

RTIP ID# (required): LA990351
TCWG Consideration Date: July 27, 2010
<p>Project Description <i>(clearly describe project)</i></p> <p>The Los Angeles County Metropolitan Transportation Authority (Metro) in cooperation with the California Department of Transportation (Department) and City of Los Angeles Department of Transportation (LADOT) propose to modify the southern Terminus of State Route 2 (SR-2) from Branden Street (PM 13.5) to Oak Glen Place (PM 15.0) in the City and County of Los Angeles. A regional location map and project vicinity map are provided in Figure 1 and Figure 2, respectively.</p> <p>This project was previously reviewed by the TCWG in December 2008, during which time the TCWG concurred that the project was not a POAQC. For the December 2008 project review, five build alternatives were under consideration, which have all since been rejected. The project as currently proposed is comprised from elements of the five previously proposed build alternatives, and is essentially a hybrid of the previously proposed alternatives.</p> <p>Under the preferred build alternative, the existing flyover structure from southbound SR-2 to southbound Glendale Boulevard would be retained and the southbound SR-2 exit ramp would be shifted to the east (see Attachment A for conceptual plans). The flyover structure, similar to the existing condition, would continue to provide two traffic lanes for vehicles traveling southbound on SR-2 to southbound Glendale Boulevard. However, southbound Glendale Boulevard would be restriped, north and south of the flyover terminus, to allow the two flyover lanes to continue south along Glendale Boulevard rather than merging to one lane, just south of the terminus, as occurs under the existing condition.</p> <p>The relocated SR-2 off-ramp that exits to northbound Glendale Boulevard would be reduced from two lanes, under the existing condition, to one lane. Right-turns only would be permitted from the exit ramp onto the curb lane of a restriped northbound Glendale Boulevard. The on-ramp to northbound SR-2 from northbound Glendale Boulevard would remain two lanes.</p> <p>On northbound Glendale Boulevard, a left-turn lane to Waterloo Street would continue to be provided; however, the left-turn pocket would be extended south and would be barrier separated from the adjacent northbound Glendale Boulevard lanes to prevent southbound SR-2 exit ramp traffic from entering the left-turn pocket and turning left onto Waterloo. Left-turns from northbound Glendale Boulevard to Waterloo Street would be prohibited during the morning and afternoon peak traffic periods.</p> <p>The existing traffic signal at the exit ramp intersection with Glendale Boulevard and Waterloo Street would be eliminated and replaced with a pedestrian activated signal. Relocation of the exit ramps to the east would create new open space west of the flyover structure and north of Glendale Boulevard. Retaining the flyover and overpass structure would accommodate a potential future pedestrian connection from Tommy Lasorda Field of Dreams on the south to the new open space on the north. A safety barrier would be provided on the flyover to separate the flyover travel lanes from a potential future pedestrian connection to the west.</p> <p>In order to optimize the flow of southbound SR-2 traffic under the preferred build alternative, southbound SR-2 would be restriped from the I-5 interchange south to the SR-2 terminus (see Attachment A). Three traffic lanes would be provided on the southbound SR-2 overcrossing structure over I-5. The two lanes on the southbound I-5 to southbound SR-2 connector would merge to one lane, which would then merge with the outside, number 3, southbound SR-2 lane. The two outside lanes would continue south onto the flyover and the inside (number 1) lane would exit to northbound SR-2.</p> <p>The preferred build alternative would also include additional directional signage, north of the I-5 interchange, and a “slow-down” package of improvements to manage traffic flow and speeds. These improvements would include metering signals that would be installed in each lane on the flyover structure and activated during a.m. and p.m. peak traffic periods and radar-triggered advance warning message signs on southbound SR-2, south of the I-5 interchange.</p> <p>For safety reasons, the sidewalk on the east side of Glendale Boulevard, at the terminus, would be removed, and the sidewalk on the west side, where it passes under the flyover and overpass structure, would be widened and enhanced and additional lighting would be provided.</p>

