



ALTERNATIVES UNDER CONSIDERATION

The following discussion summarizes the alternatives under consideration and continued study for the Interstate 5 (I-5) / State Route 56 (SR-56) Interchange Project. The Project proposes improvements between the Del Mar Heights Road interchange and SR-56 along I-5 and between the Carmel Country Road interchange and I-5 along SR-56. The following build alternatives have shown to be the most practicable alternatives.

No Build Alternative

The No Build Alternative assumes the existing configuration for the I-5/SR-56 interchange with future improvements that are, as part of the proposed I-5 North Coast Project, independent of the I-5/SR-56 Interchange Project. These improvements include the addition of two managed/HOV lanes on I-5 (one in the each direction), one general-purpose lane along northbound I-5 and improvements to the Del Mar Heights Road interchange. This alternative **would not include** the construction of direct freeway - to - freeway connectors in the westbound SR-56 to northbound I-5 and southbound I-5 to eastbound SR-56 directions or improvements to local streets in the Carmel Valley area.

Auxiliary Lane Alternative

The Auxiliary Lane Alternative proposes the addition of an auxiliary lane between the Del Mar Heights Road and Carmel Valley Road interchanges along southbound I-5 and the addition of a multi-purpose lane between Carmel Country Road and I-5 along westbound SR-56. The eastbound slip off-ramp to Carmel Creek Road would be eliminated in the Auxiliary Lane Alternative. Improvements to the Carmel Valley Road interchange, improvements to Carmel Valley Road east of I-5, improvements to the eastbound El Camino Real on-ramp, reconstruction of the Del Mar Heights Road overcrossing and associated operational improvements are also proposed with this alternative. The Auxiliary Lane Alternative would have minimal right of way impacts throughout the project area but would provide only slight traffic operational improvements over the No Build Alternative as stated in the Traffic Study.

Direct Connector Alternative

The Direct Connector Alternative proposes the construction of direct freeway - to - freeway connectors in the westbound SR-56 to northbound I-5 and southbound I-5 to eastbound SR-56 directions. This alternative includes the extension of the local bypass in both the northbound and southbound directions to the Del Mar Heights Road interchange and the elimination of the eastbound slip off-ramp to Carmel Creek Road. Additional lanes along I-5 and SR-56, improvements to interchanges, improvements to Carmel Valley Road, reconstruction of the Del Mar Heights Road overcrossing, widening of the El Camino Real undercrossing, and associated operational improvements are proposed with this alternative.



Alternatives Under Consideration

Interstate 5 / State Route 56 Interchange

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The current Direct Connector Alternative uses a combination of design modifications to reduce right of way impacts to parcels along Portofino Drive. First, the ramp metering system on the southbound I-5 entrance ramp at Del Mar Heights Road has been shifted to the north and the transition on the ramp from three lanes to one lane has been considerably shortened. Both of these modifications enable a reduction in the overall width of the ramp and, furthermore, a reduction in right of way impacts to parcels north of Portofino Drive. Second, the southbound to eastbound connector exit ramp would be relocated to the southern most feasible location on I-5. This improvement would enable a reduction in right of way impacts to parcels near the intersection of Portofino Drive and Portofino Circle. Finally, lane widths in the southbound I-5 direction would be reduced enabling further reduction in right of way impacts to parcels along Portofino Drive and Portofino Circle.

The Direct Connector Alternative proposes right of way impacts on the east and west sides of I-5 but this alternative would provide substantial operational improvements over the No Build and Auxiliary Lane Alternatives.

Hybrid Alternative

The Hybrid Alternative is a combination of the Direct Connector Alternative and the Auxiliary Lane Alternative. In this alternative, the proposed westbound to northbound connector featured in the Direct Connector Alternative would be combined with the proposed southbound to eastbound local street movement featured in the Auxiliary Lane Alternative. The Hybrid Alternative would provide operational improvements in the westbound and northbound directions but would provide minimal operational improvements in the southbound and eastbound directions.