

RTIP ID# <i>(required)</i> FTIP LA11G3																			
TCWG Consideration Date August 23, 2011																			
<p>Project Description <i>(clearly describe project)</i></p> <p>The proposed project will widen the Vermont Avenue Overcrossing structure by 14 feet and widen the roadway by 17 feet on the west and 3 feet on the east to provide an additional northbound left-turn lane on Vermont Avenue for vehicles to access the northbound U.S. 101 Freeway on ramp. The proposed 90-foot curb-to-curb roadway will include four 11-foot travel lanes, two 11-foot turn lanes and two 12-foot curb lanes. Existing sidewalks will be adjusted to 9 feet wide to gain roadway width for traffic lane widening. At the entrance to the northbound U.S. 101 Freeway on ramp, a larger radius curb return on the north side will be constructed to facilitate truck turning movements. An 8-foot outside ramp shoulder will be constructed on the on ramp in existing State right-of-way.</p> <p>The existing structural railing on both sides of the bridge will be replaced with Type 26 modified barrier railing. The existing stairways on the northwest and southwest sides of the bridge leading to bus stops under each side of the bridge will be brought to current Americans with Disabilities Act (ADA) compliance with switchback ramps.</p> <p>Bridge piers are currently protected by metal beam guard rails between the main lines and the bus ramps. These will be replaced by low maintenance Type 60 concrete barriers with blunt end crash cushion protection.</p> <p>Additional improvements include public artwork on the bridge; barriers and railings; pedestrian lighting; traffic signals; and bus stop lighting; transit shelters and bus benches.</p>																			
<p>Type of Project <i>(use Table 1 on instruction sheet)</i></p> <p>Intersection channelization</p>																			
<p>County</p> <p>Los Angeles</p>	<p>Narrative Location/Route & Postmiles 07-LA-101-PM 4.2 to 4.6</p> <p>The Project is located along Vermont Avenue, between Clinton Street (northern extent) and Rosewood Avenue (southern extent) over the U.S. 101 (Hollywood) Freeway in the City of Los Angeles, Los Angeles County, California.</p> <p>Caltrans Projects – EA# 201900</p>																		
<p>Lead Agency: Caltrans</p>																			
<p>Contact Person</p> <p>Andrew Yoon Senior Transportation Engineer</p>	<p>Phone#</p> <p>(213) 897-6117</p>	<p>Fax#</p> <p>(213) 897-1634</p>	<p>Email</p> <p>andrew.yoon@dot.ca.gov</p>																
<p>Hot Spot Pollutant of Concern <i>(check one or both)</i> PM2.5 ✓ PM10 ✓</p>																			
<p>Federal Action for which Project-Level PM Conformity is Needed <i>(check appropriate box)</i></p> <table border="1"> <tr> <td><input checked="" type="checkbox"/></td> <td>Categorical Exclusion (NEPA)</td> <td><input type="checkbox"/></td> <td>EA or Draft EIS</td> <td><input type="checkbox"/></td> <td>FONSI or Final EIS</td> <td><input type="checkbox"/></td> <td>PS&E or Construction</td> <td><input type="checkbox"/></td> <td>Other</td> </tr> </table>					<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					
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<p>Scheduled Date of Federal Action: November 2011 (Estimated)</p>																			
<p>NEPA Delegation – Project Type <i>(check appropriate box)</i></p> <table border="1"> <tr> <td><input type="checkbox"/></td> <td>Exempt</td> <td><input checked="" type="checkbox"/></td> <td>Section 6004 – Categorical Exemption</td> <td><input type="checkbox"/></td> <td>Section 6005 – Non-Categorical Exemption</td> </tr> </table>					<input type="checkbox"/>	Exempt	<input checked="" type="checkbox"/>	Section 6004 – Categorical Exemption	<input type="checkbox"/>	Section 6005 – Non-Categorical Exemption									
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<p>Current Programming Dates <i>(as appropriate)</i></p> <table border="1"> <thead> <tr> <th></th> <th>PE/Environmental</th> <th>ENG</th> <th>ROW</th> <th>CON</th> </tr> </thead> <tbody> <tr> <td>Start</td> <td>04/08</td> <td>10/11</td> <td>10/11</td> <td>03/13</td> </tr> <tr> <td>End</td> <td>10/11</td> <td>12/12</td> <td>12/12</td> <td>06/14</td> </tr> </tbody> </table>						PE/Environmental	ENG	ROW	CON	Start	04/08	10/11	10/11	03/13	End	10/11	12/12	12/12	06/14
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Project Purpose and Need (Summary): *(attach additional sheets as necessary)*

