

= California State Route 67 =

State Route 67 (SR 67) is a state highway in San Diego County , California . It begins at Interstate 8 (I @-@ 8) in El Cajon and continues to Lakeside as the San Vicente Freeway before becoming an undivided highway through the eastern part of Poway . In the town of Ramona , the route turns into Main Street before ending at SR 78 . SR 67 provides direct access from the city of San Diego to the East County region of San Diego County , including Ramona and Julian .

The route has existed as a railroad corridor since the turn of the 20th century . A highway known as the Julian road was built by 1913 , and was designated as Legislative Route 198 in the state highway system by 1935 . Route 198 was renumbered SR 67 in the 1964 state highway renumbering . A freeway south of Lakeside was built in the late 1960s , and opened to traffic in 1970 . Since then , the portion of the highway north of Lakeside has become known for a high number of traffic accidents and related fatalities . The California Department of Transportation (Caltrans) has made several attempts to remedy the problem and make the road safer .

= = Route description = =

SR 67 begins at I @-@ 8 in El Cajon ; known as the San Vicente Freeway , it turns north near the Westfield Parkway shopping center . There are two interchanges in the city of El Cajon : one with Broadway and Fletcher Parkway , and another with Bradley Avenue . Following this , the freeway leaves the El Cajon city limits , entering the city of Santee near Gillespie Field , before coming to an interchange with the eastern end of SR 52 in Santee . Near the Woodside Avenue exit , SR 67 turns northeast , paralleling the San Diego River and entering the unincorporated area of Eucalyptus Hills as it leaves the San Diego urban area . Riverford Road and Winter Gardens Boulevard have interchanges with SR 67 .

The freeway ends , and SR 67 turns north and becomes an undivided highway at Maplevue Street , crossing the San Diego River and entering the locale of Moreno . SR 67 then enters the rural area east of Sycamore Canyon County Open Space Preserve near the locale of Foster , passing to the west of San Vicente Reservoir . The road intersects the eastern end of Scripps Poway Parkway and County Route S4 (CR S4) , the latter within the Poway city limits . In eastern Poway , SR 67 veers east , eventually leaving the city and entering unincorporated Rock Haven . The road continues near Rosemont before turning northeast and becoming Julian Road and then Main Street in downtown Ramona . SR 67 ends at the intersection with SR 78 ; SR 78 intersects to the northwest as Pine Street and continues northeast along Main Street towards Julian .

SR 67 is part of the California Freeway and Expressway System , but is not part of the National Highway System , a network of highways that are essential to the country 's economy , defense , and mobility . The route is named the CHP Officer Christopher D. Lydon Memorial Freeway from I @-@ 8 to Maplevue Street in Lakeside . In 2013 , SR 67 had an annual average daily traffic (AADT) of 94 @,@ 000 between Broadway and Bradley Avenue (the highest AADT for the highway) , and 18 @,@ 100 between Rio Maria Road and Poway Road (the lowest AADT for the highway) .

= = History = =

= = = Early days = = =

The " Julian road " had been constructed by 1872 , and was used for stagecoaches . In 1883 , The San Diego Union and Daily Bee described it as a " disgrace to the county . It could hardly be in a worse condition ... and should be repaired immediately . " On October 21 , 1885 , the county Board of Supervisors agreed to a realignment of the Julian road , in what was known as the Bernardo District , onto private property . The road was described in 1890 by The San Diego Union and Daily Bee as passing through farms , and the grade was " cut on the west side of the canyon and

buttressed with granite the greater part of the way . " The route continued towards Ramona through vineyards , passing by more boulders .

Between 1885 and 1891 , the San Diego , Cuyamaca , and Eastern Railroad was extended from San Diego through El Cajon to the town of Foster , northeast of Lakeside . In 1896 , the stagecoach line connected the terminus of the railroad line in Foster to Julian , and transported the San Diego newspapers to Ramona by 2 : 30 pm each day . The county began to survey a new routing of the Julian road in 1913 cutting through the El Monte Ranch , reducing the distance from San Diego to Julian by five miles (8 @ . @ 0 km) and removing some steep grades .

