

Caltrans District 11

# The Mile Marker 11.0

March 2016

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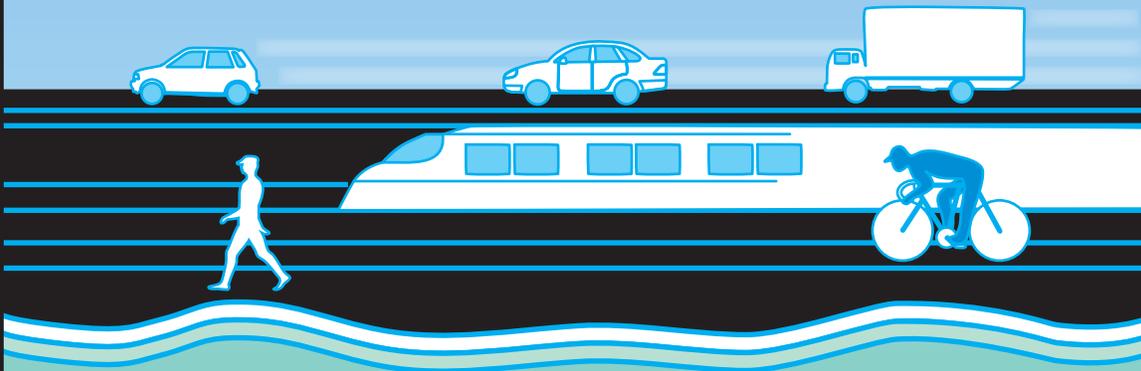
**Fingertip Facts**

# Mission

Provide a safe, sustainable, integrated and efficient transportation system to enhance California's economy and livability.

# Vision

A performance-driven, transparent and accountable organization that values its people, resources and partners, and meets new challenges through leadership, innovation and teamwork.



# Goals

## **Safety and Health**

Provide a safe transportation system for workers and users, and promote health through active transportation and reduced pollution in communities.

## **Stewardship and Efficiency**

Money counts. Responsibly manage California's transportation-related assets.

## **Sustainability, Livability and Economy**

Make long-lasting, smart mobility decisions that improve the environment, support a vibrant economy, and build communities, not sprawl.

## **System Performance**

Utilize leadership, collaboration and strategic partnerships to develop an integrated transportation system that provides reliable and accessible mobility for travelers.

## **Organizational Excellence**

Be a national leader in delivering quality service through excellent employee performance, public communication, and accountability.



Edmund G. Brown Jr., Governor, State of California  
Malcolm Dougherty, Director, California Department of Transportation (Caltrans)

# Welcome To The Mile Marker 11.0



Welcome to the second edition of the Caltrans District 11 Mile Marker 11.0 – providing stakeholders and customers with performance-based information regarding the state highway system in San Diego and Imperial counties.

This report provides clear information about what and how we are doing to fulfill our mission to “provide a safe, sustainable, integrated and efficient transportation system to enhance California’s economy and livability.”

Caltrans’ highest priority is the safety of our workers and of the traveling public. Our primary goal is “toward zero deaths,” adopting practices to steadily reduce the number of work zone, automobile, bicycle, pedestrian and transit user fatalities.

Another primary goal is to promote health through active transportation and reduced pollution. To this aim, we are investing in the Active Transportation Program to promote and encourage non-motorized transportation.

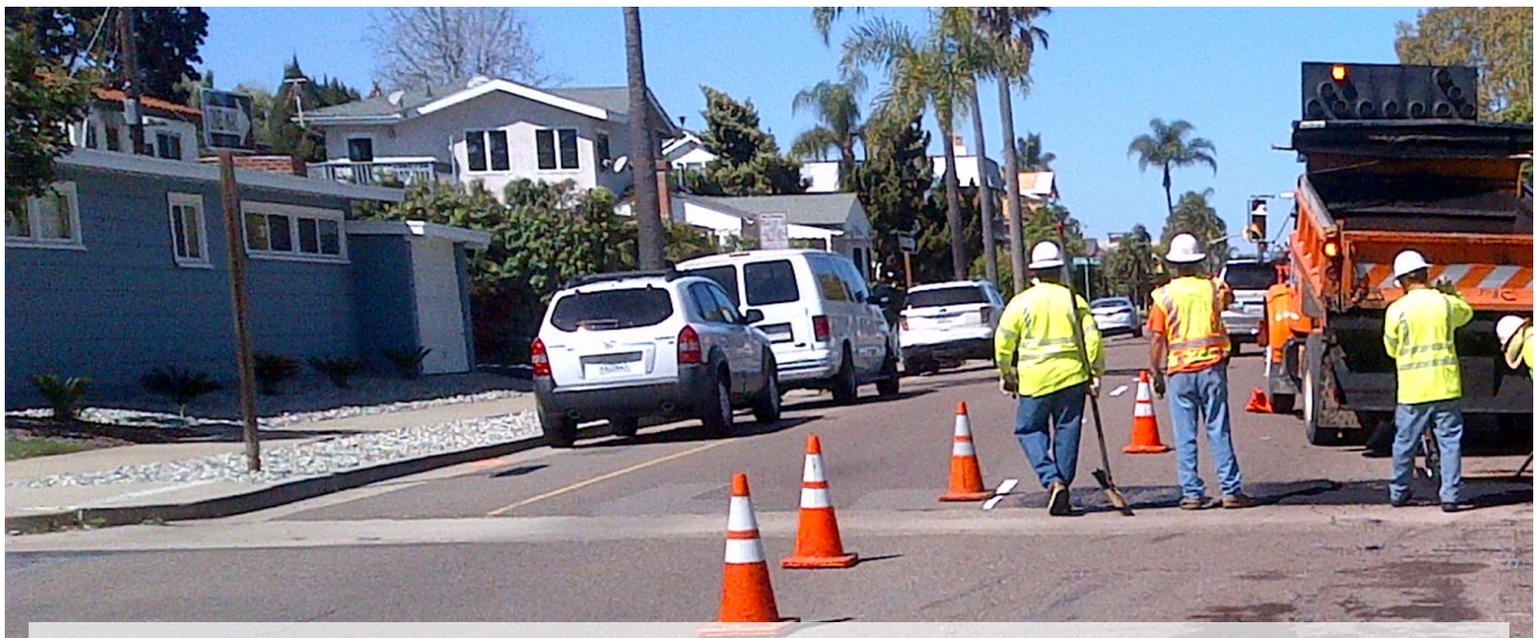
We have been changing the way we do business to adapt the state transportation system to the changing needs of its users. This can be seen in the types of projects we do today. For years, our transportation projects focused largely on adding capacity. The focus is shifting from adding capacity to maximizing the efficiency of the existing transportation system.

