

RTIP ID# <i>(required)</i> FTIP LAE2906				
TCWG Consideration Date March 25, 2014				
<p>Project Description <i>(clearly describe project)</i> The City of Lawndale endeavors to improve current and future increases in traffic flow at the intersection of Inglewood Avenue and Marine Avenue in order to improve the intersection's level of service (LOS), which is currently LOS E during both the AM and PM peak hours. The City proposes to add one southbound right turn lane on Inglewood Avenue and one westbound right turn lane on Marine Avenue, as well as upgrading lighting, signals, and curb ramps to meet current standards and the Americans with Disability Act (ADA) requirements. Currently, the Inglewood Avenue and Marine Avenue intersection contains two northbound through lanes and one left turn lane; three southbound through lanes and one left turn lane; two westbound through lanes and one left turn lane; two eastbound through lanes; one eastbound left turn lane; and one eastbound right turn lane. Construction activities, including restriping, are expected to extend approximately 500 feet north, east, and west of the intersection, and will not occur on the south approach of the intersection. Right-of-way acquisition will be required for both the construction of the southbound right turn lane and the westbound right turn lane. Construction of the southbound right turn lane will require acquisition of property from Lawndale High School and El Tarasco Burrito Restaurant on the northwest corner of the intersection, in the City of Lawndale. For construction of the westbound right turn lane, property will need to be acquired from an ARCO gas station on the southwest corner of the intersection, in the City of Redondo Beach. Both cities support acquisition of property within their jurisdictions.</p>				
<p>Type of Project <i>(use Table 1 on instruction sheet)</i> Intersection channelization</p>				
County Los Angeles	<p>Narrative Location/Route & Postmiles The Project is located in and around the intersection of Inglewood Avenue and Marine Avenue in the City of Lawndale and the City of Redondo Beach, Los Angeles County, California. Caltrans Projects – 0700001507</p>			
Lead Agency: Caltrans				
Contact Person Andrew Yoon Senior Transportation Engineer	Phone# (213) 897-6117	Fax# (213) 897-1634	Email andrew.yoon@dot.ca.gov	
Hot Spot Pollutant of Concern <i>(check one or both)</i> PM2.5 ✓ PM10 ✓				
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: June 2015				
NEPA Delegation – Project Type <i>(check appropriate box)</i>				
<input type="checkbox"/> Exempt	<input checked="" type="checkbox"/> Section 6004 – Categorical Exemption		<input type="checkbox"/> Section 6005 – Non-Categorical Exemption	
Current Programming Dates <i>(as appropriate)</i>				
	PE/Environmental	ENG	ROW	CON
Start	02/11	02/14	08/11	06/15
End	03/14	02/15	02/15	09/15

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

The project intersection currently operates at LOS E in both the AM and PM peak hours. In the AM peak, the westbound approach is so congested that it operates at LOS F. Observed queues for westbound traffic extend up to 355 feet in the PM peak. Observed queues for southbound traffic extend up to 1,088 feet in the PM peak. Traffic projections for 2031 indicate that, with the existing lane configuration, the level of service in the intersection will worsen, particularly in the PM peak hour. The overall intersection level of service will remain LOS E, but the approach level of service for both northbound and southbound traffic in the PM peak hour will change from D and E to E and F, respectively. Additionally, intersection delay will increase by approximately 8 seconds in both the AM and PM peak hours. To address both the existing capacity and operational deficiencies and the forecasted increases in demand, dedicated westbound and southbound right turn lanes need to be added to the intersection. Incorporating these lanes would improve the intersection's LOS to D; the LOS on any individual approach would not exceed E. Intersection delay, assuming 2011 traffic volumes, would decrease by 11-18 seconds when compared to the existing configuration. Future year 2031 LOS would also be D with the level of service on any individual approach not exceeding LOS E. Intersection delay, assuming 2031 traffic volumes, would decrease by 7 to 17 seconds when compared to the future no-build configuration.

