

**NORTHERN CORRIDOR  
CITIES COMMITTEE**

**JUNE 3, 2003  
CITY OF SANTA CLARITA**

**NORTH COUNTY COMBINED  
HIGHWAY CORRIDOR STUDY**

**STATUS REPORT**



**PART I**  
**I-5 & SR-14**

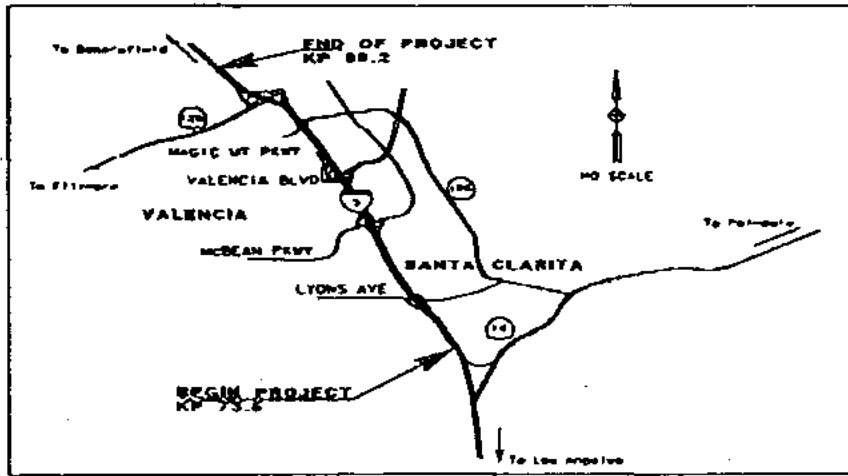
## **STUDY STATUS**

- Short-range highway improvements for I-5 and SR-14 have been packaged within PSR/PDS documents under Caltrans close supervision.
- I-5 and SR-14 PSR/PDS's have been submitted for initial funding for the preparation of the Project Approval and Environmental Document (PA&ED) in the FY03 Call-for-Projects application.

07-LA-5-KP 73.5/89.2 (PM 45.7/55.4)  
07-186-23320K  
March 2003

### PROJECT STUDY REPORT- PROJECT DEVELOPMENT SUPPORT

This document can only be used to program the Engineering and Environmental Support for Project Approval and Environmental Document component. The remaining support and capital components of the project are preliminary estimates and are not suitable for programming purposes. Either a Supplemental PSR or a Project Report will serve as the programming document for the remaining support and capital components of the project.



I have reviewed the Right of Way information contained in this Project Study Report (Project Development Support) and the Right of Way Data Sheet attached hereto, and find the data to be in conformance with current applicable State standards and practices.

*Wayne C. Harrold*  
WAYNE C. HARROLD, Acting R/W Project Delivery Manager

On Route	<u>Interstate 5</u>
Between	<u>SR 14</u>
And	<u>SR 126</u>

Submitted By: *Brian Lin*  
BRIAN LIN, PROJECT MANAGER (MTA)

Approval Recommended By: *Ashraf Habbak*  
ASHRAF HABBAB, PROJECT MANAGER

Concurred By: *William H. Reagan*  
WILLIAM H. REAGAN, DEPUTY DIRECTOR, DIVISION OF DESIGN

Approved: *Douglas R. Failing* 3-28-03  
DOUGLAS R. FAILING, DISTRICT DIRECTOR DATE



## Project Study Report – Project Development Support Cost Estimate

District-County-Route: 07-LA-5

KP(PM): 73.5/89.2 (PM 45.7 / 55.4) 9.7 mile

EA: 23320K

Program Code

### PROJECT DESCRIPTION:

Limits State Highway in Los Angeles County on Route 5 from 0.3 KM East of Route 14 to Route 126/Route 5 Separation

### Proposed Improvement (Scope)

**Alternative 2 – Constrained**, would add one truck lane and 1 HOV lane to the North and South bound Route 5 between Route 14 (southern project boundary) and the Calgrove Boulevard Under Crossing; and add 1 HOV lane from Calgrove Boulevard UC to Route 126/Route 5 Separation (northern project boundary). This alternative would be designed with a 6.6-meter median and it would not provide for continuous CHP enforcement. This alternative would include constructing five (5) retaining wall construction, (5) bridge widenings, and one bridge replacement. Right of way acquisition is not foreseen for this alternative.

### SUMMARY OF PROJECT COST ESTIMATE

TOTAL ROADWAY ITEMS	<u>\$81.3 - 97.9 M</u>
TOTAL STRUCTURE ITEMS	<u>\$14.6 - 23.5 M</u>
TOTAL ENVIRONMENTAL MITIGATION ITEMS	<u>\$16.2 - 16.8 M</u>
 SUBTOTAL CONSTRUCTION COSTS	 <u>\$112.1 - 138.2 M</u>
 TOTAL RIGHT OF WAY ITEMS (Current Value)	 <u>\$1.6 - 2.0 M</u>
TOTAL PROJECT CAPITAL OUTLAY COSTS	<u>\$113.7 - 140.2 M</u>



## Project Study Report – Project Development Support Cost Estimate

District-County-Route: 07-LA-5

KP(PM): 73.5/89.2 (PM 45.7/55.4)

EA: 23320K

Program Code

### PROJECT DESCRIPTION:

Limits State Highway in Los Angeles County on Route 5 from 0.3 KM East of Route 14 to Route 126/Route 5 Separation

### Proposed Improvement (Scope)

**Alternative 3 – Standard**, would add one truck lane and 1 HOV lane to the North and South bound Route 5 between Route 14 (southern project boundary) and the Calgrove Boulevard Under Crossing; and add 1 HOV lane from Calgrove Boulevard UC to Route 126/Route 5 Separation (northern project boundary). This alternative would be designed with a median width of 9 meters in order to accommodate continuous CHP enforcement. This alternative would include the construction of five (5) retaining walls, six (6) bridge widenings, and no bridge replacements.

