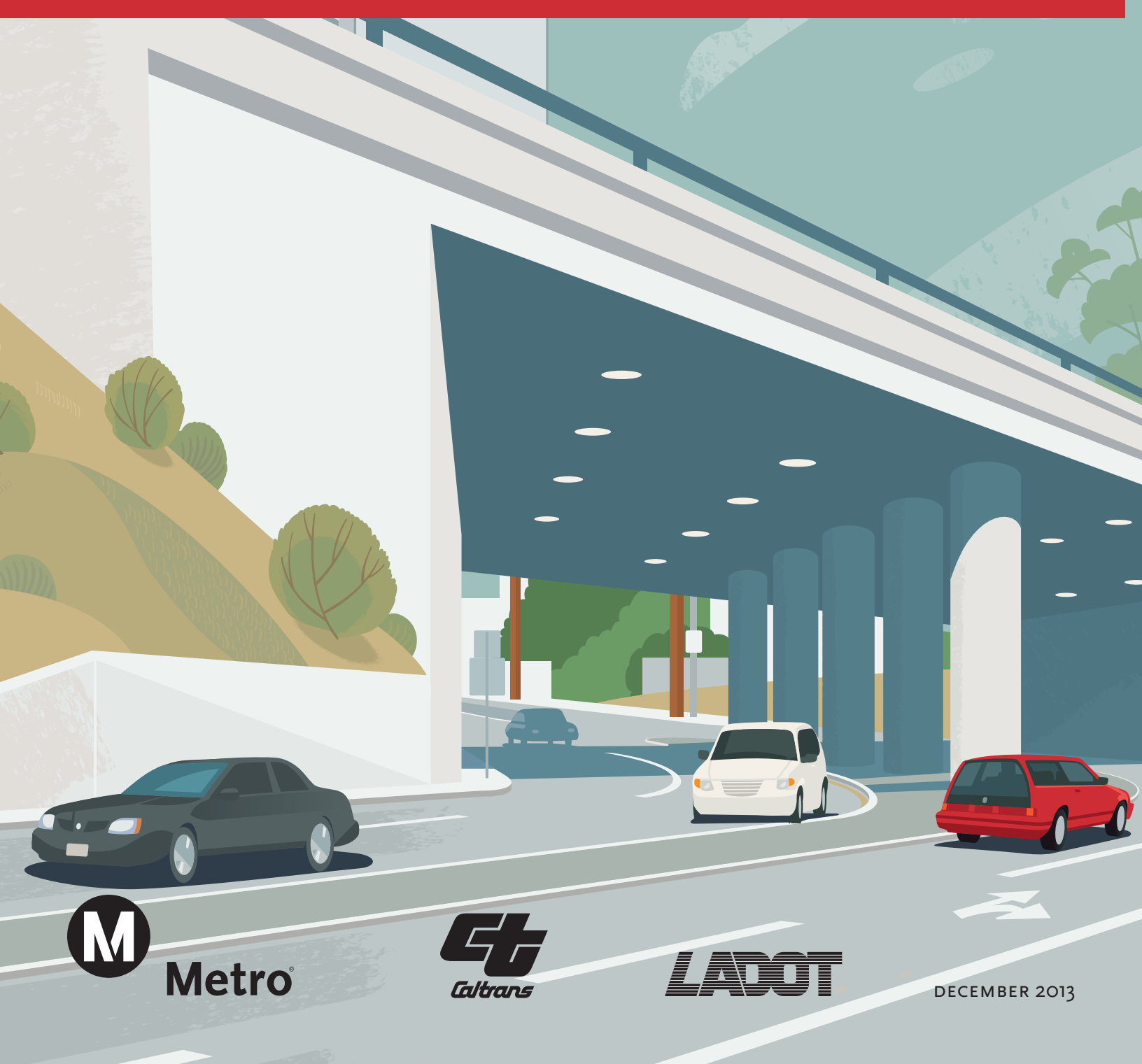


State Route 2 Terminus Improvement Project

Fact Sheet



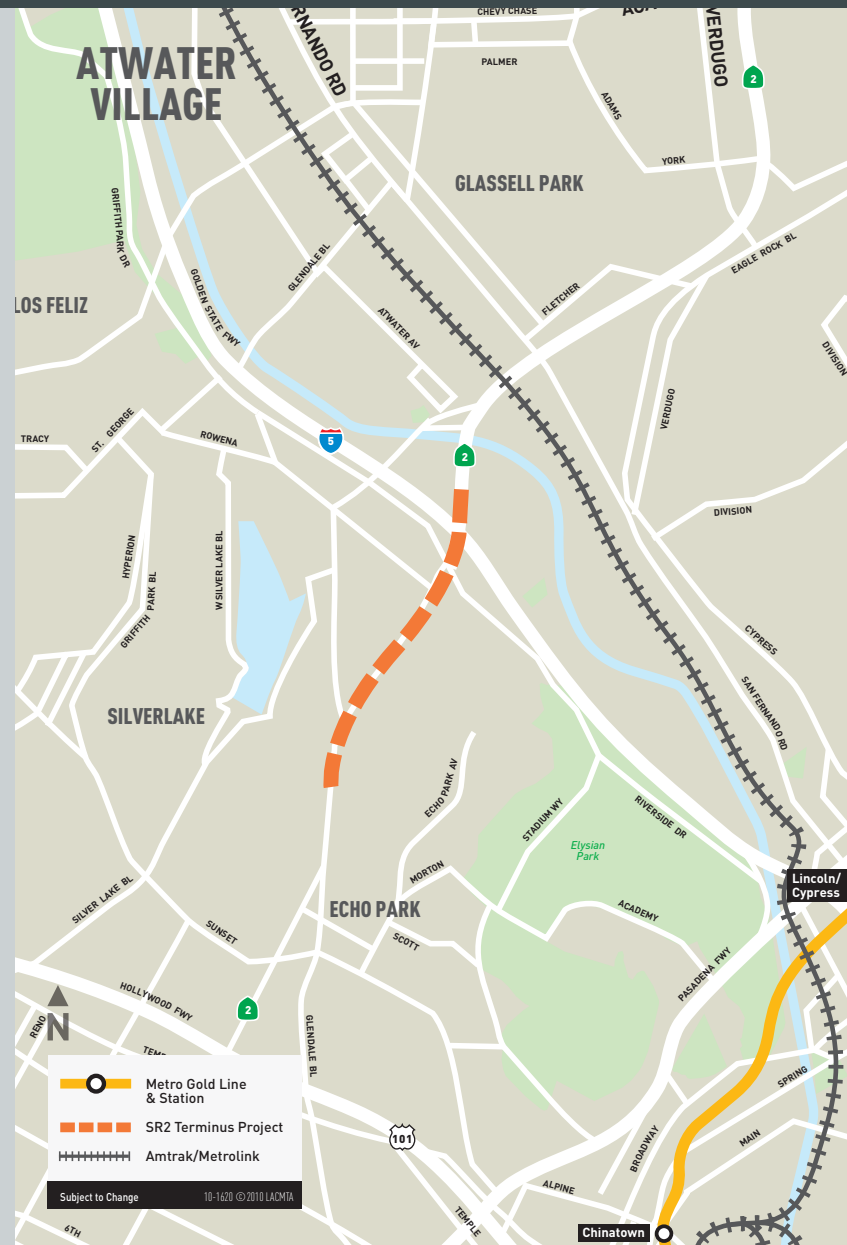
Metro



Project Background

The Glendale Freeway (SR-2) was originally planned and constructed in 1959 to connect with the Hollywood Freeway (US-101) through the neighborhoods of Silver Lake and Echo Park. In 1962, as a result of local community opposition, the full build-out plan was rescinded and construction was terminated at the present SR-2 terminus near Glendale Bl and Duane St. Since then, commuter traffic coming off and on to SR-2 has passed through the local community, primarily along Glendale Bl and Alvarado St and has contributed to congestion.

Over the years, the Los Angeles County Metropolitan Transportation Authority (Metro), the California Department of Transportation (Caltrans) and the City of Los Angeles Department of Transportation (LADOT) have all worked to identify ways to improve this undesirable situation. Between 1992 and 2002, three studies were conducted leading up to the current Initial Study/ Environmental Assessment (IS/EA) (2006-2009), which was focused on achieving a context sensitive design. Towards that end, the partner agencies have collaborated extensively with the local community to develop plans to achieve a balanced transportation system that better serves local and regional transportation needs through improved management of traffic flow; enhanced pedestrian and non-motorized accessibility and safety at the SR-2 terminus; and creation of an open space in the immediate vicinity.



Project Status

