



January 6, 2020

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.

Financing and 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 has received two TIFIA loan disbursements to date and anticipates receiving the third disbursement in September 2020.

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 has initiated 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 the spring of 2020.

Design

The final design is approximately 95 percent complete overall. The roadway and bridge design is substantially complete at this time. The design of retaining walls, which is the last component of the Project design, is anticipated to be complete in the summer of 2020.

ROW Acquisition

Construction of the Project impacts 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:

- 288 offers presented,
- 281 parcels in OCTA's possession for construction,
- 60 resolutions of necessity (RONs) approved.

No additional RONs are anticipated at this time.

Utility Relocations

There are currently 107 utilities that require relocation to accommodate the Project. OCTA is coordinating with 22 impacted utility companies to identify and resolve conflicts and relocation issues. To date, OCTA has executed utility agreements for 75 percent of the utilities requiring relocation, and is in the process of finalizing the remaining utility agreements. There are several utility relocation risks, including Frontier Communication, Southern California Gas, Chevron oil lines, and Southern California Edison facilities for which staff continues to develop and implement mitigation plans, 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 complete. Clearing and grubbing, including tree and ground cover removal, and rough grading activities have advanced in the last quarter.

Significant roadway construction activities, including installation of drainage systems, retaining and soundwalls, and paving operations began in earnest in 2019 and will continue through 2020. Construction at Oceanview Channel and East Valley Channel, two major drainage facilities that cross under the freeway is well underway. Additionally, over 40 walls are under construction at this time as well.

After the opening of the Slater Avenue overcrossing bridge in late August 2019, demolition and construction activities commenced on the Talbert Avenue and Bushard Street overcrossing bridges. The Talbert Avenue and Bushard Street overcrossing bridges are anticipated to be open to traffic in early 2021. Construction on the McFadden Avenue overcrossing bridge also continues, and the bridge is anticipated to be open to traffic in late summer of 2020. Talbert Avenue, Bushard Street, and McFadden Avenue are all one-stage bridges, which means the bridges are closed to traffic on both sides of I-405 during demolition and reconstruction.

Also in late 2019, the widening of three existing freeway bridges began over Beach Boulevard, Bolsa Chica Road overhead railroad crossing, and an old Navy railroad crossing.

Significant bridge construction also continued at Fairview Road, Magnolia Street, Goldenwest Street, Westminster Boulevard, and Bolsa Chica Road overcrossings. These are two-stage bridges, which means traffic will be maintained on the remaining portion of the bridge while the first half of the new bridge is constructed. The opening of the first half of the new bridges at all of these locations is anticipated in 2020.

Construction continues to progress on the Santa Ana River bridge and the Harbor Boulevard undercrossing bridge. Construction at Santa Ana River and Harbor Boulevard consists of widening the existing freeway bridge over both of those facilities.

Looking ahead, the remainder of 2020 will remain busy related to bridge, wall, and pavement construction.

Project Challenges

As would be expected on a project of this magnitude, certain challenges have been encountered, including the following:

- Oversight and approvals from many different agencies and third parties
- Cost and availability of construction resources in this active construction market
- Dispute resolution and change management
- Minimizing impacts and disruptions to the public
- Project schedule impacts and mitigations

OCTA has worked closely with its partners and OC405 to mitigate schedule delays when identified. Schedule mitigations implemented to date include building the Slater Avenue and Edwards Street overcrossing bridges in

one stage instead of two stages, improvements to the construction staging at Oceanview Channel, and the long-term closure of one of the two off-ramps from northbound I-405 to Westminster Boulevard. More recent schedule mitigations that have been incorporated include longer ramp closure durations and extended nightly lane closure durations in order to increase the productivity of the contractor. The objectives of the schedule mitigations are to maintain the original Project completion date while balancing the minimization of traffic impacts.

Additionally, in September 2019, there was a discovery of archeological resources within the Project site. OCTA is following established state procedures for this type of discovery and is working with the appropriate parties to ensure appropriate and respectful procedures are followed. This discovery has impacted construction at a specific location; however, mitigations are being explored to minimize the impacts to the overall Project schedule.

Project Cost/Contingency

The overall Project cost remains \$1.9 billion, and the Project contingencies have been approximately 31 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

In the next 12 months, the Outreach team anticipates conducting more than a dozen neighborhood meetings to prepare the community for major activities throughout the Project corridor. These Saturday morning meetings have been a highly effective method of communicating about construction while sharing the benefits of the Project with residents and business owners.

With work ongoing or expected to begin on more than 50 retaining walls and soundwalls, the Outreach team will also continue to coordinate with affected residents with backyard walls being rebuilt as part of the Project. This coordination, frequently conducted in multiple languages, requires face-to-face communication with hundreds of residents to ensure safety during the initial stages of work, and ongoing communication for construction updates. In addition, the team expects to facilitate several hundred pre- and post-construction surveys of properties adjacent to these walls, as well as properties near bridges.

Completion of the first phase of several bridges is projected to be in 2020, and the Outreach team anticipates coordinating events to mark some of these milestones. The events are an opportunity to thank the community for its continued patience with the Project and to highlight OCTA's partnerships with the corridor cities and the California Department of Transportation.

Multiple briefings with key stakeholders are planned, as well as participation in more than a dozen community events throughout the Project corridor. The Outreach team will also be engaging with diverse communities, in part by tailoring collateral to reflect cultural relevance, hosting exclusive insider tours for key stakeholders and social media influencers in ethnic communities, and meeting with faith leaders throughout the Project area.

Meanwhile, the Outreach team will continue to respond to constituents' comments and questions, which average about 140 per month, and utilize cost-effective methods to get the word out about Project activities, closures, and detours. In 2019, on average each month, that meant canvassing approximately 16,000 flyers in English, Vietnamese, and Spanish; reaching more than 150,000 people on social media; and emailing about ten construction updates to 10,600 recipients. OCTA also continues to direct motorists to the Project's interactive map of closures and detours that is integrated with Waze, and to the Project mobile app, which has seen a surge in users.

Next Steps

Staff will continue to work closely with the design-builder to complete the design and continue construction. This involves completing the wall design, obtaining permits, utility relocation coordination, and coordinating 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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