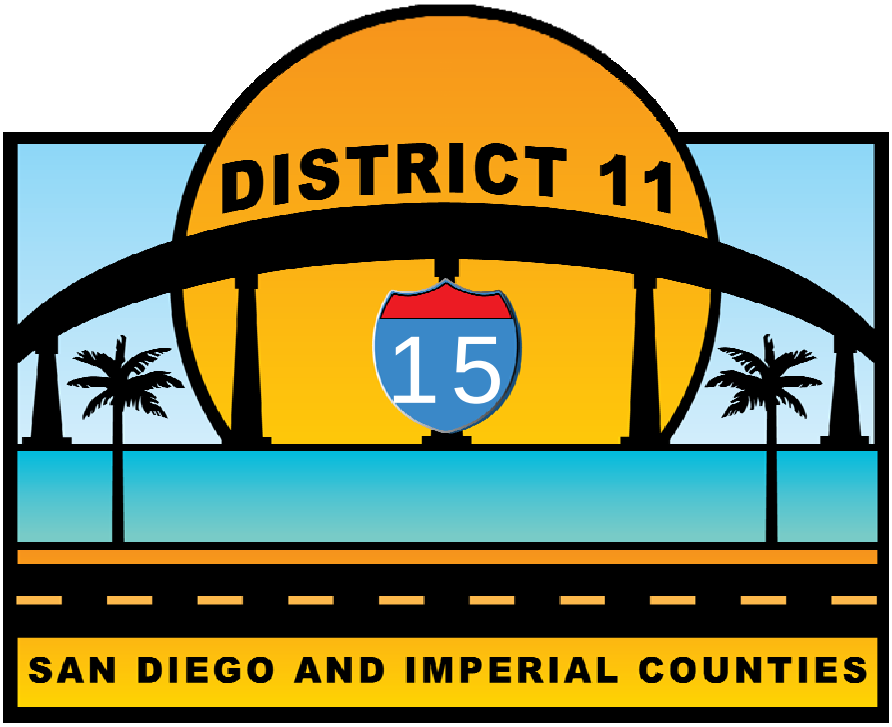

INTERSTATE-15
TRANSPORTATION CONCEPT SUMMARY

This Transportation Concept Summary (TCS) for Interstate 15 in District 11 serves as an analysis tool and conceptual long-range guide for future investment decisions in the transportation corridor.

DISCLAIMER

The information and data contained in this document are for planning purposes only and should not be relied upon for final design of any project. Any information in this TCS is subject to modification as conditions change and new information is obtained. Although planning information is dynamic and ever-changing, the District 11 Planning Division makes every effort to ensure the accuracy and timeliness of the information contained in the TCS. The information in the TCS does not constitute a standard, specification, or regulation, nor is it intended to address design policies and procedures. If you encounter information that you deem to be inaccurate or unreliable, please contact Kim.Sturmer@dot.ca.gov or at 619-688-6967.

CALIFORNIA DEPARTMENT OF TRANSPORTATION
PLANNING DIVISION
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DISTRICT 11

DRAFT

I-15 Transportation Concept Summary
November 2008

CORRIDOR PURPOSE

Interstate 15/State Route 15 (I-15/SR-15) is a principal north/south freeway serving the inland portion of San Diego County, providing movement of commuter, regional, and interregional traffic (For discussion purposes, I-15/SR-15 will be identified as I-15 for the rest of this report). I-15 serves as an interregional route for travel and goods movement by linking the San Diego metropolitan area with Mexico to the south, and the Riverside/San Bernardino area to the north, continuing in a northeasterly direction to Las Vegas. I-15 serves regional travel needs by serving the Cities of San Diego, San Marcos, Poway, Escondido, and the unincorporated communities of Bonsall, Fallbrook and Rainbow. I-15 is a heavily utilized commuter route providing access to the growing residential communities of Tierrasanta, Mira Mesa, Scripps Ranch, Rancho Penasquitos, Sabre Springs, Carmel Mountain Ranch, Poway, Escondido, and Rancho Bernardo. I-15 bisects the Marine Corps Air Station Miramar and links major employment centers located in Kearny Mesa and the Miramar area, as well providing a connection to the 32nd Street Naval Station. The route interconnects with major District 11 freeways including I-5, SR-94, I-805, I-8, SR-52, SR-163, SR-56, SR-78 and SR-76.

CORRIDOR NEEDS

Most of the I-15 corridor currently operates at unacceptable levels of service during peak periods, and this congestion is expected to increase in the future if no improvements are made. The Average Daily Traffic (ADT) on the corridor currently ranges from 170,000 to 290,000 vehicles, with daily commute delays ranging from 30 to 45 minutes. Projected volumes are expected to approach 380,000 vehicles per day by the year 2020, with commute delays ranging from 80 to 90 minutes if no transportation improvements are implemented. In addition, binational trade between the U.S. and Mexico has increased steadily since the passage of the North American Free Trade Act in 1994, and this continued increase in trade will cause an increase in the number of trucks traveling the I-15 corridor.

