DETAIL OF THE L.A. RIVER CROSSINGS

Note:
The 1937 river bridge (EB-blue), initially carried 2-way traffic and linked with Figueroa St. just east of the river. As construction of the Arroyo Seco Pkwy. from Pasadena evolved, a short bridge for its WB lanes was built in 1938 to preserve this connection and a WB access ramp added. Upon opening in 1940, the parkway bottlenecked at the river, where only one river bridge existed. A separate bridge for WB lanes and extension of the parkway to downtown was completed in 1943.

This spiral ramp allows pedestrians access between the two L.A. River bridges.

Note:
The first three tunnels (orange dots), along with the hillside viaduct, opened in 1931, allowing Figueroa St. traffic to reach Broadway via Solano. US 66 moved to the orange route in Jan. 1936, using Solano until August, when tunnel No. 4 was completed.

I-5

Temp. Route 1934-1936

Figueroa St.

Arroyo Seco Pkwy. (1940)

Pasadena Ave.

1938 Bridge (photo on previous map)

Site of 1939 Figueroa St. Bridge (replaced in 2014)

1931 Hillside Viaduct

EB and WB Arroyo Seco Pkwy. Bridges, completed in 1937 and 1943, respectively.

1913 Bridge

1932-1936

Pkwy. WB 1943

1

2

3

4

Amador St.

1942 Bridges

US 66:
Orange: 1936-1940
Blue: 1940 & 1943

I-5

San Fernando

Pasadena Ave.

Broadway

1926-1932

Solano Ave.

1913 Buena Vista Bridge on Broadway

Pkwy. WB 1943

Solano Ave. was Temp. US 66 from Jan.-Aug. 1936 as work was completed on tunnel #4.

Broadway

Arroyo Seco Pkwy. (CA 110)

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