



January 7, 2019

To: Regional Planning and Highways Committee
From: Darrell E. Johnson, Chief Executive Officer
Subject: Interstate 405 Improvement Project Update

Overview

The Orange County Transportation Authority is currently underway with the implementation of the Interstate 405 Improvement Project. This report provides a project update.

Recommendation

Receive and file as an information item.

Background

The Orange County Transportation Authority (OCTA), in cooperation with the California Department of Transportation, and the cities of Costa Mesa, Fountain Valley, Huntington Beach, Seal Beach, and Westminster, is implementing the Interstate 405 (I-405) Improvement Project between State Route 73 (SR-73) and Interstate 605 (I-605) (Project). The Project will add one general purpose lane from Euclid Street to I-605, consistent with Measure M2 Project K, and will add an additional lane in each direction that will combine with the existing high-occupancy vehicle lane to provide dual express lanes in each direction of I-405 from SR-73 to I-605, otherwise known as the 405 Express Lanes.

On November 14, 2016, the OCTA Board of Directors (Board) awarded the design-build (DB) contract to OC 405 Partners (OC405), a joint venture. OCTA executed the DB contract with OC405 and issued Notice to Proceed (NTP) No. 1 on January 31, 2017. NTP No. 1 was a limited NTP for mobilization, design, and administrative activities. On July 26, 2017, the Transportation Infrastructure Finance and Innovation Act (TIFIA) loan agreement was executed between OCTA and the United States Department of Transportation (USDOT). On July 27, 2017, OCTA issued NTP No. 2 to OC405. NTP No. 2 was a full NTP for all activities, including construction.

Discussion

A number of activities are ongoing as the final design, right-of-way (ROW) acquisition, utility relocations, and construction activities continue to advance. The following provides a more detailed status of Project activities.

Tolling Contracts

On February 26, 2018, the Board selected Kapsch TrafficCom USA, Inc., (Kapsch) to provide toll lanes system integration services for design, installation, operation, and maintenance of the electronic toll and traffic management system on both the 405 and 91 Express Lanes. Kapsch is currently under contract and is working closely with the design-builder to deliver fully functional express lanes upon opening in 2023.

Staff will initiate the development of a request for proposals for the back office support and customer service center contract for the 405 Express Lanes, and plans to seek Board approval for its release in late 2019.

TIFIA Loan

On July 26, 2017, OCTA executed a TIFIA loan agreement with the USDOT for up to \$628.93 million. Pursuant to the terms identified in the loan agreement, OCTA staff submits periodic reimbursement requisitions to the USDOT Build America Bureau and Federal Highway Administration. OCTA received the first and second TIFIA loan disbursements in April and December 2018, respectively.

Design

The final design is approximately 75 percent complete overall and is anticipated to be fully complete in 2019.

ROW Acquisition

Construction of the Project will impact 288 properties, including 179 residential properties, 71 commercial/industrial properties, 37 public properties, and one railroad property. There are 287 properties identified as partial acquisitions and one property identified as a full acquisition at the owner's request. The real property requirements for the partial acquisitions are comprised of a combination of fee acquisitions, permanent easements, temporary construction easements (TCE), permanent and temporary ground lease reductions, and access control rights needed to construct the proposed highway and express lane improvements for the Project. The full-fee acquisition, partial-fee

acquisitions, permanent easements, and TCEs are required for roadway and bridge construction, soundwalls and retaining walls, drainage systems, and for the installation of above-ground and underground facilities, including electrical, telecommunication, water, sewer, gas, and storm drain systems.

The ROW acquisition program is currently on schedule. Of the 288 total parcels impacted, the following summarizes the status of the ROW acquisition:

- 276 offers presented,
- 236 agreements or possession (82 percent of 288 total parcels impacted),
- 54 resolutions of necessity approved.

Utility Relocations

There are currently 102 utilities that require relocation as part of the Project. OCTA is coordinating with the 22 impacted utility companies to identify and resolve issues. There are several utility relocation challenges that staff continues to focus on as utilities are a shared risk between OCTA and OC405.

