

Interstate 15 Managed Lanes

GOALS

The I-15 Managed Lanes Project will manage traffic congestion and reduce delays on Interstate 15 (I-15), between State Route 163 (SR-163) and State Route 78 by optimizing and increasing freeway capacity and transportation alternatives in the corridor.

PURPOSE AND NEED

I-15 has serious traffic congestion problems affecting commuters, businesses, and regional goods movers. The Average Daily Traffic (ADT) on the corridor today ranges from 170,000 to 290,000 vehicles, with daily commute delays ranging from 30-45 minutes. In addition, I-15 is subject to additional delays during rainy days, incidents, or special events due to a lack of adjacent parallel routes.

Traffic delays will increase as the regional economy and populations expand along the corridor. By 2020, average volumes are expected to approach 380,000 vehicles per day, with commute delays ranging from 80 to 90 minutes if no transportation improvements are implemented. Caltrans and the San Diego Association of Governments (SANDAG) are working together on solutions to address these issues.

FREEWAY CAPACITY AND TRANSIT

This strategy involves increasing freeway capacity and transit opportunities through the corridor. Since 15 percent of corridor vehicles are carpools or High Occupancy Vehicles (HOV), enhancing the freeway and HOV facilities is vital to effectively curb corridor congestion. Managed Lanes give preference to carpools and buses and also provide access to single drivers for a fee.

The Managed Lanes are being constructed mostly within the existing freeway median, though some outside widening is required. Managed Lane traffic may be configured using a movable barrier to accommodate the specific traffic demands throughout the day.

For example, the movable barrier -- which is similar to the one used on the San Diego-Coronado Bridge -- may configure the lanes with three southbound and one northbound in order to accommodate the morning commute.

FREEWAY CAPACITY (cont.)

This configuration could be reversed for the afternoon commute. The lanes could also be configured to handle incidents or special events. Concrete barriers would separate the Managed Lanes from the main freeway lanes, with access openings at two- to three-mile intervals.

An integral part of the Managed Lanes is the Bus Rapid Transit (BRT) System -- a system of transit routes connecting residential areas with major employment centers along the corridor. Preferential access to the Managed Lanes will allow buses to provide high-speed, "rapid" service. Bus Rapid Transit Centers (BRTCs) are planned adjacent the freeway in Mira Mesa, Sabre Springs/Rancho Penasquitos, Rancho Bernardo, near North County Fair and in Escondido.

In addition, the stations will have "Park & Ride" lots for carpools and will be connected to the managed lanes by direct-access ramps, allowing buses and HOVs to quickly bypass freeway on-ramps. The BRT System provides needed transportation alternatives to single occupancy vehicles and reduces demand and congestion on the corridor.

SANDAG is conducting studies of transit needs between SR-163 and Interstate 5.

