

RTIP ID# ORA-2121002 (FTIP # 131301)				
TCWG Consideration Date May 22, 2018				
Project Description				
<p>The proposed project adds general-purpose and auxiliary lanes in each direction at strategic locations along State Route 55 (SR 55) between just north of the I-5/SR 55 Interchange and just south of the SR 55/SR 91 Interchange. The project is located in Orange County on SR 55 between Post Miles 10.4 and R17.9, with a total length of the project approximately 7.5 miles. Within the limits of the proposed project, SR 55 currently has three to four general-purpose lanes and an HOV lane in each direction, with auxiliary lanes between ramps at various locations. The regional location is shown on Figure 1. The Build Alternative is described below and depicted on Figures 2 and 3. The purpose of the proposed project is to provide congestion relief, improve traffic flow, and increase mobility on SR 55.</p> <p>The Build Alternative includes the following:</p> <ul style="list-style-type: none"> • Add one northbound (NB) general-purpose lane between I-5 and SR 22 • Add one southbound (SB) general-purpose lane between I-5 and SR 22 • Provide additional capacity on the SB SR 55 Katella Ave off- and on-ramps • Relocate the SB SR 55 Lincoln Ave off-ramp approximately 1,300 feet to the south 				
Type of Project (use Table 1 on instruction sheet)				
Change to existing state highway.				
County Orange	Narrative Location/Route & Postmiles State Route 55 PM 10.4 to R17.9			
	Caltrans Projects – EA# 0K7200			
Lead Agency: Caltrans				
Contact Person Arman Behtash	Phone# (657) 328-6143	Fax#	Email arman.behtash@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: January 23, 2020				
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	January 2017	June 2029	June 2031	June 2032
End	January 2020	June 2031	January 2032	June 2035

Project Purpose and Need (Summary):

Purpose: The purpose of the project is to add general purpose lanes to State Route 55 (SR 55) between SR 22 and Interstate 5 (I-5) and provide operational improvements on SR 55 between SR 22 and SR 91.

The purpose of the proposed action is to:

- Improve mobility and reduce congestion.
- Increase freeway capacity
- Improve traffic operations

In furtherance of the project's purpose, additional project objectives are to minimize environment impacts and right of way impacts within the project limits.

Need: The study area currently operates at unacceptable levels of service during peak periods. Existing traffic volumes, traffic congestion, and travel delay along the SR 55 corridor are anticipated to grow as a result of forecasted increases in population, housing, and employment. Traffic operations along the corridor are impacted due to the following key factors/issues:

- Limited lane capacity on SR 55 during AM and PM Peak Periods.
- Inadequate freeway operations resulting from weaving, merging, and diverging within the project limits along the SR 55 corridor.

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

Through the project limits, the SR 55 serves the communities of Orange County, including the Cities of Tustin and Orange. It is used for commuting and intraregional travel along with direct and indirect access to employment centers, recreational attractions, shopping malls, medical centers, universities, airports, and other land uses. The proposed project is immediately surrounded by residential, commercial, and institutional uses. The SR 55 corridor is not a future freight corridor, nor will it serve future large-scale logistics centers.