### SUMMARY OF PROJECT COST ESTIMATE

TOTAL ROADWAY ITEMS \$ 92.9-113.6 M

TOTAL STRUCTURE ITEMS \$ 9.4-17.1 M

TOTAL ENVIRONMENTAL MITIGATION ITEMS \$16.2-16.8 M

SUBTOTAL CONSTRUCTION COSTS \$118.5 – 147.5 M

TOTAL RIGHT OF WAY ITEMS \$ 2.1 – 2.5 M

TOTAL PROJECT CAPITAL OUTLAY COSTS \$120.6 – 150.0 M

Cost for PA&ED: \$10.2 M  
(as requested in  
the FY03 Call)



# Project Study Report – Project Development Support Cost Estimate

District-County-Route: 07-LA-5  
KP(PM): 73.5/89.2 (PM 45.7/55.4)  
EA: 23320K  
Program Code:

## PROJECT DESCRIPTION:

Limits: State Highway in Los Angeles County on Route 5 from 0.3 KM East of Route 14 to Route 126/Route 5 Separation.

### Proposed Improvement (Scope)

**Alternative 4 – TCR:** This alternative would add one truck lane and 2 HOV lanes to the North and South bound Route 5 between Route 14 (southern project boundary) and the Valencia Boulevard Under Crossing; and add 1 HOV and one truck lane from Valencia Boulevard UC to Route 126/Route 5 Separation (northern project boundary). This alternative would be designed with a median 9 meters in width in order to accommodate continuous CHP enforcement and it would include the construction of seven (7) retaining walls, seven (7) bridge widenings, and three (3) bridge replacements.

## SUMMARY OF PROJECT COST ESTIMATE

TOTAL ROADWAY ITEMS	<u>\$142.9 – 176.4 M</u>
TOTAL STRUCTURE ITEMS	<u>\$26.2 – 42.0 M</u>
TOTAL ENVIRONMENTAL MITIGATION ITEMS	<u>\$17.3 M</u>
 SUBTOTAL CONSTRUCTION COSTS	 <u>\$ 186.4 – 235.3 M</u>
 TOTAL RIGHT OF WAY ITEMS	 <u>\$ 5.0-5.5 M</u>
TOTAL PROJECT CAPITAL OUTLAY COSTS	<u>\$191.4 – 240.8 M</u>



# PALMDALE

*a place to call home*

April 18, 2003

Mr. Roger Snoble  
CEO  
Los Angeles County Metropolitan Transportation Agency  
One Gateway Plaza  
Los Angeles, CA 90012

**Subject: Support for Caltrans' 2003 Call for Projects Application for I-5**

Dear Mr. Snoble:

On behalf of the North County Transportation Alliance (NCTC), we urge your support for Caltrans' 2003 Call for Projects Application for I-5 Project.

The proposed improvements will provide enhance mobility and safety along this corridor. The I-5 is both a NAFTA corridor an integral part of the National Highway System. This portion of the I-5 carries over 500,000 trucks each month and is critical to the economy of California. The NCTC participated with the MTA in developing the North County Combined Corridor Study and the recently approved Project Study Report for this project.

The preliminary findings from the North County Combined Corridor Study identify the need for these proposed improvements. Funding of the environmental and design phase is the next step in moving this project forward. We urge your support for this project and look forward to continued collaboration with the MTA and Caltrans on these much needed transportation improvements.

Sincerely,

James C. Ledford, Jr.  
Chair, NCTC

C: City Council  
Robert W. Toone, Jr., City Manager  
Stephen H. Williams, Director of Public Works  
John S. Brooks, Sr. Analyst

*Auxiliary aids provided for*

*communication accessibility*

*upon 72 hours' notice and request.*

JAMES C. LEDFORD, JR.  
*Mayor*  
MIKE DISPENZA  
*Mayor Pro Tem*  
RICHARD J. LOA  
*Councilmember*  
JAMES A. "JIM" ROOT  
*Councilmember*  
RICHARD H. "RICK" NORRIS  
*Councilmember*

38300 Sierra Highway  
Palmdale, CA 93550-4798  
Tel: 661/267-5100  
Fax: 661/267-5122  
TDD: 661/267-5167





*A coalition of community and  
business leaders focused on the  
health and vitality of the  
backbone of California  
-- Interstate 5 --*

March 25, 2003

Roger Snoble  
Chief Executive Officer  
Los Angeles County Metropolitan Transportation Authority  
One Gateway Plaza  
Los Angeles, California 90012

Re: Support for Caltrans' 2003 Call for Projects Application for  
I-5 HOV and Truck Lanes from SR-14 to SR-126 -- Environmental and Design

Dear Mr. Snoble,

The purpose of this letter is to support Caltrans' request for funding for the *I-5 HOV and Truck Lanes from SR-14 to SR-126 -- Environmental and Design* project. As you know the I-5 serves a critical role as the backbone of the California transportation and goods movement system.

As the venerable spine of California's transportation system, I-5 serves a pivotal role in moving goods and services, business, commuters as well recreational travel between the urban centers at both ends of the most populous state in the union. It also serves as a SHELL route, is part of the NAFTA corridor, is part of the NHS, and has been identified most recently as a Major International Trade Highway Route in the Global Gateways Development Program. Given the importance of the I-5, we believe that more focus and funding needs to be given to enhancing its capacity and safety. This view is also supported by the MTA's preliminary findings from the North County Combined Corridor Study and a recently approved Project Study Report for the project.

The I-5 is important to the multifaceted economy of California and its future potential. Funding of the environmental and design phase is the next logical step in this important endeavor and we trust that the MTA will have the foresight to recognize the need to keep this project moving forward.

Thank you in advance for your support of this important project.

Sincerely,

Victor Lindenheim  
Executive Director

# Santa Clarita Valley Transportation Alliance

An Alliance of Community and Business Leaders for Regional Transportation

## Members Include:

Honorable Frank Ferry, Co-Chair  
Mayor, City of Santa Clarita

Connie Worden-Roberts, Co-Chair  
Chair, Valencia Industrial Association and  
SCV Chamber of Commerce  
Transportation Committee

Congressman Howard P. "Buck" McKeon

Senator William J. "Pete" Knight

Senator Tom McClintock

Assemblyman George C. Runner, Jr.

Assemblyman Keith Richman

Supervisor Michael D. Antonovich

Santa Clarita Councilwoman Laurene Wrate

Santa Clarita Councilwoman Jo Anne Darcy

Santa Clarita Councilman Bob Keller

Santa Clarita Councilman Cameron Smyth

Chief Greg Augusta, California Highway Patrol  
- Southern Division

B.J. Atkins, Atkins Environmental Help, Inc.

Lisa Boaz, Vhal Logistics

Tim Burkhart, V.P., Six Flags Magic Mountain

Gary Butterbaugh, High Perf. Mfgs.

