

THE PROJECT

Executive Summary

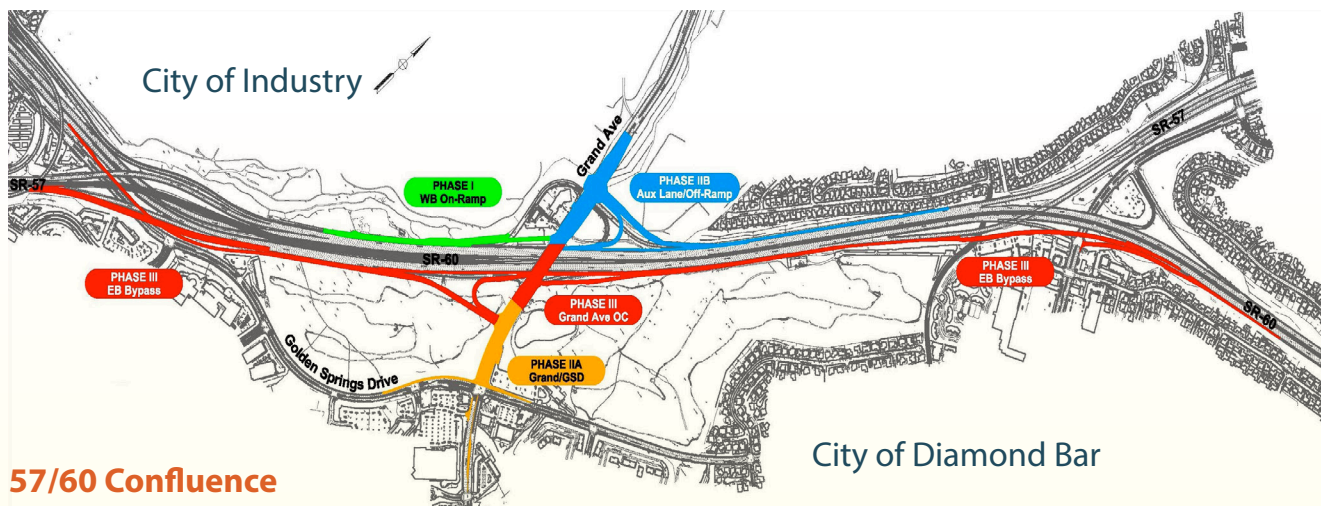
The Problem: A Vital Transportation Link in Peril

The numbers tell the story: every day, more than 356,000 personal and commercial vehicles struggle to navigate their way through the "57/60 Confluence", the two-mile long stretch where the two

"A freeway segment ranked 6th worst in the Nation, with levels of congestion, pollution and accidents that are simply unacceptable and which have Statewide and National implications."

state freeways coincide. That's more than 100 million vehicles per year that deal with the merging and lane changing required by a design that is almost 40 years old! The result? A freeway segment ranked

6th worst in the Nation, with levels of congestion, pollution and accidents that are simply unacceptable and which have Statewide and National implications.



The Solution: The 57/60 Confluence Project

The 57/60 Confluence Project is a three-phase program of improvements consisting of ramp and interchange reconfigurations as well as the addition of auxiliary collector/distributor and bypass lanes to significantly reduce the weaving and the resulting congestion and accidents.

Phase I of the Confluence Project is the construction of a \$13 million westbound on-ramp at Grand Avenue. It is fully funded with a \$6.5 million MTA grant and Local match funding.

Phase IIA is the construction of \$16.8 million street widening improvements in the vicinity of Grand Avenue and Golden Springs Drive. It is fully funded with a \$6.8 million grant from MTA and Local match funding.

Phase IIB is the construction of \$21.2 million westbound freeway off-ramp and auxiliary lane to Grand Avenue. It is fully funded with a \$9.4 million MTA grant, a \$10 million TIGER grant and local match funding.

Phase III is the freeway mainline improvements and by-pass connectors valued at \$205 million and is in the recently passed Los Angeles County sales tax ballot, Measure M.



