

I-5 (SR-55 TO SR-57) HOV IMPROVEMENTS PROJECT



LENGTH

Approximately 3 miles

CORRIDOR CITIES

Santa Ana, Tustin and Orange

AT A GLANCE

| | |
|--------------------------------|---|
| ESTIMATED PROJECT COST: | \$37 million |
| FUNDING SOURCES: | Measure M2, STBG, RSTP/CMAQ |
| COMMUNITY OUTREACH: | Project Helpline (800) 724-0353 Central5fwy@octa.net |
| WEBSITE: | www.octa.net/I5Central |
| FACEBOOK: | OCI5CentralCounty |
| TWITTER: | @OCI5CentralCo |

Fact Sheet Updated 10/2/17

17F_210



Orange County Transportation Authority

550 S. Main Street
P.O. Box 14184
Orange, CA 92863-1584
(714) 560-OCTA
www.octa.net

PROJECT OVERVIEW

Approximately 380,000 motorists travel I-5 each day between the SR-55 and SR-57 freeways. That figure is expected to climb to more than 400,000 vehicles daily by 2035, an increase of nearly 7 percent.

The existing high occupancy vehicle (HOV) lanes were constructed about 20 years ago, and there are bottlenecks during peak traffic hours, with speeds averaging less than 45 mph.

This project will add a second HOV lane in each direction of I-5 from the 55 to the 57, and the HOV lanes will be striped for continuous access.

PROJECT STATUS

The environmental phase of the project was completed in April 2015. To read the Final Environmental Document and associated technical studies, visit dot.ca.gov/dist12/DEA/OC890/index.htm.

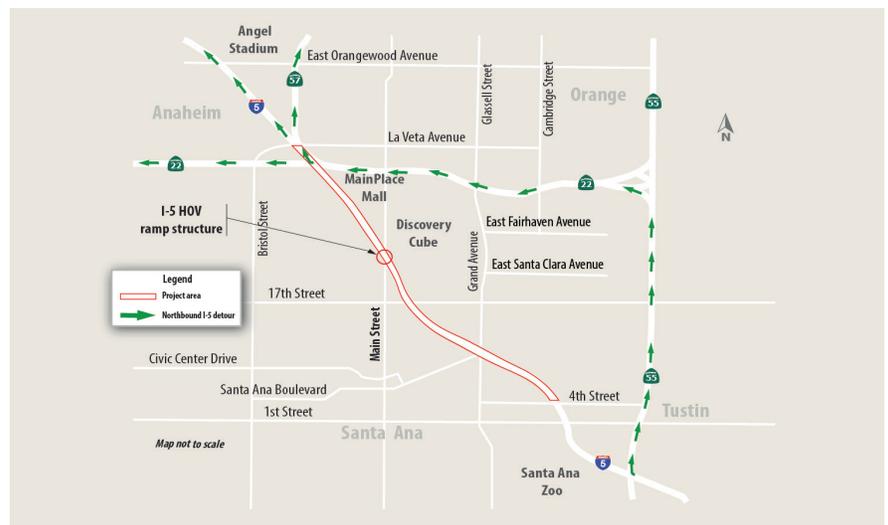
The project design phase is expected to be completed by the end of 2017, and construction is anticipated to begin in mid-2018. Adding HOV lanes will require removing the concrete barrier between the existing HOV lane and the general purpose lanes and the I-5/Main Street HOV drop-ramp structure.

The structure is expected to be demolished in three stages. The first two stages will require lane closures; the last stage will require a full freeway closure.

