



STATE ROUTE-98 TRANSPORTATION CONCEPT SUMMARY

This Transportation Concept Summary (TCS) for State Route 98 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
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Caltrans
DISTRICT 11

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SR-98 Transportation Concept Summary April 2012

CORRIDOR PURPOSE

The primary purpose of SR-98 is to provide east-west access for interregional, intraregional and international travel. SR-98 is an alternative to I-8 for east-west travel through Imperial County. Within Calexico, SR-98 provides for intracity travel, with many businesses, homes, schools and a hospital located adjacent to it in the city limits. SR-98 also provides east-west access for many of the agricultural support roads that connect to agricultural areas.

SR-98 runs parallel to the U.S.A./Mexico International Border and provides the closest east-west access to the Calexico/Mexicali International Border Crossing and to the Calexico/Mexicali East International Border Crossing, approximately 6.5 miles to the east of Calexico. Truck traffic through the Calexico/Mexicali East Port of Entry (POE) serves interregional, interstate, and international trade and goods movement. From 1994 to 1999, the value of trade through Calexico/Mexicali has almost tripled from \$3 billion to \$8.1 billion. Ninety-seven percent of this trade is transported by truck. Most commercial truck traffic crossing the U.S./Mexico border in Imperial County is required to use the Calexico East POE. Auto and truck traffic generated at the Calexico East POE and State Route 7 currently use both SR-7 to connect to I-8 and State Route 98 as an east-west connection to/from the City of Calexico. Beyond the Calexico area these commercial trucks connect with Interstate 8 (I-8) and the Southwest Passage Corridor. Most of this truck traffic will use I-8 to connect with San Diego to the west and the State of Arizona and other destinations to the east. To the north these trucks access primarily SR-86 as an intermediate link to Los Angeles via the NAFTA Farm to Market Highway to I-10 and/or the I-5 and I-15 High Priority Corridors.

CORRIDOR NEEDS

There is a need to improve roadway safety and cross-border efficiency for trade and goods movement between the City of Calexico, California and the Municipality of Mexicali, Baja California, Mexico. Additional roadway capacity on SR-98 is needed to improve traffic flow and safety concerns for the high volume of cars and trucks on the existing two-lane highway. In addition, capacity improvements to SR-98 are also needed to facilitate interregional travel throughout the Imperial and Coachella Valleys, improve intercity and international travel between Baja California, Mexico and Los Angeles, and provide an improved facility for the movement of goods throughout the region. Improvements to SR-98 provide a supporting component to other improvements implemented or proposed within the Calexico border area and throughout the Imperial Valley. These other improvements are well documented in a number of studies, including the Downtown Calexico/Mexicali Border Transportation Study (June 2000) prepared by

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Katz, Okitsu, and Associates, the Cole Road Corridor Study (December 2000) prepared by Dahl, Robins, and Associates, Inc, the San Diego Association of Governments' Border Master Plan (BMP), the 2007 Imperial County Transportation Plan, and the California-Baja California Border Infrastructure Update (April 2008).

A Preliminary Value Analysis (VA) Study Report for the SR-98 corridor was prepared in 2001 by Value Management Strategies, Inc in conjunction with Caltrans District 11 and identified the following alternatives:

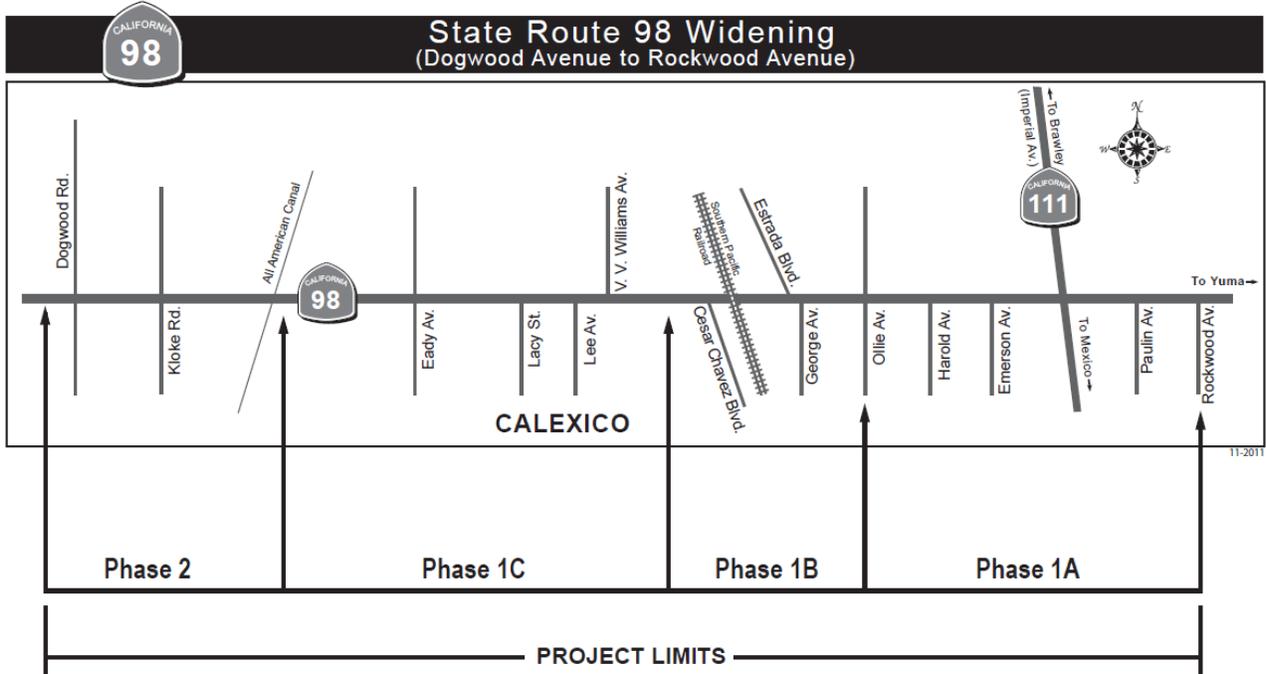
- Alternative 1.1 Widen existing SR-98 to four and/or six lanes from SR-7 to Dogwood Road
- Alternative 1.2 Widen SR-98 from SR-7 to Cole road and realign SR-98 along Cole Road to Dogwood Road
- Alternative 1.3 Realign SR-98 to a six lane conventional highway from SR-7 along Jasper Road to Dogwood Road
- Alternative 1.4 Widen SR-98 from SR-7 to Bowker Road and realign SR-98 along Jasper Road to Dogwood Road
- Alternative 1.5 Widen SR-98 from SR-7 to Barbara Worth Road and realign SR-98 along Jasper Road to Dogwood Road

The May 2001 Final VA Report for the SR-98 corridor recommended dropping further study of Alternatives 1.2, 1.3 and 1.5. This decision was based on VA Team discussions with project stakeholders, including representatives from the City of Calexico, local landowners, developers, County of Imperial and Caltrans District 11. The Final VA Report supported further analysis of Alternatives 1.4 and 1.1.

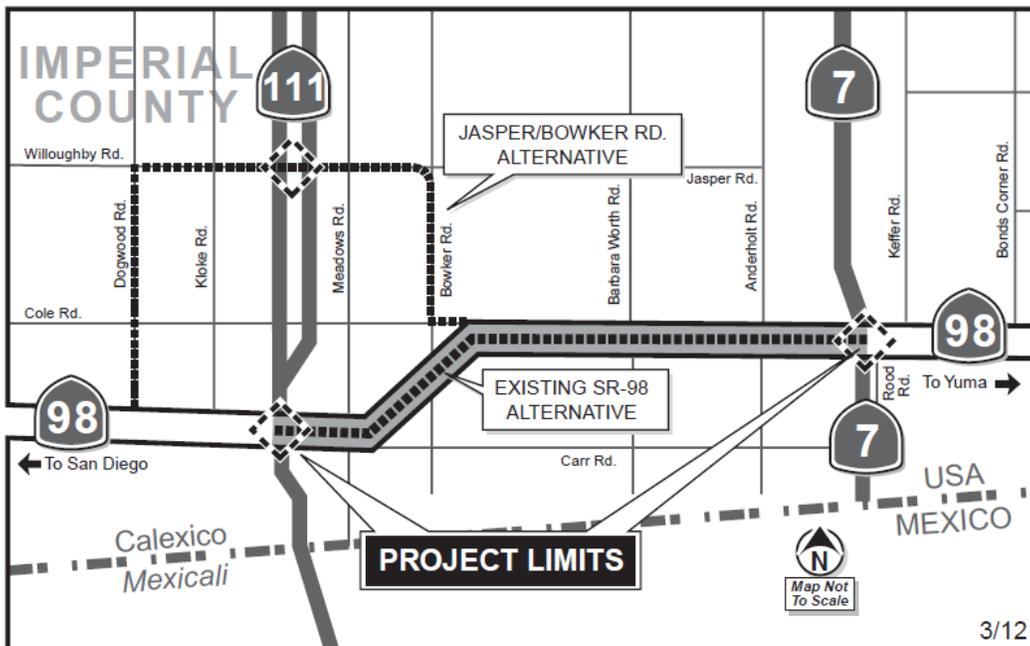
As a result of the VA analysis and other considerations, two major capacity-enhancing projects for SR-98 have been developed.

