

RTIP ID# (required) LA990359
TCWG Consideration Date April 23, 2019
<p>Project Description (clearly describe project) The Turnbull Canyon Road Grade Separation project is located at Turnbull Canyon Road and the UPRR tracks in the City of Industry and the unincorporated community of Hacienda Heights in Los Angeles County, California. The location and regional vicinity of the project are illustrated in Figure 1. The area that would be directly affected by the project improvements (project limits) is Turnbull Canyon Road from Walbrook Drive on the south to Don Julian Road on the north as shown on Figure 1. The project would be funded with local, state, and federal funds for additional grade separation projects along the UPRR rail corridor.</p> <p>Turnbull Canyon Road currently consists of two lanes in each direction. The project would elevate the inner lane of Turnbull Canyon Road in each direction on the overpass, while both outer lanes would remain at-grade to provide local access and function as frontage roads. The at-grade crossing would be permanently closed during construction, and the rail corridor would be sealed off with the construction of fencing along the right-of-way lines on each side. Additionally, the proposed project would require partial acquisitions, temporary construction easements (TCEs), and permanent easements. It is not expected that any business relocations would be required.</p> <p>Project components include:</p> <ul style="list-style-type: none">• A Turnbull Canyon Road overpass over the UPRR, including cul-de-sacing existing Turnbull Canyon Road north and south of the UPRR;• A pedestrian bridge over the UPRR and ramps;• A replacement of the existing roadway bridge over the San Jose Creek Channel;• A new traffic signal at the Marwood Street – Turnbull Canyon Road intersection;• Retaining walls (up to 21 feet on the southern end and up to 28 feet on the northern end);• Utility relocation along Turnbull Canyon Road prior to the overpass bridge construction;• Drainage relocations, including a box culvert, pipes, and laterals, prior to the overpass bridge construction;• Maintaining local access and turnarounds under the new bridge at Clark Avenue and Salt Lake Avenue (W);• Replacement of landscaping, as needed. <p>A traffic signal warrant analysis was conducted for the intersection of Turnbull Canyon Road and Marwood Street and it was found to not meet any of the traffic signal warrants. However, The line of sight for cross traffic at the Marwood Street intersection with Turnbull Canyon Road would be obstructed by the proposed viaduct structure retaining walls and bridge barriers. Vehicles approaching eastbound from Marwood Street and westbound from the commercial driveway have a sight distance of approximately 212' and 246' respectively. This is less than the required sight distance for a design speed of 40 MPH. Two new left turn lanes would be installed to provide eastbound and westbound turn movements from Turnbull Canyon Road at the intersection of Marwood Street. Traffic approaching southbound on the SW Frontage road would be channelized up to the intersection to avoid cross-over conflicts for southbound traffic exiting the viaduct. For these reasons, a new traffic signal would be installed at the Marwood Street intersection with Turnbull Canyon Road.</p>

PM Conformity Hot Spot Analysis – Project Summary for Interagency Consultation

Type of Project <i>(use Table 1 on instruction sheet)</i> Intersection signalization					
County Los Angeles		Narrative Location/Route & Postmiles N/A			
Caltrans Projects – EA# N/A					
Lead Agency: City of Industry					
Contact Person Shabnam Sheikh		Phone# (213) 897-0665	Fax#	Email Shabnam.Sheikh@dot.ca.gov	
Hot Spot Pollutant of Concern <i>(check one or both)</i> PM2.5 X PM10 X					
Federal Action for which Project-Level PM Conformity is Needed <i>(check appropriate box)</i>					
Categorical Exclusion (NEPA)	x	EA or Draft EIS	FONSI or Final EIS	PS&E or Construction	Other
Scheduled Date of Federal Action:					
NEPA Assignment – Project Type <i>(check appropriate box)</i>					
Exempt		Section 326 –Categorical Exemption		x	Section 327 – Non-Categorical Exemption
Current Programming Dates <i>(as appropriate)</i>					
	PE/Environmental	ENG	ROW	CON	
Start	2017	2018	2019	2020	
End	2019	2019	2020	2023	

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

The purpose of the Turnbull Canyon Road grade separation is to alleviate the current and potential traffic impacts and hazards posed by the existing at-grade UPRR rail crossing, to address the congestion and safety effects of the increased number of freight and passenger trains travelling through the City of Industry, Los Angeles County, California, and to improve the quality of life for adjacent communities.

The project would improve mobility for local workers and residents, improve air quality, and enhance the quality of life in Hacienda Heights and the City of Industry with less time spent in traffic, increased property values, and reduced train noise.

The need for the project stems from the following challenges associated with the existing at-grade crossing:

- Reduces transportation mobility: The rail crossing provides an important link between the 67,000 jobs in the City of Industry and surrounding communities. It also provides access for freight truck deliveries. Turnbull Canyon Road carries approximately 16,270 vehicles per day, which is projected to increase to approximately 16,630 vehicles per day by the opening year of 2022. The rail crossing was traversed by 49 trains per day in 2017 and is expected to increase to 102 trains per day by 2042. If the grade crossing is not addressed, the projected vehicle and train growth would only continue to diminish transportation connectivity for the City of Industry, Los Angeles County, and its connections to the regional transportation network consisting of Interstate 10 (I-10), the Pomona Freeway (State Route 60 [SR-60]), the San Gabriel River Freeway (Interstate 605 [I-605]), the Orange Freeway (State Route 57 [SR-57]) and the Chino Valley Freeway (State Route 71 [SR-71]).
- Diminishes vehicular, pedestrian, and bicycle safety: The at-grade crossing presents a safety risk for vehicles, pedestrians, and bicyclists who use Turnbull Canyon Road to access jobs, goods, services, and other destinations.
- Reduces quality of life: The existing at-grade crossing requires trains to sound their horns as they approach the crossing. This noise affects local residential property values and quality of life. Once Turnbull Canyon Road is grade-separated, trains would no longer routinely sound their horns. In addition, the existing at-grade crossing causes traffic delays, which increase pass-through traffic in adjacent neighborhoods. This non-local traffic creates noise and congestion, and places a burden on local transportation infrastructure. The grade separation would greatly improve the quality of life since Turnbull Canyon Road is the last crossing in the City of Industry to be grade-separated.

