



State Route 91 Widening Project

CALIFORNIA DEPARTMENT OF TRANSPORTATION

What is the SR-91 Widening Project?

State Route 91 (SR-91) in Orange County was originally constructed in the 1960s as a controlled access freeway. A major effort to improve traffic capacity began in 1992 with the construction of the SR-91 toll lanes and the SR-241 toll road.

The SR-91 is generally an 8 to 10 general-purpose lane freeway with auxiliary lanes.

The SR-91 express/toll lanes provide two additional lanes in each direction. The toll lanes in the median are operated and maintained by OCTA (Orange County Transportation Authority) under a franchise agreement with the State. The Santa Ana River parallels the project area to the north of SR-91, and several residential and commercial communities are located south of SR-91.

SR-91 is a major east-west freeway that extends from Interstate 110 (I-110) in the City of Gardena in Los Angeles County east through Orange County, where it intersects Interstates 710 (I-710), 605 (I-605) and 5 (I-5), as well as State Route 57 (SR-57), SR-55 and SR-241. SR-91 extends further northeast beyond the project

limits to the City of Riverside in Riverside County.

The purpose of the project is to reduce traffic congestion, improve operational deficiencies and comply with Department design standards on SR-91 between SR-55 and SR-241. The project will accomplish the following objectives:

- Enhance mid-term capacity for SR-91.
- Improve operational characteristics, such as weaving and lane efficiency at ramp junctions.
- Widen the existing 11-ft lane and 2-ft right shoulder within a portion of the project limit to the standard width of 12-ft lane and 10-ft right shoulder.

Project Area

The project area lies within the northeastern portion of the City of Anaheim and the southeastern portion of the City of Yorba Linda. There are two parallel arterial roadway corridors, La Palma Avenue and Santa Ana Canyon Road, within the project limits that are currently being utilized in lieu of SR-91. The Featherly Regional Park, the Santa Ana River and the Santa Ana River Trail border the north

side of SR-91. To the south, the area is predominantly bordered by Peralta Canyon Park, and portions of a Natural Communities Conservation Program (NCCP) area.

The project will cover a six-mile stretch on SR-91 with the addition of one lane on the eastbound direction from SR 55/91 interchange to east of Weir Canyon Road on-ramps; and on the westbound direction from west of SR 91/241 interchange to west of Imperial Highway (SR-90) on ramps near the cities of Yorba Linda and Anaheim. In addition to adding a lane in each direction, a soundwall will be built on the eastbound direction beginning 2,000 feet east of Imperial Highway to about 1,000 feet west of the CHP weigh station.

Start Date

Construction is expected to begin in August 2011 for the SR-91 Widening Project and is expected to be completed by September 2012. The construction work period will consist of 275 working days.

Why is this project necessary?

Currently, State Route 91 experiences heavy peak-hour congestion and traffic delays



due to high traffic volumes and lane merging movements. The average daily traffic (ADT) averages between approximately 145,000 and 174,000 vehicles daily in the eastbound direction and between approximately 140,000 and 160,000 vehicles daily in the westbound direction. Travelers experience congestion during the week in both AM/PM peak periods, on holidays and during weekends. Traffic volumes along SR-91 are projected to increase over the next 24 years. By 2014, traffic is projected to increase to an average of approximately 158,000 and 190,000 vehicles per day in the eastbound direction and 153,000 and 175,000 vehicles per day going westbound.

By 2035, those numbers are expected to increase from approximately 193,000 and 231,00 vehicles daily headed eastbound and 186,000 and 213,000 vehicles daily going westbound.

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Project Elements

- Widening the freeway by adding one lane in each traffic direction and adjusting all lanes and shoulders to standard width.

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- Additional capacity would be expected to reduce congestion, decrease the accident rate and ease traffic

weaving to achieve more efficient operation.

- The existing auxiliary lanes, which will be removed due to the lane addition, would be restored in kind. The existing mainline and freeway ramps would be reconstructed to Caltrans standards.

- The project will widen the bridge for Imperial Highway (SR-90) and the Weir Canyon Road Undercrossing in both the eastbound and westbound directions.

- The on and off-ramps will be reconstructed to accommodate the mainline widening and will join the existing ramps at a various distance from the existing ramp termini. There is no proposal to rehabilitate the existing ramp lanes.

