

## California Department of Transportation

DISTRICT 7  
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JANUARY 17, 2023

### SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS TRANSPORTATION CONFORMITY WORKING GROUP

Dear Members of TCWG:

Caltrans requests a determination of regional significance from the Transportation Conformity Working Group (TCWG) for a ramp realignment and signalized intersection project on State Route 22 (SR-22) and Studebaker Road. As a recipient of federal funds, Caltrans may only adopt or approve projects in the plan and TIP if the MPO determines that the project is regionally significant (40 CFR 93.121). The project is CEQA-only and is listed in the California Transportation Improvement Program System (CTIPS); but is not currently identified in the latest conforming Federal Transportation Improvement Plan (FTIP) or Regional Transportation Plan (RTP). A detailed description of the proposed project with layouts is included below.

The proposed project would realign the SR-22 westbound entrance and exit ramps at Studebaker Road and construct a new signalized intersection at the ramp termini with Studebaker Road. The proposed project also includes the construction of curb ramps, new sidewalk, and a separated bikeway along Studebaker Road. The proposed project would eliminate the existing SR-22 westbound on-/off-ramps at College Park Drive and construct a new on-/off-ramp at Studebaker Road. The intersection of Studebaker Road and College Park Drive would also be relocated approximately 300 feet north to increase the distance between the intersections of Studebaker Road at College Park Drive and the new on-/off-ramps at Studebaker Road. Additionally, the proposed project includes the restriping of Studebaker Road to provide a Class IV Separated Bikeway on the west side of the roadway to accommodate both directions of bicycle travel. This would require the reallocation of travel lanes in the northbound direction including the reduction from two through lanes to one through lane northbound along Studebaker Road at the SR-22 overcrossing.

Specifically, the lane reduction would begin north of the SR-22 east on-/off-ramp and Studebaker Road intersection and along Studebaker Road northbound on the SR-22 overcrossing. Studebaker Road northbound would widen back to two through travel lanes just north of the SR-22 overcrossing such that two northbound through lanes would be provided at the SR-22 westbound on-/off-ramp and Studebaker Road

signalized intersection. Additionally, the westbound right turn movement from the SR-22 eastbound off-ramp would be converted from a channelized yield right turn to a signalized movement to avoid potential conflicts between merging through traffic along Studebaker Road and right-turning off-ramp traffic just north of the SR-22 eastbound ramp intersection. Two travel lanes would be maintained along Studebaker Road southbound.

The proposed project does not propose new access or restrict existing access. Instead, the proposed project focuses on a reconfiguration of the existing intersection alignment to provide a more-direct connection between SR-22 westbound and Studebaker Road and the inclusion of the Studebaker Road bikeway. A single lane loop on-ramp with a bike lane, but without ramp metering is proposed from Studebaker Road to SR-22 westbound. A Studebaker Road crossing would be provided on the south intersection leg to connect the separated bikeway on the west side of Studebaker Road to the bike lane on the loop on-ramp.

It is requested that members of the TCWG review the project description and the attached geometric drawing; and provide a determination in regard to this project's regional significance.

Sincerely,



ANDREW YOON, P.E.  
Senior Transportation Engineer  
Office of Environmental Engineering  
Division of Environmental Planning  
District 7

Attachment

# 2022 State Highway Operation & Protection Program

## Los Angeles County

(Dollars in Thousands)

DIST: PPNO: EA: CTIPS ID: 07 5613 35980 109-0000-4504 CT PROJECT ID: 0719000264  COUNTY: ROUTE: PM: Los Angeles County 22 1.3/	TITLE (DESCRIPTION): (In Long Beach, at Studebaker Road. Financial Contribution Only (FCO) to city of Long Beach to realign entrance and exit ramps at a new intersection at Studebaker Road and relinquish right-of-way (R/W) along the original alignment of the ramps to Long Beach.)  Performance Measure: Daily vehicle hour(s) of Quantity: 112.00	ELEMENT: SHOPP Major Const. SPONSOR: Caltrans MPO: Southern California Association of Governments CORRIDOR: PRJ MGR: PHONE: (0) 0- CALNET: MPO ID: 9 LAW: 20
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ASSEMBLY: 70	Implementing Agency: PAED -	RW -
SENATE: 34	PSE -	CON -
CONGRESS: 47		

**PROJECT VERSION HISTORY** (Printed Version is Shaded) (Last 9 versions displayed)

						Programmed Dollars in Thousands - Total For Project							
Version	Status	Date	Updated By	Change Reason	Amend No.	Vote	Cum Award	Prog Con	Prog RW	PA & ED	PS & E	RW Sup	Con Sup
2	Official	03/16/22	LSTOCKTO	Approved - Carry Over	22H-000								1,900
1	Official		KELSBERR	Approved - New Project	20H-000								1,900

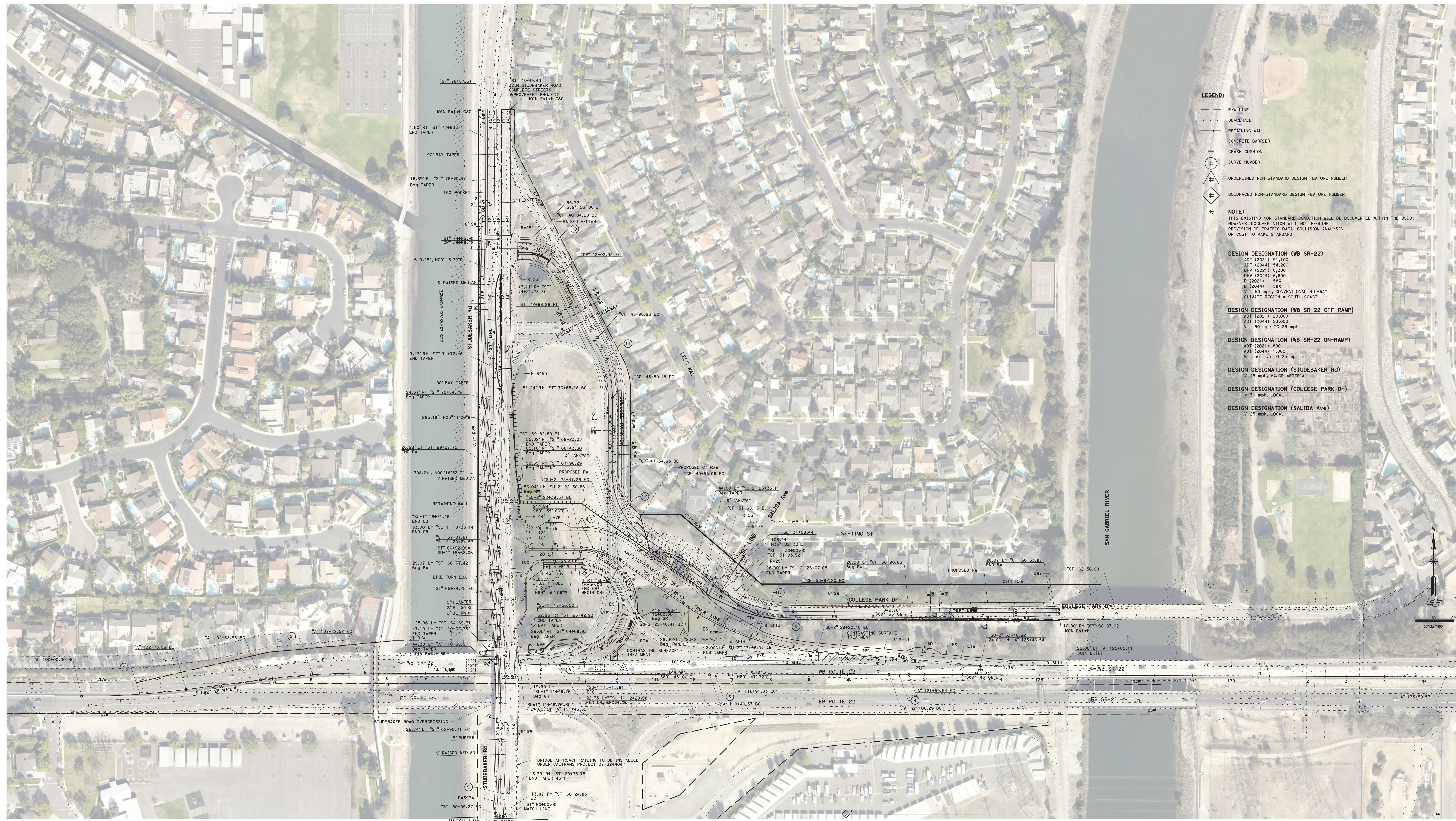
Fund Source 1 of 1 SHOPP - Mobility SMC - SHOPP Major Const.

