

RTIP ID# *(required)* LA0D390

TCWG Consideration Date

January 26, 2010

Project Description *(clearly describe project)*

The Port of Los Angeles (POLA or the Port), in cooperation with the California Department of Transportation (Caltrans) District 7, proposes to improve the northbound (NB) Interstate 110 (I-110) ramps at John S. Gibson Boulevard (West Channel Street interchange) and the NB I-110 and southbound (SB) State Route (SR) 47/NB I-110 Connector. The project will be funded by the Port and by federal funds.

The project alternatives under consideration include No Build and a Build Alternative.

Build Alternative includes the following main features as shown in Figure 1.

1) **SB SR 47/NB I-110 Connector Widening**: The SR 47/I-110 connector would be widened improve weaving operation for vehicles connecting from the SB SR 47 to the NB I-110, and for vehicles entering SR 47/I-110 at the Front Street on-ramp. The widening would include adding a single 12-foot-wide traffic lane to the existing SR 47/I-110 connector between 180 feet west of the Front Street/SR 47 on-ramp and NB I-110/John S. Gibson Boulevard off-ramp. At the Pacific Avenue Undercrossing, the widening would range from 9 feet to 11 feet to the north of the existing edge of deck. As the connector separates from SR 47 and continues north to join I-110, it would be slightly realigned to the west side of the traveled way for an approximate distance of 15 feet.

2) **NB I-110 Auxiliary Lane Construction**: Widening of the SR 47/I-110 connector would continue northward with the addition of an auxiliary lane of approximately 900 feet in length. Along this section, the Channel Street Overhead (bridge structure) would be widened by approximately 14 feet. The bridge structure would require construction of four columns to support the widened segment of the structure. One of the columns would be located at or near the existing Pacific Harbor Line Railroad track, which is owned and operated by the POLA and Port of Long Beach, requiring realignment of the track. The railroad realignment would occur entirely outside of John S. Gibson Boulevard and would be contained within the existing railroad right-of-way (ROW).

3) **NB I-110 at John S. Gibson Boulevard On- and Off-Ramp Improvements**: The NB I-110 off-ramp at John S. Gibson Boulevard would be widened to provide standard lane width, shoulder, and turning radius for trucks. The NB I-110 on-ramp at John S. Gibson Boulevard would also be widened to provide standard lane width and shoulders. The ramp would be lengthened and realigned to the east for an improved vertical alignment, resulting in a new edge of pavement ranging from 12 feet to 42 feet east of the existing ramp. The current on-ramp at the entrance gore has a stopping sight distance of 350 feet, which is for a design speed of less than 45 miles per hour (mph). The proposed ramp geometry would improve the design speed to 50 mph to comply with Caltrans current design standards. The profile grade would also be improved from 5.8 percent to 5 percent to improve truck traffic. The two-lane on-ramp would be reduced to one lane over a standard 600-foot lane taper before adding one lane to the existing three-lane section of the NB I-110.

4) **John S. Gibson Boulevard Intersection Improvements**: John S. Gibson Boulevard would be re-stripped for an approximate distance of 1,700 feet to accommodate the long left-turn configuration. Sidewalk would be constructed along the SB side south of the intersection.

In addition to the improvements described above, a soundwall could potentially be constructed within the State right-of-way along the property line of the residences located adjacent to the SR 47/I-110 Connector to minimize freeway noise impacts.

The proposed project is mainly an improvement to the existing roadway facilities, no alternatives other than Build and No Build were considered for traffic improvement in this area. Because the purpose of the project is to improve safety and traffic operation by geometric changes to the roadways, Transportation Systems Management (TSM) and Transportation Demand Management (TDM) Alternatives would not fulfill the purpose and need of the project, and therefore do not apply to this project.