PM Conformity Hot Spot Analysis – Project Summary for Interagency Consultation

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

Directional Segment	Opening Year (2035)											
	No Build LOS ¹	No Build AADT ²	No Build Truck % ³	No Build Truck AADT	Build LOS ¹	Build AADT ²	Build Truck % ³	Build Truck AADT	Change in Total AADT	Change in Truck AADT	Change in Truck %	
NB 55	between 4th and 17th	D/F	138,520	7.7%	10,666	D/F	146,510	7.7%	11,281	7,990	615	0.0%
	between 17th and SR-22	D/F	146,580	7.5%	10,994	D/F	155,630	7.5%	11,672	9,050	679	0.0%
	between SR-22 and Chapman	D/F	152,440	5.9%	8,994	D/F	159,080	5.9%	9,386	6,640	392	0.0%
	between Chapman and Katella	E /F	137,530	5.9%	8,114	E /F	143,180	5.9%	8,448	5,650	333	0.0%
	between Katella and Lincoln	F/F	127,870	5.9%	7,544	F/F	133,370	5.9%	7,869	5,500	325	0.0%
	between Lincoln and SR-91	D/F	135,310	5.9%	7,983	D/F	140,740	5.9%	8,304	5,430	320	0.0%
SB 55	between SR-91 and Lincoln	F/C	118,230	5.9%	6,976	F/C	118,530	5.9%	6,993	300	18	0.0%
	between Lincoln and Katella	F/C	125,020	5.9%	7,376	F/C	125,630	5.9%	7,412	610	36	0.0%
	between Katella and Chapman	F/C	131,990	5.9%	7,787	F/C	134,820	5.9%	7,954	2,830	167	0.0%
	between Chapman and SR-22	F/D	136,440	5.9%	8,050	F/D	139,440	5.9%	8,227	3,000	177	0.0%
	between SR-22 and 17th	F/C	130,180	7.5%	9,764	F/C	137,200	7.5%	10,290	7,020	527	0.0%
	between 17th and 4th	F/D	132,220	7.7%	10,181	F/C	139,230	7.7%	10,721	7,010	540	0.0%

Notes:

1. AM/PM LOS Data from Draft Traffic Operations Report.
2. AADT values were obtained from the Final Traffic Volume Report.
3. Existing truck % values were obtained from the most recent 2016 Annual Average Daily Truck Traffic on the California State Highway System prepared by Caltrans. Future year truck % is anticipated to remain the same as existing conditions due to the following reasons: a) Caltrans' Annual Average Daily Truck Traffic data demonstrates that the truck % along SR-55 has remained unchanged from 2002 to 2016, and b) SR-55 is not planned to be a future freight corridor nor serve future large-scale logistics centers, so the future year truck % is expected to remain unchanged. Implementation of the project is not expected to increase truck %, so the truck % stays the same between the No Build and Build conditions.

PM Conformity Hot Spot Analysis – Project Summary for Interagency Consultation

Bidirectional Segment	Opening Year (2035)									
	No Build AADT ²	No Build Truck % ³	No Build Truck AADT	Build AADT ²	Build Truck % ³	Build Truck AADT	Change in Total AADT	Change in Truck AADT	Change in Truck %	
SR 55	Between 4 th and 17 th	270,740	7.7%	20,847	285,740	7.7%	22,002	15,000	1,155	0.0%
	Between 17 th and SR-22	276,760	7.5%	20,757	292,830	7.5%	21,962	16,070	1,205	0.0%
	Between SR-22 and Chapman	288,880	5.9%	17,044	298,520	5.9%	17,613	9,640	569	0.0%
	Between Chapman and Katella	269,520	5.9%	15,902	278,000	5.9%	16,402	8,480	500	0.0%
	Between Katella and Lincoln	252,890	5.9%	14,921	259,000	5.9%	15,281	6,110	360	0.0%
	Between Lincoln and SR-91	253,540	5.9%	14,959	259,270	5.9%	15,297	5,730	338	0.0%

Notes:

2. AADT values were obtained from Final Traffic Volume Report.
3. Existing truck % values were obtained from the most recent 2016 Annual Average Daily Truck Traffic on the California State Highway System prepared by Caltrans. Future year truck % is anticipated to remain the same as existing conditions due to the following reasons: a) Caltrans' Annual Average Daily Truck Traffic data demonstrates that the truck % along SR-55 has remained unchanged from 2002 to 2016, and b) SR-55 is not planned to be a future freight corridor nor serve future large-scale logistics centers, so the future year truck % is expected to remain unchanged. Implementation of the project is not expected to increase truck %, so the truck % stays the same between the No Build and Build conditions.

