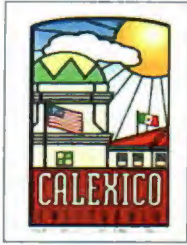


**AGENDA  
ITEM**

**12**

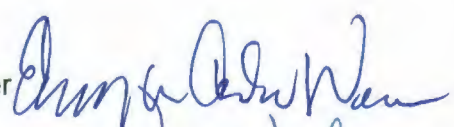


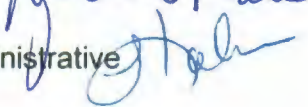


# AGENDA STAFF REPORT

**DATE:** October 19, 2022

**TO:** Mayor and City Council

**APPROVED BY:** Esperanza Colio Warren, City Manager 

**PREPARED BY:** Lilliana Falomir, Public Works Manager – Administrative 

**SUBJECT:** Adopt a Resolution of the City Council of the City of Calexico Ratifying the Submittal of Surface Transportation Block Grant (STBG) Application in the Amount of \$519,000 with a Local Match of \$251,000 (Measure "D"), Project Milestone Dates, and Timely Use of Funds.

=====

## Recommendation:

Adopt a Resolution of the City Council of the City of Calexico Ratifying the Submittal of Surface Transportation Block Grant (STBG) Application in the amount of \$519,000 with a local match of \$251,000 (Measure "D"), Project Milestone Dates, and Timely Use of Funds.

## Background:

On September 2, 2022, the Imperial County Transportation Commission (ICTC) called out for project under the Surface Transportation Block Grant (STBG) for Fiscal Year 2025/2026. All Imperial Valley agencies were instructed to submit project listings based on the locally adopted criteria by ICTC Technical Advisory Committee. The adopted criteria are as follows:

- STBG funded projects must be located on roads functionally classified as Urban Minor Collector or higher (Major Collector, Minor Arterial, Other Principal Arterial, Other Freeway or Expressway, and Interstate).

The ICTC Technical Advisory Committee will evaluate the projects submitted, rank them and submit their recommendation to ICTC for final adoption and STBG programming.

## Discussion & Analysis:

On September 23, 2022, the Public Works Department submitted the following application to ICTC for consideration under STBG:



51

- Cole Boulevard between Scaroni Road and Railroad Crossing Rehabilitation Project

Cole Boulevard between Scaroni Road and Railroad Crossing Rehabilitation Project will consist of extensive overlay of existing pavement. The overlay will include asphalt rubber aggregate membrane (ARAM), adjustment of manholes and valves, replacement of striping and installation of ADA ramps in locations where ADA ramps are not in compliant. By rehabilitating Cole Boulevard the City will be able to improve the roadway for both local and regional traffic. In addition, it will reduce safety concerns by eliminating uneven driving surfaces.

On October 6, 2022, members of ICTC Technical Advisory Committee (TAC) met to review, score and rank five (5) projects. ICTC TAC will be recommending to ICTC to fund the City of Calexico Cole Boulevard between Scaroni Road and Railroad Crossing Rehabilitation Project in the amount of \$770,000 (\$519,000 STBG and \$251,000 Local Match). For this reason, Public Works staff is requesting that the City Council adopt a resolution of the City Council of the City of Calexico ratifying the submittal of Surface Transportation Block Grant (STBG) Application, Project Milestone Dates, and Timely Use of Funds.

**Fiscal Impact:**

Estimated Capital Improvement Program (CIP) Budget FY 2025-2026

<b>REVENUE</b>	
Federal Grant – STBG	\$519,000.00
Local Match – Measure “D”	\$251,000.00
Total	\$770,000.00
<b>EXPENDITURE</b>	
Fund No. 412-90-XXX-56000-000	\$770,000.00
Total	\$770,000.00

**Coordinated With:**

City Manager’s Office.  
Public Works Department.  
Imperial County Transportation Commission.

**Attachment(s):**

1. Resolution of the City Council of the City of Calexico Ratifying the Submittal of Surface Transportation Block Grant (STBG) Application, Project Milestone Dates, and Timely Use of Funds.
2. STBG Grant Application for Cole Boulevard between Scaroni Road and Railroad Crossing Rehabilitation Project.



**RESOLUTION NO. 2022 - \_\_**

**A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF CALEXICO RATIFYING THE SUBMITTAL OF SURFACE TRANSPORTATION BLOCK GRANT (STBG) APPLICATION, PROJECT MILESTONE DATES, AND TIMELY USE OF FUNDS**

WHEREAS, the City of Calexico is eligible to apply for and receive Federal and State transportation funds including STBG funds; and

WHEREAS, AB 1012 requires that state and federal funds be expended in a timely manner; and

WHEREAS, the City of Calexico desires to ensure that its projects are delivered in a timely manner to avoid losing funds for non-delivery; and

WHEREAS, it is understood by the City of Calexico that failure for not meeting project milestone dates for any phase of a project may jeopardize federal or state funding to the Region; and

NOW THEREFORE BE IT RESOLVED, that the City Council of the City of Calexico hereby agrees to ensure that all project milestone schedules for all project phases will be met or exceeded, and:

- a. The opportunity for public comment was provided at a public meeting;
- b. Local funds in the amount of \$251,000.00 from Measure “D” will be used to leverage the federal funds for the project;
- c. Project is consistent with the circulation element of the City of Calexico General Plan planning process;
- d. Project is consistent with the adopted pavement management plan (for rehabilitation projects only);
- e. The City Manager or his designee is authorized to execute grant application, and/or any documentation pertaining to STBG funding.

BE IT FURTHER RESOLVED, that failure to meet project milestone schedules may be deemed as sufficient cause for the Imperial County Transportation Commission Policy Board to terminate funding and reprogram the funds as deemed necessary.

PASSED, APPROVED AND ADOPTED this 19<sup>th</sup> day of October 2022.

\_\_\_\_\_  
Javier Moreno, Mayor

Attest:

\_\_\_\_\_  
Gabriela T. Garcia, City Clerk



Approved as to Form:

\_\_\_\_\_  
Carlos Campos, City Attorney

State of California )  
County of Imperial ) ss.  
City of Calexico )

I, Gabriela T. Garcia, City Clerk of the City of Calexico, California do hereby certify that above and foregoing Resolution No. 2022- \_\_ was duly passed, approved and adopted by the City Council at its regular meeting held on the 19<sup>th</sup> of October, 2022 by the following vote to-wit:

AYES:  
NOES:  
ABSENT:

\_\_\_\_\_  
Gabriela T. Garcia, City Clerk





## STBG PROJECT APPLICATION FORM

Agency: City of Calexico

Project Title: Cole Boulevard between Scaroni Road and Railroad Crossing Rehabilitation Project

Prepared by: Lilliana Falomir, Public Works Manager – Administrative

Project Priority (if agency submits more than one project i.e. 1 of 2): 1 of 1

Enter the amount of STBG Program funds requested (in whole numbers) in the box below by project phase and FFY of obligation (notes: FFY begins October 1 and ends September 30; PA&ED and PS&E phases are programmed in the FTIP as one phase "Preliminary Engineering (PE)"; Construction Engineering should be included with Construction if applicable).

	Project Phase	STBG Amount Requested	FFY
PE	PA&ED		
	PS&E		
	ROW		
	CON	519,000	25-26
	Total	519,000	

### Baseline Screening Criteria

Check if true:

- California Road Systems (CRS) Map that identifies the project location is attached to the application.
- City Council or County Board of Supervisors Resolution is attached to the application.

Resolution approved on Exhibit A – Estimated date 10/19/2022

Resolution indicates:

- Opportunity for public comment was provided at Council/Board meeting.
- Identification of specific local match amount, and, source or type of any other funds used to leverage the project.
- Compliance with the circulation element of the agency's general plan.
- Confirmation that a pavement management plan is in place for rehab projects.

Comments:

## **SECTION 1: GENERAL INFORMATION (ZERO POINTS)**

**a. Describe the project and the transportation issue or problem the project will improve**

The existing asphalt on Cole Boulevard between Scaroni Road and Railroad Crossing has been severely damaged by high volume of local and regional heavy traffic and extreme weather conditions. The asphalt has deep and wide cracks and uneven driving surface (See Exhibit B). Last time Cole Boulevard was rehabbed in 2008 and the road is in major need of rehabilitation. According to the Circulation Element of the City of Calexico General Plan traffic congestion is a concern on Cole Boulevard, and with its improvements Cole Boulevard has become a major commercial and industrial arterial, relieving some of the pressure on State Route 98 (Birch Street) (See Exhibit C).

**b. Describe the location of the project including project limits**

Project location is within Cole Boulevard right-of-way between Scaroni Road and Railroad Crossing. The project is within City limits.

**c. Describe the project scope and how the project will improve the transportation issue or problem**

Cole Boulevard between Scaroni Road and Railroad Crossing Rehabilitation Project will consist of extensive overlay of existing pavement. The overlay will include asphalt rubber aggregate membrane (ARAM), adjustment of manholes and valves, replacement of striping and installation of ADA ramps in locations where ADA ramps are not in compliant. By rehabilitating Cole Boulevard the City will be able to improve the roadway for both local and regional traffic. In addition, it will reduce safety concerns by eliminating uneven driving surfaces.

**d. What is the functional classification of the road?**

The function classification of Cole Boulevard between Scaroni Road and Railroad Crossing is identified as Other Principal Arterial in the California Road System – Functional Classification Map (See Exhibit D).

**e. Does the project expand capacity?**

No, this project does not expand capacity. All vehicle lanes will remain the same along Cole Boulevard between Scaroni Road and Railroad Crossing.

**f. What is the condition of the existing facility (if applicable)?**

The condition of the road is rough and deteriorating. There is a mixture of rutting and alligator cracking. Cole Boulevard is heavily used by both passenger and large commercial vehicles due to its location. Cole Boulevard is one of the City's main functioning east and west corridor from State Route 111 to State Route 98. In addition, it also serves as a link to the



Calexico East Port-of-Entry and Portico industrial zone. It is crucial to keep Cole Boulevard operational and in good condition at all times for local and regional traffic.

**g. Describe the consequences, if any, of not completing the project.**

If the City does not rehabilitate Cole Boulevard the pavement will continue to deteriorate and can cause extensive and expensive damage to vehicles and/or pedestrians who use Cole Boulevard.

**h. Enter the total project budget in the box below. Include all funding sources by phase. In the project budget comment section, describe which funds have and have not been secured for the project (notes: FFY begins October 1 and ends September 30; PA&ED and PS&E phases are programmed in the FTIP as one phase "Preliminary Engineering (PE)", use PA&ED year of obligation).**

**Project Budget**

	Project Phase	Total Cost	Funding Sources and Amounts				FFY of Obligation
			STBG	Measure D	enter source #3	enter source #4	
PE	Environmental (PA&ED)						25-26
	Design (PS&E)						
	Right-of-Way						
	Construction	770,000	519,000	251,000			
	<b>Total</b>	<b>770,000</b>	<b>519,000</b>	<b>251,000</b>			

**Project Budget Comments:**

The City will fund the Preliminary Engineering Phase of this project using LTA funds. All the work will be done within City right-of-way.

**SECTION 2: COMPETITIVE QUESTIONS (100 POINTS MAX.)**

**1. Community Benefits (30 points max.)**

Describe the benefits that would be generated by the project for the community including but not limited to improving safety, increasing employment, reducing emissions, improving connectivity between communities, improving aesthetics, etc. Provide supporting documentation as an attachment.



Connectivity between Communities: Cole Boulevard is one of the City's main functioning east and west corridor from State Route 111 to State Route 98. It links industrial zones, commercial zones and medical facilities.

Commercial: East of Scaroni Road you can find Walmart which is one of the busiest Walmart's in the United States and the No. 1 sales tax generator for the City of Calexico. In addition, to several business and restaurants that serve both local and regional customers.

Medical Facilities: The City of Calexico does not have a hospital but it does have several medical facilities. West of Scaroni Road on Cole Boulevard you can find the Clinical de Salud del Pueblo as well as several medical offices for both local and regional patients.

Industrial: East of Scaroni Road on Cole Boulevard there are several warehouse facilities that store international products that are distributed in the United States. Including a FedEx distribution center which creates heavy traffic congestions along Cole Boulevard.

Calexico East Port-of-Entry: Thousands of vehicle on a daily basis cross the Calexico East Port-on-Entry and use Cole Boulevard as the main corridor to work, shop and and/or connect to other Imperial County jurisdictions (Exhibit E).

Safety: This project will enhance the region by adding much needed time to the life cycle of the roadway used by local and regional commuters.

**2. Project Readiness (40 points max.)**

Add project milestone dates in the box below. Select an environmental document type from the drop-down box titled “Choose an item” (CEQA/NEPA format). Project milestone dates should be consistent with the FFY Obligation information included in the Project Budget in Section 1 h. of the application (notes: FFY begins October 1 and ends September 30; The “Begin Environmental (PA&ED) phase” date represents the obligation date for PE).

