

RTIP ID# ORA130302

TCWG Consideration Date: June 28, 2016

Project Description

The California Department of Transportation (Caltrans), in cooperation with the Orange County Transportation Authority (OCTA), the City of Irvine, and the City of Tustin, is proposing to widen Interstate 5 (I-5) between Interstate 405 (I-405) and State Route 55 (SR-55). The project limits on I-5 extend from approximately 0.4 mile (mi) north of the I-5/I-405 interchange (Post Mile [PM] 21.3) to 0.2 mi south of SR-55 (PM 30.3); refer to Exhibit 1 (Site Vicinity). The proposed project would add one general-purpose lane in each direction on I-5, reestablish existing auxiliary lanes, construct new auxiliary lanes, and improve several existing on- and off-ramps; refer to Exhibits 2a through 2f (Project Overview).

Three alternatives, including the No Build Alternative, will be analyzed as a part of the Initial Study/Environmental Assessment (IS/EA). The project alternatives are described below.

ALTERNATIVE 1 – NO BUILD

The No-Build Alternative proposes no improvements to I-5, maintaining the existing four general-purpose lanes and one high occupancy vehicle (HOV) lane throughout the project limits in the northbound and southbound directions. All freeway facilities would remain as is, with the exception of proposed projects that are under development or currently under construction.

ALTERNATIVE 2A

Alternative 2A proposes to add one general purpose lane in both the northbound and southbound directions from just north of I-405 to just south of SR-55. Generally, full standard widths are proposed (except at spot locations), including a 10-foot (ft) inside shoulder, 12 ft HOV lane (existing), five 12 ft general-purpose lanes, and a 10 ft outside shoulder throughout the majority of the project limits. The existing HOV lane would be converted to continuous access throughout the project limits.

Auxiliary Lanes

Existing auxiliary lanes are proposed to be reestablished at the following locations:

- Northbound from Alton Parkway to SR-133 northbound
- Northbound from SR-133 northbound to Sand Canyon Avenue
- Northbound from SR-133 southbound to Jeffrey Road
- Northbound from Culver Drive to Jamboree Road
- Northbound from Jamboree Road to Tustin Ranch Road
- Northbound from Tustin Ranch Road to Red Hill Avenue
- Northbound from Newport Avenue to SR-55 northbound
- Southbound from SR-133 southbound to Alton Parkway
- Southbound from Sand Canyon Avenue to SR-133 southbound
- Southbound from Jamboree Road to Culver Drive
- Southbound from Tustin Ranch Road to Jamboree Road
- Southbound from Red Hill Avenue to Tustin Ranch Road
- Southbound from SR-55 southbound to Red Hill Avenue

New auxiliary lanes would be constructed at the following locations:

- Northbound from Culver Drive to Jamboree Road
- Northbound from Newport Avenue to northbound SR-55 connector
- Southbound from Alton Parkway to I-5 southbound truck bypass
- Southbound from Jeffrey Road to San Canyon Avenue

Ramps. All freeway on- and off-ramps within the project limits would be modified in order to accommodate the additional general-purpose lane. Specifically, ramp modifications under this alternative include:

Ramp Capacity Improvements (add ramp lanes)

- Northbound Alton Parkway off-ramp
- Northbound Jeffrey Road off-ramp
- Northbound Culver Drive on-ramp
- Northbound Jamboree Road off-ramp
- Southbound Culver Drive sweep on-ramp
- Southbound Culver Drive loop on-ramp
- Southbound Tustin Ranch Road off-ramp

Reconfiguration of Ramp Tie-Ins to I-5

- Northbound I-5 truck bypass connector
- Northbound Culver Drive sweep on-ramp
- Northbound Jamboree Road off-ramp
- Northbound Tustin Ranch Road off-ramp
- Northbound Red Hill Avenue off-ramp
- Northbound SR-55 to southbound I-5 connector
- Northbound I-5 to northbound SR-55 connector
- Southbound Tustin Ranch Road on-ramp
- Southbound Jeffrey Road on-ramp
- Southbound Sand Canyon Avenue off-ramp
- Southbound I-5 truck bypass connector

Design Options

There are four design options that are being evaluated with both build alternatives:

- Option 1: Maintain the existing northbound Newport Avenue on-ramp half-diamond configuration.
- Option 2: Relocate/Reconfigure existing northbound Newport Avenue half-diamond on-ramp to hook on-ramps at Orange Street/El Camino Real intersection.
- Option 3: Braid the Sand Canyon Avenue on-ramp and southbound SR-133/northbound I-5 connector with the northbound Jeffrey Road off-ramp.
 - Eliminates access from the southbound SR-133/northbound I-5 connector to the northbound Jeffrey Road off-ramp.
 - Eliminates access from the northbound Sand Canyon Avenue on-ramp to the northbound Jeffrey Road off-ramp.
 - Does not accommodate potential future I-5/SR-133 HOV connectors.
- Option 4: Braid the southbound Sand Canyon Avenue on-ramp with the southbound I-5/SR-133 connector.
 - Eliminates access from the southbound Sand Canyon Avenue on-ramp to the southbound I-5/SR-133 connector.

Structures

Alternative 2A includes widening nine existing structures, replacing two existing structures, and building three new structures which are required for Design Options 3 and 4. Some level of seismic retrofits of existing structures, retaining walls, and tie-back walls would be required at numerous locations throughout the corridor.