PM Conformity Hot Spot Analysis – Project Summary for Interagency Consultation

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

Directional Segment	Horizon Year (2055)											
	No Build LOS ¹	No Build AADT ²	No Build Truck % ³	No Build Truck AADT	Build LOS ¹	Build AADT ²	Build Truck % ³	Build Truck AADT	Change in Total AADT	Change in Truck AADT	Change in Truck %	
NB 55	between 4th and 17th	D/F	146,550	7.7%	11,284	D/F	161,520	7.7%	12,437	14,970	1,153	0.0%
	between 17th and SR-22	D/F	153,810	7.5%	11,536	D/F	171,100	7.5%	12,833	17,290	1,297	0.0%
	between SR-22 and Chapman	F/F	156,310	5.9%	9,222	F/F	169,180	5.9%	9,982	12,870	759	0.0%
	between Chapman and Katella	F/F	143,680	5.9%	8,477	F/F	154,760	5.9%	9,131	11,080	654	0.0%
	between Katella and Meats	F/F	140,760	5.9%	8,305	F/F	151,520	5.9%	8,940	10,760	635	0.0%
	between Meats and Lincoln	F/F	134,060	5.9%	7,910	F/F	145,070	5.9%	8,559	11,010	650	0.0%
	between Lincoln and SR-91	F/F	143,250	5.9%	8,452	F/F	152,890	5.9%	9,021	9,640	569	0.0%
SB 55	between SR-91 and Lincoln	F/D	121,110	5.9%	7,145	F/D	121,410	5.9%	7,163	300	18	0.0%
	between Lincoln and Meats	F/C	130,880	5.9%	7,722	F/C	131,200	5.9%	7,741	320	19	0.0%
	between Meats and Katella	F/D	139,490	5.9%	8,230	F/D	139,970	5.9%	8,258	480	28	0.0%
	between Katella and Chapman	F/D	138,840	5.9%	8,192	F/D	139,660	5.9%	8,240	820	48	0.0%
	between Chapman and SR-22	F/D	141,040	5.9%	8,321	F/D	143,360	5.9%	8,458	2,320	137	0.0%
	between SR-22 and 17th	F/D	137,500	7.5%	10,313	F/D	148,630	7.5%	11,147	11,130	835	0.0%
	between 17th and 4th	F/D	139,320	7.7%	10,728	F/D	150,800	7.7%	11,612	11,480	884	0.0%

Notes:

1. AM/PM LOS Data from Draft Traffic Operations Report.
2. AADT values were obtained from Final Traffic Volume Report.
3. Existing truck % values were obtained from the most recent 2016 Annual Average Daily Truck Traffic on the California State Highway System prepared by Caltrans. Future year truck % is anticipated to remain the same as existing conditions due to the following reasons: a) Caltrans' Annual Average Daily Truck Traffic data demonstrates that the truck % along SR-55 has remained unchanged from 2002 to 2016, and b) SR-55 is not planned to be a future freight corridor nor serve future large-scale logistics centers, so the future year truck % is expected to remain unchanged. Implementation of the project is not expected to increase truck %, so the truck % stays the same between the No Build and Build conditions.

PM Conformity Hot Spot Analysis – Project Summary for Interagency Consultation

Bidirectional Segment	Horizon Year (2055)								
	No Build AADT ²	No Build Truck % ³	No Build Truck AADT	Build AADT ¹	Build Truck % ²	Build Truck AADT	Change in Total AADT	Change in Truck AADT	Change in Truck %
Between 4 th and 17 th	285,870	7.7%	22,012	312,320	7.7%	24,049	26,450	2,037	0.0%
Between 17 th and SR-22	291,310	7.5%	21,848	319,730	7.5%	23,980	28,420	2,132	0.0%
Between SR-22 and Chapman	297,350	5.9%	17,544	312,540	5.9%	18,440	15,190	896	0.0%
SR 55 Between Chapman and Katella	282,520	5.9%	16,669	294,420	5.9%	17,371	11,900	702	0.0%
Between Katella and Meats	280,250	5.9%	16,535	291,490	5.9%	17,198	11,240	663	0.0%
Between Meats and Lincoln	264,940	5.9%	15,631	276,270	5.9%	16,300	11,330	668	0.0%
Between Lincoln and SR-91	264,360	5.9%	15,597	274,300	5.9%	16,184	9,940	586	0.0%

Notes:

2. AADT values were obtained from the Traffic Volume Report.
3. Existing truck % values were obtained from the most recent 2016 Annual Average Daily Truck Traffic on the California State Highway System prepared by Caltrans. Future year truck % is anticipated to remain the same as existing conditions due to the following reasons: a) Caltrans' Annual Average Daily Truck Traffic data demonstrates that the truck % along SR-55 has remained unchanged from 2002 to 2016, and b) SR-55 is not planned to be a future freight corridor nor serve future large-scale logistics centers, so the future year truck % is expected to remain unchanged. Implementation of the project is not expected to increase truck %, so the truck % stays the same between the No Build and Build conditions.

