

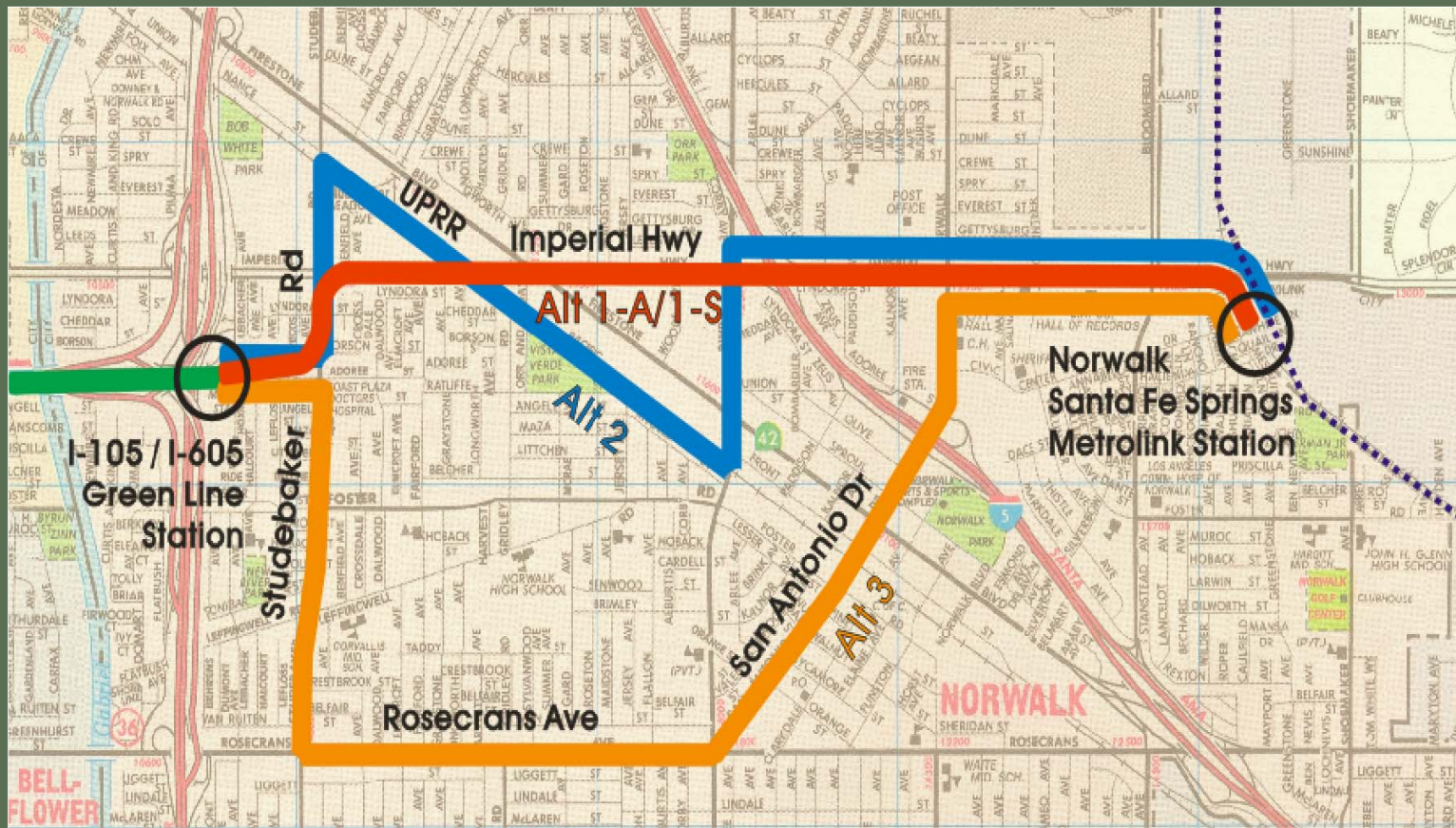
Metro Green Line Eastern Extension

Summary of January 1993
Final Environmental Impact Report



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Alternative Alignments



Design Guidelines

1. Consistency with the Metro Green Line technology and Standards
2. Maintain a minimum operating speed of 40 miles per hour
3. Maintain 2.5 minutes headway
4. Maintain option for a connection with Orange County
5. Provide for convenient transfers between Metro Green Line, Metrolink, Orange County Fixed Guideway Transit and Buses at the Norwalk/Santa Fe Springs Transportation Center

