



I-5/SR 78  
Interchange  
Project



# I-5/SR 78 Interchange Project

## Community Working Group

### July 30, 2015

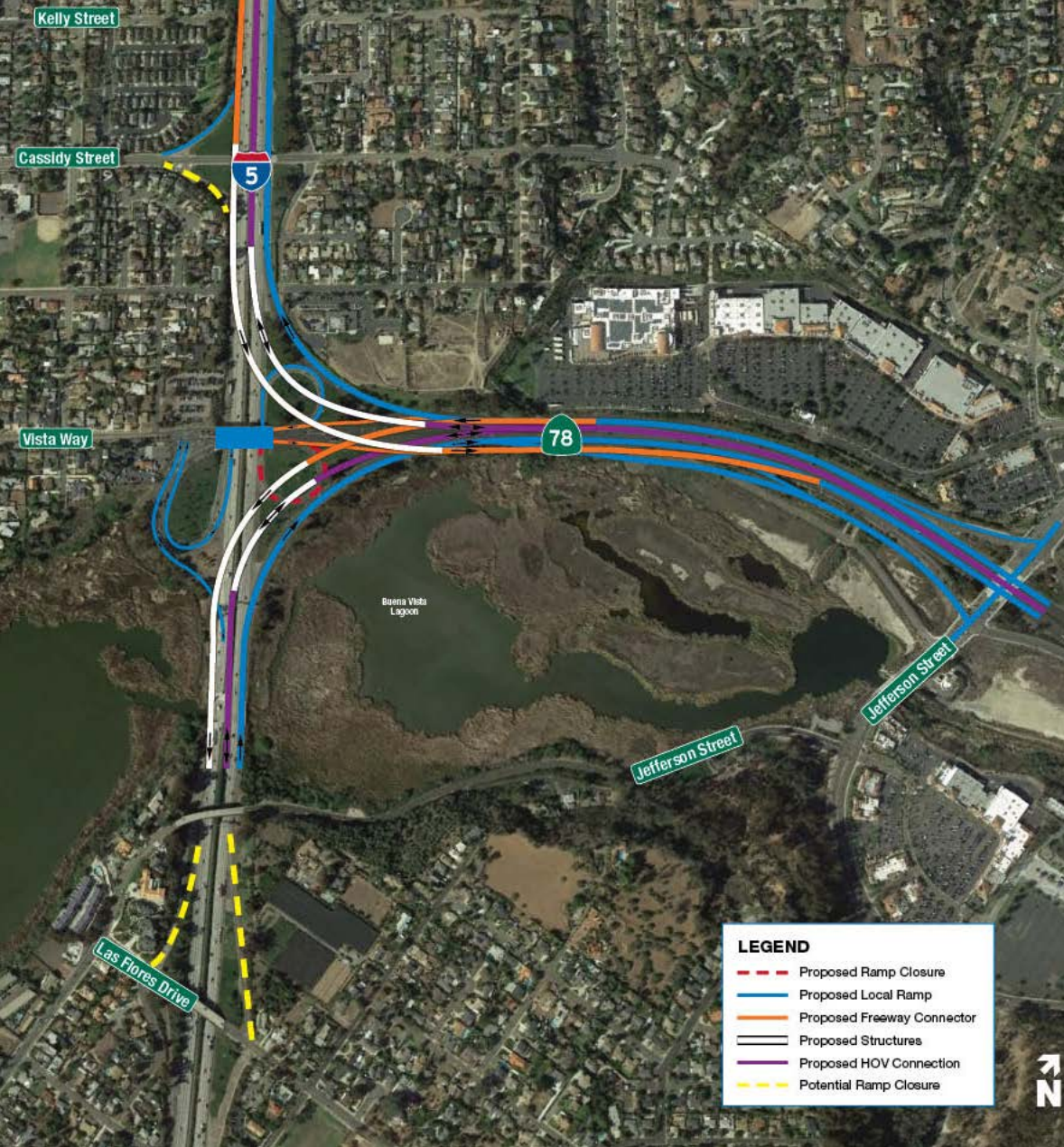




# Scenario A

## From CWG Meeting #1:

- “Gold standard” for traffic movement
- Reduction in traffic backup on local streets (fewer accidents)
- Overall traffic mitigation
- HOV/public transit benefits
- Visual impacts
- Closing Cassidy and Las Flores ramps
- Lagoon/construction impacts
- Cost
- No Vista Way to NB I-5 access





