



WELCOME

PUBLIC HEARING

OPEN HOUSE FORMAT

DEC. 5, 2017



octa.net/oc405south



HELPLINE (714) 560-5777





STATION N^o 1

INTRODUCTION





PROJECT DESCRIPTION

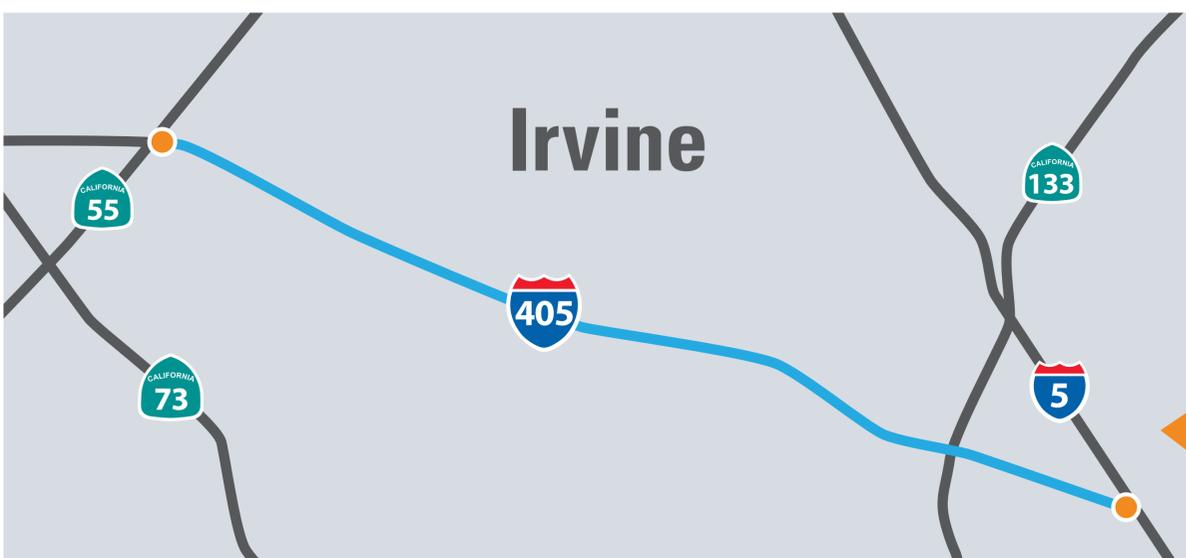


Caltrans and OCTA, in partnership with the City of Irvine, propose to improve I-405 between I-5 and SR-55 by:

- ➔ Adding one or two general-purpose (regular) lanes in each direction
- ➔ Reestablishing existing auxiliary (merge) lanes and constructing new auxiliary (merge) lanes
- ➔ Improving capacity and modifying select ramps
- ➔ Improving Intelligent Transportation System elements
- ➔ Converting existing buffer-separated carpool lanes to continuous access

The proposed project is in the Project Approval/ Environmental Document (PA/ED) phase, which is commonly known as the environmental study phase.

A No Build Alternative and two Build Alternatives were studied.



Project study area is along I-405 between I-5 and SR-55, approximately 8.5 miles



PROJECT DEVELOPMENT TEAM



CALIFORNIA DEPARTMENT OF TRANSPORTATION

LEAD AGENCY AND FACILITY OWNER

Lead Agency under the California Environmental Quality Act (CEQA) and the National Environmental Policy Act (NEPA); Oversees compliance with CEQA and NEPA, and provides ultimate approval of environmental documents and preferred alternative.

www.dot.ca.gov



ORANGE COUNTY TRANSPORTATION AUTHORITY

PROJECT SPONSOR

Responsible Agency under CEQA; Funds and manages the environmental study phase consistent with Measure M, Orange County's local transportation sales tax.

www.octa.net



CITY OF IRVINE

PROJECT STAKEHOLDER

Provides input and feedback during the environmental study phase.

www.cityofirvine.org



STUDY PROCESS



In accordance with the California Environmental Quality Act (CEQA) and the National Environmental Policy Act (NEPA), environmental and traffic studies were prepared to:

- 1 DETERMINE** what effects the various alternatives might have on the environment.
- 2 DEVELOP** measures to avoid, minimize and/or mitigate these effects, where feasible.
- 3 INFORM** governmental decision makers and the public about potentially, significant environmental effects of proposed projects.
- 4 IDENTIFY** ways that environmental effects can be avoided and minimized.
- 5 REDUCE** potentially significant environmental effects that can be avoided by implementing an alternative project design or by implementing mitigation measures when feasible.
- 6 DISCLOSE** between draft and final reasons why an agency selected a preferred alternative, following public review of the draft environmental document.
- 7 PROMOTE** and encourage public participation.

The result of these studies are published and circulated for public review in a draft environmental document (DED), called an Initial Study/Environmental Assessment (IS/EA). This document and received public comments form the basis for selecting a preferred alternative for design and construction.

Pending public review, the final environmental document is anticipated to result in a Mitigated Negative Declaration/Finding of No Significant Impact (MND/FONSI).

This means the proposed project would not significantly affect the quality of the environment.



YOUR ROLE



PUBLIC REVIEW PERIOD

The draft environmental document is available for public review and comment from Nov. 14 to Dec. 15, 2017.



“Public participation is an essential part of the CEQA and NEPA process and reflects a belief that community members can make important contributions to environmental protections and notions of balanced decision-making through wide public involvement.”

