

North Coast Corridor Interstate 5 Express Lanes Project

At Caltrans, we continue to work through the environmental review process on the I-5 Express Lanes Project, which is part of the larger North Coast Corridor (NCC) Program.

We are pleased to report that a monthly feature on the NCC Program began running in the Coast News last month. The inaugural article is on the selection of the Express Lanes only option for improvements proposed for I-5.

Please click on the image of the Coast News on the right to read the full article.

The proposed I-5 Express Lanes Project would add two Express Lanes to the highway in each direction separated from the existing general purpose lanes by a painted, striped buffer between La Jolla and Oceanside. The new Express Lanes will accommodate carpools, vanpools, buses and single occupancy vehicles using FasTrak®. The project will help improve travel times and reduce congestion on I-5.

The I-5 Express Lanes Project is part of a package of improvements within the NCC Program, which also includes significant rail, environment and coastal access improvements. Over the course of the next year, articles that appear in the Coast News will include regular updates on all facets of the NCC Program.

For more information about the NCC Program or to receive updates, please visit KeepSanDiegoMoving.com. Thank you for your continued interest, and please consider sharing this email with your friends and neighbors.

Sincerely,

Allan Kosup

I-5 Corridor Director

THE COAST NEWS

MAKING WAVES IN YOUR NEIGHBORHOOD

SEPT. 30, 2011

Express lanes proposed for I-5

COAST CITIES — After more than six years of deliberation, feedback from the public, numerous technical and environmental studies, and coordination with local, state and federal agencies, the California Department of Transportation and the Federal Highway Administration recently outlined a plan to add two express lanes in each direction on Interstate 5 from La Jolla to Oceanside.

The proposed I-5 Express Lanes Project would add two express lanes to the highway in each direction separated from the need of the overarching North Coast Corridor Program; has the least overall environmental impacts; requires fewer acquisitions of right of way; requires fewer property relocations; and has the lowest construction costs — estimated at \$3.4 billion.

According to Kosup, the project will not only help reduce traffic congestion in North County, but it also offers transportation flexibility for the future.

"It achieves this with the smallest footprint of all the options studied, minimizing the impact on our communities

ing to Caltrans.

Caltrans and the San Diego Association of Governments will now finalize the project's Public Works Plan. This document essentially serves as the blueprint for implementing rail, highway, transit and bike and pedestrian projects, while providing a framework to ensure the protection of environmental resources, water quality and coastal access.

Pending consideration and approval of the plan by the California Coastal Commission, Caltrans anticipates beginning work on the

Please click the image above to read the full article.