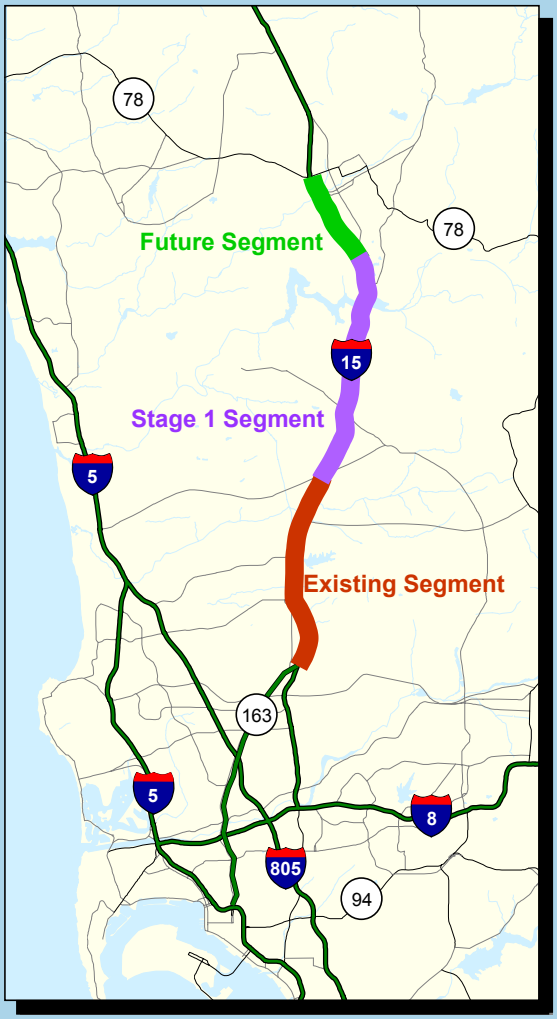

Task 1-2
Traffic Forecast Report

I-15 MANAGED LANES VALUE PRICING PROJECT PLANNING STUDY

ENGINEERS
PLANNERS
ECONOMISTS

Wilbur Smith Associates

In association with

- FPL and Associates
- Judith Norman Transportation Consultant
- Fairfax Research
- Frank Wilson Associates
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EXECUTIVE SUMMARY

Plans are now underway to substantially expand capacity in the I-15 corridor, with particular emphasis on additional high-occupancy vehicle (HOV) express lanes. Use of the express lanes by single occupant vehicles (SOVs) would continue under a system of tolls adjusted minute by minute to prevent congestion created by an excessive number of SOVs in the express lanes. Toll rates would be adjusted exclusively to control SOVs. Tolls would rise when the number of SOVs in the lanes threatens to create congestion and would fall when capacity is available on the express lanes.

The plans include extension of the existing lanes to the north to serve the corridor from the SR 163 Freeway to SR 78 in Escondido. The existing two-lane facility would be widened to four lanes, with the two center lanes available for reversible flow operations, thereby providing three lanes southbound in the morning peak period and three lanes northbound in the evening peak period. A single lane would operate in the opposite direction. The use of a moveable barrier will protect traffic traveling in opposite directions and facilitate provision of highway capacity in the direction of peak period demand. The moveable barrier will end just north of Center City Parkway from which point there will be two HOV express lanes in each direction north to Hale Avenue at which point there would be a single lane in each direction.

Through extensive reconstruction of I-15 in the corridor, the HOV express lanes would continue to provide traffic service to buses, vanpools, and carpools on a roadway separated by a physical barrier from the general purpose lanes in the area south of Center City Parkway. North of that point separation would be by a pair of double yellow lines familiar to California freeway drivers. Transition areas allowing access to and egress from the HOV express lanes would be provided periodically along the road. Direct access to the express lanes would be provided at key

interchanges and rapid transit centers. It is likely that the project would be constructed in phases.

Buses, vanpools, and carpools would continue to use the facility free of charge, while SOVs could continue to use the facility when conditions permit by payment of a toll. SOVs would be permitted to utilize the facility only to the extent that their use does not result in substantial congestion on the HOV express lanes. The number (or volume) of SOVs using the HOV express lanes would be controlled through frequent adjustment of tolls throughout the day. As volumes rise on the HOV express lanes and approach levels where substantial congestion can be expected, tolls will rise and thereby reduce the number of SOVs using the facility and maintain the HOV express lanes at traffic volumes which can be accommodated without congestion.

This report summarizes the traffic forecasts and toll rates identified by a team headed by Wilbur Smith Associates. Traffic estimates were developed for five tolling concepts, plus two additional "sensitivity scenarios". This report presents the forecasts for the two tolling concepts taken forward to the SANDAG Transportation Committee and the SANDAG Board of Directors. The two tolling concepts include one which imposes a flat fee for any SOV entering the facility at any location and another which imposes a per-mile toll that varies with the point of entry. Under either method, toll rates would be adjusted minute to minute to control SOV use and prevent congestion in the HOV express lanes.

While traffic estimates were developed for each of the five basic pricing concepts, plus two additional "sensitivity scenarios", this report presents the detailed traffic forecasts for only the two pricing strategies that were taken forward by the project team for consideration by the SANDAG Transportation Committee and the SANDAG Board of Directors. The principal purpose of tolling SOVs is to use pricing as a method of controlling demand. Of secondary importance is the raising of revenue.

Under the flat fee toll method, a toll of $2.00 would control maximum traffic levels in all sections in both the A.M. peak period southbound and the P.M. peak period northbound directions. Lower tolls would attract more SOV traffic than the facility could handle without introducing congestion. Higher tolls would discourage so much SOV traffic that excess capacity would exist on the facility. The optimum flat toll rate in the midday is considerably lower than in the peak periods. The peak travel direction consistently has a higher optimum flat toll rate in peak periods than the opposite direction. The optimum toll rate increases over

time. For example, the optimum southbound A.M. peak flat toll rate in 2005 is $2.00; this increases to $3.50 in 2015 (as measured in 2001 dollars).

Under the variable per-mile toll method, per-mile tolls tend to be higher for vehicles entering at the south end of the project where traffic demand is highest. In the morning peak hours, southbound tolls would be slightly higher than evening peak hour northbound tolls. Typical toll rates for these periods would be $0.10 per mile in the morning southbound for SOVs entering in the northern section of the managed lanes, $0.20 per mile for SOVs entering in the middle section, and $0.30 per mile for SOVs entering in the southern section. Northbound evening toll rates per mile would be $0.20 for SOVs entering in the southern section, $0.15 for SOVs entering in the middle section, and $0.10 for SOVs entering in the northern section. Lower toll rates per mile are generally in effect in the off-peak periods and in the non-peak direction.

Capacity in the managed lanes not used by HOVs would be available for SOV traffic. Excess capacity diminishes over time, reflecting growth in HOV volumes. In the moveable barrier section in the most southerly section of the managed lanes, there is more excess capacity in the peak hours as one progresses north. This pattern of increasing capacity to the north does not continue into the fixed barrier section north of Center City Parkway, due to the fixed number of lanes in that location.

Generally speaking, the share of SOV traffic accommodated in the managed lanes southbound in the morning is consistent across the toll methods in the southern portion of the managed lanes (about 15%), but differs widely in the northern portion. The highest share of SOV traffic is found in the northernmost location under the flat toll and in the middle segment of the corridor under the variable rate per mile toll. Similar patterns are found in the evening in the northbound direction. These shares are expected to drop over the years as the volume of HOV traffic increases.

In the morning peak southbound direction, HOV demand is somewhat lower than in the evening peak northbound direction. This permits additional SOV traffic on the southbound express lanes in the morning, as compared to the northbound lanes in the evening. As total traffic grows in years to come, the SOV traffic permitted in the express lanes in peak periods tends to decline, as more and more HOVs utilize the express lanes. Nonetheless, on a weekday basis, SOV traffic in the express lanes does

tend to grow; primarily because of increased SOV traffic in off-peak hours.

The report presents information on existing traffic on the highway, expected growth in coming years, the number of high occupancy vehicles in the corridor, existing areas of congestion, and directional distribution of traffic in the peak periods. Existing (in the year 2000) weekday traffic generally increases from north to south within the study corridor. At the north end of the corridor north of SR 78, weekday traffic averages approximately 93,400 vehicles while at the south end weekday traffic volumes average 296,200 vehicles. In the middle segment, between Centre City Parkway and Mercy Road, the weekday traffic ranges from 199,000 to 247,000 vehicles.

The I-15 study corridor has experienced an average annual growth rate in the range of 2.1 percent to 3.2 percent. The highest rate of traffic growth in the corridor has been experienced in the vicinity of Carmel Mountain Road. The lowest overall rate of growth has occurred at the south end of the corridor where the traffic volumes are the highest.

Weekday traffic in the year 2000 on the existing reversible Express Lanes averaged 17,100 vehicles with 7,100 vehicles using the Express Lanes during the morning southbound commute and 10,000 vehicles using the Express Lanes during northbound afternoon/evening commute. Total traffic increased from 17,485 vehicle per day in November 2000 to 17,884 vehicles per day in October 2001. HOV traffic increased only slightly during the same period from 12,954 vehicles per day to 13,078 vehicles per day during October 2001.

The morning peak period occurs from 6:00 a.m. to 9:00 a.m. and the afternoon/evening peak extends from 3:00 p.m. to 6:00 p.m. The highest traffic hours for the I-15 study corridor generally occur between 7:00 and 8:00 in the morning and from 4:00 to 5:00 in the afternoon/evening.

The directional distribution of travel in the corridor is heavier southbound in the morning and northbound in the evening, varying from a 70/30 split to a 55/45 split depending upon time of day and location.

About 80 percent of the traffic currently using I-15 in the corridor has a single occupant. Over 90 percent of the traffic consists of passenger cars.

Congestion on I-15 in the study area was evaluated in 2001. In the southbound direction, between SR 78 and Centre City Parkway, morning

peak period speeds generally averaged between 20 and 40 mph. South of Rancho Bernardo Road, the southbound morning peak speeds averaged between 55 and 60 mph. By 9:00 a.m., southbound speeds increased to at least 60 mph throughout the corridor. During the afternoon/evening peak period, northbound travel speeds are between 20 and 35 mph in the vicinity of Miramar Way and Pomerado Road. From Mira Mesa Boulevard to Poway Road travel speeds increase to between 50 and 65 mph before slowing again at SR 56/Ted Williams Parkway. Between Ted Williams Parkway and Rancho Bernardo Road, travel speeds are generally in the range of 10 to 25 mph during the peak. North of Rancho Bernardo Road, peak period speeds increase generally to 45 mph and higher. Northbound travel speeds increase to approximately 40 mph or higher throughout the corridor by 7:00 p.m.

SECTION 1

INTRODUCTION

The I-15 Express Lanes project in San Diego County has provided a landmark demonstration of not only the potential for High Occupancy Toll (HOT) lane operation but also the world's first example of fully dynamic variable pricing. The current value pricing program was applied to an eight-mile section of reversible HOV lane, extending along I-15 generally between SR 163 and Ted Williams Parkway.

Plans are now underway to substantially expand capacity in the I-15 corridor, with particular emphasis on additional capacity for HOV traffic. Based on the success of the I-15 value pricing demonstration project, it is currently planned to extend the project into what will ultimately be a 20-mile, two-directional "managed lane" project extending as far north as Escondido.

As part of this planning process for the new facility, a team headed by Wilbur Smith Associates (WSA) is studying the overall operational and financial feasibility of the expanded managed lanes project, including traffic operations, electronic toll collection requirements, traffic and revenue potential and a significant public outreach program. This report summarizes the results of the traffic forecasting task of the first phase of that study. Phase 2 of the study includes the development of a "Concept Plan" for the expanded managed lanes facility.

PROJECT DESCRIPTION

As shown in Figure 1-1, the existing I-15 Value Pricing Demonstration project extends from the junction with the SR 163 Freeway on the south to the interchange with SR 56, Ted Williams Parkway on the north. This section of I-15 had a previously constructed two-lane reversible HOV facility, with access only at the two endpoints. No intermediate access is permitted. The two-lane roadway is reversible; operated in the

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LOCATION MAP

FIGURE 1-1

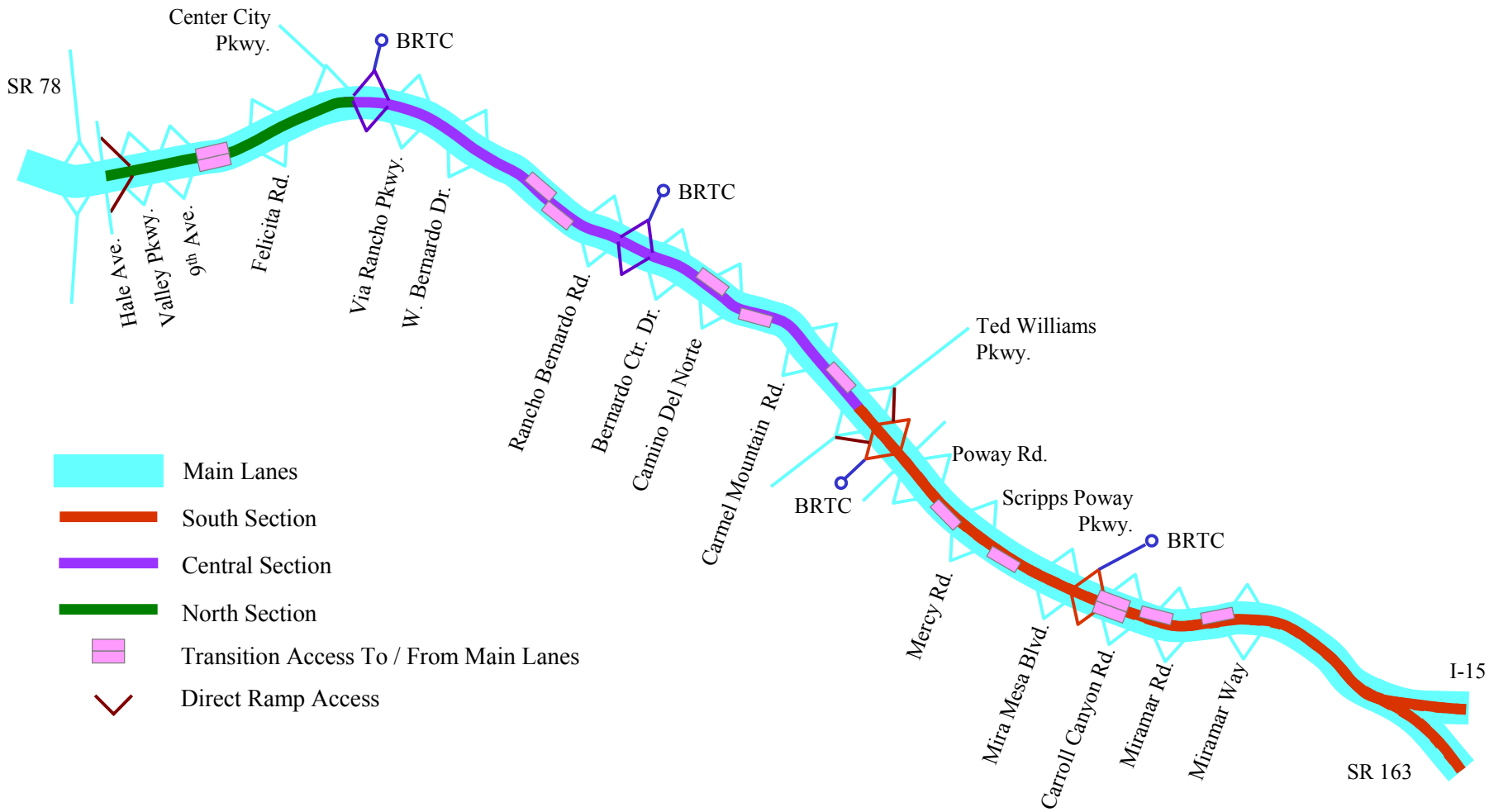
southbound direction in the morning peak period and the northbound direction in the afternoon peak. During midday, the lanes are temporarily closed for one hour in order to reverse the direction of traffic. The lanes are closed in the evenings after 7:00 p.m. and on weekends and holidays. In addition to the two-lane reversible roadway, I-15 generally includes four-five general purpose lanes in each travel direction.

For the last several years, the value pricing demonstration program has permitted use of the HOV lanes by single-occupant vehicles, in exchange for a toll charge. The program was phased in; initially the demonstration began with a manual "subscription" monthly pass arrangement, and was ultimately converted to a fully-electronic per-transaction variable pricing system. The most innovative aspect of the current operation is the use of dynamic pricing; where traffic conditions in the Express Lanes are continually monitored and toll charges for single-occupant vehicles are varied up to every six minutes to regulate demand in the Express Lanes and ensure maintenance of free-flow conditions. Motorists are advised of the single-occupant vehicle toll rate on variable message signs immediately prior to each of the potential entry points. Vehicles with two or more occupants continue to be able to use the Express Lanes without toll charge, and without the requirement for electronic toll transponders.

The proposed extension of the I-15 Managed Lanes project is also shown in Figure 1-1. While this may be implemented in phases, the ultimate "full build" project would extend the managed lanes as far north as the SR 78 Freeway in Escondido as well as widening the existing two-lane reversible roadway to a full four-lane cross section. In addition to extending the facility, multiple access points will be added, both on the extended section and on the existing portion. When completed, the managed lanes will provide a 20-mile alternative for trips throughout this heavily developed residential corridor and to longer-distance commuters traveling from points in northern San Diego County and southern Riverside County.

A more detailed look at the proposed project configuration is shown in Figure 1-2. The existing reversible lane section is shown in red. As noted previously, as part of the ultimate expansion this will be converted to a full four-lane cross section.

The actual extension of the managed lanes to the north may be done in two phases. The central section would likely be the first phase extension, as shown in purple. The final phase would be the north section, generally within Escondido.



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I-15 MANAGED LANES EXPANSION CONFIGURATION

FIGURE 1-2

Most of the northern section (shown in green) would be constructed with a fixed median barrier and two managed lanes in each travel direction. However, the remaining 17 miles of the project, from just north of Center City Parkway through SR 163, would be constructed with a movable median barrier permitting unbalanced lane distributions during peak periods. For example, in the morning peak period three lanes would operate in the southbound direction and one lane in the northbound direction.

There will generally be three types of access to and from the managed lanes. The most common access arrangement will be transition areas, shown in pink in Figure 1-2. These areas will provide opportunities for transition between the main lanes (general purpose lanes) and the managed lanes. A number of transition areas will be provided in each travel direction, including several new access points on the existing portion of the managed lanes project.

There will also be direct access ramps for up to four bus rapid transit centers (BRTC). These centers would typically include large park-and-ride facilities and offer opportunities for direct modal transfer. In the ultimate development of final toll technology plans and pricing strategies, consideration will be given to integrated electronic pricing which may be designed to encourage modal transfer, such as reduced tolls for single-occupant vehicles who use managed lane for direct access to BRTC sites.

Finally, there will be a limited number of direct access ramps, not specifically associated with BRTC sites. These will allow access to and from the south at Ted Williams Parkway and Hale Avenue. Overall, this configuration when built in its entirety would result in 11 possible travel segments in the northbound direction and 12 segments in the southbound direction. This, together with extending the length and two-directional operation, will significantly change the character of the I-15 Managed Lanes project.

For purposes of consistency in the comparison of pricing scenarios, the traffic forecasts presented herein are based on the full project construction, i.e., between SR 78 and SR 163. There will likely be an interim operating condition, with a four-lane facility between Center City Parkway and Ted Williams Parkway and the continuation of a two-lane reversible facility south of Ted Williams Parkway. This may require special operating considerations, such as non-reversal of the managed lanes in the new section. However, since this is a temporary condition, the full project configuration has been used in testing various project alternatives.

Refinements for the "interim" operation will be made once the specific preferred pricing strategy and operating plan is selected from among the alternatives.

ORDER OF PRESENTATION

Section 2 of this document presents a summary of the I-15 operating profile, including both the existing Express Lanes operating characteristics as well as an overall operations profile for the extended I-15 corridor between Escondido and San Diego. Section 3 presents the results of the traffic forecasting task, focusing on two of the five basic alternative pricing strategies selected for analysis. The two pricing stategies addressed in this report have been take forward by the project team for consideration by the SANDAG Transportation Committee and the SANDAG Board of Directors.

SECTION 2

I-15 OPERATING PROFILE

Traffic operating characteristics within the I-15 Managed Lanes study corridor were identified in terms of the existing traffic volumes, travel times, vehicle classifications, and vehicle occupancy profiles. Traffic data was obtained from SANDAG, Caltrans District 11 and field studies conducted by WSA.

HISTORICAL TRAFFIC TRENDS

Traffic trends at selected locations along the I-15 Managed Lanes study corridor are presented in terms of average weekday daily traffic. Sources of data include Caltrans District 11 and SANDAG.

Table 2-1 summarizes annual weekday traffic trends at four locations along the I-15 corridor area for the ten-year period between 1990 and 2000. Also shown is the annual percent change (APC) and the average annual percent change (AAPC) for the ten-year period 1990–2000. It should be noted that year 2000 traffic data was not available for the northern location immediately south of Via Rancho Parkway. It is also important to note that the traffic counts reported for the locations at Mira Mesa Boulevard and immediately north of the I-15/SR 163 junction include only mainline traffic. Express Lane traffic trends are discussed later in a separate section.

As shown, the I-15 study corridor has experienced an average annual growth rate in the range of 2.1 percent to 3.2 percent. The highest rate of traffic growth in the corridor has been experienced in the vicinity of Carmel Mountain Road. The lowest overall rate of growth has occurred at the south end of the corridor where the traffic volumes are the highest.

Table 2-1
Average Weekday Daily Traffic Trends
I-15 Managed Lanes Value Pricing Study

LOCATION	1990	APC	1991	APC	1992	APC	1993	APC	1994	APC	1995	APC	1996	APC	1997	APC	1998	APC	1999	APC	2000	AAPC 1990-2000
I-15 s/o Via Rancho Pkwy																						
Northbound	85,353	1.23%	86,400	2.00%	88,124	2.82%	90,613	2.24%	92,643	1.70%	94,220	0.22%	94,427	-2.44%	92,124	15.84%	106,716	-0.83%	105,828	N/A	N/A	2.42%
Southbound	84,315	1.72%	85,764	3.20%	88,505	2.68%	90,880	-1.10%	89,882	-2.47%	87,658	2.72%	90,043	3.26%	92,982	13.87%	105,878	-2.43%	103,300	N/A	N/A	2.28%
TOTAL	169,668	1.47%	172,164	2.59%	176,629	2.75%	181,493	0.57%	182,525	-0.35%	181,878	1.43%	184,470	0.34%	185,106	14.85%	212,594	-1.63%	209,128	N/A	N/A	2.35%
I-15 s/o Carmel Mountain Rd																						
Northbound	83,127	1.76%	84,588	2.04%	86,313	1.73%	87,806	4.52%	91,776	-1.44%	90,455	9.05%	98,639	2.33%	100,937	5.24%	106,227	3.99%	110,461	2.14%	112,824	3.10%
Southbound	84,313	0.83%	85,012	-0.11%	84,920	1.30%	86,021	6.61%	91,704	7.19%	98,293	3.27%	101,511	0.96%	102,490	6.02%	108,659	4.67%	113,734	2.20%	116,241	3.26%
TOTAL	167,440	1.29%	169,600	0.96%	171,233	1.51%	173,827	5.55%	183,480	2.87%	188,748	6.04%	200,150	1.64%	203,427	5.63%	214,886	4.33%	224,195	2.17%	229,065	3.18%
I-15 s/o Mira Mesa Blvd																						
Northbound	94,854	1.33%	96,115	1.84%	97,879	6.54%	104,281	4.89%	109,379	2.42%	112,031	3.11%	115,511	3.34%	119,373	3.48%	123,522	2.83%	127,019	0.40%	127,531	3.00%
Southbound	103,449	0.90%	104,381	0.46%	104,861	3.08%	108,093	4.89%	113,383	2.37%	116,066	3.07%	119,633	3.59%	123,926	3.09%	127,754	3.03%	131,622	0.80%	132,681	2.52%
TOTAL	198,303	1.11%	200,496	1.12%	202,740	4.75%	212,374	4.89%	222,762	2.39%	228,097	3.09%	235,144	3.47%	243,299	3.28%	251,276	2.93%	258,641	0.61%	260,212	2.75%
I-15 n/o SR-163/I-15 Junction																						
Northbound	117,003	1.08%	118,266	2.61%	121,351	1.77%	123,497	3.44%	127,745	1.84%	130,100	1.86%	132,524	-5.08%	125,791	4.12%	130,974	4.06%	136,289	0.43%	136,876	1.58%
Southbound	111,403	3.72%	115,549	6.26%	122,782	2.27%	125,572	3.77%	130,306	2.83%	133,991	3.03%	138,054	-3.47%	133,267	3.74%	138,254	4.28%	144,167	0.72%	145,210	2.69%
TOTAL	228,406	2.37%	233,815	4.41%	244,133	2.02%	249,069	3.61%	258,051	2.34%	264,091	2.46%	270,578	-4.26%	259,058	3.93%	269,228	4.17%	280,456	0.58%	282,086	2.13%

AAPC - Average Annual Percent Change
N/A - Not Available

Note: Traffic volumes at Mira Mesa Blvd and n/o SR 163/I-15 include only mainline traffic.

AVERAGE WEEKDAY TRAFFIC

Year 2000 average weekday daily traffic volumes were obtained from SANDAG to establish baseline traffic conditions in the corridor. Average weekday traffic volumes are developed by SANDAG from Caltrans District 11 loop counters located along the I-15 corridor. WSA utilized traffic data from the four mainline count locations identified in Table 2-1 as well as from each of the interchange on and off ramps to create a profile of weekday traffic within the corridor. Figure 2-1 presents year 2000 average weekday traffic volumes that have been balanced (from one interchange ramp the next), by direction of travel, for the length of the study corridor.

Weekday traffic is shown to generally increase from north to south within the study corridor. At the north end of the corridor, north of SR 78 weekday traffic averages approximately 93,400 vehicles while at the south end weekday traffic volumes average 296,200 vehicles. In the middle segment, between Centre City Parkway and Mercy Road, the weekday traffic ranges from 199,000 to 247,000 vehicles.

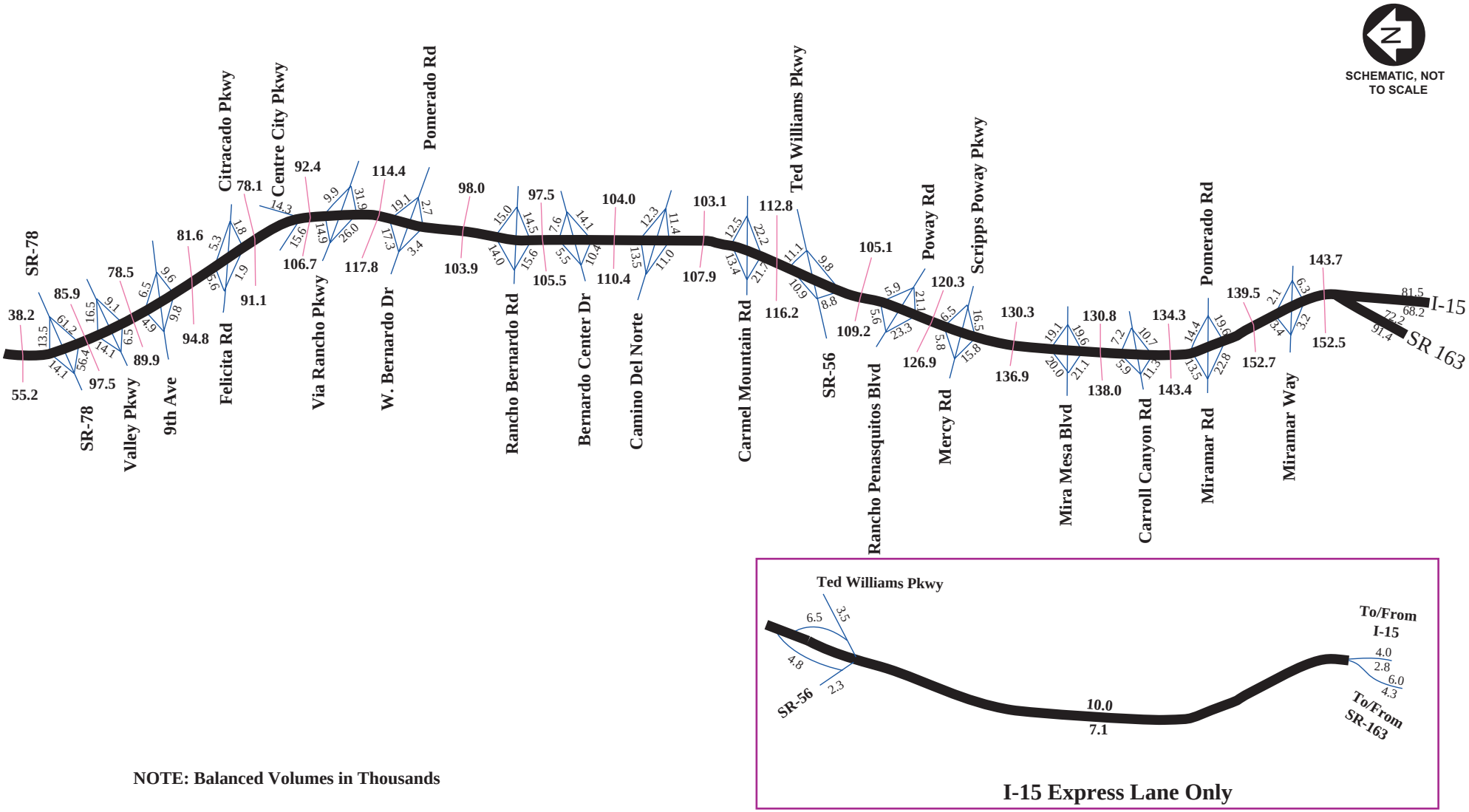
As shown in the figure inset, year 2000 weekday traffic on the reversible Express Lanes averaged 17,100 vehicles with 7,100 vehicles using the Express Lanes during the morning southbound commute and 10,000 vehicles using the Express Lanes during northbound afternoon/evening commute.

A review of the directional characteristics of weekday traffic reveals that southbound traffic volumes are consistently higher than northbound volumes throughout the corridor. This suggests that some of the return commute trips are made on alternative routes. Imbalances in the inter-regional (through trip) travel flows may also contribute to this pattern.

HOURLY TRAFFIC DISTRIBUTION

Morning and evening peak period traffic volumes are depicted in Figures 2-2 and 2-3 respectively. The morning peak period occurs from 6:00 a.m. to 9:00 a.m. and the afternoon/evening peak extends from 3:00 p.m. to 6:00 p.m. These periods are consistent with the peak traffic periods used in the SANDAG travel forecasting model.

The highest traffic hours for the I-15 study corridor generally occur between 7:00 and 8:00 in the morning and from 4:00 to 5:00 in the



NOTE: Balanced Volumes in Thousands

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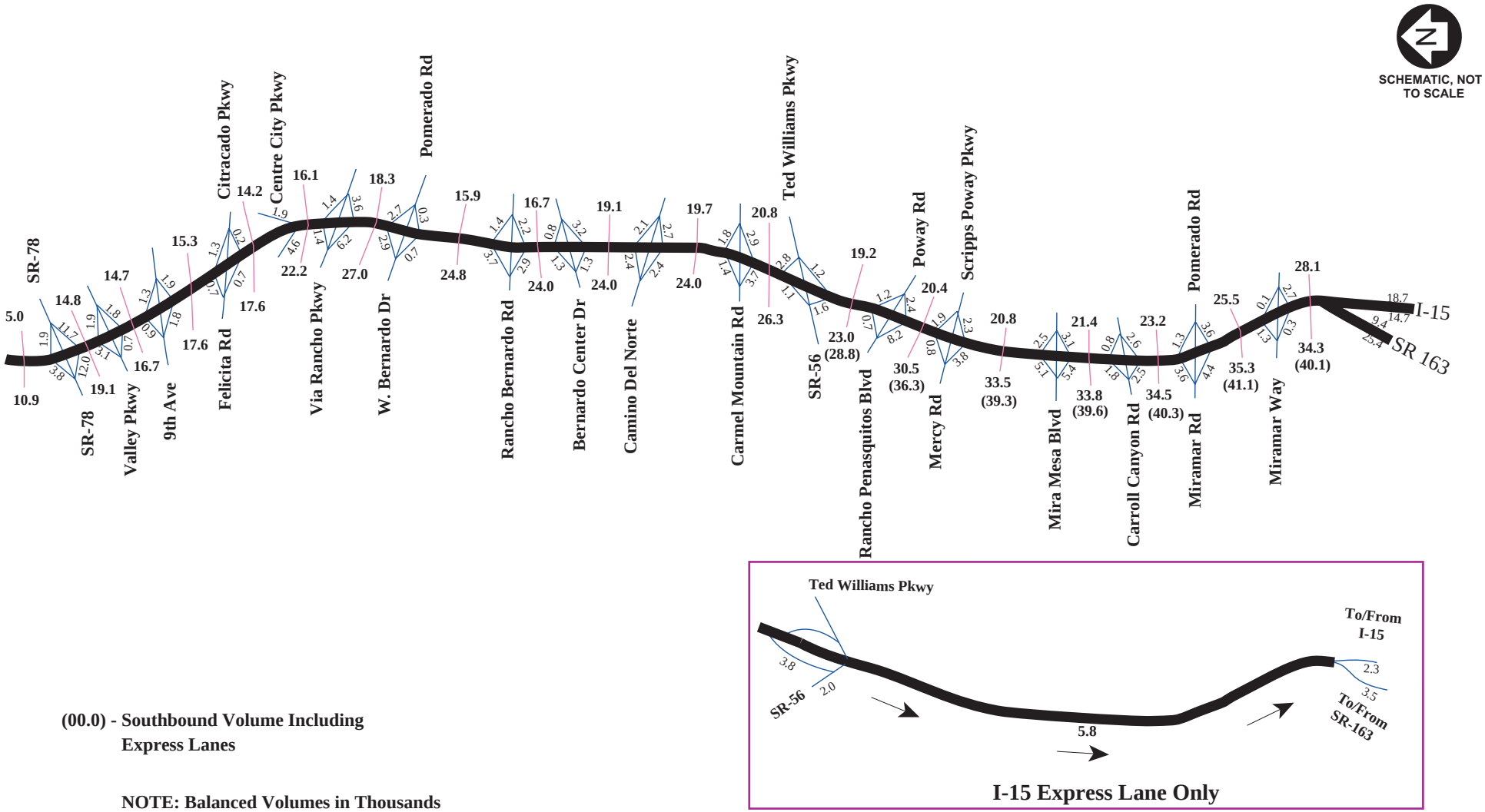
YEAR 2000 AWDT

FIGURE 2-1



(00.0) - Southbound Volume Including Express Lanes

NOTE: Balanced Volumes in Thousands
AM Peak Period Occurs Between 6:00 am and 9:00 am

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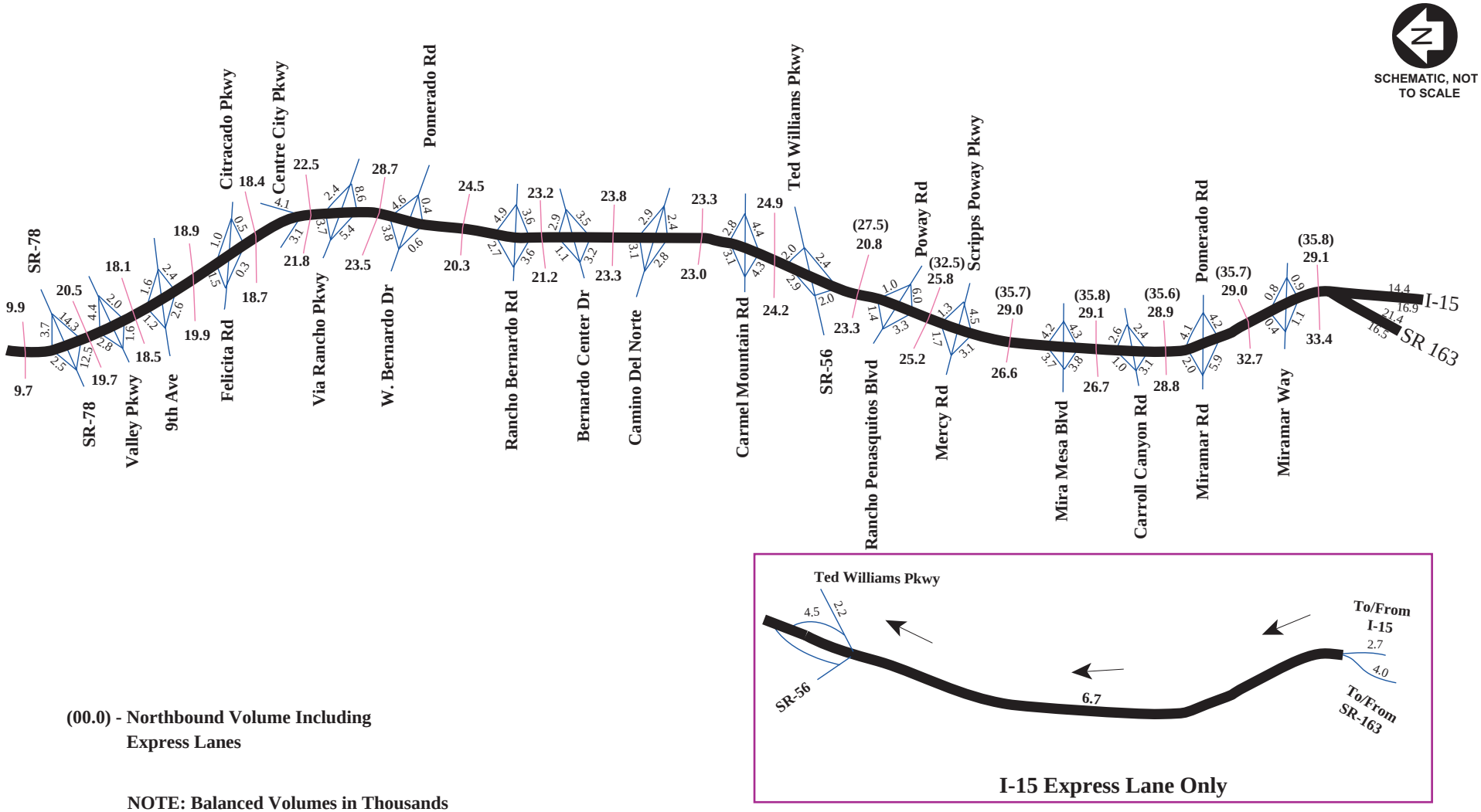
YEAR 2000 AM PEAK PERIOD

FIGURE 2-2



I-15 Express Lane Only

(00.0) - Northbound Volume Including Express Lanes

NOTE: Balanced Volumes in Thousands
PM Peak Period Occurs Between 3:00 pm and 6:00 pm

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YEAR 2000 PM PEAK PERIOD

FIGURE 2-3

afternoon/evening. Depending on the location and direction of travel, however, localized peak hours occur at different times that are generally within the three-hour periods defined above.

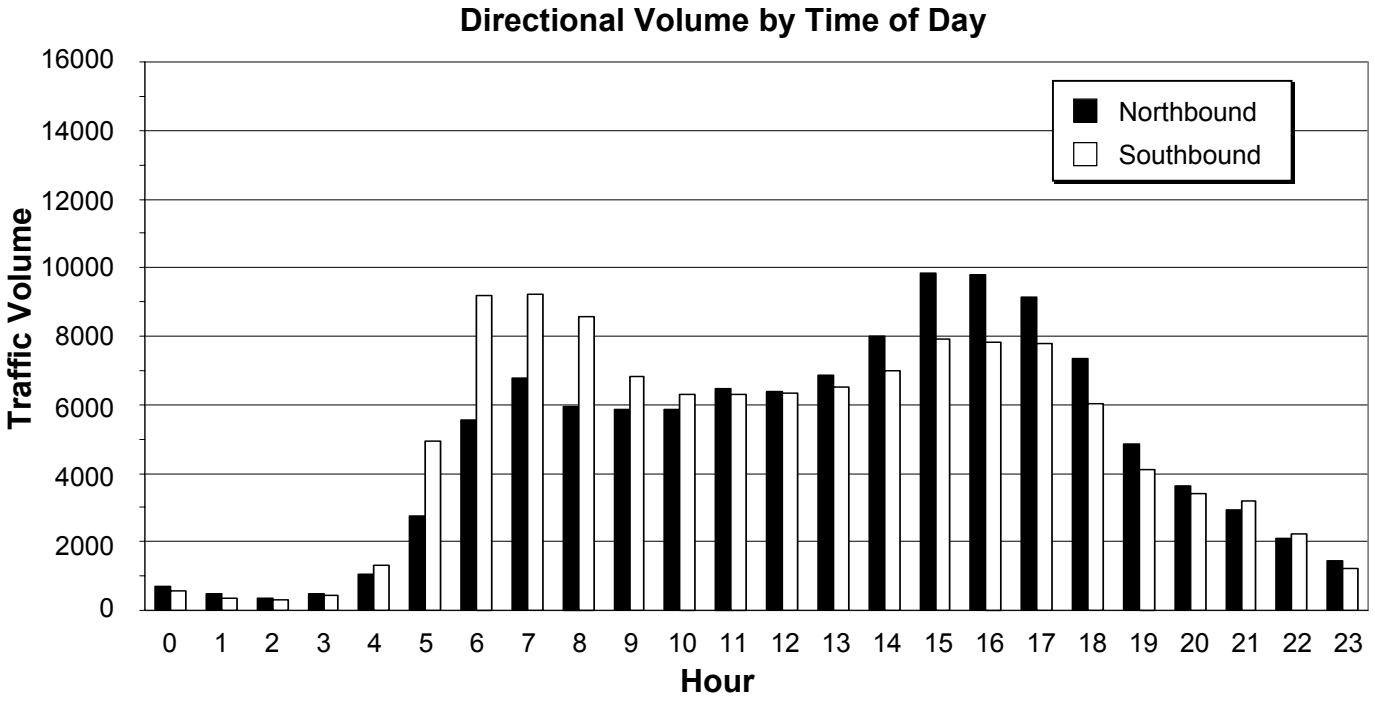
Hourly traffic distribution within the study corridor is graphically displayed in Figures 2-4 through 2-6 for three separate locations along the corridor. The northernmost location is situated south of Via Rancho Parkway. The central location is immediately north of SR 56/Ted Williams Parkway and the southernmost location is at Mira Mesa Boulevard. Each graphic displays both the directional traffic volume by time of day and the directional distribution, as a percent of the hourly traffic, by time of day.

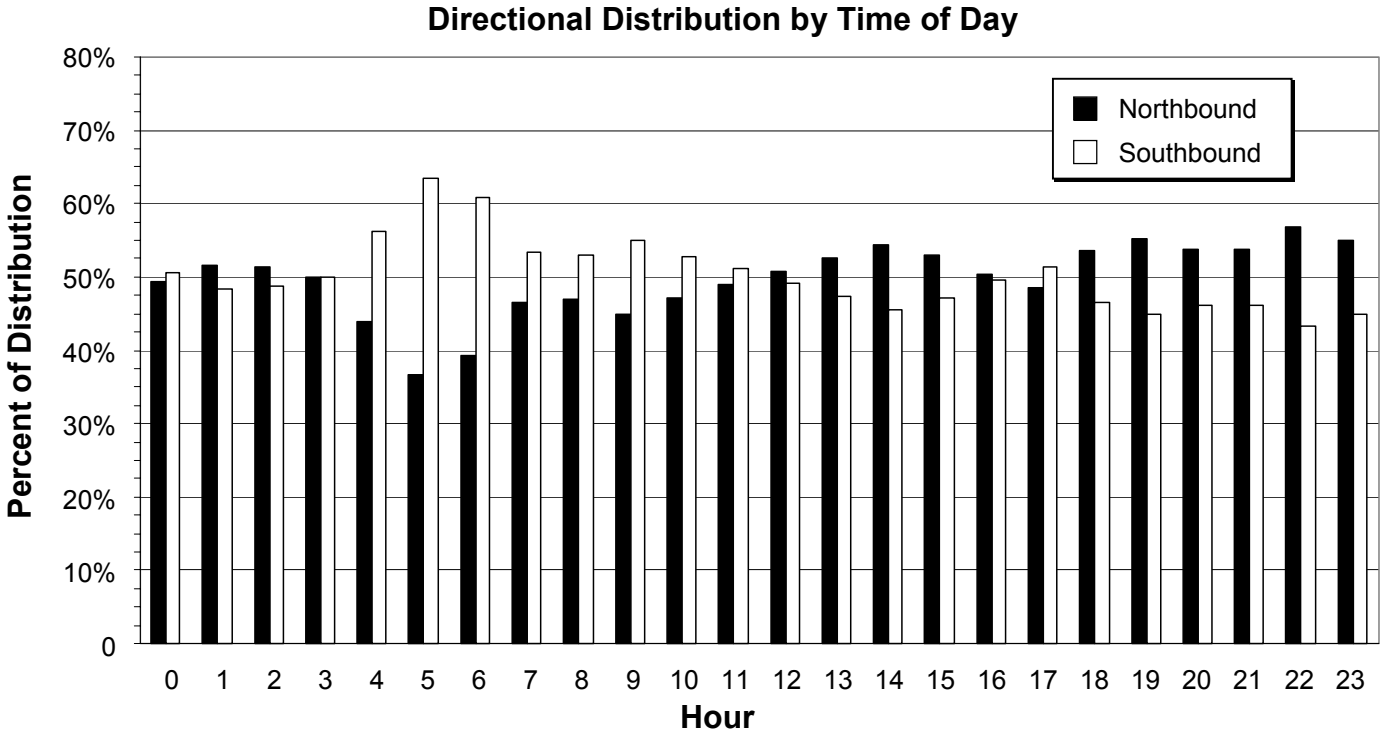
The hourly distribution of traffic in the I-15 study corridor displays the typical morning and evening periods of increased traffic that are influenced by the work commute. The directional distribution of travel in the corridor is heavier southbound in the morning and northbound in the evening. This is most pronounced in the traffic characteristics recorded for I-15 at Mira Mesa Boulevard. Here the directional split exceeds 70 percent/30 percent during the morning peak and 60 percent/40 percent during the evening peak. Traffic characteristics for the I-15 locations near SR 56 and Via Rancho Parkway reveal a directional split slightly in excess of 60 percent/40 percent during the morning peak and a lesser split of approximately 55 percent/45 percent during the evening peak.

VEHICLE OCCUPANCY DISTRIBUTION

Mainline I-15 vehicle occupancy counts were recorded at two locations of the study corridor, at Bernardo Center Drive in the northern half and Carroll Canyon Road in the southern half.

As shown in Table 2-2, At Bernardo Center Drive, occupancy counts for the morning peak period from 6:00 to 8:00 a.m. indicate that 88.5 percent of the northbound traffic was comprised of single-occupant vehicles (SOV's), while 85.5 percent of the southbound traffic was single-occupant vehicles. The remaining morning peak period traffic consisted of 2-person carpool vehicles (11.1 percent northbound and 14.1 percent southbound), and 3+ person carpool vehicles (0.4 percent northbound and 0.4 percent southbound). Average vehicle occupancy between 6:00 and 8:00 a.m. was approximately 1.12 persons per vehicle northbound and approximately 1.15 persons per vehicle southbound.





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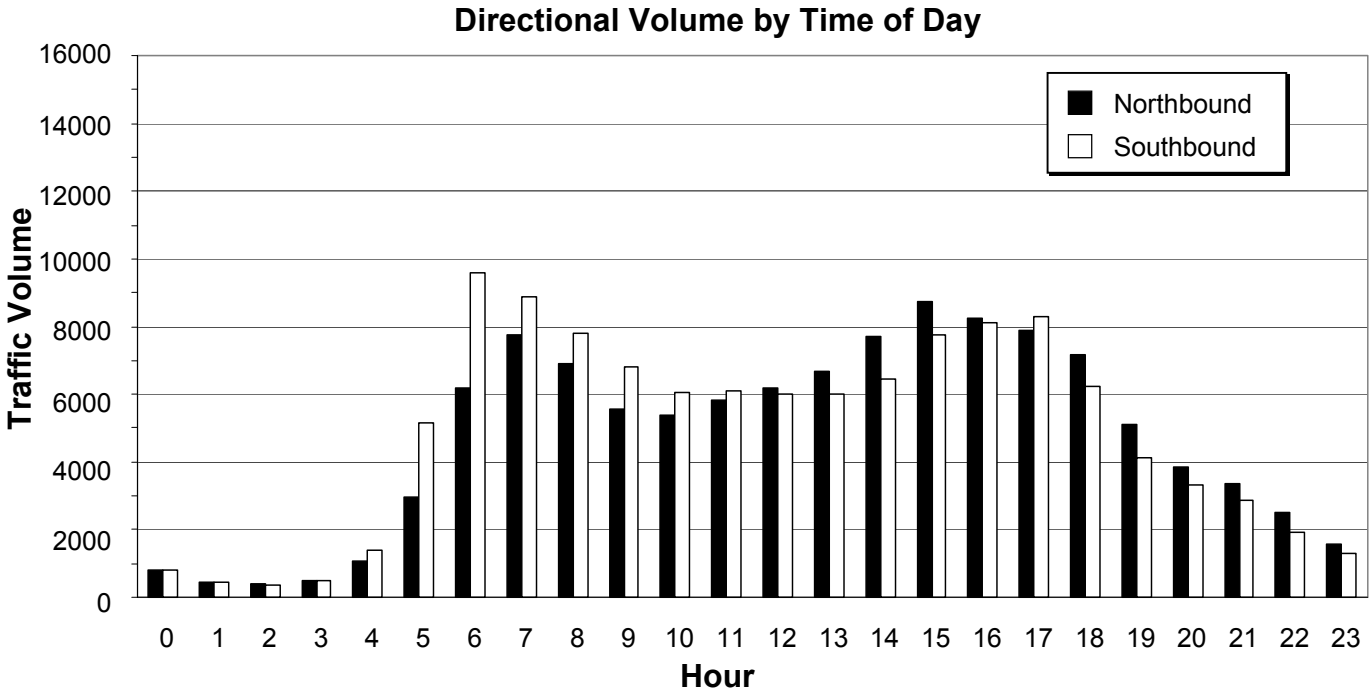
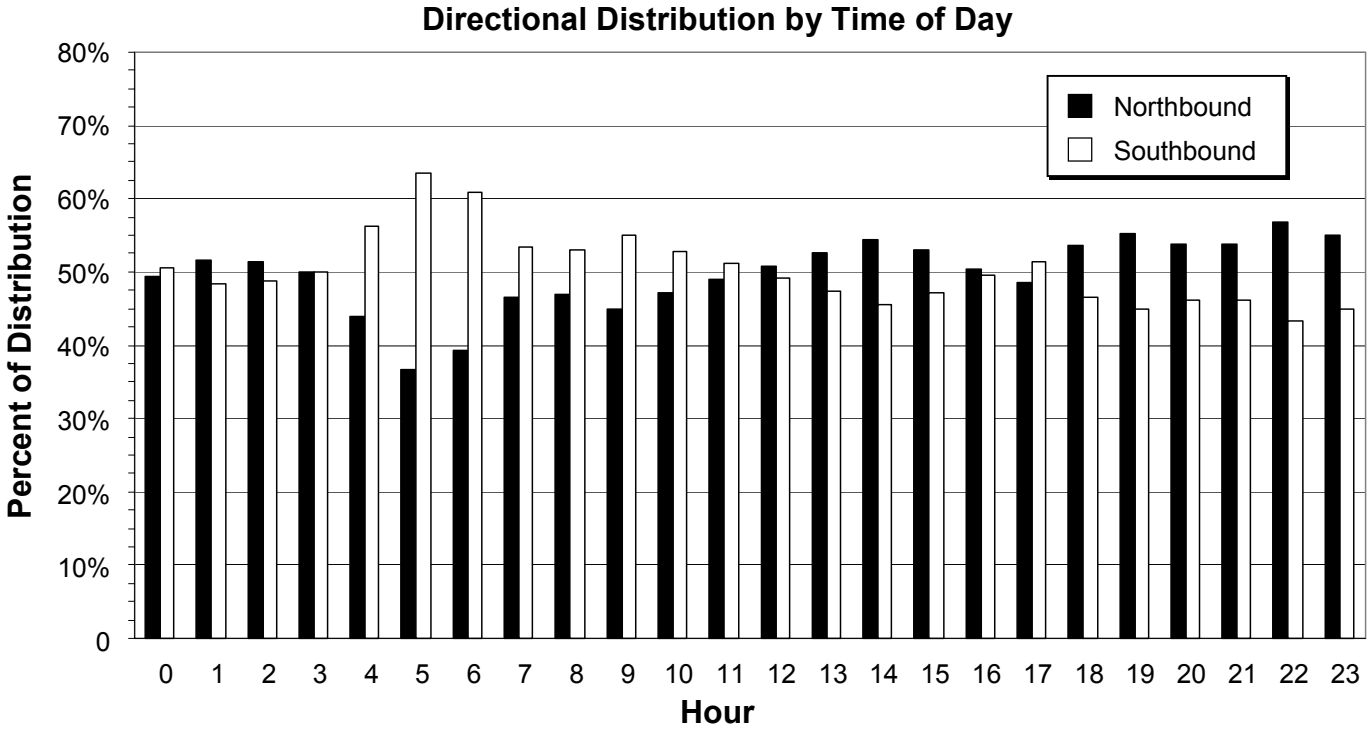
I-15 HOURLY TRAFFIC DISTRIBUTIONS
South of Via Rancho Parkway

FIGURE 2-4





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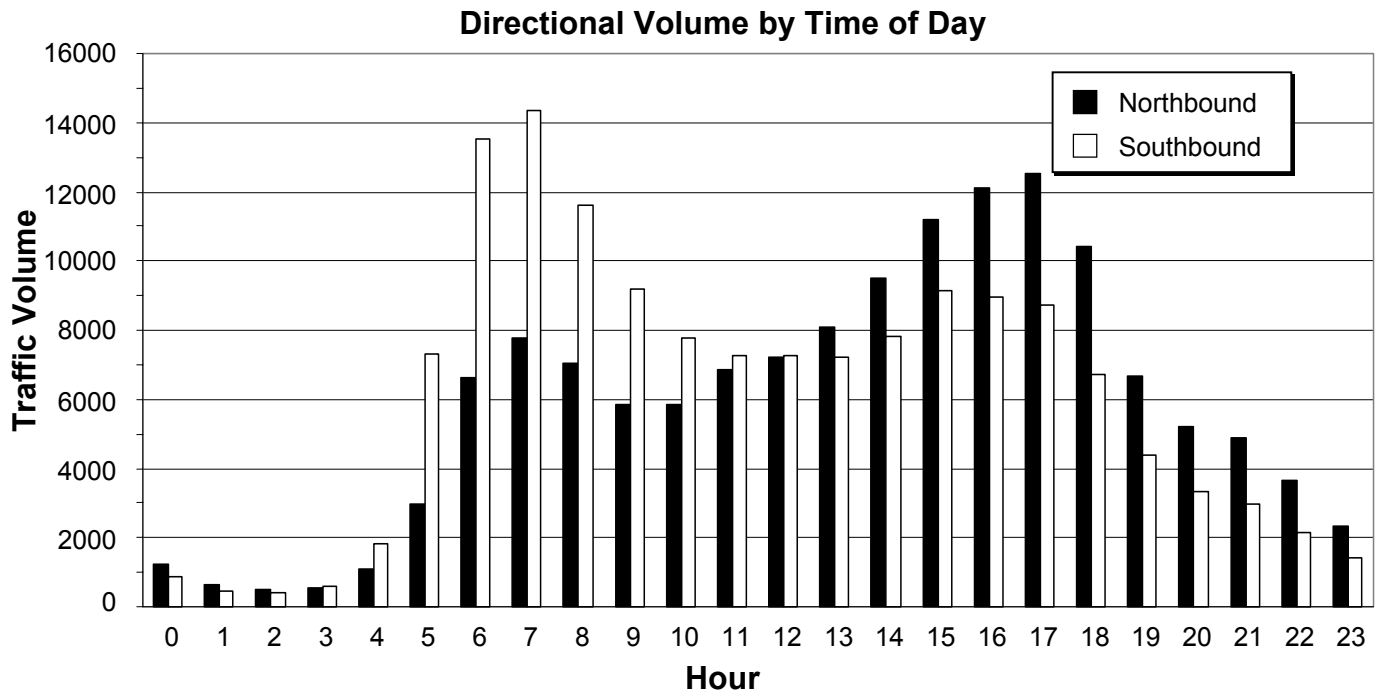
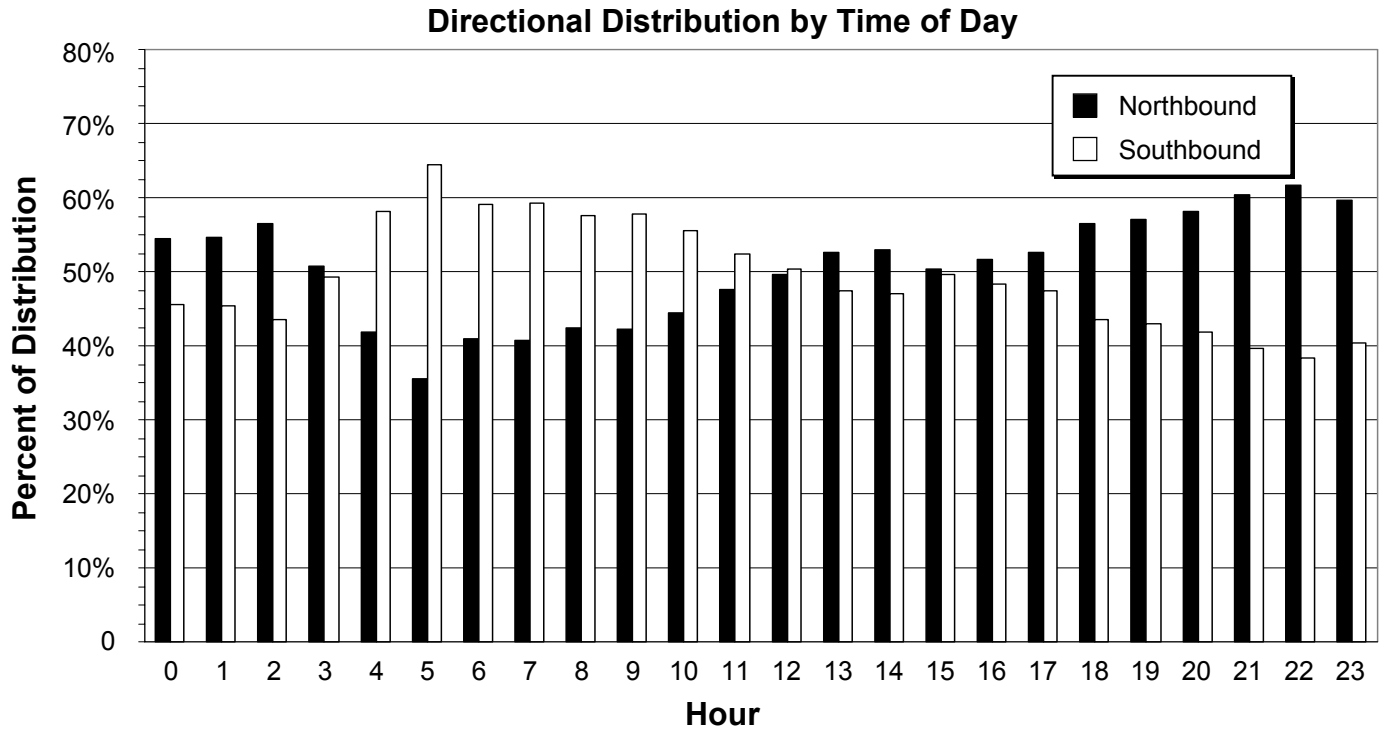
I-15 HOURLY TRAFFIC DISTRIBUTIONS
North of SR-56/Ted Williams Parkway

FIGURE 2-5





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I-15 HOURLY TRAFFIC DISTRIBUTIONS
At Mira Mesa Boulevard

FIGURE 2-6

Table 2-2
Vehicle Occupancy Distribution
I-15 Managed Lanes Value Pricing Study

I-15 at Bernardo Center Dr Overpass
Wednesday (7/11/2001)

	Northbound				Southbound				Total			
	1	2	3+	Total	1	2	3+	Total	1	2	3+	Total
6-8AM	8,954	1,124	45	10,123	14,768	2,441	67	17,276	23,722	3,565	112	27,399
PERCENT	88.5%	11.1%	0.4%	100.0%	85.5%	14.1%	0.4%	100.0%	86.6%	13.0%	0.4%	100.0%
8-9AM	4,161	873	45	5,079	7,506	657	16	8,179	11,667	1,530	61	13,258
PERCENT	81.9%	17.2%	0.9%	100.0%	91.8%	8.0%	0.2%	100.0%	88.0%	11.5%	0.5%	100.0%
9AM-2PM	21,487	4,522	74	26,083	24,903	3,403	99	28,405	46,390	7,925	173	54,488
PERCENT	82.4%	17.3%	0.3%	100.0%	87.7%	12.0%	0.3%	100.0%	85.1%	14.5%	0.3%	100.0%
2-3PM	6,480	884	20	7,384	5,041	880	30	5,951	11,521	1,764	50	13,335
PERCENT	87.8%	12.0%	0.3%	100.0%	84.7%	14.8%	0.5%	100.0%	86.4%	13.2%	0.4%	100.0%
3-6PM	18,682	4,134	185	23,001	14,122	4,208	91	18,421	32,804	8,342	276	41,422
PERCENT	81.2%	18.0%	0.8%	100.0%	76.7%	22.8%	0.5%	100.0%	79.2%	20.1%	0.7%	100.0%
6-7PM	6,121	1,601	97	7,819	3,157	1,529	83	4,769	9,278	3,130	180	12,588
PERCENT	78.3%	20.5%	1.2%	100.0%	66.2%	32.1%	1.7%	100.0%	73.7%	24.9%	1.4%	100.0%
TOTAL	*65,885*	*13,138*	*466*	*79,489*	*69,497*	*13,118*	*386*	*83,001*	*135,382*	*26,256*	*852*	*162,490*
PERCENT	*82.9%*	*16.5%*	*0.6%*	*100.0%*	*83.7%*	*15.8%*	*0.5%*	*100.0%*	*83.3%*	*16.2%*	*0.5%*	*100.0%*

I-15 at Carroll Canyon Overpass
Thursday (7/12/2001)

	Northbound				Southbound				Total			
	1	2	3+	Total	1	2	3+	Total	1	2	3+	Total
6-8AM	13,734	2,040	117	15,891	20,018	4,025	137	24,180	33,752	6,065	254	40,071
PERCENT	86.4%	12.8%	0.7%	100.0%	82.8%	16.6%	0.6%	100.0%	84.2%	15.1%	0.6%	100.0%
8-9AM	6,776	985	47	7,808	9,005	1,754	151	10,910	15,781	2,739	198	18,718
PERCENT	86.8%	12.6%	0.6%	100.0%	82.5%	16.1%	1.4%	100.0%	84.3%	14.6%	1.1%	100.0%
9AM-2PM	27,815	5,497	168	33,480	31,178	8,749	316	40,243	58,993	14,246	484	73,723
PERCENT	83.1%	16.4%	0.5%	100.0%	77.5%	21.7%	0.8%	100.0%	80.0%	19.3%	0.7%	100.0%
2-3PM	7,444	1,849	47	9,340	5,883	1,865	59	7,807	13,327	3,714	106	17,147
PERCENT	79.7%	19.8%	0.5%	100.0%	75.4%	23.9%	0.8%	100.0%	77.7%	21.7%	0.6%	100.0%
3-6PM	24,294	7,243	459	31,996	18,601	7,316	265	26,182	42,895	14,559	724	58,178
PERCENT	75.9%	22.6%	1.4%	100.0%	71.0%	27.9%	1.0%	100.0%	73.7%	25.0%	1.2%	100.0%
6-7PM	7,355	1,955	164	9,474	4,239	2,217	100	6,556	11,594	4,172	264	16,030
PERCENT	77.6%	20.6%	1.7%	100.0%	64.7%	33.8%	1.5%	100.0%	72.3%	26.0%	1.6%	100.0%
TOTAL	*87,418*	*19,569*	*1,002*	*107,989*	*88,924*	*25,926*	*1,028*	*115,878*	*176,342*	*45,495*	*2,030*	*223,867*
PERCENT	*81.0%*	*18.1%*	*0.9%*	*100.0%*	*76.7%*	*22.4%*	*0.9%*	*100.0%*	*78.8%*	*20.3%*	*0.9%*	*100.0%*

The daily traffic totals at Bernardo Center Drive indicate that 82.9 percent of northbound daily traffic and 83.7 percent of southbound daily traffic was composed of SOV's, while 2-person HOV's comprised 16.5 percent of the northbound and 15.8 percent of the southbound traffic at this location. Carpools with three or more persons were 0.6 percent and 0.5 percent of the northbound and southbound daily traffic, respectively. Average vehicle occupancy at Bernardo Center Drive was approximately 1.18 persons per vehicle northbound and approximately 1.17 persons per vehicle southbound on a daily basis.

