



Interstate 5 High Occupancy Vehicle/Truck Lanes Project
Public Scoping Meeting
June 4, 2007
Fact Sheet

PURPOSE OF THIS PUBLIC SCOPING MEETING

The purpose of this scoping meeting is to describe the proposed project to agencies and the public and to solicit input on the project purpose, alternatives, and the environmental studies and documentation that will be prepared to document and address the potential environmental impacts of the proposed improvements.

OVERVIEW OF PROPOSED PROJECT

The California Department of Transportation (Caltrans) and the Federal Highway Administration (FHWA) propose to add one high occupancy vehicle (HOV) lane in each direction on Interstate 5 (I-5) from the State Route 14 (SR-14) interchange at the southern project limit north to Parker Road. The project also proposes to add truck climbing lanes in each direction from the SR-14 interchange to Calgrove Boulevard (northbound) and Pico Canyon Road/Lyons Avenue (southbound). The project segment of I-5 crosses the City of Santa Clarita, the unincorporated community of Castaic and other parts of unincorporated northern Los Angeles County. The project area and the study limits are shown on the attached figures.

PROJECT PURPOSE

- Provide HOV lanes on the project segment of I-5, to extend the HOV facilities on I-5 south of SR-14 to the north, consistent with the Caltrans District-wide HOV Lane Program and other HOV lanes being constructed on I-5 south of the project limits.
- Provide truck climbing lanes to reduce delays to other vehicles and to reduce accidents caused by slower moving trucks.
- Improve the person and goods throughput on the project segment of I-5 by focusing on the provision of HOV and truck climbing lanes.
- Reduce existing and forecasted traffic congestion on the project segment of I-5.

IDENTIFIED ALTERNATIVES/DESCRIPTIONS

Alternative 1 is the “no build” alternative. This will maintain the current configuration of the existing freeway, i.e. no improvements to the mainline freeway only approved/pending local interchange improvements. The HOV and truck lanes will not be added and the congestion and operational problems in this segment will not be alleviated.

Alternative 2 is the first build alternative referred to as the “Constrained Alternative” or “Non-Standard Alternative”. Alternative 2 proposes to add one HOV lane in each direction from the I-5/SR-14 interchange (southern project limit) to the Parker Road interchange (northern project limit). Alternative 2 also proposes to extend the existing truck lanes in each direction from the I-5/SR-14 interchange to the Calgrove interchange in the northbound direction and the Pico/Lyons interchange in the southbound direction. This alternative proposes to construct the improvements within the existing state right of way (ROW) with the exception of new ROW for obtaining standard stopping sight distance. This alternative proposes reduced median and shoulder widths that are less than standard widths.

Alternative 3 is the second build alternative and is called the “Standard Alternative”. Alternative 3 proposes the same improvements as Alternative 2, with standard median and shoulder widths and HOV enforcement areas. Additional ROW will be required to provide for the Standard Alternative.

Alternative 4 is the third build alternative, and is called the “Two HOV Lanes Alternative”. Alternative 4 would build out this roadway section to full buildout as contemplated in the Transportation Concept Report (TCR) approved by Caltrans in November of 1998.

Alternative 4 proposes to add two HOV lanes in each direction from the I-5/SR-14 interchange to a transition point north of Valencia Boulevard and south of Magic Mountain Parkway. From there, up to the northern project limit at the Parker Road interchange, it proposes to add one HOV lane. Alternative 4 also proposes to extend the existing truck lanes in each direction from the I-5/SR-14 interchange to the northern project limit at the Parker Road interchange. Alternative 4 proposes standard median and shoulder widths and HOV enforcement areas. Additional ROW will be required to provide for this full buildout alternative.

COMMON DESIGN FEATURES

- Up to 9 bridges may be widened and up to 4 bridges may be replaced
- Retaining walls to avoid or minimize ROW acquisition and/or impacts to local streets
- Ramp modifications
- Roadway improvements to meet standard stopping sight distances
- Utility relocations within local roads and adjacent to state ROW

ENVIRONMENTAL PROCESS

The California Department of Transportation (Caltrans) and the Federal Highway Administration (FHWA) propose to prepare detailed technical studies and an Environmental Impact Report/Environmental Impact Statement (EIR/EIS) to address the potential environmental impacts of the proposed project, consistent with the requirements of the California Environmental Quality Act and the National Environmental Policy Act.

A Notice of Intent (NOI) and Notice of Preparation (NOP) have been circulated for public review by FHWA and Caltrans, respectively. The NOI and NOP outline the project purpose, alternatives and potential environmental effects. The NOI and NOP are available for review at the City of Santa Clarita and at local libraries. A copy of the NOI and NOP can also be requested from Caltrans.

PROJECT SCHEDULE

Scoping Meeting	June 4, 2007
NOP/NOI/Public Scoping Period Ends	June 29, 2007
Public Review of Draft EIR/EIS	Early 2008
Final EIR/EIS	Summer 2008
Record of Decision	Fall 2008
Start Construction	Fall 2009

WHAT YOU SHOULD DO

We welcome your comments on the proposed project and the anticipated environmental studies. If you have any comments regarding the proposed project and the environmental analyses, please provide written comments on the comment cards available at this meeting or send your written comments to Caltrans via postal mail to:

Carlos Montez, Senior Environmental Planner
California Department of Transportation, District 7
Division of Environmental Planning, MS16A
100 South Main Street
Los Angeles, CA 90012-3712

You may also submit comments via e-mail to: carlos_montez@dot.ca.gov

The close of the comment period is June 29, 2007

WHAT HAPPENS AFTER THIS?

After comments are received from agencies and the public, Caltrans and FHWA will complete the project technical studies, and the Draft EIR/EIS. The Draft EIR/EIS will be distributed to agencies and the public for review and comment.