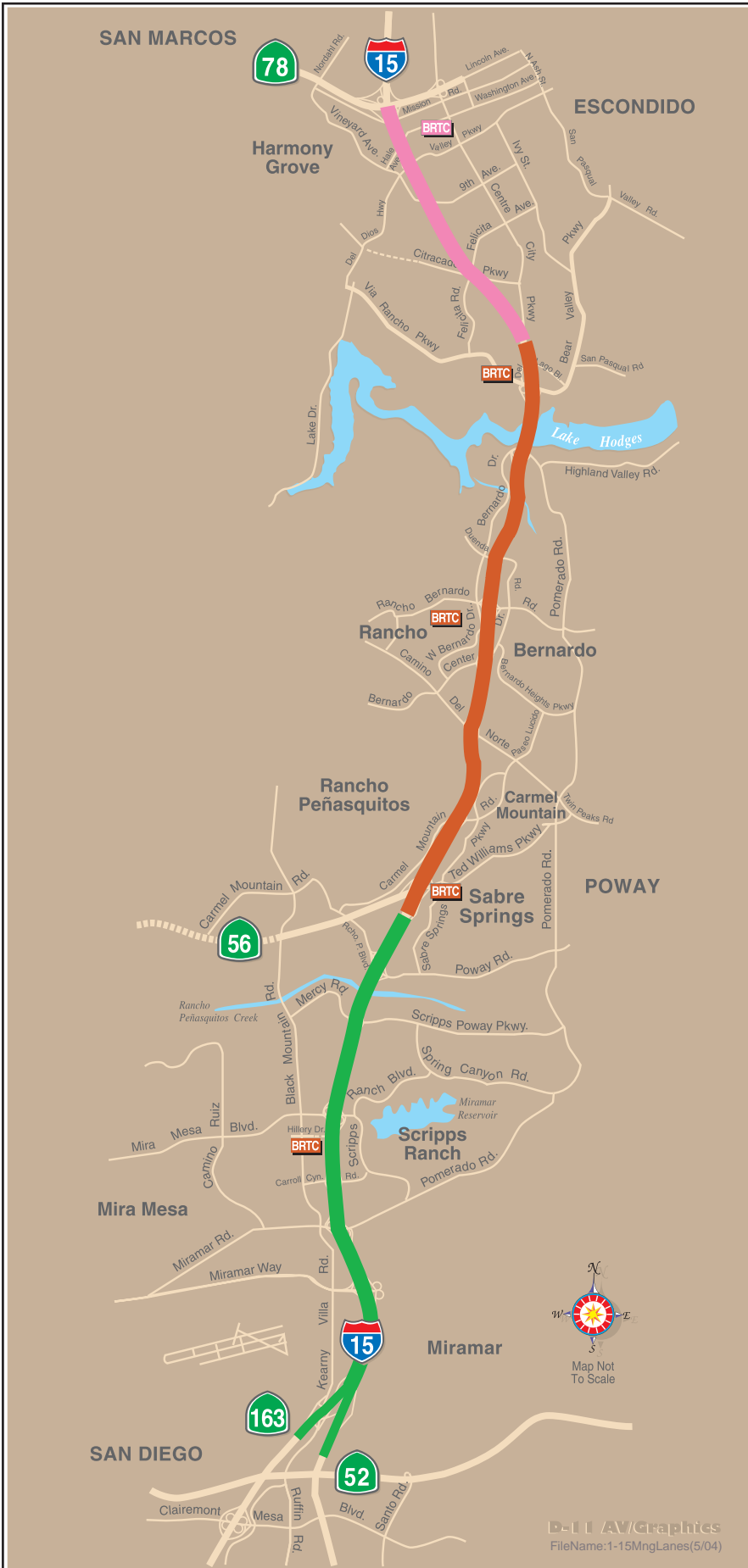
FUNDING AND SCHEDULES

Federal, state, regional and private sources will provide funding for this project. The cost figures and schedules are as follows:

- North Segment (Centre City Parkway to SR-78)
 - Capital Plus Support Costs -- \$251 million
 - Identified Funding -- \$219 million
 - Open To Traffic -- 2011;
- Middle Segment (SR-56 to Centre City Parkway)
 - Capital Plus Support Costs -- \$428 million
 - Funding Identified -- \$428 million
 - Open To Traffic -- 2008;
- South Segment (SR-163 to SR-56)
 - Capital Plus Support Costs -- \$467 million
 - Funding Identified -- \$431 million
 - Open To Traffic -- 2012.



MANAGED LANES



LEGEND

(Million\$)

Segment	Description	Cost	Funding	Constr.
North				
Freeway	Centre City Pkwy to SR-78	\$251	TRANSNET CMAQ RSTP SHOPP	2008-2011

Middle				
Freeway	SR-56 to Centre City Pkwy	\$428	TRANSNET TCRP STIP-IIP STIP-RIP SHOPP RSTP CMAQ GARVEE-RIP GARVEE-IIP DEMO COOP	2003-2008

South				
Freeway	SR-163 to SR-56	\$467	TRANSNET CMAQ CMIA	2008-2012

Transit	Escondido to Downtown	\$122	TRANSNET TCRP CMAQ Federal Bus	2008-2012
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NOTES

1. Project Report approved 2-13-03
2. Mitigated Negative Declaration (MND) & Finding of No Significant Impact (FONSI) approved 3-27-03
3. North projects total includes a direct access ramp at Hale Avenue.
4. South project total includes a direct access ramp in Mira Mesa.