# Scenario B

## From CWG Meeting #1:

- Cost (money could be spent on transit/rail instead)
- Least invasive on lagoon
- Could maintain access to Las Flores
- No HOV connectivity
- “Band-aid” improvements
- Relocates Park & Ride
- No Vista Way to NB I-5 access





# Scenario C

## From CWG Meeting #1:

- Access to Vista Way
- DAR would be signalized (traffic backup)
- No Vista Way to NB I-5 access
- Possible loss of Las Flores access





# Scenario D

## From CWG Meeting #1:

- Better traffic flow compared to Scenario C for HOV users
- Wider project footprint



# 13 New Options Developed

- Four from CWG Meeting #2
- Four from public comments/input
- Five from miscellaneous

## Common Items with each new option (unless noted)

- NB Exit/Entrance Las Flores Drive ramps potentially closed
- SB Exit/Entrance Cassidy Street ramps potentially closed
- Impacts to Buena Vista Lagoon



# CWG Option 1 - Matches Scenario C

- Reduces SB-EB Connector height
- Reduces congestion
- Managed Lanes connectivity
- Maintains full access to Vista Way
- Minimizes visual impacts north of interchange





## CWG Option 2 - Horseshoe

- Reduces visual impacts
- Managed Lanes connectivity
- Nonstandard design elements
- Restricts traffic from/to Vista Way





# CWG Option 3 – Roundabout w/ S-E Direct Connector

- Cassidy Ramps remain open
- Managed Lanes connectivity
- Slows WB traffic onto Vista Way
- Does not significantly reduce WB-SB congestion
- NB Vista Way exit ramp closed





# CWG Option 4 – Las Flores Ramps to SR-78

- Las Flores ramps connect to SR-78
- Reduces SB-EB Connector height
- Maintains full Vista Way access
- Reduces congestion
- Managed Lanes connectivity





## Option 5 – S-E General Purpose Connector Only

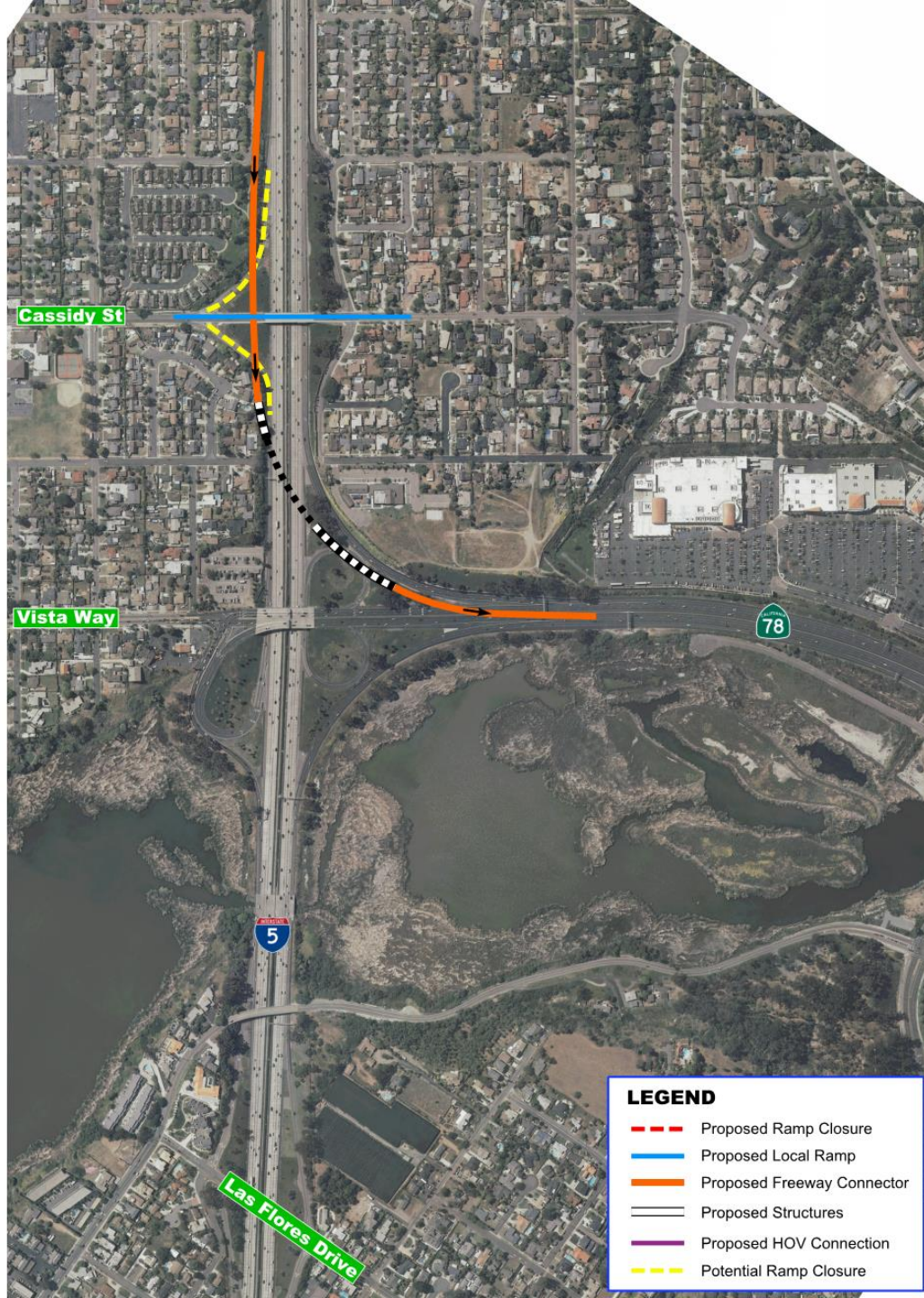
- Connector bridge in I-5 median
- Local ramps could remain open
- Does not reduce WB-SB congestion
- Left-hand exit (nonstandard design)
- I-5 outside widening needed
- No Managed Lanes connectivity
- Not compatible with I-5 NCC