There are currently limited travel alternatives in the I-15 corridor. There are no continuous arterial routes parallel to I-15, and there is a lack of high-speed transit service on the corridor. Existing transit routes on local streets operate at or near capacity. These local transit trips are slow and usually require multiple transfers. Because of this, I-15 is subject to additional delays during rainy days, incidents, or special events.

Projected population and employment growth in the San Diego region will result in additional travel demand on the I-15 corridor. By the year 2030, population growth and employment growth in the areas surrounding the I-15 corridor is expected to reach 31% and 25%, respectively. In particular, growth along the I-15 corridor from

Escondido to Riverside County is expected to be higher than the San Diego regional average.

CORRIDOR ANALYSIS

Improvements are needed in the I-15 corridor to improve the mobility of people and freight and to improve accessibility to major employment and other regional activity centers.

Caltrans District 11 developed the *Interstate 15 Project Report* in February 2003 that identified freeway improvements in the I-15 corridor from the SR-163 Interchange at Marine Corps Air Station Miramar to SR-78 in Escondido. The concept of Managed Lanes is to operate a "freeway within a freeway" in the Project Report area. The lanes are considered managed since they allow the flexibility to alter lane configurations through the use of a moveable barrier, improving freeway capacity for HOV and transit users in the peak direction. The proposal is to develop the lanes with the latest technologies that would maintain proper flow rates, sense problems, make adjustments at necessary locations and keep travelers informed of their choices. The Managed Lanes are being constructed mostly within the existing freeway median, though some outside widening is required. The concept is to allow entry and exit openings at two-to three-mile intervals into the managed lanes, with preference given to High Occupancy Vehicles (HOV), such as buses and carpools. SANDAG's I-15 FasTrak Program, which allows Single Occupant Vehicles (SOV) to access HOV lanes for a fee, will be expanded to include the Managed Lanes as each segment becomes operational. As the managed lanes reach capacity, sensors will close off SOV access by relaying pre-programmed information to changeable message signs; in the future, the message could be relayed directly into approaching vehicles.

The I-15 Managed Lanes is being constructed in three segments. The first segment, also known as the Middle segment, is scheduled to open between State Route 56 and Centre City Parkway at the end of 2008. In addition, construction has recently begun on the second segment, also known as the South segment, stretching between State Route 56 and State Route 163. The final segment, known as the North segment, spans five miles from Centre City Parkway in Escondido to just south of the SR-78/I-15 interchange. Construction of the North segment is scheduled to begin in fall of 2008. Both the South and the North segments are scheduled to be completed in 2012. A movable center barrier inside the I-15 Managed Lanes will allow for up to three Managed Lanes in the peak direction. Carpools and FasTrak users will be able to enter and exit the Managed Lanes from the main freeway lanes at approximately seven access points along I-15.

A BRT system will operate in the I-15 Managed Lanes by 2012. Transit stations and park-and-ride lots will be located along I-15 and connected to the Managed Lanes via direct access ramps. BRT buses, carpoolers, motorcycles, permitted 'clean air access' vehicles, and FasTrak customers will be able to access the Managed Lanes through these direct access ramps in addition to the regular freeway on-ramps.

In additional to the aforementioned I-15 Managed Lanes project, in April 2008 Caltrans District 11 developed a Project Study Report-Project Development Support (PSR-PDS) document to address the addition of HOV lanes and viable BRT options on I-15 between SR-94 and SR-163. Besides the HOV lanes, a variety of BRT alternatives is currently under study and include:

- Alternative 2 - Median bus lane with at-grade center platform stations, contraflow operation and grade-separated crossovers
- Alternative 9 - Median bus lane with at-grade offset side platform stations
- Alternative 12 - Shoulder bus lane with shoulder stations
- Alternative 16 - Shoulder bus lane with ramp stations

HOV configurations and BRT alternatives will be further investigated and evaluated in the Project Approval/Environmental Document (PA/ED) phase of this project.

CORRIDOR MOBILITY IMPROVEMENT ACCOUNT

The Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006, approved by the voters as Proposition 1B on November 7, 2006, includes a program of funding from $4.5 billion deposited in the Corridor Mobility Improvement Account (CMIA). The funds in the CMIA are available to the California Transportation Commission (CTC), upon appropriation in the annual Budget Act by the Legislature, for allocation for performance improvements on the State highway system or major access routes to the State highway system.

To include a project in the CMIA program, the CTC must find that it improves mobility in a high congestion corridor by improving travel times or reducing the number of daily vehicle hours of delay, improves the connectivity of the State highway system between rural, suburban, and urban areas, or improves the operation or safety of a highway or road segment. The project must also improve access to jobs, housing, markets, and commerce. The project can commence construction no later than December 31, 2012.

The CTC expects Caltrans and regional agencies to preserve the mobility gains of urban corridor capacity improvements over time and to describe how they intend to do so in project nominations. In selecting projects for funding under the CMIA program, the CTC intends to balance improvements to mobility in highly congested urban corridors, and improvements to mobility and connectivity in interregional State highway corridors.