Construction

OC405 began construction on March 6, 2018. Initial construction activities included restriping portions of the freeway and setting up concrete barriers on the outside of the freeway to protect work areas for activities such as tree removals and grading. These initial construction activities are generally complete. Clearing and grubbing, including tree and ground cover removal, and rough grading activities have also advanced in the last quarter. More recently, significant roadway construction activities, such as installation of drainage systems and paving operations, have begun.

Bridge construction continued in September 2018 as the Slater Avenue bridge was closed to traffic on both sides of I-405 and the bridge was demolished. The bridge will be closed for approximately 12 months as the new bridge is built at this location. The Slater Avenue bridge and the McFadden Avenue bridge, which was fully demolished in August 2018, are anticipated to be complete and open to traffic in late 2019.

At Goldenwest Street, a minor partial demolition of the bridge was performed in November 2018. This is a two-stage bridge, which means traffic will be maintained on the remaining portion of the bridge while the first half of the new bridge is constructed.

In December 2018, both the Bolsa Chica Road and Magnolia Street bridges were partially demolished. These are also two-stage bridges.

Looking ahead, 2019 will be a busy year for bridge construction. Construction is anticipated to begin in the spring at the Fairview Road and Bolsa Avenue bridges, both of which are two-stage bridges. In the summer, construction is anticipated to begin on the Heil pedestrian overcrossing and the Westminster Boulevard bridge. The Westminster Boulevard bridge is a two-stage bridge while the Heil pedestrian overcrossing will be built on a new alignment over I-405 as the existing pedestrian overcrossing generally remains in service during the construction of the new pedestrian overcrossing. In late 2019, construction is anticipated to begin on the Talbert Avenue and Bushard Street bridges. Both Talbert Avenue and Bushard Street are one-stage bridges, which means the bridges will be closed to traffic on both sides of I-405 during demolition and reconstruction.

Project Cost/Contingency

The overall Project cost remains \$1.9 billion, and the Project contingencies have been approximately 27 percent expended to date. This is in line with the percent complete for the Project from both a time and earned value standpoint.

Public Outreach

OCTA has hosted four neighborhood meetings in the last quarter to provide constituents with information about the McFadden Avenue, Slater Avenue, Bolsa Chica Road, and Magnolia Street bridge demolitions. Each meeting featured a brief Project update followed by details of upcoming traffic shifts, demolition activities, road closures, and detours. Outreach staff included members fluent in Vietnamese and Spanish that provided information to attendees in these languages as needed. More than 20,000 flyers were distributed to residents and businesses near the bridges to notify of the meetings.

In addition, flyers were canvassed to the same constituents prior to major construction activities such as demolition and pile driving. All collateral provided to the community includes telephone helpline numbers for Vietnamese and Spanish speakers. Staff also utilized targeted social media advertisements, automated calls and text alerts, email updates and partnerships with Diverse Community Leaders, area Chambers of Commerce, and corridor cities to advise the community about construction activities. Staff also coordinated with OCTA Bus Operations and Central Communications to ensure detour routes were in place in advance of the bridge closures and rider alerts were prepared.

Additional outreach efforts included participation at events such as the Costa Mesa Community Run, Fountain Valley Mayor's Breakfast, Huntington Beach Chamber of Commerce's AM Connect, and the Rossmoor Winter Festival. The outreach team will next be participating in the upcoming Tet festivals next month.

As bridge demolition activities have ramped up, staff has fielded an average of 120 inquiries per month from the public, responding to questions about sound wall design, bridge reconstruction, landscaping plans, and aesthetic details. Staff has leveraged those communications to continue building a database of email, text, and automated call alert recipients, and to boost the Project's following on social media.

The Project's mobile app is being soft-launched January 2019. The app builds on the success of the Project's interactive map, providing live traffic conditions, the latest Project news, photos, and streaming video from the field, complete closure and detour information, and full Project details and background. The app will be showcased at the upcoming Diverse Community Leaders and Stakeholder Working Group meetings.

Next Steps

Staff will continue to work closely with the design-builder as design and construction continue. This involves completing portions of the final design, obtaining permits, utility relocation coordination, and construction activities. Additionally, the ROW acquisition program will continue as planned.

Summary

Final design and construction continue to advance. Currently, final design, ROW acquisition, public outreach, and other activities are in process to continue the construction phase of the Project.

Attachment

None.

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