Type of Project (use Table 1 on instruction sheet): Intersection Channelization				
County Los Angeles	Narrative Location/Route & Postmiles: Project is located on SR-2 between Branden Street (PM 13.5) and Oak Glen Place (PM 15.0) within the City of Los Angeles. See Figure 1 (Regional Location Map) and Figure 2 (Project Vicinity Map) attached. Caltrans Projects – EA# 20550			
Lead Agency: California Department of Transportation (Caltrans)				
Contact Person Andrew Yoon	Phone# 213-897-6117	Fax# 213-897-1634	Email andrew_yoon@dot.ca.gov	
Hot Spot Pollutant of Concern (check one or both) PM2.5 X PM10 X				
Federal Action for which Project-Level PM Conformity is Needed (check appropriate box)				
Categorical Exclusion (NEPA)	<input checked="" type="checkbox"/> EA or Draft EIS	<input type="checkbox"/> FONSI or Final EIS	<input type="checkbox"/> PS&E or Construction	<input type="checkbox"/> Other
Scheduled Date of Federal Action:				
NEPA Delegation – Project Type (check appropriate box)				
<input type="checkbox"/> Exempt	<input type="checkbox"/> Section 6004 – Categorical Exemption		<input checked="" type="checkbox"/> Section 6005 – Non-Categorical Exemption	
Current Programming Dates (as appropriate)				
	PE/Environmental	ENG	ROW	CON
Start	October 2002	February 2011	April 2011	January 2012
End	February 2011	December 2012	November 2011	April 2013
Project Purpose and Need (Summary): (attach additional sheets as necessary)				
<p>The City of Los Angeles is experiencing continued growth. This segment of SR-2 provides ingress and egress to the densely populated communities of Echo Park and Silver Lake and is a major thoroughfare for the surrounding area. This segment of SR-2 also provides a vital link for commuters traveling from communities in the northern and eastern parts of the Los Angeles Basin to downtown Los Angeles.</p> <p>The current SR-2 terminus configuration has several limitations associated with its layout. The southbound exit ramp and southbound direct connector interrupt Glendale Boulevard traffic flows in two locations, at Waterloo/Fargo Street and then again near Allesandro Street. Because the northbound lanes consist of a northbound Glendale Boulevard, a northbound freeway entrance ramp and a center “choice” lane; weaving maneuvers are required between Allesandro Street and the terminus. Pedestrians and bicycles are not well accommodated by existing facilities in the vicinity of the freeway terminus.</p> <p>Traffic flow during peak hours in the project area is severely impeded due to the existing configuration of the SR-2 terminus, and during off-peak periods, the southbound direct connector traffic often merges onto southbound Glendale Boulevard at a high rate of speed.</p> <p>The purpose of the project was developed by the Department, Metro, and LADOT, with the cooperation of members of the community. The purposes, or objectives, of the project are to:</p> <ol style="list-style-type: none"> 1. Better manage traffic flow at the terminus; 2. Enhance vehicular and pedestrian accessibility and safety in the vicinity of the SR-2 terminus; 3. Create the opportunity for additional space in the vicinity of the SR-2 terminus; and 4. Develop a freeway terminus design that is compatible with existing residential and commercial uses in the immediate vicinity. <p>The proposed improvements that have been identified to address the project purpose and need have independent utility and logical termini.</p>				

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

The study area is highly developed with predominantly residential uses (see Figure 8, Existing Land Use). Adjacent land uses on either side of the right-of-way consist of multiple-family and low-density residences, apartment complexes, commercial buildings, a park, and public facilities.

The area is primarily a mix of single- and multi-family residential units. St. Teresa’s Church and School are located in the immediate vicinity of the SR-2 terminus. The nearest commercial areas are along Glendale Boulevard. No businesses or industrial areas are present in the immediate vicinity of the proposed project improvements.

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

Opening Year 2013 Traffic Volumes ^a		
	No Build	Build
SR-2 Segment PM13.592/14.213		
AM Peak-hour LOS (E/W)	A/A	A/A
PM Peak-hour LOS (E/W)	C/A	C/A
AAADT	76,122	76,122
Truck Percentage of AADT	3.7%	3.7%
Truck AADT	2,816	2,816
SR-2 Segment PM14.213/15.143		
AM Peak-hour LOS (E/W)	A/A	A/A
PM Peak-hour LOS (E/W)	B/A	B/A
AAADT	64,328	64,328
Truck Percentage of AADT	3.7%	3.7%
Truck AADT	2,380	2,380

^a Year 2013 traffic volumes forecasted by growing the year 2006 traffic volumes by an annual growth factor of 1 percent. No-build and Build traffic volumes are the same because the proposed project would not add capacity to the SR-2 project limits.

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

Horizon Year 2033 Traffic Volumes ^b		
	No Build	Build
SR-2 Segment PM13.592/14.213		
AM Peak-hour LOS (E/W)	B/A	B/A
PM Peak-hour LOS (E/W)	E/A	E/A
AAADT	92,883	92,883
Truck Percentage of AADT	3.7%	3.7%
Truck AADT	3,437	3,437
SR-2 Segment PM14.213/15.143		
AM Peak-hour LOS (E/W)	A/A	A/A
PM Peak-hour LOS (E/W)	C/A	C/A
AAADT	78,493	78,493
Truck Percentage of AADT	3.7%	3.7%
Truck AADT	2,904	2,904

^b Year 2033 traffic volumes forecasted by growing the year 2006 traffic volumes by an annual growth factor of 1 percent. No-build and Build traffic volumes are the same because the proposed project would not add capacity to the SR-2 project limits.

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

Year 2013 Traffic Volumes

Roadway Segment	No Build			Preferred Build		
	AADT	Truck %	Truck AADT	AADT	Truck %	Truck AADT
NB On-ramp	21,693	3.7%	803	21,693	3.7%	803
SB Off-ramp	21,918	3.7%	811	21,918	3.7%	811
Glendale BI NB	24,365	3.7%	901	25,670	3.7%	950
Glendale BI SB	25,694	3.7%	951	26,955	3.7%	997

Note: AADT traffic numbers derived making the following adjustments to the horizon year peak-hour intersection volumes provided in the project traffic study (Fehr & Peers, September 2008):

1. Annual growth factor of 1% compounded over 17 years (18.43% total) was subtracted from year 2030/33 traffic volumes.
2. Adjusted peak-hour AM and PM volumes were added together and multiplied by 5 to ascertain an estimate of AADT traffic volumes.

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

Year 2033 Traffic Volumes

Roadway Segment	No Build			Preferred Build		
	AADT	Truck %	Truck AADT	AADT	Truck %	Truck AADT
NB On-ramp	26,595	3.7%	984	26,595	3.7%	984
SB Off-ramp	26,870	3.7%	994	26,870	3.7%	994
Glendale BI NB	29,870	3.7%	1,105	31,470	3.7%	1,164
Glendale BI SB	31,500	3.7%	1,166	33,045	3.7%	1,223

Note: AADT traffic numbers derived adding the peak-hour AM and PM together and multiplying by 5 to ascertain an estimate of AADT traffic volumes.

