



## Project Newsletter

June 2012

# I-5/SR 56 Interchange Project Draft EIR Released

## 45-Day Public Comment Period Begins

Since 2000, the City of San Diego, San Diego Association of Governments (SANDAG) and the California Department of Transportation (Caltrans) have been studying a proposed project to address regional mobility between southbound Interstate 5 (I-5) and eastbound State Route 56 (SR 56) and westbound SR 56 and northbound I-5. Alternatives have been developed to be sensitive to the community and environment, while addressing regional connectivity and local congestion.

Numerous workshops were held to gather feedback from the public and to shape alternatives. Caltrans, in collaboration with the community, established criteria for the analysis of the proposed alternatives. Approximately 17 alternatives were developed and 12 were eliminated from further study, resulting in the five alternatives, including a No-Build, considered in the Draft Environmental Impact Report/Environmental Impact Statement (EIR/EIS).



I-5/SR 56 Interchange Project Area

On May 18, 2012, the Draft EIR/EIS was released for a 45-day public review and comment period governed by the National Environmental Policy Act (NEPA) and California Environmental Quality Act (CEQA). The purpose of NEPA and CEQA is to disclose impacts of project alternatives and give the public an opportunity for review and comment

before decisions are made. A final environmental document is expected to be completed by late 2013.

## I-5/SR 56 Public Meeting Scheduled: Feedback Valuable to Shaping Future of Region's Traffic Flow

On June 13, 2012, Caltrans will host a public meeting on the I-5/SR 56 Interchange Project at which findings from the Draft EIR/EIS will be presented. The meeting will allow members of the public an opportunity to provide feedback about the project. Project team members, including technical experts, will be on hand to answer questions.

Public participation is vital in the review of draft environmental documents. This is your opportunity to provide comments on the potential benefits and impacts of the project.

### I-5/SR 56 Interchange Project Public Meeting

Wednesday, June 13, 2012

6:00 – 8:00 p.m.

Del Mar Hills Academy

14085 Mango Drive

Del Mar, CA 92014

In addition to attending the meeting, there are a number of ways to get your comments into the official record including submitting comments by web, letter, email or U.S. mail via the information below.

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[KeepSanDiegoMoving.com](http://KeepSanDiegoMoving.com)

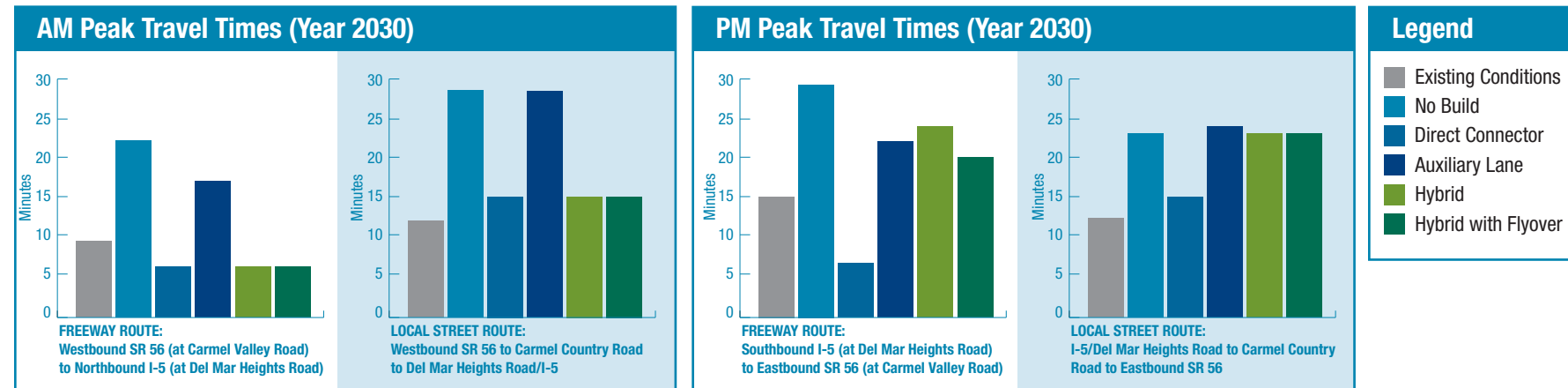
**All comments must be submitted to Caltrans by July 2, 2012.**

# I-5/SR 56 Interchange Project Environmental Review Summary

The proposed I-5/SR 56 Interchange Project goal is to relieve traffic congestion resulting from existing and future population growth and increased residential and commercial development within the San Diego region.

Nearly 20 technical studies were completed to determine the proposed alternatives' environmental effects, costs and project benefits. The key findings are outlined below.

