



The I-405 Challenge



**Current volume:
257,000 – 370,000
vehicles per day**

**2040 forecast:
288,000 – 427,000
vehicles per day**

* Volumes may vary depending on location

If built for demand – freeway would double in size



Project Alternatives



No Build/Existing



Alternative 1

Adds One general Purpose Lane in Each Direction



Alternative 2

Adds Two General Purpose Lanes in Each Direction



Alternative 3

Express Facility Alternative: Adds one lane adjacent to the carpool lane in each direction. Both lanes will be managed together as the Express Facility.

Adds one new general purpose lane.



Purpose & Objectives

PURPOSE

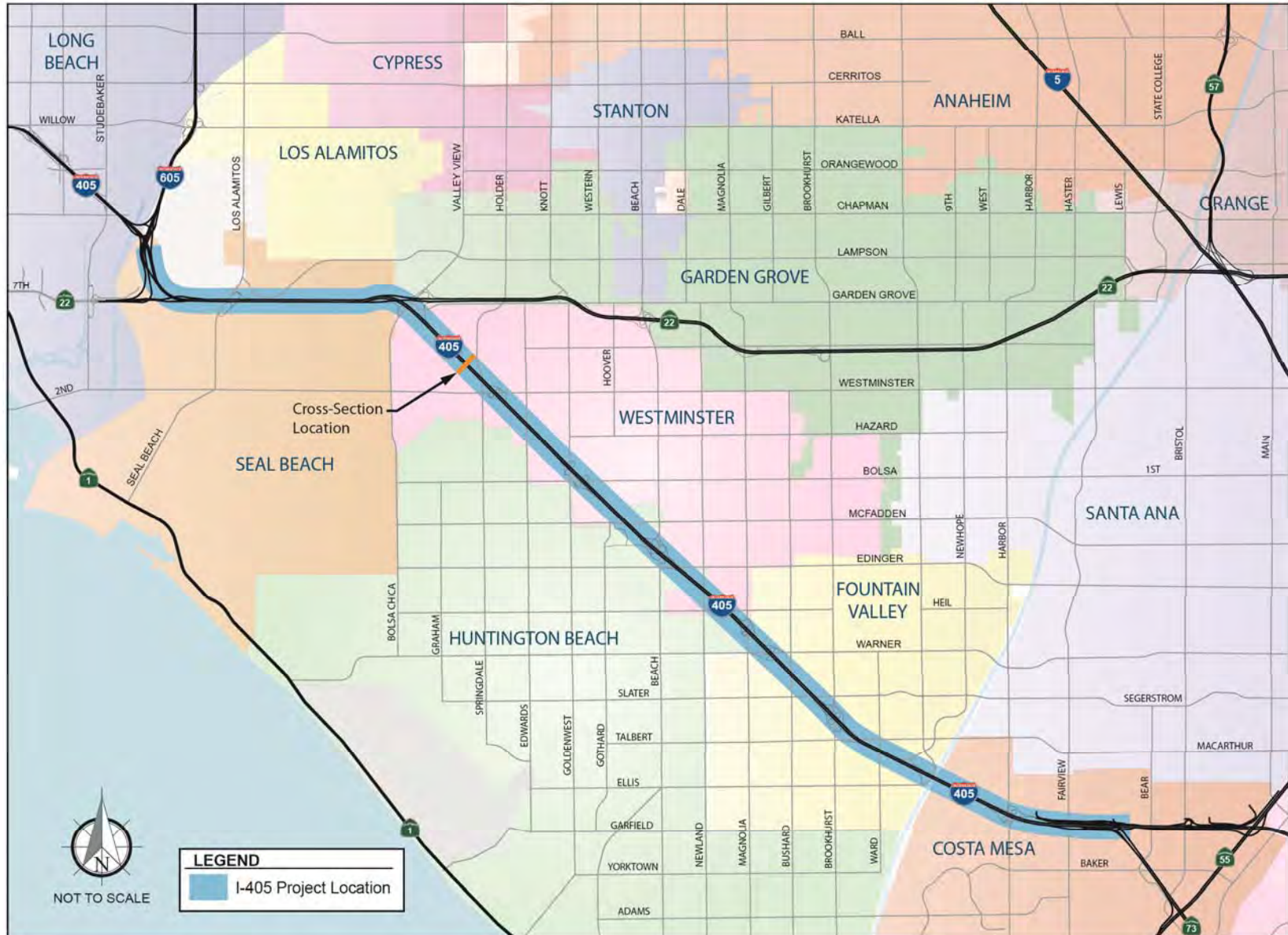
- **Reduce congestion**
- **Enhance operations**
- **Increase mobility, improve trip reliability, maximize throughput, and optimize operations; and**
- **Minimize environmental impacts and Right of Way acquisition**

