

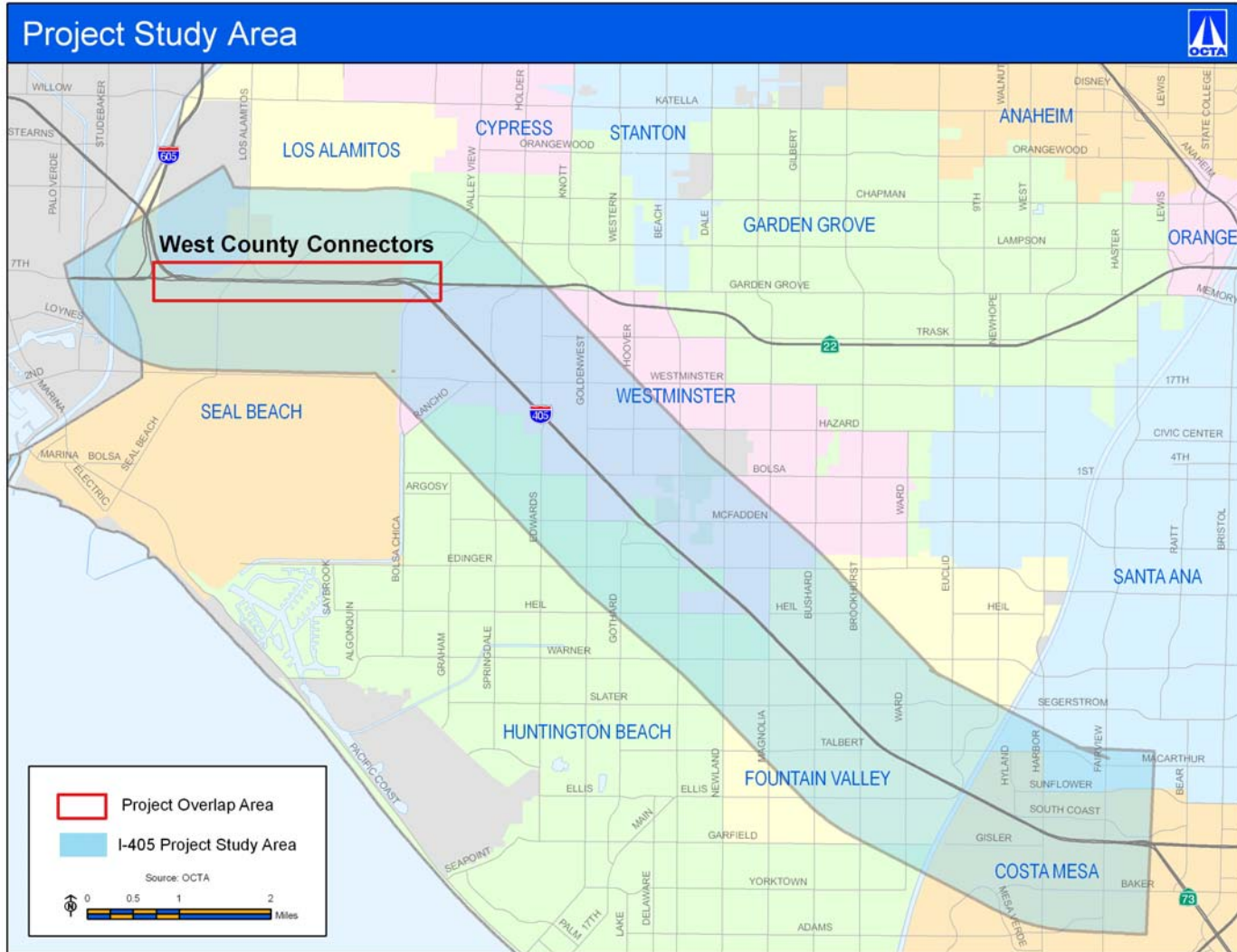


Update on Project Alternatives for the San Diego Freeway (Interstate 405) Improvement Project



**Orange County Transportation Authority
Board of Directors' Meeting
August 24, 2009**

Interstate 405 Project Location



September 13, 2007

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Current and Projected Traffic

- Current volume:
300,000 vehicles per day
- 2035 forecast:
370,000 vehicles per day
- If built for demand – up to 20 lanes needed



Project Alternatives

- No Build Alternative
- Alternative 1: Adds one general purpose lane in each direction
- Alternative 2: Adds two general purpose lanes in each direction
- Alternative 3: Adds one new general purpose lane, adds two new express lanes to accommodate existing HOV operation and provide additional capacity for high-occupancy toll (HOT) usage
- Alternative 4: Localized Improvements Alternative

