



Metro

October 7, 2005

TO: BOARD OF DIRECTORS

THROUGH: ROGER SNOBLE 
CHIEF EXECUTIVE OFFICER

FROM: CAROL INGE 
INTERIM CHIEF PLANNING OFFICER

SUBJECT: I-5/I-710 ALTERNATE ANALYSIS (MINI-STUDY) UPDATE

ISSUE

On January 27, 2005, the Metro Board adopted the Draft Final Report of the I-710 Major Corridor Study. As part of that action, the Board directed staff to conduct a focused study of the segment between Atlantic/Bandini and SR-60 (which includes the I-5/I-710 interchange), and develop a design concept acceptable to the communities along that segment of the study corridor.

Metro partnered with the I-5 Joint Powers Authority to conduct the study (Attached is the Background and Study Purpose). A draft report was recently completed and presented to the City of Commerce Tier 1 Community Advisory Committee (CAC) for their review and comments. The draft study findings will be presented to the East Los Angeles Tier 1 CAC in early November (copies are available upon request).

NEXT STEPS

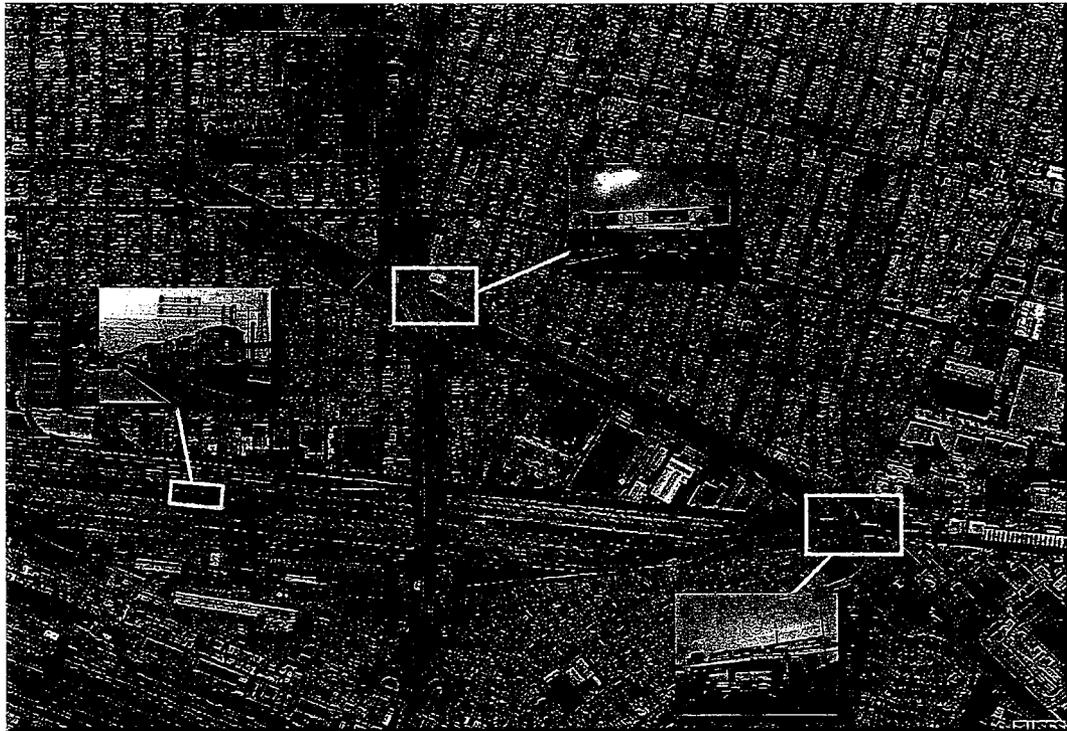
Once the study results have been reviewed by the Tier 1 CAC's, the Tier 2 Community Advisory Committee and approved by the I-710 Oversight Policy Advisor Committee, it will be presented to the Metro Board for adoption and inclusion into the I-710 Major Corridor Study's Locally Preferred Strategy.

