



## MEMORANDUM

**DATE:** February 26, 2014

**TO:** Southern California Association of Governments, Transportation Conformity Working Group

**FROM:** Keith Lay, LSA Associates, Inc.

**SUBJECT:** Updated Project Description for the SR-55 Improvement Project between I-405 and I-5 (ORA100511)

The purpose of this memorandum is to inform the Transportation Conformity Working Group (TCWG) that the project description has been revised for the four build alternatives for the State Route 55 (SR-55) Improvement Project between Interstate 405 (I-405) and Interstate 5 (I-5) (ORA100511). The changes to the project description are for clarification purposes; the overall design of the build alternatives has not been affected. The changes to the project description did not change the results of the traffic operations analysis. Therefore, the particulate matter emissions and conclusions included in the December 2013 Particulate Matter Hot-Spot Analysis have not been affected.

The following markup shows what revisions were made to the project description:

### **ALTERNATIVES**

A total of five alternatives are under consideration. A Preferred Alternative will be selected by the Project Development Team (PDT) after the public meeting and public circulation period of the Draft Environmental Document are complete. A brief description of each alternative is provided below:

#### **No Build Alternative**

This alternative maintains existing conditions and proposes no changes or improvements to SR-55 between the project limits.

#### **Alternative 1 (Additional Auxiliary Lanes)**

Alternative 1 proposes a new auxiliary lane in the northbound direction at two locations:

- between the MacArthur Boulevard and Dyer Road interchanges
- between the Dyer Road and Edinger Avenue interchanges

In the southbound direction, a general-purpose lane would be created between the southbound I-5 connector and the east Dyer Road off-ramp, and the existing auxiliary lane between the McFadden Avenue and Edinger Avenue interchanges would be restored. Additionally, the transition length for

merging between the existing southbound HOV lane on SR-55 and the southbound I-5/SR-55 Connector HOV lane would be extended past Edinger Avenue.

### **Alternative 2 (One New General Purpose Lane)**

Alternative 2 proposes to create one general-purpose lane in the northbound and southbound directions.

In the northbound direction, two existing auxiliary lanes would be restored between the northbound I-405 connector and the MacArthur Boulevard interchange, and between the Edinger Avenue and McFadden Avenue interchanges.

In the southbound direction, the existing auxiliary lane between the McFadden Avenue and Edinger Avenue interchanges would be restored. Additionally, the transition length for merging between the existing southbound HOV lane on SR-55 and the southbound I-5/SR-55 Connector HOV lane would be extended past Edinger Avenue.

### **Alternative 3 (One New General Purpose and Additional Auxiliary Lanes)**

Alternative 3 proposes to add one general-purpose lane in the northbound and southbound directions and restore existing auxiliary lanes.

Additionally, in the northbound direction, new auxiliary lanes would be constructed at two locations:

- between the MacArthur Boulevard and Dyer Road interchanges
- between the Dyer Road and Edinger Avenue interchanges

The restored auxiliary lane between the Edinger Avenue and McFadden Avenue interchanges would be extended to the northbound I-5 connector and the northbound McFadden on-ramp would be restricted to the northbound I-5 connector only. As a result, access from the McFadden on-ramp to northbound SR-55 and southbound I-5 would be eliminated.

In the southbound direction, the transition length for merging between the existing southbound SR-55 HOV lane and the southbound I-5/SR-55 HOV connector would be extended past Edinger Avenue.

### **Alternative 4 (One New HOV and Additional Auxiliary Lanes)**

Alternative 4 proposes to add a second HOV lane in each direction between the I-405 and I-5 HOV direct connectors.

Additionally, in the northbound direction, a new auxiliary lane would be constructed at three locations:

- between the MacArthur Boulevard and Dyer Road interchanges
- between the Dyer Road and Edinger Avenue interchanges
- from just south of the Tustin Overhead to the northbound I-5 connector

The northbound McFadden on-ramp would be restricted to the northbound I-5 connector only. As a result, access from the McFadden on-ramp to northbound SR-55 and southbound I-5 would be eliminated.

In the southbound direction, a general-purpose lane would be created between the southbound I-5 connector and east Dyer Road off-ramp. The existing auxiliary lane between the McFadden Avenue and Edinger Avenue interchanges would be restored.