



Key Milestones for the Interstate 405 Improvement Project Between State Route 55 and Interstate 605





Today's Presentation

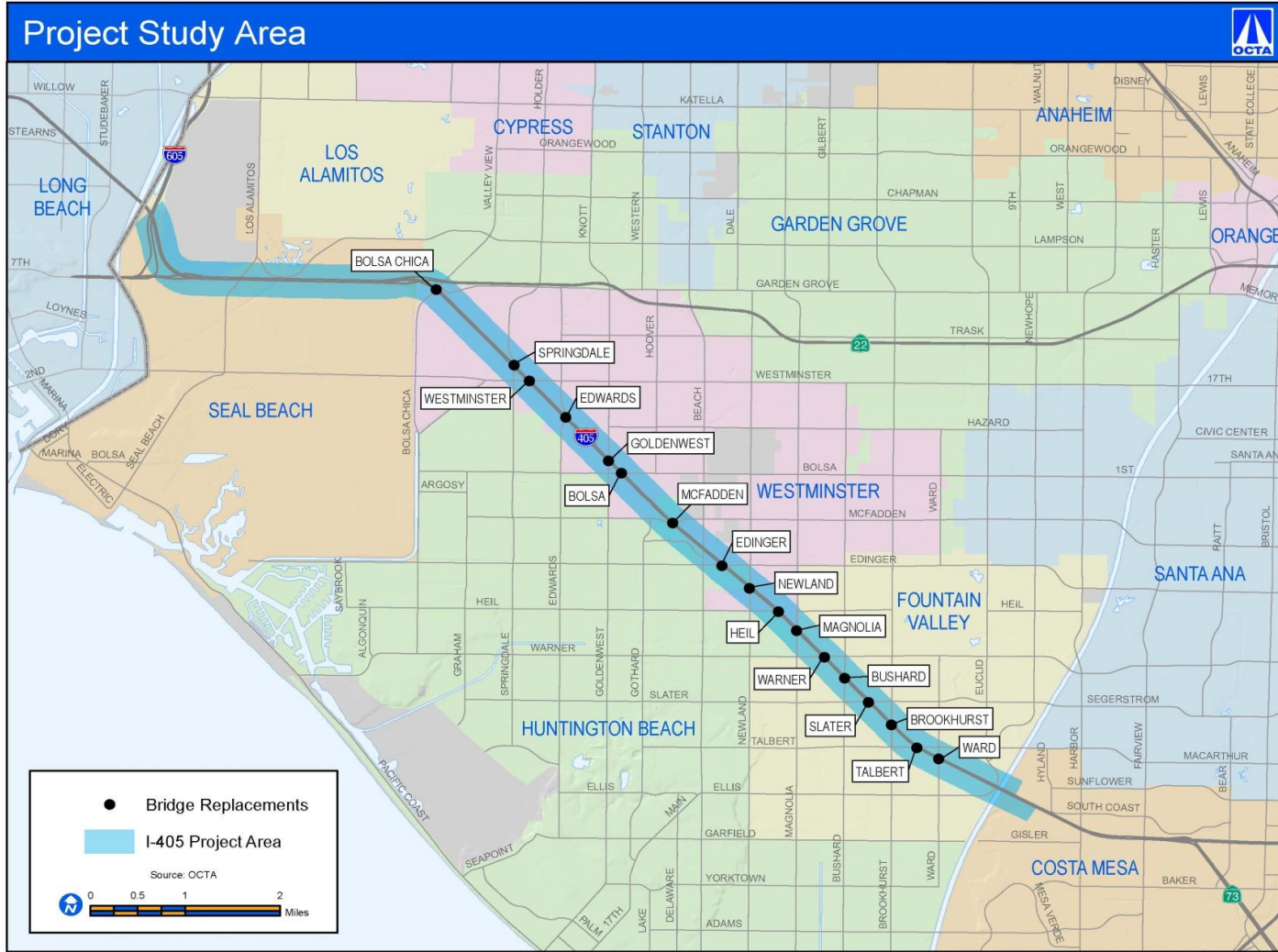
1. Project Overview

2. Project History

3. External Influences

4. Future Board Items