## Option 6 – Tunnel Option

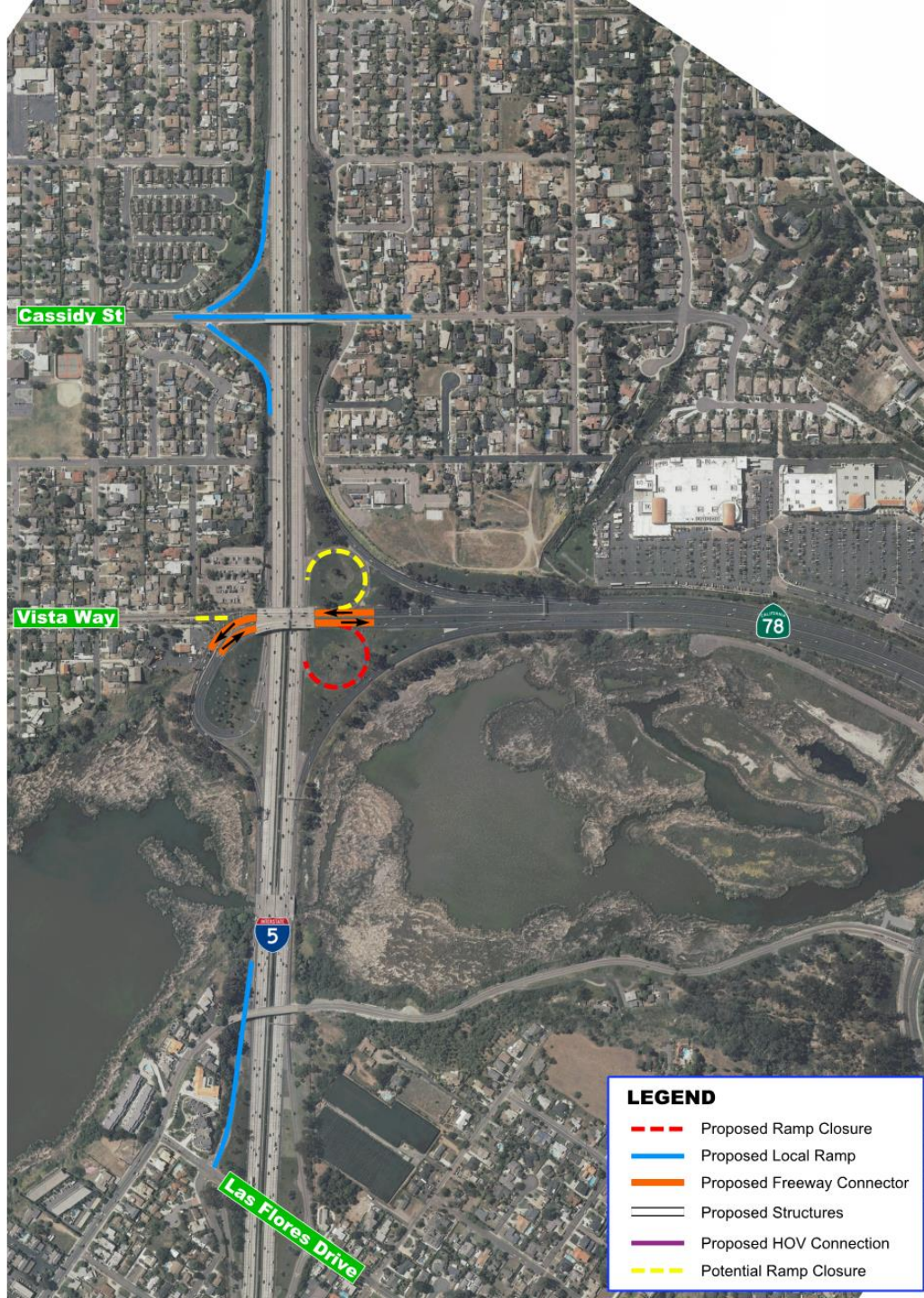
- Removes visual impacts north of interchange
- Does not reduce WB-SB congestion
- No Managed Lanes connectivity
- Exceeds original planning cost estimate
- Continuous maintenance and operation costs