In December 2010, the Final Environmental Document was approved with a Mitigated Negative Declaration (MND) and Finding of No Significant Impact (FONSI). Metro and Caltrans approved a Hybrid Alternative, inclusive of proposed improvements that enhance vehicular and pedestrian safety and create community open space in the SR-2 terminus project area.

The project will be implemented in three phases, 1A, 1B and 2. Phase 1A will deliver some safety related improvements and traffic calming measures. The project team recently completed Phase 1A construction

in November 2013. Metro, Caltrans and LADOT are currently working on the Final Design for Phase 1B, which includes pedestrian and aesthetic improvements, noise mitigation and traffic calming measures.

Phase 2 includes the physical changes in the terminus footprint with the realignment of the southbound off-ramp east of the bridge adjacent to the northbound on-ramp. However, Phase 2 is currently not funded; therefore final design will begin after funding is programmed for this work.

Hybrid Alternative

The Hybrid Alternative is the Locally Preferred Alternative (LPA), which aims to enhance vehicular and pedestrian safety and create community open space in the SR-2 terminus project area. The alternative combines various features from the range of alternatives considered in the IS/EA and reflects the diverse input received from the community.

Full implementation of the Hybrid Alternative is based on funding availability. Phase 1A was fully funded and completed in November 2013. Phase 1B is also fully funded and moving forward into final design during the fall of 2013. Construction of Phase 1B is slated to commence in winter of 2014/2015. Phase 2 on the other hand, is not yet funded and will only move forward into final design and construction once funding is secured.