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

The proposed project is not an interchange or intersection, and therefore these data are not applicable.

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

The proposed project is not an interchange or intersection, and therefore these data are not applicable.

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

The proposed project would improve overall performance, reduce congestion, increase ramp and mainlines capacity, and improve operational deficiencies at merge and diverge locations within the project limits. The proposed project would not divert traffic to other routes, and the travel demand volume is not predicted to vary substantially between the build and no-build conditions, as shown in the tables above. Thus, local traffic is not anticipated to be redistributed.

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

Under 40 CFR 93.123(b)—PM₁₀ and PM_{2.5} Hot Spots—the following criteria are utilized to determine the potential for a proposed project to qualify as a Project of Air Quality Concern.

- (i) *New highway projects that have a significant number of diesel vehicles, and expanded highway projects that have a significant increase in the number of diesel vehicles;*

As shown in the tables above, the proposed project is an expanded highway project that would not result in a significant increase in the number of diesel vehicles along the 7.5-mile-long SR 55 corridor. Therefore, the proposed project would not result in a significant increase in the number of diesel vehicles and would not be considered a Project of Air Quality Concern under this criterion.

- (ii) *Projects affecting intersections that are at Level-of-Service D, E, or F with a significant number of diesel vehicles, or those that will change to Level-of-Service D, E, or F because of increased traffic volumes from a significant number of diesel vehicles related to the project;*

The proposed project is along the freeway mainline and not at an intersection. Similar to the mainline analysis presented above, the proposed project would not add a significant number of diesel vehicles to an intersection. Therefore, the proposed project would not be considered a Project of Air Quality Concern under this criterion.

- (iii) *New bus and rail terminals and transfer points that have a significant number of diesel vehicles congregating at a single location;*

The proposed project would not implement a new bus or retail terminal or transfer point. Therefore, the proposed project would not be considered a Project of Air Quality Concern under this criterion.

- (iv) *Expanded bus and rail terminals and transfer points that significantly increase the number of diesel vehicles congregating at a single location; and*

The proposed project does not involve expansion of a bus or rail terminal or transfer point. Therefore, the proposed project would not be considered a Project of Air Quality Concern under this criterion

- (v) *Projects in or affecting locations, areas, or categories of sites which are identified in the PM₁₀ or PM_{2.5} applicable implementation plan or implementation plan submission, as appropriate, as sites of violation or possible violation.*

The proposed project is not in or affecting a site of PM₁₀ or PM_{2.5} air quality standard violation. Therefore, the proposed project would not be considered a Project of Air Quality Concern under this criterion.