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

The project is in a fully developed urban setting, about 13 miles southwest of downtown Los Angeles and about three miles southeast of Los Angeles International Airport. Inglewood Avenue is lined with a variety of small businesses, large community buildings, and some residential properties. Marine Avenue comprises small businesses on the west and small businesses that transition into a residential neighborhood on the east. At the southwest corner of the intersection is a gas station with adjacent small businesses, and at the northwest corner is Lawndale High School.

By the RTP Horizon Year (2035), normal growth is expected to increase current traffic levels by 5%. Additional traffic will be generated by one proposed and two nearly completed hotels in Redondo Beach, within two miles of the proposed project. These projects are expected to add a maximum of about 3,000 vehicles per day to the ADT. None is expected to generate high percentages of diesel traffic.

<p>Opening Year: Build and No Build LOS, AADT, % and # trucks, truck AADT of proposed facility</p> <p>Proposed facility is the intersection of Inglewood Avenue and Marine Avenue in Lawndale, California.</p> <table> <tr> <td>Build:</td> <td>LOS = D (AM & PM)</td> <td>AAADT = 60,118</td> <td>AAADT Trucks = 3,848 (6.4%)</td> </tr> <tr> <td>No-Build:</td> <td>LOS = E (AM & PM)</td> <td>AAADT = 60,118</td> <td>AAADT Trucks = 3,848 (6.4%)</td> </tr> </table> <p>Volumes for the build and no-build alternatives are the same because no capacity is being added to the roadway. The Project itself will not induce growth in traffic.</p>	Build:	LOS = D (AM & PM)	AAADT = 60,118	AAADT Trucks = 3,848 (6.4%)	No-Build:	LOS = E (AM & PM)	AAADT = 60,118	AAADT Trucks = 3,848 (6.4%)
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No-Build:	LOS = E (AM & PM)	AAADT = 60,118	AAADT Trucks = 3,848 (6.4%)					
<p>RTP Horizon Year / Design Year: Build and No Build LOS, AADT, % and # trucks, truck AADT of proposed facility</p> <p>Proposed facility is the intersection of Inglewood Avenue and Marine Avenue in Lawndale, California.</p> <table> <tr> <td>Build:</td> <td>LOS = D (AM & PM)</td> <td>AAADT = 62,492</td> <td>AAADT Trucks = 3,999 (6.4%)</td> </tr> <tr> <td>No-Build:</td> <td>LOS = E (AM & PM)</td> <td>AAADT = 62,492</td> <td>AAADT Trucks = 3,999 (6.4%)</td> </tr> </table> <p>Volumes for the build and no-build alternatives are the same because no capacity is being added to the roadway. The Project itself will not induce growth in traffic.</p>	Build:	LOS = D (AM & PM)	AAADT = 62,492	AAADT Trucks = 3,999 (6.4%)	No-Build:	LOS = E (AM & PM)	AAADT = 62,492	AAADT Trucks = 3,999 (6.4%)
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No-Build:	LOS = E (AM & PM)	AAADT = 62,492	AAADT Trucks = 3,999 (6.4%)					
<p>Opening Year: If facility is an interchange(s) or intersection(s), Build and No Build cross-street AADT, % and # trucks, truck AADT</p> <p>N/A</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</p> <p>N/A</p>								
<p>Describe potential traffic redistribution effects of congestion relief (impact on other facilities)</p> <p>The project will not result in redistribution of traffic.</p>								
<p>Comments/Explanation/Details (attach additional sheets as necessary)</p> <p>Please see Attachment 1 for reasons why the Project is not a Project of Air Quality Concern [40 CFR 93.123(b)(1)].</p>								

Attachment 1

WHY THE PROJECT IS NOT A PROJECT OF AIR QUALITY CONCERN UNDER 40 CFR 93.123(B)(1)

The following are the types of projects that are considered POAQC and the reasons (*in italics*) why the proposed intersection channelization project does not meet any of the definitions.

