



Interstate 15 Express Lanes: Fact Sheet

About the Interstate 15 Express Lanes

The Interstate 15 (I-15) Express Lanes will provide a four lane, 20 mile express lane facility in the median of the I-15 stretching from State Route 163 (SR-163) north to State Route 78 (SR-78). The I-15 Express Lanes is the first adaptable, high-tech transportation facility configured to meet the diverse needs of local travelers, commuters and commerce in the San Diego region. The new express lanes will be available for free to transit, carpools, vanpools, motorcycles, and permitted clean air vehicles. For a fee, single occupant vehicles will also be able to travel on the Express Lanes using the FasTrak® electronic tolling system. Once the I-15 Express Lanes are completed in 2012, a new Bus Rapid Transit (BRT) System will provide high frequency transit service that is the first of its kind in San Diego.



Direct Access Ramp at Sabre Springs/Peñasquitos Transit Station

Purpose & Need

I-15 has traffic volumes ranging from 197,000 to 312,000 vehicles daily. By 2020, traffic in the corridor is anticipated to increase to 380,000 vehicles daily. Before the Express Lanes Project started, travelers on I-15 experienced lengthy delays due to increased travel demand. On average these delays added 30 to 45 minutes to commute times. By 2020, projections showed commuting delays ranging from 80 to 90 minutes if improvements were not made.

Express Lanes Features

The new express lanes have many special features that will improve the travel experience in the corridor. A moveable barrier will maximize express lane capacity by configuring the lanes with the flow of traffic to accommodate increased congestion during peak hours or to handle incidents and special events. Concrete barriers will separate the express lanes from the main freeway lanes and Intermediate Access Points will allow

vehicles to move between express lanes and the general purpose lanes at two to three mile intervals.

An integral part of the express lanes is the Bus Rapid Transit (BRT) system, a new high-frequency express bus system that will connect residential areas with major employment centers. Buses will run more often, providing reliable and convenient service that is similar to the services of a light rail system. Five BRT Centers will be available along the I-15 at the Mira Mesa Transit Station, Rancho Bernardo Transit Station, Sabre Springs/Peñasquitos Transit Station, Del Lago Transit Station and Escondido Transit Station.

The Transit Stations will connect to the I-15 Express Lanes by Direct Access Ramps (DARs). DARs allow buses and High Occupancy Vehicles (HOVs) to directly access the express lanes without yielding to traffic in the general purpose lanes.

Project Schedule and Funding

The I-15 Express Lanes is being constructed in three segments: North, Middle and South.

North Segment: Centre City Parkway to SR-78

- ▶ Anticipated to open in 2011
- ▶ Total Cost – \$219 million

Middle Segment: SR-56 to Duenda Road

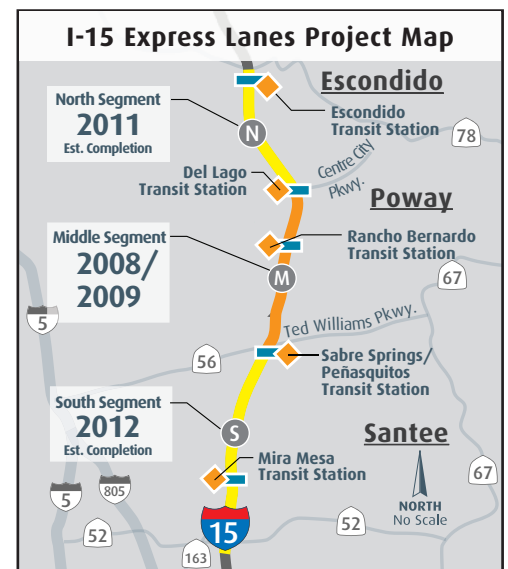
- ▶ Opened September 2008
- Duenda Road to Centre City Parkway**
- ▶ Opened in March 2009
- ▶ Total Cost – \$471 million

South Segment: SR-163 to SR-56

- ▶ Anticipated to open in 2012
- ▶ Total Cost – \$481 million

Bus Rapid Transit: Escondido to Downtown San Diego

- ▶ Anticipated to open in 2012
- ▶ Total Cost – \$128 million



The I-15 Express Lanes Project: North, Middle and South Segments.



How to Stay Informed:

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Call the I-15 Project Information Hotline: 866-890-1397