



I-605/I-5 (South Segment)

- 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



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

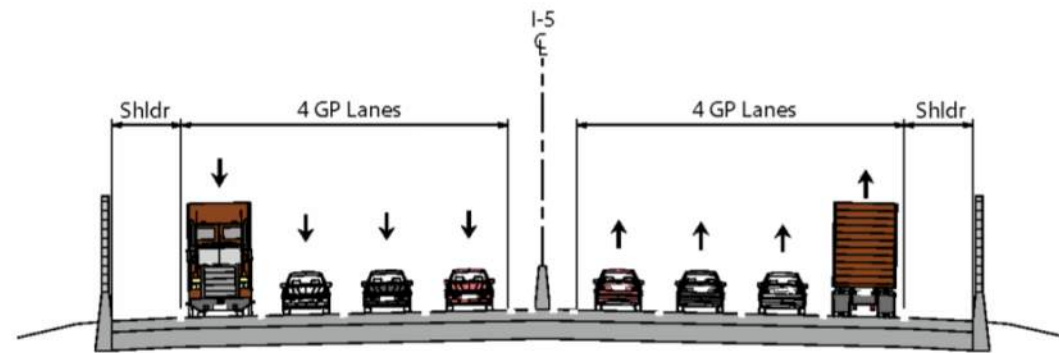
Presented on June 24, 2020 for Downey, SFS and I-5 JPA

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



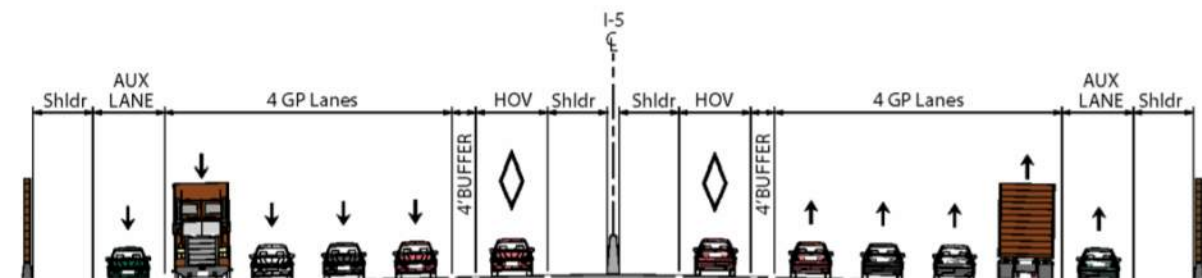
I-5 Existing Configuration

- 4 GP Lanes: 11' to 12'
  - Inside Shoulder: 4' to 5'
  - Existing Pkmt Width: 130'
- No HOV and Auxiliary Lanes  
Outside Shoulder: 8' to 10'



I-5 Build Alternatives

- Alternative 2/3/4 and Option A
  - ✓ Add 1 HOV lane (12') in NB and SB directions
  - ✓ Full std GP lanes (4-12') and inside/outside shoulder (10') width
  - ✓ Add Auxiliary lanes (12') and Interchange improvements
  - ✓ Provision for future second HOV lane (12') in the median
  - ✓ Pkmt. Width: 220' to 240'