- 1) New or expanded highway projects that have a significant number of or significant increase in diesel vehicles (significant number is defined as greater than 125,000 ADT and 8% or more of such ADT is diesel truck traffic, or in practice 10,000 truck ADT or more regardless of total ADT; significant increase is defined in practice as a 10% increase in heavy duty truck traffic);

The project will not result in an increase in ADT. ADT will remain below 125,000. The maximum truck traffic (in 2035) will be less than 10,000. The percentage of ADT represented by diesel truck traffic will be less than 8.

- 2) Projects affecting intersections that are at a Level of Service D, E, F, with a significant number of diesel vehicles, or that will change to Level of Service D, E, or F because of increased traffic volumes from a significant number of diesel vehicles related to the project;

According to the traffic study,¹ the Inglewood Avenue/Marine Avenue intersection currently has an AM and PM peak hour level of service (LOS) of E. However, according to traffic count data included in the traffic study, total truck traffic (all fuels) comprised 6.4% of total intersection traffic (Yoshizumi, 2013).² Even if all this truck traffic were diesel-fueled, the percentage is below the significance level of 8% in the previous criterion. The proposed project will result in an improvement of LOS at this intersection. Finally, diesel vehicles will not comprise a significant portion of the traffic related to the project.

- 3) New bus and rail terminals and transfer points than have a significant number of diesel vehicles congregating at a single location;

The project is not a new bus or rail terminal or transfer point.

- 4) Expanded bus and rail terminals and transfer points that significantly increase the number of diesel vehicles congregating at a single location;

The project is not an expanded bus or rail terminal or transfer point.

- 5) Projects in or affecting locations, areas, or categories of sites which are identified in the PM₁₀ or PM_{2.5} applicable implementation plan or implementation plan submission, as appropriate, as sites of violation or possible violation.

The project is not in, and does not affect, locations, areas or categories of sites that are identified in the 2012 AQMP as sites of possible violation.

¹ Huitt-Zollars, Inc. 2011. *Inglewood Avenue Corridor Widening. Task 2.1 Traffic Report.* Prepared for City of Lawndale, Project No. 10140501 (November 21).

² Email from Steven Yoshizumi, Huitt-Zollars, Inc., Irvine, California to Michael Rogozen, UltraSystems Environmental, Inc., Irvine, California (December 2, 2013).