CMIA funding was approved for the I-15 Managed Lanes between SR-163 and SR-56 in February 2007.

CORRIDOR SYSTEM MANAGEMENT PLAN

For urban corridor capacity improvements, the Commission intends to give priority to projects where there is a Corridor System Management Plan (CSMP) in place to preserve corridor mobility or where there is a documented regional and local

commitment to the development and effective implementation of a CSMP, which may include the installation of traffic detection equipment, the use of ramp metering, operational improvements, and other traffic management elements as appropriate.

The purpose of the CSMP for I-15 is to provide a comprehensive strategy for managing, operating, and improving the I-15 corridor, as well as to provide a timeframe for prioritizing improvements and resources based on current and future performance. The I-15 CSMP corridor is not the entire route, but is defined as I-15 from SR-78 to I-8, SR-15 from I-8 to SR-94, and SR-94 from SR-15 to I-5, along with adjacent major parallel arterials and other modal systems. The description and analysis of the I-15 Managed Lanes CMIA project is included in the CSMP, however, the primary focus of the CSMP is to provide a comprehensive corridor improvement strategy that will ultimately result in optimized performance of the corridor.

The I-15 CSMP utilizes a multi-disciplinary, multi-functional approach to coordinate and synthesize information. Coordination efforts include many functional areas within the District, including but not limited to Planning, Traffic Operations, Maintenance, and Program Management. These efforts also extend to the local jurisdictions and the County, as well as to the San Diego Association of Governments (SANDAG), the region's Metropolitan Planning Organization (MPO).

Four separate documents bundled together constitute the I-15 CSMP: the I-15 Corridor System Management Plan Summary, the I-15 System Management Plan, the I-15 Managed Lanes Operations (MLOPS) Plan, and the I-15 Managed Lanes Traffic Incident Management (TIM) Plan. The latter two documents were approved by the California Transportation Commission (CTC) in April 2007, allowing the I-15 Middle Segment project to move forward.

The recommended corridor improvements presented in this document are consistent with the proposed improvements recommended in the aforementioned corridor studies and reports.

CORRIDOR TRAFFIC

I-15 will be experiencing an increase in traffic in the future. This increased traffic will lead to higher levels of congestion unless corridor improvements are developed. The following table shows existing and future traffic conditions for 1-15. For traffic analysis purposes, I-15 is examined in 47 segments.

Existing and Future Average Weekday Traffic

LOCATION	2007 AWDT[1]	2007 LOS[2]	2030 AWDT[3]
I-5 to National Avenue	117,700	E	119,400
National Avenue to Ocean View Boulevard	117,700	E	119,400
Ocean View Boulevard to Imperial Avenue	117,700	E	125,230
Imperial Avenue to Market Street	123,200	D	125,230
Market Street to SR-94	124,300	D	136,040
SR-94 to I-805	108,800	C	132,610
I-805 to Wightman Street	172,000	D	191,420
Wightman Street to University Avenue	172,000	D	175,190
University Avenue to Orange Avenue	169,900	D	173,150
Orange Avenue to El Cajon Boulevard	169,900	D	173,150
El Cajon Boulevard to Meade Avenue	168,800	D	198,280
Meade Avenue to Adams Avenue	168,800	D	187,820
Adams Avenue to I-8	176,400	D	217,140
I-8 to San Diego Mission Road	229,600	F	235,500
San Diego Mission Road to Friars Road	229,600	F	235,500
Friars Road to Aero Drive	242,600	F	241,900
Aero Drive to Balboa Avenue/Tierrasanta Boulevard	207,000	E	207,820
Balboa Avenue/Tierrasanta Boulevard to Clairemont Mesa Boulevard	188,700	D	202,400
Clairemont Mesa Boulevard to SR-52	179,000	D	216,200
SR-52 to SR-163	202,600	E	243,390
SR-163 to Miramar Way	325,900	F	412,350
Miramar Way to Pomerado Road	321,500	F	408,850
Pomerado Road to Carroll Canyon Road	297,400	F	384,470
Carroll Canyon Road to Mira Mesa Boulevard	288,100	F	379,000
Mira Mesa Boulevard to Mercy Road/Scripps Poway Parkway	278,500	E	380,730
Mercy Road/Scripps Poway Parkway to Poway Road	265,700	E	361,700
Poway Road to SR-56	233,700	F	324,190
SR-56 to Carmel Mountain Road	248,500	F	365,100
Carmel Mountain Road to Camino del Norte	241,100	E	352,220
Camino del Norte to Bernardo Center Drive	239,000	F	352,490
Bernardo Center Drive to Rancho Bernardo Road	231,700	F	310,120
Rancho Bernardo Road to Pomerado Drive/West Bernardo Drive	228,500	F	327,600
Pomerado Drive/West Bernardo Drive to Via Rancho Pkwy/Bear Valley	245,300	F	365,160
Via Rancho Parkway/Bear Valley to Centre City Parkway	223,400	F	346,360
Centre City Parkway to Gamble Lane/Citracado Parkway	196,400	E	304,520
Gamble Lane/Citracado Parkway to 9th Avenue	199,400	E	302,510
9th Avenue to Valley Parkway	192,100	E	298,380
Valley Parkway to SR-78	205,600	F	289,610
SR-78 to EI Norte Pkwy	134,400	C	216,020
EI Norte Pkwy to Centre City Pkwy	119,100	C	197,460
Centre City Pkwy to Deer Springs Rd	125,200	C	207,800
Deer Springs Rd to Gopher Canyon Rd	126,500	D	221 820
Gopher Canyon Rd to Old Hwy 395	124,400	D	227,910
Old Hwy 395 to SR-76/Pala Rd	121,600	D	222,000
SR-76/Pala Rd to Mission Rd	128,100	D	232,230
Mission Rd to Rainbow Valley Blvd	138,700	D	254,610
Rainbow Valley Blvd to Riverside Co Line	138,600	D	254,470

