# I-15 Managed Lanes Project
# Local Street Detours

## North Segment

| Location | Facility | Existing | | | | Proposed | | | | Construction Staging 1 | | | | Construction Staging 2 | | | | Vertical Clearance | Temporary Minimum Vertical Clearance |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | Rdwy Width | Traffic Lanes | Sidewalk | Bikeway | Rdwy Width | Traffic Lanes | Sidewalk | Bikeway | Rdwy Width | Traffic Lanes | Sidewalk | Bikeway | Rdwy Width | Traffic Lanes | Sidewalk | Bikeway | | |
| *Centre City Parkway/ South Direct Connector ** | Undercrossing | 11.3m (37') | WB: 2-3.6m (12') thru lanes + var. width shld 1.46m - 2.4m (4.8' - 7.8') | none | EB side: shared shoulder | same | same | same | same | Close connector to traffic for approx. 6 months; route traffic around construction site. Lower road profile and lengthen tunnel. * | | | | N/A | | | | 4.6m (15.1') | N/A |
| *South Centre City Parkway / Clarence Lane* | Undercrossing | 12.8m (42') | EB: 1-3.6m (12') lane; WB: 1-3.6 m (12') lane + 1-2.4m (8') shldr | North side: dirt 3.05m (10') | Both sides: shared shoulder | same | same | same | same | same | Lower road profile 0.38m (1.25') to meet minimum vertical clearance. Perform this work under traffic control or weekend closure. | same | same | 12.8m (42') | Widen CIP/PS structure; cast above final grade and lower into place. Traffic lanes - same. | same | same | 4.6m (15.1) | 4.6m (15.1) |
| *Citracado Parkway* | Undercrossing | 23.16m (76') + 7.3m (24') raised median | EB: 2-3.6m (12') thru lanes + 1-3.6m (12') LT lane + 2.4m (8') outside shld; WB: 2-3.6m (12') thru lanes + 1-3.6m (12') LT lane+ 2.4m (8') outside shldr | Both sides: paved 3.05m (10') | Both sides: shared shoulder | same | same | same | same | 16.46m (54') + 11.58m (38') raised median | Widen structure: EB: 1-3.6m (12') thru + 1-3.6m (12') LT lane; WB: 1-3.6m (12') thru + 1-3.6m (12') LT lane | Provide 1.5m (5') separate falsework opening for peds on both sides | Shared traveled lane | N/A | | | | 5.1m (16.7') | 4.42m (14.5') |
| *Felicita Road* | Undercrossing | 19.5m (64') | EB: 1-3.6m (12') thru lane+ 3.05m (10') shld + 1.22m (4') bike lane+ 1.83m (6') half median; WB: 1-3.6m (12') thru lane+ 3.05m (10') shld + 1.22m (4') bike lane+ 1.83m (6') half median | South side: 1.67m (5.5'); North side: dirt 1.5m (5') | Both sides: bike lane 1.2m (4') | same | same | same | same | same | Lower road profile 0.26m (10.2 in.) to meet minimum vertical clearance. Perform this work under traffic control or weekend closure. | same | same | 9.75m (32') | Widen structure: EB: 1-3.6m (12') lane + 1.2m (4') shld; WB: 1-3.6m (12') lane + 1.2m (4') shld | Provide 2.4m (8') separate falsework opening for bike/peds on both sides | Provide 2.4m (8') separate falsework opening for bike/peds on both sides | 4.7m (15.42') | 4.3m (14.1') |