Project Milestone		Date
Begin Environmental (PA&ED) Phase	Document Type	CE/CE
End Environmental Phase (PA&ED Milestone)		10/01/25
Begin Design (PS&E) Phase		10/30/25
End Design Phase (Ready to List for Advertisement Milestone)		11/01/25
Begin Right of Way Phase		12/31/25
End Right of Way Phase (Right of Way Certification Milestone)		11/01/25
Begin Construction Phase (Contract Award Milestone)		12/31/25
End Construction Phase (Construction Contract Acceptance Milestone)		06/01/26
Begin Closeout Phase		12/31/26
End Closeout Phase (Closeout Report)		01/01/27
		06/30/27

**3. Regional Significance (20 points max.)**

Describe the regional significance of the project as identified in approved public documents including but not limited to adopted planning documents such as the 20 Year Local Transportation Plan and the Regional Transportation Plan, traffic analysis reports, and project study reports. Attach supporting documentation.

Cole Boulevard is one of the City’s main functioning east and west corridor from State Route 111 to State Route 98 and although Cole Boulevard is not included in the Imperial County 2007 Transportation Plan Highway Element it is directly affected by Project No. 5 – State Route 98 East (See Exhibit F). Local and regional commuters going north or south on State Route 111 take a short cut and use Cole Boulevard to connect to State Route 98 and/or vice versa.

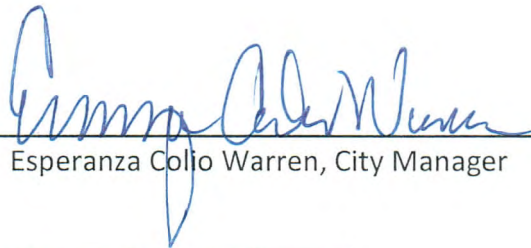
**4. Continuity (10 points max.)**

Explain if the project has received STP/STBG funds (or other ICTC programmed funds) in previous years for earlier project phases, and why the project should receive continued support. Also explain if the project would provide continuity of transportation infrastructure or service between jurisdictions. Attach supporting documentation.



This project has not received STP/STBG funds in previous years but in 2008, Cole Boulevard between Scaroni Road and Railroad Crossing did receive funding from the United States Department Commerce Economic Development Administration. Cole Boulevard Rehabilitation project would be an extension of what has already been completed by the City.

Prepared By



Esperanza Colio Warren, City Manager

Date: 09/21/22

# EXHIBIT A

**RESOLUTION NO. 2022 - \_\_**

**A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF CALEXICO RATIFYING THE SUBMITTAL OF SURFACE TRANSPORTATION BLOCK GRANT (STBG) APPLICATION, PROJECT MILESTONE DATES, AND TIMELY USE OF FUNDS**

WHEREAS, the City of Calexico is eligible to apply for and receive Federal and State transportation funds including STBG funds; and

WHEREAS, AB 1012 requires that state and federal funds be expended in a timely manner; and

WHEREAS, the City of Calexico desires to ensure that its projects are delivered in a timely manner to avoid losing funds for non-delivery; and

WHEREAS, it is understood by the City of Calexico that failure for not meeting project milestone dates for any phase of a project may jeopardize federal or state funding to the Region; and

NOW THEREFORE BE IT RESOLVED, that the City Council of the City of Calexico hereby agrees to ensure that all project milestone schedules for all project phases will be met or exceeded, and:

- a. The opportunity for public comment was provided at a public meeting;
- b. Local funds in the amount of \$251,000.00 from Measure "D" will be used to leverage the federal funds for the project;
- c. Project is consistent with the circulation element of the City of Calexico General Plan planning process;
- d. Project is consistent with the adopted pavement management plan (for rehabilitation projects only);
- e. The City Manager or his designee is authorized to execute grant application, and/or any documentation pertaining to STBG funding.

BE IT FURTHER RESOLVED, that failure to meet project milestone schedules may be deemed as sufficient cause for the Imperial County Transportation Commission Policy Board to terminate funding and reprogram the funds as deemed necessary.

PASSED, APPROVED AND ADOPTED this 19<sup>th</sup> day of October 2022.

\_\_\_\_\_  
Javier Moreno, Mayor

Attest:

\_\_\_\_\_  
Gabriela T. Garcia, City Clerk

Approved as to Form:

\_\_\_\_\_  
Carlos Campos, City Attorney

State of California )  
County of Imperial ) ss.  
City of Calexico )

I, Gabriela T. Garcia, City Clerk of the City of Calexico, California do hereby certify that above and foregoing Resolution No. 2022-\_\_ was duly passed, approved and adopted by the City Council at its regular meeting held on the 19<sup>th</sup> of October, 2022 by the following vote to-wit:

AYES:  
NOES:  
ABSENT:

\_\_\_\_\_  
Gabriela T. Garcia, City Clerk

# EXHIBIT B

CITY OF CALEXICO  
PUBLIC WORKS DEPARTMENT  
COLE BLVD. BETWEEN SCARONI ROAD AND ROALROAD CROSSING



CITY OF CALEXICO  
PUBLIC WORKS DEPARTMENT  
COLE BLVD. BETWEEN SCARONI ROAD AND ROALROAD CROSSING



CITY OF CALEXICO  
PUBLIC WORKS DEPARTMENT  
COLE BLVD. BETWEEN SCARONI ROAD AND ROALROAD CROSSING



CITY OF CALEXICO  
PUBLIC WORKS DEPARTMENT  
COLE BLVD. BETWEEN SCARONI ROAD AND ROALROAD CROSSING



**CITY OF CALEXICO  
PUBLIC WORKS DEPARTMENT  
COLE BLVD. BETWEEN SCARONI ROAD AND ROALROAD CROSSING**



# EXHIBIT C

## 3.0 CIRCULATION ELEMENT

### 3.1 Introduction

The Circulation Element defines plans for the various methods of transportation on the City streets for automobiles, truck traffic and public transit as well as pedestrians and bicyclists. The purpose of the Circulation Element is to ensure adequate access throughout the City through the improvement and maintenance of the transportation system.

Circulation and transportation planning relate closely to land use planning. If streets and transportation are not in place to serve the desired land use, the desired development will be severely impaired. The design of the circulation system strongly influences the distribution of land uses throughout the City. Streets and public access are the primary motivator in the determination of how much density/intensity an area can accommodate. The location and size of the existing and planned street system in Calexico is one of the foremost determinants in measuring the community's ability to accommodate increased growth.

### 3.2 Existing Conditions

The circulation system in the City of Calexico is oriented to the automobile. The system is dominated by Imperial Avenue/Highway 111 which travels north/south, and Birch Street/Highway 98 which travels east/west. Figure C-1 shows the Existing Circulation System within the City.

Within the east and west sides of the City, traffic circulates with ease. Congestion is not a problem. The problem is that access openings along SR-111 allow vehicular traffic to cross Imperial Avenue/Highway 111 in an effort to get to either the eastern or western side of town. The primary obstacle to a free-flowing traffic system is the outdated and inadequate system of 4-way stop signs along Imperial Avenue, as well as the congestion created by the International Border Crossing. Once northbound traffic reaches and passes the traffic signal at Birch Street and Imperial Avenue/Highway 111, the congestion almost disappears. Southbound traffic has no relief once it proceeds down Imperial Avenue on their way to either downtown Calexico or Mexico. The fact that downtown abuts the International Border does tend to worsen the problem. A secondary hindrance to east/west traffic is the railroad track which generally parallels Highway 111. Currently, no grade separated crossings of the tracks exist within the City.

Safety issues relating to crossing Highway 111 affect both pedestrians and vehicular traffic. Recent efforts to alleviate accidents and congestion include the closure of Jasper Road at Highway 111 until a signal light is installed; and

the installation of a raised median from the U.S. and Mexico International Border to 5<sup>th</sup> Street to prevent crossings of the highway.

Two other issues affect existing traffic conditions within the City. The first is created by truck traffic. Truck traffic to/from Calexico businesses and through truck traffic on major and secondary arterial streets, and collector and local roads creates unsafe conditions and traffic congestion. A second traffic impact is caused by the location of school sites. Due to the proximity of some school sites immediately opposite each other on major and secondary arterials, congestion is a problem during morning drop-off and afternoon pick-up times.

### **3.2.1 Existing Roadways**

#### ***Imperial Avenue/Highway 111***

Imperial Avenue/Highway 111 is the primary north/south arterial in the City of Calexico. The roadway basically divides the City in half. All traffic that travels north to Interstate 8 or south into Mexico, travels on this roadway. The traffic is so substantial that Imperial Avenue (within the City limits south of Birch Street) is usually jammed with not only through traffic, but also with north/south local traffic, and automobiles that are trying to get from one side of town to the other. The fact that there are only two traffic signals on this portion of the roadway contributes greatly to the congestion. Many four-way stop signs also contribute to constant stop and go traffic, both heading in and out of Mexico. To ease this situation closest to the border, a raised median was built between Second Street and Fifth Street, thus eliminating cross traffic at Third and Fourth Streets. The stop signs at Third and Fourth Streets were removed for north/south traffic. Traffic control personnel assist with traffic flow through this area during peak traffic times.

#### ***Traffic Signals along Imperial Avenue***

Although quite expensive, signalization is the easiest way to alleviate the congestion on Imperial Avenue. With the creation of a system that enables vehicles to travel between the border and Birch Street with the fewest possible delays would dramatically reduce the congestion on Imperial Avenue in the City. Traffic tends to flow smoothly into and out of the City via Birch Street, and considering its inadequacies as a primary east/west thoroughfare, the trouble spots are few and manageable.

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Pg  
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MAP

### ***Birch Street (State Route 98)***

Birch Street/State Route 98 is classified as a State Highway and is a primary east/west arterial in the City of Calexico. SR 98 currently provides two lanes of travel in each direction east of its intersection with Ollie Avenue. West of Ollie Avenue, Birch Street becomes a two-lane (one in each direction) road forming a bottleneck which when combined with a lack of left turn lanes at Cezar Chavez Blvd., aggravates congestion within the area. Caltrans plans to upgrade Birch between Highway 111 and David Navarro Avenue to a four-lane highway. There are no bike lanes or bus stops provided and curbside parking is prohibited.

SR-98 east of SR-111 is currently two lanes in each direction between SR-111 and Encinas Ave. This section of roadway currently experiences significant congestion. East of Encinas Avenue to Bowker Road, SR-98 is a 4-lane divided road. From Bowker Road easterly, SR-98 varies between one and two lanes in each direction. According to the Caltrans District 11 website, SR-98 is planned to be widened and/or realigned between SR-111 and SR-7 from two lanes to four lanes (six lanes in some locations). A portion is planned to be realigned northerly to coincide with portions of the Jasper Avenue right-of-way.

### ***Second Street/Anza Road***

Second Street, which becomes Anza Road east and west of the City, is one of the major east/west cross town arterials near the southern edge of the City, parallel to the International Border. In the section west of Imperial Avenue, there are two lanes in each direction. As the street enters the Central Business District, the street narrows to one lane each way with angular parking along most of the segment between Paulin and Heber Avenues where it is only one-way in the eastbound direction. Second Street is one of only three east/west arterials that enable traffic to cross the railroad tracks located west of Highway 111. As the cross-street located closest to the U.S./Mexico border, Second Street is impacted most when queues (lines) of autos form waiting to be processed at the border. The Calexico/Mexicali Border Transportation Study, June 2000, by Katz, Okitsu & Associates states that the impact to Second Street is substantial as a result of delays at the border.

### ***Cole Road***

Cole Road is classified as a Collector on the Imperial County Circulation Element. Cole Road is the most northern of east/west roadway within the City limits. Cole Road currently is constructed as a two-lane undivided roadway from west of the City limits to Enterprise Boulevard. At Enterprise Boulevard it transitions into a four-lane undivided roadway between Imperial Avenue West/Scaroni Road and SR 111. East of SR 111, Cole Road is currently constructed as a four-lane divided roadway between SR 111 and M. L. King Avenue. It then transitions back into a four-lane undivided roadway east of M.

L. King Avenue to Bowker Road. Curbside parking is prohibited along both sides of the roadway and bus stops are provided along the portion of Cole Road between SR 111 and Yourman Road/Rockwood Avenue. The intersection of Cole Road and Highway 111 is controlled by a traffic signal. A frontage road on either side of Highway 111 leads into Cole Road. Traffic congestion is a concern on Cole Road, and with its improvements has become a major commercial and industrial arterial, relieving some of the pressure on Birch Street.