[1] 2007 AWDTs derived from Caltrans District 11 Traffic Census Branch AADTs.
[2] 2007 Level of Service (LOS) is based on sketch level planning analysis and is not to be used for design purposes.
[3] 2030 AWDTS are from the SANDAG Regional Transportation Model.

PROJECT INITIATION DOCUMENT INFORMATION - CORRIDOR AND SYSTEM COORDINATION

The southern terminus of SR-15 is the junction of I-5 in the City of San Diego, just north of National City. SR-15 extends north for 6.8 miles (10.9 kilometers) to the junction of I-8, where it becomes I-15. In San Diego County, I-15 extends north for 47.7 miles (76.8 kilometers) through the City of Escondido to the Riverside County Line/District 8 boundary. The route continues north through Corona, bypassing San Bernardino, then turns northeast to pass through Las Vegas, Nevada; Salt Lake City, Utah; Pocatello, Idaho; and Butte, Montana before joining Alberta Highway 4 at the U.S./Canadian International Border.

Then signed U.S. 395, I-15 was added to the State Highway System in 1931 and to the California Freeway and Expressway (F&E) System in 1959. The route from I-8 to the Riverside County line was added to the Interstate Highway System in 1969. From I-5 to I -8, the route was made part of the non-chargeable interstate system in 1984. The entire 54.5-mile length of 1-15 in San Diego County is included in the National Highway System (NHS).

Functional classification is the process by which streets and highways are grouped into classes, or systems, according to the character of service they are intended to provide. Functional classification is used in planning highway systems, determining jurisdictional responsibility, developing fiscal planning and determining eligibility for Federal-aid funding.

The current Federal functional classification of I-15 from I-5 (P.M. R0.0) to Mead Avenue (P.M. M5.2) is "Urban-Other Freeway or Expressway." The portion from Meade Avenue to the Urban/Rural limit at Deer Springs Road (P.M. R36.7) is classified as "Urban-Interstate." The portion from Deer Springs Road to the Urban/Rural limit at the Pala Mesa Drive overcrossing (P.M. R47.2) is classified as “Rural-Interstate”. From Pala Mesa Drive overcrossing to the Urban /Rural limit 0.74 miles north of Stewart Canyon Road (P.M. R49.6), I-15 is classified as “Urban-Interstate”. The remaining portion of the route in San Diego County from 0.74 mile north of Stewart Canyon Road to the Riverside County Line (P.M. R54.3) is classified as “Rural-Interstate”.

The I-15 corridor is included into the International Border Trade Corridors (IBTC), a Caltrans District 11 designated system comprised of routes of statewide significance to facilitate and increase trade, ensure safe cross-border trucking, and to improve the multimodal transportation network leading to the major international border crossings. The system includes both highway and rail intended to provide for the movement of both goods and people.

The entire portion of I-15 is included under the Interregional Road System (IRRS) and has been designated as "high emphasis." The IRRS was identified in 1989 as part of the legislation that serves the interregional movement of people and goods; the 1998 Interregional Transportation Strategic Plan (ITSP) supersedes the prior 1990 Plan required by the 1989 legislation. The inclusion of the interstate as a high emphasis

route highlights its critical importance to interregional travel.

All of I-15 is designated as a Surface Transportation Assistance Act (STAA) National Network (NN) Route.

In accordance with the Truck Kingpin-to-Rear-Axle Length State Highway System Evaluation Report of December 1989, all of I-15 has been identified as geometrically adequate for use by truck tractor-semitrailer combinations having a 40 foot kingpin-to-rear-axle length.

The I-15 corridor is included in the Intermodal Corridors of Economic Significance (ICES) System. The system is composed of California's major seaports and airports and a network of National Highway System routes and National Highway System Connectors that link these intermodal facilities most directly, conveniently and efficiently in time and distance to intrastate, interstate, and international markets.

