

RTIP ID# <i>(required)</i> LA0G451									
TCWG Consideration Date									
Project Description <i>(clearly describe project)</i> <p>The City of Culver City (City), in cooperation with the California Department of Transportation (Caltrans), proposes to replace and widen the existing Higuera Street Bridge over Ballona Creek (#53C-0876) in the city of Culver City (Culver City), Los Angeles County, California (project). The new bridge would meet required seismic and geometric standards and enhance safety for bicyclists and pedestrians crossing the bridge. The project would also include a new ramp connection from Higuera Street to the existing Ballona Creek Bike Path (bike path).</p> <p>The majority of the project area is located within the boundaries of Culver City, with a small portion crossing over Culver City's eastern border into the city of Los Angeles (Los Angeles). The project area is located in an urban setting and is adjacent to commercial, industrial, and open space land uses. Ballona Creek, a concrete-lined channel that traverses from northeast to southwest, is also in the project area. The bike path runs along the western bank of the creek and crosses under the bridge.</p> <p>The project would include replacing the existing bridge and widening the bridge from approximately 41 feet to 70 feet. The existing structure would be replaced by a single-span cast-in-place bridge with pre-stressed concrete box girders and 24-inch cast-in-drilled-hole piles positioned between the existing steel piles. The new bridge would have two 12-foot vehicle lanes, a 5-foot bike lane, and a 6-foot sidewalk in each direction. With implementation of the project, one vehicle lane would be added to the bridge to close the existing gap, thus eliminating the bottleneck. The number of through lanes at the adjacent Higuera Street intersections (two lanes in each direction) would remain the same; therefore, the project is not considered capacity increasing. The project would also include a new ramp connection from Higuera Street to the bike path.</p> <p>The project location is depicted in Figures 1 and 2. The project area and nearby land uses are depicted in Figure 3. The proposed improvements are depicted in Figures 4, 5, and 6.</p>									
Type of Project <i>(use Table 1 on instruction sheet)</i> Change to an Existing Regionally Significant Street									
County Los Angeles	Narrative Location/Route & Postmiles City of Culver City – Higuera Street Bridge over Ballona Creek Caltrans Projects – EA#96510								
Lead Agency: City of Culver City, Department of Public Works/Engineering									
Contact Person Sammy Romo	Phone# 310-253-5619	Fax# 310-253-5626	Email sammy.romo@culvercity.org						
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>									
<input checked="" type="checkbox"/>	Categorical Exclusion (NEPA)	<input type="checkbox"/>	EA or Draft EIS	<input type="checkbox"/>	FONSI or Final EIS	<input type="checkbox"/>	PS&E or Construction	<input type="checkbox"/>	Other
Scheduled Date of Federal Action: 2014									
NEPA Delegation – Project Type <i>(check appropriate box)</i>									
<input type="checkbox"/>	Exempt	<input checked="" type="checkbox"/>	Section 6004 – Categorical Exclusion		Section 6005 – Non-Categorical Exemption				
Current Programming Dates <i>(as appropriate)</i>									
	PE/Environmental	ENG	ROW	CON					
Start	2010	2010	NA	2014					
End	2014	2014	NA	2015					

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

During a Caltrans bridge inspection report (BIR), the bridge was given a Sufficiency Rating of 72.9. Because the rating was less than 80, the bridge was determined to be Functionally Obsolete. The structure has also deteriorated, and there are deep cracks in the concrete on the bridge deck. The bottom reinforcement has rusted, creating substandard conditions. The bridge was not designed to withstand current vehicle loads, and the existing guardrails do not meet current standards. The need for the project is based on the following:

- Inadequate curb-to-curb width compared to the roadway approaches;
- Nonstandard bridge railings and approach transitions;
- Water seepage and rust visible under the bridge deck;
- No shoulder or median on the bridge;
- Substantial vibration from traffic on the bridge;
- Horizontal separation of one to two inches in the west abutment expansion joint;
- Vertical settlement of one inch in the west expansion joint;
- Steel members with riveted connections;
- Lead paint on steel members; and
- No pedestrian or bicycle connection to and from the existing bike path.

The existing bridge structure is constructed from continuous steel girders resting on rocker bearings on top of the piers, and is cantilevered with no connection to the abutments. The existing bridge was seismically retrofitted in 1999; however, the pier foundations were not strengthened, and the improvements do not meet current seismic standards. The existing bridge piers are resting on timber piles, which do not provide shear resistance (shearing is the distortion of a material substance in which parallel internal surfaces slide past one another) to lateral seismic loads (seismic forces generated by superstructure and the piers), and would have the potential to weaken or fail in the event of a seismic event. Therefore, retrofit work must be completed to meet current safety and seismic standards. The widening of the Bridge from 3 to 4 lanes would also eliminate the existing bottleneck. The number of through lanes at the adjacent Higuera Street intersections (two lanes in each direction) would remain the same; therefore, the project is not considered capacity increasing.

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

Existing Land Use

The majority of the project area is located within the boundaries of Culver City, with a small portion crossing over Culver City's eastern border into the city of Los Angeles (Los Angeles) (see Figure 3). The project area is located in an urban setting and is adjacent to commercial, industrial, and open space land uses. Ballona Creek, a concrete-lined channel that traverses from northeast to southwest, is also in the project area. The bike path runs along the western bank of the creek and crosses under the bridge. Existing land uses are depicted in Figure 3.

Existing General Plan Land Use & Zoning Designations

Existing General Plan land use and zoning designations for the City of Culver City and the City of Los Angeles are depicted in Figures 7 through 10. As depicted, existing land uses adjacent to the project area, with both Culver City and City of Los Angeles are designated industrial use. No development plans have been identified that would result in a change to these land use designations.