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

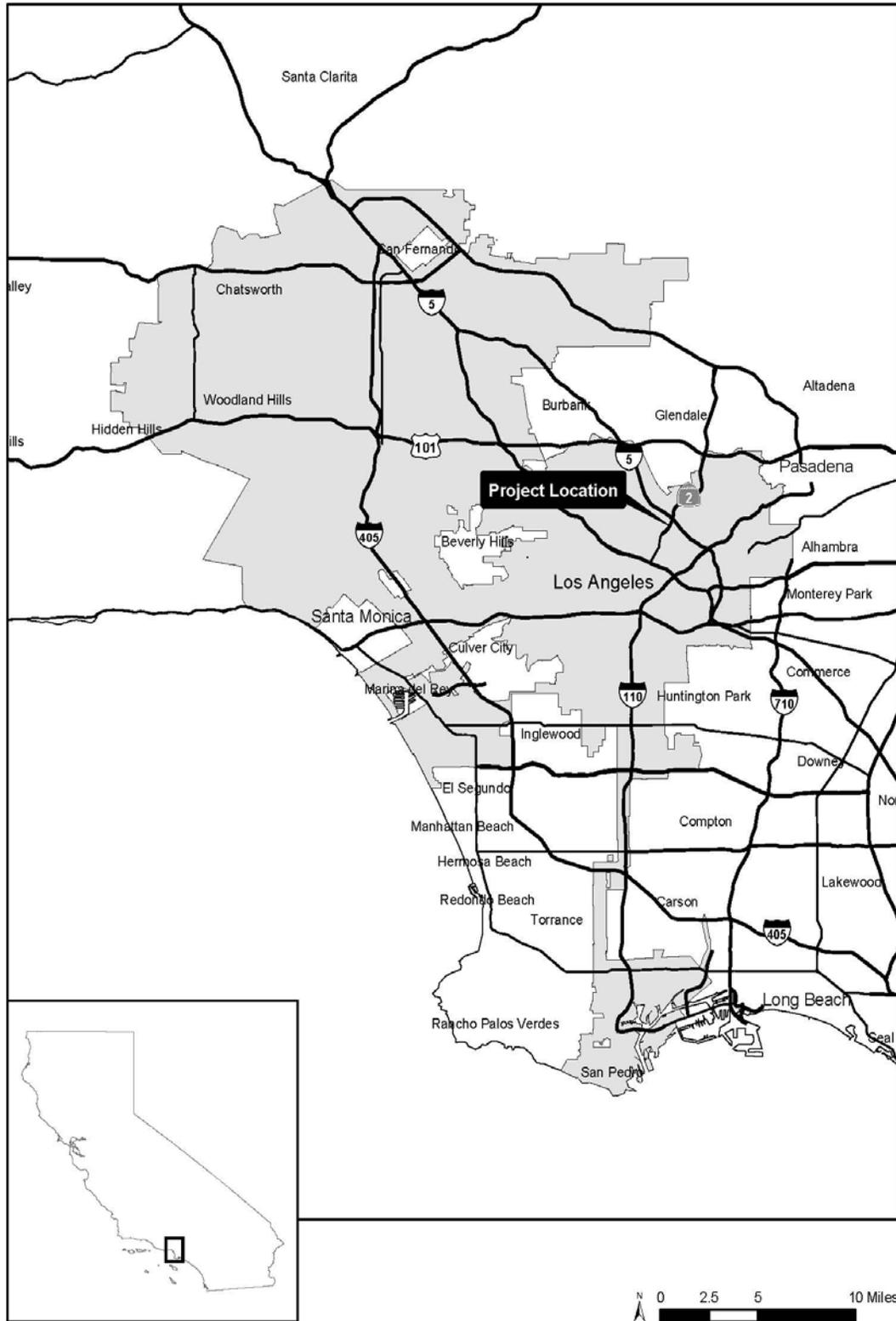
The proposed project is a freeway terminus modification intended better manage traffic flow and enhance pedestrian mobility and safety. Project improvements would have no material effect on capacity. As such, no meaningful traffic redistribution effects are anticipated.

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

The EPA’s March 2006 guidance document *Transportation Guidance for Qualitative Hot-spot Analysis in PM2.5 and PM10 Nonattainment and Maintenance Areas* references a two step criteria to identify “a significant volume of diesel truck traffic.” The first criterion is facilities with greater than 125,000 AADT volumes. If the first criterion is met, the second criterion is that 8 percent or more of said traffic volumes (i.e., 10,000 vehicles or more) are diesel truck traffic volumes. With respect to traffic volumes along the project limits of SR-2, both opening year (2013) and horizon year (2033) AADT volumes are forecast to be below the above-mentioned screening-level threshold criteria of 125,000 total AADT traffic volumes. As such, the project does not have potential to result in a substantial number of diesel vehicles within the project area (i.e., the project limits of SR-2).

