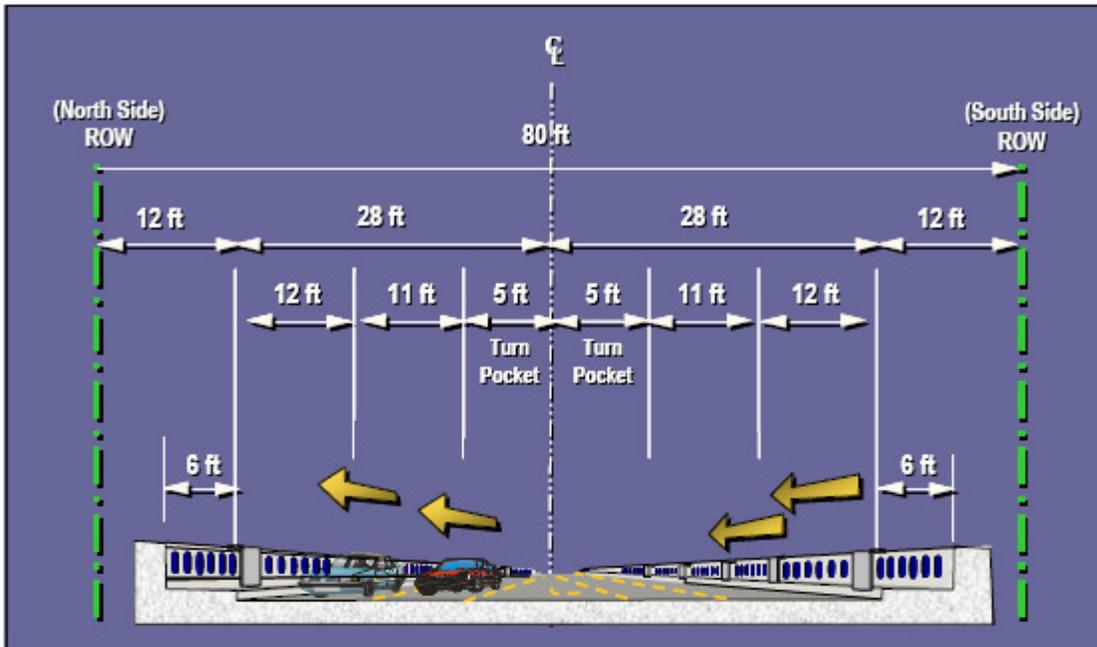
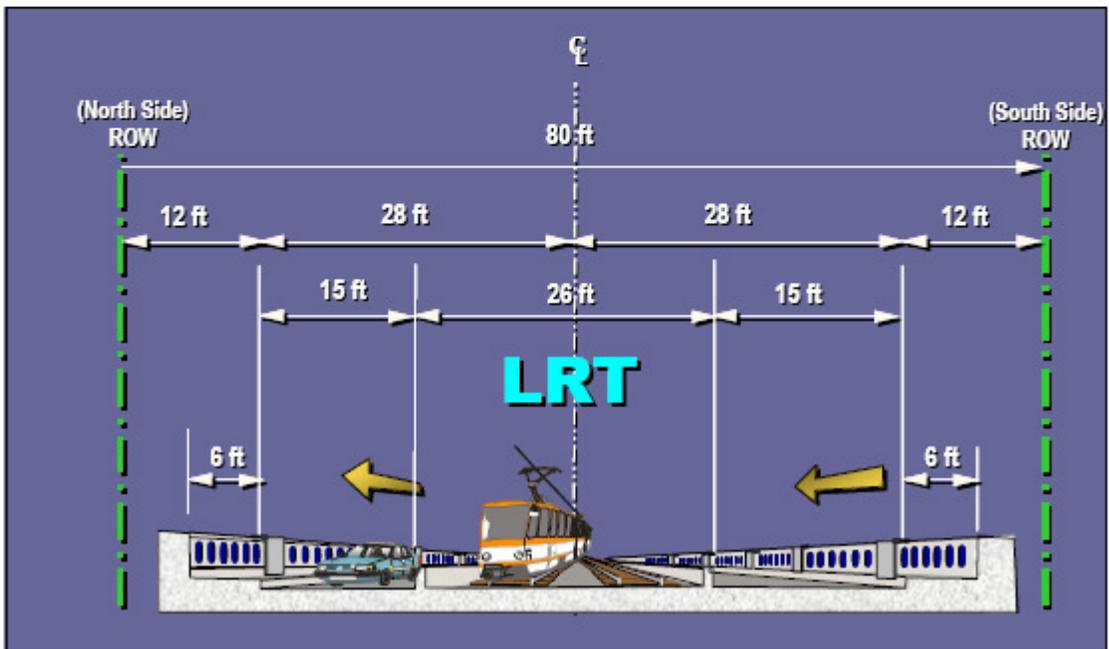


