



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-710 PM 19.6/19.9

EA/EFIS ID (Caltrans Projects): EA 07-38410 EFIS 0722000123

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

FTIP ID No. (required): LALS02

TCWG Consideration Date: January 27, 2026

Pollutant of Concern: PM2.5, PM10

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: 8/15/2026

Current Programming Dates (as appropriate):

	PA&ED	PS&E	ROW	CON
Start	5/17/24	10/27/26	10/28/26	10/3/30
End	8/15/26	10/2/30	10/25/34	8/18/33



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Project Details

Project Description

This project proposes to modify the Interstate 710 (I-710)/Florence Ave interchange to improve safety and enhance mobility for pedestrians and bicyclists in the City of Bell, Los Angeles County. Two alternatives and a no-build alternative are proposed. The work includes realigning or relocating on/off ramps to be perpendicular to Florence Ave and upgrading bridge railings and sidewalk on Florence Ave Overcrossing (OC).

I-710 is a major north-south interstate freeway connecting the City of Long Beach to central Los Angeles. This section of the freeway has heavy truck traffic due to trucks traveling between the Ports of Los Angeles and Long Beach and railroad freight yards near the I-710/I-5 interchange. Within the project limits, this portion of I-710 is a ten-lane freeway (4 mixed-flow and 1 auxiliary in each direction) with center divider. The I-710/Florence Ave is a “cloverleaf” interchange, and the existing interchange configuration consists of uncontrolled, skewed intersections with free flow on/off-ramps. Florence Ave OC is a six-lane bridge (2 through and 1 auxiliary in each direction) with nonstandard railings and five-foot wide sidewalk in each direction.

Alternative 1: Realign entrance/exit ramps

- Realign all eight (8) entrance/exit ramps to be perpendicular to Florence Ave.
- Install new traffic signal at the following intersections:

SB On from WB Florence Ave/Florence Ave
SB On from EB Florence Ave/Florence Ave
NB On from WB Florence Ave/Florence Ave
NB On from EB Florence Ave/Florence Ave

- Upgrade Florence Ave OC railings and sidewalk.
- Modify/construct new sidewalk along Florence Ave.
- Restripe Florence Ave from Los Angeles River OC to Eastern Ave to provide Class IV bike lane.
- Construct eight (8) Americans with Disabilities Act (ADA) curb ramps.
- Construct 9 bioswales for treatment Best Management Practice (BMP).

By eliminating acute or obtuse angles between Florence Ave and entrance/exit ramps, vehicle speeds are reduced, and visibility is enhanced by the right-angle movements, allowing drivers to better respond to bicycle and pedestrian conflicts.



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Alternative 2: Reconfigure interchange

- Reduce two crosswalk locations by removing two existing ramps: NB I-710 off-ramp to WB Florence Ave and I-710 SB off-ramp to EB Florence Ave.
- Realign and widen ramps to be perpendicular to Florence Ave to accommodate increased traffic from eliminated ramps. A traffic analysis is needed at the next phase to determine the ramps capacity.
- Install new traffic signal at the following intersections:
 - SB On from WB Florence Ave/Florence Ave
 - SB On from EB Florence Ave/Florence Ave
 - NB On from WB Florence Ave/Florence Ave
 - NB On from EB Florence Ave/Florence Ave
- Upgrade Florence Ave OC railings and sidewalk.
- Modify/construct new sidewalk along Florence Ave.
- Restripe Florence Ave from Los Angeles River OC to Eastern Ave.
- Construct 8 ADA curb ramps.
- Construct 9 bioswales for treatment BMP.

The pedestrian-vehicle conflicts are reduced by eliminating the number of crosswalks. By eliminating acute or obtuse angles between Florence Ave and entrance/exit ramps, vehicle speeds are reduced, and visibility is enhanced by the right-angle movements, allowing drivers to better respond to bicycle and pedestrian conflicts. Right-of-Way impacts are not anticipated. This proposed geometric configuration is similar to the existing I-710/Firestone Blvd interchange.