OBJECTIVES

- **To be consistent with regional plans and find cost-effective early project solution for delivery**



I-405 Improvement Project Location





Project Schedule & Next Steps

Draft EIR/EIS Circulated	May 18 to July 17, 2012
OCTA Board Recommends Alternative 1	October 22, 2012
Supplemental Draft EIR/EIS Released/ Public Comment Period Starts	June 28, 2013
Supplemental Draft EIR/EIS Public Hearing	July 24, 2013
Supplemental Draft EIR/EIS Comment Period Ends	August 12, 2013
Caltrans Selects Preferred Alternative	October 2013
Approve Final EIR/EIS	May 2014
Project Construction	2015 to 2020



Draft Environmental Impact Report / Environmental Impact Statement (EIR/EIS)

- ❖ Circulated for public review May 18 to July 17 2012
- ❖ Four Public Hearings
- ❖ 1,200 Public Comments/Letters/Emails
- ❖ Responses to public comments will be in Final EIR/EIS scheduled for May 2014





Supplemental Draft EIR/EIS

- ❖ Based on comments from the Draft EIR/EIS new information is available regarding traffic in the Long Beach area.
- ❖ Information is being added to the original document in the form of the Supplemental Draft EIR/EIS.
- ❖ Public Hearing is being held to provide information and gain input from the public on the Supplemental Draft EIR/EIS.