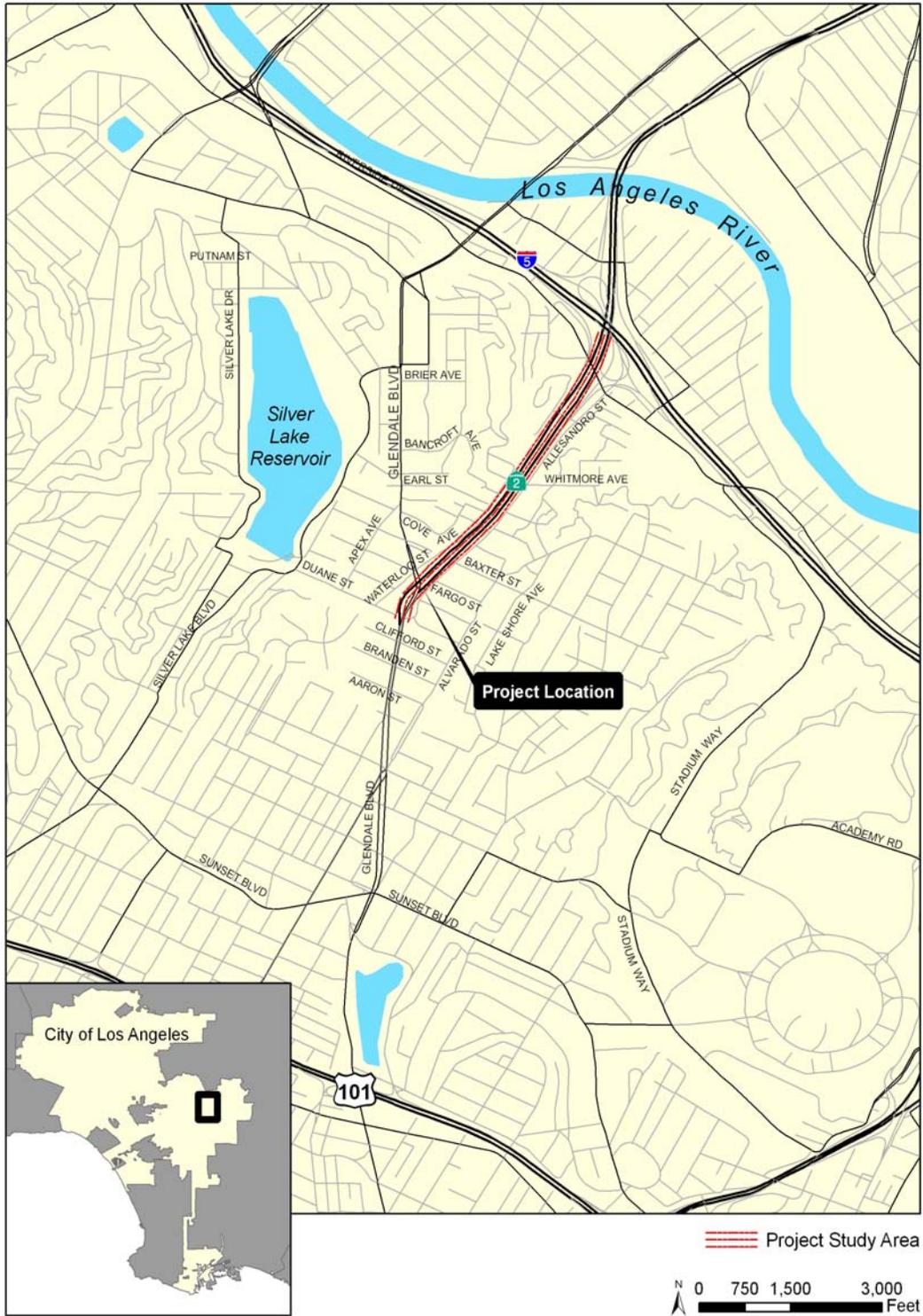
According to the Transportation Conformity Guidance for Qualitative Hot-spot Analyses in PM2.5 and PM10 Nonattainment and Maintenance Areas, this project is not a project of air quality concern under 40 CFR 93.123(b)(1)(i) and (ii).

Figure 1. Regional Vicinity Map



Source: ICF International, 2010.

Figure 2. Project Location Map



Source: ICF International, 2010.

ATTACHMENT A

CONCEPTUAL PLAN FOR THE HYBRID ALTERNATIVE

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
Caltrans
 FUNCTIONAL SUPERVISOR
 CALCULATED/DESIGNED BY
 CHECKED BY
 REVISED BY
 DATE REVISED