At Carroll Canyon Road, during the morning peak period, 86.4 percent of the vehicles in the northbound direction were SOV's, while 82.8 percent of the vehicles in the southbound direction were SOV's. Two-person carpool vehicles comprised 12.8 percent of the northbound traffic and 16.6 percent of the southbound traffic, while 3+ person carpool vehicles were 0.7 percent of the northbound total and 0.6 percent of the southbound total. Average vehicle occupancy at Carroll Canyon between 6:00 and 8:00 a.m. was approximately 1.14 persons per vehicle northbound and approximately 1.18 persons per vehicle southbound.

Daily traffic volumes at Carroll Canyon indicate that 81.0 percent of northbound daily traffic and 76.7 percent of southbound daily traffic was composed of SOV's, while 2-person HOV's comprised 18.1 percent of the northbound and 22.4 percent of the southbound traffic at this location. Carpools with three or more persons were 0.9 percent of both the northbound and southbound daily traffic. Average vehicle occupancy at Carroll Canyon was approximately 1.20 persons per vehicle northbound and approximately 1.24 persons per vehicle southbound on a daily basis.

VEHICLE CLASSIFICATIONS DISTRIBUTION

Vehicle classification counts were conducted at Bernardo Center Drive in the northern half of the study corridor and at Carroll Canyon Road in the southern half. As shown in Table 2-3, autos at Bernardo Center Drive comprised 93.8 percent of vehicular traffic in the northbound direction and 92.5 percent in the southbound direction on a daily basis. At this same location, motorcycles, buses, light-duty trucks, and heavy-duty trucks comprised 0.4, 0.2, 1.9, and 3.6 percent of the northbound daily traffic, respectively, and 0.4 percent, 0.2 percent, 3.6 percent, and 3.2 percent of the southbound daily traffic, respectively

Table 2-3
Vehicle Classification Distribution
I-15 Managed Lanes Value Pricing Study

I-15 at Bernardo Center Dr Overpass
Wednesday (7/11/2001)

	Northbound						Southbound						Total					
	Passenger Vehicle	Motorcycle	Bus	2-3 Axle	4+ Axle	Total	Passenger Vehicle	Motorcycle	Bus	2-3 Axle	4+ Axle	Total	Passenger Vehicle	Motorcycle	Bus	2-3 Axle	4+ Axle	Total
6-8 AM	9,496	28	21	182	396	10,123	16,065	115	30	582	484	17,276	25,561	143	51	764	880	27,399
PERCENT	93.8%	0.3%	0.2%	1.8%	3.9%	100.0%	93.0%	0.7%	0.2%	3.4%	2.8%	100.0%	93.3%	0.5%	0.2%	2.8%	3.2%	100.0%
8-9AM	4,631	12	19	147	270	5,079	7,493	48	12	326	300	8,179	12,124	60	31	473	570	13,258
PERCENT	91.2%	0.2%	0.4%	2.9%	5.3%	100.0%	91.6%	0.6%	0.1%	4.0%	3.7%	100.0%	91.4%	0.5%	0.2%	3.6%	4.3%	100.0%
9-2PM	23,846	78	45	718	1,396	26,083	25,778	94	48	1,234	1,251	28,405	49,624	172	93	1,952	2,647	54,488
PERCENT	91.4%	0.3%	0.2%	2.8%	5.4%	100.0%	90.8%	0.3%	0.2%	4.3%	4.4%	100.0%	91.1%	0.3%	0.2%	3.6%	4.9%	100.0%
2-3PM	6,945	25	16	121	277	7,384	5,448	21	16	256	210	5,951	12,393	46	32	377	487	13,335
PERCENT	94.1%	0.3%	0.2%	1.6%	3.8%	100.0%	91.5%	0.4%	0.3%	4.3%	3.5%	100.0%	92.9%	0.3%	0.2%	2.8%	3.7%	100.0%
3-6PM	22,067	142	31	314	447	23,001	17,406	73	51	518	373	18,421	39,473	215	82	832	820	41,422
PERCENT	95.9%	0.6%	0.1%	1.4%	1.9%	100.0%	94.5%	0.4%	0.3%	2.8%	2.0%	100.0%	95.3%	0.5%	0.2%	2.0%	2.0%	100.0%
6-7PM	7,600	41	13	53	112	7,819	4,618	13	15	55	68	4,769	12,218	54	28	108	180	12,588
PERCENT	97.2%	0.5%	0.2%	0.7%	1.4%	100.0%	96.8%	0.3%	0.3%	1.2%	1.4%	100.0%	97.1%	0.4%	0.2%	0.9%	1.4%	100.0%
TOTAL	*74,585*	*326*	*145*	*1,535*	*2,898*	*79,489*	*76,808*	*364*	*172*	*2,971*	*2,686*	*83,001*	*151,393*	*690*	*317*	*4,506*	*5,584*	*162,490*
PERCENT	*93.8%*	*0.4%*	*0.2%*	*1.9%*	*3.6%*	*100.0%*	*92.5%*	*0.4%*	*0.2%*	*3.6%*	*3.2%*	*100.0%*	*93.2%*	*0.4%*	*0.2%*	*2.8%*	*3.4%*	*100.0%*

I-15 at Carroll Canyon Overpass
Thursday (7/12/2001)

	Northbound						Southbound						Total					
	Passenger Vehicle	Motorcycle	Bus	2-3 Axle	4+ Axle	Total	Passenger Vehicle	Motorcycle	Bus	2-3 Axle	4+ Axle	Total	Passenger Vehicle	Motorcycle	Bus	2-3 Axle	4+ Axle	Total
6-8 AM	14,589	49	87	686	480	15,891	23,301	89	21	348	421	24,180	37,890	138	108	1,034	901	40,071
PERCENT	91.8%	0.3%	0.5%	4.3%	3.0%	100.0%	96.4%	0.4%	0.1%	1.4%	1.7%	100.0%	94.6%	0.3%	0.3%	2.6%	2.2%	100.0%
8-9AM	7,041	26	30	395	316	7,808	10,357	24	22	219	288	10,910	17,398	50	52	614	604	18,718
PERCENT	90.2%	0.3%	0.4%	5.1%	4.0%	100.0%	94.9%	0.2%	0.2%	2.0%	2.6%	100.0%	92.9%	0.3%	0.3%	3.3%	3.2%	100.0%
9-2PM	30,157	78	78	1,466	1,701	33,480	37,195	119	92	1,544	1,293	40,243	67,352	197	170	3,010	2,994	73,723
PERCENT	90.1%	0.2%	0.2%	4.4%	5.1%	100.0%	92.4%	0.3%	0.2%	3.8%	3.2%	100.0%	91.4%	0.3%	0.2%	4.1%	4.1%	100.0%
2-3PM	8,748	23	15	248	306	9,340	7,202	28	26	317	234	7,807	15,950	51	41	565	540	17,147
PERCENT	93.7%	0.2%	0.2%	2.7%	3.3%	100.0%	92.3%	0.4%	0.3%	4.1%	3.0%	100.0%	93.0%	0.3%	0.2%	3.3%	3.1%	100.0%
3-6PM	31,171	60	32	330	403	31,996	25,039	118	57	610	358	26,182	56,210	178	89	940	761	58,178
PERCENT	97.4%	0.2%	0.1%	1.0%	1.3%	100.0%	95.6%	0.5%	0.2%	2.3%	1.4%	100.0%	96.6%	0.3%	0.2%	1.6%	1.3%	100.0%
6-7PM	7,903	16	2	66	87	8,074	6,295	44	17	129	71	6,556	14,198	60	19	195	158	14,630
PERCENT	97.9%	0.2%	0.0%	0.8%	1.1%	100.0%	96.0%	0.7%	0.3%	2.0%	1.1%	100.0%	97.0%	0.4%	0.1%	1.3%	1.1%	100.0%
TOTAL	*99,609*	*252*	*244*	*3,191*	*3,293*	*106,589*	*109,389*	*422*	*235*	*3,167*	*2,665*	*115,878*	*208,998*	*674*	*479*	*6,358*	*5,958*	*222,467*
PERCENT	*93.5%*	*0.2%*	*0.2%*	*3.0%*	*3.1%*	*100.0%*	*94.4%*	*0.4%*	*0.2%*	*2.7%*	*2.3%*	*100.0%*	*93.9%*	*0.3%*	*0.2%*	*2.9%*	*2.7%*	*100.0%*

In the morning peak period, 93.8 percent of northbound and 93.0 percent of southbound traffic at Bernardo Center Drive was composed of autos. During the morning peak period, 0.3, 0.2, 1.8, and 3.9 percent of the northbound traffic and 0.7, 0.2, 3.4, and 2.8 percent of the southbound traffic was comprised of motorcycles, buses, light-duty trucks, and heavy-duty trucks, respectively.

At Carroll Canyon Road, autos comprised 93.5 percent of vehicular traffic in the northbound direction and 94.4 percent in the southbound direction on a daily basis. The northbound daily traffic at Carroll Canyon also included 0.2 percent, 0.2 percent, 3.0 percent, and 3.1 percent motorcycles, buses, light-duty trucks, and heavy-duty trucks, respectively. In the southbound direction, 0.4, 0.2, 2.7, and 2.3 percent of the daily traffic, respectively, was comprised of motorcycles, buses, light-duty trucks, and heavy-duty trucks.

In the morning peak period, 91.8 percent of northbound and 96.4 percent of southbound traffic at Carroll Canyon was composed of autos. The morning peak period included 0.3 percent, 0.5 percent, 4.3 percent, and 3.0 percent motorcycles, buses, light-duty trucks, and heavy-duty trucks, respectively, in the northbound direction, and 0.4, 0.1, 1.4, and 1.7 percent motorcycles, buses, light-duty trucks, and heavy-duty trucks, respectively, in the southbound direction.

CURRENT PEAK PERIOD MAINLINE OPERATING SPEEDS

A series of travel time distance studies were conducted by WSA during July 2001. Travel speeds and travel delays were observed and recorded during the peak travel periods along the I-15 study corridor.

The process involved driving in the normal traffic stream during each trial run. Travel speeds were structured to keep pace with traffic flow in each lane. Travel time and observed mileage were recorded at critical checkpoints, such as interchanges, overpasses, and underpasses along the corridor.

The travel time-distance information collected during the studies was useful in refining the computer traffic model used in the estimation of traffic and toll revenue for the proposed I-15 Managed Lanes Value Pricing Project alternative pricing options. It also provides an overview of current traffic operating conditions.

A graphical summary of the travel time/distance study results is presented for the southbound morning peak period direction of travel in Figures 2-7 through 2-10. Results of the travel speeds for the northbound evening peak period direction of travel are presented in Figure 2-11 through 2-14.

As part of the 2001 survey, speeds on I-15 were recorded as follows. In the southbound direction, between SR 78 and Centre City Parkway, morning peak period speeds generally averaged between 20 and 40 mph. South of Rancho Bernardo Road, the southbound morning peak speeds averaged between 55 and 60 mph. By 9:00 a.m., southbound speeds increased to at least 60 mph throughout the corridor.

During the afternoon/evening peak period, northbound travel speeds are between 20 and 35 mph in the vicinity of Miramar Way and Pomerado Road. From Mira Mesa Boulevard to Poway Road travel speeds increase to between 50 and 65 mph before slowing again at SR 56/Ted Williams Parkway. Between Ted Williams Parkway and Rancho Bernardo Road, travel speeds are generally in the range of 10 to 25 mph during the peak. North of Rancho Bernardo Road, peak period speeds increase generally to 45 mph and higher. Northbound travel speeds increase to approximately 40 mph or higher throughout the corridor by 7:00 p.m.

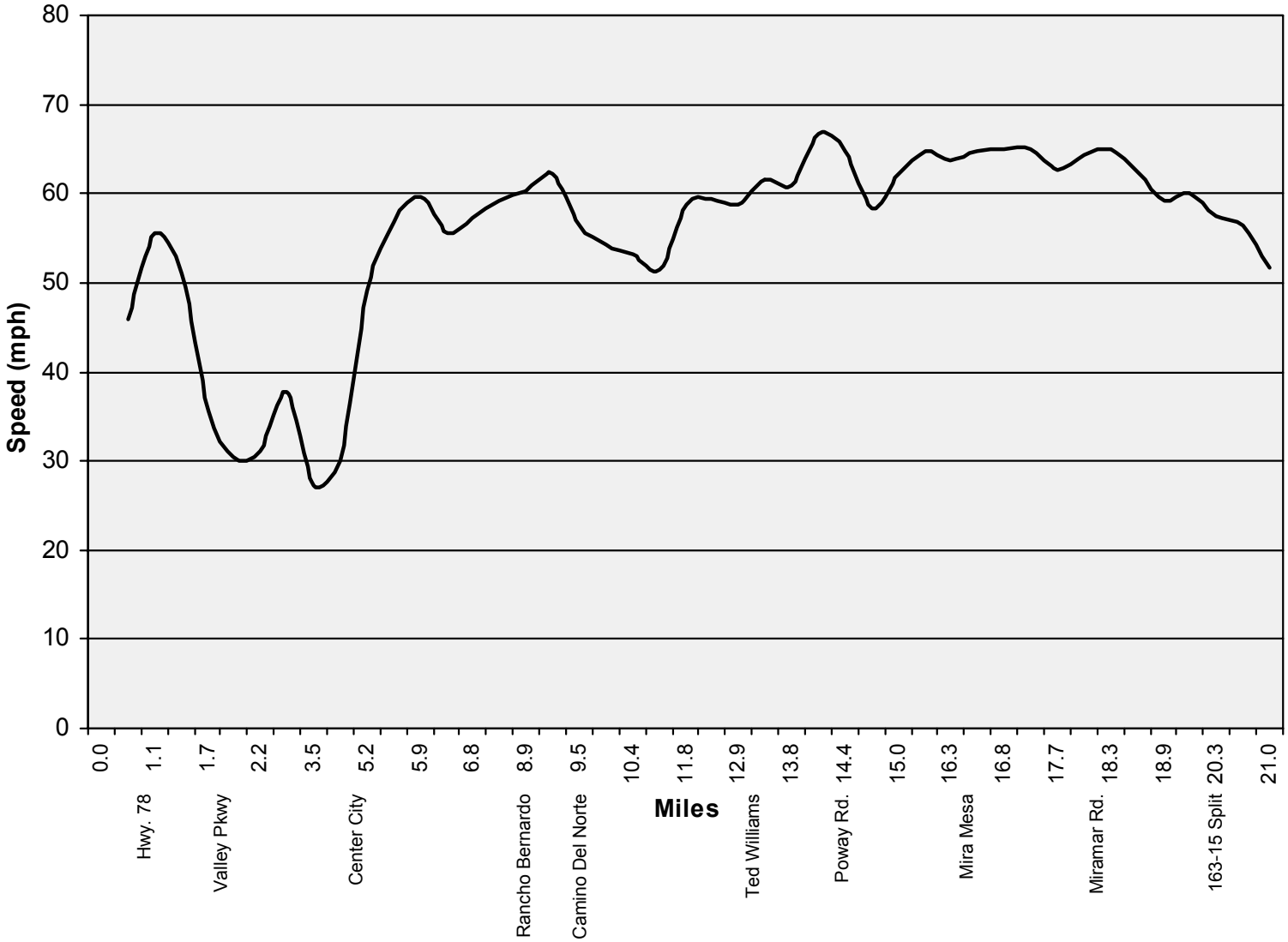
EXISTING EXPRESS LANES OPERATING CHARACTERISTICS

The existing Express Lanes provides two reversible lanes of travel in a barrier separated facility located between SR 56/Ted Williams Parkway and the I-15/SR 163 Junction. The Express Lanes serve primarily HOV traffic but allow SOV's that have FasTrak transponder accounts.

HOURS OF OPERATION AND TOLL CONCEPT

The current operating schedule and FasTrak toll schedule for the Express Lanes is presented in Figure 2-15. The Express Lanes are only open on weekdays and operate in the southbound direction from approximately 5:45 a.m. to 11:00 a.m. and in the northbound direction from approximately 12:00 noon to 7:00 p.m.

The tolling concept that is applied to SOV FasTrak customers using the Express Lanes is basically a variable rate structure that changes dynamically based on traffic volumes in the Express Lanes. As depicted in Figure 2-15, the toll structure imposes maximum tolls that are set for specific time periods within the morning and evening periods of operation. A separate and unique toll schedule is used for the Friday evening period of operation. In all cases, the toll schedule has been designed to manage



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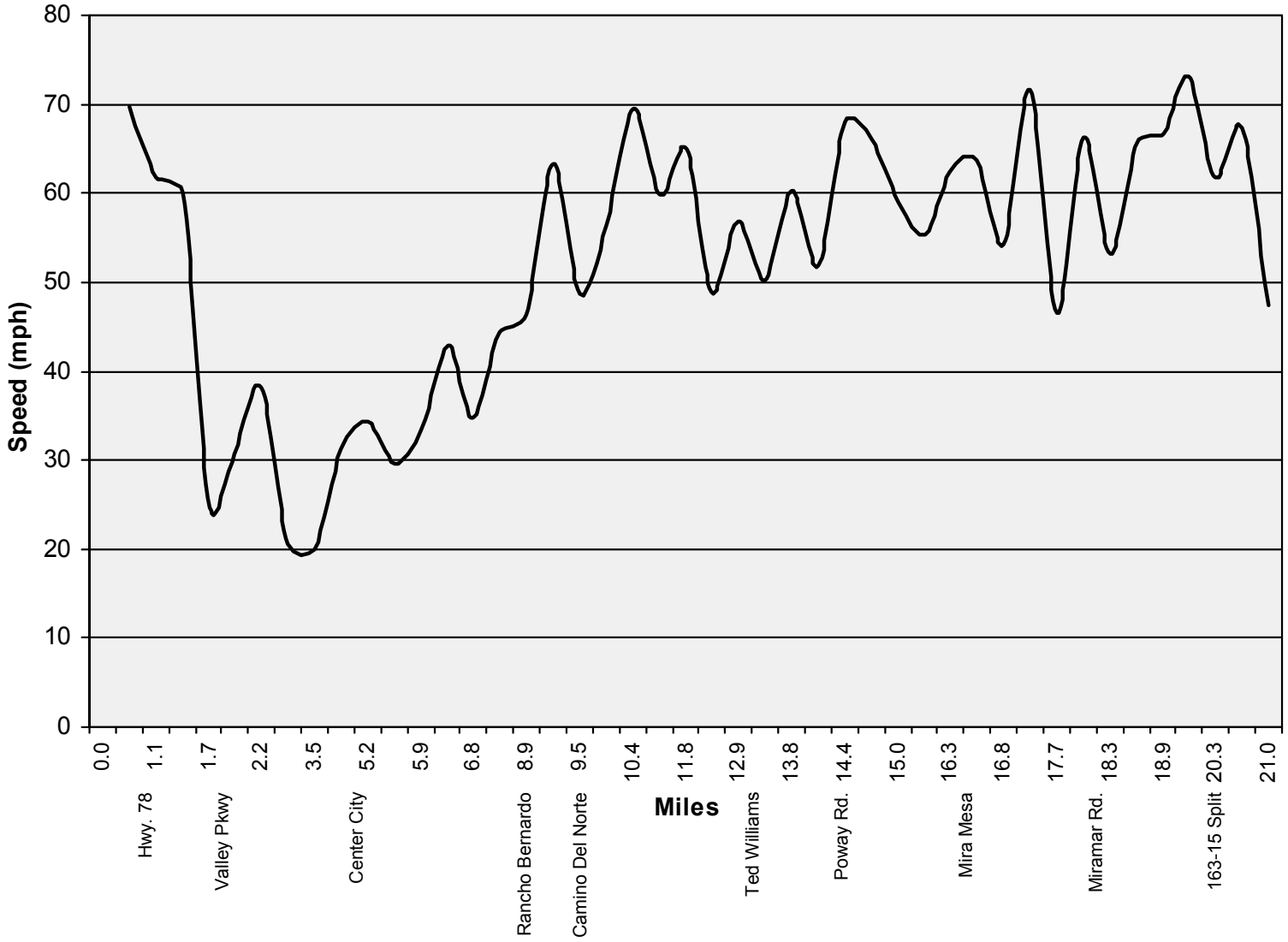
TRAVEL SPEED PROFILE - A.M. SOUTHBOUND

HIGHWAY 78 TO KEARNEY VILLA - Thursday 6:04 A.M.

FIGURE 2-7



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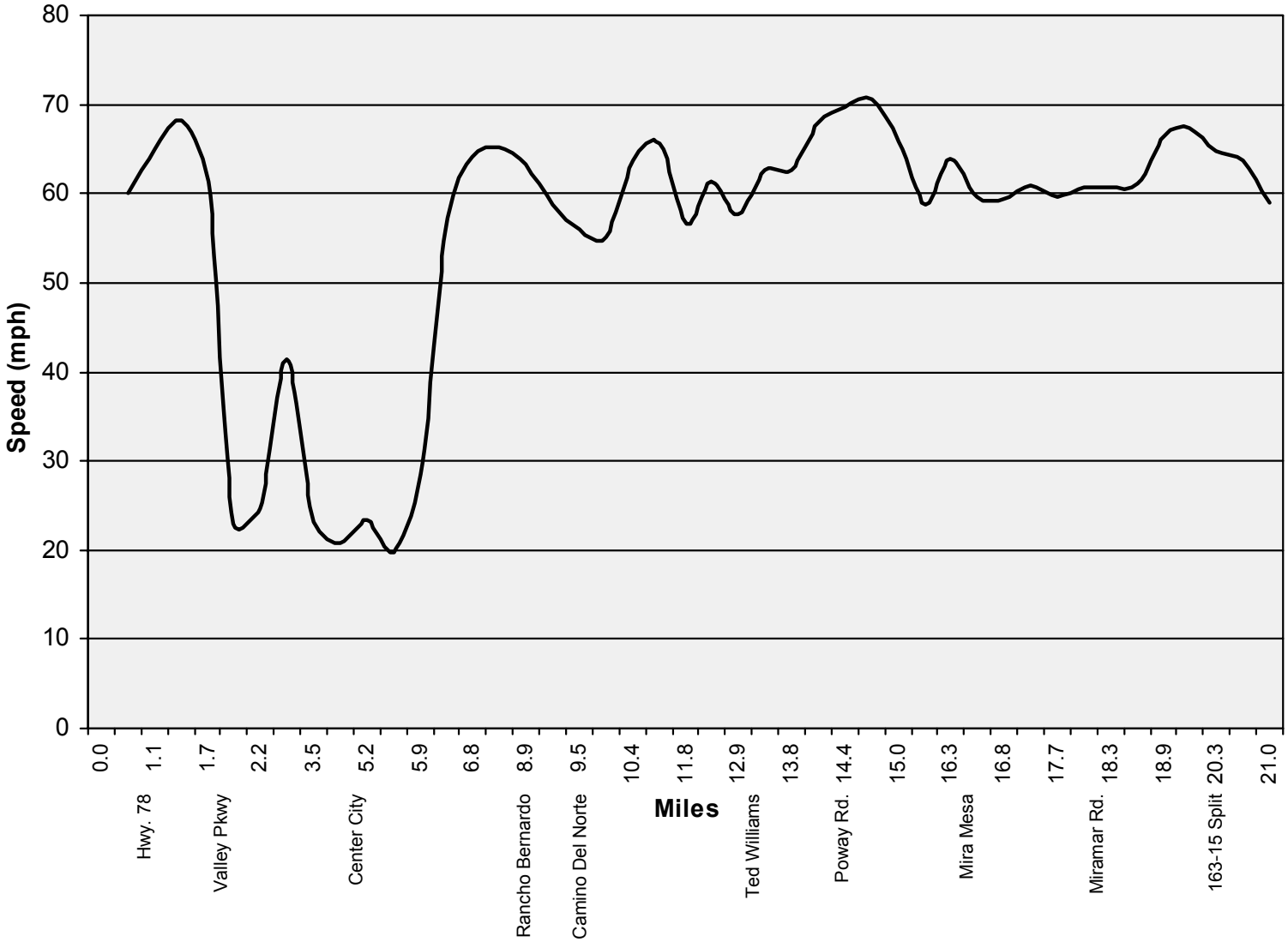
TRAVEL SPEED PROFILE - A.M. SOUTHBOUND

HIGHWAY 78 TO KEARNEY VILLA - Thursday, 7:08 A.M.

FIGURE 2-8



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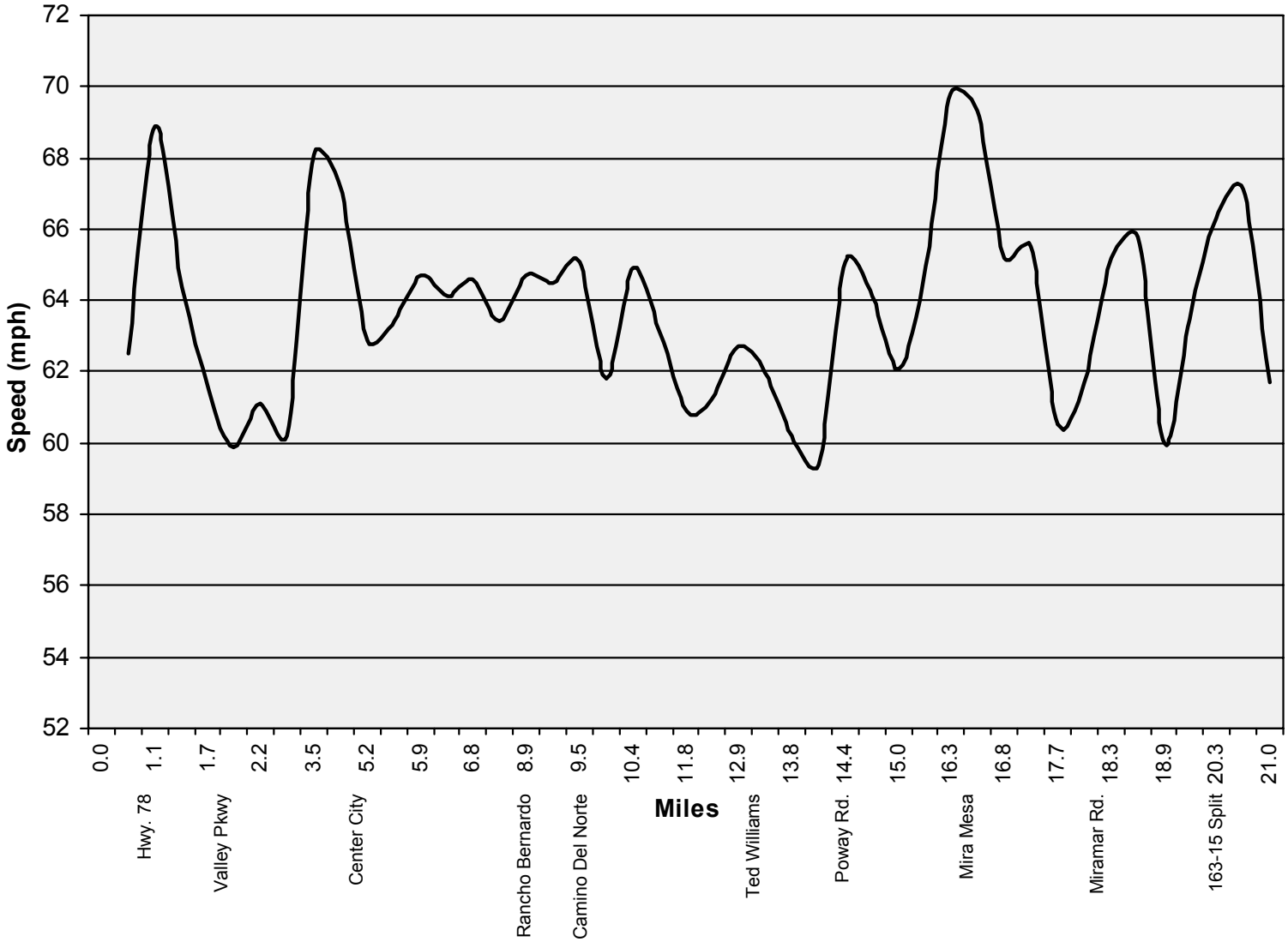
TRAVEL SPEED PROFILE - A.M. SOUTHBOUND

HIGHWAY 78 TO KEARNEY VILLA - Thursday, 8:14 A.M.

FIGURE 2-9



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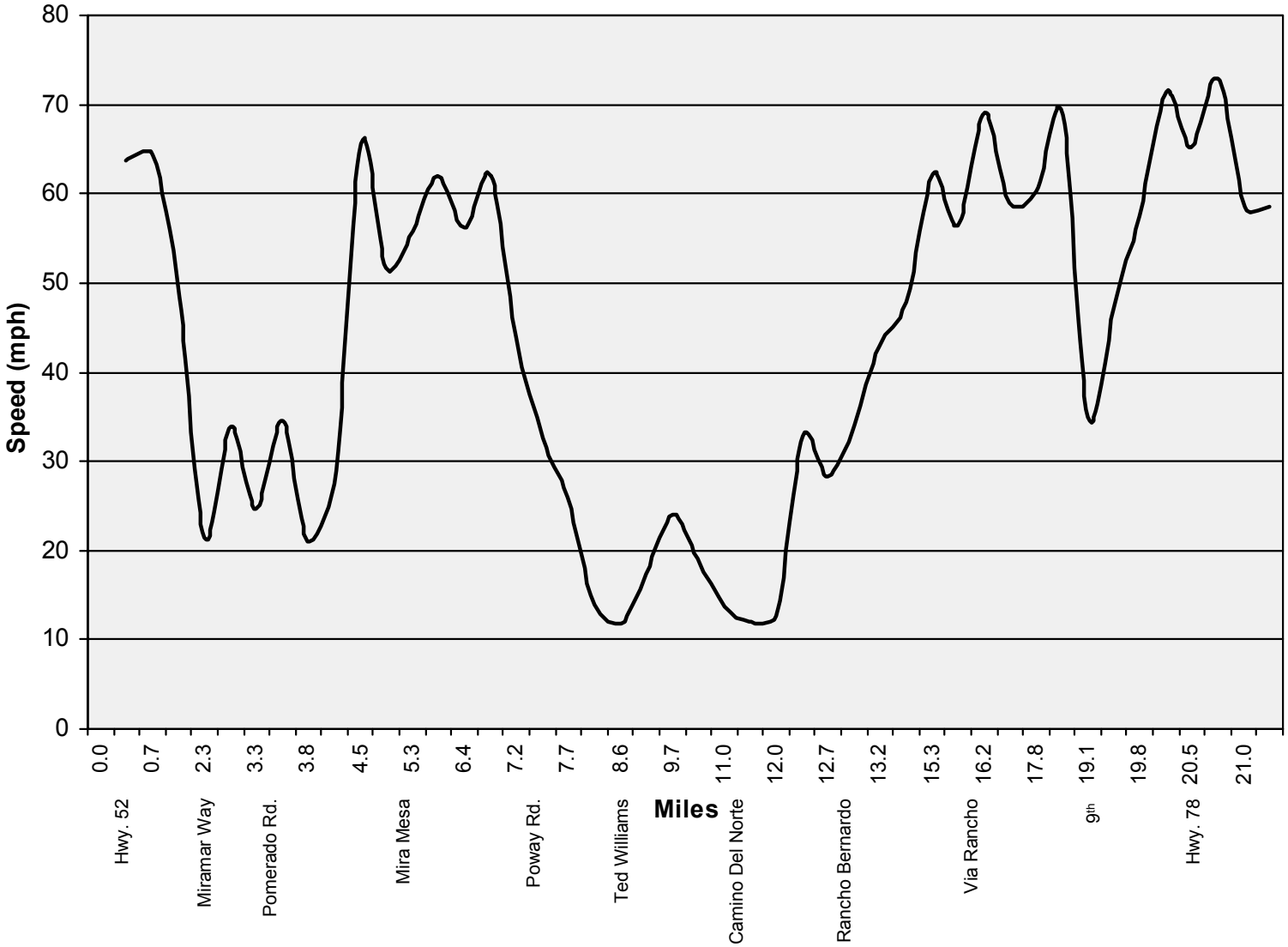
TRAVEL SPEED PROFILE - A.M. SOUTHBOUND

HIGHWAY 78 TO KEARNEY VILLA - Thursday, 9:06 A.M.

FIGURE 2-10



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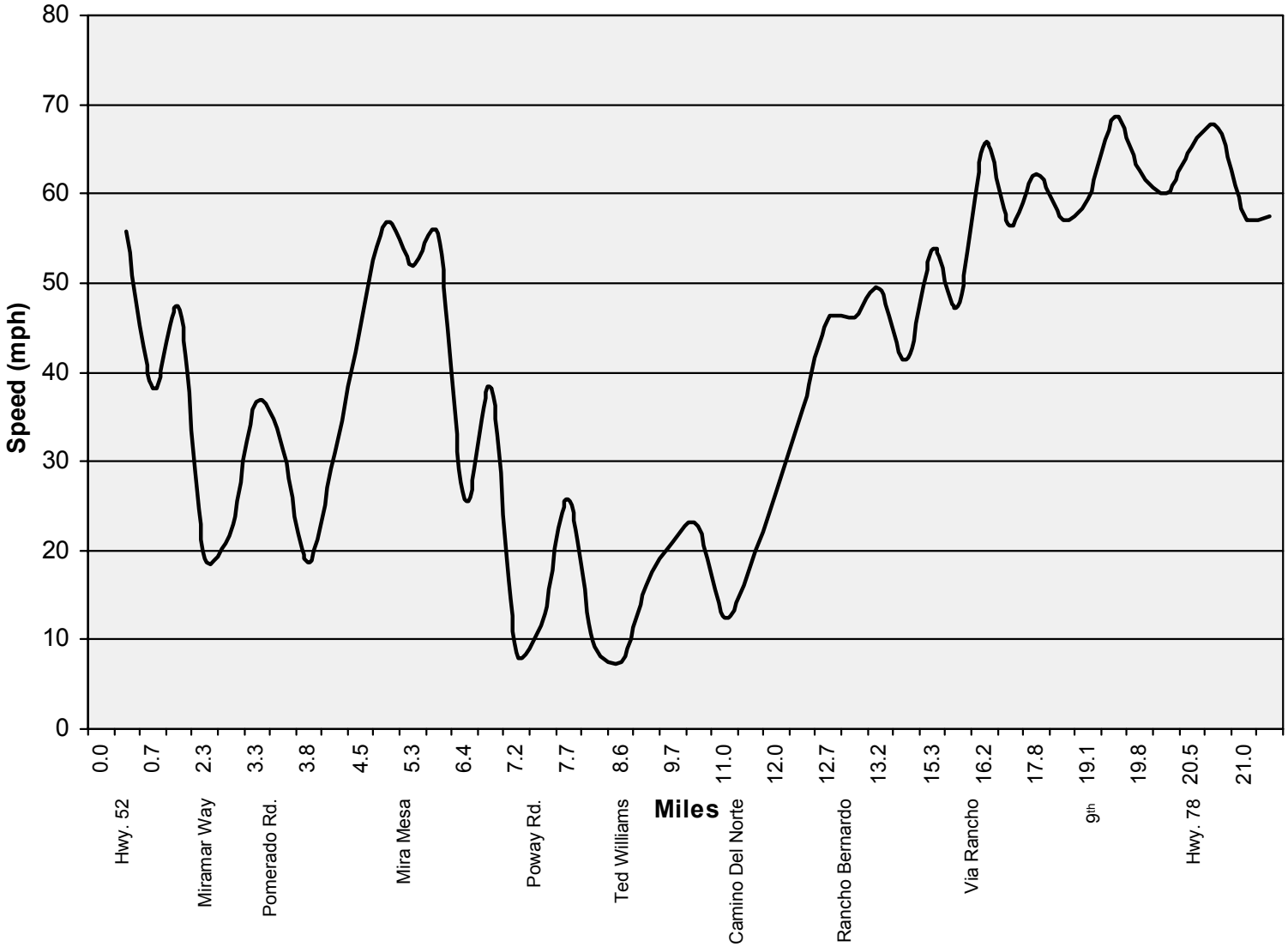
TRAVEL SPEED PROFILE - P.M. NORTHBOUND
HIGHWAY 52 TO EL NORTE - Thursday, 3:45 P.M.

FIGURE 2-11



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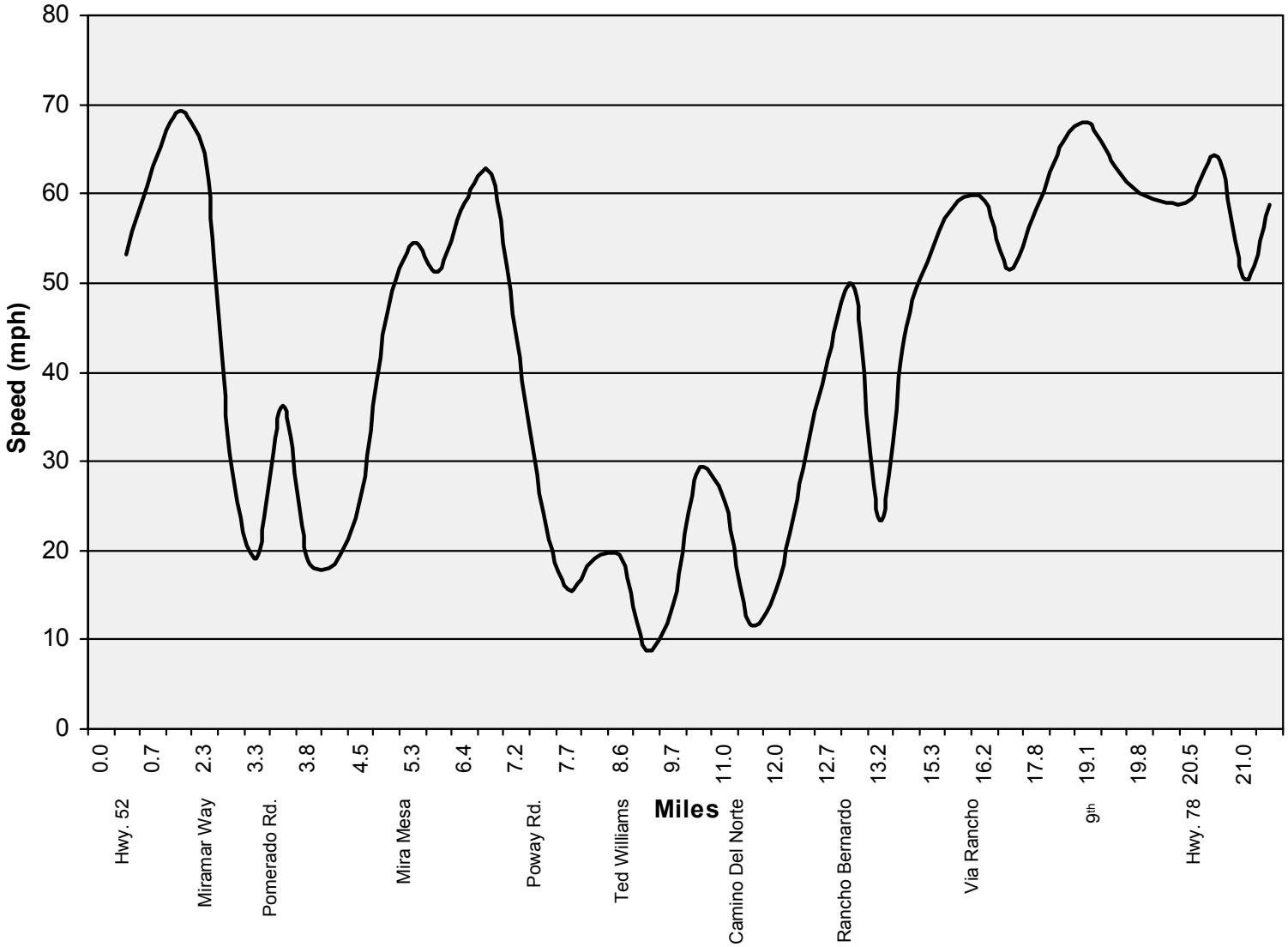
TRAVEL SPEED PROFILE - P.M. NORTHBOUND

HIGHWAY 52 TO EL NORTE - Thursday, 4:08 P.M.

FIGURE 2-12



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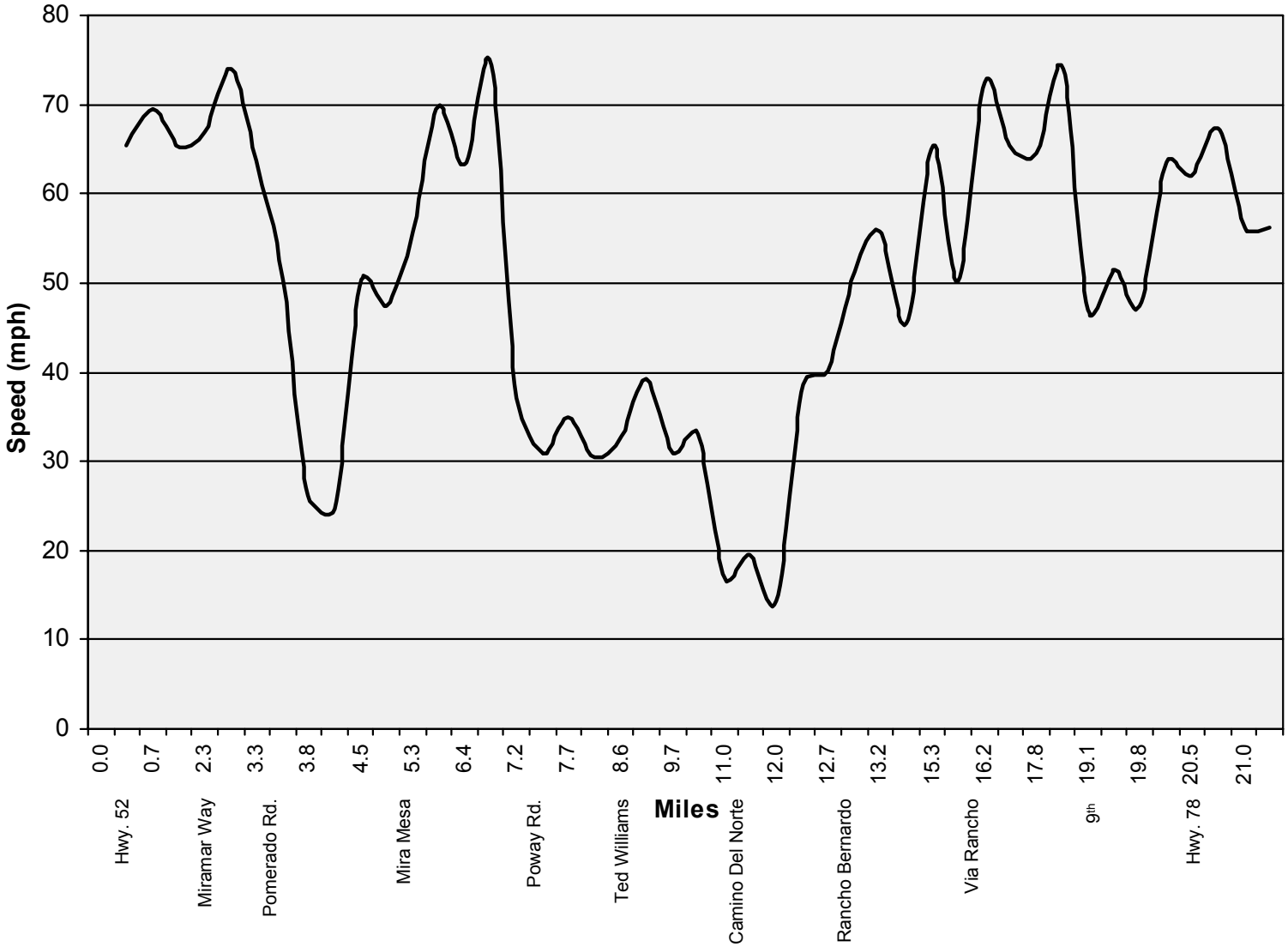
TRAVEL SPEED PROFILE - P.M. NORTHBOUND

HIGHWAY 52 TO EL NORTE - Thursday, 5:41 P.M.

FIGURE 2-13



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TRAVEL SPEED PROFILE - P.M. NORTHBOUND

HIGHWAY 52 TO EL NORTE - Thursday, 6:10 P.M.

FIGURE 2-14

SOV usage of the Express Lanes and to assure that traffic service levels of "C" or better are maintained within the HOV facility.

HISTORICAL TRENDS

SANDAG has been maintaining operating statistics of the Express Lanes and I-15 FasTrak program since the tolling system was implemented in March 1998 as part of the I-15 Value Pricing Project. Monthly statistics are maintained for a variety of operating characteristics such as I-15 FasTrak Customer accounts and transponders, HOV and SOV traffic usage of the Express Lanes, and FasTrak toll revenue.

Figure 2-16 presents a 13 month history of I-15 FasTrak Customer accounts, transponders and closed accounts. Since October 2000, I-15 FasTrak accounts have increased from 10,056 to 12,599 and the distribution of transponders have increased from 15,390 to 18,457. The average growth in I-15 FasTrak customer accounts for this period has been approximately 255 per month The typical rate of account closures averages between 45 and 50 closures per month. This produces a net increase of approximately 205 accounts per month. An average of 1.5 transponders has been distributed to each account holder.

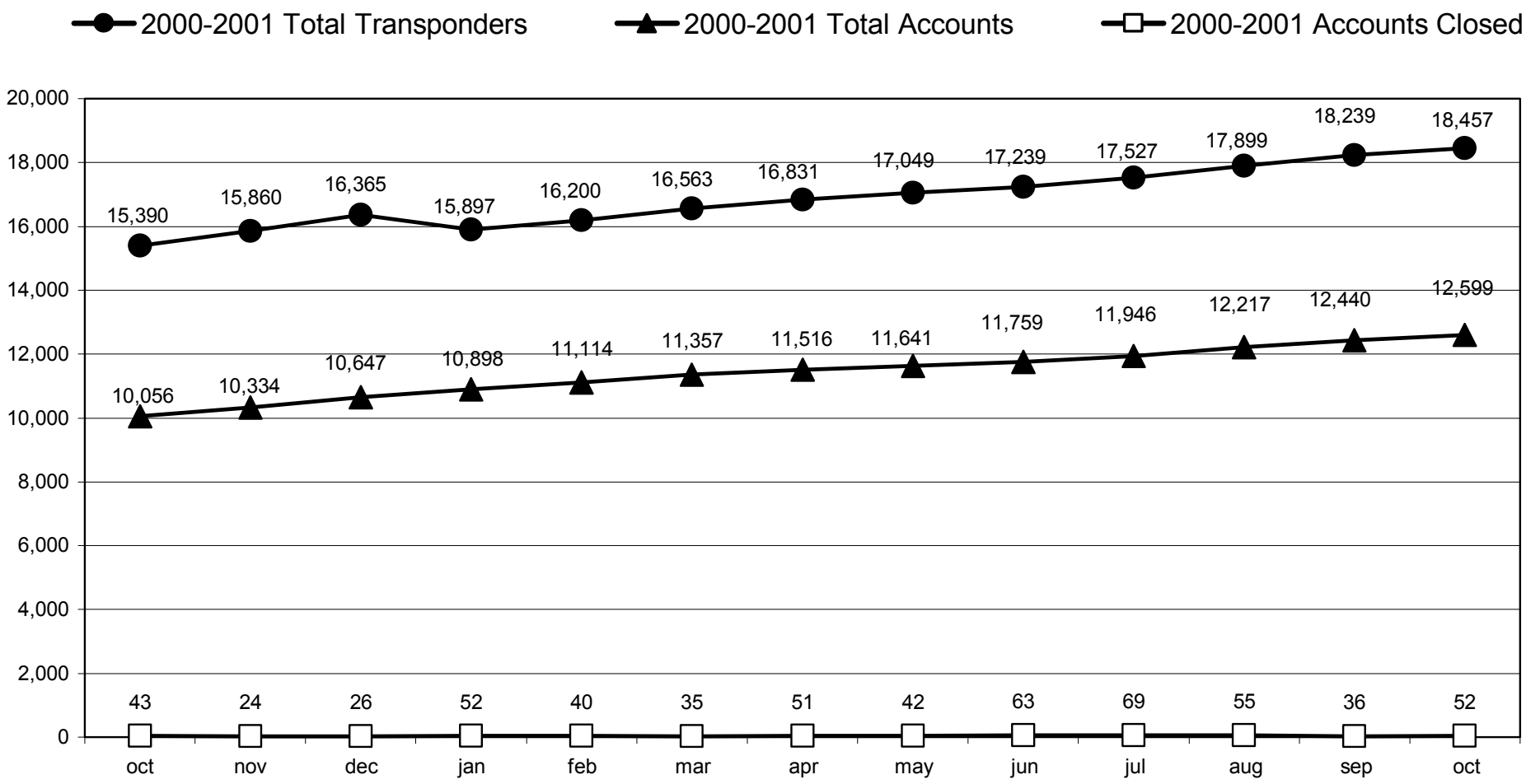
Statistics on traffic usage of the Express Lanes is illustrated for the last 12 months in Figure 2-17. Since November 2000, HOV traffic has increased slightly from 12,954 vehicles per day to 13,078 vehicles per day during October 2001. During this period, HOV traffic was highest (14,213 vehicles per day) during the month of August 2001.

During this same period, FasTrak traffic has also increased from 4,431 vehicles per day to a high of 4,697 vehicles per day during October 2001. Total traffic, including invalid transponder reads, has increased from 17,485 vehicle per day to 17,884 vehicles per day.

