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I-15 Corridor Management

How Alternate Routing Works





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I-15 Corridor Alternate Routing

- Part of the SANDAG I-15 Integrated Corridor Management System
 - Movable Barriers from Via Rancho Parkway to SR-163
 - Direct Access Ramps for Bus Rapid Transit and Smart Parking
 - Dynamic Toll Pricing
 - Changeable Message Signs and Cameras
 - Alternate Routing



How Alternate Routing Works - 1

- Activation starts with I-15 Changeable Message Signs (CMS)
- Alternate Route Designation refers to where you re-enter I-15 (not where you leave)
- Routing is chosen based on location of incident and resulting queue
- Typically alternate routing is last measure used to relieve major congestion – Caltrans policy is to avoid arterial re-routing if at all possible



How Alternate Routing Works - 2

- Traffic signals are pre-timed and automatically changed to support increase in arterial traffic
- Traffic signal timing has been pre-coordinated with Caltrans and the cities of San Diego, Poway and Escondido
- I-15 Integrated Corridor Management uses predictive tools to predict traffic impacts up to 1 hour ahead
- All Alternate Routing signs are static (do not change)



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Alternate Route Sign





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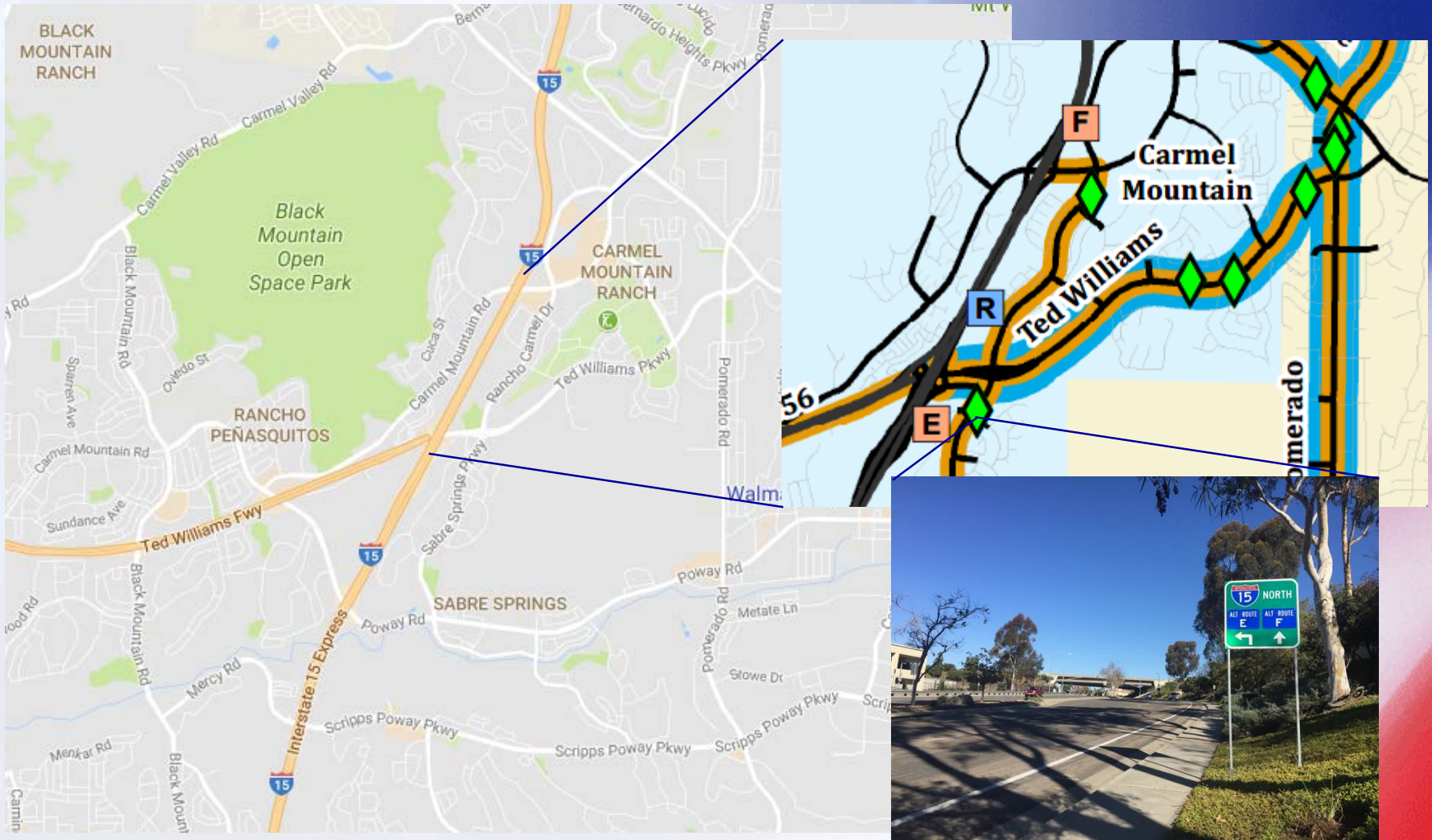
Example – Southbound Alternate Route R





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Example – Northbound Alternate Routes E & F





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Alternate Routes – Northbound (Orange)

- A – rejoin I-15 at Poway Road
- B – rejoin I-15 at Camino del Norte
- C – rejoin I-15 at Rancho Bernardo Road
- D – rejoin I-15 at Pomerado Road (Lake Hodges)
- E – rejoin I-15 at Ted Williams Parkway
- F – rejoin I-15 at Carmel Mountain Road
- G & H – rejoin in Escondido
- J – rejoin at SR-56 (Black Mountain Road)



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Alternate Routes – Southbound (Blue)

- P & Q – rejoin in Escondido
- R – rejoin I-15 at Ted Williams Parkway
- S – rejoin I-15 at Poway Road
- T – rejoin I-15 at Scripps-Poway Parkway