RTIP ID# <i>(required)</i> LA0C8057				
Project Description <i>(clearly describe project)</i> The project will widen the 1 st Street Viaduct by approximately 26 ft to restore two lost travel lanes due to extension of MTA's Gold Line Extension LRT tracks within a raised median along the center of the Viaduct. Project will also widen 1 st Street east of the viaduct between Mission Road and Anderson Street to align the street with the widened viaduct and replace the Viaduct's northern railing, provide roadway shoulders for a commuter bikeway, and reconstruction the Santa Fe Avenue and Myers Street under-crossings to meet current design standards. Project will not add travel lanes or otherwise increase capacity.				
Type of Project <i>(use Table 1 on instruction sheet)</i> ROADWAY REALIGNMENT. The project was classified as "not regionally significant" by SCAG in response to the Draft EIS/EIR.				
County LOS ANGELES	Narrative Location/Route & Postmiles 1 st STREET VIADUCT & ROADWAY EAST OF GAREY STREET TO CLARENCE STREET, CITY OF LOS ANGELES Caltrans Projects – EA# BHLS-5006(479)			
Lead Agency: City of Los Angeles				
Contact Person WALLY STOKES	Phone# 213/202-5580	Fax# 213/202-5518	Email Wally.stokes@lacity.org	
Hot Spot Pollutant of Concern <i>(check one or both)</i> PM2.5 X PM10				
Federal Action for which Project-Level PM Conformity is Needed <i>(check appropriate box)</i>				
Categorical Exclusion (NEPA)	EA or Draft EIS	FONSI or Final EIS	X PS&E or Construction	Other
Scheduled Date of Federal Action: August 2006				
Current Programming Dates <i>as appropriate</i>				
	PE/Environmental	ENG	ROW	CON
Start	July 2002	July 2002	March 2006	Oct 2006
End	February 2006	July 2006	June 2006	Dec 2009
Project Purpose and Need (Summary): <i>(attach additional sheets as necessary)</i> Project is needed to provide future congestion relief to improve traffic flow on the local transportation system; to Preserve 1 st Street as a viable east-west regional transportation link into downtown Los Angeles; and to improve the 1 st Street Viaduct to meet functional and safety standards. The project was approved by the City Council and Federal Highway Administration (FHWA) as stipulated by Record of Decision (ROD) (FHWA-CA-EIS-05-01-F P53947) dated 2/22/06.				
Surrounding Land Use/Traffic Generators <i>(especially effect on diesel traffic)</i> Surrounding land use is mixed Adaptive Reuse Commercial and Mixed Commercial/Multi-Family Residential. Warehouse and Cold Storage uses situated beneath and to the north and south of the Viaduct structure. Neither this project construction component nor the project in its entirety will have any effect on existing nearby land uses or truck traffic generation factors, which will remain as stated.				

<p>Opening Year: Build and No Build LOS, AADT, % and # trucks, truck AADT of proposed facility <u>No Build (2007)</u></p> <p>1st ST/Vignes St: LOS AM = F (V/C = 1.959); LOS PM = F (V/C = 2.013) 1st ST/Mission St: LOS PM = F (V/C = 1.873); LOS PM = F (V/C = 2.056) On Bridge AADT = 22,000; Percent Truck = 1.5%; # Truck = 330</p> <p><u>Build (2007)</u></p> <p>1st ST/Vignes St: LOS AM = F (V/C = 1.320); LOS PM = F (V/C = 1.431) 1st ST/Mission St: LOS AM = F (V/C = 1.593); LOS PM = F (V/C = 1.334) On Bridge AADT = 22,000; Percent Truck = 1.5%; # Truck = 330</p>
<p>RTP Horizon Year / Design Year: Build and No Build LOS, AADT, % and # trucks, truck AADT of proposed facility <u>No Build (2025)</u></p> <p>1st ST/Vignes St: LOS AM = F (V/C = 2.271); LOS PM = F (V/C = 2.3373) 1st ST/Mission St: LOS PM = F (V/C = 2.173); LOS PM = F (V/C = 2.390) On Bridge AADT = 26,300; Percent Truck = 1.5%; # Truck = 394</p> <p><u>Build (2025)</u></p> <p>1st ST/Vignes St: LOS AM = F (V/C = 1.654); LOS PM = F (V/C = 1.654) 1st ST/Mission St: LOS AM = F (V/C = 1.847); LOS PM = F (V/C = 1.541) On Bridge AADT = 26,300; Percent Truck = 1.5%; # Truck = 394</p>
<p>Opening Year: If facility is an interchange(s) or intersection(s), Build and No Build cross-street AADT, % and # trucks, truck AADT Project is neither an interchange nor intersection. See the projected LOS for the two nearest intersections above.</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 Project is neither an interchange nor intersection. See the projected LOS for the two nearest intersections above.</p>
<p>Describe potential traffic redistribution effects of congestion relief (<i>impact on other facilities</i>) The project will restore two lost lanes due to extension of LRT tracks for the MTA Gold Line Extension Project. The project, when opened for full operation will not cause redistribution of traffic.</p>
<p>Comments/Explanation/Details (<i>attach additional sheets as necessary</i>) The 1st Street Viaduct and Street Widening Project will not alter local traffic patterns, nor will it affect diesel truck movements. The project is not a traffic generator or capacity enhancing project, The proportion of diesel truck volumes using the bridge each day is estimated, based on the City of Los Angeles Department of Transportation, to be on the order 1-2% of total AADT and is presumed to maintain this proportion within the total daily traffic demand through the design year of 2070. The project therefore qualifies for a finding of “Not POAQC” based on example project criteria presented in <i>Appendix A; Transportation Conformity Guidance for Qualitative Hot-Spot Analyses in PM_{2.5} and PM₁₀ Nonattainment and Maintenance Areas</i> (USEPA; FHWA; March, 2006) - <i>Any new or expanded highway project that primarily services gasoline vehicle traffic (i.e., does not involve a significant number or increase in the number of diesel vehicles), including such projects involving congested intersections operating at Level-of-Service D, E, or F.</i></p>