THE FUNDING

Funding Summary

The \$256 million project will be constructed in three phases with a combination of Local, County and Federal funding sources. Both phase I and IIB are presently under construction, which include a new westbound on-ramp from Grand Avenue, widening of the existing westbound Grand Avenue off-ramp and providing a continuous westbound auxiliary lane. The auxiliary lane will also eliminate the southbound SR57 lane drop as it merges into westbound SR 60. Phase IIA, located at Grand Avenue and Golden Springs

Drive, is fully funded and expected to start construction in June 2017. These improvements were made possible by The Los Angeles County Transportation Authority (Metro) in providing a \$6.5 million grant for Phase I, a \$6.8 million grant for Phase IIA and \$9.4 million for Phase IIB. In addition, The Federal DOT awarded a \$10 million TIGER Grant to complete Phase IIB. Local matching funds are being provided by a \$35 million commitment by the City of Industry.

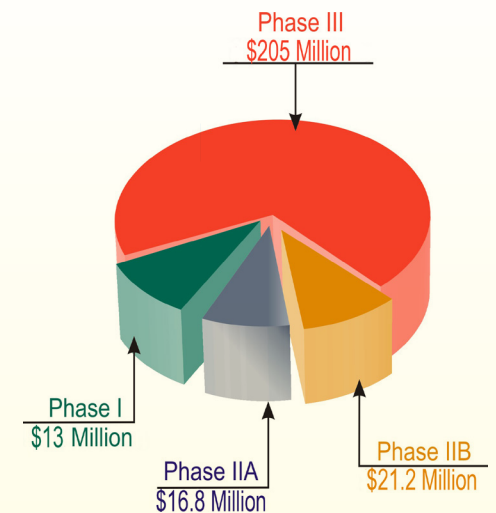
Phase III is estimated to cost \$205 million and will construct the remaining eastbound mainline improvements through the interchange. Phase III is included in the Los Angeles County, Metropolitan Transportation Authority (Metro) Expenditure Plan for Measure M and referred to as the "SR-57/SR-60 Interchange Improvements". This sales tax measure provides an additional ½ cent for transportation projects and was approved by more than 71% of voters at the November 8, 2016 general election. The Expenditure plans identify right of way and construction of phase III to begin in 2025 and be completed in 2031.

The project is also included in Metro's 2009 Long Range Transportation Plan (LRTP) with a completion date of 2029. Later this year, Metro will be updating the 2009 LRTP in accordance with the approved Expenditure plan for Measure M. In addition, The Southern California Association of

Governments (SCAG) will amend the 2016 Regional Transportation Plan (RTP) to reflect the passage of Measure M.

The regional transportation agencies in Los Angeles consisting of Metro, SCAG and The California Department of Transportation (Caltrans) recognize the importance of completing the remaining eastbound SR-57/SR-60 improvements as soon as possible. For this reason, phase III is included in the America's Global Freight Gateway FY-2017 FASTLANE Grant application requesting \$35 million for the SR-57/SR-60 Interchange.

In addition, project proponents will continue to seek state funding from California's share of the National Highway Freight Program which provides approximately \$117 million annually to California by formula (FAST Act section 1116). Eligible projects should contribute to the movement of freight on the



National Highway Freight Network and be identified in a freight investment plan of a State Freight Plan. SR-57 and SR-60 are listed in the Primary Highway Freight System which is a part of the National Highway Freight Program. The distribution of funding from this program has not been determined and will be followed closely.



“The American Transportation Research Institute ranked this freight bottleneck as No. 6 in the Nation and No. 1 for freight delays and truck accidents in California.”

THE SOLUTION



- A** Reconfigure Grand Avenue Interchange to partial cloverleaf ramps on SR-60
- B** Widen Grand Avenue and reconstruct the Grand Avenue OC Bridge over SR-60
- C** Construct a westbound auxiliary lane on SR-60 from SR-57
- D** Construct a new slip on-ramp to westbound SR-60 from Grand Avenue
- E** Construct a new eastbound bypass off-ramp to Grand Avenue
- F** Construct a new eastbound loop on-ramp on Grand Avenue and extend an eastbound auxiliary lane to the bypass connector.
- G** Construct a new eastbound bypass connector on SR-60



SR-60 FREIGHT CORRIDOR

"The 57/60 Confluence improvements will eliminate the conflicting weaves in the eastbound direction of SR-60 and improve safety by separating the interchange traffic from the mainline freeway weaves."