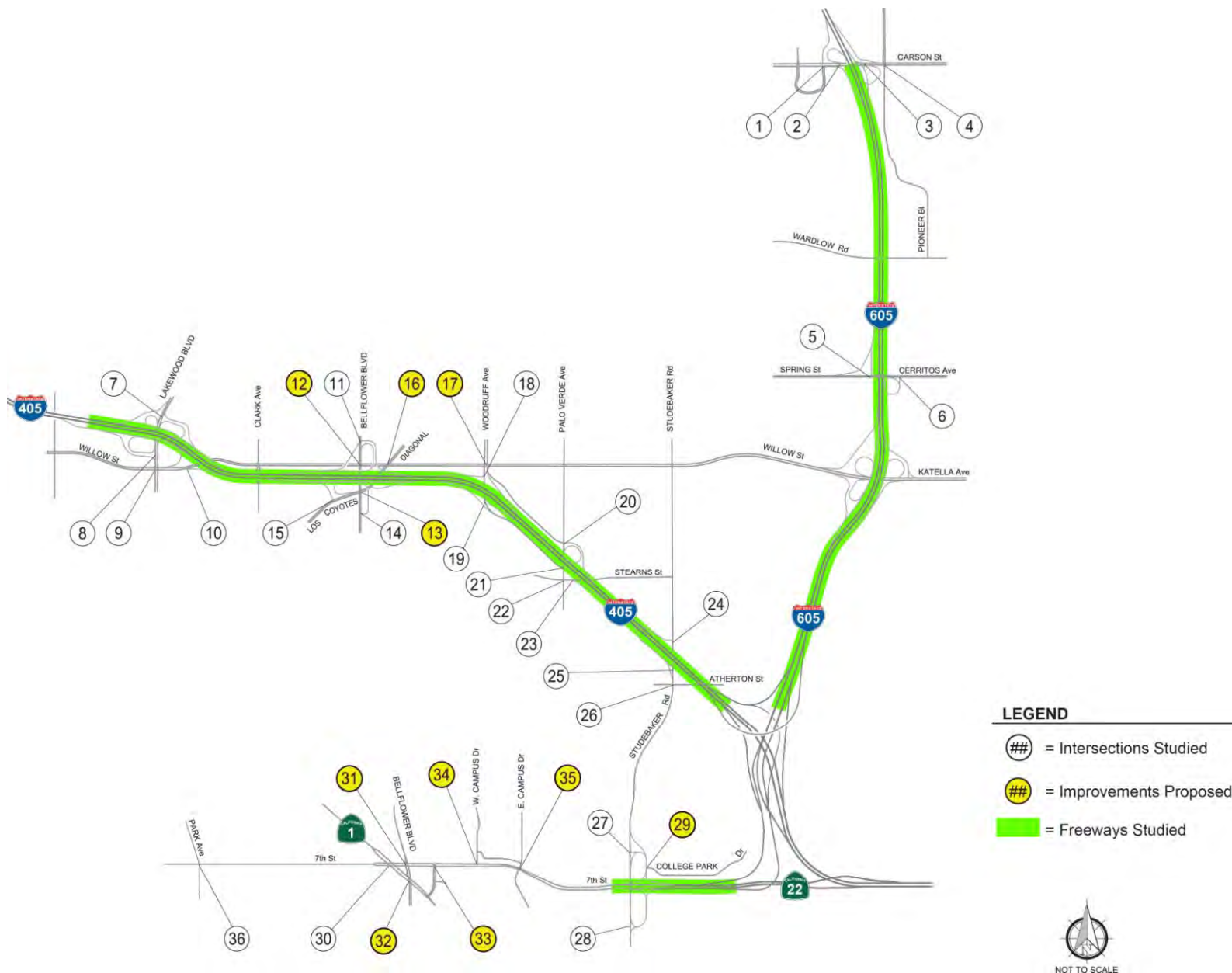


Public Comments on Supplemental Draft DEIR/EIS

- ❖ Public encouraged to provide comments on the information in the Supplemental Draft EIR/EIS.
- ❖ Comments should be in response to information in the Supplemental Draft EIR/EIS.
- ❖ Comments can be submitted to:
 - Smita Deshpande, Branch Chief
Caltrans-District 12, Attn:405 SDEIR-DIES Comment Period
2201 Dupont Dr. Suite 200
Irvine, CA 92612
 - Via email at 405.Supplemental.DraftEIR/EIS@parsons.com



Long Beach Traffic Study Area



Proposed Improvements Willow Street and Bellflower Boulevard

- Add an exclusive right-turn lane to eastbound approach
- Add a second left-turn lane to westbound approach
- Add a second left-turn lane to southbound approach

Willow St

Bellflower Blvd

NB INTERSTATE 405

SB INTERSTATE 405

Alternatives 2 & 3
Implementing Agency:
City of Long Beach

LEGEND

- Existing Condition
- Proposed Edge of Pavement
- Proposed Striping



NOT TO SCALE
INTERSECTION 12

NB INTERSTATE 405

SB INTERSTATE 405

**Proposed Improvements
Los Coyotes Diagonal and
Bellflower Boulevard**

■ Add a second left-turn lane to eastbound approach


Los Coyotes Diagonal

Bellflower Blvd

LEGEND

- Existing Condition
- Proposed Edge of Pavement
- Proposed Striping

Alternatives 1 & 3
Implementing Agency:
City of Long Beach



NOT TO SCALE
INTERSECTION 13

Proposed Improvements Willow Street and Los Coyotes Diagonal

- Add a second left-turn lane to eastbound approach
- Add a second left-turn lane to southbound approach

Belflower Blvd

Los Coyotes Diagonal

Willow St

NB INTERSTATE 405

SB INTERSTATE 405

LEGEND

- Existing Condition
- Proposed Edge of Pavement
- Proposed Striping

Alternatives 2 & 3
Implementing Agency:
City of Long Beach



NOT TO SCALE
INTERSECTION 16

Proposed Improvements Willow Street and Woodruff Avenue




- Add a second left-turn lane to northbound approach



Willow St

Woodruff Ave

LEGEND

-  Existing Condition
-  Proposed Edge of Pavement
-  Proposed Striping

Alternative 2
Implementing Agency:
City of Long Beach



NOT TO SCALE
INTERSECTION 17

Proposed Improvements SR-22 westbound on/off ramp and College Park Drive

- Add a second northbound through-turn lane to the off-ramp approach to College Park Drive starting approximately 300ft south of the intersection
- Replace existing traffic control with a traffic signal