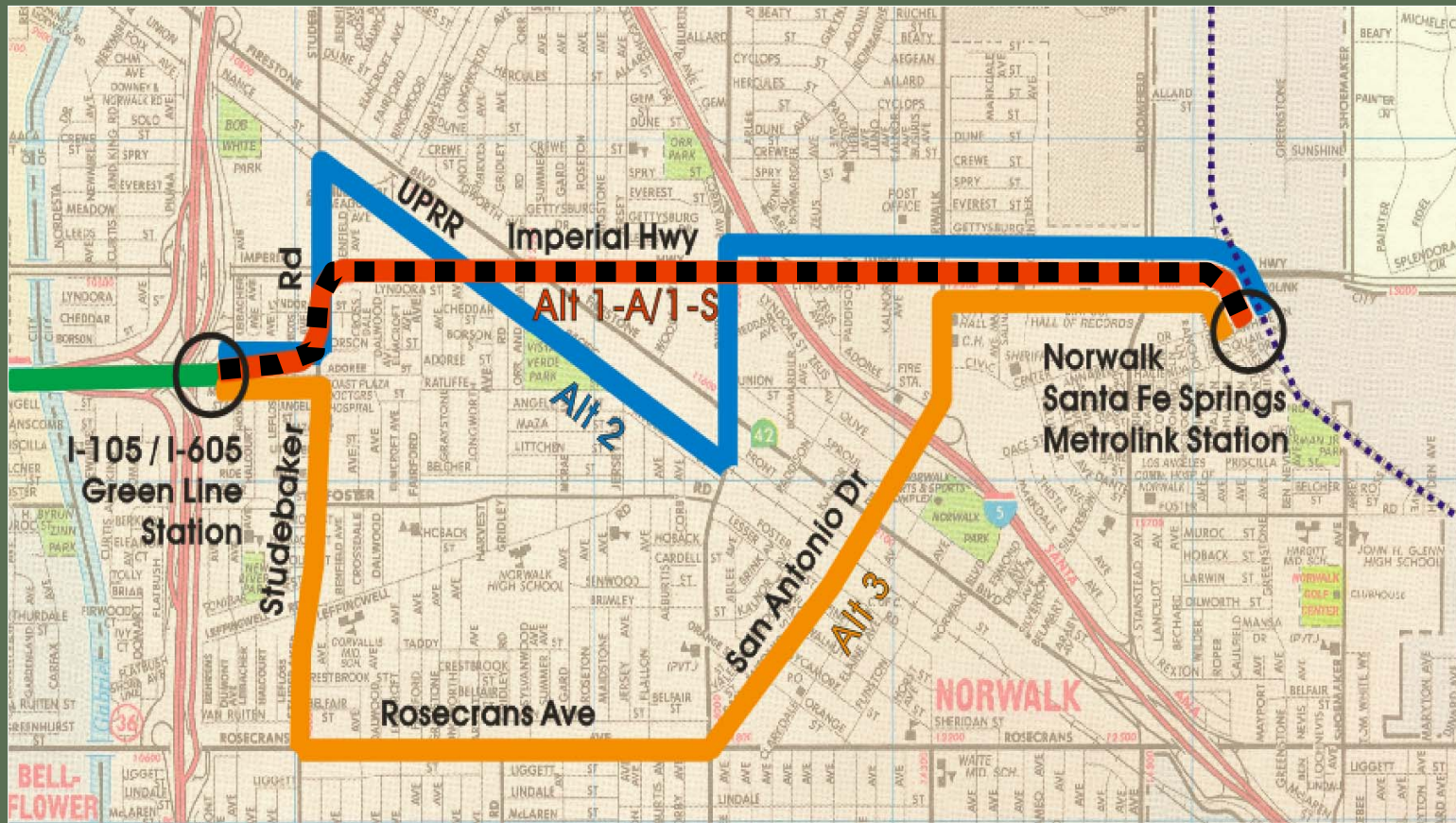


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Evaluation Criteria

1. Minimize negative impacts on the surrounding community
2. Avoid major utility disruptions
3. Avoid costly engineering obstacles
4. Minimize travel times
5. Emphasize cost effectiveness

Alternative 1-A and 1-S



Alternative 1-A (Aerial

Guideway)

- Alternative 1-A is approx. 2.8 miles long