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The first project will widen SR-98 from a two-lane conventional highway to a four-lane conventional highway between Dogwood Road and Ollie Avenue (Phases 1B, 1C and 2). Phase 1A of this project will widen SR-98 from four lanes to six lanes between Ollie Avenue and Rockwood Avenue just east of SR-111. Construction will also include widening and signaling six intersections. The following graphic illustrates the phases of this project:



The second project will widen and/or realign SR-98 from SR-111 to SR-7. This project is currently on hold due to funding and resource constraints. The schedule for design and construction will be contingent on the availability of funding. The following graphic shows the alternatives for this project:



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As shown in the graphic, this project includes widening and/or realigning Jasper Road over a length of approximately 6.8 miles from SR-111 to SR-7. The route would be constructed as a six lane expressway or prime arterial (depending on jurisdiction) with limited access. The roadway travels parallel to irrigation canals along certain segments, and crosses over irrigation canals in certain locations. The roadway alignment will need to be straightened in several locations in the eastern portion near existing junctions with north-south roadways. Jasper Road is presently constructed as a two lane roadway.

An additional proposed project in the vicinity of SR-98 is the Calexico West Port of Entry (POE) Reconfiguration project. This project will reconfigure and expand the capacity of the POE to increase security, reduce congestion, and reduce cross-border wait times. Additional components of the project include: grade separated railroad crossings; a new roadway segment from Cesar Chavez (at Grant Street) to Imperial Avenue (at Jasper Road), and an extension of Cesar Chavez (from SR-98 to Dogwood Road); as well as other improvements such as intersection signalization and roadway geometry improvements.

Additional studies are needed to determine the feasibility and potential of relinquishing to the City of Calexico the portion of SR-98 from Dogwood Road to Bowker Road. Future discussions and coordination with appropriate jurisdictions and agencies are necessary to determine which portions of SR-98 should be relocated to the Jasper Road corridor. The Caltrans District 11 Planning Division completed a draft SR-98 System Analysis and Evaluation for Route Relinquishment in May 2009. This reported can be accessed at the following link:

<http://www.dot.ca.gov/dist11/departments/planning/pdfs/systplan/31a-SR-98RelinquishmentReportMay2009.pdf>

There is a strong interrelationship between SR-98 and SR-7 due to the Calexico East International Border Crossing, also known as the Calexico East Port of Entry (POE).

SR-7 is a new state highway that has been constructed east of Calexico to serve the new Port of Entry (POE). The first phase of SR-7 between the border crossing and SR-98 was completed in March 1996. The second segment of SR-7 from SR-98 to I-8 was completed in 2005. This new POE and SR-7 support trade growth and the approved North American Free Trade Agreement (NAFTA) between the United States and Mexico. It provides adequate border infrastructure to accommodate the anticipated increase in commercial carrier activity between the U.S. and Mexico. The new border crossing also relieves existing congestion at the existing downtown Calexico POE on SR-111 and reduces the environmental effects of border traffic delays. Commercial vehicle traffic from the Calexico East POE currently traverses both SR-7 and SR-98.

CORRIDOR ANALYSIS

For purposes of analysis, most of SR-98 traverses a lightly populated rural desert environment. The remainder of SR-98 passes through the urban area of Calexico. Some specific issues and improvements need to be analyzed separately depending on the

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urban or rural 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-98 will be experiencing an increase in traffic in the future. In some cases, especially in the Calexico area, traffic is expected to double between 2011 and 2025. The following table shows existing and future traffic conditions for SR-98.

