



STATE ROUTE-11 TRANSPORTATION CONCEPT SUMMARY

This Transportation Concept Summary (TCS) for State Route 11 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

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SR-11 Transportation Concept Summary December 2010

CORRIDOR PURPOSE

SR-11 is a proposed, unconstructed four lane freeway/tollway that will connect SR-905 and SR-125 (South Bay Expressway) to the proposed East Otay Mesa Port of Entry (EOM POE). SR-11 will be approximately 2.7 miles in length and is proposed to be developed as a toll facility. SR-11 will provide a connection to the Tijuana 2000 corridor which will provide direct connections to the Tijuana-Tecate toll road and the free roads as well as to the Tijuana-Ensenada toll road. Local access interchanges for SR-11 are proposed for Enrico Fermi Road and Airway Road. For additional information on the SR-905 freeway and SR-125, please see the Transportation Concept Summaries for those routes.

On behalf of Caltrans, SANDAG conducted a financial feasibility assessment for both the highway and the EOM POE. The primary objective of the study was to determine the financial feasibility of building SR-11 and the EOM POE as toll- or fee-based facilities. Traffic, revenue, cost, and financial risk models were developed for this analysis. Key findings of the study concluded that the toll option is a potentially good investment provided that there are sufficient external resources to cover the Capital and Operations and Maintenance (O&M) costs of the POE.



SR-11 will serve east-west intraregional, interregional, commercial, commuter, and cross-border traffic between the rapidly developing Otay Mesa area and destinations to the north, such as the cities of Chula Vista, National City and San Diego. SR-11 will

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reduce congestion at the Otay Mesa POE and will provide an alternate facility for cross-border commercial traffic.

SR-11 will be a critical route to the flow of goods and services between California and Baja California, as well as to the nation. Since the implementation of the North American Trade Agreement (NAFTA) in 1994, trade and travel between the two countries has greatly increased in both dollar value and truck crossings.

The passage of Senate Bill 1486 in February 2009 and the subsequent issuing of a federal Presidential Permit opened the door for the San Diego Association of Governments (SANDAG) to seek private investment dollars to cover the shortfall in construction and design dollars and provide a premium crossing option for a fee. This premium option may reduce wait times from three hours down to less than a half hour. The Permit is a component of the state's intent to finance the project through tolls or user fees and is required by the financial investment industry for moving forward with public toll financing.

CORRIDOR NEEDS

The San Diego/Tijuana region is currently the largest urban border area along the U.S.-Mexico border, with a combined population of about 4 million people. This shared population is anticipated to grow to about 7 million people by the year 2020. Most of the growth south of the international border will occur in the northeastern, eastern, and southeastern areas of Tijuana and will be directly served by SR-11 and the proposed POE. The San Ysidro POE is the busiest land crossing in the world, with over 45,000 vehicular northbound crossings each weekday and over 65,000 crossings each weekend day. Passenger vehicle traffic is anticipated to double from 30 million in 1999 (both ways) to 62 million in 2020, with consequent impacts on queue lengths and peak hour durations. The Otay Mesa POE handles vehicular, bus, pedestrian plus all commercial traffic. The Otay Mesa POE is the third ranked POE along the U.S.-Mexico border in terms of value of goods crossing the border. In addition, the Otay Mesa POE handled more than 4 million northbound passenger vehicles in 2009. Continued development of more than 6,000 commercial/industrial acres and the dynamics created by the maquiladora industry make it imperative that a full freeway/tollway for additional east-west highway capacity be developed in the coming years.