A summary of I-15 FasTrak toll revenue since January 1999 is presented in Figure 2-18. In January 1999, daily average toll revenue was just above $5,000. In October 2001 the daily toll revenues averaged approximately $8,525. While daily average toll revenues fluctuate from one month to another, the historical data shows steadily increasing revenues for the individual months. The comparable daily revenue in October 1999 was approximately $6,400 and approximately $7,600 in October 2000.

WEEKDAY TRAFFIC VARIATIONS

The variation of traffic in the Express Lanes by day of week has been derived from traffic data collected during 2000 and 2001. Table 2-4 summarizes the average weekday traffic volumes in the Express Lanes by



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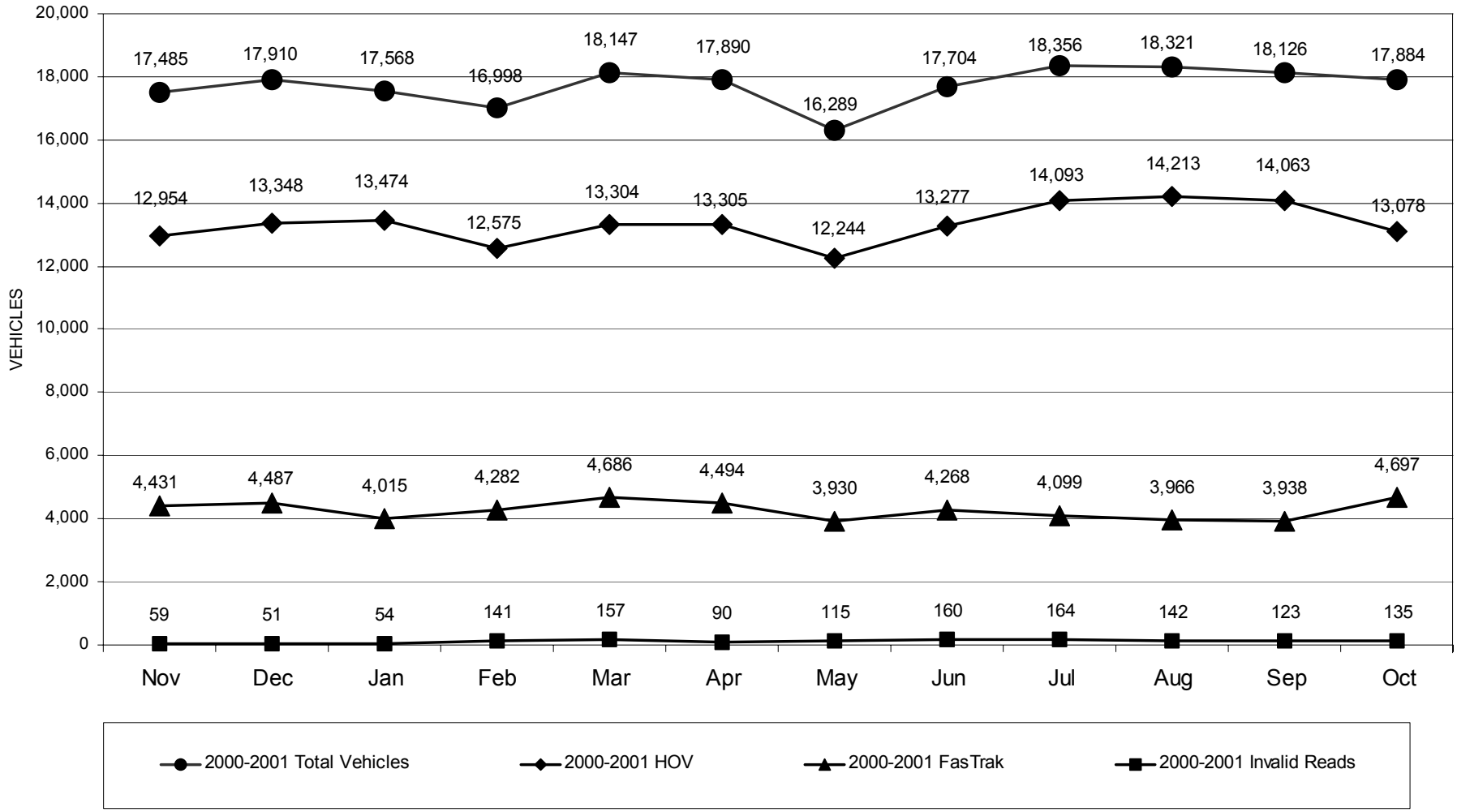
FASTRAK ACCOUNTS AND TRANSPONDERS

FIGURE 2-16



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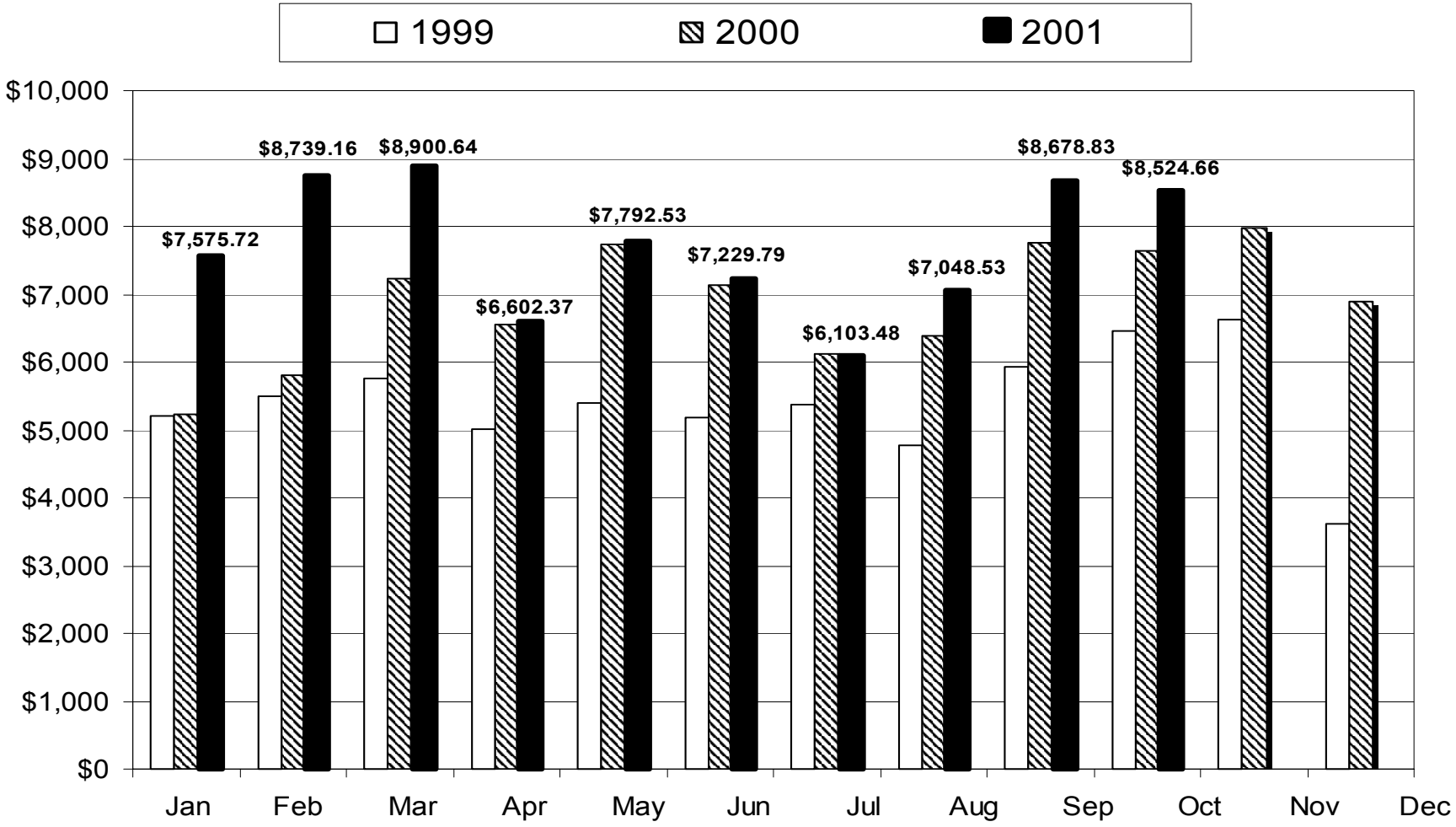
HOV AND SOV TRAFFIC

FIGURE 2-17



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AVERAGE DAILY TOLL REVENUE

FIGURE 2-18

Table 2-4
2000 - 2001 Average Daily Volumes by Day of Week
I-15 Managed Lanes Value Pricing Study

	HOV		FasTrak		Non-AVI		Total	
Day	Volume	Index	Volume	Index	Volume	Index	Volume	Index
Monday	12,675	0.95	4,096	0.96	124	1.01	16,884	0.95
Tuesday	12,534	0.94	4,171	0.98	112	0.91	16,826	0.95
Wednesday	12,850	0.96	4,222	0.99	129	1.05	17,201	0.97
Thursday	13,612	1.02	4,433	1.04	123	1.00	18,179	1.02
Friday	15,066	1.13	4,405	1.03	126	1.03	19,597	1.10
Weekday Average	13,347	1.00	4,265	1.00	123	1.00	17,737	1.00
Share	75.3%		24.0%		0.7%		100.0%	

Note: Index represents the ratio of the volume for a given day to the weekday average volume

day of week. The traffic volumes have been listed by category, including HOV, FasTrak, and Non-AVI (i.e. invalid transponder reads). Also shown is the average weekday traffic by vehicle category and the portion of the average weekday traffic that occurs on each day (Monday through Friday). The numerical factor that relates the individual day to the average weekday is referred to as the weekday traffic index.

As shown in Table 2-4, traffic volumes in the Express Lanes are highest on Fridays when traffic is typically 10 percent higher than the average weekday. Most of the increase in traffic on Fridays is due to higher volumes of HOV's. FasTrak traffic is only 3 percent higher on Friday than the average weekday. FasTrak traffic is typically highest on Thursdays when it is 4 percent higher than the average weekday. On the basis of total traffic, Mondays and Tuesdays have the lowest traffic with only 95 percent of the traffic in an average weekday.

SECTION 3

TRAFFIC FORECASTS

Once the alternative pricing strategies were selected, a traffic and revenue analysis was performed. This analysis was intended to estimate the amount of traffic, by direction and time period, which would be expected to use the managed lanes. This includes estimates of HOV and SOV traffic demand. Optimum toll rates were used that effectively managed SOV demand and maintained Level of Service C or better. The traffic forecasts also include estimates of HOV, SOV, and Truck traffic using the mainline I-15 freeway traffic lanes within the study corridor.

Section 3 presents an overview of the methodology used in developing the traffic estimates. While traffic estimates were developed for each of the five basic pricing concepts, plus two additional "sensitivity scenarios", this report presents the detailed traffic forecasts for only the two pricing strategies that were taken forward by the project team for consideration by the SANDAG Transportation Committee and the SANDAG Board of Directors.

PRICING SCENARIOS

As discussed previously, detailed traffic forecasts for the two highest ranked pricing strategies presented in the project Concept report are presented in this document. These two Scenarios include:

- **Scenario A-1: Standard Flat Rate (All Entries)** - Under this scenario, all vehicles entering the managed lanes at a given point in time would be assessed the same flat toll, regardless of point of entry or point of exit;

- **Scenario B-2: Skewed Per-Mile Rate** – Under this scenario tolls would be based on distance traveled and the per-mile rate at any given time may be different depending on point of entry, to aid in

demand management around certain "bottleneck" locations. There would also be a minimum and maximum toll associated with this scenario. The minimum toll at each rate level is represented by a 5-mile trip, while the maximum toll is based on a 15-mile trip.

FORECASTING METHODOLOGY

All of the pricing scenarios, including the base and sensitivity scenarios, were evaluated using a modified version of the SANDAG Series 9 model. All were evaluated assuming the full managed lane expanded project facility, i.e., from SR 78 to SR 163, with widening south of Ted Williams Parkway. In addition, all were modeled by time period, assuming the use of variable tolls during different times of day, and by travel direction.

The latest Series 9 networks and trip tables were provided to WSA by SANDAG for use in the analysis. To simplify the assignment approach, the model was initially "windowed" to exclude portions of the model south of I-8. The managed lanes project, including all proposed access locations, was recoded into the network to permit the use of WSA toll diversion traffic assignments.

The traffic analysis itself was conducted at 2005, 2010, and 2015 levels. Traffic forecasts were also developed for the years 2020 and 2025. Trip tables for each of these years, plus 2000 (base year) were obtained at A.M. peak, P.M. peak and off-peak levels from SANDAG.

Initially, the trip tables were then further subdivided into the following specific analysis periods for purposes of this analysis:

- A.M. Peak (6 – 8 A.M.);
- A.M. Shoulder (8 – 9 A.M.);
- Midday (9 A.M. – 2 P.M.);
- P.M. Shoulder (2 periods: 2 P.M. – 3 P.M. and 6 P.M. – 7 P.M.); and
- P.M. Peak Period (3 – 6 P.M.)

It should be noted that the standard morning peak period used in the SANDAG traffic forecasting model is 6:00 A.M. to 9:00 A.M. This three-hour period was further sub-divided into a two-hour peak period and a one-hour "shoulder" period to allow for a more detailed analysis to be performed.

Each of the adjusted "period" trip tables were then further segregated into the following vehicle categories:

- Single-occupant passenger cars (SOV);
- Two-occupant passenger cars (HOV-2);
- Passenger cars with three or more occupants (HOV-3+); and
- Commercial vehicles (CV).

This disaggregation was based both on inherent information in the SANDAG trip tables and the results of vehicle occupancy and classification counts conducted by WSA along the I-15 corridor, as described previously in Section 2. The occupancy distribution was particularly critical; WSA directly used the occupancy data by time period collected in the field data collection process to more precisely disaggregate the trip tables.

The base year (2000) disaggregated trip tables were then used in a series of "calibration" traffic assignments. Basically, assuming only the existing reversible HOV lanes, traffic was assigned to I-15 for each period, and each market segment (SOV, HOV-2, HOV-3, etc.) and compared with the detailed traffic profiles developed as part of the study and discussed previously in Section 2. Using a WSA trip table calibration process, the "segment level" trip tables were then adjusted to result in assignments which more closely reflected the traffic profiles developed as part of this study, for each vehicle category.

To develop future-year trip tables by time period and market segment, WSA identified the projected growth rate in each interchange-to-interchange movement estimated in the base Series 9 trip tables (i.e., 2005, 2010 and 2015). SANDAG projected increases in each trip interchange were then applied to the "calibrated" base year trip tables to establish the future-year trip tables by time period.

The "HOV only" assignments were used to establish the capacity in the managed lanes not used by HOVs. This excess or reserve capacity would be available for SOV traffic. An HOV is defined as a passenger vehicle with two or more occupants, thus excluding trucks. A summary of excess capacity during the critical AM and PM peak periods is provided in Table 3-1 for the 2005, 2010, and 2015 forecast years. The table shows that the excess capacity at any one location diminishes over time, reflecting growth in HOV volumes. Using the table to compare excess capacity in the section with the moveable barrier (Locations A and B), there is more excess capacity in the peak hours as one progresses north. This pattern of

Table 3-1
Capacity Available in Managed Lanes for SOVs
I-15 Managed Lanes Value Pricing Study

	Location A: South of Miramar Road			Location B: South of Bernardo Center Drive			Location C: South of 9th Avenue		
Peak Period - Direction	2005	2010	2015	2005	2010	2015	2005	2010	2015
A.M. Peak									
Southbound	8,735	8,055	7,474	10,527	9,902	9,569	7,464	7,094	6,878
Northbound	1,948	1,526	1,361	2,387	2,079	1,954	7,627	7,303	7,126
P.M. Peak									
Southbound	nominal	nominal	nominal	nominal	nominal	nominal	4,165	3,387	2,441
Northbound	3,418	1,577	256	6,796	6,413	5,994	6,160	5,501	4,920

increasing capacity to the north does not continue into the fixed barrier section north of Center City Parkway (at Location C – South of 9th Avenue – in the table) due to the fixed number of lanes in that location.

For each of the different scenarios, traffic assignments were made at each of the six time intervals described above. Five alternative toll rates were tested for each pricing strategy and each period of day. This was to determine optimum tolls both in terms of optimizing revenue potential and ensuring appropriate acceptable levels of management of SOV traffic to ensure free flowing conditions for HOV traffic.

A modified form of the TRANPLAN equilibrium assignment technique was used, which incorporates a WSA toll diversion market share algorithm. The various vehicle categories (e.g., SOV, HOV-2, HOV-3 and truck) were handled as separate "trip purposes" in the TRANPLAN assignment process to recognize differing restrictions on lane use, and toll charges. For example, truck traffic was not permitted to use the managed lanes. HOV traffic was permitted to use the managed lanes "toll free." With the exception of one sensitivity test, both the HOV-2 and HOV-3+ trip tables were assumed to have toll-free access.

The SOV traffic component was then subjected to the toll diversion analysis, which estimates the share of traffic for each travel movement which would be expected to use the tolled managed lanes versus the toll-free general purpose lanes. That market share was a function of estimated time savings between the two paths and the toll rate for each scenario.

Under this approach, only the SOV travel component was actually being "managed" by pricing adjustments, since the HOV traffic was assumed to have toll-free access.

In making the traffic assignments, the model was also coded so as to reflect the appropriate lane reversals during the various peak periods. For the A.M. Peak and A.M. Shoulder analysis, the managed lanes were assumed to have three lanes southbound and one lane northbound. For the P.M. Peak and P.M. Shoulder conditions, three lanes northbound and one lane southbound were assumed. For the Midday period, balanced flow was assumed (e.g., two lanes each way).

In reviewing the traffic assignment results, optimum prices were selected to ensure continuing free flow operation. Traffic "per-lane" in the managed lanes was generally not permitted to exceed 1,500 vehicles per hour, although it does exceed this limit in some limited cases. While

additional revenue could have been raised with different pricing, the primary objective of pricing was control of traffic volumes and prevention of congestion. If different pricing did not materially change traffic volumes, prices were selected to maximize revenue.

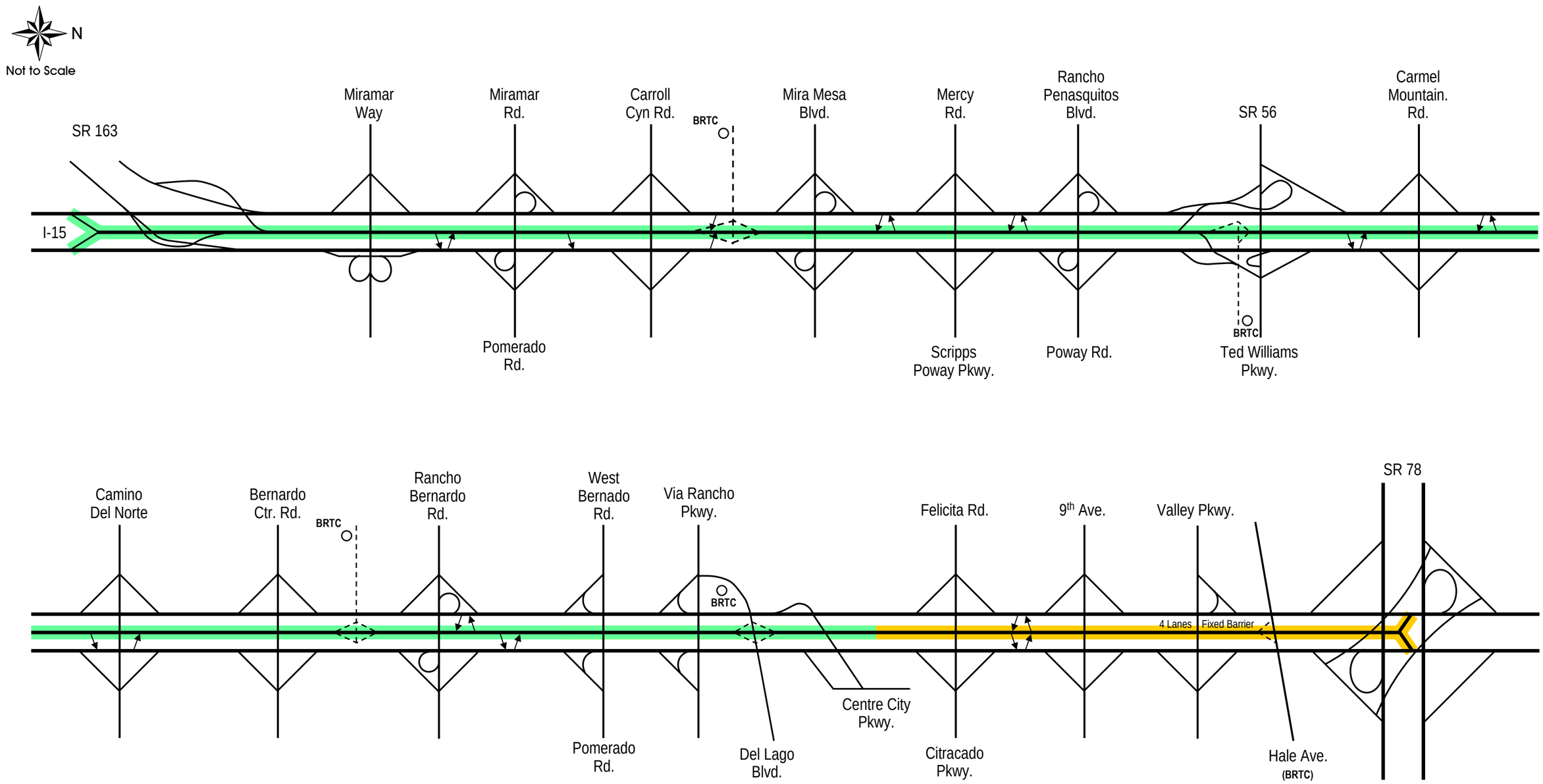
PROPOSED EXPANDED MANAGED LANES CONFIGURATION

Figure 3-1 shows the proposed full expanded managed lanes configuration. The ultimate project will extend from SR 163 on the south to SR 78 on the north, in Escondido. The existing project, generally south of Ted Williams Parkway will ultimately be widened to four lanes. The remaining sections of the managed lanes will also be constructed as a four-lane facility, probably in phases. As shown in green in Figure 3-1, the entire portion of the project from a point just north of Center City Parkway will be designed for reversible operation (three lanes in the major direction, one lane in the minor direction). This will be accommodated by moveable barrier over this entire section. The northern portion of the project, shown in orange, will have a fixed barrier wall in the center of the managed lanes and would feature two managed lanes in each direction. It is noted that one of these managed lanes would drop in each direction north of Hale Avenue; so the very northernmost segment would involve one lane in each direction.

In the reversible section, the managed lanes would be physically separated from the general purpose main lanes by a fixed barrier wall. Periodic openings in the fixed barriers will occur at transition areas between the main lanes and the managed lanes. In the northbound direction, seven such transition areas would be implemented, two of which will provide access only from or only to the managed lanes, while the others will provide access to and from. In the southbound direction there would be six such transition areas, although in most cases they would be located at different points than the northbound access.

In the fixed barrier section, there would be no barrier wall between the main lanes and the managed lanes. Rather, this would be handled by double paint stripe, similar to the approach used on most HOV lanes in California. Transition areas in the fixed barrier wall section would, however, be limited to the locations shown in Figure 3-1.

In addition to the transition areas, direct access ramps would be provided to and from the south in the managed lanes at both Hale Avenue and Ted Williams Parkway (SR 56). In the case of SR 56, these access ramps



LEGEND

Moveable Barrier Section (3 x 1 Lanes)

Fixed Barrier Section (2 x 2 Lanes)

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PROPOSED EXPANDED MANAGED LANES CONFIGURATION - FULL BUILD CONDITION

FIGURE 3-1

already exist since this is the current end of the existing reversible roadway. As with the current system, direct access to the managed lanes would also be provided to and from both SR 163 and I-15 at the south end of the project.

Finally, direct access from the managed lanes would be provided to and from four bus rapid transit centers (BRTC), spread throughout the managed lane corridor. In one case, Del Lago Blvd., access to the BRTC would be indirect; while in the other three cases separate direct access ramps would be provided. It is understood that each of these BRTC locations would include large park and ride facilities, with bus rapid transit modal transfer options.

INTERIM PHASE

In the Interim Phase, the new four-lane extension of the managed lanes will extend only as far north as City Center Parkway, in southern Escondido. In essence, the four-lane, fixed-barrier section, shown in yellow in Figure 3-1, would be added later. In addition, the existing portion, from SR 163 to Ted Williams Parkway, would remain a two-lane reversible roadway.

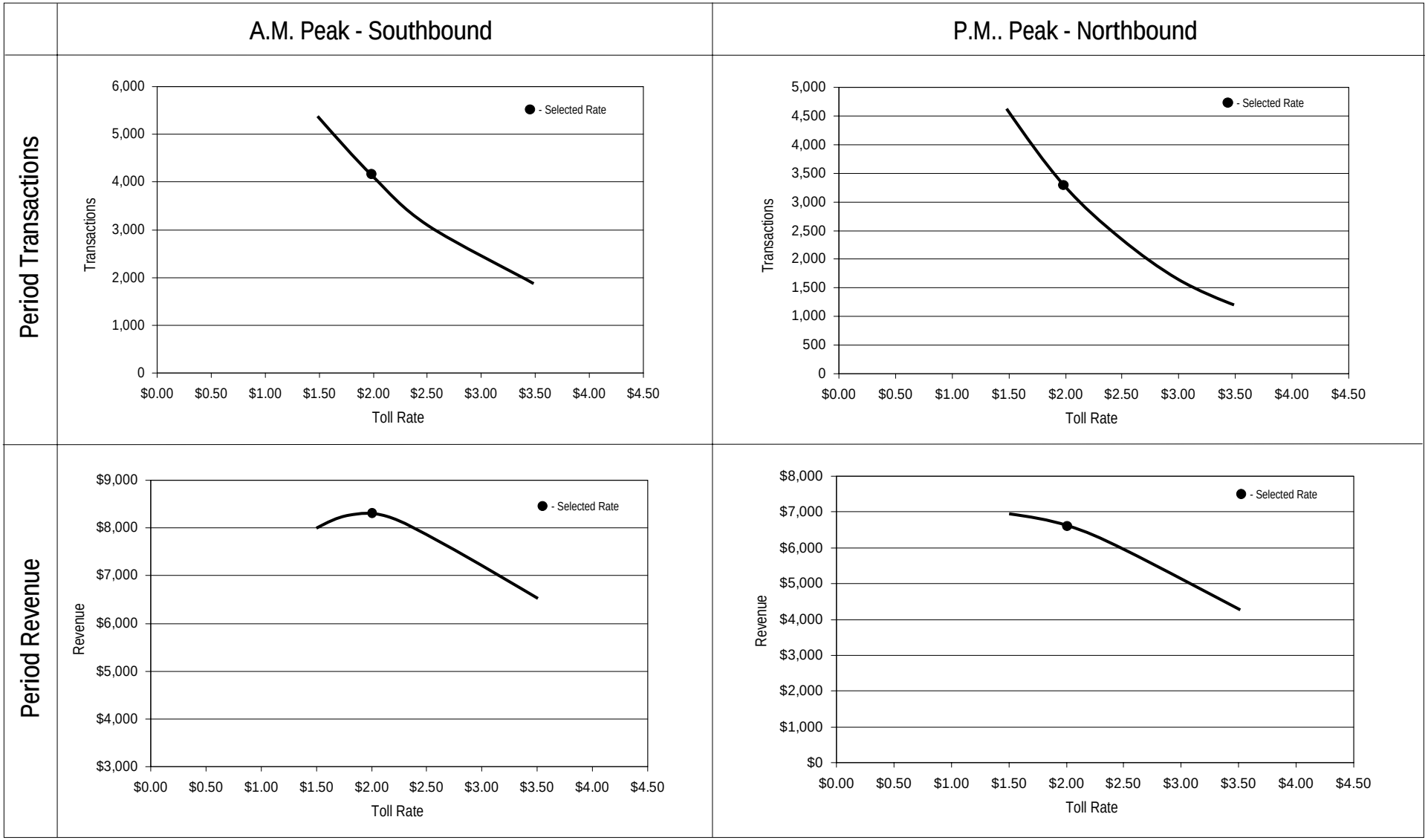
For purposes of comparison between alternatives, the Interim Phase configuration has not yet been modeled. This interim operation will be analyzed once the preferred overall pricing scenario is selected.

SCENARIO A-1: FLAT TOLLS

Under Scenario A-1, all SOV traffic electing to use the managed lanes would pay the same flat rate prevailing at any given time, regardless of point of entry or exit. The rate itself will vary by time of day or, more likely, based on traffic flow. However, trip length would not be a factor in determining the toll rates.

TOLL RATE SENSITIVITY ANALYSIS

This scenario was evaluated at several different toll rates. While different rates were tested at all periods of the day, the results of the peak period toll sensitivity analysis is graphically shown in Figure 3-2. Only the peak period, major travel direction is shown in the figure, with separate curves provided for both transactions and revenue. In this case, the toll rates shown along the bottom of each graph reflect the “flat rate” which would be applied to all SOV trips, regardless of point of entry and exit.



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PEAK PERIOD TOLL SENSITIVITY CURVES - SCENARIO A-1
2005 LEVELS

FIGURE 3-2

The relatively high sensitivity to toll rate changes is clearly shown in the sharply descending SOV transaction estimates as rates increase. For example, total A.M. period southbound transactions (two hour totals) would be estimated at more than 5,000 at a $1.50 toll, dropping to about 3,000 at a $2.50 flat rate toll and toll less than 2,000 at a $3.50 toll.

Maximum revenue is shown to be derived at a flat toll rate of $2.00. This is actually lower than the current maximum toll rates on the shorter reversible lane section, even though the curves in Figure 3-2 reflect 2005 conditions. There are two primary reasons for this:

- As part of the overall expansion program, it is also assumed that additional capacity will be added to the main lanes, typically one additional "toll-free" main lane in each travel direction – this would tend to make the managed lanes slightly less competitive with the general purpose lanes than is currently the case; and

- Because the curves in Figure 3-2 reflect the major travel direction only, with the assumption of a three/one reversible roadway, there is actually more capacity available in the managed lanes than there is today (in the major direction – hence, the demand management component of the price is not as severe.

However, in selecting the optimum rate for this and all scenarios studied, WSA always gave priority to the demand management requirements, with revenue being a secondary consideration. For example, in both the A.M. and P.M. peak periods in the peak direction, the **selected rate** of $2.00 (depicted on the figure by the "dot" on the graphed curve) would control traffic in all sections to meet target maximum traffic levels.

The suggested toll rate levels for Scenario A-1, by period of the day and travel direction are shown in Table 3-2. All of these values reflect a "flat toll" which would be applied to all SOV traffic, regardless of point of entry or exit, in a given direction. The rates, shown by analysis interval, represent the toll level that would be required to manage SOV demand and maintain free flow conditions in the managed lanes. It is important to note that the posted toll rates are average rates for the period. In practice, if dynamic pricing is used, the rate within the period may vary above or below the rates shown in Table 3-2.

As might be expected, the optimum flat toll rate in the midday and some of the shoulder periods is considerably lower than the peak periods. In addition, the major travel direction consistently has a higher optimum flat

Table 3-2
Toll Rate Levels Required for Traffic Management
I-15 Managed Lanes Value Pricing Study

Year/Period	Scenario A-1 Flat Toll Rate		Scenario B-2 Skewed Per-Mile Rate	
	Southbound	Northbound	Southbound	Northbound
2005				
A.M. Peak	$2.00	$0.50	$0.30	$0.20
A.M. Shoulder	1.00	0.50	0.20	0.20
Mid-Day	0.50	0.50	0.10	0.10
P.M. Shoulder	0.50	1.00	0.20	0.20
P.M. Peak	1.00	2.00	0.20	0.20
P.M. Shoulder	0.75	1.00	0.20	0.20
2010				
A.M. Peak	$3.00	$1.00	$0.40	$0.20
A.M. Shoulder	1.50	0.75	0.20	0.20
Mid-Day	0.50	0.50	0.10	0.10
P.M. Shoulder	1.00	1.50	0.20	0.20
P.M. Peak	1.50	3.50	0.30	0.30
P.M. Shoulder	1.00	1.50	0.20	0.20
2015				
A.M. Peak	$3.50	$1.50	$0.40	$0.20
A.M. Shoulder	1.50	0.75	0.20	0.20
Mid-Day	0.50	0.50	0.10	0.10
P.M. Shoulder	1.00	1.50	0.20	0.20
P.M. Peak	1.50	4.00	0.40	0.40
P.M. Shoulder	1.00	2.00	0.20	0.20

Notes: Tol rates are expressed in 2001 dollars.
For scenario B-2 Maximum Tolls are limited to the per-mile rate times 15 miles.

toll rate in peak periods than the minor direction. It is also interesting to note that the optimum toll rate increases over time. For example, the optimum southbound A.M. peak flat toll rate in 2005 is $2.00; this increases to $3.50 in 2015.

It is noted that all toll rates referenced in this document should be considered to be in year 2001 dollars, i.e., not adjusted for inflation. In practice, the required flat toll in 2015, for example, would be need to be considerably higher to achieve the same level of traffic management, to account for inflation.

ESTIMATED WEEKDAY TRAFFIC

Tables A1 through A5, provided in the Appendix, show estimated A.M. peak, P.M. peak and total weekday traffic in the managed lanes under Scenario A-1. The key map depicting the Location Identification numbers that correspond to the listed traffic volumes is provided as Figure A1. Traffic estimates are shown on separate tables for 2005, 2010, 2015, 2020 and 2025. For each location traffic volumes are shown separately by HOV, SOV, Commercial Vehicle (truck) and total vehicle categories. All traffic figures shown in Tables A1 through A5 are expressed in thousands. Also, as with all scenarios, evaluation in all analysis years was done assuming the full project configuration was in place. In practice this is not likely to be the case by the year 2005; however, comparable information is provided for all scenarios for purposes of comparison.

The A.M. peak and P.M. peak values represent total period volumes. That is, A.M. peak represents a two-hour period and P.M. peak represents a three-hour period. It also should be kept in mind that during peak periods, all segments generally south of the City Center Connector are assumed to operate in a three/one arrangement, meaning there is significantly more capacity available in the major direction than the minor direction in the managed lanes.

In reviewing the total traffic figures, and in selecting required optimum toll rates, WSA used a general target of approximately 1,500 vehicles per hour per lane as a desirable threshold. This level of traffic would ensure generally free flow conditions in the managed lanes. This would have the following equivalent “period” capacities per direction.

Lanes	A.M. Peak Period	P.M. Peak Period
1	3,000	4,500
2	6,000	9,000
3	9,000	13,500

With a few isolated exceptions, the total traffic on each segment during the respective A.M. peak and P.M. peak periods fall within these target thresholds. There are a few isolated instances where total demand (including HOV and SOV) slightly exceeds these target values, but would still be well below the true capacity limits of the managed lane roadway in all cases. In practice, dynamic pricing adjustments would be made to deal with short-term bottleneck conditions. However, overall the peak period toll rates selected for use in this analysis would effectively manage demand in the vast majority of segments, as shown in Figure A1 and Tables A1 through A5.

In the A.M. peak southbound direction, HOV demand is somewhat lower than in the P.M. peak northbound direction. This permits some additional capacity for SOV traffic. Much less capacity is available to be sold to SOVs in the northbound P.M. condition. It is also interesting to note that as total traffic grows, the SOV traffic in peak periods tends to decline, as less and less capacity is available to be sold. However, on a total weekday basis, SOV traffic does tend to grow; primarily because of an increase in off-peak and shoulder hours (not shown in Tables A1 through A5).

The peak load points on the managed lanes are generally between Poway Road and Mira Mesa Blvd. in the southbound direction and at the extreme south end of the project in the northbound direction. On a total day basis, total weekday traffic at the south end of the project is estimated at 62,500, of which about 17,600 would be tolled SOV traffic (about 28 percent of the total) and just over 45,000 would be HOV. In the major direction, peak period, SOV traffic would also represent about 28 percent coincidentally. While there is more demand for SOV usage during peak periods, there is less capacity available "to be sold." The SOV demand in peaks is effectively managed by increasing toll rates.

SCENARIO B-2: SKEWED PER-MILE TOLLS

Under this scenario, per-mile toll rates would be used; but the rate per mile at any given time would be potentially different depending on the point of entry. The intent of this "skewing" of the per-mile rates would be to more effectively manage demand in the more congested sections. One of the problems, for example, with the straight per-mile toll rate plan studied under Scenario B-1, was that it would actually encourage short-distance trips particularly at the more congested south end of the project. By charging a higher per-mile rate for traffic entering in the south end of the project, for example, it would be possible to provide increased disincentive for short-distance trips and, to some extent, increased incentive for longer-distance trips.

TOLL RATE SENSITIVITY ANALYSIS

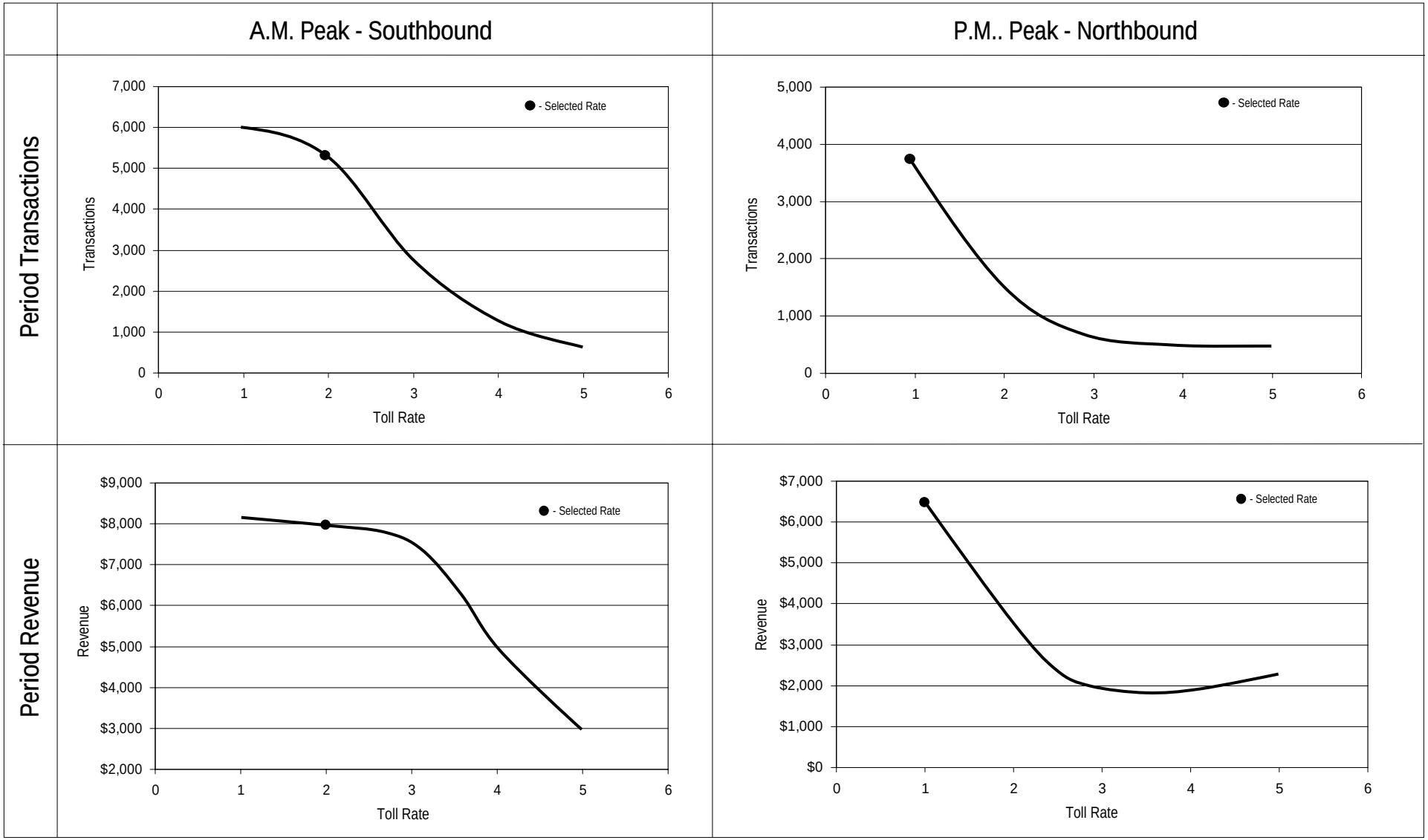
The toll sensitivity curves for this scenario are shown in Figure 3-4. Since the toll rates themselves vary by point of access, the horizontal access of each graph is simply depicted in the form of toll rate "levels." The higher the rate level, the higher the overall toll rates tested, even though the per-mile rates would still be skewed based on actual point of entry.

A rate level of 1 represents a charge of $0.10 per mile for entrances to the project along the northern section, $0.15 per mile for entrances along the middle section and $0.20 for entrances along the southern section. The table below shows the per mile rates for each rate level by section.

	Rate Levels - Per mile				
Section	1	2	3	4	5
Northern	$0.10	$0.10	$0.20	$0.30	$0.40
Middle	$0.15	$0.20	$0.30	$0.40	$0.50
Southern	$0.20	$0.30	$0.40	$0.50	$0.60

For example, during the am peak period southbound (rate level 2) a trip entering at the northern end of the project and traveling the whole length of the managed lanes would be charged $0.10 per mile times the length of 20 miles. However, a maximum toll is in effect based on a distance of 15 miles which means the customer would be charged a toll of $1.50 for traveling the whole project.

As shown in Figure 3-3, in the A.M. peak southbound direction, toll rate level 2, labeled with a "dot" as the "selected rate", was found to provide



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PEAK PERIOD TOLL SENSITIVITY CURVES - SCENARIO B-2
2005 LEVELS

FIGURE 3-3

sufficient demand management to ensure a reasonable level of service in the managed lanes.

In the P.M. peak northbound direction, rate level 1 was found to be sufficient from a traffic management standpoint.

The suggested toll rate levels for Scenario B-2, by period of the day and travel direction are shown in Table 3-2. The rates shown represent the toll levels that would be required to manage SOV demand and maintain free flow conditions in the managed lanes. It is important to note that the posted toll rates are average rates for the period. In practice, if dynamic pricing is used, the rate within the period may vary above or below the rates shown in Table 3-2.

Because of this "skewing" affect, it is difficult to draw immediate comparisons between optimum toll rates under Scenario B-2. The highest per-mile rates tend to be at the south end of the project, regardless of travel direction. This is due to the highest need for traffic management in this area. It has the net effect, however, of decreasing the relative toll equity by movement, especially in the northbound direction.

The higher skewed per-mile rates at the south end of the project needed to manage demand in that portion of the road would stay with vehicles traveling the entire length of the project. On the other hand, this would provide a built-in incentive for longer-distance trips to actually enter the managed lanes farther to the north, beyond the more congested portions. The skewing effect would tend to increase the overall efficiency of utilization of the managed lanes by toll traffic; but would decrease the relative toll equity between individual travelers.

ESTIMATED WEEKDAY TRAFFIC

Weekday traffic estimates for Scenario B-2 are shown in Tables A1 through A5 provided in the Appendix. The same format is used, presenting A.M. peak period, P.M. peak period and total weekday vehicles, in thousands, stratified by HOV, SOV, and Truck components. The key map depicting the Location Identification numbers that correspond to the listed traffic volumes is provided as Figure A1 in the Appendix. As compared with Scenario B-1 (Per-Mile Toll), SOV traffic levels in the southbound direction tend to be higher, particularly at the north end of the project.

COMPARISON OF MANAGED LANES TRAFFIC SHARES

Tables 3-3 through 3-6 provide a useful comparison of year 2005 and year 2015 traffic estimated in managed lanes and in the general purpose lanes, by vehicle category. This enables a measurement of the share of total demand in the corridor accommodated in the managed lanes. Tables 3-3 and 3-4 provide a managed lane share comparison for 2005 levels, A.M. peak and P.M. peak periods, respectively. Tables 3-5 and 3-6 show similar information at 2015 levels for A.M. peak and P.M. peak, respectively. In all cases, information is provided at three selected locations along the managed lane corridor, including:

- Location A – South of Miramar Road;
- Location B – South of Bernardo Center Drive; and
- Location C – South of 9th Avenue.

In all tables, peak period conditions are shown in both the southbound and northbound direction.

At each location, estimated period traffic (in thousands) is shown separately for SOV, HOV and commercial vehicle (CV) categories, together with total traffic. Traffic is broken out by that which is expected to be served in the general purpose lanes and the managed lanes. Trucks (CV) are not assumed to be able to use the managed lanes. Therefore, all truck traffic is shown in the general purpose lanes.

As shown in Table 3-3, which reflects year 2005 A.M. peak period conditions, in the southbound direction under Scenario A-1, the managed lanes would be expected to accommodate between 13.1 and 17.4 percent of total SOV traffic, depending on location. In general, the highest share of SOV traffic is found in the northernmost location for this particular scenario. By contrast, under Scenario B-2, a skewed per-mile rate option, the highest share of SOV traffic in the managed lanes is found in the middle segment of the corridor. Generally speaking, the share of SOV traffic accommodated in the managed lanes is consistent between the scenarios at the southern portion of the managed lanes, but differs widely at the northern portion.

Table 3-3
Managed Lanes Share Comparison for Base Scenarios
2005 AM Peak Period
I-15 Managed Lanes Value Pricing Study

Direction/Scenario	Vehicle Category	Location A: South of Miramar Road				Location B: South of Bernardo Center Drive				Location C: South of 9th Avenue			
		General Purpose Lanes Volume (000)	Managed Lanes Volume (000)	Total Volume (000)	Percent in Managed Lanes	General Purpose Lanes Volume (000)	Managed Lanes Volume (000)	Total Volume (000)	Percent in Managed Lanes	General Purpose Lanes Volume (000)	Managed Lanes Volume (000)	Total Volume (000)	Percent in Managed Lanes
Southbound													
A-1: Flat Rate/ All Entries	SOV	21.8	3.3	25.1	13.1	15.1	3.0	18.1	16.6	10.0	2.1	12.1	17.4
	HOV	0.7	4.6	5.3	86.8	0.8	2.8	3.6	77.8	0.2	2.4	2.6	92.3
	CV	1.6	0.0	1.6	0.0	1.2	0.0	1.2	0.0	0.8	0.0	0.8	0.0
	Total	24.1	7.9	32.0	24.7	17.1	5.8	22.9	25.3	11.0	4.5	15.5	29.0
B-2: Skewed Per Mile Rate	SOV	21.6	3.6	25.2	14.3	14.6	3.8	18.4	20.7	9.4	2.8	12.2	23.0
	HOV	0.7	4.6	5.3	86.8	0.8	2.8	3.6	77.8	0.2	2.3	2.5	92.0
	CV	1.6	0.0	1.6	0.0	1.2	0.0	1.2	0.0	0.8	0.0	0.8	0.0
	Total	23.9	8.2	32.1	25.5	16.6	6.6	23.2	28.4	10.4	5.1	15.5	32.9
Northbound													
A-1: Flat Rate/ All Entries	SOV	14.5	0.8	15.3	5.2	12.4	1.3	13.7	9.5	10.9	0.9	11.8	7.6
	HOV	0.7	2.2	2.9	75.9	0.7	1.9	2.6	73.1	0.6	1.8	2.4	75.0
	CV	1.0	0.0	1.0	0.0	0.9	0.0	0.9	0.0	0.8	0.0	0.8	0.0
	Total	16.2	3.0	19.2	15.6	14.0	3.2	17.2	18.6	12.3	2.7	15.0	18.0
B-2: Skewed Per Mile Rate	SOV	15.3	0.1	15.4	0.6	13.4	0.2	13.6	1.5	11.6	0.1	11.7	0.9
	HOV	0.4	2.6	3.0	86.7	0.6	2.1	2.7	77.8	0.4	2.0	2.4	83.3
	CV	1.0	0.0	1.0	0.0	0.9	0.0	0.9	0.0	0.7	0.0	0.7	0.0
	Total	16.7	2.7	19.4	13.9	14.9	2.3	17.2	13.4	12.7	2.1	14.8	14.2

Table 3-4
Managed Lanes Share Comparison for Base Scenarios
2005 PM Peak Period
I-15 Managed Lanes Value Pricing Study

Direction/Scenario	Vehicle Category	Location A: South of Miramar Road				Location B: South of Bernardo Center Drive				Location C: South of 9th Avenue			
		General Purpose Lanes Volume (000)	Managed Lanes Volume (000)	Total Volume (000)	Percent in Managed Lanes	General Purpose Lanes Volume (000)	Managed Lanes Volume (000)	Total Volume (000)	Percent in Managed Lanes	General Purpose Lanes Volume (000)	Managed Lanes Volume (000)	Total Volume (000)	Percent in Managed Lanes
Southbound													
A-1: Flat Rate/ All Entries	SOV	24.9	0.5	25.4	2.0	19.5	0.5	20.0	2.5	18.0	0.4	18.4	2.2
	HOV	4.0	4.6	8.6	53.5	3.0	4.3	7.3	58.9	1.8	4.9	6.7	73.1
	CV	1.2	0.0	1.2	0.0	0.9	0.0	0.9	0.0	0.9	0.0	0.9	0.0
	Total	30.1	5.1	35.2	14.5	23.4	4.8	28.2	17.0	20.7	5.3	26.0	20.4
B-2: Skewed Per Mile Rate	SOV	25.4	0.2	25.6	0.8	19.8	0.2	20.0	1.0	18.0	0.3	18.3	1.6
	HOV	3.9	4.7	8.6	54.7	2.8	4.4	7.2	61.1	1.7	5.0	6.7	74.6
	CV	1.2	0.0	1.2	0.0	0.9	0.0	0.9	0.0	0.9	0.0	0.9	0.0
	Total	30.5	4.9	35.4	13.8	23.5	4.6	28.1	16.4	20.6	5.3	25.9	20.5
Northbound													
A-1: Flat Rate/ All Entries	SOV	25.7	2.7	28.4	9.5	18.1	2.6	20.7	12.6	14.9	1.6	16.5	9.7
	HOV	1.0	10.0	11.0	90.9	1.7	6.3	8.0	78.8	0.8	5.4	6.2	87.1
	CV	1.3	0.0	1.3	0.0	0.9	0.0	0.9	0.0	0.7	0.0	0.7	0.0
	Total	28.0	12.7	40.7	31.2	20.7	8.9	29.6	30.1	16.4	7.0	23.4	29.9
B-2: Skewed Per Mile Rate	SOV	25.8	2.6	28.4	9.2	18.7	1.7	20.4	8.3	15.5	0.8	16.3	4.9
	HOV	1.0	10.0	11.0	90.9	1.6	6.4	8.0	80.0	0.8	5.4	6.2	87.1
	CV	1.3	0.0	1.3	0.0	0.9	0.0	0.9	0.0	0.7	0.0	0.7	0.0
	Total	28.1	12.6	40.7	31.0	21.2	8.1	29.3	27.6	17.0	6.2	23.2	26.7

Table 3-5
Managed Lanes Share Comparison for Base Scenarios
2015 AM Peak Period
I-15 Managed Lanes Value Pricing Study

Direction/Scenario	Vehicle Category	Location A: South of Miramar Road				Location B: South of Bernardo Center Drive				Location C: South of 9th Avenue			
		General Purpose Lanes Volume (000)	Managed Lanes Volume (000)	Total Volume (000)	Percent in Managed Lanes	General Purpose Lanes Volume (000)	Managed Lanes Volume (000)	Total Volume (000)	Percent in Managed Lanes	General Purpose Lanes Volume (000)	Managed Lanes Volume (000)	Total Volume (000)	Percent in Managed Lanes
Southbound													
A-1: Flat Rate/ All Entries	SOV	24.2	2.1	26.3	8.0	16.1	2.0	18.1	11.0	11.1	1.4	12.5	11.2
	HOV	1.1	5.9	7.0	84.3	0.8	3.9	4.7	83.0	0.4	3.0	3.4	88.2
	CV	1.8	0.0	1.8	0.0	1.2	0.0	1.2	0.0	0.8	0.0	0.8	0.0
	Total	27.1	8.0	35.1	22.8	18.1	5.9	24.0	24.6	12.3	4.4	16.7	26.3
B-2: Skewed Per Mile Rate	SOV	24.0	2.6	26.6	9.8	15.8	2.6	18.4	14.1	10.9	1.8	12.7	14.2
	HOV	1.2	5.9	7.1	83.1	0.8	3.9	4.7	83.0	0.4	3.0	3.4	88.2
	CV	1.8	0.0	1.8	0.0	1.2	0.0	1.2	0.0	0.8	0.0	0.8	0.0
	Total	27.0	8.5	35.5	23.9	17.8	6.5	24.3	26.7	12.1	4.8	16.9	28.4
Northbound													
A-1: Flat Rate/ All Entries	SOV	17.4	0.2	17.6	1.1	13.6	0.2	13.8	1.4	12.6	0.2	12.8	1.6
	HOV	1.0	3.0	4.0	75.0	0.7	2.5	3.2	78.1	0.5	2.7	3.2	84.4
	CV	1.2	0.0	1.2	0.0	1.0	0.0	1.0	0.0	0.9	0.0	0.9	0.0
	Total	19.6	3.2	22.8	14.0	15.3	2.7	18.0	15.0	14.0	2.9	16.9	17.2
B-2: Skewed Per Mile Rate	SOV	17.5	0.1	17.6	0.6	13.6	0.1	13.7	0.7	12.6	0.3	12.9	2.3
	HOV	1.0	3.0	4.0	75.0	0.7	2.5	3.2	78.1	0.5	2.7	3.2	84.4
	CV	1.2	0.0	1.2	0.0	1.0	0.0	1.0	0.0	0.9	0.0	0.9	0.0
	Total	19.7	3.1	22.8	13.6	15.3	2.6	17.9	14.5	14.0	3.0	17.0	17.6

Table 3-6
Managed Lanes Share Comparison for Base Scenarios
2015 PM Peak Period
I-15 Managed Lanes Value Pricing Study

Direction/Scenario	Vehicle Category	Location A: South of Miramar Road				Location B: South of Bernardo Center Drive				Location C: South of 9th Avenue			
		General Purpose Lanes Volume (000)	Managed Lanes Volume (000)	Total Volume (000)	Percent in Managed Lanes	General Purpose Lanes Volume (000)	Managed Lanes Volume (000)	Total Volume (000)	Percent in Managed Lanes	General Purpose Lanes Volume (000)	Managed Lanes Volume (000)	Total Volume (000)	Percent in Managed Lanes
Southbound													
A-1: Flat Rate/ All Entries	SOV	26.7	0.4	27.1	1.5	20.2	0.4	20.6	1.9	19.2	0.3	19.5	1.5
	HOV	6.1	4.4	10.5	41.9	4.1	4.1	8.2	50.0	2.5	5.9	8.4	70.2
	CV	1.3	0.0	1.3	0.0	1.0	0.0	1.0	0.0	0.9	0.0	0.9	0.0
	Total	34.1	4.8	38.9	12.3	25.3	4.5	29.8	15.1	22.6	6.2	28.8	21.5
B-2: Skewed Per Mile Rate	SOV	26.9	0.1	27.0	0.4	20.5	0.2	20.7	1.0	18.9	0.2	19.1	1.0
	HOV	5.8	4.6	10.4	44.2	3.1	5.1	8.2	62.2	2.4	5.9	8.3	71.1
	CV	1.3	0.0	1.3	0.0	1.0	0.0	1.0	0.0	0.9	0.0	0.9	0.0
	Total	34.0	4.7	38.7	12.1	24.6	5.3	29.9	17.7	22.2	6.1	28.3	21.6
Northbound													
A-1: Flat Rate/ All Entries	SOV	29.2	1.5	30.7	4.9	19.7	1.3	21.0	6.2	15.9	0.9	16.8	5.4
	HOV	1.4	13.1	14.5	90.3	2.3	7.5	9.8	76.5	0.7	6.5	7.2	90.3
	CV	1.4	0.0	1.4	0.0	1.0	0.0	1.0	0.0	0.8	0.0	0.8	0.0
	Total	32.0	14.6	46.6	31.3	23.0	8.8	31.8	27.7	17.4	7.4	24.8	29.8
B-2: Skewed Per Mile Rate	SOV	29.9	1.0	30.9	3.2	20.1	0.5	20.6	2.4	16.3	0.3	16.6	1.8
	HOV	1.3	13.2	14.5	91.0	2.2	7.5	9.7	77.3	0.7	6.7	7.4	90.5
	CV	1.5	0.0	1.5	0.0	1.0	0.0	1.0	0.0	0.8	0.0	0.8	0.0
	Total	32.7	14.2	46.9	30.3	23.3	8.0	31.3	25.6	17.8	7.0	24.8	28.2

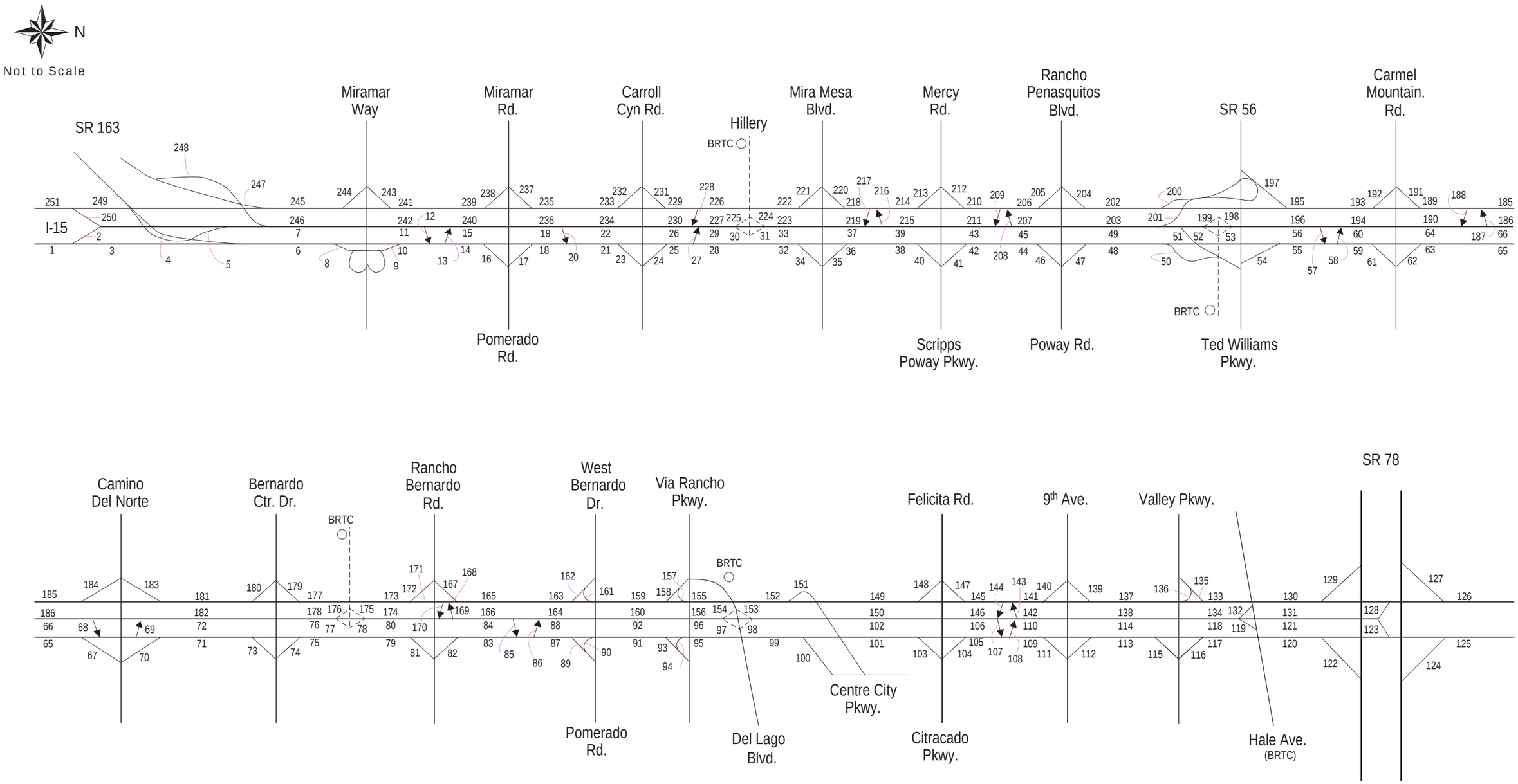
A majority of HOV traffic is accommodated in the managed lanes under all scenarios, since this is assumed to be toll free. The HOV share generally varies by location, but not significantly by scenario. The reason the managed lanes do not accommodate 100 percent of HOV traffic is due to the restricted access to and from the managed lanes. Some HOV trips are simply too short to make effective use of the managed lanes.

