

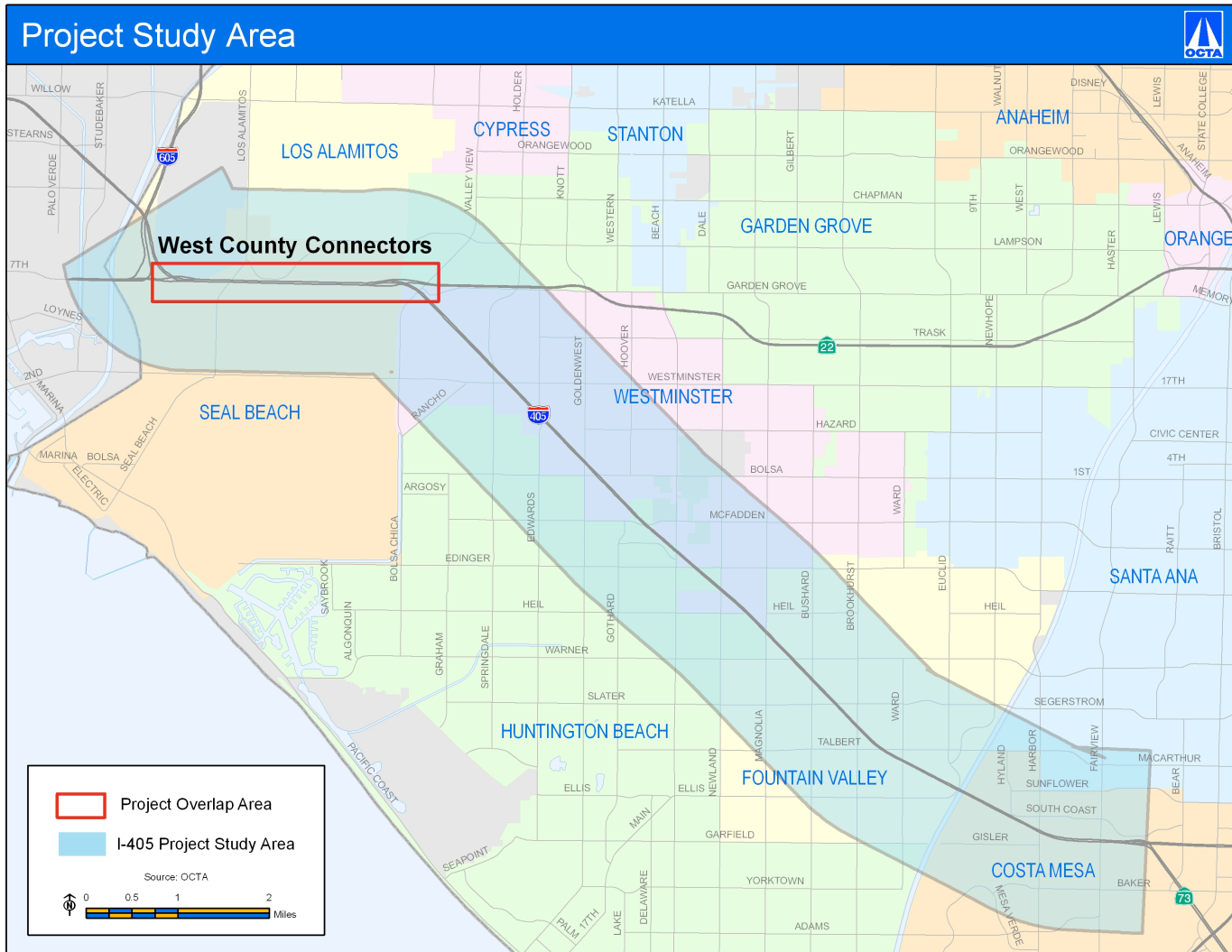


Update on Project Alternatives for the San Diego Freeway (Interstate 405) Improvement Project