– California Department of Transportation

TODAY'S HEARING

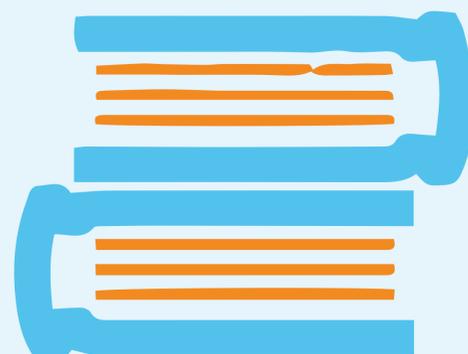
The purpose of today's hearing is to:



- ➔ **EXPLAIN** the project study and proposed alternatives, and address related questions
- ➔ **HIGHLIGHT** project purpose and need
- ➔ **SUMMARIZE** environmental process and study findings
- ➔ **PROVIDE** an opportunity for the public to comment on the the draft environmental document
- ➔ **INVITE** the public to stay connected with the project and sign-up for future updates

SUBMITTING COMMENTS

Comments received during the public review period will be included in the proposed final environmental document.





STATION N^o 2

ABOUT THE PROJECT



PROJECT AREA



Map provided for general reference only. Not to scale.

Nearby Destinations

- John Wayne Airport
- Irvine Business Complex
- University of California Irvine
- Irvine Civic Center
- Regional Bike Trails
- Quail Hill Preserve
- Irvine Valley College
- Kaiser & Hoag Hospitals
- Irvine Spectrum

Major Employers (but not limited to)



I-405 IS ESSENTIAL TO ORANGE COUNTY

- » Helps drive OC's mobility, economy & quality of life
- » Connects to residential, commercial & recreational destinations
- » Part of local, regional and national transportation network



NEED AND PURPOSE



THE NEED

Currently, I-405 within the project limits is experiencing:

- » High levels of congestion on freeway lanes and ramps
- » Deteriorated conditions
- » Weaving and merging issues
- » Inadequate Intelligent Transportation System infrastructure

THE PURPOSE

To address existing and future traffic demand and provide future mobility within the project limits along I-405 as follows:

- » Add freeway lane capacity
- » Improve ramp capacity
- » Improve freeway operations, including weaving, merging and diverging, and Intelligent Transportation System elements



**DAILY TRIPS ARE
FORECASTED
TO INCREASE NEARLY
15% BY 2050.**



KEY DETAILS



TOTAL ESTIMATED COST

Ranges from approximately **\$240 million** to **\$260 million**, (current dollars) depending on the alternative approved.

PROJECT FUNDING

This project will be funded by a combination of Measure M and external funding sources. The environmental study phase is funded by:



MEASURE M

Orange County's voter-approved half-cent sale tax to improve our transportation network over 30 years. Freeways receive 43% of funds.



SURFACE TRANSPORTATION BLOCK GRANT

Federal funds to preserve and improve the transportation system to best address State and local transportation needs.



MILESTONES



2015



INITIATE PROJECT

OCTA and Caltrans partnered to initiate the proposed project.



PUBLIC INFORMATION MEETING

A public information meeting was held in November 2015 for members of the community to discuss project details with project representatives.

2016



TECHICAL STUDIES AND PRELIMINARY DESIGN WORK

Technical experts conducted preliminary design and technical studies for the environmental document.

2017



PUBLIC REVIEW PERIOD AND HEARING

The completed technical studies were compiled into the project's draft environmental document (DED), which is available for public review and comment for 30 days. During the public review period, a hearing (open house format) is held with exhibits on display and project representatives available to respond to questions.



IDENTIFY PREFERRED ALTERNATIVE

The project development team will recommend a preferred alternative based on the results of technical studies and public comment. Caltrans is responsible for the ultimate approval of the preferred alternative and final environmental document (FED).

2018



PROJECT APPROVAL

The draft environmental document will be revised to include identification and support of the preferred alternative and to document comments received during the public review period. The final environmental document is anticipated to result in a Mitigated Negative Declaration/Finding of No Significant Impact (MND/FONSI), under CEQA and NEPA respectively.



