

PROJECT FACT SHEET

INTERSTATE – 5 NORTH STOCKTON WIDENING PROJECT

Project Location Map



Project Description: The California Department of Transportation (Caltrans), in cooperation with the City of Stockton (City), San Joaquin County and the San Joaquin Council of Governments (SJCOG), proposes to construct freeway widening on Interstate 5 (I-5), the City of Stockton. The project is being undertaken in order to enhance traffic circulation, relieve congestion, improve person-carrying capacity and accommodate forecasted traffic demands in Northwest Stockton.

This project will add High Occupancy Vehicle (HOV) lanes, auxiliary lanes and soundwalls from south of Dr. Martin Luther King Jr. Boulevard to Hammer Lane. The project also reconstructs the existing six-lane freeway with continuously reinforced concrete pavement from Country Club Boulevard to Hammer Lane.

Purpose and Need

1) Reduce Congestion

The traffic analysis prepared for the project identified that several segments of I-5 within the project limits currently operate at level of service “E” or “F”. The delays in the peak travel directions under existing conditions stem from three bottlenecks observed during the data collection effort for the I-5 North Stockton Widening and Interchanges Final Traffic Report prepared by Rajappan & Meyer Consulting Engineers, dated February 11, 2008. The first is in the southbound direction on I-5 between the Benjamin Holt Drive southbound on-ramp and the March Lane off-ramp during the AM peak hour. The second bottleneck is in the southbound direction on I-5 between Alpine Avenue and Country Club Boulevard during the AM peak hour. The third existing bottleneck is in the northbound direction on I-5 between Country Club Boulevard and March Lane during the PM peak hour. These bottlenecks cause queuing and congestion upstream of (behind) the bottleneck location. Queuing refers to stacking of vehicles in the travel lanes due to delay and/or congested conditions. The results of the 2035 traffic analysis indicate that, without any improvements, traffic operations and delay would worsen substantially on I-5, with the total number of freeway segments operating at Level of Service “E” and “F” increasing from six segments under existing conditions to 19 segments under projected future conditions.

2) Promote High Occupancy Vehicle Use

Currently, approximately 13% to 30% of the traffic entering the freeway at the existing Hammer Lane and Eight Mile Road on-ramps is classified as high occupancy vehicles (2 or more passengers per vehicle) depending on location and peak period. The proposed interchange improvements, which include 2+ HOV bypass lanes, would better serve the existing high occupancy vehicle demand on the ramps.

3) Improve Circulation

Traffic analysis shows motorists seek to avoid congestion by selecting alternate routes which can result in out-of-direction travel. These additional movements on local roads and highways contribute to overall congestion in the area. The proposed project would provide additional and improved circulation network choices for local motorists to more quickly access and depart from the regional I-5 mainline. By providing more choices and higher capacity, congestion would be reduced through the dispersion of vehicles over a broader circulation network. The project would also reduce out-of-direction travel by motorists seeking to avoid congested conditions. Accordingly, the project would reduce the vehicle miles traveled and minimize congested conditions in other locations.

Project Cost and Funding:

This \$122.1 million project is funded through the State Highway Operation and Protection Program, Proposition 1B Corridor Mobility Improvement Account, the City and SJCOG's Measure K Program.

Contact:

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