Initial Assessment of Alternatives

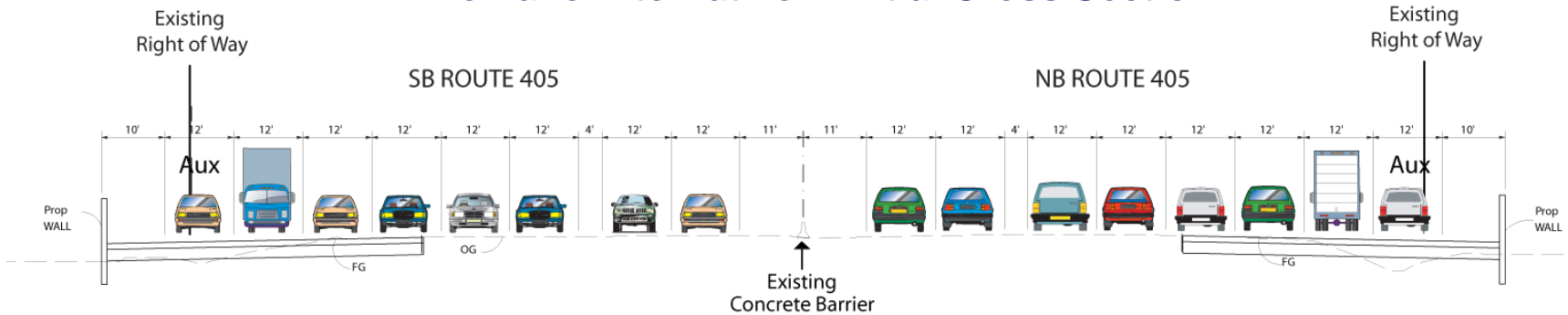
- March – August 2009:
 - Evaluate viability of alternatives:
 - ✓ Freeway footprint and right-of-way impacts
 - ✓ Scope of improvements within available funding
 - ✓ Revenue potential of express lanes
- Modified alternatives will be carried forward into the Environmental Impact Report/Environmental Impact Statement (EIR/EIS) based on initial assessment

Initial Findings

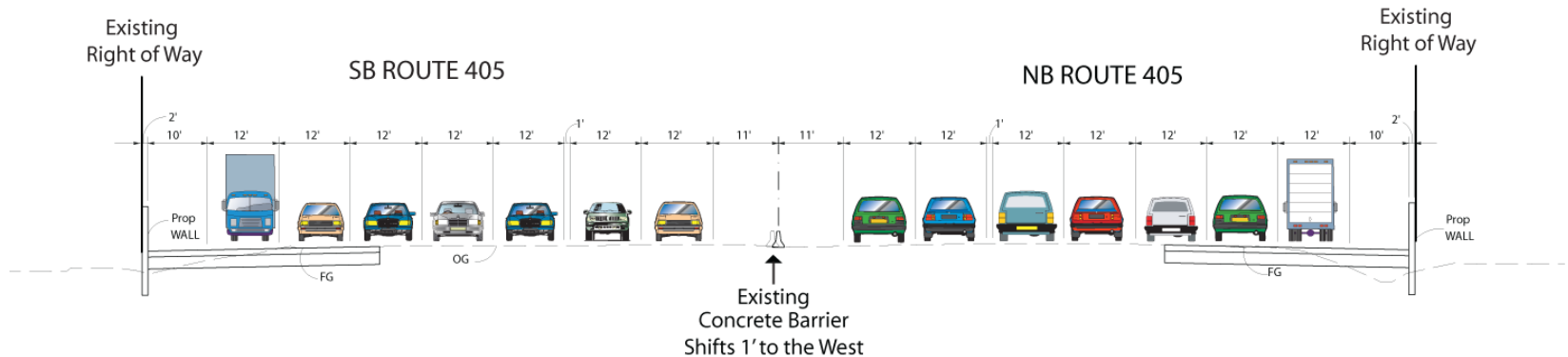
- One lane cannot be added throughout corridor within available funding
- Adding two lanes in each direction (Alternatives 2 and 3) can generally fit within the existing footprint
- Full width lanes and shoulders can be accommodated
- Further analysis needed at interchanges and spot locations