***Jasper Road***

Jasper Road is an unclassified east/west roadway that forms the northern City limit of Calexico. Jasper Road is currently constructed as a two-lane undivided roadway. No bike lanes or bus stops are provided and curbside parking is prohibited. In the future, the City will request that Caltrans realign and reroute SR 98 from Birch Street to the Jasper Road alignment between Bowker Road and Dogwood Road. Jasper would then become a 6-lane highway.

***Dogwood Road***

Dogwood Road is a north/south roadway located along the western edge of the City's Sphere of Influence. It connects from Highway 98 north to Brawley. Dogwood Road is currently a two-lane undivided road in the vicinity of Calexico.

***Kloke Road***

Kloke Road is a north-south roadway that connects Jasper Road with Grant Street. Currently constructed as a two-lane undivided roadway, Kloke Road is an important north-south roadway on the western side of the City.

***Cesar Chavez***

Caesar Chavez Boulevard is currently an unclassified two-lane roadway that parallels the Union Pacific Railroad tracks. Caesar Chavez Boulevard runs northwest from Second Street to SR 98 through a predominantly industrial area. According to the Calexico West Border Station Expansion/Renovation Feasibility Study, CannonDesign 2005, the terminus of Cesar Chavez Blvd. at Second Street is directly opposite the entry/exit point of the vacated commercial port which is proposed to be converted into the passenger car point of entry between Calexico and Mexicali. Due to this location, Cesar Chavez Blvd. is proposed to serve as the primary, or an additional, entrance roadway to/from Mexico through the proposed Calexico West Border Station. Although this may serve to alleviate some of the traffic congestion near the border, the intersection of Cesar Chavez Blvd. and Highway 98 may need to be upgraded and/or Cesar Chavez Blvd. may need to be extended northward to Cole Road.

### **Andrade/Meadows Road**

Currently a two-lane undivided arterial, Andrade/Meadows Road runs north from Second Street to Heber Road. Andrade/Meadows Road provides an important north-south link in the eastern portion of the City.

### **Bowker Road**

Bowker Road is currently constructed as a north-south two-lane divided arterial that runs from Anza Road to Jasper Road. Bowker Road is located in the eastern portion of the City's Sphere of Influence.

### **3.2.2 Existing Transit System and Planned Trails**

The Imperial Valley, including the City of Calexico, is served by Imperial Valley Transit (ICT), an inter-City fixed route bus system. The ICT system is administered by the County Department of Public Works, operated by LAIDLAW TRANSIT SERVICE INC., and subsidized by the Imperial Valley Association of Governments (IVAG). According to IVAG's 2005-2006 Transit Finance Plan, June 2005, the bus service has "ten (10) wheelchair accessible 40 ft. transit buses and two (2) wheelchair accessible minibus. Service is provided from 6:00 AM until approximately 11:00 PM weekdays, and 6:00 AM to 5:00 PM on Saturdays, within the areas classified as the Primary Zone: a North-South axis through Brawley, Imperial, El Centro, Heber and Calexico, and from 6:00 AM until 6:00 PM in the Secondary Zones; outlying cities and communities of Niland, Calipatria, Westmorland, Seeley and Holtville." Calexico also has a Dial-A-Ride demand response service which is subsidized by IVAG and administered by the City of Calexico. This demand response service is available to seniors and persons with disabilities seven days a week.

In late 2003, the City adopted the City of Calexico Bicycle Master Plan. The network of trails and lanes described in Chapter 6 and all of the Bicycle Master Plan is incorporated by reference as an integral part of the City's Circulation Element. Figure C-1.5, Proposed Bicycle Network, shows the bicycle and multi-use trail/lane system.

## **3.3 Level of Service**

The Circulation Element has been developed in recognition of the need to relieve existing congestion and to provide a circulation system that can accommodate future anticipated growth. Levels of Service (LOS) standards are used to assess the performance of a street or highway system and the capacity of a roadway. An important goal when planning the transportation system is to maintain acceptable levels of service along the federal and state highways and the local roadway network. To accomplish this, the California Department of Transportation (Caltrans), City of Calexico, County of

Imperial, and the other local agencies adopt minimum levels of service to determine future infrastructure needs.

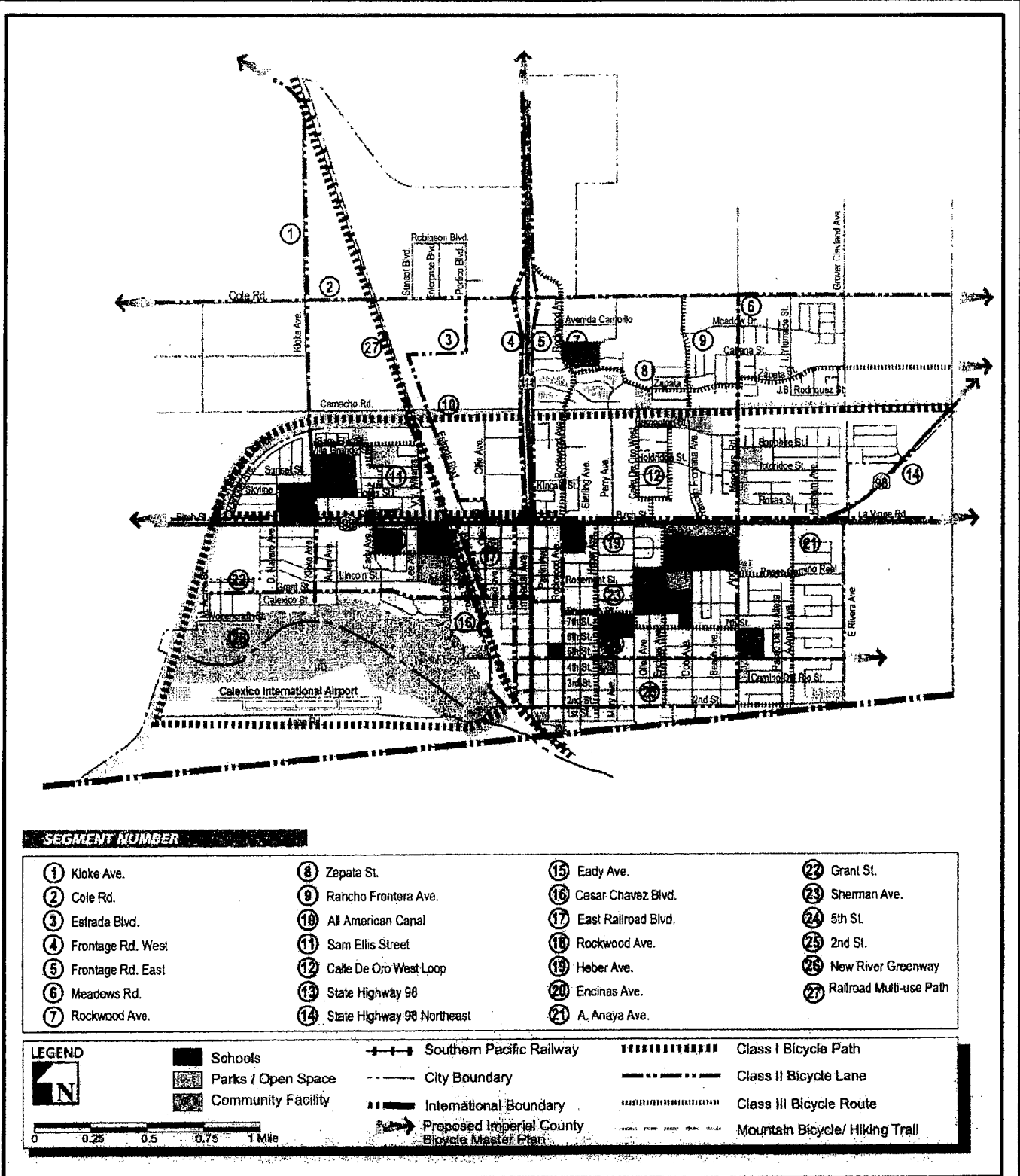
Traffic analysis uses the Level of Service (LOS) system of categorization to evaluate the project area roadway intersections. Traffic engineers use this LOS system of categorization to describe how well an intersection or roadway is functioning. The LOS measures several factors including operating speeds, freedom to maneuver, traffic interruptions, and average vehicle delay at intersections. The LOS approach uses a ranking system, similar to education, with level 'A' being best and level 'F' being worst. Table C-A, Level of Service (LOS) Standards, describes LOS levels in terms the average driver can understand. The LOS is related to the volume-to-capacity ratio (V/C). To determine the V/C ratio, the average daily traffic (ADT) volume on a particular roadway link is divided by the capacity of that same section or roadway.

The circulation system of the City of Calexico is primarily composed of a system of arterial and collector roads with two state routes traversing the City. Currently, the majority of vehicle delay occurs at the signalized intersections because vehicles are stopped to allow cross traffic to clear. Each intersection with such congestion problems needs to be evaluated in a detailed traffic study at the time that development in the area or roadway improvements are proposed. With the programmatic level of information available in the General Plan, LOS along roadway segments can be evaluated and the roadways sized to accommodate future traffic needs which is the purpose of the Circulation Element.

**TABLE C-A: LEVEL OF SERVICE (LOS) STANDARDS**

Level of Service	Description of Operation	Range of V/C Ratios
A	Describes primarily free-flow conditions at average travel speeds. Vehicles are seldom impeded in their ability to maneuver in the traffic stream. Delays at intersections are minimal.	0.00-0.60
B	Represents reasonably unimpeded operations at average travel speeds. The ability to maneuver in the traffic stream is slightly restricted and delays are not bothersome.	0.61-0.70
C	Represents stable operations, however, ability to change lanes and maneuver may be more restricted than LOS B and longer queues are experienced at intersections.	0.71-0.80
D	Congestion occurs and a small change in volumes increases delays substantially.	0.81-0.90
E	Severe congestion occurs with extensive delays and low travel speeds occur.	0.91-1.00
F	Characterizes arterial flow at extremely low speeds and intersection congestion occurs with high delays and extensive queuing.	> 1.00

Source: "Highway Capacity Manual," Highway Research Board Special Report 209, National Research Council, Washington D.C., 2000



Source: City of Calexico Bicycle Master Plan, Wallace, Roberts and Todd, LLC 2002

Figure C-1.5

### Proposed Bicycle Network

City of Calexico General Plan



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### **3.3.1 Traffic Studies**

The City of Calexico conducted a traffic study (Appendix E) as part of the 2005 General Plan update. The objectives of the study were to determine the future traffic volumes in the City of Calexico and its Sphere of Influence, to determine whether the City's required level of service standard will be maintained at General Plan buildout year, and if not, what proposed roadway classifications will be necessary to maintain said level of service. The study was conducted in order to make recommendations for the Circulation Element and research available options on alleviating congestion along Imperial Avenue and other primary/major roadways, as well as anticipating and accommodating future growth allowed by the 2005 General Plan.

Due to Calexico's unique proximity to the U.S./Mexico border and the traffic congestion challenges that proximity raises on both local and regional levels, many traffic analyses have been completed over the years. Most recently, IVAG commissioned the Greater Calexico Area Arterial Needs and Circulation Analysis, June 2005. Past studies addressing the border crossing traffic issues include: U.S. GSA Calexico West Border Station Expansion/Renovation Feasibility Study, 2002-2003; the Calexico West Border Station Expansion Circulation Analysis 2003; the Imperial County Arterial Plan, 2000; and Imperial County Transportation Plan Highway Element (Caltrans District 11), 2002.

Traffic studies are also required by the City for major development projects and even small projects that pose traffic/congestion issues (see Circulation Element Policies which follow).

## **Circulation System**

### **3.4.1 Classification of Streets**

The circulation system consists of five standard street classification types: highway, primary arterial, major arterial, secondary arterial, and collector and other smaller local roads. The General Plan Circulation Element plans for the secondary roads, arterials, and highways but does not address the collector and local roads. In addition, the City is bisected by two State Routes that are considered freeways or expressways in some locations. Standard General Plan Street Classifications are identified in Table C-B and typical General Plan Recommended Roadway Cross Sections of the Circulation Element roadways are illustrated in Figure C-2. The Recommended General Plan Circulation Element planned roadway system is illustrated in Figure C-3 with roadway classification information Circulation Element Roadways shown in Table C-C.

Any classification of street can be designed as divided or undivided roadway. Divided roadways have the ability to incorporate turning lanes to improve the

through carrying capacity of the roadway. Further, divided roadways may incorporate raised medians to restrict access from driveways and adjacent roads. These types of roadways are the most efficient since conflicts or intersections are minimized permitting traffic speed to be more constant. Undivided roads are less efficient than divided roadways, though they may incorporate the same number of through lanes as divided roadways. They also require less right-of-way because they have no left-turn lane or raised median.

