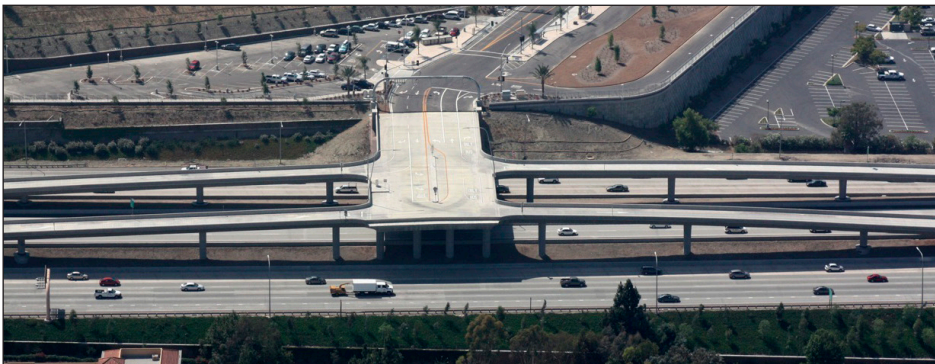


## About the Interstate 15 Express Lanes

The Interstate 15 (I-15) Express Lanes provide a four-lane, 20-mile Express Lane facility in the median of I-15 stretching from State Route 163 (SR 163) north to State Route 78 (SR 78). The I-15 Express Lanes are 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 are available for free to transit, carpools, vanpools, motorcycles, and permitted clean air vehicles. For a fee, single occupant vehicles can also travel on the Express Lanes using the FasTrak® electronic tolling system. Additionally, a new Bus Rapid Transit (BRT) service, called *Rapid*, began in June 2014 and provides high frequency transit service on the Express Lanes.



Direct Access Ramp at the Rancho Bernardo 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. If improvements were not made by 2020, projections showed commuting delays ranging from 80 to 90 minutes.

## Express Lanes Features

The Express Lanes have many special features that improve the travel experience in the corridor. A moveable barrier can 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 separate the Express Lanes from the main freeway lanes, and entry and exit points

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 *Rapid*, a high-frequency express service that connects residential areas with major employment centers. Vehicles run more often, providing reliable and convenient services that are similar to the services of a light rail system.

*Rapid* service is available along I-15 at the following transit station locations: Mid-City (University Avenue and El Cajon Boulevard), Miramar College, Sabre Springs/Peñasquitos, Rancho Bernardo, Del Lago, and Escondido.

Most transit stations 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 was constructed in three segments: North, Middle and South.

**North Segment:**  
Centre City Parkway to SR-78

- ▶ Opened in 2012
- ▶ Total Cost – \$187 million

**Middle Segment:**  
SR 56 to Centre City Parkway

- ▶ Opened in 2008
- ▶ Total Cost – \$477 million

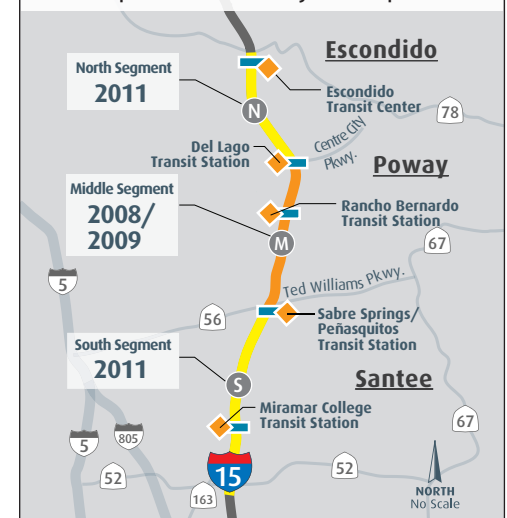
**South Segment:**  
SR 163 to SR 56

- ▶ Opened in 2011
- ▶ Total Cost – \$341 million

**Rapid:**  
Escondido to Downtown San Diego

- ▶ Opened in June 2014
- ▶ Total Cost – \$276 million

### I-15 Express Lanes Project Map



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