<p>ALTERNATIVE 2B Alternative 2B is similar in nature to Alternative 2A in that it proposes the addition of one general purpose lane in each direction. Additionally, Alternative 2B proposes continuous access HOV lanes. However, Alternative 2B includes nonstandard inside shoulder widths (between two and four feet) as shown below:</p> <ul style="list-style-type: none"> • Sand Canyon Avenue to Jeffrey Road <ul style="list-style-type: none"> ○ Four ft inside shoulder on southbound I-5 ○ 11 ft lanes (1 HOV, 3 general purpose lanes) on southbound I-5 • Jeffrey Road to Culver Drive <ul style="list-style-type: none"> ○ Four ft inside shoulder on northbound and southbound I-5 ○ 11 ft lanes (1 HOV, 2 general purpose lanes) on southbound I-5 • Tustin Ranch Road to Red Hill Avenue <ul style="list-style-type: none"> ○ Four ft inside shoulder on northbound and southbound I-5 • Red Hill Avenue to Newport Avenue <ul style="list-style-type: none"> ○ Four ft inside shoulder on northbound and southbound I-5 • Newport Avenue to SR-55 <ul style="list-style-type: none"> ○ Two ft inside shoulder on northbound and southbound I-5 					
<p>Structures Alternative 2B includes widening seven existing structures and building three new structures which are required for Design Options 3 and 4. Seismic retrofit of existing structures, retaining walls, and tie-back walls would be required at numerous locations throughout the corridor.</p>					
<p>Type of Project (use Table 1 on instruction sheet) Change to existing state highway.</p>					
<p>County Orange</p>		<p>Narrative Location/Route & Postmiles: I-5 between I-405 (PM 21.3) and SR-55 (PM 30.3)</p>			
<p>Caltrans Projects – EA# 0K670</p>					
<p>Lead Agency: Caltrans</p>					
<p>Contact Person Reza Aurasteh</p>		<p>Phone# (949) 724-2738</p>	<p>Fax# 949-724-2591</p>	<p>Email Reza.Aurasteh@dot.ca.gov</p>	
<p>Hot Spot Pollutant of Concern PM2.5 X PM10 X</p>					
<p>Federal Action for which Project-Level PM Conformity is Needed</p>					
<p>Categorical Exclusion (NEPA)</p>	<p>X EA or Draft EIS</p>	<p>FONSI or Final EIS</p>	<p>PS&E or Construction</p>	<p>Other</p>	
<p>Scheduled Date of Federal Action: 2018</p>					
<p>NEPA Assignment – Project Type</p>					
<p>Exempt</p>		<p>Section 326 –Categorical Exemption</p>		<p>X Section 327 – Non-Categorical Exemption</p>	
<p>Current Programming Dates (as appropriate)</p>					
	<p>PE/Environmental</p>	<p>ENG</p>	<p>ROW</p>	<p>CON</p>	
<p>Start</p>	<p>5/13/14</p>	<p>7/1/20</p>	<p>7/1/20</p>	<p>7/1/23</p>	
<p>End</p>	<p>6/30/18</p>	<p>6/30/22</p>	<p>6/30/22</p>	<p>6/30/25</p>	

Project Purpose and Need (Summary):

The purpose of the proposed project is to address existing and future traffic demand on I-5 from I-405 to SR-55. The project would address congestion and enhance freeway operations as follows:

- Increase the mainline capacity within the project limits along the I-5 corridor
- Improve the capacity of the ramps within the project limits along the I-5 corridor
- Improve operational deficiencies of merge and diverge areas within the project limits along the I-5 corridor
- Improve the existing auxiliary lanes operations, and
- Optimize access of the existing HOV lane.

The goal of the proposed project is to also minimize environmental impacts as well as right-of-way acquisitions within the project limits.

Surrounding Land Use/Traffic Generators

Through the project limits, I-5 serves activity areas in the cities of Irvine and Tustin and connects to Santa Ana and central Orange County. The proposed project is immediately surrounded by residential, commercial, and institutional uses. Diesel heavy truck traffic makes up approximately 5.5 percent of the total traffic volumes within the project limits.

Opening Year: Build and No Build LOS, AADT, % and # trucks, truck AADT of proposed facility

The project would improve overall performance, reduce congestion, increase ramp and mainline capacity, and improve operational deficiencies at merge and diverge locations within the project limits. Table 1 (Existing and Opening Year Traffic Volumes) depicts the opening year traffic volumes along each segment within the project limits. As shown in Table 1, existing annual average daily traffic (AADT) volumes range from 71,580 to 168,950, which include truck volumes that range from 3,937 to 9,292 AADT. In the Opening Year, AADT would range from 106,400 to 226,000 under No Build conditions and 114,100 to 233,100 under Build (Alternatives 2A/2B) conditions. Opening Year truck volumes would range from 5,852 to 12,430 AADT during No Build and from 6,267 to 12,821 AADT during Build conditions. Although truck volumes exceed 10,000 AADT on some segments, this represents approximately 5.5 percent of the total vehicles on I-5.

**Table 1
Existing and Opening Year Traffic Volumes**

Location	Existing (2014)		Opening Year No Build		Opening Year Build (Alternatives 2A/2B)		Opening Year Truck Percent Change
	Total AADT	Truck AADT ¹	Total AADT	Truck AADT ¹	Total AADT	Truck AADT ¹	
I-5 Northbound							
North of SR-55 SB Off Ramp	156,390	8,601	176,700	9,719	180,400	9,922	2.1%
SR-55 SB	156,390	8,601	204,500	11,248	210,600	11,583	3.0%
Newport Rd.	145,740	8,016	226,000	12,430	233,100	12,821	3.1%
Red Hill Ave.	145,740	8,016	212,100	11,666	219,200	12,056	3.3%
Tustin Ranch Rd.	145,740	8,016	215,600	11,858	223,700	12,304	3.8%
Jamboree Rd. WB	138,730	7,630	206,200	11,341	213,900	11,765	3.7%
Jamboree Rd. EB	133,930	7,366	211,500	11,633	220,400	12,122	4.2%
Culver Dr. WB	133,930	7,366	199,900	10,995	208,500	11,468	4.3%
Trabuco Rd/Culver Dr.	133,930	7,366	188,600	10,373	197,100	10,841	4.5%
Culver Dr.	133,930	7,366	195,800	10,769	204,300	11,237	4.3%
Jeffrey Rd.	126,940	6,982	197,500	10,863	205,100	11,281	3.8%
SR-133 SB	126,940	6,982	188,400	10,362	195,400	10,747	3.7%
Sand Canyon Ave.	126,940	6,982	178,000	9,790	185,000	10,175	3.9%
SR-133 NB	105,070	5,779	166,100	9,136	172,700	9,499	4.0%
Barranca Pkwy HOV	100,260	5,514	171,700	9,444	178,400	9,812	3.9%
Alton Pkwy WB	100,260	5,514	162,300	8,927	168,800	9,284	4.0%
Alton Pkwy EB	100,260	5,514	152,900	8,410	159,200	8,756	4.1%
South of Alton Pkwy Off Ramp	100,260	5,514	159,000	8,745	165,300	9,092	4.0%