Existing and Future Average Weekday Traffic

LOCATION	EXISTING # OF LANES/ FACILITY TYPE	2011 AWDT ¹	2011 LOS ²	FUTURE# OF LANES/ FACILITY TYPE	2025 AWDT ³	2025 LOS ²
West junction I-8 to Pulliam Road	2C	1,900	B	2C	2,800	B
Pulliam Road to Clark Road	2C	2,400	B	2C	4,500	B
Clark Road to Dogwood Road	2C	3,700	B	2C	7,600	B
Dogwood Road to Navarro Avenue	2C	8,100	B	2C	22,200	E
Navarro Avenue to Ollie Avenue	2C	18,600	D	4C	28,000	C
Ollie Avenue to SR-111	4C	17,700	B ⁴	4C	29,300	C ⁴
SR-111 to Andrade Avenue	4C	24,600	B	4C	39,000	D
Andrade Avenue to Cole Road	2C	9,800	B	4C	34,000	C
Cole Road to SR-7	2C	10,200	B	4C	53,300	E
SR-7 to Keffer Road	2C	2,300	B	2C	14,800	C
Keffer Road to East Junction I-8	2C	1,900	B	2C	2,500	B

¹ 2011 AWDT's derived from Caltrans District 11 Traffic Volume Book. In some segments, AWDT's are averages.

² 2011 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. These AWDT's also do not reflect potential realignment of SR-98 based on ongoing studies.

⁴ Level of Service at the intersection of SR-98 and SR-111 may be worse during peak periods.

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RECOMMENDED CORRIDOR IMPROVEMENTS

The following table shows major capacity improvements for SR-98. These improvements are from the 2007 Imperial County Transportation Plan (May 2008). An update of this plan is currently under development, and the Phase/Fiscal Year for these projects is subject to change.

POST MILE	LOCATION	DESCRIPTION	SOURCE/ PHASE/ FISCAL YEAR
30.3 – 32.3	Dogwood Road to SR-111	Upgrade to 4-lane conventional highway	Near-Term (2007- 2015)
32.3 – 39.6	SR-111 to SR-7	Upgrade to 4 lane conventional highway (6 lanes in some sections)	Near-Term (2007- 2015)
TBD	Jasper Road- SR-111 to SR-7	Widen and/or realign Jasper Road as a 6-lane expressway or prime arterial (owner/operator to be determined)	Near-Term (2007- 2015)

The following table shows additional proposed improvements to SR-98 from the most recent Caltrans Status of Projects, the Project Information Reporting System (PIRS), and the 10 Year SHOPP Plan for the SR-98 corridor. This table does not include projects that are in the Construction phase or the Close-Out phase.

Post Mile	Location	Description	Phase/ Fiscal Year
21.8 -31.3	West Main Canal Bridge to Kloke Road	Pavement Rehabilitation	PSE
22.0 – 30.8	West Main Canal to All American Canal	Place AR Chip Seal	PSE
30.8 – 32.3	All American Canal to SR-111	Grind and HMA Overlay	PSE
34.1 – 45.5	0.3 miles west of All American Canal Bridge to Holbridge Road	Pavement Rehabilitation	PA&ED
0.0 – 57.2	Junction SR-98/I-8 (West) to Junction SR-98/I-8 (East)	Upgrade 71 Signs (Materials and Exit #s)	10-Year SHOPP Plan- FY2017/2018
Various	Various	Bridge Rail Upgrade and Deck Rehabilitation	2007 10-Year SHOPP Plan- FY2012/2013

PA&ED = Project Approval/Environmental Document

PSE = Planning, Specifications, and Estimates

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 six 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 150 and the Calexico to Imperial Valley College Express traverse portions of SR-98 between Kloke Road and Encinas Avenue.

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 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 Imperial County Bicycle Master Plan Update: Final Plan was completed in November 2011. The purpose of this Plan is to expand the existing network, complete network gaps with new facilities, provide greater connectivity among facilities, educate and encourage cyclists, and maximize access to funding sources. This Bicycle Master Plan provides a

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broad vision, strategies, and actions for improvements to the bicycling environment in the County of Imperial.

The County of Imperial's existing bicycle network consists of 2.0 miles of off-street paved bike paths (Class I), and 8.4 miles of bike lanes (Class II). The existing bicycle network is fragmented and lacks supportive end of trip facilities, however, there are ample opportunities for strengthening these crucial elements of the bicycle system.

