

M e m o r a n d u m

Business, Transportation and Housing Agency

TO: Nooshin Yoosefi, Project Manager
Matthew Cugini, Engineering Manager
Smita Deshpande, Environmental Branch Chief

DATE: March 2, 2015

FILES:
12-ORA-405 PM 9.3/24.2 / 07-LA-405 PM
0.0/1.2
12-ORA-22 PM R0.7/R3.8 / 12-ORA-22 PM
R0.5/R0.7
12-ORA-73 PM R27.2/R27.8 / 12-ORA-605
PM 3.5/R1.6
07-LA-605 PM R0.0/R1.2
EA 12-0H1000

FROM: 
Orange County Transportation Authority

SUBJECT: Interstate 405 (I-405) Improvement Project
Final Relocation Impact Memorandum

It has been determined there is no significant impact to owners, tenants, businesses, or persons in possession of real property to be acquired who would qualify for relocation assistance benefits or entitlements under the Uniform Relocation Assistance and Real Property Act of 1970, as amended.

The California Department of Transportation, in cooperation with the Orange County Transportation Authority, proposes to improve this mainline freeway and interchanges on Interstate 405 (I-405) in Orange County, California, for approximately 16 miles (mi). The proposed project is primarily located in Orange County, California, on I-405 (ORA PM 9.3/24.2; LA PM 0.0/1.2) between State Route (SR)-73 (ORA PM R27.2/R27.8) and Interstate 605 (I-605) (ORA PM 3.5/R1.6); LA PM R0.0/R1.2). Encroachments into Los Angeles County and work on SR-22 (ORA PM R0.7/R3.8 and R0.5/R0.7) are associated with signing and striping to accommodate the transition from the existing to proposed facility (see Figures 1, 2, and 3 in Attachment A for project vicinity map, project location map, and aerial view map). Within the limits of the proposed project, I-405 is a controlled-access highway facility with a fenced right-of-way and soundwalls, separated by grade from crossing traffic, with vehicular access limited to interchanges. Within the project area, I-405 consists of 8 to 12 mixed-flow general purpose (GP) lanes and two high-occupancy vehicle (HOV) lanes.

Project Alternatives:

Three build alternatives and a No Build Alternative were considered in the draft environmental document. The following paragraphs provide a brief description of the build alternatives.

Common Features of All Build Alternatives:

Build Alternatives 1, 2, and 3 would include the following features:

- One GP lane would be added in each direction of I-405 from Euclid Street to the I-605 interchange.
- Travel lanes on the I-405 mainline would be 12- foot [ft]-wide, and right side shoulders would be 10-ft- wide.

- The pedestrian bridge and local street overcrossings proposed for complete replacement under Alternatives 1, 2, and 3 are the following:
 - Ward Street
 - Talbert Avenue
 - Brookhurst Street
 - Slater Avenue
 - Bushard Street
 - Warner Avenue
 - Magnolia Street
 - Pedestrian overcrossing near Heil Avenue
 - Newland Street
 - Edinger Avenue
 - McFadden Avenue
 - Bolsa Avenue
 - Goldenwest Street
 - Edwards Street
 - Westminster Boulevard
 - Springdale Street
 - Bolsa Chica Road

- The Euclid Street/Ellis Avenue undercrossing bridge would be modified and extended.
- Two railroad overheads would be modified and extended.¹
- Each build alternative would include interchange reconfigurations at Euclid Street, Ellis Avenue, Brookhurst Street, Magnolia Street, Warner Avenue, Beach Boulevard, and Westminster Boulevard.
- Maintenance vehicle pullouts (MVP) would be included in various locations under each build alternative.

Alternative 1 – Add One GP Lane in Each Direction

Alternative 1 would add a single GP lane in each direction of I-405 from Euclid Street to the I-605 interchange. Alternative 1 would provide a full standard highway cross section, with 12- ft-wide mainline travel lanes as well as 10-ft-wide shoulders on both left (inside) and right (outside) sides in both directions.