**Table 1 (continued)
Existing and Opening Year Traffic Volumes**

Location	Existing (2014)		Opening Year No Build		Opening Year Build (Alternatives 2A/2B)		Opening Year Truck Percent Change
	Total AADT	Truck AADT ¹	Total AADT	Truck AADT ¹	Total AADT	Truck AADT ¹	
I-5 Southbound							
North of SR-55 SB Off Ramp	114,920	6,321	120,200	6,611	122,800	6,754	2.2%
SR-55 SB	114,920	6,321	116,700	6,419	119,300	6,562	2.2%
Newport Rd.	168,950	9,292	222,700	12,249	232,900	12,810	4.6%
Red Hill Ave.	162,870	8,958	212,500	11,688	222,300	12,227	4.6%
Tustin Ranch Rd.	154,550	8,500	208,900	11,490	219,000	12,045	4.8%
Jamboree Rd. WB	154,550	8,500	178,500	9,818	188,900	10,390	5.8%
Jamboree Rd. EB	138,560	7,621	194,000	10,670	205,300	11,292	5.8%
Culver Dr. WB	138,560	7,621	173,000	9,515	184,300	10,137	6.5%
Trabuco Rd/Culver Dr.	138,560	7,621	173,000	9,515	184,300	10,137	6.5%
Culver Dr.	142,560	7,841	181,400	9,977	193,100	10,621	6.4%
Jeffrey Rd.	127,970	7,038	167,300	9,202	178,800	9,834	6.9%
SR-133 SB	127,970	7,038	152,100	8,366	160,600	8,833	5.6%
Sand Canyon Ave	114,610	6,304	152,100	8,366	160,600	8,833	5.6%
SR-133 NB	99,200	5,456	138,300	7,607	146,900	8,080	6.2%
Barranca Pkwy HOV	99,200	5,456	132,100	7,266	140,600	7,733	6.4%
Alton Pkwy WB	71,580	3,937	106,400	5,852	114,100	6,276	7.2%
Alton Pkwy EB	71,580	3,937	106,400	5,852	114,100	6,276	7.2%
South of Alton Pkwy Off Ramp	71,580	3,937	110,800	6,094	118,500	6,518	6.9%
Notes:							
1. Heavy trucks make up 5.5 percent of the overall fleet for all roadway segments.							
Source: Traffic data provided by AECOM, May 31, 2016.							

Table 2 (Existing and Opening Year Level of Service) summarizes the existing delay and corresponding Level of Service (LOS) within the project area. As shown in Table 2, LOS would generally improve (i.e., delay would be reduced) under Build (Alternatives 2A/2B) conditions.

**Table 2
Existing and Opening Year Level of Service**

Location	Existing Peak Hour LOS		2030 No Build Peak Hour LOS		2030 Build Peak Hour LOS	
	AM	PM	AM	PM	AM	PM
I-5 Northbound						
NB Mainline s/o Alton	D	D	F	D	D	C
NB Mainline s/o Barranca	C	C	D	D	C	C
NB Mainline s/o Rte. 133	C	C	D	D	C	C
NB Mainline s/o Sand Canyon	C	C	C	D	C	C
NB Mainline s/o Jeffrey	C	C	E	E	D	D
NB Mainline s/o Culver	D	D	F	F	E	E
NB Mainline s/o Jamboree	D	C	F	E	D	C
NB Mainline s/o Tustin Ranch	D	C	F	E	D	D
NB Mainline s/o Red Hill	D	C	F	E	D	D
NB Mainline s/o Newport	E	D	F	F	F	E
NB Mainline s/o Rte. 55	D	C	F	F	F	F

**Table 2 (continued)
Existing and Opening Year Level of Service**

Location	Existing Peak Hour LOS		2030 No Build Peak Hour LOS		2030 Build Peak Hour LOS	
	AM	PM	AM	PM	AM	PM
I-5 Southbound						
SB Mainline s/o Alton	C	C	C	D	C	D
Truck Bypass s/o Mainline	C	D	C	E	C	E
SB Mainline n/o Truck Bypass	C	D	D	E	C	C
SB Mainline s/o Barranca	C	C	D	D	D	C
SB Mainline s/o Rte. 133	C	C	D	D	D	C
SB Mainline s/o Sand Canyon	C	C	D	D	C	C
SB Mainline s/o Jeffrey	D	D	E	E	D	D
SB Mainline s/o Culver	D	E	F	F	E	E
SB Mainline s/o Jamboree	D	D	E	F	D	E
SB Mainline s/o Tustin Ranch	D	D	E	F	D	D
SB Mainline s/o Red Hill	D	D	F	F	D	E
SB Mainline s/o Newport	D	D	F	F	D	E
SB Mainline s/o Rte. 55 SB	D	D	F	F	F	F
SB Mainline s/o Rte. 55 NB	E	F	F	F	E	F

RTP Horizon Year / Design Year: Build and No Build LOS, AADT, % and # trucks, truck AADT of proposed facility

Table 3 (Horizon Year 2050 Traffic Volumes) depicts the horizon year traffic volumes along each segment within the project limits. As shown in Table 3, Horizon Year No Build AADT volumes range from 105,900 to 241,500, which include truck volumes that range from 5,825 to 13,283 AADT. Under Build (Alternatives 2A/2B) conditions, AADT would range from 118,700 to 262,000, and truck volumes would range from 6,529 to 14,410 AADT. Although truck volumes exceed 10,000 AADT on some segments, this represents approximately 5.5 percent of the total vehicles on I-5.

**Table 3
Horizon Year 2050 Traffic Volumes**

Location	Horizon Year No Build		Horizon Year Build (Alternatives 2A/2B)		Horizon Year Truck Percent Change
	Total AADT	Truck AADT ¹	Total AADT	Truck AADT ¹	
I-5 Northbound					
North of SR-55 SB Off Ramp	182,200	10,021	185,800	10,219	2.0%
SR-55 SB	211,100	11,611	219,100	12,051	3.8%
Newport Rd.	236,700	13,019	247,400	13,607	4.5%
Red Hill Ave.	222,000	12,210	232,700	12,799	4.8%
Tustin Ranch Rd.	225,900	12,425	238,600	13,123	5.6%
Jamboree Rd. WB	216,500	11,908	228,400	12,562	5.5%
Jamboree Rd. EB	222,600	12,243	237,600	13,068	6.7%
Culver Dr. WB	207,800	11,429	222,000	12,210	6.8%
Trabuco Rd/Culver Dr.	196,000	10,780	210,100	11,556	7.2%
Culver Dr.	203,900	11,215	218,100	11,996	7.0%
Jeffrey Rd.	206,600	11,363	218,500	12,018	5.8%
SR-133 SB	194,800	10,714	205,000	11,275	5.2%
Sand Canyon Ave.	183,000	10,065	193,000	10,615	5.5%
SR-133 NB	171,300	9,422	180,300	9,917	5.3%
Barranca Pkwy HOV	177,900	9,785	187,000	10,285	5.1%
Alton Pkwy WB	168,000	9,240	176,700	9,719	5.2%
Alton Pkwy EB	155,600	8,558	163,700	9,004	5.2%
South of Alton Pkwy Off Ramp	162,100	8,916	170,200	9,361	5.0%