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

The proposed project is a bridge replacement project. Based on the traffic analysis prepared for this project, the proposed build alternative would not result in changes in traffic volumes or vehicle mix along area roadways (Minagar & Associates 2014). As noted in Table 1, the proposed build alternative would not result in a change in peak-hour traffic volumes. As noted in Table 2, the proposed build alternative would not adversely impact levels of service (LOS) at nearby intersections and would improve peak-hour LOS at the intersection of Higuera Street at Eastham Drive/LASG Driveway. As noted in Table 3, average-daily truck volumes along Higuera Street, for existing, opening year, and future design year conditions, would not exceed 10,000 trucks per day. The proposed build alternative would not affect heavy-duty truck volumes along area roadways, would not affect intersections having a significant number of diesel vehicles, nor would the proposed build alternative affect bus or rail terminals or transfer points.

**Table 1
Peak-hour Traffic Volumes**

Roadway Segment	Existing Year 2014/ Opening Year 2016*				Design Year 2035			
	No-Build		Build		No-Build		Build	
	AM	PM	AM	PM	AM	PM	AM	PM
Higuera Street, West of Hayden Avenue	525	460	525	460	578	484	578	484
Higuera Street, East of Hayden Avenue	551	257	551	257	621	309	621	309
Higuera Street, West of Eastham Drive	453	374	453	374	528	449	528	449
Higuera Street, East of Eastham Drive	967	1,123	967	1,123	1,066	1,265	1,066	1,265

Notes: Traffic volumes for the No-Build and Build Alternatives remain the same. Existing and opening year conditions are anticipated to be equivalent.

Source: Minagar & Associates, Inc. April 14, 2014. Traffic Impact Study for Higuera Street Bridge Replacement Project.

**Table 2
Summary of Intersection Level of Service**

Intersection	LOS Analysis					
	Year/ Peak Hour	No-Build Conditions		Build Conditions		Change
		V/C	LOS	V/C	LOS	
Higuera Street at Hayden Avenue/Hayden Place	2014-AM	0.645	B	0.645	B	-
	2014-PM	0.500	A	0.500	A	-
	2035-AM	0.679	B	0.679	B	-
	2035-PM	0.573	A	0.573	A	-
Higuera Street at Eastham Drive/LASG Driveway	2014-AM	1.015	F	0.532	A	-0.483
	2014-PM	0.840	D	0.787	C	-0.053
	2035-AM	1.056	F	0.541	F	-0.515
	2035-PM	0.911	E	0.823	E	-0.088
Higuera Street/Rodeo Road at Jefferson Boulevard	2014-AM	2.769	F	2.769	F	-
	2014-PM	1.599	F	1.599	F	-
	2035-AM	2.962	F	2.962	F	-
	2035-PM	1.689	F	1.689	F	-
Rodeo Road at La Cienega Boulevard	2014-AM	1.057	F	1.057	F	-
	2014-PM	1.172	F	1.172	F	-
	2035-AM	1.128	F	1.128	F	-
	2035-PM	1.231	F	1.231	F	-

V/C = Volume to Capacity Ratio

LOS = Level of Service

Existing and opening year conditions are anticipated to be equivalent.

Source: Minagar & Associates, Inc. April 14, 2014. Traffic Impact Study for Higuera Street Bridge Replacement Project.

Table 3					
Average Annual Daily Traffic Volumes for Higuera Street					
Year	Vehicle Class ¹	Higuera Street/Rodeo Road			Jefferson Blvd., South of La Higuera St.
		Hayden Ave. to Eastham Dr.	Eastham Dr. to Jefferson Blvd.	Jefferson Blvd. to La Cienega Blvd.	
Existing Year 2014/ Opening Year 2016*	All Vehicles:	4,347	8,174	23,974	27,876
	Heavy-Duty Trucks:	29	190	825	1,018
	% Heavy-Duty Trucks:	0.67%	2.32%	3.44%	3.65%
Future Year 2035	All Vehicles:	5,052	9,444	25,471	30,151
	Heavy-Duty Trucks:	30	198	861	1,063
	% Heavy-Duty Trucks:	0.59%	2.10%	3.38%	3.53%
* Existing and opening year conditions are anticipated to be equivalent. The proposed project would not result in a change in traffic volumes or vehicle mix on area roadways.					
Sources: Minagar & Associates, Inc. April 14, 2014. Traffic Impact Study for Higuera Street Bridge Replacement Project.					
RTP Horizon Year / Design Year: Build and No Build LOS, AADT, % and # trucks, truck AADT of proposed facility (Refer to above discussion.)					
Opening Year: If facility is an interchange(s) or intersection(s), Build and No Build cross-street AADT, % and # trucks, truck AADT The proposed project is a bridge reconstruction project and would not affect nearby interchanges or intersections. (Refer to above discussion.)					
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 The proposed project is a bridge reconstruction project and would not affect nearby interchanges or intersections. (Refer to above discussion.)					
Describe potential traffic redistribution effects of congestion relief (impact on other facilities) The proposed project is a bridge reconstruction project and would not affect traffic operations on Higuera Street or area roadways. As such, no traffic redistribution effects are anticipated to occur as a result of proposed project improvements. (Refer to above discussion.)					

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

The proposed project is a bridge replacement project and would not result in changes in traffic volumes along area roadways. As depicted in Table 3, heavy-duty truck volumes along Higuera Street for existing year 2014, opening year 2016, and future year 2035 conditions would not exceed the FHWA and EPA's POAQC criteria of 10,000 diesel truck ADT. In addition, the proposed build alternative would not affect intersections having a significant number of diesel vehicles and would not redirect traffic flow in the project area. In addition, with implementation of the build alternative, one vehicle lane would be added to the bridge which would help to eliminate the existing traffic bottleneck. As noted in Table 2, implementation of the proposed build alternative would improve peak-hour levels of service at the intersection of Higuera Street at Eastham Drive/LASG Driveway.