PHASE 1A

Phase 1A safety related improvements were constructed and completed in November 2013. Improvements include:

MAINLINE SIGNAGE IMPROVEMENTS

- > Modify flashing beacon, south of the I-5/ SR-2 interchange
- Upgrade all freeway sign panels from I-5 to SR-2 terminus

TRAFFIC

- > Refresh striping on Glendale Bl from Waterloo St to Branden St
- > Place vehicle feedback sign approaching the SR-2 southbound flyover

PHASE 1B

Phase 1B includes additional safety and traffic calming improvements as well as aesthetic and pedestrian improvements. Noise mitigation measures will also be included. Final design for Phase 1B is concurrent with Phase 1A, however due to its more complex scope of work; construction is anticipated to begin winter 2014/2015. Improvements include:

MAINLINE TRAFFIC CALMING MEASURES

- > Installation of a meter before the SR-2 southbound flyover ramp
- > Placement of an additional vehicle feedback sign near the end of the SR-2 southbound flyover

LENDALE BL IMPROVEMENTS

- > Installation of ornamental street lights on Glendale Bl from Waterloo St to Branden St
- > Replacement of existing channelizers
- > Extend existing median on Glendale Bl with channelizers to Allesandro St

LANDSCAPING IMPROVEMENTS

- > Crescent-shaped area between the flyover ramp and the back of the Glendale Blvd sidewalk will be re-landscaped to improve its appearance

PEDESTRIAN IMPROVEMENTS

- > Sidewalk improvements from Waterloo St to Branden St
- > Widen sidewalk on west side of Glendale Bl from Allesandro St to retaining wall
- > Replace soffit lighting under the Glendale Bl bridge
- > Repair or create ADA ramps on the intersections of Glendale Bl and:
 - Fargo St
 - Waterloo St
 - Allesandro St
 - Clifford St
 - Branden St
- > Enhanced crosswalks at the following Glendale Bl intersections:
 - Waterloo St/Fargo St
 - Allesandro St

SOUNDWALLS

- > East of freeway – Oak Glen Place to north of El Moran Way (NB2 and NB3)

PHASE 2

Phase 2 includes the physical changes in the terminus footprint and will only proceed into final design and construction once funding is secured. Once Metro and Caltrans succeed in acquiring funding from federal and state sources, Phase 2 would include the following:

- > Relocation of the existing SR-2 southbound off-ramp east (adjacent to northbound on-ramp)
- > Demolition of southbound off-ramp and rough grade area for a future City Recreation and Parks Project
- > Restriping of southbound SR-2 lanes to I-5 interchange
- > Extend landscaped area between northbound on-ramp and the proposed new southbound off-ramp
- > Adding new sidewalks and restriping on Glendale Bl to channelize the off-ramp traffic
- > Construction of barrier wall



SR-2 Soundwalls

As part of the SR-2 Freeway Terminus' environmental review process, Caltrans was required to evaluate traffic noise impacts. Final decisions related to the construction of soundwalls are made after completion of the environmental document and during the final project design. Caltrans follows state and federal policies and criteria to determine where soundwalls are built.

For the SR-2 Freeway Terminus project a total of six soundwalls were considered:

- > WEST of freeway – Glendale Blvd to Lake View Ave (SB1, SB2)
- > EAST of freeway – Glendale Blvd. to north of El Moran Way (NB1, NB2, NB3)
- > SOUTH side of Glendale Blvd – Adjacent to St. Teresa of Avila School (SB3)

After the soundwall criteria assessment was conducted, the following soundwalls were selected to proceed into Phase 1B Final Design:

- > EAST of freeway – Oak Glen Place to north of El Moran Way (NB2 and NB3)

Project Schedule

| | |
|---------------------------------------|------------------|
| Complete Environmental Analysis Phase | Dec 2010 |
| Complete Final Engineering Phase 1A | Sept 2012 |
| Complete Construction Phase 1A | November 2013 |
| Complete Final Engineering Phase 1B | Summer 2014 |
| Start Construction Phase 1B | Winter 2014/2015 |
| Complete Construction | Spring 2016 |


* SUBJECT TO CHANGE.

Funding and Project Costs

Congressman Xavier Becerra secured \$12 million for planning, design and construction of the SR-2 Terminus Improvement Project under the Federal Transportation Equity Act for the 21st Century (TEA-21), High Priority Highway Project Authorization grant. The available \$9 million will be used to fund the final design and construction of Phase 1A and 1B. Phase 2 is currently unfunded.

- > Phase 1A – Complete (\$250,000)
- > Phase 1B – Estimated budget for design, right of way and construction (\$8.6 million)
- > Phase 2 – Unfunded (approximately \$20 million)

Contact Us


 Benkin Jong
Project Manager
Metro
One Gateway Plaza, MS 99-22-9
Los Angeles, CA 90012

 213.922.3010


 jongb@metro.net

 metro.net/sr2

Please call the following Caltrans representative after February 2014:

 Peter Jones,
Public Affairs Officer
Caltrans
100 South Main Street
Los Angeles, CA 90012

 213.897.0106

 peter.jones@dot.ca.gov

