

= California State Route 57 =

State Route 57 (SR 57) , also known as the Orange Freeway for most of its length , is a north ? south state highway in the Greater Los Angeles Area of California . It connects the interchange of Interstate 5 (I @-@ 5) and SR 22 near downtown Orange , locally known as the Orange Crush , to the Glendora Curve interchange with I @-@ 210 and SR 210 in Glendora . The highway provides a route across several spurs of the Peninsular Ranges , linking the Los Angeles Basin with the Pomona Valley and San Gabriel Valley .

A predecessor to this road ran through Brea Canyon by the early 20th century and was added to the state highway system . The freeway was built in stages during the 1950s , one of which included the Brea Canyon Freeway ; SR 57 was designated as part of the 1964 state highway renumbering . The final portion of the present @-@ day Orange Freeway was not completed until the mid 1970s . The latest piece of SR 57 to be added was formerly part of I @-@ 210 , after SR 210 was legislatively extended to San Bernardino in 1998 . An unconstructed extension from Santa Ana south to Huntington Beach remains in the legal definition of SR 57 , and has been studied as a toll road above the Santa Ana River .

= = Route description = =

SR 57 begins at the Orange Crush interchange near downtown Orange , where it meets the northwest ? southeast Santa Ana Freeway (I @-@ 5) and the east ? west Garden Grove Freeway (SR 22) . The Orange Crush interchange , which had long been considered a major bottleneck , was rebuilt in the 1990s and 2000s . The freeway heads north from the junction and soon crosses to the west side of the Santa Ana River , continuing north through suburban portions of Anaheim and passing next to Anaheim Regional Transportation Intermodal Center , Angel Stadium and Honda Center . In northern Anaheim , SR 57 meets the Riverside Freeway (SR 91) . SR 57 briefly passes through Placentia and Fullerton , providing access to California State University , Fullerton . As it crosses Imperial Highway (SR 90) near the Brea Mall and enters Brea , SR 57 enters more rugged terrain before climbing through Brea Canyon , the gap between the Chino Hills and Puente Hills . Near the rim of the canyon , the highway curves north out of the Brea Canyon , and descends slightly to a junction with the Pomona Freeway (SR 60) in Diamond Bar , right on the edge of the San Gabriel Valley .

A short overlap carries SR 57 traffic on the same roadway as SR 60 . The two routes head northeast through an arm of the San Gabriel Valley ; after they split , SR 57 ascends slightly and then slopes through the edge of the Puente Hills and into the west end of the Pomona Valley . Here it meets the San Bernardino Freeway (I @-@ 10) and Chino Valley Freeway (SR 71) at the four @-@ level Kellogg Hill Interchange . In the north half of that interchange , SR 57 enters the San Jose Hills , climbing to its highest elevation before descending back into the connected San Gabriel and Pomona Valleys and ending at the Glendora Curve interchange with the Foothill Freeway (I @-@ 210) in Glendora .

High @-@ occupancy vehicle lanes (HOV) exist in the median of SR 57 south of SR 60 in Diamond Bar . Elevated ramps allow HOV traffic bound to or from Brea Canyon to connect with I @-@ 5 towards the southeast , SR 91 towards the west , or SR 60 towards the east without entering the main lanes .

SR 57 is legally eligible for the State Scenic Highway System through Brea Canyon , between SR 90 and SR 60 , though it has not officially been designated by Caltrans as such because it has not successfully been through the nomination process . The entire route is in the California Freeway and Expressway System , and is a freeway for its entire constructed length . SR 57 is also part of the National Highway System (NHS) , a network of highways that are essential to the country 's economy , defense , and mobility . The highway from SR 1 to SR 60 in Diamond Bar is officially designated as the Orange Freeway . In 2013 , SR 57 had an annual average daily traffic (AADT) of 129 @,@ 000 between SR 60 and Sunset Crossing Road in Diamond Bar , and 278 @,@ 500 between SR 91 in Anaheim and Orangethorpe Avenue in Placentia , the latter of which was the

highest AADT for the highway .

= = History = =

The road through Brea Canyon was oiled dirt by the late 1910s , providing a good connection across an outbranching of the Peninsular Ranges between the Los Angeles Basin and Pomona Valley . This road left the main coast highway (Harbor Boulevard) at Fullerton and followed the present Brea Boulevard and Brea Canyon Road , merging with the Valley Boulevard from Los Angeles near Walnut and continuing east to Pomona via Valley and Pomona Boulevards . Los Angeles County paved the road in concrete in early 1923 , and in 1931 it was added to the state highway system as a branch of Route 19 . Until then , Route 19 had connected Route 9 near Claremont with Riverside , following Garey Avenue and Mission Boulevard through Pomona .