Hunt Braly, Attorney at Law

Russell Case, Laser Save

David M. Crowder, The Newhall Land  
and Farming Company

Marilyn Drummond, Edward Jones

Paul Eggleston, Insanity Reigns

Gary Haggart, Business Consultant

Calvin Hodman, Hedman & Associates

Jerry Hider, Blue Yonder Aviation

Kim Kurcowski, Executive VP, SCV Chamber  
of Commerce

Don Fleming, Valencia Acura

Clyde Freeman, Valencia National Bank

Louis Garaci, Chairman and CEO, Gruber  
Systems, Inc.

Daniel M. Goetz, VP and COO, UltraViolet  
Devices, Inc.; President, Valencia Industrial  
Association

Ken J. Graska, ATC/Vancom of California

Drina Hirt, Pacific Printing

Del Holland, President, Six Flags Magic  
Mountain

Millie Jones, Supervisor Michael D.  
Antonovich

Jamie Kennedy, United Way

Capt. Brian Klimer, California Highway Patrol  
- Newhall

Michael Murphy, Aquafine Corporation

Roger Parr, AV Party Rentals

George Pederson, Commissioner, Los Angeles  
County Regional Planning Commission

Sharyn Quinn, Kessler & Assoc.

John Reardon, President and CEO, Valencia  
Bank and Trust

Capt. Don Rodriguez, Los Angeles County  
Sheriff - Santa Clarita

Thomas J. Rogers, Jr.

Doug Sisk, Executive CFO, Remo, Inc.;  
President, SCV Chamber of Commerce

Arthur V. Sobakian, AVS Consulting, Inc.

Barbara Sumner, Hilton Garden Inn

Officer Doug Swenney, California Highway  
Patrol - Newhall

Lt. Larry Veale, California Highway Patrol -  
Newhall

Jerry Walgornath, Walgornath Building  
Company

Kathy Walk, Comfort Suites

Cheryl Watkins, Edward Jones

Scott Wilk, District Director, Congressman  
H.P. "Buck" McKeon

David Wurts, Burger King

Kris Zielinski, Concept One

March 25, 2003

Roger Snoble  
Chief Executive Officer  
Los Angeles County Metropolitan Transportation Authority  
One Gateway Plaza  
Los Angeles, California 90012

Re: **Support for Caltrans' 2003 Call for Projects Application for  
I-5 HOV and Truck Lanes from SR-14 to SR-126  
Environmental and Design**

Dear Mr. Snoble,

The purpose of this letter is to support Caltrans' request for funding for the *I-5 HOV and Truck Lanes from SR-14 to SR-126 - Environmental and Design* project. As you know the I-5 serves a critical role as the backbone of the California transportation and goods movement system.

As the spine of California's transportation system, I-5 serves as a SHELL route, is part of the NAFTA corridor, is part of the NHS, and has been identified most recently as a Major International Trade Highway Route in the Global Gateways Development Program. Given the importance of the I-5, we believe that more focus and funding needs to be given to enhancing its capacity and safety. This view is also supported by the MTA's preliminary findings from the North County Combined Corridor Study and a recently approved Project Study Report for the project.

The I-5 is critical to the economy of California and its future potential. Funding of the environmental and design phase is the next step in this endeavor and we trust that the MTA will have the vision to recognize the need to keep this project moving forward.

Thank you in advance for your support of this important project.

Sincerely,

  
Connie Worden-Roberts  
Co-Chair

  
Honorable Frank Ferry  
Co-Chair

**Corridor Improvement of State Route 14 between Sand Canyon Road and Avenue P**

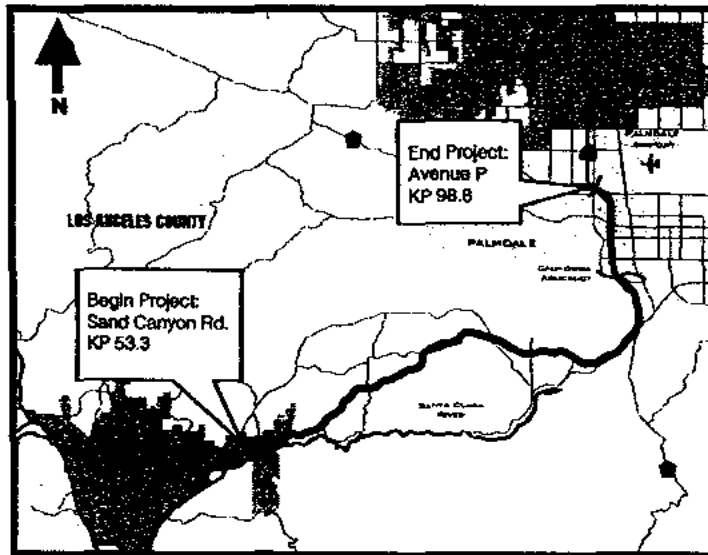
07-LA-14 KP 53.3/98.8 (PM 33.1/61.4)

EA 23340K

March 2003

**PROJECT STUDY REPORT (PROJECT DEVELOPMENT SUPPORT)**

This document can be used to program only the Engineering and Environmental Support for Project Approval and Environmental Document component. The remaining support and capital components of the project are preliminary estimates and are not suitable for programming purposes. Either a Supplemental PSR or a Project Report will serve as the programming document for the remaining support and capital components of the project.



I have reviewed the Right of Way information contained in this Project Study Report (Project Development Support) and the Right of Way Data Sheet attached hereto, and find the data to be in conformance with current applicable State standards and practices.

*Wayne C. Harrold*  
for WAYNE C. HARROLD, Acting R/W Project Delivery Manager

On Route State Route 14  
Between Sand Canyon Road  
And Avenue P

SUBMITTED BY: *Brian Lin*  
BRIAN LIN, LACMTA

APPROVAL RECOMMENDED BY: *Osama Megal*  
OSAMA MEGAL, A, Project Manager

CONCURRED BY: *William H. Reagan*  
WILLIAM H REAGAN, Deputy District Director, Division of Design

APPROVED: *Doug Failing*  
DOUG FAILING, District Director

3-28-03  
DATE



## Project Study Report – Project Development Support Cost Estimate

District-County-Route 07-LA-14  
 KP(PM) 53.3/98.8(33.1/61.4)  
 EA 23340K  
 Program Code 20.XX.075.614

28.3 miles

### PROJECT DESCRIPTION:

Limits: State Highway in Los Angeles County on Route 14 from Sand Canyon Road Interchange to Avenue P Interchange.

