

<b>RTIP ID#</b> <i>(required)</i> LALS04	
<b>TCWG Consideration Date</b> October 23, 2018	
<p><b>Project Description</b> <i>(clearly describe project)</i>                  Caltrans is proposing a Freight Corridor Improvement Project along Interstate 5 (I-5) in Los Angeles County from State Route 134 (Post mile 27.0) to Templin Highway Undercrossing (Post mile 66.5R). The Project proposes to replace Roscoe Blvd. Overcrossing (OC), Sunland Blvd. OC, Olinda St. Pedestrian Overcrossing (POC), Tuxford Off-ramp OC, Lankershim Blvd. OC, Peoria St. OC, , Laurel Canyon Blvd. OC, Sheldon St. OC, and Templin Highway Undercrossing.</p> <p>The bridge profiles will be raised at all OC structures 1 to 2 feet except at Olinda St. POC where it will be raised at about 4 feet to provide standard vertical clearance. The bridges located in Sun Valley will be widened to accommodate the State of California’s Complete Street Policies. These facilities will include ADA curb ramps, sidewalks, bike lanes, and aesthetic treatments. Olinda St. POC will be converted to a Bicycle Overcrossing (BOC).</p> <p>The project is proposed to go into construction under three separate construction contracts (or segments):</p> <p><b>Segment 1 – Tuxford St. Off-Ramp OC</b>                  This project proposes to replace and shift Tuxford St. Off-Ramp OC to the north by approximately 50’ to provide standard vertical clearance.</p> <p><b>Segment 2 – Templin Highway Undercrossing</b>                  This project proposes to replace Templin Highway UC due to load capacity restrictions.</p> <p><b>Segment 3 – Los Angeles River Bridge &amp; Separation, Roscoe Blvd. OC, Sunland Blvd. OC, Olinda St. POC, Lankershim Blvd. OC, Peoria St. OC, Laurel Canyon Blvd. OC, and Sheldon St. OC</b></p> <p>This project proposes to replace the bridge and raise the bridge profile for each bridge. Pavement, sidewalk, and curb &amp; gutter reconstruction will be required on the local streets. On and Off-Ramp reconstruction for Roscoe Blvd, Sunland Blvd, and Lankershim Blvd. will be required to meet the raised bridge profile.</p>	
<p><b>Type of Project</b> <i>(use Table 1 on instruction sheet)</i>                  Changes in Vertical and Horizontal Alignment</p>	
<b>County</b> LA	<b>Narrative Location/Route &amp; Post miles</b> Various <b>Caltrans Projects – EA#</b> 34210
<b>Lead Agency:</b> Caltrans	