| *Ninth Avenue* | Undercrossing | To be handled by work in EA 232650 | | | | | | | | | | | | | | | | | |
| *Valley Parkway* | Undercrossing | To be handled by work in EA 232651 | | | | | | | | | | | | | | | | | |
| *Escondido Flood Control* | Channel | 3.05m (10') maintenance access road on north and south side | 3.05m (10') maintenance access road on north and south side | South side: share bike/ped path 3.05m (10') | South side: bike/ped path 3.05m (10') | same | same | same | same | 3.05m (10') maintenance access road on south side only | 3.05m (10') maintenance access road - south side only | South side: bike/ped path 3.05m (10') | South side: bike/ped path 3.05m (10') | N/A | | | | 4.1m (13.5') | 3.65m (12') |
| *Hale Avenue* | Undercrossing | 19.5m (64') | EB: 2-3.6m (12') thru lane + 0.76m (2.5') shld+ 1.67m (5.5') half median; WB: 1-3.6m (12') thru and 1-3.6m (12') right turn lane+ 0.76m (2.5') shld + 1.67m (5.5') half median | Both sides: 1.5m (5') | Both sides: shared shoulder | same | EB: 2-3.6m (12') thru lanes; WB: 3-3.6m (12') (1 thru, 1 right turn, 1 left turn) lanes | same | same | same | Lower road profile 0.3m (1') to meet minimum vertical clearance. Perform this work under traffic control or weekend closure. | same | same | same | Widen CIP/PS structure; cast above final grade and lower into place. Traffic lanes - same. | same | same | 4.6m (15.1) | 4.6m (15.1) |
| *West Washington Avenue / Sante Fe OH* | Overhead | 13.78m (45.2') | EB: 1-3.6m (12') thru lane + 3.23m (10.6') shld; WB: 1-3.6m (12') thru lane + 3.23m (10.6') shld | North side: 1.5m (5') | Both sides: shared shoulder | same | same | same | same | same | EB: 1-3.6m (12') thru + 2.4m (8') shld; WB: 1-3.6m (12') thru + 2.4m (8') shld | same | same | N/A | | | | 7.5m (24.6') | 6.88m (22.6') |
| *West Mission Avenue* | Undercrossing | 19.8m (65') | EB: 2-3.3m (10.8') thru lanes + 1.67m (5.5') bike lane + 1.64m (5.4') half median; WB: 2-3.3m (10.8') thru lanes + 1.67m (5.5') bike lane + 1.64m (5.4') half median | Both sides: 1.5m (5') | Both sides: bike lane 1.67m (5.5') | same | same | same | same | same | same | same | same | N/A | | | | 10.06m (33') | 8.8m (29') |