The portion of I-15 from SR-76 (P.M. 46.3) to the Riverside County line (P.M. 54.3) is in the California State Scenic Highway System and is eligible to be designated as an official State Scenic Highway. The program is used to protect and preserve highways in areas of outstanding natural beauty.

The entire length of I-15 in San Diego County is included in the Statewide List of Lifeline Routes. A lifeline route is critical to emergency response activities of a region or the state and must remain open immediately following a major earthquake, thus preplanning for detour and/or expeditious repair and reopening must guarantee through movement of emergency response activities.

SANDAG's November 2007 RTP includes the following corridor improvements under the Revenue Constrained Plan, the Reasonably Expected Revenue scenario, and the Unconstrained Needs Network:

Highway Scenarios

LOCATION	REVENUE CONSTRAINED	REASONABLY EXPECTED	UN-CONSTRAINED
I-5 to SR-94	6F	6F	8F + 2HOV
SR-94 to SR-163	8F + 2HOV	8F + 2HOV	8F + 2HOV
SR-163 to SR-56	10F + 4ML/MB	10F + 4ML/MB	10F + 4ML/MB
SR-56 to Centre City Pkwy	10F + 4ML/MB	10F + 4ML/MB	10F + 4ML/MB
Centre City Pkwy to SR-78	8F + 4ML	8F + 4ML	8F + 4ML
SR-78 to Riverside Co. Line	8F	8F +4T	8F +4T

F = Freeway Lanes
HOV = High Occupancy Vehicle Lanes
ML/MB = Managed Lanes/Movable Barrier
T = Toll Lanes

HOV Connectors

LOCATION	REVENUE CONSTRAINED	REASONABLY EXPECTED	UN-CONSTRAINED
I-805, N to N and S to S	Y	Y	Y
SR-94, E to N and S to W	Y	Y	Y
SR-52, W to N and S to E	N	N	Y
SR-163, N to N and S to S	N	N	Y
SR-56, E to N and S to W	N	N	Y
SR-78, E to S and N to W	N	Y	Y

Freeway Connectors

LOCATION	REVENUE CONSTRAINED	REASONABLY EXPECTED	UN-CONSTRAINED
SR-56, N to W	N	N	Y

RECOMMENDED CORRIDOR IMPROVEMENTS

There are many types of improvements planned for I-15, both highway and transit-related. Improvements are from the 2008 State Transportation Improvement Program (STIP), the 2008 State Highway Operation and Protection Plan (SHOPP), the District 11 Project Information Reporting System (PIRS), the District 11 2007 Ten-Year SHOPP Needs Plan, the most recent Status of Projects, and the District 11 Planning Division.

Freeway Corridor Improvements

The following table shows recommended major freeway improvements for I-15.

POST MILE	LOCATION	IMPROVEMENT DESCRIPTION[1]
0.0 -2.2	I-5 to SR-94	Add 2 Main Lanes and 2 HOV Lanes
2.2 -12.1	SR-94 to SR-163	Add 2 HOV Lanes
12.1 -19.4	SR-163 to SR-56	Add 2 Main Lanes and 4 Managed Lanes[2]
19.4 27.6	SR-56 to Centre City Pkwy	Add 2 Main Lanes and 4 Managed Lanes[2]
27.6 -31.5	Centre City Pkwy to SR:-78	Add 4 Managed Lanes
31.5 -54.3	SR-78 to Riverside Co. Line	Add 4 Toll Lanes

[1] All improvements included in TransNet2 except the toll lanes from SR-78 to Riverside Co. line.

[2] Managed Lanes with Movable Barrier.

HOV connectors should be provided at the following locations on I-15:

INTERCHANGE	MOVEMENT
I-805	North to North and South to South
SR-94	East to North and South to West
SR-52	West to North and South to East
SR-163	North to North and South to South
SR-56	East to North and South to West
SR-78	East to South and North to West

A northbound to westbound freeway connector should also be provided at the I-15/SR-56 interchange

The following table shows 2008 STIP, 2008 SHOPP and PIRS projects for I-15.