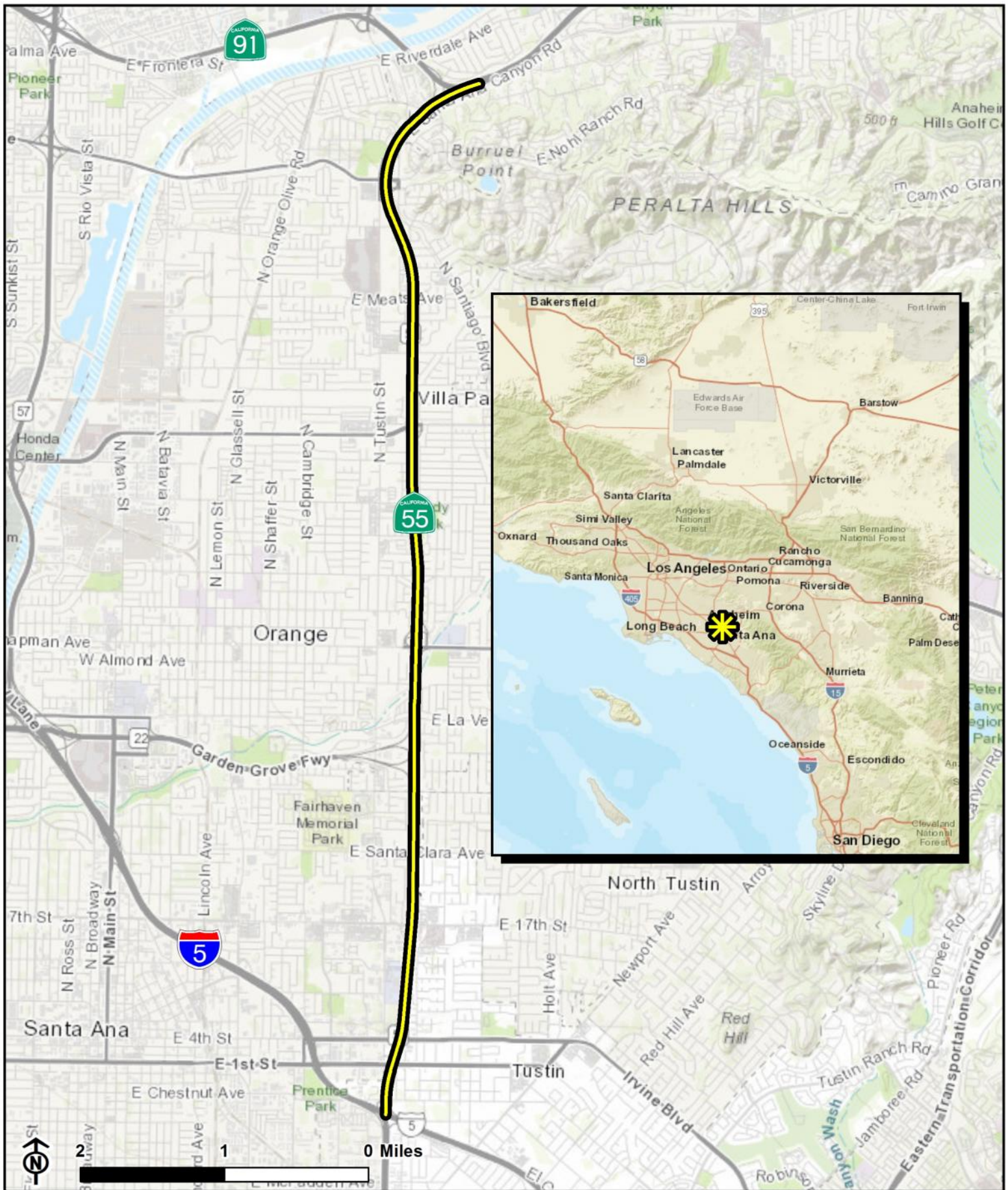