Definitions :

Same = Same as existing

CIP/PS = Cast in Place/Pre-stressed Concrete

Notes:

* Centre City Parkway temporary closure will redistribute trips to Citracado Parkway, Felicita Road, Ninth Avenue, Valley Parkway, Via Rancho Parkway and Del Lago DAR. The greatest diversion is to Citracado Pkwy/ Felicita Road where 58% of this traffic will divert to. See text for a more detailed description.

# I-15 Managed Lanes Project
# Local Street Detours

## Middle Segment

| Location | Facility | Existing | | | | Proposed | | | | Construction Staging 1 | | | | Construction Staging 2 | | | | Vert. Clearance | Temporary Minimum Vert. Clearance |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | Roadway Width | Traffic Lanes | Sidewalk | Bikeway | Rdwy Width | Traffic Lanes | Sidewalk | Bikeway | Rdwy Width | Traffic Lanes | Sidewalk | Bikeway | Rdwy Width | Traffic Lanes | Sidewalk | Bikeway | | |
| Route 56/15 Separation Ted Williams Parkway | Separation | 28.3m (92.75') | EB:2 thru, 2 Left turn lanes &1.8m ( 6') Shoulder<br>WB:2 thru, 1 trap free Rt & 1.8m (6') Shoulder | North side: 1.8 m (6') | EB: Shared 1.8m (6') Shoulder<br>WB: Shared 1.8m (6') Shoulder | 44.7m (146.7') | EB: 3-3.6m (12') thru, 1 trap Rt &3.6m (3.6 m (12') Bike Lane (Type 1)<br>WB: 3-3.6m (12') thru, 1 trap Rt & 3.6m (12') Bike Lane (Type 1) | Shared 3.6m (12') Bike Path Both sides | EB: 1-3.6m (12') Type 1 Bike Path<br>WB: 1-3.6m (12') Type 1 Bike Path | 15.9m (52.2') & 1-0.6m (2') K-Rail median (Remove southerly 12.02m (40.05') & close North Sidewalk) | EB: 2-3.2m (10.5') Thru Lane& 1-3.2m (10.5') Trap<br>WB: 1-3.2m (10.5') Thru Lane&1-3.2m (10.5') Trap | Closed | Both Sides: Shared Traveled Lane | 25.8m (84.72') & 1-0.6m (2') K-Rail Median (Remove Northerly 18.0 m ( 58.7' ) )* | EB: 2-3.2m (10.7') Thru & 1-3.2m (10.7') Trap Lane<br>WB: 2-3.2m (10.7') Thru & 1-3.2m (10.7' )Trap Lane | None | Both Sides: Shared Traveled Lane | 5.8m(19') | 4.76m (15.6') |
| *Carmel Mountain Road OC* | Overcrossing | 24.7m (81') | EB:2 thru, 2 Left turn lanes ( bk-bk) & 1.5m (5') Shoulder<br>WB:2 thru, 2 Left turn lanes ( bk-bk) & 1.5m (5') Shoulder | Both side: 1.5 m (5') | EB: Shared 1.5m (6') Shoulder<br>WB: Shared 1.5m (6') Shoulder | 33.9m (111.4') | EB: 3-thru, 1 Left turn Lane, 1 Left turn (back to back) & 2.4m (8') Shoulder<br>** WB: 2-thru,1 Left Lane, 1 Left turn lane (back to back) & 2.4m (8') Shoulder | Both side: 1.8 m (6') | Both Sides: Shared 2.4m (8') Shoulder | 16.5m (54') ( Remove southerly 9.8m (32') ) | EB: 2-3.0m (10') Thru & 1-3.0m (10') Left Lane (bk-bk)<br>WB: 2-3.0m (10') Thru & 1-3.0m (10') Left Lane (bk-bk) | North Side only: 1.2m (4') | Both Sides: Shared Traveled Lane | *16.5m (54') ( Remove northerly 18.0m (59') ) | EB: 2-3.0m (10') Thru & 1-3.0m (10') Left Lane (bk-bk)<br>WB: 2-3.0m (10') Thru & 1-3.0m (10') Left Lane (bk-bk) | South Side only: 1.2m (4') | Both Sides: Shared Traveled Lane | 5.5m(18') | 4.74m (15.6') |