Fund Type:  
National Hwy System  
  
 Program Code:  
20.XX.201.310 - Non-Capacity Increasing Operational  
  
 Funding Agency:

VOTE DATE	AMOUNT

	PRIOR	22/23	23/24	24/25	25/26	26/27	27/28	FUTURE	TOTAL
PA&ED									
PS&E									
R/W SUP									
CON SUP									
R/W									
CON		1,900							1,900
Others									
Total:		1,900							1,900

\*\*\*\*\* Version 2 - 03/16/2022 \*\*\*\*\*  
 Carryover project from 2020 to 2022 SHOPP.  
 2/11/21: Updated checkbox flag for FCO - GV  
 \*\*\*\*\* Version 1 - 05/13/2020 \*\*\*\*\*  
 New 2020 SHOPP project



- LEGEND**
- 4" W LINE
  - GENERAL
  - RETAINING WALL
  - CONCRETE BARRIER
  - CRUSH CURB
  - CURVE NUMBER
  - UNDERLINED NON-STANDARD DESIGN FEATURE NUMBER
  - BOLDFACED NON-STANDARD DESIGN FEATURE NUMBER

**NOTE:**  
 1. ALL EXISTING NON-STANDARD DESIGN FEATURES SHALL BE DOCUMENTED WITHIN THE DESIGN.  
 2. ALL PROPOSED NON-STANDARD DESIGN FEATURES SHALL BE DOCUMENTED WITHIN THE DESIGN.  
 3. ALL PROPOSED NON-STANDARD DESIGN FEATURES SHALL BE DOCUMENTED WITHIN THE DESIGN.  
 4. ALL PROPOSED NON-STANDARD DESIGN FEATURES SHALL BE DOCUMENTED WITHIN THE DESIGN.

**DESIGN DESIGNATION (WB SR-22)**  
 1. 2005.111 SUPERSTATION  
 2. 2005.111 SUPERSTATION  
 3. 2005.111 SUPERSTATION  
 4. 2005.111 SUPERSTATION

**DESIGN DESIGNATION (WB SR-22 OFF-RAMP)**  
 1. 2005.111 SUPERSTATION  
 2. 2005.111 SUPERSTATION  
 3. 2005.111 SUPERSTATION

**DESIGN DESIGNATION (WB SR-22 ON-RAMP)**  
 1. 2005.111 SUPERSTATION  
 2. 2005.111 SUPERSTATION  
 3. 2005.111 SUPERSTATION

**DESIGN DESIGNATION (STUDEBAKER RD)**  
 1. 2005.111 SUPERSTATION  
 2. 2005.111 SUPERSTATION  
 3. 2005.111 SUPERSTATION

**DESIGN DESIGNATION (COLLEGE PARK DR)**  
 1. 2005.111 SUPERSTATION  
 2. 2005.111 SUPERSTATION  
 3. 2005.111 SUPERSTATION

**DESIGN DESIGNATION (SALIDA AVE)**  
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 2. 2005.111 SUPERSTATION  
 3. 2005.111 SUPERSTATION