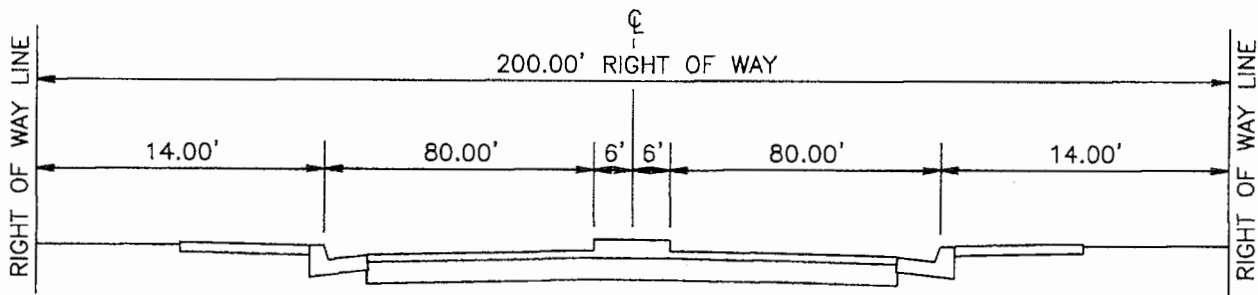
**TABLE C-B: STANDARD GENERAL PLAN STREET CLASSIFICATIONS**

Classification	Right-of-Way/Paved Width (in feet) <sup>1</sup>
Freeway	210 / 172
Expressway	210 / 172
Highway	148-178 / 120-124
Primary Arterial	100 - 126 / 76 - 84
Major Arterial	80 - 126 / 60 - 80
Secondary Arterial	75 / 55

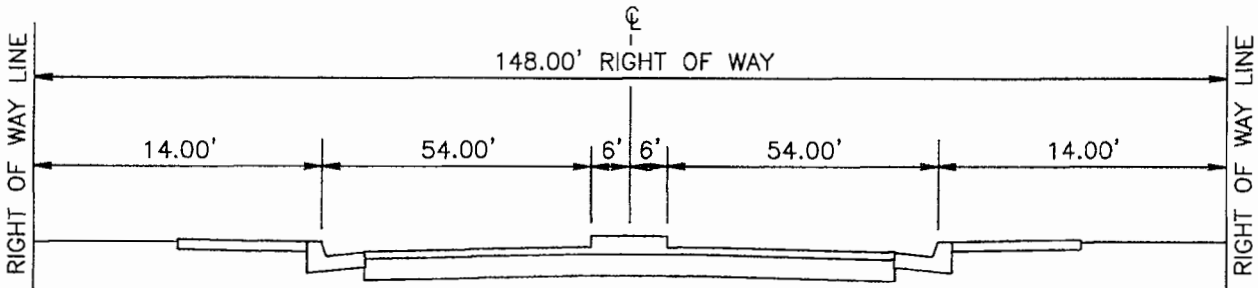
<sup>1</sup> City of Calexico Circulation Element Recommendations, September, 2005, Appendix E.

### 3.4.2 Truck Routes

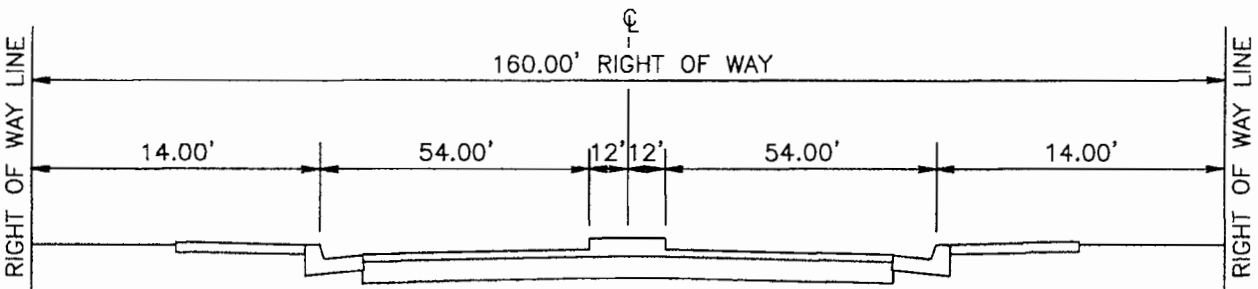
Although the opening of the eastern border crossing for commercial traffic has improved the situation somewhat, truck traffic is still a safety and congestion issue within Calexico. To alleviate some of the issues caused by truck traffic on non-industrial secondary, collector and local streets, the Circulation Element establishes truck routes to serve major industrial and commercial areas of the City and to move trucks that do not have designated stops in Calexico to better be directed through the City. Figure C-4 shows the Interim and Ultimate Truck Routes within Calexico. The "interim" routes would be used until SR-98 is realigned to the Bowker, Jasper, Dogwood alternative alignment, then the ultimate truck routes could be established.



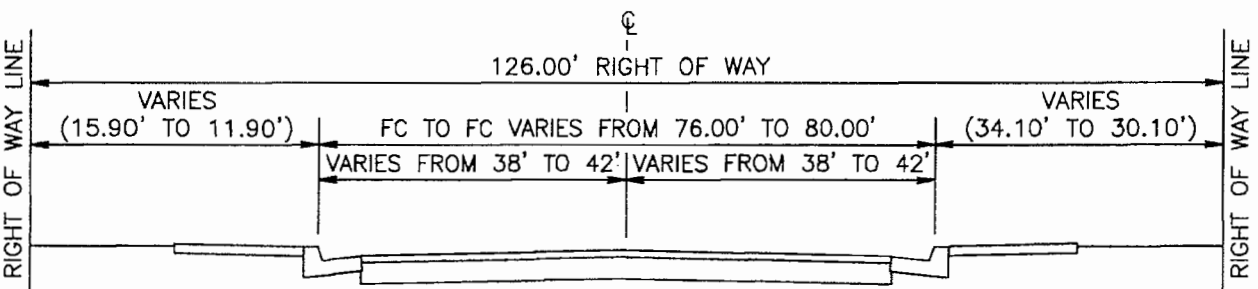
SECTION  
HIGHWAY 111 NO SCALE



SECTION  
HIGHWAY 98 NO SCALE



SECTION  
JASPER ROAD REALIGNMENT NO SCALE



SECTION  
PRIMARY ROAD NO SCALE

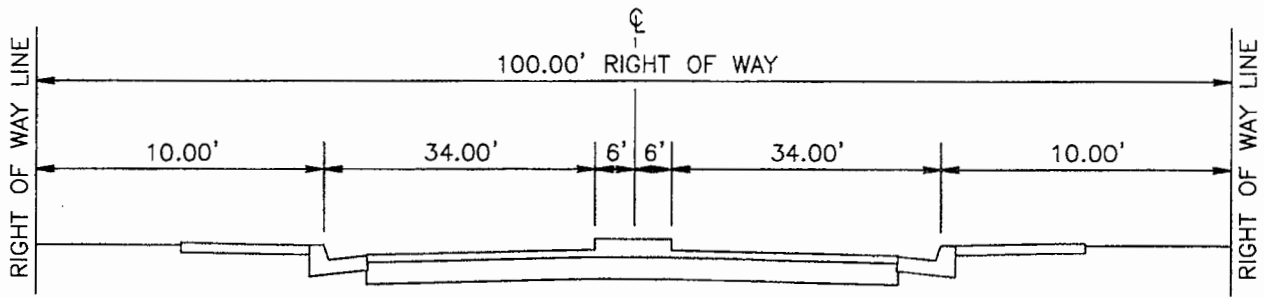
CS:\2004\04-0045\Traffic\General Plan.apd3/1/2007/11:0:11PM

ALBERT A.  
**WEBB**  
ASSOCIATES  
ENGINEERING CONSULTANTS

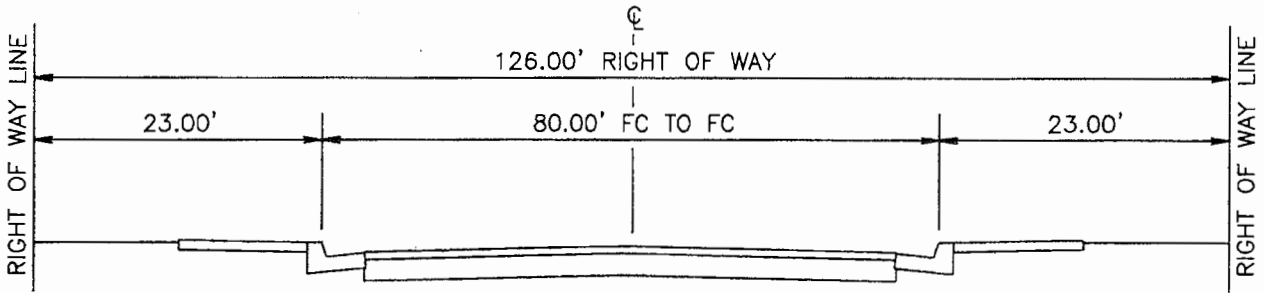
**GENERAL PLAN RECOMMENDED  
ROADWAY CROSS SECTIONS**

CITY OF CALEXICO, CALIFORNIA

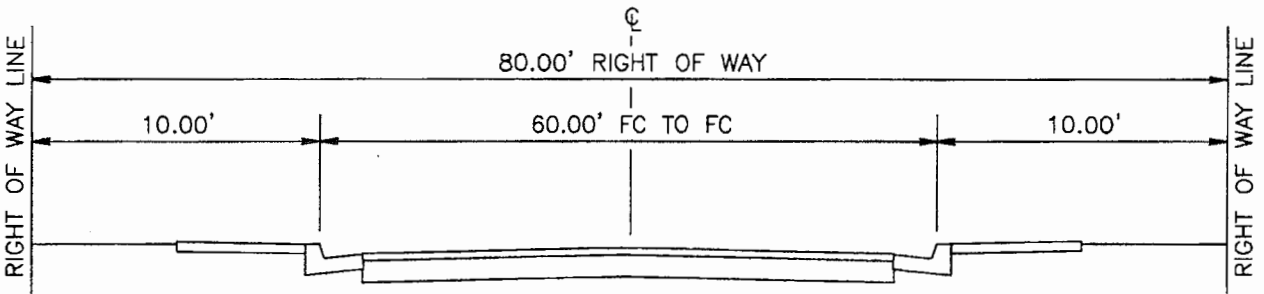
FIGURE  
**C-2**



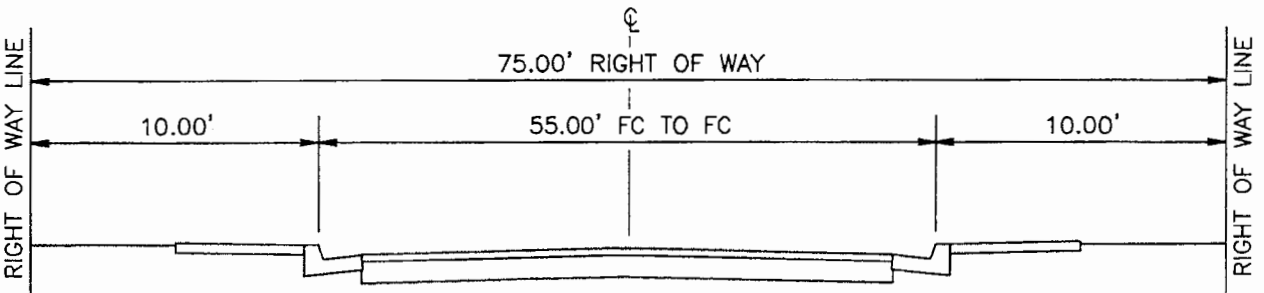
SECTION  
PRIMARY ROAD WITH MEDIAN NO SCALE