| *Camino Del Norte UC* | Undercrossing | 32.3m (106') | EB: 2-3.6m (12') thru, 1-3.6m (12') Left turn lane & 2.4m (8') Shoulder<br>WB: 2-3.6m (12') thru, 1 3.6m (12') Left turn lane & 2.4m (8') Shoulder | Both side: 1.8 m (6') | EB: Shared 2.4m (8') Shoulder<br>WB: Shared 2.4m (8') Shoulder | 46.7m (153.2') | EB: 2-3.6m (12') thru, 1 Thru with Right option,1-3.6m (12') Right & 2-3.6m (12') Left Turn<br>WB: 3-3.6m (12') thru & 2-3.6m (12') Left turn lane | Both side: 1.5 m (5') | EB: 1.8m ( 6') Bike Lane<br>WB: 1.8m ( 6') Bike Lane | EB: 10m (33')<br>WB: 10m (33') | EB: 2-3.3m (11') Thru & 1-3.3m (11') Left Lane<br>WB: 2-3.3m (11') Thru & 1-3.3m (11') Left Lane | Provide separate 2.4m (8') Pedestrian Bike Falsework Opening Both Sides | | N/A | | | | 5.18m(17') | 4.61m (15.1') |
| *Bernardo Center Drive UC* | Undercrossing | 25.0m (82') | EB: 2-3.6m (12') thru, 1-3.6m(12') Left turn lanes ( bk-bk) & 2.4 m (8') Shoulder<br>WB: 2-3.6m (12') thru, 2 3.6 m (12') Left turn lanes ( bk-bk) & 2.4m (8') Shoulder | Both side: 1.5 m (5') | EB: Shared 2.4m (8') Shoulder<br>WB: Shared 2.4m (8') Shoulder | 29.3m (96') | EB: 2-3.6m (12') thru, 1-3.6m (12') Left turn lane, 1 Left turn Lane ( bk-bk) & 1.8m (6') Bike Lane<br>WB: 2-3.6m (12') thru, 1-3.6m (12') Left turn lane, 1 Left turn Lane ( bk-bk) & 1.8m (6') Bike Lane | North Side: 1.5m (5') ( Behind Columns)<br>South Side: 1.5m (5') ( Behind Columns) | EB: 1.8m ( 6') Bike Lane<br>WB: 1.8m ( 6') Bike Lane | EB: 10m (33')<br>WB: 10m (33') | EB: 2-3.3m (11') Thru & 1-3.3m (11') Left Lane<br>WB: 2-3.3m (11') Thru & 2-3.3m (11') Left Lane | Provide separate 1.5m (5') Pedestrian Falsework Opening South Side | Both Sides: Shared Traveled Lane | N/A | | | | 4.83m(15.9') | 4.83m(15.9') (Use Pre-cast girders) |
| *Rancho Bernardo Road UC* | Undercrossing | 37.2m (122') | EB: 3-3.6 m (12') thru, 2.7m (9') half median, 1-3.6m (12') Aux Lane & 1.5m (5') Shoulder<br>WB: 3-3.6 m (12') thru, 2.7m (9') half median, 1-3.6m (12') Aux Lane & 1.5m (5') Shoulder | Both side: 1.5 m (5') | EB: Shared 1.5m (5') Shoulder<br>WB: Shared 1.5m (5') Shoulder | 37.2m (122') | EB: 3-3.6 m (12') thru, 2.7m (9') half median, 1-3.6m (12') Aux Lane & 1.5m (5') Shoulder<br>WB: 3-3.6 m (12') thru, 2.7m (9') half median, 1-3.6m (12') Aux Lane & 1.5m (5') Shoulder | Both side: 1.5 m (5') | EB: 1.5m ( 5') Bike Lane<br>WB: 1.5m ( 5') Bike Lane | EB: 9.1m (30')<br>WB: 9.1m (30') | EB: 2-3.3m (11') Thru,2.4m (8') shoulder<br>WB: 2-3.3m (11') Thru,2.4m (8') shoulder | Both side: 1.5 m (5') | EB: Shared 1.5m (5') Shoulder<br>WB: Shared 1.5m (5') Shoulder | N/A | | | | 5.77m(18.94') | 4.67m (15.3') |
| *Duenda Road OC* | Overcrossing | 19.5m (64') | EB:2-3.6 m (12') thru & 2.4m (8') Shoulder<br>WB: 2-3.6 m (12') thru & 2.4m (8') Shoulder | Both side:1.8 m (6') | EB: Shared 2.4m (8') Shoulder<br>WB: Shared 2.4m (8') Shoulder | Same | Same<br>Same | Same<br>Same | Same<br>Same | 8.2 m (27') ( Remove northerly 11.6m (38') ) | EB: 1-4.0m (13') thru<br>WB: 1-4.0m (13') thru | North Side: none<br>South side: 1.8m (6') | Both Sides: Shared Traveled Lane | * 9.8m (32') ( Remove southerly 11.6m (38') ) | EB: 1-4.2m (14') thru<br>WB: 1-4.2m (14') thru | North Side: 1.8m (6')<br>South side=none | Both Sides Shared Traveled Lane | 5.7m(18.7') | 4.6m (15') |
