I-405 Multi Asset Project
Frequently Asked Questions (FAQ)

General

1. What is the I-405 Multi Asset project?

The California Department of Transportation (Caltrans) proposes the Interstate 405 (I-405) Multi-Asset Project (project) from Interstate 5 (I-5) to Harbor Boulevard (12-ORA-405, PM 0.2/11.4) to extend the life expectancy of the pavement, improve safety for all modes of travelers (as well as maintenance crews), enhance traffic operation, manage congestion, and provide the ability to collect, analyze, and utilize data for efficient system performance along the I-405 corridor within the project limits.

2. What are "multi assets"?

A multi-asset highway improvement project consists of more than one asset, taking a system approach—especially where several assets are co-dependent and are required to work together to deliver an agreed upon standard of service.

3. Who is the lead agency for this project and who approves this project?

Caltrans is the Lead Agency under the National Environmental Policy Act (NEPA) and the California Environmental Quality Act (CEQA). Caltrans is also responsible for the approval of the project alternative to move forward for design and construction

4. Why is this project necessary?

The Need:

1. **Pavement Rehabilitation:** Deteriorating pavement showing surface distress, slab displacement, and cracking
2. **Bridge Health:** Cracked and settled bridge departure and approach slabs, out-of-date bridge railing
3. **Roadside Rehabilitation:** Outdated planting and irrigation system
4. **Roadside Safety Improvement:**
    a. Exposure of maintenance crews to live traffic
    b. Existing unpaved areas, graffiti, minimal maintenance access, and outdated irrigation facilities adjacent to the shoulder
5. **Transportation Management System:** Lack of traffic system management connectivity
6. **Operational Improvements:** Ramp queuing, mainline delay, and non-standard access for pedestrians
7. **Collision Severity Reduction:** Non-standard existing safety devices
8. **Lighting Rehabilitation**
9. **Park-and-Ride Facility:** Lack of public park-and-ride facility along I-405 while share driving is in high demand; subject area is the best-chosen location to serve surrounding communities

5. What are the benefits of the project?

The proposed project will extend the life expectancy of the pavement, improve safety for all modes of travelers (as well as maintenance crews), enhance traffic operation, manage congestion, and provide the ability to collect, analyze, and utilize data for efficient system performance along the I-405 corridor within the project limits.

6. What is the project schedule?

2020	**March 15, 2020**—Program Project
	July 2020—Begin Environmental Studies
2021	**June 21, 2021**—Draft Environmental Document
	June 21–July 21, 2021—Public Circulation Review period
	July 7, 2021—Virtual Public Hearing (6:30–8:30 p.m.)
	October 1, 2021–February 2022—Project Approval and Final Environmental Document (PA&ED)
2022	**September 2022**—Project Design (Plans, Specifications, & Estimates)
2024–2027	**March 2024**—Begin Construction
	March 2027—End Construction

7. What are the anticipated project costs?

Anticipated costs for the project are $172 million

Project Improvements

8. What improvements are being proposed?

Under the Programmable Build Alternative (Alternative 1), the following are the proposed improvements for the corresponding asset. A detailed description of the improvements can be found in Chapter 1, Section 1.2, Project Description, of the Draft Environmental Document.

1. **Pavement Class I** - Improvements include removal and replacement of concrete slabs, pavement upgrades, removal and replacement of loop detectors, and upgrades to curb ramps.
2. **Bridge Health** - Improvements include removal and replacement of approach and departure slabs, as well as railing upgrades.
3. **Roadside Rehabilitation** - Improve existing roadside erosion deficiencies by restoring planting and irrigation systems at various locations.
4. **Roadside Safety Improvement** - Relocate maintenance facilities, improve worker access, and provide proper safe maintenance vehicle access features.
5. **Lighting Rehabilitation** - Improvements include upgrading existing light fixtures and conduits.
6. **Transportation Management Systems** - Improvements include installing or upgrading camera monitoring systems, radar detection, smart lighting devices, and changeable message signs.
7. **Operational Improvements** - Improvements include construction of auxiliary and deceleration lanes for various on- and off-ramps, and restriping for Class II Bike Lanes.
8. **Collision Severity Reduction** - Improvements include cleanup of the roadside environment, widening medians, and tree removal in clear recovery zones

9. **Park and Ride Facility** - Improvements include constructing a Park and Ride Facility at southbound I-405 and Bristol Street with 162 car spaces.

9. What are the project alternatives and who will decide?

There are two alternatives being evaluated: the Build Alternative and the No Build Alternative:

- **Alternative 1: Programmable Project Alternative (Build Alternative).** Consists of nine proposed assets to be enhanced along the project location, six retaining walls, and one soundwall.
- **Alternative 2: No Build Alternative.** The proposed assets to be enhanced would not be constructed. This alternative would not address existing deficiencies and would not meet the purpose and need of the project.

After the circulation of the DED, Caltrans PDT will review all the comments and subsequently recommend the Preferred Alternative (PA). The District Director will select or approve the PA.

10. Will there be new soundwalls and retaining walls?

Yes, there will be one proposed soundwall and six retaining walls. The proposed soundwall, S255, will be constructed along the southbound I-405 off-ramp to University Drive/Jeffrey Road.

For more information, please see Chapter 1, Section 1.2, Project Description, of the Draft Environmental Document.

11. Where is the Park and Ride Facility proposed to be located?

The Park and Ride Facility is located at southbound I-405 and Bristol Street. This facility is only accessible through Bristol Street. The nearest bus stops are at the intersection of Bristol Street/Anton Boulevard and Bristol Street/Paularino Avenue.