Based on the information provided above, the proposed build alternative would not result in an increase in diesel truck traffic, would not generate additional diesel truck traffic above levels anticipated without implementation of the project, and is in compliance with the SIP/RTIP. Therefore, the project qualifies for a finding of "Not a POAQC" based on the definition contained in 40 CFR 93.123(b)(1).

References

City of Culver City. 2007. *General Plan Land Use Element Map*.

City of Culver City. 2007. *Zoning Map*.

City of Culver City. 2013. *2013 Citywide Engineering and Traffic Survey Report, Culver City*.

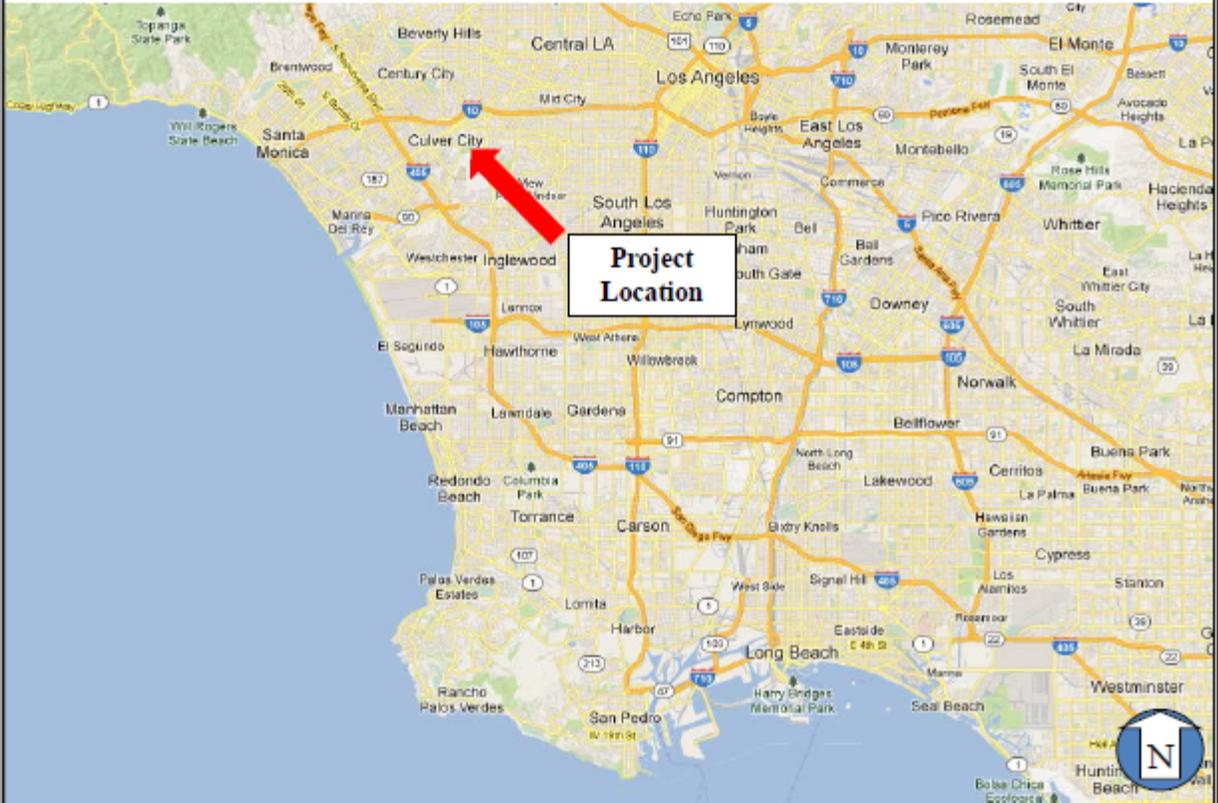
City of Los Angeles. 2010. *General Plan Land Use Designations Map*.

Minagar & Associates, Inc. April 14, 2014. *Traffic Impact Study for Higuera Street Bridge Replacement Project*.

Overland Traffic Consultants, Inc. 2011. *Traffic Impact Analysis for the Willows Community School Comprehensive Plan Development*.

ZIMAS. 2013. *Zoning Map*.

