



STATE ROUTE-115 TRANSPORTATION CONCEPT SUMMARY

This Transportation Concept Summary (TCS) for State Route 115 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

DRAFT

SR-115 Transportation Concept Summary May 2011

CORRIDOR PURPOSE

SR-115 is a mostly two lane conventional highway entirely within rural Imperial County extending from Interstate-8 (I-8) near Van Der Linden Road westerly through Holtville, then extending north to the junction of SR-111 in Calipatria. SR-115 primarily serves intraregional and interregional automobile and commercial vehicular traffic. It also serves agricultural-related truck traffic from producers to processing and distribution centers, as well as providing access for local farming related traffic. SR-115 also carries some international traffic and serves intraregional travel between the cities of Holtville, Brawley and Calipatria.

CORRIDOR NEEDS

In response to the North American Free Trade Agreement (NAFTA), Caltrans developed the NAFTA NET. The NAFTA NET is a transportation network which links the ports of entry and border regions to the existing transportation system and facilitates increased trade, ensures a safe cross border trucking industry, and improves the multimodal transportation network leading to the major international border crossings. 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.

There are three major capacity enhancing transportation projects proposed for SR-115. The first project is a critical NAFTA NET project that proposes the construction of a new SR-115 four lane expressway on new alignment extending northerly from the I/8/SR-7 junction and connecting with the existing west junction of SR-115 and Evan Hewes Highway. This project is included as a Near-Term (2007-2015) project in the Imperial County 2007 Transportation Plan. In addition, a Project Study Report/Project Development Support (PSR/PDS) was prepared for this project and approved in July 2004.

The second project will improve SR-115 over a length of approximately 11.5 miles from Evan Hewes Highway to SR-78. The roadway will be upgraded from the existing two lane conventional highway to a four lane expressway. This project is included as a Mid-Term (2015-2025) project in the Imperial County 2007 Transportation Plan.

The third project will improve SR-115 over a length of approximately 14.2 miles from SR-78 to SR-111. The roadway will be improved to a four lane expressway. This

DRAFT

segment of SR-115 is presently constructed as a two lane conventional highway. This project is included as a Long-Term (beyond 2025) project in the Imperial County 2007 Transportation Plan.

CORRIDOR ANALYSIS

For purposes of analysis, most of SR-115 traverses a lightly populated rural agricultural and desert environment. Some specific issues and improvements need to be analyzed separately depending on the nature of the route, however, from a corridor perspective, these issues and improvements work together to improve traffic flow throughout the entire corridor and the region.

CORRIDOR TRAFFIC

SR-115 will be experiencing an increase in traffic in the future. In some traffic is expected to double or even triple between 2005 and 2025. The following table shows existing and future traffic conditions for SR-115.

Existing and Future Average Weekday Traffic

LOCATION	EXISTING # OF LANES/ FACILITY TYPE	2009 AWDT ¹	2009 LOS ²	FUTURE# OF LANES/ FACILITY TYPE	2025 AWDT ³	2025 LOS ²
I-8 to West Junction Evan Hewes Highway	--	--	--	New 4E on new alignment	18,800- 24,300 ⁴	B/C
I-8 to Kavanaugh Road	2C	1,000	B	Relinquished	--	--
Kavanaugh Road to Grape Ave	2C	1,300	B	Relinquished	--	--
Grape Ave to Walnut Avenue	4C	2,350	B	Relinquished	--	--
Walnut Avenue to Holt Avenue	4C	6,100	B	Relinquished	--	--
Holt Avenue to West Fourth Street	4C	5,400	B	Relinquished	--	--
West Fourth St to West Junction Evan Hewes Highway	2C	5,600	B	Relinquished	--	--
West Junction Evan Hewes Highway to Zenos/6th Street	2C	5,100	B	4E	27,000	C
Zenos/6th Street to Worthington Road	2C	5,100	B	4E	15,000	
Worthington Road to Harris Road	2C	5,100	B	4E	13,000	
Harris Road to East Junction SR-78 (Route Break)	2C	5,100	B	4E	12,500	
West Junction SR-78 to Rutherford Road	2C	1,450	B	4E	6,300	A
Rutherford Road to Wirt Road	2C	1,200	B	4E	9,000	B
Wirt Road to East Avenue	2C	920	B	4E	8,000	A
East Avenue to SR-111	4C	4,000	B	4E	8,000	A

¹ 2009 AWDT's derived from Caltrans District 11 Traffic Volume Book.

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

³ 2025 AWDT'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 2025 AWDT varies depending on which project alternative alignment is selected.

DRAFT

PROJECT INITIATION DOCUMENT INFORMATION-CORRIDOR AND SYSTEM COORDINATION

SR-115 was added to the State Highway System in 1933.

The federal functional classification of SR-115 is Rural Major Collector.

California Senate Bill 300, enacted in 1989, created an Interregional Road System (IRRS). Subsequently, Section 164.3 of the California Streets and Highways Code directed Caltrans to develop and submit to the Legislature an IRRS Plan by February 1, 1990. In accordance with this plan, the IRRS is a series of interregional state highway routes outside the urbanized areas that provides access to, and links between, the state's economic centers, major recreational areas, and urban and rural regions. SR-115 is not part of the Interregional Road System.