Proposed Improvement (Scope): The proposed improvement would widen lanes where mixed flow lane gaps occur along Route 14. This would enable contiguous travel on three mixed flow lanes and one HOV lane in both directions within the project limits. The proposed improvements would not include expansion or replacement of bridge structures, but would include the construction of a retaining wall.

Alternative: Alternative 2 – Constrained

### SUMMARY OF PROJECT COST ESTIMATE

TOTAL ROADWAY ITEMS	\$ <u>235.3 M</u>
TOTAL STRUCTURE ITEMS	\$ <u>22.7 M</u>
TOTAL ENVIRONMENTAL MITIGATION ITEMS	\$ <u>37.5 M</u>
 SUBTOTAL CONSTRUCTION COSTS	 \$ <u>295.5 M</u>
 TOTAL RIGHT OF WAY ITEMS	 \$ <u>1.4 M</u>
 TOTAL CONTINGENCY COST (25% of Total)	 \$ <u>74.2 M</u>
 TOTAL PROJECT CAPITAL OUTLAY COSTS	 \$ <u>371.1 M</u>



## Project Study Report – Project Development Support Cost Estimate

District-County-Route 07-LA-14  
 KP(PM) 53.3/98.8(33.1/61.4)  
 EA 23340K  
 Program Code 20.XX.075.614

### PROJECT DESCRIPTION:

Limits: State Highway in Los Angeles County on Route 14 from Sand Canyon Road Interchange to Avenue P Interchange.

Proposed Improvement (Scope): This proposed improvement would widen State Route 14 to provide three full standard mixed flow lanes and one HOV lane in both directions of travel within the project limits. This alternative would reconstruct the mixed flow and HOV lanes based on Caltrans standards. This alternative would also include retaining wall construction, 16 bridge expansions, and 4 bridge replacements.

Alternative: Alternative 3 – Standard

### SUMMARY OF PROJECT COST ESTIMATE

TOTAL ROADWAY ITEMS	\$ <u>314.9 M</u>
TOTAL STRUCTURE ITEMS	\$ <u>48.7 M</u>
TOTAL ENVIRONMENTAL MITIGATION ITEMS	\$ <u>38.6 M</u>
 SUBTOTAL CONSTRUCTION COSTS	 \$ <u>402.2 M</u>
 TOTAL RIGHT OF WAY ITEMS	 \$ <u>6.4 M</u>
 TOTAL CONTINGENCY COST (25% of Total)	 \$ <u>102.1 M</u>
 TOTAL PROJECT CAPITAL OUTLAY COSTS	 \$ <u>510.7 M</u>
Cost for PASSED	\$ <u>26 M</u>

*(as requested in the FY03 Call-for-Projects)*



## Project Study Report – Project Development Support Cost Estimate

District-County-Route 07-LA-14  
 KP(PM) 53.3/98.8(33.1/61.4)  
 EA 23340K  
 Program Code 20.XX.075.614

### PROJECT DESCRIPTION:

Limits: State Highway in Los Angeles County on Route 14 from Sand Canyon Road Interchange to Avenue P Interchange.

Proposed Improvement (Scope): This proposed improvement would widen State Route 14 to provide three mix flow lanes and two HOV lanes in both directions of travel within the project limits. This alternative would include a retaining wall construction, 16 bridge expansions, and 6 bridge replacements.

Alternative: Alternative 4 – TCR

### SUMMARY OF PROJECT COST ESTIMATE

TOTAL ROADWAY ITEMS	\$ <u>514.2 M</u>
TOTAL STRUCTURE ITEMS	\$ <u>65.8 M</u>
TOTAL ENVIRONMENTAL MITIGATION ITEMS	\$ <u>39.6 M</u>
 SUBTOTAL CONSTRUCTION COSTS	 \$ <u>619.6 M</u>
 TOTAL RIGHT OF WAY ITEMS	 \$ <u>9.9 M</u>
 TOTAL CONTINGENCY COST (25% of Total)	 \$ <u>157.4 M</u>
 TOTAL PROJECT CAPITAL OUTLAY COSTS	 \$ <u>786.9 M</u>



# PALMDALE

*a place to call home*

April 21, 2003

JAMES C. LEDFORD, JR.  
*Mayor*

MIKE DISPENZA  
*Mayor Pro Tem*

RICHARD J. LOA  
*Councilmember*

JAMES A. "JIM" ROOT  
*Councilmember*

RICHARD H. "RICK" NORRIS  
*Councilmember*

38300 Sierra Highway

Palmdale, CA 93550-4798

Tel: 661/267-5100

Fax: 661/267-5122

TDD: 661/267-5167

Mr. Roger Snoble  
Chief Executive Officer  
LA County Metropolitan Transportation Authority  
One Gateway Plaza  
Los Angeles, CA 90012

Dear Mr. Snoble,

The North County Transportation Coalition would like to urge your support for funding the SR-14 Call for Projects application. This project would fill in the gaps where the lanes drop from three to two to improve safety operations between Sand Canyon Road to Avenue P and provide a continuous three mixed flow and one HOV lane configuration.

The SR-14 is the only major connecting route between the LA Basin and the Antelope Valley. With 60% of our workers commuting below the SR-14 is heavily impacted and needs to be upgraded to accommodate both current and future needs. Mayor Hahn and the City of LA have committed to developing the Palmdale Airport to relieve the stress on LAX. However, adequate ground access is a significant problem for travelers from the San Fernando Valley and City of Santa Clarita that would use the Palmdale facility if it were available and accessible. This is also an important route for the military to access Plant 42 and Edwards Air Force Base.

Thank you in advance for your serious consideration of this important North County regional project.

Sincerely,

James C. Ledford, Jr.  
Chair, NCTC

*Auxiliary aids provided for*

*communication accessibility*

*upon 72 hours' notice and request.*

C: City Council  
Robert W. Toone, Jr., City Manager  
Stephen H. Williams, Director of Public Works  
John S. Brooks, Sr. Analyst



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Mr. Roger Snoble  
Chief Executive Officer  
LA County Metropolitan Transportation Authority  
One Gateway Plaza  
Los Angeles, CA 90012

Dear Mr. Snoble,

The City of Palmdale would like to urge your support for funding the SR-14 Call for Projects application. This project would fill in the gaps where the lanes drop from three to two to improve safety operations between Sand Canyon Road to Avenue P and provide a continuous three mixed flow and one HOV lane configuration.