ATTACHMENT

I-5/I-710 Interchange Alternative Analysis Study - Background and Study Purpose

Draft Report

Alternatives Analysis for the I-5/I-710 Interchange



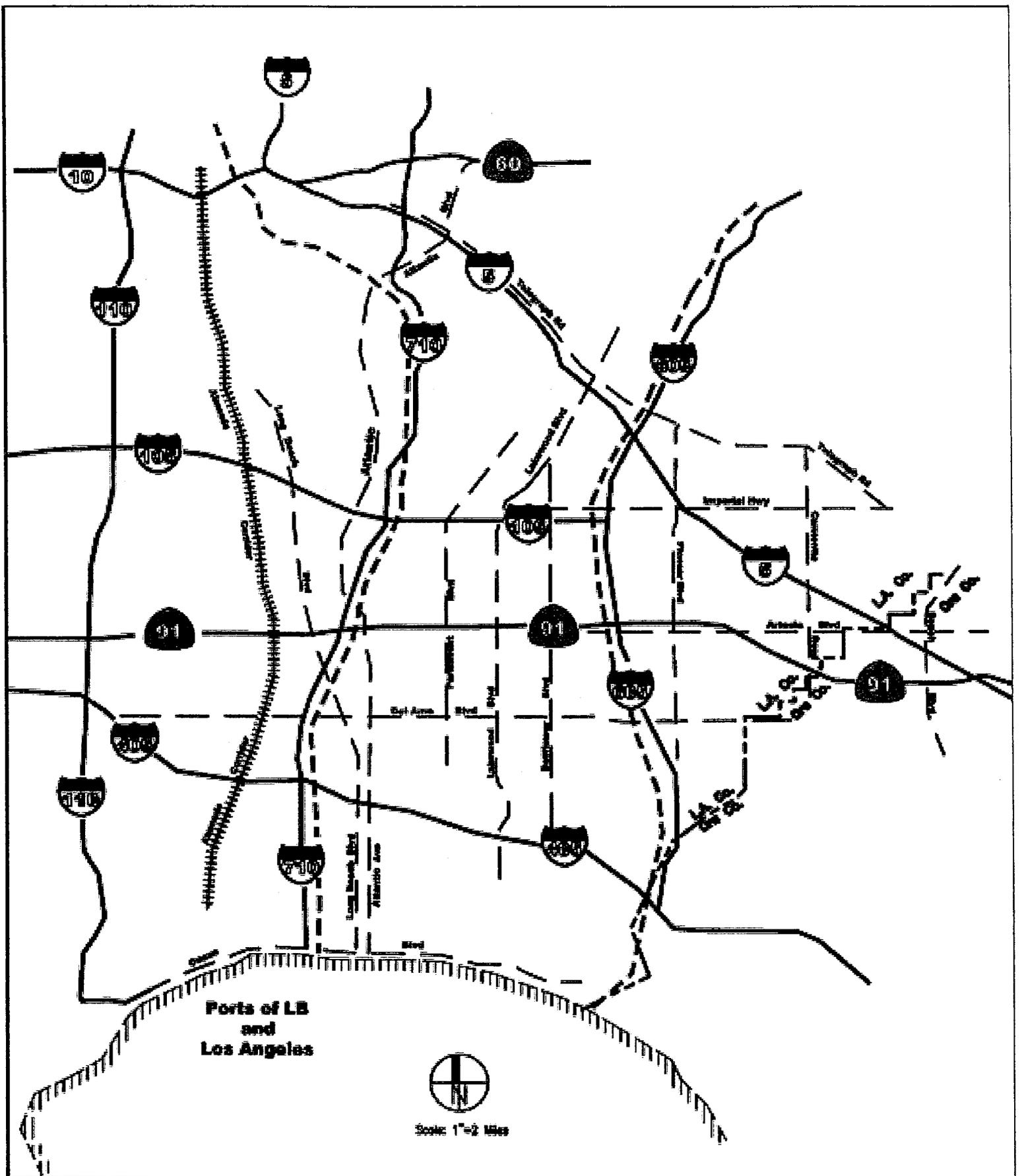
Prepared by



CH2MHILL

3 Hutton Centre Drive, Suite 200
Santa Ana, California 92707

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**I-710 Regional Map
Figure 1-1**