Figure 1: Regional Location Map

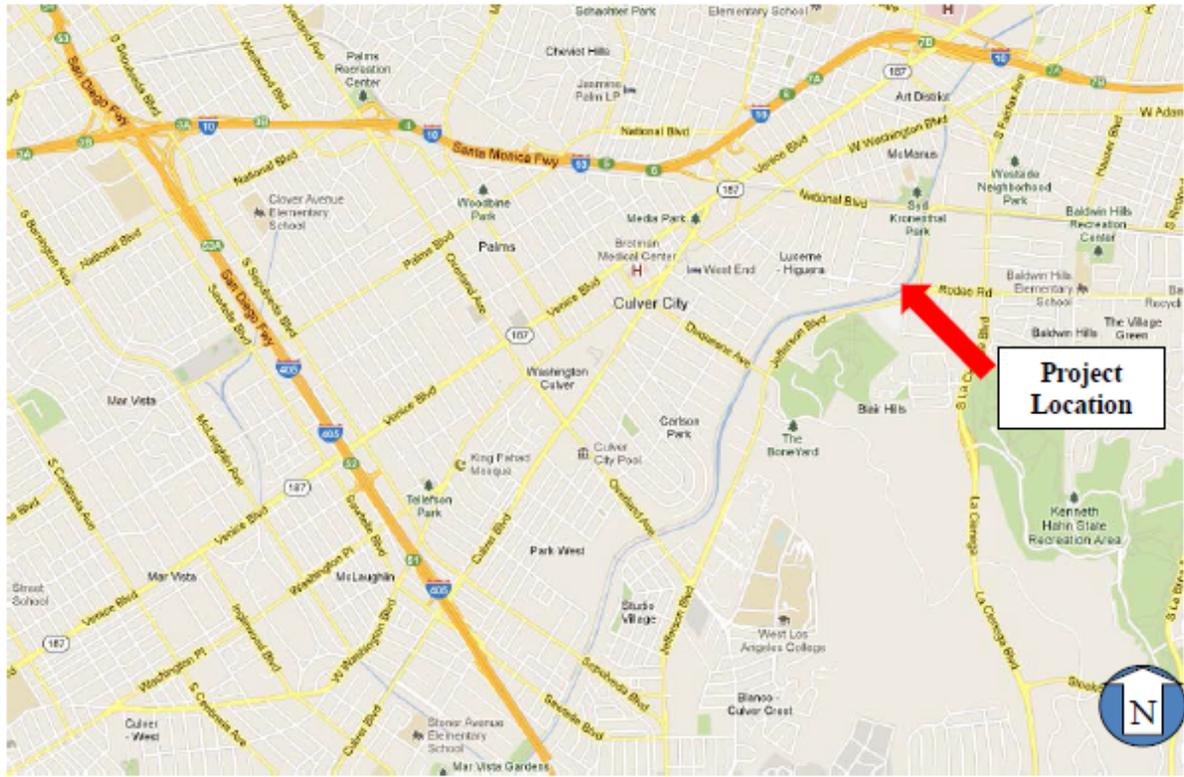


Source: Google Maps, 2013

NO SCALE



Figure 2: Project Location Map