One of the major projects in District 11 which incorporates these principles, is the North Coast Corridor Program. This project includes rail and transit enhancements, environmental protection and coastal access improvements in addition to highway improvements that will offer travelers significantly improved carpool, transit, bike and pedestrian options. The North Coast project will begin construction in 2016.

Protecting the environment and improving the quality of life and economy in San Diego and Imperial counties are essential to our continued success.

I appreciate this opportunity to share information with you about some of our projects and items of interest. You may contact the Public Information Office at (619) 688-6670 or email to: [CT.Public.Information.D11@dot.ca.gov](mailto:CT.Public.Information.D11@dot.ca.gov).





**Caltrans District 11** serves one of the most geographically- and culturally-diverse areas in California and includes San Diego and Imperial counties. The district has more than \$796 million in currently awarded construction projects and three projects totaling \$53.1 million currently advertised for construction contract award.

**San Diego County** ranks as the 13th largest metropolitan area in the U.S. and the city of San Diego is the seventh largest city in the nation. The county has 18 incorporated cities and a multi-faceted economy with telecommunications, biotech, tourism, and military employment ranking high. In addition it is part of the San Diego—Tijuana metropolitan area, with a population of more than five million people.

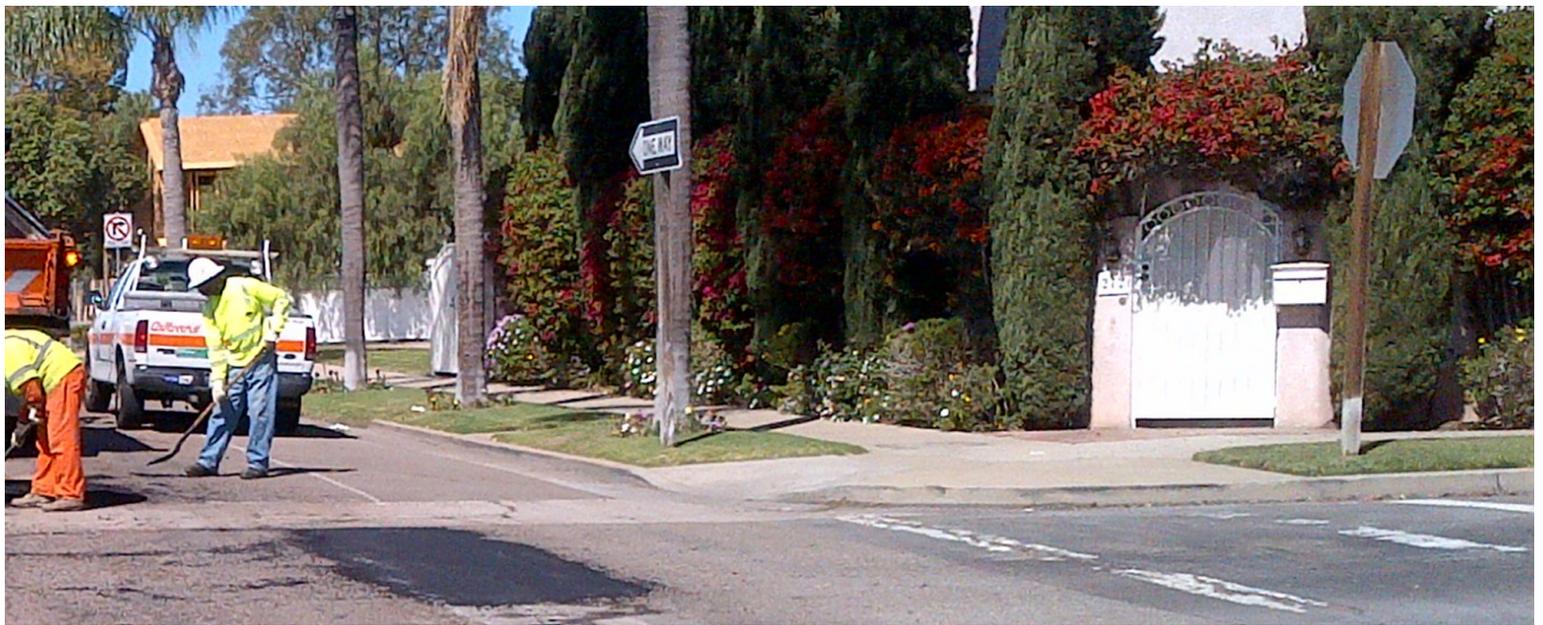
**Imperial County** covers more than 4,000 square miles of rural desert and farmland, has seven incorporated cities, and a population of more than 180,000. Local government, agriculture and retail are the leading industries. Unemployment is a continuing problem in the county due to seasonal work and a lack of other job opportunities.

**Budget and Project Financing:** The District's operating budget for fiscal year 2015-16 is \$80 million, of which \$26 million is specifically provided for engineering consultant contracts. In the past two fiscal years, District 11 delivered approximately \$554 million in projects and expects to deliver \$455 million in projects during the current fiscal year.

## **Transportation Beyond Highway Construction**

**Border Mobility and Trade:** District 11 is the sole Caltrans district to serve as California's gateway to Mexico through six land ports-of-entry (POEs). Three of these crossings, the Andrade and Calexico West POEs in Imperial County and the San Ysidro POE in San Diego, accommodate only passenger vehicles and pedestrians. The San Ysidro POE is known as the busiest international land crossing in the western hemisphere. The other three crossings, Calexico East POE in Imperial County and the Otay Mesa and Tecate POEs in San Diego County, also accommodate commercial trucks. Mexico is California's largest export trade partner. More than 90 percent of goods cross between Mexico and California by commercial trucks.

**Partnering:** The district prides itself on partnering extensively with the San Diego Association of Governments (SANDAG), Imperial County Transportation Commission, cities and counties to make improvements to the state transportation system. San Diego and Imperial counties have local sales tax mea-



asures which make it possible to leverage local funding with state and federal dollars to deliver more projects sooner. This partnering is most evident with the use of SANDAG TransNet funds in creating transportation corridor teams and making highway and transit improvements through a multi-modal integrated approach. The district applies this successful delivery approach on many projects.