No Build Alternative

This alternative would leave the existing facilities in their current condition, and no proposed improvement would be made.

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

Purpose:

The purpose of this project is to improve safety and enhance mobility for pedestrians and bicyclists by improving the interchange configuration to reduce potential conflicts between vehicles, pedestrians, and bicyclists.

Need:

Intersections and interchanges are major points of conflict for road users and are the frequent site of injuries and fatalities. In California, nearly 20 percent of pedestrian fatalities, and a quarter of bicyclist fatalities occur at intersections. According to the National Highway Traffic Safety Administration (NHTSA), one in six people who died in



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crashes in 2020 were pedestrians, and higher vehicle speeds increase both the likelihood of a pedestrian being struck by a car and the injury severity. The existing configuration of the I-710/Florence Ave interchange consists of mostly uncontrolled, skewed intersections with free flow on/off-ramps that may result in conflicts between vehicles and pedestrians at the crosswalks.

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

The following is the summary of traffic collisions during the 3-year period from 10/1/2021 to 9/30/2024 from the Traffic Accident Surveillance and Analysis System (TASAS) Table B. According to the TASAS database, the collision rates for four out of eight locations were higher than the statewide average compared to similar facilities for this 3-year period. There is a pattern of primary collision factors that include improper turn, inappropriate speed, and influence of alcohol, and there is a pattern of collision types including sideswipe, rear end, and hit object.

Table 3. TASAS Table B Collision Rates (October 1, 2021, to September 30, 2024)							
Location Description	TOTAL No. of Crashes	ACTUAL (per million vehicle miles)			AVERAGE (per million vehicle miles)		
		Fatal Crashes	Fatal + Injury Crashes	Total ⁽¹⁾	Fatal Crashes	Fatal + Injury Crashes	Total ⁽¹⁾
#1: SB ON from EB FL, PM 19.567	9	0.000	0.00	0.62	0.004	0.23	0.70
#2: SB ON from WB FL, PM 19.568	12	0.000	0.20	1.23	0.002	0.23	0.77
#3: NB OFF to WB FL, PM 19.620	7	0.000	0.32	1.12	0.005	0.37	1.22
#4: NB OFF to EB FL, PM 19.621	21	0.000	0.54	2.29	0.006	0.31	0.90
#5: NB ON from WB FL, PM 19.880	10	0.000	0.18	0.89	0.004	0.23	0.70
#6: NB ON from EB FL, PM 19.881	6	0.000	0.00	0.72	0.002	0.23	0.77
#7: SB OFF to WB FL, PM 19.892	25	0.000	0.82	3.43	0.006	0.31	0.90
#8: SB OFF to EB FL, PM 19.893	6	0.000	0.00	0.62	0.005	0.37	1.22

(1) All reported crashes (includes Property Damage Only (PDO) Crashes)

Legend: (NB) Northbound, (SB) Southbound, (EB) Eastbound, (WB) Westbound, (ON) On-Ramp, (OFF) Off-Ramp, (FL) Florence Avenue

Traffic signal improvements at the intersections of I-710 NB and SB on/off-ramps from Florence Ave would improve the most common primary collision factors of improper turn and inappropriate speed. The traffic signals would provide protected turns and have vehicles slow down and come to a complete stop at red lights. Additionally, “T-ing” up the intersections with traffic signal lights would improve pedestrian safety by making the crosswalk shorter and provide a pedestrian crossing phase.



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PROJECT SUMMARY FOR INTERAGENCY CONSULTATION
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Comments/Explanation/Details (attach additional sheets as necessary):

In 2021, Assemblywoman Cristina Garcia worked with Caltrans and the State Legislature to invest \$5 million into improvements along the I-710/Florence Ave interchange to improve safety for pedestrians and cyclists. In partnership with Assemblymember Garcia, Caltrans has been participating in community outreach at the City of Bell Community Center and virtual WebEx meetings. Caltrans also conducted additional outreach from December 2022 through June 2023, where it provided information on alternatives studied in the PIR, received feedback, answered questions, and explained next steps involved in project development.