Table 3 (continued)
Horizon Year 2050 Traffic Volumes

Location	Horizon Year No Build		Horizon Year Build (Alternatives 2A/2B)		Horizon Year Truck Percent Change
	Total AADT	Truck AADT ¹	Total AADT	Truck AADT ¹	
I-5 Southbound					
North of SR-55 SB Off Ramp	131,900	7,255	133,400	7,337	1.1%
SR-55 SB	128,300	7,057	129,800	7,139	1.2%
Newport Rd.	241,500	13,283	262,000	14,410	8.5%
Red Hill Ave.	230,900	12,700	250,600	13,783	8.5%
Tustin Ranch Rd.	227,100	12,491	247,600	13,618	9.0%
Jamboree Rd. WB	189,000	10,395	210,400	11,572	11.3%
Jamboree Rd. EB	205,600	11,308	229,200	12,606	11.5%
Culver Dr. WB	184,000	10,120	207,500	11,413	12.8%
Trabuco Rd/Culver Dr.	184,000	10,120	207,500	11,413	12.8%
Culver Dr.	193,400	10,637	218,000	11,990	12.7%
Jeffrey Rd.	172,700	9,499	196,600	10,813	13.8%
SR-133 SB	154,600	8,503	169,500	9,323	9.6%
Sand Canyon Ave.	154,600	8,503	169,500	9,323	9.6%
SR-133 NB	137,900	7,585	152,900	8,410	10.9%
Barranca Pkwy HOV	132,200	7,271	146,900	8,080	11.1%
Alton Pkwy WB	105,900	5,825	118,700	6,529	12.1%
Alton Pkwy EB	105,900	5,825	118,700	6,529	12.1%
South of Alton Pkwy Off Ramp	110,800	6,094	123,700	6,804	11.6%
Notes:					
1. Heavy trucks make up 5.5 percent of the overall fleet for all roadway segments.					
Source: Traffic data provided by AECOM, May 31, 2016.					

Opening Year: If facility is an interchange(s) or intersection(s), Build and No Build cross-street AADT, % and # trucks, truck AADT

See above.

RTP Horizon Year / Design Year: If facility is an interchange (s) or intersection(s), Build and No Build cross-street AADT, % and # trucks, truck AADT

See above.

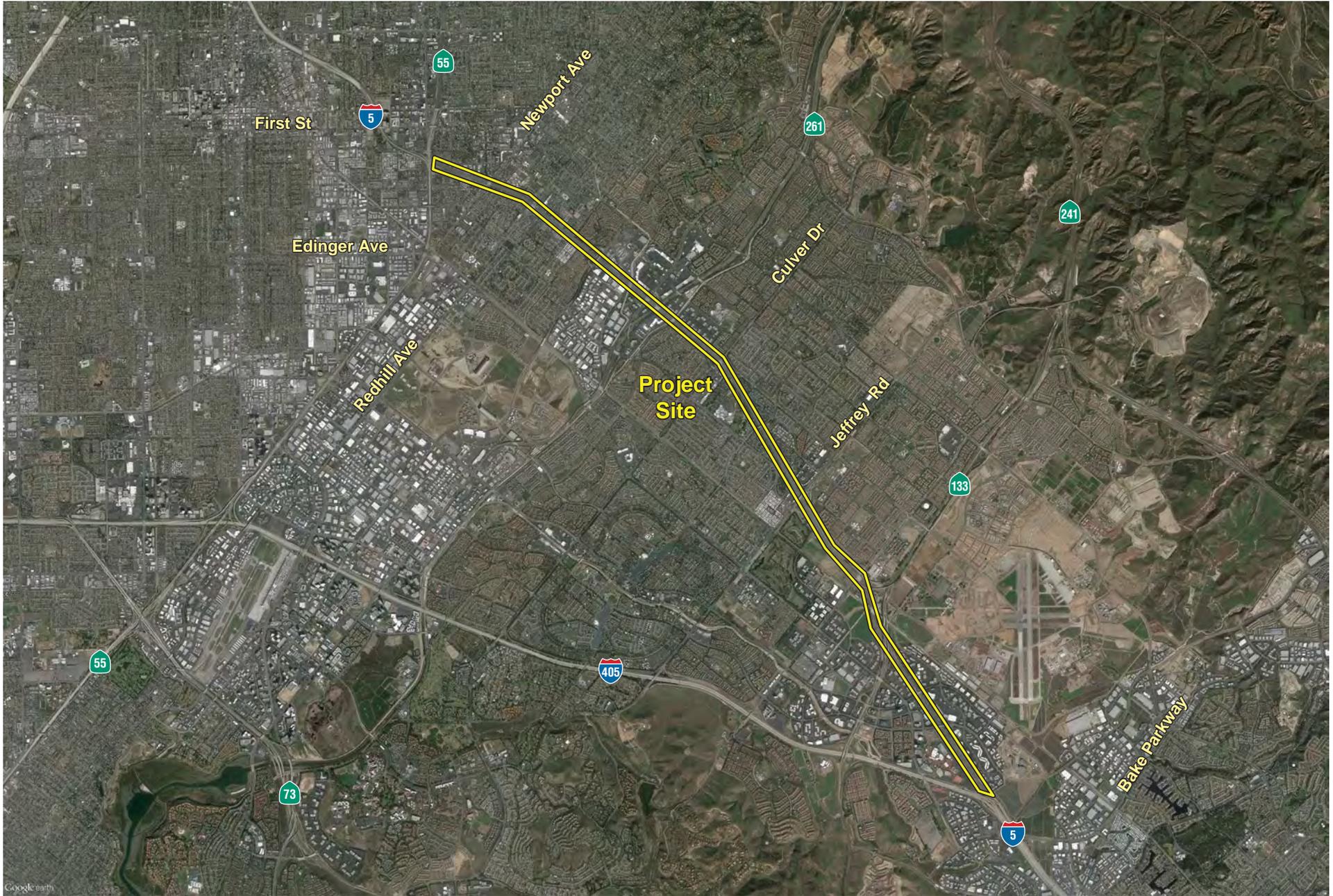
Describe potential traffic redistribution effects of congestion relief

The proposed project would improve overall performance, reduce congestion, increase ramp and mainline capacity, and improve operational deficiencies at merge and diverge locations within the project limits. The proposed project would not divert to other routes, and the travel demand volume is not predicted to vary substantially between the build and no-build conditions. Thus, local traffic is not anticipated to be redistributed.