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

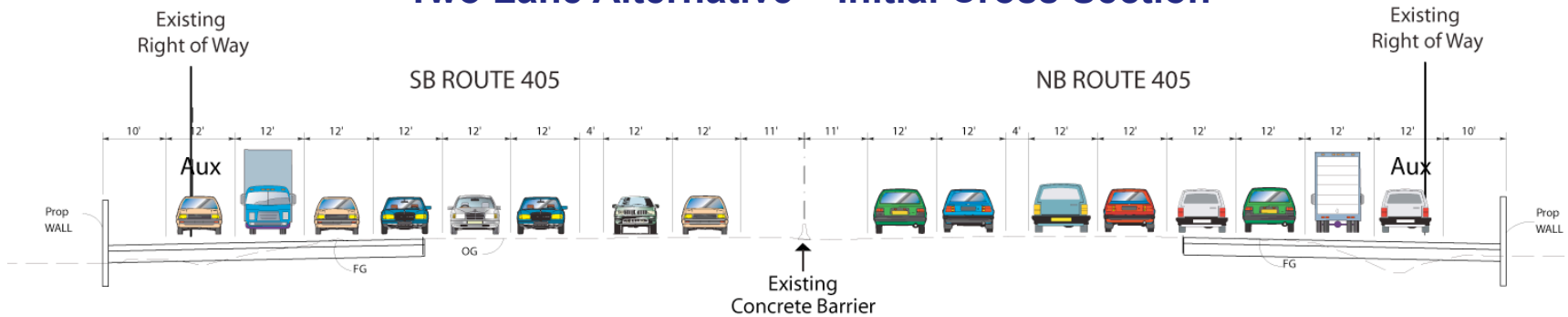
- March – August 2009:
 - Evaluate viability of alternatives:
 - ✓ Freeway footprint and right-of-way impacts
 - ✓ Scope of improvements within available funding
 - ✓ Revenue potential of express lanes
- Modified alternatives will be carried forward into the Environmental Impact Report/Environmental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

Initial Findings

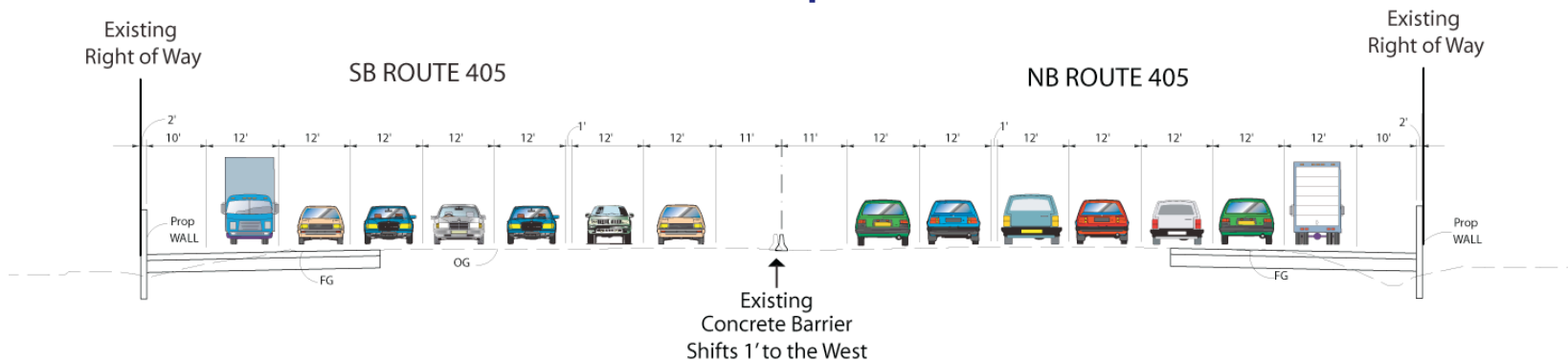
- One lane cannot be added throughout corridor within available funding
- Adding two lanes in each direction (Alternatives 2 and 3) can generally fit within the existing footprint
- Full width lanes and shoulders can be accommodated
- Further analysis needed at interchanges and spot locations

