

= Interstate 805 =

Interstate 805 ( I @-@ 805 ) is a major north ? south Interstate Highway in Southern California . It is a bypass of I @-@ 5 , running roughly through the center of the Greater San Diego region from San Ysidro ( part of the city of San Diego ) near the Mexico ? U.S. border to near Del Mar. The southern terminus of I @-@ 805 at I @-@ 5 in San Ysidro is less than a mile north of the Mexican border . I @-@ 805 then traverses the cities of Chula Vista and National City before reentering San Diego . The freeway passes though the San Diego neighborhoods of North Park , Mission Valley , Clairemont , and University City before terminating at I @-@ 5 in the Sorrento Valley neighborhood near the Del Mar city limit .

Planning for I @-@ 805 began in 1956 , and the route was officially designated in 1959 before it was renumbered in the 1964 state highway renumbering . Starting in 1967 , the freeway was built in phases , with the northern part of the freeway finished before the southern part . I @-@ 805 was completed and open to traffic in 1975 . Named the Jacob Dekema Freeway after the longtime head of the regional division of the California Department of Transportation ( Caltrans ) , I @-@ 805 has been frequently cited for its complex engineering and architecture , including near I @-@ 8 on the Mission Valley Viaduct . Since then , several construction projects have taken place , including the construction of local and express lanes at the northern interchange with I @-@ 5 . High @-@ occupancy toll lanes are under construction on both the northern and southern portions of the route .

= = Route description = =

The route begins at I @-@ 5 near the Mexican border in a far south part of San Ysidro , a neighborhood of San Diego . As it starts its journey northward , it quickly has a junction with State Route 905 ( SR 905 ) before exiting the city of San Diego and entering Chula Vista . Within the past 20 years the freeway has delineated the apparent divide between rich and poor in the city of Chula Vista ; those on the eastern side of the freeway have been more affluent and have better schools compared to those on the western side . Just outside the city , I @-@ 805 meets County Route S17 ( CR S17 ) , also named Bonita Road , before coming to an interchange with SR 54 . The freeway then enters National City , where it intersects Sweetwater Road and Plaza Boulevard , before leaving the city and reentering the city of San Diego .

I @-@ 805 continues northward through San Diego , where it intersects SR 94 , the Martin Luther King Jr . Freeway . As the freeway continues through downtown San Diego , it meets SR 15 , the continuation of I @-@ 15 . It then intersects El Cajon Boulevard before passing under the Hazard Memorial Bridge that carries Adams Avenue . The bridge was named after Roscoe Hazard for his involvement in the construction of several roads and highways in Southern California . I @-@ 805 then travels on the Mission Valley Viaduct , a towering reinforced concrete viaduct built in 1972 , spanning over Mission Valley and the San Diego River . The viaduct is the top stack of the Jack Schrade Interchange over I @-@ 8 , which runs along the south side of Mission Valley and crosses underneath the viaduct perpendicularly , and is San Diego County 's only symmetrical stack interchange . The San Diego Trolley traffic also runs under the viaduct on the valley floor .

After intersecting SR 163 , also known as the Cabrillo Freeway , I @-@ 805 continues through suburban San Diego , where it meets SR 52 in Clairemont Mesa . North of SR 52 , it closely parallels I @-@ 5 near La Jolla , heading northwest . Passing under the Eastgate Mall arch bridge and entering Sorrento Valley , it finally meets its north end at I @-@ 5 . During the widening project which was completed in 2007 , I @-@ 5 at the I @-@ 805 merge was built to be 21 lanes wide . Eastbound SR 56 and Carmel Mountain Road are accessible via a parallel carriageway for local traffic heading northbound from I @-@ 805 ; traffic from SR 56 westbound can merge onto I @-@ 805 from the local bypass .

The route is officially known as the Jacob Dekema Freeway after Jacob Dekema , a pioneering force from California Department of Transportation ( Caltrans ) who helped shape the San Diego freeway system . It is also part of the California Freeway and Expressway System and the National

Highway System , a network of roads that are important to the country 's economy , defense , and mobility . In 2013 , I @-@ 805 had an annual average daily traffic ( AADT ) of 41 @,@ 500 at the southern terminus , and 262 @,@ 000 between Bonita Road and SR 54 , the latter of which was the highest AADT for the highway .