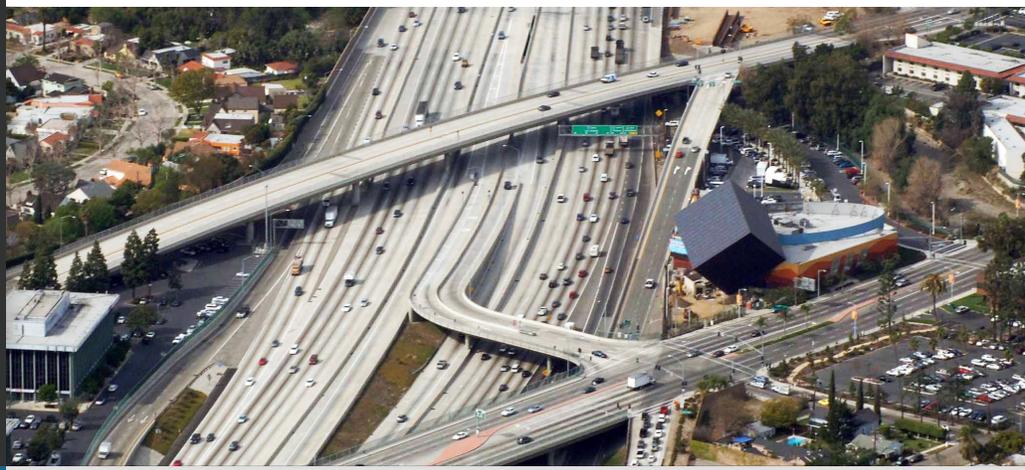
PROJECT SCHEDULE

| PHASE | APPROXIMATE TIME FRAMES | | | | | | | | | | |
|-------------------------|-------------------------|------|------|------|------|------|------|------|------|------|--|
| | 2011 | 2012 | 2013 | 2014 | 2015 | 2016 | 2017 | 2018 | 2019 | 2020 | |
| Environmental | | | | | | | | | | | |
| Design | | | | | | | | | | | |
| Right of Way | | | | | | | | | | | |
| Caltrans Review & Award | | | | | | | | | | | |
| Construction | | | | | | | | | | | |

PROJECT MAP



PROYECTO DE MEJORAS AL I-5 RUTA ESTATAL 55 (SR-55) Y LA RUTA ESTATAL 57 (SR-57)



LARGO
3 millas

CIUDADES POR LA CARRETERA
Santa Ana, Tustin, y Orange

EN RESUMEN

COSTO ESTIMADO DEL PROYECTO: \$37 millones

FONDOS: Medida M2, STBG, RSTP/CMAQ

EXTENSIÓN COMUNITARIA: Línea de Ayuda del Proyecto (800) 724-0353
Central5fwy@octa.net

PÁGINA WEB: www.octa.net/I5Central

REDES SOCIALES: OCI5CentralCounty
@OCI5CentralCo

Hoja informativa actualizada el 10/2/17

17F_210



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DESCRIPCIÓN DEL PROYECTO

Aproximadamente, 380,000 automovilistas viajan por la autopista I-5 entre el SR-55 y el SR-57 cada día. Para el año 2035, se prevé que esta cifra aumentara casi el 7 % a más de 400,000 vehículos por día.

El carril compartido (HOV) existente fue construido aproximadamente hace 20 años y durante las horas más altas de tráfico hay estancamientos de vehículos manejando a la velocidad promedio de 45 mph.

Este proyecto agregará un segundo carril compartido (HOV) a ambas direcciones de la autopista I-5 entre el SR-55 y el SR-57.

ESTATUS DEL PROYECTO

La fase ambiental fue completada en abril 2015. Para leer el Documento Ambiental Final y estudios técnicos asociados, visite el página web: dot.ca.gov/dist12/DEA/OC890/index.htm.

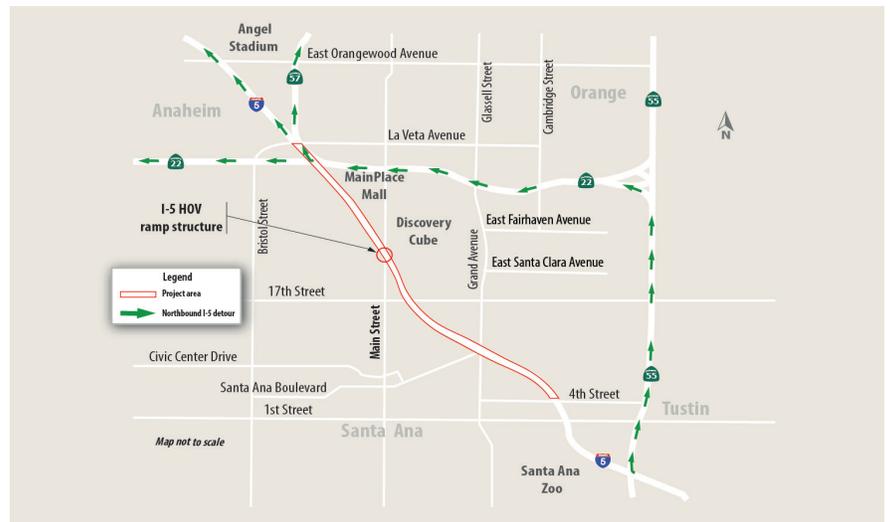
Se espera que la fase de diseño del proyecto se complete a finales del año 2017, y se anticipa que la construcción comience a mediados del año 2018. Para agregar el segundo carril compartido se requiere la eliminación de la barrera de hormigón actual situada entre el carril compartido existente y los carriles de uso general al igual que la eliminación de la estructura de rampa de descenso I-5/Main Street HOV drop-ramp.

Se espera que la estructura sea demolida en tres etapas. Las primeras dos etapas solo requieren cerraduras parciales de la autopista I-5; la última etapa requiere cerradura completa de la autopista I-5.