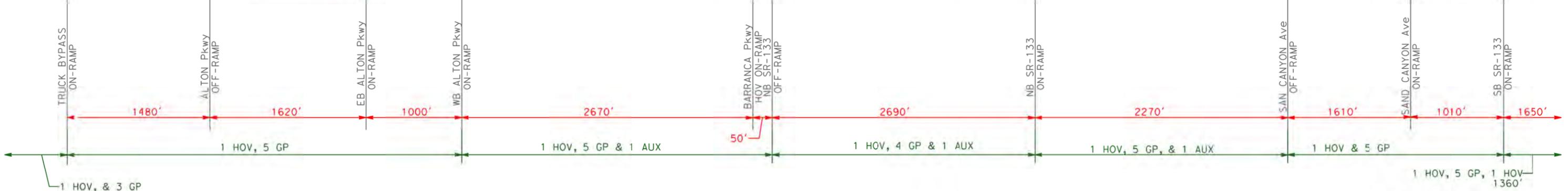
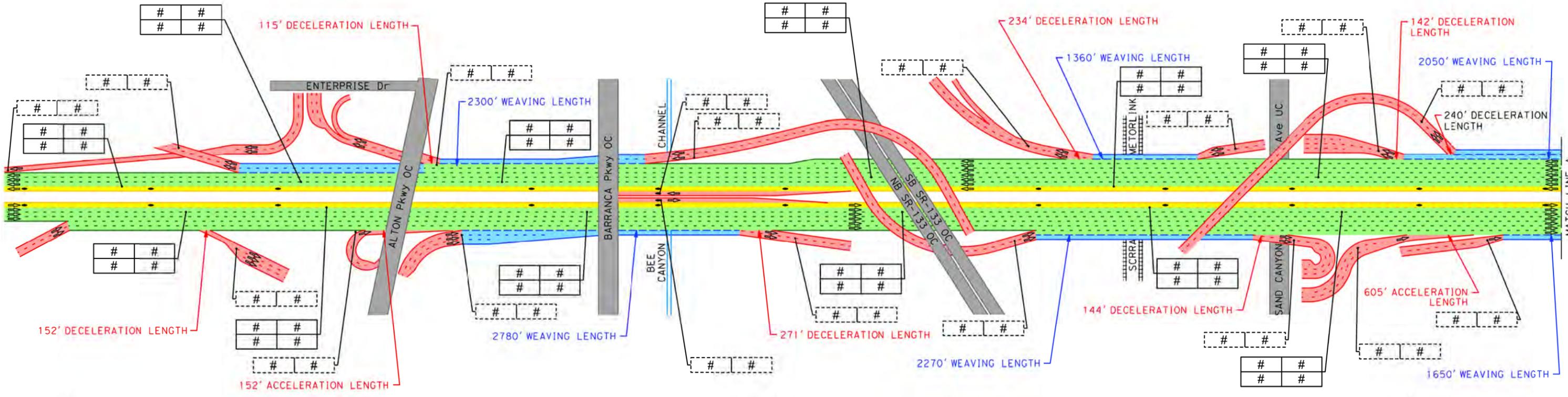
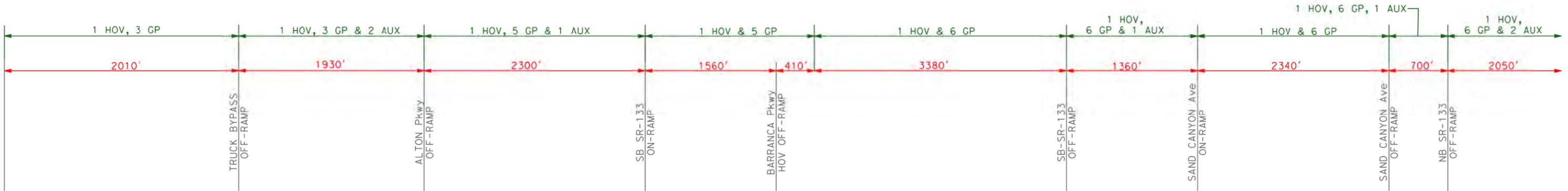
Comments/Explanation/Details

The proposed project would not conflict with an applicable plan, policy, or regulation of an agency with jurisdiction over the project. The proposed project is also consistent with Southern California Association of Governments (SCAG) Regional Transportation Plan (RTP) and Federal Transportation Improvement Program (FTIP) (RTP and FTIP ID ORA130302) and is intended to meet the traffic needs in the area based on local land use plans.

Per the criteria under 40 CFR 93.123(b)(1), the proposed project would potentially qualify as project of local air quality concern (POAQC). The project would be considered a “new or expanded highway projects that have a significant number of or significant increase in diesel vehicles” per 40 CFR 93.123(b)(1). Among the proposed project improvements, the project would add one general purpose lane in each direction to I-5 to expand an existing highway. Existing AADT volumes for each freeway segment within the project study area range from 71,580 to 168,950 AADT, which includes truck volumes that range from 3,937 to 9,292 ADT. Opening Year AADT volumes range from 106,400 to 226,000 AADT under No Build conditions and 114,100 to 233,100 under Build (Alternatives 2A/2B) conditions. Opening Year truck volumes would range from 5,852 to 12,430 AADT during No Build and from 6,267 to 12,821 AADT during Build conditions. Horizon Year No Build AADT volumes range from 105,900 to 241,500, which include truck volumes that range from 5,825 to 13,283 AADT. Horizon Year Build conditions AADT would range from 118,700 to 262,000, and truck volumes would range from 6,529 to 14,410 AADT. Traffic volumes along I-5 exceed the EPA and FHWA’s POAQC guideline of 125,000 ADT. Due to the highway expansion and the volume of vehicles, the proposed project has the potential to be a POAQC.