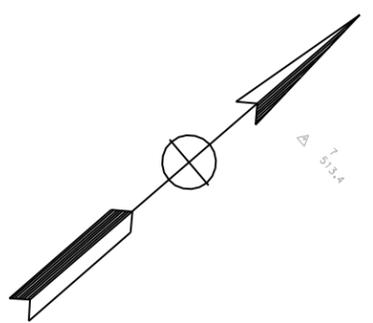
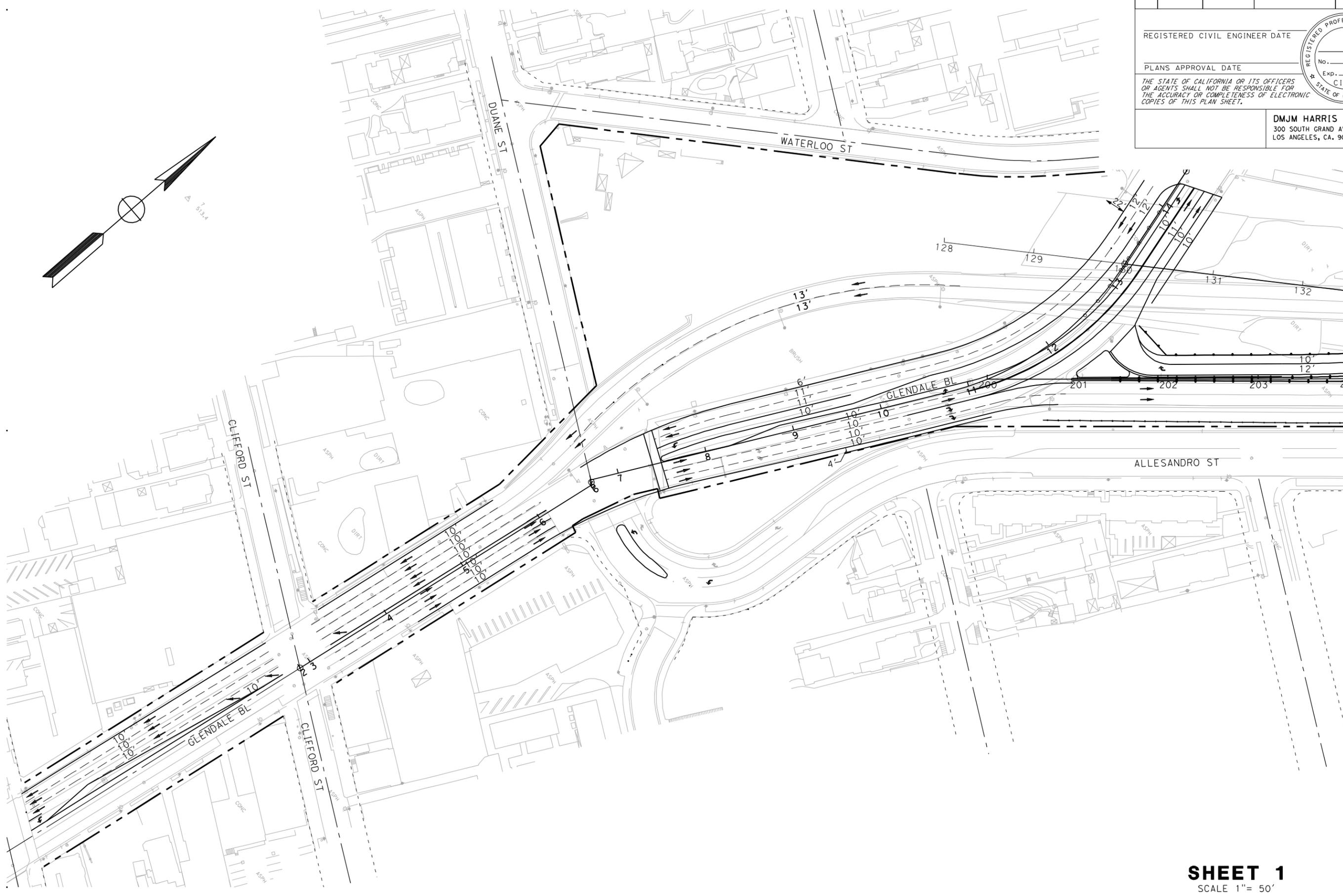
Dist	COUNTY	LOCATION CODE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS

REGISTERED CIVIL ENGINEER DATE _____

PLANS APPROVAL DATE _____

THE STATE OF CALIFORNIA OR ITS OFFICERS OR AGENTS SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OR COMPLETENESS OF ELECTRONIC COPIES OF THIS PLAN SHEET.

DMJM HARRIS
 300 SOUTH GRAND AVE, 2nd FLOOR
 LOS ANGELES, CA. 90071



MATCH LINE STA 204+00
 SEE SHEET 2

SHEET 1
 SCALE 1" = 50'

STATE OF CALIFORNIA -- DEPARTMENT OF TRANSPORTATION

Caltrans

FUNCTIONAL SUPERVISOR

CHECKED BY

DESIGNED BY

REVISOR

DATE

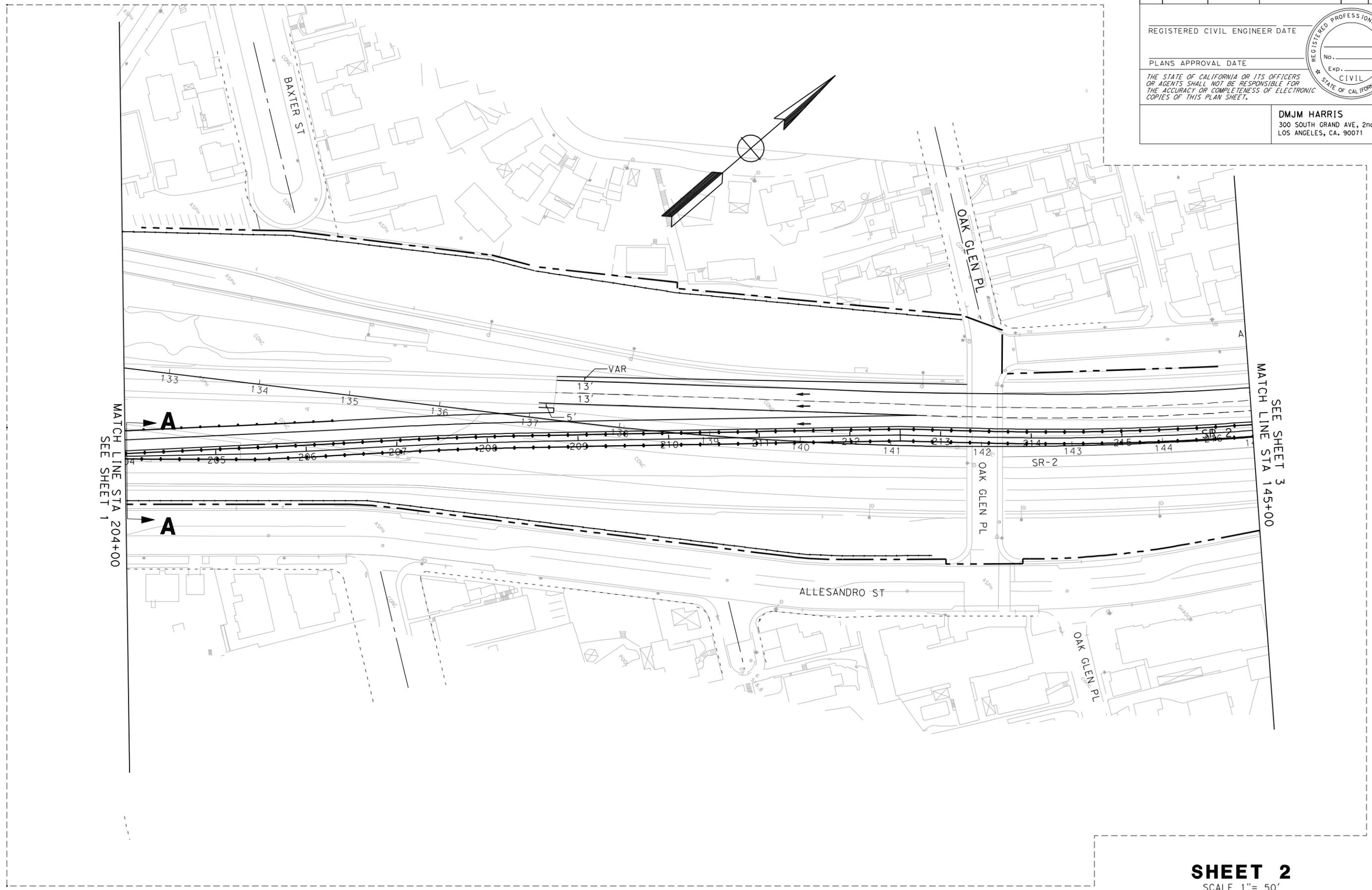
Dist	COUNTY	LOCATION CODE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS

REGISTERED CIVIL ENGINEER DATE _____

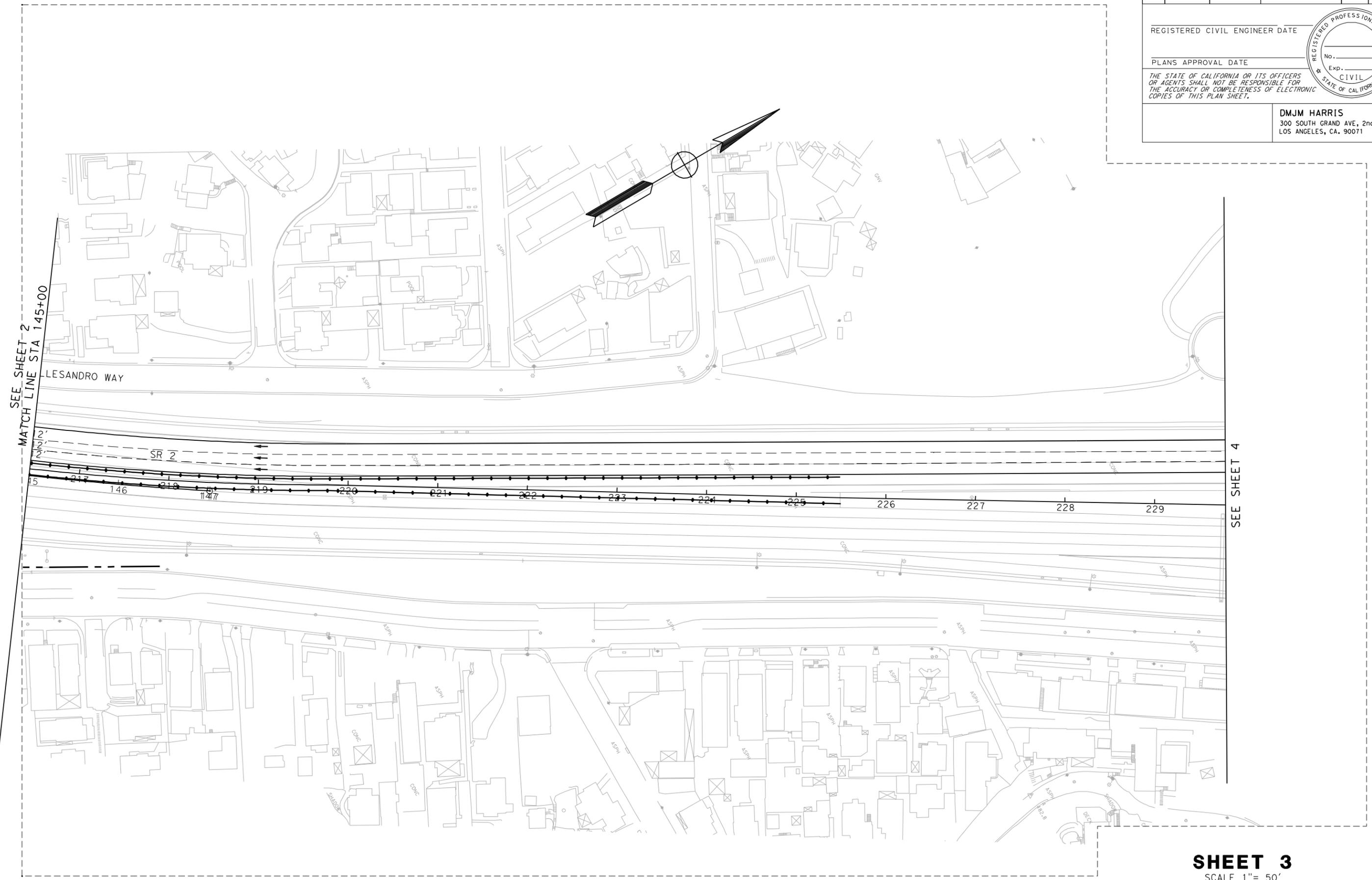
PLANS APPROVAL DATE _____

THE STATE OF CALIFORNIA OR ITS OFFICERS OR AGENTS SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OR COMPLETENESS OF ELECTRONIC COPIES OF THIS PLAN SHEET.

