Street, would include light industrial uses and the Carson Country Mart, a community commercial use area within the district.

Based on vehicle classification counts collected on local roadways adjacent to I-405 in 2023, truck traffic along local roadways range between 2 and 24 percent of daily traffic. On Wilmington



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Avenue, truck traffic accounts for 16 to 24 percent of daily traffic, reflecting over 2,500 daily truck trips. Based on the 2022 Caltrans Traffic Census Program, the average annual daily truck percentage along I-405 between Interstate 710 (I-710) and Interstate 110 (I-110) ranges from 3 to 5 percent.

As a result, improvements to existing ramp storage and weave zone operations along the freeway at ramp entrances and exits are needed to provide improved connections to these key commercial and retail areas, in addition to supporting regional goods movement along the I-405 corridor.

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

The addition of auxiliary lanes of less than one mile in each direction will improve operational efficiencies within the I-405 project limits. Thus, this project can be exempted from conformity requirement according to 40 CFR 93.126 Table 2 under the "Project that correct, improve, or eliminate a hazardous location or feature."

ATTACHMENT: Build Alternative Description

Build Alternative (Alternative 2) – Auxiliary Lanes and Complete Streets

Under Alternative 2, two auxiliary lanes on NB I-405 and two auxiliary lanes on SB I-405 would be provided at the following locations:

- **Along NB I-405:**
 - Between the Wilmington Avenue NB on-ramp and the Carson Street NB loop off-ramp
 - Between the Carson Street NB on-ramp and the Avalon Boulevard NB off-ramp
- **Along SB I-405:**
 - Between the Avalon Boulevard SB on-ramp and the Carson Street SB loop off-ramp
 - Between the Carson Street SB on-ramp and the Wilmington Avenue SB off-ramp

Additionally, under Alternative 2, the proposed Project would implement Complete Streets elements as well as TSM and TDM systems, where feasible, throughout the Project Study Area.

Under Alternative 2, the proposed Project would evaluate the following locations to implement Complete Streets elements:

- I-405 and Main Street Intersection
- I-405 and Avalon Boulevard Intersection
- I-405 and Carson Street Intersection
- I-405 and Wilmington Avenue Intersection
- 213th Street under I-405

Complete Streets elements for the Project would include the following improvements to promote equitable and sustainable multi-modal travel options:

- Upgrading existing sidewalks and crosswalks to be ADA compliant
- Improving existing pedestrian routes by constructing sidewalks in locations that do not have sidewalks in the existing conditions
- Improving existing bicycle facilities by connecting City of Carson bikeways that have gaps within State right-of-way or providing new bikeways along local roadways
- Improving lighting under bridges for pedestrian and bicycle crossings
- Providing enhanced pedestrian and bicycle crossings by restriping existing crosswalks to high visibility crosswalk and eliminating free-right turns where feasible

- Support future transit and multi-modal trail connections within the area

The following TSM and TDM strategies are proposed to increase the efficiency along the existing corridor and local roadway facilities without increasing the number of through lanes:

- Freeway management system elements focused on improving traffic management, traffic surveillance, safety, and signage to improve motorist wayfinding, which would include improving closed circuit television systems, ramp metering systems, and vehicle detection systems.
- Arterial system elements focused on improving traffic flow on the arterials adjacent to freeways with specialized treatment in addition to intersection enhancements and optimizations, which would include improving elements such as Smart Street treatments, signal synchronization, signalization/turn lane additions, and signal enhancements and optimizations.
- Intelligent Transportation System (ITS) elements focused on improving information gathering and dissemination, traffic management, and communication to help travelers navigate the transportation system, which would include improving elements such as changeable message signs, traffic monitoring stations, communication lines, adaptive signal control, Caltrans' advanced traveler information system, links and connections between traffic management centers, connections to advanced transportation management systems.
- Intermodal system elements focused on improving intermodal services, which would include improving elements such as way-finding signs, information kiosks, parking management, safety and lighting, transportation management centers, park-and-ride facilities, transit signal priority.

ROW acquisitions are anticipated at the Dominguez Channel Bridge. Temporary construction easements (TCE) are anticipated to be required along portions of NB and SB I-405.

The existing I-405 bridge over the Dominguez Channel would require widening in the SB direction to accommodate the additional auxiliary lane between the Wilmington Avenue I-405 SB off-ramp and Carson Street SB on-ramp. The proposed auxiliary lanes under Alternative 2 would require modification or replacement of existing on-site drainage systems including drainage inlets, storm drains, cross culverts, dikes, ditches, channels, and overside drains. Existing cross culverts and outlets would need to be extended, removed, abandoned, or relocated to accommodate the proposed Project improvements under Alternative 2.

The proposed Project under Alternative 2 would require an additional 12-foot auxiliary lane on the NB and SB sides of I-405 within the Project Study Area. The widening of 213th Street would be required to accommodate these additional 12-foot auxiliary lanes.