- Alternative 1-A study alignment would be adjacent to 42 single-family and 28 multi-family buildings
- Eight properties would need to be acquired
- Crossing over I-5 would be at a very high elevation (approx. 67 feet)
- Crossing Firestone Blvd. Would necessitate very long spanned striders (300-400 feet)
- Traffic impacts would be low



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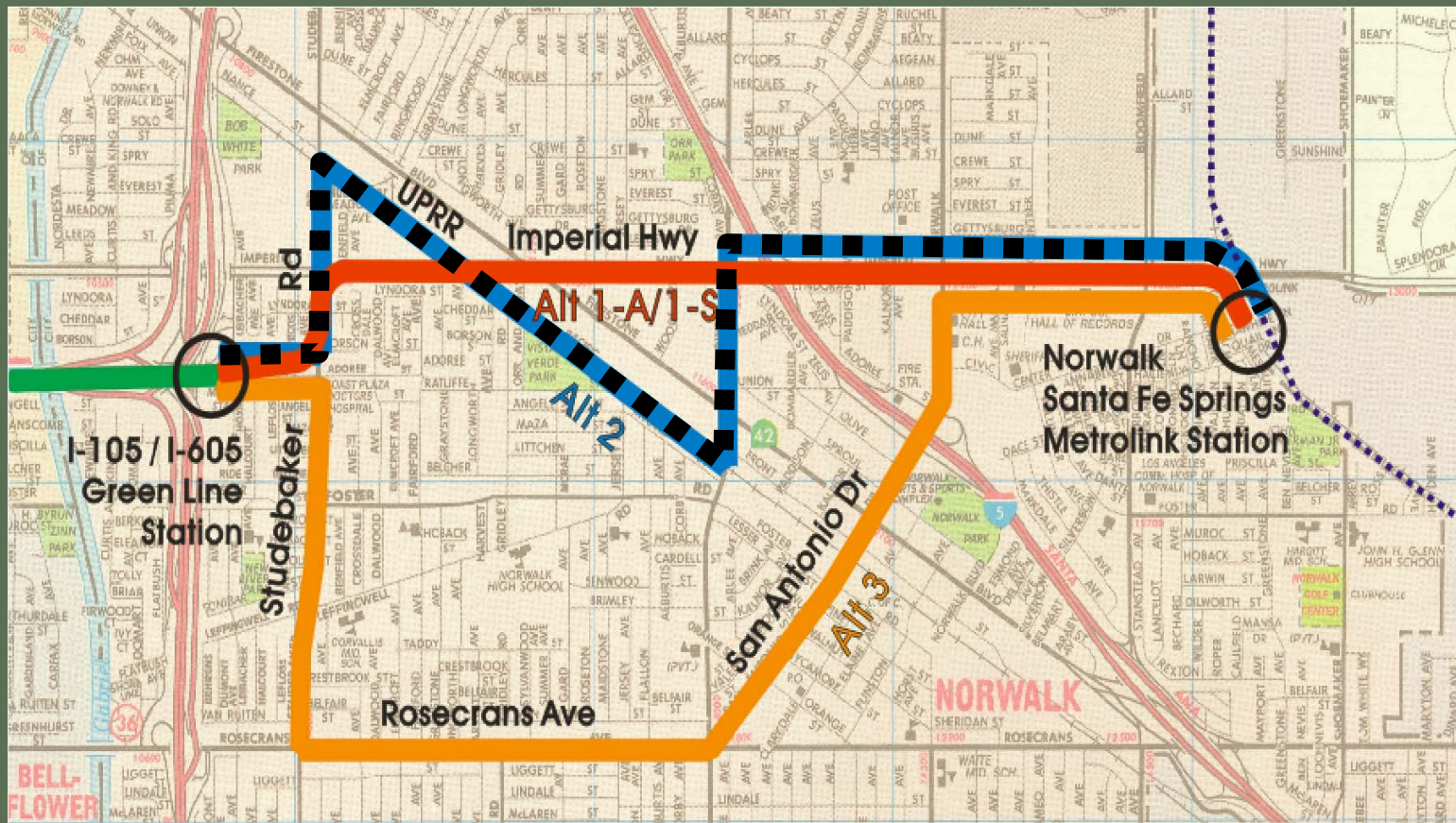
Alternative 1-S (Subway)

