Metro Update on the I-605 EIR Status for Downey, SFS and I-5 JPA

Presented on June 24, 2020 for Downey, SFS and I-5 JPA

Updated/Highlights by Yvette Kirrin on July 8, 2020 for I-5 JPA

- I-5 (3 miles)
  - Florence Ave to Rio Hondo Channel
  - 3 local interchanges

- I-605 (5 miles)
  - Rosecrans Ave to Slauson Ave
  - 2 system interchanges
  - 5 local interchanges

- I-105 (1.5 miles)
  - Studebaker Rd to Bellflower Blvd
  - 2 local interchanges
Existing Vs. Proposed

- 4 GP Lanes: 11’ to 12’
- Inside Shoulder: 4’ to 5’
- Existing Pvmnt Width: 130’

No HOV and Auxiliary Lanes
- Outside Shoulder: 8’ to 10’

Primary Differences Include:
- Additional Mixed Flow (General Purpose lane)
- Additional Auxiliary Lane
- HOV Lane and Buffer
- Inside Shoulder for 2nd HOV (or Express Lane)
- Existing Width = 130’ vs. Proposed = 220’-240’
Impacts at Lakewood Blvd.

- Either at Dennis the Menace Park or Unsworth Elementary School, depending on the design variation
I-605 CIP Schedule

- **PA/ED**
  - Approved DPR and DED: 7/24/2020
  - DED Public Circulation: 8/7/2020
  - Select Preferred Alternative: 12/18/2020
  - Approved Final PR and ED: 9/10/2021
  - ROD/NOD: 12/17/2021

- **Final Design**: 2022 – 2025

- **Construction**: 2026 – 2031
Approved
Caltrans / Metro
Document in 2014
Approved
2014 vs.
Current
Concept

Lakewood Boulevard
(Example)
Right of Way Impacts – 2014 vs. Currently Proposed

8. RIGHT-OF-WAY

While the plans for the proposed project are preliminary, the majority of improvements will occur within existing Caltrans R/W. Alternative 2 will require the most substantial R/W needs and will result in the greatest partial and full property acquisitions. However, each build alternative will require additional R/W and will result in the displacement of residential and commercial properties. Below is a summary of the right of way required for each project Alternative. Attachment G provides the Conceptual Cost Estimate - Right of Way Component. Table 10 below includes the number of affected properties (full or partial acquisitions as shown) by land use type and also by individual freeway corridor (I-605 and I-5).

<table>
<thead>
<tr>
<th>Land Use</th>
<th>No Build</th>
<th>Alternative 1</th>
<th>Alternative 2</th>
<th>Alternative 3</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Partial</td>
<td>Full</td>
<td>Partial</td>
<td>Full</td>
</tr>
<tr>
<td>Corridor</td>
<td>I-605</td>
<td>I-5</td>
<td>I-605</td>
<td>I-5</td>
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<tr>
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<td>19</td>
<td>10</td>
<td>32</td>
</tr>
</tbody>
</table>

Under Alternative 1, it is expected that 18 residential properties will be subject to full acquisitions and 5 will be subject to partial acquisitions. There will be 1 commercial/industrial property subject to full acquisition and 1 partial acquisition along with 23 partial acquisitions of agency/public properties. Alternative 2 includes 155 full acquisitions and 51 partial acquisitions of residential properties, 6 partial

**Table 10: Number of Affected Properties by Land Use Type**

Full impacts for Alt 2, Alt 3, and Alt 4 are as follows:

- **Full**
  - Alt 2: 41
  - Alt 3: 53
  - Alt 4: 53

- **Partial**
  - Alt 2: 43
  - Alt 3: 47
  - Alt 4: 47

- **Easements (Permanent + TCE)**
  - Alt 2: 79
  - Alt 3: 77
  - Alt 4: 77

*Impacts are subject to change.*

**Impacts in City of Santa Fe Springs**

**Impacts in City of Downey**

- **Full**
  - Alt 2/Option A: 253/242
  - Alt 3/Option A: 257/246
  - Alt 4/Option A: 257/246

- **Partial**
  - Alt 2/Option A: 51/48
  - Alt 3/Option A: 49/46
  - Alt 4/Option A: 49/46

- **Easements (Permanent + TCE)**
  - Alt 2/Option A: 186/227
  - Alt 3/Option A: 184/225
  - Alt 4/Option A: 184/225

*Impacts are subject to change.*