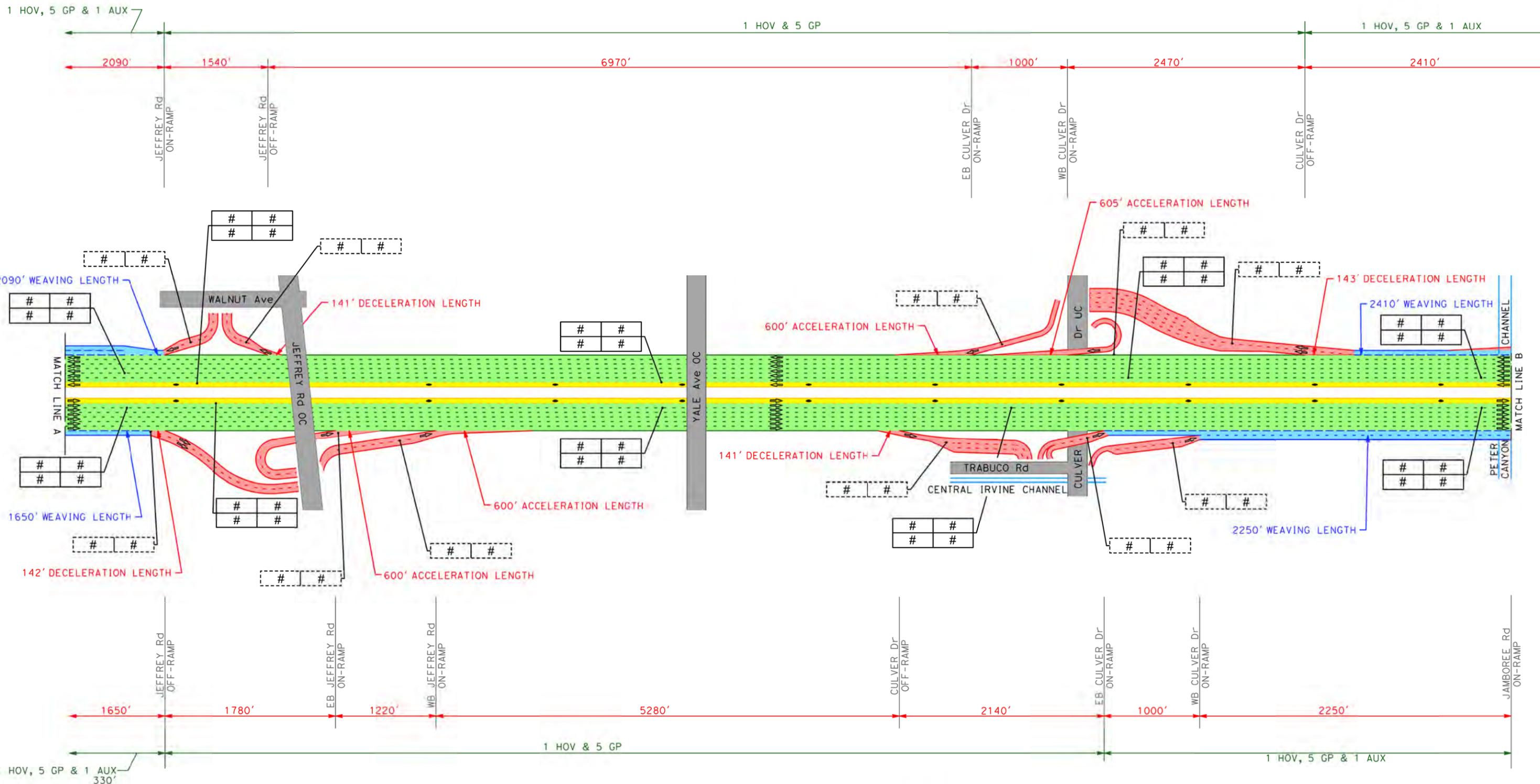
Source: Google Earth Pro, May 2016



AM PM RAMP VOLUME

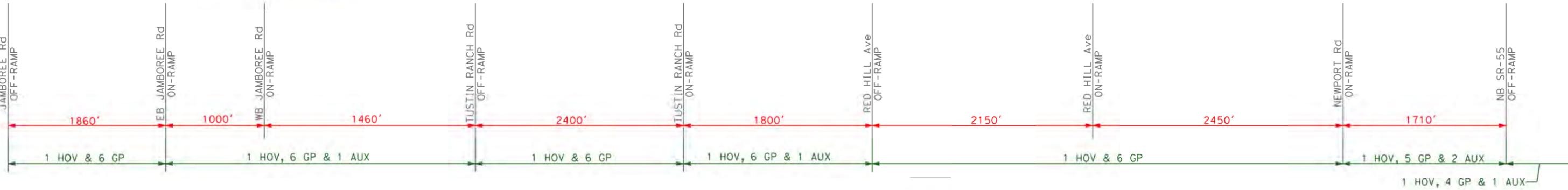
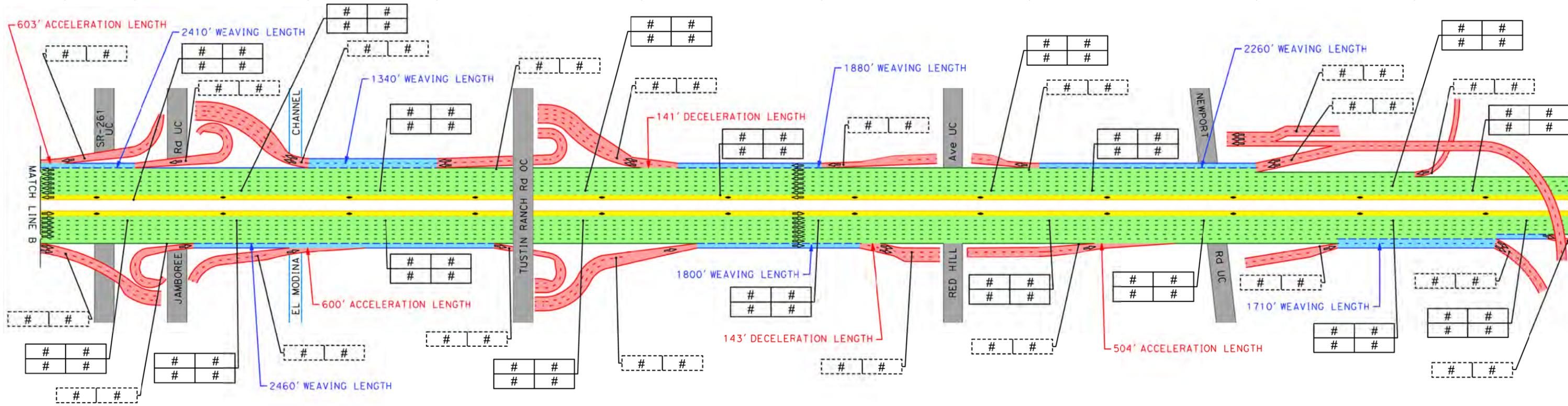
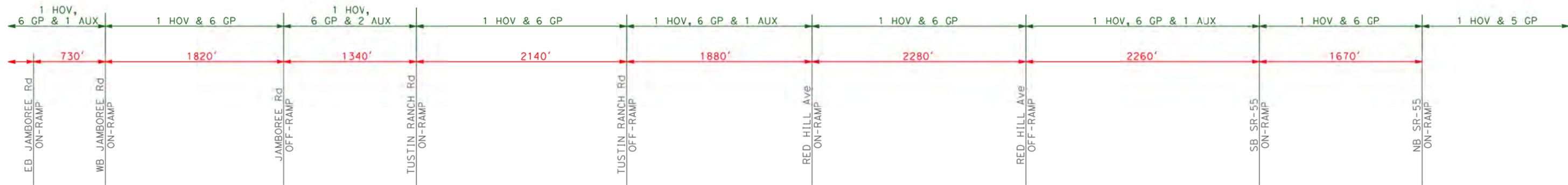
AM PM MAINLINE GENERAL PURPOSE LANES VOLUME
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- PROPOSED LANES**
- GENERAL PURPOSE LANES
 - HOV LANES
 - AUXILIARY LANES
 - RAMPS AND CONNECTORS
 - FRONTAGE ROADS



