



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 August 2010

CORRIDOR PURPOSE

State Route (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 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 Interstate 8 (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 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. SR-111 also provides commute service between Calexico, El Centro, Brawley, Calipatria, 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. 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 designation 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

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network (NAFTA-NET). Routes on this system are critical transportation corridors that 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 project 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 complete except for one small section 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, projected traffic volumes on SR-111 may change 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	2009 ADT ¹	2009 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	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	4C	9,100	A

¹ 2009 Average Daily Traffic (ADT) from Caltrans District 11 Traffic Census. In some segments, ADTs are averages.

² 2009 and 2025 Level of Service (LOS) are based on sketch level planning analysis and are not to be used for design purposes.

³ 2025 ADTs 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 "D" at certain times due to border crossing delays.

⁵ The Calexico/Mexicali Border Transportation Study (June 2000) and the Calexico Land Port of Entry Traffic Impact Study (November 2009) discuss alternative improvement concepts for the border area that would enhance local traffic circulation, airport access, and rail traffic circulation. In particular, some of the recommended improvements may 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 May 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)

The following table shows additional transportation improvements to SR-111. These projects are from the District 11 May 2010 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
40.5 – 63.0	Main Street in Niland to Salton Sea State Park	Rubberized Asphalt Concrete Overlay and Stress Absorbing Membrane Interlayer	PSE

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

The following table shows transportation improvements to SR-111 from the District 11 2009 Ten-Year State Highway Operation and Protection Plan (SHOPP) Needs Plan.

POST MILE	LOCATION	DESCRIPTION	CATEGORY/FISCAL YEAR
0.5	8 th Avenue	Construct signal	Mobility FY 2019/2020
20.6	Rockwood Canal	Bridge Rail Upgrade	Bridge Preservation FY2013/2014
38.1 – 65.4	McDonald Road to Riverside County Line	Rehabilitate Roadway	Roadway Preservation FY2010/11
Various	Various	Bridge Rail Upgrades and Deck Rehabilitation	Bridge Preservation FY2011/2012

The following table shows transportation improvements listed on the District 11 Development Review Branch Developer Sponsored Projects listing. Some projects may be repetitive of previously included projects.

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POST MILE	DEVELOPMENT PROJECT DESCRIPTION	LOCAL AGENCY /STATUS	MITIGATION/TRANSPORTATION PROJECT DESCRIPTION
2.21	Los Lagos SP / mixed use	City of Calexico / EIR / 4/4/08 FEIR - July 2007- approved)	Cumulative: Fair share towards SR-111 from I-8 to SR-98 (intersections, segment, and future interchanges)
3.22	Calexico Mega Park / 1,190,000 sf of commercial retail/office on 232-acre site southeast of SR-111 and Jasper Rd	City of Calexico / DEIR / 5/7/08	Phase I Direct: NB left turn at SR-111/Heber; SB left, NB right, WB left, WB thru, WB right at SR-111/Jasper. Phase I Cumulative: SB thru, SB right, NB thru and WB thru at SR-111/Cole; NB thru and SB thru at SR-98/SR-111. Phase I +2015 Cumulative: signal coordination at SR-98/SR-111. Phase II Cumulative: cloverleaf interchange for SR-111/Jasper.
3.23	111 Calexico Place (Casino) / 60.3 acre Class III casino and 124.8 acres of commercial on 232-acre site southwest of SR-111 and Jasper Rd	City of Calexico / DEIR / 11/20/08 (approved)	Casino Phase Direct: EB left at SR-111/Jasper Casino+Phase1 Direct: E/W thru, EB left, WB left, NB left, and SB right at SR-111/Jasper and SR-111/Cole Casino Phase Cumulative/Fair Share: SB thru-lane at SR-111/Cole; SB thru-lane at SR-98/SR-111 Casino+Phase1 Cumulative: SB right-turn and east-west thru-lane at SR-111/Cole; NB/SB thru-lane at SR-98/SR-111 Casino+2015 Cumulative: NB/SB and EB/WB thru-lane at SR-98/SR-111 All Phases Cumulative: thru-lanes at SR-111/Jasper; thru-lanes at SR-98/SR-111
4.74	Imperial Center (I/S SR 86) / commercial retail	County of Imperial / MND / Approved	Direct: Intersection improvements SR-86/SR-111 and utilities
4.74	SR 86 I/S (IV Mail)	County of Imperial / Caltrans Permit Review (30%)	Intersection improvements SR-86/SR-111
6.24	McCabe I/S Improvements (IV Mail)	City of El Centro / Permit Issued	Signal and Intersection improvements McCabe/SR-111
17.59	Mesquite SP / mixed use	County of Imperial / letter date 11/4/05 (FMEIR)	Direct: Intersection improvements at SR-111/Keystone
17.59	Rancho Los Lagos / 3,830 residential units incl. active-adult, 26 acres of mixed-use commercial, two elementary schools, and golf course on 1,076-acre site northeast of SR-86 and Schartz Rd	County of Imperial / TIS July 2008	Phase 1A Cumulative: signal, EB left at Old SR-111/Malan; signal at SR-111/Schartz; signal, WB left and EB left at SR-111/Keystone; signal, EB left at SR-111/Harris.
22.13	Rancho Porter Specific Plan / 1,359 residential units and 35.5 acres of commercial and 1,197 residential units and 52.6 acres of commercial on 210 acre agricultural site southeast of SR-78 (Main St) and SR-111	City of Brawley / TIS / 8/4/08	All Phases Cumulative: Dual EB right-turn and dual NB left-turn at SR-111/Wildcat; signal, left-turn, thru-lane and right-turn at EB and WB SR-111/Schartz; signal, left-turn, thru-lane and right-turn at EB and WB SR-111/Harris