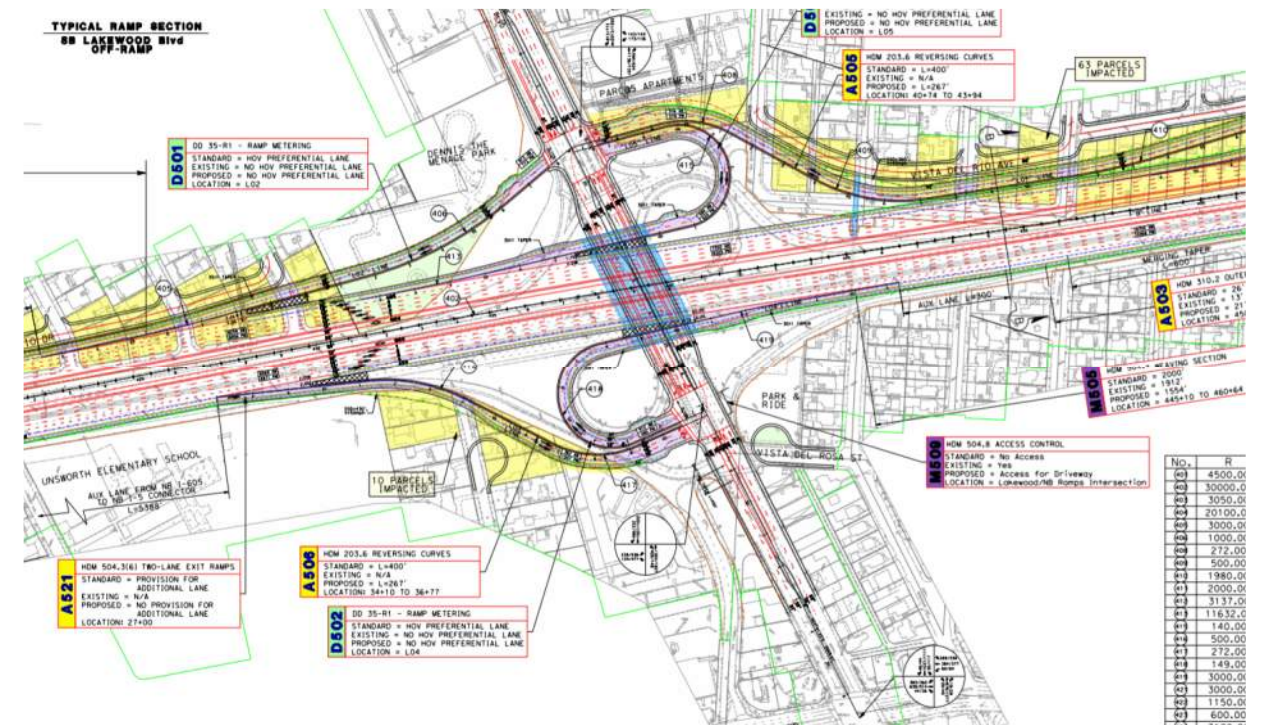
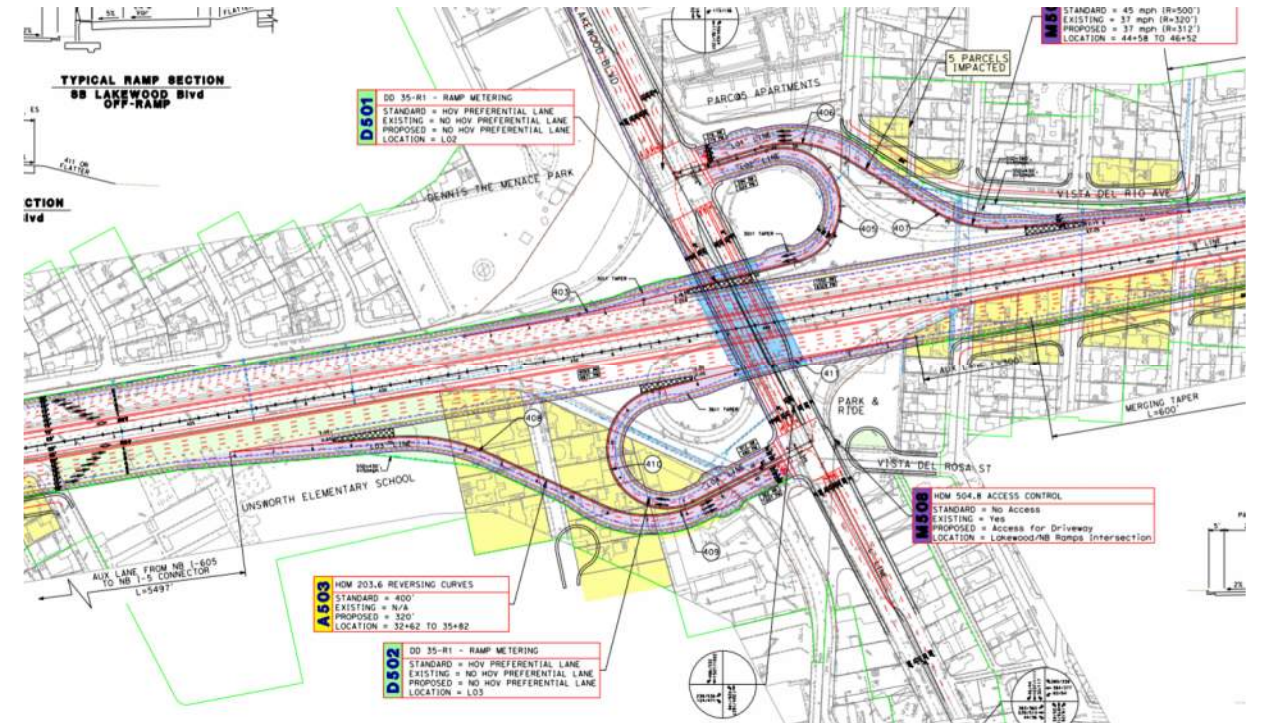
## Existing Vs. Proposed