Current congestion at the California/Baja California ports of entry (POEs) and the need to accommodate future growth in trade and travel make POE and related infrastructure improvements a critical issue for California. Land POEs are critical in maintaining the State's economic vitality. In 1999, Mexico surpassed Japan to become California's top trade partner, with exports reaching \$19.6 billion in 2006. Total imports and exports between California and Mexico were valued at \$37 billion in 2006. Existing POEs experience excessive cross-border delays due to operational and infrastructure needs. Trade is a key contributor to local, state and national economic growth. Border delays impact the competitiveness of the binational region. Wait times of up to three hours or more (45 minutes per crossing on average based on the survey respondents from the 45 minutes per crossing on average based on the survey respondents and the Imperial

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Valley – Mexicali Economic Delay Studies) impact goods movement as well as personal trips to and from Mexico. Traffic congestion and delays from cross-border personal trips and commercial truck traffic cost the U.S. and Mexican economies an estimated \$7 billion in gross output and more than 62,000 jobs in 2007. The Otay Mesa POE is the second busiest commercial port of entry on the U.S./Mexico border and the busiest in California. It handled approximately 684,000 northbound trucks and \$28.6 billion worth of goods in both directions. Delays often exceed four hours per truck.

Seventy-eight percent of the goods transported through the California/Baja California POEs have origins or destinations outside of San Diego and Imperial counties to/from other California counties, states or international markets. In 1995, total imports and exports between California and Baja California were nearly \$15 billion, and in 2003 were nearly \$30 billion, representing an increase of 100 percent. Ninety-eight percent of the imports and exports are transported by truck. Otay Mesa handles more than 90 percent of the commercial truck traffic entering San Diego via the three U.S.-Mexico POEs. The benefits of this trade are very important to the California and Baja California economies. Continued growth in trade through the Otay Mesa POE has already brought congested traffic that will only worsen if SR-11 and the proposed East Otay Mesa POE are not constructed.

Given the ultimate need for the EOM POE and SR-11, there is a need to preserve an SR-11 corridor and POE site. Land on both sides of the border in this area is rapidly urbanizing, and mounting development pressure has resulted in escalating land prices. On the U.S. side, employment in the census tract surrounding the proposed SR-11 corridor is projected to nearly triple by 2030 compared to 2000 levels (rising from 10,914 to 28,109), while population is projected to increase by 1,942 percent (from 1,062 to 21,691). Real estate prices in the Otay Mesa area have increased substantially over the past 10 years, and are expected to continue to rise in the long-term as the San Diego region's last large potential supply of buildable industrial, commercial and office land is developed. In this climate of rapid development and escalating land prices, corridor/site preservation and right-of-way acquisition is critical to ensuring the availability of appropriate land areas for the proposed projects, and limiting the ultimate cost and impact of implementing a new POE and associated transportation facilities.

CORRIDOR ANALYSIS

Caltrans requested that the United States General Services Administration (GSA) include the new EOM POE in the Top Ten Border Station Project List for 2001-2002 in order to provide Congressional Authorization and funding for the project in the near term. In 2005, the EOM POE was included in Customs and Border Protection's 5 year Capital Improvement Plan.

The environmental clearance phase of the project began October 2000. The California Transportation Commission (CTC) programmed 8 million dollars to prepare the environmental studies for the EOM POE, State Route 11 and a truck bypass road between the EOM POE and the existing Otay Mesa Commercial Vehicle Enforcement

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Facility (CVEF). In 2002 an Existing Conditions Report for SR-11 was developed, describing the existing biological conditions for the project study area. In 2005 a Natural Environmental Study for State Route 11 presented the results of biological surveys in the project area. A total of six separate route alternatives were considered to determine their potential impact to onsite biological resources within the corridor.

Several alternatives and other variations were considered during the project scoping process. With the exception of the Western Alternative, these alternatives were eliminated from further study. FHWA and Caltrans identified the Western Alternative as the preferred alternative in the Caltrans 2008 Program Environmental Impact Report/Program Environmental Impact Study (PEIR/PEIS)

The Western Alternative would extend eastward from Harvest Road at the future SR-125/SR-905 interchange, passing south of Otay Mesa Road and north of Airway Road, and curving southward to connect with the northern edge of the Western POE Site. Most of the corridor would be 400 to 500 feet wide, although there would be a narrower segment passing between existing buildings east of Sanyo Avenue, and there would be two areas wider than 500 feet to accommodate potential local interchanges with existing Enrico Fermi Drive and future Siempre Viva Road. The area of the corridor provided for the future Enrico Fermi Drive interchange also would include space to the south for possible future improvements to Enrico Fermi Drive to accommodate the interchange. It is estimated that the Western SR-11 Corridor would require up to approximately 124 acres of new right-of-way (not including the POE site).