The Traffic Impact Analysis Report shows the existing peak storage provided in the left lane of the Northbound Onramp is 435 feet and the minimum required storage length is 525 feet based on the peak hour traffic volume. Since the left turn lane is not long enough to accommodate the arriving vehicles, vehicles back up beyond Rosewood Avenue during the peak periods. By adding another lane, the left turn storage will increase by 419 feet to 854 feet, which will reduce vehicle back-up. It is estimated that, at project completion in 2013, the minimum dual left turn length required to accommodate the projected traffic would be 325 feet (total 650 feet), which is well within the 854 feet that will be provided by the project. Without the project, it is estimated that the traffic from the left turn lane would, on average, back up approximately 149 feet more in 2013 than it currently does. It is projected that a 450-foot dual left turn pocket (total 900 feet) would be needed to accommodate peak hour traffic in 2035. Since this is 46 feet more than is being provided, some traffic back-up from the left turn lanes would be expected in 2035, even with the project. Without the project, it is estimated that the traffic from the left turn lane would back up approximately 327 feet further in 2035 than it does today.

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

The project location is situated in a fully developed urban setting, five miles west of downtown Los Angeles, in the east Hollywood area. Vermont Avenue is lined with a variety of small businesses and large community buildings. At both ends of the bridge are vocational colleges.

By the RTP Horizon Year (2035), normal growth is expected to increase current traffic levels by 35%. Additional traffic will be generated by 27 proposed and approved developments within two miles of the proposed project. These projects include schools, residential developments, shopping centers, medical offices and mixed-use developments. 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 Vermont Avenue in Los Angeles, California. Northbound traffic data are for Vermont Avenue between Rosewood Avenue and the 101 Freeway northbound off-ramp. Southbound traffic data are for Vermont Avenue between the 101 Freeway northbound on-ramp and the 101 Freeway northbound off-ramp.</p> <p>Build: LOS = E (AM) & F (PM) AADT = 65,991 NB, 64,000 SB AADT Trucks = 7,219 (5.5%)</p> <p>No-Build: LOS = F (AM & PM) AADT = 65,991 NB, 64,000 SB AADT Trucks = 7,219 (5.5%)</p> <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>
<p>RTP Horizon Year / Design Year: Build and No Build LOS, AADT, % and # trucks, truck AADT of proposed facility</p> <p>Proposed facility is Vermont Avenue in Los Angeles, California. Northbound traffic data are for Vermont Avenue between Rosewood Avenue and the 101 Freeway northbound off-ramp. Southbound traffic data are for Vermont Avenue between the 101 Freeway northbound on-ramp and the 101 Freeway northbound off-ramp.</p> <p>Build: LOS = F (AM & PM) AADT = 81,518 NB, 79020 SB AADT Trucks = 8,915 (5.5%)</p> <p>No-Build: LOS = F (AM & PM) AADT = 81,518 NB, 79020 SB AADT Trucks = 8,915 (5.5%)</p> <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>
<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>

Comments/Explanation/Details *(attach additional sheets as necessary)*
Please see Attachment 1 for reasons why the Project is not a Project of Air Quality Concern [40 CFR 93.123(b)(1)].

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 bridge replacement 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 Vermont Avenue/101 Freeway northbound onramp intersection currently has an AM peak hour level of service (LOS) of E and a PM peak hour LOS of F. However, according to traffic count data provided by Willdan,² total truck traffic (all fuels) comprised 5.7% and 5.4% of northbound and southbound traffic respectively. Even if all this truck traffic were diesel-fueled, the percentage is below the significance level of 8% in the previous criterion. As seen in the following table, the proposed project will not result in a decline 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 PM2.5 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 2007 AQMP as sites of possible violation.

¹ Smith, R. *Vermont Avenue OC Widening PR Traffic Impact Analysis*. Project No. 06-12566825. Prepared by Willdan Engineering, Corona, California for the City of Los Angeles, California (November 21, 2010).

² Transportation Studies Inc. Traffic count data for Vermont Avenue, Los Angeles, California. Prepared for Willdan Engineering, Corona, California (2010).

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

Alternative	Level of Service	AADT ^a		AADT Trucks (%)
		Northbound on Vermont Ave. Between Rosewood Ave. and 101 FWY NB Off-Ramp	Southbound on Vermont Ave. Between 101 FWY NB On-Ramp and 101 FWY NB Off-Ramp	
Opening Year (2013)				
Build	E (AM), F (PM)	65,991	64,000	7,219 (5.5%)
No-Build	F (AM, PM)	65,991	64,000	7,219 (5.5%)
RTP Horizon Year (2035)				
Build	F (AM, PM)	81,518	79,020	8,915 (5.5%)
No-Build	F (AM, PM)	81,518	79,020	8,915 (5.5%)

Source: *Vermont Avenue OC Widening PR Traffic Impact Analysis*.³

^aAADT = Annual average daily traffic.

³ Smith, R. *Vermont Avenue OC Widening PR Traffic Impact Analysis*. Project No. 06-12566825. Prepared by Willdan Engineering, Corona, California for the City of Los Angeles, California (November 21, 2010).