### Primary Differences Include:

- Additional Mixed Flow (General Purpose lane)
- Additional Auxiliary Lane
- HOV Lane and Buffer
- Inside Shoulder for 2<sup>nd</sup> 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

07 - LA - 605 - PM 6.36/PM 15.10  
07 - LA - 5 - PM 6.39/PM 9.45  
07 - LA - 105 - PM 16.14/PM 17.80  
EA 07-29820  
Project ID# 0713000248  
June 2014

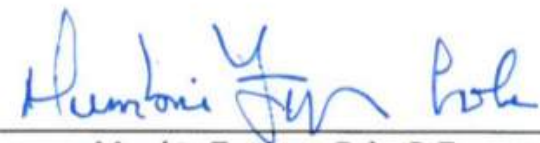
**Project Study Report-Project Development Support  
(PSR-PDS)  
To  
Request Approval of a Locally Funded  
Project to Proceed to Project Approval and  
Environmental Document Phase**

On Routes Interstate 605, Interstate 5 and Interstate 105  
I-605 (between Excelsior Dr UC & south of Rose  
Hills Rd)  
I-5 (between Florence Ave & north of Paramount  
Blvd)  
I-105 (between Columbia Wy & I-605)

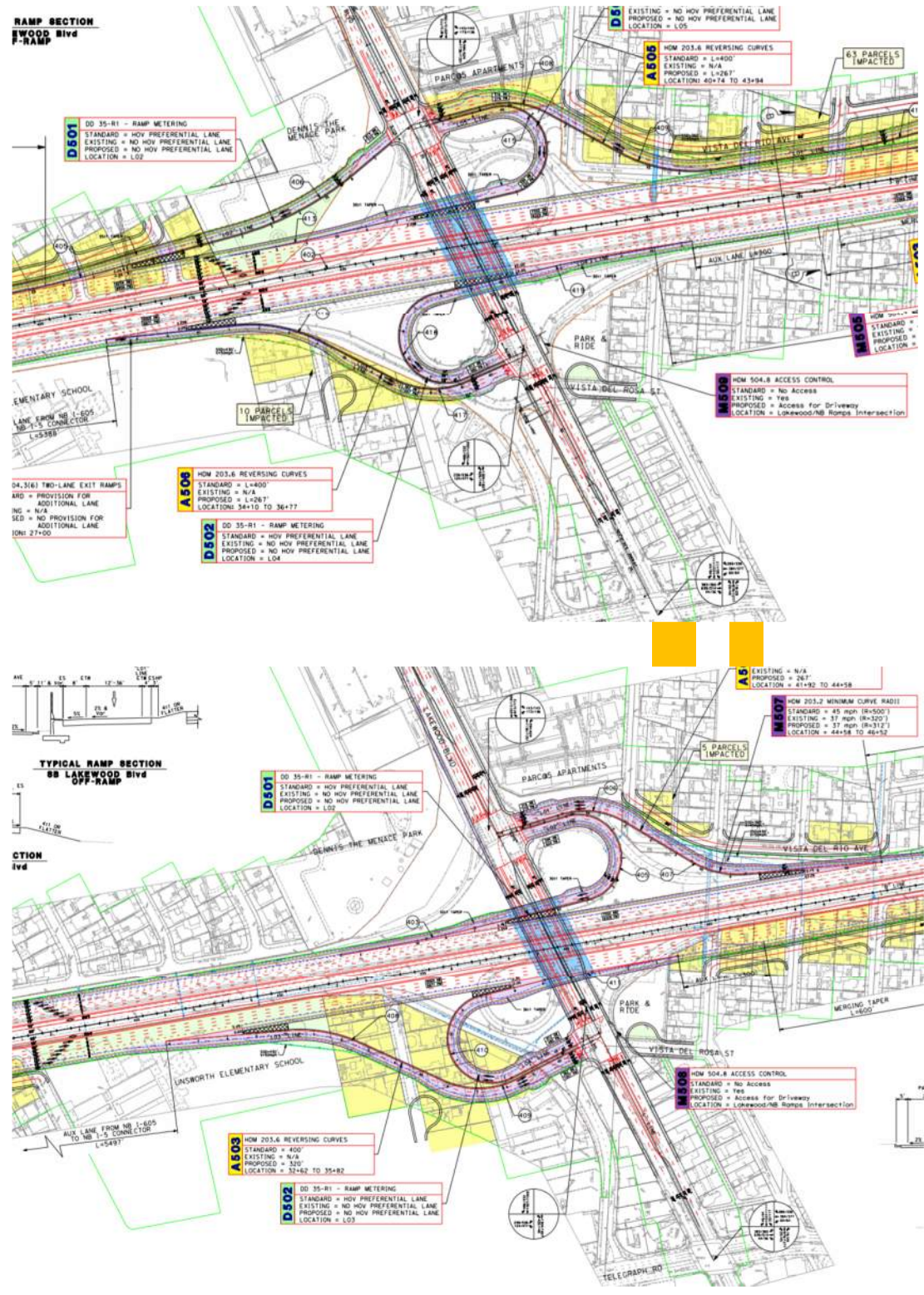
APPROVAL RECOMMENDED:

  
\_\_\_\_\_  
*Ernesto Chaves  
Los Angeles Metro  
Accepts Risks Identified in this PSR-PDS and  
Attached Risk Register*

APPROVAL RECOMMENDED:

  
\_\_\_\_\_

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