STATION N^o 3

ALTERNATIVES

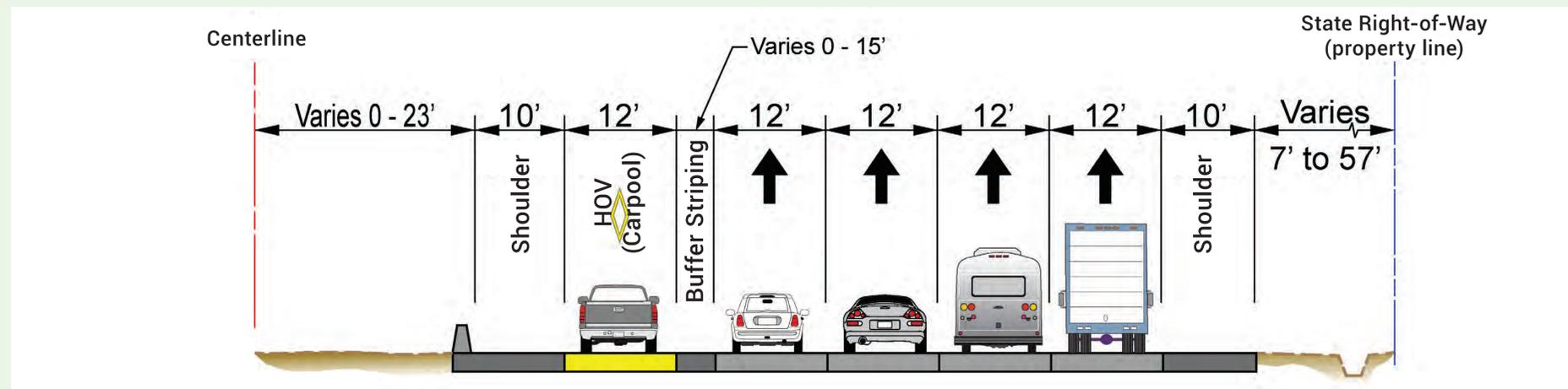


ALTERNATIVES

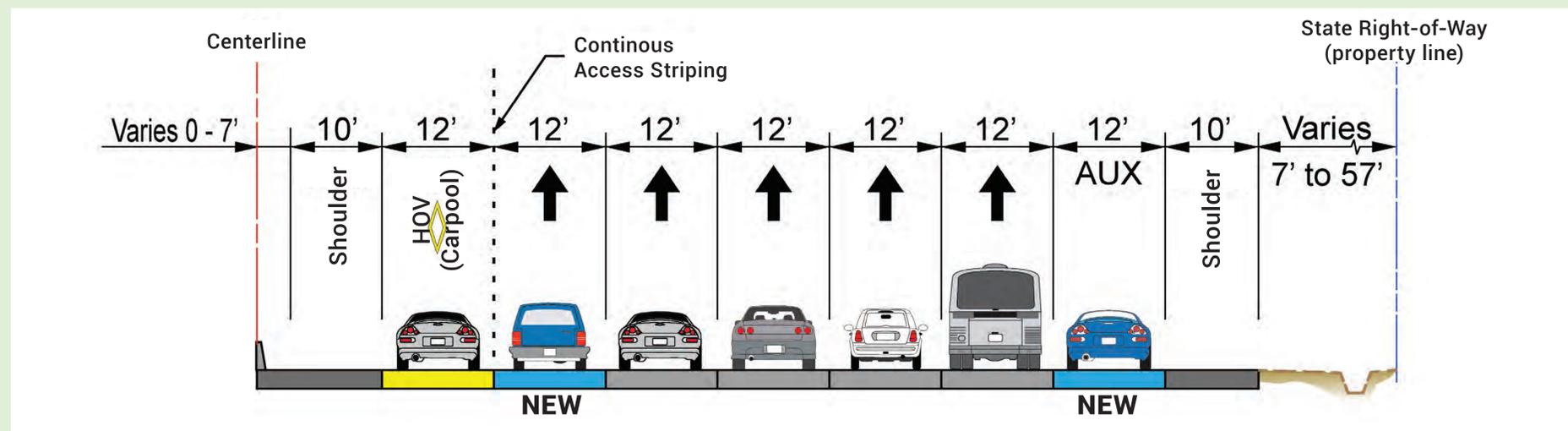


ALTERNATIVE 1: NO BUILD

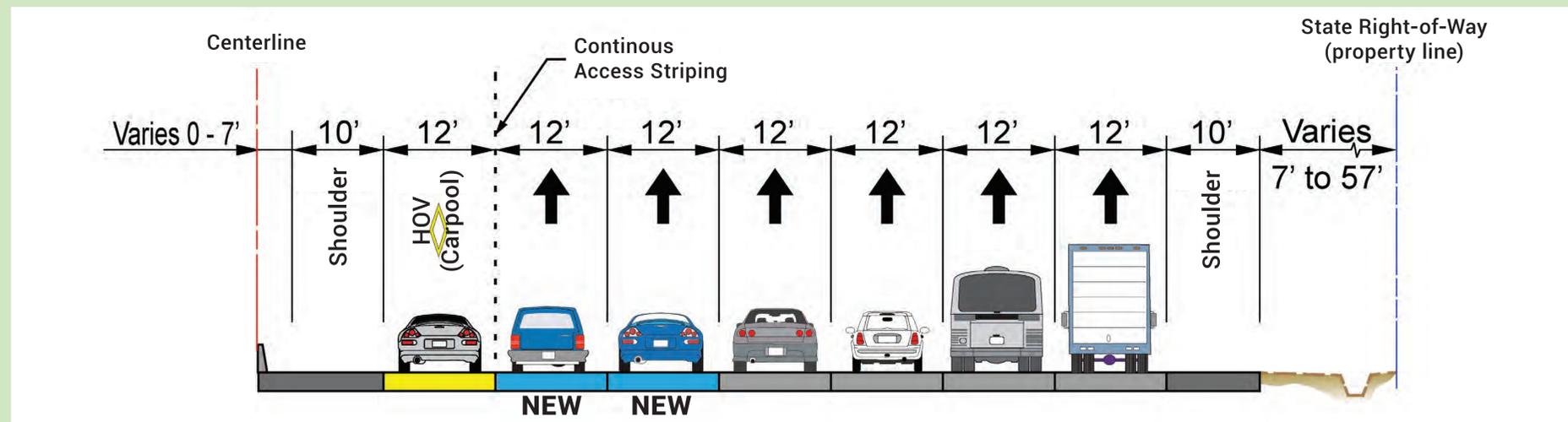
No proposed project improvements would occur. Assumes completion of other planned improvements currently underway by Caltrans.



ALTERNATIVE 2: ADD ONE GENERAL-PURPOSE (REGULAR) LANE AND AUXILIARY (MERGE) LANE IN EACH DIRECTION



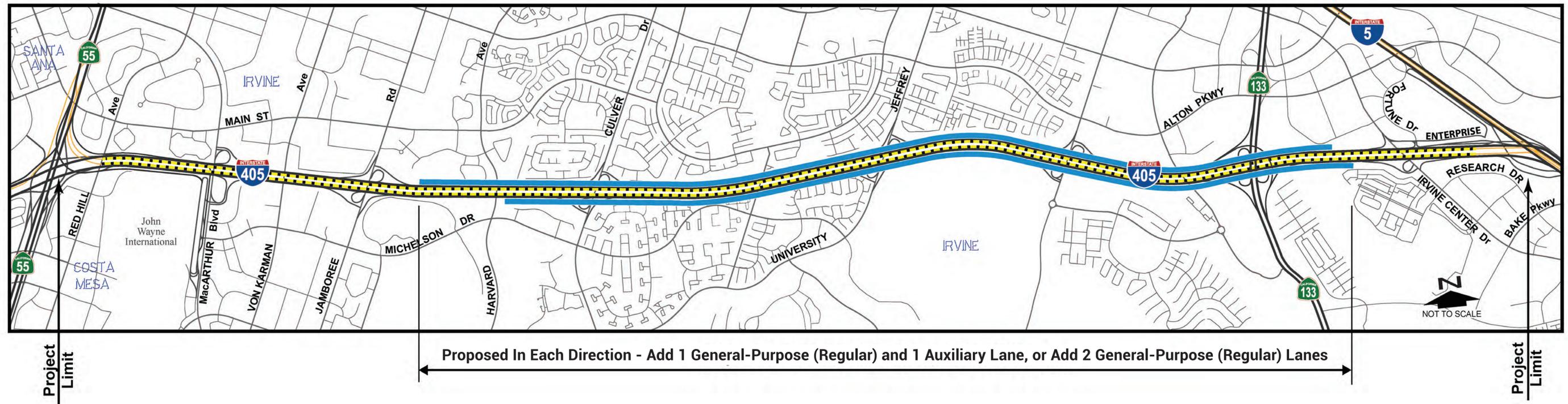
ALTERNATIVE 3: ADD TWO GENERAL-PURPOSE (REGULAR) LANES IN EACH DIRECTION



The proposed improvements also include new merge lanes, ramp improvements and conversion to continuous access carpool lanes.