1. Background and Study Purpose

The freeway system in Southeastern Los Angeles County (Figure 1-1) has been assessed in several recent studies. Relevant recent work includes the 1998 Major Investment Study (MIS) of the Interstate (I)-5 freeway, and the recently completed Major Corridor Study (MCS) for the I-710 freeway from Long Beach to East Los Angeles (Figure 1-2). As part of the MCS study, a design concept (called the I-710 MCS design) was approved by the local communities, the Oversight Policy Committee (OPC), and the Los Angeles County Metropolitan Transportation Authority (MTA). The MCS design consists of 14 lanes on I-710 (10 general-purpose lanes and 4 separate truck lanes). The design concept also included improvements to interchanges throughout the corridor.

The one area that was not addressed in the MCS was the I-5/I-710 interchange. This study addresses the design in the northern part of the I-710 corridor, in the vicinity of the I-5/I-710 interchange (the project study area is illustrated in Figure 1-3).

The I-5/I-710 interchange has some nonstandard features, including left-side connector ramps from northbound I-710 to northbound I-5, and from southbound I-710 to southbound I-5. Both sets of these connector ramps use the center of each freeway to make these connections. In addition, there are currently no connector ramps between northbound I-710 and southbound I-5, and between northbound I-5 to southbound I-710. It has been commonly accepted by transportation officials that these "missing" connectors are necessary and should be built as part of any improvements or modernization of the I-5/I-710 interchange.

Current plans for the I-5 freeway include adding at least one carpool lane in each direction to the existing four mixed-flow lanes. The addition of these carpool lanes to the I-5 freeway will conflict with the left-side connector ramps between the two freeways. To accommodate the new I-5 carpool lanes, these existing left-side connector ramps would have to be reconstructed and relocated to the right side (per current design standards).

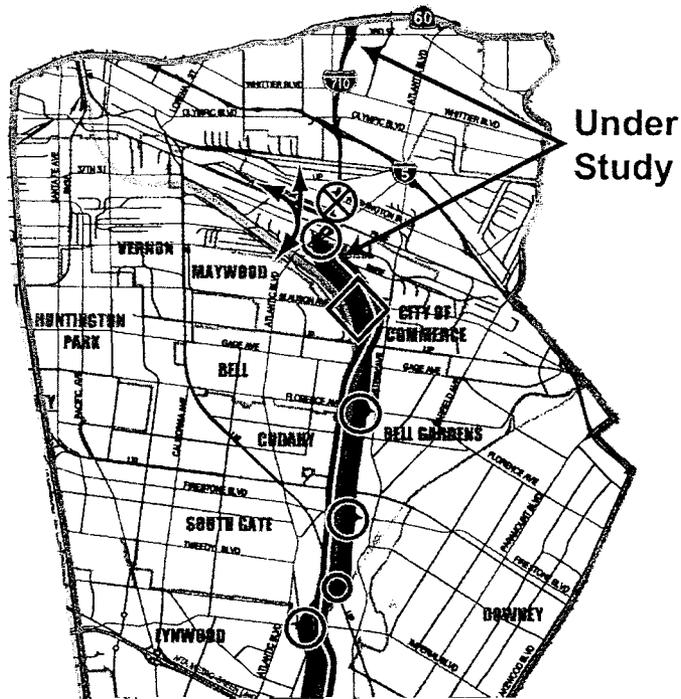
The reconstruction of the I-5/I-710 interchange to accommodate the I-5 high-occupancy vehicle (HOV) lanes and add the "missing" connector ramps will likely have impacts to adjacent properties. The previous property impacts from past I-5/I-710 interchange design improvement plans have been judged to be unacceptable to the adjacent communities.