DMJM HARRIS
 300 SOUTH GRAND AVE, 2nd FLOOR
 LOS ANGELES, CA. 90071



SHEET 2
 SCALE 1" = 50'



Dist	COUNTY	LOCATION CODE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS

REGISTERED CIVIL ENGINEER DATE _____

PLANS APPROVAL DATE _____

THE STATE OF CALIFORNIA OR ITS OFFICERS OR AGENTS SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OR COMPLETENESS OF ELECTRONIC COPIES OF THIS PLAN SHEET.

DMJM HARRIS
 300 SOUTH GRAND AVE, 2nd FLOOR
 LOS ANGELES, CA. 90071

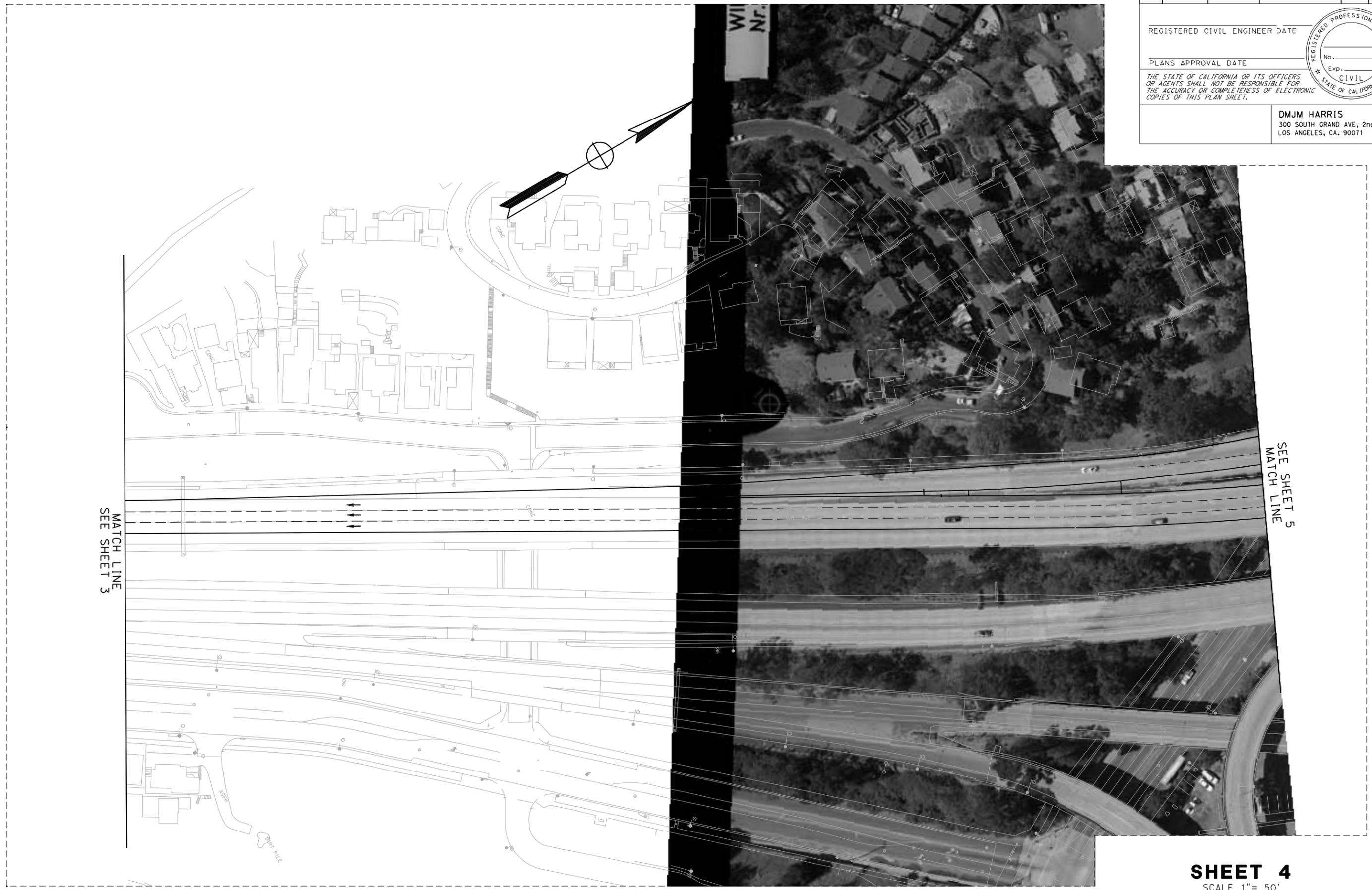


SHEET 3
 SCALE 1" = 50'



STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION	FUNCTIONAL SUPERVISOR	CALCULATED-DESIGNED BY	REVISOR
Caltrans		CHECKED BY	DATE