Major Flows by Truck To, From, and Within California: 2040

Source: U.S. Department of Transportation Federal Highway Administration, Office of Freight Management and Operations, Freight Analysis Framework, version 3.1.2, 2011

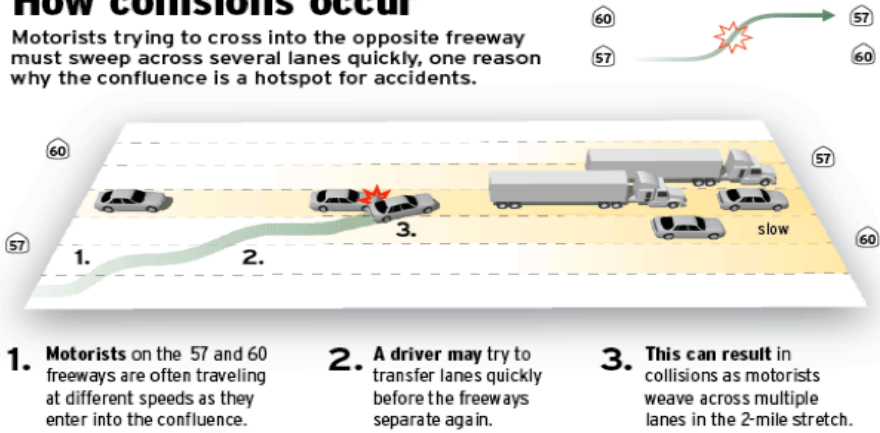


THE TRAFFIC

“Caltrans has identified the 57/60 Confluence as one of the five (5) most congested segments within Caltrans District 07, which encompasses Los Angeles County and Ventura County”

How collisions occur

Motorists trying to cross into the opposite freeway must sweep across several lanes quickly, one reason why the confluence is a hotspot for accidents.



State Route 60 (SR-60) is an inter-regional freeway, freight corridor, and a primary link between Los Angeles and Riverside Counties. SR-60 is also part of the National Highway System (NHS), and a vital east-west link in the multi-modal transportation network in Southern California.

State Route 57 (SR-57) is a major north-south freeway that links Orange County with the two counties in the Inland Empire (Riverside and San Bernardino). The two freeways merge into a shared alignment for approximately a 2-mile stretch, otherwise known as the **57/60 Confluence**.

The traffic model by the Southern California Associated Government (SCAG) estimated about 356,000 vehicles, 26,000 are trucks carrying goods to warehouses, travel on the **57/60 Confluence** every day. During the morning and the afternoon rush hours, peak traffic generally last for 3 to 4 hours on a typical weekday with hourly volume of approximately 8,900 and 9,400 vehicles traveling on six lanes of freeway in the westbound and eastbound direction, respectively.

The **57/60 Confluence** experiences high traffic volume causing peak hour delays in the morning lasting over 3 hours with a Level of Service (LOS) of F. Grand Avenue Interchange is located at about the midpoint in the **57/60 Confluence**. With the weaving conflicts between the traffic to-and-from Grand Avenue Interchange and the two freeways, commuters experience long delays with the Level of Service (LOS) ranging from B at the eastbound on and off-ramps to D at the west bound on and off-ramps. The 2037 traffic forecast indicates a 16% increase in traffic volumes on the two freeways in the **57/60 Confluence**. Without this Project, operations on both SR-57 and SR-60 freeways will be at LOS of “F”, with severe congestion lasting for several hours daily.

Caltrans has identified the 57/60 Confluence as one of the five (5) most congested segments within Caltrans District 07, which encompasses Los Angeles County and Ventura County. In January 2017, the American Transportation Research Institute ranked this freight bottleneck as No. 6 in the

Nation and No.1 for freight delays and truck accidents in California.

The 57/60 Confluence also carries heavy freight traffic. A 2009 survey of the heavy-duty trucks (trucks originated from the LA Ports) indicated an average truck volume between 8% and 10% during the peak hours, or about 750 and 500 trucks per hour in the morning and the afternoon, respectively. As observed, along this SR-60 Freight Corridor, trucks mixed with general-purpose traffic contribute to the freeway operational problems on the 57/60 Confluence. Freeway weaving becomes more complex with a high volume of trucks trapped in the middle lanes of the two freeways in the **57/60 Confluence**.