**CURVE DATA**

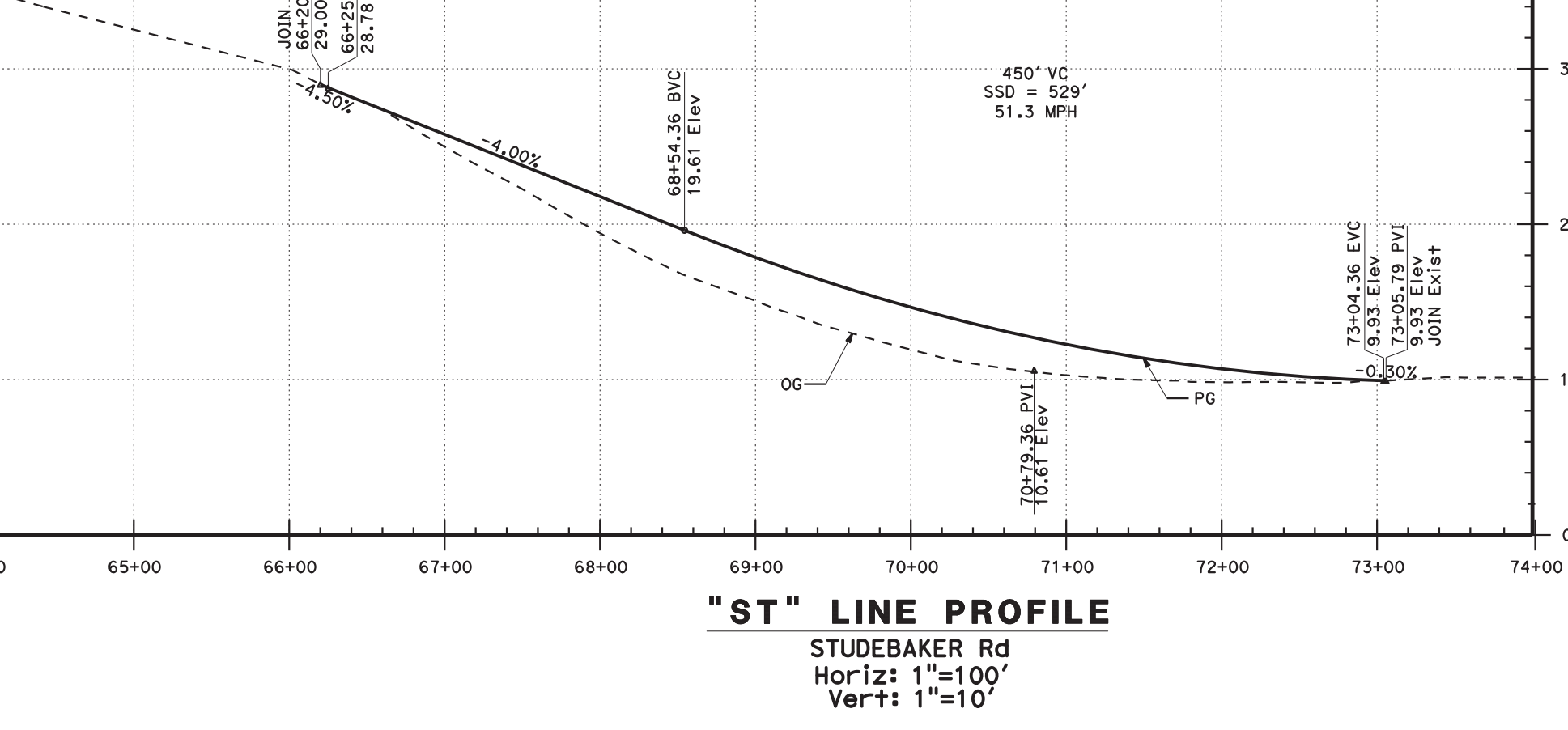
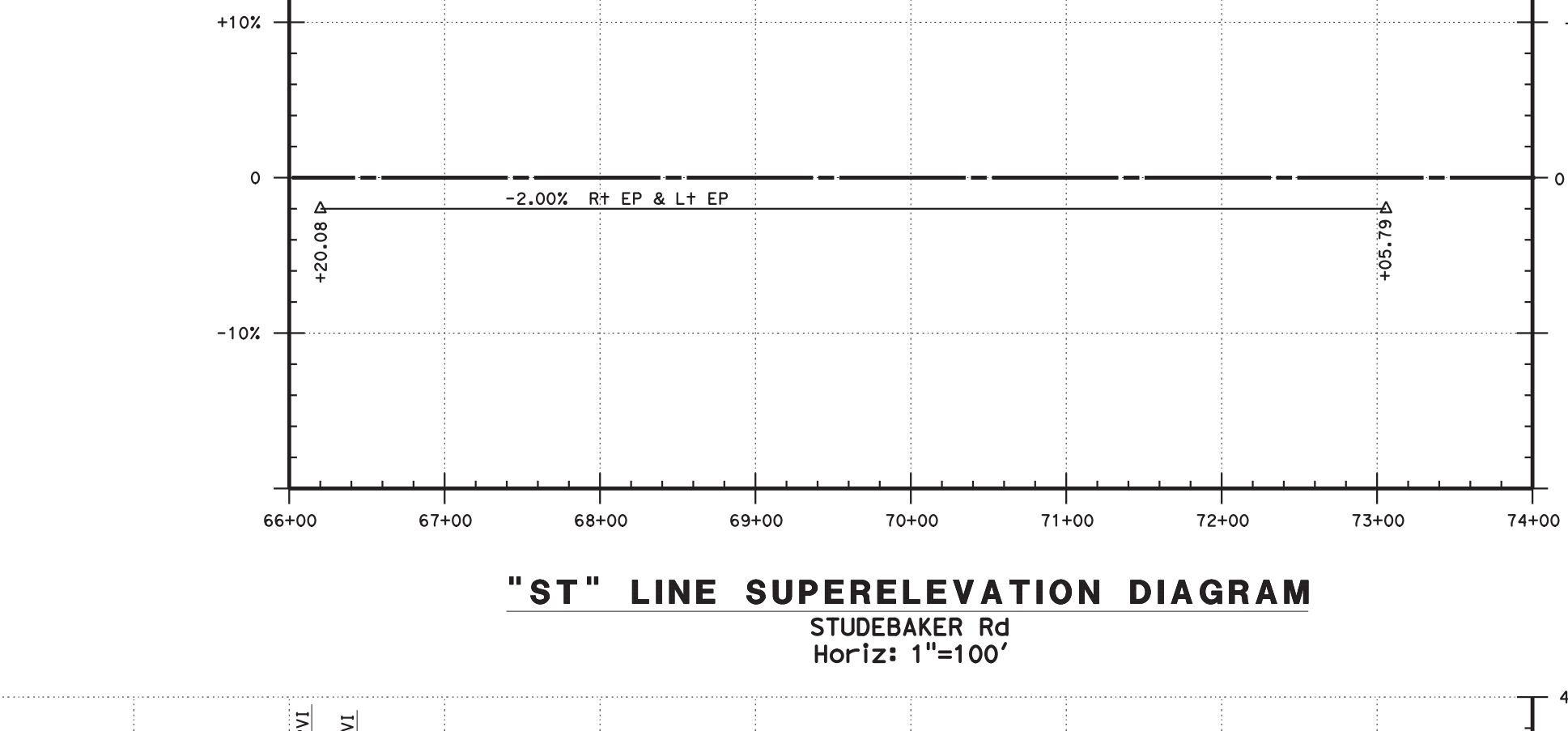
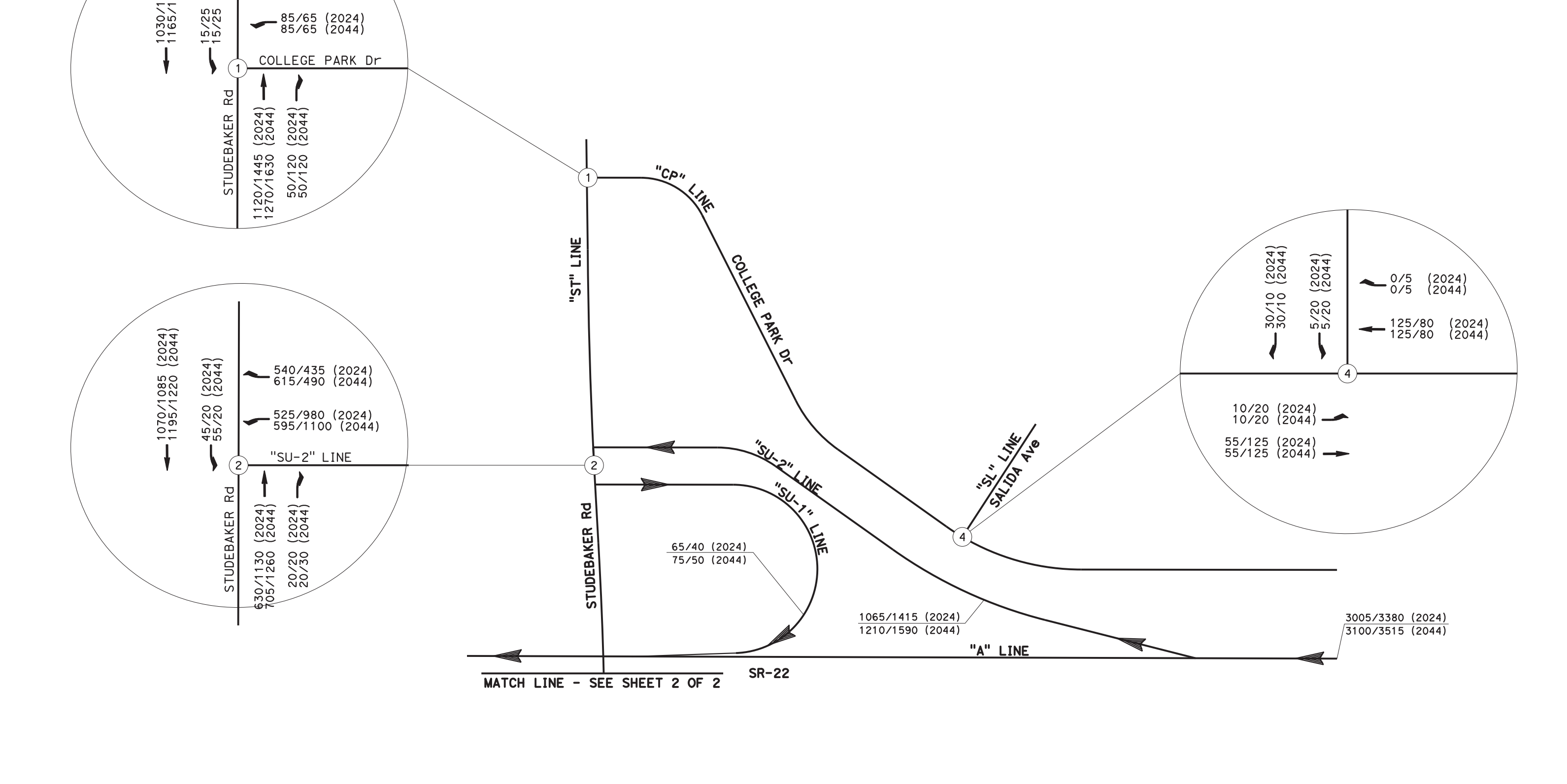
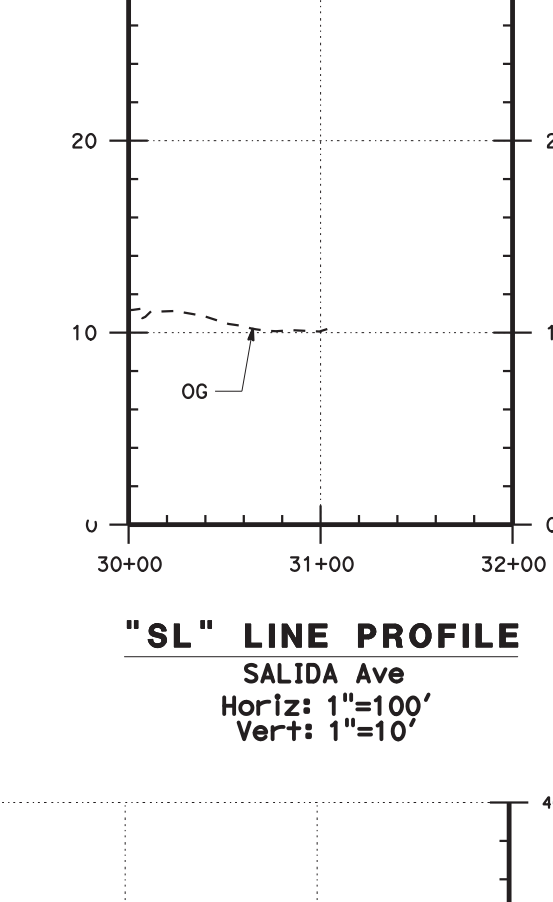
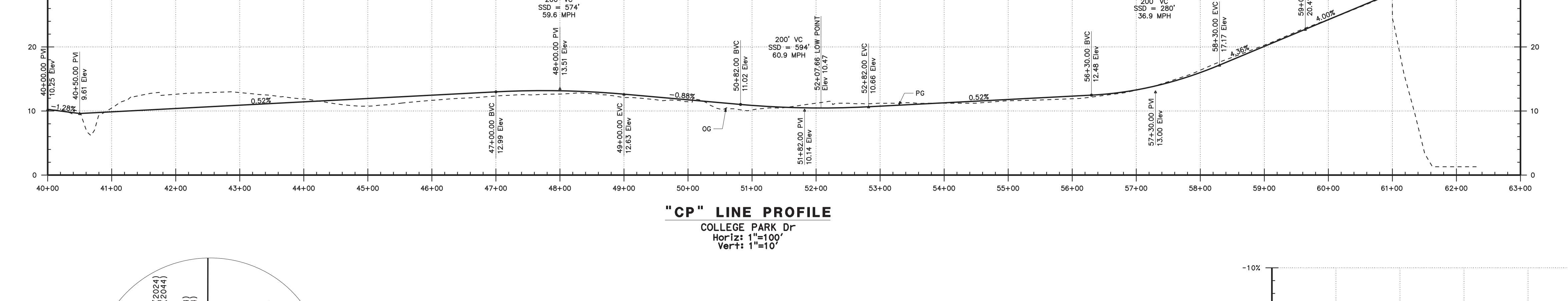
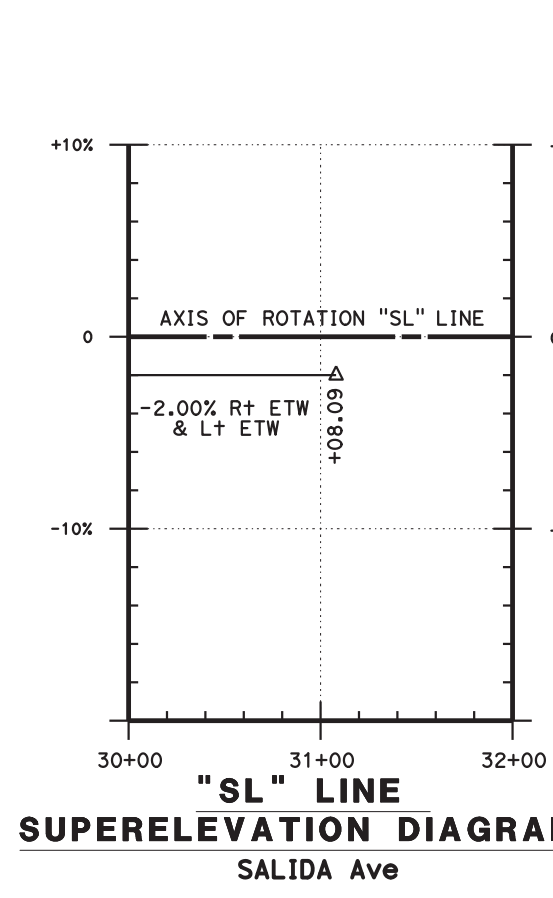
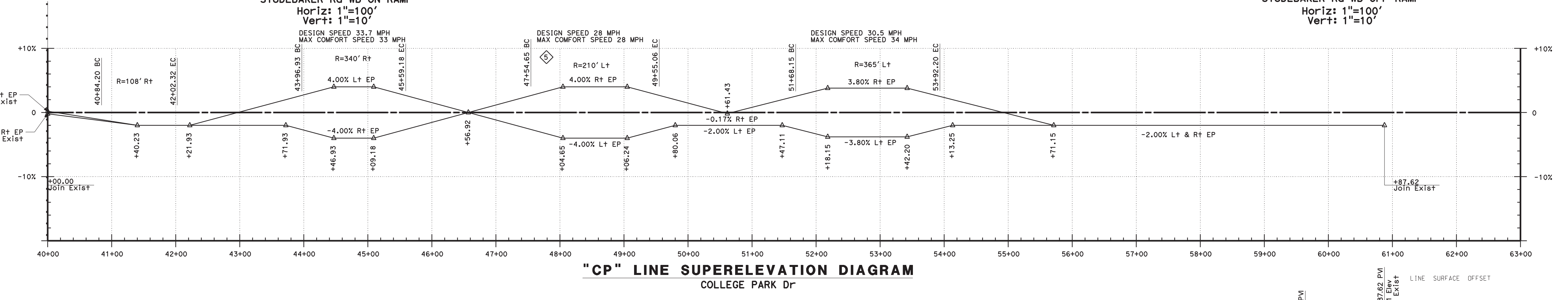
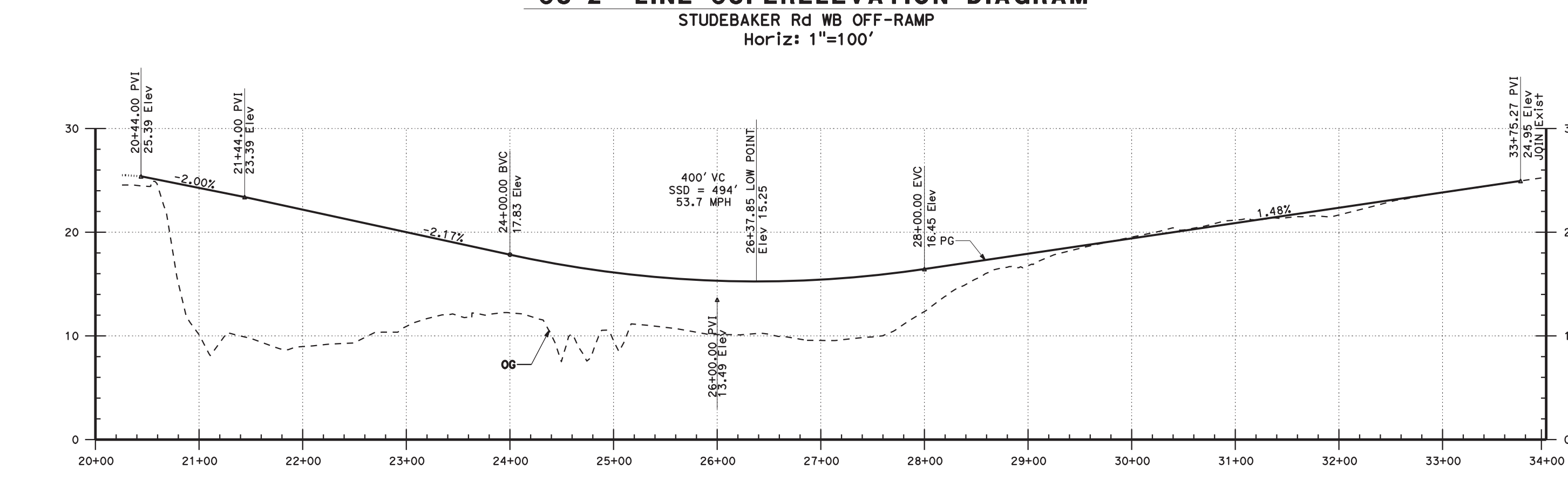