## Option 7 – Close Vista Way

- Closes Vista Way access from/to SR-78 and I-5
- No wetland impacts
- No visual impacts
- No Managed Lanes connectivity
- Cassidy Street and Las Flores ramps potentially unaffected by project
- Does not significantly reduce congestion
- Nonstandard design elements





## Option 8 – Vista Way Cloverleaf

- Minimizes visual impacts
- NB Vista Way exit ramp closed
- Eliminates Park & Ride
- No Managed Lanes connectivity
- Does not significantly reduce congestion
- Additional right-of-way impacts on west side of I-5







## Option 9 – Direct Connector Under Cassidy Street

- Reduces SB-EB Connector height
- Largest reduction in congestion
- Managed Lanes direct connectors
- Maintains access to Vista Way
- No Managed Lanes access to Vista Way



### LEGEND

- Proposed Ramp Closure
- Proposed Local Ramp
- Proposed Freeway Connector
- Proposed Structures
- Proposed HOV Connection
- Potential Ramp Closure





## Option 10 – Braided Connectors

- Reduces visual impacts
- Managed Lanes connectivity
- Nonstandard design elements
- Eliminates Park & Ride
- Partially reduces congestion
- Restricts traffic from/to Vista Way
- Additional right-of-way impacts on west side of I-5







# Option 11 – Local Road from Vista Way to Las Flores

- Maintains local access between Vista Way and Las Flores
- Does not significantly reduce congestion
- No Managed Lanes connectivity
- No Vista Way access to/from I-5 and SR-78
- Nonstandard design elements (weaving)





## Option 12 – Collector-Distributor Road

- Reduces congestion
- Maintains Cassidy Ramps
- Maintains full access to Vista Way
- Managed Lanes connectivity
- Visual impacts north of interchange
- Additional right-of-way impacts on west side of I-5
- Exceeds original planning cost estimate







## Option 13 – Roundabout w/ W-S Direct Connector

- Reduces visual impacts north of interchange
- Potential traffic calming on Vista Way
- Managed Lanes connectivity
- Eliminates Park & Ride
- Does not significantly reduce SB-EB congestion
- Additional right-of-way impacts on west side of I-5



### LEGEND

- Proposed Ramp Closure
- Proposed Local Ramp
- Proposed Freeway Connector
- Proposed Structures
- Proposed HOV Connection
- Potential Ramp Closure

