

JUSTIFICATION FOR CHANGES TO COMPLETE STREETS FACILITIES (PROJECT DELIVERY)

DISTRICT 11 EA 11-43154 SHOPP ID 23214
COUNTY: IMPERIAL ROUTE: 86, 111, 115
PROJECT POSTMILES: VARIOUS PHASE: PA&ED (ENVIRONMENTAL)
APPROVED BY: DONNA BERRY, CHIEF ENGINEER, SEPTEMBER 1, 2026

Complete Streets Scope Change:

This is a Complete Streets anchor asset State Highway Operation and Protection Program (SHOPP) project. Satellite asset improvements include Americans with Disabilities Act (ADA) curb ramp upgrades, lighting system and traffic signal system upgrades, overhead sign structure rehabilitation, and rectangular rapid flashing beacon system installation. Additional asset improvements include roadside sign panel replacement, new enhanced visibility crosswalks, new sidewalk and guardrail upgrades. The project also proposes additional improvements to pavement, including micro-surfacing and cold plane and overlay for the traveled way and shoulders along segments of SR-115.

This project is identified in the District's Caltrans Active Transportation (CAT) Plan as Tier 1 priority from W. Main St to Union Pacific RR on Sr-86, from W. Main St to W. Young Rd on SR-111, and from W. 4th St to Grape Ave. on SR-115 in Holtville. This project is identified as Tier 2 priority from Elder St to W. Main St on SR-111, and from Northeast/Southeast Ave to Sorensen Ave on SR-115 in Calipatria.

Removal of Road Diet and Bicycle Facility: The project proposes removing the road diet proposed Class II bike lanes along SR-115 from PM L10.12 (W 4th St) to PM R9.25 (Grape Ave) through the City of Holtville, Class II bike lanes along SR-115 from PM 34.9 (Industrial Ave) to PM 35.2 (Sorensen Ave) and Class IV bike lanes from PM 34.5 (Northeast/Southeast Ave) to PM 34.9 (Industrial Ave) in the City of Calipatria.

Design-Refinement of Pedestrian Path: The project proposes a design-refinement by developing an ADA compliant pedestrian path in lieu of a standard sidewalk with curb and gutter on SR-115 in Calipatria from Industrial Avenue to Southeast Avenue (PM 34.48 to PM 34.9). During project approval phase, it became clear that critical drainage infrastructure and shoulder on both sides of the road were needed for at this location. These elements were not accounted for in the original project scope. Because this need emerged in project approval phase, the project lacks the necessary funding and time allocation to deliver this essential component.

Justification:

Road Diet and Bicycle Facility Removal:

On December 23, 2024, during the project initiation phase, the City of Holtville expressed their opposition to the implementation of the road diet recommendation

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along SR-115 within the city's jurisdiction because the city has plans to provide a nearby parallel alternative on a City-owned roadway (Fourth Street) that includes a Class I bicycle facility. This opposition was reaffirmed through a formal letter submitted by the City of Holtville on December 24, 2025.

The City of Calipatria discussed and confirmed at its City Council Meeting conducted on Tuesday, January 14, 2025, that the city opposed the road diet elements proposed through its jurisdiction along SR-115 because the city intends to prioritize bikeway construction on alternative routes identified in the City's Bikeway Master Plan. The opposition to the road diet was confirmed by the City of Calipatria via a letter dated February 25, 2025.

In the project approval phase, evaluation of existing roadway configuration revealed that the Class II and Class IV Bikeway facilities (along SR-115) proposed during the Project Initiation phase can only be accommodated with the implementation of the road diet feature [reducing travel lanes from 4 to 2 lanes and a median two-way left-turn lane (TWLTL)], or removing existing parking. Caltrans determined that due to the posted speed, a Class III bicycle facility signage and striping package is not legally allowed per Senate Bill 1216.

Design-Refinement of Pedestrian Path (East of Industrial Avenue):

The proposed sidewalk replacement with an accessible pedestrian path is based on several key constraints. Hydraulic issues are a primary concern, as the flat topography makes it difficult to install standard storm drain systems without special designs. The addition of curb and gutter would disrupt the existing drainage pattern, prevent natural sheet flow and potentially result in future waterflow/drainage issues. Furthermore, the area lacks existing stormwater infrastructure, meaning new systems would require hydraulics studies and extensive hydraulics infrastructure work. Right of way (ROW) constraints also pose challenges, particularly east of Industrial Avenue, where additional parcels need to be acquired. Some of these are vacant lots, complicating coordination and increasing support costs. From a traffic safety standpoint, the proposed sidewalk location is in a high-speed zone (45 mph) with insufficient clear recovery zone space. The Project Development Team (PDT) concluded that a standard sidewalk is not feasible due to hydraulic concerns but suggested a path near the Caltrans ROW boundary as a possible alternative. The PDT proposes to meet the need for a pedestrian facility with an accessible path within the state right of way, meeting the site-specific constraints.