Similar patterns are shown in the northbound direction. However, as might be expected, in the A.M. peak period, the managed lanes would accommodate a lower proportion of the total SOV traffic, due both to differences in patterns of global demand and less available capacity under an assumed three/one lane split.

The opposite relationship is shown in Table 3-4, covering the year 2005 P.M. peak period. As would be expected, the managed lanes accommodate a higher share of SOV traffic in the northbound direction during the P.M. peak period, again due to the assumed lane split in the managed lanes. Note that the share of SOV traffic in the P.M. peak period accommodating the managed lanes in the minor direction (southbound) is extremely low, generally between 0.4 and 3.5 percent. This is due to the shortage of available capacity for SOVs since only a single managed lane is operated in that direction.

As shown in Tables 3-5 and 3-6, in most cases the share of SOV traffic accommodated in the managed lanes decreases in the year 2015, with a few exceptions.

APPENDIX



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Traffic Forecast Key Map

FIGURE A-1

Table A-1
2005 Traffic Forecast
(Traffic Volumes in Thousands)
I-15 Managed Lanes Value Pricing Study

Location Identification Number	Location Description	2005 Flat Toll Alternative												2005 Skewed Toll Alternative											
		AM Peak Period 6 AM - 8 AM				PM Peak Period 3 PM - 6 PM				Weekday Total 6 AM - 7 PM				AM Peak Period 6 AM - 8 AM				PM Peak Period 3 PM - 6 PM				Weekday Total 6 AM - 7 PM			
		SOV	HOV	TRUCK	TOTAL	SOV	HOV	TRUCK	TOTAL	SOV	HOV	TRUCK	TOTAL	SOV	HOV	TRUCK	TOTAL	SOV	HOV	TRUCK	TOTAL	SOV	HOV	TRUCK	TOTAL
1	NB I-15 Mainline (s/o first access point to Managed Lanes)	12.0	2.3	0.8	15.0	14.3	5.2	0.7	20.2	60.1	16.0	4.6	80.8	11.9	2.3	0.8	15.0	14.2	5.2	0.7	20.1	59.8	16.1	4.6	80.5
2	NB First Entrance to Managed Lanes from I-15 Mainline	0.5	1.7	0.0	2.2	1.3	4.8	0.0	6.1	3.8	14.3	0.0	18.1	0.1	1.9	0.0	2.0	1.2	4.8	0.0	6.0	1.9	14.6	0.0	16.5
3	NB I-15 Mainline (s/o SR 163 Merge)	11.4	0.6	0.8	12.8	13.0	0.4	0.7	14.0	56.3	1.8	4.6	62.7	11.8	0.4	0.8	13.0	13.0	0.4	0.7	14.1	57.9	1.5	4.6	64.0
4	NB SR163 Mainline (s/o I-15 Merge)	5.0	0.4	0.3	5.8	13.3	0.2	0.7	14.2	37.8	0.9	3.0	41.7	5.2	0.0	0.3	5.6	13.4	0.2	0.7	14.3	39.1	0.5	2.9	42.6
5	NB Entrance Ramp from SR 163 to I-15 Managed Lanes	0.2	0.5	0.0	0.7	1.5	5.5	0.0	7.0	3.4	11.7	0.0	15.1	0.0	1.0	0.0	1.0	1.4	5.5	0.0	6.9	2.0	12.1	0.0	14.1
6	NB I-15 Mainline (n/o SR 163 Merge)	16.4	1.1	1.1	18.6	26.2	0.6	1.3	28.2	94.1	2.7	7.5	104.4	17.0	0.5	1.1	18.6	26.4	0.6	1.3	28.4	97.0	2.0	7.5	106.6
7	NB Managed Lanes (n/o Access Ramp from SR 163)	0.7	2.2	0.0	2.9	2.7	10.4	0.0	13.1	7.3	25.9	0.0	33.2	0.1	2.8	0.0	2.9	2.5	10.3	0.0	12.9	3.9	26.7	0.0	30.6
8	NB I-15 Off-Ramp to Miramar Wy.	2.0	0.4	0.1	2.5	1.0	0.2	0.0	1.2	5.0	0.9	0.4	6.3	1.8	0.3	0.1	2.3	1.0	0.2	0.1	1.2	4.9	0.9	0.4	6.2
9	NB I-15 On-Ramp from Miramar Wy.	0.1	0.0	0.0	0.1	0.5	0.2	0.0	0.8	1.4	0.5	0.1	2.0	0.1	0.0	0.0	0.1	0.5	0.2	0.0	0.7	1.3	0.5	0.1	1.9
10	NB I-15 Mainline (n/o Miramar Wy. On-Ramp)	14.5	0.7	1.0	16.3	25.8	0.7	1.3	27.8	90.6	2.3	7.3	100.2	15.3	0.1	1.0	16.5	25.9	0.7	1.3	27.9	93.5	1.6	7.3	102.4
11	NB Managed Lanes (at Miramar Wy.)	0.7	2.2	0.0	2.9	2.7	10.4	0.0	13.1	7.3	25.9	0.0	33.2	0.1	2.8	0.0	2.9	2.5	10.3	0.0	12.9	3.9	26.7	0.0	30.6
12	NB Managed Lanes Exit to I-15 Mainline (n/o Miramar Wy.)	0.0	0.4	0.0	0.4	0.0	0.6	0.0	0.6	0.1	2.4	0.0	2.5	0.0	0.3	0.0	0.3	0.0	0.6	0.0	0.6	0.0	2.3	0.0	2.3
13	NB Entrance Ramp from I-15 Mainline to Managed Lanes (s/o Miramar Rd.)	0.1	0.4	0.0	0.5	0.1	0.2	0.0	0.3	0.2	0.9	0.0	1.1	0.0	0.0	0.0	0.0	0.1	0.2	0.0	0.3	0.1	0.5	0.0	0.6
14	NB I-15 Mainline (s/o Miramar Rd. Off-Ramp)	14.5	0.8	1.0	16.3	25.7	1.0	1.3	28.1	90.5	3.8	7.3	101.6	15.3	0.4	1.0	16.7	25.8	1.1	1.3	28.2	93.4	3.4	7.3	104.1
15	NB Managed Lanes (n/o Entrance Ramp from I-15 Mainline)	0.8	2.2	0.0	2.9	2.8	10.0	0.0	12.8	7.4	24.4	0.0	31.8	0.1	2.6	0.0	2.7	2.6	10.0	0.0	12.5	3.9	24.9	0.0	28.9
16	NB I-15 Off-Ramp to Miramar Rd./Pomerado Rd.	1.5	0.3	0.1	1.8	3.0	0.6	0.1	3.7	10.6	2.4	0.8	13.8	1.5	0.3	0.1	1.9	2.8	0.7	0.1	3.5	10.6	2.4	0.8	13.8
17	NB I-15 On-Ramp from Miramar Rd./Pomerado Rd.	0.7	0.1	0.1	0.9	1.3	0.5	0.1	1.8	7.4	2.0	0.6	10.1	0.7	0.2	0.1	0.9	1.5	0.5	0.1	2.1	7.6	2.1	0.6	10.3
18	NB I-15 Mainline (n/o Miramar Rd. On-Ramp)	13.8	0.6	1.0	15.4	24.1	0.9	1.2	26.2	87.3	3.5	7.1	97.8	14.5	0.3	1.0	15.7	24.6	0.9	1.2	26.7	90.5	3.1	7.1	100.6
19	NB Managed Lanes (at Miramar Rd.)	0.8	2.2	0.0	2.9	2.8	10.0	0.0	12.8	7.4	24.4	0.0	31.8	0.1	2.6	0.0	2.7	2.6	10.0	0.0	12.5	3.9	24.9	0.0	28.9
20	NB Managed Lanes Exit to I-15 Mainline (n/o Miramar Rd.)	0.0	0.5	0.0	0.6	0.1	2.3	0.0	2.3	0.2	6.2	0.0	6.4	0.0	0.9	0.0	1.0	0.1	2.1	0.0	2.2	0.2	6.4	0.0	6.6
21	NB I-15 Mainline (s/o Carroll Cyn. Rd. Off-Ramp)	13.8	1.2	1.0	15.9	24.2	3.1	1.2	28.5	87.4	9.6	7.1	104.2	14.6	1.2	1.0	16.7	24.6	3.0	1.2	28.9	90.7	9.5	7.1	107.3
22	NB Managed Lanes (n/o Exit Ramp to I-15 Mainline)	0.8	1.6	0.0	2.4	2.7	7.7	0.0	10.4	7.3	18.2	0.0	25.5	0.1	1.6	0.0	1.7	2.5	7.9	0.0	10.4	3.8	18.5	0.0	22.3
23	NB I-15 Off-Ramp to Carroll Cyn. Rd.	2.0	0.3	0.1	2.4	2.3	1.0	0.1	3.3	8.5	2.3	0.6	11.5	2.1	0.3	0.1	2.5	2.3	0.9	0.1	3.4	8.6	2.3	0.6	11.5
24	NB I-15 On-Ramp from Carroll Cyn. Rd.	0.5	0.1	0.0	0.7	2.6	1.3	0.1	4.0	6.9	2.6	0.5	9.9	0.5	0.1	0.0	0.7	2.4	1.2	0.1	3.7	6.5	2.6	0.5	9.6
25	NB I-15 Mainline (n/o Carroll Cyn. Rd. On-Ramp)	12.3	0.9	0.9	14.1	24.5	3.5	1.2	29.2	85.8	10.0	6.9	102.7	13.0	0.9	0.9	14.8	24.7	3.3	1.2	29.2	88.6	9.8	6.9	105.3
26	NB Managed Lanes (at Carroll Cyn. Rd.)	0.8	1.6	0.0	2.4	2.7	7.7	0.0	10.4	7.3	18.2	0.0	25.5	0.1	1.6	0.0	1.7	2.5	7.9	0.0	10.4	3.8	18.5	0.0	22.3
27	NB Entrance Ramp from I-15 Mainline to Managed Lanes (n/o Carroll Cyn. Rd.)	0.0	0.1	0.0	0.2	0.2	1.5	0.0	1.7	0.8	3.5	0.0	4.2	0.0	0.1	0.0	0.1	0.2	1.4	0.0	1.7	0.4	3.5	0.0	4.0
28	NB I-15 Mainline (n/o Managed Lanes Entrance Ramp)	12.3	0.8	0.9	14.0	24.3	2.0	1.2	27.5	85.0	6.5	6.9	98.4	13.0	0.8	0.9	14.7	24.4	1.9	1.2	27.5	88.2	6.3	6.9	101.4
29	NB Managed Lanes (n/o Enrance Ramp from I-15 Mainline)	0.8	1.8	0.0	2.6	2.9	9.2	0.0	12.1	8.0	21.7	0.0	29.7	0.1	1.8	0.0	1.9	2.7	9.3	0.0	12.1	4.2	22.0	0.0	26.2
30	NB Managed Lanes Exit Ramp to Hillery BRTC	0.0	0.2	0.0	0.2	0.0	1.6	0.0	1.6	0.2	3.5	0.0	3.7	0.0	0.2	0.0	0.2	0.3	1.6	0.0	1.9	0.5	3.5	0.0	4.0
31	NB Managed Lanes Entrance Ramp from Hillery BRTC	0.1	0.2	0.0	0.3	0.2	1.0	0.0	1.2	0.7	2.5	0.0	3.2	0.0	0.2	0.0	0.2	0.2	1.0	0.0	1.2	0.3	2.6	0.0	2.9
32	NB I-15 Mainline (s/o Mira Mesa Blvd. Off-Ramp)	12.3	0.8	0.9	14.0	24.3	2.0	1.2	27.5	85.0	6.5	6.9	98.4	13.0	0.8	0.9	14.7	24.4	1.9	1.2	27.5	88.2	6.3	6.9	101.4
33	NB Managed Lanes (s/o Mira Mesa Blvd.)	0.9	1.7	0.0	2.6	3.0	8.6	0.0	11.7	8.5	20.7	0.0	29.2	0.1	1.8	0.0	1.9	2.6	8.8	0.0	11.4	4.0	21.1	0.0	25.1
34	NB I-15 Off-Ramp to Mira Mesa Blvd.	1.8	0.2	0.1	2.1	3.1	0.4	0.1	3.7	12.2	1.4	1.0	14.6	1.8	0.2	0.1	2.1	3.1	0.4	0.2	3.7	12.2	1.5	1.0	14.6
35	NB I-15 On-Ramp from Mira Mesa Blvd.	2.2	0.3	0.2	2.6	4.1	0.4	0.2	4.7	15.6	1.9	1.3	18.8	2.3	0.2	0.2	2.6	4.0	0.4	0.2	4.7	15.8	1.8	1.3	18.8
36	NB I-15 Mainline (n/o Mira Mesa Blvd. On-Ramp)	12.8	0.9	0.9	14.5	25.2	2.0	1.3	28.6	88.4	7.0	7.2	102.6	13.5	0.8	0.9	15.2	25.4	1.8	1.3	28.6	91.8	6.6	7.2	105.5
37	NB Managed Lanes (n/o Mira Mesa Blvd.)	0.9	1.7	0.0	2.6	3.0	8.6	0.0	11.7	8.5	20.7	0.0	29.2	0.1	1.8	0.0	1.9	2.6	8.8	0.0	11.4	4.0	21.1	0.0	25.1
38	NB I-15 Mainline (s/o Mercy Rd./Scripps Poway Pkwy. Off-Ramp)	12.8	0.9	0.9	14.5	25.2	2.0	1.3	28.6	88.4	7.0	7.2	102.6	13.5	0.8	0.9	15.2	25.4	1.8	1.3	28.6	91.8	6.6	7.2	105.5
39	NB Managed Lanes (s/o Mercy Rd./Scripps Poway Pkwy.)	0.9	1.7	0.0	2.6	3.0	8.6	0.0	11.7	8.5	20.7	0.0	29.2	0.1	1.8	0.0	1.9	2.6	8.8	0.0	11.4	4.0	21.1	0.0	25.1
40	NB I-15 Off-Ramp to Mercy Rd./Scripps Poway Pkwy.	1.9	0.4	0.1	2.3	3.0	0.9	0.1	4.1	11.3	2.8	0.9	14.9	1.8	0.4	0.1	2.3	2.9	0.9	0.1	4.0	11.2	2.8	0.9	14.9
41	NB I-15 On-Ramp from Mercy Rd./Scripps Poway Pkwy.	1.4	0.3	0.1	1.8	1.1	0.3	0.1	1.5	6.0	1.5	0.5	8.0	1.4	0.3	0.1	1.8	1.1	0.4	0.1	1.5	6.0	1.5	0.5	8.0
42	NB I-15 Mainline (n/o Mercy Rd./Scripps Powat Pkwy. On-Ramp)	12.3	0.8	0.9	14.0	23.3	1.5	1.2	26.0	83.2	5.6	6.8	95.6	13.1	0.7	0.9	14.7	23.5	1.3	1.2	26.1	86.6	5.3	6.8	98.6
43	NB Managed Lanes (at Mercy Rd./Scripps Poway Pkwy.)	0.9	1.7	0.0	2.6	3.0	8.6	0.0	11.7	8.5	20.7	0.0	29.2	0.1	1.8	0.0	1.9	2.6	8.8	0.0	11.4	4.0	21.1	0.0	25.1
44	NB I-15 Mainline (s/o Rancho Penasquitos Blvd./Poway Rd. Off-Ramp)	12.3	0.8	0.9	14.0	23.3	1.5	1.2	26.0	83.2	5.6	6.8	95.6	13.1	0.7	0.9	14.7	23.5	1.3	1.2	26.1	86.6	5.3	6.8	98.6
45	NB Managed Lanes (s/o Rancho Penasquitos Blvd./Poway Rd.)	0.9	1.7	0.0	2.6	3.0	8.6	0.0	11.7	8.5	20.7	0.0	29.2	0.1	1.8	0.0	1.9	2.6	8.8	0.0	11.4	4.0	21.1	0.0	25.1
46	NB I-15 Off-Ramp to Rancho Penasquitos Blvd./Poway Rd.	1.7	0.3	0.1	2.2	5.1	0.8	0.3	6.2	15.4	2.8	1.2	19.4	1.7	0.3	0.1	2.2	5.0	0.6	0.3	5.8	15.2	2.6	1.1	18.9
47	NB I-15 On-Ramp from Rancho Penasquitos/Poway Rd.	0.9	0.2	0.1	1.2	0.3	0.1	0.0	0.4	3.7	0.8	0.3	4.8	0.9	0.1	0.1	1.0	0.3	0.1	0.0	0.4	3.6	0.7	0.3	4.6
48	NB I-15 Mainline (n/o Rancho Penasquitos/Poway Rd. On-Ramp)	11.5	0.6	0.8	13.0	18.5	0.7	1.0	20.2	71.4	3.6	6.0	81.0	12.3	0.5	0.8	13.6	18.9	0.7	1.0	20.6	75.0	3.4	6.0	84.3
49	NB Managed Lanes (n/o Rancho Penasquitos Blvd.)	0.9	1.7	0.0	2.6	3.0	8.6	0.0	11.7	8.5	20.7	0.0	29.2	0.1	1.8	0.0	1.9	2.6	8.8	0.0	11.4	4.0	21.1	0.0	25.1
50	NB I-15 Off-Ramp to SR 56/Ted Williams Pkwy.	0.9	0.0	0.1	1.0	3.1	0.1	0.2	3.4	9.0	0.4	0.7	10.1	1.0	0.0	0.1	1.1	2.7	0.1	0.2	3.0	8.6	0.4	0.7	9.8
51	NB Managed Lanes Exit Ramp to SR 56/Ted Williams Pkwy.	0.0	0.1	0.0	0.2	0.2	2.0	0.0	2.2	0.4	3.8	0.0	4.2	0.0	0.1	0.0	0.2	0.6	2.0	0.0	2.6	0.8	3.9	0.0	4.7
52	NB Managed Lanes Exit Ramp to Springs Pkwy. BRTC	0.0	0.0	0.0	0.0	0.1	0.5	0.0	0.6	0.2	1.0	0.0	1.2	0.0	0.0	0.0	0.0	0.2	0.7	0.0	0.9	0.3	1.2	0.0	1.5
53	NB Managed Lanes Entrance Ramp from Springs Pkwy. BRTC	0.1	0.1	0.0	0.2	0.0	0.6	0.0	0.6	0.2	1.2	0.0	1.5	0.0	0.2	0.0	0.2	0.0	0.6	0.0	0.6	0.1	1.4	0.0	1.5
54	NB I-15 OnRamp from SR 56/Ted Williams Pkwy.	2.5	0.5	0.2	3.2	3.1	1.0	0.1	4.2	13.7	3.4	1.1	18.2	2.5	0.5	0.2	3.2	3.1	1.0	0.1	4.2	13.7	3.4	1.1	18.1
55	NB I-15 Mainline (n/o SR 56/Ted Williams Pkwy. On-Ramp)	13.1	1.1	0.9	15.1	18.5	1.6	0.9	21.0	76.1	6.6	6.4	89.1	13.8	0.9	0.9	15.6	19.2	1.6	0.9	21.8	80.1	6.3	6.3	92.7
56	NB Managed Lanes (n/o SR 56/Ted Williams Pkwy.)	0.9	1.6	0.0	2.6	2.8	6.7	0.0	9.5	8.2	17.1	0.0	25.3	0.1	1.8	0.0	1.9	1.8	6.7	0.0	8.5	3.0	17.4	0.0	20.4
57	NB Managed Lanes Exit to I-15 Mainline (n/o SR-56/Ted Williams Pkwy.)	0.0	0.5	0.0	0.5	0.1	1.1	0.0	1.2	0.4	3.6	0.0	4.0	0.0	0.4	0.0	0.4	0.3	1.0	0.0	1.3	0.5	3.2	0.0	3.7
58	NB Entrance Ramp from I-15 Mainline to Managed Lanes (n/o SR-56/Ted Williams Pkwy.)	0.3	0.7	0.0	1.0	0.0	1.1	0.0	1.2	0.6	4.5	0.0	5.2	0.1	0.7	0.0	0.8	0.2	1.2	0.0	1.4	0.8	4.5	0.0	5.4
59	NB I-15 Mainline (s/o Carmel Mountain Rd. Off-Ramp)	12.9	0.8	0.9	14.6	18.6	1.5	0.9	21.0	75.9	5.6	6.4	87.9	13.7	0.6	0.9	15.2	19.3	1.4	0.9	21.7	79.7	5.0	6.3	91.0
60	NB Managed Lanes (n/o SR-56 and Entrance Ramp from I-15 Mainline)	1.2	1.9	0.0	3.1	2.7	6.7	0.0	9.4	8.4	18.1	0.0	26.5	0.1	2.2	0.0	2.3	1.8	6.8	0.0	8.6	3.3	18.8	0.0	22.1
61	NB I-15 Off-Ramp to Carmel Mountain Rd.	1.6	0.3	0.1	2.0	2.5	1.0	0.1	3.6	11.4	3.1	0.9	15.4	1.5	0.3	0.1	1.9	2.4	1.0	0.1	3.5	11.0	3.1	0.9	15.0
62	NB I-15 On-Ramp from Carmel Mountain Rd.	1.3	0.2	0.1	1.6	2.3	0.8	0.1	3.1	8.7	2.3	0.7	11.7	1.3	0.2	0.1	1.6	2.3	0.8	0.1	3.1	8.9	2.3	0.7	11.9
63	NB I-15 Mainline (n/o Carmel Mountain Rd. On-Ramp)	12.6	0.7	0.9	14.2	18.3	1.3	0.9	20.6	73.2	4.8	6.1	84.2	13.5	0.5	0.9	14.9	19.1	1.2	0.9	21.3	77.5	4.2	6.1	87.8

Note:
s/o - south of
n/o - north of

Table A-1 (Cont'd)
2005 Traffic Forecast
(Traffic Volumes in Thousands)
I-15 Managed Lanes Value Pricing Study

Location Identification Number	Location Description	2005 Flat Toll Alternative												2005 Skewed Toll Alternative											
		AM Peak Period 6 AM - 8 AM				PM Peak Period 3 PM - 6 PM				Weekday Total 6 AM - 7 PM				AM Peak Period 6 AM - 8 AM				PM Peak Period 3 PM - 6 PM				Weekday Total 6 AM - 7 PM			
		SOV	HOV	TRUCK	TOTAL	SOV	HOV	TRUCK	TOTAL	SOV	HOV	TRUCK	TOTAL	SOV	HOV	TRUCK	TOTAL	SOV	HOV	TRUCK	TOTAL	SOV	HOV	TRUCK	TOTAL
64	NB Managed Lanes (at Carmel Mountain Rd.)	1.2	1.9	0.0	3.1	2.7	6.7	0.0	9.4	8.4	18.1	0.0	26.5	0.1	2.2	0.0	2.3	1.8	6.8	0.0	8.6	3.3	18.8	0.0	22.1
65	NB I-15 Mainline (s/o Camino Del Norte Off-Ramp)	12.6	0.7	0.9	14.2	18.3	1.3	0.9	20.6	73.2	4.8	6.1	84.2	13.5	0.5	0.9	14.9	19.1	1.2	0.9	21.3	77.5	4.2	6.1	87.8
66	NB Managed Lanes (s/o Camino Del Norte)	1.2	1.9	0.0	3.1	2.7	6.7	0.0	9.4	8.4	18.1	0.0	26.5	0.1	2.2	0.0	2.3	1.8	6.8	0.0	8.6	3.3	18.8	0.0	22.1
67	NB I-15 Off-Ramp to Camino Del Norte	1.8	0.2	0.1	2.2	3.1	0.4	0.2	3.6	11.3	1.9	0.9	14.1	1.8	0.2	0.1	2.2	3.1	0.3	0.2	3.5	11.6	1.6	0.9	14.1
68	NB Managed Lanes Exit to I-15 Mainline (s/o Camino Del Norte)	0.0	0.2	0.0	0.2	0.2	0.8	0.0	1.0	0.4	2.3	0.0	2.7	0.0	0.3	0.0	0.3	0.2	0.8	0.0	1.0	0.3	2.3	0.0	2.6
69	NB Entrance Ramp from I-15 Mainline to Managed Lanes (n/o Camino Del Norte)	0.1	0.2	0.0	0.3	0.0	0.4	0.0	0.5	0.2	1.5	0.0	1.6	0.0	0.2	0.0	0.2	0.1	0.5	0.0	0.5	0.3	1.4	0.0	1.7
70	NB I-15 On-Ramp from Camino Del Norte	1.6	0.3	0.1	2.0	2.7	0.4	0.1	3.2	10.9	2.0	0.8	13.7	1.7	0.3	0.1	2.0	2.5	0.4	0.1	3.0	10.7	1.8	0.8	13.3
71	NB I-15 Mainline (n/o Camino Del Norte On-Ramp)	12.4	0.8	0.9	14.1	18.1	1.7	0.9	20.7	73.0	5.7	6.0	84.8	13.4	0.6	0.9	14.9	18.7	1.6	0.9	21.2	76.7	5.3	6.0	87.9
72	NB Managed Lanes (n/o Camino Del Norte)	1.3	1.9	0.0	3.2	2.6	6.4	0.0	8.9	8.2	17.2	0.0	25.4	0.2	2.1	0.0	2.2	1.7	6.5	0.0	8.1	3.3	17.9	0.0	21.2
73	NB I-15 Off-Ramp to Bernardo Center Dr.	1.8	0.2	0.1	2.1	2.3	0.7	0.1	3.1	9.4	2.2	0.8	12.4	1.8	0.2	0.1	2.1	2.2	0.7	0.1	3.1	9.2	2.1	0.8	12.1
74	NB I-15 On-Ramp from Bernardo Center Dr.	0.5	0.1	0.0	0.7	1.6	0.4	0.1	2.0	4.6	1.0	0.3	6.0	0.5	0.1	0.0	0.7	1.4	0.4	0.1	1.9	4.4	1.0	0.3	5.7
75	NB I-15 Mainline (n/o Bernardo Center Dr. On-Ramp)	11.2	0.6	0.8	12.6	17.4	1.3	0.9	19.6	68.2	4.6	5.6	78.4	12.2	0.5	0.8	13.5	17.9	1.3	0.9	20.0	71.8	4.2	5.6	81.6
76	NB Managed Lanes (at Bernardo Center Dr.)	1.3	1.9	0.0	3.2	2.6	6.4	0.0	8.9	8.2	17.2	0.0	25.4	0.2	2.1	0.0	2.2	1.7	6.5	0.0	8.1	3.3	17.9	0.0	21.2
77	NB Managed Lanes Exit Ramp to Bernardo Center BRTC	0.5	0.4	0.0	0.9	0.4	1.3	0.0	1.7	1.9	3.1	0.0	5.0	0.1	0.4	0.0	0.5	0.5	1.4	0.0	1.9	1.3	3.5	0.0	4.8
78	NB Managed Lanes Entrance Ramp from Bernardo Center BRTC	0.0	0.0	0.0	0.1	0.0	0.8	0.0	0.9	0.2	1.6	0.0	1.7	0.0	0.0	0.0	0.0	0.2	0.8	0.0	1.0	0.5	1.6	0.0	2.1
79	NB I-15 Mainline (s/o Rancho Bernardo Rd. Off-Ramp)	11.2	0.6	0.8	12.6	17.4	1.3	0.9	19.6	68.2	4.6	5.6	78.4	12.2	0.5	0.8	13.5	17.9	1.3	0.9	20.0	71.8	4.2	5.6	81.6
80	NB Managed Lanes (s/o Rancho Bernardo Rd.)	0.8	1.5	0.0	2.3	2.2	5.9	0.0	8.1	6.5	15.7	0.0	22.2	0.1	1.7	0.0	1.7	1.4	5.9	0.0	7.3	2.6	16.0	0.0	18.6
81	NB I-15 Off-Ramp to Rancho Bernardo Rd.	1.1	0.1	0.1	1.2	2.2	0.4	0.1	2.7	8.4	1.3	0.7	10.4	1.4	0.1	0.1	1.6	2.2	0.4	0.1	2.7	8.7	1.2	0.7	10.6
82	NB I-15 On-Ramp from Rancho Bernardo Rd.	1.9	0.4	0.1	2.4	4.1	1.0	0.2	5.4	14.6	3.2	1.1	18.9	1.8	0.4	0.1	2.3	4.1	1.0	0.2	5.4	14.1	3.2	1.1	18.4
83	NB I-15 Mainline (n/o Rancho Bernardo Rd. On-Ramp)	12.0	0.9	0.8	13.8	19.3	2.0	1.0	22.2	74.4	6.5	6.0	86.9	12.5	0.8	0.8	14.1	19.8	1.9	1.0	22.7	77.2	6.2	6.0	89.4
84	NB Managed Lanes (n/o Rancho Bernardo Rd.)	0.8	1.5	0.0	2.3	2.2	5.9	0.0	8.1	6.5	15.7	0.0	22.2	0.1	1.7	0.0	1.7	1.4	5.9	0.0	7.3	2.6	16.0	0.0	18.6
85	NB Managed Lanes Exit to I-15 Mainline (n/o Rancho Bernardo Rd.)	0.0	0.2	0.0	0.2	0.2	1.0	0.0	1.2	0.6	2.6	0.0	3.2	0.0	0.2	0.0	0.2	0.2	1.0	0.0	1.2	0.4	2.5	0.0	2.9
86	NB Entrance Ramp from I-15 Mainline to Managed Lanes (n/o Rancho Bernardo Rd.)	0.2	0.5	0.0	0.7	0.0	1.4	0.0	1.5	0.3	4.8	0.0	5.1	0.0	0.6	0.0	0.6	0.2	1.4	0.0	1.6	0.5	4.7	0.0	5.2
87	NB I-15 Mainline (s/o West Bernardo Dr./Pomerado Rd. Off-Ramp)	11.9	0.6	0.8	13.3	19.5	1.5	1.0	22.0	74.6	4.4	6.0	85.0	12.5	0.3	0.8	13.7	19.9	1.5	1.0	22.3	77.1	4.1	6.0	87.1
88	NB Managed Lanes (s/o West Bernardo Dr./Pomerado Rd.)	0.9	1.8	0.0	2.7	2.0	6.3	0.0	8.4	6.2	17.8	0.0	24.0	0.1	2.1	0.0	2.2	1.3	6.3	0.0	7.6	2.7	18.2	0.0	20.9
89	NB I-15 Off-Ramp to West Bernardo Dr.	0.1	0.0	0.0	0.2	0.6	0.3	0.0	0.8	1.9	0.7	0.1	2.7	0.1	0.0	0.0	0.2	0.5	0.3	0.0	0.8	1.7	0.7	0.1	2.5
90	NB I-15 On-Ramp from West Bernardo Dr.	2.0	0.3	0.1	2.4	3.8	1.0	0.2	4.9	13.8	3.1	1.1	17.9	2.1	0.3	0.1	2.5	3.9	1.0	0.2	5.1	14.2	3.1	1.1	18.5
91	NB I-15 Mainline (s/o Via Rancho Pkwy Off-Ramp)	13.7	0.9	1.0	15.5	22.7	2.2	1.1	26.0	86.5	6.9	6.9	100.2	14.4	0.6	1.0	16.0	23.3	2.2	1.1	26.6	89.6	6.5	6.9	103.0
92	NB Managed Lanes (n/o West Bernardo Dr./Pomerado Rd.)	0.9	1.8	0.0	2.7	2.0	6.3	0.0	8.4	6.2	17.8	0.0	24.0	0.1	2.1	0.0	2.2	1.3	6.3	0.0	7.6	2.7	18.2	0.0	20.9
93	NB I-15 Off-Ramp to Via Rancho Pkwy.	2.0	0.2	0.1	2.3	3.4	0.6	0.2	4.2	13.8	1.8	1.1	16.6	2.0	0.1	0.1	2.2	3.4	0.6	0.2	4.1	13.8	1.7	1.1	16.7
94	NB I-15 On-Ramp from Via Rancho Pkwy.	0.9	0.0	0.1	1.0	1.8	0.2	0.1	2.0	6.5	0.4	0.5	7.5	0.9	0.0	0.1	0.9	1.7	0.2	0.1	2.0	6.2	0.4	0.5	7.1
95	NB I-15 Mainline (n/o Via Rancho Pkwy. On-Ramp)	12.6	0.7	0.9	14.2	21.1	1.8	1.0	23.9	79.2	5.6	6.3	91.1	13.3	0.5	0.9	14.7	21.7	1.8	1.0	24.5	81.9	5.3	6.3	93.5
96	NB Managed Lanes (at Via Rancho Pkwy.)	0.9	1.8	0.0	2.7	2.0	6.3	0.0	8.4	6.2	17.8	0.0	24.0	0.1	2.1	0.0	2.2	1.3	6.3	0.0	7.6	2.7	18.2	0.0	20.9
97	NB Managed Lanes Exit Ramp to Del Lago Blvd. & BRTC	0.0	0.2	0.0	0.2	0.4	1.5	0.0	1.9	1.2	3.7	0.0	4.9	0.0	0.3	0.0	0.3	0.6	1.5	0.0	2.0	1.2	3.8	0.0	5.0
98	NB Managed Lanes Entrance Ramp from Del Lago Blvd. & BRTC	0.1	0.2	0.0	0.3	0.0	0.5	0.0	0.5	0.1	1.5	0.0	1.7	0.0	0.2	0.0	0.3	0.0	0.5	0.0	0.5	0.5	1.5	0.0	2.0
99	NB I-15 Mainline (s/o Centre City Pkwy Off-Ramp)	12.6	0.7	0.9	14.2	21.1	1.8	1.0	23.9	79.2	5.6	6.3	91.1	13.3	0.5	0.9	14.7	21.7	1.8	1.0	24.5	81.9	5.3	6.3	93.5
100	NB I-15 Off-Ramp to Centre City Pkwy.	2.1	0.3	0.1	2.5	5.4	1.1	0.3	6.7	18.1	3.1	1.4	22.6	2.1	0.3	0.1	2.5	5.4	1.1	0.3	6.7	18.2	3.0	1.4	22.6
101	NB I-15 Mainline (s/o Felicita Rd./Citracado Pkwy. Off-Ramp)	10.5	0.4	0.7	11.7	15.7	0.8	0.8	17.2	61.1	2.5	4.9	68.5	11.2	0.3	0.7	12.2	16.3	0.8	0.8	17.8	63.7	2.3	4.9	70.9
102	NB Managed Lanes (n/o Centre City Pkwy.)	0.9	1.8	0.0	2.8	1.6	5.3	0.0	6.9	5.1	15.6	0.0	20.8	0.1	2.0	0.0	2.1	0.8	5.3	0.0	6.1	2.0	15.9	0.0	17.9
103	NB I-15 Off-Ramp to Felicita Rd./Citracado Pkwy.	0.4	0.0	0.0	0.5	1.6	0.3	0.1	2.0	4.3	0.7	0.3	5.3	0.4	0.0	0.0	0.5	1.6	0.3	0.1	2.0	4.3	0.7	0.3	5.3
104	NB I-15 On-Ramp from Felicita Rd./Citracado Pkwy.	0.8	0.2	0.1	1.1	0.8	0.3	0.0	1.1	3.9	1.0	0.3	5.2	0.8	0.2	0.1	1.0	0.8	0.3	0.0	1.1	3.9	1.0	0.3	5.2
105	NB I-15 Mainline (n/o Felicita Rd./Citracado Pkwy. On-Ramp)	10.9	0.6	0.8	12.2	14.9	0.7	0.7	16.3	60.7	2.7	4.9	68.4	11.6	0.4	0.7	12.7	15.5	0.7	0.7	17.0	63.2	2.6	4.9	70.7
106	NB Managed Lanes (at Felicita Rd./Citracado Pkwy.)	0.9	1.8	0.0	2.8	1.6	5.3	0.0	6.9	5.1	15.6	0.0	20.8	0.1	2.0	0.0	2.1	0.8	5.3	0.0	6.1	2.0	15.9	0.0	17.9
107	NB Managed Lanes Exit to I-15 Mainline (n/o Felicita Rd./Citracado Pkwy.)	0.1	0.8	0.0	0.9	0.5	2.6	0.0	3.1	1.3	7.9	0.0	9.3	0.0	0.8	0.0	0.9	0.3	2.7	0.0	2.9	0.7	8.0	0.0	8.7
108	NB Entrance Ramp from I-15 Mainline to Managed Lanes (n/o Felicita Rd./Citracado Pkwy.)	0.0	0.2	0.0	0.2	0.0	0.2	0.0	0.2	0.1	0.7	0.0	0.8	0.0	0.2	0.0	0.2	0.0	0.2	0.0	0.2	0.1	0.7	0.0	0.8
109	NB I-15 Mainline (s/o 9th Ave. Off-Ramp)	11.0	1.1	0.8	12.9	15.4	3.2	0.7	19.3	62.0	10.0	4.9	76.9	11.6	1.1	0.7	13.4	15.8	3.2	0.7	19.8	63.8	9.9	4.9	78.7
110	NB Managed Lanes (s/o 9th Ave.)	0.9	1.3	0.0	2.1	1.1	2.8	0.0	3.9	3.9	8.4	0.0	12.3	0.1	1.3	0.0	1.5	0.5	2.8	0.0	3.4	1.4	8.5	0.0	10.0
111	NB I-15 Off-Ramp to 9th Ave.	1.1	0.2	0.1	1.4	1.6	0.6	0.1	2.2	6.3	1.7	0.5	8.5	1.1	0.2	0.1	1.3	1.5	0.6	0.1	2.2	6.3	1.8	0.5	8.5
112	NB I-15 On-Ramp from 9th Ave.	0.4	0.1	0.0	0.6	0.8	0.3	0.1	1.2	2.9	0.8	0.2	3.9	0.4	0.1	0.0	0.5	0.8	0.3	0.1	1.2	2.9	0.7	0.2	3.9
113	NB I-15 Mainline (s/o Valley Pkwy Off-Ramp)	10.4	1.0	0.7	12.1	14.7	2.9	0.7	18.2	58.6	9.0	4.7	72.3	10.9	0.9	0.7	12.6	15.1	2.9	0.7	18.7	60.4	8.9	4.7	74.0
114	NB Managed Lanes (n/o 9th Ave.)	0.9	1.3	0.0	2.1	1.1	2.8	0.0	3.9	3.9	8.4	0.0	12.3	0.1	1.3	0.0	1.5	0.5	2.8	0.0	3.4	1.4	8.5	0.0	10.0
115	NB I-15 Off-Ramp to Valley Pkwy.	1.4	0.1	0.1	1.7	1.7	0.4	0.1	2.2	7.6	1.2	0.7	9.5	1.7	0.1	0.1	1.9	1.7	0.4	0.1	2.2	7.9	1.2	0.7	9.8
116	NB I-15 On-Ramp from Valley Pkwy.	0.8	0.1	0.0	0.9	2.2	0.7	0.1	3.0	7.2	1.9	0.6	9.6	0.7	0.1	0.0	0.8	2.2	0.7	0.1	3.0	7.1	1.9	0.6	9.6
117	NB I-15 Mainline (n/o Valley Pkwy. On-Ramp)	9.7	1.0	0.6	11.3	15.1	3.2	0.7	19.1	58.2	9.7	4.6	72.5	9.9	0.9	0.6	11.5	15.5	3.2	0.7	19.5	59.7	9.6	4.5	73.8
118	NB Managed Lanes (n/o Valley Pkwy.)	0.9	1.3	0.0	2.1	1.1	2.8	0.0	3.9	3.9	8.4	0.0	12.3	0.1	1.3	0.0	1.5	0.5	2.8	0.0	3.4	1.4	8.5	0.0	10.0
119	NB Managed Lanes Exit Ramp to Hale Ave. & BRTC	0.7	0.9	0.0	1.6	0.2	0.7	0.0	0.9	1.8	3.4	0.0	5.2	0.1	0.9	0.0	1.0	0.2	0.7	0.0	0.9	0.8	3.5	0.0	4.3
120	NB I-15 Mainline (s/o SR-78 Interchange)	9.7	1.0	0.6	11.3	15.1	3.2	0.7	19.1	58.2	9.7	4.6	72.5	9.9	0.9	0.6	11.5	15.5	3.2	0.7	19.5	59.7	9.6	4.5	73.8
121	NB Managed Lanes (s/o SR-78 Interchange)	0.1	0.4	0.0	0.6	0.9	2.1	0.0	3.0	2.1	5.0	0.0	7.1	0.0	0.4	0.0	0.5	0.4	2.1	0.0	2.5	0.7	5.0	0.0	5.7
122	NB I-15 Connector Ramp to EB SR-78.	6.3	0.9	0.4	7.6	8.3	2.8	0.4	11.4	36.6	8.5	2.9	48.0	6.5	0.8	0.4	7.8	8.2	2.8	0.4	11.3	36.8	8.5	2.9	48.1
123	NB Managed Lanes Exit Ramp to I-15 Mainline at SR-78	0.1	0.4	0.0	0.6	0.9	2.1	0.0	3.0	2.1	5.0	0.0	7.1	0.0	0.4	0.0	0.5	0.4	2.1	0.0	2.5	0.7	5.0	0.0	5.7
124	NB I-15 Connector Ramp from WB SR-78	0.6	0.1	0.0	0.8	1.2	0.4	0.1	1.6	4.9	1.3	0.4	6.6	0.7	0.1	0.0	0.8	1.3	0.4	0.1	1.7	5.1	1.3	0.4	6.8
125	NB I-15 Mainline (n/o SR-78 Interchange)	4.1	0.6	0.3	5.0	8.9	3.0	0.4	12.3	28.6	7.4	2.1	38.1	4.1	0.7	0.3	5.0	9.0	3.0	0.4	12.4	28.6	7.5	2.1	38.2
126	SB I-15 Mainline (n/o SR-78 Interchange)	6.7	1.3	0.4	8.5	7.4	2.3	0.3	10.1	34.4	8.5	2.8	45.6	6.7	1.3	0.4	8.5	7.4	2.3	0.3	10.0	34.3	8.5	2.7	45.5

Note:
s/o - south of
n/o - north of

Table A-1 (Cont'd)
2005 Traffic Forecast
(Traffic Volumes in Thousands)
I-15 Managed Lanes Value Pricing Study

Location Identification Number	Location Description	2005 Flat Toll Alternative												2005 Skewed Toll Alternative											
		AM Peak Period 6 AM - 8 AM				PM Peak Period 3 PM - 6 PM				Weekday Total 6 AM - 7 PM				AM Peak Period 6 AM - 8 AM				PM Peak Period 3 PM - 6 PM				Weekday Total 6 AM - 7 PM			
		SOV	HOV	TRUCK	TOTAL	SOV	HOV	TRUCK	TOTAL	SOV	HOV	TRUCK	TOTAL	SOV	HOV	TRUCK	TOTAL	SOV	HOV	TRUCK	TOTAL	SOV	HOV	TRUCK	TOTAL
127	SB I-15 Connector Ramp to WB SR-78	0.5	0.1	0.0	0.6	0.6	0.2	0.0	0.9	3.0	0.8	0.3	4.0	0.5	0.1	0.0	0.7	0.6	0.2	0.0	0.9	3.0	0.8	0.3	4.0
128	SB Entrance Ramp from I-15 Mainline at SR-78 to Managed Lanes	1.1	1.0	0.0	2.2	0.1	1.5	0.0	1.6	2.4	5.9	0.0	8.3	1.4	1.0	0.0	2.5	0.0	1.5	0.0	1.6	3.0	5.9	0.0	8.9
129	SB I-15 Connector Ramp from EB SR-78.	6.1	1.0	0.4	7.5	10.1	1.6	0.5	12.3	39.0	5.7	3.2	47.9	6.1	1.0	0.4	7.5	10.1	1.6	0.5	12.2	38.7	5.9	3.2	47.7
130	SB I-15 Mainline (s/o SR-78 Interchange)	11.2	1.2	0.8	13.2	16.8	2.2	0.8	19.8	67.9	7.5	5.7	81.1	10.8	1.2	0.8	12.8	16.8	2.2	0.8	19.8	66.9	7.6	5.7	80.3
131	SB Managed Lanes (s/o SR-78 Interchange)	1.1	1.0	0.0	2.2	0.1	1.5	0.0	1.6	2.4	5.9	0.0	8.3	1.4	1.0	0.0	2.5	0.0	1.5	0.0	1.6	3.0	5.9	0.0	8.9
132	SB Entrance Ramp from Hale Ave. to Managed Lanes	0.4	0.5	0.0	0.9	0.3	3.0	0.0	3.3	1.9	7.8	0.0	9.6	0.6	0.5	0.0	1.1	0.3	3.0	0.0	3.3	2.6	7.7	0.0	10.3
133	SB I-15 Mainline (n/o Valley Pkwy. Off-Ramp)	11.2	1.2	0.8	13.2	16.8	2.2	0.8	19.8	67.9	7.5	5.7	81.1	10.8	1.2	0.8	12.8	16.8	2.2	0.8	19.8	66.9	7.6	5.7	80.3
134	SB Managed Lanes (s/o Hale Ave.)	1.5	1.5	0.0	3.1	0.4	4.5	0.0	4.9	4.3	13.7	0.0	17.9	2.0	1.5	0.0	3.6	0.3	4.5	0.0	4.9	5.6	13.6	0.0	19.2
135	SB I-15 Off-Ramp to Valley Pkwy.	1.5	0.3	0.1	1.9	1.9	0.6	0.1	2.6	8.7	2.1	0.7	11.5	1.5	0.3	0.1	1.9	1.9	0.6	0.1	2.6	8.7	2.1	0.7	11.5
136	SB I-15 On-Ramp from Valley Pkwy.	0.4	0.0	0.0	0.5	2.4	0.2	0.1	2.8	6.8	0.6	0.5	8.0	0.4	0.0	0.0	0.4	2.3	0.2	0.1	2.6	6.6	0.6	0.5	7.7
137	SB I-15 Mainline (s/o Valley Pkwy On-Ramp)	10.1	0.9	0.8	11.7	17.3	1.8	0.8	20.0	66.1	6.0	5.5	77.6	9.7	0.9	0.8	11.4	17.2	1.8	0.8	19.9	64.8	6.1	5.5	76.5
138	SB Managed Lanes (s/o Valley Pkwy.)	1.5	1.5	0.0	3.1	0.4	4.5	0.0	4.9	4.3	13.7	0.0	17.9	2.0	1.5	0.0	3.6	0.3	4.5	0.0	4.9	5.6	13.6	0.0	19.2
139	SB I-15 Off-Ramp to 9th Ave.	0.4	0.1	0.0	0.5	0.9	0.3	0.0	1.2	2.8	0.7	0.2	3.7	0.4	0.1	0.0	0.5	0.9	0.3	0.0	1.2	2.9	0.7	0.2	3.8
140	SB I-15 On-Ramp from 9th Ave.	0.8	0.2	0.1	1.1	1.6	0.6	0.1	2.3	5.8	1.7	0.4	7.9	0.8	0.2	0.1	1.1	1.6	0.6	0.1	2.3	5.8	1.6	0.4	7.9
141	SB I-15 Mainline (s/o 9th Ave. On-Ramp)	10.5	1.1	0.8	12.4	18.1	2.1	0.9	21.1	69.0	7.0	5.7	81.8	10.1	1.0	0.8	12.0	18.0	2.1	0.9	21.0	67.8	7.1	5.7	80.6
142	SB Managed Lanes (s/o 9th Ave.)	1.5	1.5	0.0	3.1	0.4	4.5	0.0	4.9	4.3	13.7	0.0	17.9	2.0	1.5	0.0	3.6	0.3	4.5	0.0	4.9	5.6	13.6	0.0	19.2
143	SB Managed Lanes Exit to I-15 Mainline (n/o Felicita Rd./Citracado Pkwy.)	0.0	0.1	0.0	0.1	0.0	1.0	0.0	1.0	0.1	2.7	0.0	2.7	0.0	0.1	0.0	0.1	0.1	0.9	0.0	1.0	0.2	2.2	0.0	2.5
144	SB Entrance Ramp from I-15 Mainline to Managed Lanes (n/o Felicita Rd./Citracado Pkwy.)	0.5	0.9	0.0	1.5	0.1	1.3	0.0	1.3	1.1	4.8	0.0	5.8	0.7	0.9	0.0	1.6	0.0	1.3	0.0	1.3	1.7	4.8	0.0	6.5
145	SB I-15 Mainline (n/o Felicita Rd./Citracado Pkwy. Off-Ramp)	10.0	0.2	0.8	11.0	18.0	1.8	0.9	20.7	68.0	4.9	5.7	78.6	9.4	0.2	0.8	10.4	18.0	1.7	0.9	20.6	66.3	4.5	5.7	76.5
146	SB Managed Lanes (n/o Felicita Rd./Citracado Pkwy.)	2.1	2.4	0.0	4.5	0.4	4.9	0.0	5.3	5.3	15.8	0.0	21.1	2.8	2.3	0.0	5.1	0.3	4.9	0.0	5.2	7.1	16.1	0.0	23.2
147	SB I-15 Off-Ramp to Felicita Rd./Citracado Pkwy.	0.3	0.1	0.0	0.4	1.5	0.6	0.1	2.1	4.0	1.3	0.3	5.6	0.3	0.1	0.0	0.4	1.5	0.6	0.1	2.1	4.1	1.3	0.3	5.6
148	SB I-15 On-Ramp from Felicita Rd./Citracado Pkwy.	1.0	0.1	0.1	1.2	0.8	0.2	0.0	1.1	3.8	0.6	0.3	4.7	1.0	0.1	0.1	1.2	0.8	0.2	0.0	1.1	3.8	0.7	0.3	4.8
149	SB I-15 Mainline (n/o Felicita Rd./Citracado Pkwy. On-Ramp)	10.7	0.2	0.8	11.8	17.4	1.5	0.8	19.7	67.8	4.3	5.7	77.8	10.1	0.3	0.8	11.2	17.4	1.4	0.8	19.6	66.0	3.9	5.7	75.7
150	SB Managed Lanes (s/o Felicita Rd./Citracado Pkwy.)	2.1	2.4	0.0	4.5	0.4	4.9	0.0	5.3	5.3	15.8	0.0	21.1	2.8	2.3	0.0	5.1	0.3	4.9	0.0	5.2	7.1	16.1	0.0	23.2
151	SB I-15 On-Ramp from Centre City Pkwy.	3.0	0.4	0.2	3.6	3.8	1.0	0.2	5.0	15.4	3.1	1.2	19.7	3.0	0.4	0.2	3.6	3.9	1.0	0.2	5.1	15.3	3.1	1.2	19.7
152	SB I-15 Mainline (s/o Centre City Pkwy. On-Ramp)	13.7	0.6	1.1	15.3	21.2	2.5	1.0	24.7	83.2	7.4	6.9	97.5	13.1	0.7	1.1	14.8	21.3	2.4	1.0	24.7	81.3	7.0	6.9	95.3
153	SB Managed Lanes Exit Ramp to Del Lago Blvd. & BRTC	0.0	0.1	0.0	0.1	0.0	0.7	0.0	0.7	0.0	2.0	0.0	2.1	0.0	0.1	0.0	0.1	0.1	0.7	0.0	0.8	0.6	2.0	0.0	2.6
154	SB Managed Lanes Entrance Ramp from Del Lago Blvd. & BRTC	0.5	0.7	0.0	1.3	0.0	0.3	0.0	0.4	0.9	2.4	0.0	3.3	0.9	0.7	0.0	1.5	0.0	0.4	0.0	0.4	1.4	2.4	0.0	3.8
155	SB I-15 Mainline (n/o Via Rancho Pkwy. Off-Ramp)	13.7	0.6	1.1	15.3	21.2	2.5	1.0	24.7	83.2	7.4	6.9	97.5	13.1	0.7	1.1	14.8	21.3	2.4	1.0	24.7	81.3	7.0	6.9	95.3
156	SB Managed Lanes (n/o Via Rancho Pkwy.)	2.6	3.0	0.0	5.6	0.4	4.5	0.0	4.9	6.2	16.1	0.0	22.3	3.6	2.9	0.0	6.5	0.2	4.6	0.0	4.9	7.9	16.6	0.0	24.4
157	SB I-15 Off-Ramp to Del Lago Blvd.	0.8	0.0	0.1	0.9	2.8	0.2	0.1	3.2	9.9	0.7	0.8	11.4	0.8	0.0	0.1	0.9	2.7	0.3	0.1	3.1	9.2	0.7	0.8	10.7
158	SB I-15 On-Ramp from Del Lago Blvd.	3.8	0.2	0.3	4.2	4.2	1.1	0.2	5.5	18.4	2.6	1.5	22.5	3.4	0.2	0.3	3.9	4.2	1.0	0.2	5.4	17.9	2.5	1.5	21.9
159	SB I-15 Mainline (s/o Via Rancho Pkwy On-Ramp)	16.6	0.8	1.3	18.7	22.6	3.3	1.1	27.0	91.7	9.3	7.6	108.6	15.7	0.9	1.3	17.9	22.7	3.2	1.1	27.0	90.0	8.9	7.6	106.5
160	SB Managed Lanes (s/o Via Rancho Pkwy.)	2.6	3.0	0.0	5.6	0.4	4.5	0.0	4.9	6.2	16.1	0.0	22.3	3.6	2.9	0.0	6.5	0.2	4.6	0.0	4.9	7.9	16.6	0.0	24.4
161	SB I-15 Off-Ramp to West Bernardo Dr./Pomerado Rd.	1.8	0.3	0.1	2.2	3.9	1.3	0.2	5.3	13.7	3.5	1.0	18.3	1.7	0.3	0.1	2.2	3.9	1.3	0.2	5.4	13.5	3.5	1.0	18.1
162	SB I-15 On-Ramp from West Bernardo Dr./Pomerado Rd.	0.3	0.1	0.0	0.4	0.3	0.1	0.0	0.5	1.9	0.6	0.2	2.6	0.4	0.1	0.0	0.5	0.3	0.1	0.0	0.5	1.9	0.6	0.2	2.7
163	SB I-15 Mainline (s/o West Bernardo Dr./Pomerado Rd. On-Ramp)	15.2	0.6	1.2	16.9	19.0	2.2	0.9	22.1	79.9	6.3	6.7	92.9	14.4	0.7	1.2	16.3	19.2	2.0	0.9	22.1	78.4	5.9	6.8	91.1
164	SB Managed Lanes (s/o West Bernardo Dr./Pomerado Rd.)	2.6	3.0	0.0	5.6	0.4	4.5	0.0	4.9	6.2	16.1	0.0	22.3	3.6	2.9	0.0	6.5	0.2	4.6	0.0	4.9	7.9	16.6	0.0	24.4
165	SB I-15 Mainline (n/o Rancho Bernardo Rd. Off-Ramp)	15.2	0.6	1.2	16.9	19.0	2.2	0.9	22.1	79.9	6.3	6.7	92.9	14.4	0.7	1.2	16.3	19.2	2.0	0.9	22.1	78.4	5.9	6.8	91.1
166	SB Managed Lanes (n/o Rancho Bernardo Rd.)	2.6	3.0	0.0	5.6	0.4	4.5	0.0	4.9	6.2	16.1	0.0	22.3	3.6	2.9	0.0	6.5	0.2	4.6	0.0	4.9	7.9	16.6	0.0	24.4
167	SB I-15 Off-Ramp to Rancho Bernardo Rd.	2.1	0.1	0.1	2.3	2.7	0.6	0.1	3.4	11.9	1.5	1.0	14.5	2.0	0.1	0.1	2.2	2.8	0.5	0.1	3.5	11.7	1.5	1.0	14.2
168	SB I-15 Mainline (s/o Rancho Bernardo Rd. Off-Ramp)	13.1	0.5	1.0	14.6	16.3	1.6	0.8	18.6	67.9	4.8	5.7	78.5	12.4	0.6	1.1	14.0	16.4	1.5	0.8	18.6	66.8	4.5	5.7	76.9
169	SB Managed Lanes Exit to I-15 Mainline (at Rancho Bernardo Rd.)	0.0	0.4	0.0	0.4	0.0	1.3	0.0	1.3	0.2	3.6	0.0	3.8	0.0	0.4	0.0	0.4	0.1	1.5	0.0	1.6	0.4	3.7	0.0	4.1
170	SB Entrance Ramp from I-15 Mainline to Managed Lanes (at Rancho Bernardo Rd.)	0.2	0.4	0.0	0.6	0.0	0.6	0.0	0.6	0.4	2.3	0.0	2.7	0.2	0.4	0.0	0.6	0.0	0.9	0.0	0.9	0.3	2.7	0.0	3.1
171	SB I-15 Mainline (n/o Rancho Bernardo Rd. On-Ramp)	12.9	0.5	1.0	14.4	16.3	2.3	0.8	19.4	67.7	6.1	5.7	79.5	12.3	0.5	1.1	13.8	16.4	2.1	0.8	19.3	66.9	5.4	5.7	78.0
172	SB I-15 On-Ramp from Rancho Bernardo Rd.	2.3	0.2	0.2	2.6	2.5	0.4	0.1	3.0	11.4	1.5	1.0	13.9	2.2	0.2	0.2	2.6	2.5	0.4	0.1	3.0	11.4	1.5	1.0	13.9
173	SB I-15 Mainline (s/o Rancho Bernardo Rd. On-Ramp)	15.1	0.7	1.2	17.1	18.8	2.7	0.9	22.4	79.1	7.7	6.7	93.4	14.5	0.7	1.2	16.4	18.9	2.5	0.9	22.3	78.3	6.9	6.7	91.9
174	SB Managed Lanes (s/o Rancho Bernardo Rd.)	2.8	3.0	0.0	5.8	0.4	3.8	0.0	4.2	6.4	14.8	0.0	21.2	3.8	3.0	0.0	6.8	0.2	4.0	0.0	4.2	7.8	15.6	0.0	23.4
175	SB Managed Lanes Exit Ramp to Bernardo Center BRTC	0.0	0.5	0.0	0.5	0.0	0.4	0.0	0.5	0.2	2.0	0.0	2.1	0.2	0.5	0.0	0.7	0.0	0.5	0.0	0.5	1.0	2.1	0.0	3.0
176	SB Managed Lanes Entrance Ramp from Bernardo Center BRTC	0.2	0.3	0.0	0.5	0.1	0.9	0.0	1.1	1.0	2.4	0.0	3.4	0.2	0.3	0.0	0.5	0.1	0.9	0.0	1.0	0.9	2.5	0.0	3.4
177	SB I-15 Mainline (n/o Bernardo Center Dr. Off-Ramp)	15.1	0.7	1.2	17.1	18.8	2.7	0.9	22.4	79.1	7.7	6.7	93.4	14.5	0.7	1.2	16.4	18.9	2.5	0.9	22.3	78.3	6.9	6.7	91.9
178	SB Managed Lanes (n/o Bernardo Center Dr.)	3.0	2.9	0.0	5.9	0.5	4.3	0.0	4.8	7.2	15.2	0.0	22.5	3.8	2.8	0.0	6.6	0.2	4.4	0.0	4.7	7.8	16.0	0.0	23.8
179	SB I-15 Off-Ramp to Bernardo Center Dr.	1.2	0.1	0.1	1.3	1.6	0.4	0.1	2.0	5.8	1.2	0.4	7.4	1.1	0.1	0.1	1.3	1.4	0.4	0.1	1.9	5.5	1.2	0.4	7.1
180	SB I-15 On-Ramp from Bernardo Center Dr.	1.1	0.2	0.1	1.4	2.3	0.7	0.1	3.1	7.6	1.9	0.6	10.1	1.1	0.2	0.1	1.4	2.3	0.7	0.1	3.1	7.7	1.9	0.6	10.1
181	SB I-15 Mainline (s/o Bernardo Center Dr. On-Ramp)	15.1	0.8	1.2	17.1	19.5	3.0	0.9	23.4	80.9	8.4	6.8	96.1	14.6	0.8	1.2	16.6	19.8	2.8	0.9	23.5	80.5	7.6	6.8	94.9
182	SB Managed Lanes (s/o Bernardo Center Dr.)	3.0	2.9	0.0	5.9	0.5	4.3	0.0	4.8	7.2	15.2	0.0	22.5	3.8	2.8	0.0	6.6	0.2	4.4	0.0	4.7	7.8	16.0	0.0	23.8
183	SB I-15 Off-Ramp to Camino Del Norte	2.1	0.3	0.1	2.6	2.7	0.9	0.1	3.7	11.6	2.7	0.9	15.3	2.1	0.3	0.1	2.6	2.7	0.9	0.1	3.7	11.6	2.8	0.9	15.3
184	SB I-15 On-Ramp from Camino Del Norte	2.7	0.5	0.2	3.4	3.2	0.7	0.1	4.1	12.7	2.7	1.0	16.3	2.8	0.5	0.2	3.5	3.2	0.8	0.1	4.1	12.7	2.7	1.0	16.4
185	SB I-15 Mainline (s/o Camino Del Norte)	15.7	1.1	1.2	18.0	20.0	2.8	1.0	23.8	81.9	8.3	6.9	97.1	15.2	1.1	1.2	17.5	20.3	2.7	1.0	24.0	81.6	7.5	6.9	96.0
186	SB Managed Lanes (s/o Camino Del Norte)	3.0	2.9	0.0	5.9	0.5	4.3	0.0	4.8	7.2	15.2	0.0	22.5	3.8	2.8	0.0	6.6	0.2	4.4	0.0	4.7	7.8	16.0	0.0	23.8
187	SB Managed Lanes Exit to I-15 Mainline (n/o Carmel Mountain Rd.)	0.0	0.4	0.0	0.4	0.0	1.1	0.0	1.2	0.2	3.7	0.0	4.0	0.0	0.4	0.0	0.4	0.1	1.4	0.0	1.5	0.7	4.2	0.0	4.9
188	SB Entrance Ramp from I-15 Mainline to Managed Lanes (n/o Carmel Mountain Rd.)	0.6	0.8	0.0	1.3	0.1	1.4	0.0	1.4	1.1	4.5	0.0	5.6	0.7	0.8	0.0	1.5	0.1	1.5	0.0	1.6	1.2	4.5	0.0	5.6
189	SB I-15 Mainline (n/o Carmel Mountain Rd. Off-Ramp)	15.1	0.6	1.2	17.0	20.0	2.6	1.0	23.5	81.1	7.5	6.9	95.4	14.6	0.6	1.2	16.5	20.3	2.6	1.0	23.9	81.1	7.3	6.9	95.2