The Master Plan recommends a bicycle network that consists primarily of on-street facilities, including nearly 270 miles of on-street bikeways (including bike lanes and bike routes), approximately 64 miles of proposed off-street bikeways (bike paths), and 103 miles of routes along shoulders of various State Highways within Caltrans' jurisdiction. The Plan also recommends organizing the proposed 437 miles of bikeways into fifteen designated bikeway routes that provide shorter, more utilitarian trips and good connections to schools, employment and recreational facilities. Recommended bicycle support facilities and programs include bike parking, routine maintenance of the bikeway network, and signage.

Of particular interest to Caltrans is the Master Plan's recommendation for proposing bike routes on shoulders of State highways, including portions of I-8, SR-78, SR-86, SR-98, and SR-111. The Master Plan states:

"The County of Imperial has a number of state-maintained roadways that provide vital transportation connections to its cities and neighboring counties. These connections are as critical for bicyclists as they are for automobile drivers because these state routes often provide the most direct and logical connections between destinations. These state routes are under the California Department of Transportation (Caltrans) jurisdiction. This Plan includes bikeway recommendations for a total of nearly 103 miles of shoulder Class III facilities on State Highways. The County will have to coordinate with Caltrans on the development of these facilities. Class III bikeways on highways that generally have high traffic volume and speeds should be designed with a minimum of six-foot shoulder to give bicyclists sufficient room to comfortably travel."

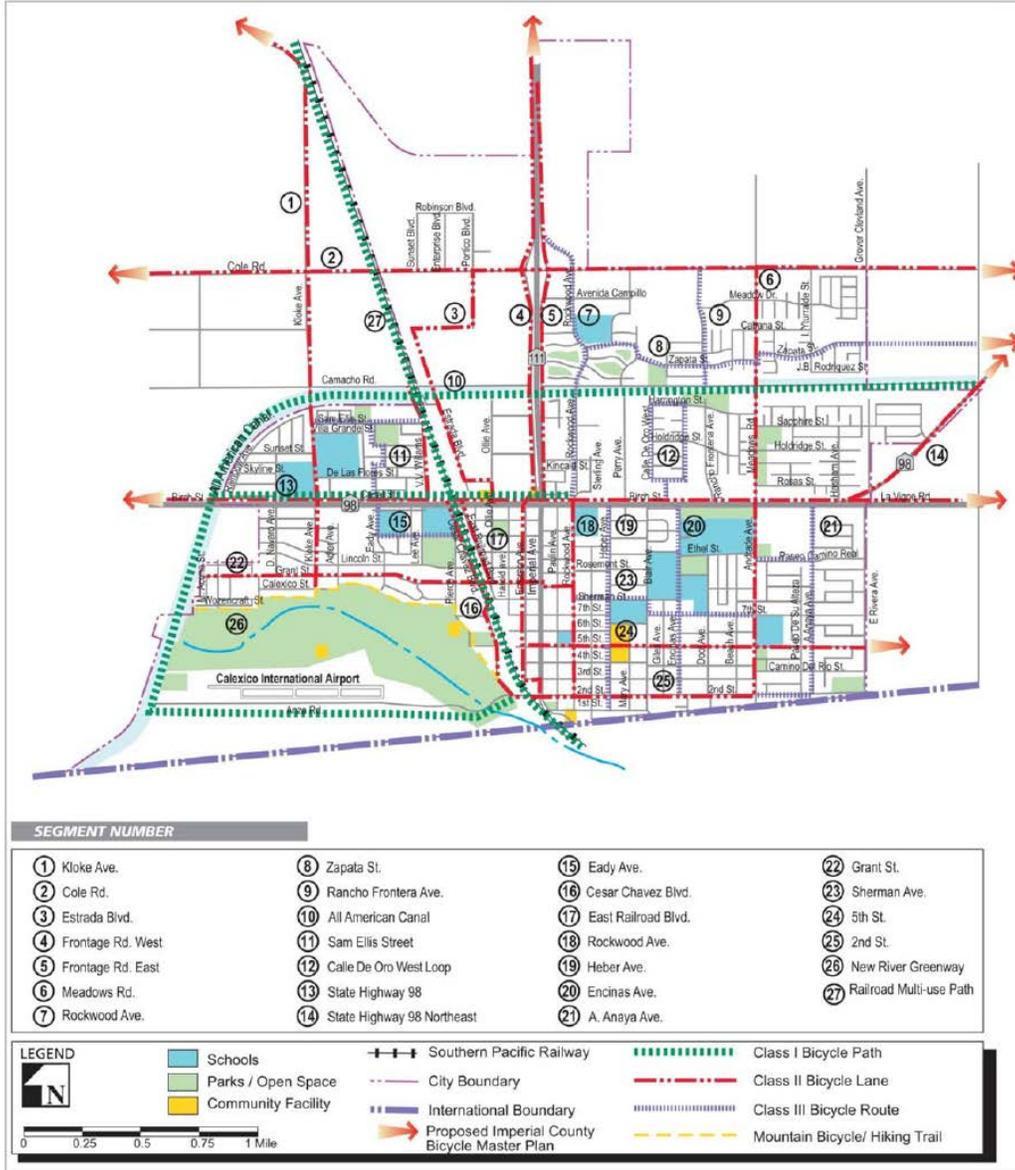
Specific to SR-98, the Master Plan proposes a 1.0 mile Class III Bike Route on SR-98 between Drew Road and Pulliam Road, and a 0.8 mile Class III Bike Route between Dogwood Road and the Calexico West City Limits. Currently, bicycle travel is permissible on all segments of SR-98 in Imperial County.