POST MILE	LOCATION	IMPROVEMENT DESCRIPTION	SOURCE/PHASE
0.0 - M4.7	Various	Storm Water Mitigation	PIRS/PA&ED
0.4 - M4.0	Main St to 0.4 mi south of Landis St	Pavement Rehabilitation	PIRS/PSR
0.4 - 0.5	SR-15/Harbor Dr/Main St	Grade Separation Improvements	PIRS/PA&ED
0.4 - M19.6	Various	Upgrade Exit Signs	PIRS/PA&ED
1.6 - 2.2	0.2 mi south of Market St to SR-94	Construct Murals	PIRS/PSE
1.8 - R6.9	Market Street Undercrossing to Murphy Creek Bridge	Clean and Treat Bridge Deck with Methylcrylate and Replace Joint Seals	PIRS/PSE
2.2 - M11.9	SR-94 to SR-163	Bus Rapid Transit Stations on the Managed Lanes (Oversiqht)	PIRS/PSE
M4.4 - M4.8	Landis St to Polk-Orange Ave Tunnel	Pedestrian/Bike Facilities and Landscaping	PIRS/PA&ED
R8.4	Aero Drive	Slope Erosion Repair	2008 SHOPP/FY 2011-2012
M13.2 - M16.8	0.1 mi south of Miramar Way to 0.5 mi north of Mira Mesa Blvd	Landscaping Mitigation	PIRS/PSE
M21.4 - M24.2	0.5 mi south of Camino del Norte to 0.5 mi north of Rancho Bernardo Rd	Construct Freeway and Interchange Improvements	PIRS/PSE
M21.9 - M23.9	Camino del Norte to 0.2 mi north of Rancho Bernardo Rd	Required Mitigation Planting	PIRS/PSE
M23.9 - M26.2	0.2 mi north of Rancho Bernardo Rd to Lake Hodges Bridge	Required Mitigation Planting	PIRS/PSE
M26.0 - M26.7	Pomerado Rd to 0.2 mi south of Via Rancho Pkwy	Bicycle and Pedestrian Bridge	PIRS/PSE
M26.1 - R31.5	0.1 mi south of Lake Hodges Bridge to SR-78	Required Mitigation Planting	PIRS/PSE
M26.2 - R28.0	Lake Hodges Bridge to 0.2 mile north of Clarence Lane Undercrossing	Required Mitigation Planting	PIRS/PSE
R30.2 - R30.5	0.1 mile north of Ninth Avenue Undercrossing to SR-78	Required Mitigation Planting	PIRS/PSE
R42.7 - R46.1	0.4 mile south of Old Highway 395 to 0.2 mile south of SR-76	Pavement Rehabilitation (Lane Replacement)	PIRS/PSR
R45.9	San Luis Rey River Bridge	Replace Aluminum Joint Seals	PIRS/PSE
R51.4 - 54.3	0.4 mi north of Mission Rd to 0.2 mi north of Rainbow Valley Blvd	Construct Infiltration Devices and Bioswales	2008 SHOPP/FY 2010-11

PSR = Project Study Report
PSE = Plans. Specifications and Estimates
PA&ED = Project Approval and Environmental Document

The following table shows 2007 10-Year SHOPP Needs Plan Projects for I-15.

POST MILE	LOCATION	IMPROVEMENT DESCRIPTION	CATEGORY/FISCAL YEAR
0.0 - 54.3	Various	Upgrade 375 signs (materials and exit #s) and Overhead Lighting to Inductive Technology	Roadway Preservation 2011/2012
0.4 - 4.0	Main St to 0.4 mi south of Landis St	Rehabilitate roadway (PCC pavement grinding)	Roadway Preservation 2011/2012
0.4 - 10.0	Main St to Clairemont Mesa Blvd	Construct Curb Ramps	Emergency and Mandated 2013/2014
17.8	Los Penasquitos Creek	Strengthen bridge	Bridge Preservation 2010/2011
27.5 - 28.9	Centre City Pkwy to Felicita Rd	Construct southbound auxiliary lane	Mobility 2014/2015
R29.1 - R30.8	Citracado Parkway to Valley Parkway	Construct northbound and southbound auxiliary lanes	Mobility 2009/2010
30.1 - 30.6	9th Ave to Valley Pkwy	Construct southbound auxiliary lane	Mobility 2014/2015
30.6 - 31.3	Valley Pkwy to SR-78	Braid connector and exit ramp	Mobility 2017/2018
31.0 - 43.0	SR-78 to Old Hwy 395	Rehabilitate roadway (PCC pavement grinding, slab replacement, ramp rehabilitation)	Roadway Preservation 2015/2016
31.3 -33.6	SR-78 to Country Club Ln	Replace planting/Upgrade irrigation	Roadside Preservation 2013/2014
Various	Various	Repair/replace culverts	Roadway Preservation 2011/2012,2014/15,2015/2016
Various	Various	Upgrade Lighting	Mobility 2008/2009
Various	Various	Bridge rail upgrade, rehabilitation and seismic retrofitting	Bridge Preservation 2009/2010,2010/2011, 2015/2016

Transit Improvements

Long range transit planning improved in 2001 when SANDAG, the Metropolitan Transit Development Board (MTDB), the North County Transit District (NCTD), Caltrans, local jurisdictions, and a 50-member City Advisory Committee developed the Regional Transit Vision (RTV). The RTV provided for a transit network that is fast, flexible, reliable, safe and convenient. The RTV emphasized the integration of public transportation and local land uses by developing new higher speed routes, spacing transit stations further apart, and providing priority treatments on highways and arterials to attain higher speeds and make transit more competitive with automobile travel.

The RTV has established the framework for more refined analysis and development of future transit improvements. A key component of viable transit in the San Diego region is the integration of transit and roadways. Competitive transit service must be able to operate in congestion-free lanes. The San Diego region will include an extensive network of Managed/HOV lanes on the highway system designed to accommodate transit services, as well as carpools, vanpools, and fee-paying FasTrak

patrons. In addition, arterial improvements will include transit priority treatments and Intelligent Systems technologies designed to enhance transit headways. There will also be further development of major transit capital projects, such as transitways, double tracking, direct access ramps, and grade separations as well as additional operational funding for expanded transit services.