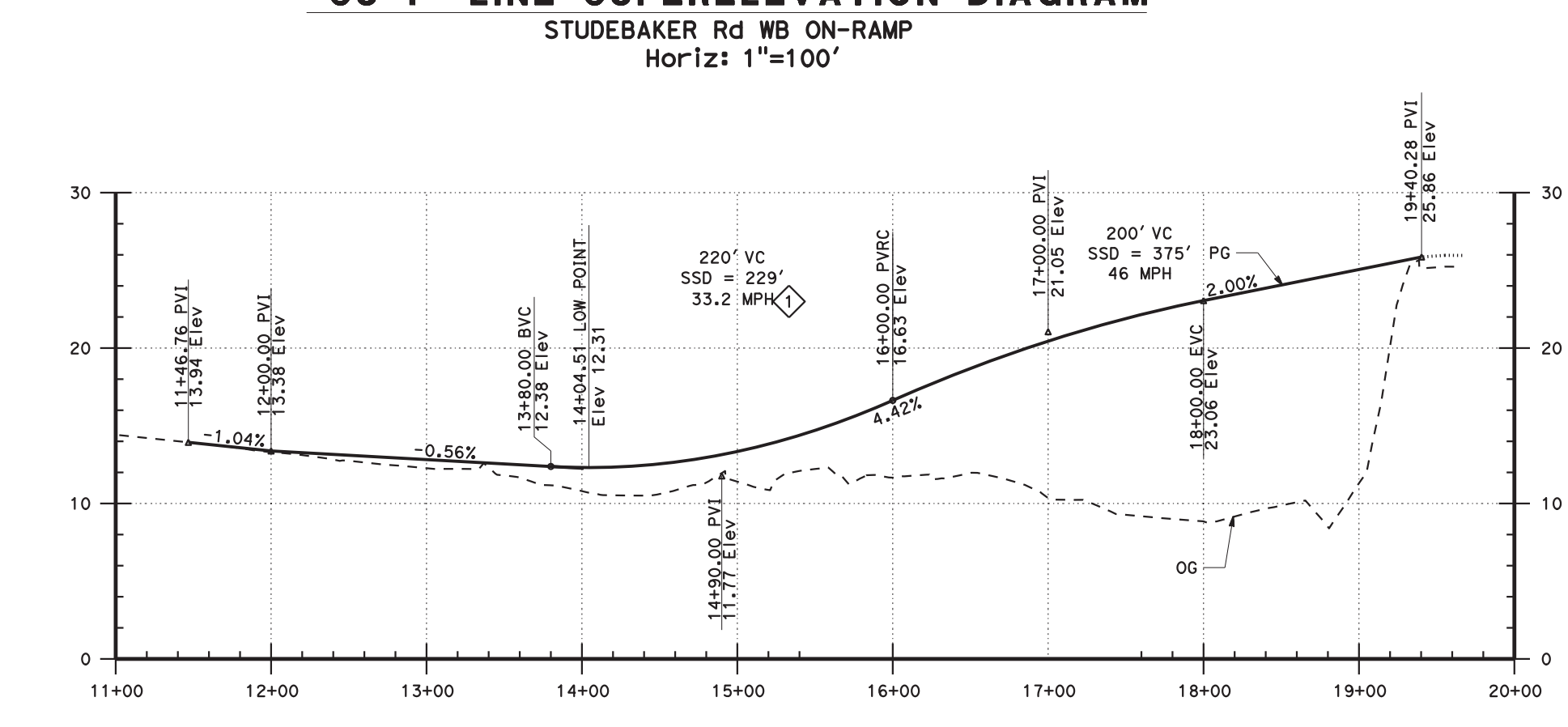
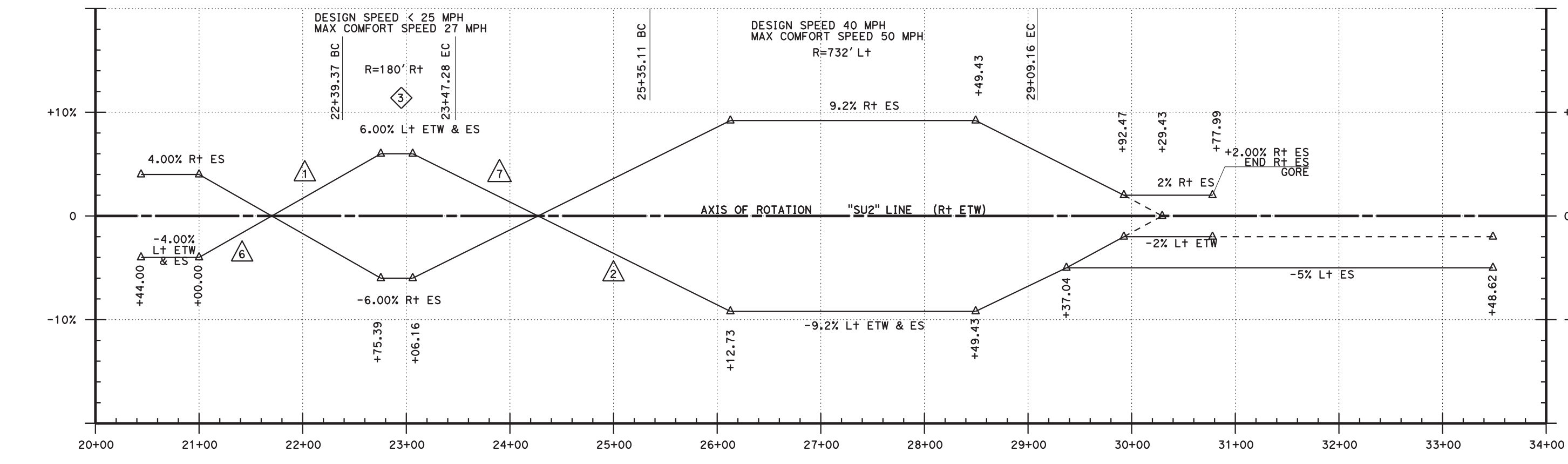
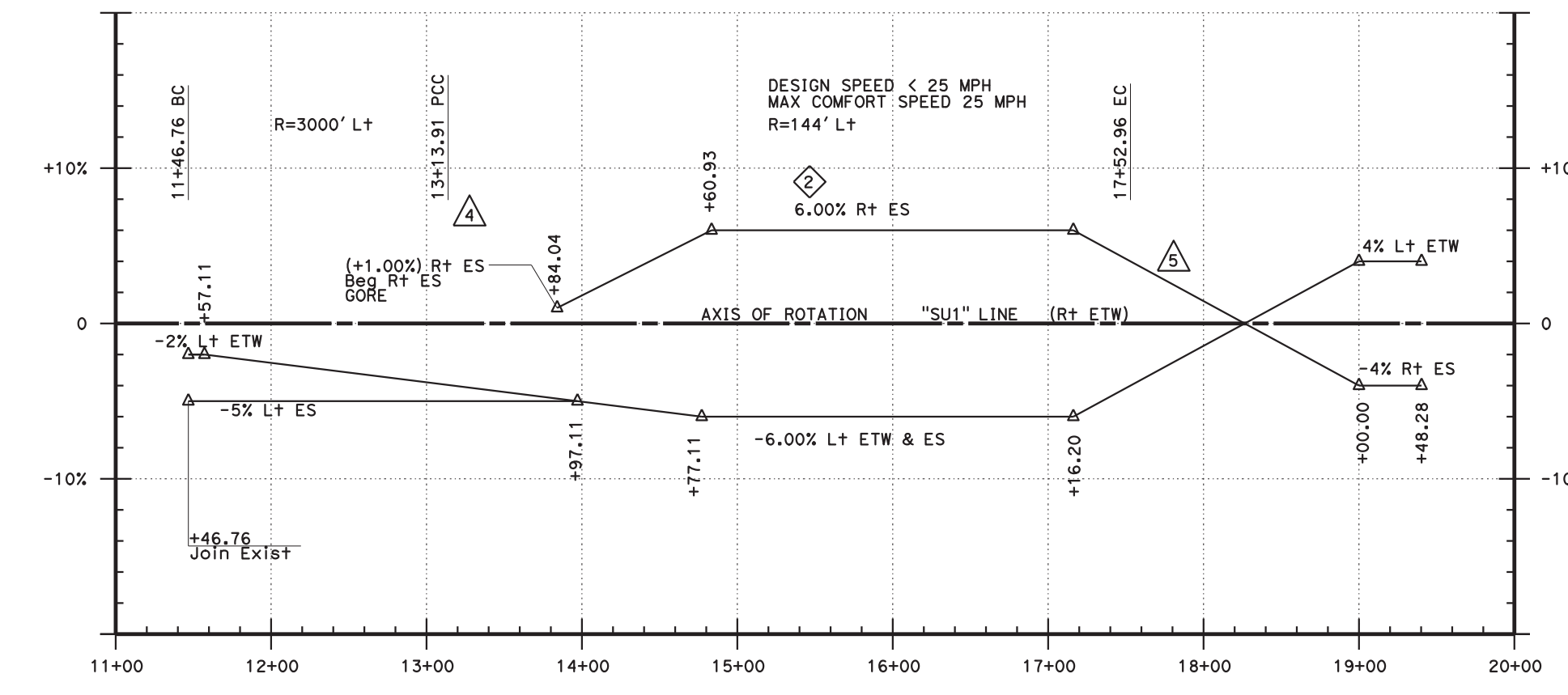
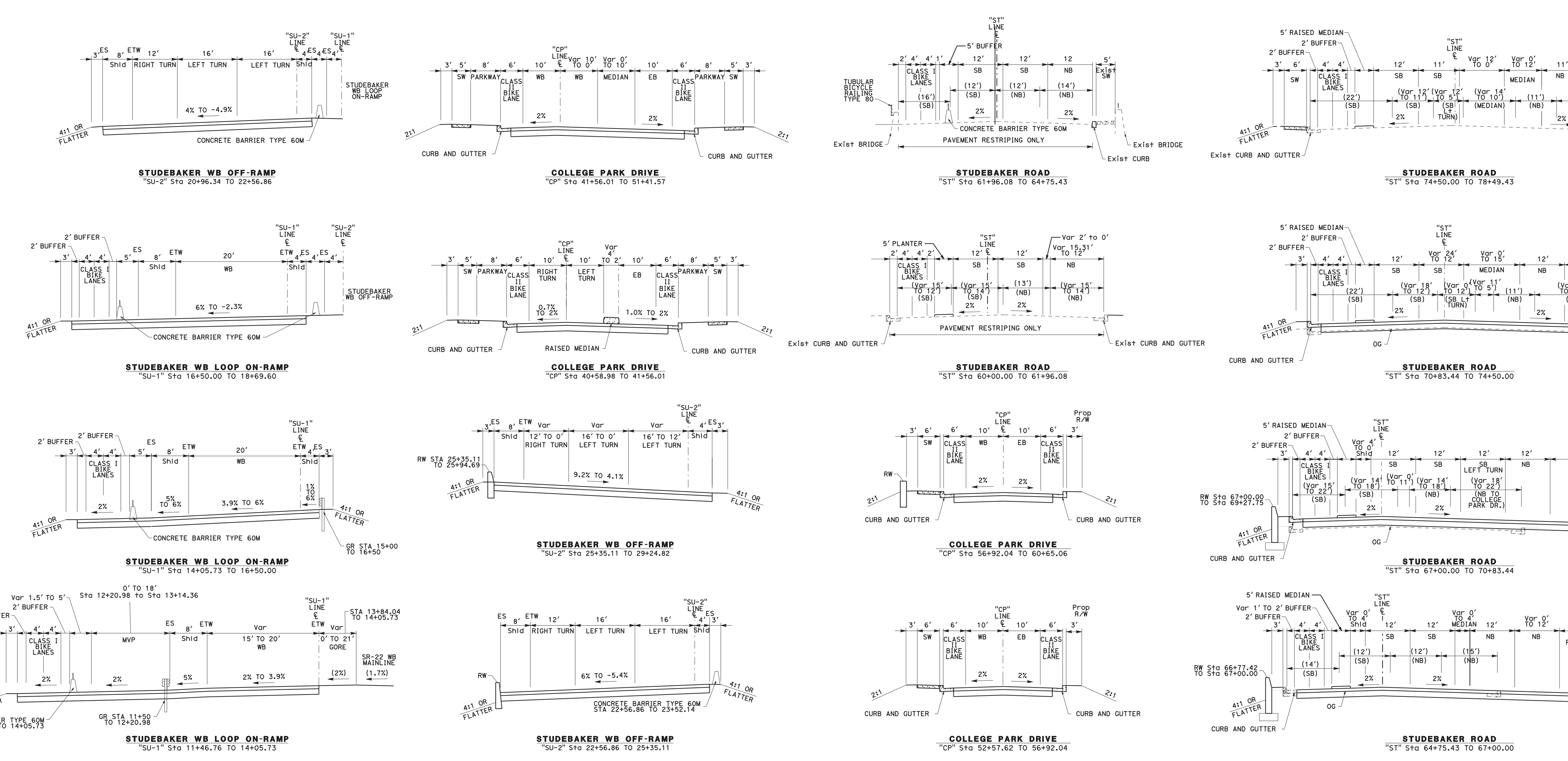
NO.	R	CHORD BEARING	CHORD LENGTH	ARC LENGTH	DELTA	PIVOT POINT	START STATION	END STATION
1	1000.00'	074°50'13"	136.39'	233.54'	110.00°	11133.38	11133.38	11133.38
2	1000.00'	074°50'13"	136.39'	233.54'	110.00°	11133.38	11133.38	11133.38
3	1000.00'	074°50'13"	136.39'	233.54'	110.00°	11133.38	11133.38	11133.38
4	1000.00'	074°50'13"	136.39'	233.54'	110.00°	11133.38	11133.38	11133.38
5	1000.00'	074°50'13"	136.39'	233.54'	110.00°	11133.38	11133.38	11133.38
6	1000.00'	074°50'13"	136.39'	233.54'	110.00°	11133.38	11133.38	11133.38
7	1000.00'	074°50'13"	136.39'	233.54'	110.00°	11133.38	11133.38	11133.38
8	1000.00'	074°50'13"	136.39'	233.54'	110.00°	11133.38	11133.38	11133.38
9	1000.00'	074°50'13"	136.39'	233.54'	110.00°	11133.38	11133.38	11133.38
10	1000.00'	074°50'13"	136.39'	233.54'	110.00°	11133.38	11133.38	11133.38

