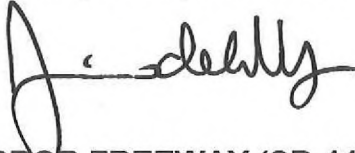


CITY OF LOS ANGELES
INTER-DEPARTMENTAL MEMORANDUM

Date: January 15, 2013

To: The Honorable City Council
c/o City Clerk, Room 395, City Hall
Attention: Honorable Bill Rosendahl, Chair, Transportation Committee

From: Jaime de la Vega, General Manager
Department of Transportation 

Subject: **FREEWAY AGREEMENT FOR HARBOR FREEWAY (SR-110)/C STREET
ACCESS RAMP IMPROVEMENTS**

SUMMARY

The State of California Department of Transportation (Caltrans) and the City of Los Angeles Harbor Department have developed a project to improve traffic circulation around the harbor area that would provide a direct access between Harbor Freeway (SR-110) and Port of Los Angeles' (Port) facilities. In order for the project to move forward, it is necessary for the city to execute a superseding Freeway Agreement with Caltrans.

RECOMMENDATION

That the City Council, subject to approval of the Mayor:

DIRECT the Los Angeles Department of Transportation (LADOT), in coordination with the Bureau of Engineering (BOE), to execute a new Freeway Agreement with Caltrans in regards to realigning the northbound SR-110 off-ramp at C Street to Harry Bridges Boulevard.

DISCUSSION

In January 2007, Caltrans and the Harbor Department completed a Project Study Report that proposed improvements to the northbound SR-110 mainline at C Street, and the nearby collector/distributor roadway. From this study, the Harbor Department sought and received grant funding for a project to address existing operational and safety issues on the SR-110, and improve traffic circulation, reduce queuing of trucks, and improve safety for all users on nearby local roadways. The proposed project improvements, shown on the attached aerial map, are as follows:

- Combine the two existing intersections at: (1) C Street and Figueroa Street, and (2) John S. Gibson Boulevard, Harry Bridges Boulevard and Figueroa Street into a single intersection by realigning Harry Bridges Boulevard, John S. Gibson

Boulevard, and Figueroa Street. The new intersection will provide a "free" right turn from the SR-110 southbound off-ramp to southbound John S. Gibson Boulevard, and provide access to the modified SR-110 northbound on-ramp.

- Permanently close C Street access from Figueroa Street and provide an offset cul-de-sac at the existing intersection.
- Replace the existing northbound off-ramp at C Street with a direct off-ramp from northbound SR-110 to eastbound Harry Bridges Boulevard. This would involve the widening of the existing Union Oil undercrossing and the construction of a new bridge structure over the re-aligned John S. Gibson Boulevard.

This project, in conjunction with other improvements at the Port, will channel truck traffic directly to and from the SR-110 and Port terminals, and will minimize truck traffic on the local roads. The Harbor Department is near completion of the design of this project. LADOT and BOE have reviewed the proposed design and both agencies support the proposed improvements to the SR-110 and local streets. Since the project does involve modifications to the SR-110, Caltrans is requesting that the city approve the project by executing a superseding Freeway Agreement. The new Freeway Agreement must be executed before the right-of-way transfers can be initiated. Right-of-way transfers of several properties by Caltrans and the city will be necessary following construction. Therefore, it is the mutual desire of the state and city to enter into a new Freeway Agreement in accordance with the proposed improvements of the subject project.

BACKGROUND

On May 10, 1960, the City of Los Angeles and Caltrans entered into a Freeway Agreement for the construction of the SR-110 between Battery Street and 42nd Street within the city. On May 18, 1964, Caltrans and the city entered into a superseding Freeway Agreement, relating to the portion of SR-110 from Battery Street to 0.40 miles north of Battery Street. This new agreement supersedes that portion of the previous Freeway Agreement from 0.15 miles north of Battery Street to 0.2 miles north of Anaheim Street.

FISCAL IMPACT

The proposed project will not have an impact on the general fund. The project will be funded using Los Angeles County Metropolitan Transportation Authority Proposition C (\$6.6 million), Trade Corridor Improvement Fund (\$8.3 million), Surface Transportation Program Local (\$5.9 million), and Port Revenue Funds (\$6.4 million).

