



Interstate 805 South Project



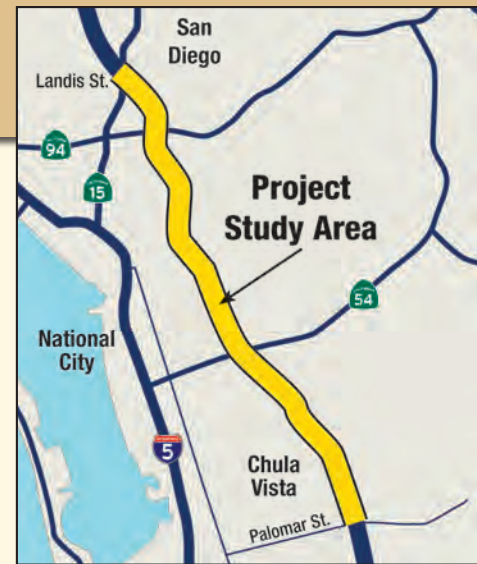
Project Overview

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.

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.

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:

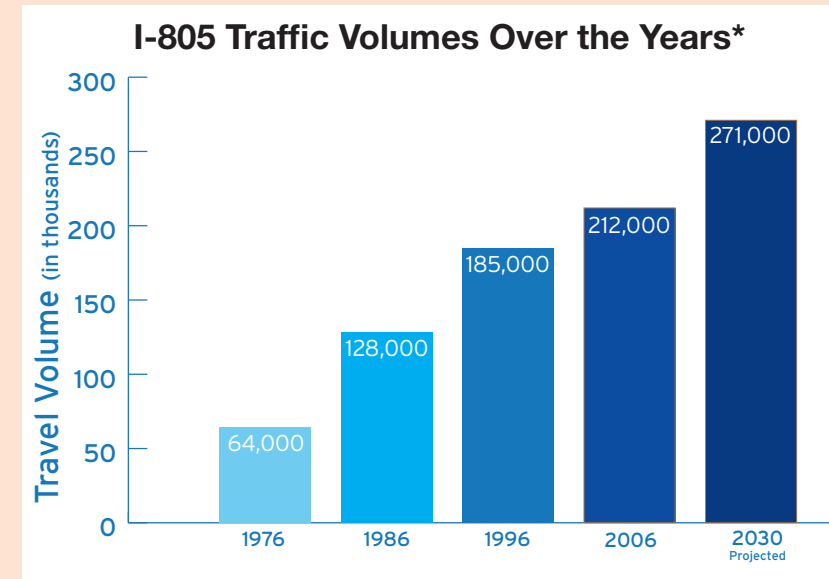
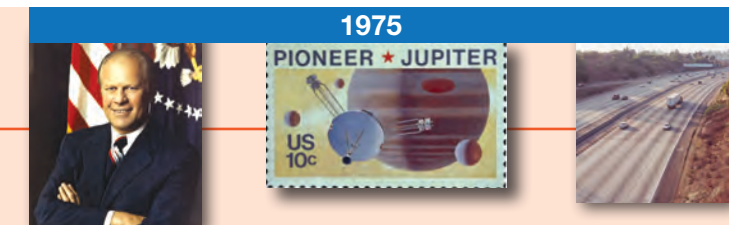
- Create an integral part of a modern, new transportation system that will meet the future needs of travelers in the region by improving capacity to accommodate a growing population.
- Provide expanded transportation choices such as Express Lanes and a new bus rapid transit system, which would encourage 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.



I-805 History

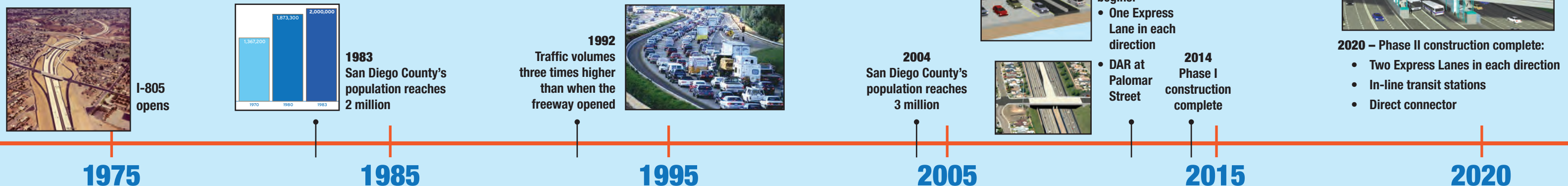
Gerald Ford was president, a first-class postage stamp cost 10 cents, and San Diego County's population was roughly half of what it is today when the I-805 opened in 1975. Fast forward nearly 35 years, and the San Diego region has changed dramatically. Traffic volumes within the I-805 South Project area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





Improving Quality of Life



Providing Travel Choices

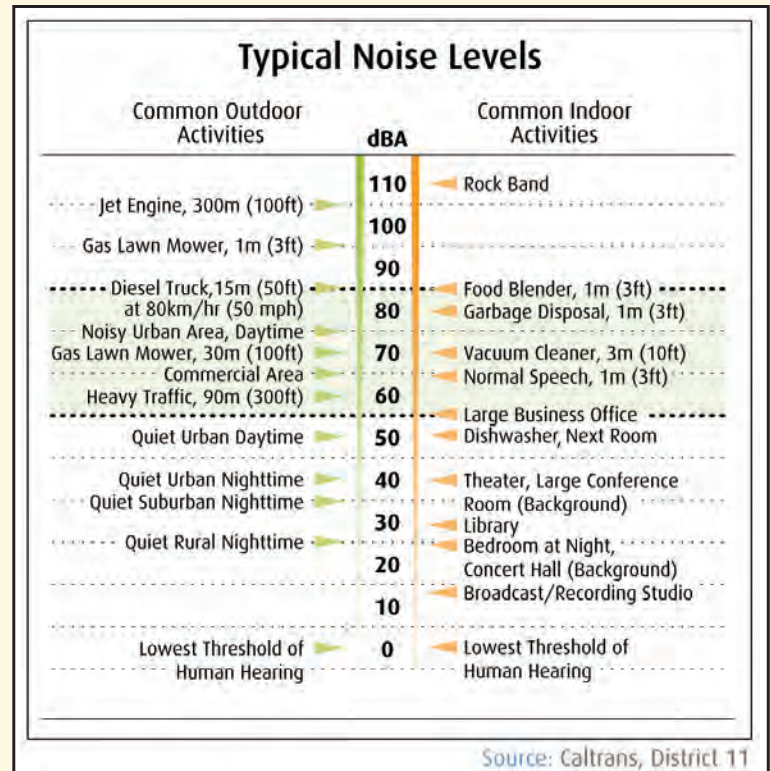
The year after I-805 opened, 64,000 cars traveled over the freeway each day. That number is expected to grow to nearly 272,000 daily trips by 2030 if the I-805 South Project is not built. With the project, the number of average daily trips drops to 242,000. The new Express Lanes will reduce congestion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

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