Bidding was conducted on the Julian road , then known as Road No. 3A , on June 30 , 1920 ; however , progress on the grading of the road fell behind the county engineer 's expectations by October , with only 3 @ . @ 5 miles (5 @ . @ 6 km) of the road complete . The road was paved from Santee to El Cajon by the end of 1920 . Between Foster and Julian , the paved road was opened in July 1922 , at a cost of \$ 550 @ , @ 000 (about \$ 45 @ , @ 530 @ , @ 000 in 2015 dollars) . The " Ramona Road " remained unpaved between the Mussey Grade and the road to Ballena , a distance of 20 miles (32 km) , and the estimated cost of paving it was \$ 400 @ , @ 000 (about \$ 29 @ , @ 000 @ , @ 000 in 2015 dollars) . In 1925 , there were 12 miles (19 km) left of unpaved road between Ramona and Julian , and state and county taxes were to be used to fund this project . The Mussey Grade was completed in April 1925 , marking the completion of the paved road between San Diego and Ramona .

San Diego County declared the Julian road a county boulevard in 1926 , meaning that vehicles were required to stop before entering the highway . The road that would become SR 67 was added to the state highway system in 1933 , from El Cajon to near Santa Ysabel , and was designated as Route 198 in 1935 . It consisted of Maine and Woodside avenues in Lakeside and Magnolia Avenue in the city of El Cajon all the way to U.S. Route 80 (US 80) at Main Street . Because of the construction of the San Vicente Reservoir north of Lakeside , a two @ - @ mile (3 @ . @ 2 km) section of the road had to be submerged , and it was decided to relocate the road 2 miles (3 @ . @ 2 km) further west by the foot of Mount Woodson . The road was allocated \$ 830 @ , @ 784 in funding (about \$ 37 @ , @ 641 @ , @ 062 in 2015 dollars) to be realigned , widened , and repaved between Lakeside and Mount Woodson in 1942 . Grading and paving of the 11 @ . @ 7 @ - @ mile (18 @ . @ 8 km) part was scheduled for completion on December 15 , 1943 .

Funding was allocated for traffic signals on the portion between Main Street and Broadway in El Cajon in 1954 . Route 198 also extended onto La Mesa Boulevard and Palm Avenue to SR 94 . This portion was signed as Sign Route 67 by 1962 , from Campo Road to US 80 . In the 1964 state highway renumbering , Route 198 was renumbered as State Route 67 ; the portion south of I @ - @ 8 was renumbered as SR 125 .

= = = Freeway construction = = =

The State Highway Commission decided to reroute SR 67 through Lakeside in 1954 , moving it closer to the San Diego River and away from the city center , using the land formerly occupied by the old railroad . In 1961 , the construction of the San Vicente Freeway was listed as a high @ - @ priority project by the California Chamber of Commerce . During 1964 , the county of San Diego received \$ 1 million (about \$ 16 million in 2015 dollars) to construct SR 67 as a freeway from Pepper Drive to Broadway in the city of El Cajon . Another \$ 1 million (about \$ 15 million in 2015 dollars) was allocated in 1965 , and the project was extended to I @ - @ 8 . The freeway from I @ - @ 8 to Pepper Drive was complete by 1967 , when Caltrans announced that " yellow , non @ - @ reflectorized markers interspersed with raised yellow dots " would be installed on the freeway portion to delineate the shoulder ; this was the first section to use them in the county . By December 1968 , the freeway was complete from I @ - @ 8 north to Woodside Avenue ; the grade at the northern end was smoothed out during the widening of the road in early 1970 . In March , the freeway was under construction from Woodside Avenue to the San Diego River , at a cost of \$ 3 @ . @ 2 million (about \$ 34 million in 2015 dollars) . The freeway portion opened on October 12 , 1970 ; it was constructed four lanes wide .

It was planned that SR 67 would be the eastern terminus of SR 56 . On December 30 , 1980 , the City of Poway included SR 56 in the city plan extending east through the city to a northern extension of SR 125 . In 1983 , both the cities of San Diego and Poway supported the extension of SR 56 to SR 67 , although the City of Poway wanted the route moved and had reservations about the freeway ending in the city . There are no plans to construct the portion of SR 56 east of I @-@ 15 . Several arterial roads connect the eastern end of the SR 56 freeway with SR 67 , including Ted Williams Parkway , Twin Peaks Road , Espola Road (CR S5) , and Poway Road (CR S4) .