Note:
s/o - south of
n/o - north of

Table A-1 (Cont'd)
2005 Traffic Forecast
(Traffic Volumes in Thousands)
I-15 Managed Lanes Value Pricing Study

Location Identification Number	Location Description	2005 Flat Toll Alternative												2005 Skewed Toll Alternative											
		AM Peak Period 6 AM - 8 AM				PM Peak Period 3 PM - 6 PM				Weekday Total 6 AM - 7 PM				AM Peak Period 6 AM - 8 AM				PM Peak Period 3 PM - 6 PM				Weekday Total 6 AM - 7 PM			
		SOV	HOV	TRUCK	TOTAL	SOV	HOV	TRUCK	TOTAL	SOV	HOV	TRUCK	TOTAL	SOV	HOV	TRUCK	TOTAL	SOV	HOV	TRUCK	TOTAL	SOV	HOV	TRUCK	TOTAL
190	SB Managed Lanes (n/o Carmel Mountain Rd.)	3.6	3.3	0.0	6.9	0.6	4.5	0.0	5.1	8.0	16.1	0.0	24.1	4.4	3.3	0.0	7.7	0.3	4.5	0.0	4.8	8.3	16.3	0.0	24.6
191	SB I-15 Off-Ramp to Carmel Mountain Rd.	1.2	0.2	0.1	1.5	2.8	0.9	0.1	3.8	9.5	2.5	0.7	12.7	1.1	0.2	0.1	1.4	2.8	0.9	0.1	3.9	9.6	2.5	0.7	12.8
192	SB I-15 On-Ramp from Carmel Mountain Rd.	1.1	0.2	0.1	1.4	2.1	0.7	0.1	2.9	10.0	2.6	0.9	13.5	1.2	0.3	0.1	1.5	2.2	0.4	0.1	2.7	10.2	2.2	0.9	13.3
193	SB I-15 Mainline (s/o Carmel Mountain Rd.)	15.0	0.7	1.2	16.9	19.3	2.4	0.9	22.6	81.7	7.5	7.0	96.2	14.6	0.7	1.2	16.5	19.7	2.1	0.9	22.7	81.7	7.0	7.0	95.7
194	SB Managed Lanes (s/o Carmel Mountain Rd.)	3.6	3.3	0.0	6.9	0.6	4.5	0.0	5.1	8.0	16.1	0.0	24.1	4.4	3.3	0.0	7.7	0.3	4.5	0.0	4.8	8.3	16.3	0.0	24.6
195	SB I-15 Mainline (n/o SR-56/Ted Williams Pkwy. Off-Ramp)	15.0	0.7	1.2	16.9	19.3	2.4	0.9	22.6	81.7	7.5	7.0	96.2	14.6	0.7	1.2	16.5	19.7	2.1	0.9	22.7	81.7	7.0	7.0	95.7
196	SB Managed Lanes (n/o SR-56/Ted Williams Pkwy.)	3.6	3.3	0.0	6.9	0.6	4.5	0.0	5.1	8.0	16.1	0.0	24.1	4.4	3.3	0.0	7.7	0.3	4.5	0.0	4.8	8.3	16.3	0.0	24.6
197	SB I-15 Off-Ramp to SR-56/Ted Williams Pkwy.	2.6	0.3	0.2	3.1	4.2	1.3	0.2	5.7	17.0	3.9	1.4	22.3	2.7	0.3	0.2	3.2	4.1	1.3	0.2	5.6	16.7	3.9	1.4	22.0
198	SB Managed Lanes Exit Ramp to Springs Pkwy. BRTC	0.0	0.1	0.0	0.1	0.0	0.3	0.0	0.3	0.1	0.8	0.0	0.9	0.0	0.1	0.0	0.1	0.0	0.3	0.0	0.4	0.3	0.8	0.0	1.0
199	SB Managed Lanes Entrance Ramp from Springs Pkwy. BRTC	0.2	0.3	0.0	0.5	0.0	0.3	0.0	0.3	0.3	1.1	0.0	1.4	0.1	0.3	0.0	0.4	0.0	0.6	0.0	0.6	0.2	1.4	0.0	1.7
200	SB I-15 On-Ramp from SR-56/Ted Williams Pkwy.	2.2	0.1	0.2	2.5	2.0	0.5	0.1	2.7	8.8	1.0	0.7	10.5	2.2	0.1	0.2	2.4	2.0	0.5	0.1	2.5	8.7	1.2	0.7	10.7
201	SB Managed Lanes Entrance Ramp from SR-56/Ted Williams Pkwy.	0.1	0.3	0.0	0.4	0.0	0.0	0.0	0.0	0.2	0.7	0.0	0.8	0.1	0.3	0.0	0.3	0.0	0.0	0.0	0.0	0.1	0.4	0.0	0.5
202	SB I-15 Mainline (n/o Rancho Penasquitos Blvd./Poway Rd. Off-Ramp)	14.6	0.4	1.2	16.2	17.2	1.6	0.8	19.6	73.5	4.6	6.3	84.4	14.1	0.5	1.2	15.8	17.6	1.3	0.8	19.7	73.7	4.3	6.3	84.4
203	SB Managed Lanes (n/o Rancho Penasquitos Blvd./Poway Rd.)	3.8	3.8	0.0	7.6	0.6	4.5	0.0	5.0	8.4	17.0	0.0	25.4	4.6	3.7	0.0	8.3	0.2	4.8	0.0	5.0	8.3	17.4	0.0	25.7
204	SB I-15 Off-Ramp to Rancho Penasquitos Blvd./Poway Rd.	0.3	0.0	0.0	0.3	1.2	0.3	0.0	1.5	3.8	0.8	0.3	4.8	0.3	0.0	0.0	0.3	1.2	0.3	0.0	1.5	3.8	0.8	0.3	4.8
205	SB I-15 On-Ramp from Rancho Penasquitos Blvd./Poway Rd..	3.3	1.1	0.2	4.7	2.6	0.9	0.1	3.6	14.3	4.2	1.2	19.6	3.4	1.1	0.2	4.7	2.6	0.9	0.1	3.6	14.2	4.1	1.2	19.5
206	SB I-15 Mainline (s/o Rancho Penasquitos Blvd./Poway Rd. On-Ramp)	17.7	1.5	1.4	20.6	18.6	2.2	0.9	21.7	84.0	8.0	7.2	99.2	17.2	1.5	1.4	20.1	19.0	1.9	0.9	21.8	84.1	7.7	7.2	99.0
207	SB Managed Lanes (s/o Rancho Penasquitos Blvd./Poway Rd.)	3.8	3.8	0.0	7.6	0.6	4.5	0.0	5.0	8.4	17.0	0.0	25.4	4.6	3.7	0.0	8.3	0.2	4.8	0.0	5.0	8.3	17.4	0.0	25.7
208	SB Managed Lanes Exit to I-15 Mainline (s/o Rancho Penasquitos Blvd./Poway Rd.)	0.0	0.1	0.0	0.2	0.0	1.1	0.0	1.1	0.2	2.3	0.0	2.4	0.0	0.1	0.0	0.2	0.0	0.7	0.0	0.7	0.2	1.7	0.0	1.9
209	SB Entrance Ramp from I-15 Mainline to Managed Lanes (s/o Rancho Penasquitos Blvd./Poway Rd.)	0.2	1.3	0.0	1.5	0.0	1.4	0.0	1.5	0.5	5.8	0.0	6.3	0.3	1.3	0.0	1.5	0.0	1.4	0.0	1.4	0.5	6.0	0.0	6.5
210	SB I-15 Mainline (n/o Mercy Rd./Scripps Poway Pkwy. Off-Ramp)	17.5	0.4	1.4	19.2	18.6	1.8	0.9	21.4	83.7	4.5	7.2	95.4	17.0	0.4	1.4	18.8	19.0	1.2	0.9	21.1	83.8	3.4	7.2	94.4
211	SB Managed Lanes (n/o Mercy Rd./Scripps Poway Pkwy.)	4.0	5.0	0.0	9.0	0.6	4.8	0.0	5.4	8.7	20.5	0.0	29.2	4.8	4.9	0.0	9.6	0.2	5.4	0.0	5.7	8.6	21.7	0.0	30.3
212	SB I-15 Off-Ramp to Mercy Rd./Scripps Poway Pkwy.	1.3	0.2	0.1	1.6	2.3	0.7	0.1	3.2	7.6	1.9	0.6	10.1	1.2	0.2	0.1	1.5	2.4	0.7	0.1	3.2	7.5	1.9	0.6	9.9
213	SB I-15 On-Ramp from Mercy Rd./Scripps Poway Pkwy.	1.4	0.2	0.1	1.7	2.6	0.9	0.1	3.6	10.6	2.8	0.8	14.2	1.2	0.2	0.1	1.5	2.6	0.9	0.1	3.6	10.2	2.7	0.8	13.8
214	SB I-15 Mainline (s/o Mercy Rd./Scripps Poway Pkwy On-Ramp)	17.6	0.4	1.4	19.3	18.9	2.1	0.9	21.8	86.6	5.4	7.5	99.5	17.0	0.4	1.4	18.8	19.3	1.4	0.9	21.6	86.6	4.2	7.5	98.3
215	SB Managed Lanes (s/o Mercy Rd./Scripps Poway Pkwy.)	4.0	5.0	0.0	9.0	0.6	4.8	0.0	5.4	8.7	20.5	0.0	29.2	4.8	4.9	0.0	9.6	0.2	5.4	0.0	5.7	8.6	21.7	0.0	30.3
216	SB Managed Lanes (n/o Mira Mesa Blvd.)	0.2	0.6	0.0	0.8	0.1	1.7	0.0	1.8	0.6	4.5	0.0	5.2	0.5	0.8	0.0	1.2	0.1	1.2	0.0	1.2	1.1	4.4	0.0	5.5
217	SB Entrance Ramp from I-15 Mainline to Managed Lanes (n/o Mira Mesa Blvd.)	0.0	0.2	0.0	0.2	0.0	1.3	0.0	1.4	0.1	2.6	0.0	2.7	0.0	0.2	0.0	0.2	0.0	0.7	0.0	0.8	0.1	2.2	0.0	2.2
218	SB I-15 Mainline (n/o Mira Mesa Blvd. Off-Ramp)	17.7	0.8	1.4	19.9	18.9	2.4	0.9	22.2	87.1	7.3	7.5	101.9	17.5	1.0	1.4	19.8	19.3	1.9	0.9	22.1	87.6	6.5	7.5	101.5
219	SB Managed Lanes (n/o Mira Mesa Blvd.)	3.9	4.5	0.0	8.4	0.5	4.4	0.0	5.0	8.1	18.6	0.0	26.7	4.3	4.3	0.0	8.6	0.2	5.0	0.0	5.2	7.6	19.4	0.0	27.1
220	SB I-15 Off-Ramp to Mira Mesa Blvd.	1.9	0.2	0.1	2.3	2.6	0.5	0.1	3.2	11.6	1.7	1.0	14.3	1.9	0.2	0.1	2.3	2.6	0.5	0.1	3.3	11.7	1.7	1.0	14.4
221	SB I-15 On-Ramp from Mira Mesa Blvd.	5.5	0.9	0.4	6.8	3.5	1.0	0.2	4.7	18.4	4.2	1.4	24.0	5.5	0.9	0.4	6.8	3.6	1.0	0.2	4.7	18.6	4.0	1.4	24.1
222	SB I-15 Mainline (s/o Mira Mesa Blvd. On-Ramp)	21.3	1.5	1.6	24.4	19.8	3.0	0.9	23.7	93.9	9.8	7.9	111.6	21.0	1.6	1.6	24.3	20.3	2.3	0.9	23.5	94.5	8.8	7.9	111.2
223	SB Managed Lanes (s/o Mira Mesa Blvd.)	3.9	4.5	0.0	8.4	0.5	4.4	0.0	5.0	8.1	18.6	0.0	26.7	4.3	4.3	0.0	8.6	0.2	5.0	0.0	5.2	7.6	19.4	0.0	27.1
224	SB Managed Lanes Exit Ramp to Hillery BRTC	0.6	1.0	0.0	1.6	0.1	0.6	0.0	0.7	1.4	3.2	0.0	4.6	0.9	0.8	0.0	1.7	0.0	0.6	0.0	0.6	1.6	3.0	0.0	4.7
225	SB Managed Lanes Entrance Ramp from Hillery BRTC	0.0	0.4	0.0	0.4	0.0	0.4	0.0	0.4	0.0	1.0	0.0	1.0	0.0	0.4	0.0	0.4	0.0	0.2	0.0	0.2	0.0	1.0	0.0	1.0
226	SB I-15 Mainline (s/o Hillery BRTC)	21.3	1.5	1.6	24.4	19.8	3.0	0.9	23.7	93.9	9.8	7.9	111.6	21.0	1.6	1.6	24.3	20.3	2.3	0.9	23.5	94.5	8.8	7.9	111.2
227	SB Managed Lanes (s/o Hillery BRTC)	3.3	3.8	0.0	7.1	0.5	4.2	0.0	4.7	6.8	16.4	0.0	23.2	3.5	3.8	0.0	7.3	0.2	4.6	0.0	4.8	6.0	17.3	0.0	23.4
228	SB Entrance Ramp from I-15 Mainline to Managed Lanes (n/o Carroll Canyon Rd.)	0.0	0.8	0.0	0.8	0.0	0.5	0.0	0.5	0.1	2.6	0.0	2.7	0.0	0.7	0.0	0.8	0.0	0.1	0.0	0.1	0.1	2.4	0.0	2.5
229	SB I-15 Mainline (n/o Carroll Canyon Rd. Off-Ramp)	21.3	0.8	1.6	23.6	19.8	2.5	0.9	23.3	93.8	7.2	7.9	108.9	21.0	0.9	1.6	23.5	20.3	2.2	0.9	23.4	94.5	6.4	7.9	108.8
230	SB Managed Lanes (n/o Carroll Canyon Rd.)	3.3	4.6	0.0	7.9	0.5	4.7	0.0	5.1	6.9	19.0	0.0	25.9	3.6	4.6	0.0	8.1	0.2	4.7	0.0	4.9	6.1	19.7	0.0	25.8
231	SB I-15 Off-Ramp to Carroll Canyon Rd.	1.5	0.2	0.1	1.7	1.0	0.3	0.0	1.3	6.4	1.1	0.5	8.0	1.4	0.2	0.1	1.7	1.1	0.3	0.0	1.4	6.4	1.1	0.5	8.0
232	SB I-15 On-Ramp from Carroll Canyon Rd.	2.9	0.3	0.2	3.3	2.8	0.7	0.1	3.7	10.5	2.0	0.8	13.3	2.7	0.3	0.2	3.1	2.8	0.9	0.1	3.8	10.2	2.1	0.7	13.1
233	SB I-15 Mainline (s/o Carroll Canyon Rd. On-Ramp)	22.7	0.9	1.7	25.2	21.6	3.0	1.0	25.6	97.9	8.1	8.2	114.2	22.2	1.0	1.7	24.9	22.0	2.8	1.0	25.8	98.3	7.4	8.1	113.8
234	SB Managed Lanes (s/o Carroll Canyon Rd.)	3.3	4.6	0.0	7.9	0.5	4.7	0.0	5.1	6.9	19.0	0.0	25.9	3.6	4.6	0.0	8.1	0.2	4.7	0.0	4.9	6.1	19.7	0.0	25.8
235	SB I-15 Mainline (n/o Miramar Rd./Pomerado Rd. Off-Ramp)	22.7	0.9	1.7	25.2	21.6	3.0	1.0	25.6	97.9	8.1	8.2	114.2	22.2	1.0	1.7	24.9	22.0	2.8	1.0	25.8	98.3	7.4	8.1	113.8
236	SB Managed Lanes (n/o Miramar Rd./Pomerado Rd.)	3.3	4.6	0.0	7.9	0.5	4.7	0.0	5.1	6.9	19.0	0.0	25.9	3.6	4.6	0.0	8.1	0.2	4.7	0.0	4.9	6.1	19.7	0.0	25.8
237	SB I-15 Off-Ramp to Miramar Rd./Pomerado Rd.	2.5	0.4	0.2	3.0	1.1	0.4	0.0	1.5	9.5	2.1	0.8	12.4	2.6	0.5	0.2	3.3	1.1	0.4	0.0	1.5	9.6	2.2	0.8	12.6
238	SB I-15 On-Ramp from Miramar Rd./Pomerado Rd.	1.6	0.2	0.1	1.9	4.4	1.5	0.2	6.1	14.5	3.6	1.1	19.3	2.0	0.2	0.1	2.4	4.5	1.5	0.2	6.2	15.0	3.7	1.1	19.8
239	SB I-15 Mainline (s/o Miramar Rd./Pomerado Rd. On-Ramp)	21.8	0.7	1.6	24.2	24.9	4.0	1.2	30.2	103.0	9.6	8.5	121.1	21.6	0.8	1.6	24.0	25.4	3.9	1.2	30.5	103.7	8.9	8.5	121.0
240	SB Managed Lanes (s/o Miramar Rd./Pomerado Rd.)	3.3	4.6	0.0	7.9	0.5	4.7	0.0	5.1	6.9	19.0	0.0	25.9	3.6	4.6	0.0	8.1	0.2	4.7	0.0	4.9	6.1	19.7	0.0	25.8
241	SB I-15 Mainline (n/o Miramar Way Off-Ramp)	21.8	0.7	1.6	24.2	24.9	4.0	1.2	30.2	103.0	9.6	8.5	121.1	21.6	0.8	1.6	24.0	25.4	3.9	1.2	30.5	103.7	8.9	8.5	121.0
242	SB Managed Lanes (n/o Miramar Way)	3.3	4.6	0.0	7.9	0.5	4.7	0.0	5.1	6.9	19.0	0.0	25.9	3.6	4.6	0.0	8.1	0.2	4.7	0.0	4.9	6.1	19.7	0.0	25.8
243	SB I-15 Off-Ramp to Miramar Way	0.4	0.1	0.0	0.5	0.3	0.1	0.0	0.4	1.9	0.5	0.2	2.5	0.4	0.1	0.0	0.5	0.3	0.1	0.0	0.4	1.9	0.5	0.2	2.5
244	SB I-15 On-Ramp from Miramar Way	0.1	0.0	0.0	0.2	0.7	0.2	0.0	1.0	2.0	0.6	0.1	2.7	0.1	0.0	0.0	0.2	0.7	0.2	0.0	1.0	2.0	0.6	0.2	2.7
245	SB I-15 Mainline (n/o SR-163 Connector Ramp)	21.5	0.7	1.6	23.8	25.3	4.2	1.2	30.7	103.1	9.7	8.5	121.2	21.4	0.7	1.6	23.7	25.8	4.0	1.2	31.0	103.8	8.9	8.4	121.2
246	SB Managed Lanes (n/o SR-163 Connector Ramp)	3.3	4.6	0.0	7.9	0.5	4.7	0.0	5.1	6.9	19.0	0.0	25.9	3.6	4.6	0.0	8.1	0.2	4.7	0.0	4.9	6.1	19.7	0.0	25.8
247	SB I-15 Connector Ramp to SR-163	10.5	0.4	0.8	11.6	9.1	1.6	0.4	11.1	45.3	4.4	3.8	53.5	10.5	0.4	0.8	11.7	9.3	1.8	0.4	11.5	45.7	4.4	3.8	53.8
248	SB Managed Lanes Connector Ramp to SR-163	1.5	2.3	0.0	3.8	0.1	1.7	0.0	1.8	2.8	8.1	0.0	10.9	1.6	2.3	0.0	3.9	0.0	1.4	0.0	1.4	2.5	8.1	0.0	10.6
249	SB I-15 Mainline (s/o SR-163 Interchange)	11.0	0.3	0.8	12.2	16.2	2.6	0.8	19.6	57.7	5.3	4.7	67.7	10.9	0.3	0.8	12.0	16.5	2.2	0.8	19.5	58.1	4.6	4.7	67.3
250	SB Managed Lanes Exit to I-15 Mainline (s/o SR-163 Interchange)	1.9	2.3	0.0	4.2	0.3	3.0	0.0	3.3	4.1	10.9	0.0	15.0	2.0	2.3	0.0	4.3	0.1	3.4	0.0	3.5	3.6	11.6	0.0	15.2
251	SB I-15 Mainline (s/o Merge w/Managed Lanes	12.9	2.6	0.8	16.3	16.5	5.6	0.8	22.9	61.9	16.2	4.7	82.7	12.9	2.6	0.8	16.3	16.6	5.6	0.8	23.0	61.7	16.2	4.7	82.6

Note:
s/o - south of
n/o - north of

Table A-2
2010 Traffic Forecast
(Traffic Volumes in Thousands)
I-15 Managed Lanes Value Pricing Study

Location Identification Number	Location Description	2010 Flat Toll Alternative												2010 Skewed Toll Alternative											
		AM Peak Period 6 AM - 8 AM				PM Peak Period 3 PM - 6 PM				Weekday Total 6 AM - 7 PM				AM Peak Period 6 AM - 8 AM				PM Peak Period 3 PM - 6 PM				Weekday Total 6 AM - 7 PM			
		SOV	HOV	TRUCK	TOTAL	SOV	HOV	TRUCK	TOTAL	SOV	HOV	TRUCK	TOTAL	SOV	HOV	TRUCK	TOTAL	SOV	HOV	TRUCK	TOTAL	SOV	HOV	TRUCK	TOTAL
1	NB I-15 Mainline (s/o first access point to Managed Lanes)	12.8	2.7	0.9	16.3	15.9	6.3	0.8	23.0	66.0	19.2	5.2	90.5	13.2	2.7	0.9	16.9	15.9	6.1	0.8	22.7	66.3	19.1	5.2	90.7
2	NB First Entrance to Managed Lanes from I-15 Mainline	0.2	2.0	0.0	2.3	0.7	5.9	0.0	6.7	3.0	17.2	0.0	20.2	0.1	2.3	0.0	2.4	0.8	5.7	0.0	6.4	1.9	17.5	0.0	19.4
3	NB I-15 Mainline (s/o SR 163 Merge)	12.5	0.6	0.9	14.0	15.2	0.4	0.8	16.4	63.1	2.0	5.2	70.3	13.1	0.4	0.9	14.4	15.1	0.4	0.8	16.3	64.5	1.7	5.2	71.4
4	NB SR163 Mainline (s/o I-15 Merge)	5.9	0.3	0.4	6.6	14.5	0.3	0.7	15.5	43.3	1.3	3.4	48.0	5.7	0.7	0.4	6.8	15.0	0.3	0.8	16.0	44.1	1.3	3.4	48.9
5	NB Entrance Ramp from SR 163 to I-15 Managed Lanes	0.1	0.9	0.0	1.0	0.7	6.3	0.0	7.1	2.5	13.7	0.0	16.3	0.0	0.5	0.0	0.5	0.8	6.5	0.0	7.3	1.7	13.8	0.0	15.4
6	NB I-15 Mainline (n/o SR 163 Merge)	18.5	0.9	1.3	20.7	29.7	0.7	1.5	31.8	106.3	3.3	8.7	118.3	18.8	1.1	1.3	21.2	30.1	0.7	1.5	32.3	108.6	3.0	8.7	120.2
7	NB Managed Lanes (n/o Access Ramp from SR 163)	0.3	3.0	0.0	3.3	1.5	12.2	0.0	13.7	5.5	31.0	0.0	36.5	0.1	2.8	0.0	2.9	1.5	12.2	0.0	13.7	3.6	31.2	0.0	34.8
8	NB I-15 Off-Ramp to Miramar Wy.	1.4	0.3	0.1	1.8	1.0	0.2	0.0	1.2	4.5	0.9	0.3	5.7	1.4	0.3	0.1	1.7	1.4	0.2	0.1	1.6	4.7	0.9	0.4	5.9
9	NB I-15 On-Ramp from Miramar Wy.	0.1	0.0	0.0	0.1	0.7	0.3	0.0	1.0	1.7	0.6	0.1	2.4	0.1	0.0	0.0	0.1	0.6	0.3	0.0	1.0	1.6	0.6	0.1	2.3
10	NB I-15 Mainline (n/o Miramar Wy. On-Ramp)	17.2	0.7	1.2	19.0	29.3	0.8	1.5	31.6	103.6	3.0	8.5	115.0	17.5	0.9	1.2	19.6	29.4	0.8	1.5	31.7	105.4	2.7	8.5	116.6
11	NB Managed Lanes (at Miramar Wy.)	0.3	3.0	0.0	3.3	1.5	12.2	0.0	13.7	5.5	31.0	0.0	36.5	0.1	2.8	0.0	2.9	1.5	12.2	0.0	13.7	3.6	31.2	0.0	34.8
12	NB Managed Lanes Exit to I-15 Mainline (n/o Miramar Wy.)	0.0	0.7	0.0	0.7	0.0	0.6	0.0	0.6	0.1	3.0	0.0	3.1	0.0	0.5	0.0	0.5	0.0	0.6	0.0	0.6	0.1	2.7	0.0	2.8
13	NB Entrance Ramp from I-15 Mainline to Managed Lanes (s/o Miramar Rd.)	0.0	0.5	0.0	0.5	0.0	0.3	0.0	0.3	0.2	1.5	0.0	1.7	0.0	0.7	0.0	0.7	0.0	0.3	0.0	0.3	0.1	1.3	0.0	1.4
14	NB I-15 Mainline (s/o Miramar Rd. Off-Ramp)	17.2	0.9	1.2	19.3	29.3	1.1	1.5	31.9	103.4	4.5	8.5	116.4	17.5	0.7	1.2	19.4	29.4	1.2	1.5	32.0	105.4	4.2	8.4	118.0
15	NB Managed Lanes (n/o Entrance Ramp from I-15 Mainline)	0.3	2.8	0.0	3.1	1.5	11.9	0.0	13.4	5.6	29.4	0.0	35.1	0.1	3.0	0.0	3.1	1.6	11.8	0.0	13.4	3.6	29.8	0.0	33.4
16	NB I-15 Off-Ramp to Miramar Rd./Pomerado Rd.	2.9	0.6	0.2	3.6	4.7	0.7	0.2	5.6	15.4	3.1	1.2	19.7	2.9	0.6	0.2	3.7	4.6	0.7	0.2	5.5	15.3	3.0	1.2	19.6
17	NB I-15 On-Ramp from Miramar Rd./Pomerado Rd.	0.7	0.1	0.1	0.9	1.9	0.7	0.1	2.7	8.7	2.6	0.7	12.1	0.7	0.1	0.1	0.9	2.0	0.8	0.1	2.9	8.7	2.6	0.7	12.0
18	NB I-15 Mainline (n/o Miramar Rd. On-Ramp)	15.0	0.5	1.0	16.5	26.5	1.2	1.3	29.1	96.7	4.1	8.0	108.8	15.4	0.3	1.1	16.7	26.8	1.2	1.3	29.4	98.8	3.8	8.0	110.5
19	NB Managed Lanes (at Miramar Rd.)	0.3	2.8	0.0	3.1	1.5	11.9	0.0	13.4	5.6	29.4	0.0	35.1	0.1	3.0	0.0	3.1	1.6	11.8	0.0	13.4	3.6	29.8	0.0	33.4
20	NB Managed Lanes Exit to I-15 Mainline (n/o Miramar Rd.)	0.0	0.8	0.0	0.9	0.1	2.4	0.0	2.5	0.2	7.2	0.0	7.4	0.1	1.1	0.0	1.1	0.1	2.5	0.0	2.6	0.2	7.6	0.0	7.8
21	NB I-15 Mainline (s/o Carroll Cyn. Rd. Off-Ramp)	15.1	1.3	1.0	17.4	26.6	3.6	1.3	31.5	96.9	11.3	8.0	116.2	15.4	1.3	1.1	17.8	26.9	3.7	1.3	32.0	99.0	11.4	8.0	118.4
22	NB Managed Lanes (n/o Exit Ramp to I-15 Mainline)	0.3	1.9	0.0	2.2	1.4	9.5	0.0	10.9	5.4	22.2	0.0	27.7	0.1	1.9	0.0	2.0	1.5	9.3	0.0	10.8	3.4	22.1	0.0	25.5
23	NB I-15 Off-Ramp to Carroll Cyn. Rd.	2.0	0.4	0.1	2.5	2.4	1.4	0.1	3.8	10.2	3.2	0.8	14.2	2.2	0.4	0.2	2.8	2.6	1.4	0.1	4.1	10.3	3.2	0.8	14.4
24	NB I-15 On-Ramp from Carroll Cyn. Rd.	0.9	0.2	0.1	1.1	2.8	1.7	0.1	4.7	9.2	3.6	0.7	13.5	0.9	0.2	0.1	1.1	2.9	1.7	0.1	4.8	9.3	3.6	0.7	13.5
25	NB I-15 Mainline (n/o Carroll Cyn. Rd. On-Ramp)	14.0	1.1	1.0	16.0	27.1	4.0	1.4	32.4	95.9	11.7	7.9	115.5	14.1	1.1	1.0	16.2	27.3	4.1	1.4	32.7	97.9	11.8	7.9	117.5
26	NB Managed Lanes (at Carroll Cyn. Rd.)	0.3	1.9	0.0	2.2	1.4	9.5	0.0	10.9	5.4	22.2	0.0	27.7	0.1	1.9	0.0	2.0	1.5	9.3	0.0	10.8	3.4	22.1	0.0	25.5
27	NB Entrance Ramp from I-15 Mainline to Managed Lanes (n/o Carroll Cyn. Rd.)	0.0	0.2	0.0	0.2	0.1	2.1	0.0	2.2	0.6	4.7	0.0	5.3	0.0	0.2	0.0	0.2	0.1	2.1	0.0	2.3	0.5	4.7	0.0	5.2
28	NB I-15 Mainline (n/o Managed Lanes Entrance Ramp)	14.0	0.9	1.0	15.8	26.9	1.9	1.4	30.2	95.3	7.0	7.9	110.2	14.1	0.9	1.0	16.0	27.1	2.0	1.4	30.4	97.4	7.1	7.9	112.4
29	NB Managed Lanes (n/o Enrance Ramp from I-15 Mainline)	0.3	2.1	0.0	2.4	1.5	11.6	0.0	13.1	6.1	26.9	0.0	33.0	0.1	2.1	0.0	2.1	1.6	11.4	0.0	13.1	3.9	26.9	0.0	30.7
30	NB Managed Lanes Exit Ramp to Hillery BRTC	0.0	0.3	0.0	0.3	0.1	1.8	0.0	1.9	0.2	4.1	0.0	4.3	0.0	0.2	0.0	0.2	0.2	1.8	0.0	2.0	0.5	4.0	0.0	4.6
31	NB Managed Lanes Entrance Ramp from Hillery BRTC	0.0	0.2	0.0	0.3	0.1	1.0	0.0	1.1	0.5	2.6	0.0	3.1	0.0	0.2	0.0	0.2	0.1	1.0	0.0	1.1	0.3	2.7	0.0	3.0
32	NB I-15 Mainline (s/o Mira Mesa Blvd. Off-Ramp)	14.0	0.9	1.0	15.8	26.9	1.9	1.4	30.2	95.3	7.0	7.9	110.2	14.1	0.9	1.0	16.0	27.1	2.0	1.4	30.4	97.4	7.1	7.9	112.4
33	NB Managed Lanes (s/o Mira Mesa Blvd.)	0.3	2.1	0.0	2.4	1.5	10.8	0.0	12.3	6.4	25.4	0.0	31.8	0.1	2.1	0.0	2.2	1.5	10.7	0.0	12.2	3.6	25.5	0.0	29.1
34	NB I-15 Off-Ramp to Mira Mesa Blvd.	1.9	0.2	0.1	2.2	3.5	0.6	0.2	4.3	13.1	1.9	1.0	16.0	1.9	0.2	0.1	2.2	3.5	0.7	0.2	4.4	12.9	2.0	1.0	15.9
35	NB I-15 On-Ramp from Mira Mesa Blvd.	1.8	0.2	0.1	2.1	3.6	0.4	0.2	4.1	13.3	1.7	1.0	16.0	1.8	0.2	0.1	2.1	3.6	0.4	0.2	4.2	13.5	1.6	1.0	16.1
36	NB I-15 Mainline (n/o Mira Mesa Blvd. On-Ramp)	13.9	0.9	0.9	15.7	27.0	1.6	1.4	30.0	95.5	6.8	7.9	110.1	14.1	0.9	0.9	15.9	27.2	1.7	1.4	30.2	97.9	6.7	7.9	112.5
37	NB Managed Lanes (n/o Mira Mesa Blvd.)	0.3	2.1	0.0	2.4	1.5	10.8	0.0	12.3	6.4	25.4	0.0	31.8	0.1	2.1	0.0	2.2	1.5	10.7	0.0	12.2	3.6	25.5	0.0	29.1
38	NB I-15 Mainline (s/o Mercy Rd./Scripps Poway Pkwy. Off-Ramp)	13.9	0.9	0.9	15.7	27.0	1.6	1.4	30.0	95.5	6.8	7.9	110.1	14.1	0.9	0.9	15.9	27.2	1.7	1.4	30.2	97.9	6.7	7.9	112.5
39	NB Managed Lanes (s/o Mercy Rd./Scripps Poway Pkwy.)	0.3	2.1	0.0	2.4	1.5	10.8	0.0	12.3	6.4	25.4	0.0	31.8	0.1	2.1	0.0	2.2	1.5	10.7	0.0	12.2	3.6	25.5	0.0	29.1
40	NB I-15 Off-Ramp to Mercy Rd./Scripps Poway Pkwy.	2.0	0.4	0.1	2.5	2.9	0.7	0.1	3.7	11.7	2.9	0.9	15.5	2.0	0.4	0.1	2.5	3.0	0.8	0.1	4.0	11.9	2.9	0.9	15.7
41	NB I-15 On-Ramp from Mercy Rd./Scripps Poway Pkwy.	1.4	0.3	0.1	1.7	1.3	0.4	0.1	1.8	6.1	1.6	0.5	8.2	1.3	0.3	0.1	1.7	1.3	0.4	0.1	1.8	6.1	1.6	0.5	8.2
42	NB I-15 Mainline (n/o Mercy Rd./Scripps Powat Pkwy. On-Ramp)	13.3	0.8	0.9	14.9	25.4	1.3	1.3	28.0	89.9	5.5	7.5	102.8	13.4	0.7	0.9	15.1	25.5	1.3	1.3	28.1	92.1	5.4	7.4	105.0
43	NB Managed Lanes (at Mercy Rd./Scripps Poway Pkwy.)	0.3	2.1	0.0	2.4	1.5	10.8	0.0	12.3	6.4	25.4	0.0	31.8	0.1	2.1	0.0	2.2	1.5	10.7	0.0	12.2	3.6	25.5	0.0	29.1
44	NB I-15 Mainline (s/o Rancho Penasquitos Blvd./Poway Rd. Off-Ramp)	13.3	0.8	0.9	14.9	25.4	1.3	1.3	28.0	89.9	5.5	7.5	102.8	13.4	0.7	0.9	15.1	25.5	1.3	1.3	28.1	92.1	5.4	7.4	105.0
45	NB Managed Lanes (s/o Rancho Penasquitos Blvd./Poway Rd.)	0.3	2.1	0.0	2.4	1.5	10.8	0.0	12.3	6.4	25.4	0.0	31.8	0.1	2.1	0.0	2.2	1.5	10.7	0.0	12.2	3.6	25.5	0.0	29.1
46	NB I-15 Off-Ramp to Rancho Penasquitos Blvd./Poway Rd.	1.9	0.3	0.1	2.3	5.5	0.5	0.3	6.4	16.9	2.7	1.3	20.8	1.9	0.3	0.1	2.3	5.7	0.6	0.3	6.6	17.3	2.7	1.3	21.3
47	NB I-15 On-Ramp from Rancho Penasquitos/Poway Rd.	0.8	0.2	0.1	1.0	0.2	0.1	0.0	0.2	3.2	0.8	0.3	4.3	0.8	0.2	0.1	1.0	0.2	0.1	0.0	0.3	3.2	0.8	0.3	4.3
48	NB I-15 Mainline (n/o Rancho Penasquitos/Poway Rd. On-Ramp)	12.2	0.6	0.9	13.6	20.1	0.8	1.0	21.9	76.2	3.6	6.5	86.3	12.3	0.6	0.9	13.7	20.0	0.8	1.0	21.8	78.0	3.5	6.4	87.9
49	NB Managed Lanes (n/o Rancho Penasquitos Blvd.)	0.3	2.1	0.0	2.4	1.5	10.8	0.0	12.3	6.4	25.4	0.0	31.8	0.1	2.1	0.0	2.2	1.5	10.7	0.0	12.2	3.6	25.5	0.0	29.1
50	NB I-15 Off-Ramp to SR 56/Ted Williams Pkwy.	1.1	0.1	0.1	1.2	3.3	0.1	0.2	3.6	10.2	0.5	0.8	11.5	1.1	0.0	0.1	1.2	3.5	0.2	0.2	3.8	10.1	0.5	0.8	11.3
51	NB Managed Lanes Exit Ramp to SR 56/Ted Williams Pkwy.	0.0	0.2	0.0	0.2	0.1	2.3	0.0	2.4	0.2	4.5	0.0	4.7	0.0	0.2	0.0	0.2	0.2	2.1	0.0	2.3	0.5	4.3	0.0	4.8
52	NB Managed Lanes Exit Ramp to Springs Pkwy. BRTC	0.0	0.1	0.0	0.1	0.1	1.7	0.0	1.7	0.3	2.6	0.0	2.9	0.0	0.1	0.0	0.1	0.4	1.8	0.0	2.1	0.7	2.8	0.0	3.4
53	NB Managed Lanes Entrance Ramp from Springs Pkwy. BRTC	0.0	0.1	0.0	0.1	0.0	0.7	0.0	0.7	0.1	1.4	0.0	1.5	0.0	0.1	0.0	0.1	0.0	0.7	0.0	0.7	0.1	1.4	0.0	1.5
54	NB I-15 OnRamp from SR 56/Ted Williams Pkwy.	4.4	0.8	0.3	5.6	4.3	1.1	0.2	5.6	21.1	4.8	1.7	27.6	4.4	0.8	0.3	5.6	4.6	1.2	0.2	6.0	21.5	4.9	1.8	28.1
55	NB I-15 Mainline (n/o SR 56/Ted Williams Pkwy. On-Ramp)	15.5	1.4	1.1	17.9	21.0	1.8	1.1	23.9	87.1	7.9	7.4	102.4	15.6	1.4	1.1	18.1	21.1	1.8	1.0	24.0	89.5	7.9	7.4	104.7
56	NB Managed Lanes (n/o SR 56/Ted Williams Pkwy.)	0.3	1.9	0.0	2.3	1.4	7.5	0.0	8.9	5.9	19.8	0.0	25.7	0.1	1.9	0.0	2.0	1.0	7.5	0.0	8.5	2.5	19.9	0.0	22.4
57	NB Managed Lanes Exit to I-15 Mainline (n/o SR-56/Ted Williams Pkwy.)	0.0	0.4	0.0	0.5	0.0	1.3	0.0	1.4	0.3	4.4	0.0	4.7	0.0	0.4	0.0	0.4	0.2	1.3	0.0	1.5	0.5	4.3	0.0	4.8
58	NB Entrance Ramp from I-15 Mainline to Managed Lanes (n/o SR-56/Ted Williams Pkwy.)	0.1	1.0	0.0	1.1	0.0	1.2	0.0	1.2	0.3	5.2	0.0	5.5	0.0	1.0	0.0	1.1	0.2	1.2	0.0	1.4	0.8	5.3	0.0	6.1
59	NB I-15 Mainline (s/o Carmel Mountain Rd. Off-Ramp)	15.4	0.8	1.1	17.3	21.0	1.9	1.1	24.0	87.0	7.2	7.4	101.7	15.6	0.8	1.1	17.5	21.1	1.9	1.0	24.1	89.2	6.9	7.4	103.5
60	NB Managed Lanes (n/o SR-56 and Entrance Ramp from I-15 Mainline)	0.4	2.5	0.0	2.9	1.4	7.4	0.0	8.8	6.0	20.5	0.0	26.5	0.1	2.5	0.0	2.6	1.0	7.4	0.0	8.3	2.8	20.9	0.0	23.7
61	NB I-15 Off-Ramp to Carmel Mountain Rd.	2.2	0.4	0.2	2.8	2.3	0.8	0.1	3.2	13.2	3.5	1.2	17.9	2.2	0.4	0.2	2.8	2.3	0.8	0.1	3.2	13.0	3.6	1.1	17.7
62	NB I-15 On-Ramp from Carmel Mountain Rd.	1.1	0.2	0.1	1.4	2.2	0.9	0.1	3.2	8.2	2.6	0.7	11.4	1.1	0.2	0.1	1.4	2.2	0.9	0.1	3.2	8.3	2.6	0.7	11.6
63	NB I-15 Mainline (n/o Carmel Mountain Rd. On-Ramp)	14.3	0.6	1.0	15.9	20.9	2.0	1.1	24.0	82.0	6.3	6.9	95.2	14.4	0.6	1.0	16.0	21.1	2.0	1.0	24.2	84.5	6.0	6.9	97.3

Note:
s/o - south of
n/o - north of

Table A-2 (Cont'd)
2010 Traffic Forecast
(Traffic Volumes in Thousands)
I-15 Managed Lanes Value Pricing Study