Initial and Optimized Cross Sections

Two Lane Alternative – Initial Cross Section



Two Lane Alternative – Optimized Cross Section

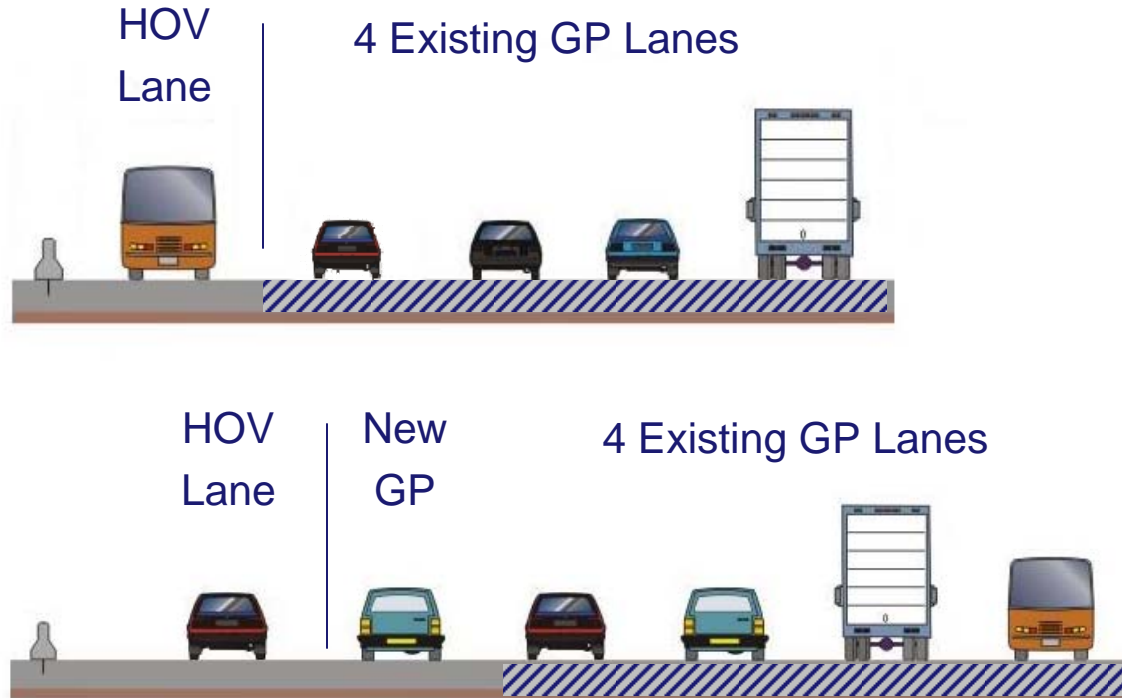


Summary of Right-of-Way Analysis

Objective: Stay generally within the locally preferred strategy (LPS) footprint while maximizing the number of travel lanes

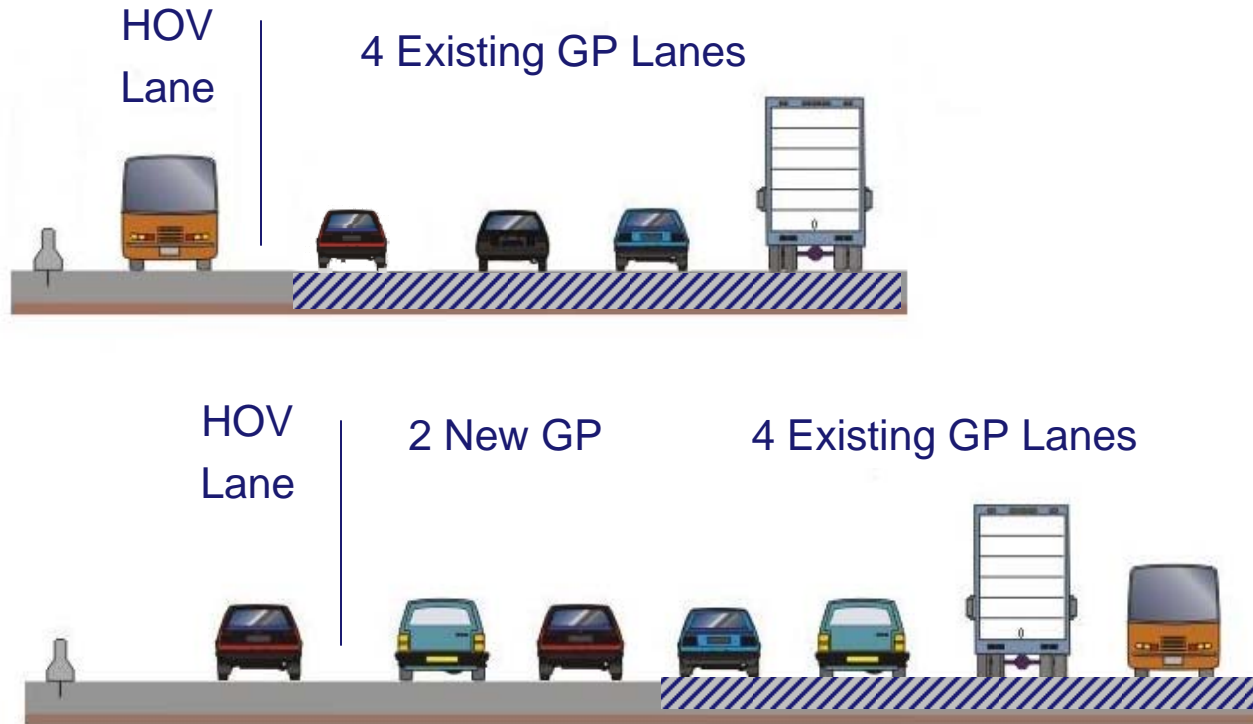
- Right-of-way impacts do not appear significant for any alternative
- Adding two lanes in each direction can generally fit within the LPS footprint
- Right-of-way refinements and further engineering will be performed during EIR/EIS

