



Environmental Phase: Frequently Asked Questions

What is the Westbound SR-91 Improvements Project?

The Westbound SR-91 Improvements Project (Project) proposes improvements along approximately 3 miles (mi) of the westbound State Route 91 (SR-91) between Shoemaker Av and the Interstate 605 (I-605)/SR-91 interchange, and at the I-605 northbound exit to Alondra Bl.

Who is leading the Project?

The California Department of Transportation (Caltrans) District 7 is the California Environmental Quality Act (CEQA) and National Environmental Policy Act (NEPA) Lead Agency. The Los Angeles County Metropolitan Transportation Authority (Metro) is the funding partner through Measure R funds, and the partnering agencies are the Gateway Cities Council of Governments (GCCOG), the City of Artesia, and the City of Cerritos.

Why is the Project necessary?

Traffic congestion in the Project area is expected to increase over time in the Future Year (2044) condition. The existing westbound SR-91 mainline and connector ramp to northbound and southbound I-605 has insufficient capacity for the projected traffic volumes, and will experience deficient levels of service, congestion, and slow speeds. The existing westbound approach of SR-91 to the I-605/SR-91 interchange also has higher than average accident rates when compared to other freeway interchanges in urbanized Los Angeles County.

What is the status of the Project?

The Project is in the Project Approval/Environmental Document Phase (PA/ED). In this phase, an environmental document, environmental technical studies and preliminary designs of proposed improvements are prepared to determine and evaluate solutions to plan for future growth and ease congestion. These studies are in accordance with State and Federal laws. Potential impacts of the Project to the human environment, air quality, economy, traffic, and the public has been evaluated. This environmental phase also includes a comprehensive description of the proposed improvements, evaluates the Project's potential effects on the environment, and informs decision-makers and the public of project features that would be implemented to avoid or minimize adverse environmental effects. The PA/ED Environmental Phase began in the summer of 2016 and is anticipated to conclude by the end of 2018.

A joint Draft Initial Study/Environmental Assessment (IS/EA) is being prepared pursuant to CEQA and the NEPA respectively and was circulated for public review and comment on July 18, 2018. After the public review period, comments will be considered and addressed, and a Preferred Alternative will be identified in the Final IS/EA, which is scheduled to be completed in late 2018. If approved and funded, construction could begin as early as 2021.

What are the Project Alternatives?

Two Alternatives are being considered for this project: a No Build and a Build Alternative. The No Build Alternative would not make any improvements on SR-91 or I-605.

The Build Alternative will add one general purpose lane in the westbound direction of SR-91, from approximately Shoemaker Av to I-605, and one new off-ramp connector lane from westbound SR-91 to I-605. The Project would also keep the existing auxiliary lanes between Bloomfield Av and Norwalk Bl, Norwalk Bl and Pioneer Bl, and Pioneer Bl and the SR-91 to I-605 ramp connector.

Within the Project limits, the Build Alternative also includes operational improvements at all freeway on- and off-ramps, and arterial streets near the freeway ramp intersections, as well as at the I-605 northbound exit to Alondra Bl. Various Design Options within the Build Alternative have also been considered evaluating reduced mainline freeway lane and shoulder widths and different interchange configurations at Pioneer Bl. In addition, 2 lane and 4 lane options were assessed for Gridley Rd.

What topics have been studied?

The IS/EA studied a variety of topics related to the human, physical, and natural environments, such as: traffic, air quality, noise, community impacts, property impacts, environmental justice, aesthetic/visual resources, biological resources, cultural and historic resources, paleontological resources, and others. The IS/EA identifies the potential direct and indirect short-term and long-term impacts that would occur as a result of construction and operation of the Project, as well as project features to avoid or minimize any adverse effects.

Will there be any property acquisitions?

There are proposed property acquisitions that will be needed for the Build Alternative. A complete list of all right-of-way requirements, including full, partial and temporary construction easements will be identified by parcel in the Draft IS/EA. The IS/EA has been released and we encourage the public to review and provide comments through August 16, 2018. Identification of the Preferred Alternative is not only based on engineering design and cost, but also takes consideration environmental elements and social effects.

What will Caltrans do to minimize delays during construction?

A Transportation Management Plan (TMP) will be developed and will present specific project elements to minimize delays and inconveniences to the public during the construction period. The TMP will also include a public outreach program to inform the public of project progress and upcoming roadway closures and detours.

How will these improvements be funded?

The Project will use Measure R I-605 “Hot Spots” funding and potential Federal, State, and other funding sources. Preliminary engineering cost estimates value the improvements to be about \$140 million. The cost estimates will be updated and provided in the Draft IS/EA. Funding for construction is currently being identified.

How can I comment on this project?

The proposed IS/EA is available online at www.metro.net/projects/wb-sr-91/ and <http://www.dot.ca.gov/d7/env-docs/>. We encourage you to review and provide written or verbal comments at the upcoming Public Hearings on August 1 and 2, 2018. Please see meeting details below. You can also submit your written comments by mail or email jinous.saleh@dot.ca.gov through August 16, 2018.

When and where are the Public Hearings?

Wednesday, August 1, 2018, 6 – 8pm
Cerritos Center for the Performing Arts
18000 Park Plaza Dr, Cerritos, CA 90703

Thursday, August 2, 2018, 6 – 8pm
Albert O. Little Community Center
18750 Clarkdale Av, Artesia, CA 90701

Stay Connected

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