The state built a bypass of the Valley Boulevard portion of the route in the early @-@ to @-@ mid @-@ 1930s , leaving the old road near Diamond Bar and heading northeast through the foothills , along the present freeway alignment and Mission Boulevard . To the south , the legislature added then @-@ unrelated Route 180 along State College Boulevard in 1933 , connecting Route 2 (I @-@ 5) near the Santa Ana River with Route 175 (Orangethorpe Avenue , later replaced by SR 91) near Placentia . By 1955 , the Brea Canyon Freeway was proposed to begin at the Santa Ana Freeway (I @-@ 5) near La Veta Avenue in Santa Ana and head north , paralleling Routes 180 and 19 to Pomona . The portion northeast of Diamond Bar into Pomona soon became part of the planned Pomona Freeway , and the name of the remainder was changed to Orange Freeway . The state legislature altered the definition of Route 19 to reflect this in 1957 by moving its south end to Santa Ana .

Then , in 1957 , the northernmost part of present SR 57 was added to the state highway system as part of Route 240 , which the legislature designated along the route planned for I @-@ 210 . This became part of the proposed Temescal Freeway , later the Corona Freeway ; a southerly extension of the Orange Freeway to Legislative Route 60 (SR 1) near Huntington Beach was added in 1959 as Route 273 . Also in 1959 , the legislature created Route 272 , extending the line of the Orange Freeway north from the Pomona Freeway to the Temescal Freeway , completing the proposed freeway corridor that is now SR 57 . When the entire route , except Route 240 which was still part of I @-@ 210 , was redesignated SR 57 in the 1964 renumbering , none of these proposed freeways had been built ; the only constructed segment was the old surface road from Fullerton towards Pomona . The part of old Route 19 east of Route 272 became part of SR 60 . As part of the same renumbering , Route 180 on State College Boulevard became Route 250 , which was amended the next year to provide for its deletion once that portion of the SR 57 freeway was completed (between I @-@ 5 and SR 91) .

A groundbreaking ceremony was held in Placentia on January 30 , 1967 , to begin construction of the Orange Freeway . The first portion was dedicated on May 16 , 1969 , and opened soon after , extending north from the Riverside Freeway (SR 91) to Nutwood Avenue in Fullerton . Over the next few years , the freeway was completed from SR 91 north to I @-@ 10 , and I @-@ 210 was built north to the present end of SR 57 ; the Pomona Freeway (SR 60) , which overlaps it through Diamond Bar , was constructed at the same time . The last pieces of that portion were the freeway through Brea Canyon , which opened March 13 , 1972 , and the four @-@ level Kellogg Hill Interchange at I @-@ 10 , which was dedicated May 1 , 1972 , and opened soon thereafter . Finally , the Orange Freeway was extended south from SR 91 to I @-@ 5 in the mid @-@ 1970s , allowing Route 250 to be turned back to local governments , though the subsequent deletion from the Streets and Highways Code did not take place until 1981 . With the extension of SR 210 around San Bernardino in 1998 , the former easternmost piece of I @-@ 210 to the Kellogg Hill Interchange instead became a northerly extension of SR 57 , though it remains officially part of the Interstate Highway System .

= = Future = =

The southerly extension to Huntington Beach remains unconstructed . In 1986 , Orange County 's plans were for a toll road elevated above the Santa Ana River rather than through existing neighborhoods , only extending south to the San Diego Freeway (I @-@ 405) in Costa Mesa with connections to the Corona del Mar Freeway (SR 73) ; this was largely inspired by congestion on SR 55 through the Santa Ana area . The extension was considered by Caltrans as two 11 @. @ 2 @- @ mile @- @ long (18 @. @ 0 km) , two @- @ lane viaducts that would cost \$ 950 million . The toll road franchise that American Transportation Development (ATD) held for this portion of SR 57 expired in January 2001 , after a request to delay the expiration until January 2007 . Following this , ATD sued to restore the franchise , and this case lasted until November 2003 . The termination was due to ATD not beginning the construction during the first ten years of the franchise , after it had been enacted by the state legislature .

In April 2009 , the Orange County Transportation Authority continued to study the extension of SR 57 , where the freeway would travel along the Santa Ana River and terminate at I @- @ 405 in Fountain Valley .

= = Exit list = =

Except where prefixed with a letter , postmiles were measured on the road as it was in 1964 , based on the alignment that existed at the time , and do not necessarily reflect current mileage . R reflects a realignment in the route since then , M indicates a second realignment , L refers an overlap due to a correction or change , and T indicates postmiles classified as temporary (for a full list of prefixes , see the list of postmile definitions) . Segments that remain unconstructed or have been relinquished to local control may be omitted . The numbers reset at county lines ; the start and end postmiles in each county are given in the county column .