- Alternative 1-S is approx. 2.6 miles long and would have the shortest travel times of all alternatives
- Impacts on utilities would be minimal
- Construction process would require crossing beneath a portion of Imperial Highway while a vent shaft is constructed, and a construction staging area would be needed for tunnel construction
- Alternative 1-S subway study alignment would have minimal adverse impacts on adjacent buildings



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Alternative 2 (Aerial Guideway)



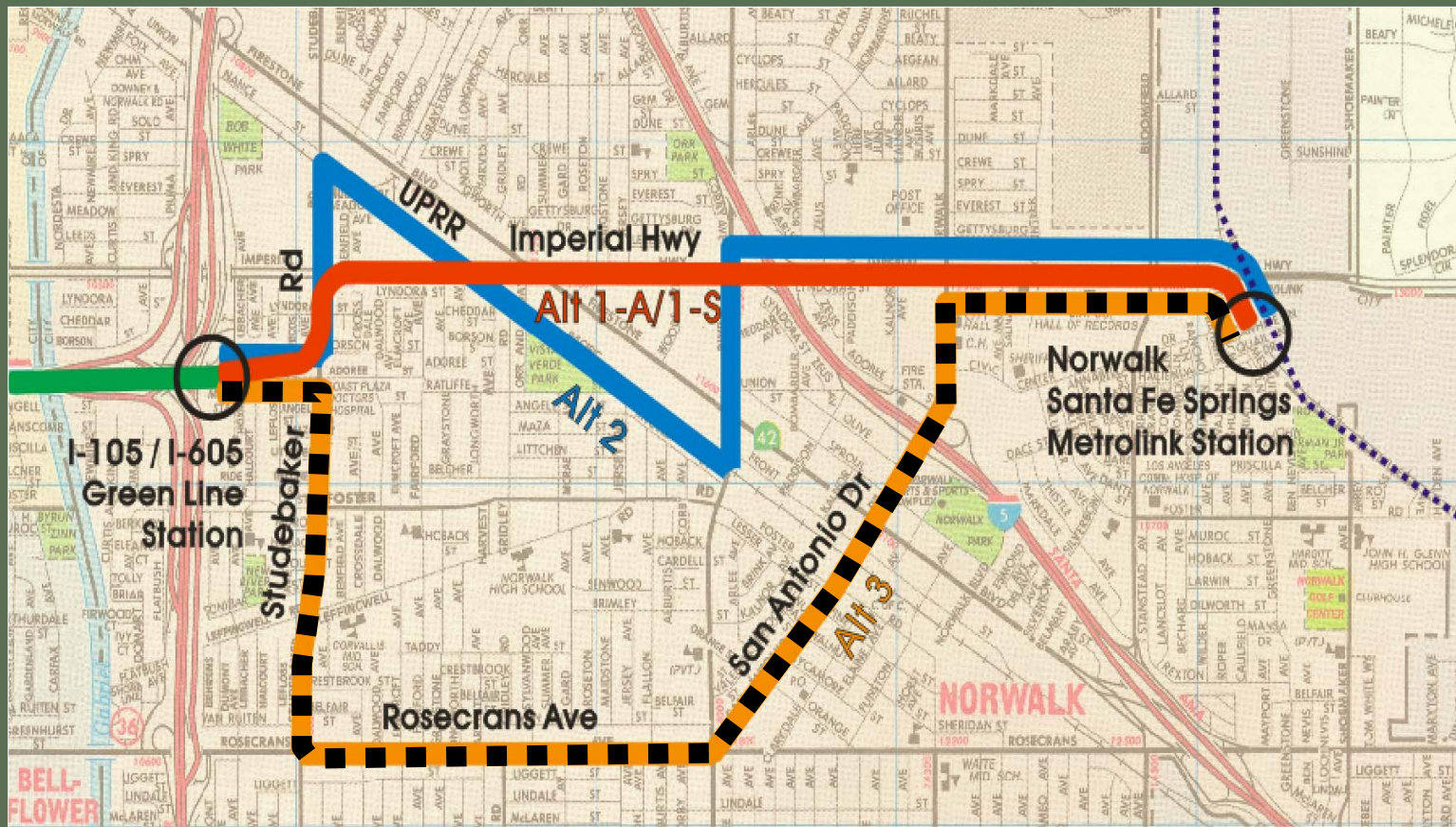
Alternative 2 (Aerial Guideway)

