RTIP ID# *(required)* LA0D328

TCWG Consideration Date January 27, 2009

Project Description *(clearly describe project)*

The project proposes one Build Alternative in addition to the No-Build Alternative. The Build Alternative proposes to construct auxiliary lanes from 8th Street on-ramp to Olympic Bl. (NB) or I-110/I-10 connector (SB); and modify ramps at NB 9th Street off-ramp, SB Olympic Bl. off-ramp, and SB 11th Street on-ramp. Ramp modifications comprise of widening right shoulder (Olympic), constructing retaining walls with noise barrier (Olympic and 11th St), and widening and adding a left-turn lane (9th St). The Build Alternative also proposes widening undercrossing structures. The proposed project is located in the City of Los Angeles.

Type of Project *(use Table 1 on instruction sheet)*
Change to existing state highway.

County	**Narrative Location/Route & Postmiles**
Los Angeles	Construct Auxiliary Lanes and Modify Ramps on Route 110, LA-21.2/22.8 **Caltrans Projects – EA#** 2411U

Lead Agency: Caltrans

Contact Person	**Phone#**	**Fax#**	**Email**
Andrew Yoon	213-897-6117	213-897-1634	Andrew_Yoon@dot.ca.gov

Hot Spot Pollutant of Concern *(check one or both)* **PM2.5 X** **PM10 X**

Federal Action for which Project-Level PM Conformity is Needed *(check appropriate box)*

Categorical Exclusion (NEPA)	**EA or Draft EIS**	**FONSI or Final EIS**	**X**	**PS&E or Construction**	**Other**

Scheduled Date of Federal Action: May 22, 2009 (RTL)

NEPA Delegation – Project Type *(check appropriate box)*

Exempt	X	**Section 6004 – Categorical Exemption**	**Section 6005 – Non-Categorical Exemption**

Current Programming Dates *(as appropriate)*

	PE/Environmental	**ENG**	**ROW**	**CON**
Start	Aug. 04	April 05	April 04	May 09
End	March 05	Feb. 09	April 09	Dec. 11

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

This section of the freeway through downtown Los Angeles carries a substantial amount of traffic during the morning and afternoon commute periods on typical workdays. Additional traffic from local sport entertainment and cultural centers occasionally contributes to the extended congestion throughout this section of the Harbor Freeway. A recent traffic study by a consultant done in April 2002 had identified locations with major congestion with significant traffic delay within the vicinity. The study also had recommended a series of conceptual near-term and long-term operational and safety improvements to help reduce congestion on both the mainline and collector/distributor roadways, *e.g.*, adding additional refuge area for incident management and eliminating areas of queuing. This segment of the freeway currently handles traffic volumes beyond its design capacity; and the extended periods of traffic congestion not only affect access to downtown Los Angeles, but also impact the traffic using traveling through this corridor. The purpose of this project is to address specific and immediate operational and/or safety concerns on the Harbor Freeway within the proposed project limits.

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

The project area is heavily urbanized and is zoned as industrial/commercial on the east side of the project whereas one and two-story detached residences as well as multi-residential properties are primarily located west of the proposed project limits. The closest residences are located within 100 feet of the SR-110. There are also public facilities and institutions adjacent to the proposed project, *e.g.*, Staples Center, LA Convention Center, the LA Trade Tech College, and Mt St Mary's College. The closest school (Central Continuation School) to the project site is approximately 500 feet east of the project. The nearest hospital/health care facilities (St. Clare's Home Health Services, LA and Good Samaritan Hospital) are within 1500 feet to the west of the project's west limit. There are three park areas (Grand Hope Park, Toberman Playground, and James Park), each one consisting of outdoor recreational facilities, are located within a half of a mile from the project. Based on the land use, the project is not anticipated to generate additional diesel truck traffic.

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

Opening Year 2012:

Direction	*Postmile*	*No Build*		*Build*	
		ADT	*Truck ADT*	*ADT*	*Truck ADT*
NB	21.40	135,000	4,050	135,000	4,050
	22.00	136,150	4,085	136,150	4,085
SB	21.40	156,650	4,700	156,650	4,700
	22.00	159,000	4,767	159,000	4,767

RTP Horizon Year / Design Year: Build and No Build LOS, AADT, % and # trucks, truck AADT of proposed facility

Horizon Year 2035:

Direction	*Postmile*	*No Build*		*Build*	
		ADT	*Truck ADT*	*ADT*	*Truck ADT*
NB	21.40	140,000	4,211	140,000	4,211
	22.00	141,500	4,246	141,500	4,246
SB	21.40	163,000	4,885	163,000	4,885
	22.00	165,000	4,956	165,000	4,956

Opening Year: If facility is an interchange(s) or intersection(s), Build and No Build cross-street AADT, % and # trucks, truck AADT

Opening Year 2012:

Location	*Postmile (Direction)*	*No Build*		*Build*	
		AADT	*Truck AADT*	*AADT*	*Truck AADT*
NB OFF TO 9th ST.	22.27 (NB)	17,560	505	17,560	505
SB OFF TO FANCISCO ST.	22.27 (SB)	540	16	540	16
JAMES WOOD ST. (Surface Street)	22.27 (EB)	19,140	551	19,140	551

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

Horizon Year 2035:

Location	*Postmile (Direction)*	*No Build*		*Build*	
		AADT	*Truck AADT*	*AADT*	*Truck AADT*
NB OFF TO 9th ST.	22.27 (NB)	18,160	523	18,160	523
SB OFF TO FANCISCO ST.	22.27 (SB)	560	16	560	16
JAMES WOOD ST. (Surface Street)	22.27 (EB)	19,800	570	19,800	570

Describe potential traffic redistribution effects of congestion relief *(impact on other facilities)*

The proposed project is anticipated to provide congestion relief, reduce the vehicular traffic conflicts, improve traffic flow, and improve access to downtown Los Angeles. The proposed project is anticipated to address specific and immediate operational and/or safety concerns in the downtown corridor. No meaningful traffic redistribution effects are anticipated.

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

Based on the traffic data and the project information provided, the proposed project does not currently experience a significant number of diesel truck traffic; and is not anticipated to result in a significant increase in diesel truck traffic. The project proposes to enhance access to and through the downtown Los Angeles by addressing specific and immediate safety and operational concerns. Based on the land use that is heavily urbanized and developed, it is not likely that the construction of the proposed project will result in a significant increase in diesel truck traffic. Based on the information provided, it is believed that the proposed project would not result in worsening the existing violations or delaying timely attainment; and therefore, would not be considered as a project of air quality concern.