

I-5 Freight Corridor Project Overview Fact Sheet

Project Background:

The California Department of Transportation (Caltrans) proposes the I-5 Freight Corridor Project to improve freight efficiency along Interstate 5 (I-5) from State Route 134 (SR-134) to Templin Highway Undercrossing (UC) in Los Angeles County. The project proposes to increase the vertical clearance to 16'-6", eliminate load capacity restrictions for heavy loads, and reduce the frequency of route closures due to maintenance.

Scope of Work:

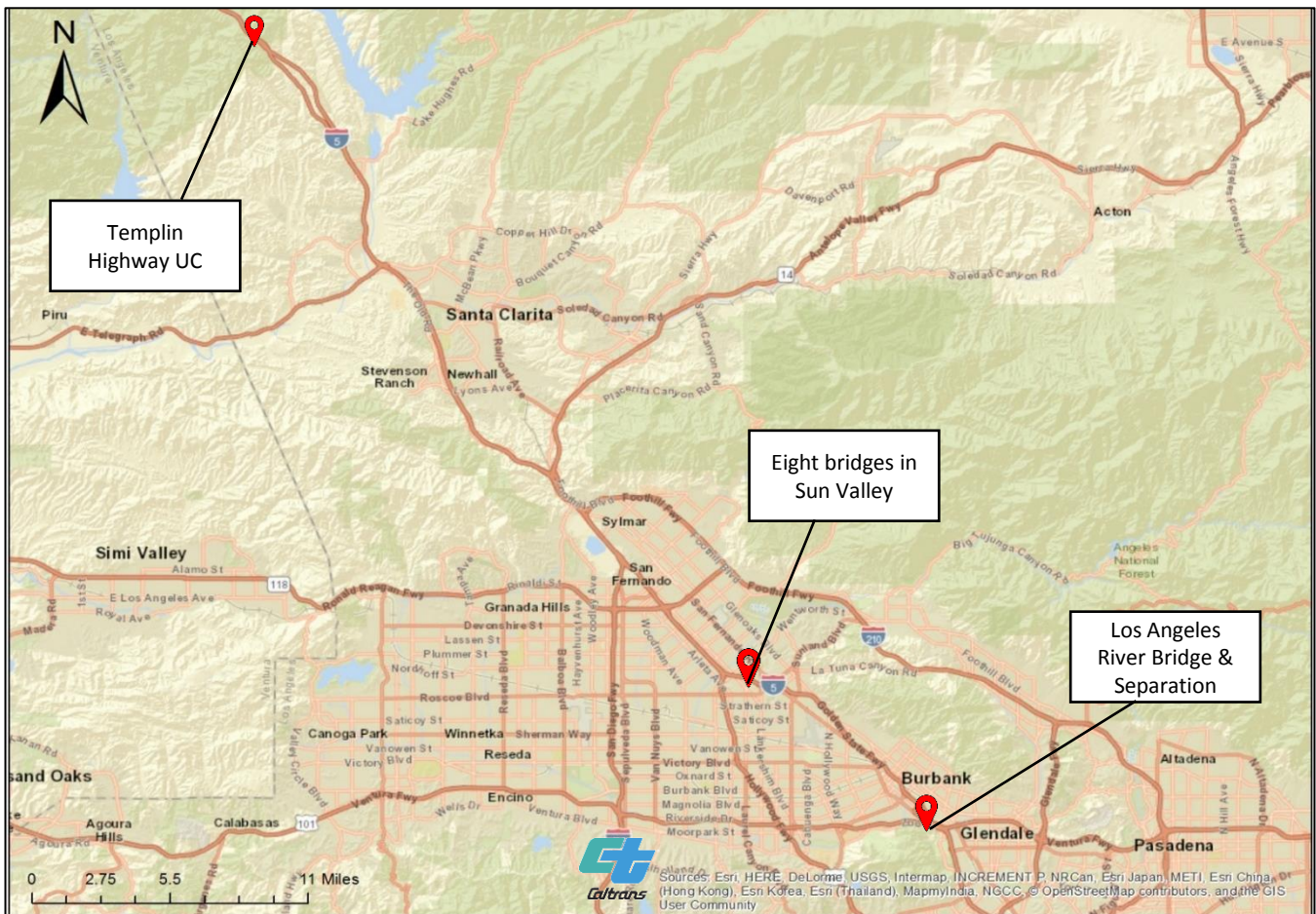
There are two alternatives for the proposed project: the No-Build Alternative and the Build Alternative. Under the No-Build Alternative, no changes will be made to the existing I-5 facility. The ten structures will continue to have less than 16'-6" vertical clearance and/or load capacity restrictions. The Build Alternative will increase vertical clearance at 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, and Sheldon St. OC. The steel girders and steel cross frames will also be repaired and un-staggered at the Los Angeles River Bridge and Separation, and the Templin Highway Undercrossing will be replaced.

The Build Alternative will improve mobility by providing for a goods movement corridor that can be operated efficiently and continuously. It will reduce delay due to load capacity restrictions, eliminate damage and reduce maintenance to bridges caused by non-standard vertical clearance, and provide improvements that will reduce the need for maintenance closures. The Build Alternative will also increase economic vitality through trade and commerce by providing greater truck and freight movement.

In addition, the following benefits are also proposed in Sun Valley:

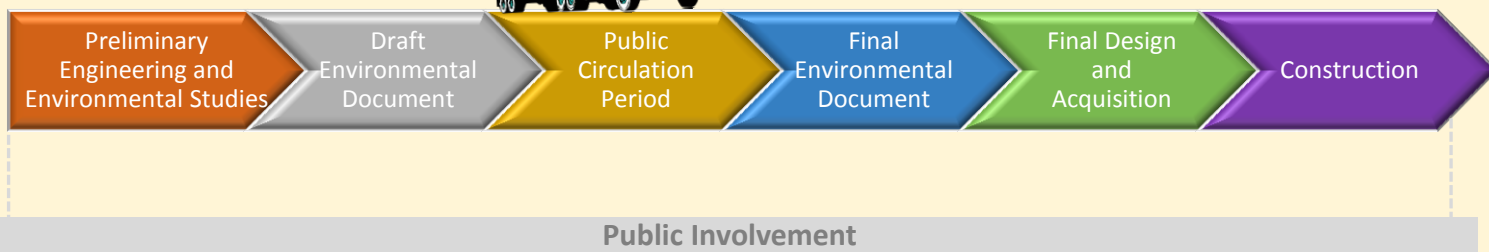
- Bridges will be widened to accommodate the State of California's Complete Streets Policies.
- Facilities such as ADA curb ramps, sidewalks, bike lanes, and aesthetic treatments will be included on all bridges.
- Olinda St. Pedestrian Overcrossing will be converted to a combined Pedestrian/Bicycle Overcrossing (BOC).
- Truck and freight traffic with heavy and/or over-height loads will no longer need to detour off the I-5 to avoid these bridges and therefore, they will not be sharing the local roads with pedestrian, bicycles, and local traffic.

Project Map



Overview of Project Process

We Are Here



Project Involvement

Please contact us with any questions or concerns.



For more information, please contact:

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Provide a safe, sustainable, integrated and efficient transportation system to enhance California's economy and livability.