The 100-acre Western POE Site would be located adjacent to the U.S.-Mexico international border, about 1.6 miles east of the existing Otay Mesa POE. The eastern half of the site would be situated directly across the border from the western portion of the Otay II POE site proposed by the Mexican government.

Public participation would be necessary to attract sufficient private capital and finance construction and management of the POE. A total of \$13 million is programmed by the state for environmental clearance. SR-11 ranges from \$300 million-\$360 million, while the new Otay Mesa East Port has a price tag of between \$300 million-\$350 million. The Proposition 1B Trade Corridor Improvement Fund is contributing \$75 million for the project. The State Transportation has come from the federal government. Construction would create approximately 8,134 new jobs, generating an estimated \$463,850 for the local economy. Operation of the facility, combined with the extension of SR-905, would create an additional 33,900 jobs and generate about \$1.2 million.

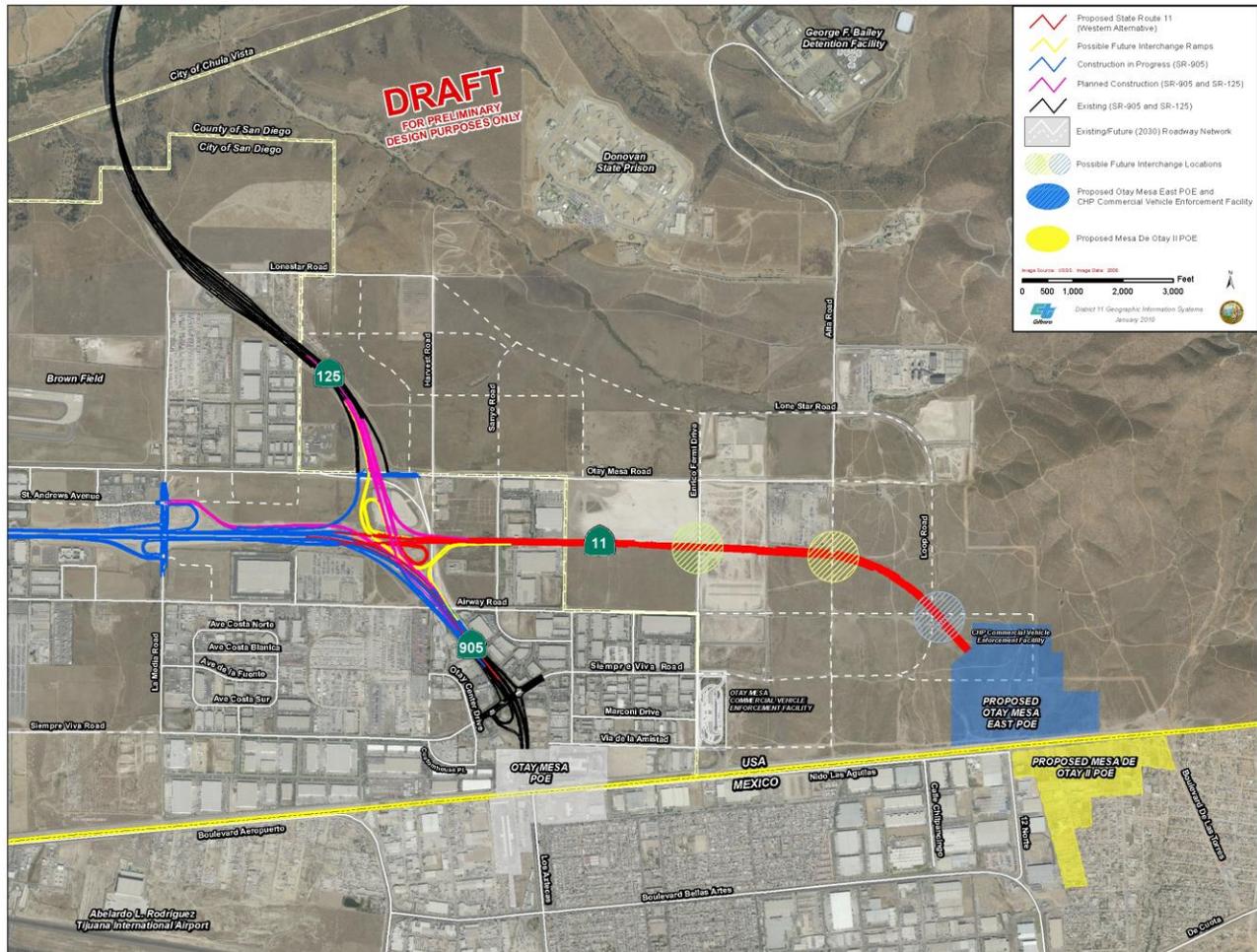
Additional detailed project information, including funding and milestone scheduling, are discussed in the Fourth Administrative Draft of the SR-11 Project Report (September 2010) and the SR-11 and Otay Mesa East POE Draft Tier II Environmental Impact Report/Environmental Impact Statement (November 2010).

