



STATE ROUTE-111 TRANSPORTATION CONCEPT SUMMARY

This Transportation Concept Summary (TCS) for State Route 111 in District 11 serves as an analysis tool and conceptual long-range guide for future investment decisions in the transportation corridor.

DISCLAIMER

The information and data contained in this document are for planning purposes only and should not be relied upon for final design of any project. Any information in this TCS is subject to modification as conditions change and new information is obtained. Although planning information is dynamic and ever-changing, the District 11 Planning Division makes every effort to ensure the accuracy and timeliness of the information contained in the TCS. The information in the TCS does not constitute a standard, specification, or regulation, nor is it intended to address design policies and procedures. If you encounter information that you deem to be inaccurate or unreliable, please contact Kim.Sturmer@dot.ca.gov or at 619-688-6967.



CALIFORNIA DEPARTMENT OF TRANSPORTATION
PLANNING DIVISION
Planning Leads To Superior Solutions

Caltrans
DISTRICT 11

SR-111 Transportation Concept Summary June 2008

CORRIDOR PURPOSE

SR-111 serves traffic to and from Mexico via the international Port of Entry (POE) at Calexico. SR-111 is also a major intercity connector in the Imperial County, and serves as an urban arterial for some cities in Imperial County.

The southern portion of the route, located in Imperial Valley, serves interregional, recreational, and local travel. In particular, the portion of SR-111 from I-8 to SR-78 is the primary carrier of trucks from the international border to Los Angeles via SR-7, I-8 and SR-86. This part of SR-111 has been developed as an expressway and is vital for the movement of international trade. The route is instrumental in providing goods movement for the agricultural activities in Imperial Valley. Agricultural goods are transported from the fields to consumer distribution centers throughout the United States. Agriculture is the major economic base in the Imperial Valley. A secondary economic source for the county is retail service for recreation activities. Major points of recreational significance served by SR-111 include the Salton Sea, Desert Park, and many off road vehicle areas. Additionally, SR-111 provides commute service between the cities of Calexico, El Centro, Brawley, Calipatria and the communities of Niland and Bombay Beach.

Parallel State routes include SR-86, located to the west of SR-111 from 4.6 miles north of the International Border to the city of Coachella, SR-115 located to the east of SR-111 from I-8 to the city of Calipatria, and SR-7 located to the east of SR-111 from the international border to I-8. SR-111 intersects with SR-98, SR-86, I-8, SR-78, and SR-115.

CORRIDOR NEEDS

SR-111 is a key transportation corridor in Imperial Valley. It is part of the High Emphasis interregional route system (IRRS), which is composed of major through trunkline routes that form the backbone of the State's transportation network. Additionally, SR-111 is one of ten routes in the State that are Interregional Focus Routes. Focus Routes have the highest priority for completion to minimum facility standards within 20 years. This will assure a statewide trunk system will be in place for higher volume interregional mobility.

To facilitate the movement of goods, services, and information between California and Mexico and to accommodate recent and anticipated growth in cross-border travel, California identified a North American Free Trade Agreement transportation network (NAFTA-NET). Routes on this system are critical transportation corridors that

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serve trade and traffic through the land POEs between California and Mexico. SR-111 is included in NAFTA-NET.

The SR-111 four lane expressway projects from I-8 to SR-78 has been completed and is an important part of the high level expressway connection between the U.S./Mexico international border and I-10 in Riverside County that has been called the "NAFTA Farm-To-Market Highway." This system is mostly complete and consists of the SR-7 expressway, the SR-111 expressway, the SR-78/111 Brawley Bypass expressway, and the SR-86 expressway north of Brawley. This system facilitates interregional travel throughout the Imperial and Coachella Valleys, improves intercity and international travel between Baja California, Mexico and Los Angeles, and provides an improved facility for the movement of goods throughout the region.

CORRIDOR ANALYSIS

For purposes of analysis, portions of SR-111 are expressway and portions are conventional highway. Some specific issues and improvements need to be analyzed separately depending on the type of facility, however, from a corridor perspective, these issues and improvements work together to improve traffic flow throughout the entire corridor.