Land Use	No Build		Alternative 1				Alternative 2				Alternative 3			
	Partial/Full		Partial		Full		Partial		Full		Partial		Full	
	Corridor		Corridor		Corridor		Corridor		Corridor		Corridor		Corridor	
	I-605	I-5	I-605	I-5	I-605	I-5	I-605	I-5	I-605	I-5	I-605	I-5	I-605	I-5
Residential	0	0	3	2	3	15	38	13	53	102	24	15	7	25
Commercial/Industrial	0	0	1	0	1	0	6	0	0	0	4	0	0	0
Agency/Other	0	0	16	7	0	0	29	10	0	0	20	10	0	0
<b>SUBTOTAL</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>9</b>	<b>4</b>	<b>15</b>	<b>73</b>	<b>23</b>	<b>53</b>	<b>102</b>	<b>48</b>	<b>25</b>	<b>7</b>	<b>25</b>
<b>TOTAL</b>	<b>0</b>	<b>0</b>	<b>29</b>	<b>19</b>	<b>96</b>	<b>155</b>	<b>73</b>	<b>32</b>						

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



ROW Impacts *	Alt 2	Alt 3	Alt 4
Full	41	53	53
Partial	43	47	47
Easements (Permanent + TCE)	79	77	77

\* Impacts are subject to change.



ROW Impacts *	Alt 2/Option A	Alt 3/Option A	Alt 4/Option A
Full	253/242	257/246	257/246
Partial	51/48	49/46	49/46
Easements (Permanent + TCE)	186/227	184/225	184/225

\* Impacts are subject to change.