



I-805 North Express Lanes Project

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I-805 North Express Lanes Project

Newsletter

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The I-805 Continues to Spring Forward

Stage 1: What's it all About?

The second year of construction is underway on the first stage of the Interstate 805 (I-805) North Express Lanes Project. Stage 1 consists of constructing one carpool lane in each direction, beginning just north of State Route 52 (SR 52) to just north of Mira Mesa Boulevard and the south-facing Direct Access Ramp (DAR) at Carroll Canyon Road. Additional improvements include bridge widening and ramp modifications. The California Department of Transportation (Caltrans) is using a project delivery method referred to as design-build, in which the design and construction services are awarded in a single contract.



The I-805 carpool lanes will help reduce traffic congestion and travel times.

Under the typical, design-bid-build process, the design is completed prior to putting a contract out to bid. Once the bid is awarded, the contractor

begins construction. In design-build, the contractor begins construction once a portion of design is complete and continues work to finish the design while the project is under construction. The process allows the project to be completed and open to traffic earlier than with the traditional method of delivery.

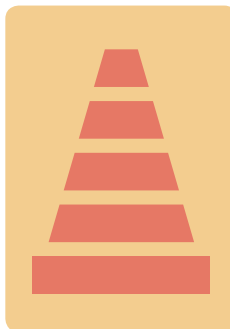
In the upcoming months, widening will continue on the Rose Canyon Bridge. Crews have already completed construction of the bridge foundation and columns have been poured. Construction has also begun on the I-805 bridge foundations located in Carroll Canyon. Motorists can expect continued freeway widening north of La Jolla Village Drive, on the northbound off-ramp at Mira Mesa Boulevard, and on the northbound on-ramp from Vista Sorrento Boulevard. Bridge falsework, which is a temporary construction support system, has been placed on Mira Mesa Boulevard to accommodate the bridge widening. Overnight closures may be necessary as construction crews work on the bridge. "Construction and median widening has only been in the southern region of the project limits until recently. Motorists will now start seeing construction activities progress north from La Jolla Village Drive," explained Caltrans Project Manager Ron Caraet, P.E.

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Safety is our #1 Priority

Caltrans has several programs in place to ensure highway worker safety on every project. Our team always makes safety for motorists and highway workers a top priority. With enforcement help from California Highway Patrol, motorists are urged to **Slow For The Cone Zone** and **Move Over** a lane when they see flashing amber lights. It's the law. Ongoing safety efforts have resulted in zero accidents on this project.



Rules of the Road – Double White Lines

As of January 1, 2012, California law has been amended to specify that drivers may not cross double parallel solid white lines. Similar to the double yellow lines, the two solid white lines indicate a lane barrier between a regular use lane and a HOV/ carpool lane. Motorists are not allowed to cross double white lines. Those wishing to move in or out of HOV lanes must wait until a single broken white line appears. In South County, the carpool lanes on I-805 South are separated by double white lines. When Stage 1 of the I-805 North Express Lanes Project opens, there will be dashed lines separating general purpose lanes and the carpool lanes allowing ingress and egress throughout the limits of the project.

New 511 App Helps Motorist Track Traffic Updates

Traffic information now fits in the palm of your hand with the 511 San Diego mobile application available for iOS and Android. The app provides real-time access to travel information supplied by Caltrans, MTS, and the cities of San Diego, Escondido, and Poway, in partnership with SANDAG.

The 511 San Diego app features:

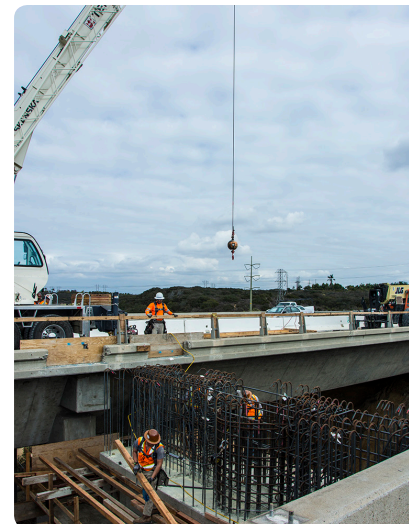
- » Maps with current traffic conditions and the latest incident and construction information on all interstates and state routes in the San Diego region
- » Real-time dynamic toll rates for the I-15 Express Lanes
- » Predictive travel times, congestion information, and special event information for the I-15 corridor
- » Ability to view current roadside camera images
- » Access to MTS bus routes, fares, and arrival times

You can download the app by visiting www.511sd.com/app.



A Closer Look at Recent Construction Work

Since construction began, the project's contractor, Skanska USA Civil West, has completed median widening on the southern two-thirds of the project limits. The median widening is required to accommodate the future carpool lanes. During August 2013, bridge falsework was installed to begin work on the Governor Drive Bridge. Temporary concrete barriers were installed and portions of the existing bridge were demolished to accommodate for bridge widening. Widening of the Governor Drive Bridge has been completed and the falsework has been removed. During a one-night freeway closure on southbound I-805, crews removed and relocated overhead signs to accommodate for freeway widening.



Crews are widening bridges along the I-805 to accommodate future carpool lanes.

Carroll Canyon: Making the Connection

Recently, Caltrans and the San Diego Association of Governments (SANDAG) held a ribbon-cutting event at the new Carroll Canyon Road extension bridge to celebrate the completion of a project that added a north-facing DAR and new carpool lanes on I-805 from Carroll Canyon Road to the I-5/I-805 merge. These new transportation features are part of the plan to reduce congestion in the Sorrento Valley area and provide travelers with new choices for their commute.



A south-facing DAR at Carroll Canyon Road will be open to traffic in 2016.

