

Project Schedule

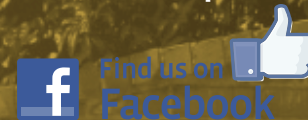
I-405 Environmental Phase Milestones Chart

Notice of Preparation/ Notice of Intent	Sept. 2009
Scoping Meetings	Sept. / Oct. 2009
Draft Environmental Document	May 2012
Public Meetings	June 2012
Final Environmental Document	Early 2013
Notice of Determination (NOD)/ Record of Decision (ROD)	Mid 2013
Design/Construction	2015

Project Cost: \$1.3 to \$1.7 Billion
(escalated to year of construction and
assumes design-build delivery method)

More Info

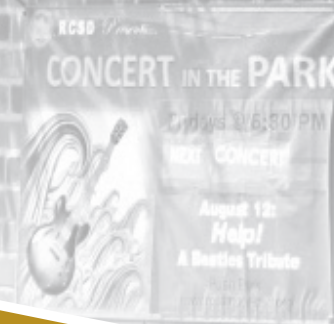
Questions?
Christina Byrne
OCTA Community Relations Officer
(714) 560-5717
cbyrne@octa.net
www.octa.net/405improvement



"405 Improvement Project"

A BETTER RIDE on OUR

While Bringing
New **Benefits** to
Rossmoor



In 2006 a promise was made to Orange County residents with the renewal of **Measure M** that **OCTA** would improve the I-405, an important route for many residents, employers, and tourists. All three proposed build alternatives will reduce congestion and increase mobility, as well as provide safety enhancements. The alternatives also will ensure the I-405, one of the most important transportation corridors in Orange County, complies with modern freeway design standards.

- **Build Alternative 1:**
Add One General Purpose Lane in Each Direction
 - Alternative 1 would add a single general purpose lane in each direction on the I-405 from Euclid St. to the I-605 interchange
- **Build Alternative 2:**
Add Two General Purpose Lanes in Each Direction
 - Alternative 2 would add one general purpose lane in each direction on the I-405 from Euclid St. to the I-605 interchange (as in Alternative 1), plus add a second general purpose lane in the northbound direction from Brookhurst St. to the SR 22/7th St. interchange and a second general purpose lane in the southbound direction from the Seal Beach Blvd. on-ramp to Brookhurst St.
- **Build Alternative 3:**
Add One General Purpose Lane in Each Direction and Add Express Lanes
 - Alternative 3 would add one general purpose lane in each direction of the I-405 freeway from Euclid St. to the I-605 interchange (as in Alternatives 1 and 2), plus add a tolled express lane in each direction of I-405 from the SR-73 to the SR-22 east
 - The tolled express lane and the existing HOV lanes would be managed jointly as a tolled express facility with two lanes in each direction from the SR-73 to I-605. The tolled express facility would operate so that single occupant vehicles and carpools with two persons per vehicle (HOV2+) would be tolled and carpools with three or more persons (HOV3+) would travel free or at a deeply discounted rate. From SR-22 to I-605, the existing HOV lane and the second HOV lane that is being built as part of the current West County Connectors project would be part of the tolled express facility

ROSSMOOR BENEFITS

Improving the I-405 will facilitate the safe and efficient movement of people and goods throughout the City of Rossmoor— keeping freeway traffic on the freeway.

All three of the build alternatives under consideration for the I-405 Improvement Project will complement the current West County Connector's (WCC) project as they both work to alleviate congestion along the corridor. Structures reconstructed as a part of the WCC project will not need to be replaced during the I-405 Improvement Project.

The project also improves freeway shoulders and lane widths along the I-405 compared to existing conditions.

PROPERTY ACQUISITIONS

- * Property acquisition is preliminary and will be finalized during final design*
- There are no full acquisitions of residential property for the I-405 Improvement Project in the Community of Rossmoor
 - Some partial acquisitions of residential property will be necessary in the Community of Rossmoor

SOUND WALL PROTECTION FOR RESIDENTS

- * Sound wall information is preliminary and will be finalized during final design*
- Replacement sound walls will be built along:*
- Northbound I-405 for one home closest to the freeway located along Martha Ann Dr. between Salmon Dr. and Copa de Oro Dr.
 - Northbound I-405 for homes on Yellowtail Dr. adjacent to the SR-22 west ramp

Landscaping will be installed as determined by the Landscaping Plan.

CONGESTION RELIEF

Congestion will be reduced under Alternatives 1, 2, and 3 compared to the No Build Alternative. Congestion relief will differ based on which alternative is selected.

Mobility By Alternative - 2040

	No Build	Alt. 1	Alt. 2	Alt. 3
Peak Hour Throughput*	6000 vehicles per hour	7200 vehicles per hour	8400 vehicles per hour	9500 vehicles per hour
Average Daily Traffic	288,000 - 427,000	321,000 - 475,000	344,000 - 509,000	352,000 - 512,000
Travel Time SR-73 to I-605**	133 min GP 121 min HOV	57 min GP 54 min HOV	28 min GP 27 min HOV	29 min GP 13 min Express

** Potential throughput, peak hour, one direction*

*** Northbound, PM peak period*