= = History = =

= = = Construction = = =

According to Dekema , planning for I @-@ 805 began in 1956 . The original routing for I @-@ 805 was approved as an Interstate Highway in July 1958 . It was added to the state highway system and the Freeway and Expressway System in 1959 as Route 241 . I @-@ 805 was expected to reduce traffic on what was then US 101 between Los Angeles and San Diego , when the former was opened . Route 241 was renumbered to Route 805 in the 1964 state highway renumbering , and I @-@ 5 was designated along the route from Los Angeles to San Diego . Further planning was underway in 1965 , with the goal to have the route built by 1972 , the federal highway funding deadline . This was to be the first freeway in the area with no prior road along its route that it would replace ; the goal was to provide a bypass around San Diego for those traveling to Mexico , and improve access for local residents . By June , houses along the route in the North Park area were being sold , as the land was needed for the first stretch of the freeway to be constructed . The next year , Dekema confirmed that the first portion of what was known as the Inland Freeway to be built would be between Home and Adams avenues .

In May 1967 , bidding began , after construction had been delayed by that of the I @-@ 5 and I @-@ 8 freeways , both of which had been given higher priority . This first portion would run from Wabash Boulevard to around Madison Avenue ( a distance of 3 @.@ 5 miles or 5 @.@ 6 kilometres ) , and the next portion would include the I @-@ 8 interchange . The R.E. Hazard and W.F. Maxwell Companies won the low bid of \$ 11 @.@ 7 million ( equivalent to \$ 150 million in 2015 ) in mid @-@ 1967 . The groundbreaking ceremony happened on September 25 at El Cajon Boulevard and Boundary Street . In August 1968 , the portion of I @-@ 805 from just south of I @-@ 8 to north of Friars Road , including the interchange with I @-@ 8 , was put up for bidding ; at a budgeted \$ 27 @.@ 5 million ( equivalent to \$ 327 million in 2015 ) , it was the most expensive job that the Division of Highways had ever put up for bid . The winning bid was \$ 20 @.@ 9 million ( equivalent to \$ 313 million in 2015 ) , and was awarded to R.E. Hazard Contracting Company and W.F. Maxwell Company .

Construction had begun on the viaduct by May 1969 ; in the meantime , National City was making plans for developing the freeway corridor with motels and restaurants , as well as a shopping center . In mid @-@ 1969 , bidding was to begin on 3 @.@ 2 miles ( 5 @.@ 1 km ) of I @-@ 805 from north of Friars Road to north of what was then US 395 , which would become SR 163 . Construction from J Street south to near San Ysidro was underway by September , when there were concerns that an order from President Richard Nixon to reduce federal construction projects by 75 percent might affect funding for the portion north of Friars Road . However , Governor Ronald Reagan lifted the associated freeze in construction at the state level a few weeks later . A month later , the contract for the portion between Friars Road and US 395 had been awarded for \$ 15 million ( equivalent to \$ 166 million in 2015 ) ; the portions between there and north of Miramar Road were in the planning phases , while construction continued south of I @-@ 8 to Wabash Boulevard . The 2 @.@ 4 @-@ mile ( 3 @.@ 9 km ) portion from SR 52 to Miramar Road had been contracted out to O.G. Sansome Company for \$ 5 @.@ 6 million ( equivalent to \$ 62 @.@ 1 million in 2015 ) by the end of 1969 . Meanwhile , \$ 4 million ( equivalent to \$ 44 @.@ 3 million in 2015 ) of state funding was spent in 1969 to find housing for those who were to be displaced by the freeway in San Ysidro .

By March 1970 , the original section between Home Avenue and near I @-@ 8 was almost finished . The Mission Valley portion extending north of US 395 , as well as from Otay Valley Road and J

Street in Chula Vista , were still under construction . The portion immediately north of US 395 was contracted to A.A. Baxter Corporation , E.C. Young , and Young and Sons , Inc. for \$ 7 @. @ 9 million ( equivalent to \$ 84 million in 2015 ) . On July 6 , the first section to begin construction was dedicated , and was to be opened from El Cajon Boulevard to Wabash Boulevard soon thereafter ; the rest of the section would not open until the Mission Valley interchange with I @- @ 8 was finished .

A second border crossing in the San Ysidro area was proposed near the Playas de Tijuana area , that would be accessible from I @- @ 805 , although another alternative was considered near Brown Field . A formal study on the matter was commissioned in August . However , this would have added \$ 10 million ( equivalent to \$ 106 million in 2015 ) to the cost of the freeway , and possibly delay it by up to 10 years ; furthermore , most traffic crossing the border was found to head to Tijuana and not Ensenada . Following this , the city of Chula Vista asked that the state proceed with the original plans to construct the freeway , even though it would pass through a San Ysidro neighborhood .

In September 1970 , bidding began for the final portion of the northern half of I @- @ 805 between Miramar Road and I @- @ 5 ; a month later , the segments between Home Avenue and SR 94 , and SR 54 to 12th Street had funding allocated . By the end of the year , Hazard , Maxwell , and Matich had submitted the low bid of around \$ 7 @. @ 2 million ( equivalent to \$ 76 @. @ 5 million in 2015 ) for the northernmost portion . The Chula Vista portion of the freeway from Main Street to L Street was completed in February 1971 ; by then , the estimated date for completing the entire freeway had slipped to 1975 from 1972 . By March , the projected completion date for the Mission Valley bridge was revised to July 1972 . A 102 @- @ home mobile home park was approved by the City Council a few weeks later to house those who were displaced by the freeway construction .

