

West County Connectors Project Environmental Document Fact Sheet



GENERAL OVERVIEW OF COMMENTS RECEIVED FROM ROSSMOOR/LOS ALAMITOS/SEAL BEACH Comments received on the August 2001 Draft Environmental Impact Statement /Environmental Impact Report (DEIS/EIR) for Los Alamitos and Rossmoor stakeholders primarily pertained to air quality, noise, potential depreciation of property values, right-of-way, traffic and visual impacts. Examples:

- Air quality and noise impacts to sensitive receptors such as schools
- Loss of property value due to the part of the freeway being closer to their community
- Potential partial acquisitions of six residential properties along Martha Ann Drive in Rossmoor and full acquisitions of six homes along Almond Avenue in Seal Beach
- Visual noise and air quality impacts resulting from the I-405/I-605 HOV connector (flyover)

All comments received during the circulation of the 2001 DEIS/EIR were considered and incorporated into the final environmental studies and project design that was adopted as part of March 2003 Final Environmental Impact Statement /Environmental Impact Report (FEIS/EIR).

NOISE AND AIR QUALITY STUDY ASSUMPTIONS AND CONCLUSIONS IN 2001 DEIS/EIR

Noise

If traffic noise impacts are predicted, the California Department of Transportation (Caltrans) requires that noise abatement measures (e.g., soundwalls) be evaluated and considered.

- Traffic noise level predictions were modeled for the three school buildings (Lee, Weaver, and Francis Elementary Schools) in the Rossmoor community closest to the project alignment. At each of these schools, the modeled worst-hour traffic noise levels outside the school building was found not to approach Caltrans'/Federal Highway Administration (FHWA) exterior noise abatement criteria (NAC) of 67 dBA. The modeled noise levels outside the school buildings were adjusted to predict the interior noise levels using the FHWA building noise reduction values for typical building structures.
- It was assumed that windows would be open in school buildings that are not air-conditioned, providing a 10 dBA noise reduction between outside and inside the building. For school buildings that are air-conditioned, it was assumed windows would be closed, providing a building noise reduction of 20 dBA. Based on the analyses, the estimated interior noise levels at these three schools would not approach or exceed Caltrans'/FHWA interior NAC of 52 dBA.

Air Quality

- Predicted carbon monoxide concentrations from vehicle emissions are below the applicable Federal and State standards.
- Future changes in traffic were assessed, both with and without the proposed I-405/I-605 direct HOV connector. The addition of the HOV lanes and direct HOV connectors between I-405 and I-605 are not anticipated to change the number or percentage of diesel trucks (which have been associated to contribute to a significant source of particulate matter emissions from diesel exhaust) on this segment of the freeway.

CHANGES TO THE WCC PROJECT INCLUDED IN THE 2003 FEIS/EIR

Based upon the comments received during the circulation of the 2001 DEIS/EIR, the adopted 2003 FEIS/EIR and approved project design for the (Enhanced) Reduced Build Alternative included the following changes:

Right of Way

The original plan for acquisitions along Martha Ann Drive in Rossmoor and Almond Avenue in Seal Beach, as well as, the relocation of overhead power lines and reconstruction of existing noise barriers were avoided by:

- Shifting the I-405 freeway centerline toward the south.
- Tightening the curvature.
- Shifting the Southbound I-405/Eastbound SR-22 connector gore (divergence point) area further to the east. This was achieved without changing the impacts to the United States Naval Weapons Stations (USNWS) utility easement or facility on the south side of the I-405.

I-405/I-605 HOV Connector

The I-405/I-605 HOV connector alignment presented in the 2001 DEIS/EIR was proposed over three existing facilities: the I-405 freeway, the connector from the eastbound SR-22 to the northbound I-405, and the connector from the southbound I-405 to northbound I-605. Concerns from Rossmoor residents arose regarding traffic noise, visual, air quality, and traffic issues in response to the proposed alignment. In an effort to address these concerns:

- The height of the HOV connector was changed by shifting the previous alignment southerly such that the revised alignment runs parallel between the eastbound SR-22 and the southbound I-605 to southbound I-405 connectors at the same elevation.
- The peak elevation of the HOV connector was lowered.

For More Information

For more information regarding this project please contact Christina Byrne, OCTA Community Relations Officer, at (714) 560-5717 or cbyrne@octa.net www.octa.net/westcounty

