

PM Conformity Hot Spot Analysis – Project Summary for Interagency Consultation

| | | | | | | | | | | |
|--|-------------------------------------|---|-----------------------------|--|---------------------------|--------------------------|---------------------------------|--------------------------|--|--------------|
| RTIP ID# <i>(required)</i> LA 0D332 | | | | | | | | | | |
| Project Description <i>(clearly describe project)</i> Add an auxiliary lane on northbound (N/B) to relieve congestion and improve traffic operations between La Tijera Boulevard N/B on-ramp (Postmile 24.64) and Jefferson Boulevard N/B off-ramp (Postmile 25.77) in Culver City, Los Angeles County. The scope of the project also includes constructing retaining walls, widening Centinela Avenue and Sepulveda Boulevard under-crossing structures. | | | | | | | | | | |
| Type of Project <i>(use Table 1 on instruction sheet)</i> Change to existing state highway | | | | | | | | | | |
| County Los Angeles | | Narrative Location/Route & Postmiles I-405 24.4 – 25.8 (1.4 miles) Caltrans Projects – EA# 24130 | | | | | | | | |
| Lead Agency: California Department of Transportation, District 7 | | | | | | | | | | |
| Contact Person Andrew Yoon | | 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 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: 9/07 | | | | | | | | | | |
| Current Programming Dates <i>as appropriate</i> | | | | | | | | | | |
| | PE/Environmental | ENG | ROW | CON | | | | | | |
| Start | 3/04 | 5/05 | 5/05 | 2/09 | | | | | | |
| End | 4/05 | 9/08 | 9/07 | 12/10 | | | | | | |
| Project Purpose and Need (Summary): <i>(attach additional sheets as necessary)</i> The purpose of the proposed project is to construct an additional auxiliary lane on Northbound I-405 between La Tijera Boulevard on-ramp and Jefferson Boulevard off-ramp. Existing geometric conditions coupled with high traffic volumes contribute to heavy congestion and bottleneck conditions along this segment of the freeway. This bottleneck condition is attributed to the freeway’s existing physical conditions but can be remedied with improvements. The HOV lane addition through this project limits will not fully alleviate lost capacity since HOV lanes typically carry fewer vehicles per lane per hour that the MFL during non-congestion period. The auxiliary lane addition will reduce delay to the motoring public. Adding the auxiliary lane will also help reduce congestion, thereby increasing mobility and traffic speeds for the motoring public through this section of the corridor. | | | | | | | | | | |

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

The project passes through a highly urbanized corridor with land uses varying from industrial to residential to commercial. This corridor services densely populated residential communities as well as providing commuter access to major employment centers. As an interstate freeway, it also serves regional travel, providing access to regional destinations such as San Diego, Northern California, Los Angeles International Airport, and the Southern California coast. These traffic generators have no or minimal effects on diesel traffic.

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

| 2010 Projected Traffic Volumes (Northbound Only) | | | | | | | | | |
|--|------------|---------|----------|------------|--------------|---------|----------|------------|--|
| Segment | No Project | | | | With Project | | | | |
| | LOS | AADT | % Trucks | Truck AADT | LOS | AADT | % Trucks | Truck AADT | |
| La Tijera to Howard Hughes Pkwy | F-0 | 168,000 | 2.14 | 3,595 | F-0 | 185,000 | 2.14 | 3,959 | |
| Howard Hughes Pkwy to Sepulveda Blvd. | F-0 | 168,000 | 2.14 | 3,595 | F-0 | 185,000 | 2.14 | 3,959 | |
| Sepulveda Blvd. to W/B SR-90 Marina Expressway | F-0 | 168,000 | 2.14 | 3,595 | F-0 | 186,000 | 2.14 | 3,980 | |
| W/B SR-90 Marina Expressway to Jefferson Blvd. | F-0 | 168,000 | 2.14 | 3,595 | F-0 | 183,000 | 2.14 | 3,916 | |

Note: Truck AADT is based on truck AADT data of 3 axles and up.

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

| 2030 Projected Traffic Volumes (Northbound Only) | | | | | | | | | |
|--|------------|---------|----------|------------|--------------|---------|----------|------------|--|
| Segment | No Project | | | | With Project | | | | |
| | LOS | AADT | % Trucks | Truck AADT | LOS | AADT | % Trucks | Truck AADT | |
| La Tijera to Howard Hughes Pkwy | F-0 | 177,000 | 2.14 | 3,788 | F-0 | 194,000 | 2.14 | 4,152 | |
| Howard Hughes Pkwy to Sepulveda Blvd. | F-0 | 177,000 | 2.14 | 3,788 | F-0 | 194,000 | 2.14 | 4,152 | |
| Sepulveda Blvd. to W/B SR-90 Marina Expressway | F-0 | 177,000 | 2.14 | 3,788 | F-0 | 197,000 | 2.14 | 4,216 | |
| W/B SR-90 Marina Expressway to Jefferson Blvd. | F-0 | 177,000 | 2.14 | 3,788 | F-0 | 193,000 | 2.14 | 4,130 | |

Note: Truck AADT is based on truck AADT data of 3 axles and up.

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

Not Applicable

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

Not Applicable

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

According to the traffic study (Kaku Associates, Inc., September 2003) the overall congestion and total travel time are improved with the build alternative. Although with-project conditions results in slightly slower speeds due to more vehicles now getting through the corridor, the overall benefit is significant. The total delay could be reduced by as much as 30%, resulting in less congestion. Total travel time could be reduced by over 15%, resulting in better trip reliability and less time spent on the freeway commuting. The travel distance could be increased by over 7%, resulting in increased productivity, as more vehicles would be getting through the corridor. These improvements will greatly enhance congestion relief for regional as well as local traffic.

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

The proposed project is within a non-attainment area for federal PM_{2.5} and PM₁₀ standards. Therefore, per 40 CFR Part 93 analyses are required for conformity purposes. However, the EPA does not require hot-spot analyses, qualitative or quantitative, for projects that are not listed in section 93.123(b)(1) as an air quality concern. The project does not qualify as a project of air quality concern (POAQC) because of the following reason: The proposed project is an expanded highway project. This type of project would not result in any increase in the number of diesel trucks that would utilize the facility. The proposed project would provide an increase in capacity by the addition of the auxiliary lane to this segment of the freeway. However, the redistribution of traffic is minor and would occur primarily near residential communities which have very little truck traffic with little effect on truck movements.

Therefore, based on the improvement on traffic flows and reduction of congestion indicated, low potential for increase in truck traffic, and the surrounding land use, it is believed that this project would not be a project of air quality concern.