Location Identification Number	Location Description	2010 Flat Toll Alternative												2010 Skewed Toll Alternative											
		AM Peak Period 6 AM - 8 AM				PM Peak Period 3 PM - 6 PM				Weekday Total 6 AM - 7 PM				AM Peak Period 6 AM - 8 AM				PM Peak Period 3 PM - 6 PM				Weekday Total 6 AM - 7 PM			
		SOV	HOV	TRUCK	TOTAL	SOV	HOV	TRUCK	TOTAL	SOV	HOV	TRUCK	TOTAL	SOV	HOV	TRUCK	TOTAL	SOV	HOV	TRUCK	TOTAL	SOV	HOV	TRUCK	TOTAL
64	NB Managed Lanes (at Carmel Mountain Rd.)	0.4	2.5	0.0	2.9	1.4	7.4	0.0	8.8	6.0	20.5	0.0	26.5	0.1	2.5	0.0	2.6	1.0	7.4	0.0	8.3	2.8	20.9	0.0	23.7
65	NB I-15 Mainline (s/o Camino Del Norte Off-Ramp)	14.3	0.6	1.0	15.9	20.9	2.0	1.1	24.0	82.0	6.3	6.9	95.2	14.4	0.6	1.0	16.0	21.1	2.0	1.0	24.2	84.5	6.0	6.9	97.3
66	NB Managed Lanes (s/o Camino Del Norte)	0.4	2.5	0.0	2.9	1.4	7.4	0.0	8.8	6.0	20.5	0.0	26.5	0.1	2.5	0.0	2.6	1.0	7.4	0.0	8.3	2.8	20.9	0.0	23.7
67	NB I-15 Off-Ramp to Camino Del Norte	2.3	0.3	0.2	2.8	4.3	1.0	0.2	5.5	15.0	3.2	1.2	19.3	2.3	0.3	0.2	2.8	4.3	1.0	0.2	5.5	14.9	3.1	1.2	19.2
68	NB Managed Lanes Exit to I-15 Mainline (s/o Camino Del Norte)	0.0	0.3	0.0	0.3	0.1	1.0	0.0	1.0	0.3	2.8	0.0	3.1	0.0	0.3	0.0	0.3	0.1	1.0	0.0	1.1	0.3	2.8	0.0	3.1
69	NB Entrance Ramp from I-15 Mainline to Managed Lanes (n/o Camino Del Norte)	0.0	0.2	0.0	0.2	0.0	0.5	0.0	0.5	0.1	1.7	0.0	1.8	0.0	0.2	0.0	0.2	0.1	0.5	0.0	0.6	0.3	1.6	0.0	1.8
70	NB I-15 On-Ramp from Camino Del Norte	1.6	0.3	0.1	2.0	3.0	0.4	0.1	3.5	11.4	2.1	0.9	14.3	1.6	0.3	0.1	2.0	2.9	0.4	0.1	3.4	11.2	1.9	0.9	14.0
71	NB I-15 Mainline (n/o Camino Del Norte On-Ramp)	13.6	0.7	0.9	15.3	19.6	1.8	1.0	22.4	78.6	6.3	6.6	91.5	13.8	0.7	0.9	15.4	19.8	1.8	1.0	22.6	80.8	6.1	6.6	93.5
72	NB Managed Lanes (n/o Camino Del Norte)	0.4	2.4	0.0	2.8	1.3	6.9	0.0	8.3	5.8	19.4	0.0	25.2	0.1	2.4	0.0	2.5	0.9	6.9	0.0	7.9	2.8	19.6	0.0	22.4
73	NB I-15 Off-Ramp to Bernardo Center Dr.	1.7	0.3	0.1	2.1	2.3	0.9	0.1	3.3	9.7	2.7	0.8	13.1	1.7	0.3	0.1	2.1	2.3	0.9	0.1	3.4	9.5	2.7	0.8	12.9
74	NB I-15 On-Ramp from Bernardo Center Dr.	0.7	0.1	0.0	0.9	1.7	0.4	0.1	2.2	5.2	1.1	0.4	6.7	0.7	0.1	0.0	0.8	1.5	0.4	0.1	2.0	5.0	1.1	0.4	6.5
75	NB I-15 Mainline (n/o Bernardo Center Dr. On-Ramp)	12.6	0.6	0.9	14.0	18.9	1.4	0.9	21.2	74.1	4.7	6.2	85.0	12.8	0.5	0.9	14.2	19.0	1.3	0.9	21.2	76.3	4.5	6.1	87.0
76	NB Managed Lanes (at Bernardo Center Dr.)	0.4	2.4	0.0	2.8	1.3	6.9	0.0	8.3	5.8	19.4	0.0	25.2	0.1	2.4	0.0	2.5	0.9	6.9	0.0	7.9	2.8	19.6	0.0	22.4
77	NB Managed Lanes Exit Ramp to Bernardo Center BRTC	0.1	0.4	0.0	0.5	0.1	1.0	0.0	1.1	0.6	2.8	0.0	3.4	0.0	0.4	0.0	0.5	0.2	1.0	0.0	1.2	0.6	2.8	0.0	3.4
78	NB Managed Lanes Entrance Ramp from Bernardo Center BRTC	0.0	0.1	0.0	0.1	0.0	1.0	0.0	1.0	0.2	2.1	0.0	2.2	0.0	0.1	0.0	0.1	0.1	1.0	0.0	1.1	0.5	2.1	0.0	2.6
79	NB I-15 Mainline (s/o Rancho Bernardo Rd. Off-Ramp)	12.6	0.6	0.9	14.0	18.9	1.4	0.9	21.2	74.1	4.7	6.2	85.0	12.8	0.5	0.9	14.2	19.0	1.3	0.9	21.2	76.3	4.5	6.1	87.0
80	NB Managed Lanes (s/o Rancho Bernardo Rd.)	0.3	2.1	0.0	2.4	1.3	6.9	0.0	8.1	5.3	18.7	0.0	24.0	0.1	2.1	0.0	2.2	0.9	6.9	0.0	7.8	2.7	18.9	0.0	21.5
81	NB I-15 Off-Ramp to Rancho Bernardo Rd.	1.3	0.1	0.1	1.5	2.3	0.4	0.1	2.9	9.4	1.4	0.8	11.6	1.3	0.1	0.1	1.5	2.2	0.4	0.1	2.7	9.2	1.4	0.8	11.4
82	NB I-15 On-Ramp from Rancho Bernardo Rd.	2.1	0.4	0.1	2.6	4.5	1.2	0.2	5.9	16.0	3.5	1.3	20.7	2.0	0.4	0.1	2.5	4.5	1.2	0.2	5.9	15.6	3.5	1.2	20.4
83	NB I-15 Mainline (n/o Rancho Bernardo Rd. On-Ramp)	13.4	0.8	0.9	15.1	21.1	2.1	1.0	24.2	80.7	6.8	6.6	94.1	13.4	0.8	0.9	15.1	21.3	2.1	1.0	24.4	82.7	6.7	6.6	96.0
84	NB Managed Lanes (n/o Rancho Bernardo Rd.)	0.3	2.1	0.0	2.4	1.3	6.9	0.0	8.1	5.3	18.7	0.0	24.0	0.1	2.1	0.0	2.2	0.9	6.9	0.0	7.8	2.7	18.9	0.0	21.5
85	NB Managed Lanes Exit to I-15 Mainline (n/o Rancho Bernardo Rd.)	0.0	0.3	0.0	0.3	0.1	1.0	0.0	1.1	0.4	3.0	0.0	3.4	0.0	0.3	0.0	0.3	0.1	1.0	0.0	1.1	0.3	2.9	0.0	3.3
86	NB Entrance Ramp from I-15 Mainline to Managed Lanes (n/o Rancho Bernardo Rd.)	0.0	0.7	0.0	0.7	0.0	1.6	0.0	1.6	0.2	5.1	0.0	5.3	0.1	0.7	0.0	0.7	0.1	1.5	0.0	1.6	0.7	5.0	0.0	5.7
87	NB I-15 Mainline (s/o West Bernardo Dr./Pomerado Rd. Off-Ramp)	13.3	0.4	0.9	14.7	21.1	1.5	1.0	23.7	80.9	4.6	6.6	92.2	13.4	0.4	0.9	14.6	21.3	1.6	1.0	23.9	82.4	4.6	6.6	93.5
88	NB Managed Lanes (s/o West Bernardo Dr./Pomerado Rd.)	0.3	2.5	0.0	2.8	1.2	7.5	0.0	8.7	5.1	20.9	0.0	26.0	0.1	2.5	0.0	2.6	0.8	7.4	0.0	8.2	3.0	21.0	0.0	24.0
89	NB I-15 Off-Ramp to West Bernardo Dr.	0.2	0.0	0.0	0.2	0.6	0.4	0.0	1.0	2.2	0.9	0.2	3.3	0.2	0.0	0.0	0.2	0.6	0.4	0.0	1.0	2.2	0.9	0.2	3.3
90	NB I-15 On-Ramp from West Bernardo Dr.	2.0	0.4	0.1	2.5	4.0	1.1	0.2	5.3	14.3	3.4	1.1	18.8	2.2	0.4	0.1	2.7	4.1	1.1	0.2	5.4	14.6	3.4	1.2	19.2
91	NB I-15 Mainline (s/o Via Rancho Pkwy Off-Ramp)	15.2	0.8	1.0	16.9	24.6	2.2	1.2	28.0	93.0	7.1	7.6	107.7	15.3	0.7	1.0	17.1	24.9	2.2	1.2	28.3	94.8	7.1	7.6	109.4
92	NB Managed Lanes (n/o West Bernardo Dr./Pomerado Rd.)	0.3	2.5	0.0	2.8	1.2	7.5	0.0	8.7	5.1	20.9	0.0	26.0	0.1	2.5	0.0	2.6	0.8	7.4	0.0	8.2	3.0	21.0	0.0	24.0
93	NB I-15 Off-Ramp to Via Rancho Pkwy.	2.1	0.1	0.1	2.3	3.5	0.6	0.2	4.2	13.8	1.9	1.2	16.9	2.1	0.1	0.1	2.3	3.4	0.6	0.2	4.2	13.7	1.9	1.2	16.8
94	NB I-15 On-Ramp from Via Rancho Pkwy.	0.9	0.0	0.1	1.0	1.5	0.1	0.1	1.7	6.2	0.3	0.5	6.9	0.9	0.0	0.1	1.0	1.5	0.1	0.1	1.6	5.7	0.3	0.5	6.5
95	NB I-15 Mainline (n/o Via Rancho Pkwy. On-Ramp)	14.0	0.6	1.0	15.6	22.6	1.7	1.1	25.4	85.3	5.6	6.9	97.8	14.1	0.6	1.0	15.7	23.0	1.7	1.1	25.8	86.7	5.5	6.9	99.1
96	NB Managed Lanes (at Via Rancho Pkwy.)	0.3	2.5	0.0	2.8	1.2	7.5	0.0	8.7	5.1	20.9	0.0	26.0	0.1	2.5	0.0	2.6	0.8	7.4	0.0	8.2	3.0	21.0	0.0	24.0
97	NB Managed Lanes Exit Ramp to Del Lago Blvd. & BRTC	0.0	0.3	0.0	0.3	0.2	1.8	0.0	2.1	1.1	4.4	0.0	5.4	0.0	0.3	0.0	0.3	0.4	1.8	0.0	2.1	1.4	4.4	0.0	5.8
98	NB Managed Lanes Entrance Ramp from Del Lago Blvd. & BRTC	0.0	0.3	0.0	0.3	0.0	0.5	0.0	0.5	0.1	1.8	0.0	1.9	0.1	0.3	0.0	0.3	0.1	0.5	0.0	0.5	0.6	1.8	0.0	2.4
99	NB I-15 Mainline (s/o Centre City Pkwy Off-Ramp)	14.0	0.6	1.0	15.6	22.6	1.7	1.1	25.4	85.3	5.6	6.9	97.8	14.1	0.6	1.0	15.7	23.0	1.7	1.1	25.8	86.7	5.5	6.9	99.1
100	NB I-15 Off-Ramp to Centre City Pkwy.	2.2	0.3	0.1	2.6	5.6	0.9	0.3	6.8	18.8	3.0	1.5	23.2	2.2	0.3	0.1	2.6	5.6	0.9	0.3	6.7	18.7	2.9	1.5	23.1
101	NB I-15 Mainline (s/o Felicita Rd./Citracado Pkwy. Off-Ramp)	11.9	0.3	0.8	13.0	17.0	0.8	0.8	18.7	66.5	2.6	5.5	74.5	12.0	0.3	0.8	13.1	17.4	0.8	0.8	19.0	68.0	2.5	5.4	76.0
102	NB Managed Lanes (n/o Centre City Pkwy.)	0.3	2.4	0.0	2.8	1.0	6.1	0.0	7.1	4.1	18.3	0.0	22.4	0.2	2.4	0.0	2.6	0.5	6.1	0.0	6.7	2.2	18.4	0.0	20.6
103	NB I-15 Off-Ramp to Felicita Rd./Citracado Pkwy.	0.5	0.0	0.0	0.6	1.8	0.3	0.1	2.1	5.0	0.7	0.4	6.1	0.5	0.0	0.0	0.6	1.8	0.3	0.1	2.1	4.9	0.7	0.4	6.0
104	NB I-15 On-Ramp from Felicita Rd./Citracado Pkwy.	0.7	0.2	0.0	0.9	0.7	0.2	0.0	0.9	3.3	0.9	0.3	4.5	0.7	0.2	0.0	0.9	0.7	0.2	0.0	0.9	3.3	0.9	0.3	4.5
105	NB I-15 Mainline (n/o Felicita Rd./Citracado Pkwy. On-Ramp)	12.1	0.4	0.8	13.4	15.9	0.8	0.8	17.5	64.8	2.8	5.4	73.0	12.2	0.4	0.8	13.5	16.3	0.8	0.8	17.8	66.4	2.8	5.3	74.5
106	NB Managed Lanes (at Felicita Rd./Citracado Pkwy.)	0.3	2.4	0.0	2.8	1.0	6.1	0.0	7.1	4.1	18.3	0.0	22.4	0.2	2.4	0.0	2.6	0.5	6.1	0.0	6.7	2.2	18.4	0.0	20.6
107	NB Managed Lanes Exit to I-15 Mainline (n/o Felicita Rd./Citracado Pkwy.)	0.0	1.0	0.0	1.0	0.3	2.8	0.0	3.1	0.9	8.7	0.0	9.5	0.0	0.9	0.0	0.9	0.2	2.8	0.0	3.0	0.7	8.6	0.0	9.3
108	NB Entrance Ramp from I-15 Mainline to Managed Lanes (n/o Felicita Rd./Citracado Pkwy.)	0.0	0.2	0.0	0.2	0.0	0.2	0.0	0.2	0.0	0.8	0.0	0.8	0.0	0.2	0.0	0.2	0.0	0.2	0.0	0.2	0.2	0.8	0.0	1.0
109	NB I-15 Mainline (s/o 9th Ave. Off-Ramp)	12.1	1.2	0.8	14.2	16.2	3.4	0.8	20.3	65.7	10.6	5.4	81.7	12.2	1.1	0.8	14.2	16.4	3.4	0.8	20.6	66.9	10.6	5.3	82.8
110	NB Managed Lanes (s/o 9th Ave.)	0.3	1.7	0.0	2.0	0.7	3.5	0.0	4.2	3.2	10.4	0.0	13.7	0.2	1.8	0.0	1.9	0.4	3.5	0.0	3.9	1.8	10.6	0.0	12.3
111	NB I-15 Off-Ramp to 9th Ave.	1.2	0.2	0.1	1.5	1.5	0.7	0.1	2.2	6.1	2.0	0.5	8.5	1.1	0.2	0.1	1.4	1.5	0.7	0.1	2.2	6.0	2.0	0.5	8.5
112	NB I-15 On-Ramp from 9th Ave.	0.5	0.1	0.0	0.6	0.9	0.3	0.0	1.3	3.4	0.9	0.3	4.5	0.5	0.1	0.0	0.6	0.9	0.3	0.0	1.3	3.4	0.9	0.3	4.6
113	NB I-15 Mainline (s/o Valley Pkwy Off-Ramp)	11.5	1.1	0.8	13.3	15.6	3.0	0.8	19.4	63.0	9.6	5.1	77.7	11.6	1.0	0.8	13.4	15.9	3.0	0.8	19.7	64.2	9.5	5.1	78.9
114	NB Managed Lanes (n/o 9th Ave.)	0.3	1.7	0.0	2.0	0.7	3.5	0.0	4.2	3.2	10.4	0.0	13.7	0.2	1.8	0.0	1.9	0.4	3.5	0.0	3.9	1.8	10.6	0.0	12.3
115	NB I-15 Off-Ramp to Valley Pkwy.	1.6	0.1	0.1	1.8	1.7	0.4	0.1	2.1	7.8	1.2	0.7	9.7	1.7	0.1	0.1	2.0	1.7	0.4	0.1	2.1	7.9	1.2	0.7	9.8
116	NB I-15 On-Ramp from Valley Pkwy.	0.8	0.2	0.1	1.1	2.4	0.9	0.1	3.3	7.8	2.3	0.6	10.7	0.8	0.2	0.1	1.0	2.4	0.9	0.1	3.4	7.9	2.3	0.6	10.8
117	NB I-15 Mainline (n/o Valley Pkwy. On-Ramp)	10.7	1.2	0.7	12.6	16.4	3.4	0.8	20.6	63.0	10.7	5.1	78.7	10.6	1.0	0.7	12.4	16.7	3.5	0.8	20.9	64.3	10.6	5.1	79.9
118	NB Managed Lanes (n/o Valley Pkwy.)	0.3	1.7	0.0	2.0	0.7	3.5	0.0	4.2	3.2	10.4	0.0	13.7	0.2	1.8	0.0	1.9	0.4	3.5	0.0	3.9	1.8	10.6	0.0	12.3
119	NB Managed Lanes Exit Ramp to Hale Ave. & BRTC	0.3	1.0	0.0	1.3	0.1	0.9	0.0	1.0	1.3	4.1	0.0	5.4	0.2	1.1	0.0	1.3	0.1	0.9	0.0	1.0	1.1	4.2	0.0	5.3
120	NB I-15 Mainline (s/o SR-78 Interchange)	10.7	1.2	0.7	12.6	16.4	3.4	0.8	20.6	63.0	10.7	5.1	78.7	10.6	1.0	0.7	12.4	16.7	3.5	0.8	20.9	64.3	10.6	5.1	79.9
121	NB Managed Lanes (s/o SR-78 Interchange)	0.1	0.6	0.0	0.7	0.6	2.6	0.0	3.2	1.9	6.4	0.0	8.3	0.0	0.6	0.0	0.7	0.3	2.6	0.0	2.9	0.7	6.4	0.0	7.0
122	NB I-15 Connector Ramp to EB SR-78.	6.4	1.0	0.4	7.9	8.2	2.9	0.4	11.4	37.0	9.2	3.0	49.3	6.4	0.9	0.4	7.7	8.2	2.9	0.4	11.5	37.1	9.1	3.0	49.2
123	NB Managed Lanes Exit Ramp to I-15 Mainline at SR-78	0.1	0.6	0.0	0.7	0.6	2.6	0.0	3.2	1.9	6.4	0.0	8.3	0.0	0.6	0.0	0.7	0.3	2.6	0.0	2.9	0.7	6.4	0.0	7.0
124	NB I-15 Connector Ramp from WB SR-78	0.7	0.1	0.0	0.8	1.6	0.6	0.1	2.2	5.8	1.6	0.5	7.9	0.6	0.1	0.0	0.8	1.7	0.6	0.1	2.4	5.9	1.7	0.5	8.1
125	NB I-15 Mainline (n/o SR-78 Interchange)	5.0	0.9	0.3	6.3	10.4	3.8	0.5	14.6	33.7	9.4	2.5	45.7	4.9	0.9	0.3	6.1	10.4	3.8	0.5	14.7	33.8	9.5	2.6	45.8
126	SB I-15 Mainline (n/o SR-78 Interchange)	7.5	1.6	0.5	9.6	8.2	2.8	0.4	11.4	38.6	10.2	3.2	52.0	7.5	1.6	0.5	9.6	8.3	2.8	0.4	11.5	38.9	10.2	3.2	52.3

Note:
s/o - south of
n/o - north of

Table A-2 (Cont'd)
2010 Traffic Forecast
(Traffic Volumes in Thousands)
I-15 Managed Lanes Value Pricing Study

Location Identification Number	Location Description	2010 Flat Toll Alternative												2010 Skewed Toll Alternative											
		AM Peak Period 6 AM - 8 AM				PM Peak Period 3 PM - 6 PM				Weekday Total 6 AM - 7 PM				AM Peak Period 6 AM - 8 AM				PM Peak Period 3 PM - 6 PM				Weekday Total 6 AM - 7 PM			
		SOV	HOV	TRUCK	TOTAL	SOV	HOV	TRUCK	TOTAL	SOV	HOV	TRUCK	TOTAL	SOV	HOV	TRUCK	TOTAL	SOV	HOV	TRUCK	TOTAL	SOV	HOV	TRUCK	TOTAL
127	SB I-15 Connector Ramp to WB SR-78	0.6	0.1	0.0	0.8	0.5	0.2	0.0	0.8	3.1	0.8	0.3	4.2	0.6	0.1	0.0	0.8	0.6	0.2	0.0	0.8	3.5	0.9	0.3	4.7
128	SB Entrance Ramp from I-15 Mainline at SR-78 to Managed Lanes	1.0	1.3	0.0	2.3	0.1	2.0	0.0	2.1	2.7	7.5	0.0	10.1	1.0	1.3	0.0	2.2	0.1	2.0	0.0	2.1	3.6	7.4	0.0	11.0
129	SB I-15 Connector Ramp from EB SR-78.	6.1	1.1	0.4	7.6	9.8	1.2	0.5	11.4	38.9	6.0	3.1	48.0	6.1	1.1	0.4	7.6	9.5	1.3	0.5	11.2	37.7	5.9	3.1	46.7
130	SB I-15 Mainline (s/o SR-78 Interchange)	12.0	1.2	0.9	14.2	17.3	1.8	0.8	19.9	71.7	7.9	6.0	85.7	12.1	1.2	0.9	14.2	17.1	1.9	0.8	19.8	69.4	7.8	6.0	83.2
131	SB Managed Lanes (s/o SR-78 Interchange)	1.0	1.3	0.0	2.3	0.1	2.0	0.0	2.1	2.7	7.5	0.0	10.1	1.0	1.3	0.0	2.2	0.1	2.0	0.0	2.1	3.6	7.4	0.0	11.0
132	SB Entrance Ramp from Hale Ave. to Managed Lanes	0.3	0.6	0.0	0.9	0.2	3.7	0.0	4.0	1.8	9.0	0.0	10.8	0.3	0.6	0.0	0.9	0.5	3.5	0.0	4.0	3.9	9.0	0.0	12.9
133	SB I-15 Mainline (n/o Valley Pkwy. Off-Ramp)	12.0	1.2	0.9	14.2	17.3	1.8	0.8	19.9	71.7	7.9	6.0	85.7	12.1	1.2	0.9	14.2	17.1	1.9	0.8	19.8	69.4	7.8	6.0	83.2
134	SB Managed Lanes (s/o Hale Ave.)	1.3	1.9	0.0	3.2	0.3	5.7	0.0	6.1	4.4	16.5	0.0	20.9	1.3	1.9	0.0	3.1	0.6	5.5	0.0	6.1	7.5	16.5	0.0	23.9
135	SB I-15 Off-Ramp to Valley Pkwy.	1.6	0.3	0.1	2.0	2.0	0.7	0.1	2.8	9.0	2.4	0.8	12.2	1.6	0.3	0.1	2.0	2.0	0.7	0.1	2.8	9.0	2.4	0.8	12.1
136	SB I-15 On-Ramp from Valley Pkwy.	0.4	0.0	0.0	0.5	2.2	0.3	0.1	2.6	6.9	0.8	0.6	8.2	0.4	0.0	0.0	0.5	2.4	0.3	0.1	2.7	6.7	0.8	0.6	8.1
137	SB I-15 Mainline (s/o Valley Pkwy On-Ramp)	10.9	1.0	0.8	12.7	17.6	1.4	0.9	19.8	69.5	6.3	5.8	81.6	11.0	1.0	0.8	12.7	17.5	1.5	0.9	19.8	67.1	6.2	5.8	79.2
138	SB Managed Lanes (s/o Valley Pkwy.)	1.3	1.9	0.0	3.2	0.3	5.7	0.0	6.1	4.4	16.5	0.0	20.9	1.3	1.9	0.0	3.1	0.6	5.5	0.0	6.1	7.5	16.5	0.0	23.9
139	SB I-15 Off-Ramp to 9th Ave.	0.4	0.1	0.0	0.5	0.8	0.3	0.0	1.1	2.7	0.7	0.2	3.6	0.4	0.1	0.0	0.5	0.8	0.3	0.0	1.1	2.7	0.7	0.2	3.6
140	SB I-15 On-Ramp from 9th Ave.	0.8	0.3	0.0	1.1	1.7	0.6	0.1	2.4	5.9	1.9	0.5	8.3	0.8	0.3	0.0	1.1	1.7	0.6	0.1	2.4	5.9	1.9	0.5	8.3
141	SB I-15 Mainline (s/o 9th Ave. On-Ramp)	11.3	1.2	0.8	13.3	18.5	1.7	0.9	21.1	72.8	7.5	6.1	86.3	11.4	1.2	0.8	13.4	18.4	1.9	0.9	21.1	70.3	7.4	6.1	83.8
142	SB Managed Lanes (s/o 9th Ave.)	1.3	1.9	0.0	3.2	0.3	5.7	0.0	6.1	4.4	16.5	0.0	20.9	1.3	1.9	0.0	3.1	0.6	5.5	0.0	6.1	7.5	16.5	0.0	23.9
143	SB Managed Lanes Exit to I-15 Mainline (n/o Felicita Rd./Citracado Pkwy.)	0.0	0.1	0.0	0.1	0.0	1.3	0.0	1.3	0.0	3.5	0.0	3.5	0.0	0.1	0.0	0.1	0.1	1.3	0.0	1.4	0.5	3.5	0.0	3.9
144	SB Entrance Ramp from I-15 Mainline to Managed Lanes (n/o Felicita Rd./Citracado Pkwy.)	0.4	1.0	0.0	1.4	0.0	0.8	0.0	0.8	1.0	4.8	0.0	5.8	0.4	1.0	0.0	1.4	0.0	1.0	0.0	1.0	2.0	4.8	0.0	6.8
145	SB I-15 Mainline (n/o Felicita Rd./Citracado Pkwy. Off-Ramp)	10.9	0.3	0.8	12.0	18.5	2.2	0.9	21.6	71.8	6.2	6.1	84.1	10.9	0.3	0.8	12.0	18.5	2.1	0.9	21.5	68.8	6.1	6.1	81.0
146	SB Managed Lanes (n/o Felicita Rd./Citracado Pkwy.)	1.7	2.8	0.0	4.5	0.3	5.2	0.0	5.6	5.4	17.8	0.0	23.1	1.7	2.8	0.0	4.5	0.5	5.2	0.0	5.7	9.0	17.8	0.0	26.8
147	SB I-15 Off-Ramp to Felicita Rd./Citracado Pkwy.	0.5	0.1	0.0	0.6	1.6	0.5	0.1	2.1	4.7	1.3	0.4	6.4	0.5	0.1	0.0	0.6	1.5	0.6	0.1	2.2	4.7	1.4	0.4	6.5
148	SB I-15 On-Ramp from Felicita Rd./Citracado Pkwy.	1.1	0.1	0.1	1.3	1.1	0.2	0.0	1.4	4.5	0.7	0.4	5.6	1.1	0.1	0.1	1.3	1.1	0.3	0.0	1.4	4.6	0.8	0.4	5.7
149	SB I-15 Mainline (n/o Felicita Rd./Citracado Pkwy. On-Ramp)	11.5	0.3	0.9	12.6	18.0	2.0	0.9	20.9	71.7	5.6	6.1	83.3	11.5	0.3	0.9	12.7	18.0	1.8	0.9	20.7	68.7	5.4	6.1	80.2
150	SB Managed Lanes (s/o Felicita Rd./Citracado Pkwy.)	1.7	2.8	0.0	4.5	0.3	5.2	0.0	5.6	5.4	17.8	0.0	23.1	1.7	2.8	0.0	4.5	0.5	5.2	0.0	5.7	9.0	17.8	0.0	26.8
151	SB I-15 On-Ramp from Centre City Pkwy.	3.0	0.4	0.2	3.5	3.7	0.9	0.2	4.7	15.0	2.9	1.2	19.1	3.0	0.4	0.2	3.6	3.5	1.0	0.2	4.7	14.7	3.0	1.2	18.9
152	SB I-15 Mainline (s/o Centre City Pkwy. On-Ramp)	14.5	0.6	1.1	16.2	21.7	2.9	1.0	25.6	86.6	8.5	7.3	102.4	14.5	0.6	1.1	16.2	21.6	2.8	1.0	25.4	83.4	8.4	7.3	99.1
153	SB Managed Lanes Exit Ramp to Del Lago Blvd. & BRTC	0.0	0.1	0.0	0.1	0.0	0.9	0.0	0.9	0.0	2.7	0.0	2.7	0.0	0.1	0.0	0.1	0.1	0.8	0.0	0.9	1.8	2.6	0.0	4.3
154	SB Managed Lanes Entrance Ramp from Del Lago Blvd. & BRTC	0.5	0.9	0.0	1.3	0.0	0.4	0.0	0.4	0.9	2.8	0.0	3.7	0.5	0.8	0.0	1.4	0.0	0.3	0.0	0.3	1.3	2.7	0.0	4.0
155	SB I-15 Mainline (n/o Via Rancho Pkwy. Off-Ramp)	14.5	0.6	1.1	16.2	21.7	2.9	1.0	25.6	86.6	8.5	7.3	102.4	14.5	0.6	1.1	16.2	21.6	2.8	1.0	25.4	83.4	8.4	7.3	99.1
156	SB Managed Lanes (n/o Via Rancho Pkwy.)	2.1	3.5	0.0	5.7	0.3	4.7	0.0	5.0	6.2	17.9	0.0	24.1	2.2	3.5	0.0	5.7	0.4	4.7	0.0	5.1	8.5	17.9	0.0	26.4
157	SB I-15 Off-Ramp to Del Lago Blvd.	0.7	0.0	0.0	0.8	2.4	0.1	0.1	2.6	9.1	0.5	0.8	10.4	0.7	0.0	0.1	0.8	2.3	0.2	0.1	2.6	7.6	0.5	0.8	8.9
158	SB I-15 On-Ramp from Del Lago Blvd.	4.2	0.2	0.3	4.7	4.1	1.0	0.2	5.3	19.2	2.6	1.6	23.4	4.1	0.2	0.3	4.6	4.1	1.1	0.2	5.4	18.7	2.7	1.6	23.0
159	SB I-15 Mainline (s/o Via Rancho Pkwy On-Ramp)	18.0	0.8	1.3	20.1	23.4	3.8	1.1	28.3	96.7	10.6	8.1	115.4	17.9	0.8	1.3	20.0	23.4	3.8	1.1	28.3	94.5	10.6	8.1	113.2
160	SB Managed Lanes (s/o Via Rancho Pkwy.)	2.1	3.5	0.0	5.7	0.3	4.7	0.0	5.0	6.2	17.9	0.0	24.1	2.2	3.5	0.0	5.7	0.4	4.7	0.0	5.1	8.5	17.9	0.0	26.4
161	SB I-15 Off-Ramp to West Bernardo Dr./Pomerado Rd.	2.1	0.3	0.1	2.6	4.0	1.4	0.2	5.5	14.3	3.9	1.1	19.3	2.1	0.4	0.1	2.6	3.9	1.4	0.2	5.4	14.1	3.9	1.1	19.0
162	SB I-15 On-Ramp from West Bernardo Dr./Pomerado Rd.	0.4	0.1	0.0	0.6	0.4	0.1	0.0	0.5	2.1	0.7	0.2	3.0	0.4	0.1	0.0	0.6	0.4	0.1	0.0	0.5	2.1	0.7	0.2	3.0
163	SB I-15 Mainline (s/o West Bernardo Dr./Pomerado Rd. On-Ramp)	16.2	0.6	1.2	18.0	19.9	2.5	1.0	23.3	84.5	7.4	7.2	99.1	16.2	0.6	1.2	18.0	19.9	2.5	1.0	23.4	82.5	7.4	7.2	97.1
164	SB Managed Lanes (s/o West Bernardo Dr./Pomerado Rd.)	2.1	3.5	0.0	5.7	0.3	4.7	0.0	5.0	6.2	17.9	0.0	24.1	2.2	3.5	0.0	5.7	0.4	4.7	0.0	5.1	8.5	17.9	0.0	26.4
165	SB I-15 Mainline (n/o Rancho Bernardo Rd. Off-Ramp)	16.2	0.6	1.2	18.0	19.9	2.5	1.0	23.3	84.5	7.4	7.2	99.1	16.2	0.6	1.2	18.0	19.9	2.5	1.0	23.4	82.5	7.4	7.2	97.1
166	SB Managed Lanes (n/o Rancho Bernardo Rd.)	2.1	3.5	0.0	5.7	0.3	4.7	0.0	5.0	6.2	17.9	0.0	24.1	2.2	3.5	0.0	5.7	0.4	4.7	0.0	5.1	8.5	17.9	0.0	26.4
167	SB I-15 Off-Ramp to Rancho Bernardo Rd.	2.4	0.1	0.1	2.6	2.8	0.7	0.1	3.6	12.7	2.0	1.0	15.8	2.4	0.1	0.1	2.6	2.9	0.8	0.1	3.8	12.6	2.2	1.0	15.8
168	SB I-15 Mainline (s/o Rancho Bernardo Rd. Off-Ramp)	13.9	0.5	1.1	15.4	17.1	1.8	0.8	19.7	71.8	5.4	6.1	83.3	13.9	0.5	1.1	15.4	17.0	1.7	0.8	19.6	69.9	5.3	6.1	81.3
169	SB Managed Lanes Exit to I-15 Mainline (at Rancho Bernardo Rd.)	0.0	0.4	0.0	0.4	0.0	1.5	0.0	1.5	0.1	4.1	0.0	4.2	0.0	0.4	0.0	0.4	0.1	1.7	0.0	1.8	0.8	4.3	0.0	5.2
170	SB Entrance Ramp from I-15 Mainline to Managed Lanes (at Rancho Bernardo Rd.)	0.1	0.3	0.0	0.5	0.0	0.8	0.0	0.8	0.2	2.4	0.0	2.7	0.1	0.4	0.0	0.5	0.0	0.7	0.0	0.7	0.2	2.6	0.0	2.9
171	SB I-15 Mainline (n/o Rancho Bernardo Rd. On-Ramp)	13.7	0.6	1.1	15.4	17.1	2.6	0.8	20.4	71.7	7.0	6.1	84.8	13.8	0.6	1.1	15.4	17.1	2.7	0.8	20.7	70.6	7.0	6.1	83.6
172	SB I-15 On-Ramp from Rancho Bernardo Rd.	2.2	0.1	0.2	2.5	2.7	0.4	0.1	3.2	11.8	1.5	1.0	14.3	2.3	0.1	0.2	2.5	2.7	0.4	0.1	3.2	11.7	1.5	1.0	14.2
173	SB I-15 Mainline (s/o Rancho Bernardo Rd. On-Ramp)	16.0	0.7	1.2	17.9	19.7	3.0	1.0	23.7	83.6	8.5	7.1	99.2	16.1	0.7	1.2	18.0	19.8	3.2	0.9	23.9	82.3	8.4	7.1	97.9
174	SB Managed Lanes (s/o Rancho Bernardo Rd.)	2.3	3.4	0.0	5.7	0.3	4.0	0.0	4.3	6.3	16.3	0.0	22.6	2.3	3.4	0.0	5.7	0.3	3.7	0.0	3.9	7.9	16.2	0.0	24.1
175	SB Managed Lanes Exit Ramp to Bernardo Center BRTC	0.0	0.4	0.0	0.4	0.0	0.1	0.0	0.1	0.1	1.0	0.0	1.0	0.0	0.4	0.0	0.4	0.0	0.1	0.0	0.1	0.4	0.9	0.0	1.3
176	SB Managed Lanes Entrance Ramp from Bernardo Center BRTC	0.2	0.5	0.0	0.7	0.1	1.0	0.0	1.1	0.9	3.0	0.0	3.8	0.2	0.5	0.0	0.7	0.1	1.0	0.0	1.1	1.1	3.0	0.0	4.1
177	SB I-15 Mainline (n/o Bernardo Center Dr. Off-Ramp)	16.0	0.7	1.2	17.9	19.7	3.0	1.0	23.7	83.6	8.5	7.1	99.2	16.1	0.7	1.2	18.0	19.8	3.2	0.9	23.9	82.3	8.4	7.1	97.9
178	SB Managed Lanes (n/o Bernardo Center Dr.)	2.5	3.6	0.0	6.1	0.4	4.9	0.0	5.3	7.1	18.3	0.0	25.4	2.5	3.6	0.0	6.1	0.4	4.6	0.0	5.0	8.6	18.2	0.0	26.8
179	SB I-15 Off-Ramp to Bernardo Center Dr.	1.1	0.3	0.1	1.4	1.8	0.8	0.1	2.7	6.9	2.4	0.5	9.8	1.1	0.3	0.1	1.5	1.9	0.8	0.1	2.7	6.9	2.3	0.5	9.8
180	SB I-15 On-Ramp from Bernardo Center Dr.	1.2	0.2	0.1	1.5	2.4	0.8	0.1	3.3	8.2	2.2	0.6	11.0	1.2	0.2	0.1	1.5	2.4	0.8	0.1	3.2	8.2	2.2	0.6	11.0
181	SB I-15 Mainline (s/o Bernardo Center Dr. On-Ramp)	16.1	0.6	1.2	17.9	20.3	2.9	1.0	24.2	84.9	8.2	7.3	100.4	16.1	0.6	1.2	18.0	20.3	3.2	1.0	24.5	83.6	8.3	7.3	99.1
182	SB Managed Lanes (s/o Bernardo Center Dr.)	2.5	3.6	0.0	6.1	0.4	4.9	0.0	5.3	7.1	18.3	0.0	25.4	2.5	3.6	0.0	6.1	0.4	4.6	0.0	5.0	8.6	18.2	0.0	26.8
183	SB I-15 Off-Ramp to Camino Del Norte	2.2	0.2	0.1	2.5	2.6	0.8	0.1	3.5	11.6	2.5	0.9	15.1	2.2	0.2	0.1	2.5	2.6	0.8	0.1	3.5	11.6	2.5	0.9	15.0
184	SB I-15 On-Ramp from Camino Del Norte	2.6	0.6	0.2	3.4	3.3	0.9	0.2	4.3	13.6	3.3	1.1	18.0	2.6	0.6	0.2	3.4	3.3	0.9	0.2	4.3	13.6	3.3	1.1	18.0
185	SB I-15 Mainline (s/o Camino Del Norte)	16.5	1.1	1.3	18.8	21.0	3.0	1.0	25.0	86.9	9.0	7.4	103.3	16.5	1.1	1.3	18.9	21.0	3.3	1.0	25.3	85.6	9.1	7.4	102.1
186	SB Managed Lanes (s/o Camino Del Norte)	2.5	3.6	0.0	6.1	0.4	4.9	0.0	5.3	7.1	18.3	0.0	25.4	2.5	3.6	0.0	6.1	0.4	4.6	0.0	5.0	8.6	18.2	0.0	26.8
187	SB Managed Lanes Exit to I-15 Mainline (n/o Carmel Mountain Rd.)	0.0	0.4	0.0	0.4	0.0	1.6	0.0	1.6	0.2	4.6	0.0	4.8	0.0	0.4	0.0	0.4	0.0	1.3	0.0	1.3	1.0	4.3	0.0	5.2
188	SB Entrance Ramp from I-15 Mainline to Managed Lanes (n/o Carmel Mountain Rd.)	0.3	0.8	0.0	1.1	0.0	1.4	0.0	1.5	0.7	4.8	0.0	5.5	0.5	0.8	0.0	1.3	0.1	1.4	0.0	1.4	1.0	4.6	0.0	5.7
189	SB I-15 Mainline (n/o Carmel Mountain Rd. Off-Ramp)	16.2	0.7	1.3	18.1	21.0	3.1	1.0	25.1	86.4	8.8	7.4	102.6	16.1	0.7	1.3	18.0	21.0	3.1	1.0	25.2	85.5	8.7	7.4	101.7

Note:
s/o - south of
n/o - north of

Table A-2 (Cont'd)
2010 Traffic Forecast
(Traffic Volumes in Thousands)
I-15 Managed Lanes Value Pricing Study

Location Identification Number	Location Description	2010 Flat Toll Alternative												2010 Skewed Toll Alternative											
		AM Peak Period 6 AM - 8 AM				PM Peak Period 3 PM - 6 PM				Weekday Total 6 AM - 7 PM				AM Peak Period 6 AM - 8 AM				PM Peak Period 3 PM - 6 PM				Weekday Total 6 AM - 7 PM			
		SOV	HOV	TRUCK	TOTAL	SOV	HOV	TRUCK	TOTAL	SOV	HOV	TRUCK	TOTAL	SOV	HOV	TRUCK	TOTAL	SOV	HOV	TRUCK	TOTAL	SOV	HOV	TRUCK	TOTAL
190	SB Managed Lanes (n/o Carmel Mountain Rd.)	2.8	4.0	0.0	6.8	0.4	4.8	0.0	5.2	7.6	18.5	0.0	26.1	2.9	4.0	0.0	6.9	0.4	4.7	0.0	5.1	8.7	18.6	0.0	27.3
191	SB I-15 Off-Ramp to Carmel Mountain Rd.	1.3	0.3	0.1	1.7	3.0	1.0	0.1	4.2	10.3	2.9	0.8	14.0	1.3	0.3	0.1	1.7	3.1	1.0	0.1	4.2	10.4	2.9	0.8	14.1
192	SB I-15 On-Ramp from Carmel Mountain Rd.	1.0	0.2	0.1	1.3	1.8	0.6	0.1	2.5	10.2	2.7	0.9	13.8	1.3	0.2	0.1	1.6	2.0	0.6	0.1	2.6	10.7	2.7	0.9	14.3
193	SB I-15 Mainline (s/o Carmel Mountain Rd.)	15.8	0.6	1.2	17.7	19.8	2.7	1.0	23.5	86.3	8.5	7.5	102.4	16.0	0.6	1.3	17.9	19.9	2.7	1.0	23.5	85.8	8.4	7.6	101.8
194	SB Managed Lanes (s/o Carmel Mountain Rd.)	2.8	4.0	0.0	6.8	0.4	4.8	0.0	5.2	7.6	18.5	0.0	26.1	2.9	4.0	0.0	6.9	0.4	4.7	0.0	5.1	8.7	18.6	0.0	27.3
195	SB I-15 Mainline (n/o SR-56/Ted Williams Pkwy. Off-Ramp)	15.8	0.6	1.2	17.7	19.8	2.7	1.0	23.5	86.3	8.5	7.5	102.4	16.0	0.6	1.3	17.9	19.9	2.7	1.0	23.5	85.8	8.4	7.6	101.8
196	SB Managed Lanes (n/o SR-56/Ted Williams Pkwy.)	2.8	4.0	0.0	6.8	0.4	4.8	0.0	5.2	7.6	18.5	0.0	26.1	2.9	4.0	0.0	6.9	0.4	4.7	0.0	5.1	8.7	18.6	0.0	27.3
197	SB I-15 Off-Ramp to SR-56/Ted Williams Pkwy.	2.3	0.4	0.2	2.9	4.0	1.4	0.2	5.6	16.8	4.4	1.4	22.6	2.3	0.4	0.2	2.8	4.0	1.3	0.2	5.5	16.7	4.3	1.4	22.4
198	SB Managed Lanes Exit Ramp to Springs Pkwy. BRTC	0.0	0.4	0.0	0.4	0.0	0.4	0.0	0.4	0.3	1.5	0.0	1.8	0.0	0.4	0.0	0.4	0.1	0.4	0.0	0.4	0.7	1.6	0.0	2.2
199	SB Managed Lanes Entrance Ramp from Springs Pkwy. BRTC	0.1	0.7	0.0	0.8	0.0	0.4	0.0	0.4	0.3	1.7	0.0	2.0	0.1	0.7	0.0	0.8	0.0	0.6	0.0	0.6	0.3	1.9	0.0	2.3
200	SB I-15 On-Ramp from SR-56/Ted Williams Pkwy.	2.5	0.0	0.2	2.8	2.7	0.6	0.1	3.4	10.4	1.1	0.8	12.3	2.3	0.0	0.2	2.5	2.6	0.5	0.1	3.2	10.0	0.9	0.8	11.7
201	SB Managed Lanes Entrance Ramp from SR-56/Ted Williams Pkwy.	0.0	0.3	0.0	0.3	0.0	0.2	0.0	0.2	0.1	1.1	0.0	1.2	0.0	0.3	0.0	0.3	0.0	0.1	0.0	0.1	0.1	1.0	0.0	1.2
202	SB I-15 Mainline (n/o Rancho Penasquitos Blvd./Poway Rd. Off-Ramp)	16.0	0.3	1.3	17.6	18.5	1.9	0.9	21.3	79.9	5.2	6.9	92.1	16.0	0.3	1.3	17.5	18.5	1.8	0.9	21.3	79.1	5.0	7.0	91.1
203	SB Managed Lanes (n/o Rancho Penasquitos Blvd./Poway Rd.)	3.0	4.6	0.0	7.6	0.4	4.9	0.0	5.4	7.7	19.8	0.0	27.5	3.1	4.6	0.0	7.7	0.3	5.0	0.0	5.3	8.5	20.0	0.0	28.5
204	SB I-15 Off-Ramp to Rancho Penasquitos Blvd./Poway Rd.	0.3	0.0	0.0	0.3	1.2	0.3	0.1	1.6	4.1	0.8	0.3	5.2	0.3	0.0	0.0	0.3	1.2	0.3	0.1	1.6	3.9	0.8	0.3	5.1
205	SB I-15 On-Ramp from Rancho Penasquitos Blvd./Poway Rd..	3.6	1.4	0.2	5.3	2.8	1.1	0.1	3.9	15.7	5.0	1.3	22.0	3.6	1.4	0.2	5.2	2.8	1.1	0.1	4.0	15.7	5.0	1.3	22.0
206	SB I-15 Mainline (s/o Rancho Penasquitos Blvd./Poway Rd. On-Ramp)	19.4	1.6	1.5	22.5	20.0	2.6	1.0	23.6	91.6	9.4	7.9	108.9	19.3	1.6	1.5	22.4	20.1	2.6	1.0	23.7	90.9	9.2	7.9	108.1
207	SB Managed Lanes (s/o Rancho Penasquitos Blvd./Poway Rd.)	3.0	4.6	0.0	7.6	0.4	4.9	0.0	5.4	7.7	19.8	0.0	27.5	3.1	4.6	0.0	7.7	0.3	5.0	0.0	5.3	8.5	20.0	0.0	28.5
208	SB Managed Lanes Exit to I-15 Mainline (s/o Rancho Penasquitos Blvd./Poway Rd.)	0.0	0.1	0.0	0.1	0.0	0.8	0.0	0.9	0.1	1.8	0.0	1.9	0.0	0.1	0.0	0.1	0.0	0.7	0.0	0.7	0.2	1.6	0.0	1.9
209	SB Entrance Ramp from I-15 Mainline to Managed Lanes (s/o Rancho Penasquitos Blvd./Poway Rd.)	0.1	1.4	0.0	1.5	0.0	1.5	0.0	1.5	0.3	6.4	0.0	6.7	0.2	1.4	0.0	1.6	0.0	1.5	0.0	1.5	0.5	6.4	0.0	6.8
210	SB I-15 Mainline (n/o Mercy Rd./Scripps Poway Pkwy. Off-Ramp)	19.3	0.3	1.5	21.1	20.0	2.0	1.0	23.0	91.4	4.8	7.9	104.1	19.1	0.4	1.5	21.0	20.0	1.9	1.0	22.9	90.7	4.5	7.9	103.1
211	SB Managed Lanes (n/o Mercy Rd./Scripps Poway Pkwy.)	3.1	5.9	0.0	9.0	0.4	5.6	0.0	6.0	7.9	24.4	0.0	32.3	3.3	5.8	0.0	9.1	0.3	5.8	0.0	6.1	8.8	24.8	0.0	33.5
212	SB I-15 Off-Ramp to Mercy Rd./Scripps Poway Pkwy.	1.6	0.2	0.1	1.8	2.6	0.8	0.1	3.5	8.5	2.0	0.6	11.2	1.5	0.2	0.1	1.8	2.6	0.8	0.1	3.5	8.4	2.0	0.6	11.0
213	SB I-15 On-Ramp from Mercy Rd./Scripps Poway Pkwy.	1.4	0.2	0.1	1.7	2.3	1.0	0.1	3.4	10.7	3.2	0.9	14.8	1.4	0.2	0.1	1.7	2.5	1.0	0.1	3.6	10.8	3.2	0.9	14.8
214	SB I-15 Mainline (s/o Mercy Rd./Scripps Poway Pkwy On-Ramp)	19.1	0.4	1.5	21.0	19.7	2.2	1.0	22.9	93.6	5.9	8.2	107.7	19.0	0.4	1.5	20.9	19.9	2.1	1.0	23.0	93.1	5.6	8.2	106.8
215	SB Managed Lanes (s/o Mercy Rd./Scripps Poway Pkwy.)	3.1	5.9	0.0	9.0	0.4	5.6	0.0	6.0	7.9	24.4	0.0	32.3	3.3	5.8	0.0	9.1	0.3	5.8	0.0	6.1	8.8	24.8	0.0	33.5
216	SB Managed Lanes (n/o Mira Mesa Blvd.)	0.1	0.7	0.0	0.8	0.1	1.4	0.0	1.5	0.6	5.1	0.0	5.6	0.3	0.7	0.0	0.9	0.1	1.6	0.0	1.7	1.1	5.2	0.0	6.3
217	SB Entrance Ramp from I-15 Mainline to Managed Lanes (n/o Mira Mesa Blvd.)	0.0	0.2	0.0	0.2	0.0	0.7	0.0	0.7	0.1	2.3	0.0	2.4	0.0	0.2	0.0	0.2	0.0	0.7	0.0	0.7	0.1	2.3	0.0	2.3
218	SB I-15 Mainline (n/o Mira Mesa Blvd. Off-Ramp)	19.2	0.9	1.5	21.6	19.8	3.0	1.0	23.7	94.1	8.7	8.2	111.0	19.2	0.9	1.5	21.6	20.0	3.0	1.0	24.0	94.1	8.5	8.2	110.8
219	SB Managed Lanes (n/o Mira Mesa Blvd.)	3.0	5.4	0.0	8.3	0.3	4.8	0.0	5.2	7.4	21.7	0.0	29.1	3.0	5.4	0.0	8.4	0.3	4.8	0.0	5.1	7.7	21.8	0.0	29.6
220	SB I-15 Off-Ramp to Mira Mesa Blvd.	2.1	0.3	0.1	2.6	2.5	0.6	0.1	3.2	12.2	2.1	1.1	15.4	2.0	0.3	0.1	2.5	2.5	0.6	0.1	3.2	12.1	2.1	1.1	15.3
221	SB I-15 On-Ramp from Mira Mesa Blvd.	5.3	0.9	0.4	6.5	3.6	1.1	0.2	4.8	18.9	4.1	1.5	24.4	5.1	0.9	0.4	6.4	3.6	1.1	0.2	4.9	18.7	4.1	1.5	24.2
222	SB I-15 Mainline (s/o Mira Mesa Blvd. On-Ramp)	22.4	1.5	1.7	25.6	20.9	3.5	1.0	25.4	100.7	10.6	8.6	119.9	22.4	1.5	1.7	25.5	21.2	3.5	1.0	25.7	100.7	10.4	8.6	119.8
223	SB Managed Lanes (s/o Mira Mesa Blvd.)	3.0	5.4	0.0	8.3	0.3	4.8	0.0	5.2	7.4	21.7	0.0	29.1	3.0	5.4	0.0	8.4	0.3	4.8	0.0	5.1	7.7	21.8	0.0	29.6
224	SB Managed Lanes Exit Ramp to Hillery BRTC	0.4	1.3	0.0	1.7	0.0	0.6	0.0	0.7	1.1	3.6	0.0	4.7	0.6	1.3	0.0	1.9	0.0	0.7	0.0	0.7	1.4	3.6	0.0	5.0
225	SB Managed Lanes Entrance Ramp from Hillery BRTC	0.0	0.6	0.0	0.6	0.0	0.4	0.0	0.4	0.1	1.6	0.0	1.6	0.0	0.6	0.0	0.6	0.0	0.4	0.0	0.4	0.1	1.6	0.0	1.7
226	SB I-15 Mainline (s/o Hillery BRTC)	22.4	1.5	1.7	25.6	20.9	3.5	1.0	25.4	100.7	10.6	8.6	119.9	22.4	1.5	1.7	25.5	21.2	3.5	1.0	25.7	100.7	10.4	8.6	119.8
227	SB Managed Lanes (s/o Hillery BRTC)	2.6	4.6	0.0	7.2	0.3	4.5	0.0	4.9	6.4	19.6	0.0	26.0	2.5	4.6	0.0	7.1	0.2	4.6	0.0	4.8	6.4	19.9	0.0	26.2
228	SB Entrance Ramp from I-15 Mainline to Managed Lanes (n/o Carroll Canyon Rd.)	0.0	0.8	0.0	0.8	0.0	0.5	0.0	0.5	0.1	2.6	0.0	2.6	0.0	0.8	0.0	0.8	0.0	0.5	0.0	0.5	0.1	2.6	0.0	2.7
229	SB I-15 Mainline (n/o Carroll Canyon Rd. Off-Ramp)	22.4	0.8	1.7	24.8	20.9	3.0	1.0	24.9	100.7	8.0	8.6	117.3	22.3	0.7	1.7	24.7	21.1	3.0	1.0	25.1	100.6	7.9	8.6	117.1
230	SB Managed Lanes (n/o Carroll Canyon Rd.)	2.6	5.4	0.0	8.0	0.3	5.0	0.0	5.3	6.5	22.2	0.0	28.7	2.5	5.4	0.0	7.9	0.3	5.1	0.0	5.3	6.4	22.4	0.0	28.9
231	SB I-15 Off-Ramp to Carroll Canyon Rd.	1.5	0.2	0.1	1.8	1.5	0.4	0.1	2.0	7.5	1.4	0.6	9.5	1.5	0.1	0.1	1.8	1.5	0.4	0.1	2.0	7.6	1.4	0.6	9.6
232	SB I-15 On-Ramp from Carroll Canyon Rd.	2.7	0.3	0.2	3.2	2.5	0.8	0.1	3.4	10.1	2.2	0.7	13.0	2.8	0.3	0.2	3.3	2.5	0.8	0.1	3.4	10.2	2.2	0.8	13.1
233	SB I-15 Mainline (s/o Carroll Canyon Rd. On-Ramp)	23.6	0.9	1.7	26.2	21.9	3.4	1.1	26.3	103.2	8.8	8.7	120.8	23.6	0.9	1.7	26.2	22.2	3.4	1.1	26.6	103.3	8.7	8.7	120.7
234	SB Managed Lanes (s/o Carroll Canyon Rd.)	2.6	5.4	0.0	8.0	0.3	5.0	0.0	5.3	6.5	22.2	0.0	28.7	2.5	5.4	0.0	7.9	0.3	5.1	0.0	5.3	6.4	22.4	0.0	28.9
235	SB I-15 Mainline (n/o Miramar Rd./Pomerado Rd. Off-Ramp)	23.6	0.9	1.7	26.2	21.9	3.4	1.1	26.3	103.2	8.8	8.7	120.8	23.6	0.9	1.7	26.2	22.2	3.4	1.1	26.6	103.3	8.7	8.7	120.7
236	SB Managed Lanes (n/o Miramar Rd./Pomerado Rd.)	2.6	5.4	0.0	8.0	0.3	5.0	0.0	5.3	6.5	22.2	0.0	28.7	2.5	5.4	0.0	7.9	0.3	5.1	0.0	5.3	6.4	22.4	0.0	28.9
237	SB I-15 Off-Ramp to Miramar Rd./Pomerado Rd.	2.4	0.3	0.2	2.8	1.1	0.4	0.0	1.6	9.5	2.2	0.8	12.5	2.4	0.3	0.2	2.9	1.1	0.4	0.0	1.6	9.5	2.2	0.8	12.5
238	SB I-15 On-Ramp from Miramar Rd./Pomerado Rd.	2.2	0.3	0.1	2.6	5.9	1.8	0.3	8.0	18.6	4.6	1.4	24.6	2.2	0.3	0.2	2.7	5.6	1.7	0.3	7.6	18.1	4.5	1.4	24.0
239	SB I-15 Mainline (s/o Miramar Rd./Pomerado Rd. On-Ramp)	23.4	0.8	1.7	26.0	26.7	4.8	1.3	32.8	112.3	11.3	9.3	132.9	23.4	0.9	1.7	26.0	26.6	4.7	1.3	32.6	111.9	11.0	9.3	132.1
240	SB Managed Lanes (s/o Miramar Rd./Pomerado Rd.)	2.6	5.4	0.0	8.0	0.3	5.0	0.0	5.3	6.5	22.2	0.0	28.7	2.5	5.4	0.0	7.9	0.3	5.1	0.0	5.3	6.4	22.4	0.0	28.9
241	SB I-15 Mainline (n/o Miramar Way Off-Ramp)	23.4	0.8	1.7	26.0	26.7	4.8	1.3	32.8	112.3	11.3	9.3	132.9	23.4	0.9	1.7	26.0	26.6	4.7	1.3	32.6	111.9	11.0	9.3	132.1
242	SB Managed Lanes (n/o Miramar Way)	2.6	5.4	0.0	8.0	0.3	5.0	0.0	5.3	6.5	22.2	0.0	28.7	2.5	5.4	0.0	7.9	0.3	5.1	0.0	5.3	6.4	22.4	0.0	28.9
243	SB I-15 Off-Ramp to Miramar Way	0.9	0.2	0.1	1.1	0.3	0.1	0.0	0.4	2.5	0.6	0.2	3.3	0.9	0.2	0.1	1.2	0.3	0.1	0.0	0.4	2.6	0.6	0.2	3.4
244	SB I-15 On-Ramp from Miramar Way	0.1	0.0	0.0	0.2	0.7	0.2	0.0	1.0	2.4	0.6	0.2	3.2	0.1	0.0	0.0	0.2	0.8	0.3	0.0	1.1	2.4	0.7	0.2	3.2
245	SB I-15 Mainline (n/o SR-163 Connector Ramp)	22.7	0.7	1.7	25.0	27.1	4.9	1.3	33.4	112.2	11.3	9.3	132.8	22.6	0.7	1.7	25.0	27.1	4.8	1.3	33.2	111.7	11.1	9.3	132.0
246	SB Managed Lanes (n/o SR-163 Connector Ramp)	2.6	5.4	0.0	8.0	0.3	5.0	0.0	5.3	6.5	22.2	0.0	28.7	2.5	5.4	0.0	7.9	0.3	5.1	0.0	5.3	6.4	22.4	0.0	28.9
247	SB I-15 Connector Ramp to SR-163	10.5	0.4	0.8	11.7	9.7	1.8	0.5	11.9	46.7	4.6	3.9	55.2	10.4	0.4	0.8	11.6	9.5	1.7	0.4	11.6	46.1	4.5	3.9	54.4
248	SB Managed Lanes Connector Ramp to SR-163	1.0	2.4	0.0	3.5	0.1	1.9	0.0	2.0	2.4	9.2	0.0	11.7	1.0	2.5	0.0	3.5	0.1	1.9	0.0	2.0	2.4	9.3	0.0	11.7
249	SB I-15 Mainline (s/o SR-163 Interchange)	12.1	0.3	0.9	13.4	17.4	3.2	0.9	21.5	65.5	6.7	5.4	77.6	12.2	0.3	0.9	13.4	17.6	3.2	0.9	21.6	65.6	6.6	5.4	77.6
250	SB Managed Lanes Exit to I-15 Mainline (s/o SR-163 Interchange)	1.6	3.0	0.0	4.5	0.2	3.1	0.0	3.4	4.0	13.0	0.0	17.0	1.5	2.9	0.0	4.5	0.2	3.2	0.0	3.4	4.1	13.2	0.0	17.2
251	SB I-15 Mainline (s/o Merge w/Managed Lanes	13.7	3.3	0.9	17.9	17.6	6.3	0.9	24.8	69.5	19.7	5.4	94.6	13.7	3.2	0.9	17.9	17.8	6.4	0.9	25.0	69.7	19.7	5.4	94.8

Note:
s/o - south of
n/o - north of

Table A-3
2015 Traffic Forecast
(Traffic Volumes in Thousands)
I-15 Managed Lanes Value Pricing Study