The 57/60 Confluence improvements will:

- Eliminate the conflicting weaves in the eastbound direction of SR-60
- Improve safety by separating the interchange traffic from the mainline freeway weaves
- Provide operational flexibility to the two merged freeways and improve LOS in the 57/60 Confluence from an “F” to a “C” or better



“The \$205M for construction of Phase III is included in Measure M and a \$35M FASTLANE grant will accelerate the start date to 2019-2020.”

PROJECT IMPLEMENTATION

The 57/60 Confluence will be funded with a combination of Local, State and Federal sources. The plan is to divide the total project into three phases with multiple contract packages. By phasing the project, the project will be built in a sequence that best utilizes available funds from the City of Industry and the Los Angeles Metropolitan Transportation Authority. The project phasing also follows a logical sequence that will facilitate construction activities in subsequent phases.

Phase I

Construct the westbound Grand Avenue on-ramp and the westbound auxiliary lane on SR-60. Construct interim operation improvements at the Grand Avenue Interchange. **Under Construction**

Phase IIA

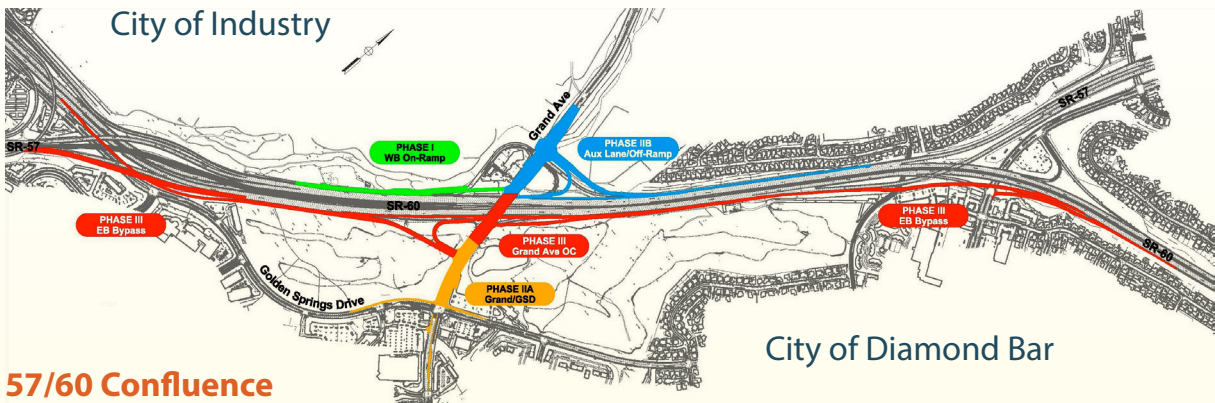
Construct improvements on the arterial highways, including Grand Avenue south of the SR-60 Interchange, approximately 0.4 miles of Golden Springs Drive, and rebuild the intersection of Grand Avenue and Golden Springs Drive. **Under Construction**

Phase IIB

Construction of a westbound off-ramp and an auxiliary lane to Grand Avenue. **Under Construction**

Phase III

Construct Grand Avenue Bridge over SR-60, eastbound bypass off-ramp and bypass connector. The \$205M for construction is included in Measure M with a construction start date of 2025. A \$35M FASTLANE grant will accelerate the start date to 2019-2020.



Known schedules for phases are shown below.

Phasing Activities	Phase I	Phase IIA	Phase IIB	Phase III
Complete Environmental	Mar - 2011	Dec - 2013	Dec - 2013	Dec - 2013
Complete Engineering/ Design	Mar - 2015	Aug - 2016	Dec - 2015	May - 2019
Acquire Right-of-Way	Aug - 2015	Sept - 2016	Mar - 2016	May - 2019
Advertise/ Award	Sept - 2015	Sept - 2016	Jul - 2016	Jul - 2025
Construction Starts	Mar - 2016	Jun - 2017	Nov - 2016	Sept - 2025
Complete Construction	May - 2017	Oct - 2018	May - 2018	Dec - 2028

