

I-5 NORTH COAST FACT SHEET



The Project

This 26-mile project will add highway lanes and operational improvements to provide mobility choices for motorists on Interstate 5 (I-5) in the northern San Diego region.

The project area extends from La Jolla Village Drive (I-5) and Mira Mesa Boulevard (I-805) to Vandegrift Boulevard and includes new connectors at State Route 56 (SR 56). The corridor is critical both for commuters and goods movement.

- » Additional lanes will be added from La Jolla Village Drive to Vandegrift Boulevard. This widening is planned for new Managed/High Occupancy Vehicle (HOV) Lanes for transit and carpools.
- » Operational improvements such as auxiliary lanes and local freeway interchange modifications would be added incrementally in key locations to improve traffic flow.
- » Environmental enhancements (e.g., lagoon restoration) would be implemented early in the project development process to mitigate corridor highway, transit, and arterial impacts.

The Need

The I-5 North Coast corridor experiences recurrent traffic congestion during weekday rush hours and also is heavily traveled on weekends. I-5 is the lifeline corridor connecting San Diego to the Los Angeles, Orange County, and Baja California, Mexico regions.

- » Average daily traffic on I-5 is 261,000 vehicles (near SR 56) and is projected to increase to 430,000 daily vehicles by the year 2030. More than 10,000 daily truck trips are made on I-5.
- » I-5 is important for commuter, commercial, and recreational travel. Without capacity improvements, the increases in traffic in the corridor will result in congestion throughout the entire day.
- » The arterial roadways parallel to I-5 are segmented and do not provide a continuous north-south alternative route to the freeway. No new parallel arterial roadways are planned. The COASTER commuter rail service is being expanded, however, I-5 will carry the burden of trips in the corridor.

(Continued on reverse)



Project Costs

The total costs for operational and additional highway lanes is estimated to be \$1.4 billion (2006 dollars). Project costs for the operational improvements are estimated at \$28.7 million for extending the northbound HOV lanes from Via de la Valle to Manchester and \$31.7 million for adding auxiliary lanes and improving the interchange at Lomas Santa Fe Drive. An estimated \$1.33 billion is required for the remaining project improvements along the corridor, which include completion of HOV facilities, direct access facilities, and new connectors at SR 56.

Project Status

Preliminary engineering and environmental work is underway. The overall corridor project is expected to be complete in 2015. Meanwhile, three proposed incremental operational improvement projects were developed to provide immediate congestion relief.

- » A northbound auxiliary lane from Del Mar Heights Road to Via de la Valle was completed in late 2004.
- » Extending the existing northbound HOV lanes from Via de la Valle to Manchester Road is planned.
- » Adding auxiliary lanes and improving the interchange at Lomas Santa Fe Drive is under development.

Funding Status

SANDAG secured \$11.3 million from federal sources to begin the preliminary engineering and environmental work for the overall corridor project. Congress has appropriated \$4.9 million to date (FY 2004 \$1.5 million; FY 2005 \$3 million; FY 2006 \$0.4 million), and \$6.4 million was included in SAFETEA-LU. SANDAG also secured \$82 million from the Corridor Mobility Improvement Account (CMIA) from the California Transportation Commission. This will help fund the HOV lanes to their southern terminus on I-805 at Carroll Canyon Road. The project has been identified as a high-priority project by SANDAG and is part of the *TransNet* Early Action Program.

Summary

The I-5 North Coast project will improve mobility in the region for both daily commuters and commercial traffic. Added Managed Lanes will keep carpools, transit, and value pricing customers moving. Significant federal and state assistance, along with local matching contributions, are needed to complete the \$1.4 billion funding package for this important project.