| *Highland Valley Rd / West Bernardo Drive / Pomerado Road OC* | Overcrossing | 9.8m (32') | EB: 1-3.6 m (12') thru<br>WB: 1-4.3 m (14') thru | South side: 1.5 m(5') | EB: Shared traveled lane<br>WB: Shared traveled lane | 21.6m (70.9') | EB: 2-3.6m (12') thru, 0.6m (2') Shoulder<br>WB: 2-3.6m (12') thru& 1.2m (4') Shoulder | North Side: 3.6m (12') Comb. Sidewalk & Bikepath<br>South side: none | WB: 3.6m (12') Combination Bikepath & Sidewalk | This bridge will be closed during construction. Ramps will remain in use but thru traffic will be detoured. See text for a detailed discussion. | | | | | | | | 5.6m(18.37') | 4.6m (15') |
| *Lake Hodges Bridge* | Bridge | Not Applicable | Not Applicable | Shared 12' Bike/Ped Path / Trail | Shared 3.6 m (12') Bike/Ped Path / Trail | Replace Bridge New bridge will be 3 bridges; one for NB, one for SB, and one for Managed Lanes | | | | Same | Lower Bike/Ped. Path/Trail to obtain 3.3m (11') Vertical Clearance. This work could be performed during a five day closure. | Same | Same | N/A | | | | 3.3m (11') | 3.3m (11') (Use Pre-cast girders) |
| *Via Rancho Pkwy OC* | Overcrossing | 28.7m (94') | EB: 2-3.6 m (12') thru,0.8 m (2.5') Half Median, 2.4m (8') Shoulder<br>WB :2-3.6 m (12') thru, 2-3.6 m (12') Left Trap, 2.4 m (8') Shoulder, 0.8 m (2.5') Half Median | Both side: 1.8 m (6') | EB: Shared 2.4m (8') Shoulder<br>WB: Shared 2.4m (8') Shoulder | 36.0m (118.25') | EB: 3-3.6m (12') thru,2.0m (6.5') Median, 2.4m (8') Shoulder<br>WB: 3-3.6m (12') thru, 2-3.6m (12') Left trap & 2.4m (8') Shoulder | Both side: 1.8 m (6') | EB: 2.4m (8') Shared Shoulder<br>WB: 2.4m (8') Shared Shoulder | 17.5m (57.5') (Remove southerly 13.0m (42.5') ) | EB: 2-3.3m (11') thru<br>WB: 2-3.3m (11') thru, 1-3.3m (11') Left | North Side only: 1.8m (6') | Both Sides: Shared Traveled Lane | * 17.5m (57.47') (Remove northerly 19.3m (63.5')) | EB: 2-3.3m (11') thru<br>WB: 1-3.3m (11') Left, 2-3.3m (11') thru | South Side only: 1.8m (6') | Both Sides: Shared Traveled Lane | 5.72m(18.77') | 4.68m (15.3') |
| *Del Lago Blvd. / North County Fair OC* | Overcrossing | 22.3m (73.3') | EB: 1-3.6 m (12') thru & 5.2 m (17') Shoulder<br>WB: 1-3.6 m (12') thru & 9.5 m (31.1') Shoulder | South side: 1.5 m(5') | EB: Shared 9.5 m (31.1') Shoulder<br>WB: Shared 5.23 m (17') Shoulder | Varies 22.2m to 24.9 m (72.7' to 81.6') | EB: 2-3.6m (12') thru, 1-3.6m (12') Right<br>WB: 2-3.6m (12') thru, 1-3.6m (12') Right | Both side: 1.8 m (6') | EB: 1.5m (5') Shared Shoulder<br>WB: 1.5m (5') Shared Shoulder | This bridge will be closed during construction. Traffic will be detoured to Via Rancho Parkway. See text for a detailed discussion. | | | | | | | | 7.54m(24.7') | 6.5m (21.3') |