**Tribal Governments:** District 11 has more federally-recognized tribes than any other district. There are 19 tribal governments located on 20 reservations within San Diego and Imperial Counties. District 11's Native American Liaison serves as the first point of contact between Caltrans, tribal governments and others associated with intergovernmental relations. Six of the reservations border state highways located within District 11 and the others are not far from state highways.

**Freeway Operations:** In addition to the planning, design, construction and maintenance of the state transportation system, Caltrans produces a variety of innovative tools to maximize the system during peak traffic hours. Some improvements are physical, such as the construction of additional lanes and express lanes, the application of route shield logos on pavement and reflective overhead signing. Others include traffic management tools such as electronic message signs, pavement sensors, ramp meters, video cameras, interactive real-time "QuickMap" traffic maps, social media and the Freeway Service Patrol. The region's Transportation Management Center in Kearny Mesa collects daily freeway data and monitors and disseminates timely information so motorists may have viable commute choices.

**Maintenance:** Caltrans is responsible for maintaining the state transportation infrastructure already in place. There are 1,037 highway centerline miles in San Diego and Imperial counties that require daily routine maintenance of pavement, signs, signals, guardrail, lighting, landscape and irrigation. Crews are also responsible for the removal of snow, sand, and debris from the roadway, as well as timely response for emergency closures and incident cleanups. Motorists are reminded to always "Be Work Zone Alert," to "Slow for the Cone Zone," and "Move Over" a lane to help keep highway workers safe.

**Adopt-A-Highway:** The Caltrans Adopt-A-Highway Program enlists individual, group, civic organization, business, and government agency volunteers to help maintain and beautify sections of state highways. They can do this through litter removal, vegetation control, tree and shrub planting, wildflower planting and graffiti removal. An adopted site typically spans a two-mile stretch of roadway. Volunteers may commit for up to five years, or apply for a simple, one-day permit. The local program saves state taxpayers hundreds of thousands of dollars each year.

# Sustainability

## District 11 Preserving the State Highway System Rain or Shine

Following California's fifth year of drought conditions, relief in the form of an El Niño is providing much needed precipitation for the region. Transitioning from no rain to unusually high levels of rain poses contrasting challenges to the employees of Caltrans District 11. Caltrans is tasked to protect the taxpayers' investments on and along the region's highways. In this region, that is more than 1,000 centerline miles of highway, 4,000 acres of landscaping, 10,000 drainage systems and 19,200 culverts.

In this unprecedented drought Caltrans has made great strides to reduce water usage on the state highway system. The department seeks to protect highway landscaping which serves as erosion control, fire breaks, and provides a scenic quality that appeals to both the surrounding communities and the traveling public.

The district has increased the usage of native and drought-tolerant plants and incorporated hardscape features into landscape designs. Complimenting this approach and maintaining existing landscape, the district has worked diligently to upgrade irrigation systems. The new systems are designed to detect high flows and breakages and respond with an automatic shutoff. Other measures taken include improving irrigation practices, such as irrigating at night and installing low flow systems, and placing mulch to reduce water evaporation.

District 11 has had a Water Manager for a number of years but in 2014, Caltrans ramped up these efforts and dedicated a unit to the task of water conservation. This group is charged with managing water usage responsibly and efficiently through a number of approaches. Nearly one-third of state highway landscaping in San Diego County is irrigated using recycled water. This is up more than 10 percent from two years ago. The percentage has been steadily increasing as more areas are reached by suppliers.



*Drought-tolerant plants, mulch and recycled water (purple lines) are part of the changing highway landscape.*

Even with these measures, tough decisions had to be made that resulted in brown and stressed vegetation and even areas left unplanted. The concern with this course of action was that slopes were left vulnerable to erosion which could lead to roadway damage. To remedy this, engineers used hydroseed – a mix of slurry, seeds and mulch – sprayed onto slopes to temporarily reduce erosion.

The district water conservation team recognized that Caltrans has a responsibility to lead by example as drought conditions continue. The team was proud to report that by the end of 2015, District 11 had met its water conservation goals.

The transition from drought to El Niño conditions

# Sustainability

presented opportunities to implement lessons learned from water management efforts. Management practices used during the drought are some of the same practices used to prepare for El Niño.

Caltrans management assembled a multidiscipline team and under the direction of the District Division Chief of Maintenance, put together a comprehensive proactive plan. The plan included information ranging from Geospatial Information Systems (GIS) mapping that captured inventory data, high risk flood and slide areas, and outlined appropriate traffic detours for use in the case of an emergency. The plan also included lists of necessary personnel, equipment and materials to expeditiously respond to lessen storm impacts and damages.

The preparation for this year's El Niño winter season went beyond a typical winter season in several ways. Field crews routinely address drainage facilities, cleaning as needed. Crews were focused on a preemptive approach inspecting each and every inlet, drain, ditch and channel to ensure that the facilities in place can handle the forecasted rain events.

District staff also developed an outreach plan and began getting the word out to share Caltrans pre-

paredness activities and to receive input from external stakeholders on other areas of concern. Among the groups reached out to, were tribal communities, county planning organizations, and flood-prone cities. These extra efforts far exceeded preparation for routine winter seasons.

