

= California State Route 905 =

State Route 905 (SR 905) is a state highway in San Diego , California , that connects Interstate 5 (I @-@ 5) and Interstate 805 in San Ysidro to the United States ? Mexico border at Otay Mesa . The entire highway from I @-@ 5 to the international border is a freeway with a few exits that continues east from the I @-@ 805 interchange before turning southeast and reaching the border .

SR 905 was formerly routed on Otay Mesa Road , which had been in existence since at least 1927 . Before it was SR 905 , the route was first designated as part of SR 75 , before it was redesignated as SR 117 . The freeway was completed between I @-@ 5 and Otay Mesa Road in 1976 . The border crossing opened in 1985 after several delays in obtaining funding for the construction of what would become SR 905 . After becoming SR 905 in 1986 , the highway was converted to first an expressway in 2000 and then a freeway in 2010 and 2011 . Plans are for this highway to eventually become known as Interstate 905 .

= = Route description = =

SR 905 begins at the intersection of Tocayo Avenue and Oro Vista Road in Nestor . It begins as a freeway , intersecting with I @-@ 5 at a partial cloverleaf interchange . After interchanges with Beyer Boulevard and Picador Boulevard , the freeway then intersects I @-@ 805 . Following this , SR 905 veers southeast to parallel Otay Mesa Road , with interchanges at Caliente Avenue (in Pacific Gateway Park) , Britannia Boulevard , and La Media Road . The route interchanges with the SR 11 freeway , which is planned to be a toll facility that will serve a new border crossing east of Otay Mesa . Immediately after , SR 905 turns south to its final interchange at Siempre Viva Road before the route ends at the Otay Mesa Port of Entry , which truck traffic must use to cross the border .

SR 905 is part of the California Freeway and Expressway System and part of the National Highway System . In 2013 , SR 905 had an annual average daily traffic (AADT) of 58 @,@ 000 between Beyer Boulevard and I @-@ 805 , and 18 @,@ 400 around the I @-@ 5 junction , the former of which was the highest AADT for the freeway .

= = History = =

What was known as the " Otay Mesa road " existed as a dirt road by 1927 . A paved road connected San Ysidro to Brown Field and the easternmost ranches in the Otay Mesa area by 1935 . Discussions were held between San Diego County and National City over the maintenance of the road in 1950 , since it was used by trucks travelling to the landfill . The majority of SR 905 , running in parallel with Otay Mesa Road from Interstate 5 to SR 125 , was added to the state highway system and the California Freeway and Expressway System in 1959 as Legislative Route 281 , and became part of SR 75 in the 1964 renumbering .

Planning was underway for the extension of SR 75 east to the then @-@ proposed SR 125 by 1963 . The California Highway Commission endorsed the routing for SR 75 in 1965 along Otay Mesa Road , away from future residential developments . There were plans as early as 1970 to have a highway heading southwest to a new border crossing that would bypass the Tijuana area . The next year , James Moe , the state public works director , subsequently asked the California State Legislature to lengthen SR 75 to connect to this new crossing , rather than using I @-@ 5 to make the connection .

Following this , in 1972 , the legislature added a new SR 117 , which extended this part of SR 75 southwest to the Mexican border near Border Field State Park , to the state highway system , and a southerly extension of SR 125 to the border at Otay Mesa to the state highway and Freeway and Expressway systems . Two years later , planning began for the construction of the Otay Mesa crossing and the construction of SR 75 to connect it to I @-@ 5 and I @-@ 805 . Later , the Comprehensive Planning Organization (CPO) , the local association of municipal governments , recommended using \$ 4 million of federal funding for the construction of SR 75 . The CPO later

endorsed expediting construction of the freeway before completion of the border crossing , so that the freeway would primarily serve border traffic , thus preventing land speculation in Otay Mesa . While Mexican authorities wanted the crossing constructed in 1975 , the CPO indicated that the funding for SR 75 would not be available until at least 1980 , or even 1985 . Following this , Representative Lionel Van Deerlin attempted to accelerate the construction of the crossing , even though there was no funding for the highway .

Construction began on the southern portion of SR 75 in mid 1974 . In January 1976 , the part of SR 75 between I 805 and Otay Mesa Road was opened to traffic . On April 6 , the next portion of the freeway opened . However , there were concerns about what to call the freeway , citing confusion with the northern portion of SR 75 . The entire cost of the project was \$ 60.3 million . SR 117 was extended east to SR 125 , replacing the southerly segment of SR 75 , by the Legislature in 1976 ; this took effect at the beginning of 1977 . Estimates for completing the freeway ran from \$ 130.8 million to \$ 280.5 million .