COORDINATION

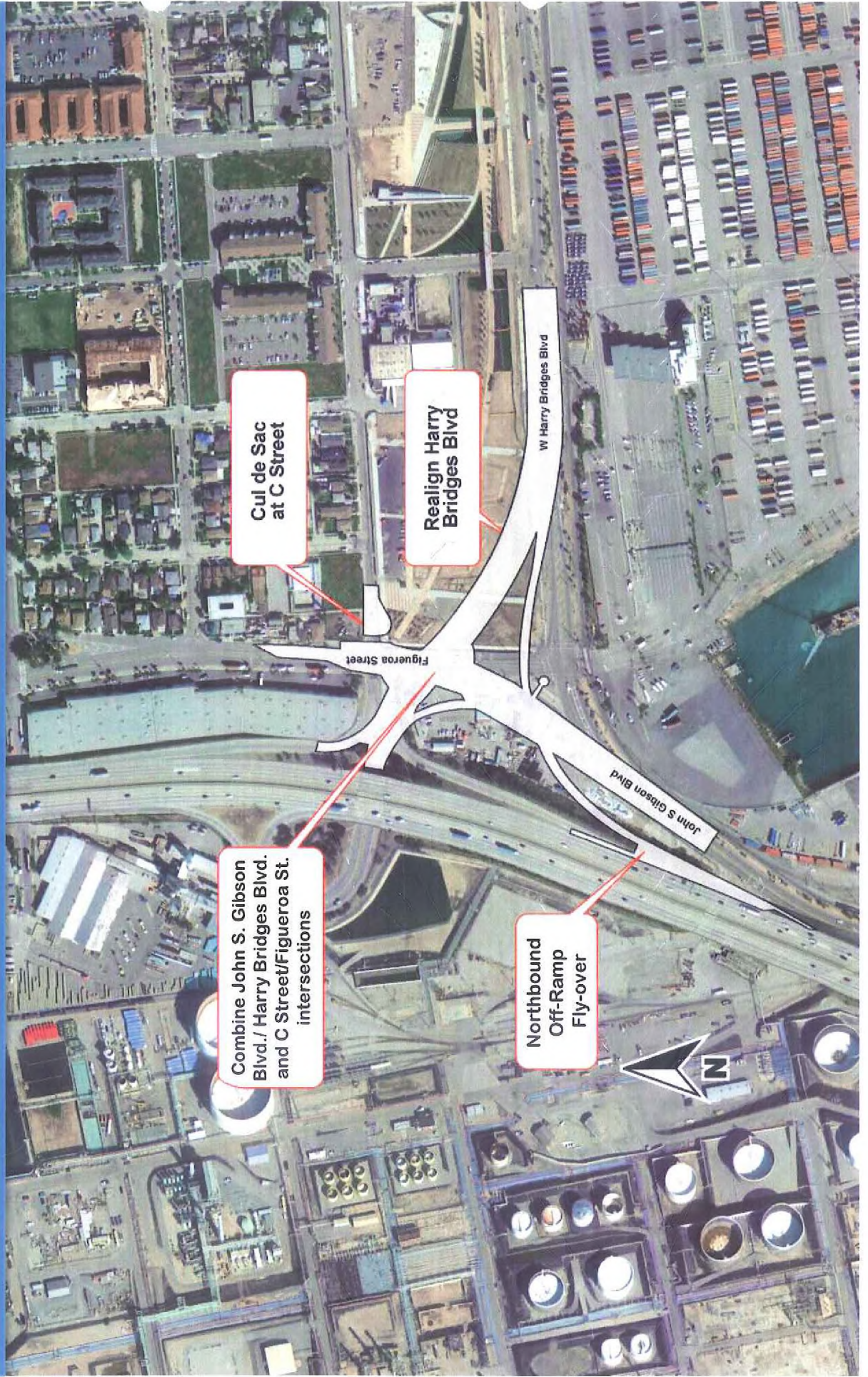
Extensive outreach was performed in the planning, conceptual design and environmental phases of this project in order to meet the transportation needs of all users of the project location. As the lead city department, the Harbor Department will coordinate with Caltrans, BOE, and LADOT during construction and ensure that reconstruction of the city roadways is performed in accordance with city guidelines and standards. The Harbor Department will also work closely with Caltrans to coordinate with local elected officials and other key stakeholders in the area prior and during construction to ensure that access to local businesses and residential neighborhoods is not impacted.

JTV:kh

Attachments

c: Sue Lai, Harbor Department
Lawrence Cuaresma, BOE

HARBOR FREEWAY (SR-110)/ C STREET ACCESS RAMP IMPROVEMENTS



07-LA-110 PM 1.7/3.0
Between 0.15 miles north of Battery
Street and 0.20 miles North of
Anaheim Street.