The Regional Transit Plan included in the 2007 SANDAG RTP documents many of the key elements necessary for implementing a strong system design that maximizes regional mobility needs.

Both the Metropolitan Transit System (MTS) and the County of San Diego operate express bus services along the I-15 corridor. Current transit service operating on I-15 includes MTS Routes 20, 210, 320, 810, 820, 850, 860 and 960. Greyhound also provides intercity bus service, with a major stop in Escondido, before continuing north into Riverside County. Currently planned with the I-15 Managed Lanes project are five Bus Rapid Transit (BRT) stations, accessible to I-15 by Direct Access Ramps (DARs). The BRT stations will provide parking for transit users and carpoolers that will be connected to the managed lanes by DARs, allowing buses and HOVs to quickly bypass freeway onramps. Three BRT stations are under construction in the Middle Segment at South Escondido (Del Lago), Rancho Bernardo and Sabre Springs. The other two Managed Lanes BRT stations will serve Escondido in the North Segment and Mira Mesa in the South Segment. BRT alternatives for the Mid-City portion of I-15 from SR-94 to I-8 are currently under study. The proposed BRT service on the corridor will add MTS Routes 399, 470, 610 and 680 and modify MTS Routes 210 and 350.

Other Transportation Improvements

Bicycle riders and pedestrians have a legal right to access most public roads in California. While pedestrians are prohibited from virtually all freeways, bicycles are permitted on the outside shoulders of nearly 25 percent of all freeways located within the state. The legal authority to prohibit bicycle and pedestrian use from freeways and expressways is specified in the California Vehicle Code section 21960.

The Regional Transportation Plan (RTP) identifies the I-15 transportation corridor as an important route for intercommunity bicycle travel. Generally, north-to-south bicycle travel within the corridor is furnished primarily on parallel arterials. Specifically, there is an existing Class I two-way bike path along the east side of I-15 which connects near Mira Mesa Boulevard, crosses Scripps Poway Parkway on the east side of I-15, then terminates at Poway Road. There is also an existing (and recently completed) Class I two-way bike path that begins at Sabre Springs Parkway (east of I-15), traverses east-to-west along the south side of SR-56, then terminates just east of I-5 in Carmel Valley.

There are two additional Class I two-way bike paths scheduled to be built; one is located under Los Penasquitos Creek Bridge, and the other (currently under construction and due to be completed in March, 2009) is located parallel to and west of I-15 and spans Lake Hodges.

There are additional identified bikeway improvement needs within the I-15 corridor. One includes restoring the severed bicycle connection between Adams Avenue and Camino del Rio South. The other is to provide safety improvements along Kearny Villa Road. Also, several Drop Access Ramp (DAR) structures and BRT stations of the Managed Lanes Project are being designed to improve bike and pedestrian movement. Most buses within the I-15 corridor are furnished with bike racks for bicycle riders who augment their trip using transit.

There are two contiguous segments of I-15 (which together are under two miles in length) where one-way bicycle travel is permitted on the northbound and southbound outside freeway shoulders. One segment extends from Pomerado Road/West Bernardo Drive across the Lake Hodges to Via Rancho Parkway. The other extends from via Rancho Parkway to Center City Parkway.

Currently, however, and while the I-15 Managed Lanes Project is under construction, a northbound bicycle rider entering the I-15 freeway shoulder at Pomerado Road/West Bernardo Drive must cross Lake Hodges, then exit the I-15 shoulder into San Dieguito River Park adjacent to I-15, and continue northward to Sunset Drive/Via Rancho Parkway. The next freeway segment is also closed, so the bicycle rider must go east on Via Rancho Parkway, or use the detour to continue north (Via Rancho Parkway, to Felicita Road, to Clarence Lane, then to Centre City Parkway, to Citracado Parkway.) The same detour is used for southbound bicycle traffic, but the I-15 southbound entrance at Via Rancho Parkway is opened for bikes to Pomerado Road/West Bernardo Drive.

DEVELOPMENT REVIEW

Caltrans District 11 Development Review staff in the Planning Division review federal, state, and local planned or proposed development activities that have the potential to impact state transportation facilities or other resources under Caltrans' jurisdiction, and recommend conditions of project approval that eliminate those impacts or reduce them to a level of insignificance. Typically, this involves the review of development proposals in which Caltrans is either a responsible (permitting) or commenting (reviewing) agency, but has no discretionary approval power over the project other than permit authority. Development Review staff work cooperatively with local lead agencies and developers in determining the type and level of mitigation needed to offset project impacts. They are also responsible for identifying other functional areas within District 11 that are affected by the proposal, and coordinating the circulation of appropriate documents with other functional areas for review and comment.