Source: Google Maps, 2013

NO SCALE



Figure 3
Project Area

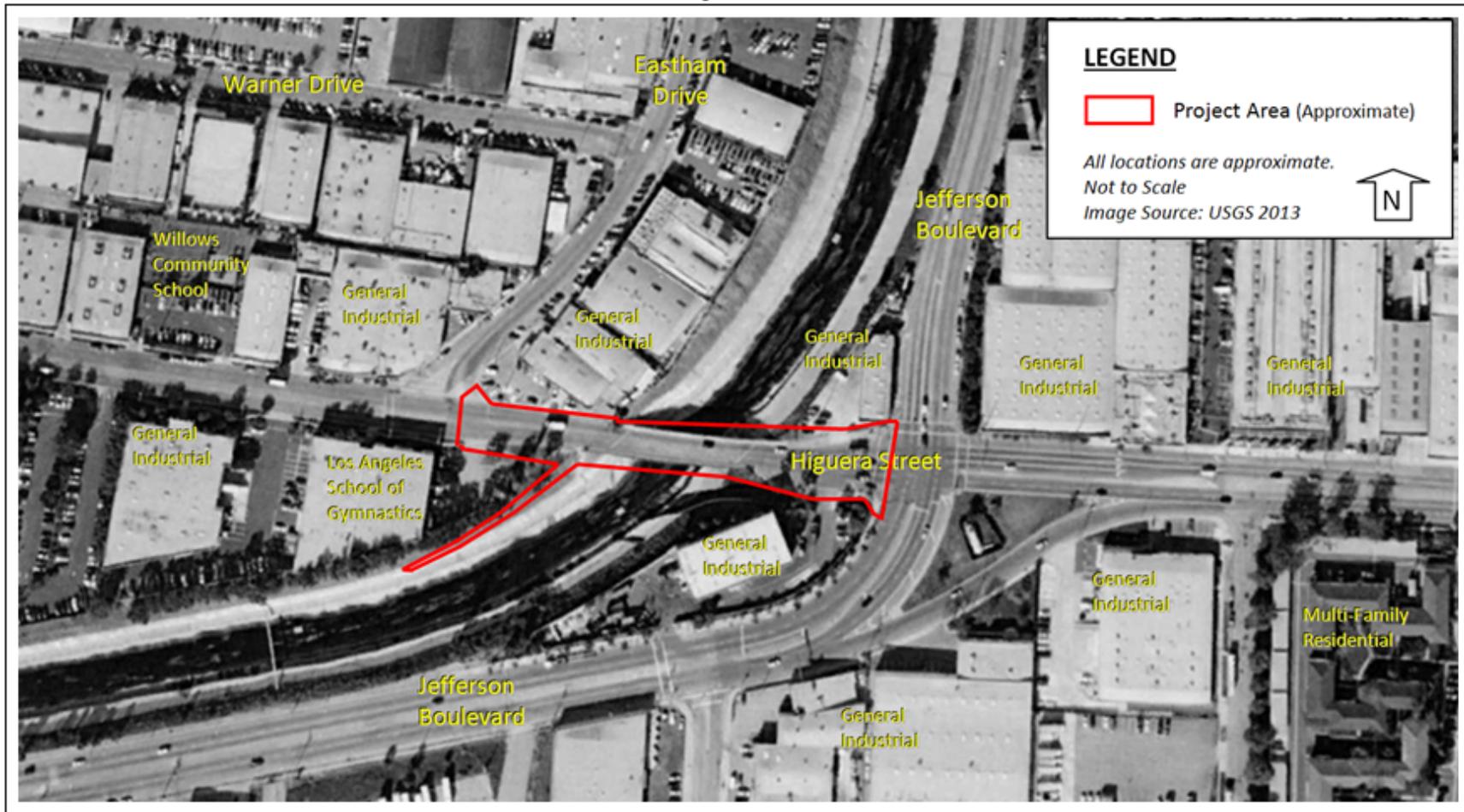


Figure 4: Project Plans