PROPOSED IMPROVEMENTS

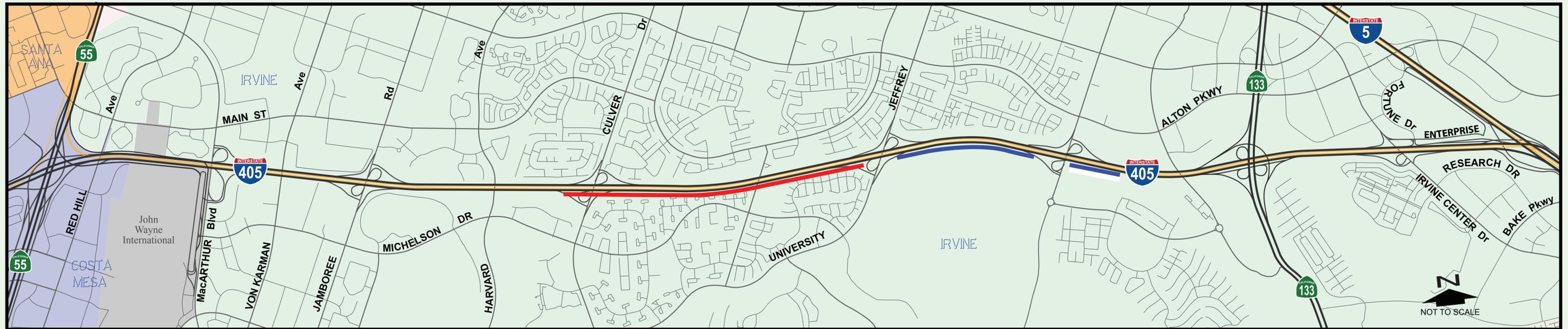


LEGEND

-  Proposed General-Purpose (Regular) and Auxiliary (Merge) Lanes
-  Conversion to Continuous HOV (Carpool) Access



OTHER PLANNED IMPROVEMENTS



LEGEND

- Median Pavement & Southbound Lane Extension Project, 2016-2019
- Southbound Auxiliary (Merge) Lane Project, 2018-2019

I-405 IMPROVEMENT PROJECT (I-5 TO SR-55)

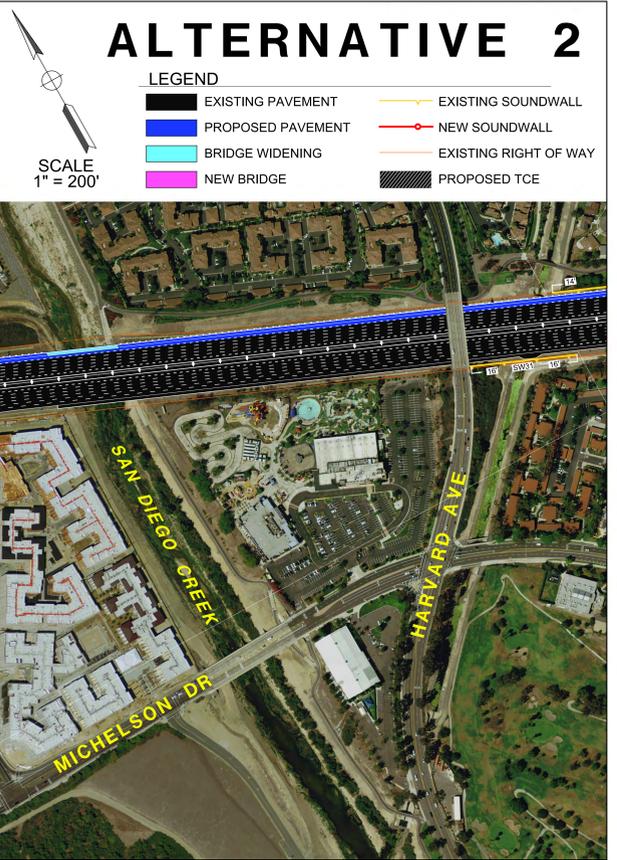


ALTERNATIVE 2

LEGEND

- EXISTING PAVEMENT
- PROPOSED PAVEMENT
- BRIDGE WIDENING
- NEW BRIDGE
- EXISTING SOUNDWALL
- NEW SOUNDWALL
- EXISTING RIGHT OF WAY
- PROPOSED TCE

SCALE
1" = 200'