Based on the Caltrans Traffic Impact Study (TIS) guidelines, a 1,000 Average Daily Traffic (ADT) threshold size triggers the need for developers to prepare a traffic study for their project. The following information generally includes projects for which an Environmental Document, a Specific Plan, or a Master Plan has been or will be prepared. There are currently 66 potential major development projects within or adjacent to the I-15 corridor that will generate over 428,184 ADT. There may be an additional number of smaller development projects that may have additional cumulative impacts on traffic in the corridor. Due to uncertainties associated with

future demographic, socioeconomic, and political climates, the scale of development may be subject to change. Changes in land use prompting rapid commercial and industrial development growth will need to be monitored closely by all impacted jurisdictions and agencies. Appropriate traffic studies for proposed developments will need to be conducted by developers and reviewed carefully by Caltrans staff. Land development and local capital improvement projects should also be coordinated with Caltrans projects.

The following table shows proposed projects adjacent to or in the vicinity of the I-15 corridor that are currently within the development review process:

Post Mile	Project Name	ADT	Project Description
4.66	San Diego Model School	5,970	School
4.70	Metro Career Center	2,700	Mixed-use
14.28	Scripps Park West	2,472	Commercial
14.29	Rancho Encantada	10,548	Residential
14.84	Horizon Christian Fellowship	1,400	Church, commercial office
15.00	Scripps Ranch Middle School	2,520	School
15.00	Carroll Canyon Industrial Park	7,500	Industrial
15.92	Wisteria	1,617	Mixed-use
15.92	Miramar College Facilities	7,792	School
15.92	Mason/Hage Elementary School	1,280	School
17.30	Scripps Gateway	8,455	Hotel, commercial
17.31	Rancho Encantada	10,668	Residential
17.31	Scripps Gateway	25,960	Mixed-use
18.20	Savannah Terrace	2,312	Residential
19.50	Hilton Garden Inn	1,600	Hotel
21.00	Carmel Mountain Ranch Unit 34	12,306	Residential
21.71	Del Norte High School	1,800	School
21.90	Dove Canyon	1,330	Residential
21.90	Kilroy Carmel Mountain	2,660	Industrial
21.92	4S Ranch Planning Area 32	5,800	Mixed-use
21.92	4S Ranch Fitness Center	1,140	Recreational
21.92	Del Norte High School	3,700	School
21.92	Summit at Rancho Bernardo	11,200	Industrial, commercial office
23.46	Vista at Rancho Bernardo	3,576	Commercial office
23.69	Garden Walk	1,088	Residential
23.69	4S Ranch Planning Area 34	1,330	Residential
23.69	4S Ranch Planning Area 37	1,120	Residential
23.69	4S Ranch Planning Area 38	2,608	Residential
23.69	4S Ranch Planning Area 40	1,648	Residential
23.69	4S Ranch Planning Area 41	1,360	Residential
23.69	Crosby Clubhouse	3,383	Recreational
23.69	Vista at Rancho Bernardo	3,576	Commercial office

Post Mile	Project Name	ADT	Project Description
23.69	Rancho Bernardo Industrial Park	3,790	Industrial
23.70	Sharp Rees-Stealy	2,750	Medical
26.97	Hodges Golf Improvement Center	1,200	Recreational
26.97	Cielo del Norte	2,244	Mixed-use
26.97	Rancho Cielo / Onyx Ridge	9,180	Residential
27.00	Via Rancho Parkway Expansion	5,000	Commercial retail
27.00	Westfield North County Expansion	8,900	Commercial retail
28.77	Talk Of The Town	4,099	Commercial retail
28.77	Martom Group Commercial	6,000	Commercial
30.10	Escondido Motors	1,970	Commercial retail
30.60	La Terraza Corporate Center	3,966	Commercial office
30.60	Gateway Center	11,196	Commercial retail
30.62	La Terraza	1,620	Commercial office
30.63	Loranda	2,112	Residential
30.63	Harmony Grove Industrial Park	2,710	Industrial
30.63	Santa Fe Valley SPA	43,700	Mixed-use
31.23	Toyota of Escondido Truck Center	2,224	Commercial retail
32.86	Longs Drugs	1,260	Commercial retail
32.90	Hidden Valley Ranch	1,650	Residential
33.57	Hidden Valley Ranch	1,500	Residential
33.92	Brookside	2,950	Residential, golf
36.37	TERI Developmental School	7,590	School
36.60	TERI Center for Research & Education	1,000	School
36.60	Mountain Gate	1,590	Residential
36.63	Stone Creek	84,200	Mixed-use
36.64	Hidden Meadows II	2,030	Residential
36.64	76 Convenience Store	4,208	Commercial retail
36.64	Stonegate Merriam Mountains	35,232	Mixed-use
39.70	Lawrence Welk Garden Villas	7,664	Residential
40.85	Lilac Ranch	3,540	Residential
46.49	Pala Mesa Highlands	2,070	Residential
46.83	Lake Rancho Viejo	3,408	Residential
50.59	The Crest	1,212	Residential
54.25	Liberty Quarry	2,000	Industrial