The portion of the freeway from Otay Valley Road to Telegraph Canyon Road opened during 1972 . On October 22 , several unconstructed portions of I @- @ 805 were partially funded , including from Chula Vista south past SR 75 , north of the completed Chula Vista portion to SR 54 , from SR 54 to Plaza Boulevard in National City , from there to SR 94 ( including the interchange with SR 252 ) , and from there to Home Avenue . Before the end of the year , the portion from SR 94 to Home Avenue entered the bidding phase ; Guy F. Atkinson Company won the contract for roughly \$ 9 @. @ 96 million ( equivalent to \$ 90 @. @ 9 million in 2015 ) in early 1972 . Following a request from the El Cajon City Council , March 19 was set aside as a Community Cycle Day for bicyclists to travel the newly finished freeway from El Cajon Boulevard to SR 52 , just before the freeway was to be dedicated the next day ; the entire Mission Valley Viaduct was open to traffic that month .

By the beginning of 1974 , I @- @ 805 was open north of Home Avenue , and from Otay Valley Road to Telegraph Canyon Road in Chula Vista ; five segments remaining were under construction , and the last segment was funded . The Imperial Avenue section of I @- @ 805 remained in the budget , despite revisions in response to the 1973 oil crisis . In late January , I @- @ 805 between SR 15 and SR 94 was opened to traffic , though not all of the ramps at the SR 94 interchange were operational . The connectors to SR 94 east were completed in March . The entire portion between SR 94 and Home Avenue cost \$ 10 @. @ 5 million ( equivalent to \$ 80 @. @ 9 million in 2015 ) . Construction between SR 94 and Imperial Avenue was well under way by December , at a cost of \$ 8 @. @ 5 million ( equivalent to \$ 65 @. @ 5 million in 2015 ) .

As the scheduled completion of the freeway neared , Mayor Tom Hamilton of Chula Vista expressed concerns regarding the predicted development of the I @- @ 805 corridor , and the decisions that the City Council would need to make regarding such plans . The portion south of Otay Valley Road cost \$ 15 million ( equivalent to \$ 107 million in 2015 ) , and the portion between Telegraph Canyon Road and Sweetwater Road cost \$ 12 million ( equivalent to \$ 85 @. @ 6 million in 2015 ) . The portion from there to Imperial Avenue was projected to cost \$ 10 @. @ 2 million ( equivalent to \$ 72 @. @ 7 million in 2015 ) . The dedication of the freeway took place on July 23 , 1975 , even though the freeway was not entirely finished , due to the desire to hold the ceremony during the summer . I @- @ 805 from Plaza Boulevard to Telegraph Canyon Road opened to traffic on July 28 , leaving the freeway complete except for the portion between Plaza Boulevard and SR 94 . While portions of the freeway were nearly ready for traffic , there were reports of motorists driving on the closed freeway , which the California Highway Patrol warned was illegal . On

September 3 , Dekema announced that the entirety of the freeway would open the next day as he made a final inspection of the unopened portion ; the total cost of the construction was \$ 145 million ( equivalent to \$ 1 @. @ 03 billion in 2015 ) . However , Dekema announced that there was no more state funding available to construct further roads for the short @-@ term .

= = = Recognition , artwork , and architecture = = =

The Mission Valley Viaduct was recognized by the American Society of Civil Engineers ( ASCE ) as the " Outstanding Civil Engineering Project for 1973 in the San Diego Area " ; it was designed to match the close @-@ by Mission San Diego de Alcalá with its columns that look similar to cathedral windows , and arch @-@ like shapes etched into the textured concrete . The viaduct was designed to span 3 @, @ 900 feet ( 1 @, @ 200 m ) , and use squared @-@ off support columns instead of traditional cylindrical supports . Octagonal columns were to be used on the ramps and the ends of the bridge . Over 600 tons of steel bars were to be used , and the bridge was constructed as high as 98 feet ( 30 m ) above I @-@ 8 . The Adams Avenue Bridge over I @-@ 805 was also recognized for its 439 @-@ foot ( 134 m ) span and two tapered supports on the ends of the bridge ; in 1968 , a Princeton University engineering professor asked for a copy of the design from Caltrans for educational purposes . The construction supervisor , in fact , compared the construction of this bridge to building a boat , and it was constructed from the middle outward rather than the conventional method of building from the ends inward . The span was designed to be 268 feet ( 82 m ) long , and 100 feet ( 30 m ) high .