FREEWAY AGREEMENT

THIS AGREEMENT, made and entered into on this _____ day of _____, 20____, by and between the STATE OF CALIFORNIA acting by and through the Department of Transportation (herein referred to as "STATE"), and the City of Los Angeles (herein referred to as "CITY"),

WITNESSETH:

WHEREAS, the highway described above has been declared to be a freeway by Resolution of the California Transportation Commission on June 22, 1950; and

WHEREAS, STATE and CITY have entered into a Freeway Agreement dated May 10, 1960, relating to the portion of State Highway Route from Battery Street to 42nd Street; and have entered into a Superseding Freeway Agreement dated May 18, 1964, relating to the portion of State Highway Route from Battery Street to 0.40 miles north of Battery Street; and

WHEREAS, a plan map for such freeway has been prepared showing the proposed plan of the STATE as it affects streets of the CITY; and

WHEREAS, it is the mutual desire of the parties hereto to enter into a new Freeway Agreement in accordance with the revised plan of said freeway;

NOW, THEREFORE, IT IS AGREED:

1. This Agreement supersedes that portion of said Freeway Agreement dated May 10, 1960, from 0.15 miles north of Battery Street to 0.2 miles north of Anaheim Street.

2. CITY agrees and consents to the closing of CITY roads, relocation of CITY streets, construction of frontage roads and other local roads, and other construction affecting CITY streets, all as shown on the plan map attached hereto, marked Exhibit A, and made a part hereof by reference.

3. The obligations of STATE and CITY with respect to the funding and construction of the freeway project will always be dealt with in separate Cooperative Agreement(s) between the parties, and any amendments thereto, or Encroachment Permits issued to CITY. The parties responsible for the construction of the freeway shall make any changes affecting CITY streets only in accordance with the plan map attached hereto, marked Exhibit A.

4. The obligations of STATE and CITY with respect to the acquisition of the rights of way required for the construction, reconstruction, or alteration of the freeway and CITY streets, frontage roads, and other local roads will always be dealt with in separate

Cooperative Agreement(s) between the parties, and any amendments thereto or Encroachment Permits issued to CITY.

5. It is understood between the parties that the rights of way may be acquired in sections or units, and that both as to the acquisition of right of way and the construction of the freeway project, the obligations of STATE and CITY hereunder shall be carried out at such time and for such unit or units of the project as funds are budgeted and made lawfully available for such expenditures.

6. CITY will accept control and maintenance over each of the relocated or reconstructed CITY streets, any frontage roads, and other local roads constructed as part of the project, on receipt of written confirmation that the work thereon has been completed, except for any portion which is adopted by STATE as a part of the freeway proper. If acquired by STATE, CITY will accept title to the portions of such streets lying outside the freeway limits upon relinquishment by STATE.

7. This Agreement may be modified at any time by the mutual consent of the parties hereto, as needed to best accomplish, through STATE and CITY cooperation, the completion of the whole freeway project for the benefit of the people of the STATE and of the CITY.

IN WITNESS WHEREOF, the parties hereto have caused this Agreement to be executed by their respective duly authorized officers.

STATE OF CALIFORNIA
Department of Transportation

THE CITY OF LOS ANGELES
By

MALCOLM DOUGHERTY, Director
Department of Transportation

ANTONIO VILLARAIGOSA
Mayor

By

TERRY L. ABBOTT
Chief Design Engineer

APPROVED AS TO FORM:

APPROVED AS TO FORM:

Attorney (State)

Attorney (City)