12. What features will the Park and Ride Facility have?

The Park and Ride Facility is estimated to provide parking spaces for 162 cars, of which 6 are Access Parking spaces and 12 are Electric Vehicle Charging stations. Additionally, this facility will be able to accommodate the following accessories: solar panels, bicycle racks/lockers, security lighting, and a pedestrian staircase.

13. What are the right-of-way requirements?

From Chapter 1, Section 1.2.2, Right-of-Way Acquisitions, of the Draft Environmental Document:

This project requires 4,121 square feet (sf) of right-of-way fee FEE acquisition and 24,237 sf of temporary construction easement (TCE). Six (6) parcels will be impacted by partial fee acquisition or TCE. The following locations are subject to fee acquisitions and TCEs:

- NB I-405 on-ramp from SB Culver Drive:
  - 1,770 sf fee; 9,269 sf TCE
- NB I-405 on-ramp from SB Jeffrey Road:
  - 498 sf fee; 12,236 sf TCE
- SB I-405 off-ramp to Irvine Center Drive:
  - 1,853 sf fee; 2,732 sf TCE

14. What is the environmental study process and why is it necessary?

The environmental study process is mandated by CEQA and NEPA, which were enacted to protect the quality of human and natural environments. In accordance with these laws, agencies must follow a protocol of analysis and public disclosure in their decision-making process for any proposed project which may potentially impact the environment. In this process, Caltrans will analyze effects on physical, biological, and human environments. If it is determined that the proposed project may have potentially significant effects, measures to avoid, minimize, and/or

mitigate such impacts must be considered and implemented. For more information on CEQA, go to https://opr.ca.gov/ceqa/, and for more info on NEPA, go to http://www.epa.gov/nepa.

15. What is studied in the environmental study process?

Numerous environmental areas are studied, including, but not limited to: noise, air quality, traffic, water quality, visual/aesthetics, biology, cultural resources, greenhouse gas emissions, climate change, community impacts, and wildfires. All environmental technical studies are performed in accordance CEQA and NEPA guidelines.

For a complete list of environmental areas studied for this project, please see Chapter 2 of the Draft Environmental Document.

16. Where and when can I read the Draft Environmental Document?

- In person, the Draft Environmental Document is available for review at the Caltrans District 12 Office, 1750 East 4th Street, Suite 100, Santa Ana, CA 92705, on weekdays from 8:00 a.m. to 5:00 p.m. (due to COVID-19, by appointments only; please call 657-328-6000). The Draft Environmental Document is also available for review at the following locations during normal business hours. Due to COVID-19, Caltrans suggests checking library hours of operation (may be subject to change).
    - Mesa Verde Library, 2969 Mesa Verde Drive East, Costa Mesa, CA 92626
    - University Park Library, 4512 Sandburg Way, Irvine, CA 92612
- Online, the Draft Environmental Document is available at: https://dot.ca.gov/caltrans-near-me/district-12/district-12-current-projects/i-405-multi-asset-project

17. What happens next?

After the public circulation period, all comments will be considered, and the Department will select a preferred alternative and make the final determination of the project's effect on the environment. Under CEQA, if no unmitigable significant adverse impacts are identified, the Department will prepare a Negative Declaration (ND) (which has been proposed for this project) or Mitigated ND

Traffic

1. How do I find out about closures and traffic delays caused by construction?

You can visit our District 12 Caltrans webpage at https://dot.ca.gov/caltrans-near-me/district-12 to view anticipated lane closures. Additionally, please follow our social media accounts (Facebook and Twitter) for updates @CaltransOC.

2. Will there be delays during construction?

A Transportation Management Plan (TMP) has been prepared and will be updated during the design phase to minimize potential impacts on emergency services, commuters, and the surrounding communities during construction. The TMP, when implemented, would result in minimized project-related traffic delay and accidents by the effective application of traditional traffic mitigation strategies and innovative combinations of public and motorist information, demand management, incident management, system management, and alternative route and construction strategies. In addition, the TMP will include strategies and measures to avoid and minimize disruption to local access, roadways, and bike and pedestrian facilities during construction. Most of the construction activities will require night work to avoid traffic delays. If daytime work has to be done, it will be behind temporary K-rail.

Public Information

1. How can I get involved?

The environmental study process is a public process. Members of the public can ask questions during the Virtual Public Hearing on Wednesday, July 7th, 2021 (6:30-8:30 p.m.). view project information on our , and comment on the draft environmental document during a public hearing on Thursday, April 18, 2019. Throughout the environmental study

process, OCTA and Caltrans will implement a public communications and community outreach program. You can also receive project information and updates by visiting the project webpage and subscribing to the project email list.

2. What is the purpose of the Virtual Public Hearing?

The purpose of the hearing process is to obtain public comment and to ensure that transportation decisions are consistent with the goals and objectives of federal, State, and local entities.

3. How can I submit comments on the DED??

You can submit your comments online via an online comment form, by mail, or on Wednesday, July 7, 2021 during our Virtual Public Hearing with the court reporter.

1. Online comment form, please visit http://I-405MultiAssetProject.com
2. By mail, please write to

   Iffat Qamar, Ph.D.
   Associate Environmental Planner
   Caltrans District 12,
   Division of Environmental Analysis
   1750 East 4th Street, Suite 100
   Santa Ana, CA 92705

3. During the Virtual Public Hearing on Wednesday, July 7, 2021 from 6:30-8:30 p.m. with the court reporter. You can access the Virtual Public Hearing by visiting http://I-405MultiAssetProject.com

4. What happens to public comments and when will responses be completed?

All public comments will be responded to in the Final Environmental Document. The anticipated completion of the Final Environmental Document is October 2021- February 2022.