The SR-14 is the only major connecting route between the LA Basin and the Antelope Valley. With 60% of our workers commuting below the SR-14 is heavily impacted and needs to be upgraded to accommodate both current and future needs. Mayor Hahn and the City of LA have committed to developing the Palmdale Airport to relieve the stress on LAX. However, adequate ground access is a significant problem for travelers from the San Fernando Valley and City of Santa Clarita that would use the Palmdale facility if it were available and accessible. This is also an important route for the military to access Plant 42 and Edwards Air Force Base.

Thank you in advance for your serious consideration of this important North County regional project.

Sincerely,

James C. Ledford, Jr.  
Mayor

C: City Council  
Robert W. Toone, Jr., City Manager  
Stephen H. Williams, Director of Public Works  
John S. Brooks, Sr. Analyst



## **STUDY STATUS (continued)**

- I-5 and SR-14 alternatives analysis for the long-range solutions has been completed, and the preliminary findings have been presented to the public and reviewed by the North County Transportation Coalition (NCTC), the Northern Corridor Cities Committee (NCCC), the Antelope Valley Transportation Summit, MTA's Streets and Freeways Subcommittee, MTA's Planning and Programming Committee and the MTA Board.
- Currently, the Study is reviewing potential financing strategies, developing Transportation Demand Management strategies, and conducting an extensive investigation on the I-5 segments within and immediately south of the I-5/SR-14 interchange.
- The results would be incorporated into Part II of the Study, which is to conduct a comprehensive analysis of the SR-138 corridor before integrating I-5/SR-14 and SR-138 findings within an integrated Corridor Plan.

**PART II**  
**SR-138**

## **STUDY STATUS**

- SR-138 alternatives have been screened down to two Build Alternatives to (1) fully integrate with Caltrans' proposed High Desert Corridor; (2) address future transportation needs in developing a multi-modal transportation plan; and (3) address transportation funding constraints and develop an implementation plan to be enacted when future funding permits.
- Currently, the Study is developing its Focused Transportation Model to address the North County transportation needs, and preparing detailed engineering plan for future Call-for-Projects considerations.

## SR-138 MIS TAC Workshop Final Set of Alternatives

March 27, 2003

The attached information provides a written and illustrated description of the Final Set of Alternatives for the SR-138 Study that resulted from the Alternatives Screening Workshop conducted with the SR-138 Technical Advisory Committee on March 27, 2003. The Screening Workshop signified the culmination of a three-month technical screening effort, whereupon an initial set of eight alternatives was narrowed to a final set of four alternatives.

The final set of **four** alternatives is described on the following pages. The Final Set of Alternatives for the SR-138 Study consists of:

- No Build Alternative
- Enhanced Transportation Systems Management (TSM) Alternative
- Four-Lane Expressway with Business Loop Bypass Alternative
- High Desert Corridor Modified Alternative

At this stage in the study, the alternatives are still conceptual in scope and will be further refined through more detailed analysis. Over the next several months, the Final Set of Alternatives will be taken through an evaluative process in order to define their relative benefits, costs, and impacts. The purpose of the detailed analysis is to provide the technical basis needed to select a locally preferred strategy as well as to identify a phasing plan for recommended improvements.

**Alternative A  
No Build Alternative**

The No Build Alternative consists of those transportation projects that are already planned and committed for 2025, the planning horizon year for the SR-138 Major Investment Study. Consequently, the No Build Alternative represents future travel conditions in the SR-138 Study Area and it is the baseline against which candidate transportation alternatives proposed for the SR-138 Study are assessed.

In general terms, "committed" means that the project has obtained environmental clearance and/or sufficient funding has been programmed for construction or implementation. Only those projects that potentially affect travel conditions to a measurable degree within the SR-138 Study Area are included in this summary list.

In a few cases, construction has been recently completed, but the projects are noted here because they represent a difference between the base year (1997) and future year transportation network (2025).

Freeway/Roadway

- SR-138, from SR-14 to 30th St. East, restripe from 4 to 6 lanes
- SR-138, from LA/SB County Line to I-15, widen from 2 to 4 lanes with median left turn lane
- SR-14, from I-5 to Ave. P-8, add 2 HOV lanes to existing freeway
- SR-14, interchange improvements at Ave. H
- SR-14, interchange improvements at Ave. I
- SR-14, at I-5/SR-14 interchange, construct 2 elevated lanes and HOV connector
- I-5, from SR-170 to SR-14, add 2 HOV lanes to existing freeway
- I-15, south of SR-138 to Oak Hill Road over-crossing, add northbound lane to median and convert right lane to truck climbing lane
- I-15, from Mohave Dr. (Victorville) to SR-58 (Barstow) add one mixed-flow lane in each direction
- Ave. G, from SR-14 to 50th Street West, widen from 2 to 6 lanes

Rail/Transit

- Multimodal Transportation Center, which encompasses a new Metrolink station at 6th and Technology Drive, Palmdale
- Increase in express bus service on SR-14 from Antelope Valley to the metropolitan Los Angeles area, resulting in 4 express routes with 25 departures in the AM peak period
- Approximately 50% increase in transit and paratransit services over existing conditions (Antelope Valley, Victor Valley)

*Note: Both build alternatives include the Enhanced TSM improvements. By definition, all of the alternatives include the No Build improvements.*

**Alternative B  
Enhanced Transportation Systems Management (TSM) Alternative**

The purpose of the Enhanced TSM Alternative is to complete the widening and safety projects planned for SR-138 between Avenue T and the San Bernardino County Line in Los Angeles County as well as provide operational improvements that make best use of the existing transportation infrastructure in the SR-138 Study Area.