## Travel Times Summary



## COMMON BENEFITS OF THE BUILD ALTERNATIVES:

- Replace Del Mar Heights overcrossing for improved pedestrian accessibility
- Reduce highway travel time through the interchange
- Reduce congestion and “cut-thru traffic” on local streets
- Maintain or reduce noise levels over existing condition
- No impact to wetlands or threatened or endangered plant and animal species
- No relocation of homes

## The Alternatives at a Glance

All alternatives are consistent with the 2050 Regional Transportation Plan, which includes the proposed improvements to SR 56 (six lanes), I-5 (Express Lanes) and transit projects.

### Alternative #1: No Build

- Maintains existing freeway configuration



### Alternative #2: Direct Connector

- Connects westbound SR 56 to northbound I-5 and southbound I-5 with eastbound SR 56 via two-lane freeway-to-freeway connector ramps
- Adds two lanes on westbound SR 56 and one lane on eastbound SR 56 between Carmel Country Road and El Camino Real
- Replaces and enhances the Del Mar Heights Road overcrossing
- Provides operational improvements at existing ramps and intersections within the project area

### Alternative #3: Auxiliary Lane

- Adds one auxiliary lane on southbound I-5 between Del Mar Heights Road and Carmel Valley Road
- Replaces and enhances the Del Mar Heights Road overcrossing
- Provides operational improvements on westbound SR 56 from Carmel Country Road to El Camino Real and at existing ramps and intersections within the project area



### Alternative #4: Hybrid

- Connects westbound SR 56 to northbound I-5 via a two-lane freeway-to-freeway connector ramp
- Adds one auxiliary lane on southbound I-5 between Del Mar Heights Road and Carmel Valley Road
- Adds two lanes on westbound SR 56 and one lane on eastbound SR 56 between Carmel Country Road and El Camino Real
- Replaces and enhances the Del Mar Heights Road overcrossing
- Provides operational improvements at existing ramps and intersections within the project area



### Alternative #5: Hybrid with Flyover

- Connects westbound SR 56 to northbound I-5 via a two-lane freeway-to-freeway connector ramp
- Connects eastbound Carmel Valley Road to eastbound SR 56 via an on-ramp connector
- Adds one auxiliary lane on southbound I-5 between Del Mar Heights Road and Carmel Valley Road
- Adds two lanes on westbound SR 56 and one lane on eastbound SR 56 between Carmel Country Road and El Camino Real
- Replaces and enhances the Del Mar Heights Road overcrossing
- Provides operational improvements at existing ramps and intersections within the project area



Other Key Findings	Alternative #1: No Build	Alternative #2: Direct Connector	Alternative #3: Auxiliary Lane	Alternative #4: Hybrid	Alternative #5: Hybrid with Flyover
<b>Operational Changes</b>					
Remove existing access to Carmel Creek Road from northbound I-5/eastbound SR 56 connector	No	Yes	Yes	Yes	Yes
I-5 North and South bypass lanes extended changing existing access to/from Del Mar Heights Road	No	Yes	No	Yes	Yes
Remove existing access to westbound SR 56/southbound I-5 connector from Carmel Creek Road	No	Yes	No	Yes	Yes
<b>Relocations/Acquisitions</b>					
Full Residential Relocations	0	0	0	0	0
Partial Residential Land Acquisitions	0	27	15	15	15
Full Business Relocations	0	0	0	0	1
Partial Business Land Acquisitions	0	12	4	12	15
<b>Noise</b>	Maintains or reduces noise levels over existing condition				
<b>Biological Environment</b>	No impact to wetlands or threatened or endangered plant and animal species under any alternative				
<b>Project Cost (in millions*)</b>					
Total Project Cost Estimate	\$0	\$250-\$270	\$95-\$115	\$160-\$180	\$205-\$225

\* 2011 dollars



## Funding the I-5/SR 56 Interchange Project

The I-5/SR 56 Interchange Project is included in *TransNet*, the voter approved, half-cent sales tax initiative that helps fund transportation projects in the San Diego region.

Approximately \$15.8 million has been programmed for the I-5/SR 56 Interchange Project through a combination of federal and City of San Diego funds. Cost estimates for the four build alternatives range from \$95 million to \$270 million.



## Project Schedule

- May 18, 2012:** Draft EIR/EIS released for a 45-day public review
- June 13, 2012:** Public meeting on I-5/SR 56 Interchange Project
- July 2, 2012:** Public comment period closes
- Late 2012:** Caltrans will identify the preferred alternative
- Late 2013:** Final EIR/EIS released
- 2020-2030:** Project construction begins\*  
*(If a build alternative is selected)*

\*Construction is expected to take approximately two years.

## CONTACT US

For more information about the I-5/SR 56 Interchange Project, visit [KeepSanDiegoMoving.com](http://KeepSanDiegoMoving.com) or contact Arturo Jacobo, Project Manager, at (619) 688-6816 or [Arturo.Jacobo@dot.ca.gov](mailto:Arturo.Jacobo@dot.ca.gov).



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