

<b>RTIP ID#</b> <i>(required)</i> LA0D73B				
<b>Project Description</b> <i>(clearly describe project)</i>				
<p>The proposed project consists of reconfiguring the interchange at Carmenita Road and entails the following:</p> <ul style="list-style-type: none"> <li>▪ Reconstructing and widening the Carmenita Rd overcrossing (OC) structure from 1 lane to 3 through lanes in each direction and back-to-back double left-turn pockets in the median; and</li> <li>▪ Re-aligning and widening of approximately 1.2-mile segment along the I-5 from Alondra Boulevard to Shoemaker Avenue (includes pavement widening only and no additional traffic lanes are proposed along the I-5 as part of this project).</li> </ul>				
<b>Type of Project</b> <i>(use Table 1 on instruction sheet)</i>				
Reconfigure Existing Interchange				
<b>County</b>	<b>Narrative Location/Route &amp; Postmiles:</b> In cities of Santa Fe Springs and Norwalk, along I-5 from PM 1.8 to PM 3.0			
Los Angeles	Caltrans Projects – EA# 2159C			
<b>Lead Agency:</b> Caltrans				
<b>Contact Person</b>	<b>Phone#</b>	<b>Fax#</b>	<b>Email</b>	
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<b>Hot Spot Pollutant of Concern</b> <i>(check one or both)</i> <b>PM2.5 X</b> <b>PM10</b>				
<b>Federal Action for which Project-Level PM Conformity is Needed</b> <i>(check appropriate box)</i>				
<b>Categorical Exclusion (NEPA)</b>	<b>EA or Draft EIS</b>	<b>FONSI or Final EIS</b>	X <b>PS&amp;E or Construction</b>	<b>Other</b>
<b>Scheduled Date of Federal Action:</b> June 2007				
<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>	12/29/00	3/29/02	6/1/04	8/26/08
<b>End</b>	3/29/02	5/5/08	6/30/08	12/12/12
<b>Project Purpose and Need (Summary):</b> <i>(attach additional sheets as necessary)</i>				
<p>The existing Carmenita Road overcrossing (OC) consists of only one lane in each direction, which is inadequate to handle current traffic volumes. Additional traffic congestion occurs from an at-grade railroad crossing approximately 120 meters south of the OC structure. The existing ramps are short and hamper freeway operations resulting in traffic backups. These congestion problems are compounded by projected increases in traffic demand from population, housing and employment growth.</p> <p>The existing configurations of the freeway entrance and exit ramps at Carmenita Road are hook ramps, which have a high rate of traffic collisions. These collisions occur where the hook ramps end at the access roads adjacent to the freeway. The short hook ramps at Carmenita Road generate traffic backups on the freeway, which contribute to collisions at the end of a stopped lane of vehicles. In addition, Route 5 mainline in this stretch does not have adequate shoulder for cars to pull off to during an emergency.</p> <p>The proposed improvements to the Carmenita Road interchange will alleviate the congestion problems described above and will provide grade separation for the railroad crossing south of the freeway. The proposed realignment of the existing hook ramps will eliminate the safety hazards associated with them and improve freeway movement. This project will also widen the 1.2-mile segment of I-5. This project will provide adequate horizontal clearance for the 1.2-mile segment along the I-5 in preparation for an addition of HOV and mixed flow lanes (in both directions) proposed as part of the I-5 Corridor Improvement project.</p>				

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

The project site is located near the center of the flat Los Angeles Coastal Plain. Development radiates out from the freeway with few demarcations of city boundaries. Adjacent development is dense but land use patters are suburban, including low-rise single family residential, strip commercial, and business parks. The freeway is bordered by commercial and light industrial uses.

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

Carmenita Rd 2012	Total ADT	Truck ADT	Truck %	LOS
<b>No-Build</b>	23,647	1,741	7.4	NA
<b>Build</b>	27,823	1,918	6.9	NA

NA=Not Available

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

Carmenita Rd 2030	Total ADT	Truck ADT	Truck %	LOS (AM/PM)
<b>No-Build</b>	27,635	2,035	7.4	F / F
<b>Build</b>	32,494	2,235	6.9	B / C

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

Although the I-5 will be widened between the project limits, no additional lane will be striped as part of this project; and therefore, the I-5 will remain as No-Build. A qualitative analysis is currently being prepared to address the widening and addition of capacity along the I-5 corridor approximately from SR-91 to I-605.

**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**

See above.

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

The project will essentially increase the roadway capacity along Carmenita Road and eliminate the train-vehicular conflicts on Carmenita Road and results in reduction of vehicle idling at the railroad crossing. The new roadway configuration will significantly reduce the impacts on local traffic and will provide adequate queuing distances for all movements.

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

The project provides for a replacement of an existing OC structure that lacks roadway capacity for the current and future projected traffic demands on Carmenita Road. The project proposes reconfiguration of an interchange and replacement of an OC that is projected to carry future total traffic of less than 35,000 ADT and 8% of truck traffic. While widening of approximately 1.2-mile segment of the mainline I-5 is proposed (from Alondra Bl to Shoemaker Ave), it will only result in a wider roadway and no additional traffic lanes are proposed along the I-5 as part of this project. The number of travel lanes on I-5 will remain the same as existing while those on the Carmenita Road OC will increase from 1 to 3 in each direction. The proposed Carmenita OC will also provide back-to-back double left-turn pockets in the median.

The project is currently in PS&E or design phase and a review by the TCWG in regard to PM2.5 conformity requirement is deemed necessary. Based on the fact that no additional lanes are proposed along the mainline I-5; low number of trucks utilizing the Carmenita Rd OC; indicated land use; low potential for increase in truck volumes between Build and No-Build alternatives; and increase in traffic operations by 2030; it is believed that this project would not be a project of air quality concern.