- Alternative 2 is approx. 3.4 miles long and would have the lowest overall operating speed of all alternatives because of severe curvilinear alignment
- Moderate impacts on utilities expected
- A high elevation crossing of I-5 would be required (approx. 67 feet)
- Alternative 2 study alignment would be adjacent to 44 single-family units and 21 multi-family buildings
- Expected traffic impacts would be



moderate
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Alternative 3 (Aerial Guideway)



Alternative 3 (Aerial Guideway)

- The longest of all alternatives (approx. 3.6 miles) resulting in the longest travel time
- Impacts on utilities would be moderate
- A high elevation crossing of I-5 would be required (approx. 67 feet)
- Partial right-of-way takings for roadway required at I-5 and Imperial Highway, Foster Road and Firestone Boulevard
- Study alignment would be adjacent to 142 single-family units and 29 multi-family buildings
- Traffic impacts would be high



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Results of The Evaluation

- The consultant team recommended that Route Alternatives 2 and 3 be dropped from further consideration due to their higher costs, longer travel times, slower operating speeds and more extensive environmental impacts
- The consultant team felt that the subway Alternative 1-S along Imperial Highway was more advantageous due to its shorter length, higher operating speed, comparable cost with the aerial alternative along Imperial Highway and fewer environmental and traffic impacts

Results of The Evaluation

(contd.)

- On May 27, 1992 the MTA Board decided that both the aerial and subway alignments along Imperial Highway should be carried forward through the EIR process.

Project History

- On February 24, 1993 the MTA Board (LACTC) certified the EIR for both the aerial and the subway alignments
- Staff was directed to return with Findings, Statement of Overriding Considerations, and Mitigation Monitoring Program for adoption when project is approved and a Notice of Determination is authorized



Project History

continued

- Estimated 2004 cost for the Subway Alignment 1-S is \$360 million and for the Aerial Alignment 1-A is \$321 million
- The EIR would need to be updated to current conditions including SCAG forecasts, ridership projections, engineering assumptions and construction cost estimates



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Alignments Studied