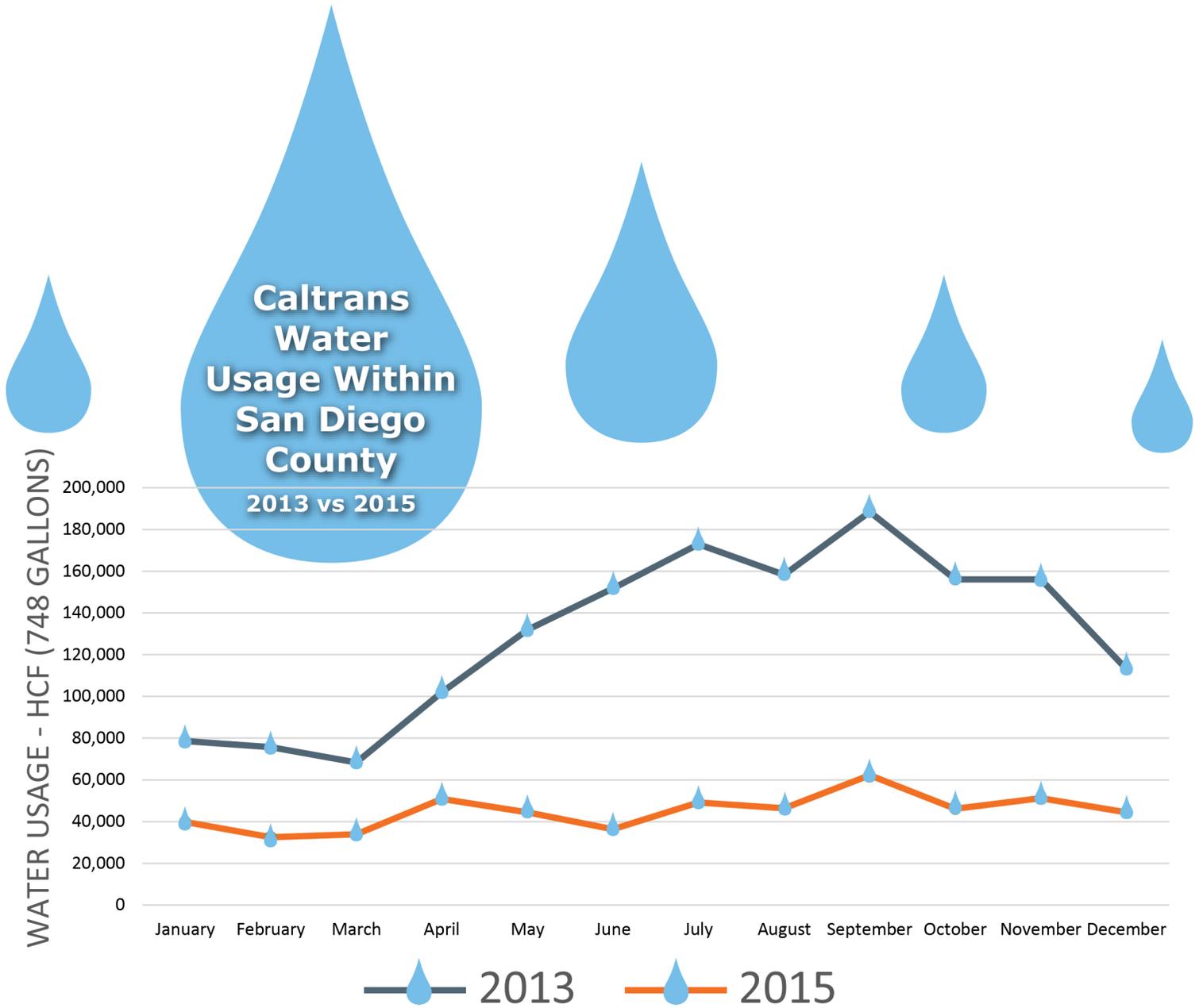
The efforts paid off as there was minimal damage, flooding and closures as a result of the January 2016 storm event. During this event, Caltrans had 24/7 storm patrols on the state highways in the district. Maintenance forces logged more than 20,000 miles of storm patrol as compared with approximately 3,000 miles of storm patrol logged during a 2013 storm event. This surveillance was key in keeping the highways safe and passable.

For both the district and the state – water use reduction efforts and storm preparedness have taken advantage of multidiscipline teams, new technologies and coordination. Another crucial factor is assistance from the public. The motorists are the eyes and ears of Caltrans. It is their calls and emails that often bring our attention to a highway-related issue. Today and into the future, Caltrans will expand its efforts to seek new ways to balance the preservation of assets with the challenges Mother Nature brings.



*Maintenance Crews clearing a plugged drain on northbound Interstate 5 near State Route 75 of soil from slope affected by five years of drought conditions.*

# Performance



# Performance

Performance Measure	Previous Period	Current Period	Goal	Goal Met	Desired Trend	Trend
<b>Safety</b>						
Number of fatal accidents per 100 million miles traveled in District 11.	2011 <b>0.61</b>	2012 <b>0.65</b>	<b>1.0 or less</b>	<b>YES</b>		
<b>Stewardship/Sustainability</b>						
Percentage of D-11's total annual flexible pavement placed, consisting of rubberized hot-mix asphalt, which uses recycled tires.	2013 <b>53</b>	2014 <b>61</b>	<b>35</b>	<b>YES</b>		
<b>Delivery</b>						
Percentage of District 11 planned project delivered on schedule and ready for construction.	13/14 <b>100</b>	14/15 <b>100</b>	<b>100</b>	<b>YES</b>		
<b>Maintenance</b>						
Overall condition of District 11 bridges on a scale of 0-100, with 100 being the best.	4/2014 <b>98.7</b>	4/2015 <b>99.2</b>	<b>94</b>	<b>YES</b>		
Percentage of the District 11 state highway system pavement that is healthy.	2011 <b>88</b>	2013 <b>94</b>	<b>90</b>	<b>YES</b>		
Overall District 11 maintenance roadway on a scale of 0-100, with 100 being the best.	12/13 <b>91</b>	13/14 <b>91</b>	<b>84</b>	<b>YES</b>		
Percentage of District 11 vehicle detectors that are "good" or functioning properly.	12/13 <b>90</b>	13/14 <b>90</b>	<b>90</b>	<b>YES</b>		

## Project Brings Beauty to Lemon Grove Undercrossing

In July 2015, the Buena Vista Avenue undercrossing in Lemon Grove came into full bloom. It was the vision of artist Richard Luna, funded by the San Diego Museum of Art's "Open Spaces" program and facilitated by District 11 Program/Project Management, Permits and Landscape Architecture. The department recognizes the effect of transportation facilities on local communities and encourages the integration of these facilities into their surroundings to enhance and reflect the cultural values of the affected community. Often, this is accomplished through art.

Not only is the Buena Vista Art Project expressive of community character, it had the added benefit of strengthening community. The organizers enlisted all ages, from youth to seniors, to participate in all aspects of the mural project. The finished work is 120 feet by 20 feet and features more than 15 varieties of flora and fauna that have significance and meaning for the Lemon Grove community.

Public art is an expression of the essence of a community and enhances civic pride and livability. Caltrans strives to be a positive contributor to projects such as this and supports communities seeking to express their culture and beauty where they live. Caltrans is proud to provide the "canvas" for this vibrant mural and looks forward to partnering on other projects.

For information on the Transportation Art Program in District 11 contact Tim Mann, Landscape Architect at [tim.mann@dot.ca.gov](mailto:tim.mann@dot.ca.gov).

## District Forms Active Transportation Advisory Committee

Caltrans District 11 is enhancing the region's Active Transportation Program with the formation of a new Bicyclist and Pedestrian Advisory Committee to get input from partner agencies and the community about creating non-motorized transportation options.

