



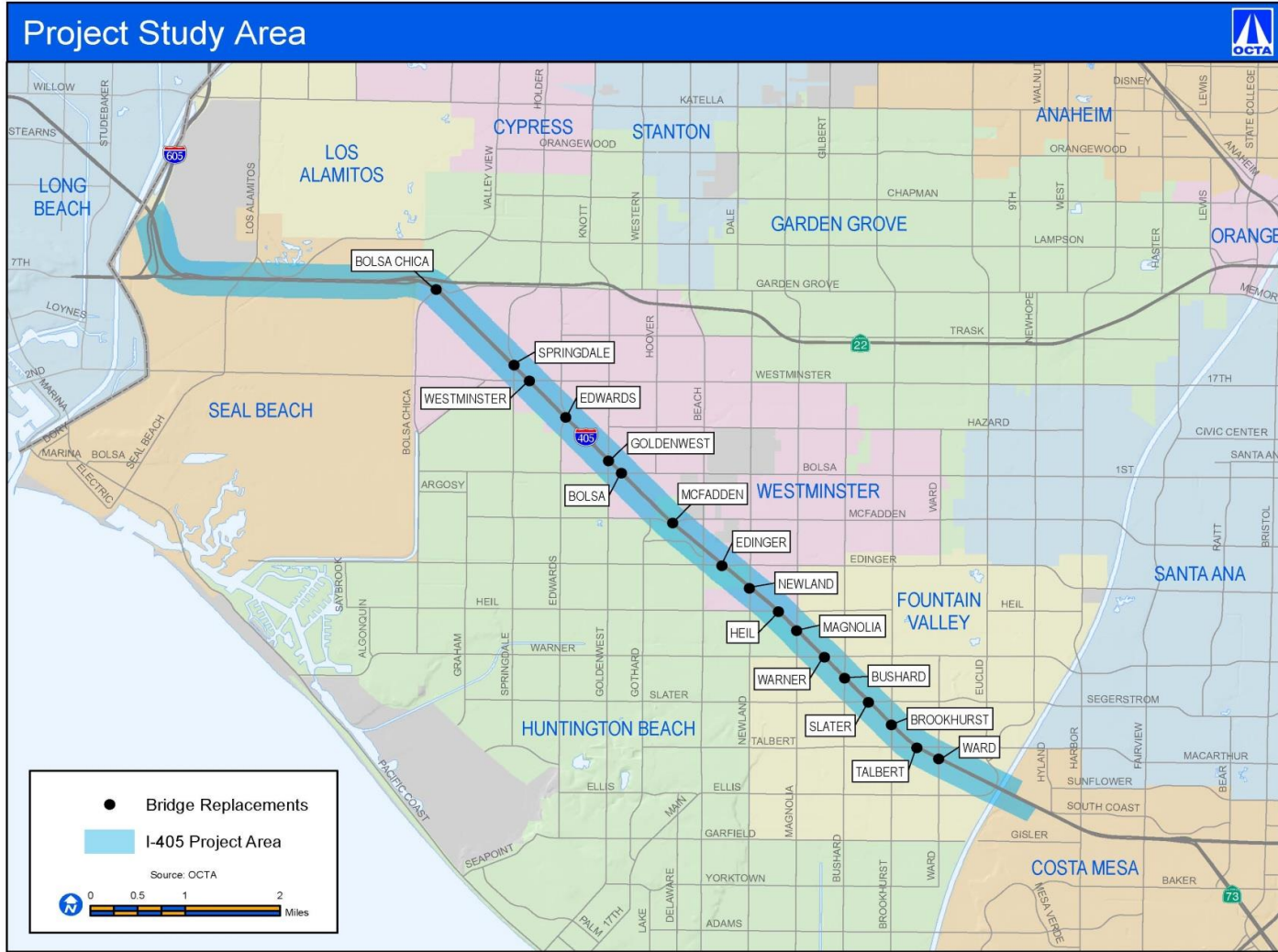
Policy Working Group

June 26, 2013





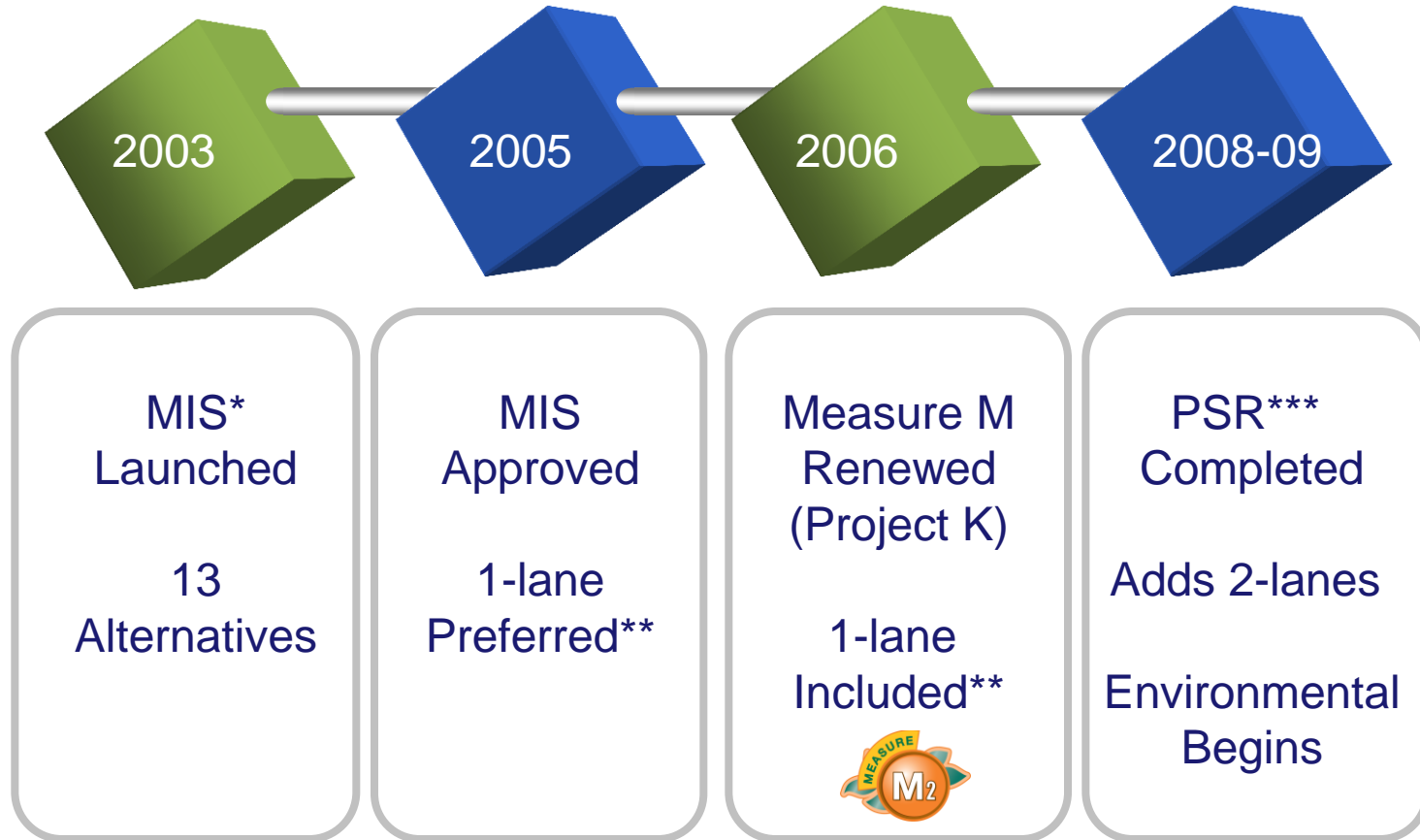
Study Area



October 31, 2012
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Project History - Scope