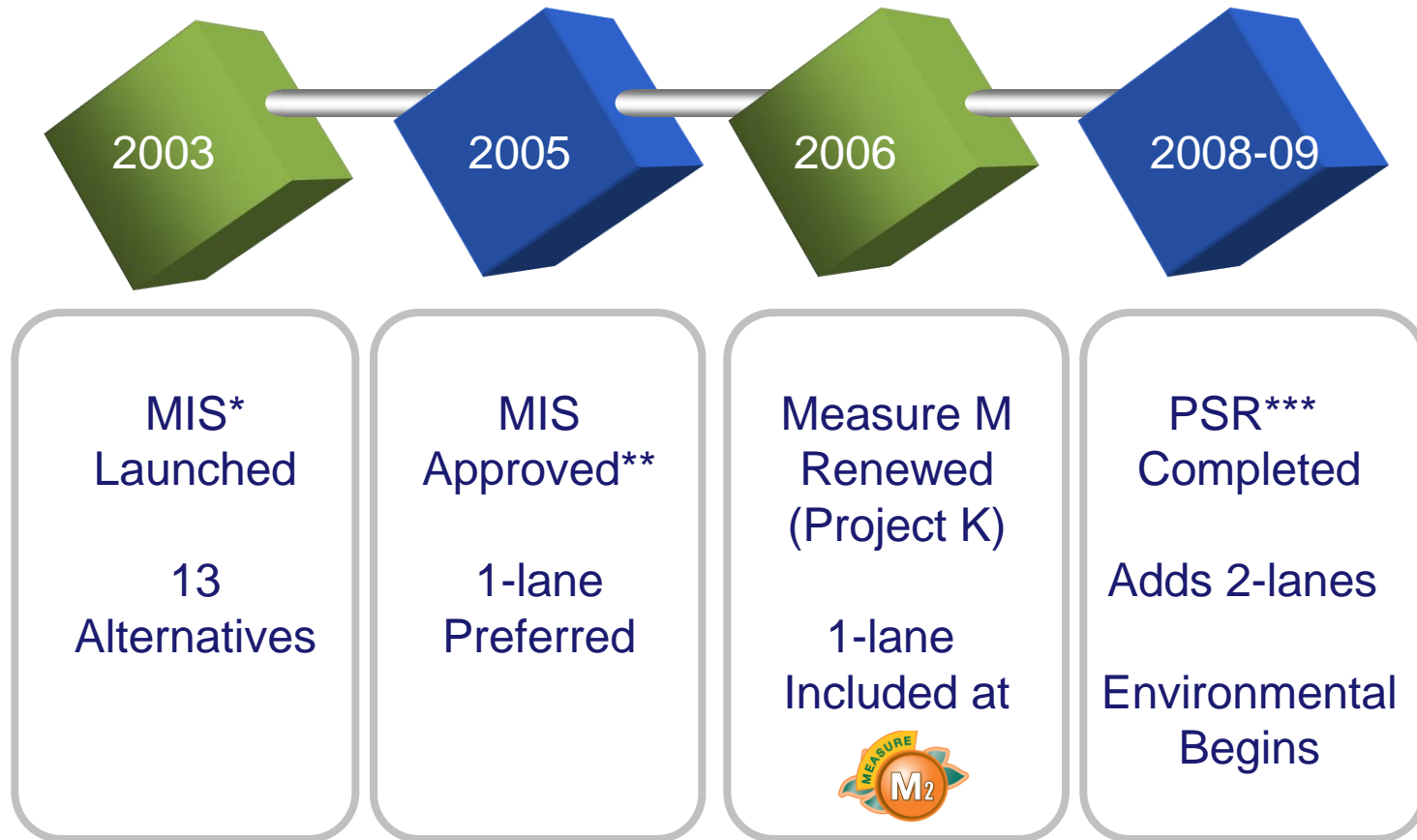
Study Area



October 31, 2012
 Portions of this map copyrighted by Thomas Bros Maps and reproduced with permission.
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Project History - Scope



