

State of California
DEPARTMENT OF TRANSPORTATION

Business, Transportation and Housing Agency

Memorandum

To: Edward Dolan, Associate Environmental Planner,
Caltrans District 12

Date: August 8, 2012
Files: 12-OCA-I-5/PM 29.10-34.00

From: Department of Transportation – District 12
Right of Way Relocation Assistance

Subject: **I-5 (SR-55 to SR-57) HOV Lanes Improvement Project (EA# 0C8900)**
Final Relocation Impact Memorandum

It has been determined that there is no significant impact to owners, tenants, businesses or persons in possession of real property to be acquired who would qualify for relocation assistance benefits or entitlements under the Uniform Relocation Assistance and Real Property Act of 1970.

The Orange County Transportation Authority (OCTA), in cooperation with the California Department of Transportation (Caltrans), proposes improvements to Interstate 5 Freeway (I-5) between State Route 55 (SR-55) and State Route 57 (SR-57), within the cities of Tustin, Santa Ana and Orange in Orange County. The proposed project includes the addition of one HOV lane in each direction on I-5. The proposed project consists of two built alternatives (Alternative 2A/2B and Alternative 5A/5B). Regardless of which alternative is selected, all proposed improvements (under both alternatives) would be constructed within Caltrans' existing Right of Way (ROW) limits and/or within City ROW limits. In addition, temporary construction-related activities (staging areas and easements) would also be located within Caltrans' ROW limits and/or within City ROW limits. The proposed project alignment (Alternative 2A/2B and 5A/5B) includes the adjustments of the following entrances/exit ramps:

• SB I-5 Grand Avenue HOV entrance ramp	• Santa Clara Avenue to NB I-5 entrance ramp
• SB I-5 to Santa Ana Boulevard exit ramp	• Westbound (WB) SR-22 to NB I-5 entrance ramp
• 17 th Street to SB I-5 entrance ramp	• Eastbound (EB) SR-22 to SB I-5 connector
• SB I-5 to 17 th Street exit ramp	• SB I-5 to EB SR-22 connector
• NB I-5 to 17 th Street exit ramp	• Northbound (NB) I-5 to NB SR-57 connector
• SB I-5 to Main Street/Broadway exit ramp	• Main Street to SB I-5 Entrance ramp

In addition, the following proposed improvements would be implemented as part of Alternative 2A/2B and Alternative 5A/5B.

- Reconstruction or the new construction of retaining walls, within the State ROW limits and along the proposed edge of the shoulder at select locations to accommodate freeway widening and ramp reconstruction.
- Closure of the HOV barrier gap (between Lincoln Avenue and north of 17th Street) and relocation of the existing HOV concrete barriers on the northbound (NB) side of I-5 between Lincoln Avenue and the Santa Clara Avenue over-crossing entrance ramp.
- Relocation of the existing center median concrete barrier at various locations to facilitate the HOV lane additions.

- Relocation of the existing drainage inlets along the existing concrete barriers. These inlets would need to be removed and reconstructed in new locations accordingly.
- There are design options that would apply to each of the two build alternatives under evaluation. These design options involve existing structures that may be removed, including the Main Street HOV drop exit and entrance ramps and the SB I-5 First Street “horseshoe” exit ramp. These SB I-5 first Street ramp design options are independent of the HOV alternative selected.
- Relocate overhead sign structures to allow freeway widening and install new overhead sign structures for the two HOV build alternatives.
- Construct Storm Water Treatment BMPs where feasible within the existing right of way.

A field review of the proposed project alignment was conducted to determine the potential impact on the residential and nonresidential units/uses. Additionally, Caltrans Right of Way Division analyzed the engineering design of the proposed alignment (Alternative 2A/2B and Alternative 5A/5B) to determine the extent of property acquisition that would be required to determine whether any residential or nonresidential units would be displaced by the proposed project. The analysis determined that the proposed project alignment would not displace any residential or nonresidential units eligible for assistance under the Uniform Relocation Assistance and Real Property Act of 1970, as amended. Relocation resources shall be available to all displacees free of discrimination.

The analysis also concluded that no adjacent parcels outside Caltrans’ ROW limits and/or the City’s ROW limits would be needed as part of project implementation. As shown in the attached exhibit and confirmed in the field, there are no structures (residential and nonresidential units/uses) within the project area.