The National Highway System (NHS) Designation Act of 1995 was enacted by Congress in November, 1995. The purpose of the NHS is to provide an integrated national highway system that serves both urban and rural America; to connect major population centers, international border crossings, ports, airports, public transportation facilities, and other major travel destinations; to meet national defense requirements; and to serve interstate and interregional travel. The new NHS includes the Interstate System routes. In Caltrans District 11, the NHS totals 789.0 km (490.3 miles). SR-115 is not included in the NHS.

SR-115 is a designated State Highway Terminal Access Route connecting to the National Truck Network as per the Surface Transportation Assistance Act (STAA), a route system federally designated for use by larger trucks.

To emphasize corridors that are most essential to the California economy in terms of national and international trade, a transportation network known as the Intermodal Corridors of Economic Significance (ICES) has been developed by Caltrans. To be included in the ICES system, a route should provide access between major freight intermodal facilities and serve freight traffic with the North American Free Trade Agreement (NAFTA) countries of Canada and Mexico, as well as the Pacific Rim and other U.S. trade markets. The route should carry high interstate and international freight volumes and value important to the economy of California. SR-115 is not included in the ICES system.

The Caltrans District 11 designated International Border Trade Corridor (IBTC) system consists of transportation corridors which link ports of entry and international border regions to the existing transportation system. These corridors will be the principle conduits for movement of people and goods as the overall demand for transportation increases in and out of California and the United States. SR-115 is not included in the IBTC system.

SR-115 is not included on the Master Plan of State Highways Eligible for Official Scenic Highway Designation.

DRAFT

RECOMMENDED CORRIDOR IMPROVEMENTS

The following table shows improvements to SR-115. These improvements are from the 2007 Imperial County Transportation Plan Highway Element, the District 11 2007 and 2009 Ten-Year State Highway Operation and Protection Plan (SHOPP) Needs Plan and the Caltrans Project Sponsor List (Oct. 2010).

POST MILE	LOCATION	DESCRIPTION	SOURCE/ PHASE/ FISCAL YEAR
3.2-9.5	I-8 to West Junction Evan Hewes Highway	Construct 4E on new alignment	2007 Imperial County Transportation Plan/Near -Term (2007-2015)
9.5-21.2	West Junction Evan Hewes Hwy. to East Junction SR-78	Upgrade 2C to 4E	2007 Imperial County Transportation Plan/Mid-Term (2015-2025)
21.2-35.2	West Junction SR-78 to SR-111	Upgrade 2C to 4E	2007 Imperial County Transportation Plan/Long-Term (Beyond 2025)
3.2-35.2	I-8 to SR-111 (entire route)	Upgrade 55 signs (Materials and Exit #s)	2007 10-Yr SHOPP Needs Plan/Roadway Preservation/ FY 2017/18
3.2 -22.9	Shank Road to SR-115	Upgrade 2C to 4C	2007 Imperial County Transportation Plan/Mid-Term (2015-2025)
21.2-35.2	SR-111 to SR 78	Upgrade 2C to 4E	2007 Imperial County Transportation Plan/Long-Term (Beyond 2025)
35.2-	SR-78 to Brawley Bypass	Upgrade to 4C	2007 Imperial County Transportation Plan/Long-Term (Beyond 2025)
3.2- SR 111/ PM 65.4	SR-115 to Riverside County Line	Operational Improvements	2007 Imperial County Transportation Plan/Long-Term (Beyond 2025)

TRANSIT SERVICE

The majority of transit service in Imperial Valley is provided by Imperial Valley Transit (IVT). IVT 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. IVT operates six fixed-routes which serve the communities of Brawley, Calexico, Calipatria, El Centro, Holtville, Niland, Seeley, and Westmorland, Monday through Saturday. Additionally, IVT 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. IVT Routes 300 and 350 provide service between El Centro and Holtville with an additional trip per day to and from Winterhaven. These routes utilize the portion of SR-115 from the I-8/SR-115 junction to the Evan Hewes Highway/SR-115 junction.

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

Bicycle riders and pedestrians have a legal right to access most public roads in California as specified in California Vehicle Code (CVC) (Sections 21200-21212), and Streets and Highways Code (Sections 890 – 894.2). Bicyclists, pedestrians, and non-motorized traffic are permitted on all State facilities, unless prohibited (CVC, section 21960).

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.

DRAFT

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. Currently, bicycle travel is permissible on all segments of SR-115 in Imperial County.

Complete Streets

Under the guidance of Deputy Directive 64-R1, Caltrans develops integrated multimodal projects in balance with community goals, plans, and values. Addressing the safety and mobility needs of bicyclists, pedestrians, and transit users in all projects, regardless of funding, is implicit in these objectives. Bicycle, pedestrian, and transit travel is facilitated by creating "complete streets" beginning early in system planning and continuing through project delivery, maintenance, and operations. Transit options, Park and Ride locations, and safe pedestrian crossings are some examples of efforts to meet these goals. The safety and mobility needs of all who have legal access to the transportation system must be addressed including requirements under the Americans With Disabilities Act of 1990 (ADA).

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 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 is currently only one potential major development project in the development review process that will generate more than the 1,000 ADT threshold. This is a low-density residential project located near Holtville called the Rancho Mira Vista Subdivision.

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

DRAFT

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.