This project is a long-term improvement project, one of three separate improvement projects (short-term, mid-term, and long-term) at this interchange. The short-term improvements, which included new pedestrian/bicycle safety signs and crosswalk striping were completed in 2021. The mid-term improvement, which includes installing new bicycle pavement markings, regulatory/warning signs, illuminator, and flashing LED signs, is currently in the planning phase.

This project is included in the SHOPP – Complete Streets program 201.400, bicycle and pedestrian infrastructure. The fund sources are SHOPP – Complete Streets and SHOPP – Future Need. It was added to the FTIP in Amendment #25-13. Attached here are layouts for each build alternative and a vicinity map.



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Alternative 1

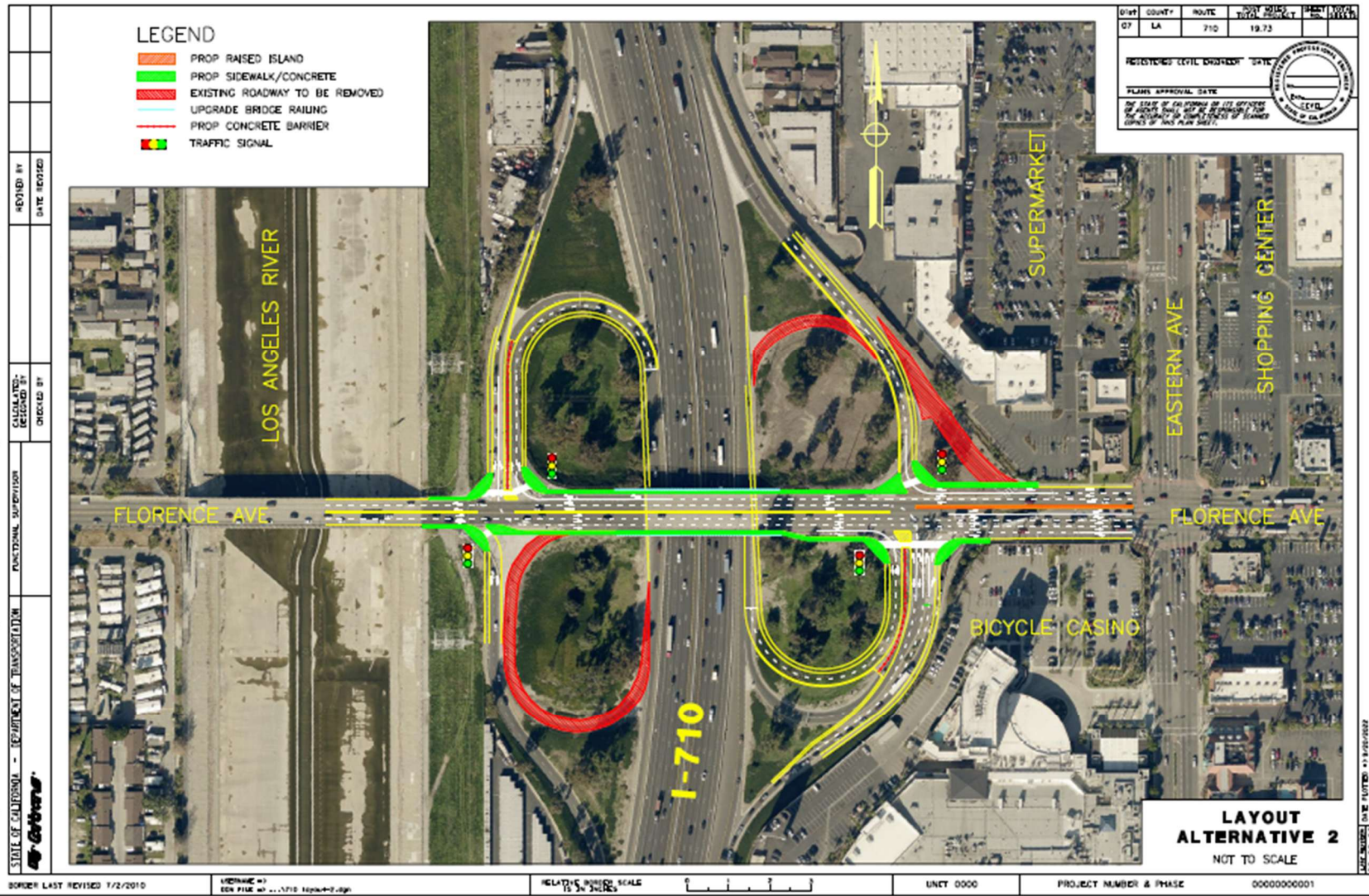




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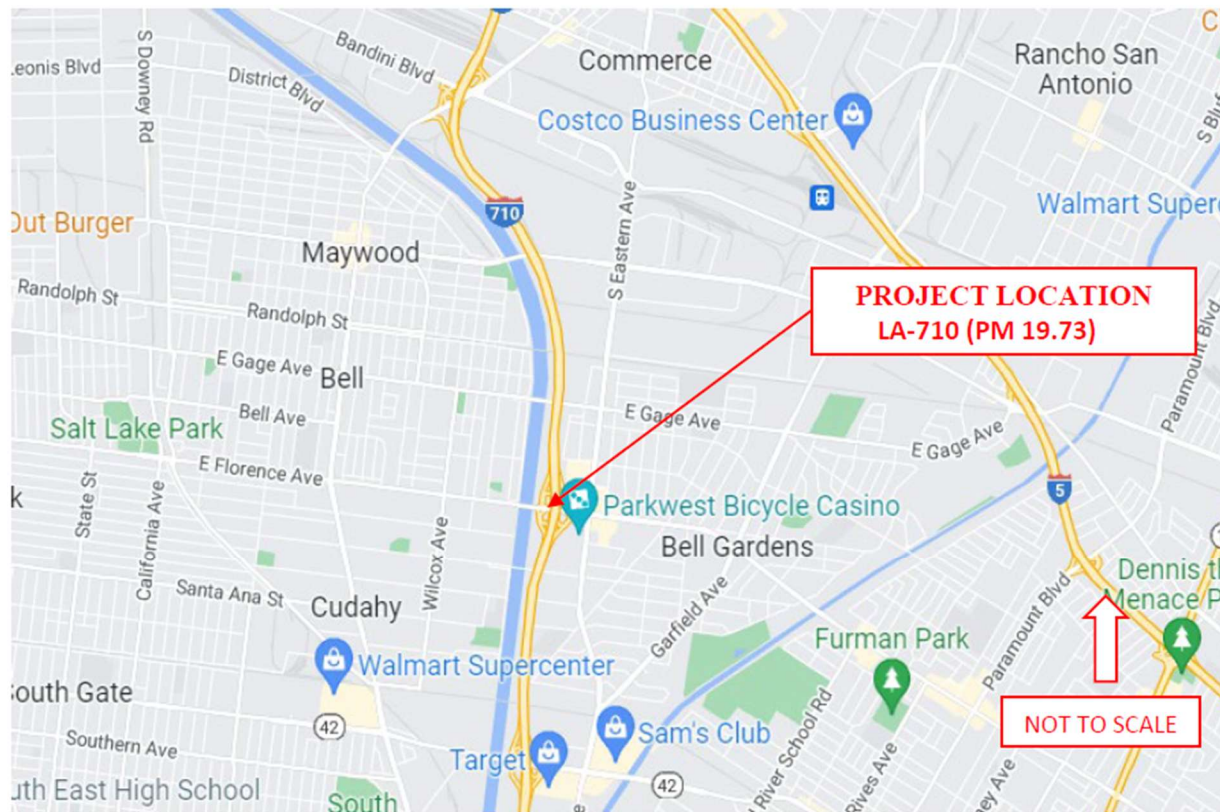
Alternative 2





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VICINITY MAP



EA 38410K (EFIS # 0722000123)