Alternatives 1 & 2
Implementing Agency:
Caltrans

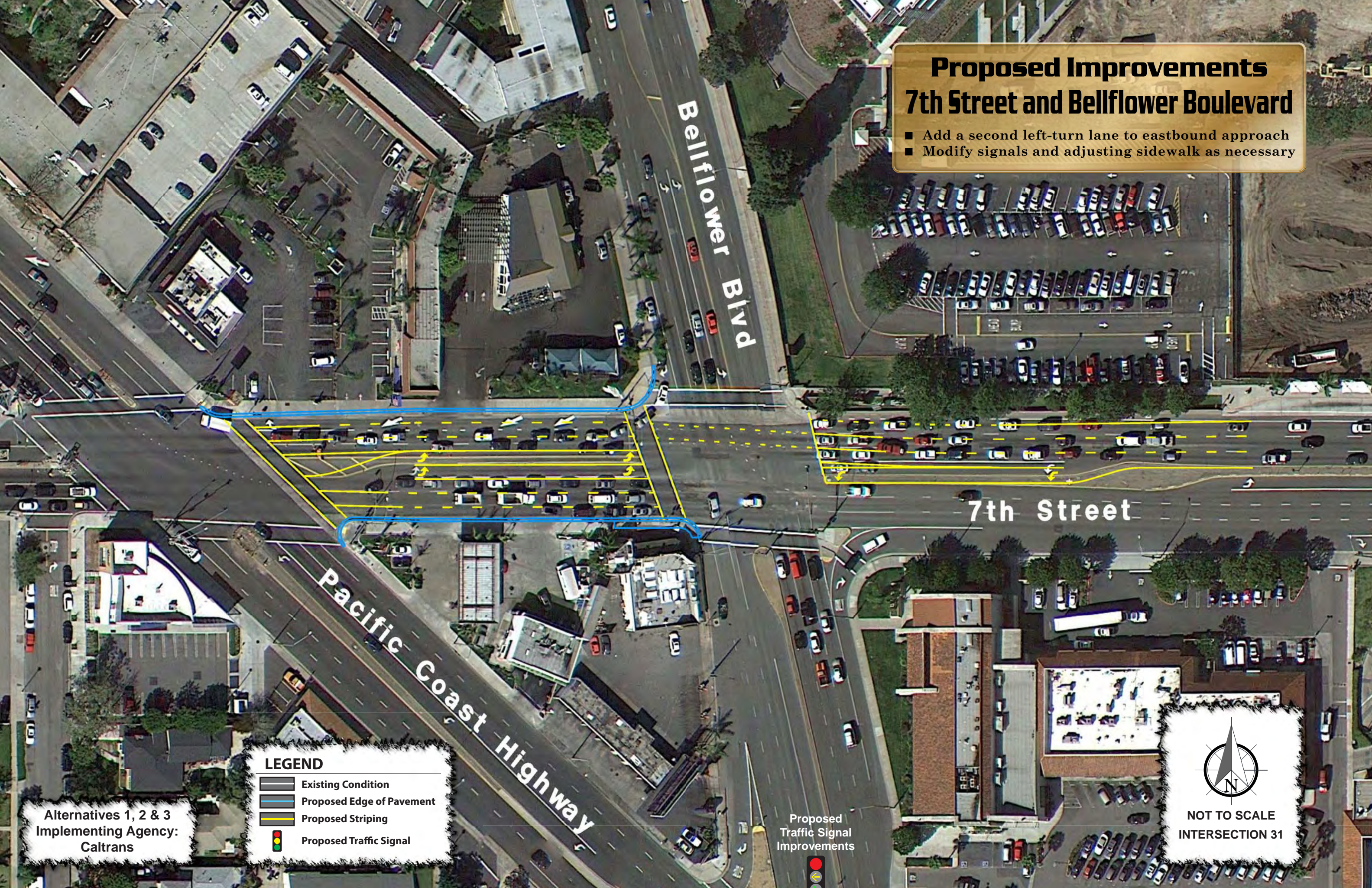
LEGEND

- Existing Condition
- Proposed Edge of Pavement
- Proposed Striping
- Proposed Traffic Signal

NOT TO SCALE
INTERSECTION 29

Proposed Improvements 7th Street and Bellflower Boulevard

- Add a second left-turn lane to eastbound approach
- Modify signals and adjusting sidewalk as necessary



LEGEND

- Existing Condition
- Proposed Edge of Pavement
- Proposed Striping
- Proposed Traffic Signal