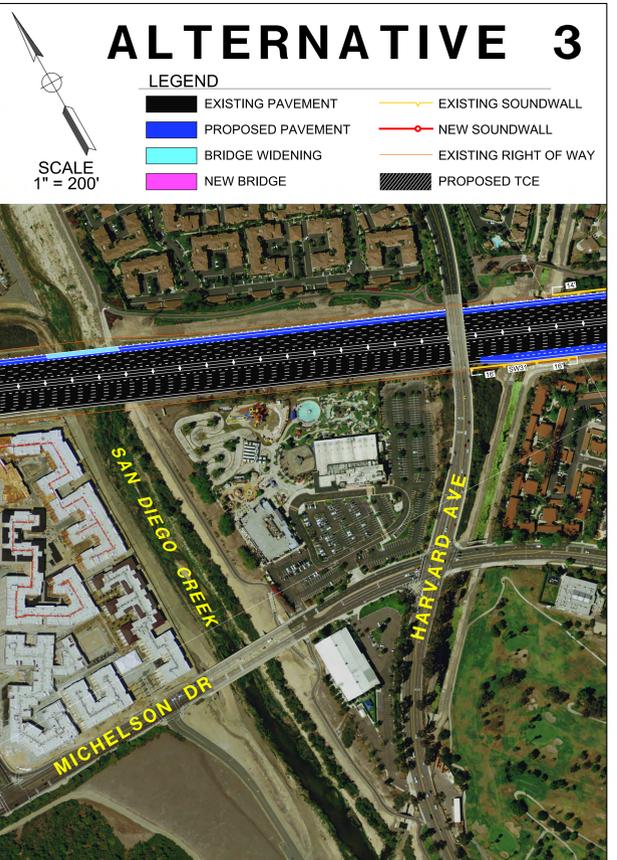


ALTERNATIVE 3

LEGEND

- EXISTING PAVEMENT
- PROPOSED PAVEMENT
- BRIDGE WIDENING
- NEW BRIDGE
- EXISTING SOUNDWALL
- NEW SOUNDWALL
- EXISTING RIGHT OF WAY
- PROPOSED TCE

SCALE
1" = 200'



I-405 IMPROVEMENT PROJECT (I-5 TO SR-55)



ALTERNATIVE 2

- LEGEND
- EXISTING PAVEMENT
 - PROPOSED PAVEMENT
 - BRIDGE WIDENING
 - NEW BRIDGE
 - EXISTING SOUNDWALL
 - NEW SOUNDWALL
 - EXISTING RIGHT OF WAY
 - PROPOSED TCE

SCALE
1" = 200'



ALTERNATIVE 3

- LEGEND
- EXISTING PAVEMENT
 - PROPOSED PAVEMENT
 - BRIDGE WIDENING
 - NEW BRIDGE
 - EXISTING SOUNDWALL
 - NEW SOUNDWALL
 - EXISTING RIGHT OF WAY
 - PROPOSED TCE

SCALE
1" = 200'



I-405 IMPROVEMENT PROJECT (I-5 TO SR-55)

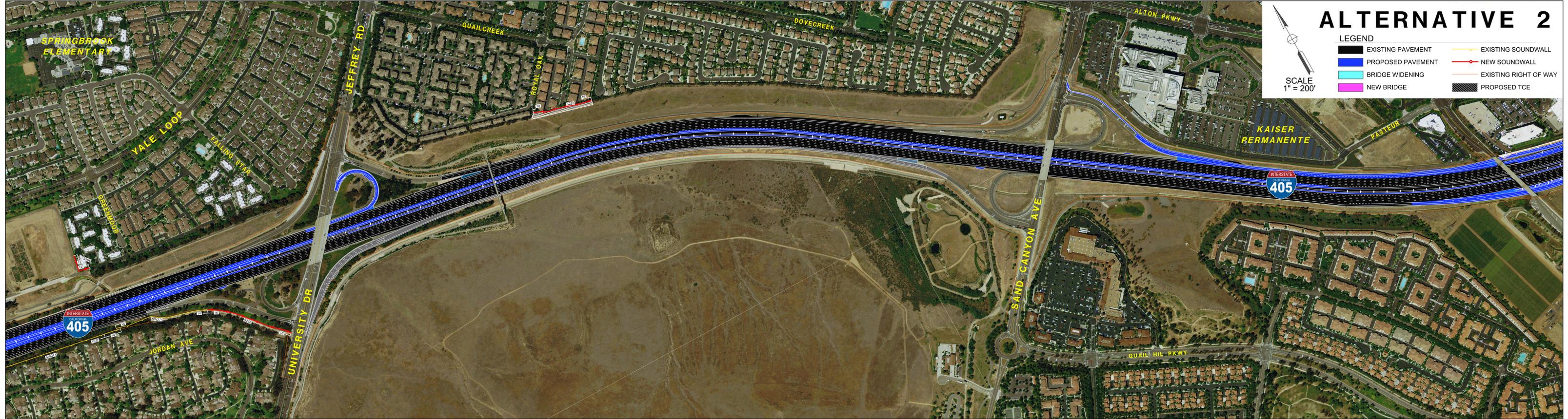


ALTERNATIVE 2

LEGEND

- EXISTING PAVEMENT
- PROPOSED PAVEMENT
- BRIDGE WIDENING
- NEW BRIDGE
- EXISTING SOUNDWALL
- NEW SOUNDWALL
- EXISTING RIGHT OF WAY
- PROPOSED TCE

SCALE
1" = 200'



ALTERNATIVE 3

LEGEND

- EXISTING PAVEMENT
- PROPOSED PAVEMENT
- BRIDGE WIDENING
- NEW BRIDGE
- EXISTING SOUNDWALL
- NEW SOUNDWALL
- EXISTING RIGHT OF WAY
- PROPOSED TCE

SCALE
1" = 200'



I-405 IMPROVEMENT PROJECT (I-5 TO SR-55)



ALTERNATIVE 2

LEGEND

- EXISTING PAVEMENT
- PROPOSED PAVEMENT
- BRIDGE WIDENING
- NEW BRIDGE
- EXISTING SOUNDWALL
- NEW SOUNDWALL
- EXISTING RIGHT OF WAY
- PROPOSED TCE

SCALE
1" = 200'



ALTERNATIVE 3

LEGEND

- EXISTING PAVEMENT
- PROPOSED PAVEMENT
- BRIDGE WIDENING
- NEW BRIDGE
- EXISTING SOUNDWALL
- NEW SOUNDWALL
- EXISTING RIGHT OF WAY
- PROPOSED TCE

SCALE
1" = 200'





STATION N^o 4

STUDY RESULTS



ENVIRONMENTAL ANALYSIS



Following public circulation and review, the final environmental document is anticipated to result in a Mitigated Negative Declaration (MND) under CEQA and a Finding of No Significant Impact (FONSI) under NEPA.