CORRIDOR TRAFFIC

SR-111 will be experiencing an increase in traffic in the future. In some cases, traffic is expected to double or triple between 2005 and 2025 in certain parts of the corridor. Because of the difficulties associated with predicting future land use growth rates, there may be changes in projected traffic volumes on SR-111 in the future. The following tables show existing and future traffic conditions for SR-111.

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Existing and Future Average Daily Traffic

LOCATION	EXISTING NUMBER OF LANES/ FACILITY TYPE	2006 ADT ¹	2006 LOS ²	2025 NUMBER OF LANES/ FACILITY TYPE	2025 ADT ³	2025 LOS ²
International Border to SR-98	4C	38,500	E ⁴	4C	63,500	F ⁵
SR-98 to Cole Road	4E	33,000	B	6E or 6F	72,300	C
Cole Road to SR-86	4E	35,000	B	6F	93,000	C ⁵
SR-86 to McCabe	4E	31,300	B	6F	100,500	D ⁵
McCabe to I-8	4E	34,500	B	6F	92,800	C ⁵
I-8 to Keystone Road	4E	13,300	A	4E	59,400	B
Keystone Road to new East Junction SR-78	4E	9,600	A	4E	39,500	B
New East Junction SR-78 to new West Junction SR-78 (Shank) - Brawley Bypass ⁶	--	--	--	4E	20,900	B
Old West Junction SR-78 8th/Main) to new West Junction SR-78 (Shank)	2C	14,500	C	RELINQUISH		
New West Junction SR-78 to SR-115	2C	9,100	B	4C	18,200	B
SR-115 to Young Road	2C/4C	6,000	B	2C/4C	11,700	C
Young Road to Niland Avenue	2C	5,100	B	2C/4C	14,800	B
Niland Avenue to Riverside County Line	2C	3,000	B	2C/4C	9,100	A

¹ 2006 ADT's derived from Caltrans District 11 Traffic Volume Book. In some segments, ADT's are averages.
² 2006 and 2025 Level of Service (LOS) are based on sketch level planning analysis and are not to be used for design purposes.
³ 2025 ADT's are from the Imperial County Transportation Model. These numbers are estimates based on current and proposed regional growth and are subject to change based on potentially different growth estimates.
⁴ Southbound peak hour LOS may be worse than "E" at certain times due to border crossing delays.
⁵ The Calexico/Mexicali Border Transportation Study (June 2000) developed a series of alternative improvement concepts for the border area that would enhance local traffic circulation, airport access, and rail traffic circulation. In particular, some of the alternatives would improve traffic flow in these segments.
⁶ The portion of the Brawley Bypass extending north from the new east junction of SR-78 to new West Junction of SR-78 will be statutorily designated as SR-78. However, it will be a shared roadbed with SR-111 and will be signed as SR-78/111.

RECOMMENDED CORRIDOR IMPROVEMENTS

The following table shows major capacity improvements to SR-111. These improvements are from the February 2008 Imperial County RTP.

POST MILE	LOCATION	DESCRIPTION	PHASE
R1.2 - R7.7	SR-98 TO I-8	Upgrade to 6-lane Freeway with Interchanges at Jasper Rd, McCabe Rd, and Heber Rd and Overcrossing at Chick Rd	Near Term (2007-2015)
R7.7 - 22.1	I-8 TO SR-78	Upgrade to 6-lane Freeway with Interchanges at Aten Rd, Worthington Rd, Keystone Rd, and SR-78	Long Term (2025 And Beyond)
23.7- 32.5	Shank Road to SR-115	Upgrade to 4-lane Conventional Highway	Midterm (2015-2025)
33.0 - 65.4	Young Road to Riverside County Line	Upgrade to 4-lane Conventional Highway	Long Term (2025 And Beyond)

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In addition to these major highway capacity-enhancing improvements, proposed operational improvements to Cesar Chavez Boulevard and overpass railroad crossings are planned. There is also a proposed project that will expand the Calexico West/Mexicali Port of Entry (POE) to increase security, reduce congestion, and reduce cross-border wait times.