**BOLDFACED NON-STANDARD DESIGN FEATURES**

PROPOSED	Location	HOW INDEX	Design Standard	Standard	Proposed	(Existing)
1	"50'-1" WB Entrance Ramp	202.1	Stopping Sight Distance	260'	220'	(110')
2	"50'-1" WB Entrance Ramp	202.2 (118)	Standards for Superelevation	11.85 (8x14)	6.05 (Comfort Speed=25mph)	(6.05)
3	"50'-2" WB Exit Ramp	202.2 (118)	Standards for Superelevation	11.85 (8x18)	6.05 (Comfort Speed=25mph)	N/A
4	"50'-1" WB Exit Ramp	202.2 (118)	Standards for Superelevation	11.85 (8x18)	6.05 (Comfort Speed=25mph)	N/A
5	"50'-1" WB Exit Ramp	202.2 (118)	Standards for Superelevation	11.85 (8x18)	6.05 (Comfort Speed=25mph)	N/A
6	"50'-1" WB Exit Ramp	202.2 (118)	Standards for Superelevation	11.85 (8x18)	6.05 (Comfort Speed=25mph)	N/A
7	"50'-1" WB Exit Ramp	202.2 (118)	Standards for Superelevation	11.85 (8x18)	6.05 (Comfort Speed=25mph)	N/A
8	"50'-1" WB Exit Ramp	202.2 (118)	Standards for Superelevation	11.85 (8x18)	6.05 (Comfort Speed=25mph)	N/A
9	"50'-1" WB Exit Ramp	202.2 (118)	Standards for Superelevation	11.85 (8x18)	6.05 (Comfort Speed=25mph)	N/A
10	"50'-1" WB Exit Ramp	202.2 (118)	Standards for Superelevation	11.85 (8x18)	6.05 (Comfort Speed=25mph)	N/A

**UNDERLINED NON-STANDARD DESIGN FEATURES**

PROPOSED	Location	HOW INDEX	Design Standard	Standard	Proposed	(Existing)
1	"50'-1" WB Exit Ramp	202.5 (11)	Superelevation Transition	150' of runoff length	105.22' of runoff length	N/A
2	"50'-1" WB Exit Ramp	202.5 (11)	Superelevation Transition	240' of runoff length	185.55' of runoff length	N/A
3	"50'-1" WB Exit Ramp	504.2 (2)	Freeway Entrance and Exit	Design speed conform to 2005.202.2	Design speed not conform to 2005.202.2	Design speed not conform to 2005.202.2
4	"50'-1" WB Exit Ramp	202.6	Superelevation of Compound Curves	Follow Figure 202.6	Does not follow Fig 202.6	N/A
5	"50'-1"	202.511	Superelevation Transition	110.28' of runoff length	70.15' of runoff length	N/A
6	"50'-2"	202.511	Superelevation Transition	150' of runoff length	70.15' of runoff length	N/A
7	"50'-2"	202.511	Superelevation Transition	150' of runoff length	121.01' of runoff length	N/A



**Michael Baker INTERNATIONAL**  
 5 Hutton Centre Drive  
 Santa Ana, CA 92707  
 Phone: (949) 472-3505  
 MBAKERINTL.COM

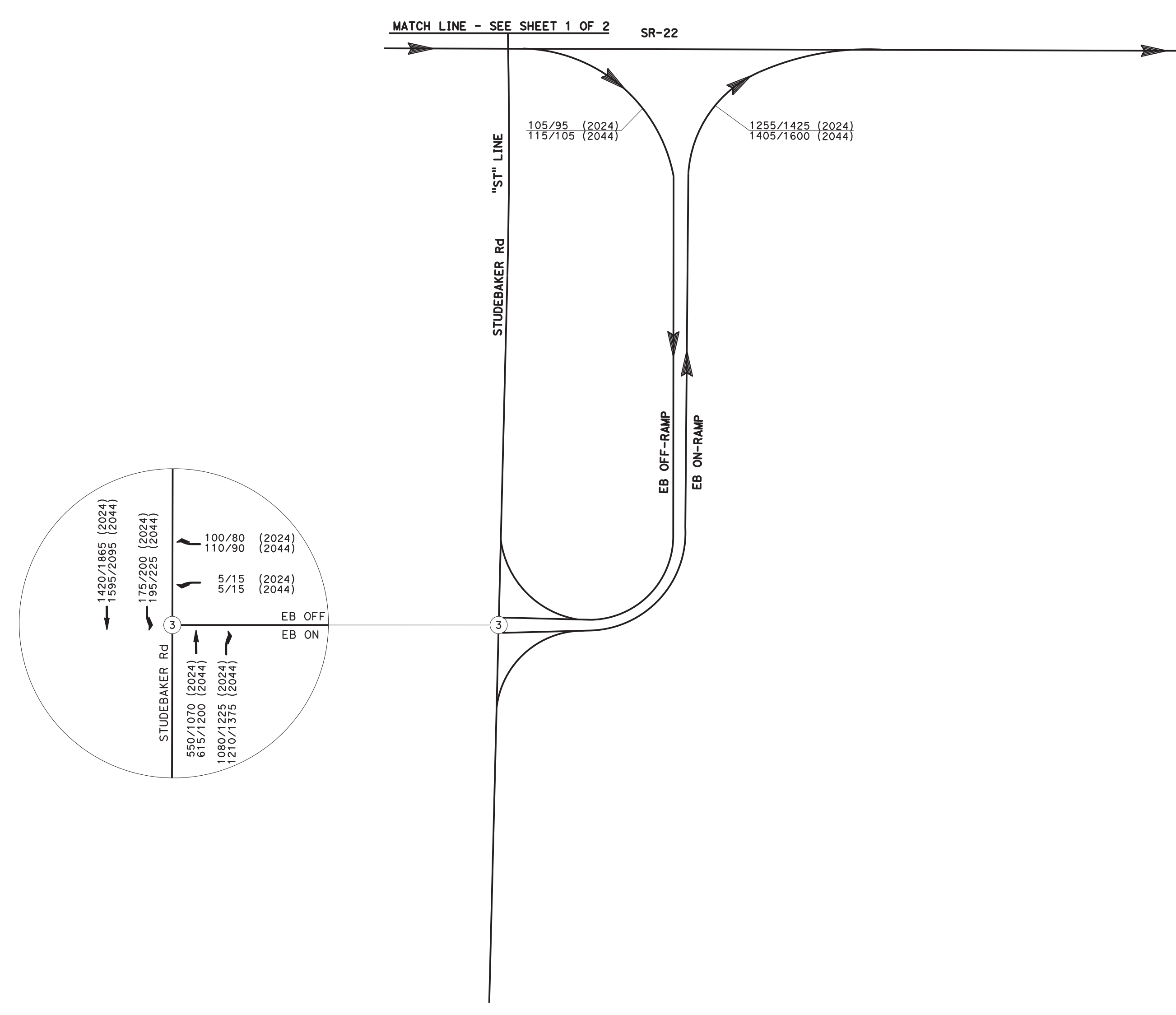
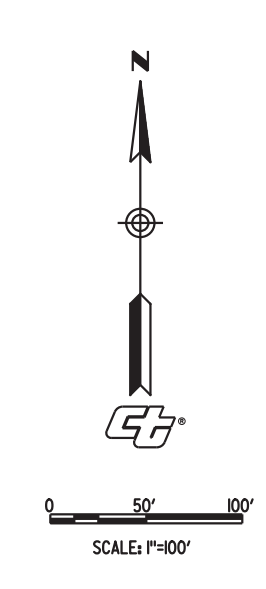
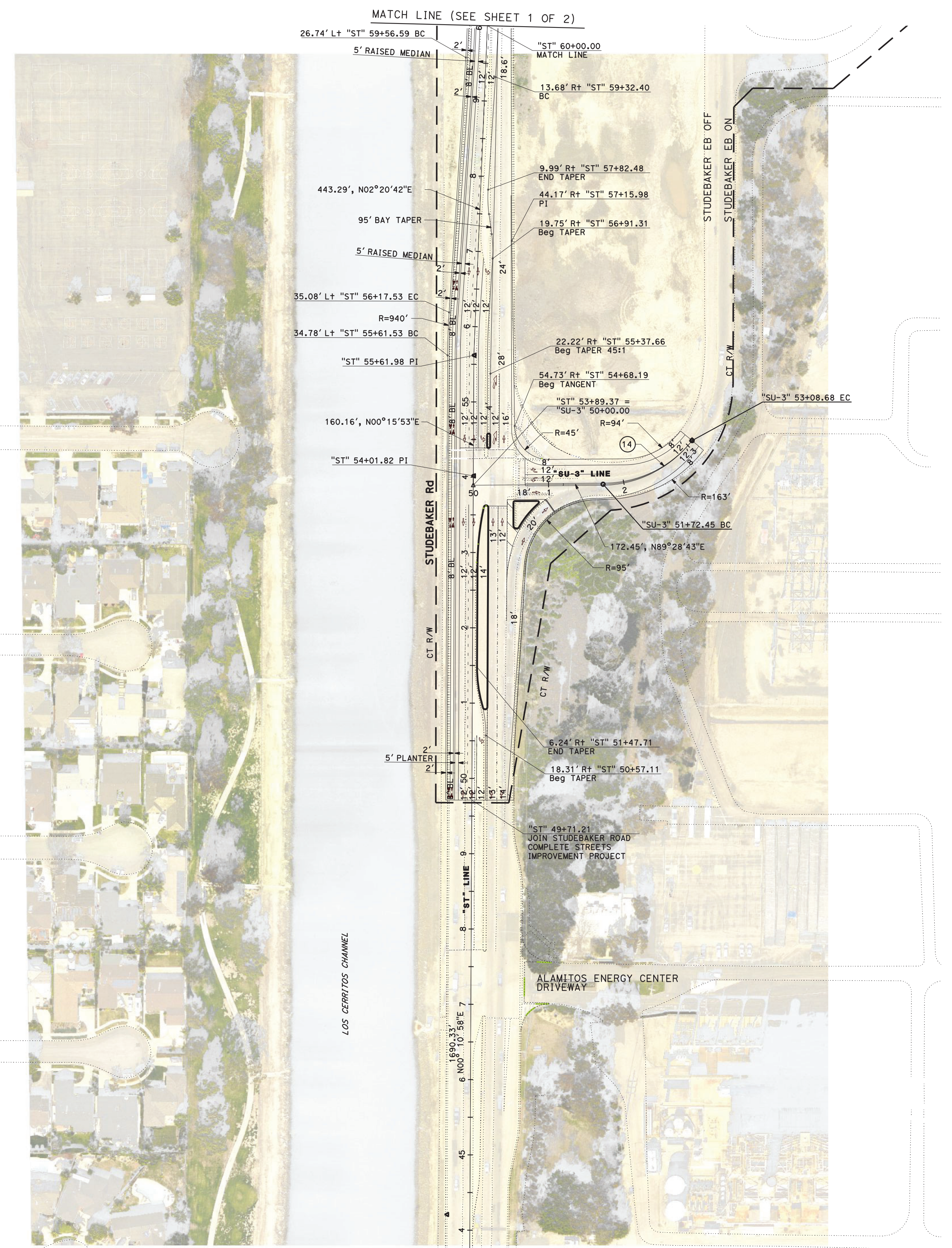