CEQA

A Mitigated Negative Declaration means the Initial Study identified the project to have potentially significant effects on the environment, but revisions in the project proposals made before public review would avoid or mitigate the impacts.

NEPA

A Finding of No Significant Impact means the Environmental Assessment identified the project to have no substantial effects on the quality of the environment.

With mitigation measures, the project would have less than significant effects on:

- » Biological Resources
- » Paleontology



The draft environmental document will be modified to reflect

all applicable comments and responses received during the public review period. The project development team will then recommend a preferred alternative for the project's final environmental document.





ENVIRONMENTAL RESOURCE AREAS



Agriculture and Forest Resources

Mineral Resources

Population and Housing

Recreation

Tribal Cultural Resources

Aesthetics

Air Quality

Cultural Resources

Geology and Soils

Hazards and Hazardous Materials

Hydrology and Water Quality

Land Use and Planning

Noise

Public Services

Transportation / Traffic

Utilities and Service Systems

Biological Resources

Paleontology

No environmental resources





TRAFFIC BENEFITS



AVERAGE DAILY TRAFFIC (ADT) VOLUMES

	2016 – Existing Condition	2050 – Alternative 1 (No Build)	2050 – Alternative 2	2050 – Alternative 3
Northbound	128,070	142,718	148,309	151,194
Southbound	125,379	148,466	152,249	154,806
Total	253,749	291,184	300,558	306,000

I-405 FREEWAY MAINLINE AVERAGE PEAK HOUR SPEED (MPH)

Area of general-purpose lane addition between SR-133 to Jamboree Road

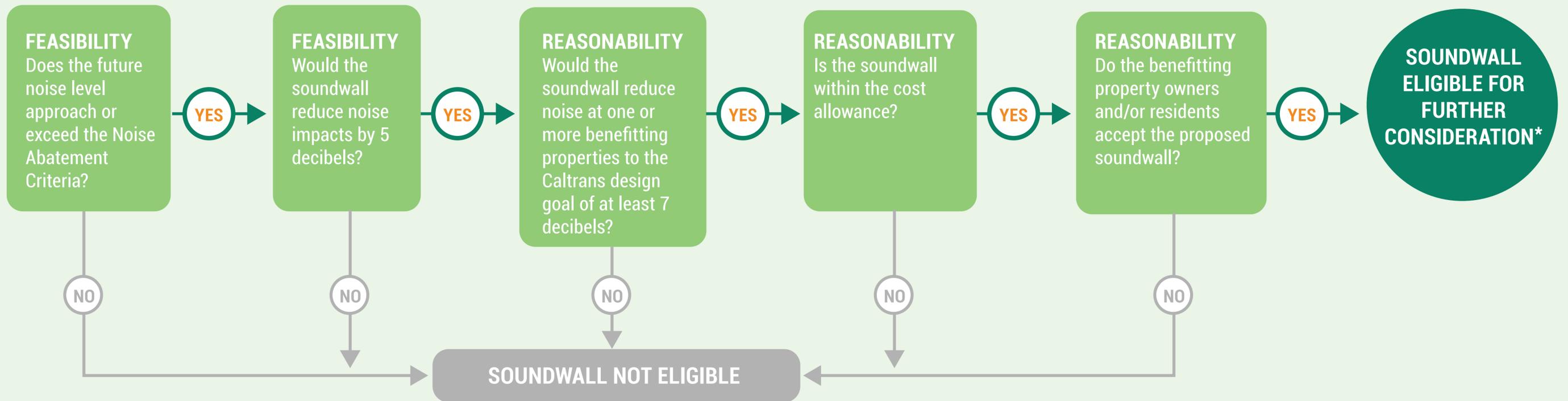
		2050 - Alternative 1 (No Build)	2050 - Alternative 2	2050 - Alternative 3
Northbound	AM	37 MPH	51 MPH	53 MPH
	PM	40 MPH	51 MPH	54 MPH
Southbound	AM	46 MPH	57 MPH	61 MPH
	PM	45 MPH	55 MPH	57 MPH



SOUNDWALL EVALUATION PROCESS



State law requires proposed soundwalls to be determined feasible and reasonable in the environmental study phase to be further analyzed in the final design phase.



*Reasonableness of each eligible soundwall is further evaluated during the final design phase, when more detailed cost estimates are available.

See Chapter 2 of the draft environmental document or speak with project staff for more information.



STATION N^o 5

PUBLIC PARTICIPATION



GET INVOLVED



COMMENT DEADLINE: DEC. 15, 2017

Written comments submitted during the public review period will be reviewed and considered in the selection of the preferred alternative. Comments will be recorded and responded to within the final environmental document, and responses will not be sent directly to respondents. Responses will be available in the approved final environmental document, anticipated to be released in mid-2018.

Submit: comment card in comment box

Express: to the court reporter

Email: D12.405-South-Improvement-Project@dot.ca.gov

Mail: Scott Shelley, Caltrans District 12, Division of Environmental Analysis, 1750 4th Street #100, Santa Ana, CA 92705

STAY CONNECTED

LEARN MORE ONLINE



octa.net/oc405south



www.dot.ca.gov/d12/DEA/405/0K710

SIGN UP FOR PROJECT UPDATES



octa.net/oc405south/signup

FOLLOW THE PROJECT ON SOCIAL MEDIA



facebook.com/oc405south



[@oc405south](https://twitter.com/oc405south)

CALL THE PROJECT TEAM



(714) 560-5777



COMMUNITY OUTREACH



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NOTIFICATION AND OUTREACH

Highlights of the project team's outreach efforts for the public review period includes:



newspaper advertisements



media advisory



mailed postcards



distributed community flyers



One-on-one coordination with community organizations



Ongoing social media and email announcements



TITLE VI SURVEY



This survey has 12 multiple choice questions and takes about 60 seconds to complete.