Freeway/Roadway

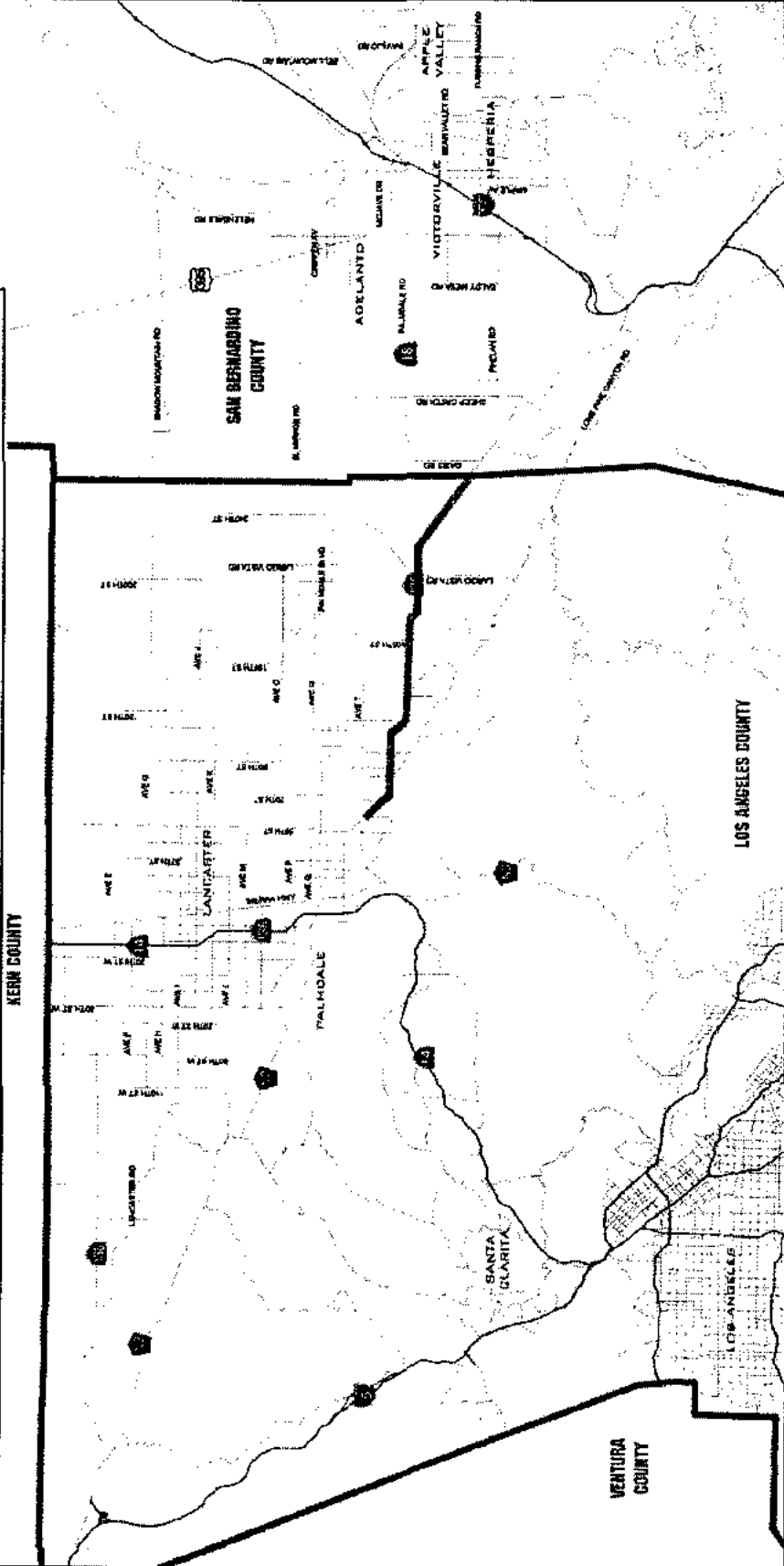
- SR-138, from Ave. T (Pearblossom Hwy.) to SR-18, widen from 2 to 4 lanes, with median left-turn lane where warranted
- SR-138, from SR-18 to LA/SB County Line, widen from 2 to 4 lanes

Rail/Transit

- Approximately 25% increase in local, fixed route service over the No Build Alternative (vehicle service hours) to be achieved through increased frequency, extended hours, and additional routes (Antelope Valley, Victor Valley)
- Part I (North County Corridor Study) Proposed TSM Improvements for Antelope Valley:
  - add 1 new express bus route in the SR-14 corridor for a total of 5 routes in the AM peak period; results in total of 40 departures in the AM peak period, approximately 20-minute headways for each of the 5 routes
  - improve existing Metrolink service on the Antelope Valley line, resulting in:
    - 5 trains, 30 total cars in the AM peak period
  - add 6 park-and-ride lots in the SR-14 & I-5 corridor(s) for a total of 25 lots
- Add 1 new express bus route using existing SR 138/SR-18 alignment between Antelope Valley and Victor Valley (3 departures in the AM peak period in the eastbound direction)
- Add 1 new express bus route using existing SR 138/I-15/I-215 alignment between Antelope Valley and San Bernardino Valley urban area (3 departures in the AM peak period in the eastbound direction)
- Add 3 new park-and-ride lots for carpooling and to support proposed express bus service along SR-138 corridor

*Note: Both build alternatives include the Enhanced TSM improvements. By definition, all of the alternatives include the No Build improvements.*

# Alternative B Enhanced Transportation Systems Management



**LEGEND**

— 4-Lane Highway

**SR-138 CORRIDOR STUDY**

0 4 8 16 24 32 Miles

**M M E T R O**

Final Set of Alternatives  
SR-138 Technical  
Advisory Committee  
March 27, 2003

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All Data Alternatives include the Enhanced TSM Improvements

**Alternative C**

**Build Alternative – Four-Lane Expressway with Business Loop Bypass**

The primary purpose of Alternative C is to construct a new east-west regional roadway facility between I-5 and I-15 for all types of traffic, including both autos and trucks. A key feature of Alternative C is the development of bypasses to urban segments of existing SR-138 to help separate local trips from regional trips in the corridor.