Initial and Optimized Cross Sections

Two Lane Alternative – Initial Cross Section



Two Lane Alternative – Optimized Cross Section

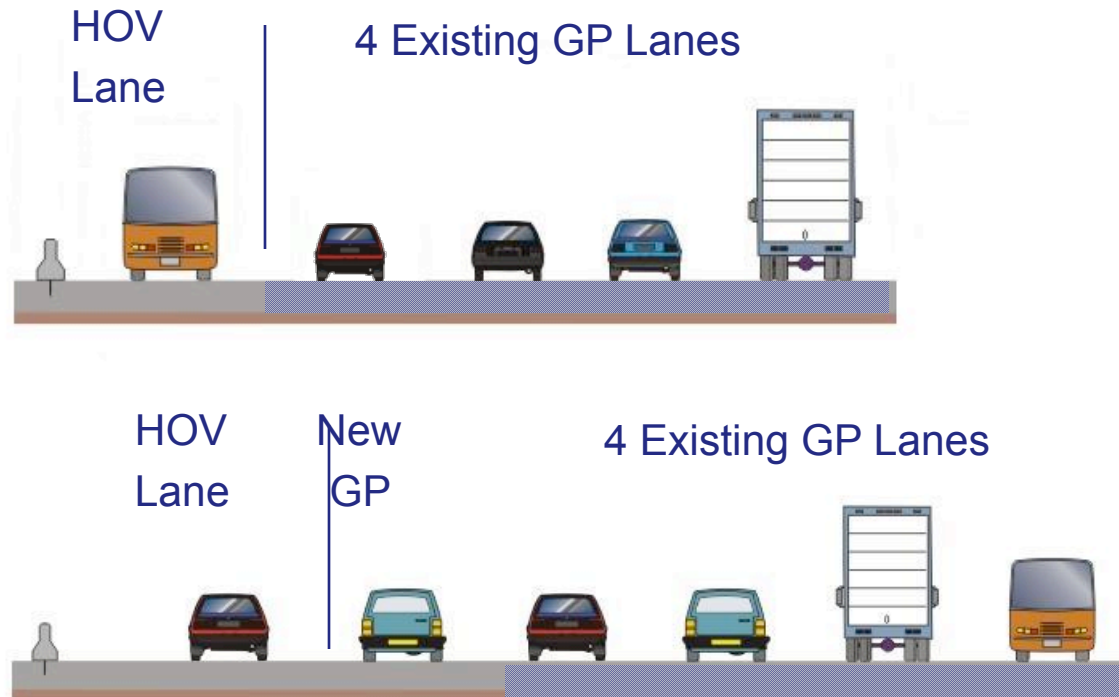


Summary of Right-of-Way Analysis

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)



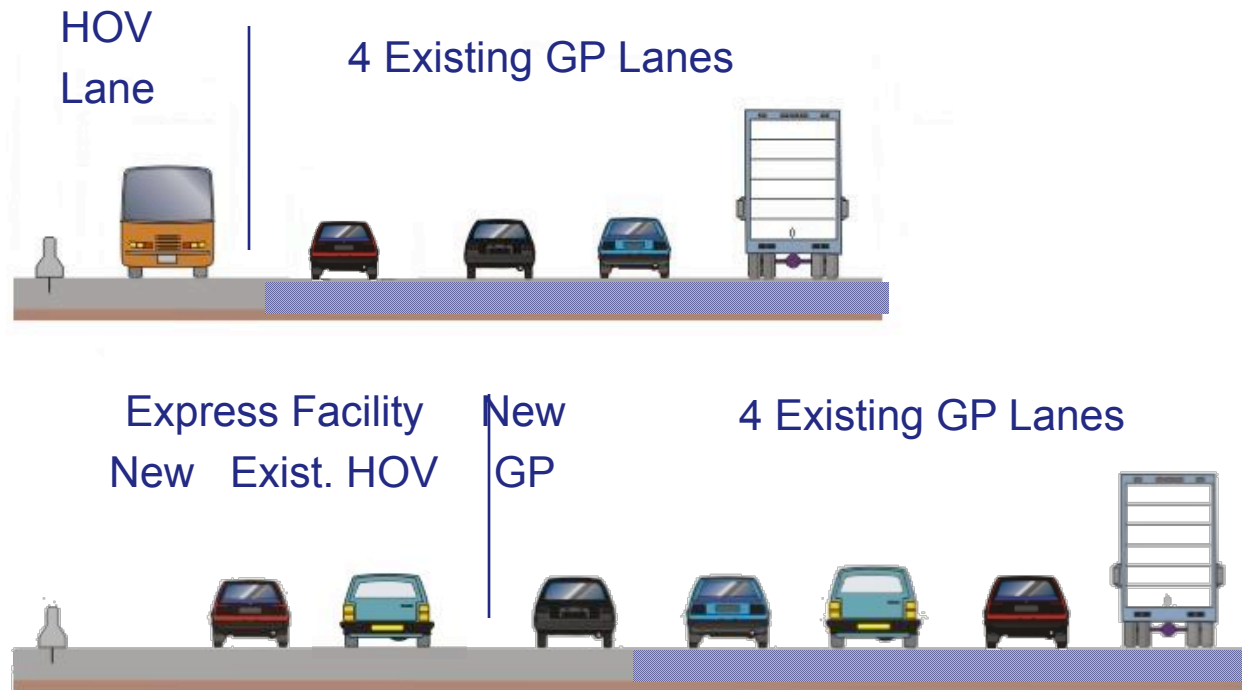
- Adding one GP lane will improve mobility in GP lanes but the cost is beyond available funding