Alternatives 1, 2 & 3
Implementing Agency:
Caltrans

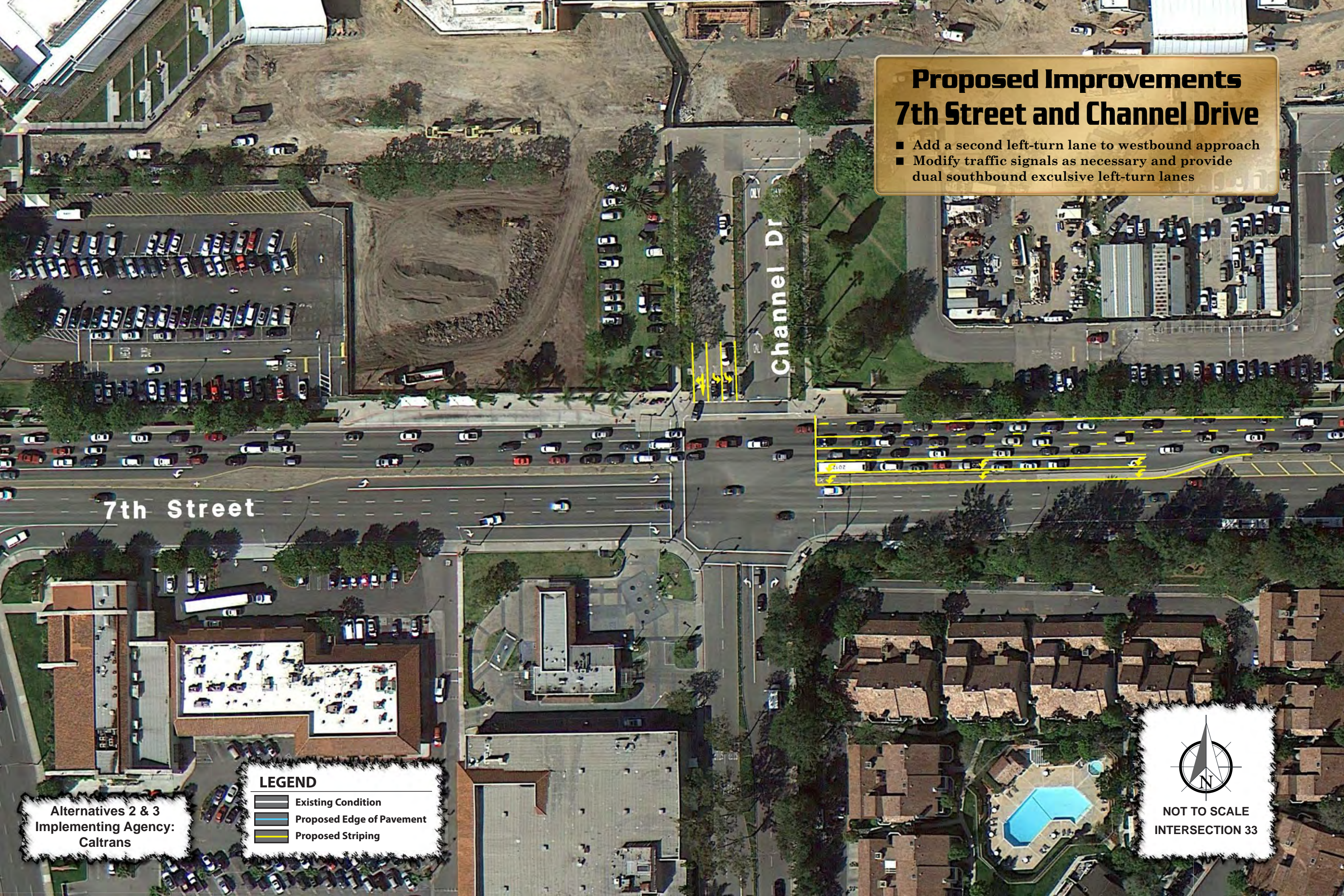
Proposed
Traffic Signal
Improvements



NOT TO SCALE
INTERSECTION 31

Proposed Improvements 7th Street and Channel Drive




- Add a second left-turn lane to westbound approach
- Modify traffic signals as necessary and provide dual southbound exclusive left-turn lanes



7th Street

Channel Dr

LEGEND

	Existing Condition
	Proposed Edge of Pavement
	Proposed Striping

Alternatives 2 & 3
Implementing Agency:
Caltrans



NOT TO SCALE
INTERSECTION 33

Proposed Improvements 7th Street and West Campus Drive

- Add an exclusive right-turn lane to westbound approach
- Modify traffic signals as necessary

West Campus Dr

7th Street

LEGEND

- Existing Condition
- Proposed Edge of Pavement
- Proposed Striping

Alternatives 1, 2 & 3
Implementing Agency:
Caltrans






NOT TO SCALE
INTERSECTION 34


Proposed Improvements 7th Street and East Campus Drive

- Add a right-turn lane to westbound approach
- Modify traffic signals as necessary and maximizing eastbound and westbound left-turn pocket lengths

LEGEND

-  Existing Condition
-  Proposed Edge of Pavement
-  Proposed Striping

Alternatives 2 & 3
Implementing Agency:
Caltrans



NOT TO SCALE
INTERSECTION 35