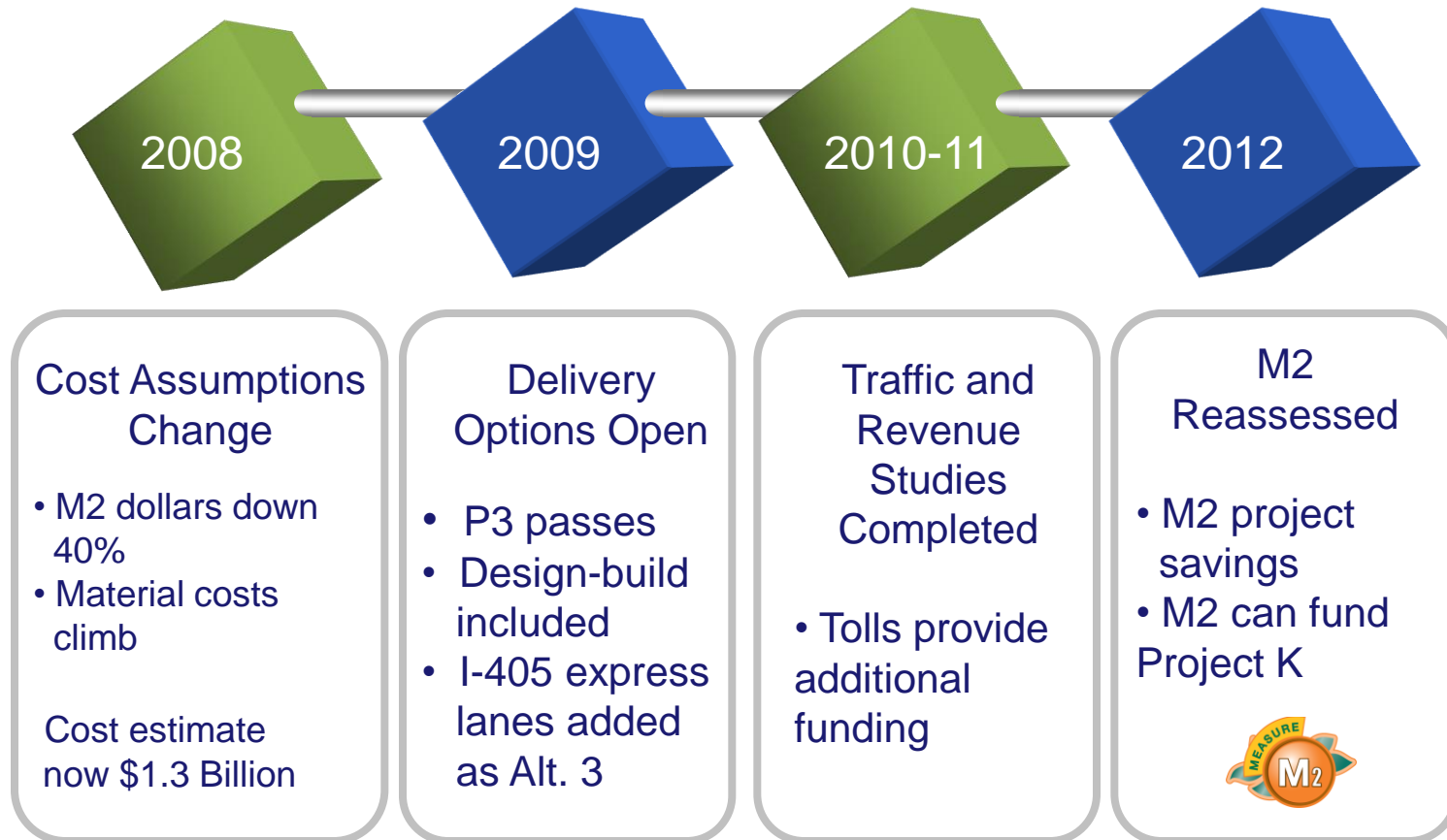
* MIS = Major Investment Study

** 1 lane each direction

***PSR = Project Study Report



Project History - Funding



P3 = Public-Private-Partnership



2012 Environmental Document

❖ Released May 2012, includes three build alternatives:

Alt 1 M2 Project K* \$1.3 Billion



Alt 2 M2 Project K
Plus another regular lane \$1.4 Billion

Alt 3 M2 Project K
Plus one toll lane** \$1.7 Billion

* Measure M2 Project K – adds one regular lane each direction

** Toll lane is combined with existing carpool lane to form a two-lane express facility, in each direction high-occupancy vehicle (HOV) occupancy policy changes to three-plus persons per carpool