One General Purpose Lane (Alternative 1)



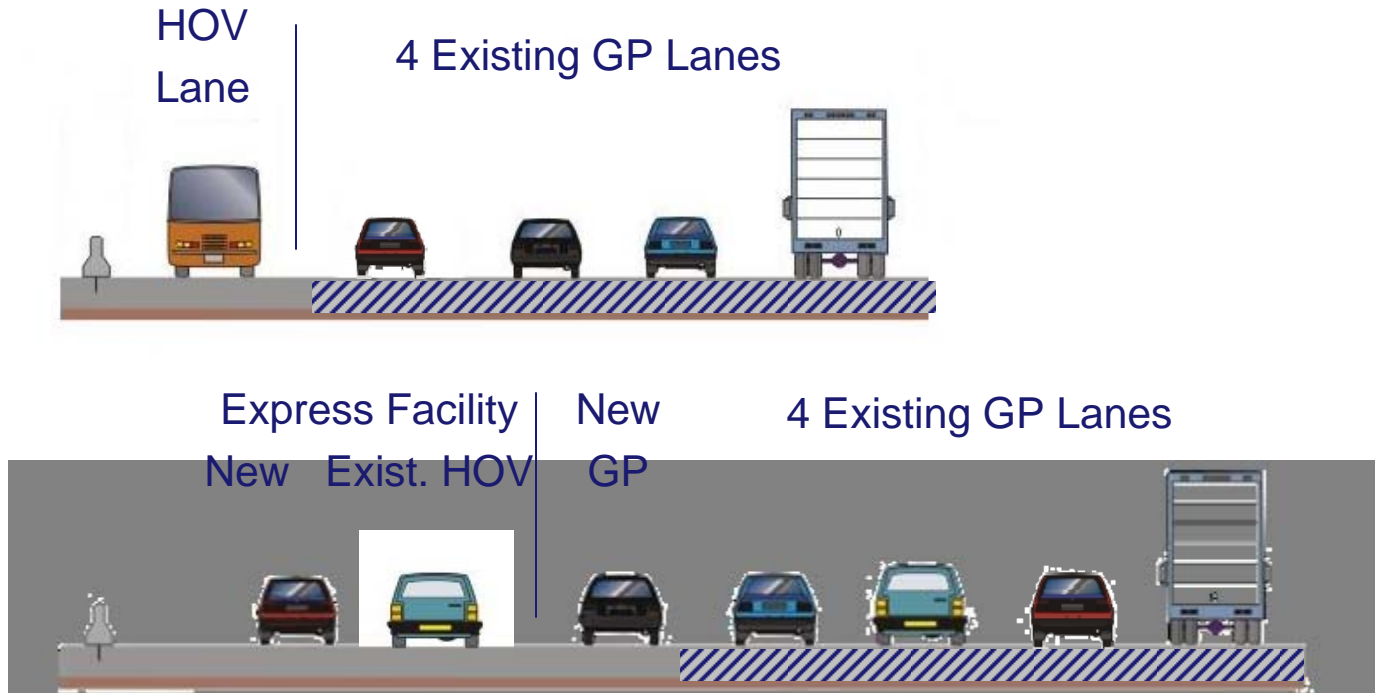
- Adding one GP lane will improve mobility in GP lanes but the cost is beyond available funding

Two General Purpose Lanes (Alternative 2)



- Adding two GP lanes will further improve mobility in GP lanes but the cost is far beyond available funding

Express Lanes (Alternative 3)



Express alternative:

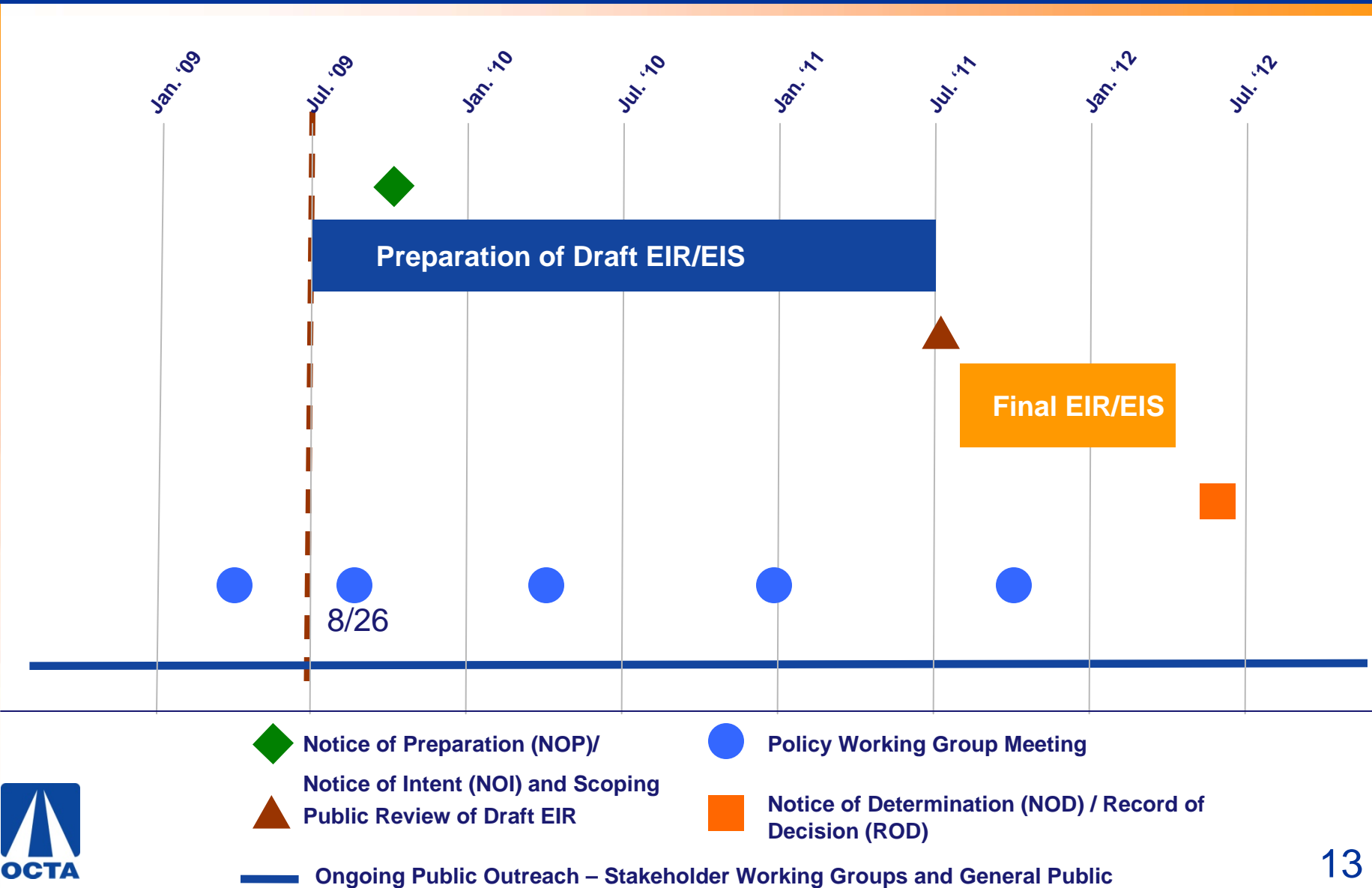
- accommodates both HOV and toll lanes
- improves mobility in GP lanes
- may fund other improvements

Future Board Policy Discussions

- Define operating scenarios:
 - ✓ Where are terminus/access points?
 - Connection to San Joaquin Toll Road (State Route 73)?
 - Intermediate access
 - ✓ What is the HOV policy?
 - ✓ What are pricing options?
 - Congestion management policy
 - Fixed pricing policy



Environmental Phase Schedule



Next Steps

- Interstate 405 Policy Working Group meeting on August 26, 2009
- Public Scoping meetings in September 2009 in Fountain Valley, Huntington Beach, Rossmoor, and Westminster
- Future Board meetings:
 - ✓ Express facility operating and tolling policies
 - ✓ Initial traffic and revenue analysis
 - ✓ Development options