Location Identification Number	Location Description	2015 Flat Toll Alternative												2015 Skewed Toll Alternative											
		AM Peak Period 6 AM - 8 AM				PM Peak Period 3 PM - 6 PM				Weekday Total 6 AM - 7 PM				AM Peak Period 6 AM - 8 AM				PM Peak Period 3 PM - 6 PM				Weekday Total 6 AM - 7 PM			
		SOV	HOV	TRUCK	TOTAL	SOV	HOV	TRUCK	TOTAL	SOV	HOV	TRUCK	TOTAL	SOV	HOV	TRUCK	TOTAL	SOV	HOV	TRUCK	TOTAL	SOV	HOV	TRUCK	TOTAL
1	NB I-15 Mainline (s/o first access point to Managed Lanes)	13.0	3.0	0.9	16.9	16.7	7.0	0.8	24.5	68.5	21.5	5.4	95.4	12.9	3.0	0.9	16.8	16.9	6.9	0.8	24.7	68.5	21.4	5.4	95.4
2	NB First Entrance to Managed Lanes from I-15 Mainline	0.1	2.4	0.0	2.5	0.7	5.1	0.0	5.7	3.1	17.2	0.0	20.3	0.1	2.3	0.0	2.4	0.5	6.5	0.0	6.9	1.9	18.7	0.0	20.6
3	NB I-15 Mainline (s/o SR 163 Merge)	12.9	0.6	0.9	14.4	16.0	1.9	0.8	18.7	65.5	4.3	5.4	75.2	12.8	0.8	0.9	14.5	16.5	0.4	0.8	17.7	66.7	2.8	5.4	74.8
4	NB SR163 Mainline (s/o I-15 Merge)	6.1	0.5	0.4	7.0	14.1	1.6	0.7	16.3	43.1	2.9	3.5	49.5	6.1	0.4	0.4	6.8	14.5	0.4	0.7	15.6	44.3	1.5	3.5	49.3
5	NB Entrance Ramp from SR 163 to I-15 Managed Lanes	0.0	0.8	0.0	0.8	0.7	5.7	0.0	6.5	2.8	13.8	0.0	16.6	0.0	0.9	0.0	1.0	0.5	7.0	0.0	7.4	1.7	15.3	0.0	17.0
6	NB I-15 Mainline (n/o SR 163 Merge)	19.0	1.1	1.3	21.4	30.1	3.5	1.5	35.1	108.6	7.2	8.9	124.7	18.9	1.1	1.3	21.3	31.0	0.9	1.5	33.4	111.0	4.3	8.9	124.2
7	NB Managed Lanes (n/o Access Ramp from SR 163)	0.2	3.2	0.0	3.3	1.4	10.8	0.0	12.2	5.8	31.0	0.0	36.8	0.1	3.2	0.0	3.3	1.0	13.4	0.0	14.4	3.6	34.0	0.0	37.5
8	NB I-15 Off-Ramp to Miramar Wy.	1.6	0.3	0.1	2.1	4.1	0.2	0.2	4.5	8.1	0.9	0.6	9.6	1.5	0.3	0.1	2.0	1.7	0.2	0.1	2.0	5.8	0.9	0.4	7.1
9	NB I-15 On-Ramp from Miramar Wy.	0.1	0.0	0.0	0.1	3.3	0.2	0.2	3.7	4.3	0.6	0.3	5.2	0.1	0.0	0.0	0.1	0.7	0.3	0.0	1.0	1.6	0.7	0.1	2.5
10	NB I-15 Mainline (n/o Miramar Wy. On-Ramp)	17.5	0.8	1.2	19.5	29.3	3.6	1.4	34.3	104.8	6.9	8.6	120.3	17.4	0.8	1.2	19.5	29.9	1.1	1.5	32.4	106.9	4.0	8.6	119.5
11	NB Managed Lanes (at Miramar Wy.)	0.2	3.2	0.0	3.3	1.4	10.8	0.0	12.2	5.8	31.0	0.0	36.8	0.1	3.2	0.0	3.3	1.0	13.4	0.0	14.4	3.6	34.0	0.0	37.5
12	NB Managed Lanes Exit to I-15 Mainline (n/o Miramar Wy.)	0.0	0.6	0.0	0.6	0.0	0.4	0.0	0.4	0.1	2.9	0.0	2.9	0.0	0.6	0.0	0.6	0.0	0.5	0.0	0.6	0.1	2.8	0.0	2.9
13	NB Entrance Ramp from I-15 Mainline to Managed Lanes (s/o Miramar Rd.)	0.0	0.4	0.0	0.5	0.1	2.7	0.0	2.8	0.3	3.7	0.0	4.0	0.0	0.4	0.0	0.4	0.0	0.3	0.0	0.3	0.1	1.2	0.0	1.3
14	NB I-15 Mainline (s/o Miramar Rd. Off-Ramp)	17.4	1.0	1.2	19.6	29.2	1.3	1.4	31.9	104.5	6.0	8.6	119.2	17.5	1.0	1.2	19.6	29.9	1.3	1.5	32.6	106.8	5.6	8.6	121.1
15	NB Managed Lanes (n/o Entrance Ramp from I-15 Mainline)	0.2	3.0	0.0	3.2	1.5	13.1	0.0	14.6	6.1	31.8	0.0	37.9	0.1	3.1	0.0	3.2	1.0	13.2	0.0	14.2	3.6	32.4	0.0	36.0
16	NB I-15 Off-Ramp to Miramar Rd./Pomerado Rd.	2.9	0.7	0.2	3.8	4.0	0.8	0.2	5.1	15.0	3.4	1.2	19.6	2.7	0.7	0.2	3.6	4.0	0.8	0.2	4.9	14.5	3.4	1.2	19.0
17	NB I-15 On-Ramp from Miramar Rd./Pomerado Rd.	0.8	0.2	0.1	1.0	2.7	1.1	0.1	3.9	9.7	3.2	0.8	13.7	0.8	0.2	0.0	1.0	2.6	1.0	0.1	3.7	9.4	3.0	0.8	13.2
18	NB I-15 Mainline (n/o Miramar Rd. On-Ramp)	15.3	0.5	1.0	16.8	27.9	1.5	1.4	30.8	99.3	5.8	8.2	113.3	15.5	0.5	1.0	17.0	28.5	1.5	1.4	31.4	101.8	5.2	8.2	115.2
19	NB Managed Lanes (at Miramar Rd.)	0.2	3.0	0.0	3.2	1.5	13.1	0.0	14.6	6.1	31.8	0.0	37.9	0.1	3.1	0.0	3.2	1.0	13.2	0.0	14.2	3.6	32.4	0.0	36.0
20	NB Managed Lanes Exit to I-15 Mainline (n/o Miramar Rd.)	0.0	1.0	0.0	1.0	0.1	3.0	0.0	3.1	0.2	8.1	0.0	8.3	0.0	1.0	0.0	1.1	0.1	3.0	0.0	3.1	0.2	8.3	0.0	8.5
21	NB I-15 Mainline (s/o Carroll Cyn. Rd. Off-Ramp)	15.3	1.5	1.0	17.8	27.9	4.5	1.4	33.8	99.5	13.9	8.2	121.6	15.6	1.5	1.0	18.1	28.6	4.5	1.4	34.4	102.0	13.6	8.2	123.8
22	NB Managed Lanes (n/o Exit Ramp to I-15 Mainline)	0.1	2.1	0.0	2.2	1.4	10.1	0.0	11.5	5.9	23.7	0.0	29.6	0.1	2.0	0.0	2.1	0.9	10.2	0.0	11.1	3.4	24.1	0.0	27.5
23	NB I-15 Off-Ramp to Carroll Cyn. Rd.	1.9	0.4	0.1	2.4	2.7	1.5	0.1	4.3	10.2	3.7	0.8	14.7	2.0	0.4	0.1	2.6	2.7	1.5	0.1	4.4	10.1	3.7	0.8	14.6
24	NB I-15 On-Ramp from Carroll Cyn. Rd.	1.0	0.2	0.1	1.2	2.8	1.7	0.1	4.6	9.4	3.7	0.7	13.8	1.0	0.2	0.1	1.2	2.7	1.7	0.1	4.6	9.4	3.8	0.7	13.9
25	NB I-15 Mainline (n/o Carroll Cyn. Rd. On-Ramp)	14.4	1.2	1.0	16.6	28.1	4.7	1.4	34.2	98.6	14.0	8.1	120.8	14.6	1.3	1.0	16.8	28.6	4.6	1.4	34.6	101.2	13.7	8.1	123.0
26	NB Managed Lanes (at Carroll Cyn. Rd.)	0.1	2.1	0.0	2.2	1.4	10.1	0.0	11.5	5.9	23.7	0.0	29.6	0.1	2.0	0.0	2.1	0.9	10.2	0.0	11.1	3.4	24.1	0.0	27.5
27	NB Entrance Ramp from I-15 Mainline to Managed Lanes (n/o Carroll Cyn. Rd.)	0.0	0.2	0.0	0.2	0.1	2.2	0.0	2.3	0.6	5.0	0.0	5.6	0.0	0.2	0.0	0.2	0.1	2.2	0.0	2.3	0.5	5.0	0.0	5.4
28	NB I-15 Mainline (n/o Managed Lanes Entrance Ramp)	14.4	1.0	1.0	16.4	28.0	2.5	1.4	31.8	98.0	9.0	8.1	115.1	14.6	1.1	1.0	16.6	28.5	2.4	1.4	32.3	100.8	8.7	8.1	117.6
29	NB Managed Lanes (n/o Enrance Ramp from I-15 Mainline)	0.1	2.2	0.0	2.4	1.5	12.3	0.0	13.9	6.5	28.7	0.0	35.2	0.1	2.2	0.0	2.3	1.0	12.4	0.0	13.4	3.9	29.0	0.0	32.9
30	NB Managed Lanes Exit Ramp to Hillery BRTC	0.0	0.2	0.0	0.2	0.1	2.0	0.0	2.0	0.2	4.4	0.0	4.5	0.0	0.2	0.0	0.2	0.1	2.0	0.0	2.1	0.6	4.3	0.0	4.9
31	NB Managed Lanes Entrance Ramp from Hillery BRTC	0.0	0.3	0.0	0.3	0.1	1.3	0.0	1.4	0.6	3.2	0.0	3.8	0.0	0.3	0.0	0.3	0.1	1.4	0.0	1.4	0.4	3.3	0.0	3.7
32	NB I-15 Mainline (s/o Mira Mesa Blvd. Off-Ramp)	14.4	1.0	1.0	16.4	28.0	2.5	1.4	31.8	98.0	9.0	8.1	115.1	14.6	1.1	1.0	16.6	28.5	2.4	1.4	32.3	100.8	8.7	8.1	117.6
33	NB Managed Lanes (s/o Mira Mesa Blvd.)	0.2	2.3	0.0	2.4	1.5	11.7	0.0	13.2	6.9	27.5	0.0	34.5	0.1	2.3	0.0	2.4	1.0	11.8	0.0	12.7	3.7	28.0	0.0	31.7
34	NB I-15 Off-Ramp to Mira Mesa Blvd.	1.9	0.3	0.1	2.3	3.8	0.7	0.2	4.8	13.6	2.3	1.1	17.0	1.9	0.3	0.1	2.4	3.9	0.7	0.2	4.8	13.6	2.3	1.1	17.0
35	NB I-15 On-Ramp from Mira Mesa Blvd.	1.9	0.2	0.1	2.3	3.6	0.5	0.2	4.2	13.7	2.0	1.1	16.7	2.0	0.2	0.1	2.3	3.5	0.4	0.2	4.1	13.6	1.8	1.1	16.5
36	NB I-15 Mainline (n/o Mira Mesa Blvd. On-Ramp)	14.5	1.0	1.0	16.4	27.8	2.2	1.4	31.3	98.1	8.6	8.1	114.8	14.6	1.0	1.0	16.5	28.1	2.2	1.4	31.6	100.8	8.2	8.1	117.1
37	NB Managed Lanes (n/o Mira Mesa Blvd.)	0.2	2.3	0.0	2.4	1.5	11.7	0.0	13.2	6.9	27.5	0.0	34.5	0.1	2.3	0.0	2.4	1.0	11.8	0.0	12.7	3.7	28.0	0.0	31.7
38	NB I-15 Mainline (s/o Mercy Rd./Scripps Poway Pkwy. Off-Ramp)	14.5	1.0	1.0	16.4	27.8	2.2	1.4	31.3	98.1	8.6	8.1	114.8	14.6	1.0	1.0	16.5	28.1	2.2	1.4	31.6	100.8	8.2	8.1	117.1
39	NB Managed Lanes (s/o Mercy Rd./Scripps Poway Pkwy.)	0.2	2.3	0.0	2.4	1.5	11.7	0.0	13.2	6.9	27.5	0.0	34.5	0.1	2.3	0.0	2.4	1.0	11.8	0.0	12.7	3.7	28.0	0.0	31.7
40	NB I-15 Off-Ramp to Mercy Rd./Scripps Poway Pkwy.	2.1	0.4	0.1	2.7	3.1	1.0	0.2	4.3	12.4	3.3	1.0	16.7	2.1	0.5	0.1	2.7	3.1	1.0	0.2	4.2	12.4	3.3	1.0	16.7
41	NB I-15 On-Ramp from Mercy Rd./Scripps Poway Pkwy.	1.3	0.3	0.1	1.7	1.6	0.6	0.1	2.2	6.7	1.9	0.5	9.1	1.3	0.3	0.1	1.7	1.6	0.6	0.1	2.3	6.7	1.9	0.5	9.1
42	NB I-15 Mainline (n/o Mercy Rd./Scripps Powat Pkwy. On-Ramp)	13.7	0.8	0.9	15.4	26.2	1.8	1.3	29.3	92.3	7.2	7.6	107.2	13.8	0.8	0.9	15.5	26.6	1.8	1.3	29.6	95.1	6.8	7.6	109.5
43	NB Managed Lanes (at Mercy Rd./Scripps Poway Pkwy.)	0.2	2.3	0.0	2.4	1.5	11.7	0.0	13.2	6.9	27.5	0.0	34.5	0.1	2.3	0.0	2.4	1.0	11.8	0.0	12.7	3.7	28.0	0.0	31.7
44	NB I-15 Mainline (s/o Rancho Penasquitos Blvd./Poway Rd. Off-Ramp)	13.7	0.8	0.9	15.4	26.2	1.8	1.3	29.3	92.3	7.2	7.6	107.2	13.8	0.8	0.9	15.5	26.6	1.8	1.3	29.6	95.1	6.8	7.6	109.5
45	NB Managed Lanes (s/o Rancho Penasquitos Blvd./Poway Rd.)	0.2	2.3	0.0	2.4	1.5	11.7	0.0	13.2	6.9	27.5	0.0	34.5	0.1	2.3	0.0	2.4	1.0	11.8	0.0	12.7	3.7	28.0	0.0	31.7
46	NB I-15 Off-Ramp to Rancho Penasquitos Blvd./Poway Rd.	2.0	0.4	0.1	2.5	5.8	0.9	0.3	7.0	17.9	3.3	1.4	22.6	2.0	0.4	0.1	2.5	5.9	0.9	0.3	7.1	18.3	3.2	1.4	23.0
47	NB I-15 On-Ramp from Rancho Penasquitos/Poway Rd.	0.8	0.2	0.1	1.0	0.3	0.1	0.0	0.5	3.4	0.9	0.3	4.6	0.8	0.2	0.1	1.0	0.4	0.1	0.0	0.5	3.3	0.9	0.3	4.5
48	NB I-15 Mainline (n/o Rancho Penasquitos/Poway Rd. On-Ramp)	12.5	0.6	0.9	14.0	20.7	1.0	1.0	22.8	77.7	4.9	6.6	89.2	12.5	0.6	0.9	14.0	21.1	1.0	1.0	23.0	80.0	4.5	6.5	91.1
49	NB Managed Lanes (n/o Rancho Penasquitos Blvd.)	0.2	2.3	0.0	2.4	1.5	11.7	0.0	13.2	6.9	27.5	0.0	34.5	0.1	2.3	0.0	2.4	1.0	11.8	0.0	12.7	3.7	28.0	0.0	31.7
50	NB I-15 Off-Ramp to SR 56/Ted Williams Pkwy.	1.1	0.1	0.1	1.2	3.2	0.2	0.2	3.5	9.8	0.6	0.7	11.1	1.1	0.1	0.1	1.2	3.1	0.2	0.2	3.4	9.3	0.6	0.7	10.5
51	NB Managed Lanes Exit Ramp to SR 56/Ted Williams Pkwy.	0.0	0.2	0.0	0.2	0.1	2.4	0.0	2.5	0.3	4.7	0.0	5.1	0.0	0.2	0.0	0.2	0.2	2.4	0.0	2.6	0.7	4.8	0.0	5.5
52	NB Managed Lanes Exit Ramp to Springs Pkwy. BRTC	0.0	0.1	0.0	0.1	0.1	1.7	0.0	1.8	0.4	2.9	0.0	3.3	0.0	0.1	0.0	0.1	0.2	1.7	0.0	1.9	0.7	2.9	0.0	3.6
53	NB Managed Lanes Entrance Ramp from Springs Pkwy. BRTC	0.0	0.1	0.0	0.1	0.0	0.6	0.0	0.7	0.1	1.4	0.0	1.5	0.0	0.1	0.0	0.1	0.0	0.6	0.0	0.6	0.1	1.4	0.0	1.5
54	NB I-15 OnRamp from SR 56/Ted Williams Pkwy.	4.0	0.8	0.3	5.1	3.2	1.1	0.1	4.5	19.2	4.9	1.6	25.7	4.0	0.8	0.3	5.1	3.2	1.2	0.1	4.5	19.2	4.9	1.6	25.8
55	NB I-15 Mainline (n/o SR 56/Ted Williams Pkwy. On-Ramp)	15.4	1.4	1.1	17.8	20.8	1.9	1.0	23.7	87.1	9.2	7.5	103.8	15.4	1.4	1.1	17.9	21.2	2.0	1.0	24.1	90.0	8.9	7.4	106.4
56	NB Managed Lanes (n/o SR 56/Ted Williams Pkwy.)	0.1	2.1	0.0	2.3	1.4	8.2	0.0	9.6	6.3	21.3	0.0	27.7	0.1	2.1	0.0	2.2	0.6	8.3	0.0	8.8	2.4	21.7	0.0	24.1
57	NB Managed Lanes Exit to I-15 Mainline (n/o SR-56/Ted Williams Pkwy.)	0.0	0.5	0.0	0.5	0.1	1.5	0.0	1.6	0.3	4.7	0.0	5.0	0.0	0.5	0.0	0.5	0.1	1.5	0.0	1.6	0.5	4.7	0.0	5.1
58	NB Entrance Ramp from I-15 Mainline to Managed Lanes (n/o SR-56/Ted Williams Pkwy.)	0.0	1.0	0.0	1.0	0.0	1.3	0.0	1.4	0.4	6.0	0.0	6.4	0.1	1.0	0.0	1.0	0.1	1.3	0.0	1.4	0.7	5.9	0.0	6.7
59	NB I-15 Mainline (s/o Carmel Mountain Rd. Off-Ramp)	15.4	0.9	1.1	17.3	20.9	2.2	1.0	24.1	87.2	8.0	7.5	102.7	15.4	0.9	1.1	17.3	21.2	2.2	1.0	24.4	89.7	7.6	7.4	104.8
60	NB Managed Lanes (n/o SR-56 and Entrance Ramp from I-15 Mainline)	0.2	2.6	0.0	2.8	1.4	8.0	0.0	9.4	6.4	22.6	0.0	29.0	0.1	2.6	0.0	2.7	0.5	8.0	0.0	8.6	2.7	22.9	0.0	25.6
61	NB I-15 Off-Ramp to Carmel Mountain Rd.	2.2	0.5	0.2	2.9	2.4	0.8	0.1	3.3	13.4	3.8	1.2	18.4	2.2	0.5	0.2	2.9	2.3	0.8	0.1	3.2	13.1	3.7	1.2	18.0
62	NB I-15 On-Ramp from Carmel Mountain Rd.	1.0	0.2	0.1	1.3	2.1	1.0	0.1	3.1	8.0	2.8	0.7	11.5	1.0	0.3	0.1	1.3	2.1	1.0	0.1	3.2	8.1	2.8	0.7	11.6
63	NB I-15 Mainline (n/o Carmel Mountain Rd. On-Ramp)	14.1	0.6	1.0	15.7	20.6	2.4	1.0	24.0	81.8	7.0	7.0	95.8	14.2	0.6	1.0	15.8	21.1	2.3	1.0	24.4	84.7	6.7	6.9	98.4

Note:
s/o - south of
n/o - north of

Table A-3 (Cont'd)
2015 Traffic Forecast
(Traffic Volumes in Thousands)
I-15 Managed Lanes Value Pricing Study

Location Identification Number	Location Description	2015 Flat Toll Alternative												2015 Skewed Toll Alternative											
		AM Peak Period 6 AM - 8 AM				PM Peak Period 3 PM - 6 PM				Weekday Total 6 AM - 7 PM				AM Peak Period 6 AM - 8 AM				PM Peak Period 3 PM - 6 PM				Weekday Total 6 AM - 7 PM			
		SOV	HOV	TRUCK	TOTAL	SOV	HOV	TRUCK	TOTAL	SOV	HOV	TRUCK	TOTAL	SOV	HOV	TRUCK	TOTAL	SOV	HOV	TRUCK	TOTAL	SOV	HOV	TRUCK	TOTAL
64	NB Managed Lanes (at Carmel Mountain Rd.)	0.2	2.6	0.0	2.8	1.4	8.0	0.0	9.4	6.4	22.6	0.0	29.0	0.1	2.6	0.0	2.7	0.5	8.0	0.0	8.6	2.7	22.9	0.0	25.6
65	NB I-15 Mainline (s/o Camino Del Norte Off-Ramp)	14.1	0.6	1.0	15.7	20.6	2.4	1.0	24.0	81.8	7.0	7.0	95.8	14.2	0.6	1.0	15.8	21.1	2.3	1.0	24.4	84.7	6.7	6.9	98.4
66	NB Managed Lanes (s/o Camino Del Norte)	0.2	2.6	0.0	2.8	1.4	8.0	0.0	9.4	6.4	22.6	0.0	29.0	0.1	2.6	0.0	2.7	0.5	8.0	0.0	8.6	2.7	22.9	0.0	25.6
67	NB I-15 Off-Ramp to Camino Del Norte	2.2	0.3	0.2	2.7	3.9	1.3	0.2	5.4	14.5	3.7	1.2	19.3	2.2	0.3	0.2	2.6	3.9	1.2	0.2	5.4	14.4	3.6	1.2	19.2
68	NB Managed Lanes Exit to I-15 Mainline (s/o Camino Del Norte)	0.0	0.3	0.0	0.3	0.1	1.1	0.0	1.2	0.3	3.1	0.0	3.4	0.0	0.3	0.0	0.3	0.1	1.1	0.0	1.2	0.3	3.2	0.0	3.4
69	NB Entrance Ramp from I-15 Mainline to Managed Lanes (n/o Camino Del Norte)	0.0	0.2	0.0	0.2	0.0	0.6	0.0	0.6	0.1	1.7	0.0	1.8	0.0	0.2	0.0	0.2	0.0	0.6	0.0	0.6	0.3	1.7	0.0	2.0
70	NB I-15 On-Ramp from Camino Del Norte	1.6	0.3	0.1	2.1	2.9	0.6	0.1	3.6	11.4	2.4	0.9	14.7	1.6	0.3	0.1	2.1	2.9	0.6	0.1	3.7	11.4	2.3	0.9	14.6
71	NB I-15 Mainline (n/o Camino Del Norte On-Ramp)	13.6	0.7	1.0	15.3	19.7	2.2	1.0	22.8	78.9	7.2	6.7	92.7	13.6	0.7	1.0	15.3	20.1	2.2	1.0	23.2	81.7	6.9	6.7	95.3
72	NB Managed Lanes (n/o Camino Del Norte)	0.2	2.5	0.0	2.7	1.3	7.5	0.0	8.8	6.3	21.2	0.0	27.4	0.1	2.5	0.0	2.6	0.5	7.5	0.0	8.0	2.7	21.5	0.0	24.2
73	NB I-15 Off-Ramp to Bernardo Center Dr.	1.5	0.3	0.1	1.9	2.3	1.0	0.1	3.5	9.2	2.9	0.8	12.8	1.5	0.3	0.1	1.9	2.3	1.0	0.1	3.5	9.3	2.9	0.8	12.9
74	NB I-15 On-Ramp from Bernardo Center Dr.	1.2	0.2	0.1	1.4	1.9	0.4	0.1	2.4	6.6	1.2	0.5	8.3	1.2	0.1	0.1	1.4	1.8	0.4	0.1	2.3	6.4	1.1	0.5	8.1
75	NB I-15 Mainline (n/o Bernardo Center Dr. On-Ramp)	13.2	0.6	0.9	14.8	19.2	1.6	0.9	21.7	76.2	5.5	6.4	88.2	13.3	0.6	0.9	14.8	19.5	1.5	0.9	22.0	78.8	5.2	6.4	90.4
76	NB Managed Lanes (at Bernardo Center Dr.)	0.2	2.5	0.0	2.7	1.3	7.5	0.0	8.8	6.3	21.2	0.0	27.4	0.1	2.5	0.0	2.6	0.5	7.5	0.0	8.0	2.7	21.5	0.0	24.2
77	NB Managed Lanes Exit Ramp to Bernardo Center BRTC	0.0	0.4	0.0	0.5	0.1	1.1	0.0	1.2	0.6	2.9	0.0	3.6	0.0	0.5	0.0	0.5	0.1	1.1	0.0	1.2	0.6	3.0	0.0	3.6
78	NB Managed Lanes Entrance Ramp from Bernardo Center BRTC	0.0	0.3	0.0	0.3	0.0	1.1	0.0	1.1	0.3	2.7	0.0	2.9	0.0	0.3	0.0	0.3	0.1	1.1	0.0	1.1	0.6	2.7	0.0	3.3
79	NB I-15 Mainline (s/o Rancho Bernardo Rd. Off-Ramp)	13.2	0.6	0.9	14.8	19.2	1.6	0.9	21.7	76.2	5.5	6.4	88.2	13.3	0.6	0.9	14.8	19.5	1.5	0.9	22.0	78.8	5.2	6.4	90.4
80	NB Managed Lanes (s/o Rancho Bernardo Rd.)	0.2	2.3	0.0	2.5	1.2	7.4	0.0	8.7	5.9	20.9	0.0	26.8	0.1	2.3	0.0	2.4	0.5	7.5	0.0	7.9	2.7	21.1	0.0	23.9
81	NB I-15 Off-Ramp to Rancho Bernardo Rd.	1.4	0.1	0.1	1.6	2.3	0.5	0.1	3.0	9.7	1.7	0.8	12.2	1.4	0.1	0.1	1.6	2.3	0.5	0.1	2.9	9.6	1.6	0.8	12.0
82	NB I-15 On-Ramp from Rancho Bernardo Rd.	2.2	0.4	0.2	2.8	4.6	1.4	0.2	6.2	16.8	4.0	1.4	22.2	2.1	0.4	0.2	2.7	4.6	1.4	0.2	6.3	16.5	4.1	1.3	21.9
83	NB I-15 Mainline (n/o Rancho Bernardo Rd. On-Ramp)	14.0	0.9	1.0	15.9	21.5	2.4	1.1	24.9	83.3	7.8	7.0	98.1	14.0	0.9	1.0	15.9	21.9	2.5	1.1	25.4	85.7	7.7	7.0	100.4
84	NB Managed Lanes (n/o Rancho Bernardo Rd.)	0.2	2.3	0.0	2.5	1.2	7.4	0.0	8.7	5.9	20.9	0.0	26.8	0.1	2.3	0.0	2.4	0.5	7.5	0.0	7.9	2.7	21.1	0.0	23.9
85	NB Managed Lanes Exit to I-15 Mainline (n/o Rancho Bernardo Rd.)	0.0	0.3	0.0	0.3	0.1	1.1	0.0	1.1	0.4	3.4	0.0	3.8	0.0	0.3	0.0	0.3	0.0	1.1	0.0	1.1	0.3	3.4	0.0	3.7
86	NB Entrance Ramp from I-15 Mainline to Managed Lanes (n/o Rancho Bernardo Rd.)	0.0	0.7	0.0	0.7	0.0	1.8	0.0	1.8	0.3	5.6	0.0	5.9	0.1	0.7	0.0	0.8	0.1	1.8	0.0	1.9	0.8	5.6	0.0	6.4
87	NB I-15 Mainline (s/o West Bernardo Dr./Pomerado Rd. Off-Ramp)	14.0	0.5	1.0	15.5	21.5	1.7	1.1	24.3	83.4	5.7	7.0	96.1	14.0	0.5	1.0	15.5	21.9	1.7	1.1	24.6	85.2	5.5	7.0	97.7
88	NB Managed Lanes (s/o West Bernardo Dr./Pomerado Rd.)	0.2	2.7	0.0	2.9	1.2	8.2	0.0	9.4	5.8	23.0	0.0	28.8	0.2	2.7	0.0	2.9	0.5	8.2	0.0	8.7	3.3	23.3	0.0	26.6
89	NB I-15 Off-Ramp to West Bernardo Dr.	0.2	0.1	0.0	0.3	0.8	0.5	0.0	1.3	2.3	1.1	0.2	3.6	0.2	0.1	0.0	0.3	0.7	0.5	0.0	1.3	2.3	1.1	0.2	3.5
90	NB I-15 On-Ramp from West Bernardo Dr.	2.3	0.4	0.2	2.8	4.6	1.1	0.2	5.9	15.4	3.6	1.2	20.3	2.3	0.4	0.2	2.9	4.8	1.0	0.2	6.0	15.7	3.6	1.3	20.5
91	NB I-15 Mainline (s/o Via Rancho Pkwy Off-Ramp)	16.1	0.9	1.1	18.1	25.4	2.3	1.3	28.9	96.4	8.3	8.0	112.8	16.1	0.9	1.1	18.1	25.9	2.3	1.2	29.4	98.6	8.0	8.0	114.7
92	NB Managed Lanes (n/o West Bernardo Dr./Pomerado Rd.)	0.2	2.7	0.0	2.9	1.2	8.2	0.0	9.4	5.8	23.0	0.0	28.8	0.2	2.7	0.0	2.9	0.5	8.2	0.0	8.7	3.3	23.3	0.0	26.6
93	NB I-15 Off-Ramp to Via Rancho Pkwy.	2.1	0.2	0.1	2.4	3.7	0.6	0.2	4.5	14.4	2.2	1.2	17.8	2.1	0.2	0.1	2.4	3.7	0.6	0.2	4.5	14.3	2.2	1.2	17.7
94	NB I-15 On-Ramp from Via Rancho Pkwy.	1.1	0.0	0.1	1.2	1.5	0.2	0.1	1.8	6.4	0.4	0.5	7.3	1.0	0.0	0.1	1.1	1.5	0.2	0.1	1.8	5.9	0.4	0.5	6.8
95	NB I-15 Mainline (n/o Via Rancho Pkwy. On-Ramp)	15.1	0.8	1.0	16.9	23.2	1.9	1.1	26.2	88.4	6.5	7.4	102.3	15.0	0.7	1.0	16.8	23.7	1.8	1.1	26.7	90.2	6.2	7.4	103.8
96	NB Managed Lanes (at Via Rancho Pkwy.)	0.2	2.7	0.0	2.9	1.2	8.2	0.0	9.4	5.8	23.0	0.0	28.8	0.2	2.7	0.0	2.9	0.5	8.2	0.0	8.7	3.3	23.3	0.0	26.6
97	NB Managed Lanes Exit Ramp to Del Lago Blvd. & BRTC	0.0	0.3	0.0	0.3	0.3	2.1	0.0	2.4	1.3	4.8	0.0	6.1	0.0	0.3	0.0	0.3	0.2	2.1	0.0	2.3	1.3	4.9	0.0	6.2
98	NB Managed Lanes Entrance Ramp from Del Lago Blvd. & BRTC	0.0	0.3	0.0	0.3	0.0	0.5	0.0	0.6	0.1	1.9	0.0	2.0	0.1	0.3	0.0	0.4	0.0	0.6	0.0	0.6	0.7	2.0	0.0	2.7
99	NB I-15 Mainline (s/o Centre City Pkwy Off-Ramp)	15.1	0.8	1.0	16.9	23.2	1.9	1.1	26.2	88.4	6.5	7.4	102.3	15.0	0.7	1.0	16.8	23.7	1.8	1.1	26.7	90.2	6.2	7.4	103.8
100	NB I-15 Off-Ramp to Centre City Pkwy.	2.6	0.4	0.2	3.2	6.0	1.1	0.3	7.4	20.4	3.5	1.6	25.5	2.5	0.4	0.2	3.1	6.1	1.0	0.3	7.4	20.4	3.5	1.6	25.5
101	NB I-15 Mainline (s/o Felicita Rd./Citracado Pkwy. Off-Ramp)	12.5	0.4	0.9	13.7	17.2	0.8	0.9	18.8	68.0	2.9	5.8	76.8	12.4	0.4	0.9	13.7	17.6	0.8	0.9	19.3	69.8	2.7	5.8	78.3
102	NB Managed Lanes (n/o Centre City Pkwy.)	0.2	2.7	0.0	2.9	0.9	6.6	0.0	7.5	4.6	20.1	0.0	24.7	0.3	2.7	0.0	3.0	0.3	6.6	0.0	7.0	2.7	20.4	0.0	23.1
103	NB I-15 Off-Ramp to Felicita Rd./Citracado Pkwy.	0.6	0.0	0.0	0.6	1.8	0.3	0.1	2.2	5.0	0.7	0.4	6.2	0.5	0.0	0.0	0.6	1.8	0.3	0.1	2.1	5.0	0.7	0.4	6.1
104	NB I-15 On-Ramp from Felicita Rd./Citracado Pkwy.	0.7	0.2	0.0	0.9	0.5	0.2	0.0	0.7	2.9	0.9	0.2	4.0	0.7	0.2	0.0	0.9	0.5	0.2	0.0	0.7	2.8	0.9	0.2	3.9
105	NB I-15 Mainline (n/o Felicita Rd./Citracado Pkwy. On-Ramp)	12.6	0.5	0.9	14.0	15.9	0.7	0.8	17.4	65.9	3.0	5.6	74.5	12.6	0.5	0.9	14.0	16.3	0.7	0.8	17.8	67.6	2.9	5.6	76.1
106	NB Managed Lanes (at Felicita Rd./Citracado Pkwy.)	0.2	2.7	0.0	2.9	0.9	6.6	0.0	7.5	4.6	20.1	0.0	24.7	0.3	2.7	0.0	3.0	0.3	6.6	0.0	7.0	2.7	20.4	0.0	23.1
107	NB Managed Lanes Exit to I-15 Mainline (n/o Felicita Rd./Citracado Pkwy.)	0.0	1.0	0.0	1.1	0.2	2.7	0.0	2.9	0.8	8.8	0.0	9.6	0.0	0.9	0.0	0.9	0.1	2.7	0.0	2.8	0.6	8.7	0.0	9.3
108	NB Entrance Ramp from I-15 Mainline to Managed Lanes (n/o Felicita Rd./Citracado Pkwy.)	0.0	0.2	0.0	0.2	0.0	0.2	0.0	0.2	0.0	0.9	0.0	0.9	0.0	0.2	0.0	0.3	0.0	0.2	0.0	0.2	0.3	0.9	0.0	1.1
109	NB I-15 Mainline (s/o 9th Ave. Off-Ramp)	12.6	1.4	0.9	14.9	16.1	3.3	0.8	20.1	66.6	10.9	5.6	83.2	12.6	1.2	0.9	14.7	16.4	3.3	0.8	20.5	67.9	10.7	5.6	84.2
110	NB Managed Lanes (s/o 9th Ave.)	0.2	1.9	0.0	2.0	0.8	4.1	0.0	4.8	3.9	12.2	0.0	16.1	0.3	2.0	0.0	2.3	0.3	4.1	0.0	4.3	2.3	12.6	0.0	14.9
111	NB I-15 Off-Ramp to 9th Ave.	1.2	0.2	0.1	1.5	1.4	0.7	0.1	2.1	6.0	1.9	0.5	8.4	1.1	0.2	0.1	1.4	1.4	0.7	0.1	2.1	5.9	2.0	0.5	8.4
112	NB I-15 On-Ramp from 9th Ave.	0.6	0.1	0.0	0.7	1.0	0.4	0.0	1.4	3.7	1.1	0.3	5.1	0.6	0.1	0.0	0.7	1.1	0.4	0.1	1.5	3.8	1.1	0.3	5.1
113	NB I-15 Mainline (s/o Valley Pkwy Off-Ramp)	12.0	1.2	0.8	14.0	15.7	3.0	0.8	19.5	64.4	10.1	5.4	79.9	12.0	1.1	0.8	13.9	16.1	3.0	0.8	19.9	65.8	9.8	5.4	81.0
114	NB Managed Lanes (n/o 9th Ave.)	0.2	1.9	0.0	2.0	0.8	4.1	0.0	4.8	3.9	12.2	0.0	16.1	0.3	2.0	0.0	2.3	0.3	4.1	0.0	4.3	2.3	12.6	0.0	14.9
115	NB I-15 Off-Ramp to Valley Pkwy.	1.9	0.1	0.1	2.1	1.7	0.4	0.1	2.1	8.4	1.1	0.8	10.3	1.7	0.1	0.1	1.9	1.7	0.4	0.1	2.2	8.2	1.2	0.8	10.2
116	NB I-15 On-Ramp from Valley Pkwy.	0.9	0.2	0.1	1.2	2.9	1.0	0.1	4.0	9.0	2.6	0.7	12.4	0.9	0.2	0.1	1.1	3.0	1.0	0.1	4.1	9.1	2.6	0.7	12.4
117	NB I-15 Mainline (n/o Valley Pkwy. On-Ramp)	11.0	1.4	0.7	13.2	17.0	3.5	0.8	21.3	65.0	11.6	5.3	81.9	11.2	1.2	0.8	13.1	17.4	3.5	0.8	21.7	66.6	11.2	5.4	83.2
118	NB Managed Lanes (n/o Valley Pkwy.)	0.2	1.9	0.0	2.0	0.8	4.1	0.0	4.8	3.9	12.2	0.0	16.1	0.3	2.0	0.0	2.3	0.3	4.1	0.0	4.3	2.3	12.6	0.0	14.9
119	NB Managed Lanes Exit Ramp to Hale Ave. & BRTC	0.1	1.2	0.0	1.3	0.2	1.1	0.0	1.3	1.6	4.9	0.0	6.5	0.2	1.3	0.0	1.6	0.1	1.1	0.0	1.2	1.6	5.2	0.0	6.8
120	NB I-15 Mainline (s/o SR-78 Interchange)	11.0	1.4	0.7	13.2	17.0	3.5	0.8	21.3	65.0	11.6	5.3	81.9	11.2	1.2	0.8	13.1	17.4	3.5	0.8	21.7	66.6	11.2	5.4	83.2
121	NB Managed Lanes (s/o SR-78 Interchange)	0.0	0.7	0.0	0.7	0.6	2.9	0.0	3.5	2.3	7.3	0.0	9.6	0.0	0.7	0.0	0.7	0.2	3.0	0.0	3.1	0.7	7.4	0.0	8.1
122	NB I-15 Connector Ramp to EB SR-78.	6.3	1.2	0.4	8.0	7.9	2.9	0.4	11.2	36.1	9.9	3.0	48.9	6.5	1.0	0.4	7.9	7.9	2.9	0.4	11.2	36.2	9.6	3.0	48.7
123	NB Managed Lanes Exit Ramp to I-15 Mainline at SR-78	0.0	0.7	0.0	0.7	0.6	2.9	0.0	3.5	2.3	7.3	0.0	9.6	0.0	0.7	0.0	0.7	0.2	3.0	0.0	3.1	0.7	7.4	0.0	8.1
124	NB I-15 Connector Ramp from WB SR-78	0.8	0.2	0.1	1.1	1.8	0.7	0.1	2.6	6.7	2.0	0.6	9.3	0.8	0.2	0.1	1.1	1.8	0.7	0.1	2.6	6.7	2.0	0.6	9.3
125	NB I-15 Mainline (n/o SR-78 Interchange)	5.6	1.1	0.4	7.0	11.5	4.2	0.5	16.3	37.9	11.0	3.0	51.9	5.6	1.1	0.4	7.0	11.5	4.3	0.5	16.3	37.9	11.0	3.0	51.9
126	SB I-15 Mainline (n/o SR-78 Interchange)	8.4	1.9	0.6	10.8	9.4	3.2	0.5	13.0	43.3	11.9	3.6	58.8	8.4	1.9	0.6	10.8	8.9	3.2	0.4	12.6	42.5	11.9	3.5	58.0

Note:
s/o - south of
n/o - north of

Table A-3 (Cont'd)
2015 Traffic Forecast
(Traffic Volumes in Thousands)
I-15 Managed Lanes Value Pricing Study

Location Identification Number	Location Description	2015 Flat Toll Alternative												2015 Skewed Toll Alternative											
		AM Peak Period 6 AM - 8 AM				PM Peak Period 3 PM - 6 PM				Weekday Total 6 AM - 7 PM				AM Peak Period 6 AM - 8 AM				PM Peak Period 3 PM - 6 PM				Weekday Total 6 AM - 7 PM			
		SOV	HOV	TRUCK	TOTAL	SOV	HOV	TRUCK	TOTAL	SOV	HOV	TRUCK	TOTAL	SOV	HOV	TRUCK	TOTAL	SOV	HOV	TRUCK	TOTAL	SOV	HOV	TRUCK	TOTAL
127	SB I-15 Connector Ramp to WB SR-78	1.0	0.2	0.1	1.3	0.8	0.3	0.0	1.2	4.9	1.4	0.4	6.7	1.0	0.2	0.1	1.3	0.8	0.3	0.0	1.2	4.9	1.4	0.4	6.7
128	SB Entrance Ramp from I-15 Mainline at SR-78 to Managed Lanes	0.9	1.5	0.0	2.3	0.1	2.2	0.0	2.3	3.2	8.3	0.0	11.5	1.1	1.5	0.0	2.5	0.1	2.2	0.0	2.3	4.5	8.1	0.0	12.6
129	SB I-15 Connector Ramp from EB SR-78.	5.9	1.1	0.4	7.4	9.6	2.1	0.5	12.2	37.8	7.3	3.1	48.2	5.9	1.1	0.4	7.5	9.9	1.1	0.5	11.4	38.0	7.0	3.1	48.0
130	SB I-15 Mainline (s/o SR-78 Interchange)	12.4	1.3	0.9	14.7	18.0	2.8	0.9	21.7	73.0	9.6	6.2	88.9	12.3	1.3	0.9	14.5	17.9	1.8	0.9	20.6	71.1	9.4	6.2	86.7
131	SB Managed Lanes (s/o SR-78 Interchange)	0.9	1.5	0.0	2.3	0.1	2.2	0.0	2.3	3.2	8.3	0.0	11.5	1.1	1.5	0.0	2.5	0.1	2.2	0.0	2.3	4.5	8.1	0.0	12.6
132	SB Entrance Ramp from Hale Ave. to Managed Lanes	0.3	0.6	0.0	0.9	0.2	3.4	0.0	3.5	2.2	9.2	0.0	11.4	0.4	0.6	0.0	1.0	0.1	4.2	0.0	4.3	4.1	9.5	0.0	13.5
133	SB I-15 Mainline (n/o Valley Pkwy. Off-Ramp)	12.4	1.3	0.9	14.7	18.0	2.8	0.9	21.7	73.0	9.6	6.2	88.9	12.3	1.3	0.9	14.5	17.9	1.8	0.9	20.6	71.1	9.4	6.2	86.7
134	SB Managed Lanes (s/o Hale Ave.)	1.2	2.1	0.0	3.3	0.3	5.6	0.0	5.9	5.5	17.5	0.0	22.9	1.5	2.1	0.0	3.6	0.2	6.4	0.0	6.6	8.5	17.6	0.0	26.1
135	SB I-15 Off-Ramp to Valley Pkwy.	1.6	0.3	0.1	2.0	2.1	0.8	0.1	2.9	9.3	2.5	0.8	12.6	1.6	0.3	0.1	2.0	2.0	0.7	0.1	2.9	9.3	2.6	0.8	12.6
136	SB I-15 On-Ramp from Valley Pkwy.	0.4	0.0	0.0	0.5	2.3	0.3	0.1	2.7	6.8	0.8	0.6	8.2	0.4	0.0	0.0	0.5	2.1	0.3	0.1	2.5	6.2	0.8	0.6	7.6
137	SB I-15 Mainline (s/o Valley Pkwy On-Ramp)	11.2	1.1	0.8	13.1	18.3	2.4	0.9	21.5	70.6	7.9	6.0	84.5	11.0	1.1	0.8	12.9	17.9	1.4	0.9	20.2	68.0	7.7	6.0	81.8
138	SB Managed Lanes (s/o Valley Pkwy.)	1.2	2.1	0.0	3.3	0.3	5.6	0.0	5.9	5.5	17.5	0.0	22.9	1.5	2.1	0.0	3.6	0.2	6.4	0.0	6.6	8.5	17.6	0.0	26.1
139	SB I-15 Off-Ramp to 9th Ave.	0.6	0.1	0.0	0.7	0.8	0.3	0.0	1.1	2.9	0.8	0.2	3.9	0.6	0.1	0.0	0.7	0.8	0.3	0.0	1.1	2.9	0.8	0.2	3.9
140	SB I-15 On-Ramp from 9th Ave.	0.7	0.3	0.0	1.1	1.7	0.7	0.1	2.5	5.9	2.1	0.5	8.5	0.8	0.3	0.0	1.1	1.7	0.7	0.1	2.5	6.0	2.1	0.5	8.6
141	SB I-15 Mainline (s/o 9th Ave. On-Ramp)	11.4	1.3	0.8	13.4	19.2	2.8	0.9	22.9	73.6	9.2	6.2	89.1	11.2	1.3	0.8	13.3	18.9	1.8	0.9	21.6	71.1	9.0	6.3	86.4
142	SB Managed Lanes (s/o 9th Ave.)	1.2	2.1	0.0	3.3	0.3	5.6	0.0	5.9	5.5	17.5	0.0	22.9	1.5	2.1	0.0	3.6	0.2	6.4	0.0	6.6	8.5	17.6	0.0	26.1
143	SB Managed Lanes Exit to I-15 Mainline (n/o Felicita Rd./Citracado Pkwy.)	0.0	0.1	0.0	0.1	0.0	1.3	0.0	1.4	0.0	3.5	0.0	3.6	0.0	0.1	0.0	0.1	0.0	1.5	0.0	1.5	0.4	3.6	0.0	4.0
144	SB Entrance Ramp from I-15 Mainline to Managed Lanes (n/o Felicita Rd./Citracado Pkwy.)	0.2	1.0	0.0	1.3	0.1	1.6	0.0	1.7	0.8	5.8	0.0	6.6	0.3	1.0	0.0	1.4	0.0	1.0	0.0	1.0	1.9	5.2	0.0	7.1
145	SB I-15 Mainline (n/o Felicita Rd./Citracado Pkwy. Off-Ramp)	11.1	0.3	0.8	12.2	19.2	2.5	0.9	22.6	72.8	7.0	6.2	86.0	10.9	0.3	0.8	12.0	18.9	2.4	0.9	22.2	69.6	7.4	6.3	83.2
146	SB Managed Lanes (n/o Felicita Rd./Citracado Pkwy.)	1.4	3.1	0.0	4.5	0.3	5.9	0.0	6.2	6.2	19.7	0.0	26.0	1.8	3.0	0.0	4.8	0.2	5.9	0.0	6.1	10.1	19.2	0.0	29.3
147	SB I-15 Off-Ramp to Felicita Rd./Citracado Pkwy.	0.8	0.1	0.1	0.9	1.8	0.7	0.1	2.6	5.5	1.6	0.4	7.5	0.7	0.1	0.1	0.9	1.6	0.6	0.1	2.3	5.2	1.6	0.4	7.2
148	SB I-15 On-Ramp from Felicita Rd./Citracado Pkwy.	1.4	0.2	0.1	1.7	0.9	0.2	0.0	1.1	4.7	0.8	0.4	5.9	1.4	0.2	0.1	1.7	1.0	0.2	0.0	1.2	4.7	0.8	0.4	5.9
149	SB I-15 Mainline (n/o Felicita Rd./Citracado Pkwy. On-Ramp)	11.7	0.4	0.9	13.0	18.2	2.0	0.9	21.1	72.0	6.2	6.2	84.4	11.6	0.4	0.9	12.8	18.3	1.9	0.9	21.1	69.1	6.6	6.2	81.9
150	SB Managed Lanes (s/o Felicita Rd./Citracado Pkwy.)	1.4	3.1	0.0	4.5	0.3	5.9	0.0	6.2	6.2	19.7	0.0	26.0	1.8	3.0	0.0	4.8	0.2	5.9	0.0	6.1	10.1	19.2	0.0	29.3
151	SB I-15 On-Ramp from Centre City Pkwy.	3.1	0.4	0.2	3.7	4.3	1.1	0.2	5.6	17.2	3.6	1.4	22.2	3.1	0.4	0.2	3.7	4.1	1.1	0.2	5.4	16.7	3.6	1.4	21.8
152	SB I-15 Mainline (s/o Centre City Pkwy. On-Ramp)	14.8	0.8	1.1	16.7	22.5	3.1	1.1	26.7	89.2	9.7	7.7	106.6	14.7	0.8	1.1	16.6	22.4	3.1	1.1	26.5	85.8	10.2	7.7	103.7
153	SB Managed Lanes Exit Ramp to Del Lago Blvd. & BRTC	0.0	0.2	0.0	0.2	0.0	1.7	0.0	1.7	0.1	3.6	0.0	3.7	0.0	0.2	0.0	0.2	0.1	1.5	0.0	1.6	1.7	3.4	0.0	5.1
154	SB Managed Lanes Entrance Ramp from Del Lago Blvd. & BRTC	0.4	1.1	0.0	1.5	0.0	0.9	0.0	0.9	1.0	3.6	0.0	4.7	0.7	1.0	0.0	1.7	0.0	0.8	0.0	0.9	1.7	3.5	0.0	5.3
155	SB I-15 Mainline (n/o Via Rancho Pkwy. Off-Ramp)	14.8	0.8	1.1	16.7	22.5	3.1	1.1	26.7	89.2	9.7	7.7	106.6	14.7	0.8	1.1	16.6	22.4	3.1	1.1	26.5	85.8	10.2	7.7	103.7
156	SB Managed Lanes (n/o Via Rancho Pkwy.)	1.8	4.0	0.0	5.8	0.3	5.1	0.0	5.4	7.1	19.8	0.0	26.9	2.5	3.9	0.0	6.4	0.2	5.3	0.0	5.4	10.1	19.4	0.0	29.5
157	SB I-15 Off-Ramp to Del Lago Blvd.	0.6	0.2	0.0	0.9	3.9	0.3	0.2	4.4	10.8	0.9	0.9	12.5	0.7	0.2	0.0	0.8	3.3	0.3	0.2	3.8	8.8	0.9	0.8	10.6
158	SB I-15 On-Ramp from Del Lago Blvd.	4.6	0.2	0.3	5.1	6.7	1.7	0.3	8.7	23.0	3.6	1.9	28.6	4.2	0.2	0.3	4.8	6.4	1.6	0.3	8.4	21.7	3.6	1.9	27.2
159	SB I-15 Mainline (s/o Via Rancho Pkwy On-Ramp)	18.8	0.9	1.4	21.0	25.3	4.6	1.2	31.1	101.4	12.5	8.7	122.6	18.3	0.9	1.4	20.6	25.5	4.4	1.2	31.1	98.7	12.9	8.7	120.3
160	SB Managed Lanes (s/o Via Rancho Pkwy.)	1.8	4.0	0.0	5.8	0.3	5.1	0.0	5.4	7.1	19.8	0.0	26.9	2.5	3.9	0.0	6.4	0.2	5.3	0.0	5.4	10.1	19.4	0.0	29.5
161	SB I-15 Off-Ramp to West Bernardo Dr./Pomerado Rd.	2.6	0.3	0.2	3.2	4.4	1.6	0.2	6.2	16.1	4.3	1.3	21.8	2.4	0.4	0.2	3.0	4.4	1.6	0.2	6.2	15.7	4.3	1.3	21.3
162	SB I-15 On-Ramp from West Bernardo Dr./Pomerado Rd.	0.5	0.1	0.0	0.6	0.3	0.1	0.0	0.5	2.1	0.7	0.2	3.0	0.5	0.1	0.0	0.6	0.3	0.1	0.0	0.5	2.1	0.7	0.2	3.0
163	SB I-15 Mainline (s/o West Bernardo Dr./Pomerado Rd. On-Ramp)	16.6	0.6	1.2	18.5	21.1	3.1	1.0	25.3	87.4	8.8	7.6	103.7	16.3	0.7	1.2	18.2	21.3	2.9	1.0	25.3	85.2	9.2	7.6	102.0
164	SB Managed Lanes (s/o West Bernardo Dr./Pomerado Rd.)	1.8	4.0	0.0	5.8	0.3	5.1	0.0	5.4	7.1	19.8	0.0	26.9	2.5	3.9	0.0	6.4	0.2	5.3	0.0	5.4	10.1	19.4	0.0	29.5
165	SB I-15 Mainline (n/o Rancho Bernardo Rd. Off-Ramp)	16.6	0.6	1.2	18.5	21.1	3.1	1.0	25.3	87.4	8.8	7.6	103.7	16.3	0.7	1.2	18.2	21.3	2.9	1.0	25.3	85.2	9.2	7.6	102.0
166	SB Managed Lanes (n/o Rancho Bernardo Rd.)	1.8	4.0	0.0	5.8	0.3	5.1	0.0	5.4	7.1	19.8	0.0	26.9	2.5	3.9	0.0	6.4	0.2	5.3	0.0	5.4	10.1	19.4	0.0	29.5
167	SB I-15 Off-Ramp to Rancho Bernardo Rd.	2.3	0.2	0.2	2.7	3.2	0.9	0.2	4.2	13.4	2.4	1.1	17.0	2.3	0.2	0.2	2.7	3.2	0.9	0.2	4.3	13.3	2.6	1.1	17.0
168	SB I-15 Mainline (s/o Rancho Bernardo Rd. Off-Ramp)	14.3	0.4	1.1	15.8	18.0	2.3	0.9	21.1	73.9	6.4	6.5	86.8	14.0	0.5	1.1	15.5	18.1	2.0	0.9	21.0	71.8	6.6	6.5	85.0
169	SB Managed Lanes Exit to I-15 Mainline (at Rancho Bernardo Rd.)	0.0	0.5	0.0	0.5	0.1	2.4	0.0	2.4	0.4	5.9	0.0	6.3	0.0	0.5	0.0	0.6	0.0	1.6	0.0	1.7	1.2	5.2	0.0	6.4
170	SB Entrance Ramp from I-15 Mainline to Managed Lanes (at Rancho Bernardo Rd.)	0.0	0.3	0.0	0.3	0.0	0.6	0.0	0.7	0.2	2.4	0.0	2.5	0.0	0.3	0.0	0.4	0.0	0.6	0.0	0.6	0.2	2.8	0.0	3.0
171	SB I-15 Mainline (n/o Rancho Bernardo Rd. On-Ramp)	14.3	0.7	1.1	16.0	18.0	4.0	0.9	22.9	74.1	10.0	6.5	90.5	13.9	0.7	1.1	15.7	18.1	3.1	0.9	22.1	72.8	9.0	6.5	88.3
172	SB I-15 On-Ramp from Rancho Bernardo Rd.	2.1	0.2	0.1	2.4	2.7	0.5	0.1	3.3	11.8	1.8	1.0	14.6	2.2	0.2	0.2	2.5	2.7	0.5	0.1	3.4	11.8	1.8	1.0	14.7
173	SB I-15 Mainline (s/o Rancho Bernardo Rd. On-Ramp)	16.4	0.9	1.2	18.5	20.7	4.5	1.0	26.2	85.9	11.7	7.5	105.2	16.1	0.9	1.2	18.3	20.9	3.6	1.0	25.5	84.6	10.8	7.5	103.0
174	SB Managed Lanes (s/o Rancho Bernardo Rd.)	1.9	3.7	0.0	5.6	0.3	3.3	0.0	3.6	6.9	16.2	0.0	23.2	2.5	3.7	0.0	6.2	0.1	4.2	0.0	4.3	9.1	17.1	0.0	26.2
175	SB Managed Lanes Exit Ramp to Bernardo Center BRTC	0.0	0.4	0.0	0.4	0.0	0.2	0.0	0.2	0.2	1.2	0.0	1.4	0.1	0.4	0.0	0.5	0.0	0.2	0.0	0.2	0.6	1.1	0.0	1.8
176	SB Managed Lanes Entrance Ramp from Bernardo Center BRTC	0.2	0.5	0.0	0.7	0.1	1.0	0.0	1.1	0.9	3.1	0.0	4.0	0.2	0.5	0.0	0.7	0.0	1.0	0.0	1.1	1.1	3.1	0.0	4.2
177	SB I-15 Mainline (n/o Bernardo Center Dr. Off-Ramp)	16.4	0.9	1.2	18.5	20.7	4.5	1.0	26.2	85.9	11.7	7.5	105.2	16.1	0.9	1.2	18.3	20.9	3.6	1.0	25.5	84.6	10.8	7.5	103.0
178	SB Managed Lanes (n/o Bernardo Center Dr.)	2.0	3.9	0.0	5.9	0.4	4.2	0.0	4.5	7.7	18.1	0.0	25.8	2.6	3.8	0.0	6.4	0.2	5.1	0.0	5.2	9.6	19.0	0.0	28.6
179	SB I-15 Off-Ramp to Bernardo Center Dr.	1.4	0.3	0.1	1.8	2.7	1.1	0.1	4.0	9.2	3.3	0.7	13.2	1.4	0.4	0.1	1.8	2.7	1.1	0.1	4.0	9.2	3.3	0.8	13.3
180	SB I-15 On-Ramp from Bernardo Center Dr.	1.1	0.3	0.1	1.5	2.3	0.7	0.1	3.1	7.8	2.1	0.6	10.5	1.1	0.3	0.1	1.4	2.3	0.7	0.1	3.1	7.8	2.1	0.6	10.5
181	SB I-15 Mainline (s/o Bernardo Center Dr. On-Ramp)	16.1	0.8	1.2	18.1	20.2	4.1	1.0	25.3	84.5	10.6	7.4	102.4	15.8	0.8	1.2	17.9	20.5	3.1	1.0	24.6	83.2	9.7	7.4	100.2
182	SB Managed Lanes (s/o Bernardo Center Dr.)	2.0	3.9	0.0	5.9	0.4	4.2	0.0	4.5	7.7	18.1	0.0	25.8	2.6	3.8	0.0	6.4	0.2	5.1	0.0	5.2	9.6	19.0	0.0	28.6
183	SB I-15 Off-Ramp to Camino Del Norte	2.1	0.3	0.1	2.5	2.6	0.9	0.1	3.7	11.6	2.9	0.9	15.5	2.2	0.3	0.1	2.6	2.7	1.0	0.1	3.8	11.7	3.0	1.0	15.6
184	SB I-15 On-Ramp from Camino Del Norte	2.2	0.7	0.2	3.1	2.8	0.9	0.1	3.8	12.3	3.5	1.0	16.9	2.4	0.7	0.2	3.2	2.8	0.9	0.1	3.8	12.4	3.5	1.0	17.0
185	SB I-15 Mainline (s/o Camino Del Norte)	16.2	1.2	1.2	18.7	20.4	4.0	1.0	25.4	85.2	11.2	7.4	103.8	16.0	1.3	1.2	18.6	20.5	3.1	1.0	24.6	83.9	10.2	7.4	101.6
186	SB Managed Lanes (s/o Camino Del Norte)	2.0	3.9	0.0	5.9	0.4	4.2	0.0	4.5	7.7	18.1	0.0	25.8	2.6	3.8	0.0	6.4	0.2	5.1	0.0	5.2	9.6	19.0	0.0	28.6
187	SB Managed Lanes Exit to I-15 Mainline (n/o Carmel Mountain Rd.)	0.0	0.4	0.0	0.5	0.1	1.9	0.0	1.9	0.4	4.8	0.0	5.1	0.1	0.5	0.0	0.5	0.1	2.2	0.0	2.3	1.2	5.2	0.0	6.4
188	SB Entrance Ramp from I-15 Mainline to Managed Lanes (n/o Carmel Mountain Rd.)	0.2	0.9	0.0	1.1	0.1	2.5	0.0	2.6	0.6	6.4	0.0	7.0	0.4	1.0	0.0	1.4	0.1	1.8	0.0	1.8	1.0	5.9	0.0	6.9
189	SB I-15 Mainline (n/o Carmel Mountain Rd. Off-Ramp)	16.0	0.7	1.2	18.0	20.4	3.3	1.0	24.7	84.9	9.5	7.4	101.9	15.7	0.8	1.2	17.7	20.5	3.5	1.0	25.0	84.1	9.6	7.4	101.1

Note:
s/o - south of
n/o - north of

Table A-3 (Cont'd)
2015 Traffic Forecast
(Traffic Volumes in Thousands)
I-15 Managed Lanes Value Pricing Study