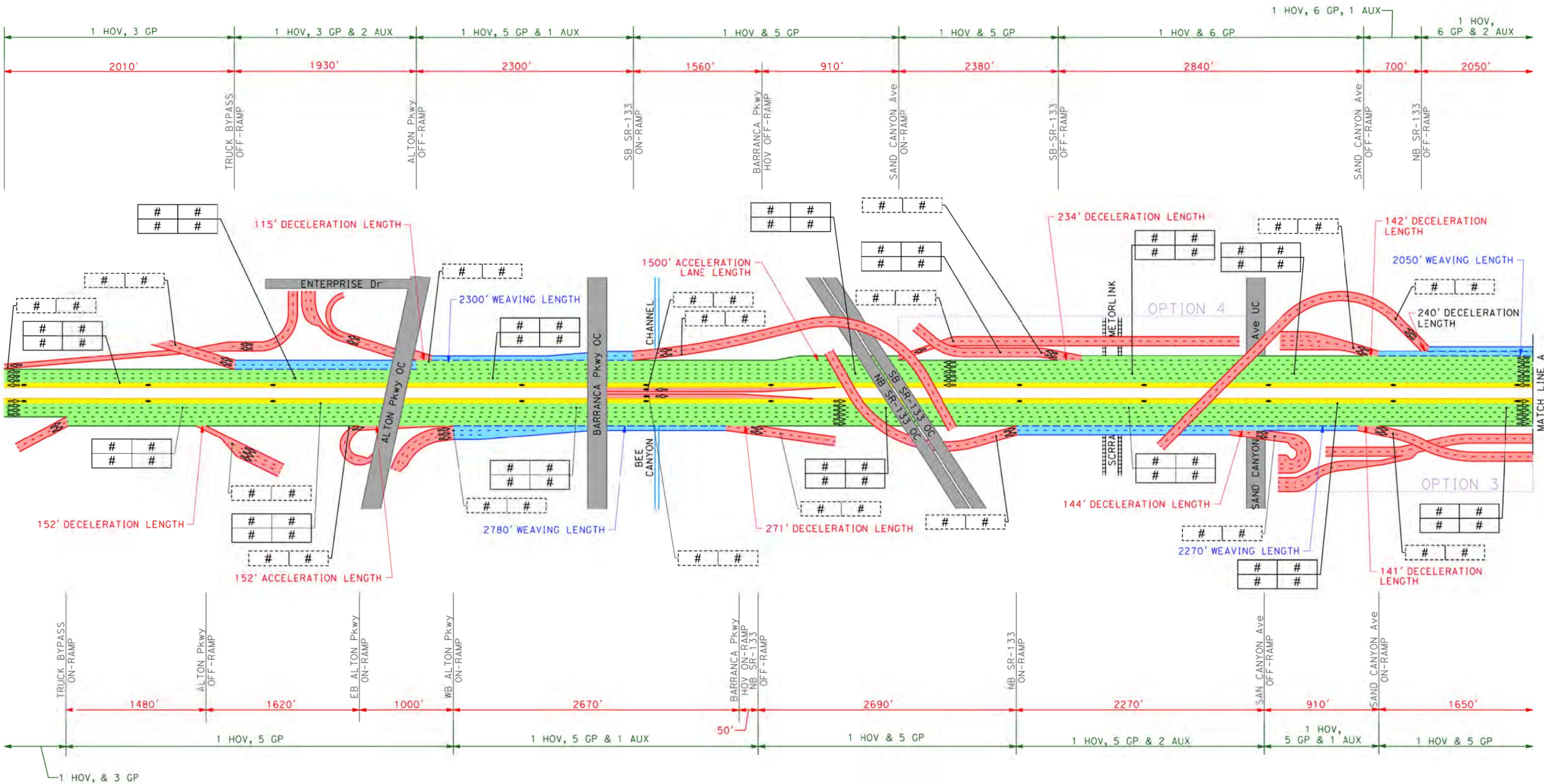
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- PROPOSED LANES**
- GENERAL PURPOSE LANES
 - HOV LANES
 - AUXILIARY LANES
 - RAMPS AND CONNECTORS
 - FRONTAGE ROADS