VOLUNTARY AND ANONYMOUS SURVEY

Title VI of the Civil Rights Act of 1964 prohibits discrimination on the basis of race, color or national origin in programs or activities receiving federal financial assistance.

Under Title VI, this survey is designed to provide us with socioeconomic information to ensure that our projects do not disproportionately impact certain communities more than others.

By taking this survey, you are helping OCTA and Caltrans identify potential discriminatory impacts early which will minimize and reduce negative impacts to minority and low-income populations, as well as delays to project delivery.

THANK YOU



STATION N^o 6

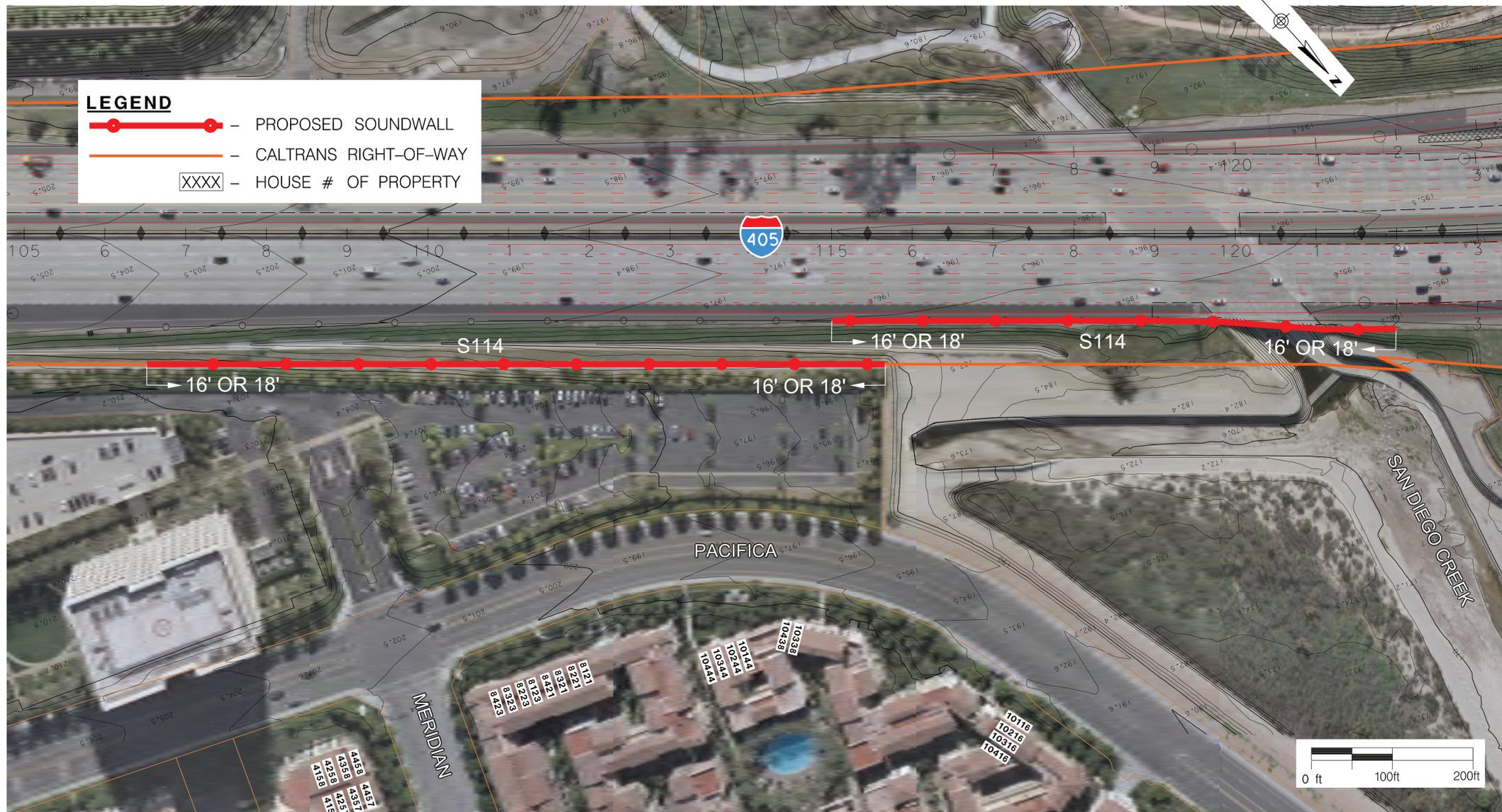
PROPOSED SOUNDWALLS



PROPOSED SOUNDWALLS



SOUNDWALL S114



SOUNDWALL NUMBER	114
DIRECTION	Northbound
HEIGHT(S) UNDER CONSIDERATION	16' and 18'
LENGTH	1,550'
LOCATION	Between Irvine Center Drive and SR-133
PROPERTY OWNER	State

Temporary Construction Easements may be required to construct this soundwall.

Reasonableness of each eligible soundwall is further evaluated during the final design phase, when more detailed cost estimates are available.

See Chapter 2 of the draft environmental document or speak with project staff for more information.



PROPOSED SOUNDWALLS



SOUNDWALL S228



SOUNDWALL NUMBER	228
DIRECTION	Northbound
HEIGHT(S) UNDER CONSIDERATION	16'
LENGTH	460'
LOCATION	Between SR-133 and Jeffrey Road
PROPERTY OWNER	Private

Temporary Construction Easements may be required to construct this soundwall.

Reasonableness of each eligible soundwall is further evaluated during the final design phase, when more detailed cost estimates are available.

See Chapter 2 of the draft environmental document or speak with project staff for more information.



PROPOSED SOUNDWALLS



SOUNDWALL S255



SOUNDWALL NUMBER	255
DIRECTION	Southbound
HEIGHT(S) UNDER CONSIDERATION	16'
LENGTH	660'
LOCATION	Along I-405 University Drive Off-ramp
PROPERTY OWNER	Public

Temporary Construction Easements may be required to construct this soundwall.