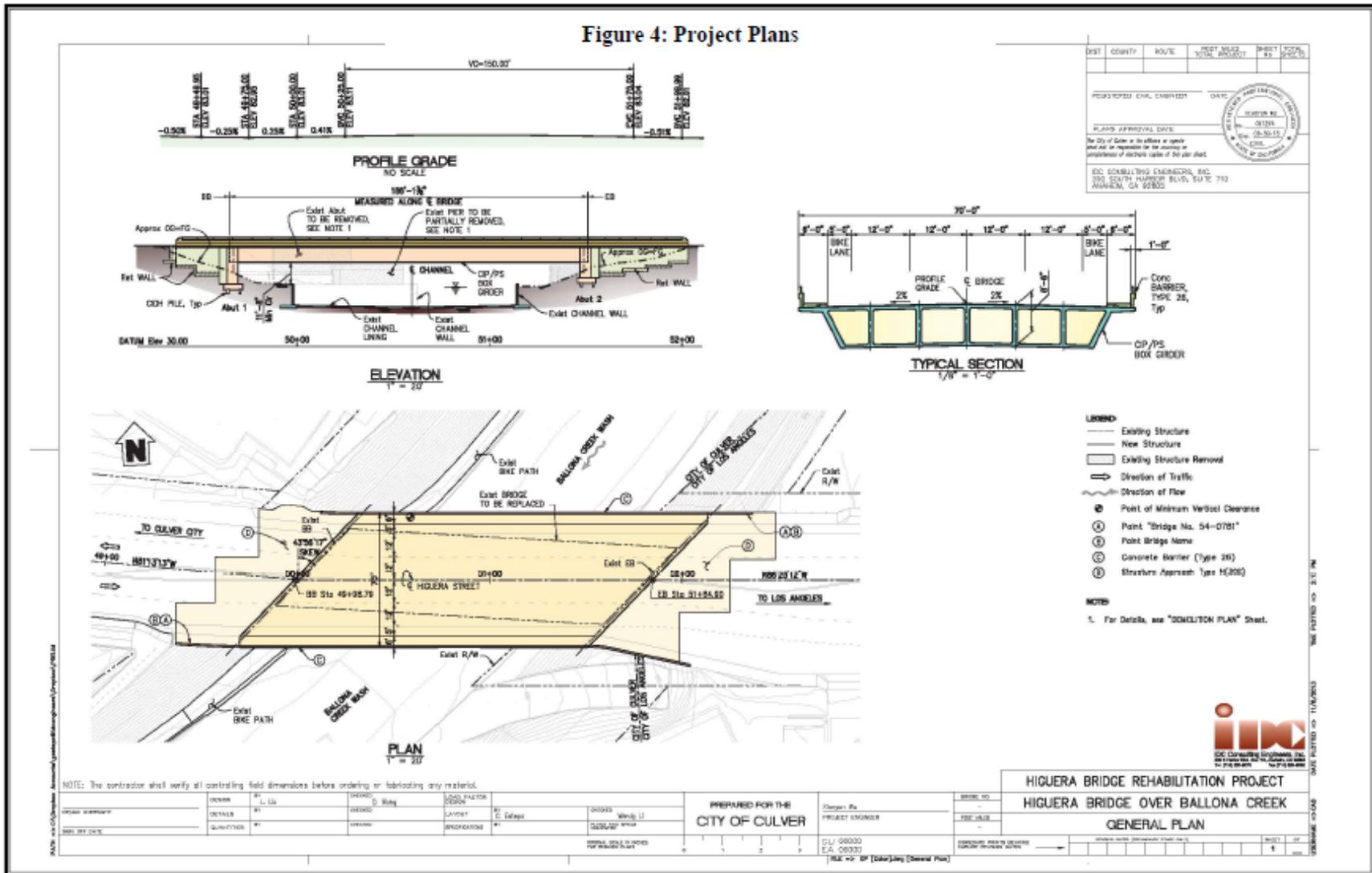
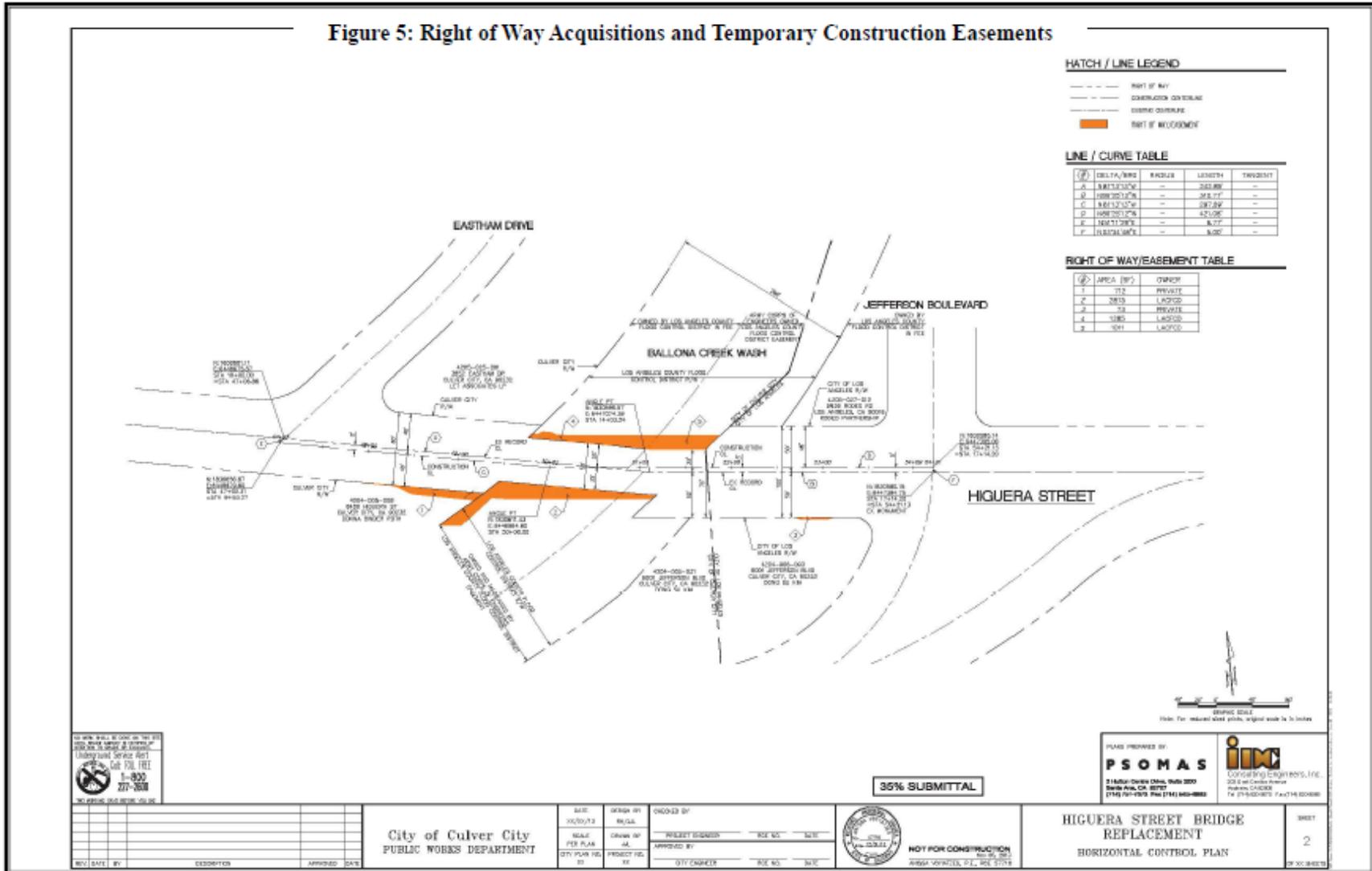
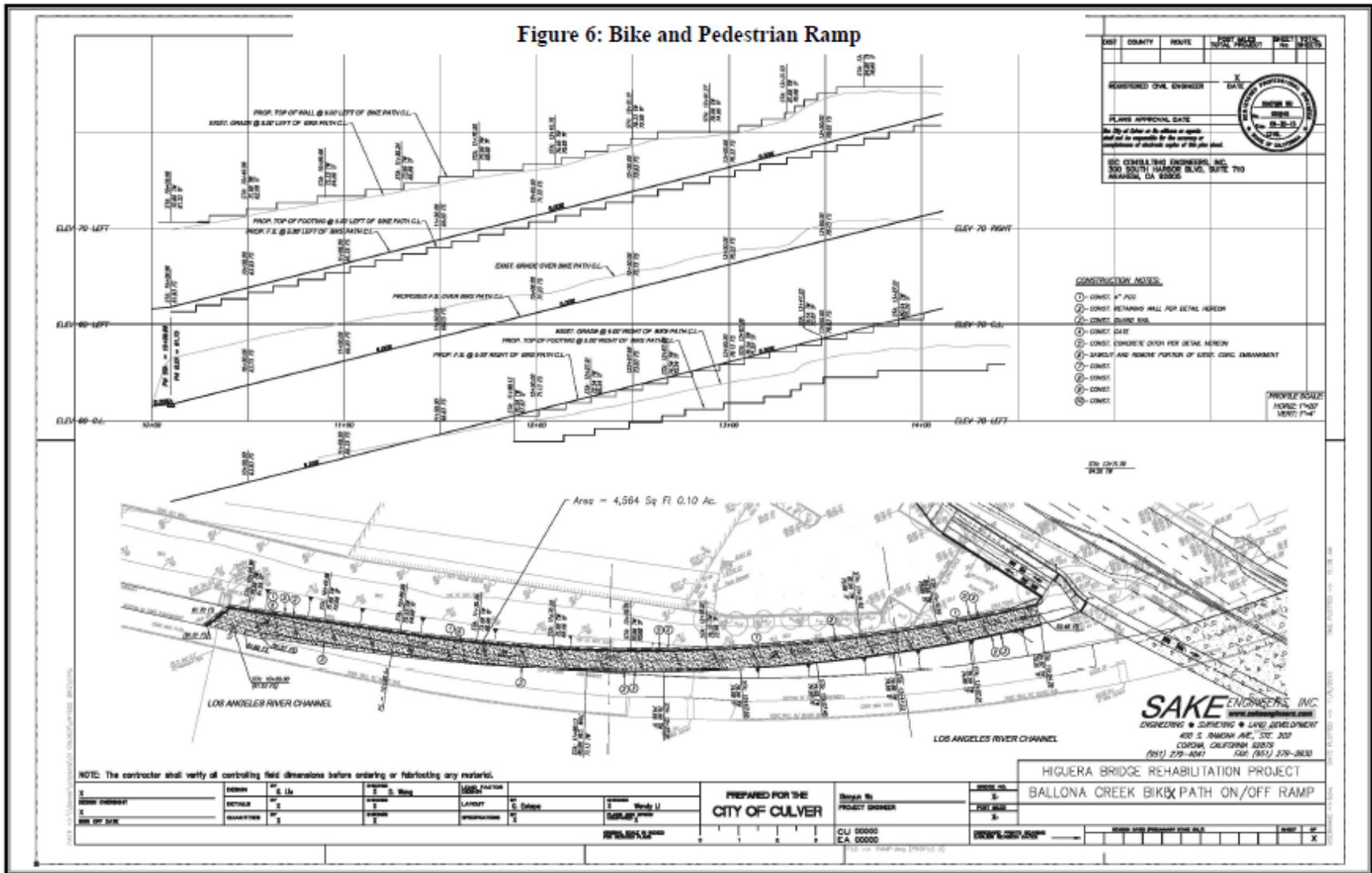
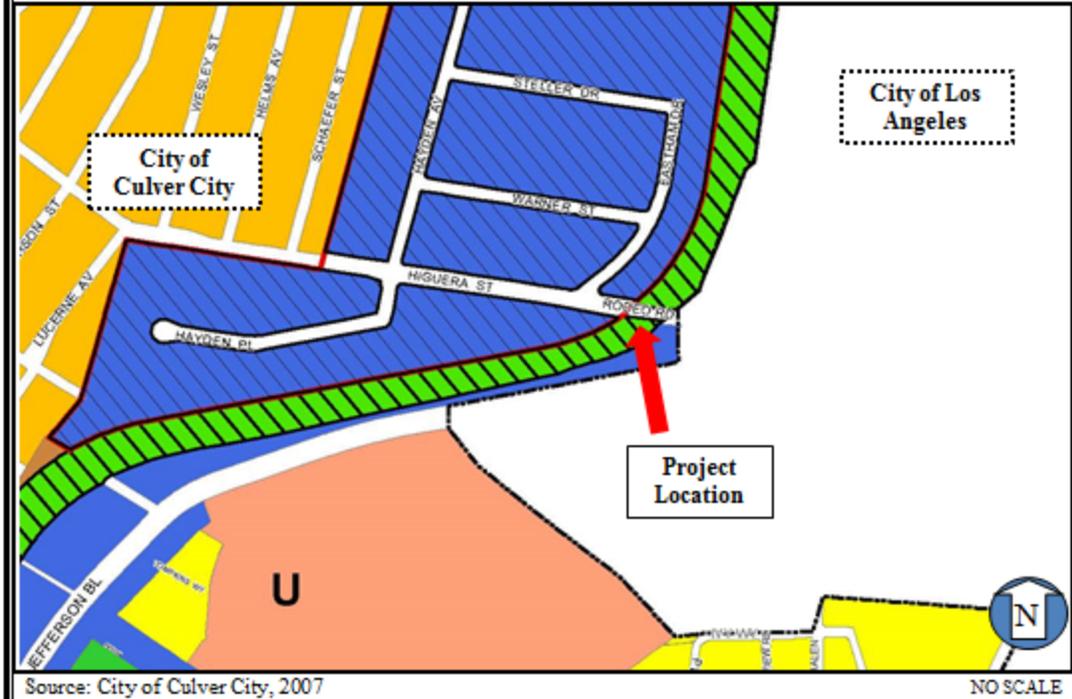