The City of Calexico Bicycle Master Plan was adopted in November 2002, and identifies key destination areas and determines where appropriate facilities should be located in order to provide cyclists with a comprehensive, well connected bicycle network as well as to facilitate obtaining state and federal funding for implementation of the Plan.

Currently, the City of Calexico has relatively few bicycling facilities, including designated bicycle routes and bike racks located at the local schools, San Diego State University, and City Hall. Two primary traffic routes extend through the City: Imperial Avenue (SR

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111) extends north and south connecting to Interstate 8, while Birch Street and SR 98 cross Imperial Avenue providing an east/west roadway through the city. In the City of Calexico, residential neighborhoods are all within two miles (a reasonable cycling distance) of retail centers, employment, schools and public transportation routes. The following graphic shows the City of Calexico Bikeway Master Plan:



This Master Plan recommends implementation of a 45.11-mile bicycle system that will provide a network of bicycle lanes and routes that connect to the schools, parks, employment centers, and the city center. The recommended bikeway network would include:

- 11.33 miles of Class I bicycle paths
- 24.09 miles of Class II bicycle lanes
- 7.69 miles of Class III bicycle routes
- 2.0 mile rural trail along the New River

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INTELLIGENT TRANSPORTATION SYSTEM (ITS)

The Southern California Regional ITS Architecture Phase 2.1 –Imperial County Regional ITS Architecture document was prepared in March 2005. This document provides a framework that includes a vision for the future deployment of ITS applications in Imperial County.

This Imperial County Regional ITS Architecture encompasses freeway and arterial traffic management, transit management, security and emergency services management, traveler information and management systems for the Ports of Entry (POE). The purpose of this document is to describe the introductory system architecture on which future ITS projects in Imperial County will be based. It creates a system inventory, stakeholder lists and a sequence of projects relating to ITS. The document also establishes an agreement for a continuous plan for future architecture implementation and maintenance.

The document includes a needs analysis that helps identify the gaps between existing systems and future needs. The needs were first identified through surveys, interviews, meetings and local knowledge. The following tables categorize identifiable ITS needs in Imperial County:

Freeway Management System Needs

ITS Category	User Needs
Freeway Management Systems Examples: <ul style="list-style-type: none"> • Highway Advisory Radio (HAR) • Ramp metering • Traffic management systems/centers • Variable message signs • Vehicle speed detection systems • Video systems 	Access to on facility video images
	Access to speed/congestion data
	Advanced warning signs for commercial vehicle excess speed
	Better management of high traffic demand in poor roadway conditions
	Deploy additional vehicle detection coverage
	Disseminate more timely incident information
	Implement additional field device interconnect
	Improve collection of traffic demand data
	Improve information exchange between Caltrans District 11 and other local agencies
	Improve interagency coordination
	Improve roadside weather information and dissemination capabilities
	Increase number of roadside call boxes for traveler access and information
	POE coordination and traffic management
	Provide quality real time congestion related information
Recreational traffic and tourism management and information	

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Incident Emergency Management Needs