SR-11 cannot be considered without the EOM POE. In addition, Mexico is undertaking a corresponding Otay II POE project on their side of the border and Mexican agencies are

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addressing potential environmental impacts of concern to Mexico. The responsible agencies from Mexico and the U.S. also participate in the on-going Border Liaison Mechanism, which meets regularly to discuss trans-boundary issues and exchange information associated with the two projects. The Border Liaison Mechanism participants include FHWA, Mexico's SCT and IMPlan, SANDAG, Caltrans, the Mexican Consulate in San Diego, the American Consulate in Tijuana, GSA, and Customs and Border Protection (CBP).

The following map shows the preferred SR-11 Western Alternative, potential interchanges, and the location of the East Otay Mesa POE.



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This map shows the existing roadway system in Mexico in the border region.



Mexican Roadway System in the Border Region
STATE ROUTE 11 AND OTAY MESA EAST PORT OF ENTRY

CORRIDOR CHRONOLOGY

- 1994 SR-11 legislated into the state highway system
- 1994 Preliminary Feasibility Analysis for the Provision of a Toll Road Extension to the International Border
- 1997 SR-11 Transportation Concept Report completed
- 1997 SR-11 included in the SANDAG RTP Preferred Major State Highway Project Listing
- 1998 SR-11 Letter of Intent signed
- 1999 SR-11 added to the California freeway and expressway system
- 1999 SR-11 amended into the Circulation Element of the County of San Diego General Plan
- 2000 SR-11 included in SANDAG RTP Major Highway Project Listing
- 2000 SR-11 Project Study Report (PSR) approved by Caltrans District 11
- 2002 SR-11/New Otay Mesa East POE Value Analysis (VA) report completed
- 2003 SR-11 Transportation Concept Report Update completed
- 2003 SR-11 included in the SANDAG RTP Revenue Constrained Scenario
- 2005 SR-11 identified as an area of opportunity to create an effective binational planning partnership by SANDAG Borders Committee

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- 2005 SR-11 included on SAFETEA-LU List of High Priority Projects in San Diego
- 2007 SR-11 Transportation Concept Summary completed
- 2007 SR-11 included in the SANDAG RTP Revenue Constrained Scenario
- 2007 SR-11 amended into the County Specific Plan
- 2007 The Otay Mesa East-Mesa de Otay Binational Corridor Strategic Plan was approved by the SANDAG Board of Directors, the SANDAG Borders Committee on Binational Regional Opportunities (COBRO) and the Tijuana City Council
- 2008 SR-11 Phase I Project Report approved by Caltrans District 11
- 2008 Record of Decision (ROD) granted to the SR-11 Phase I EIS
- 2008 SR-11 included in the Regional Transportation Improvement Program (RTIP)
- 2008 Senate Bill 1486 approved, granting authority to SANDAG to operate a toll facility on SR-11
- 2008 Presidential Permit was granted for the “piercing of the border” by U.S. Department of State (DOS)
- 2010 SR-11 included in the SANDAG draft RTP Revenue Constrained Scenario
- 2010 SR-11 and Otay Mesa East POE Draft Tier II Environmental Impact Report/Environmental Impact Statement (EIR/EIS)