District 11 Bicycle and Pedestrian Coordinator Seth Cutter was charged with forming the new committee to serve as an information sharing and advisory group to foster communication between Caltrans District 11 staff and active transportation stakeholders in San Diego and Imperial counties.

According to the charter, the committee's intention is to improve safety and customer service for active transportation users and decrease pedestrian and bicycle injuries and fatalities. Another objective is to enhance awareness and educate Caltrans staff, local /regional agencies, and the public on the needs of those users. Increasing active transportation modes is a focus of District 11 and is a goal the district is committed to.

"A lot of statistics show that most trips are two miles or less," said Seth. "By providing more opportunities to make those trips by walking or bicycling, we can take some of the pressure off congested roadways, help reduce pollution and meet our mandates."



The kick-off meeting was held in fall 2015. The committee meets quarterly.

Committee participants include bicycling and walking advocacy organizations, community members, staff from cities and counties, regional planning agencies, California Highway Patrol, military and tribal representatives, as well as district staff from Planning, Traffic Operations, Maintenance/SHOPP and Public Information.

Seth envisions a Bicyclist and Pedestrian Advisory Committee Web page featuring a meeting calendar, agendas, meeting minutes, and links to informational resources. "The district is meeting a community need and becoming more flexible," said Seth.

Those interested in attending a meeting or becoming part of the Bicyclist and Pedestrian Advisory Committee are invited to contact Seth Cutter at [seth.cutter@dot.ca.gov](mailto:seth.cutter@dot.ca.gov).



# Safety And Health

## First Roundabout En Route

The department's top priority is providing a safe transportation system. It was with safety in mind that the district's Traffic Project Development staff completed plans for the first roundabout in District 11. The roundabout, to be built at the intersection of State Route and Valley Center Road, will address an intersection that was experiencing a higher than average accident rate.

A roundabout is a circular intersection or junction in which traffic flows almost continuously counter clockwise around a central island. Roundabouts serve to reduce speeds because of the specific geometry that naturally slows down vehicles and therefore reduces the occurrence and severity of accidents and this is the primary goal of the project.

Additional benefits include improved pedestrian and cycling opportunities. The project will include active transportation features that will enhance the transit experience as well as walking and cycling amenities. Native drought-tolerant landscaping will complement the existing topography in the rural community.

While this will be the first roundabout in our district on the state highway system, there are currently 16 in San Diego County on county and city streets and 210 in California. Roundabouts are becoming a good solution to integrating safety with active transportation features.



# Safety And Health

## Safety Campaigns Enhance Signal Project for SR-78/SR-111

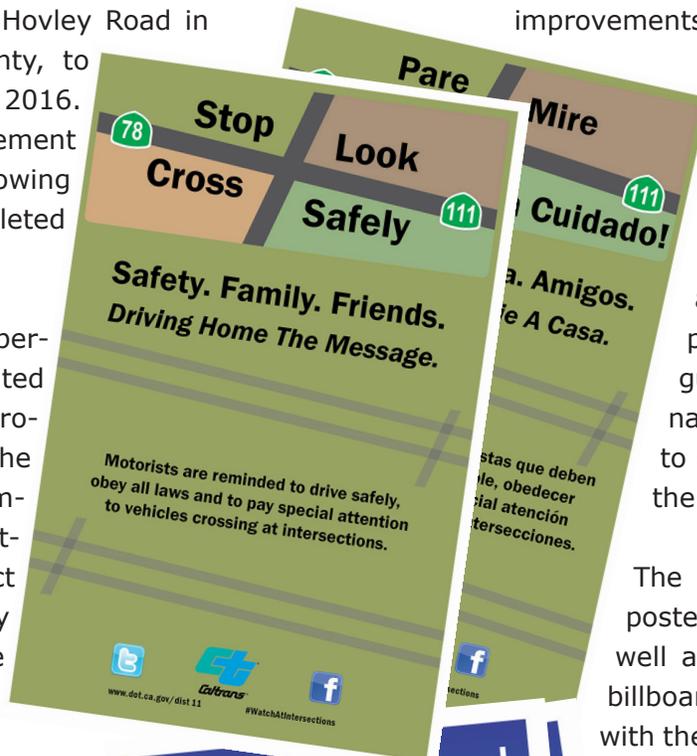
Caltrans District 11 began installing a traffic signal at the intersection of State Route 78 (SR-78) and Hovley Road in Brawley, Imperial County, to be completed by spring 2016. It is the latest improvement at the intersection following interim upgrades completed in spring 2015.

The district's Traffic Operations Branch is credited with being focused, proactive and decisive in the traffic study, interim improvements and resulting traffic signal project at the SR-78 and Hovley Road intersection. The department's efforts included public outreach which further evolved into two public safety campaigns.

Caltrans often uses public safety campaigns to support or enhance construction projects. This serves to educate the public and heighten awareness.

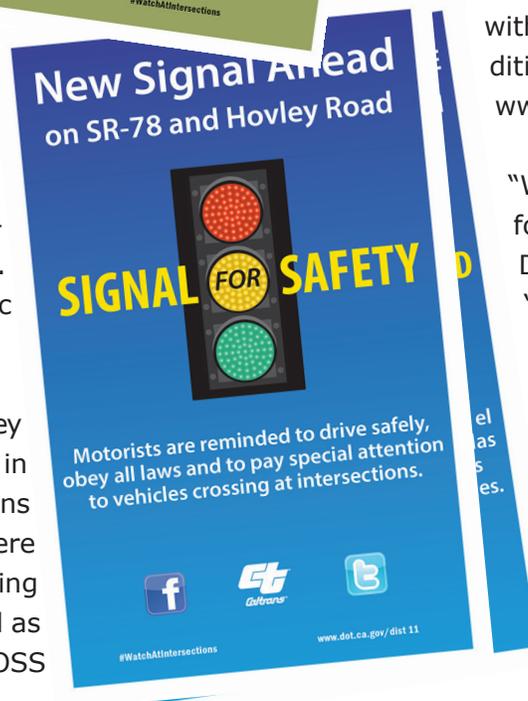
Interim improvements to the Hovley Road intersection were made in May 2015 by installing new signs and pavement markings that were more visible, including flashing "STOP" and "YIELD" signs as well as "DIVIDED HIGHWAY" and "CROSS TRAFFIC DOES NOT STOP" signs.