Definitions :

Same = Same as existing
CIP/PS = Cast in Place/Pre-stressed Concrete

Notes:

* 1.0 m (3.3') closure pour needed after construction of Stage 2 for Route 56/15 Separation, Carmel Mountain Road, Duenda Road, and Via Rancho Parkway.
** For Carmel Mountain Road, proposed structure width accommodates 3 through lanes westbound with dual left turn lanes back-back.

# I-15 Managed Lanes Project
# Local Street Detours

## South Segment

| Location | Facility | Existing | | | | Proposed | | | | Construction Staging 1 | | | | Construction Staging 2 | | | | Vertical Clearance | Temporary Minimun Vertical Clearance |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | Rdwy Width | Traffic Lanes | Sidewalk | Bikeway | Rdwy Width | Traffic Lanes | Sidewalk | Bikeway | Rdwy Width | Traffic Lanes | Sidewalk | Bikeway | Rdwy Width | Traffic Lanes | Sidewalk | Bikeway | | |
| *'H' Avenue (military road)* | Overcrossing | 9.8 m (32.2') | EB: (1) 3.6 m lane + (1) 1.2 m (4') shoulder | none | WB: Shared Unstriped Shoulder | Same | Same | Same | Same | No impacts to H Avenue | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A |
| | | | WB: (1) 3.6 m lane + (1) 1.2 m (4') shoulder | | WB: Shared Unstriped Shoulder | | | | | | N/A | N/A | N/A | | N/A | N/A | N/A | N/A | N/A |
| *Ammo Road (military road)* | Overcrossing | 8.5 m (28') | EB: (1) 3.6 m (12') lane +0.9 m (3') unstriped shoulder | none | EB: Shared Unstriped Shoulder | Same | Same | Same | Same | No impacts to Ammo Road | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A |
| | | | WB: (1) 3.6 m (12') lane + 0.9 m (3') unstriped shoulder | | WB: Shared Unstriped Shoulder | | | | | | N/A | N/A | N/A | | N/A | N/A | N/A | N/A | N/A |
| *Miramar Way* | Overcrossing | 12.2 m (40') | EB: (1) 3.6 m (12') lane + 2.4 m (8') unstriped shoulder | none | EB: Shared 2.4 m (8') Shoulder | Same | Same | Same | Same | No construction impacts to Miramar Way | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A |
| | | | WB: (1) 3.6 m (12') lane + 2.4 m (8') unstriped shoulder | | WB: Shared 2.4 m (8') Shoulder | | | | | | N/A | N/A | N/A | | N/A | N/A | N/A | N/A | N/A |
| *Miramar Road / Pomerado Road* | Overcrossing | VARIES 27.4- 31.1 m (90'- 102') | EB: 2.1 m (7') stripped half median, (2) 3.6 m (12') lanes + (1) trap free right + 2.4 m (8') shoulder | South side: 1.5 m (5') | EB: Shared 2.4 m (8') Shoulder | 28.7 m-32.3 m (94'-106') | EB: Same as existing except 1.2 m (4') shoulder | South side: 2.4 m (8') at grade / Barrier separated ped facility | EB & WB: shared 1.2 m (4') shoulder | Remove southern half of the bridge | EB: (1) 3.4 m (11') lane + (1) 3.2 m (10.5') lane, no shoulder | North side: 1.5 m (5') | Share traveled lane | *** 13.4 m (44') | EB: (2) 3.4 m (11') lanes, no shoulder. | South side: 1.5 m (5') | Share traveled lane | 5.6 m (18.4') | 4.6 m (15.1') |
| | | | WB: 2.1 m (7') stripped half median, (2) 3.6 m (12') lanes +2.4 m (8') shoulder + 1 trap free right lane | North side: 1.5 (5') | WB: Shared 2.4 m (8') Shoulder | | WB: 2.1 m (7') stripped median + (3) 3.6 m (12') lanes + 1.2 m (4') shoulder + 1 trap free right | North side: 2.4 m (8') at grade / Barrier separated ped facility | | 16.6 m (54.5') | WB: (2) 3.4 m (11') lanes + (1) trap lane, no shoulder. | | | Remove northern half of the bridge. | WB: (2) 3.4 m (11') lanes, no shoulder. | | | | |