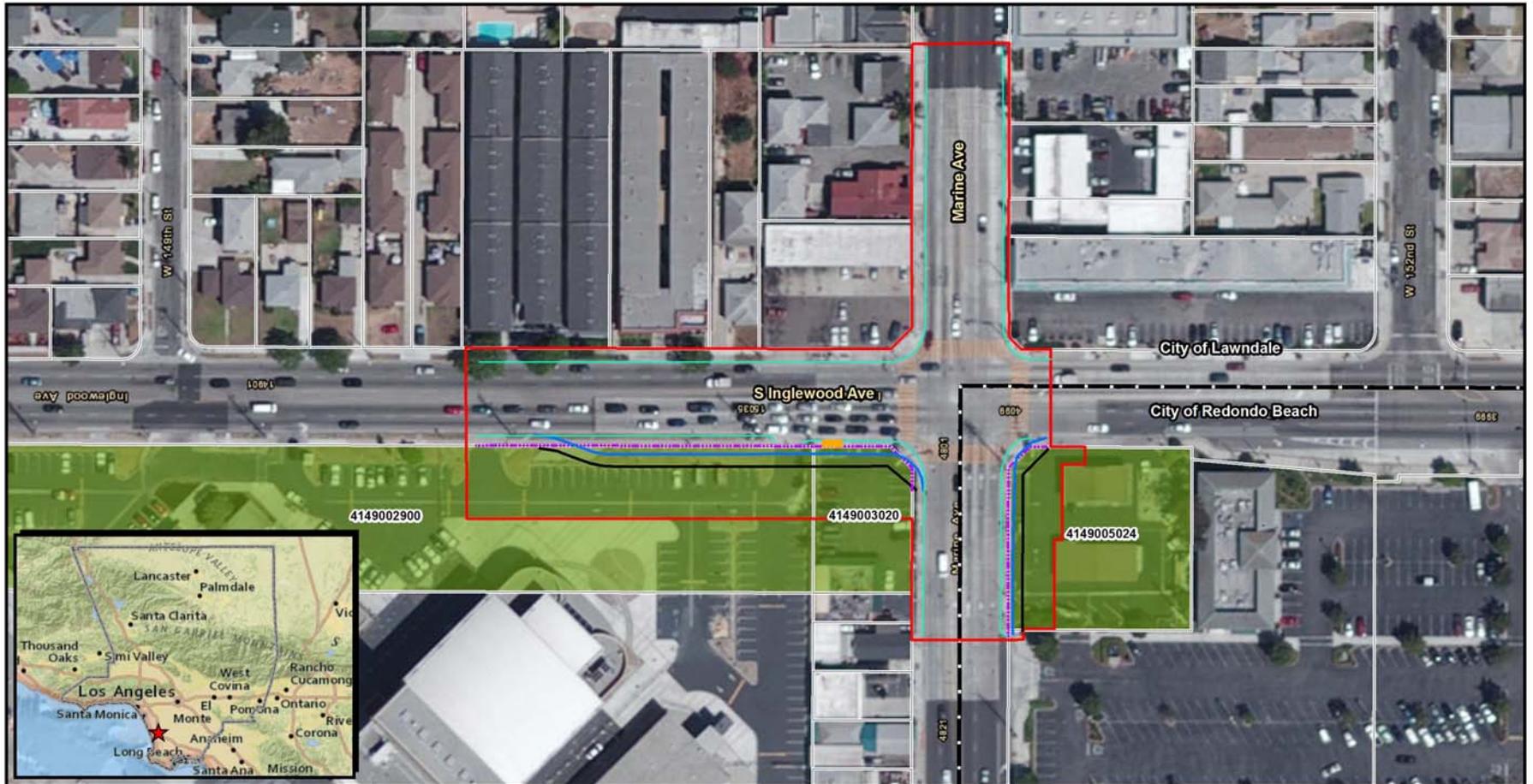
**Level of Service, Annual Average Daily Traffic,
and Diesel Truck Percentages**

Alternative	Level of Service	AADT ^a	
		Inglewood Avenue/Marine Avenue Intersection	AADT Trucks (%)
Opening Year (2015)			
Build	D (AM, PM)	60,118	3,848 (6.4%)
No-Build	E (AM, PM)	60,118	3,848 (6.4%)
RTP Horizon Year (2035)			
Build	D (AM, PM)	62,492	3,999 (6.4%)
No-Build	E (AM, PM)	62,492	3,999 (6.4%)

Source: Baseline annual average daily traffic data from H uitt-Zollars (2011)¹; diesel truck percentage from Yoshizumi (2013)²; opening year and horizon year traffic projected by UltraSystems from growth factors in Metro (2010).³

^aAADT = Annual average daily traffic.

³ Los Angeles County Metropolitan Transportation Authority (Metro), *2010 Congestion Management Program*, Los Angeles, California. Internet URL: http://media.metro.net/docs/cmp_final_2010.pdf.



Document Path: J:\Projects\5810_Huitt_Zollars_Inglewood_Corridor\MXDs\5810_Huitt_Zollars_Inglewood_Corridor_Project_Location_2014_02_25.mxd
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February 25, 2014

Scale 1:900



0 25 50 75 Feet

0 10 20 30 Meters

Legend

- ★ Project Location
- Edge of Pavement
- Parcel to be Partially Acquired
- Project Limits
- Proposed Curb
- LA County Parcel Boundary
- Catch Basin
- Existing Right-of-Way
- City Boundary
- Proposed Right-of-Way
- Los Angeles County Boundary

Inglewood Avenue Corridor Improvement

Project Location



Figure - Local Vicinity Map