An initial bilingual English and Spanish public safety campaign "Stop, Look, Cross Safely" was launched prior to these improvements.



Caltrans continues to work with public agencies, elected representatives, business owners and residents in the area to keep them informed and educated about the improvements. The second bilingual public safety campaign "Signal for Safety" is being launched to coincide with the completion of the signal project.

The campaign features storefront posters and social media postings as well as newspaper, radio and digital billboard advertising also coinciding with the completion of the project. Additional posters may be downloaded at [www.dot.ca.gov/dist11/hovley/](http://www.dot.ca.gov/dist11/hovley/).



"We're driving home the message for the safety of family and friends," District Director Laurie Berman said. "Motorists are reminded to drive safely, obey all laws and to pay special attention to vehicles crossing at intersections."

For project information, follow @SDCaltrans on Twitter at: [www.twitter.com/SDCaltrans](http://www.twitter.com/SDCaltrans) and visit Caltrans District 11 on Facebook at [www.facebook.com/CaltransDistrict11](http://www.facebook.com/CaltransDistrict11).

# Stewardship And Economy

## Major Work Underway in Imperial

Caltrans is making an unprecedented investment in transportation improvements in Imperial County. There are more than \$500 million in planned projects during the next four years. This means jobs, improved road conditions and ultimately, a better transportation system for the region.

There are multiple projects underway or set to begin in 2016 that will improve more than 100 miles of roadway. Among these projects, is rehabilitation work on four miles of State Route 86 in the city of Imperial as part of a Caltrans relinquishment process, and a new signal at Hovley Road and State Route 78. Currently under construction, the Caltrans Maintenance station in El Centro will bring much needed new facilities to the region and will house 50 employees, equipment and materials.

Two major border infrastructure projects in Calexico will enhance border trade routes. A pavement rehabilitation project on State Route 7 to support the Calexico East Port of Entry was recently completed. This heavy duty pavement improvement will stand up to the large volume of truck traffic crossing the border every day. In anticipation of the additional traffic due to the expansion of the Calexico West Port of Entry, Caltrans is widening State Route 98 from two lanes to four lanes from Ollie Avenue to Eady Avenue.

The Interstate 8 (I-8)/Dogwood Road Interchange Project has been underway since summer of 2014. This project is replacing the two-lane bridge with a new six-lane bridge. The project is expected to open to traffic in late 2016. These improvements will greatly enhance access to the major shopping areas south of I-8 and relieve congestion in the area.

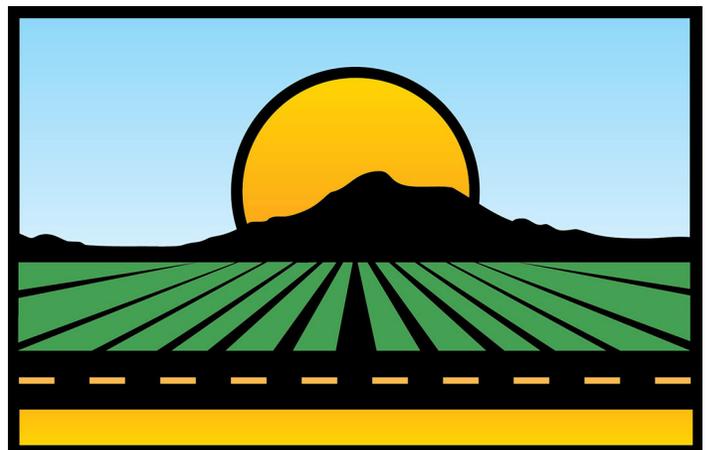
The I-8 Update is the largest part of the upcoming work. It will be done in five segments, with the first phase beginning in early 2016. The I-8 Update will construct Continuously Reinforced Concrete Pavement



ment (CRCP) using steel reinforcing bars placed within the concrete along the entire length of the pavement. It will mean a smoother ride and a much longer pavement life – 75 years or more, up from the current 50 years. The capital cost for the five segments of the I-8 Update is approximately \$352 million. This 48-mile project will provide a major benefit for vehicular traffic when it is completed.

These much-needed improvements also come with some inconveniences and traffic delays. Caltrans has been working to ensure the public knows what to expect in order to plan ahead for the delays. The project team has been working to get the word out to stakeholders including the trucking industry, off-road enthusiasts, Padres fans headed to Arizona for spring training, and of course, local residents. A comprehensive communications plan has been developed which includes outreach, education and emergency management response.