PM Conformity Hot Spot Analysis – Project Summary for Interagency Consultation

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<b>Hot Spot Pollutant of Concern</b> ( <i>check one or both</i> )		<b>PM2.5 X</b>	<b>PM10 X</b>		
<b>Federal Action for which Project-Level PM Conformity is Needed</b> ( <i>check appropriate box</i> )					
<b>Categorical Exclusion (NEPA)</b>	<input checked="" type="checkbox"/>	<b>EA or Draft EIS</b>	<b>FONSI or Final EIS</b>	<b>PS&amp;E or Construction</b>	<b>Other</b>
<b>Scheduled Date of Federal Action:</b> March 2019					
<b>NEPA Assignment – Project Type</b> ( <i>check appropriate box</i> )					
<b>Exempt</b>	<b>Section 326 –Categorical Exemption</b>		<input checked="" type="checkbox"/>	<b>Section 327 – Non-Categorical Exemption</b>	
<b>Current Programming Dates</b> ( <i>as appropriate</i> )					
	<b>PE/Environmental</b>	<b>ENG</b>	<b>ROW</b>	<b>CON</b>	
<b>Start</b>	June 2017	April 2019	May 2019	March 2022	
<b>End</b>	March 2019	July 2021	September 2021	March 2025	
<b>Project Purpose and Need (Summary):</b> ( <i>attach additional sheets as necessary</i> )					
<p><b>Purpose:</b> The purpose of the I-5 Freight Corridor Improvement Project is to improve mobility by providing for a goods movement freight corridor that can be operated efficiently and continuously. The project addresses restrictions from reduced vertical clearance as established in Caltrans' Highway Design Manual and load capacity restrictions as identified in federal guidelines.</p> <p>The movement of freight goods will be enhanced along I-5 by eliminating load capacity restrictions and vertical clearance limitations on ten bridges. In addition, freight efficiency will be improved by reducing the frequency of route closures due to maintenance. More specifically, the project purpose is to:</p> <ul style="list-style-type: none"> <li>▪ Reduce delay due to load capacity restrictions by eliminating the need to detour heavy and over-height truck loads off I-5.</li> <li>▪ Eliminate damage and reduce maintenance to bridges caused by non-standard vertical clearance.</li> <li>▪ Provide improvements that will reduce the need for maintenance closures.</li> </ul> <p><b>Need:</b> The need for this project is to increase economic vitality through trade and commerce by providing greater truck and freight movement along I-5. The project strategically identifies functionally non-standard bridges from the State's bridge inventory based on condition, serviceability, and goods movement ratings (restriction of extralegal freight movement due to the bridges' truck load/and or non-standard vertical clearance). The selection criteria is based on performance measures in Caltrans Asset Management Plan. In addition, the project satisfies the Moving Ahead for Progress in the 21st Century (MAP-21) national goal of improving the national freight network, strengthening the ability of rural communities to access national and international trade markets, and supporting economic development.</p> <p>The bridges in the project limits currently have either non-standard vertical clearance or load capacity restrictions. As a result, truck and freight traffic with heavy and/or over-height loads need to detour off and back on to I-5 to travel around the bridge with non-standard vertical clearance or load capacity restrictions, resulting in delays in travel time. Following completion of the improvements, it is expected that goods movement will be facilitated along the critical I-5 freight corridor, bridge maintenance costs will be reduced, travel time will be reduced, and significant savings in delay costs will be realized. In addition, the service lives of some bridges will be extended.</p>					

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

The proposed project locations are adjacent to pockets of mixture of residential and commercial

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

Location	Post Mile	2015		2025	
		AADT	Truck AADT	AADT	Truck AADT
LA River Separation	27.07	258,000	15,900	258,400	15,940
Roscoe Bl OC	33.28	200,000	12,400	204,800	12,720
Sunland Bl OC	33.68	190,000	11,900	194,400	12,180
Olinda St POC	33.98	188,000	12,100	192,400	12,380
Tuxford St UC	34.65	188,000	12,200	192,000	12,440
Lankershim Bl OC	34.99	189,000	12,400	193,400	12,680
Peoria St POC	35.35	189,000	12,500	193,000	12,740
Laurel Canyon Bl OC	35.94	190,000	12,700	194,400	12,980
Sheldon St OC	36.00	190,000	13,400	194,800	13,760
Templin Highway UC	R65.97	72,000	5,400	104,000	7,760

Volumes for the Build and No-Build are anticipated to remain the same.

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

Location	Post Mile	2015		2040	
		AADT	Truck AADT	AADT	Truck AADT
LA River Separation	27.07	258,000	15,900	259,000	16,000
Roscoe Bl OC	33.28	200,000	12,400	212,000	13,200
Sunland Bl OC	33.68	190,000	11,900	201,000	12,600
Olinda St POC	33.98	188,000	12,100	199,000	12,800
Tuxford St UC	34.65	188,000	12,200	198,000	12,800
Lankershim Bl OC	34.99	189,000	12,400	200,000	13,100
Peoria St POC	35.35	189,000	12,500	199,000	13,100
Laurel Canyon Bl OC	35.94	190,000	12,700	201,000	13,400
Sheldon St OC	36.00	190,000	13,400	202,000	14,300
Templin Highway UC	R65.97	72,000	5,400	152,000	11,300

Volumes for the Build and No-Build are anticipated to remain the same.

**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 project proposes to provide standard vertical clearance; eliminates load capacity restrictions for heavy loads; and reduces the frequency of route closures due to maintenance. The proposed improvements are anticipated to result in reducing delays currently experienced by heavy and over-height trucks with load capacity restrictions, which need to make detours off the corridor around the structures. By providing the standard vertical clearance on these structures; the heavy and over-height trucks would not have to make detours; but would remain on the mainline.

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

As documented in the tables above, the proposed project is not anticipated to result in any significant increase in truck volumes; and is therefore considered not to be of air quality concern for particulate matters (PM2.5 and PM10).