SECTION  
MAJOR ROAD NO SCALE



SECTION  
MAJOR ROAD NO SCALE



SECTION  
SECONDARY ROAD NO SCALE

ALBERT A.  
**WEBB**  
ASSOCIATES  
ENGINEERING CONSULTANTS

**GENERAL PLAN RECOMMENDED  
ROADWAY CROSS SECTIONS**

CITY OF CALEXICO, CALIFORNIA

FIGURE  
**C-2**  
CONTINUED



**TABLE C-C: CIRCULATION ELEMENT ROADWAYS**  
East-West Roads

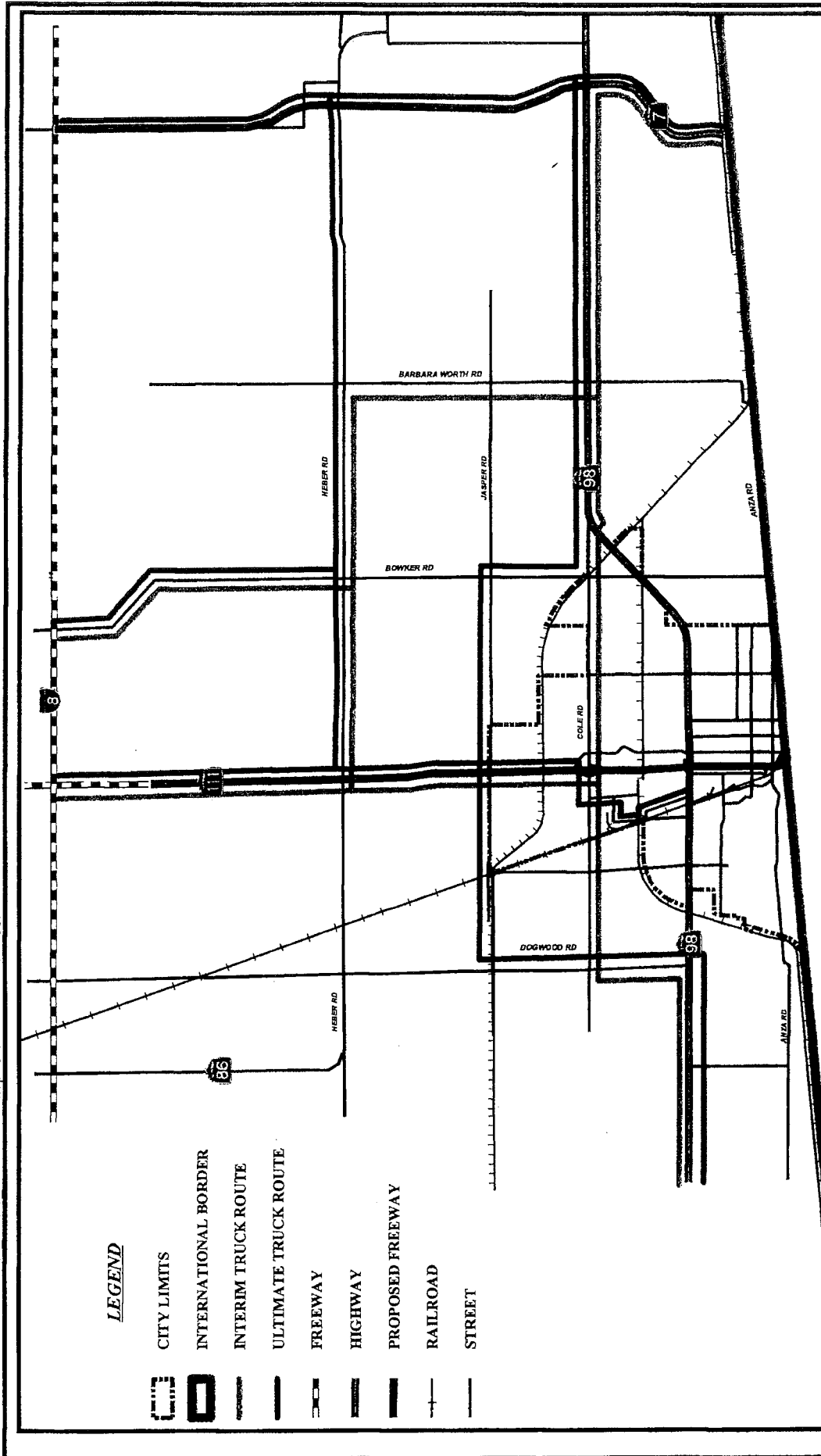
E-W Segments	Limits	ROW (ft.)	Recommended Classification	Recommended Lanes
Heber Rd	SR-111 to Barbara Worth Rd	75	Secondary	2U
Jasper Rd	Dogwood Rd to Bowker Rd*	210	Highway	6D
Jasper Rd	Bowker Rd to Barbara Worth Rd	100	Major	4U
Cole Rd	Dogwood Rd to Meadows Rd	126	Primary	4D
Cole Rd	Meadows Rd to SR-98	126	Major	4U
SR-98	Dogwood Rd to Bowker Rd	154	Highway	4D
SR-98	Bowker Rd to Barbara Worth Rd*	178	Highway	6D
Grant St	All-American Canal to Imperial Ave	75	Secondary	2U
7th St	Harold St. to E. City Limits	75	Secondary	2U
Anza Rd/2nd St	W. City Limits to Dogwood Rd	100	Major	4U
Anza Rd/2nd St	Dogwood Rd to Imperial Ave	100	Primary	4D
Anza Rd/2nd St	Imperial Ave to Barbara Worth Rd	100	Major	4D

\* Planned 6-Lane realignment of SR-98 along Bowker Rd, Jasper Rd, and Dogwood Rd  
D = Divided, U = Undivided

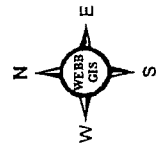
North-South Roads

N-S Segments	Limits	ROW (ft.)	Recommended Classification	Recommended Lanes
Dogwood Rd	Anza Rd/2nd St to SR-98	126	Primary	4D
Dogwood Rd	SR-98 to Jasper Rd*	148	Highway	6D
Kloke Rd	Grant St to All-American Canal	100	Major	2U
Kloke Rd	All-American Canal to Jasper Rd	100	Major	4U
Cesar Chavez Bl	Border to SR-98	126	Primary	4D
Imperial Ave	Border to SR-98	126	Primary	4D
SR-111	SR-98 to Cole Rd	178	Highway	6D
SR-111	Cole Rd to Jasper Rd	210	Expressway	6D
SR-111	Jasper Rd to N. City Limits	210	Freeway	6D
Rockwood Ave	2nd St to Cole Rd	80	Major	4U
Encinas Ave	2nd St to SR-98	75	Secondary	2U
E Riviera Ave	2nd St to SR-98	75	Secondary	2U
Andrade Rd	1st St to SR-98	100	Major	4U
Meadows Rd	SR-98 to N. City Limits	100	Primary	4D
Bowker Rd	Anza Rd/2nd St to LaVigne Rd	100	Major	4U
Bowker Rd	LaVigne to SR-98	126	Primary	6D
Bowker Rd	SR-98 to Cole Rd	100	Primary	4D
Bowker Rd	Cole Rd to Jasper Rd*	148	Highway	6D
Bowker Rd	Jasper Rd to N. City Limits	100	Major	4U
Barbara Worth Rd	2nd St to Jasper Rd	75	Secondary	2U

\* Planned 6-Lane realignment of SR-98 along Bowker Rd, Jasper Rd, and Dogwood Rd  
D = Divided, U = Undivided



Source: City of Calexico



Not to Scale



**ALBERT A. WEBB**  
ASSOCIATE'S  
ENGINEERING CORPORATION

Figure C-4

# Interim and Ultimate Truck Routes

City of Calexico General Plan

### **3.5 Design Standards**

#### **3.5.1 Interstate Highways**

Interstate highways are intended to carry unimpeded traffic between major traffic generators such as large commercial, industrial, recreational, and residential areas. These highways, in general, are part of the overall regional circulation system. The Calexico area is served by Interstate 8, located about 5 miles north of the planning area.

#### **3.5.2 Freeways, Expressways, and Highways**

The freeway, expressway and highway classifications consist of four to eight travel lanes with limited or no vehicular access to the roadway through driveways and streets. The roadway is divided by a raised or striped median with separate left turn lanes. Generally, highways intersect other highways at approximately one-half mile intervals. Intersections with freeways and expressways are spaced further apart and may consist of interchanges. These roadways are expected to carry the majority of the through traffic between adjacent communities and the freeway system. When built to maximum design standards, these roadways are striped for two, three, or four lanes in each direction, with shoulders, painted or raised medians, and left-turn lanes at intersections (highways and expressways only). Table C-D shows the maximum capacity for all roadway types in Calexico. "Maximum capacity" refers to the physical capacity of the roadway only and does not represent the desired or required LOS on any roadway. Caltrans and the City of Calexico desire a LOS C, which is calculated based on maximum capacity.

#### **3.5.3 Primary Arterial**

Primary arterial roadways are designed to have four travel lanes with limited vehicular access from driveways and streets. The roadways usually have a raised or painted median with separate left-turn lanes, and intersect with other primary roadways, major arterials, and secondary arterials at approximately one-eighth mile intervals. Primary roadways carry large volumes of through traffic and collect traffic from limited secondary roadways. Primary roadways are designed for two travel lanes in each direction with raised or painted medians, shoulders where right-of-way permits, and left-turn lanes at intersections. When built to standard, this roadway classification has a maximum capacity of 37,500 vehicles per day (see Table C-D).

#### **3.5.4 Major Arterial**

Major arterial roadways are planned as four lane undivided roadways with partial control of access. Major streets move moderate volumes of through traffic and serve as routes for local traffic to connect with highways and primary arterials. They serve as access routes for local residents to reach activity areas in the City, and may also provide direct access to commercial

properties. This classification of roadway is striped for two travel lanes in each direction, with on-street curbside parking and left-turn lanes at major intersections. The maximum capacity for limited secondary highways is 25,000 vehicles per day (see Table C-D).

### 3.5.5 Secondary Arterial

Secondary arterial roadways are planned as two lane undivided roadways with limited access. These roads serve more local traffic from residential, commercial, and industrial areas and feed into the arterial system. Secondary arterials provide a necessary connection to the major traffic carriers and have a typical maximum capacity of 17,500 vehicles per day (see Table C-D).

**TABLE C-D: MAXIMUM CAPACITY BY ROADWAY CLASSIFICATION**

Roadway Classification	Roadway Width (Feet)	Section	Right-of-Way (Feet)	LOS-E Maximum Capacity*
8-Lane Freeway	-	8F		140,000
6-Lane Freeway	-	6F		105,000
6-Lane Expressway	-	6E	-	90,000
Highway	-	4D	80-148	56,300
Highway 111	160	6D	200	60,000
Primary	80	4D	100-126	37,500
Major	60	4U	80-126	25,000
Secondary	50	2U	70-75	17,500
2-Lane Divided	50	2D	70-75	17,500
Collector	40	2U	60	16,200
Local	40	2U	60	12,500

\* These roadway capacities are approximate figures only, and are used at the General Plan level. They are affected by such factors as intersections (numbers & configuration), degree of access control, roadway grades, design geometrics (horizontal & vertical alignment standards), sight distance, level of truck and bus traffic, and level of pedestrian and bicycle traffic. Average daily traffic (ADT) is used in this model application as a long range planning tool to assist in determining roadway highway classification (number of thru lanes) needed to meet traffic demand.

## 3.6 Goal, Objectives, and Policies

### 3.6.1 Goal

The circulation system should promote the safe, efficient movement of people, goods and vehicles, and protect and enhance the environmental quality of Calexico.

#### 3.6.1.1 Land Use and Circulation

##### Objective 1

Land use should be planned in conjunction with the circulation so that it does not overburden the City's existing and/or planned circulation system.

**Policy 1**

- a. The City shall establish Level of Service “C” as the minimum acceptable Level of Service. No development project shall be approved that will increase the traffic on a planned or existing City street above the street’s existing design capacity at Level of Service “C” without adequate mitigation.
- b. The City should monitor the impact of development proposals as well as intra- and inter-City land uses on circulation to ensure that the circulation system is not overburdened.
- c. The City shall work with Calexico Unified School District and other private or public educational institutions to site schools in such a way as to reduce traffic congestion problems at key drop-off and pick-up hours to benefit both the safety of the students and other local residents.
- d. Industrial land uses should be located and site planned to encourage the use of designated truck routes and discourage truck traffic from using non-industrial secondary, collector, and local streets.
- e. Commercial, civic uses, schools, and services should be located near enough to residential areas to allow for and encourage pedestrian access.

**3.6.1.2 Street Network and Standards**

**Objective 2**

The General Plan shall establish a system of street classifications and set standards for each.

**Policy 2**

- a. The City shall utilize Level of Service (LOS) as a measure of acceptable traffic flow and operational conditions at intersections.
- b. The City shall establish intersection LOS “C” as the minimum acceptable LOS.
- c. The City shall adopt the street classifications described in Sections 3.4 and 3.5 of the Circulation Element, herein.
- d. The City shall require all public rights-of-way to be landscaped and seek funding sources for ongoing maintenance.

**3.6.1.3 Access**

**Objective 3**

Access to highways, primary arterials and major arterials shall be limited to maintain capacity, efficiency and the safety of the traffic flow on the City’s streets.

**Policy 3**

- a. Collector roads and secondary arterials shall be used for access to highways, and primary and major arterials, such as Imperial Avenue. Other existing access points that do not meet this criteria shall be evaluated to determine if they can either have limited or no access.
- b. Access to all highways, primary arterials, and major arterials shall be restricted to approved points of ingress and egress.
- c. Where access to a highway, or primary or major arterial is considered necessary, access shall be limited to one point for 300 feet of frontage or one point per parcel, if parcel has less than 300 feet of frontage. Highway access points shall be reviewed and approved by Caltrans, on a case by case basis.
- d. Combined access between adjacent properties shall be required prior to the allowance of access to highways, primary arterials, and major arterials to reduce the overall number and frequency of access points.
- e. Access points along primary, major and secondary arterials should be located a minimum of 100 feet from the end of the curb return at corners on all City roads.
- f. Access points shall be coordinated with existing or planned access points on the opposite side of the street and the breaks in medians.