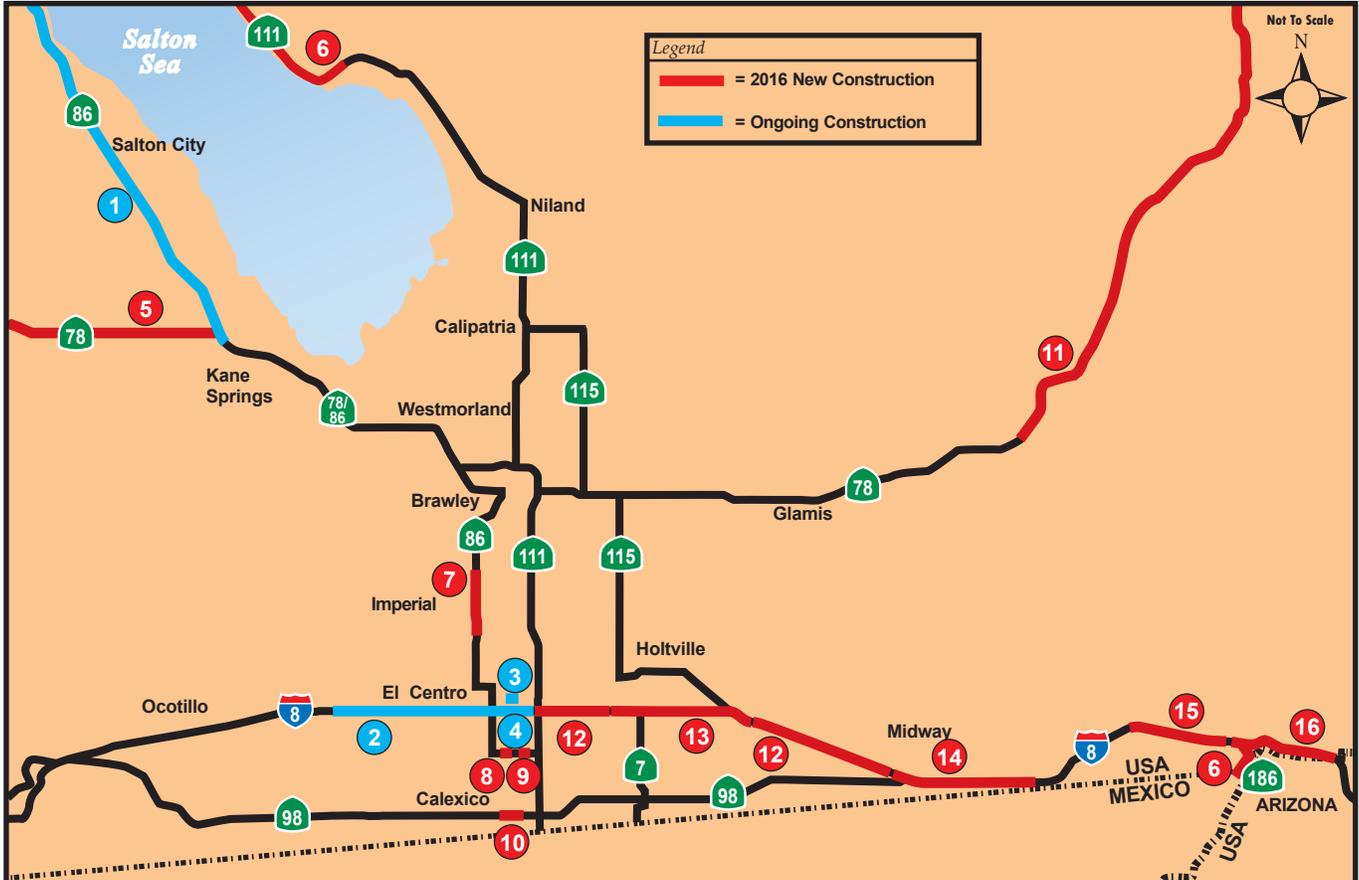
The major infusion of infrastructure investment in the region will pay immediate dividends in the short-term with increased employment and demand for services in the region. The substantial improvements being constructed throughout Imperial County will support economic vitality far into the future.



# 2016 Major Construction Map

IMPERIAL COUNTY

February 2016



- 1 Repave 25 miles of SR-86 from a half mile south of SR-78 to Riverside County. Cost: \$6.14 million. Began: Spring 2016. Completion: Fall 2016.
- 2 Repave 13 miles of I-8 from east of Dunaway Road to SR-111. Cost: \$5.2 million. Began: Fall 2015. Completion: Spring 2016.
- 3 Construct new Caltrans El Centro Maintenance Yard. Cost: \$13.5 million. Began: Spring 2014. Completion: Summer 2017.
- 4 Interchange upgrade at I-8 and Dogwood Road. Cost: \$15.4 million. Began: Summer 2014. Completion: Late 2016.
- 5 Repave 13 miles of SR-78 west of SR-86. Cost: \$5.5 million. Began: Spring 2016. Completion: Fall 2016.
- 6 Repave two miles on SR-186 and repave 9.5 miles on SR-111 from Bombay Beach to Riverside County. Combined cost: \$3.2 million. Began: Spring 2016. Completion: Summer 2017.
- 7 Repave four miles of SR-86 within the City of Imperial. Cost: \$1.59 million. Began: Fall 2016. Completion: Fall 2016.
- 8 Traffic signal upgrade at SR-86 and Dogwood Road (Imperial County Permit Project). Cost: \$1.5 million. Began: Summer 2016. Completion: Spring 2017.

- 9 SR-86 Sidewalk, Bus stops, Bicycle racks, and ADA work between Heffernan Ave and Heber Ave (3 contracts). Cost: \$800,000. Began: Summer 2016. Completion: Fall 2017.

- 10 Widen SR-98 from two to four lanes from Ollie Avenue to Eady Avenue. Cost: \$7 million. Began: Fall 2016. Completion: Fall 2017.

- 11 Repave 31 miles of SR-78 east to Riverside County. Cost: \$4.4 million. Began: Spring 2016. Completion: Fall 2016.

**I-8 UPDATE PROJECTS**

- 12 Two segments, 14 miles between SR-111 and SR-98. Cost: \$111.8 million. Began: Fall 2016. Completion: Spring 2019.

- 13 From 9.5 miles east of SR-111 to SR-115. Cost: \$67 million. Began: Spring 2016. Completion: Fall 2017.

- 14 9.5 miles east of SR-98. Cost: \$65.5 million. Began: Spring 2016. Completion: Spring 2018.

- 15 From near Ogilby Road to SR-186. Cost: \$59.6 million. Began: Fall 2016. Completion: Spring 2018.

- 16 From SR-186 to near Winterhaven. Cost: \$49 million. Began: Spring 2016. Completion: Spring 2018.

Please note that all costs and completion dates are estimated.

The funding for these highway improvements comes from federal gas tax, state gas tax, and local contributions.

For details regarding regional transportation projects visit the Caltrans website at [www.dot.ca.gov/dist11](http://www.dot.ca.gov/dist11) or phone (619) 688-6670.



# 2016 Major Construction Map

SAN DIEGO COUNTY

February 2016



Funding for these highway improvements comes from the federal gas tax, California's Prop. 1B, state gas tax, the TransNet half-cent sales tax and local contributions.



[quickmap.dot.ca.gov](http://quickmap.dot.ca.gov)

FOLLOW US ON [twitter](https://twitter.com/SDCaltrans)  
@SDCaltrans

For real-time map information and updates on regional transportation projects visit:  
[dot.ca.gov/dist11](http://dot.ca.gov/dist11),  
[KeepSanDiegoMoving.com](http://KeepSanDiegoMoving.com)  
or phone Caltrans at (619) 688-6670.