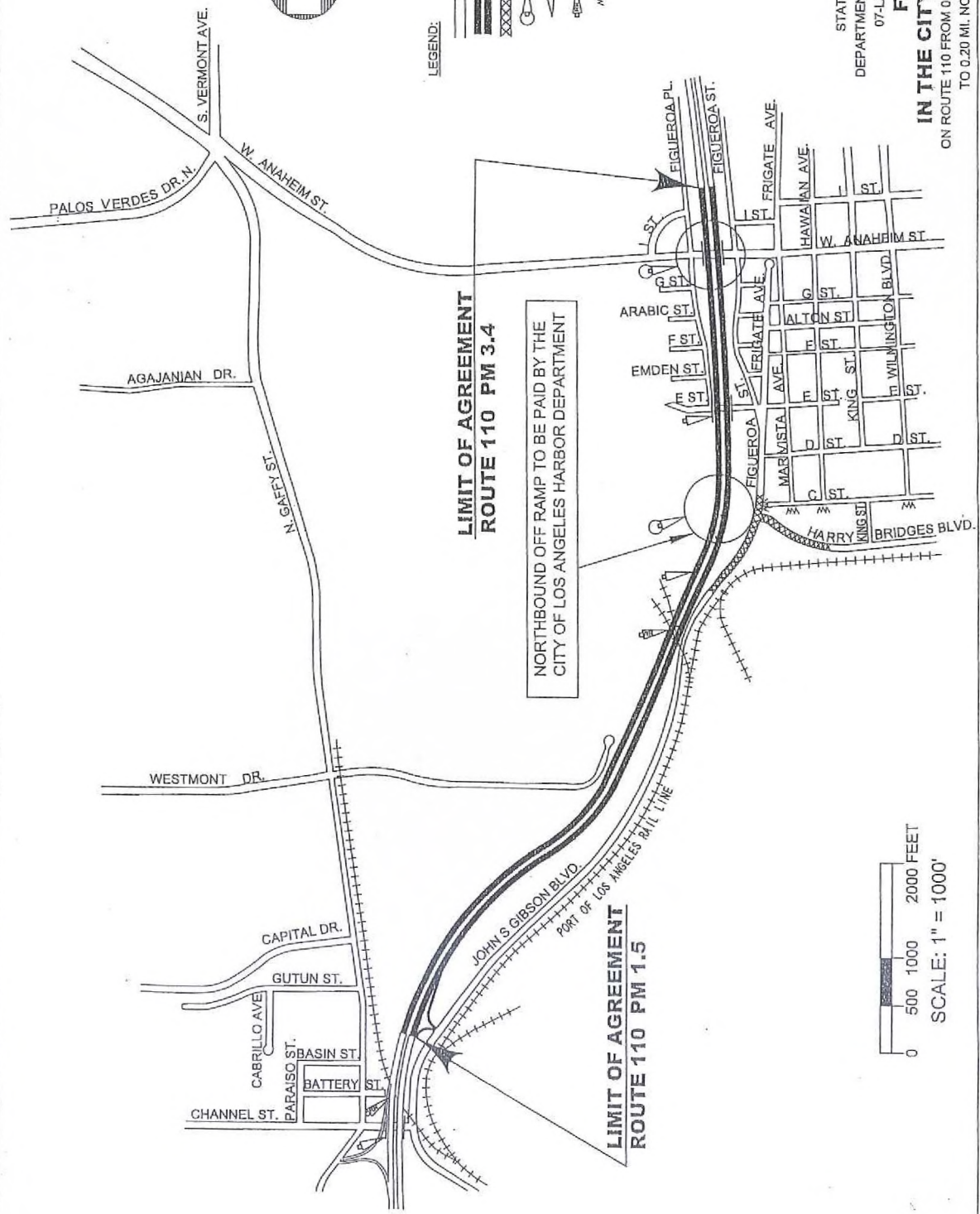
EXHIBIT A



- LEGEND:**
- LOCAL ROAD
 - FREEWAY
 - RW & CONST. BY OTHERS
 - INTERCHANGE
 - SEPARATION
 - RAILROAD SEPARATION
 - ROAD CLOSURE

STATE OF CALIFORNIA
 DEPARTMENT OF TRANSPORTATION
 07-LA-110 (PM 1.5B.4)

**FREEWAY
 IN THE CITY OF LOS ANGELES**
 ON ROUTE 110 FROM 0.15 MI. NORTH OF BATTERY STREET
 TO 0.20 MI. NORTH OF ANAHEIM STREET
 IN LOS ANGELES CO., PM 1.5B.4



