



SR-74 Safety Improvement Project

Improve Safety and Operation of Roadway

Fact Sheet

Project Background

Within the project limits, State Route 74 (SR-74) serves San Juan Capistrano and the communities of western Orange County. The SR-74 corridor is a winding mountainous alignment with limited places for passing, vehicle turnouts, or emergency clear zones. SR-74 begins at Interstate 5 (I-5) and ends at Interstate 15 (I-15) with one lane in each direction, and it carries an Annual Average Daily Traffic (AADT) of approximately 11,000 vehicle per day (vpd). Within the study area, SR-74 is an undivided highway that consists of mountainous terrain, steep cut and fill slopes, and non-standard geometric features such as horizontal curve radii, lane and shoulder widths, and sight distances. On the western portion of the project, the highway has 11 to 12-foot lanes with an unpaved or non-standard shoulder in each direction at various locations. The segment east of the San Juan Canyon Bridge, the existing roadway has two standard 12-foot lanes and 4-foot shoulders, which was completed in May 2009.

This project addresses issues identified by the California Department of Transportation (Caltrans) District 12's Traffic Safety branch and is intended to reduce the severity and number of collisions in this area by improving visibility and the operational condition of the roadway. The benefit of the project is to enhance the safety and operation of the roadway.

Project Location and Limits

The Project is located in Orange County, on the SR-74, also known as Ortega Highway. It is 0.8 miles west of the Hot Spring Canyon Road to the Orange/Riverside County line in an unincorporated area of the County of Orange and the Cleveland National Forest. The project excludes San Juan Canyon Bridge. The project limits extend for 5.05 miles (San Juan Canyon Bridge limits excluded).

Project Improvements

- Apply High Friction Surface Treatment (HFST) to the existing asphalt concrete (AC) roadway surface to improve roadway traction in wet conditions
- Construct a continuous 4-foot shoulder in both directions and widen the existing non-standard lanes to standard 12-foot lanes between PM 11.50-13.28
- Improve the existing superelevation rate of the roadway at the San Juan Fire Station (PM 12.50/12.60)
- Add safety lighting and 10-foot shoulders adjacent to the San Juan Fire Station
- Add drainage features to the roadway to minimize runoff onto the pavement at various locations
- Improve the existing drainage systems throughout the project limits

Project Schedule

- Begin Design - Early 2019
- Plans, Specification & Estimates (PS&E) - Early 2020
- Begin Construction - Early 2021

Project Cost

- Construction Capital: \$35.6 M
- Funding Source: State Highway Operations and Protection Program (SHOPP)
- CEQA/NEPA Lead Agency: Caltrans

Public Participation

- Documents are available for review at <http://dot.ca.gov/d12/DEA/74/0P030>
- Submit public comments from **March 2, 2018** to **April 2, 2018** at D12.SR74Safety@dot.ca.gov

Project Contacts

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