# STUDEBAKER ROAD AT SR-22 WESTBOUND ON/OFF RAMP IMPROVEMENTS GEOMETRIC REVIEW DRAWING

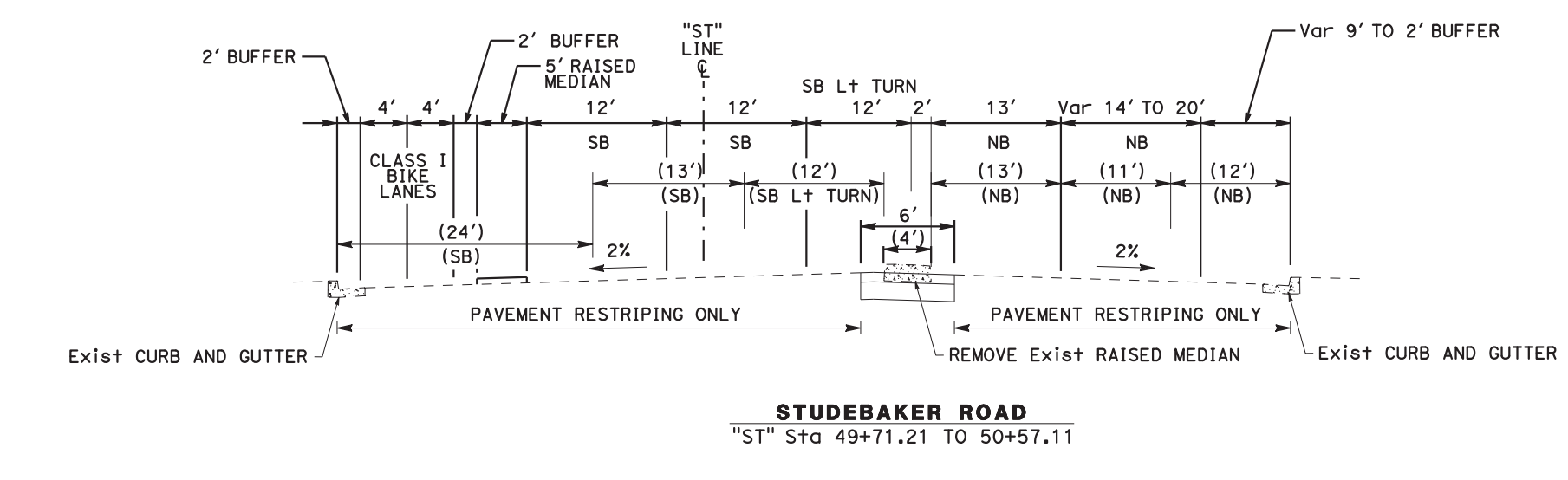
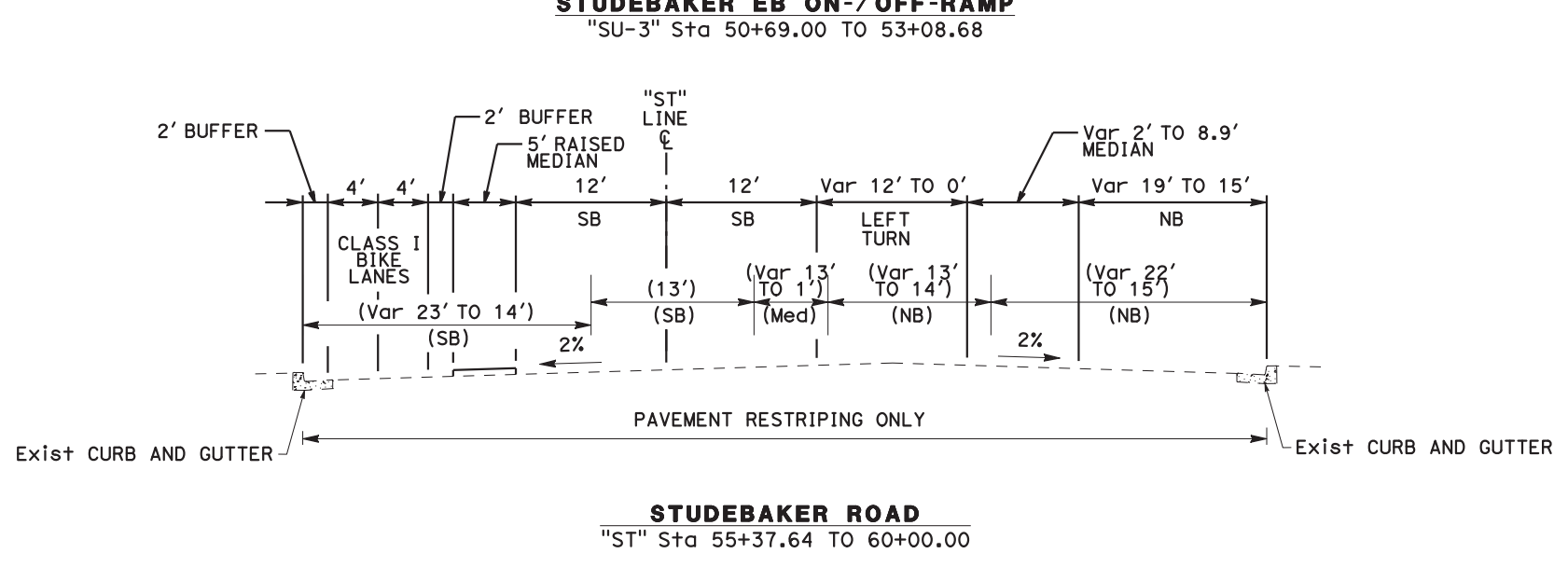
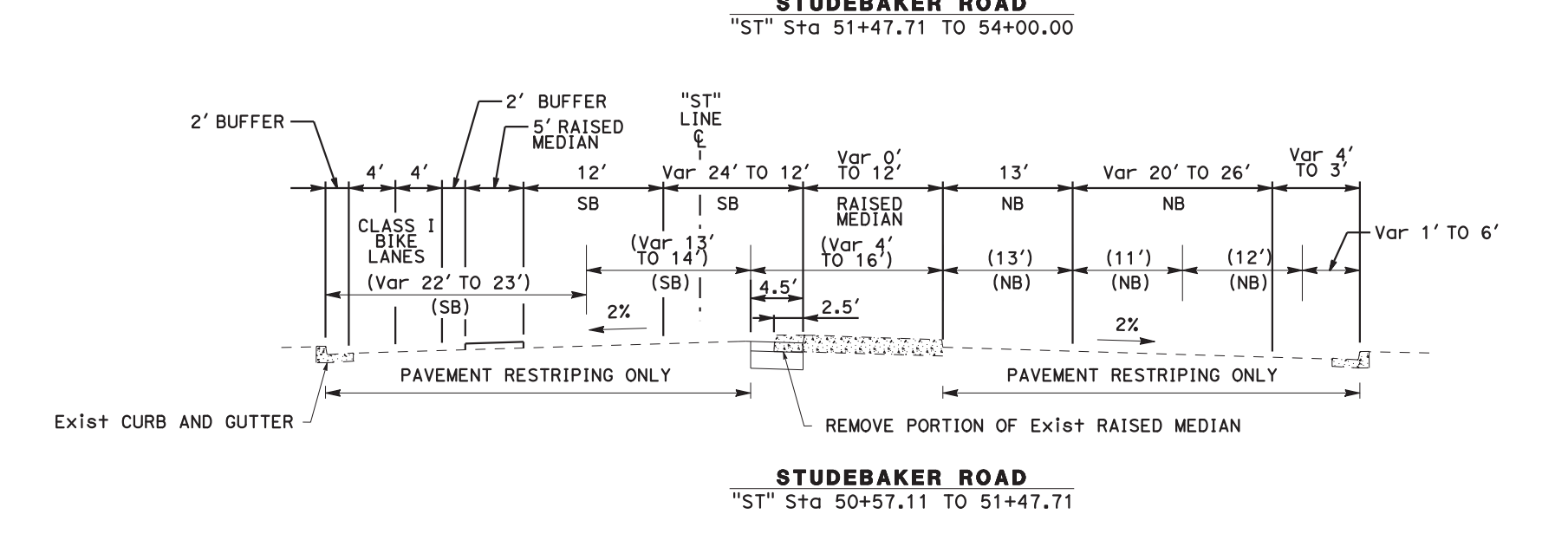
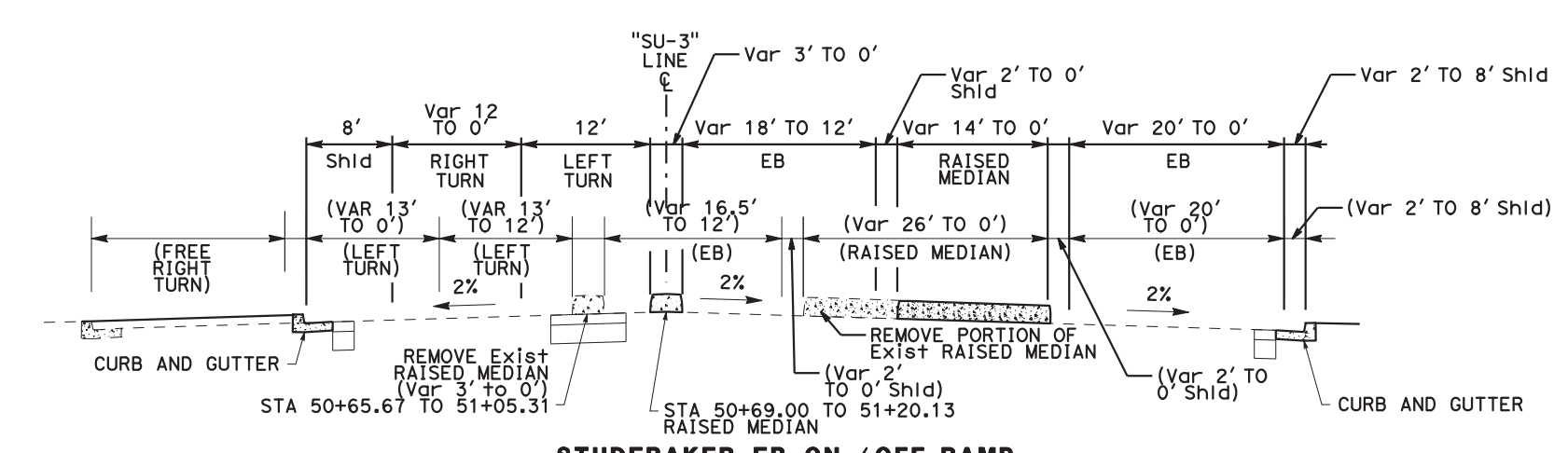
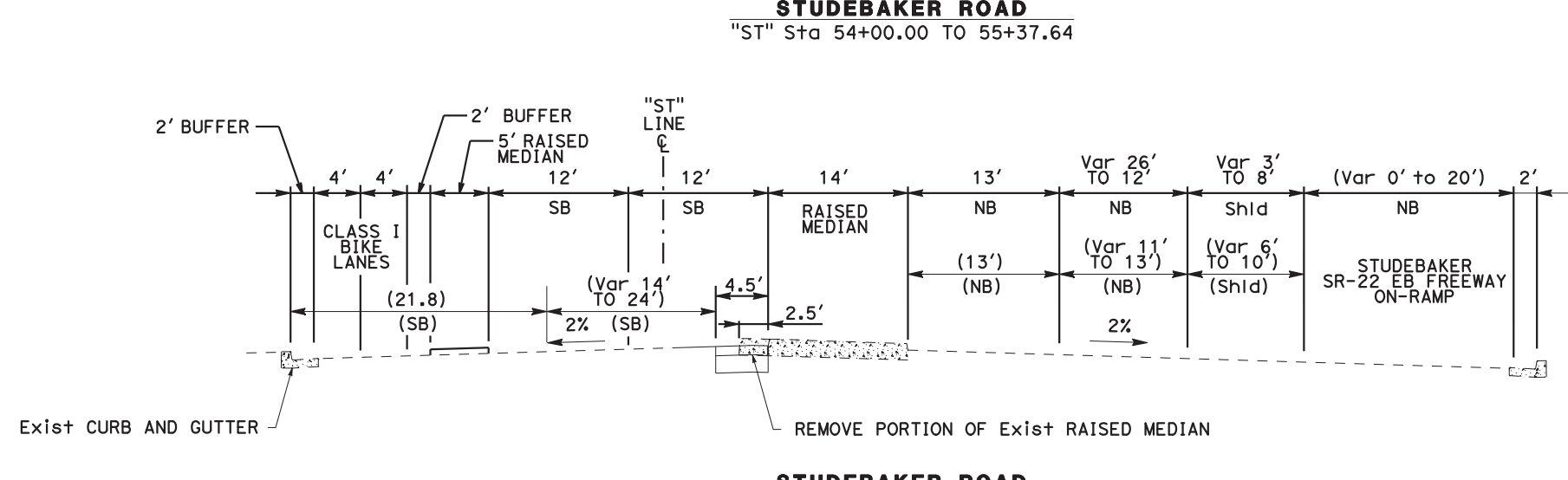
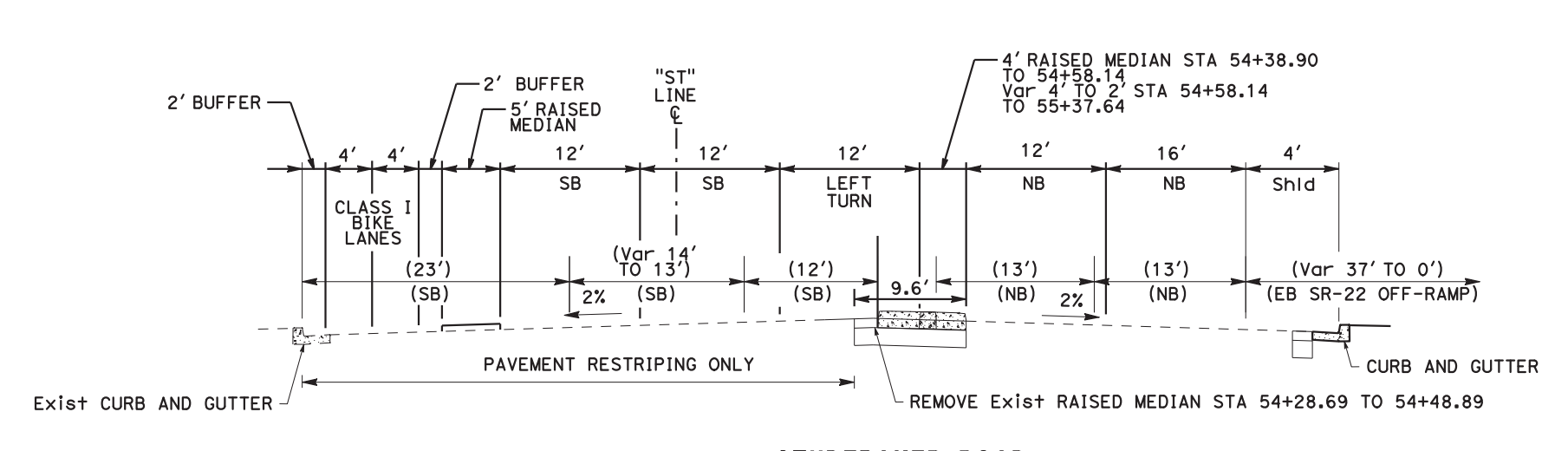
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No.	R	Δ	T	L
10	152.00'	51°21'06"	73.07'	136.23'



STUDEBAKER ROAD AM/PM PEAK HOUR DIAGRAM



# STUDEBAKER ROAD AT SR-22 WESTBOUND ON/OFF RAMP IMPROVEMENTS GEOMETRIC REVIEW DRAWING