EIR = Environmental Impact Report
DEIR =Draft Environmental Impact Report
FEIR =Final Environmental Impact Report
FMEIR = Final Master Environmental Impact Report
MND =Mitigated Negative Declaration
TIS = Traffic Impact Study

CALEXICO WEST LAND PORT OF ENTRY (LPOE)

SR-111 connects to the Calexico West Land Port of Entry (LPOE) at the U.S./Mexico international border. The United States General Services Administration (GSA) proposes to expand the number of inspection stations for the Calexico LPOE from 10 stations to 16 stations in an effort to relieve traffic congestion, reduce vehicle inspection queues, improve security at the port, and facilitate the Customs and Border Protection mission. The Calexico West LPOE is currently aligned with SR-111, and, with the expansion, the LPOE will be realigned with Cesar Chavez Boulevard in order to avoid trains blocking the southbound lanes into Mexico. The proposed expansion will increase the capacity of the northbound traffic lanes crossing the border, which will reduce wait times and increase traffic volumes on local roadways and intersections.

The consultant-prepared Calexico West Land Port of Entry Border Station Expansion Traffic Impact Study was completed in November 2009. This study proposed a number of transportation improvements on local surface streets in the Calexico area that would be affected by the proposed LPOE improvements. Improvements proposed for SR-111 in this traffic impact study were:

- Modify the signal at the SR-111/2nd Street intersection
- Restripe the SR-111 northbound lanes to provide one left turn, two through and one right turn lane
- Restripe the SR-111 southbound lanes to provide one left turn and two right turn lanes.

The traffic study also analyzed the following roadway segments and street intersections on SR-111:

- SR-111 north of SR-98
- SR-111 between SR-98 and Temple Court
- SR-111 between Temple Court and Grant Street
- SR-111 between Grant Street and 6th Street
- SR-111 between 6th Street and 5th Street
- SR-111 between 5th Street and 4th Street
- SR-111 between 4th Street and 3rd Street
- SR-111 between 3rd Street and 2nd Street

Further information on local street transportation improvements near to SR-111 is included in the traffic study.

TRANSIT SERVICE

The majority of transit service in Imperial Valley is provided by Imperial Valley Transit (IV Transit). IV Transit is an intercity fixed route system subsidized by the Imperial County Transportation Commission (ICTC), administered by the County Department of Public Works, and operated by First Transit, Inc. IV Transit operates several fixed-routes that serve the communities of Brawley, Calexico, Calipatria, El Centro, Holtville, Niland,

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Seeley, and Westmorland, Monday through Saturday. IV Transit also operates limited service to Winterhaven (each Wednesday), Bombay Beach (each Thursday), and two express round-trips to Imperial Valley College (IVC Express), which supplement 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 per month. ICT Routes 50, 100, 150, 200, 300, 350 and 500 travel on portions of SR-111.

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 $\frac{3}{4}$ 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 network includes an integrated bicycle circulation system with 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 cooperates with other governmental agencies to provide connection and continuation of bicycle corridors. The bicycle circulation system will be compatible 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. Development Review staff are also responsible for identifying other functional areas within District 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 nine 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 416,000 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 and staging of these developments 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.

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.

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POST MILE	PROJECT NAME	PROJECT DESCRIPTION	ADT
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	Calexico Mega Park	Commercial	46,408
3.23	111 Calexico Place (Casino)	Commercial	82,426
4.74	Imperial Center	Mixed Use	26,370
7.24	Imperial Valley Mall	Commercial	47,300
22.13	Rancho Porter Specific Plan	Mixed Use	52,984