



Interstate 805 South Project



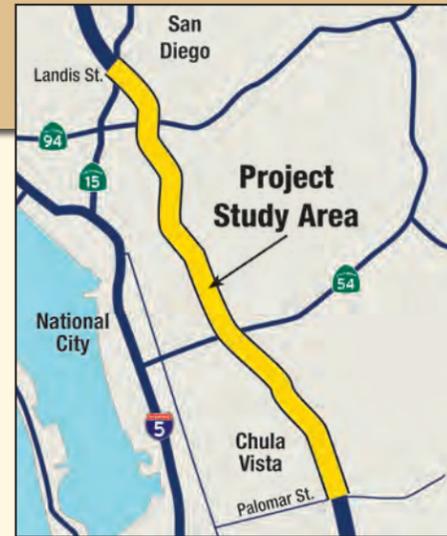
Project Overview

The I-805 South Project features a number of improvements that will relieve traffic congestion and offer new transportation choices along an 11-mile freeway segment stretching from East Palomar Street to the I-805/SR 15 interchange.

Some of the proposed improvements, which will be constructed in phases, include two Express Lanes in each direction in the center median. The Express Lanes will accommodate carpoolers, vanpoolers, solo drivers using FasTrak, motorcycles, and a new bus rapid transit (BRT) system. Additional features such as a Direct Access Ramp, one direct connector, in-line transit stations and Park & Ride locations will connect the

community to the Express Lanes. Sound walls, retaining walls and bridge improvements will help maintain and enhance quality of life for neighboring communities and their residents.

The project will create a modern, new transportation backbone that will help meet the goals identified in the San Diego Association of Governments' (SANDAG) 2030 Regional Transportation Plan: Pathways for the Future. This document, known as the RTP, envisions a countywide transportation network that better connects communities and provides expanded travel choices.



The I-805 South Project will cost an estimated \$1.3 billion, with funding coming from federal, state and local programs, including *TransNet*, a half-cent sales tax approved by San Diego County voters in 2004 to pay for transportation projects.

Benefits

Improvements planned by Caltrans and SANDAG in the I-805 South Corridor will bring a number of benefits to the San Diego region. The project will:

- Create an integral part of a modern, new transportation system that will meet the future needs of travelers in the region by improving capacity to accommodate a growing population.
- Provide expanded transportation choices such as Express Lanes and a new bus rapid transit system, which would encourage carpooling and allow for more reliable travel times.
- Help support the economic viability of the region and improve quality of life by safely moving more people and products through a critical shipping corridor.



Environmental Process

In accordance with the California Environmental Quality Act and the National Environmental Policy Act, Caltrans has prepared an Environmental Impact Report/Environmental Assessment (EIR/EA) for the I-805 South Project. This document analyzes potential impacts and identifies appropriate roadway or community improvements designed to offset these impacts.

The draft EIR/EA was released on August 30, 2010, kicking off a formal public review period. The purpose of

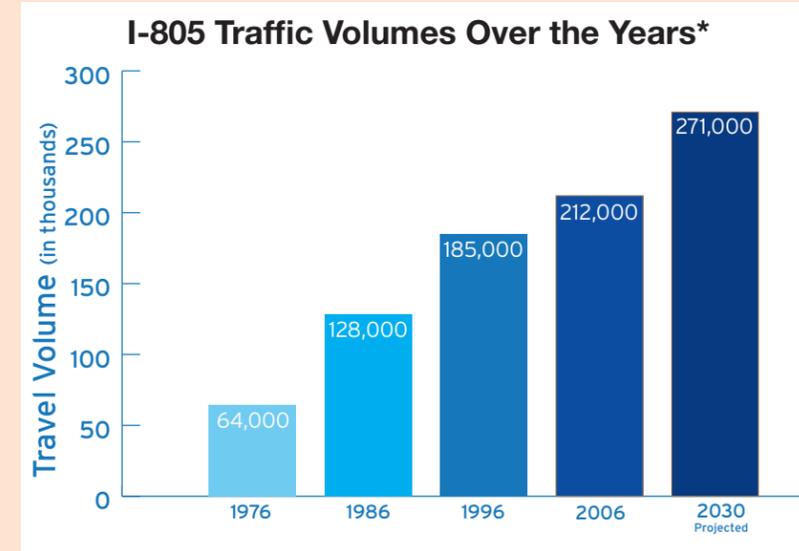
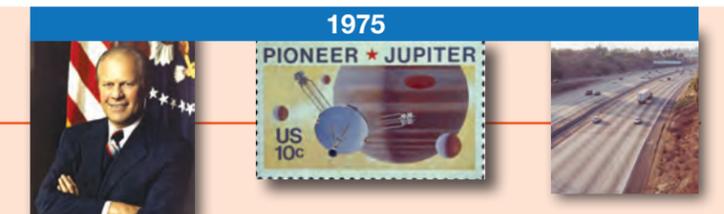
this process is to provide the public with an opportunity to comment on the project. Feedback received will be incorporated into the final environmental document, which covers both phases of the project. The EIR/EA is expected to be finalized in 2011.