CORRIDOR TRAFFIC

The SR-11/Otay Mesa East POE project would generally tend to reduce traffic or have no effect on intersection operations in the study area. Exceptions occur at the Otay Mesa Road/La Media Road intersection (in all alternatives), at the intersection of Otay Mesa Road/Enrico Fermi Drive (for the alternative in which there is an SR-11/Enrico Fermi Drive Interchange), and in the SR-905/Siempre Viva Road Interchange area (for the alternative with no SR-11 interchanges). Projected traffic volumes correlate to the likely amount of toll revenue collected. The ADT volume is compared between the three alternatives in the table below that was extracted from the Caltrans District 11 SR-11 Fourth Administrative Draft PR. Border crossing volumes were assumed to be constant for all alternatives. Therefore additional volume would be generated by local access only. The One Interchange Alternative shows no effect on volume in 2015 and a slight increase of 7% in 2035, compared to the No Interchange Alternative. The Two Interchange Alternative has a 6% increase in volume in 2015 and a 37% increase in 2035, compared to the No Interchange Alternative.

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Alternative	Two Interchange	One Interchange	No Interchange
Operation (2015)	27,300 ADT on SR-11 between Enrico Fermi Drive and Siempre Viva Road; 12,100 ADT on Enrico Fermi Drive ramps; 1500 ADT on Siempre Viva Road ramps	18,200 ADT on SR-11 between SR-125 and Alta Road; 25,700 ADT between Alta Road and POE; 16,000 ADT on Alta Road ramps	25,700 ADT on SR-11
Operation (2035)	62,600 ADT on SR-11; 47,800 ADT on Enrico Fermi Drive ramps 14,400 ADT on Siempre Viva Road ramps	48,600 ADT on SR-11 between SR-125 and Alta Road; 45,600 ADT between POE and Alta Road; 47,000 ADT on Alta Road ramps;	45,600 ADT on SR-11
Interchange Conditions	Enrico Fermi Drive Interchange is well utilized in 2015, fully utilized in 2035; Siempre Viva Road Interchange underutilized* in 2015, well utilized* in 2035	Alta Road Interchange well utilized in* 2015 and heavily utilized in 2035	N/A
Effect on Tolling	Increases SR-11 volumes by 6% in 2015 and by 37% in 2035 compared to One Interchange	ADT does not increase in 2015, but increases 7% in 2035 compared to No Interchange Alternative	ADT on SR-11 is 27% lower than the Two Interchange Alternative and 6% lower than the One Interchange Alternative in 2035

* Notes:

Under = SR-11 access underutilized; ADT of 1,000 or less per ramp

Well = SR-11 access well utilized; ADT greater than 1,000 and less than 10,000 per ramp