In conjunction with the new north-facing DAR at Carroll Canyon Road, preliminary work has begun on the south-facing DAR, which is slated to be completed in 2016. Once completed, the south-facing DAR will provide access to the future carpool lanes on I-805, which are currently under construction from SR 52 to Mira Mesa Boulevard, for carpools, vanpools, motorcycles, buses, and solo drivers in permitted clean air vehicles. The new carpool lanes and DAR are part of regional plans to encourage carpooling and the use of transit to help reduce congestion on our highways and provide increased travel choices.

What to Expect This Summer and Fall

As construction work migrates to the northern portion of the project limits, the construction team will focus their efforts on the Carroll Canyon Road south-facing DAR. The carpool lanes that are currently under construction will ultimately connect to the south-facing DAR at Carroll Canyon Road. DARs allow carpools, vanpools, buses, motorcycles, and solo drivers in permitted clean air vehicles to directly

access carpool lanes without needing to weave through the general purpose lanes from standard on-and off-ramps. This improves safety, reduces congestion, saves time, and increases travel time reliability for both general freeway traffic and for High Occupancy Vehicles (HOVs).

The northbound bridge over Mira Mesa Boulevard will be widened to accommodate new carpool lanes. To widen the bridge, falsework has been installed. Overnight closures of Mira Mesa Boulevard may be necessary for future bridgework.

Motorists will notice continued widening in the freeway median and outside shoulders north of La Jolla Village Drive. Concrete barriers will be placed between the construction crews and the freeway traffic for motorist and worker safety.



Equipment used for drilling the bridge foundation for I-805, which will be widened along the outside to provide additional lanes.

For the latest information, please visit the project website at KeepSanDiegoMoving.com/I-805-Corridor or subscribe for updates.

Question of the Quarter

What's the difference between carpool lanes and Express Lanes?

HOV lanes, also known as carpool or diamond lanes, are designed to promote and encourage ridesharing; thereby alleviating congestion and maximizing the people-carrying capacity of highways. In San Diego County, vehicles with two or more (2+) occupants, motorcycles, and buses are allowed to access the HOV lanes. Solo drivers with permitted clean air vehicles also can access the carpool lanes. Signs along the highway will specify the requirements for using the HOV lanes.



Express Lanes, also known as managed lanes or High Occupancy Toll lanes, are used to address the growing challenge of highway congestion with limited ability to expand freeway capacity due to construction costs, right-of-way constraints, and environmental impacts. These lanes provide free

access for permitted clean air vehicles, motorcycles, carpools, vanpools, and buses. Solo drivers pay a fee to use the lanes. These lanes are actively managed by their operating agencies.



Project Team Spotlight

Nancy Nickerson, P.E.
Senior Resident Engineer, Senior Bridge Engineer

"This project is a real partnership," explains Nancy Nickerson, P.E. Nancy serves on the I-805 North Express Lanes Project as the Senior Resident Engineer and Senior Bridge Engineer. She has been with Caltrans for more than 25 years, lending her expertise to several large-scale projects in Los Angeles, Orange, and San Diego counties. One of these projects was the SR 73 Toll Road Design-Build, a 12-mile freeway consisting of ten interchanges and 68 bridges, as well as the State Route 125 toll road (South Bay Expressway). Her comprehensive bridge and roadway knowledge has made her a valuable asset to the I-805 North Express Lanes Project Team. "If design-build is the wave of the future in California, we want to be an example of how it's done. The synergy between design and construction staff has proven to be a time-saving and cost-effective fusion. It's also been beneficial working with Skanska, a seasoned design-build contractor. The entire team was tailored to make this project a success."



From left: Timothy Glaser, Project Controls Manager at Skanska; Jackie Guilfucci, Disadvantaged Business Enterprise Coordinator - West Region at Skanska; Nancy Nickerson, P.E., Senior Resident Engineer/Senior Bridge Engineer at Caltrans; David Sharpnack, Project Manager at Skanska.

Key Transportation Projects in the Golden Triangle

New Choices for Your Commute

With more than 126,000 jobs, the Golden Triangle/Sorrento Valley area is the largest employment area in the county, and is home to one of the region's largest universities. SANDAG and Caltrans are working together to bring additional transit improvements to the area. Projects include extending the trolley line from Old Town to the University of California, San Diego (UC San Diego); running a Bus Rapid Transit route along Mira Mesa Boulevard from Interstate 15 to the UC San Diego area; and double tracking the coastal rail line in Sorrento Valley for more reliable train service. SANDAG and MTS recently put the finishing touches on the SuperLoop transit system in the University Town Center area. Four new stations were completed in September 2013. SuperLoop service operates seven days a week, with buses running every ten minutes during peak hours and every 15 minutes during non-peak hours.

To learn more about the recently completed and upcoming projects, visit KeepSanDiegoMoving.com.



A Rapid vehicle, will run along Mira Mesa Boulevard from I-15 to UC San Diego, providing commuters with competitive travel alternatives.

Deer Canyon Preservation Site

In addition to providing transportation solutions for county residents and visitors, SANDAG and Caltrans are committed to preserving and restoring natural habitats throughout the region. As part of the I-805 North Express Lanes Project, SANDAG and Caltrans have partnered to restore a 31.4-acre habitat site in Carmel Valley, known as "Deer Canyon." Efforts are underway to restore native upland habitat, which would attract the endangered Least Bell's Vireo to the site. As a result of the restoration efforts, the site will remain as protected open space in perpetuity. To learn about other restoration efforts underway in the region, please visit KeepSanDiegoMoving.com/Environmental-Protection-Coastal-Access.



SANDAG and Caltrans will preserve and restore the 31.4 acre habitat site known as Deer Canyon.

Construction Timeline

