

**TCR Program – Project #82.2 – April 2007**

**San Diego** Routes 5/805; reconstruct and widen freeway interchange, Genesee Avenue to Del Mar Heights Road Lomas Santa Fe Drive in San Diego County.

(\$ X 1,000)

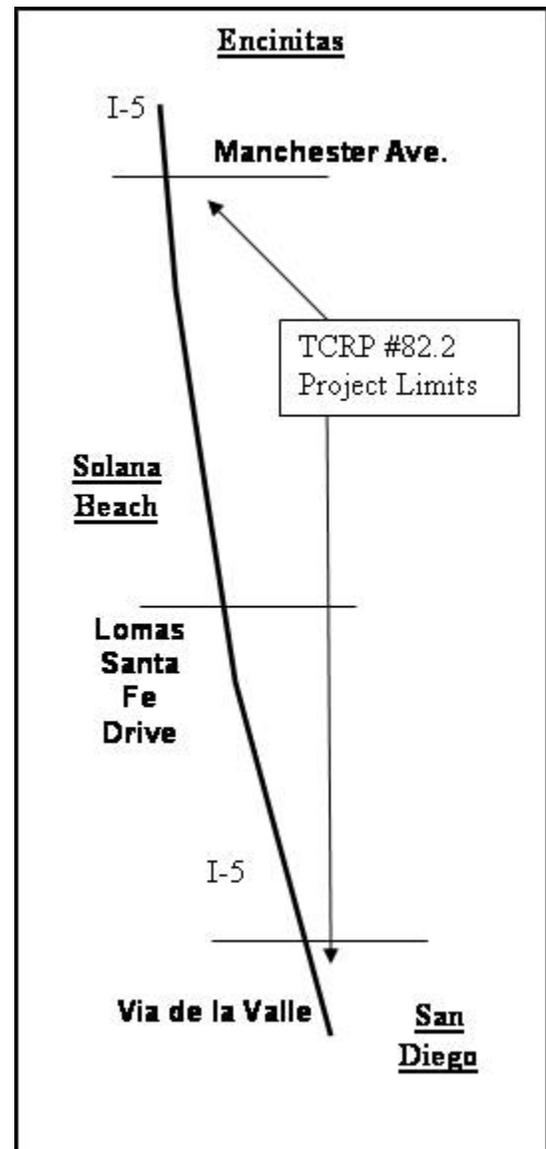
<i>Estimated Project Cost:</i>	\$8,950	<i>TCRP Funds covered by application:</i>	<b>\$6,000</b>
<i>TCRP Funds – Sub-Project:</i>	\$6,000	<i>Phases(s) covered by application:</i>	All
<i>TCRP Funds for Project #82:</i>	\$25,000		
<i>Lead Agency:</i>	Caltrans	<i>Implementing Agency:</i>	Same

<i>TCRP Allocations to Date:</i>	<b>\$6,000</b>	<i>for Phase(s):</i>	4
<i>Advance approved:</i>	\$0	<i>for Phase(s):</i>	N/A

**Project Summary:** The overall project will reduce current traffic congestion and accommodate future traffic volumes. The northern project limit is extended approximately 3.2 miles from Del Mar Heights Road to Lomas Santa Fe Drive. The overall project has been segmented into two sub-projects for implementation:

- Designate previously approved Project #82 with Sub-Project #82.1: Reconstruction of the I-5/805 Interchange. (Total Project = \$175,917,000, including \$19,000,000 TCRP and \$156,917,000 from other sources).
- **Sub-Project #82.2: Construction of northbound and southbound auxiliary lanes from Via De La Valle to Lomas Santa Fe Drive, including soundwalls and bridges** Extend existing HOV lane from just south of Via de la Valle to just south of Manchester Avenue, and realign ramps at the Lomas Santa Fe Drive Interchange. (Total Project = \$8,950,000, including \$6,000,000 TCRP and \$2,950,000 from other sources).

The auxiliary lane improvements will reduce congestion by adding capacity on this segment of the freeway and isolating traffic weaving to the right side of the freeway. Freeway speeds are expected to increase to 35 mph (60 kph) or greater once the proposed improvements are implemented. Construction of the proposed auxiliary lane is anticipated to begin in 2004 and will complete by 2005. This project is scheduled to be open to traffic and to provide immediate congestion relief while the I-5/805 project (TCRP #82.1) is still in construction.



**Cost and Schedule** (\$ x 1,000)

<i>Phase</i>	<i>Scope</i>	<i>Start</i>	<i>End</i>	<i>Cost</i>
1	Environmental Reevaluation, Amend Coastal Permit	6/01	11/06	\$3,600
2	PS&E	6/06	2/07	\$500
3	Right of Way	N/A	N/A	
4	Construction	7/07	7/09	\$52,600
<b>Total:</b>				\$56,700

**Funding Plan** (\$ x 1,000)

<i>Source</i>	<i>Type</i>		<i>Phase 1</i>	<i>Phase 2</i>	<i>Phase 3</i>	<i>Phase 4</i>	<i>Total</i>
TCRP	State	Committed				\$6,000	\$6,000
		Proposed					
RSTP	Federal	Committed		\$500			\$500
		Proposed					
TransNet Measure	Local	Committed	\$3,600			\$46,600	\$50,200
		Proposed					
<b>Totals:</b>		Committed	\$3,600	\$500		\$52,600	\$56,700
		Proposed					
<b>Totals:</b>			\$3,600	\$500		\$52,600	\$56,700

**Prior TCRP Action:**

- Original application for Project #82 was approved on November 1, 2000 (TA-00-02) for \$25,000,000 for Phase 4. A major amendment was approved October 3, 2002 (TAA-02-11) to extend the northern project limit to Lomas Santa Fe Drive and segment the project into two sub-projects.
- An application to revise the project scope and update the schedule and funding plan was approved April 26, 2007 (Resolution TAA-07-09).
- An allocation of \$6,000,000 for Phase 4 was approved on April 26, 2007 (Resolution TFP-06-36).

**Status of Conditions:** Resolution TAA-02-11 established the following conditions:

- The allocation of capital funds is contingent upon the project being included in the SANDAG's Regional Transportation Plan.
- The allocation of funds for Phase 4 (construction) is contingent upon receipt of a plan identifying fully funded, usable segments.

**Discussion/Issues:** The originally approval of \$25,000,000 was made to Project #82. Resolution TAA-02-11 segmented the project into #82.1 and #82.2 with \$19,000,000 programmed to #82.1 and \$6,000,000 programmed to #82.2. The \$6,000,000 is savings from the award of the construction contract for the I-5/805 interchange project (TCRP #82.1). Funding in the amount of \$2,200,000 remains to be identified. SANDAG has committed to funding the shortfall with local or regionally controlled funds. Anticipated sources include, but not limited to, STIP-RIP, Region, and local funds.