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EASTBOUND SR-91/ATLANTIC AV TO CHERRY AV AUXILIARY LANE IMPROVEMENTS PROJECT PROJECT APPROVAL AND ENVIRONMENTAL DOCUMENT PHASE FACT SHEET

Overview

The EB SR-91/Atlantic Av To Cherry Av Auxiliary Lane Improvements Project is located in the Gateway Cities area of LA County, just north of the Ports of Los Angeles and Long Beach. It runs along a segment of State Route 91 (SR-91) through the City of Long Beach between the I-710 and I-605 freeways. The project will provide much needed operational improvements along SR-91, one of three major direct east/west state highways in LA County and a central backbone of the Southern California freeway system. It connects commuters, travelers and freight between the densely populated Gateway Cities and the rest of Los Angeles, as well as Orange, Riverside and San Bernardino Counties.

Metro, in collaboration with Caltrans District 7 and the Gateway Cities Council of Governments (GCCOG), proposes to develop and implement a 0.86 mile auxiliary lane on eastbound SR-91 within a 1.4-mile segment from the southbound Interstate 710 Interchange connector to EB SR-91, to Cherry Av. This project was developed as a priority I-605 "Hot Spots" Program funded by Metro's local sales tax Measure R.

Benefits

- > Reduce congestion
- > Improve safety conditions on the EB SR-91 mainline
- > Improve EB freeway operations (both mainline and ramps)

Project Background

In 2017, Metro and Caltrans prepared and approved a Project Initiation Document called a Project Study Report-Project Development Support (PSR-PDS) for SR-91 and I-710. SR-91 experiences substantial congestion, which is forecast to increase in the absence of physical and operational improvements. The existing (and forecasted) traffic volumes along EB SR-91 mainline with the short-weaving distances between the closely spaced interchanges of the I-710 on-ramps, Atlantic Av and Cherry Av, result in congested operations at the confluence area in the vicinity of the Atlantic Av on-ramp. Operational improvements through the implementation of an EB auxiliary lane between the SB I-710 connector on-ramp and the Cherry Av off-ramp can enhance safety conditions on the EB SR-91 mainline, reduce congestion, improve EB freeway operations (both mainline and ramps) and better accommodate projected regional growth.



Alternatives Under Consideration

1. NO BUILD ALTERNATIVE

Under this alternative, project improvements would not be developed or constructed on EB SR-91 within the study area limits. This alternative would maintain the current configuration of the existing freeway, ramps and local intersections within the project limits. The EB SR-91 facility would continue to have five mixed-flow lanes and one high-occupancy vehicle (HOV) lane. The No Build alternative serves mainly as a baseline to compare with the Build Alternative.

2. BUILD ALTERNATIVE

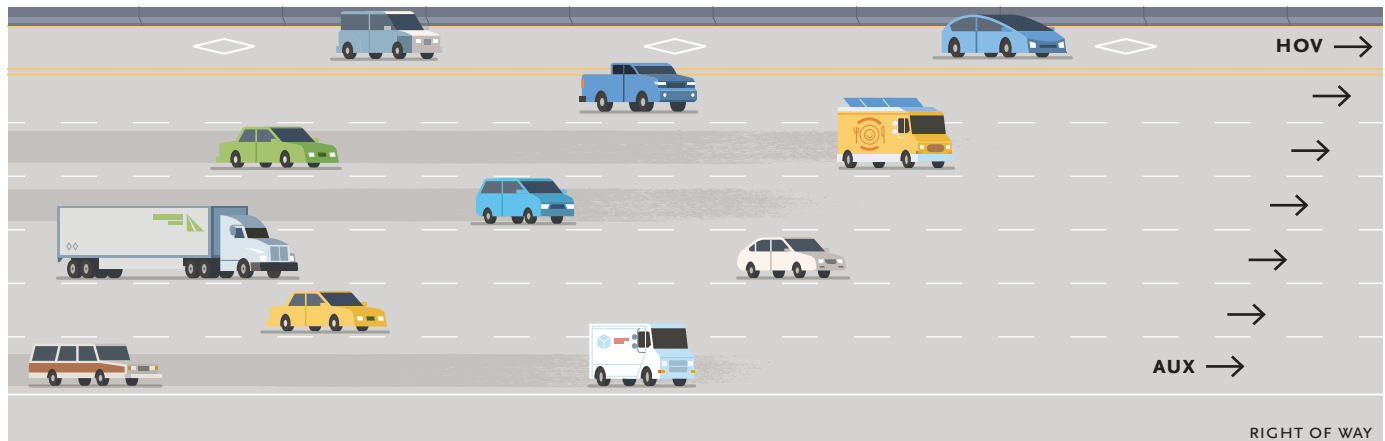
The Build Alternative would include the addition of an auxiliary lane on EB SR-91 from the Atlantic Av on-ramp to the Cherry Av off-ramp. The proposed alternative would require modifications to the Myrtle Av, Orange Av

and Walnut Av bridges, which would be widened on the south side to accommodate the proposed auxiliary lane.

The Build Alternative would include extending the auxiliary lane approximately 0.31 mile westerly to the SB I-710/EB SR-91 Connector (westerly extension), and taper off easterly to the Cherry Av Undercrossing (easterly extension). The westerly extension would require widening of the Atlantic Av bridge on the south side and restriping of the SB I-710/EB SR-91 Connector from one lane to two lanes.

The Build Alternative would enhance safety conditions on the EB SR-91 mainline, reduce congestion and improve EB freeway operations on both the EB SR-91 mainline and ramps.

PROPOSED LANE CONFIGURATION FOR BUILD ALTERNATIVE




Project Schedule



CONTACT US

For more information, questions, comments or requests to join the mailing list, please contact:

 Lucy Delgadillo, Project Manager
Metro
One Gateway Plaza, MS 99-18-2
Los Angeles, CA 90012

 delgadillolu@metro.net

 metro.net/60shotspots