**3.6.1.4 Transportation Systems Management****Objective 4**

The City should use state-of-the-art transportation system management planning programs to increase the efficiency on all of Calexico's street system, while keeping down capital costs. (See also Section 3.6.1.5, Objective 5.)

**Policy 4**

- a. The City shall encourage ride sharing in both the public and private sectors as a means of reducing overall traffic generation.
- b. The City should evaluate proposed development plans and existing sites for areas located near good access points along highways and primary arterials to designate needed park and ride facility locations.
- c. The City shall work with Caltrans to evaluate and implement a feasible and optimal signal timing plan along Highway 111/Imperial Avenue.
- d. The City shall discourage diversion of truck traffic to secondary and collector streets by providing maximum capacity and Levels of Service on primary and major arterials.
- e. The City shall establish designated Truck Routes as shown on Figure C-4 herein. These routes shall be posted with signs; and enforced by Calexico Police Department.

### 3.6.1.5 Public Transportation

#### Objective 5

The City shall develop a transit network capable of satisfying both local and regional travel demand.

#### Policy 5

- a. The City shall work with IVAG and other local and regional transit agencies to develop an adequate public transportation system that best serves the needs of the entire community.
- b. The City should develop a short-range transit plan to implement an efficient and useful public transportation system.
- c. By continuing its dial-a-ride demand service bus system, the City should pay particular attention to the needs of transit dependents in the community such as senior citizens, the handicapped, and low and moderate income residents when designing the overall transit plan for the City.
- d. Encourage maximum utilization of the existing transit system in Calexico through education and provision of bus shelters and benches.
- e. The City should require developers of new industrial, residential, or commercial projects to coordinate with the local transit provider(s) to best incorporate design features that increase the potential for public transit service and provide effective transit use as the City grows.
- f. To assist international pedestrians that need or want to reach destinations within Calexico, public transportation should be routed to easily pick up consumers and/or students within walking distance of the border. Destinations should include major retail centers such as Wal-Mart, Las Palmas, and Price Center for those who may want to shop, and private schools where international students attend.
- g. Require the design of transit stops to be compatible with adjacent development and provide for adequate seating, signs, and shade.
- h. To encourage new development to support transit ridership and reduce vehicle traffic on local and regional roads/highways, and increase funding opportunities for transportation, the City should evaluate the use of "transit village development districts" as defined and regulated by state law (Government Code sections 65460.3 through 65460.10).

### **3.6.1.6 Pedestrian Facilities**

#### **Objective 6**

Pedestrian facilities shall be developed throughout the City to encourage walking as an alternative to the automobile.

#### **Policy 6**

- a. All urban standard streets should have improved sidewalks on both sides of the road.
- b. Rural streets which lead to schools or bus stops should have improved sidewalks on one side of the road.

### **3.6.1.7 Bicycle Facilities**

#### **Objective 7**

Develop a well-designed bicycle network throughout the City that provides for safe and efficient means of transportation and recreation.

#### **Policy 7**

- a. The City shall implement the Bicycle Master Plan, September 30, 2003, and any amendments thereto, to promote bicycle travel as an alternate mode of transportation.
- b. Encourage cycling by planning accordingly and incorporating bike racks when developing new schools, parks, residential communities, and retail/employment centers.
- c. Integrate Master Plan bicycle facilities as part of the design and construction of new roadways and upgrade of existing roadways.

### **3.6.1.8 Local Streets**

#### **Objective 8**

Local streets should be designed to discourage non-local traffic.

#### **Policy 8**

- a. Local streets should not be used to link arterial roads and create "short-cuts."
- b. Devices such as, but not limited to, landscaped encroachments, traffic circles, or medians may be used to inhibit or slow general traffic in local areas.
- c. In the event that the traffic on local streets, particularly within a residential neighborhood, has or may exceed 5,000 vehicles per day as a result of a new development, the City should require or commission

- a local traffic study to indicate needed measures to mitigate increased traffic levels.
- d. The City should explore the feasibility of closing some of the existing through streets in the developed portion of town to reduce through traffic in residential areas.
- e. The eventual paving and furthered development of East Railroad Boulevard as an important north/south arterial for truck traffic shall be encouraged.
- f. To help maintain safe speeds on local streets, the City shall discourage long straight streets within residential areas. The City should review all residential tract maps and require one or more traffic slowing/stopping measures on local streets such as, but not limited to: curvilinear streets, all-way stop signs at tee and four-way intersections, items listed in Policy 8a, above, and reduced street lengths.
- g. For safety purposes, cul-de-sacs should not exceed in length or turning radii those that meet Fire Department requirements.

#### **3.6.1.9 Financing Improvements**

##### **Objective 9**

The financing of expansion to the City circulation system made necessary by development shall be borne by the proposal applicants, while the maintenance and improvement of the existing street system shall be borne by the City and its residents.

##### **Policy 9**

- a. The City shall determine and update, as necessary, the cost of improvements to maintenance of the City circulation system.
- b. The City shall adopt and implement appropriate fee ordinances, resolutions, financing districts or other mechanisms that require development proposal applicants to build and/or to pay appropriate "fair share" fees for the improvement of the City circulation system. The City shall also require applicants to include their development projects in financing mechanisms created to address maintenance of circulation system facilities.
- c. The City shall adopt and implement appropriate measures to defray the costs of improvements to the exiting street system through the use of assessment district financing, grants and other sources of revenue.
- d. Develop 5-year capital improvement plans to develop the roadway system, as necessary for buildout of the General Plan.

**3.6.1.10 Landscaping and City Identity**

**Objective 10**

To create streets, highways, and trails that add to the positive experience of Calexico by drivers, pedestrians and cyclists.

**Policy 10**

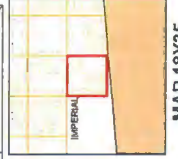
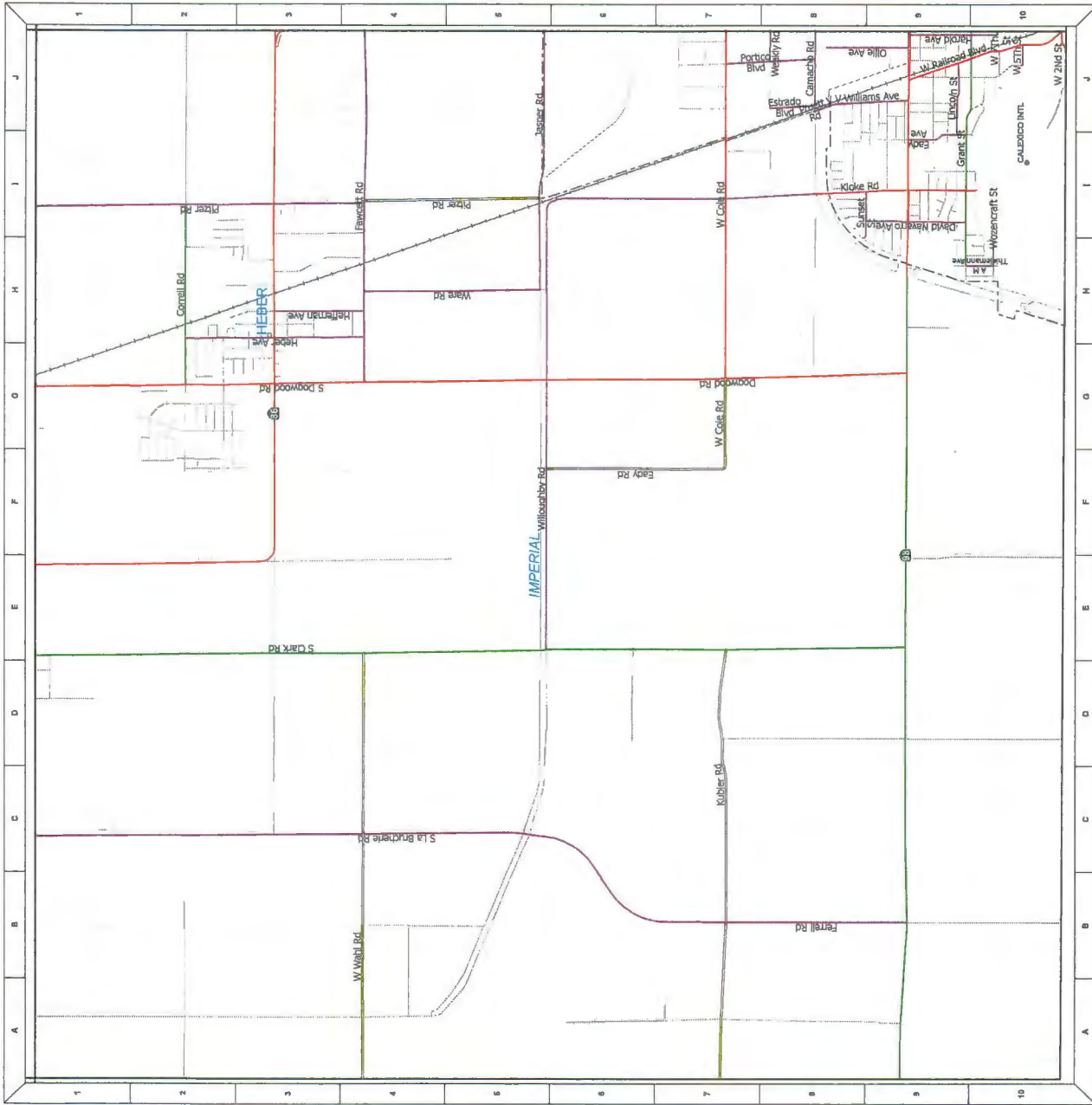
- a. The City shall ensure that streetscape design along roadways creates a strong landscaped edge, provides a coherent high-quality appearance along each route, and enhances the image of adjacent development. Coherent design elements can include such things as designated street trees, trails installed pursuant to the Bicycle Master Plan, enhanced paving, lighting, and consistent setbacks.
- b. The City shall promote the establishment of entry monument signs as a means of stimulating community, district, and neighborhood identity.
- c. The City should coordinate with the railroad to develop and install a landscape plan for the railroad right-of-way in conjunction with the implementation of the trail system identified in the Bicycle Master Plan.
- d. To enhance impressions of Calexico at places that serve as entry points, or “gateways”, to the City (e.g., international border, Hwy. 111 and Jasper Road, SR 98 at Dogwood Road), landscaping and City identification monument signs should be developed at key locations.

# EXHIBIT D

SEE MAP 18Y25

SEE MAP 19Y31

SEE MAP 18Y



**FUNCTIONAL CLASSIFICATION SYSTEM**

1	INTERSTATE
2	OTHER FIVE OR SIXWAY
3	OTHER PRINCIPAL ARTERIAL
4	MAJOR ARTERIAL
5	MINOR ARTERIAL
6	MAJOR COLLECTOR
7	LOCAL