Alternative 2 – Add Two GP Lanes in Each Direction

Alternative 2 would add one GP lane in each direction of I-405 from Euclid Street to the I-605 interchange (as in Alternative 1), plus add a second GP lane in the northbound direction from Brookhurst Street to the SR-22/7th Street interchange and a second GP lane in the southbound direction from the Seal Beach Boulevard on-ramp to Brookhurst Street. Alternative 2 would provide a full standard highway cross section, with 12-ft-wide mainline travel lanes and shoulders

¹ The freeway passes over the Union Pacific Railroad (UPRR) on the Bolsa Overhead (Bridge No. 55-269 at PM 17.21) and the U.S. Navy Railroad on the Navy Overhead (Bridge No. 55-272 at PM 18.36).

on the left and right sides in both directions. Right side (outside) shoulders would be 10-ft-wide, while left side (inside) shoulders would have a maximum width of 10 ft with a provision for a widened left shoulder for HOV enforcement areas under consideration.

Alternative 3 – Express Lanes (Tolled) and Add One GP Lane in Each Direction

Alternative 3 would add one GP lane in each direction of I-405 from Euclid Street to the I-605 interchange (as in Alternatives 1 and 2), plus add a tolled express lane in each direction of I-405 from SR-73 to I-605. The tolled express lane would be placed beside the existing HOV lane in each direction. The existing HOV lanes and new toll lanes would be managed jointly as an Express Lane Facility with two lanes in each direction. Alternative 3 would provide a full standard highway cross section, with 12-ft-wide mainline travel lanes and shoulders on the left and right sides in both directions. Right side (outside) shoulders would be 10-ft-wide, while left side (inside) shoulders would have a maximum width of 10 ft with a provision for a widened left shoulder for enforcement areas under consideration. The joint HOV/toll lane Express Lane Facility would be separated from the GP lanes by a 1 to 4 ft buffer.

Potential Impacts:

On July 24, 2014, the Project Development Team (PDT) identified Alternative 3 as the preferred alternative and therefore, this Relocation Impact Document addresses Alternative 3 only. Alternative 3 would require some right-of-way acquisition to accommodate the freeway widening and roadway improvements. In addition, there may be some personal property affected by the project that may have to be moved or stored off-site during project construction. All of the right-of-way acquisition would involve a sliver of land requiring no relocation or disruption to the current function of the properties (see Table 1 below).

Table 1 – Summary of Potentially Affected Properties Under Alternative 3

Alternative Number	Number of Parcels Potentially Affected	Number of Residences Potentially Affected	Number of Businesses Potentially Affected
3	109	0	0

Note: Number of potentially affected parcels listed includes vacant land, river, and publicly owned parcels.

Source: Estimated by Parsons based on the preliminary design information.

The draft environmental document identified three commercial establishments located on three parcels (Sports Authority [APN 143-301-39]; Days Inn & Suites [APN 143-301-34]; Fountain Valley Skating Center [APN 143-301-33]) within Fountain Valley near the intersection of I-405 and Warner Avenue subject to full acquisition and one commercial establishment, Boomers (4 of 5 parcels) [APN 143-294-01, 143-294-02, 143-301-37, and 143-301-31] subject to partial acquisition. However, since the draft environmental document was circulated, a design option has been incorporated into Alternative 3 which eliminates the full acquisitions. In addition, no residential relocations would be required under Alternative 3.

Relocation Study:

If during final design full property acquisition is required, OCTA will follow a step-by-step acquisition process defined by the federal Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 (Uniform Act) administered through Caltrans. OCTA will provide a summary of the property acquisition process to each affected property owner and tenant prior to beginning the purchase.

OCTA will work directly with the property owner(s) and tenant(s) to assist with the acquisition process. Before making an offer, OCTA will obtain an appraisal of the property to establish its fair

market value. The owner of the property will be given an opportunity to accompany the appraiser during the inspection and provide information that may be relevant to the value of the property to the appraiser.

Although not anticipated, if it is necessary to purchase the property in full, relocation advisory assistance and benefits are available, including identification of comparable replacement properties, assistance with purchase of replacement property, moving expenses and related payments, payment of transaction fees, and assignment of an acquisition/relocation agent to each owner and tenant. Property owners and tenants will not be required to move until the property is needed for project construction.



3/2/15

Ryan Todaro, QEP
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Concurrence:

for 
Linda Lundblad, Branch Chief
Right of Way Utilities, Local Programs,
Excess Land and Relocation Assistance
Program Branches

3/5/15

ATTACHMENT A

FIGURES



Source: Parsons 2010

Figure 1 Regional Vicinity Map



Figure 2 Project Location Map