The I-710 MCS re-examined the previous proposed improvements to the I-5/I-710 interchange. A new revised geometric plan to improve this interchange was developed. Figure 1-4 shows the I-710 MCS concept plan developed for the I-5/I-710 interchange. This revised design minimized the impacts to adjacent property (as compared to previous designs) in the City of Commerce and in the community of East Los Angeles (East L.A.). It also included the "missing" connectors from I-710 for southbound I-5. However, both the City of Commerce and East L.A. communities remained concerned that the adjacent property impacts were still unacceptable, as discussed below.

I-710 Major Corridor Study Hybrid Design Concept

- 10 General Purpose Lanes
- 4-Lane Truckway
- Interchange Improvements
- Direct Truck Ramps

LEGEND



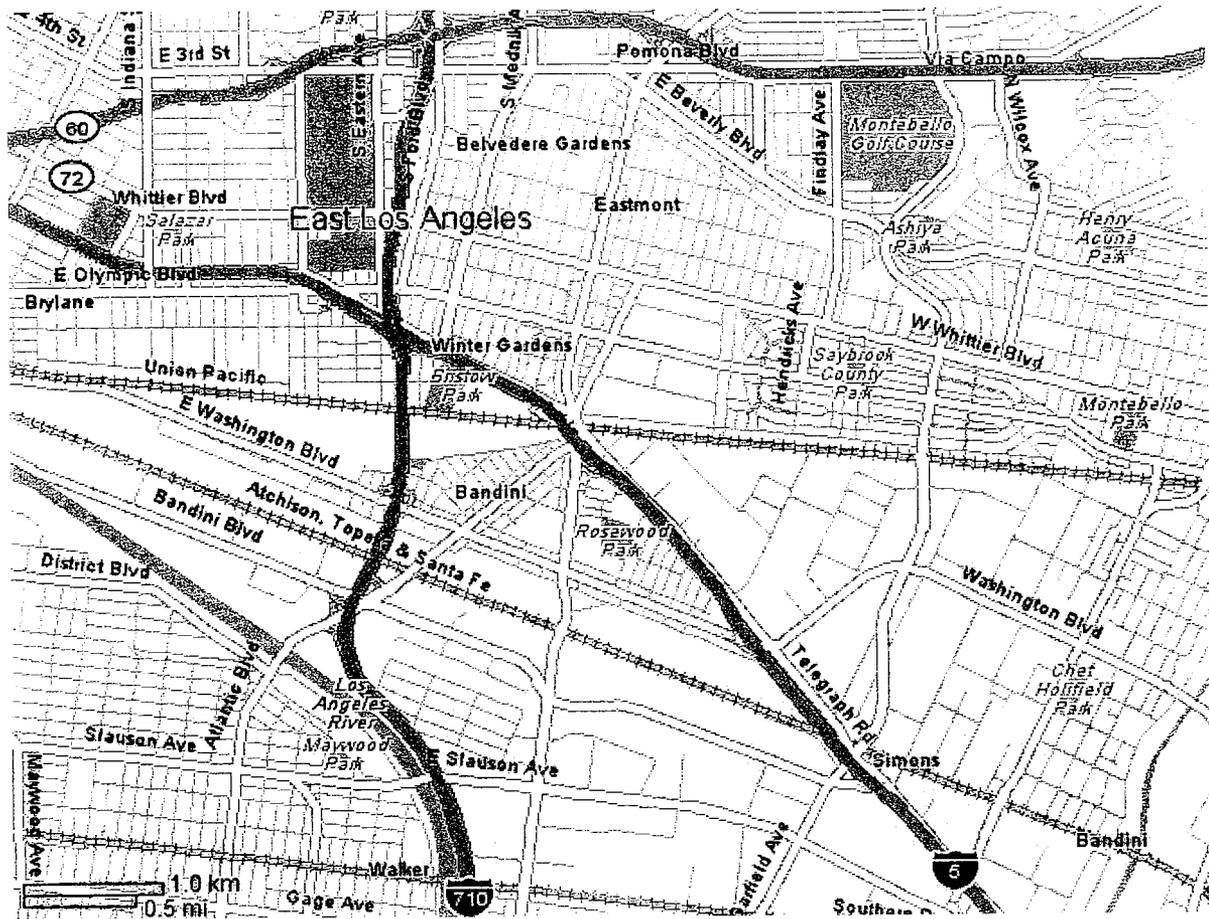


Figure 1-3. Project Study Area

As part of the I-710 MCS, the I-710 OPC formed local community advisory committees (CACs), called "Tier 1," and a regional CAC, called "Tier 2," to provide more community input into the design. The Tier 1 CACs were formed from the communities that border the freeway. Both Commerce and East L.A. formed Tier 1 CACs that have met many times and remain active.