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:

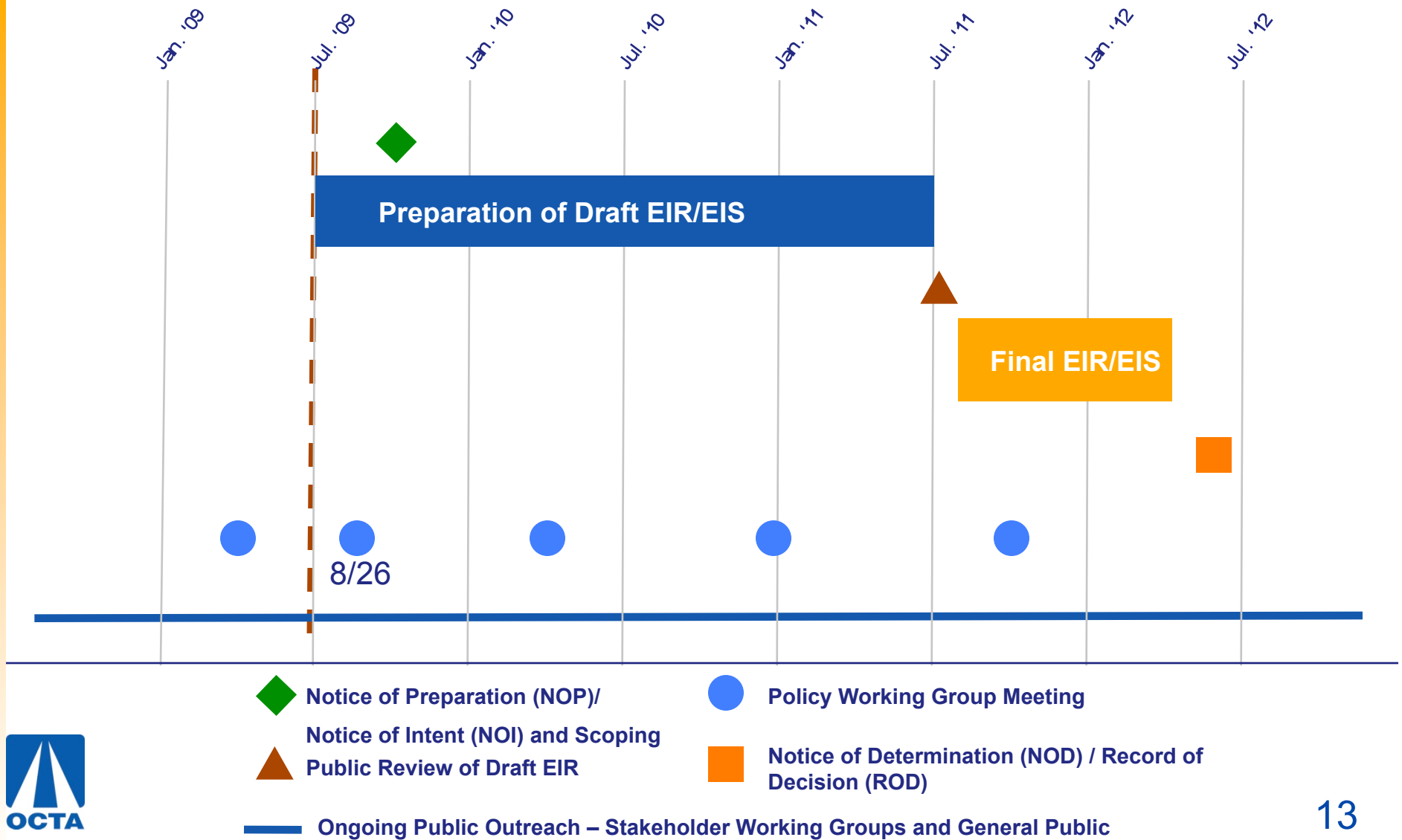
- accommodates both HOV and toll lanes
- improves mobility in GP lanes
- may fund other improvements

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