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

Surrounding land uses within the project area include urban residential, industrial, and commercial uses. The largest traffic generator in the project area are the warehouses located along Turnbull Canyon Road.

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

See PM_{2.5}/PM₁₀ Hot-Spot analysis below.

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

See PM_{2.5}/PM₁₀ Hot-Spot analysis below.

<p>Opening Year: If facility is an interchange(s) or intersection(s), Build and No Build cross-street AADT, % and # trucks, truck AADT See PM_{2.5}/PM₁₀ Hot-Spot analysis below.</p>
<p>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 PM_{2.5}/PM₁₀ Hot-Spot analysis below.</p>
<p>Describe potential traffic redistribution effects of congestion relief (impact on other facilities) See PM_{2.5}/PM₁₀ Hot-Spot analysis below.</p>
<p>Comments/Explanation/Details (attach additional sheets as necessary) See PM_{2.5}/PM₁₀ Hot-Spot analysis below.</p>

PM_{2.5}/PM₁₀ Hot-Spot Analysis

The proposed project is located within a nonattainment area for the federal PM_{2.5} standards and within an attainment/maintenance area for the federal PM₁₀ standard. Therefore, per 40 CFR Part 93 hot-spot analyses are required for conformity purposes. However, the EPA does not require hot-spot analyses, qualitative or quantitative, for projects that are not listed in 40 CFR Section 93.123(b)(1) as an air quality concern. The project does not qualify as a project of air quality concern (POAQC) because of the following reasons:

- i. The proposed project is grade separation project that would elevate the inner lane of Turnbull Canyon Road in each direction on the overpass, while both outer lanes would remain at-grade to provide local access and function as frontage roads. Based on the traffic data provided by ACE (March 2019), the proposed project would increase the traffic volumes along affected roadways. As shown in Table 1, the traffic volumes along affected roadways would not exceed 125,000 average daily trips.

Table 1: 2022 No Build and Build Traffic Volumes (including Other Development)

LOCATION	Average Daily Traffic (ADT)	
	Without Project	With Project
Seventh Avenue - Between Salt Lake Avenue And Clark Avenue	29,380	30,540
Don Julian Road - Between Seventh Avenue And Ninth Avenue	11,970	11,970
Salt Lake Avenue - Between Seventh Avenue And Turnbull Canyon Road	2,190	2,190
Clark Avenue - Between Seventh Avenue And Ninth Avenue	6,390	6,390
Gale Avenue - Between Riderwood Avenue And Ninth Avenue	18,660	18,280
Turnbull Canyon Road - Between Salt Lake Avenue (North) And Salt Lake Avenue (South)	16,630	15,360
Don Julian Road - Between Turnbull Canyon Road And Parriott Place	10,190	10,190
Salt Lake Avenue - Between Turnbull Canyon Road And Parriott Place	1,270	720
Gale Avenue - Between Kwis Avenue And Dunswell Avenue	23,090	22,460
Hacienda Boulevard - Between Nelson Avenue And Stafford Street	27,600	27,600
Hacienda Boulevard - Between Gale Avenue And Sr-60	36,220	36,140

Source: Traffic Study Report, ACE March 2019

Converted peak hourly volume to daily volume by multiplying the hourly by 10.

- ii. The proposed project does not affect intersections that are at LOS D, E, or F. Based on the traffic data provided by ACE, the proposed project would maintain or improve the LOS. The LOS conditions in the project vicinity with and without the proposed project are shown in Table 2.
- iii. The proposed project does not include the construction of a new bus or rail terminal.
- iv. The proposed project does not expand an existing bus or rail terminal.
- v. The proposed project is not in or affecting locations, areas, or categories of sites that are identified in the PM_{2.5} and PM₁₀ applicable implementation plan or implementation plan submission, as appropriate, as sites of violation or possible violation.

Table 2: 2022 Without Project Intersection Levels of Service (including Other Development)

LOCATION	AM / PM Intersection LOS (ICU)	
	Without Project	With Project
Seventh Avenue and Don Julian Road	E / D	E / D
Seventh Avenue and Salt Lake Avenue	A / A	B / B
Seventh Avenue and Clark Avenue	D / C	E / C
Seventh Avenue and Gale Avenue	F / E	F / E
WB CA-60 Off-Ramp and Gale Avenue	A / A	A / A
Ninth Avenue and Gale Avenue	A / A	A / A
Turnbull Canyon Road and Valley Boulevard	A / A	A / A
Turnbull Canyon Road and Proctor Avenue	A / A	A / A
Turnbull Canyon Road and Don Julian Road	B / B	B / B
Turnbull Canyon Road and Marwood Street	E / F	E (0.914) / D (0.818)
Turnbull Canyon Road and Gale Avenue	E / D	E / C
Post Office and Gale Avenue	B / A	B / A
Hacienda Boulevard and Don Julian Road	D / C	D / C
Hacienda Boulevard and Gale Avenue	F / F	F / F

Source: Traffic Study Report, ACE March 2019

Therefore, the proposed project meets the Clean Air Act requirements and 40 CFR 93.116 without any explicit hot-spot analysis. The proposed project would not create a new, or worsen an existing, PM₁₀ or PM_{2.5} violation.