BORDER LAST REVISED 3/1/2007



Dist	COUNTY	LOCATION CODE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
REGISTERED CIVIL ENGINEER DATE _____					
PLANS APPROVAL DATE _____					
<small>THE STATE OF CALIFORNIA OR ITS OFFICERS OR AGENTS SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OR COMPLETENESS OF ELECTRONIC COPIES OF THIS PLAN SHEET.</small>					
DMJM HARRIS 300 SOUTH GRAND AVE, 2nd FLOOR LOS ANGELES, CA. 90071					



SHEET 4
SCALE 1" = 50'

SEE SHEET 5
MATCH LINE

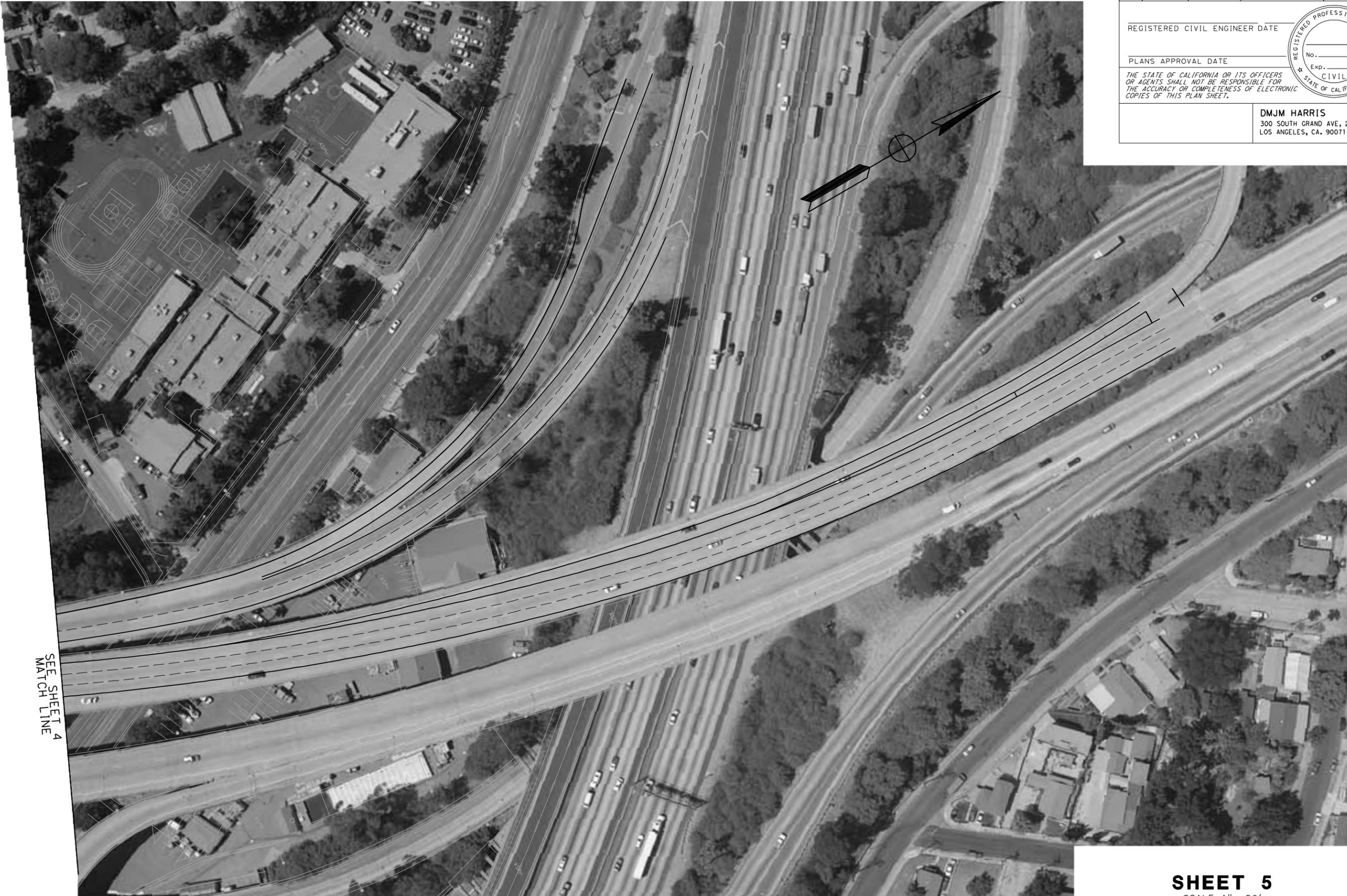


USERNAME => \$USER
DGN FILE => \$REQUEST

CU 00000 EA 00000

LAST REVISION DATE PLOTTED => \$DATE
00-00-00 TIME PLOTTED => \$TIME

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION	FUNCTIONAL SUPERVISOR	CALCULATED/DESIGNED BY	REVISOR	DATE
Caltrans		CHECKED BY	DATE	REVISOR
BORDER LAST REVISED 3/1/2007				



SEE SHEET 4
MATCH LINE

Dist	COUNTY	LOCATION CODE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
REGISTERED CIVIL ENGINEER DATE					
PLANS APPROVAL DATE					
<small>THE STATE OF CALIFORNIA OR ITS OFFICERS OR AGENTS SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OR COMPLETENESS OF ELECTRONIC COPIES OF THIS PLAN SHEET.</small>					
DMJM HARRIS			300 SOUTH GRAND AVE, 2nd FLOOR LOS ANGELES, CA. 90071		

SHEET 5
SCALE 1" = 50'