Existing 1st Street Viaduct



1st Street Viaduct with LRT (Baseline Condition)

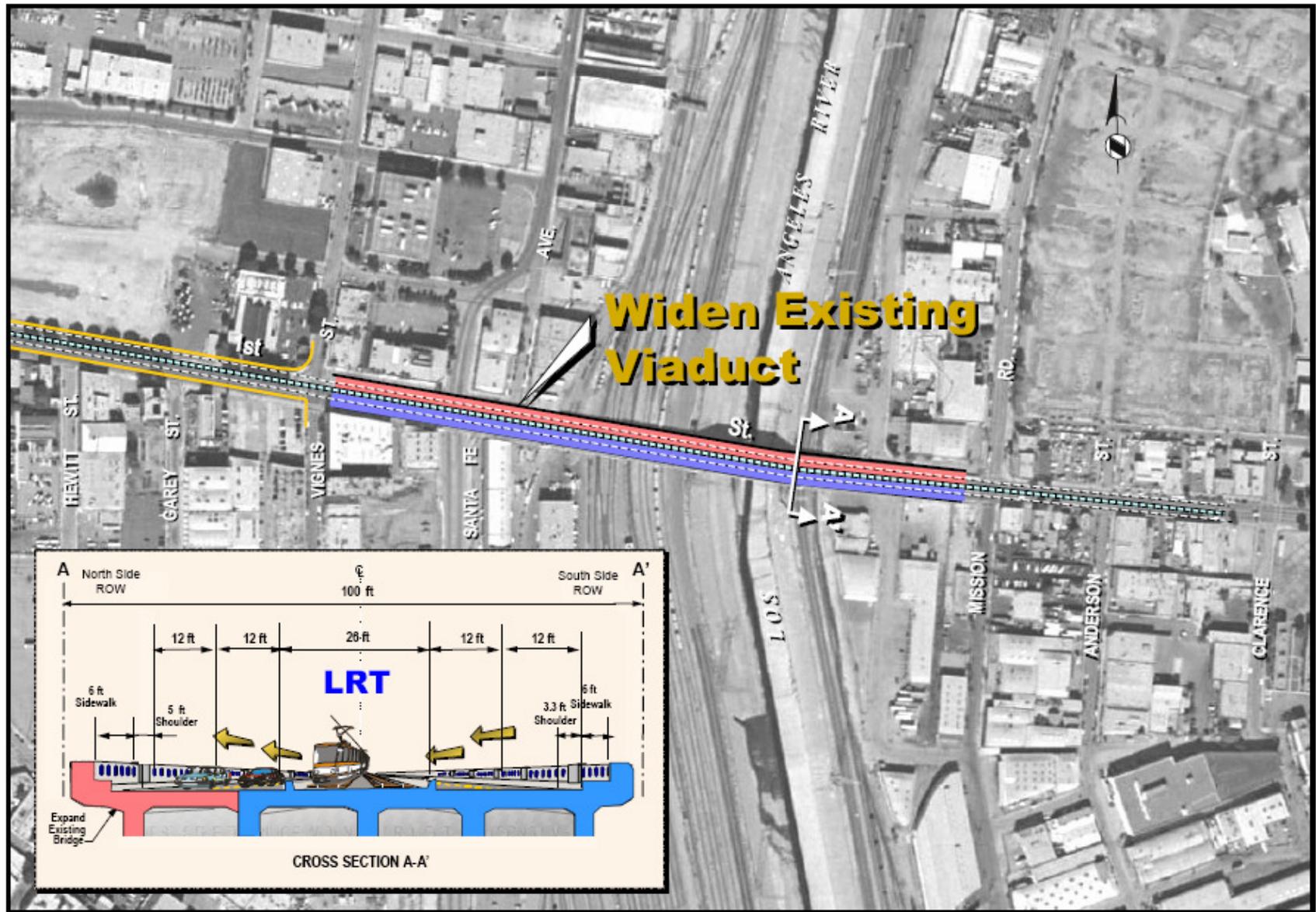


Figure 2-2 Conceptual Layout of Build Alternative 1