With the input of the communities, a community-based design for the I-710 MCS was completed and adopted by the local communities that border the corridor, up to the I-5/I-710 interchange. However, both the Commerce and East L.A. Tier 1 CACs did not fully support the design.

The Commerce Tier 1 CAC voted to support the conceptual design and improvements for the I-710 Bandini/ Atlantic interchange, the truck ramps directly into the railyards, and the potential closure of the I-710/Washington Avenue interchange. However, the Commerce committee remained opposed to the addition of a new interchange at Slauson Avenue.

The East L.A. Tier 1 CAC did not make any decisions with respect to either the proposed I-710 or the I-5 freeway improvements during the preparation of the I-710 MCS. The East L.A. Tier 1 CAC indicated that they wanted to avoid the property impacts to the businesses along Telegraph Road (parallel to the I-5 freeway) between Atlantic Boulevard and the I-710 freeway. The 1998 I-5 MIS widening project, developed by the California Department of Transportation (Caltrans) in cooperation with the I-5 Joint Powers Authority (JPA), identified that these business properties would be acquired when the freeway was widened to include the HOV lanes on I-5. In response to that design concept, the East L.A. CAC requested additional analyses for concepts to improve the I-5 freeway, including elevation of the proposed HOV lanes and a possible HOV tunnel option, to determine if these other concepts to improve the I-5 might reduce the impacts to the businesses along Telegraph Road.

More specifically, the two CACs raised the following questions based on the plans from the I-710 MCS:

1. What is the impact to the City of Commerce with and without the Slauson Avenue interchange?
2. What is the impact of the closing the I-710/Washington Avenue interchange for both East L.A. and Commerce?
3. What will be the effects of not constructing the missing connectors from the I-710 to southbound I-5?
4. What are the impacts in the area if the Bandini/Atlantic interchange and the proposed truck ramps directly into the railyards are constructed?
5. What is the impact to the Garfield Avenue/I-5 interchange if the Bandini/Atlantic interchange is improved but the missing connectors from I-710 to I-5 are not constructed? If the missing I-5/I-710 connectors are not built but the Bandini/Atlantic interchange is built, does the Garfield Avenue/I-5 interchange have to be improved as proposed by the I-5 JPA?

6. What is the feasibility and impact of using Bandini Boulevard for truck trips between I-710 and I-5 (including the possibility of elevated truck lanes on Bandini Boulevard)?
7. What are the impacts to Atlantic Boulevard from the closure of the I-5 northbound off-ramp to Telegraph Road? (East L.A. concern) This assumes that the I-5 is improved to only 10 lanes by the addition of a car-pool lane in each direction.
8. What are the impacts of the proposed closure of the I-710 Washington Boulevard interchange on the I-710 Olympic Boulevard interchange north of the I-5?
9. What are the impacts to the primary arterial highways in East L.A. due to the closure or changes to the various local interchanges near the I-5/I-710 interchange?
10. What are the impacts to the arterial highways in Commerce with the various local interchange proposals?
11. What are the impacts to local arterial highways if no improvements are made at the I-5/I-710 interchange (and the two freeways)? This would be a "no-build" alternative.

These questions form the purpose of this study—to resolve the remaining issues at the north end of the corridor. Since consensus was reached on the design for improving the I-710 freeway south of the Washington Boulevard interchange (except for the Slauson Avenue interchange), there is agreement on the concept for most of the corridor. The I-710 OPC and the MTA Board of Directors agreed with this consensus and are prepared to move forward with an environmental document for I-710 improvements once the issues at the north end of the corridor (in the vicinity of the I-5/I-710 interchange) are addressed.