**SIGN ROUTES**

5	INTERSTATE
15	U.S.
1	STATE

**BOUNDARIES**

---	COUNTY BOUNDARY
- - - -	CITY BOUNDARY
+	RAILROAD

SEE MAP 18Y



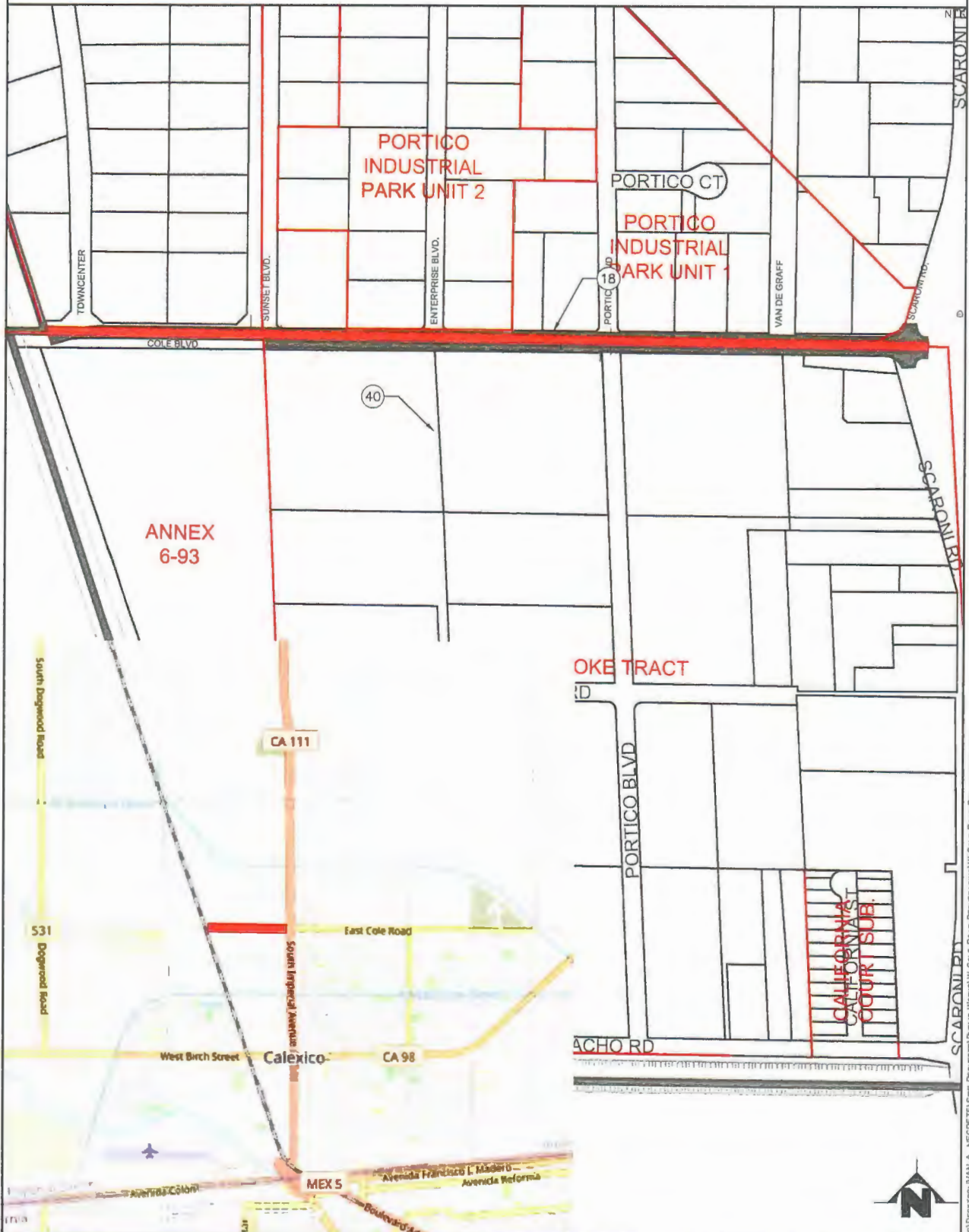
DEPARTMENT OF TRANSPORTATION  
FEDERAL HIGHWAY ADMINISTRATION  
AND LOCAL AGENCIES

APPROVED Date: 01/28/2022  
FEDERAL HIGHWAY ADMINISTRATION

FOR: VINCENT P. MAMMANO  
DIVISION ADMINISTRATOR

# VICINITY

CITY OF CALEXICO, CA



REVISION	SIZE	APPROVED BY	DATE	DRAWN BY	PROJECT DESCRIPTION:	SHEET TITLE:	SHEET:
*	B			IVAN NEGRETE	W COLE BLVD RESURFACING	VICINITY	01 OF 07
		PUBLIC WORKS DIRECTOR/CITY ENGINEER		DATE			
				08/31/2022			

C:\Users\ENGINEERING\Desktop\IVAN A. NEGRETE\Public Works\W Cole Road Resurfacing\W Cole Road Resurfacing.dwg

# EXHIBIT E

Border Crossing Entry Data | Annual Data

Year  
Multiple values

Border  
All

State  
All

Measure  
All

Port Name  
Multiple values

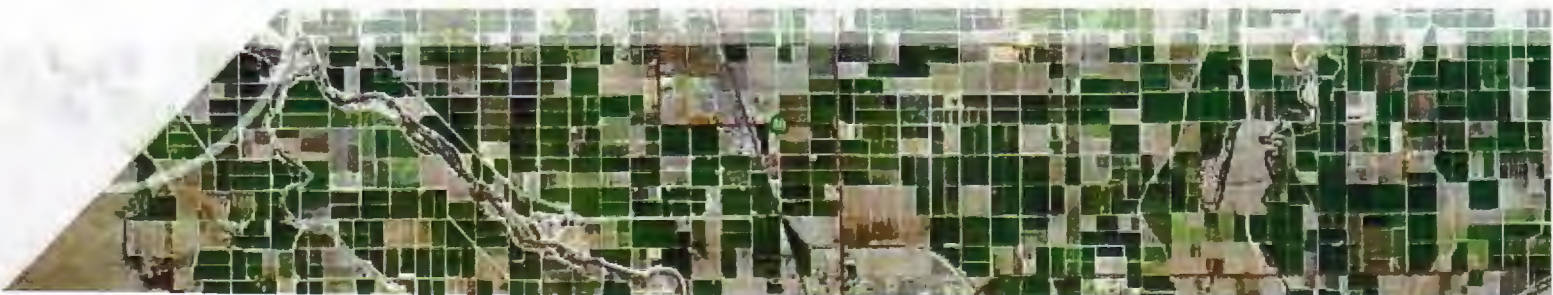
Measure	Port Name	2018	2019	2020	2021	2022
Bus Passengers	Callexico East	104,080	78,127	9,920	384	1,422
Buses	Callexico East	2,602	1,953	248	64	384
Pedestrians	Callexico	4,014,519	3,707,777	1,983,805	2,224,123	1,475,716
Personal Vehicle Passengers	Callexico East	300,463	382,535	168,847	211,158	262,913
Personal Vehicles	Callexico	8,399,017	9,005,892	5,854,619	7,122,628	4,573,659
Rail Containers	Callexico East	6,505,560	5,930,206	2,365,413	2,276,651	2,519,936
Train Passengers	Callexico East	4,557,881	4,984,781	3,932,647	4,651,532	2,887,589
Trains	Callexico East	3,560,187	3,239,218	1,587,013	1,535,040	1,507,963
Truck Containers	Callexico East	7,271	5,970	6,377	10,858	5,757
Trucks	Callexico East	330	556	779	574	412
Truck Containers	Callexico East	246	232	234	203	145
Trucks	Callexico East	246	227	231	217	145
Truck Containers	Callexico East	174,123	134,805	185,185	209,755	90,475
Trucks	Callexico East	205,403	258,227	207,582	224,949	95,917
Trucks	Callexico East	376,079	389,046	393,849	435,253	264,359

# EXHIBIT F



# **IMPERIAL COUNTY 2007 TRANSPORTATION PLAN HIGHWAY ELEMENT**

**PREPARED FOR THE IMPERIAL VALLEY ASSOCIATION OF GOVERNMENTS BY KOA CORPORATION**



**IMPERIAL COUNTY  
2007 TRANSPORTATION PLAN  
FINAL REPORT  
MAY 2008**

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## **EXECUTIVE SUMMARY**

### **Introduction**

This report consists of an introduction describing the background of the report and the regional setting (Chapter 1), a description of the process methodology (Chapter 2), an evaluation of existing conditions (Chapter 3), an assessment of future conditions (Chapter 4), a discussion of potential funding and an estimation of the costs for improvements (Chapter 5) and a presentation of the prioritized list of improvement projects (Chapter 6) for the near term (2007 to 2015), mid term (2015 to 2025) and long term (2025 and beyond).

KOA Corporation would like to thank the staff of the Southern California Association of Governments (SCAG), the Imperial Valley Association of Governments (IVAG), the California Department of Transportation (Caltrans) District 11 (D-11), and all of the members of the Technical Review Committee (TRC) for their time, expertise, and dedication to the process of determining the priorities for improvements to Imperial County's regional roadways.

### **Summary**

The Imperial County Long Range Transportation Plan Update is being prepared by the SCAG, IVAG, and Caltrans (D-11). This report develops a prioritized list of highway facility and roadway improvement projects to be used as the basis for the highway element in the Imperial County Long Range Transportation Plan Update.

An update to the 2002 Highway Element Report, necessary due to increases in population, housing, trade, and changes in land use developments was prepared by assembling the most current information regarding existing conditions, reviewing the most recent results of traffic modeling to predict future conditions, by obtaining critical input from the general public through a series of workshops, and by achieving the consensus of the TRC through a series of technical review sessions. The TRC used the following criteria to evaluate potential projects, and as a basis for discussion while reaching consensus.

<b>Project Evaluation Criteria</b>
Project Cost
Plan or Program Status / Deliverability
Environmental and Physical Constraints
Social and Community Equity
Consistent with Local Plans
Existing LOS and ADT
Future LOS and ADT
Safety
Benefit to Region and/or Goods Movement
Additional Funds Available

The Imperial County region is characterized by sustained agricultural production ranging in value from \$1.02 billion in 1990, to \$1.27 billion in 2006 (source: Imperial County Agricultural Commissioner). While the agricultural industry is important in Imperial County, the growth in this industry has been relatively flat compared with the growth in development of residential properties. Population growth in Imperial County has been increasing due to the availability of affordable housing.

### **Regional Setting**

The regional roadway network consists of one interstate route (I-8), seven state routes, and several important regional and city arterials. Additionally, there are three international Ports of Entry (POEs) between Baja California and California within the Imperial County limits.

### **Existing Conditions**

Existing conditions were ascertained through a comprehensive review of existing data (see Appendix A for a bibliography of information sources). The primary sources of data for existing conditions include the Imperial County Circulation Element, the Imperial County Circulation and Scenic Highway Element, the IVAG Transportation Impact Fee, the Imperial County Air Pollution Control District's Operational Development Schedule Fee (Rule 310), and the City of Calexico's C.M. Ranch Traffic Impact Study. Existing conditions are graphically depicted in the report in Figure 3-1, which shows Average Daily Traffic (ADT) on area roadway segments, and Figure 3-2, which shows segments that operate at or below a Level of Service (LOS) of D.

### **Future Conditions**

Substantial growth in population is anticipated for the County. Development activity for residential and industrial uses has been fairly active, and appears to be driven by land availability. The California Department of Finance estimated the rate of growth in Imperial County to be 3.1% in 2005. If that rate of growth continues, the population will more than double in the next 25 years. Future conditions could also include potential developments such as the expansion of the Calexico POE, the Silicon Border Development, a cargo airport, and a Calexico casino.

### **Funding**

Funding for transportation projects and improvements may be obtained from a variety of sources, including federal, state and local sources, as well as traffic impact fee programs. Imperial County developer fee programs would include, if adopted the draft Central Imperial County Traffic Impact Fee Program (TIF), the County Wide Developer Fee Program (DIF), and the El Centro Traffic Impact Fee Program. These developer impact fee programs are being implemented to obtain fees that are more consistent with the need for new facilities than the earlier, traditional method of exacting fees from developers in connection with the issuance of building permits. The programs provide for a comprehensive and uniform approach to generate funding for the improvements that are needed to maintain adequate levels of service on regional roadways due to new development.

A prioritized list of improvement projects was developed by the TRC through a consensus building process that is described in more detail within this report. The list includes three time horizons for project implementation: Near Term (2007 to 2015), Mid Term (2015 to 2025), and Long Term (2025 and beyond). Near Term projects would be implemented from 2007 to 2015, Mid Term Projects would be implemented from 2015 to 2025, and Long Term Projects would be implemented beyond 2025. Detailed information about the projects is presented in Chapter 6 and Appendix E of this

report. The following is a list of the projects with brief project descriptions, grouped according to time horizon.

### **Near Term Projects:**

#### **Project 1 – SR-78 / SR-111 Expressway (Brawley Bypass – Stage Three) - \$56.0 million**

The project will provide a four lane divided expressway over an eight mile distance from SR-86 and SR-78 north of Brawley to a location 1.5 miles south of the eastern junction of SR-111 and SR-78. The project consists of 3 Stages.

#### **Project 2 - Dogwood Road / I-8 – full interchange - \$30.0 million**

This project will provide a full interchange at Dogwood Road and I-8. The existing facility consists of a two lane bridge over I-8, and access to and from I-8 via single lane at-grade ramps. The project will provide a four lane bridge and expanded width ramps according to modern standards. This project will also accommodate the future expansion of Dogwood Road to a four lane prime arterial (4PA).

#### **Project 3 - Imperial Avenue / I-8 – full interchange - \$30.0 million**

This project will provide a full interchange at Imperial Avenue and I-8. The existing facility consists of a two lane bridge over I-8, and single lane at-grade access ramps. This project will provide access to the segment of Imperial Avenue south of I-8, where there is currently no access. The project will provide a four lane bridge and expanded width ramps according to modern standards. This project will also accommodate the Imperial Avenue connection to the north.

#### **Project 4 - SR-98 West (Dogwood Road to SR-111) - \$46.7 million**

This project will widen and/or realign SR-98 over a length of approximately two miles from Dogwood Road to SR-111. The route will be widened from two to four lanes with improvements to intersections and improved motorist and pedestrian safety.