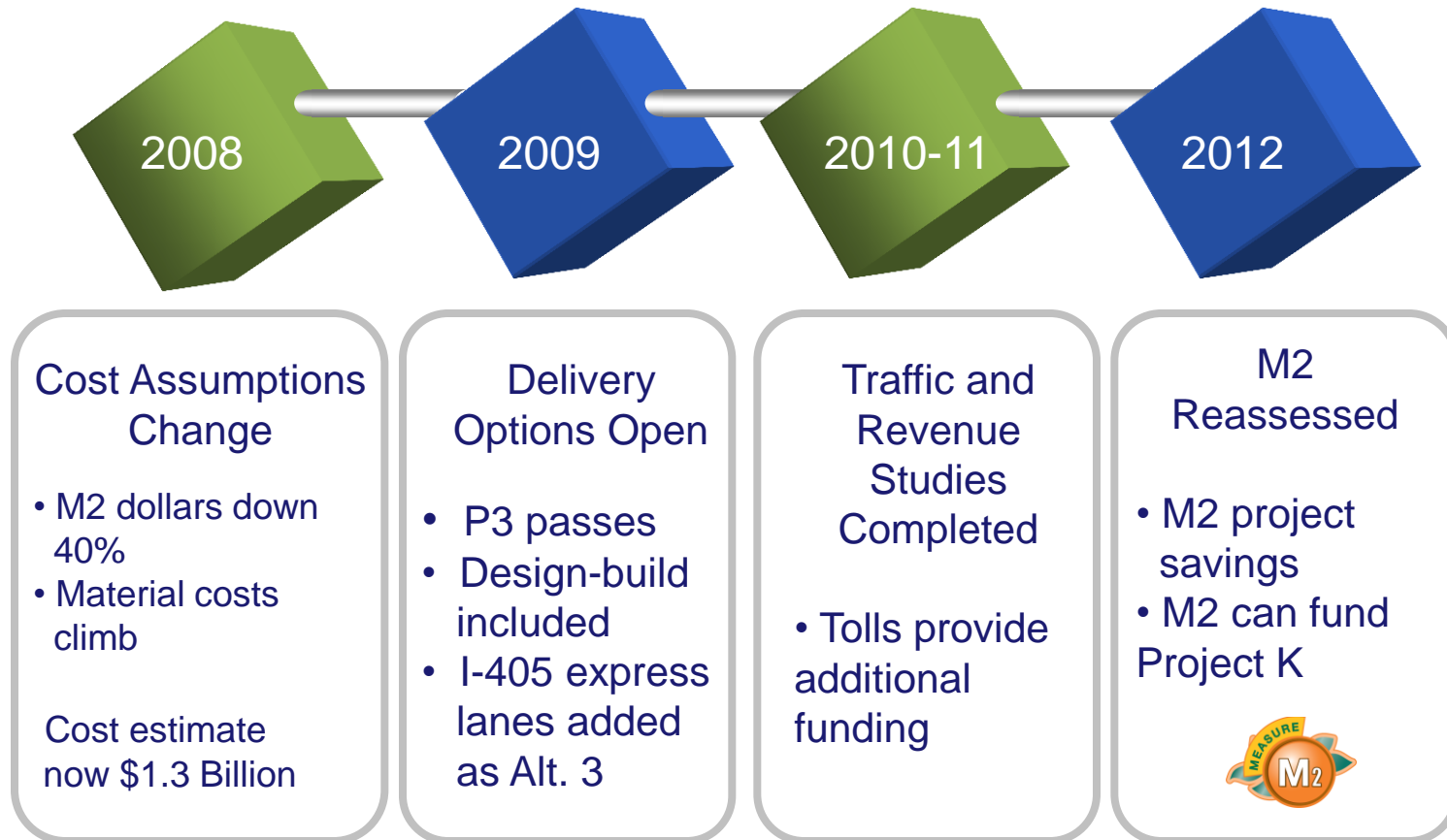
* MIS = Major Investment Study

** 1 general purpose lane each direction

***PSR = Project Study Report



Project History - Funding



P3 = Public-Private-Partnership



Build Alternatives

Alt*	General Description	Original Cost Estimate	Revised Cost Estimate With Variations**
1	Add one general purpose (GP) lane each direction (Measure M2 Project K)	\$1.3 billion	\$1.25 billion
2	Add two GP lanes each direction	\$1.4 billion	\$1.35 billion
3	Add one GP lane and one high-occupancy toll (HOT)/express lane	\$1.7 billion	\$1.47 billion

* Alt = Alternative

**Alts 1, 2, 3 – eliminates braided ramps in City of Fountain Valley (reduces costs by \$50 million)

Alt 3 – truncates express lanes at Euclid Street/Ellis Street, eliminates State Route 73 connector (reduces costs by \$180 million)

Note: Costs based on scope contained in draft project report, approximately 20 percent design



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



Last Several Months

- October 2012 Locally preferred alternative selected
- December 2012 Long Beach traffic study prepared
- April 2013 Caltrans high-occupancy vehicle (HOV) lane degradation findings submitted
- January to March 2013 New concepts suggested



Supplemental DEIR/EIS

- ❖ 45-day circulation to begin late June 2013
- ❖ Outreach targeted to traffic study area
 - One public hearing
 - Newspaper advertisements
 - E-blast to project database
 - Postcard (1/4 mile radius)
 - Print and Social Media
- ❖ 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