Awards for the Eastgate Mall ( or Old Miramar Bridge ) came from the Federal Highway Administration , San Diego Highway Development Association , and Prestressed Concrete Institute Awards Program ; at the time , it was one of the first arch bridges in the state , and did not use traditional concrete pillars . The San Diego Union ( predecessor to the Union @-@ Tribune ) published a few freelance articles in 1984 about I @-@ 805 , complimenting the four @-@ level interchange with I @-@ 8 and the arch bridge at Eastgate Mall , while mentioning that subsequent inflation after their completion would have made such structures more difficult to build if they had been constructed later . Other artwork and architecture that was mentioned included the Wateridge development in Sorrento Valley , and the " Stargazer " building by Alexander Liberman that was lit with fluorescent colors at night .

However , not all forms of artwork along the highway were uncontroversial . In 1977 , there were several complaints regarding new billboards that were installed at the northern terminus of the highway , since they blocked the view of the coast . In 1981 , an illegal mural that was determined to be incomplete was discovered at the I @-@ 8 interchange ; while Caltrans discouraged the painting of such murals , they were impressed with the portion that had already been completed . Art Cole , the artist , stepped forward to the department , and was allowed to finish the mural of a desert highland sunrise ; following this , Caltrans made efforts to have other murals commissioned .

The San Ysidro Chamber of Commerce attempted to have I @-@ 805 named as the San Ysidro Freeway in 1976 . However , I @-@ 805 was named after Jacob Dekema in August 1981 , and ceremonies to mark the occasion occurred in February 1982 . The plaque honoring Dekema was installed in November at the Governor Drive interchange . Because of his efforts in designing I @-@ 805 , Ed Settle of Caltrans was given the Outstanding Civil Engineering Award from the ASCE ; he designed several other regional freeways , including SR 163 through Balboa Park and I @-@ 5 through San Diego .

= = = Expansion = = =

The construction of a " dual freeway " at the northern end of I @-@ 805 was discussed as early as 1989 , referring to the two carriageways needed for each direction of the freeway , resulting in four total . It would require drivers to use the new local lanes to access eastbound SR 56 from I @-@ 5 or I @-@ 805 . The project would allow for trucks to use the new lanes to assist in merging with traffic . However , it faced opposition from local residents , concerned about the loss of the view from

their homes , as well as environmentalists concerned about nearby wetlands . Further objections espoused the view that the congestion would continue to increase , regardless of what was done , and that the new road would be at capacity in a few years . The San Diego Association of Governments ( SANDAG ) funded the construction with \$ 110 million ( equivalent to \$ 168 million in 2015 ) in mid @-@ 2000 .

Construction of the " dual freeway " began in early 2002 , at a cost of \$ 182 million ( equivalent to \$ 266 million in 2015 ) . The northbound lanes were scheduled to open in February 2006 . The southbound lanes were completed in early 2007 . That year , a three @-@ year project began to allow robot controlled vehicles , including buses and trucks , to use a special lane . The intention is to allow the vehicles to travel at shorter following distances and thereby allow more vehicles to use the lanes . The vehicles will still have drivers since they need to enter and exit the special lanes . The system was designed by Swoop Technology , based in San Diego County .

Two years later , construction began on two auxiliary lanes on I @-@ 805 southbound from SR 54 to Bonita Road , to improve traffic flow at the SR 54 interchange . In 2010 , Caltrans proposed adding high @-@ occupancy toll express lanes between SR 15 and East Palomar Street in Chula Vista . The California Transportation Commission ( CTC ) awarded \$ 100 million for the work in June 2011 , which would be split into two phases at the interchange with SR 54 . Work is also underway to add two HOV lanes between SR 52 and Mira Mesa Boulevard ; this project also received \$ 59 @. @ 5 million from the CTC in September 2011 . Meanwhile , SANDAG made arrangements to purchase the SR 125 toll road and reduce the tolls , which was hoped to encourage commuters to take that road instead of I @-@ 805 and reduce congestion ; this would then enable Caltrans to construct two managed lanes instead of the original four .

In February 2013 , construction began on the northern HOV lanes ; the project is expected to cost \$ 86 million . By May , construction on the Palomar Street direct access ramps had begun , and the Carroll Canyon Road ramps were almost finished . The northern project is expected to be complete in 2015 , and the southern express lanes opened in March 2014 at a cost of \$ 1 @. @ 4 billion , with an option to expand them into two lanes in each direction , and a proposed direct ramp to the express lanes . A 2012 Caltrans report proposed adding four managed lanes along the entire length of the highway . Construction on HOV lanes from SR 905 to SR 15 is planned for 2016 .

= = Exit list = =

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 .