To view the draft EIR/EA, visit the I-805 Corridor section of www.KeepSanDiegoMoving.com.

I-805 History

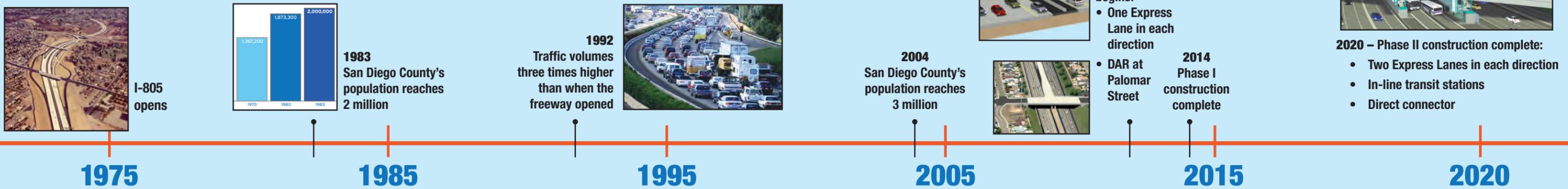
Gerald Ford was president, a first-class postage stamp cost 10 cents, and San Diego County's population was roughly half of what it is today when the I-805 opened in 1975. Fast forward nearly 35 years, and the San Diego region has changed dramatically. Traffic volumes within the I-805 South Project area have more than tripled, the population has doubled, and the region's Gross Economic Product is roughly \$175 billion.

The I-805 South Project will help meet the needs of this growing population by creating a modern, new transportation backbone and providing expanded transportation choices. The project also will help support the economic viability of the region and improve quality of life by safely moving more people and products through a key commercial corridor. I-805 links San Diego to the Otay Mesa Port of Entry, which handles more than \$28 billion in goods each year.



*Based on Travel Forecasting, Caltrans District 11

I-805 Timeline





Direct Connectors

Direct connectors are roadways that link Express Lanes on one freeway to another. The I-805 South Project will include one convenient direct connector to SR 15. This will help maintain consistent traffic speed within the Express Lanes. A direct connector at SR 94 is planned as part of a separate project.

Express Lanes

Express Lanes will be constructed in the center of the freeway between East Palomar Street and the I-805/SR 15 interchange. The new lanes will offer users expanded transportation choices to bypass congestion, improving travel times for carpoolers, vanpoolers, motorcycles, solo drivers using FasTrak, and Bus Rapid Transit riders.

Direct Access Ramp (DAR)

A new Direct Access Ramp (DAR) will be constructed on East Palomar Street in Chula Vista. DARs connect surface streets directly to Express Lanes in the center median, allowing carpoolers, vanpoolers, solo drivers using FasTrak, motorcycles, and buses to enter the Express Lanes without having to navigate through the freeway's general purpose lanes. This will help improve travel times and reduce congestion.

In-Line Transit Stations

New transit stations will be constructed in the center of the freeway at H Street in Chula Vista and Plaza Boulevard in National City. These stops will provide convenient access to the high-frequency SANDAG South Bay Bus Rapid Transit system and reduce travel times by eliminating the need for buses to exit the freeway.