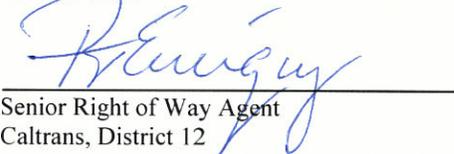


Jason Reynolds
Associate Principal
AECOM

8/8/12

Date

APPROVED:



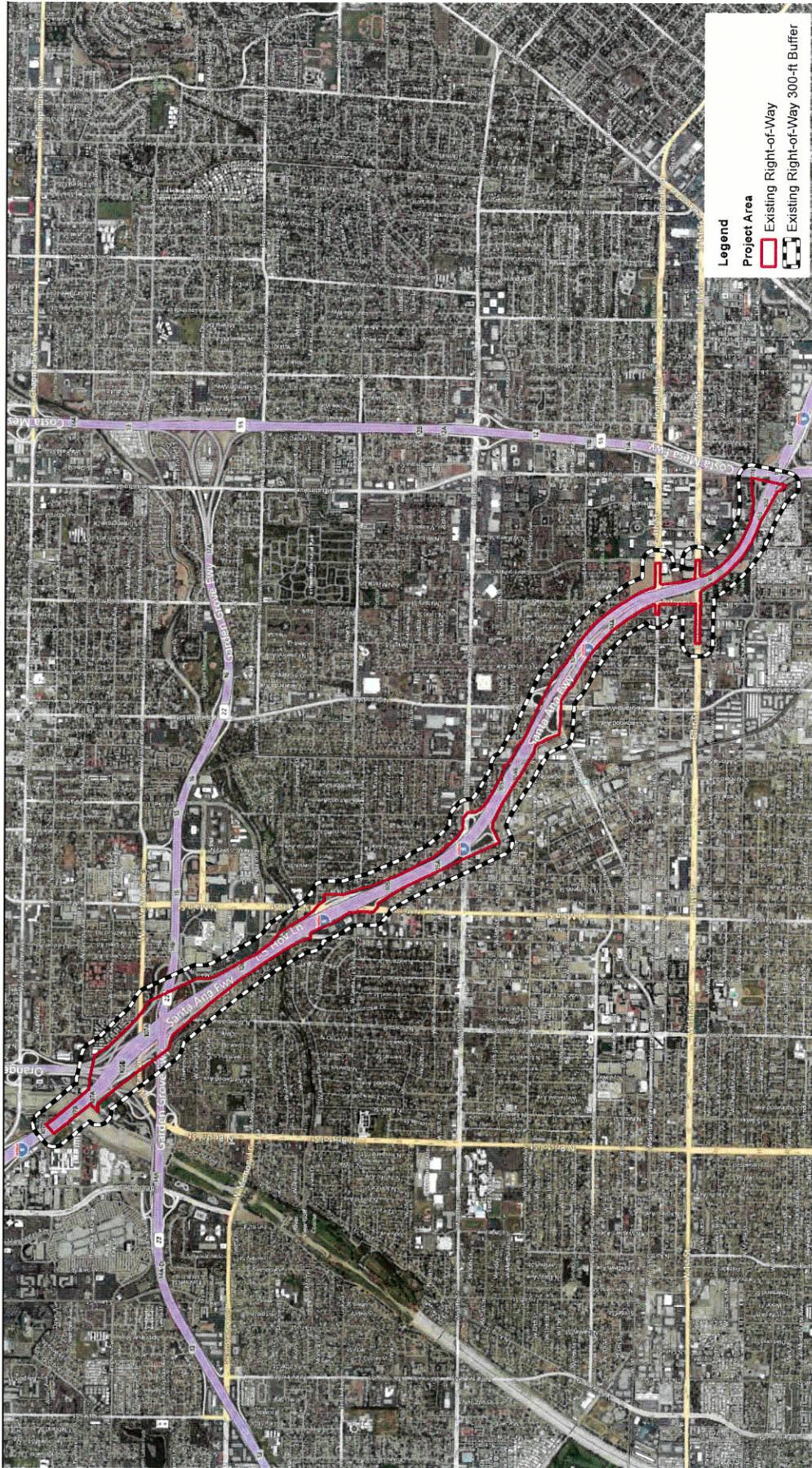
Senior Right of Way Agent
Caltrans, District 12

8/13/12

Date

cc: Region/District RW DDC
Region/District P&M

I-5 Final Relocation Impact Memorandum



Source: ESRI 2012, AECOM Transportation 2012



OCTA Interstate 5 HOV Lanes

Path: P:\2012\002\000\002056_1_Legend\Project\ProjectArea.mxd, 5/10/2012, leg

Project Area

Legend

Project Area

- Existing Right-of-Way
- Existing Right-of-Way 300-ft Buffer