Legend	
<span style="color: red;">—</span>	= 2016 New Construction
<span style="color: blue;">—</span>	= Ongoing Construction

# 2016 Major Construction Map

SAN DIEGO COUNTY

February 2016

- ① Pavement rehabilitation on I-5 from Oceanside to the Orange County line. Cost: \$37 million. Completion: Summer 2016.
- ② Construct four-lane expressway on SR-76 from South Mission Road to Oak Creek Road. Cost: \$84 million. Completion: Winter 2017. **T**
- ③ Construct a roundabout and realign the curve on SR-76 at Valley Center Road. Cost: \$9 million. Completion: Spring 2019.
- ④ Construct median barrier on SR-76 from Rancho Del Oro Drive to Melrose Drive. Cost: \$10.7 million. Completion: Spring 2016.
- ⑤ Phase 1 of I-5 North Coast Corridor Project Extend HOV from Manchester Avenue to SR-78, replace and lengthen the San Elijo and Batiquitos Hwy and Rail lagoon bridges, construct soundwalls on private property, construct bike/ pedestrian improvements. Cost: \$700 million (Highway \$480 million; Rail \$140 million; Environment \$80 million). Completion: Winter 2020. **T**
- ⑥ Widen intersections, add lanes and shoulders, and install a new traffic signal on SR-67 at Dye Road. Cost: \$4.4 million. Completion: Spring 2018.
- ⑦ Place high friction surface treatment and drainage improvements on SR-67 from Slaughterhouse Canyon Road to just south of Foster Truck Trail. Cost: \$5 million. Completion: Winter 2017.
- ⑧ Replace Genesee Avenue Bridge over I-5 with a new 10 lane bridge, widen ramps, and construct a separated bike and pedestrian facility between Sorrento Valley Road and Voigt Drive. Cost: \$105.2 million. Completion: Summer 2017. **T**
- ⑨ Construct HOV Lanes on I-805 (North Segment) from SR-52 to just north of Mira Mesa Boulevard. Cost: \$86.4 million. Completion: Summer 2016. **B T**
- ⑩ Pavement rehabilitation on SR-67 from I-8 to south of Lakeside Avenue. Cost: \$11.6 million. Completion: Summer 2016.
- ⑪ Replace Voigt Drive Bridge over I-5 with a new seven lane bridge that will accommodate future Direct Access Ramps, widen the existing Voigt Drive, and realign Campus Point Drive. Cost: \$30 million. Completion: Winter 2018.
- ⑫ Construct a new overcrossing over I-5 at Gilman Drive north of La Jolla Village Drive to connect the east and west campus on UCSD. Cost: \$15 million. Completion: Spring 2018.
- ⑬ Pavement rehabilitation on I-15 from I-8 to SR-52. Cost: \$20.6 million. Completion: Winter 2016.
- ⑭ Reconstruct on- and off-ramps on southbound SR-163 at Clairemont Mesa Boulevard. Cost: \$14 million. Completion: Fall 2016.
- ⑮ Modify the SR-163 interchange at Friars Road by widening the overcrossing and making operational improvements. Cost: \$29 million. Completion: Summer 2018.
- ⑯ Seismic restoration and bridge rail upgrade at three locations on I-805 and one location on SR-94. Cost: \$6 million. Completion: Winter 2015.
- ⑰ Pavement rehabilitation on I-8 from the Dunbar Lane to west of Willow Road. Cost: \$41 million. Completion: Spring 2016.
- ⑱ Pavement rehabilitation on I-8 from Crestwood Road to the Imperial County line. Cost: \$9.1 million. Completion: Summer 2016.
- ⑲ Connect Hazard Center Drive to Riverwalk Drive at SR-163. Cost: \$13 million. Completion: Spring 2017.
- ⑳ Construct bikeway on SR-15 between Adams Avenue and I-8. Cost: \$10.8 million. Completion: Summer 2017. **T**
- ㉑ Construct centerline Bus Rapid Transit stations on SR-15 at El Cajon Boulevard and University Avenue. Cost: \$44.5 million. Completion: Summer 2017. **T**
- ㉒ Place high friction surface treatment and drainage improvements on SR-163 at the I-8 interchange. Cost: \$1.7 million. Completion: Winter 2017.
- ㉓ Repaint steel surfaces on the San Diego-Coronado Bridge. Cost: \$18 million. Completion: Fall 2018.
- ㉔ Realign the curve on SR-94 at the Campo Creek Bridge. Cost: \$6.7 million. Completion: Spring 2017.
- ㉕ Construct East Palomar Direct Access Ramp, transit station and Park & Ride. Cost: \$57 million. Completion: Spring 2016. **T**
- ㉖ Install ramp meters on northbound I-5 between Coronado Avenue and E Street. Cost: \$10.5 million. Completion: Winter 2017.
- ㉗ Construct northbound connectors on SR-905 and SR-11 to SR-125. Cost: \$14 million. Completion: Summer 2016. **B T**
- ㉘ Construct connectors on SR-11 to SR-905, and construct SR-11 to Enrico Fermi Drive. Cost: \$72 million. Completion: Winter 2015.
- ㉙ Upgrade and replace CCTV cameras, loop detectors and fiber optics at various locations on San Diego freeways. Cost: \$8.7 million. Completion: Spring 2016.

Please note that all costs and completion dates are estimated.

Legend

**B** = Prop. 1B Funded    **T** = TransNet Funded

# Working To Meet Department Goals





# Fingertip Facts



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<b>Counties In District 11 –</b>	<b>2</b>
<b>Interstate Freeways –</b>	<b>4</b>
<b>Rest Areas –</b>	<b>5</b>
<b>Maintenance/Landscape Yard and Shops in Imperial County –</b>	<b>5</b>
<b>International Border Ports of Entry –</b>	<b>6</b>
<b>Public Use Airports in Imperial County –</b>	<b>6</b>
<b>Incorporated Cities In Imperial County –</b>	<b>7</b>
<b>Maintenance/Landscape Yard and Shops in San Diego County –</b>	<b>10</b>
<b>Public Use Airports In San Diego County –</b>	<b>12</b>
<b>District Bike Routes –</b>	<b>16</b>
<b>Incorporated Cities In San Diego County –</b>	<b>18</b>
<b>Tribal Governments –</b>	<b>19</b>
<b>State Highways –</b>	<b>21</b>
<b>District Park &amp; Ride Lots –</b>	<b>64</b>
<b>District Centerline Highway Miles</b>	<b>1,037</b>
<b>District Employees –</b>	<b>1,220</b>
<b>Landscape Acres To Maintain –</b>	<b>3,800</b>
<b>District Lane Miles –</b>	<b>4,233</b>
<b>Passengers Served By San Diego International Airport a day –</b>	<b>50,000</b>
<b>Annual Passenger Trips On The Coaster –</b>	<b>1,673,816</b>
<b>Annual Passenger Trips Through North County Transit District –</b>	<b>12,584,754</b>
<b>Annual Passenger Trips Through Metropolitan Transit System –</b>	<b>95,000,000</b>

*South-facing Direct Access Ramp under construction at Interstate 805 at Carroll Canyon Road.*