The following table shows additional transportation improvements to SR-111. These projects are from the District 11 May 2008 Status of Projects.

POST MILE	LOCATION	DESCRIPTION	SOURCE/ PHASE
R4.6 - R4.9	0.3 mile south of SR-86 to 0.3 mile north of SR-86	Roadway Widening for Dedicated Left and Right Turn Lanes	PSE ¹
6.0 - 6.5	0.2 mile south of McCabe Rd to 0.3 mile north of McCabe Rd	Roadway Widening and Installation of Traffic Signals	PSE ¹
38.1 - 65.4	McDonald Rd to Riverside County Line	Pavement Rehabilitation	PSE

¹ Locally Funded project-County of Imperial
PSE = Plans, Specifications and Estimates

The following table shows transportation improvements to SR-111 that are from the District 11 2007 Ten-Year State Highway Operation and Protection Plan (SHOPP) Needs Plan.

POST MILE	LOCATION	DESCRIPTION	CATEGORY/FISCAL YEAR
0.0 - 60.0	US/Mexico Border to Salton Parkside Rd	Upgrade 55 Signs (Materials and Exit #s)	Roadway Preservation FY2017/2018
0.5	8 th Avenue	Construct signal	Mobility FY 2017/2018
20.6	Rockwood Canal	Bridge Rail Upgrade	Bridge Preservation FY2013/2014
Various	Various	Bridge Rail Upgrades and Deck Rehabilitation	Bridge Preservation FY2012/2013

TRANSIT SERVICE

The majority of transit service in Imperial Valley is provided by Imperial Valley Transit (ICT). ICT is an intercity fixed route system subsidized by the Imperial Valley Association of Governments (IVAG), administered by the County Department of Public Works, and operated by Laidlaw Transit Services, Inc., a private-for-profit service. ICT operates several fixed-routes which serve the communities of Brawley, Calexico, Calipatria, El Centro, Holtville, Niland, Seeley, and Westmorland, Monday through Saturday. Additionally, ICT operates limited service to Winterhaven (each Wednesday), Bombay Beach (each Thursday), and two express round-trips to Imperial Valley College (IVC Express), which supplements the regularly scheduled service. The IVC Express offers one round trip from Niland and one round-trip from Calexico on IVC school days only. Passenger ridership currently averages 23,000 passengers a month. ICT Routes 50, 100, 150, 200, 300, 350 and 500 travel on portions of SR-111.

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The County also administers Americans With Disabilities Act (ADA) paratransit service known as Areawide Independent Mobility (AIM) Transit. AIM Transit offers a curb-to-curb Dial-A-Ride service for the disabled who are not able to use the traditional fixed-route service. While the Dial-A-Ride service remains available to seniors over the age of 60, priority is given to those certified under the Americans with Disabilities Act (ADA). ADA Paratransit will transport users anywhere within a ¾ mile corridor of Imperial County Transit routes.

Additional, individual agency public transit services include demand-responsive Dial-A-Ride services offered by the Cities of Brawley, Calexico, El Centro, and Imperial.

Future transit service improvements will include expanding and/or restructuring current transit service to improve efficiency and productivity, adding new services such as the El Centro Circulator Shuttle, and conducting additional Circulator Bus Feasibility studies.

NONMOTORIZED TRANSPORTATION

The County of Imperial's bicycle facilities program is designed to enhance environmental and social benefits for the citizens of Imperial County by providing an integrated network system of bicycle and pedestrian facility for the safe and efficient movement in and through the County of Imperial. This includes an integrated bicycle circulation system which includes facilities to promote the environmental and social benefits of commuter and recreational bicycling. Class II bikeways shall be planned into appropriate Prime, Major, and Secondary arterials. The County shall cooperate with other governmental agencies to provide connection and continuation of bicycle corridors. The bicycle circulation system will be integrated with auto, pedestrian, and transit systems.