= = = Safety concerns = = =

The highway portion of SR 67 was popularly known as " Slaughterhouse Alley " because of the high number of fatal accidents . The road was widened in 1979 to add a shoulder and passing lane between the north end of the freeway and Poway Road . During the construction , there were concerns about speeding cars putting the construction workers in danger . The total cost was \$ 927 @, @ 000 (about \$ 4 @, @ 422 @, @ 000 in 2015 dollars) , and Asphalt Inc. performed the work .

The reputation of the highway continued into the early years of the 21st century . In 2000 , a \$ 1 million project (about \$ 1 @. @ 5 million in 2015 dollars) was authorized to widen the shoulders of the road , after there were 413 accidents and 15 fatalities on SR 67 from 1996 to 1999 . At this time , County Supervisor Dianne Jacob proposed expanding the highway portion to four lanes along the entire route . Following a safety initiative , including the involvement of law enforcement and trucking companies , accidents and fatalities both decreased by the end of 2001 . Accidents continued , however , and by November 2008 , electronic signs were installed to inform motorists of their speed , and another publicity campaign had been launched . The reduction from two lanes to one lane heading southbound just after a curve has been blamed for at least some of the accidents , with collisions resulting from cars " jockeying " to be ahead . Head @-@ on collisions are another source of crashes . Despite this , in 2009 Caltrans did not view the road as unsafe according to official metrics .

In May 2009 , the San Diego Association of Governments (SANDAG) announced that fixing SR 67 was number 17 on its priority list , resulting in an estimated 2030 completion of a four @-@ lane highway that would not be limited @-@ access . A month later , Caltrans and the California Highway Patrol agreed to take more efforts to educate the public about the safety issues . Signs were installed in 2010 to encourage drivers to practice safe driving habits ; from January 2007 to early December 2010 , twenty @-@ four people died from accidents on SR 67 . Following a March 2009 fatal crash , some of the survivors filed a lawsuit against Caltrans for negligence in maintaining and designing the highway , but the suit was decided in favor of the department . In a 2010 report , Caltrans suggested that two lanes could be added along the highway from I @-@ 8 to Dye Road in order to improve traffic flow .

= = = Further developments = = =

In 1983 , the Kassler Corporation was awarded a contract to renovate the interchange with I @-@ 8 for \$ 9 @. @ 1 million (about \$ 32 @. @ 7 million in 2015 dollars) . SR 67 from Poway Road to the Poway city limits was proposed to be widened in 1985 . There was a movement in 1987 to construct a northbound offramp at Woodside Avenue , due to traffic congestion at the Prospect Avenue offramp ; however , it was never built . Call boxes were installed on SR 67 in 1994 .

There was also a proposal in 2000 to renovate the interchange at Bradley Avenue . The next year , SANDAG approved the construction of a southern bypass of Ramona and widening from Vigilante Road to Dye Road for a cost of \$ 200 million as part of a 2030 transportation plan . The chairman of the Ramona Planning Group suggested calming traffic by using a roundabout instead of widening the highway .

The road 's guardrails and signs sustained damage in the 2003 Cedar Fire . That year , there were plans to widen Route 67 from Maplevue Street to Dye Road ; however , when threatened with a lawsuit from Save Our Forests and Ranchlands , SANDAG agreed to " reconsider " the project .

Traffic jams were prevalent on October 21 and 22 in 2007 , during the ongoing local wildfires and the evacuation of Ramona on the narrow road .

" Heavy construction " of SR 52 from SR 125 eastward to SR 67 began in February 2008 , after it had been delayed by funding issues that were finally resolved in 2006 with voter @-@ approved statewide transportation bonds . The interchange with SR 52 began to be constructed in mid @-@ June 2008 . Completion was scheduled for 2010 , but was delayed to early 2011 due to weather @-@ related delays . This new interchange opened to traffic on March 29 , 2011 . The cost of this project was \$ 525 million , funded with state and federal funds as well as TransNet county sales tax revenue .

= = Major intersections = =

Except where prefixed with a letter , postmiles were measured on the road as it was in 1964 , based on 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 County .