In late 1977 , the CPO made plans to push for adding SR 117 to the Interstate Highway System , to obtain additional federal funding . By 1979 , both San Diego city and county had allocated \$ 6 million to construct a temporary way to access the border crossing along Otay Mesa and Harvest Roads . Two years later , the City of San Diego indicated that the upgrade of Otay Mesa Road to a four-lane road would be the preferred option ; the state agreed to allocate \$ 2 million towards the \$ 10 million project , with the city contributing \$ 60.4 million and the county adding \$ 20.3 million . The Federal Highway Administration approved the continuous roadway via SR 117 and SR 125 from I 5 to the border at Otay Mesa as a non-chargeable (not eligible for federal Interstate Highway construction dollars) part of the Interstate Highway System in October 1984 . The Otay Mesa border crossing opened on January 24 , 1985 . The route number was legislatively changed to 905 in 1986 , and signs were updated in 1988 . This change was to apply for other federal funding . The original piece of SR 117 , west of I 5 , also became SR 905 with the rest of SR 117 , but Caltrans has not constructed it .

Efforts were underway in 1997 to secure federal funding for the highway and other infrastructure near the Mexican border , largely supported by Senator Barbara Boxer and Representative Bob Filner , and Representative Bud Schuster , the chairman of the House Transportation and Infrastructure Committee , visited the region before giving informal approval to the proposal . In 1999 , Governor Gray Davis approved allocating \$ 27 million in federal funding to complete the freeway . Concerns were expressed by local residents and municipal officials regarding the apparent priority of SR 125 over SR 905 in terms of funding , especially since SR 125 was to be constructed as a toll road , and SR 905 would compete with the toll road enterprise . In May 1998 , Congress approved \$ 54 million in funding for the completion of SR 905 .

Otay Mesa Road was widened to six lanes in 2000 , at a cost of \$ 200.5 million . Before , it had 50 percent more traffic than it was designed to handle ; it was considered by the San Diego Union-Tribune as " California 's busiest trade route with Mexico " , and traffic had increased by a factor of ten , with the number of people dying in traffic accidents approaching five times the state average . The widening of Otay Mesa Road was considered a temporary fix for the problem . The next year , the California Transportation Commission allocated \$ 25 million of state funding towards completing the freeway . The interchange with Siempre Viva Road opened on December 8 , 2004 . Delays in the U.S. Congress approving federal funding in 2005 resulted in a delayed start to construction for the rest of SR 905 .

Construction began on the part of SR 905 between Britannia Boulevard and Siempre Viva Road in April 2008 , and from Britannia Boulevard to I 805 in July 2009 . Efforts were made to keep construction going despite a shortfall in funding from state bonds in 2009 . The part between Britannia Boulevard and Siempre Viva Road opened in December 2010 . The interchange with I 805 began to be upgraded in April 2011 , and the construction , which used \$ 20 million in federal funding , finished in February 2012 . The final freeway segment of SR 905 between I 805 and Britannia Boulevard opened on July 30 , 2012 . The entire cost of the project connecting I 805 to the border crossing was \$ 441 million .

== Future ==

Plans are for SR 905 to become Interstate 905 ; however , it could not be constructed with the same funds that were used for constructing the rest of the Interstate Highway System . Previously , SR 905 had a direct connection with SR 125 via two at @-@ grade intersections on Otay Mesa Road . With the completion of the newest freeway segment of SR 905 and the freeway @-@ to @-@ freeway connection to SR 125 unconstructed , traffic on SR 905 must exit at La Media Road (exit 7) , head north on La Media and head east on Otay Mesa Road to make the connection . A freeway @-@ to @-@ freeway interchange is planned for the connection between SR 125 and SR 905 , and an additional interchange is planned for Heritage Road .

== Exit list ==

Except where prefixed with a letter , postmiles were measured on the road as it was when the route was established , based on the unconstructed western end at the Mexican border and the rest of the alignment that existed at the time , and do not necessarily reflect current mileage . R reflects a realignment in the route since then , M indicates a second realignment , L refers an overlap due to a correction or change , and T indicates postmiles classified as temporary (for a full list of prefixes , see the list of postmile definitions) . Segments that remain unconstructed or have been relinquished to local control may be omitted . The entire route is in San Diego , San Diego County .