Type of Project <i>(use Table 1 on instruction sheet)</i> Reconfigure existing interchange & partial Roadway realignment.				
County Los Angeles	Narrative Location/Route & Postmiles John S. Gibson Boulevard/I-110 Interchange Arterial street and freeway-to-freeway interchange improvements at SR 47 (Vincent Thomas Bridge) and I-110; and modification to I-110 NB on-off ramps termini at John S. Gibson Boulevard. Caltrans Projects – EA# 26060K			
Lead Agency: Caltrans District 7				
Contact Person Andrew Yoon	Phone# 213/897-6117	Fax# 213/897-1634	Email Andrew_Yoon@dot.ca.org	
Hot Spot Pollutant of Concern <i>(check one or both)</i> PM2.5 <input checked="" type="checkbox"/> PM10 <input checked="" type="checkbox"/>				
Federal Action for which Project-Level PM Conformity is Needed <i>(check appropriate box)</i>				
Categorical Exclusion (NEPA)	<input checked="" type="checkbox"/> EA or Draft EIS	FONSI or Final EIS	PS&E or Construction	Other
Scheduled Date of Federal Action:				
NEPA Delegation – Project Type <i>(check appropriate box)</i>				
Exempt	Section 6004 – Categorical Exemption	<input checked="" type="checkbox"/> Section 6005 – Non-Categorical Exemption		
Current Programming Dates <i>(as appropriate)</i>				
	PE/Environmental	ENG	ROW	CON
Start	2008	2010	2011	2011
End	2010	2011	2011	2014
Project Purpose and Need (Summary): <i>(attach additional sheets as necessary)</i> The purpose of the project is to achieve the following objectives: <ul style="list-style-type: none"> • Improve access for trucks to the I-110 North freeway using the John S. Gobson Boulevard on- and off-ramps; • Improve safety for traffic traveling from SB SR 47 connecting to NB I-110; and • Reduce existing and forecasted traffic congestion. <p>The future years' traffic volume for the SB SR 47 to NB I-110 Connector is expected to increase and exceed the current limit for a single-lane connector. As a result, the SB SR 47 mainline would experience backup. Currently, traffic from the on-ramp at Front Street enters SB SR 47 at a relatively slow speed compared to the traffic on SR 47 heading south from the Vincent Thomas Bridge. The weaving distance between the merge point of the on-ramp and the split of the NB I-110 and SB SR 47 freeways is approximately 720 feet in length. This short weaving distance has created an operational deficiency, requiring traffic heading SB on SR 47 to suddenly slow down to allow the existing slow-moving on-ramp traffic the opportunity to merge with traffic on the connector. With the expected traffic demand in the future, this operational deficiency is expected to worsen without operational improvements.</p>				
Surrounding Land Use/Traffic Generators <i>(especially effect on diesel traffic)</i> Land uses adjacent to the proposed improvements sites include Port of Los Angeles West Basin, east of the project corridor; office buildings on the west side of John S. Gibson Boulevard; and residential uses on the hillside above I-110 and SR 47. Sensitive receptors in the project vicinity are shown in Figure 2. The proposed project would not affect the existing nearby land uses or truck traffic generation factors.				

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

The proposed project would not impact traffic volumes or mix, and according to the Caltrans-approved Traffic Study Report (dated December 2, 2009), Build and No Build AADTs are the same.

Table 1. Roadway Segment Traffic Data for Opening Year 2014 – Build and No Build

Roadway Segment	Peak Hour	Traffic conditions				AADT		% Trucks
		No Build		Build		All	Trucks	
		LOS	Density (pc/mi/ln)	LOS	Density (pc/mi/ln)			
SB SR 47 east of Harbor Boulevard on-ramp	AM	C	20.8	C	20.8	19,937	4,035	20%
	PM	C	18.7	C	18.7			
NB I-110 between John S. Gibson Boulevard off-and on-ramps	AM	C	18.9	C	18.9	31,666	3,530	11%
	PM	B	14.4	B	14.4			
NB I-110 north of John S. Gibson Boulevard on-ramp	AM	C	20.9	C	20.9	49,043	5,980	12%
	PM	B	16.9	B	16.9			
John S. Gibson Boulevard on-ramp to NB I-110 (merge)	AM	D	30.8	D	30.1	17,378	2,450	14%
	PM	C	27.9	C	26.5			
SR 47 SB weaving from Harbor Blvd. on-ramp to I-110 connector	AM	D	33.9	C	23.5	25,876	4,518	17%
	PM	C	23.9	B	17.6			
I-110 NB weaving segment from SR 47 connector to John S. Gibson Blvd. off-ramp	AM	C	30.6	B	21.3	33,069	3,774	11%
	PM	B	21.3	B	15.0			

NB: Northbound; SB: Southbound; SR: State Route

Improvements to no-build condition are shown in **bold**.

Source: Project Traffic Study Report (Iteris, 2009); Parsons, 2009.

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

The proposed project would not impact traffic volumes or mix, therefore, Build and No Build AADTs are the same.