ITS Category	User Needs
Incident Emergency Management Examples: <ul style="list-style-type: none"> • Advanced dispatching and response system • Emergency notification and personal security • Emergency vehicle management • Hazardous materials response and handling • Incident detection • Incident management 	Annual update of county wide street network in GIS format
	Emergency preemption devices on signals
	Emergency Vehicle Personnel /ITS interconnect
	Improve emergency vehicle circulation at rail crossings and alternate routes for emergency vehicles
	Improve incident detection, response and management
	Improve response to hazardous material incidents
	Improve traveler information during incidents
	Increase broad understanding of existing incident management procedures
	Increase call box locations
	Up to date info to review closures, congestion, incidents

Maintenance and Construction Needs

ITS Category	User Needs
Maintenance and Construction Operations Examples: <ul style="list-style-type: none"> • Advanced work zone management and traffic control • Changeable message signs • Fleet management and maintenance systems • Highway advisory radio • Integration with traffic management centers • Vehicle/Speed detection systems 	Annual update of county wide street network in GIS format
	Coordinate traffic control plans between jurisdictions
	Improve coordination of construction notification and information distribution
	Improve tracking of maintenance vehicles information and management
	Improve work zone and safety
	Increase use of portable control devices
	Need to both receive and disseminate advanced notice of construction and maintenance projects, closures and other issues that affect drivers
	Need to monitor construction progress with weather and impacts of weather
	Up to date (via web site) information to review closures, congestion, incidents, etc.

Public Transportation Management Needs

ITS Category	User Needs
Public Transportation Management Examples: <ul style="list-style-type: none"> • Enroute transit information • Personalized public transit • Public transportation management • Public traveler safety • Ride matching and reservations • Smart card payment system • Traveler service information 	Enable dissemination /display of bus arrival times
	Improve central dispatching system
	Improve efficiency and safety of transit system
	Improve patron safety (in vehicle and at stations)
	Improve cost efficiency report production for transit and paratransit services
	Improve regional and interregional transit services
	Transit vehicles AVL for emergency notification

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Traffic Management Needs

ITS Category	User Needs
Arterial/Traffic Management Examples: <ul style="list-style-type: none"> • Adaptive Signal Control • Centralized Control • Highway Rail Intersection Technologies • Signal Coordination • Traffic Management Systems/Centers • Vehicle Detection Systems • Video System 	Better information dissemination regarding diversion of commercial trucks
	Better management of congestion at signals
	Continued operations and maintenance of signal system
	Improve emergency vehicle preemption systems, including faster return to coordination
	Improve ability to remotely modify signal timing and signal optimization
	Improve rail grade crossing and traffic management
	Improve regional facilities for traveler and tourism information
	Improve traffic flow monitoring
	Improve traffic management for special events
	Provide system wide arterial management strategies

Traveler Information Needs

ITS Category	User Needs
Regional Traveler Information Examples: <ul style="list-style-type: none"> • Enroute traveler information • Highway advisory radio • In vehicle route guidance • Internet • Media • Portable event management systems • Pre Trip traveler information • Tourists information 	Better road construction information
	Better assistance for goods movement and commercial vehicles
	Better assistance for through travelers
	Establish procedure to disseminate information
	Establish procedure to obtain information from Caltrans District 11
	Expand traveler information delivery methods
	Focal point to refer all citizens on evacuations, fire, road closures
	Improve coordination of traveler information at POE
	Improve traffic information via phone and cellular phone
	Improve tourism and traveler information
	Provide enroute traveler information
	Roadside weather information to all travelers
	Seek opportunities to extend District 11 potential 511 project to Imperial County

More information on the Imperial County ITS Architecture can be found on the link below:

<http://www.scag.ca.gov/its/ImperialCounty/Document.pdf>

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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 are approximately five potential major development projects within and adjacent to the SR-98 corridor that will each generate more than the 1,000 ADT threshold. 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.

The following table shows proposed projects in the Imperial County SR-98 corridor currently in the development review process. Construction of some of these developments may either be underway or complete.

POST MILE	PROJECT NAME	DESCRIPTION	ADT
0.3	Coyote Wells Specific Plan	Mixed Use with Law Enforcement Training Facility	4,400
34.46	Venezia	Mixed Use	12,650
39.65	Procalamos Residential Develop	Residential	12,809
39.65	Procalamos Industrial Park	Industrial	16,667
39.65	Gateway Specific Plan	Mixed Use	47,000