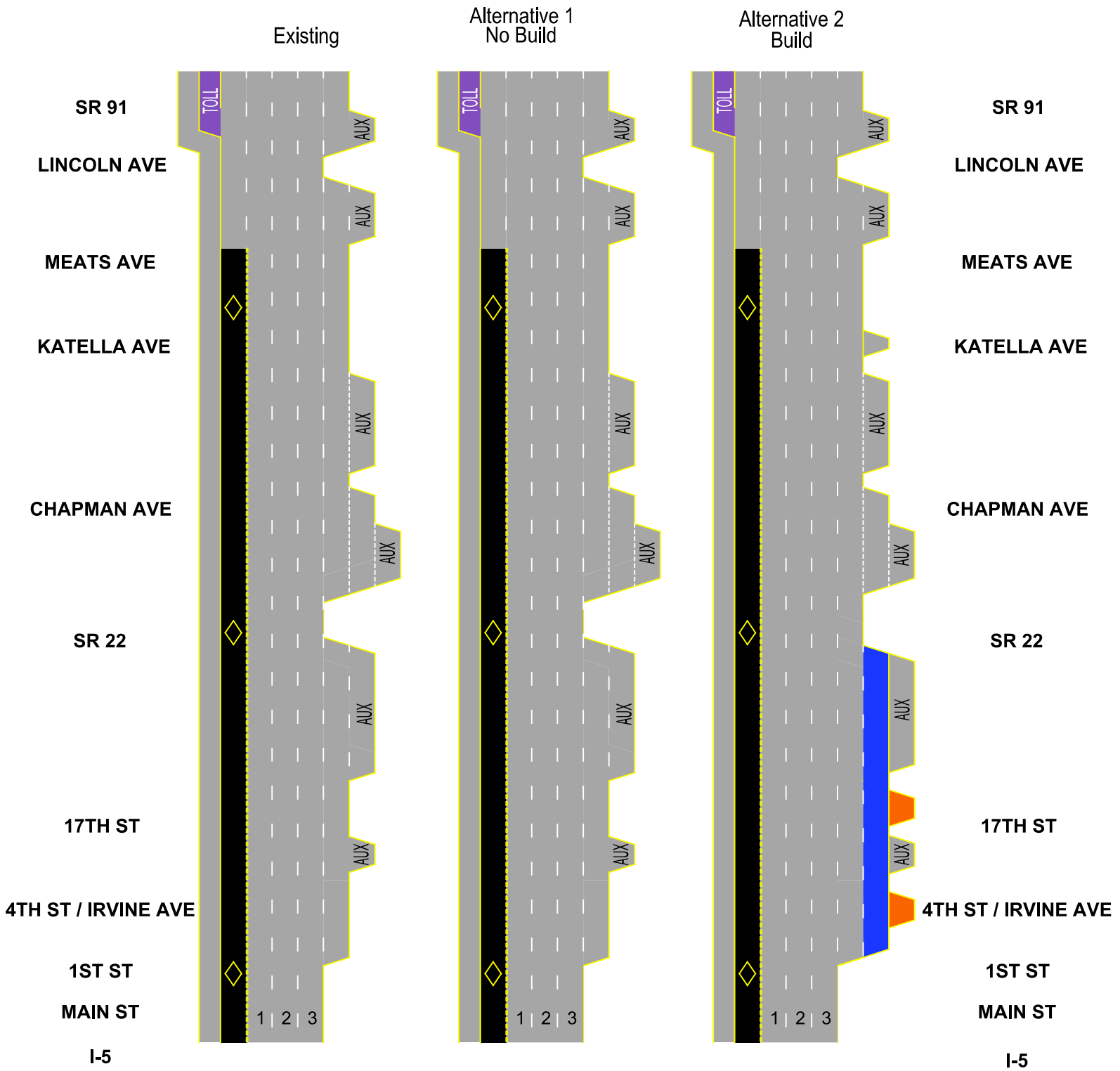