- All ramp lane width will be 12 ft or wider for truck turning, and all shoulder width will be 4 ft and 8 ft for left and right shoulders, respectively.

- Existing traffic striping will be replaced with new striping within the project limit on both existing pavement and new widening pavement.

- The project will encompass a stretch of six miles. There will be 13 lane miles added between SR-55 to the SR-241 connector.

Project Status

- All existing traffic lanes shall be maintained during construction. Toll lane operation shall be unaffected.

- Construction will begin August 22, 2011 and completion is estimated to be September 2012. There will be 275 working days.

- Initial stage of construction will require various ramp closures on the EB direction from Route 55 to Route 241.

- WB direction from Weir Canyon Rd to Lakeview Avenue will have various full freeway closures to restripe and to set K-rails. This work will be performed during the first one or two months of starting construction.

- During the initial staging to reconfigure the freeway striping and set K-rails, the Route 91 Express Lanes, will be closed at various times.

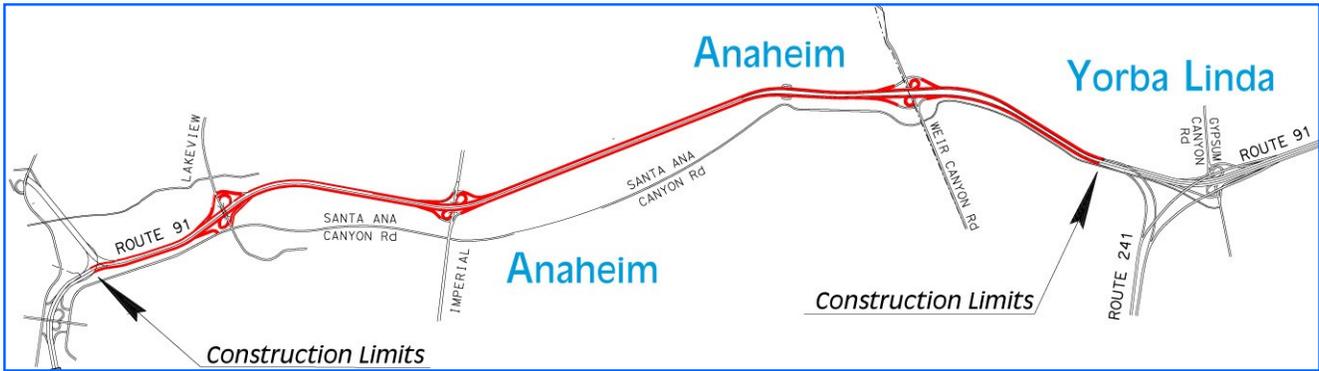
Contact Information

For more information you may visit our project website at www.dot.ca.gov/dist12/sr91_widening

You may also contact Gloria Roberts, Caltrans District 12 Project Outreach Manager at (949) 724-2695 or (949) 724-2000; and Fernando Chavarria, OCTA, at (714) 560-5306.

Funding Source

The SR-91 Widening Project is estimated at a cost of \$61.6 million and is being funded by the State Transportation Improvement Program (STIP), the Corridor Mobility Improvement Account (CMIA), and Measure M2.



Frequently Asked Questions

Why is this project needed?

The project is needed due to a lack of freeway capacity and roadway deficiencies and to comply with legislation for performance improvements.

Where will the project take place?

The project is located in Orange County on State Route 91 (SR-91) from the SR-91/State Route 55 (SR-55) interchange to east of the Weir Canyon Road on-ramp, and on SR-91 westbound from west of the SR-91/SR-241 interchange to the SR-90/SR-91 separation. The project covers a distance of six miles.

Will I be able to drive through the toll lanes during construction?

Yes. Toll lane operation will be unaffected.

How long will construction last?

Construction began August 22, 2011 and completion is estimated to be September 2012. There will be 275 working days. Detour signs and changeable message signs will alert motorists to construction in the proposed area.

Where can I go for updated closure information?

Caltrans will post project information on its website at www.dot.ca.gov/dist12/sr91_widening.htm. You can also visit us on Facebook at www.facebook.com/pages/Caltrans-District-12 and Twitter at <https://twitter.com/Caltrans12>