PROGRAMACIÓN DEL PROYECTO

| FASE | MARCOS DE TIEMPO APPROXIMADOS | | | | | | | | | |
|------------------------------|-------------------------------|------|------|------|------|------|------|------|------|------|
| | 2011 | 2012 | 2013 | 2014 | 2015 | 2016 | 2017 | 2018 | 2019 | 2020 |
| Ambiental | | | | | | | | | | |
| Diseño | | | | | | | | | | |
| Derecho de Vía | | | | | | | | | | |
| Reviso y Premio por Caltrans | | | | | | | | | | |
| Construcción | | | | | | | | | | |

MAPA DEL PROYECTO





I-5 CENTRAL COUNTY IMPROVEMENT PROJECT FREQUENTLY ASKED QUESTIONS (FAQs)

What is the project?

OCTA and Caltrans are adding a second high occupancy vehicle (HOV) lane on I-5 between SR-55 and SR-57. The project requires removing the existing barrier in some locations between the current HOV lane and the general purpose lanes. The I-5/Main Street HOV drop-ramp structure also will be removed. The HOV lanes will be striped for continuous access.

Why is it necessary?

According to traffic volume data, more than 380,000 motorists travel the I-5 freeway between the SR-55 and SR-57 freeways every day. By 2030, this figure is projected to increase to more than 400,000 vehicles daily. The existing carpool lanes don't have the capacity to handle current and projected travel demands. Adding a second carpool lane and restriping for continuous access will reduce congestion and travel delay for all motorists.

When did the project begin?

The environmental phase of the project began in 2011. Several alternatives were studied to determine their potential effects, and a preferred alternative was selected. The studies and a Draft Environmental Document were released for public review in August 2014, and the Final Environmental Document was completed in April 2015. It can be found on the Caltrans District 12 website at dot.ca.gov/dist12/DEA/OC890/index.htm. The major areas of study during the environmental phase are:

HUMAN ENVIRONMENT

| | | | | | | | |
|-------------------|--------------------|----------------------|--------|----------|--|----------------------------------|--------------------|
| | | | | | | | |
| Community Impacts | Cultural Resources | Farmlands/Timberland | Growth | Land Use | Traffic & Transportation/ Pedestrian & Bicycle Facilities | Utilities/ Emergency Services | Visuals Aesthetics |

BIOLOGICAL ENVIRONMENT

| | | | | | |
|----------------|------------------|---------------------|---------------|---------------------------------|-------------------------|
| | | | | | |
| Animal Species | Invasive Species | Natural Communities | Plant Species | Threatened & Endangered Species | Wetlands & Other Waters |

PHYSICAL ENVIRONMENT

| | | | | | | |
|-------------|--|---------------------------|------------------------|-------|--------------|-----------------------------------|
| | | | | | | |
| Air Quality | Geology/Soils/ Seismic/ Topography | Hazardous Waste/Materials | Hydrology & Floodplain | Noise | Paleontology | Water Quality & Stormwater Runoff |





I-5 CENTRAL COUNTY IMPROVEMENT PROJECT

FREQUENTLY ASKED QUESTIONS (FAQs)

What is the current project phase?

As of fall 2017, the project has reached the end of the Final Design phase, which involves surveying and collecting data on items such as:

- Existing road and bridge conditions
- Ratio of cars to trucks and buses
- Terrain and soil properties
- Affected utilities
- Current traffic volumes
- Current accident statistics
- Drainage capabilities
- Proposed development

Experts, including transportation planners, engineers, environmental scientists, landscape architects, geologists, and others use the data to refine the project design and determine construction costs and best practices.

Over the next several months, Caltrans and OCTA will work to obtain all necessary permits and agreements for the project. The California Transportation Commission must approve the funding request, and the final project documents and bid package will be prepared for advertising.

Will property be acquired as part of the project?

No. All improvements will be made within the existing Caltrans right of way.

What will the project cost?

The total project cost is estimated at \$37 million. The project is funded with local (Measure M2, Orange County's half-cent transportation sales tax) and federal (Regional Surface Transportation Program/Congestion Mitigation and Air Quality Improvement Program) dollars.

What is the project's construction schedule?

Construction is expected to begin in mid-2018 and take approximately two years to complete.

How will it affect me?

During construction, motorists will be dealing primarily with intermittent nighttime lane closures. Residents who live adjacent to the project area may experience construction noise. There will be a complete freeway closure for the demolition of the Main Street HOV ramp structure. Motorists will receive advance notice and detours will be in place.

How can I stay informed?

Stay informed about the I-5 Central County Improvement Project by signing up for email alerts on the project website at octa.net/I5central, or follow us on Facebook at facebook.com/OCI5CentralCounty or on Twitter @OCI5CentralCo. For additional information about the project, please contact Community Relations Officer Chris Boucly at central5fwy@octa.net or by calling 800-724-0353.