Freeway/Roadway

- Widen existing SR-138 between I-5 and SR-14 to 4-lane divided highway
  - 2 lanes in each direction
  - 300' right-of-way
  - provide access control
- Build a new, east-west, 4-lane expressway between SR-14 in Palmdale and SR-18 in Apple Valley along an alignment that follows Avenue P-8 / Palmdale Boulevard / realigned SR-18
- Build a new north-south roadway connector between SR-14 at Avenue D and the new east-west expressway (Avenue P-8) along an alignment that generally follows Avenue D and 120<sup>th</sup> Street East
- Build a new north-south roadway connector between the new east-west expressway (Avenue P-8) and existing SR-138 along an alignment that generally follows 128<sup>th</sup> Street East
- Proposed east-west expressway and north-south roadway connectors include the following features:
  - 4-lane, divided expressway facility (2 lanes in each direction)
  - primarily new roadway on new location
  - 300' right-of-way
  - limited access facility (minimum spacing for access points approximately every ½ mile)
- Build bypasses to existing SR-138 around Littlerock and Pearblossom
  - 2 lanes in each direction
  - primarily new roadway on new location
  - limited access/access control
- Upgrade Pearblossom Highway between SR-14 and Avenue T to a 4-lane, divided expressway (minimum 2 lanes in each direction)

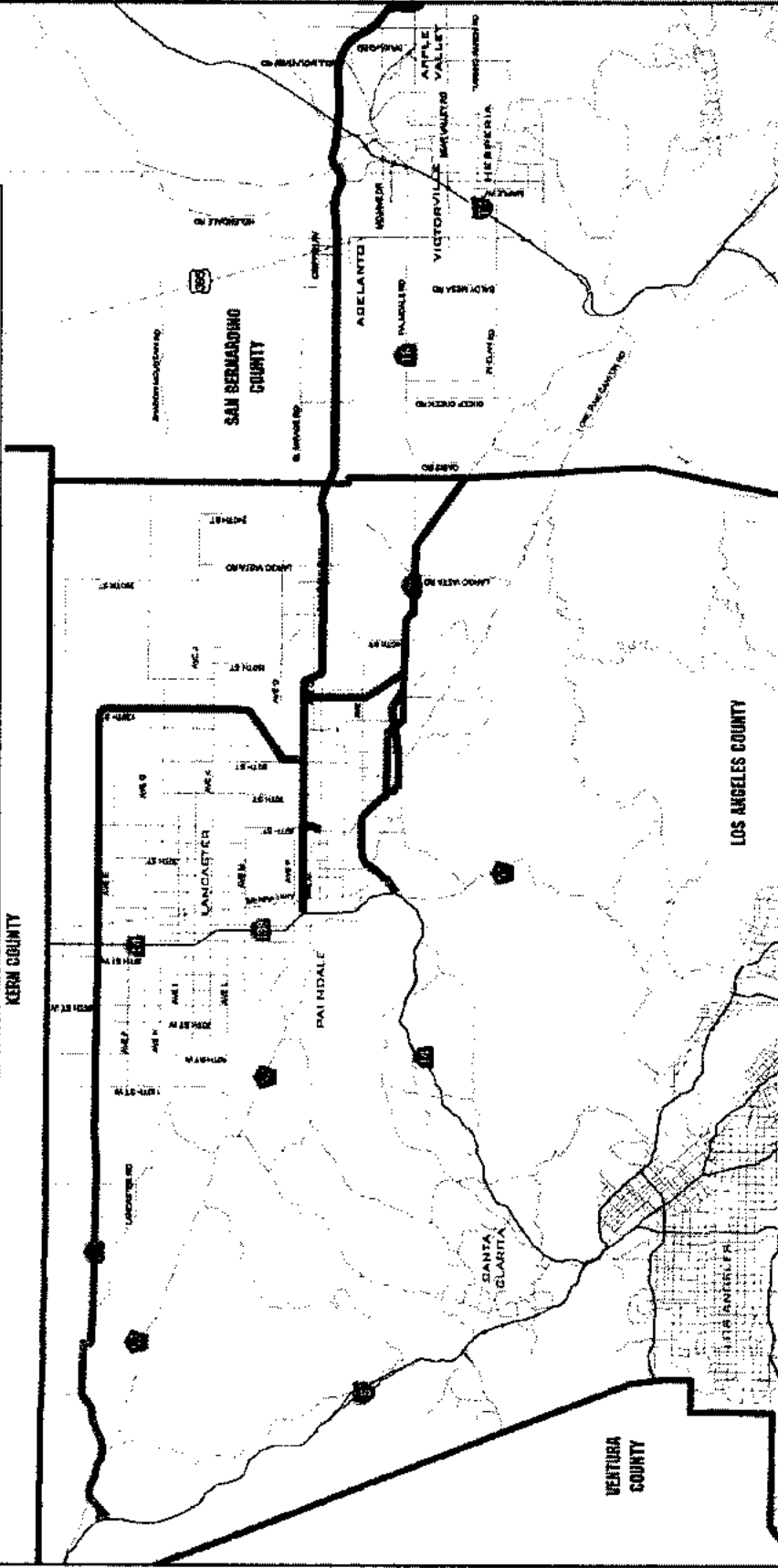
Rail/Transit

- Provide east-west express bus service between Antelope Valley and San Bernardino County (replaces level and configuration of east-west service proposed in Enhanced TSM Alternative)
  - add 3 new express bus routes (2 from Antelope Valley, 1 from Victor Valley)
  - results in 9 departures in the AM peak period (6 from Antelope Valley, 3 from Victor Valley), approximately 45-minute headways for each of the 3 routes
- Expand 1 existing lot (Victor Valley) and add 2 new park-and-ride lots (Antelope Valley) in addition to those proposed in the Enhanced TSM Alternative to support additional express bus service along the new east-west expressway

*Note: Both build alternatives include the Enhanced TSM improvements. By definition, all of the alternatives include the No Build improvements.*



# Alternative C 4-Lane Expressway/Business Loop Bypass



## SR-138 CORRIDOR STUDY

**LEGEND**

- 4-Lane Expressway
- 4-Lane Highway



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All BUIR Alternatives Include An Enhanced TSM Implementation

## **Alternative D**

### **Build Alternative – High Desert Corridor Modified**

The primary purpose of Alternative D is to construct a new, high capacity, roadway facility between I-5 and I-15 for all types of traffic. This concept seeks to separate local trips from regional through trips to the greatest extent possible. An additional feature of Alternative D is the addition of truck climbing lanes on the mountainous segments of SR-138.