Public Comments / Themes

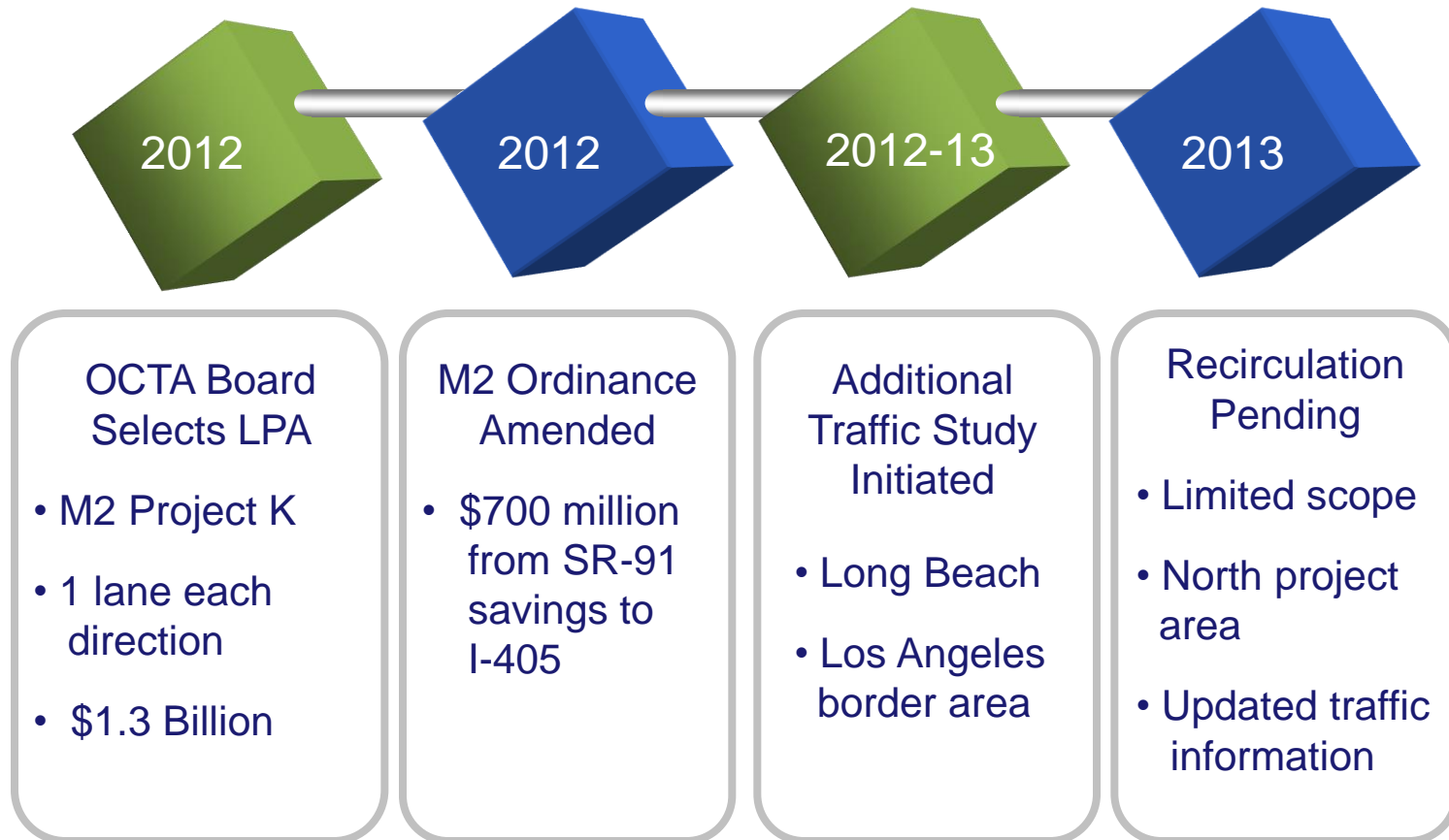
May 18, 2012 – July 17, 2012

	Alt 1	Alt 2	Alt 3
Fairview Bridge Reconstruction (Costa Mesa)			X
Business Relocations* (Fountain Valley)	X	X	X
Parking* (Westminster)	X	X	X
Almond Avenue Soundwall (Seal Beach)		X	X*
Traffic at County Line	X	X	X
Tolls, HOV2+ conversion, transponders			X

* May be avoidable with design variations



Current Status



LPA = Locally Preferred Alternative



Long Beach Area Traffic Study

- ❖ 45-day recirculation to begin May 2013
- ❖ Outreach targeted to traffic study area
 - One public hearing
 - Newspaper advertisements
 - E-blast to project database
- ❖ Outreach to College Park West (Studebaker Interchange)

4.0 LONG BEACH AREA TRAFFIC STUDY

4.1 Introduction

The purpose of the Long Beach Area Traffic Study is to supplement the Traffic Study with traffic information to the areas north of the limits of the proposed freeway capacity enhancements in Orange County. The objective of the Long Beach Area Traffic Study is to determine the extent of any potential traffic impacts of the proposed project alternatives north of the limits of the proposed capacity improvements.

