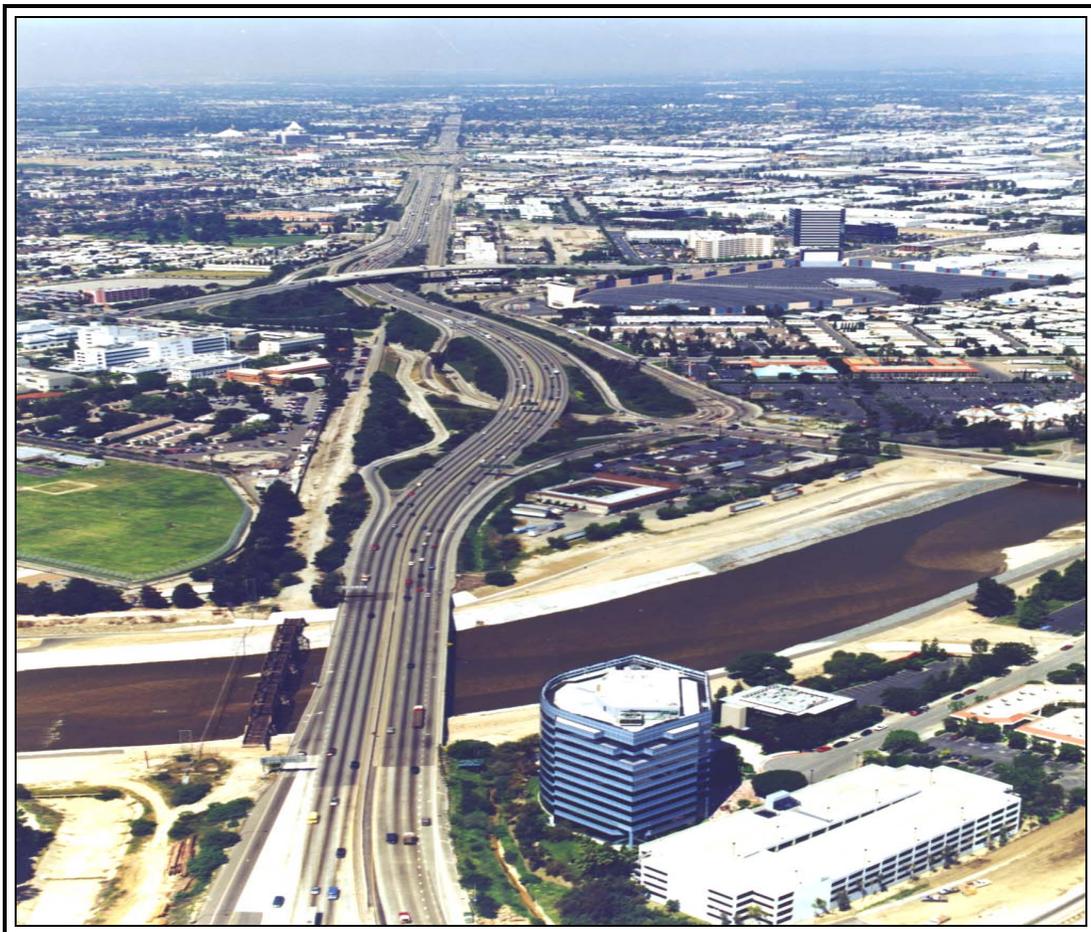


# EXECUTIVE SUMMARY



## ROUTE CONCEPT REPORT INTERSTATE ROUTE 5 SAN DIEGO/SANTA ANA FREEWAY 12-ORA-05 -PM 0.00/44.38



APRIL 2000



**EXECUTIVE SUMMARY**  
**ROUTE CONCEPT REPORT**  
**INTERSTATE 5**  
**SAN DIEGO/SANTA ANA FREEWAY**  
**12-ORA-05-0.00/44.38**

**Prepared by District 12 Division of Planning**

**APRIL 2000**



**CALTRANS DISTRICT 12 APPROVAL**

Recommended For  
Approval by:

Approval by:

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Judy L. Heyer  
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Division of Planning