The County of Imperial Bicycle Master Plan Update (September 2003) recommends implementation of a 252 mile system of bicycle lanes, routes and pathways that will link to schools, shopping, employment and future expanding residential areas. In addition, Bicycle Master Plans were developed in 2002 and 2003 for the Cities of Brawley, Calexico, El Centro, Calipatria, Holtville, Imperial, and Westmorland. Bicycle travel is permissible on all segments of SR-111 in Imperial County.

DEVELOPMENT REVIEW

Caltrans District 11 Development Review staff in the Planning Division review federal, state, and local planning or proposed development activity that has the potential to impact state transportation facilities or other resources under Caltrans' jurisdiction, and to recommend conditions of project approval that eliminate those impacts or reduce them to a level of insignificance. Typically, this involves the review of development proposals in which Caltrans is either a responsible (permitting) or commenting (reviewing) agency, but has no discretionary approval power over the project other than permit authority. Development Review staff work cooperatively with local lead agencies and developers in determining the type and level of mitigation needed to offset project impacts. They are also responsible for identifying other functional areas within District

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11 that are affected by the proposal, and coordinating the circulation of appropriate documents with other functional areas for review and comment.

Based on the Caltrans Traffic Impact Study (TIS) guidelines, a 1,000 Average Daily Traffic (ADT) threshold size triggers the need for developers to prepare a traffic study for their project. The following information generally includes projects for which an Environmental Document, a Specific Plan or a Master Plan has been or will be prepared. There are 22 potential major development projects within and adjacent to the SR-111 corridor that will each generate more than the 1,000 ADT threshold. Total cumulative projected ADT from these developments is expected to be approximately 720,982 ADT. There may be an additional number of smaller development projects that may have additional cumulative impacts on traffic in the corridor. Because of uncertainties associated with future demographic, socioeconomic, and political climates, the scale of development may be subject to change. Changes in land use prompting rapid housing and commercial development growth will need to be monitored closely by all impacted jurisdictions and agencies. Appropriate traffic studies for proposed developments will need to be conducted and reviewed carefully by Caltrans staff. Land development and local capital improvement projects should also be coordinated with Caltrans projects.

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The following table shows proposed projects in the Imperial County SR-111 corridor currently in the development review process. Construction of some of these developments may either be underway or complete. Additional projects discussed in other studies may not be included:

POST MILE	PROJECT NAME	PROJECT DESCRIPTION	ADT
2.21	Towncenter Industrial Plaza	Industrial	5,514
2.21	Heald Annexation	Annexation	9,828
2.21	Calexico Wal-Mart	Commercial	14,685
2.21	Alder 70 Specific Plan	Mixed Use	27,075
2.70	111 Calexico Place	Commercial	99,000
3.22	Estrella Subdivision	Mixed Use	7,121
3.22	Santa Fe Subdivision	Mixed Use	27,249
3.22	Las Ventanas	Not Available	24,367
3.22	Calexico Mega Park	commercial	46,408
3.22	Rancho Diamante	Not Available	72,063
3.23	111 Calexico Place (Casino)	Commercial	82,426
4.74	Imperial Center	Mixed Use	26,370
6.24	Williamson Act Preserve (34 McCabe Rd)	Agricultural Preserve Program Disestablishment	2,400
6.24	Desert Lakes	Not Available	90,000
7.24	Imperial Valley Mall	Commercial	47,300
13.07	Myron Fortin	Single-family residential	4,800
20.59	Davis O'Connell Property	Not Available	30,000
21.10	La Paloma Planned Development	Mixed Use	42,642
22.13	Rancho Porter Specific Plan	Mixed Use	52,984
22.61	Webster Industrial Subdivision	Light Industrial	4,320
31.51	TPM 02410 - Sohon Sandu	Mixed Use	2,000
40.32	Joe Mar Estates	Single-family residential	2,430