The study area for the Long Beach Area Traffic Study includes:

- I-405 from I-605 to Lakewood Boulevard;
- I-605 from Katella Avenue to Carson Street; and
- SR-22/7th Street from I-405 to Pacific Coast Highway.

The study area includes all of the interchanges along I-405 and I-605 within the limits noted above including arterial/ramp intersections and arterial/arterial intersections in the immediate vicinity of the interchanges. **Figure 4.1-1** shows the study area. The 35 intersections included in the study area are shown in **Figure 4.1-2**.

Traffic forecasts were prepared for each of the four alternatives under study utilizing OCTAM model. The four alternatives are fully described in the Traffic Study in Section 1.6 Project Alternatives Description. The following summaries of the four alternatives are presented for reference.

- **No Build Alternative:** Under the No Build Alternative, no improvements would be made to the I-405 corridor within the project limits by the proposed project. No additional lanes or interchange improvements would be provided. Compared to the existing condition, as recorded in the Notice of Preparation (NOP) (issued August 31, 2009) and the Notice of Intent (NOI) (issued September 1, 2009), the future No Build Alternative includes completion of the SR-22 West County Connectors Project, which is currently under construction.
- **Alternative 1:** Alternative 1 would add a single GP lane in each direction on I-405 from Euclid Street to the I-605 interchange.
- **Alternative 2:** Alternative 2 would add one GP lane in each direction on I-405 from Euclid Street to the I-605 interchange (as in Alternative 1), plus add a second GP lane in the northbound direction from Brookhurst Street to the SR-22/7th Street interchange and a second GP lane in the southbound direction from the Seal Beach Boulevard on-ramp to Brookhurst Street.
- **Alternative 3:** Alternative 3 would add one GP lane in each direction on I-405 from Euclid Street to the I-605 interchange (as in Alternatives 1 and 2), plus add a tolled

PARSONS

4-1

Orange County Transportation Authority

DRAFT



External Influence – MAP-21*

- ❖ July 6, 2012 – MAP-21 enacted
- ❖ Reauthorizes federal aid highway program
- ❖ Requires states to ensure carpool lanes are not degraded
- ❖ Requires states to address degraded lanes within 180 days
- ❖ Potential remedies:
 - Prohibit energy efficient/low emission vehicles from using carpool lanes
 - Change occupancy requirement in carpool lanes to HOV3+ (carpools with three or more persons)
 - Convert carpool lanes to high-occupancy toll (HOT) lanes
 - Construct additional carpool lanes

MAP-21 = Moving Ahead for Progress in the 21st Century Act



Other Influences – Studies

Caltrans:

- ❖ Managed Lanes Project Study Report (Dist.12)
- ❖ Statewide policy on Managed Lanes

LA Metropolitan Transportation Authority:

- ❖ HOT Lane Demonstration Program (I-10, I-110)
- ❖ Conversion Feasibility Study for I-405 Freeway HOV Lanes to HOT Lanes (Study area from LAX to I-605)
- ❖ I-605 “Hot Spots” Feasibility Analysis

Southern California Association of Governments/LA Metro/OCTA:

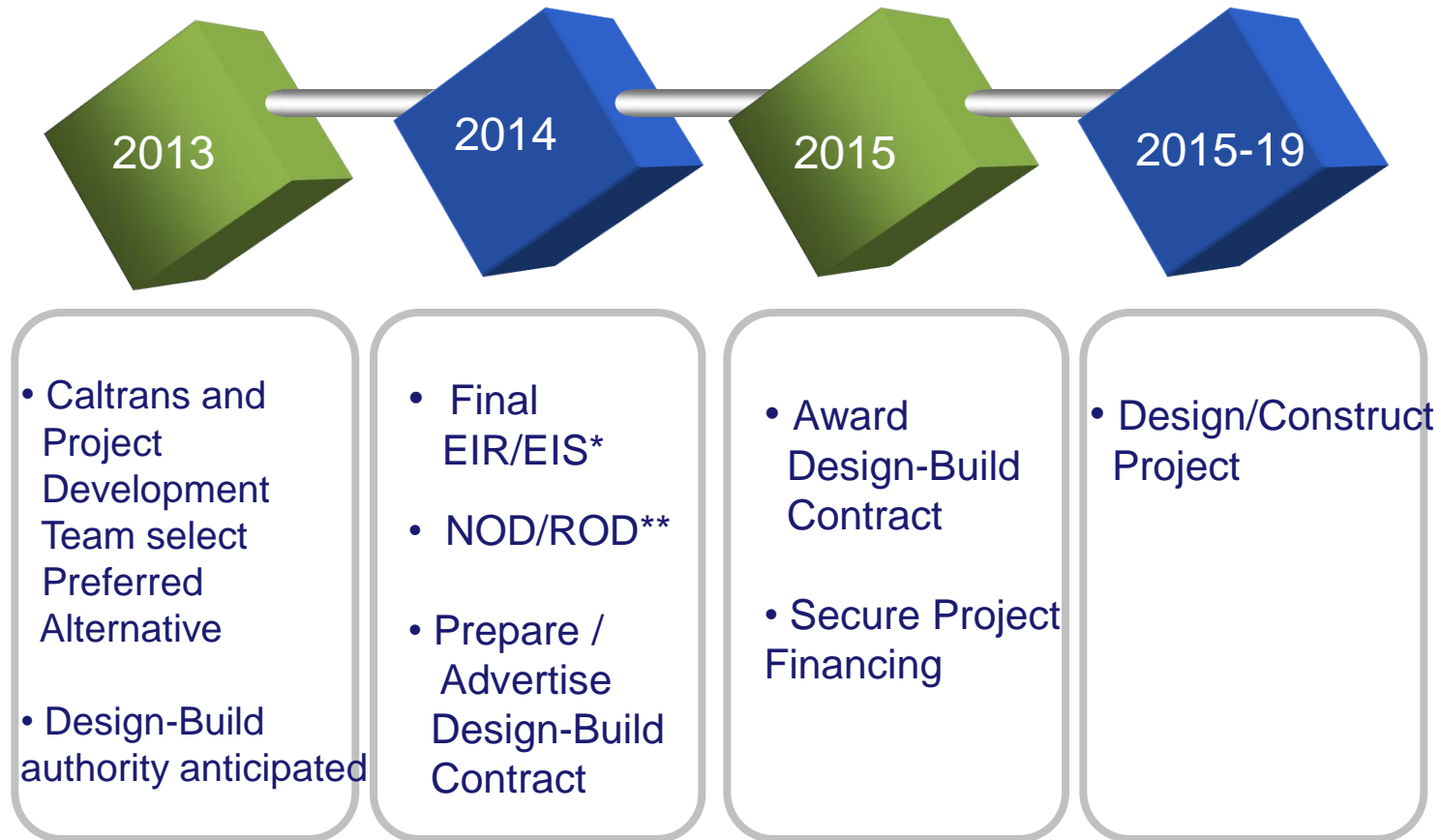
- ❖ Express Travel Choices Study

OCTA:

- ❖ Long Range Transportation Plan



Future Project Milestones



* EIR/EIS = Environmental Impact Report / Environmental Impact Statement

** NOD/ROD = Notice of Decision / Record of Decision



Next Steps

Caltrans HOV Degradation Study

April 8, 2013

I-405 Update

April 22, 2013

Supplemental DEIR/S

May/June 2013

I-405 Outreach Contract

May 24, 2013

Preferred Alternative Selection Update

Mid 2013

Project Development Agreement

Fall 2013

Design-Build RFP Release

2014

Design-Build Contract Award

2015

Existing Condition



Rendering of I-405 looking northwest at Springdale St. overcrossing



Alternative 1 – Adds one GP lane in each direction



Alternative 2 – Adds two GP lanes in each direction



Alternative 3 – Adds one GP and one Express Lane



Existing carpool lane to be combined with the Express Lane providing a dual lane Express Facility, like SR-91