#### Freeway/Roadway

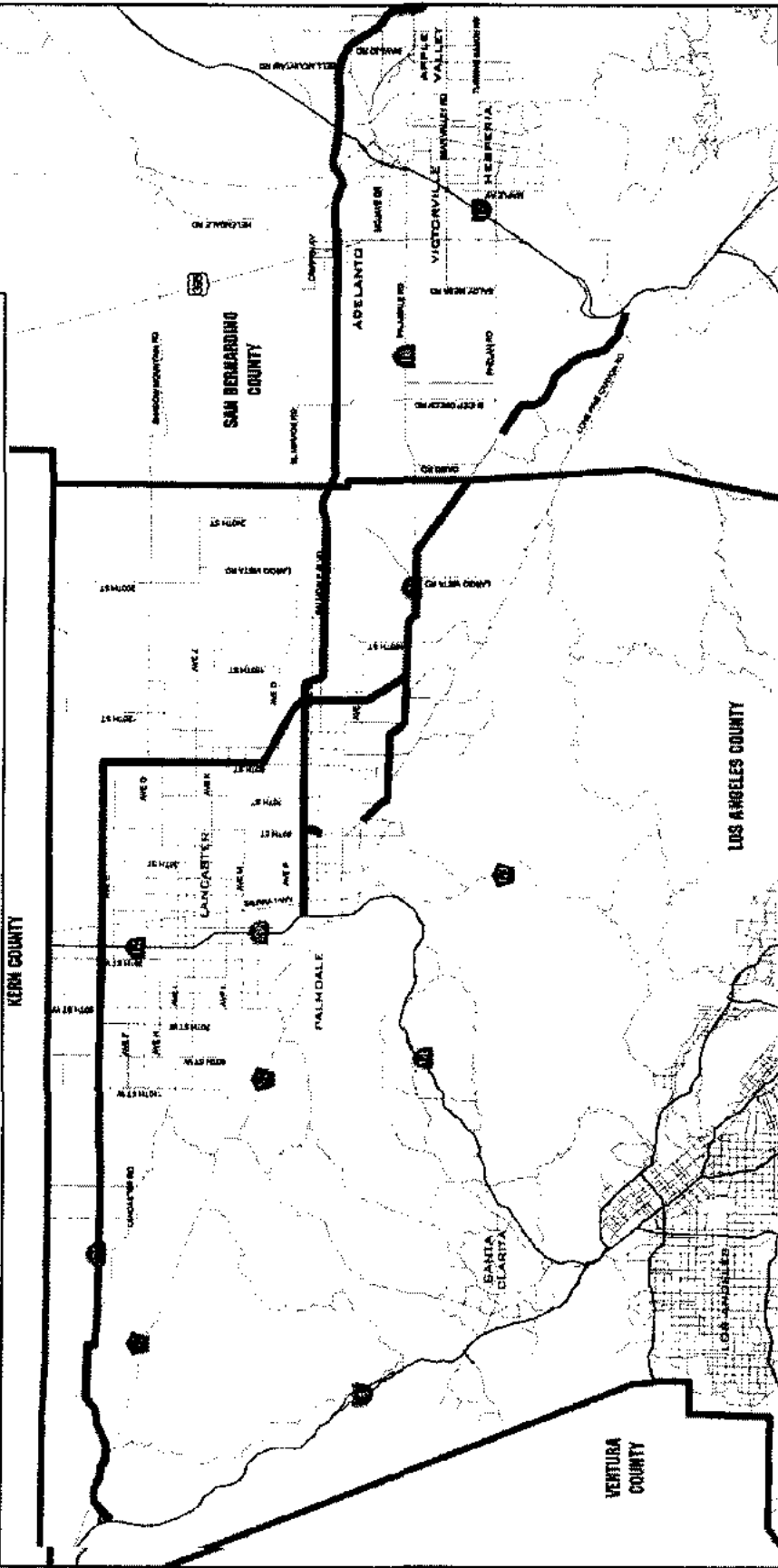
- Widen and upgrade existing SR-138 between I-5 and SR-14 to a 4-lane, divided expressway
  - 2 lanes in each direction
  - 300' right-of-way
  - limited access facility (minimum spacing for access approximately every ½ mile)
- Build a new east-west freeway / expressway between SR-14 in Palmdale and SR-18 in Apple Valley along an alignment that follows Avenue P-8 / Palmdale Boulevard / realigned SR-18
  - capacity ranges from 8-lane freeway (Avenue P-8) to 4-lane divided expressway (realigned SR-18)
  - primarily new roadway on new location
  - 300' right-of-way
  - limited access facility (1-mile spacing for freeway segments, ½-mile spacing for expressway segments)
- Build a new north-south roadway connector between SR-14 at Avenue D and the new east-west freeway (Avenue P-8) along an alignment that generally follows Avenue D and 90<sup>th</sup> Street East
  - 4-lane, divided expressway facility (2 lanes in each direction)
  - primarily new roadway on new location
  - 300' right-of-way
  - limited access facility (minimum spacing for access points approximately every ½ mile)
- Build a new north-south roadway connector between the new east-west freeway (Avenue P-8) and existing SR-138 along an alignment that generally follows 128<sup>th</sup> Street East
  - 6-lane freeway (3 lanes in each direction)
  - primarily new roadway on new location
  - 300' right-of-way
  - limited access facility (minimum spacing for access points approximately every 1 mile)
- Add truck climbing lanes (up-grades only) to SR-138 in San Bernardino County

#### Rail/Transit

- Provide east-west express bus service between Antelope Valley and San Bernardino County (replaces level and configuration of east-west service proposed in Enhanced TSM Alternative)
  - add 3 new express bus routes (2 from Antelope Valley, 1 from Victor Valley)
  - increase frequency to 17 departures in the AM peak period (12 from Antelope Valley, 5 from Victor Valley), approximately 20 to 25-minute headways for each of the 3 routes
- Expand 1 existing lot (Victor Valley) and add 2 new park-and-ride lots (Antelope Valley) in addition to those proposed in the Enhanced TSM Alternative to support additional express bus service along the new east-west expressway

*Note: Both build alternatives include the Enhanced TSM improvements. By definition, all of the alternatives include the No Build improvements.*

# Alternative D High Desert Corridor Modified



## SR-138 CORRIDOR STUDY

- LEGEND**
- 4-Lane Expressway
  - 8-Lane Freeway
  - 6-Lane Freeway/Expressway
  - Truck Climbing Lanes
  - 4-Lane Highway



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All SR-138 Alternatives Include the Enhanced TSM Improvements

## **NEXT STEPS**

- Staff will continue to work with the consultant to complete the Study.
- Analysis of the long-term alternatives will be completed by September/October 2003, before the fourth round public review (expected in November 2003).
- A Locally Preferred Alternative will be developed by December 2003.
- The Corridor Plan will be developed with I-5/SR-14 integrated in January 2004.
- The Corridor Plan will be presented to the MTA Board in March/April 2004.