

RTIP ID# <i>(required)</i> LA 990353					
TCWG Consideration Date: August 25, 2009					
Project Description <i>(clearly describe project)</i> <p>The Nogales Street grade separation portion of the Proposed Project includes lowering a currently at-grade segment of Nogales Street, an existing six-lane roadway, under the Union Pacific Railroad (UPRR) Los Angeles Subdivision right-of-way. A railroad bridge would be constructed to accommodate the two existing tracks plus additional abutment width to allow for a future widening to accommodate a third track. Additional roadway improvements include street construction and widening, off-site modifications, retaining walls, storm drains, a pump station, sewer and utility relocations, traffic signals, street lighting, and landscaping.</p> <p>The Gale Avenue/Walnut Drive widening portion of the Proposed Project would widen 0.83-mile segment of Gale Avenue/Walnut Drive (a 0.36-mile segment of Gale Avenue and a 0.47-mile segment of Walnut Drive) by 16 to 18 feet (8 to 9 feet on either side), from its intersection with Nogales Street, creating a four lane road (two lanes in each direction). The westbound approach to Nogales Street would be reconfigured to accommodate two exclusive left-turn lanes, one through lane, and one shared through/right-turn lane. The eastbound approach would be reconfigured to accommodate two exclusive left-turn lanes, two through lanes, and one exclusive right-turn lane.</p>					
Type of Project <i>(use Table 1 on instruction sheet)</i> Roadway Realignment					
County Los Angeles		Nogales Street/ Rte 60 PM 20.43 Caltrans Projects – EA# 07-933107L			
Lead Agency: Alameda Corridor-East Construction Authority					
Contact Person Charles Tsang		Phone# (626) 962-9292	Fax# (626) 962-3552	Email ctsang@theaceproject.org	
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>					
Categorical Exclusion (NEPA)	X	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		X	Section 6005 – Non-Categorical Exemption
Current Programming Dates <i>(as appropriate)</i>					
	PE/Environmental	ENG	ROW	CON	
Start	July 2003	Aug 2003	Aug 2009	Jun 2010	
End	September 2009	Oct 2009	Mar 2010	Jun 2013	

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

The Alameda Corridor-East Construction Authority, in coordination with the City of Industry and the County of Los Angeles Department of Public Works, proposes to relieve traffic delays and increase safety by constructing a grade separation at the intersection of Nogales Street and the UPRR Los Angeles Subdivision tracks in the City of Industry. Generally, the purpose of the Nogales Street grade separation is to improve the safety of the Nogales Street rail crossing, as well as reducing levels of noise and air emissions. The Nogales Street grade separation is also being implemented as a way to eliminate traffic delays due to trains passing.

ACE is also proposing to widen a 0.83-mile long segment of Gale Avenue/Walnut Drive at its intersection with Nogales Street. The majority of the 7.5-mile Gale Avenue/Walnut Drive roadway has two lanes in either direction. However, the 0.83-mile-long segment proposed for widening is the only remaining portion of Gale Avenue/Walnut Drive that has one lane in each direction. The purpose of the proposed widening is to alleviate traffic congestion while maintaining access to adjacent businesses along both sides of Nogales Street and Gale Avenue/Walnut Drive.

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

The Project area is highly urbanized and fully developed. Land uses along Gale Avenue/Walnut Drive consist primarily of commercial and retail uses. At the intersection of Gale Avenue/Walnut Drive and Nogales Street, there is vacant lot on the northeast corner, a gas station and a commercial/retail center on the northwest corner, a vacant lot on the southwest corner immediately north of SR 60 westbound onramp, and another gas station and storage facility on the southeast corner.

In addition to being heavily utilized by commuters, the 0.83-mile long segment of Gale Avenue/Walnut Drive proposed for widening serves as a primary commercial distribution route between Fullerton Road and Fairway Drive. Frontage properties include several major distribution centers, two shopping centers, and numerous commercial and retail businesses.

Opening Year: Build and No Build LOS, AADT, % and # trucks, truck AADT of proposed facility
 The traffic data prepared by Meyer, Mohaddes Associates (July 11, 2006) included No Build and Build peak hour turn volumes and LOS. This is the most recent traffic study prepared for the proposed project. It was assumed for the project analysis that traffic conditions in the project area have not substantially changed since completion of this report and the report remains a reasonable estimation of existing conditions. The Proposed Project would not increase traffic volumes and would improve the LOS at the intersection of Nogales Street and Gale Avenue/Walnut Drive.

Gale Avenue at Nogales Street				
<i>Scenario</i>	<i>AADT /a/</i>	<i>Truck AADT /b/</i>	<i>Truck %</i>	<i>LOS (AM/PM)</i>
No Build	12,480	387	3.1	C/F
Build	12,480	387	3.1	B/E
Walnut Drive at Nogales Street				
<i>Scenario</i>	<i>AADT</i>	<i>Truck AADT</i>	<i>Truck %</i>	<i>LOS (AM/PM)</i>
No Build	6,970	216	3.1	C/F
Build	6,970	216	3.1	B/E
/a/ The traffic study included peak hour traffic volumes but did not include AADT. The AADT was estimated to be 10% of peak hour traffic. /b/ The traffic study did not include truck AADT. A separate traffic study indicated that truck traffic along Nogales Street is 6.2% of the AADT. Nogales Street is a more heavily traveled roadway than Gale Avenue and Walnut Drive with a wider support network. Therefore, it was assumed that Nogales Street supports a higher truck percentage than Gale Avenue or Walnut Drive. It was conservatively assumed that Gale Avenue and Walnut Drive contain half of the truck percentage of Nogales Street, or 3.1%. SOURCE: Meyer, Mohaddes Associates, <i>Gale Avenue – Walnut Drive Widening Traffic Impact Analysis</i> , July 11, 2006.				

RTP Horizon Year / Design Year: Build and No Build LOS, AADT, % and # trucks, truck AADT of proposed facility
 The opening year and the horizon year were identical for the environmental analysis. Please refer to the above analysis for traffic information.

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

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
 The opening year and the horizon year were identical for the environmental analysis. Please refer to the above analysis for traffic information.

Describe potential traffic redistribution effects of congestion relief (impact on other facilities)
 The project is not expected to result in the redistribution of traffic and impacts on other facilities are not anticipated.

Comments/Explanation/Details (attach additional sheets as necessary)
 Attachment 1: Meyer, Mohaddes Associates, *Gale Avenue – Walnut Drive Widening Traffic Impact Analysis*, July 11, 2006.