\_\_\_\_\_  
Ken Nelson  
Acting District Director

Date \_\_\_\_\_

Date \_\_\_\_\_

# EXECUTIVE SUMMARY

## ROUTE CONCEPT REPORT

### INTERSTATE 5 SAN DIEGO/SANTA ANA FREEWAY 12-ORA-05-0.00/44.38

#### SUMMARY

#### INTERSTATE 5

Interstate 5 (I-5), is the major north-south route that is used for inter-regional, interstate, and international travel and goods movement. It traverses diagonally about forty four miles through Orange County from San Diego County on the south to the Los Angeles County on the north. It serves as the backbone of Southern California Transportation network, connecting the major urban centers of Los Angeles, Orange, and San Diego Counties. The average daily traffic (ADT) varies from 115,000 to over 300,000 vehicles. Most major state and local routes in the county intersect I-5. Starting in 1988, there has been extensive widening on I-5 from SR-1 (PM 6.69) to the SR-91 (PM 42.10) interchange. The widening on I-5 between SR-1 and SR-22/SR-57 interchange was completed in early 1997. The widening project from the 5/22/57 (PM 34.00) interchange to SR-91 (PM 42.10) will be completed by late year 2000. Commuters on I-5 experience some morning and afternoon congestion on the recently completed segments, but much less than before. The remaining segments in the North County will see relief within a year.

#### ROUTE CONCEPT

The Concept for this route is to provide the best Level of Service (LOS) possible and reduce the duration of congestion. If no capital improvements are made in the I-5 corridor, it is anticipated longer traffic delays will occur. All existing construction projects are assumed completed for Concept, Null (projects under construction and funded), and Traffic Operations Strategies (TOPS) alternatives.

For planning purposes, the route has been divided into ten segments shown below and on the *Strip Map*.

Recommended changes from existing are shown in ***bold italic***:

## LOS SUMMARY TABLE

Seg	Postmile	Limits	1998 No. Lanes Peak Hour LOS	2020 Concept No. Lanes Peak Hour LOS	TOPS LOS
1	0.00/3.40	San Diego County Line to Avenida Pico	8 E	8 F0	E0
2	3.40/6.69	Avenida Pico to SR-1	8 E	8 + 2 <b>HOV</b> +Aux *	E0
3	6.69/9.60	SR-1 to SR-74	8 + 2 HOV E	8 + 2 HOV+Aux F3	E0
4	9.60/12.32	SR-74 to SR-73	10 + 2 HOV E	10 + 2 HOV F1	E0
5	12.32/21.3	SR-73 to I-405	8/14 + 2/4 HOV F2	8/14 +2/4 HOV+Aux F3	E2
6	21.30/23.09	I-405-to SR-133	8 + 2 HOV D	8 + 2 HOV F2	E0
7	23.09/30.26	SR-133 to SR-55	10 + 2 HOV +Aux F0	10 + 2 HOV+Aux F3	E0
8	30.26/34.00	SR-55 to SR-22/57 IC	10 + 2 HOV +Aux F1	10 + 4 <b>HOV</b> +Aux F3	E0
9	34.00/42.10	SR-22/57 IC to SR-91	6 F3	8 + 2 HOV+Aux F3	E1
10	42.10/44.38	SR-91 to Los Angeles County Line	6 F2	8 + 2 HOV F3	E0

\* Auxiliary lanes where feasible

The Concept assumes that Foothill Transportation Corridor South (now known as Southern Orange County Transportation Infrastructure Improvement Project SOCTIIP) alignment would parallel San Diego/Orange County line before intersecting I-5 near Basilone Road in San Diego County. If the SOCTIIP alignment would interconnect I-5 north of the county line, then major freeway improvement will be needed to accommodate additional traffic demand. A separate study will be conducted to determine what the impact would be on I-5 between San Juan Capistrano and San Diego County line if the SOCTIIP Toll Road project were not constructed between I-5 and the terminus of SR-241 near Oso Parkway. The Concept also includes the extension of existing SR-57 as a private toll road from I-405 to I-5. Interstate 5 LOS will deteriorate without addition of the above facilities.

The ultimate transportation corridor for Route 5 is an eight to twelve lane facility (including HOV lanes) in Orange County. The I-5 Concept recommends the extension of HOV lane from State Route 1 to Avenida Pico, additional HOV lane between SR-55 and SR-57, and completion of Barranca Parkway HOV drop ramp. The I-5 Concept corridor would include HOV/Transitway

lanes, HOV/Transitway drop ramps, local and express transit service, Metrolink commuter rail system, and the Amtrak's Los Angeles to San Diego Intercity rail service.