| *Carroll Canyon Road* | Overcrossing | 22 m (72') | EB: (2) 3.6 m (12') lanes + (1) 4.3 m (14') left turn (bck-bck) + 1.5 bike lane | South side: 2.4 m (8') at grade / barrierseparated ped facility | EB & WB: 1.5 m (5') bikelane | 22 m (72') | EB: (2) 3.6 m (12') lanes + (1) 4 m (13') left turn (bck-bck) + 1.5 m bike lane | South side: 2.4 m (8') at grade / Barrier separated ped facility | EB & WB: 1.5 m (5') bike lane | Remove north 12.5 m (41') structure | EB: (1) 3.3 m (11') lane + 1.3 m (4.3') rt shoulder, with a k-rail median ** | South side: 1.5 m (5') sidewalk | Share shoulder | *** 10.9 m (35.6') | EB: (1) 3.6 m (12') lane + 1.5 m (5') rt shoulder, with a k-rail median ** | North side: 1.5 m (5') sidewalk | Share shoulder | 5.7 m (18.7') | 4.66 m (15.3') |
| | | | WB: (2) 3.6 m (12') lanes + (1) 4.3 m (14') left turn (bck-bck) + 1.5 m bike lane | North side: None | | | WB: (2) 3.6 m (12') lanes + (1) 4 m (13') left turn (bck-bck) + 1.5 m bike lane | North side: None | | 10 m (33') | WB: (1) 3.3 m (11') lane + 1.3 m (4.3') rt shoulder, with a k-rail median ** | | | | WB: (1) 3.6 m (12') lane + 1.5 m (5') rt shoulder, with a k-rail median ** | | | | |
| *Mira Mesa Blvd* | Undercrossing | 25.6 m (84') + 5.5 m (18') raised median / bent | EB: 1.8 m (6') shoulder + (3) 3.6 m (12') lanes | North and South sides: 1.7 m (5.7') sidewalk | Shared 1.8 m (6') shoulder | Same | Same | Same | Same | EB: 10.2 m (34') * | EB: (3) 3.4 m (11.3') lanes | Provide 3.6 m (12') pedestrian/bike falsework opening (both sides). This will require undercutting abutment slope by 1.3 m (4.3'). * | | N/A | | | | 4.86 m (15.9') | 4.30 m (14.1') |
| | | | WB: Same as EB | | | | | | | WB: 10.2 m (34') * | WB: (3) 3.4 m (11.3') lanes | | | | | | | | |
| *Scripps Poway Parkway / Mercy Road* | Undercrossing | 31.7 m (104') | EB: 0.9 m (3') shldr + (3) 3.6 m (12') lanes + 1.2 m (4') buffer + (2) left turn lanes (bck-bck) | North & South sides: 1.5 m (5') sidewalk | EB: Shared 0.9 m (3') shoulder | Same | Same | Same | Same | EB: 12.5 m (41.2') | EB: (3) 3.6 m (12') lanes + (1) 1.5 m (5') shoulder + (2) 3.6 m (12') left turn lanes (bck-bck) | 1.5 m (5') both sides | Share traveled lane | N/A | | | | 5.86 m (19.2') | 4.70 m (15.4') |
| | | | WB: 0.9 m (3') shldr+ 3.6 m (12') buffer + (2) 3.6 m (12') lanes + 2 left turn lanes (bck-bck) | | WB: Shared 0.9 m (3') shoulder +3.6 m (12') buffer | | | | | WB: 16.22 m (53.2') | WB: (2) 3.6 m (12') left turn lanes (bck-bck)+ (2) 3.6 m (12') lanes + (1) 1.5 m (5') shoulder | | | | | | | | |
| *Poway Road / Rancho Peñasquitos Blvd* | Overcrossing | 20.7 m (68') + 1.5 m (5') raised median | EB: 2 m (6.5') shldr + 4.1 m (13.5') lane + 3.6 m (12') lane + 0.8 m (2.5') half median | North & South sides: 1.5 m (5') sidewalk | EB & WB: Shared 2 m (6.5') shoulder | 24.3 m (80') | EB: same | Same | Same | Remove 10.8 m (35.3') southern portion | EB: (1) 3.6 m (12') lane | North side: 1.5 m (5') | Share traveled lane | *** 10.9 m (35.8') | EB: (1) 3.6 m (12') lane | South side: 1.5 m (5') | Share traveled lane | 5.4 m (17.7') | 4.7 m (15.4') |
| | | | WB: Same as EB | | | | WB: 2 m (6.5') shldr + 4.1 m (13.5') lane +(2) 3.6 m (12') lane + 0.76 m (2.5') half median | | Same | 11.9 m (39') includes K-Rail median | WB: (2) 3.6 m (12') lane | | | Remove 14.6 m (47.9') northern portion | WB: (2) 3.6 m (12') lane | | | | |

Definitions :

Same = Same as existing

CIP/PS = Cast in Place/Pre-stressed Concrete

Notes:

* At Mira Mesa Blvd., place 2.6 meter (8.5') falsework bent between traffic lanes and pedestrian walkway/ bike path on each side for construction staging.

** Restrict all left turn moves at Carroll Canyon during construction. This traffic will divert to Mira Mesa Boulevard or Miramar Road/ Pomerado Road. See text for detailed discussion.

*** 1.0 m (3.3') closure pour needed after construction of Stage 2 for Miramar Road, Carroll Canyon Road, and Poway Road.