**LIMIT OF AGREEMENT
 ROUTE 110 PM 3.4**

NORTHBOUND OFF RAMP TO BE PAID BY THE
 CITY OF LOS ANGELES HARBOR DEPARTMENT

**LIMIT OF AGREEMENT
 ROUTE 110 PM 1.5**

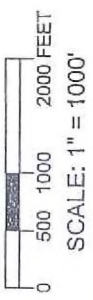
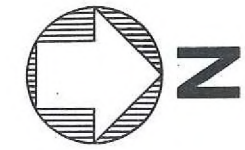
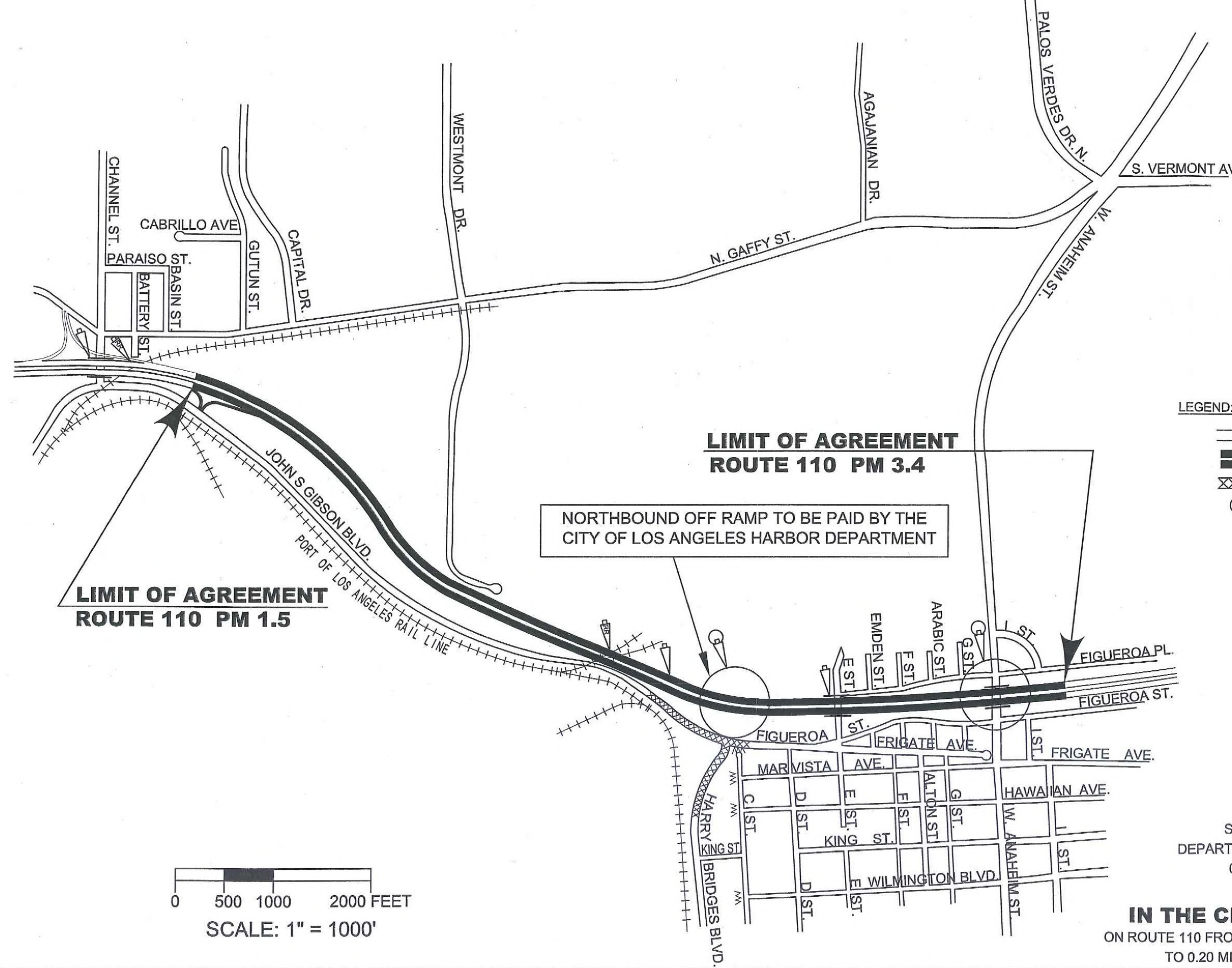


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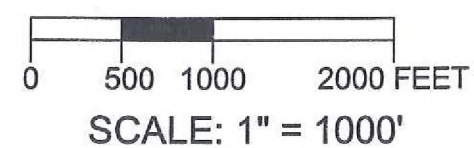


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**LIMIT OF AGREEMENT
ROUTE 110 PM 1.5**

**LIMIT OF AGREEMENT
ROUTE 110 PM 3.4**

NORTHBOUND OFF RAMP TO BE PAID BY THE
CITY OF LOS ANGELES HARBOR DEPARTMENT



STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION
07-LA-110 (PM 1.5/3.4)
FREEWAY
IN THE CITY OF LOS ANGELES
ON ROUTE 110 FROM 0.15 MI. NORTH OF BATTERY STREET
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