AM	PM	RAMP VOLUME
AM	PM	MAINLINE GENERAL PURPOSE LANES VOLUME
AM	PM	MAINLINE HOV LANES VOLUME

- PROPOSED LANES**
- GENERAL PURPOSE LANES
 - HOV LANES
 - AUXILIARY LANES
 - RAMPS AND CONNECTORS
 - FRONTAGE ROADS



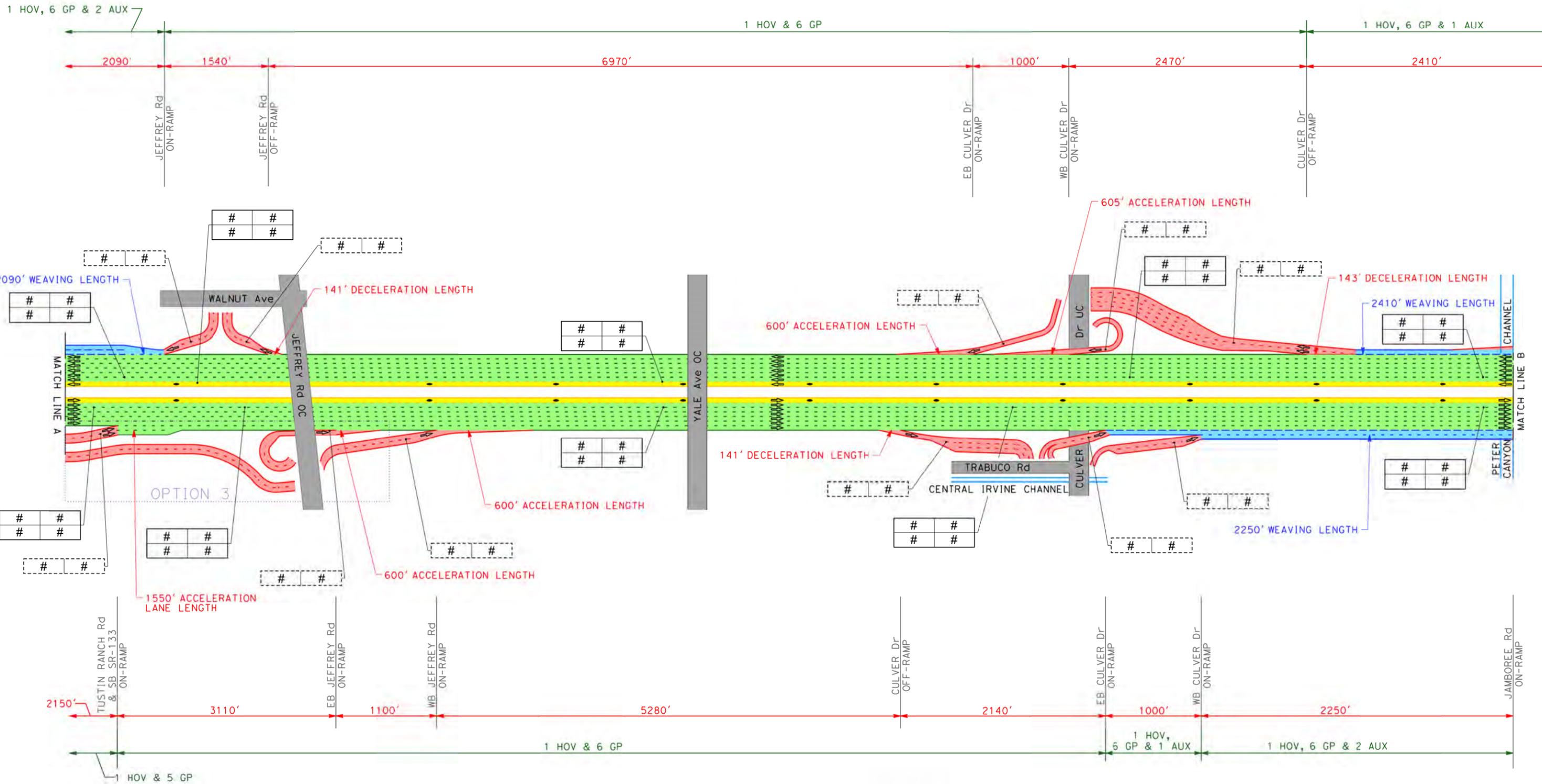
AM PM RAMP VOLUME

AM PM MAINLINE GENERAL PURPOSE LANES VOLUME
 AM PM MAINLINE HOV LANES VOLUME

PROPOSED LANES

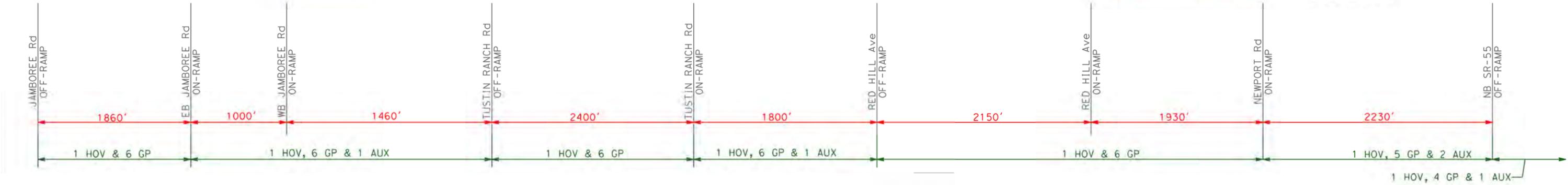
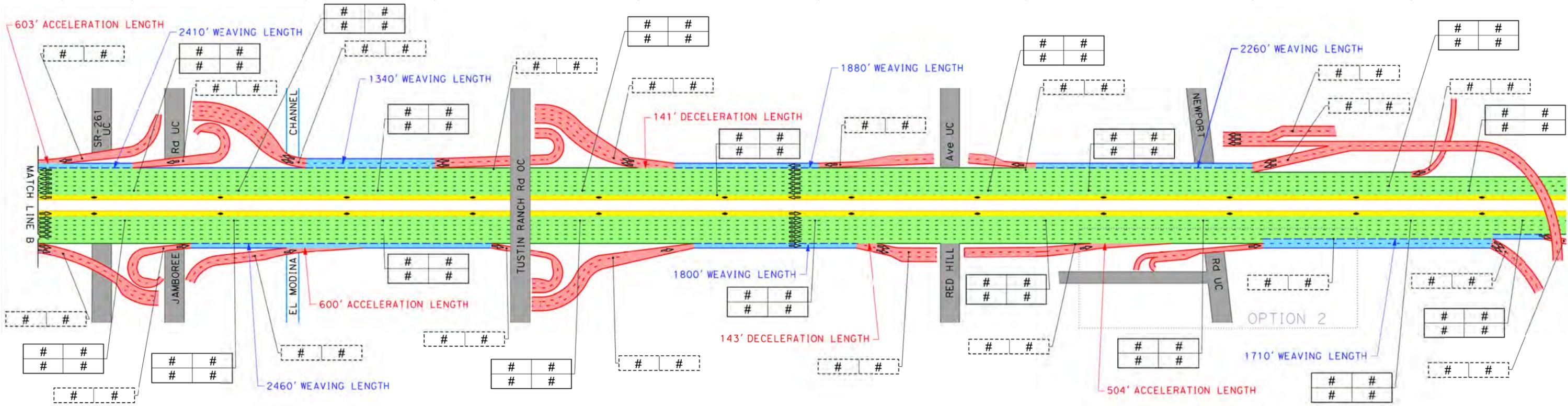
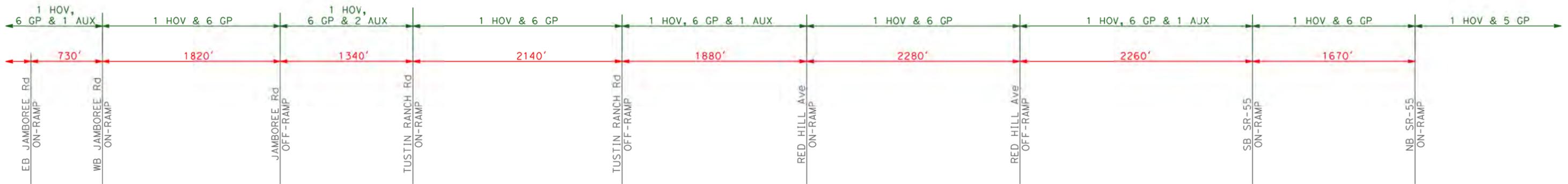
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