



# I-405 Project



## San Diego Freeway (I-405) Improvement Project



### Project Status

Today, the San Diego Freeway (I-405) is one of the most congested freeways in Orange County, carrying more than 300,000 vehicle trips in some sections each day. Traffic volumes on the I-405 are expected to increase approximately 20 percent and the population is expected to grow 13 percent by 2030.

The California Department of Transportation (Caltrans), in cooperation with the Orange County Transportation Authority (OCTA), is proposing to widen the San Diego Freeway (I-405) between State Route 73 (SR-73) and Interstate 605 (I-605). The purpose of the proposed improvement is to improve travel conditions for work, recreation, school, and commerce by increasing freeway capacity, improving traffic and interchange operations, and enhancing road safety to meet state and federal standards.

The M2 revenues for the I-405 Improvement Project are currently estimated to be \$600 million over the life of the M2 program.

### I-405 Environmental Phase

As required by the California Environmental Quality Act (CEQA) and the National Environmental Policy Act (NEPA), Caltrans, in cooperation with OCTA, is preparing an Environmental Impact Report/Environmental Impact Statement (EIR/EIS) for this Project. The EIR/EIS will be undertaken to analyze factors that include, but are not limited to, the following: aesthetics, cultural resources, biological resources, hazardous wastes and materials, public services and facilities, water quality, floodplain, noise, air quality, recreation, community impacts, and transportation/traffic.

There are currently four Build Alternatives, and a Transportation Systems Management (TSM)/Transportation Demand Management (TDM)/Mass Transit Alternative, and one No Build Alternative. During the EIR/EIS, environmental and preliminary engineering analyses will be completed to identify the alternative that will meet the existing and future transportation needs in the corridor.

### Alternatives

#### Baseline Alternative (No Build)

- No additional lanes or interchange improvements

#### Build Alternative 1: Add One General Purpose Lane in Each Direction

- Adds a single general purpose freeway lane in each direction of the I-405 freeway from Euclid Street to the I-605 interchange
- Interchange improvements within the project limits

#### Build Alternative 2: Add Two General Purpose Lanes in Each Direction

- Adds two general purpose lanes in each direction of the I-405 freeway from Euclid Street to the I-605 interchange
- Interchange improvements within the project limits

#### Build Alternative 3: Express Facility Alternative

- Adds one toll lane to the existing carpool lane that will be managed together (Federal Highway Administration tolling authority required)
- Adds a single general purpose lane in each direction of the I-405 freeway from Euclid Street to I-605 interchange
- Interchange improvements within the project limits

#### Build Alternative 4: Localized Improvements

- Adds a single general purpose lane in each direction of the I-405 freeway at various locations and improves various interchanges on I-405 from Euclid Street to the I-605 interchange

#### TSM/TDM/Mass Transit Alternative

- Involves low-cost operational improvements and not major capital projects

The first two build alternatives came out of the I-405 Major Investment Study and were approved by the OCTA Board of Directors in 2005. Following the MIS, OCTA and Caltrans completed a Project Study Report in 2008, which recommended two alternatives to be carried forward into the environmental phase (Alternatives 1 and 2).

A revised project cost estimate of \$1.2 to \$1.7 billion was also included in the PSR (non-escalated). The second two build alternatives were added in January 2009

by the Board in light of the current economic climate and a decrease in available funds.

Currently, all the build alternatives are generally within the right-of-way. During the EIR/EIS, environmental and preliminary engineering analyses will be completed to identify the alternative that will meet the existing and future transportation needs for the corridor.

The I-405 Improvement Project environmental phase must be complete before the project moves forward to design, right of way and construction. Construction is approximately three to six years away, depending on funding availability and project delivery method.

### Public Outreach

The environmental phase includes extensive public outreach. Four Public Scoping Meetings were held in Fall 2009 to provide an early exchange of information and to give interested parties an opportunity to provide comments or concerns. Comments received at the meeting became part of the public record and will be considered in defining the scope of the project and developing the EIR/EIS. The next opportunity for formal public comment will be when the draft EIR/EIS is available in late 2011.

For more information, visit [www.octa.net/405improvement](http://www.octa.net/405improvement) or contact Christina Byrne at (714) 560-5717 or [cbyrne@octa.net](mailto:cbyrne@octa.net).

### Project Cost

\$1.7 to \$2.2 billion (escalated to year of construction)

### I-405 Environmental Phase Milestones Chart

Notice of Preparation / Notice of Intent	Sept. 2009
Scoping Meetings	Sept. / Oct. 2009
Draft Environmental Document	Late 2011
Final Environmental Document	Mid 2012
Notice of Determination (NOD) / Record of Decision (ROD)	Late 2012