Heavily = SR-11 access heavily utilized; ADT greater than 10,000 per ramp

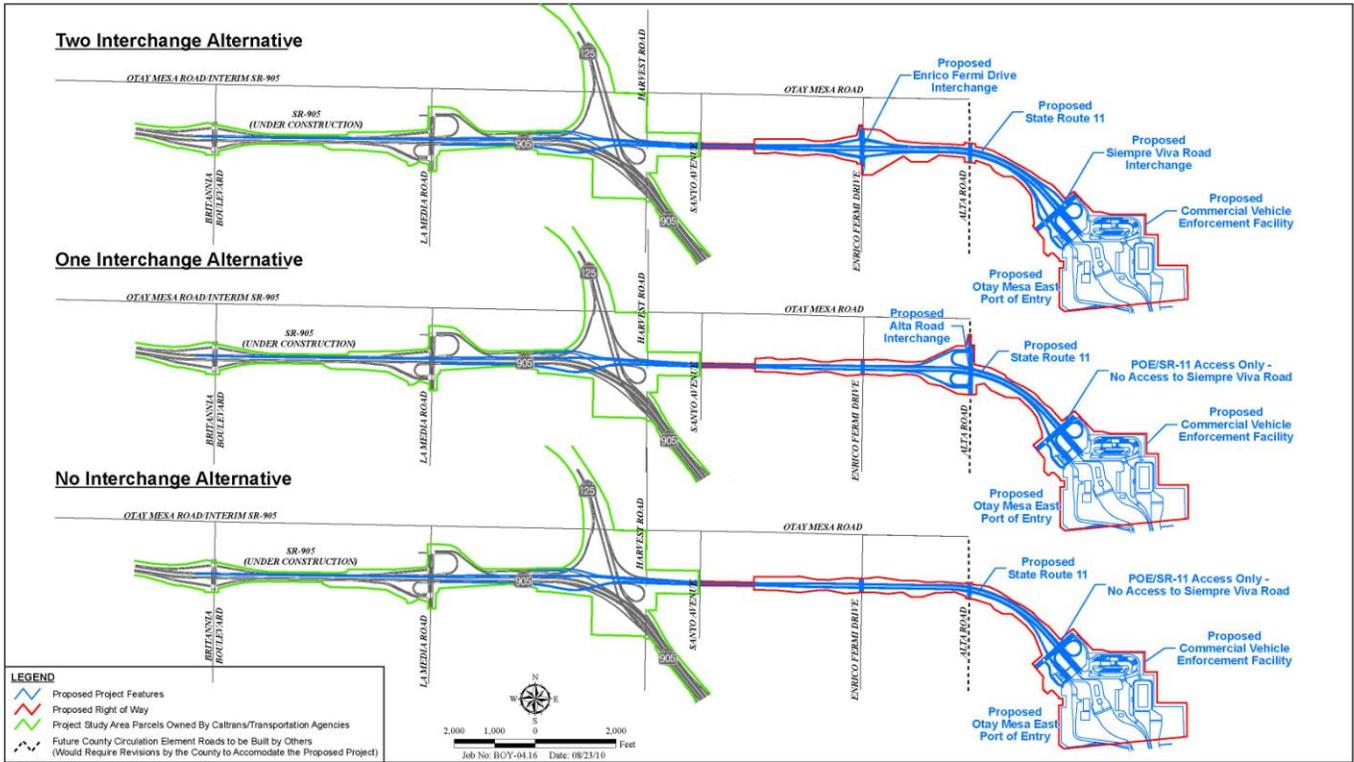
RECOMMENDED CORRIDOR IMPROVEMENTS

Caltrans District 11 completed the Project Study Report (PSR) for SR-11 on September 16, 2000. The Fourth Administrative Draft Project Report is currently under development, and portions of the following information are included in the draft PR:

The proposed project evaluates three main highway build alternatives and one no build alternative. Design variations are also proposed as modifications to each of the build alternatives. Each alternative includes the Commercial Vehicle Enforcement Facility (CVEF) near the eastern terminus of SR-11. The SR-11/Otay Mesa East POE project considers the following three build alternatives:

- Two Interchange
- One Interchange
- No Interchange

The following graphic from the draft SR-11 and Otay Mesa East POE Tier II EIR/EIS provides an overview of these three alternatives:



Comparative Overview of the Project Build Alternatives

STATE ROUTE 11 AND OTAY MESA EAST PORT OF ENTRY - TIER II EIREIS

Figure 2-2

The highway alignment is in the same location for all three build alternatives; the number and locations of the interchanges constitute the differences. The similarities in the alternatives are the following: highway alignment, connection with SR-905, POE and CVEF. With implementation of SR-11, certain modifications to the approved SR-905 design would be required, and are included as part of the proposed project. These modifications would be the same under all alternatives.

