



I-805 Managed Lanes North Project

FACT SHEET

PURPOSE

The overall purpose of the project is to provide safe and efficient regional movement of people and goods through design year 2030

OBJECTIVES

- Provide facilities to enable the use of transit and encourage carpooling
- Provide consistency with SANDAG's 2030 Regional Transportation Plan
- Maintain or improve current traffic levels of service and travel times within the corridor
- Protect or enhance the human and natural environment along the I-805 project area

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THE PROJECT

The California Department of Transportation (Caltrans) in conjunction with the San Diego Association of Governments (SANDAG) has proposed a Managed Lanes project located on Interstate 805 (I-805) from just south of State Route 52 (SR-52) to just north of Mira Mesa Boulevard. The 4.4 mile project proposes to add four managed lanes (two in each direction) from SR-52 to La Jolla Village Drive. Two high occupancy vehicle (HOV) lanes (one in each direction) are proposed from La Jolla Village Drive to just north of Mira Mesa Boulevard. The project would also construct a transit station and Direct Access Ramp (DAR) at Nobel Drive, a park-n-ride at Governor Drive, the south facing portion of the Carroll Canyon DAR, and a direct connector from the SR-52 to the I-805 Managed Lanes.



The I-805 freeway was opened to traffic in the early 1970s. It is a major north-south freeway beginning at its southern junction with Interstate 5 (I-5) near the international border with Mexico and continuing approximately 29 miles north where it again joins with I-5 in Sorrento Valley. I-805 runs generally parallel to I-5, traversing the central portion of the San Diego urbanized area. The I-805 provides an alternative route for the I-5 north-south movement of traffic through San Diego, bypassing Downtown San Diego and other urban areas. It provides direct access to the major employment centers in Otay Mesa, Kearny Mesa, University City, and Sorrento Valley, and is a major commuter route.

SCHEDULE

Subject to receipt of all necessary approvals, construction should begin in 2014, with a projected completion date of 2019. Design is anticipated to begin in 2012 and a final environmental document is anticipated in mid-2010.

COST

The total project cost is estimated to be \$615 million. The funding for this project would come from federal, state, and local sources. The environmental phase has been funded with \$1.8 million of federal funds (Regional Surface Transportation Program) and \$7.6 million of local funds (TransNet II).