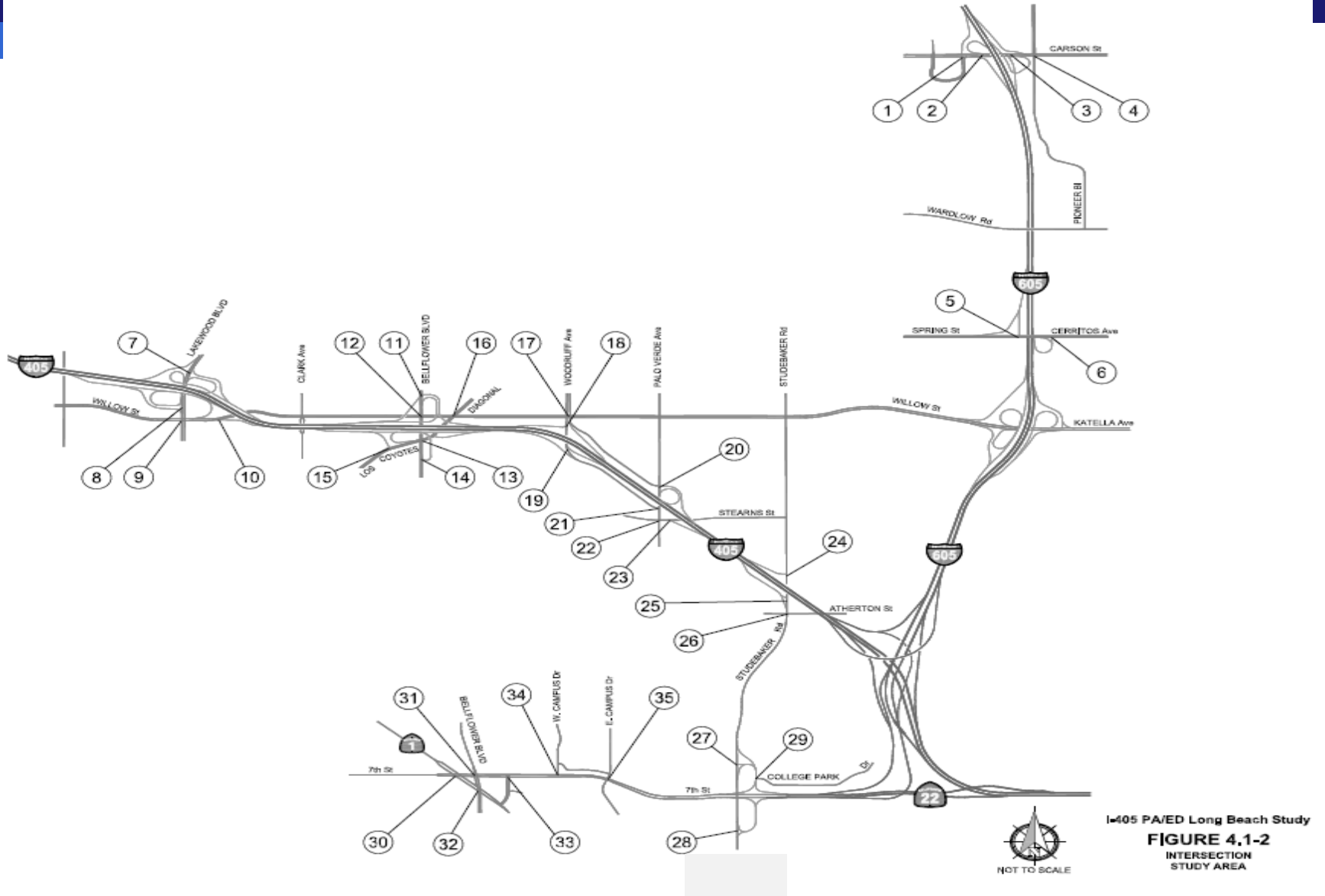
PARSONS

4-1

Orange County Transportation Authority

DRAFT

35 Additional Intersections



I-405 PA/ED Long Beach Study
FIGURE 4.1-2
 INTERSECTION
 STUDY AREA



Potential Mitigations Identified

- Alternative 1 - Minor improvements to State Route 22 westbound Studebaker interchange and four intersections
- Alternative 2 – Minor improvements to State Route 22 westbound Studebaker interchange and eight intersections
- Alternative 3 – Minor improvements to eight intersections



Other Programs and 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



Concept A and B*

Alt 1: Measure M2 Project K
Add one GP Lane Each Direction
(Included in all alternatives and concepts)

Concept A**

M2 Project
+
one GP
+
Convert HOV to HOT

Concept B***

M2 Project
+
one GP

* OCTA Board voted to screen Concept A and B in April 2013

** Alt 2 and convert existing single HOV lane to HOT lane

*** Alt 2 variation, second northbound GP lane eliminated north of Valley View Street

 Design Variation  New Alternative



Path Forward

Activity	Proceed with Alt 1 or 2*	New Alt
Circulate supplemental draft environmental impact report/environmental impact statement (DEIR/EIS) (Long Beach traffic)	July 2013	July 2013
Proceed with preliminary design and right-of-way tasks**	July 2013	July 2013
Complete screening new concept(s)	August 2013	August 2013
Return to the Board of Directors with findings***	September 2013	September 2013
Develop/Circulate supplemental DEIR/EIS	N/A	March 2015
Select preferred alternative (Project Development Team)	October 2013	April 2015
Issue design-build request for proposals	Fall 2014	Fall 2015
Design-complete construction of project	Early 2020	Early 2021

* With design variation within the footprint of existing alternatives

** Tasks common to all alternatives

***Board of Directors direction on new concept or alternative selection



Next Steps

- Advance project development of M2 Project K (Alt 1)
- Initiate preliminary design and right-of-way tasks
- Screen Concept A and Concept B
- Reconvene SWG and PWG (June and August 2013)
- Reconvene Technical Working Group (July 2013)
- Return to the Board of Directors (September 2013)