Figure 5: Right of Way Acquisitions and Temporary Construction Easements





**Figure 7: General Plan Land Use Map
(City of Culver City)**



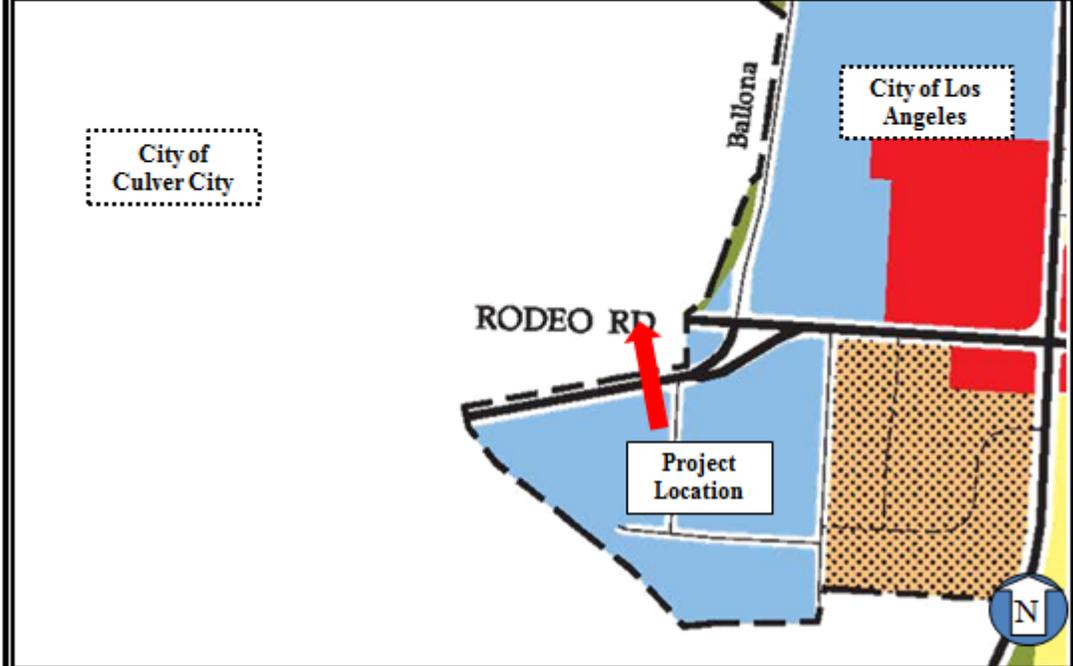
Source: City of Culver City, 2007

NO SCALE

Legend	
	Low Density Single Family
	Low Density Two Family
	Low Density Multiple Family
	Industrial
	Ballona Creek Focused Special Studies Area
	Blair Hills / Baldwin Hills Focused Special Studies Area
	Utility