Park & Ride Stations

Park & Ride stations will be constructed near the in-line transit stations on Plaza Boulevard and H Street and near the proposed DAR and transit station at Palomar Street. The purpose of the stations is to provide travelers with convenient access to the Bus Rapid Transit system, and to provide carpoolers with a convenient location to leave their cars.

Bus Rapid Transit (BRT)

The new Express Lanes, in-line transit stations, and Park & Ride locations would accommodate the proposed SANDAG South Bay BRT Project. This rapid and reliable new transit service will connect the Otay Mesa Port of Entry to downtown San Diego via eastern Chula Vista. The system's upscale, high-frequency buses will have signal priority and use dedicated lanes to ensure faster travel times and fewer stops.

San Diego

El Cajon

Coronado

National City

Chula Vista

San Diego

MEXICO

NORTH
NOT TO SCALE

Improving Quality of Life

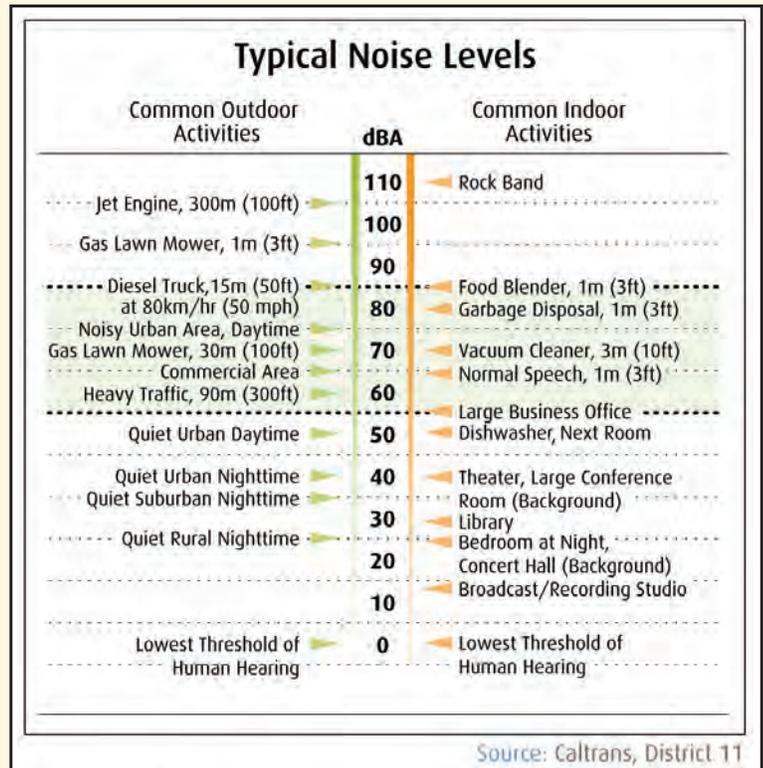


Providing Travel Choices

The year after I-805 opened, 64,000 cars traveled over the freeway each day. That number is expected to grow to nearly 272,000 daily trips by 2030 if the I-805 South Project is not built. With the project, the number of average daily trips drops to 242,000. The new Express Lanes will reduce congestion by taking an estimated 30,000 cars off the freeway's general purpose lanes.

Understanding Traffic Noise

The distance between a freeway and residences can have a profound effect on noise levels. Doubling the distance will result in noise level reductions of 3 to 4.5 decibels. The figure to the right shows the noise produced by common activities at various distances. The center of the chart, highlighted in green, compares traffic noise with other sounds people experience.



Sound Walls

As part of the I-805 South Project, Caltrans plans to construct more than 70 sound walls in the 11-mile project area. These walls will reduce highway traffic noise to nearby residents and schools. Caltrans has established guidelines to analyze traffic noise and determine which locations are eligible for sound walls.



CONTACT US

For more information on the I-805 South Project, please contact:

Ramon Martinez, Project Manager
(619) 688-2516

Ramon.Martinez@dot.ca.gov
www.KeepSanDiegoMoving.com

Para información en español, por favor comuníquese con Ramon Martinez:
(619) 688-2516 o Ramon.Martinez@dot.ca.gov.

For all other inquiries, please contact the Caltrans Public Information Office:

(619) 688-6670
www.dot.ca.gov/dist11

Department of Transportation
4050 Taylor Street
San Diego, CA 92110