#### **Project 5 - SR-98 East (SR-111 to SR-7) - \$66.8 million**

This project will widen and/or realign SR-98 over a length of approximately eight miles from SR-111 to SR-7. The route will be widened from two to four lanes (and to six lanes in some locations).

#### **Project 6 - SR-111 (SR-98 to I-8) widen - \$456.0 million**

This project will widen SR-111 to a six lane freeway over a length of approximately six and a half miles. The route will be widened from four lanes (two lanes in each direction separated by a wide median) to a six lane freeway. Interchanges will be provided at Jasper Road, McCabe Road and Heber Road. An over-crossing will be provided at Chick Road.

#### **Project 7 - SR-115 (I-8 to Evan Hewes Highway) – construct expressway - \$115.3 million**

This project will provide a new facility that will connect the interchange at SR-7 and I-8 to the junction of Evan Hewes Highway and SR-115 just south of Holtville. The facility will be constructed as a four lane expressway, covering a length of approximately 2.6 miles.

#### **Project 8 - Jasper Road (SR-111 to SR-7) – improve to six lane expressway (6E or 6PA) – \$480.0 million**

This project will widen and/or realign Jasper Road over a length of approximately 6.8 miles from SR-111 to SR-7. The route will 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.

### **Mid Term Projects:**

#### **Project 9 - Austin Road / I-8 – construct full interchange - \$30.0 million**

This project will provide a full interchange at Austin Road and I-8. Currently, there is no access to I-8 at Austin Road. The Austin Road existing facility consists of a two lane roadway passing under I-8, immediately west of the I-8 bridges that cross over an irrigation canal.

#### **Project 10 - POE / Cesar Chavez (City of Calexico) – operational improvements - \$372.5 million**

This project consists of several components that taken together provide for improved operations in the vicinity of the Calexico POE. The major components include: grade separated railroad crossings; a new 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.

#### **Project 11 – Imperial Avenue (McCabe Road to I-8) – improve to six lane prime arterial (6PA) - \$28.2 million**

This project will improve Imperial Avenue over a length of approximately 1.5 miles from McCabe Road to I-8. The roadway will be constructed as a six lane prime arterial. This planned extension of Imperial Avenue is currently not constructed.

#### **Project 12 - Forrester Road (SR-98 to SR-78/86) – improve/construct north-south corridor (6PA) - \$440.3 million**

This project will provide a new north-south corridor in the western portion of the region over a length of approximately 25.5 miles from SR-98 to SR-78/86. The corridor will most likely be generally aligned with the existing Forrester Road, and will be constructed as a six lane prime arterial. Forrester Road is presently constructed as a two lane roadway.

#### **Project 13 - Dogwood Road (SR-98 to Mead Road) – improve to four lane prime arterial (4PA) - \$182.4 million**

This project will improve Dogwood Road over a length of approximately 20.5 miles from SR-98 to Mead Road. The roadway will be improved to a four lane prime arterial (4PA). Dogwood Road is presently constructed as a two lane roadway for the majority of its length.

#### **Project 14 - SR-115 North (Evan Hewes Highway to SR-78) – improve to four lane expressway (4E) - \$146.8 million**

This project will improve SR-115 over a length of approximately 11.5 miles from Evan Hewes Highway to SR-78. The roadway will be upgraded from the existing two lane conventional highway to a four lane expressway (4E).

#### **Project 15 - Westmorland Bypass (SR-78/SR-86) – construct four lane expressway (4E) - \$167.8 million**

This project will provide a new facility that will allow through traffic on SR-78/86 to bypass the City of Westmorland. The facility will be constructed as a four lane expressway with an alignment to the south of Westmorland over a distance of approximately four miles.

**Project 16 - McCabe Road (Austin Road to SR-111) – improve to six lane prime arterial (6PA) - \$28.2 million**

This project will improve McCabe Road over a length of approximately 2.5 miles from Austin Road to SR-111. The roadway will be improved to a six lane prime arterial. This segment of McCabe Road is presently constructed as a two lane roadway.

**Project 17 - SR-111 (Shank Road to SR-115) – upgrade to four lane conventional highway - \$56.0 million**

This project will improve SR-111 over a length of approximately 8.5 miles from Shank Road (which runs east-west along the northern edge of Brawley) to SR-115. The roadway will be upgraded from the existing two lane conventional highway to a four lane conventional highway.

**Project 18 - New east/west corridor (Keystone Road) from Forrester Road to SR-115 – six lane prime arterial (6PA) - \$251.6 million**

This project will provide a new east-west corridor in the central portion of the region (south of Brawley). The corridor will cover a length of approximately 13.5 miles from Forrester Road to SR-115. The corridor will be generally aligned with the existing Keystone Road, and will be constructed as six lane prime arterial (6PA). Keystone Road is presently constructed as a two lane roadway.

**Project 19 - Bowker Road / I-8 – improve interchange - \$30.0 million**

This project will provide improvements to the interchange at Bowker Road and I-8. The existing facility consists of a two lane bridge over I-8, and single lane at-grade access ramps.

**Long Term Projects:****Project 20 - SR-186 / I-8 – interchange improvements - \$7.3 million (funded through the Fort Yuma Quechan Indian Reservation – Quechan Indian Casino Project)**

This project will provide improvements to the interchange at SR-186 and I-8. The existing facility consists of a two lane bridge over I-8, and single lane at-grade access ramps.

**Project 21 - Austin Road (McCabe Road to SR-86) – improve to six lane prime arterial (6PA) - \$52.6 million**

This project will improve Austin Road over a length of approximately 18 miles from McCabe Road to SR-78/86. The roadway will be improved to a six lane prime arterial (6PA). This segment of Austin Road is presently constructed as a two lane roadway.

**Project 22 - SR-111 (I-8 to SR-78) – widen to six lanes and construct interchanges - \$500.0 million**

This project will improve SR-111 over a length of approximately 14.5 miles from I-8 to SR-78. The roadway will be improved to a six lane freeway with interchanges at Aten, Worthington, Keystone and SR-78. This segment of SR-111 is presently constructed as a four lane expressway (4E).

**Project 23 - SR-115 (SR-111 to SR-78) – improve to four lane expressway (4E) - \$146.8 million**

This project will improve SR-115 over a length of approximately 14.2 miles from SR-78 to SR-111. The conventional highway will be improved to a four lane expressway. This segment of SR-115 is presently constructed as a two lane conventional highway.

**Project 24 - SR-78/115 (SR-78 to Brawley Bypass) – construct four lane conventional highway - \$74.5 million**

This project will improve SR-78/115 over a length of approximately 5.6 miles from the Brawley Bypass to the junction of SR-78 and SR-115. The roadway will be improved to a four lane conventional highway.

**Project 25 - Rail Road Crossings (ten crossings) – construct roadway grade separations - \$300.0 million**

This project will construct 10 grade separated rail road crossings at various locations along the length of the Union Pacific Rail Road line that runs in a north-south orientation through the central portion of the region.

**Project 26 - SR-78 (SR-115 to Riverside County Line) – operational improvements - \$55.6 million**

This project will provide operational improvements such as intersection improvements and roadway profile corrections to SR-78 over a length of approximately 60.5 miles from SR-115 to the Riverside County line. This segment of SR-78 is presently constructed as a two lane conventional highway.

**Project 27 - I-8 (Forrester Road to SR-111) – improve to six lane freeway (6F) - \$188.7 million**

This project will improve I-8 over a length of approximately eight miles from Forrester Road to SR-111. The roadway will be improved to a six lane freeway. This segment of I-8 is presently constructed as a four lane freeway.

**Project 28 - SR-7 Airport Interchange - construct new interchange - \$30.0 million**

This project will provide a full interchange on SR-7 to accommodate an access road that will serve the future airport. The project will provide a four lane bridge and expanded width ramps according to modern standards.

**Project 29 - SR-111 (Young Road to Riverside County Line) – upgrade to four lane conventional highway (4C) - \$253.6 million**

This project will improve SR-111 over a length of approximately 32.5 miles from Young Road (just north of Calipatria) to the Riverside County line. The roadway will be widened from the existing two lane conventional highway to a four lane conventional highway (4C).

**Project 30 - Imperial Avenue (I-8 to Aten Road) – improve to six lane prime arterial (6PA) - \$26.2 million**

This project will improve Imperial Avenue over a length of approximately 3.5 miles from I-8 to Aten Road. The roadway will be improved to a six lane prime arterial. This segment of Imperial Avenue is presently constructed as a four lane roadway.

**Project 31 - 8th Street Overpass (Overpass I-8 at 8th Street) – widen to four lanes \$4.0 million**

This project will expand the overpass that crosses over I-8 to four lanes. The existing facility consists of a two lane bridge over I-8.

**Project 32 - 8th Street (Wake Avenue to Centinela) – widen to four lanes - \$8.0 million**

This project will improve 8th Street over a length of approximately one half mile from Wake Avenue (south of I-8) to Centinela Avenue (north of I-8). The roadway will be improved to four lanes. This segment of 8th Street is presently constructed as a two lane roadway.

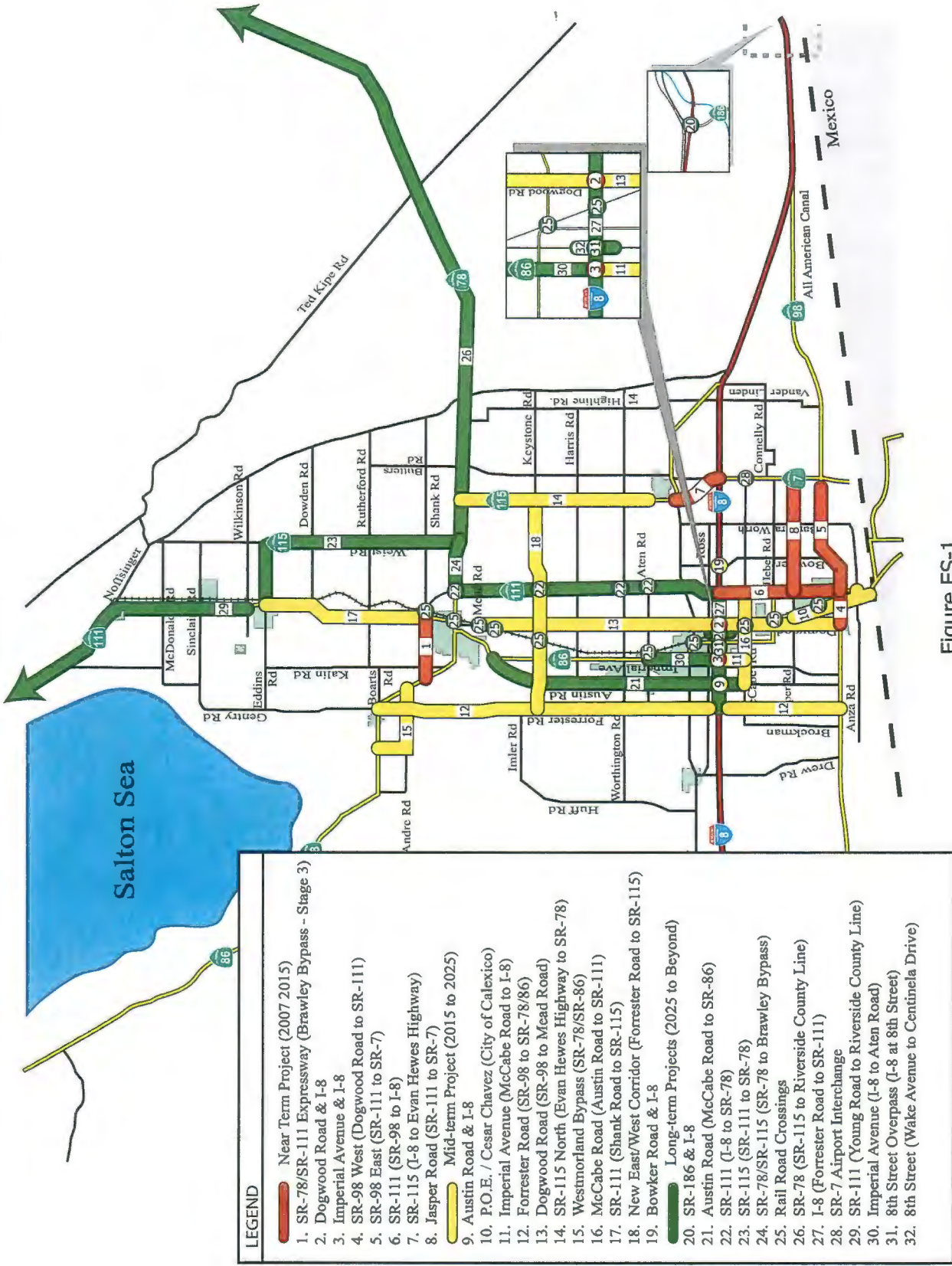


Figure ES-1  
Proposed Projects