**Figure 8: General Plan Land Use Map
(City of Los Angeles)**



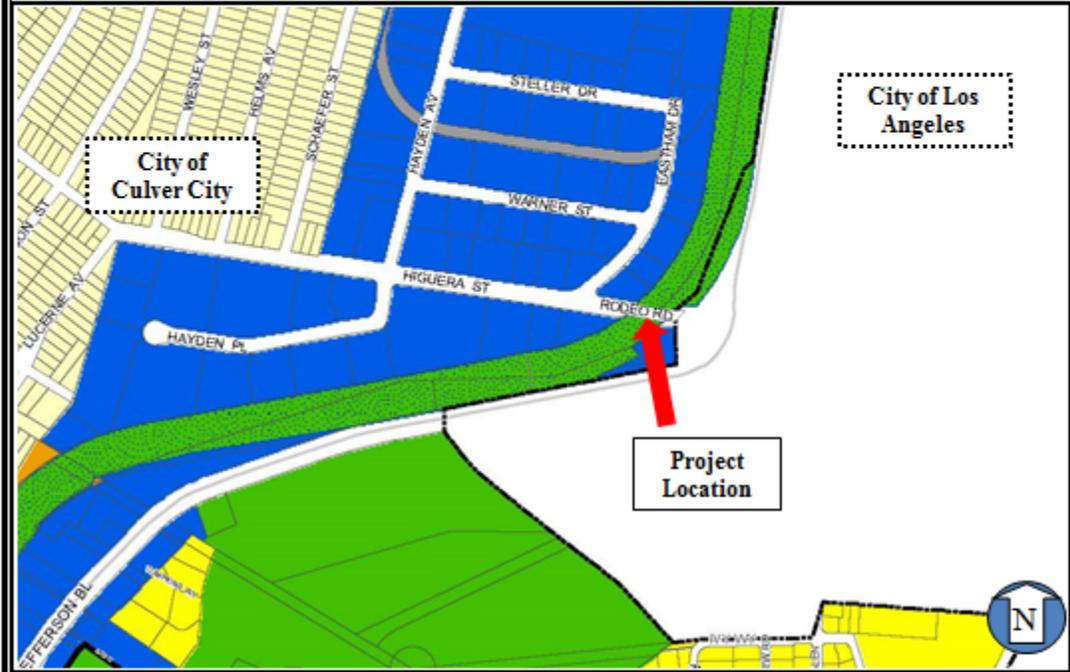
Source: City of Los Angeles, 2010

NO SCALE

Legend	
	Low Density Residential
	Limited Industrial
	Low Medium II Multiple Family
	Open Space
	Community Commercial



**Figure 9: Zoning Map
(City of Culver City)**



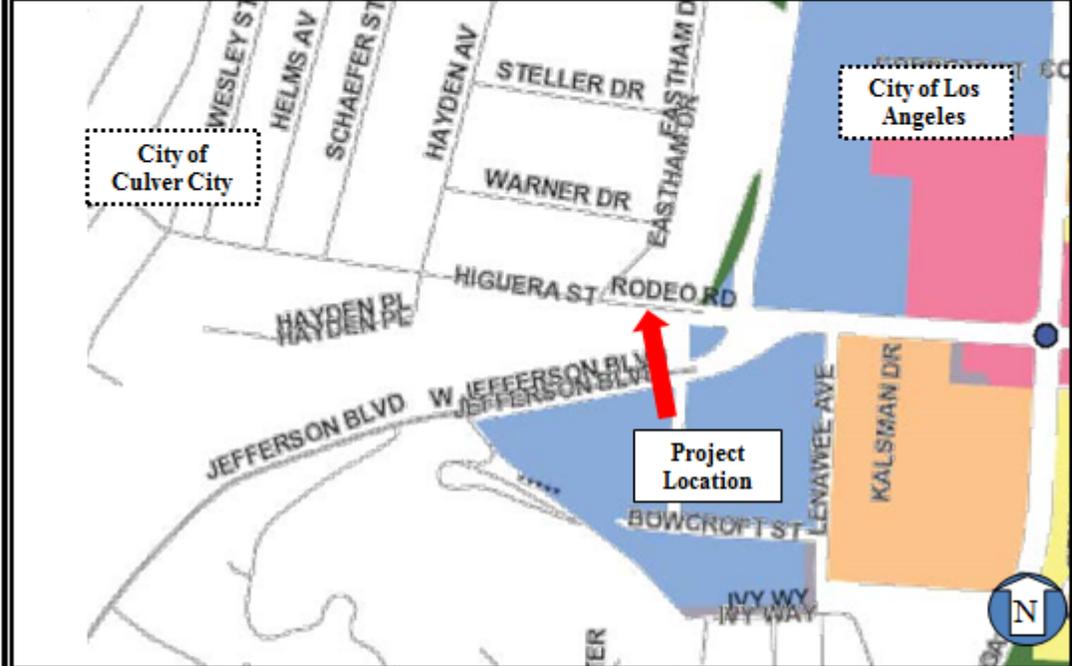
Source: City of Culver City, 2007g

NO SCALE

Legend			
	R1 Residential Single Family		IG Industrial General
	RMD Residential Medium Density Multiple		OS Open Space
	R2 Residential Two Family		Ballona Creek



Figure 10: Zoning Map (City of Los Angeles)



Source: ZIMAS, 2013

NO SCALE

Legend	
	R1 One-Family
	RD Restricted Density Multiple Dwelling
	C4 Commercial
	MR1 Restricted Industrial
	OS Open Space