The Two Interchange alternative consists of the highway connecting SR-905 to the CVEF and the Otay Mesa East POE and includes an interchange at Enrico Fermi Drive and half an interchange at Siempra Viva Road. With this alternative, vehicles would have access to and from westbound and eastbound SR-11 at Enrico Fermi Drive, and be provided eastbound access to Siempra Viva Road and westbound access from Siempra Viva Road. A variation of this alternative proposing a full interchange at Siempra Viva Road is included in this Project Report. This variation has been analyzed to the same extent as the three build alternatives.

The One Interchange alternative consists of the highway connecting SR-905 to the CVEF and the Otay Mesa East POE alternatives. Vehicles would have access to and from westbound and eastbound SR-11 at Alta Road. The No Interchange alternative consists of the highway connecting SR-905 to the CVEF and Otay Mesa East POE; there is no direct access to local roads proposed under this alternative.

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The project has five variations proposed as optional features of the project.

- Full Interchange at Siempre Viva Road
- SR-125 Direct Connector – additional connector ramp linking southbound SR-125 to eastbound SR-11
- Full SR-905/SR-125/SR-11 Interchange – additional connector ramps linking southbound SR-125 to eastbound SR-11, westbound SR-905 to eastbound SR-11, and westbound SR-11 to eastbound SR-905
- 46-foot Median near Sanyo Avenue – increases median width to provide for standard median width
- No Toll – highway and CVEF alternatives as proposed with no toll charge to user. Each variation may be applied to any of the three build alternatives, with the exception of the Full Interchange at Siempre Viva Road, which is considered an option applied only to the Two Interchange Alternative. This variation would include access to and from the Otay Mesa East POE at Siempre Viva Road.

Given that SR-11 is an unconstructed route, the primary corridor improvement is the construction of the four lane freeway/tollway and the local access interchanges.

Transit Improvements

The Metropolitan Transit Development Board (MTDB) coordinates transit service in the South Bay area. Transit providers in South Bay area include the San Diego Transit Corporation (SDTC), MTDB Contract Services, San Diego Trolley Incorporated (SDTI) and Chula Vista Transit (CVT). Bus Numbers 901, 905, 929, 932, 933 and 934 provide service to areas north and west of proposed SR-11, with links to the San Diego Trolley and 700 series Chula Vista Transit Bus Routes. These connections will link the proposed SR-11 corridor with the San Ysidro/Tijuana POE, Otay Mesa POE, and the communities of San Ysidro, Palm City, Imperial Beach, Coronado, Otay Mesa, Chula Vista, and San Diego.

Four park and ride locations exist north of the proposed SR-11 in locations relevant to future users of SR-11: Iris Avenue Trolley Station (near I-5); Palm Avenue Trolley Station (near I-5); Telegraph Canyon Road at Paseo del Rey (near I-805); and, East H Street at Buena Vista Way (near Otay Lakes Road). In addition, two Park and ride locations are located southwest of SR-11: Beyer Blvd. and San Ysidro POE, both of which are Trolley Stations. Trolley Stations also provide bicycle storage lockers for bicycle commuters in conjunction with the SANDAG Ride Link Program. However, bike lockers are not available at the Telegraph Canyon and East H Street park and ride locations. An additional Park Ride lot, with provisions for public bus service, is proposed in the northeast quadrant of the SR-905/Caliente Avenue interchange and would provide approximately 210 parking spaces in a 2.2 acre lot. This location would conform to long-range transit plans since it would coincide with a potential future light rail station.

An objective of the project is to allow bicycle and transit access to the POE, including the provision of sufficient space within the overall POE footprint for possible future development of a transit center (to be designed and constructed by others), thereby

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preserving the future opportunity to implement transit service to the POE and reduce local and cross-border personal vehicle trips. This project anticipates two to five acres of land would be set aside within the approximate 106-acre POE footprint for a future transit center site, but further planning and environmental clearance would be needed.

Since most of East Otay Mesa area will be developed as an industrial area with large lots and low employment densities, it could be feasible to develop transit circulator or shuttle services that would provide linkage to proposed Light Rail Transit station at the Otay Mesa POE. Another important transit strategy is to study the potential for the extension of the proposed "Rapid Bus" service between the Otay Mesa POE and Imperial Beach to the proposed EOM POE along SR-11.