Reasonableness of each eligible soundwall is further evaluated during the final design phase, when more detailed cost estimates are available.

See Chapter 2 of the draft environmental document or speak with project staff for more information.



PROPOSED SOUNDWALLS



SOUNDWALL S266



SOUNDWALL NUMBER	266
DIRECTION	Northbound
HEIGHT(S) UNDER CONSIDERATION	12', 14' and 16'
LENGTH	204'
LOCATION	Between Jeffrey Road and Culver Drive
PROPERTY OWNER	Private

Temporary Construction Easements may be required to construct this soundwall.

Reasonableness of each eligible soundwall is further evaluated during the final design phase, when more detailed cost estimates are available.

See Chapter 2 of the draft environmental document or speak with project staff for more information.



PROPOSED SOUNDWALLS



SOUNDWALL S322 - PAGE 1



SOUNDWALL S322 - PAGE 2



SOUNDWALL NUMBER	322
DIRECTION	Northbound
HEIGHT(S) UNDER CONSIDERATION	16' and 18'
LENGTH	2,132'
LOCATION	Between Jeffrey Road and Culver Drive
PROPERTY OWNER	Option 1 – State

Temporary Construction Easements may be required to construct this soundwall.

Reasonableness of each eligible soundwall is further evaluated during the final design phase, when more detailed cost estimates are available.

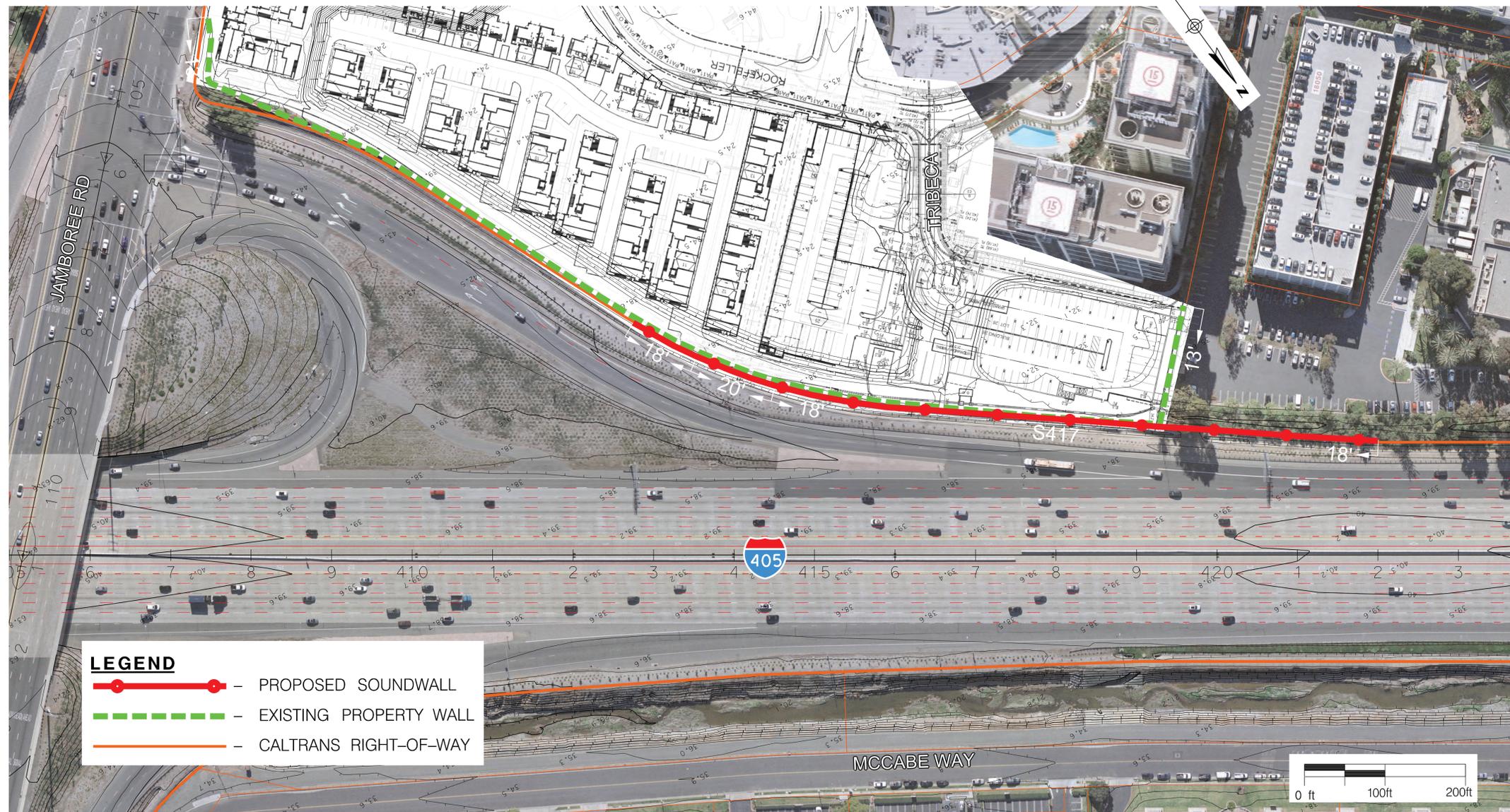
See Chapter 2 of the draft environmental document or speak with project staff for more information.



PROPOSED SOUNDWALLS



SOUNDWALL S417



SOUNDWALL NUMBER	417
DIRECTION	Northbound
HEIGHT(S) UNDER CONSIDERATION	16'-18'
LENGTH	1,550'
LOCATION	Between Irvine Center and SR-133
PROPERTY OWNER	State

Temporary Construction Easements may be required to construct this soundwall.

Reasonableness of each eligible soundwall is further evaluated during the final design phase, when more detailed cost estimates are available.
 See Chapter 2 of the draft environmental document or speak with project staff for more information.