Figure 1
 SR 55 Improvement Project: I-5 to SR 91
 Location Map

FIGURE 2

SR 55 IMPROVEMENT PROJECT (I-5 TO SR 91) NORTHBOUND



LEGEND

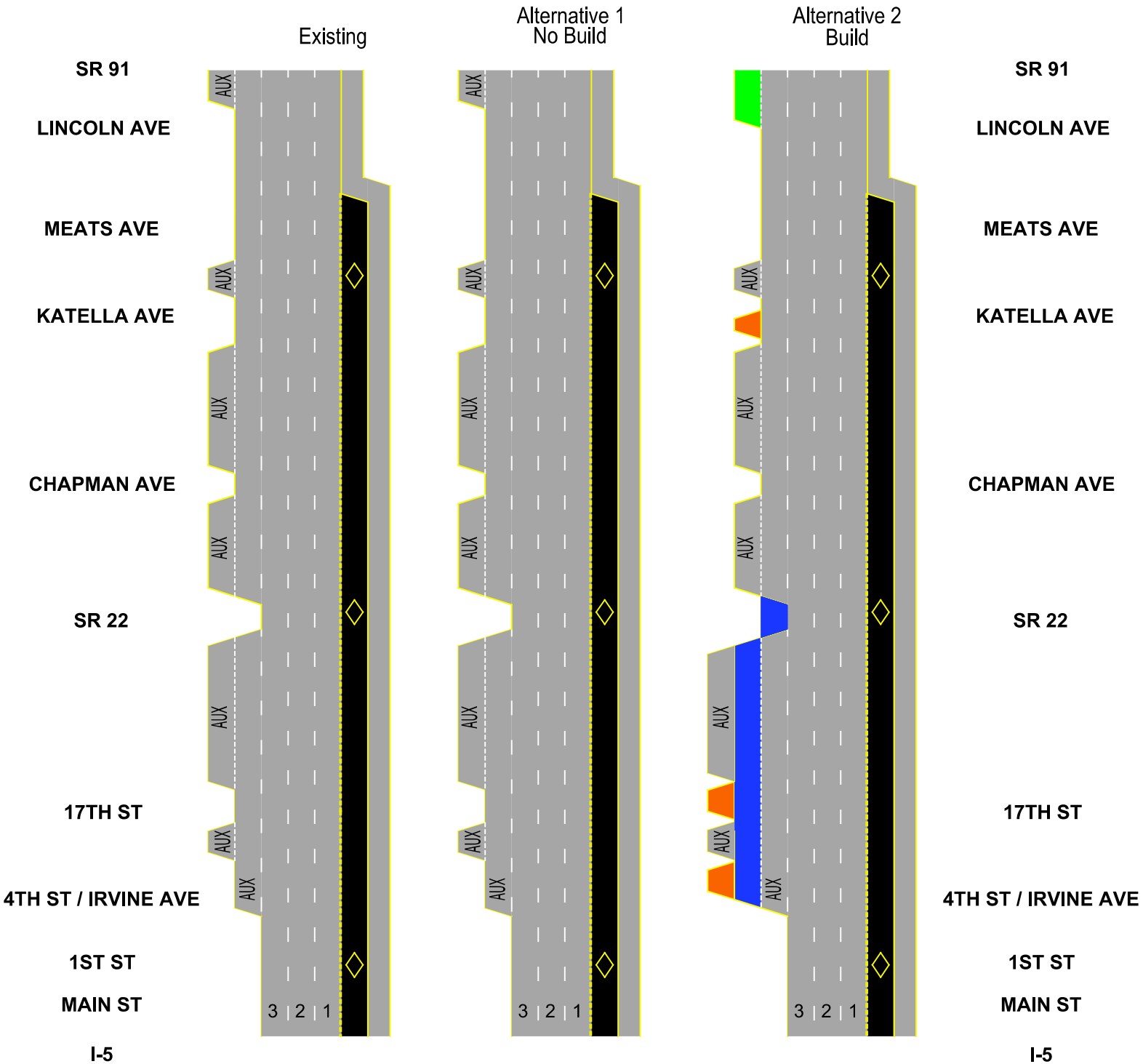
- EXISTING GENERAL PURPOSE LANE
- AUX EXISTING AUXILIARY LANE
- HOV LANE
- NEW GENERAL PURPOSE LANE
- RAMP IMPROVEMENT
- EXISTING TOLL LANE

NB RAMP IMPROVEMENTS

- 4TH ST ON & OFF RAMP IMPROVEMENT
- 17TH ST ON & OFF RAMP IMPROVEMENTS

FIGURE 3

SR 55 IMPROVEMENT PROJECT (I-5 TO SR 91) SOUTHBOUND



LEGEND

- EXISTING GENERAL PURPOSE LANE
- NEW GENERAL PURPOSE LANE
- AUX
- RAMP IMPROVEMENT
- RAMP RELOCATION
- HOV LANE

SB RAMP IMPROVEMENTS

- RELOCATION OF SB LINCOLN OFF RAMP
- KATELLA AVE ON & OFF RAMP IMPROVEMENTS
- 17TH ST ON & OFF RAMP IMPROVEMENTS
- 4TH ST OFF RAMP IMPROVEMENTS