Other Transportation Improvements

Additional modal option improvements such as non-motorized, park and ride, transportation demand management, and transportation system management should also be developed for the SR-11 corridor. Additional corridor mobility management strategies and Intelligent Transportation Systems (ITS) that can reduce daily vehicle hours of recurrent delay on SR-11 include continuing implementation of the Transportation Management System (TMS) and Traffic Operations Strategies (TOPS). TMS is the "wiring" needed to provide real-time corridor performance information, and TOPS includes a variety of near-term corridor improvements such as the provision of intelligent infrastructure and auxiliary lanes.

The proposed East Otay Mesa Ports of Entry should incorporate low cost/high impact projects that reduce cross border wait times without sacrificing security. Potential improvements include:

- Commitments from both federal governments to an "all day-all year" operation for the EOM POE will help encourage private industry to extend working hours for their operations.
- Fully staffing and opening all inspection booths at peak crossing time periods.
- Consider innovative and secure mechanisms like the "tandem inspection booth" concept.
- Constructing SENTRI (Secure Electronic Network for Travelers Rapid Inspection) and FAST (Free and Secured Trade) lanes at the EOM POE as infrastructure permits.
- Providing appropriate directional signage, and traveler information to and from the EOM POE.

There are no non-motorized or pedestrian facilities planned along SR-11. However, portions of the project would accommodate different modes of travel. Pedestrians, bicyclists, and public transit riders are considered throughout the design process. Pedestrian facilities are included on Sanyo Avenue, Enrico Fermi Drive, Alta Road, and Siempre Viva Road. According to the County of San Diego Bicycle Transportation Plan, re-adopted with no changes in October 2008, there are various existing bikeways in the project vicinity. There are Class II bicycle lanes on Otay Mesa Road west of SR-905, on

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Siempre Viva Road between La Media Road and Enrico Fermi Drive, on Airway Road between SR-905 and Heinrich Hertz Drive, on Heinrich Hertz Drive between Airway Road and Paseo de Las Americas, and along Paseo de Las Americas south of Heinrich Hertz Drive. Additionally, there are several planned bikeways for the project area according to the EOMSP and the County of San Diego Bicycle Transportation Plan. East of the East Otay Mesa boundary, Airway Road, Siempre Viva Road, Lone Star Road, and Otay Mesa Road are planned to include Class II bicycle lanes. Enrico Fermi Drive and Alta Road are also planned to include Class II bicycle lanes between Lone Star Road and Siempre Viva Road. Pedestrians and bicyclists require easy access to and from the proposed POE and the public transit system. These users may need access to public transit in order to get to their desired destination. Bicyclists would require public transit buses to be equipped with bicycle racks, and a facility outside the scope of this project could provide bicycle lockers, racks, or other storage facilities for these types of users. Pedestrians and bicyclists also would require access to and from passenger vehicles and the proposed POE. This project would include an area for border-crossing pedestrians to be picked up and/or dropped off from passenger vehicles. Future transit facilities may be constructed by others.

Bicycle riders and pedestrians have a legal right to access most public roads in California. While pedestrians are prohibited from virtually all freeways, bicycles are permitted on the outside shoulders of nearly 25 percent of all freeways located within the state. The legal authority to prohibit bicycle and pedestrian use from freeways and expressways is specified in the California Vehicle Code section 21960.

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 currently six potential major development projects within and adjacent to the proposed SR-11 corridor that could generate over 90,000 ADT. 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 commercial and industrial 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 currently within the development review process.

Post Mile	Project Name	ADT	Lead Agency
0.3	Otay Business Park	32,000	San Diego County
1.0	Judd & Dillard 310	28,000	San Diego County
1.0	Airway Business Center	3,200	San Diego County
1.0	Otay Crossings Commerce Park	25,000	San Diego County
2.4	Otay Logistics Industrial Park	2,300	San Diego County
3.0	Travel Plaza	6,500	San Diego County