Table 2. Roadway Segment Traffic Data for RTP Horizon Year 2035 – Build and No Build

Roadway Segment	Peak Hour	Traffic conditions				AADT		% Trucks
		No Build		Build		All	Trucks	
		LOS	Density (pc/mi/ln)	LOS	Density (pc/mi/ln)			
SB SR 47 east of Harbor Boulevard on-ramp	AM	B	16.2	B	16.2	22,712	4,543	20%
	PM	C	21.6	C	21.6			
NB I-110 between John S. Gibson Boulevard off-and on-ramps	AM	C	19.8	C	19.8	41,814	4,025	10%
	PM	C	18.6	C	18.6			
NB I-110 north of John S. Gibson Boulevard on-ramp	AM	C	22.7	C	22.7	61,578	7,375	12%
	PM	C	20.7	C	20.7			
John S. Gibson Boulevard on-ramp to NB I-110 (merge)	AM	E	36.7	D	34.8	19,764	3,350	17%
	PM	D	31.4	D	29.7			
SR 47 SB weaving from Harbor Blvd. on-ramp to I-110 connector	AM	D	30.1	C	23.8	36,983	5,003	14%
	PM	E	36.2	C	27.7			
I-110 NB weaving segment from SR 47 connector to John S. Gibson Blvd. off-ramp	AM	D	33.2	B	23.0	43,775	4,309	10%
	PM	D	32.9	B	22.8			

NB: Northbound; SB: Southbound; SR: State Route

Improvements to no-build condition are shown in **bold**.

Source: Project Traffic Study Report (Iteris, 2009); Parsons, 2009.

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

The project affects one intersection. Peak hour traffic data at this intersection is presented in Tables 3a and 3b.

Table 3a. Peak Hour Traffic Condition at Nearest Intersection, Existing Year and Opening Year 2014

Intersection	Peak Hour	Existing, Year 2008			Traffic Condition for Opening Year, 2014					
					No Build			Build		
		LOS	v/c	Delay/Vehicle	LOS	v/c	Delay/Vehicle	LOS	v/c	Delay/Vehicle
John S. Gibson Boulevard and I-110 NB Off-Ramp/Yang Ming Driveway	AM	B	0.66	19.7	C	0.86	29.4	C	0.79	34.5
	PM	B	0.46	16.4	C	0.85	28.3	C	0.78	32.8

Table 3b. Peak Hour Traffic Condition at Nearest Intersection, RTP Horizon Year 2035

Intersection	Peak Hour	Traffic Condition for RTP Horizon Year, 2035					
		No Build			Build		
		LOS	v/c	Delay/Vehicle	LOS	v/c	Delay/Vehicle
John S. Gibson Boulevard and I-110 NB Off-Ramp/Yang Ming Driveway	AM	D	0.99	51.5	D	0.92	44.3
	PM	D	1.00	49.1	D	0.95	39.1

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

Presented above in Table 3b.

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

As discussed in Project Description section, the main purpose of the project is to provide improved traffic-operation and safety enhancement. The John S. Gibson Blvd off- and on-ramp improvements contribute to this purpose. While the off-ramp will remain a one-lane off ramp, the on-ramp will be realigned to provide a flatter profile and the 2nd on-ramp lane extended to accommodate slower moving trucks up the on-ramp grade. This will enhance safety and improve traffic operation, however, the traffic demand for the project corridor would not increase with the project, and as the Caltrans-approved project traffic study report shows Build and No-Build traffic volumes would remain the same.

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

The John S. Gibson Blvd./I-110 Interchange Improvement Project will not alter local traffic patterns, nor will it affect diesel trucks traffic volume. The project traffic study, approved by Caltrans, shows that the proposed improvements would not be a traffic generator project and would not cause additional or redirect traffic flow. The additional lane proposed as part of the project improvements, extends past the freeway off ramp and merges with the mainline about 930 feet past the off ramp, and prior to the merging of the on-ramp. Though this may be considered “capacity enhancing” for a short segment within the project limits, the approved Caltrans Traffic Study shows Build and No-Build traffic volumes remaining the same. The traffic demand for the project area does not increase with the project. Furthermore, although the NB on-ramp is being slightly realigned and lengthened by about 500 feet, the entering vehicles will enter the freeway 500 feet farther down the freeway mainline, therefore the overall net increase or decrease of vehicle miles travelled will not change for a vehicle travelling from John S. Gibson Blvd north of I-110.

Based on the information provided above, the proposed project is not expected to introduce significant amount of 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 POAQC” based on the definition contained in 40 CFR 93.123(b)(1).