Location Identification Number	Location Description	2015 Flat Toll Alternative												2015 Skewed Toll Alternative											
		AM Peak Period 6 AM - 8 AM				PM Peak Period 3 PM - 6 PM				Weekday Total 6 AM - 7 PM				AM Peak Period 6 AM - 8 AM				PM Peak Period 3 PM - 6 PM				Weekday Total 6 AM - 7 PM			
		SOV	HOV	TRUCK	TOTAL	SOV	HOV	TRUCK	TOTAL	SOV	HOV	TRUCK	TOTAL	SOV	HOV	TRUCK	TOTAL	SOV	HOV	TRUCK	TOTAL	SOV	HOV	TRUCK	TOTAL
190	SB Managed Lanes (n/o Carmel Mountain Rd.)	2.2	4.4	0.0	6.6	0.4	4.8	0.0	5.2	8.0	19.7	0.0	27.7	3.0	4.4	0.0	7.3	0.2	4.6	0.0	4.8	9.4	19.6	0.0	29.0
191	SB I-15 Off-Ramp to Carmel Mountain Rd.	1.2	0.3	0.1	1.5	2.9	1.0	0.1	4.1	9.9	3.0	0.8	13.7	1.2	0.3	0.1	1.5	3.0	1.0	0.1	4.1	9.9	3.0	0.8	13.7
192	SB I-15 On-Ramp from Carmel Mountain Rd.	1.1	0.3	0.1	1.5	2.1	0.6	0.1	2.7	10.9	2.9	0.9	14.7	1.2	0.3	0.1	1.6	2.0	0.5	0.1	2.6	10.7	2.8	0.9	14.5
193	SB I-15 Mainline (s/o Carmel Mountain Rd.)	16.0	0.7	1.2	17.9	19.5	2.9	1.0	23.4	85.9	9.3	7.6	102.9	15.7	0.7	1.2	17.7	19.6	3.0	0.9	23.5	85.0	9.4	7.6	101.9
194	SB Managed Lanes (s/o Carmel Mountain Rd.)	2.2	4.4	0.0	6.6	0.4	4.8	0.0	5.2	8.0	19.7	0.0	27.7	3.0	4.4	0.0	7.3	0.2	4.6	0.0	4.8	9.4	19.6	0.0	29.0
195	SB I-15 Mainline (n/o SR-56/Ted Williams Pkwy. Off-Ramp)	16.0	0.7	1.2	17.9	19.5	2.9	1.0	23.4	85.9	9.3	7.6	102.9	15.7	0.7	1.2	17.7	19.6	3.0	0.9	23.5	85.0	9.4	7.6	101.9
196	SB Managed Lanes (n/o SR-56/Ted Williams Pkwy.)	2.2	4.4	0.0	6.6	0.4	4.8	0.0	5.2	8.0	19.7	0.0	27.7	3.0	4.4	0.0	7.3	0.2	4.6	0.0	4.8	9.4	19.6	0.0	29.0
197	SB I-15 Off-Ramp to SR-56/Ted Williams Pkwy.	2.4	0.4	0.2	3.0	3.6	1.2	0.2	5.0	15.9	4.2	1.3	21.3	2.4	0.4	0.2	3.0	3.5	1.1	0.2	4.7	15.7	4.0	1.3	21.0
198	SB Managed Lanes Exit Ramp to Springs Pkwy. BRTC	0.0	0.4	0.0	0.4	0.0	0.6	0.0	0.6	0.3	1.8	0.0	2.2	0.1	0.4	0.0	0.4	0.0	0.6	0.0	0.6	0.8	1.9	0.0	2.6
199	SB Managed Lanes Entrance Ramp from Springs Pkwy. BRTC	0.1	0.7	0.0	0.9	0.0	0.7	0.0	0.7	0.3	2.1	0.0	2.4	0.2	0.7	0.0	0.9	0.0	0.8	0.0	0.8	0.4	2.3	0.0	2.7
200	SB I-15 On-Ramp from SR-56/Ted Williams Pkwy.	2.4	0.1	0.2	2.8	2.6	0.6	0.1	3.3	10.2	1.2	0.8	12.2	2.4	0.1	0.2	2.7	2.5	0.5	0.1	3.1	10.2	1.1	0.8	12.1
201	SB Managed Lanes Entrance Ramp from SR-56/Ted Williams Pkwy.	0.0	0.4	0.0	0.4	0.0	0.2	0.0	0.2	0.1	1.3	0.0	1.4	0.0	0.4	0.0	0.4	0.0	0.2	0.0	0.2	0.2	1.2	0.0	1.3
202	SB I-15 Mainline (n/o Rancho Penasquitos Blvd./Poway Rd. Off-Ramp)	16.0	0.4	1.2	17.7	18.5	2.3	0.9	21.7	80.3	6.4	7.1	93.8	15.7	0.5	1.2	17.5	18.6	2.4	0.9	21.9	79.4	6.5	7.1	93.0
203	SB Managed Lanes (n/o Rancho Penasquitos Blvd./Poway Rd.)	2.3	5.2	0.0	7.5	0.4	5.1	0.0	5.5	8.1	21.3	0.0	29.4	3.1	5.1	0.0	8.2	0.2	4.9	0.0	5.1	9.2	21.2	0.0	30.4
204	SB I-15 Off-Ramp to Rancho Penasquitos Blvd./Poway Rd.	0.4	0.0	0.0	0.4	1.1	0.3	0.1	1.5	4.0	0.8	0.3	5.2	0.4	0.0	0.0	0.5	1.1	0.3	0.1	1.5	3.9	0.9	0.3	5.1
205	SB I-15 On-Ramp from Rancho Penasquitos Blvd./Poway Rd..	4.2	1.4	0.3	5.8	2.9	1.1	0.1	4.2	16.6	5.2	1.4	23.2	4.1	1.3	0.3	5.7	2.9	1.1	0.1	4.1	16.5	5.2	1.4	23.1
206	SB I-15 Mainline (s/o Rancho Penasquitos Blvd./Poway Rd. On-Ramp)	19.8	1.8	1.5	23.1	20.4	3.1	1.0	24.4	92.9	10.8	8.1	111.8	19.4	1.8	1.5	22.7	20.3	3.2	1.0	24.5	92.0	10.8	8.1	110.9
207	SB Managed Lanes (s/o Rancho Penasquitos Blvd./Poway Rd.)	2.3	5.2	0.0	7.5	0.4	5.1	0.0	5.5	8.1	21.3	0.0	29.4	3.1	5.1	0.0	8.2	0.2	4.9	0.0	5.1	9.2	21.2	0.0	30.4
208	SB Managed Lanes Exit to I-15 Mainline (s/o Rancho Penasquitos Blvd./Poway Rd.)	0.0	0.2	0.0	0.2	0.0	1.3	0.0	1.3	0.2	2.3	0.0	2.5	0.0	0.2	0.0	0.2	0.1	1.9	0.0	1.9	0.3	3.1	0.0	3.4
209	SB Entrance Ramp from I-15 Mainline to Managed Lanes (s/o Rancho Penasquitos Blvd./Poway Rd.)	0.1	1.5	0.0	1.6	0.1	2.0	0.0	2.1	0.3	7.1	0.0	7.5	0.2	1.5	0.0	1.7	0.1	2.1	0.0	2.1	0.5	7.3	0.0	7.8
210	SB I-15 Mainline (n/o Mercy Rd./Scripps Poway Pkwy. Off-Ramp)	19.8	0.5	1.5	21.7	20.3	2.3	1.0	23.6	92.8	6.0	8.1	106.9	19.3	0.5	1.5	21.2	20.3	3.0	1.0	24.3	91.9	6.6	8.1	106.6
211	SB Managed Lanes (n/o Mercy Rd./Scripps Poway Pkwy.)	2.4	6.5	0.0	8.9	0.4	5.8	0.0	6.3	8.2	26.1	0.0	34.3	3.3	6.4	0.0	9.7	0.2	5.1	0.0	5.3	9.4	25.4	0.0	34.8
212	SB I-15 Off-Ramp to Mercy Rd./Scripps Poway Pkwy.	1.7	0.3	0.1	2.1	2.6	0.9	0.1	3.7	8.8	2.4	0.6	11.8	1.7	0.3	0.1	2.1	2.5	0.9	0.1	3.5	8.7	2.4	0.6	11.7
213	SB I-15 On-Ramp from Mercy Rd./Scripps Poway Pkwy.	1.1	0.3	0.1	1.5	2.6	1.1	0.1	3.9	11.1	3.6	0.9	15.7	1.1	0.3	0.1	1.5	2.7	1.1	0.1	3.9	11.3	3.6	1.0	15.8
214	SB I-15 Mainline (s/o Mercy Rd./Scripps Poway Pkwy On-Ramp)	19.2	0.5	1.4	21.1	20.3	2.5	1.0	23.8	95.1	7.2	8.4	110.7	18.7	0.5	1.4	20.6	20.5	3.2	1.0	24.7	94.4	7.8	8.4	110.7
215	SB Managed Lanes (s/o Mercy Rd./Scripps Poway Pkwy.)	2.4	6.5	0.0	8.9	0.4	5.8	0.0	6.3	8.2	26.1	0.0	34.3	3.3	6.4	0.0	9.7	0.2	5.1	0.0	5.3	9.4	25.4	0.0	34.8
216	SB Managed Lanes (n/o Mira Mesa Blvd.)	0.1	0.9	0.0	1.0	0.1	2.4	0.0	2.5	0.8	6.5	0.0	7.3	0.2	1.0	0.0	1.2	0.1	1.3	0.0	1.4	1.3	5.3	0.0	6.6
217	SB Entrance Ramp from I-15 Mainline to Managed Lanes (n/o Mira Mesa Blvd.)	0.0	0.2	0.0	0.2	0.0	0.9	0.0	0.9	0.1	3.0	0.0	3.1	0.0	0.2	0.0	0.2	0.0	0.7	0.0	0.7	0.1	2.7	0.0	2.8
218	SB I-15 Mainline (n/o Mira Mesa Blvd. Off-Ramp)	19.2	1.2	1.4	21.8	20.4	4.0	1.0	25.4	95.9	10.7	8.4	115.0	18.9	1.3	1.4	21.6	20.5	3.8	1.0	25.3	95.7	10.4	8.4	114.5
219	SB Managed Lanes (n/o Mira Mesa Blvd.)	2.3	5.8	0.0	8.1	0.4	4.3	0.0	4.7	7.5	22.6	0.0	30.1	3.1	5.7	0.0	8.8	0.1	4.5	0.0	4.6	8.2	22.8	0.0	31.0
220	SB I-15 Off-Ramp to Mira Mesa Blvd.	2.1	0.4	0.1	2.6	2.5	0.5	0.1	3.2	12.3	2.3	1.0	15.6	2.0	0.4	0.1	2.6	2.5	0.5	0.1	3.2	12.1	2.3	1.0	15.5
221	SB I-15 On-Ramp from Mira Mesa Blvd.	5.4	1.0	0.4	6.8	3.8	1.3	0.2	5.3	19.5	4.6	1.6	25.7	5.5	0.9	0.4	6.9	3.7	1.3	0.2	5.2	19.5	4.6	1.6	25.6
222	SB I-15 Mainline (s/o Mira Mesa Blvd. On-Ramp)	22.6	1.7	1.7	26.0	21.7	4.8	1.0	27.5	103.2	13.0	9.0	125.1	22.4	1.8	1.7	25.9	21.7	4.6	1.0	27.3	103.0	12.7	9.0	124.6
223	SB Managed Lanes (s/o Mira Mesa Blvd.)	2.3	5.8	0.0	8.1	0.4	4.3	0.0	4.7	7.5	22.6	0.0	30.1	3.1	5.7	0.0	8.8	0.1	4.5	0.0	4.6	8.2	22.8	0.0	31.0
224	SB Managed Lanes Exit Ramp to Hillery BRTC	0.3	1.3	0.0	1.6	0.0	0.8	0.0	0.8	1.0	3.7	0.0	4.8	0.6	1.2	0.0	1.7	0.0	0.8	0.0	0.8	1.5	3.6	0.0	5.0
225	SB Managed Lanes Entrance Ramp from Hillery BRTC	0.0	0.6	0.0	0.7	0.0	0.4	0.0	0.4	0.1	1.7	0.0	1.8	0.0	0.6	0.0	0.7	0.0	0.3	0.0	0.3	0.1	1.6	0.0	1.7
226	SB I-15 Mainline (s/o Hillery BRTC)	22.6	1.7	1.7	26.0	21.7	4.8	1.0	27.5	103.2	13.0	9.0	125.1	22.4	1.8	1.7	25.9	21.7	4.6	1.0	27.3	103.0	12.7	9.0	124.6
227	SB Managed Lanes (s/o Hillery BRTC)	2.0	5.1	0.0	7.2	0.3	3.9	0.0	4.3	6.5	20.6	0.0	27.1	2.5	5.1	0.0	7.7	0.1	4.1	0.0	4.2	6.8	20.8	0.0	27.6
228	SB Entrance Ramp from I-15 Mainline to Managed Lanes (n/o Carroll Canyon Rd.)	0.0	0.8	0.0	0.8	0.0	0.4	0.0	0.4	0.1	2.6	0.0	2.6	0.0	0.7	0.0	0.8	0.0	0.5	0.0	0.5	0.1	2.6	0.0	2.7
229	SB I-15 Mainline (n/o Carroll Canyon Rd. Off-Ramp)	22.5	1.0	1.7	25.2	21.7	4.4	1.0	27.1	103.1	10.4	9.0	122.5	22.4	1.0	1.7	25.1	21.7	4.1	1.0	26.8	102.9	10.1	9.0	122.0
230	SB Managed Lanes (n/o Carroll Canyon Rd.)	2.1	5.9	0.0	8.0	0.4	4.4	0.0	4.7	6.6	23.1	0.0	29.7	2.6	5.9	0.0	8.4	0.1	4.5	0.0	4.7	6.9	23.4	0.0	30.3
231	SB I-15 Off-Ramp to Carroll Canyon Rd.	1.6	0.2	0.1	1.9	1.5	0.4	0.1	2.0	7.9	1.5	0.7	10.2	1.6	0.2	0.1	1.9	1.5	0.4	0.1	2.0	7.9	1.6	0.7	10.2
232	SB I-15 On-Ramp from Carroll Canyon Rd.	2.6	0.3	0.2	3.1	2.8	0.9	0.1	3.9	10.4	2.5	0.8	13.7	2.6	0.3	0.2	3.1	2.9	0.9	0.1	4.0	10.4	2.5	0.8	13.8
233	SB I-15 Mainline (s/o Carroll Canyon Rd. On-Ramp)	23.6	1.1	1.7	26.3	23.0	4.9	1.1	29.0	105.6	11.4	9.0	126.1	23.4	1.1	1.7	26.3	23.1	4.6	1.1	28.8	105.5	11.0	9.0	125.5
234	SB Managed Lanes (s/o Carroll Canyon Rd.)	2.1	5.9	0.0	8.0	0.4	4.4	0.0	4.7	6.6	23.1	0.0	29.7	2.6	5.9	0.0	8.4	0.1	4.5	0.0	4.7	6.9	23.4	0.0	30.3
235	SB I-15 Mainline (n/o Miramar Rd./Pomerado Rd. Off-Ramp)	23.6	1.1	1.7	26.3	23.0	4.9	1.1	29.0	105.6	11.4	9.0	126.1	23.4	1.1	1.7	26.3	23.1	4.6	1.1	28.8	105.5	11.0	9.0	125.5
236	SB Managed Lanes (n/o Miramar Rd./Pomerado Rd.)	2.1	5.9	0.0	8.0	0.4	4.4	0.0	4.7	6.6	23.1	0.0	29.7	2.6	5.9	0.0	8.4	0.1	4.5	0.0	4.7	6.9	23.4	0.0	30.3
237	SB I-15 Off-Ramp to Miramar Rd./Pomerado Rd.	2.3	0.4	0.2	2.8	1.2	0.5	0.1	1.8	9.7	2.5	0.9	13.1	2.3	0.5	0.2	2.9	1.3	0.5	0.1	1.9	9.7	2.6	0.9	13.2
238	SB I-15 On-Ramp from Miramar Rd./Pomerado Rd.	3.0	0.5	0.2	3.6	5.0	1.6	0.2	6.9	19.1	5.0	1.5	25.6	2.9	0.5	0.2	3.6	5.1	1.7	0.2	7.1	19.1	5.1	1.5	25.7
239	SB I-15 Mainline (s/o Miramar Rd./Pomerado Rd. On-Ramp)	24.2	1.1	1.8	27.1	26.7	6.0	1.3	34.0	115.0	13.8	9.7	138.6	24.0	1.1	1.8	26.9	26.9	5.8	1.3	34.0	114.8	13.5	9.7	138.0
240	SB Managed Lanes (s/o Miramar Rd./Pomerado Rd.)	2.1	5.9	0.0	8.0	0.4	4.4	0.0	4.7	6.6	23.1	0.0	29.7	2.6	5.9	0.0	8.4	0.1	4.5	0.0	4.7	6.9	23.4	0.0	30.3
241	SB I-15 Mainline (n/o Miramar Way Off-Ramp)	24.2	1.1	1.8	27.1	26.7	6.0	1.3	34.0	115.0	13.8	9.7	138.6	24.0	1.1	1.8	26.9	26.9	5.8	1.3	34.0	114.8	13.5	9.7	138.0
242	SB Managed Lanes (n/o Miramar Way)	2.1	5.9	0.0	8.0	0.4	4.4	0.0	4.7	6.6	23.1	0.0	29.7	2.6	5.9	0.0	8.4	0.1	4.5	0.0	4.7	6.9	23.4	0.0	30.3
243	SB I-15 Off-Ramp to Miramar Way	0.9	0.2	0.1	1.2	0.2	0.1	0.0	0.3	2.5	0.6	0.2	3.4	0.9	0.2	0.1	1.2	0.2	0.1	0.0	0.3	2.5	0.6	0.2	3.4
244	SB I-15 On-Ramp from Miramar Way	0.2	0.0	0.0	0.2	0.8	0.3	0.0	1.2	2.7	0.8	0.2	3.7	0.2	0.0	0.0	0.2	0.9	0.3	0.0	1.2	2.8	0.8	0.2	3.8
245	SB I-15 Mainline (n/o SR-163 Connector Ramp)	23.5	0.9	1.7	26.1	27.4	6.3	1.3	34.9	115.2	14.0	9.7	138.9	23.3	1.0	1.7	25.9	27.5	6.1	1.3	34.9	115.1	13.7	9.7	138.5
246	SB Managed Lanes (n/o SR-163 Connector Ramp)	2.1	5.9	0.0	8.0	0.4	4.4	0.0	4.7	6.6	23.1	0.0	29.7	2.6	5.9	0.0	8.4	0.1	4.5	0.0	4.7	6.9	23.4	0.0	30.3
247	SB I-15 Connector Ramp to SR-163	11.6	0.5	0.8	12.9	9.1	2.1	0.4	11.7	46.6	5.6	3.9	56.1	11.5	0.5	0.8	12.8	9.0	2.1	0.4	11.5	46.3	5.4	3.8	55.6
248	SB Managed Lanes Connector Ramp to SR-163	0.7	2.7	0.0	3.5	0.1	1.5	0.0	1.6	2.1	9.1	0.0	11.1	0.9	2.7	0.0	3.6	0.0	1.6	0.0	1.6	2.1	9.2	0.0	11.4
249	SB I-15 Mainline (s/o SR-163 Interchange)	11.9	0.4	0.9	13.2	18.3	4.1	0.9	23.3	68.6	8.4	5.8	82.8	11.8	0.4	0.9	13.1	18.5	4.0	0.9	23.4	68.8	8.3	5.9	82.9
250	SB Managed Lanes Exit to I-15 Mainline (s/o SR-163 Interchange)	1.3	3.2	0.0	4.5	0.3	2.8	0.0	3.1	4.5	14.1	0.0	18.6	1.7	3.2	0.0	4.8	0.1	2.9	0.0	3.0	4.8	14.2	0.0	19.0
251	SB I-15 Mainline (s/o Merge w/Managed Lanes	13.3	3.6	0.9	17.7	18.5	7.0	0.9	26.4	73.1	22.4	5.8	101.4	13.4	3.6	0.9	17.9	18.6	6.9	0.9	26.4	73.5	22.5	5.9	101.9

Note:
s/o - south of
n/o - north of

Table A-4
2020 Traffic Forecast
(Traffic Volumes in Thousands)
I-15 Managed Lanes Value Pricing Study

Location Identification Number	Location Description	2020 Flat Toll Alternative												2020 Skewed Toll Alternative											
		AM Peak Period 6 AM - 8 AM				PM Peak Period 3 PM - 6 PM				Weekday Total 6 AM - 7 PM				AM Peak Period 6 AM - 8 AM				PM Peak Period 3 PM - 6 PM				Weekday Total 6 AM - 7 PM			
		SOV	HOV	TRUCK	TOTAL	SOV	HOV	TRUCK	TOTAL	SOV	HOV	TRUCK	TOTAL	SOV	HOV	TRUCK	TOTAL	SOV	HOV	TRUCK	TOTAL	SOV	HOV	TRUCK	TOTAL
1	NB I-15 Mainline (s/o first access point to Managed Lanes)	13.3	3.4	0.9	17.6	17.4	7.7	0.8	25.9	70.4	23.4	5.7	99.5	13.3	3.3	0.9	17.5	17.3	7.7	0.8	25.8	70.3	23.4	5.7	99.4
2	NB First Entrance to Managed Lanes from I-15 Mainline	0.1	2.4	0.0	2.4	0.6	5.8	0.0	6.4	2.8	18.4	0.0	21.2	0.1	2.6	0.0	2.7	0.6	5.8	0.0	6.4	2.2	18.8	0.0	20.9
3	NB I-15 Mainline (s/o SR 163 Merge)	13.2	1.0	0.9	15.1	16.7	1.9	0.8	19.5	67.6	5.1	5.7	78.3	13.2	0.7	0.9	14.8	16.6	1.9	0.8	19.4	68.1	4.6	5.7	78.4
4	NB SR163 Mainline (s/o I-15 Merge)	6.4	0.5	0.4	7.4	14.4	1.7	0.7	16.8	44.7	3.3	3.7	51.6	6.6	0.8	0.5	7.9	14.4	1.7	0.7	16.8	45.1	3.5	3.6	52.3
5	NB Entrance Ramp from SR 163 to I-15 Managed Lanes	0.0	0.9	0.0	1.0	0.6	6.3	0.0	7.0	2.6	15.2	0.0	17.8	0.0	0.6	0.0	0.7	0.6	6.3	0.0	6.9	2.0	15.0	0.0	17.0
6	NB I-15 Mainline (n/o SR 163 Merge)	19.6	1.5	1.4	22.5	31.1	3.6	1.6	36.2	112.2	8.3	9.4	129.9	19.8	1.5	1.4	22.7	31.0	3.6	1.6	36.2	113.2	8.2	9.3	130.7
7	NB Managed Lanes (n/o Access Ramp from SR 163)	0.1	3.3	0.0	3.4	1.3	12.1	0.0	13.4	5.4	33.6	0.0	39.0	0.1	3.3	0.0	3.4	1.3	12.1	0.0	13.3	4.2	33.7	0.0	37.9
8	NB I-15 Off-Ramp to Miramar Wy.	1.9	0.4	0.1	2.4	4.0	0.2	0.2	4.3	9.2	1.1	0.7	10.9	1.7	0.4	0.1	2.2	3.9	0.2	0.2	4.3	8.8	1.0	0.7	10.5
9	NB I-15 On-Ramp from Miramar Wy.	0.1	0.0	0.0	0.1	3.1	0.3	0.2	3.6	5.1	0.7	0.4	6.1	0.1	0.0	0.0	0.1	3.0	0.3	0.2	3.5	5.0	0.7	0.4	6.0
10	NB I-15 Mainline (n/o Miramar Wy. On-Ramp)	17.8	1.1	1.2	20.2	30.2	3.7	1.5	35.4	108.1	8.0	9.0	125.1	18.2	1.2	1.3	20.6	30.2	3.7	1.5	35.4	109.4	7.8	9.0	126.2
11	NB Managed Lanes (at Miramar Wy.)	0.1	3.3	0.0	3.4	1.3	12.1	0.0	13.4	5.4	33.6	0.0	39.0	0.1	3.3	0.0	3.4	1.3	12.1	0.0	13.3	4.2	33.7	0.0	37.9
12	NB Managed Lanes Exit to I-15 Mainline (n/o Miramar Wy.)	0.0	0.5	0.0	0.5	0.0	0.6	0.0	0.6	0.1	3.1	0.0	3.2	0.0	0.7	0.0	0.7	0.0	0.6	0.0	0.6	0.1	3.0	0.0	3.0
13	NB Entrance Ramp from I-15 Mainline to Managed Lanes (s/o Miramar Rd.)	0.0	0.4	0.0	0.4	0.1	2.7	0.0	2.8	0.3	4.3	0.0	4.6	0.0	0.6	0.0	0.6	0.1	2.7	0.0	2.8	0.2	4.4	0.0	4.5
14	NB I-15 Mainline (s/o Miramar Rd. Off-Ramp)	17.9	1.2	1.2	20.3	30.2	1.6	1.5	33.3	107.9	6.8	9.0	123.7	18.2	1.3	1.3	20.7	30.1	1.6	1.5	33.2	109.3	6.5	9.0	124.8
15	NB Managed Lanes (n/o Entrance Ramp from I-15 Mainline)	0.1	3.1	0.0	3.3	1.3	14.2	0.0	15.5	5.6	34.7	0.0	40.4	0.1	3.2	0.0	3.3	1.3	14.2	0.0	15.5	4.3	35.1	0.0	39.4
16	NB I-15 Off-Ramp to Miramar Rd./Pomerado Rd.	2.8	0.7	0.2	3.7	4.5	1.1	0.2	5.8	15.8	3.9	1.2	20.9	3.3	0.7	0.2	4.2	4.5	1.1	0.2	5.8	15.9	3.9	1.2	21.1
17	NB I-15 On-Ramp from Miramar Rd./Pomerado Rd.	0.8	0.2	0.1	1.1	2.9	1.2	0.1	4.2	10.2	3.5	0.9	14.5	0.8	0.2	0.1	1.1	2.9	1.2	0.1	4.2	10.1	3.5	0.8	14.4
18	NB I-15 Mainline (n/o Miramar Rd. On-Ramp)	15.9	0.7	1.1	17.7	28.5	1.7	1.4	31.6	102.2	6.4	8.6	117.3	15.7	0.7	1.1	17.5	28.5	1.7	1.4	31.6	103.5	6.1	8.6	118.1
19	NB Managed Lanes (at Miramar Rd.)	0.1	3.1	0.0	3.3	1.3	14.2	0.0	15.5	5.6	34.7	0.0	40.4	0.1	3.2	0.0	3.3	1.3	14.2	0.0	15.5	4.3	35.1	0.0	39.4
20	NB Managed Lanes Exit to I-15 Mainline (n/o Miramar Rd.)	0.0	1.1	0.0	1.1	0.1	3.1	0.0	3.1	0.2	8.8	0.0	9.0	0.0	1.2	0.0	1.3	0.1	3.1	0.0	3.2	0.2	9.2	0.0	9.4
21	NB I-15 Mainline (s/o Carroll Cyn. Rd. Off-Ramp)	15.9	1.8	1.1	18.8	28.6	4.7	1.4	34.7	102.4	15.3	8.6	126.3	15.8	1.9	1.1	18.8	28.5	4.7	1.4	34.7	103.7	15.3	8.6	127.6
22	NB Managed Lanes (n/o Exit Ramp to I-15 Mainline)	0.1	2.1	0.0	2.2	1.3	11.1	0.0	12.4	5.4	25.9	0.0	31.3	0.1	2.0	0.0	2.0	1.2	11.2	0.0	12.4	4.1	25.9	0.0	30.0
23	NB I-15 Off-Ramp to Carroll Cyn. Rd.	2.0	0.5	0.1	2.6	2.8	1.6	0.1	4.5	10.8	4.0	0.9	15.8	1.9	0.5	0.1	2.5	2.8	1.6	0.1	4.5	10.5	4.1	0.9	15.5
24	NB I-15 On-Ramp from Carroll Cyn. Rd.	1.0	0.2	0.1	1.3	2.7	1.8	0.1	4.7	9.3	4.0	0.7	14.1	1.0	0.2	0.1	1.3	2.7	1.8	0.1	4.6	9.4	4.0	0.7	14.1
25	NB I-15 Mainline (n/o Carroll Cyn. Rd. On-Ramp)	14.9	1.5	1.0	17.5	28.5	5.0	1.4	34.9	100.9	15.3	8.5	124.7	14.9	1.6	1.0	17.6	28.5	5.0	1.4	34.8	102.6	15.2	8.5	126.2
26	NB Managed Lanes (at Carroll Cyn. Rd.)	0.1	2.1	0.0	2.2	1.3	11.1	0.0	12.4	5.4	25.9	0.0	31.3	0.1	2.0	0.0	2.0	1.2	11.2	0.0	12.4	4.1	25.9	0.0	30.0
27	NB Entrance Ramp from I-15 Mainline to Managed Lanes (n/o Carroll Cyn. Rd.)	0.0	0.4	0.0	0.4	0.1	2.4	0.0	2.5	0.6	5.6	0.0	6.2	0.0	0.4	0.0	0.5	0.1	2.4	0.0	2.5	0.5	5.6	0.0	6.1
28	NB I-15 Mainline (n/o Managed Lanes Entrance Ramp)	14.9	1.1	1.0	17.1	28.4	2.6	1.4	32.4	100.3	9.6	8.5	118.5	14.9	1.2	1.0	17.2	28.4	2.5	1.4	32.3	102.1	9.5	8.5	120.1
29	NB Managed Lanes (n/o Enrance Ramp from I-15 Mainline)	0.1	2.5	0.0	2.6	1.4	13.5	0.0	14.9	6.0	31.5	0.0	37.5	0.1	2.4	0.0	2.5	1.3	13.6	0.0	14.9	4.5	31.5	0.0	36.1
30	NB Managed Lanes Exit Ramp to Hillery BRTC	0.0	0.2	0.0	0.2	0.1	2.2	0.0	2.2	0.2	4.8	0.0	4.9	0.0	0.1	0.0	0.2	0.2	2.1	0.0	2.3	0.7	4.6	0.0	5.2
31	NB Managed Lanes Entrance Ramp from Hillery BRTC	0.0	0.3	0.0	0.3	0.1	1.5	0.0	1.6	0.6	3.7	0.0	4.3	0.0	0.3	0.0	0.3	0.1	1.5	0.0	1.6	0.5	3.8	0.0	4.2
32	NB I-15 Mainline (s/o Mira Mesa Blvd. Off-Ramp)	14.9	1.1	1.0	17.1	28.4	2.6	1.4	32.4	100.3	9.6	8.5	118.5	14.9	1.2	1.0	17.2	28.4	2.5	1.4	32.3	102.1	9.5	8.5	120.1
33	NB Managed Lanes (s/o Mira Mesa Blvd.)	0.1	2.5	0.0	2.6	1.4	12.9	0.0	14.3	6.4	30.5	0.0	36.9	0.1	2.5	0.0	2.6	1.3	13.0	0.0	14.2	4.4	30.7	0.0	35.1
34	NB I-15 Off-Ramp to Mira Mesa Blvd.	2.0	0.3	0.1	2.4	4.0	0.8	0.2	4.9	14.0	2.5	1.1	17.6	1.9	0.4	0.1	2.5	3.9	0.8	0.2	4.9	13.8	2.6	1.1	17.5
35	NB I-15 On-Ramp from Mira Mesa Blvd.	2.0	0.3	0.1	2.4	3.7	0.5	0.2	4.4	14.1	2.2	1.1	17.4	2.0	0.3	0.1	2.4	3.7	0.5	0.2	4.3	14.1	2.1	1.1	17.4
36	NB I-15 Mainline (n/o Mira Mesa Blvd. On-Ramp)	14.9	1.1	1.0	17.0	28.1	2.3	1.4	31.8	100.4	9.3	8.5	118.2	15.0	1.1	1.0	17.1	28.1	2.3	1.4	31.8	102.4	9.1	8.5	120.0
37	NB Managed Lanes (n/o Mira Mesa Blvd.)	0.1	2.5	0.0	2.6	1.4	12.9	0.0	14.3	6.4	30.5	0.0	36.9	0.1	2.5	0.0	2.6	1.3	13.0	0.0	14.2	4.4	30.7	0.0	35.1
38	NB I-15 Mainline (s/o Mercy Rd./Scripps Poway Pkwy. Off-Ramp)	14.9	1.1	1.0	17.0	28.1	2.3	1.4	31.8	100.4	9.3	8.5	118.2	15.0	1.1	1.0	17.1	28.1	2.3	1.4	31.8	102.4	9.1	8.5	120.0
39	NB Managed Lanes (s/o Mercy Rd./Scripps Poway Pkwy.)	0.1	2.5	0.0	2.6	1.4	12.9	0.0	14.3	6.4	30.5	0.0	36.9	0.1	2.5	0.0	2.6	1.3	13.0	0.0	14.2	4.4	30.7	0.0	35.1
40	NB I-15 Off-Ramp to Mercy Rd./Scripps Poway Pkwy.	2.1	0.5	0.1	2.7	2.9	1.1	0.1	4.1	12.1	3.6	1.0	16.7	2.1	0.5	0.1	2.7	2.9	1.1	0.1	4.1	12.1	3.6	1.0	16.8
41	NB I-15 On-Ramp from Mercy Rd./Scripps Poway Pkwy.	1.4	0.3	0.1	1.8	1.6	0.6	0.1	2.3	7.0	2.1	0.6	9.7	1.4	0.3	0.1	1.8	1.6	0.6	0.1	2.3	7.0	2.1	0.6	9.6
42	NB I-15 Mainline (n/o Mercy Rd./Scripps Powat Pkwy. On-Ramp)	14.2	0.9	1.0	16.1	26.9	1.9	1.4	30.1	95.3	7.9	8.1	111.3	14.3	0.9	1.0	16.2	26.9	1.8	1.4	30.0	97.2	7.6	8.1	112.9
43	NB Managed Lanes (at Mercy Rd./Scripps Poway Pkwy.)	0.1	2.5	0.0	2.6	1.4	12.9	0.0	14.3	6.4	30.5	0.0	36.9	0.1	2.5	0.0	2.6	1.3	13.0	0.0	14.2	4.4	30.7	0.0	35.1
44	NB I-15 Mainline (s/o Rancho Penasquitos Blvd./Poway Rd. Off-Ramp)	14.2	0.9	1.0	16.1	26.9	1.9	1.4	30.1	95.3	7.9	8.1	111.3	14.3	0.9	1.0	16.2	26.9	1.8	1.4	30.0	97.2	7.6	8.1	112.9
45	NB Managed Lanes (s/o Rancho Penasquitos Blvd./Poway Rd.)	0.1	2.5	0.0	2.6	1.4	12.9	0.0	14.3	6.4	30.5	0.0	36.9	0.1	2.5	0.0	2.6	1.3	13.0	0.0	14.2	4.4	30.7	0.0	35.1
46	NB I-15 Off-Ramp to Rancho Penasquitos Blvd./Poway Rd.	2.0	0.4	0.1	2.6	5.8	0.9	0.3	7.1	18.5	3.6	1.5	23.5	2.1	0.4	0.1	2.6	5.8	0.9	0.3	7.0	18.5	3.5	1.5	23.6
47	NB I-15 On-Ramp from Rancho Penasquitos/Poway Rd.	0.7	0.2	0.1	1.0	0.3	0.1	0.0	0.4	3.2	0.9	0.3	4.5	0.7	0.2	0.1	1.0	0.3	0.1	0.0	0.4	3.3	1.0	0.3	4.5
48	NB I-15 Mainline (n/o Rancho Penasquitos/Poway Rd. On-Ramp)	12.9	0.7	0.9	14.5	21.3	1.0	1.1	23.5	80.1	5.2	6.9	92.3	13.0	0.7	0.9	14.5	21.4	1.0	1.1	23.5	82.0	5.0	6.8	93.8
49	NB Managed Lanes (n/o Rancho Penasquitos Blvd.)	0.1	2.5	0.0	2.6	1.4	12.9	0.0	14.3	6.4	30.5	0.0	36.9	0.1	2.5	0.0	2.6	1.3	13.0	0.0	14.2	4.4	30.7	0.0	35.1
50	NB I-15 Off-Ramp to SR 56/Ted Williams Pkwy.	1.1	0.0	0.1	1.2	3.5	0.2	0.2	3.9	10.4	0.7	0.8	11.9	1.2	0.0	0.1	1.3	3.3	0.2	0.2	3.7	10.0	0.7	0.8	11.5
51	NB Managed Lanes Exit Ramp to SR 56/Ted Williams Pkwy.	0.0	0.2	0.0	0.2	0.1	2.4	0.0	2.5	0.2	4.9	0.0	5.1	0.0	0.2	0.0	0.2	0.2	2.4	0.0	2.6	0.6	4.9	0.0	5.6
52	NB Managed Lanes Exit Ramp to Springs Pkwy. BRTC	0.0	0.1	0.0	0.1	0.1	2.1	0.0	2.2	0.3	3.5	0.0	3.9	0.0	0.1	0.0	0.1	0.3	2.2	0.0	2.5	0.9	3.6	0.0	4.5
53	NB Managed Lanes Entrance Ramp from Springs Pkwy. BRTC	0.0	0.1	0.0	0.1	0.0	0.7	0.0	0.7	0.1	1.5	0.0	1.6	0.0	0.1	0.0	0.1	0.0	0.7	0.0	0.7	0.1	1.5	0.0	1.6
54	NB I-15 OnRamp from SR 56/Ted Williams Pkwy.	4.0	0.9	0.3	5.2	3.4	1.2	0.2	4.8	19.8	5.4	1.7	26.8	4.0	0.9	0.3	5.2	3.3	1.3	0.2	4.7	19.9	5.4	1.7	27.0
55	NB I-15 Mainline (n/o SR 56/Ted Williams Pkwy. On-Ramp)	15.9	1.5	1.1	18.5	21.2	2.1	1.1	24.4	89.5	9.9	7.8	107.2	15.8	1.5	1.1	18.5	21.4	2.1	1.1	24.5	91.8	9.7	7.7	109.3
56	NB Managed Lanes (n/o SR 56/Ted Williams Pkwy.)	0.1	2.4	0.0	2.4	1.3	9.1	0.0	10.4	6.0	23.6	0.0	29.6	0.1	2.3	0.0	2.4	0.8	9.1	0.0	9.9	3.0	23.8	0.0	26.7
57	NB Managed Lanes Exit to I-15 Mainline (n/o SR-56/Ted Williams Pkwy.)	0.0	0.5	0.0	0.5	0.0	1.6	0.0	1.7	0.2	5.0	0.0	5.2	0.0	0.5	0.0	0.5	0.1	1.6	0.0	1.8	0.5	5.0	0.0	5.5
58	NB Entrance Ramp from I-15 Mainline to Managed Lanes (n/o SR-56/Ted Williams Pkwy.)	0.0	1.1	0.0	1.1	0.0	1.4	0.0	1.4	0.5	6.4	0.0	6.8	0.1	1.1	0.0	1.2	0.1	1.4	0.0	1.5	0.8	6.5	0.0	7.4
59	NB I-15 Mainline (s/o Carmel Mountain Rd. Off-Ramp)	15.8	0.9	1.1	17.9	21.2	2.3	1.1	24.6	89.2	8.6	7.8	105.6	15.7	0.9	1.1	17.7	21.4	2.3	1.1	24.8	91.4	8.2	7.7	107.4
60	NB Managed Lanes (n/o SR-56 and Entrance Ramp from I-15 Mainline)	0.1	3.0	0.0	3.1	1.2	8.9	0.0	10.1	6.2	24.9	0.0	31.2	0.1	3.0	0.0	3.1	0.7	8.9	0.0	9.6	3.3	25.3	0.0	28.6
61	NB I-15 Off-Ramp to Carmel Mountain Rd.	2.3	0.5	0.2	3.0	2.3	0.9	0.1	3.3	13.5	4.1	1.2	18.8	2.1	0.5	0.1	2.8	2.3	0.9	0.1	3.2	13.1	4.0	1.2	18.3
62	NB I-15 On-Ramp from Carmel Mountain Rd.	1.1	0.3	0.1	1.4	2.1	1.1	0.1	3.3	8.3	3.1	0.7	12.0	1.1	0.3	0.1	1.4	2.1	1.1	0.1	3.3	8.3	3.1	0.7	12.1
63	NB I-15 Mainline (n/o Carmel Mountain Rd. On-Ramp)	14.6	0.7	1.0	16.3	21.0	2.5	1.1	24.6	84.0	7.5	7.3	98.8	14.6	0.7	1.0	16.3	21.3	2.5	1.1	24.9	86.6	7.2	7.2	101.1

Note:
s/o - south of
n/o - north of

Table A-4 (Cont'd)
2020 Traffic Forecast
(Traffic Volumes in Thousands)
I-15 Managed Lanes Value Pricing Study

Location Identification Number	Location Description	2020 Flat Toll Alternative												2020 Skewed Toll Alternative											
		AM Peak Period 6 AM - 8 AM				PM Peak Period 3 PM - 6 PM				Weekday Total 6 AM - 7 PM				AM Peak Period 6 AM - 8 AM				PM Peak Period 3 PM - 6 PM				Weekday Total 6 AM - 7 PM			
		SOV	HOV	TRUCK	TOTAL	SOV	HOV	TRUCK	TOTAL	SOV	HOV	TRUCK	TOTAL	SOV	HOV	TRUCK	TOTAL	SOV	HOV	TRUCK	TOTAL	SOV	HOV	TRUCK	TOTAL
64	NB Managed Lanes (at Carmel Mountain Rd.)	0.1	3.0	0.0	3.1	1.2	8.9	0.0	10.1	6.2	24.9	0.0	31.2	0.1	3.0	0.0	3.1	0.7	8.9	0.0	9.6	3.3	25.3	0.0	28.6
65	NB I-15 Mainline (s/o Camino Del Norte Off-Ramp)	14.6	0.7	1.0	16.3	21.0	2.5	1.1	24.6	84.0	7.5	7.3	98.8	14.6	0.7	1.0	16.3	21.3	2.5	1.1	24.9	86.6	7.2	7.2	101.1
66	NB Managed Lanes (s/o Camino Del Norte)	0.1	3.0	0.0	3.1	1.2	8.9	0.0	10.1	6.2	24.9	0.0	31.2	0.1	3.0	0.0	3.1	0.7	8.9	0.0	9.6	3.3	25.3	0.0	28.6
67	NB I-15 Off-Ramp to Camino Del Norte	2.2	0.3	0.1	2.7	3.9	1.3	0.2	5.5	14.6	3.9	1.2	19.7	2.3	0.3	0.1	2.7	4.0	1.3	0.2	5.5	14.6	3.8	1.2	19.6
68	NB Managed Lanes Exit to I-15 Mainline (s/o Camino Del Norte)	0.0	0.3	0.0	0.3	0.1	1.2	0.0	1.2	0.2	3.3	0.0	3.5	0.0	0.3	0.0	0.3	0.1	1.2	0.0	1.3	0.3	3.4	0.0	3.7
69	NB Entrance Ramp from I-15 Mainline to Managed Lanes (n/o Camino Del Norte)	0.0	0.2	0.0	0.2	0.0	0.6	0.0	0.6	0.1	1.8	0.0	1.9	0.0	0.2	0.0	0.2	0.0	0.6	0.0	0.7	0.3	1.8	0.0	2.2
70	NB I-15 On-Ramp from Camino Del Norte	1.7	0.4	0.1	2.2	3.0	0.6	0.1	3.7	11.7	2.6	0.9	15.2	1.7	0.4	0.1	2.2	3.0	0.5	0.1	3.6	11.7	2.5	0.9	15.1
71	NB I-15 Mainline (n/o Camino Del Norte On-Ramp)	14.1	0.9	1.0	15.9	20.1	2.3	1.0	23.4	81.2	7.7	7.0	95.9	14.1	0.9	1.0	16.0	20.4	2.2	1.0	23.6	83.7	7.4	7.0	98.1
72	NB Managed Lanes (n/o Camino Del Norte)	0.1	2.8	0.0	2.9	1.2	8.3	0.0	9.5	6.2	23.4	0.0	29.6	0.1	2.8	0.0	2.9	0.7	8.3	0.0	9.0	3.3	23.7	0.0	27.1
73	NB I-15 Off-Ramp to Bernardo Center Dr.	1.6	0.3	0.1	2.0	2.4	1.1	0.1	3.7	9.6	3.1	0.8	13.5	1.6	0.3	0.1	2.0	2.3	1.1	0.1	3.6	9.5	3.1	0.8	13.3
74	NB I-15 On-Ramp from Bernardo Center Dr.	1.2	0.2	0.1	1.5	1.9	0.4	0.1	2.4	6.7	1.3	0.5	8.5	1.2	0.2	0.1	1.5	1.9	0.4	0.1	2.4	6.6	1.2	0.5	8.4
75	NB I-15 Mainline (n/o Bernardo Center Dr. On-Ramp)	13.7	0.7	1.0	15.4	19.5	1.6	1.0	22.1	78.3	5.9	6.7	91.0	13.7	0.7	1.0	15.4	19.9	1.5	1.0	22.4	80.8	5.6	6.7	93.1
76	NB Managed Lanes (at Bernardo Center Dr.)	0.1	2.8	0.0	2.9	1.2	8.3	0.0	9.5	6.2	23.4	0.0	29.6	0.1	2.8	0.0	2.9	0.7	8.3	0.0	9.0	3.3	23.7	0.0	27.1
77	NB Managed Lanes Exit Ramp to Bernardo Center BRTC	0.0	0.5	0.0	0.5	0.1	1.2	0.0	1.3	0.6	3.3	0.0	3.9	0.0	0.5	0.0	0.5	0.1	1.2	0.0	1.3	0.7	3.3	0.0	4.0
78	NB Managed Lanes Entrance Ramp from Bernardo Center BRTC	0.0	0.3	0.0	0.3	0.0	1.3	0.0	1.3	0.3	3.0	0.0	3.3	0.0	0.3	0.0	0.3	0.1	1.3	0.0	1.4	0.8	3.1	0.0	3.9
79	NB I-15 Mainline (s/o Rancho Bernardo Rd. Off-Ramp)	13.7	0.7	1.0	15.4	19.5	1.6	1.0	22.1	78.3	5.9	6.7	91.0	13.7	0.7	1.0	15.4	19.9	1.5	1.0	22.4	80.8	5.6	6.7	93.1
80	NB Managed Lanes (s/o Rancho Bernardo Rd.)	0.1	2.6	0.0	2.7	1.1	8.3	0.0	9.5	5.9	23.2	0.0	29.0	0.1	2.6	0.0	2.7	0.6	8.4	0.0	9.1	3.4	23.5	0.0	26.9
81	NB I-15 Off-Ramp to Rancho Bernardo Rd.	1.4	0.2	0.1	1.7	2.3	0.5	0.1	2.9	9.8	1.7	0.9	12.4	1.4	0.2	0.1	1.7	2.2	0.5	0.1	2.9	9.8	1.7	0.9	12.3
82	NB I-15 On-Ramp from Rancho Bernardo Rd.	2.2	0.5	0.1	2.8	4.6	1.5	0.2	6.4	16.9	4.4	1.4	22.6	2.2	0.5	0.1	2.8	4.6	1.5	0.2	6.3	16.6	4.4	1.4	22.3
83	NB I-15 Mainline (n/o Rancho Bernardo Rd. On-Ramp)	14.5	1.0	1.0	16.5	21.9	2.6	1.1	25.6	85.4	8.6	7.2	101.2	14.5	1.0	1.0	16.5	22.3	2.5	1.1	25.8	87.6	8.2	7.2	103.0
84	NB Managed Lanes (n/o Rancho Bernardo Rd.)	0.1	2.6	0.0	2.7	1.1	8.3	0.0	9.5	5.9	23.2	0.0	29.0	0.1	2.6	0.0	2.7	0.6	8.4	0.0	9.1	3.4	23.5	0.0	26.9
85	NB Managed Lanes Exit to I-15 Mainline (n/o Rancho Bernardo Rd.)	0.0	0.3	0.0	0.3	0.1	1.1	0.0	1.2	0.3	3.7	0.0	4.0	0.0	0.4	0.0	0.4	0.1	1.1	0.0	1.2	0.3	3.8	0.0	4.2
86	NB Entrance Ramp from I-15 Mainline to Managed Lanes (n/o Rancho Bernardo Rd.)	0.0	0.8	0.0	0.8	0.0	1.9	0.0	2.0	0.4	6.1	0.0	6.5	0.1	0.8	0.0	0.9	0.1	1.9	0.0	1.9	1.1	6.1	0.0	7.1
87	NB I-15 Mainline (s/o West Bernardo Dr./Pomerado Rd. Off-Ramp)	14.5	0.5	1.0	16.0	21.9	1.8	1.1	24.8	85.3	6.2	7.2	98.7	14.4	0.6	1.0	16.0	22.3	1.8	1.1	25.1	86.8	6.0	7.2	100.1
88	NB Managed Lanes (s/o West Bernardo Dr./Pomerado Rd.)	0.1	3.1	0.0	3.2	1.1	9.1	0.0	10.3	5.9	25.5	0.0	31.5	0.2	3.0	0.0	3.2	0.6	9.1	0.0	9.8	4.2	25.7	0.0	29.9
89	NB I-15 Off-Ramp to West Bernardo Dr.	0.2	0.0	0.0	0.2	0.8	0.5	0.0	1.4	2.5	1.2	0.2	3.9	0.2	0.0	0.0	0.2	0.8	0.5	0.0	1.4	2.5	1.2	0.2	3.9
90	NB I-15 On-Ramp from West Bernardo Dr.	2.4	0.5	0.2	3.0	5.1	1.1	0.3	6.4	16.8	3.9	1.4	22.0	2.4	0.5	0.2	3.0	5.2	1.1	0.3	6.5	16.8	3.9	1.4	22.1
91	NB I-15 Mainline (s/o Via Rancho Pkwy Off-Ramp)	16.7	0.9	1.2	18.8	26.2	2.3	1.3	29.8	99.5	8.9	8.4	116.8	16.6	1.0	1.2	18.8	26.6	2.3	1.3	30.2	101.2	8.7	8.4	118.3
92	NB Managed Lanes (n/o West Bernardo Dr./Pomerado Rd.)	0.1	3.1	0.0	3.2	1.1	9.1	0.0	10.3	5.9	25.5	0.0	31.5	0.2	3.0	0.0	3.2	0.6	9.1	0.0	9.8	4.2	25.7	0.0	29.9
93	NB I-15 Off-Ramp to Via Rancho Pkwy.	2.2	0.1	0.2	2.5	3.8	0.6	0.2	4.5	14.5	2.4	1.2	18.1	2.1	0.2	0.2	2.5	3.8	0.6	0.2	4.5	14.4	2.4	1.2	18.1
94	NB I-15 On-Ramp from Via Rancho Pkwy.	1.0	0.0	0.1	1.1	1.6	0.2	0.1	1.8	6.4	0.4	0.5	7.4	1.0	0.0	0.1	1.1	1.5	0.2	0.1	1.8	6.0	0.4	0.5	6.9
95	NB I-15 Mainline (n/o Via Rancho Pkwy. On-Ramp)	15.5	0.8	1.1	17.4	24.0	1.9	1.2	27.1	91.5	6.9	7.7	106.1	15.4	0.8	1.1	17.4	24.4	1.9	1.2	27.5	92.7	6.7	7.7	107.1
96	NB Managed Lanes (at Via Rancho Pkwy.)	0.1	3.1	0.0	3.2	1.1	9.1	0.0	10.3	5.9	25.5	0.0	31.5	0.2	3.0	0.0	3.2	0.6	9.1	0.0	9.8	4.2	25.7	0.0	29.9
97	NB Managed Lanes Exit Ramp to Del Lago Blvd. & BRTC	0.0	0.4	0.0	0.4	0.3	2.4	0.0	2.7	1.4	5.3	0.0	6.7	0.0	0.3	0.0	0.3	0.2	2.4	0.0	2.6	1.7	5.2	0.0	6.9
98	NB Managed Lanes Entrance Ramp from Del Lago Blvd. & BRTC	0.0	0.3	0.0	0.3	0.0	0.6	0.0	0.6	0.1	2.1	0.0	2.2	0.1	0.3	0.0	0.4	0.0	0.6	0.0	0.6	0.7	2.2	0.0	2.9
99	NB I-15 Mainline (s/o Centre City Pkwy Off-Ramp)	15.5	0.8	1.1	17.4	24.0	1.9	1.2	27.1	91.5	6.9	7.7	106.1	15.4	0.8	1.1	17.4	24.4	1.9	1.2	27.5	92.7	6.7	7.7	107.1
100	NB I-15 Off-Ramp to Centre City Pkwy.	2.7	0.4	0.2	3.3	6.2	1.1	0.3	7.6	21.4	3.7	1.8	26.9	2.7	0.4	0.2	3.3	6.3	1.1	0.3	7.6	21.3	3.8	1.8	26.8
101	NB I-15 Mainline (s/o Felicita Rd./Citracado Pkwy. Off-Ramp)	12.8	0.4	0.9	14.2	17.8	0.8	0.9	19.5	70.1	3.2	6.0	79.2	12.8	0.4	0.9	14.1	18.1	0.8	0.9	19.9	71.4	2.9	6.0	80.3
102	NB Managed Lanes (n/o Centre City Pkwy.)	0.1	3.1	0.0	3.2	0.9	7.3	0.0	8.2	4.6	22.4	0.0	27.0	0.3	3.0	0.0	3.3	0.4	7.4	0.0	7.8	3.2	22.6	0.0	25.9
103	NB I-15 Off-Ramp to Felicita Rd./Citracado Pkwy.	0.6	0.0	0.0	0.7	1.9	0.3	0.1	2.3	5.4	0.7	0.4	6.5	0.6	0.0	0.0	0.7	1.9	0.3	0.1	2.3	5.3	0.7	0.4	6.4
104	NB I-15 On-Ramp from Felicita Rd./Citracado Pkwy.	0.7	0.2	0.0	0.9	0.5	0.2	0.0	0.8	2.9	0.9	0.3	4.1	0.7	0.2	0.0	0.9	0.5	0.2	0.0	0.8	2.9	0.9	0.3	4.1
105	NB I-15 Mainline (n/o Felicita Rd./Citracado Pkwy. On-Ramp)	12.9	0.6	0.9	14.4	16.4	0.8	0.8	18.0	67.6	3.4	5.8	76.8	12.9	0.6	0.9	14.3	16.7	0.8	0.8	18.4	68.9	3.2	5.8	77.9
106	NB Managed Lanes (at Felicita Rd./Citracado Pkwy.)	0.1	3.1	0.0	3.2	0.9	7.3	0.0	8.2	4.6	22.4	0.0	27.0	0.3	3.0	0.0	3.3	0.4	7.4	0.0	7.8	3.2	22.6	0.0	25.9
107	NB Managed Lanes Exit to I-15 Mainline (n/o Felicita Rd./Citracado Pkwy.)	0.0	1.2	0.0	1.2	0.2	3.0	0.0	3.2	0.7	9.4	0.0	10.1	0.0	1.2	0.0	1.2	0.1	3.0	0.0	3.1	0.7	9.6	0.0	10.2
108	NB Entrance Ramp from I-15 Mainline to Managed Lanes (n/o Felicita Rd./Citracado Pkwy.)	0.0	0.2	0.0	0.2	0.0	0.2	0.0	0.2	0.0	1.1	0.0	1.1	0.1	0.2	0.0	0.3	0.0	0.2	0.0	0.2	0.3	1.0	0.0	1.3
109	NB I-15 Mainline (s/o 9th Ave. Off-Ramp)	12.9	1.5	0.9	15.3	16.6	3.6	0.8	21.0	68.3	11.7	5.8	85.8	12.8	1.5	0.9	15.2	16.8	3.6	0.8	21.3	69.3	11.7	5.8	86.8
110	NB Managed Lanes (s/o 9th Ave.)	0.1	2.1	0.0	2.2	0.7	4.5	0.0	5.2	3.9	14.1	0.0	18.0	0.3	2.1	0.0	2.4	0.3	4.5	0.0	4.9	2.9	14.1	0.0	16.9
111	NB I-15 Off-Ramp to 9th Ave.	1.2	0.3	0.1	1.6	1.5	0.8	0.1	2.3	6.3	2.3	0.5	9.1	1.2	0.3	0.1	1.5	1.4	0.8	0.1	2.3	6.3	2.3	0.5	9.1
112	NB I-15 On-Ramp from 9th Ave.	0.6	0.1	0.0	0.7	1.2	0.4	0.1	1.6	4.0	1.2	0.3	5.4	0.6	0.1	0.0	0.8	1.2	0.4	0.1	1.6	3.9	1.1	0.3	5.4
113	NB I-15 Mainline (s/o Valley Pkwy Off-Ramp)	12.3	1.3	0.8	14.5	16.3	3.2	0.8	20.3	65.9	10.6	5.6	82.1	12.3	1.3	0.8	14.5	16.5	3.2	0.8	20.6	66.9	10.6	5.6	83.1
114	NB Managed Lanes (n/o 9th Ave.)	0.1	2.1	0.0	2.2	0.7	4.5	0.0	5.2	3.9	14.1	0.0	18.0	0.3	2.1	0.0	2.4	0.3	4.5	0.0	4.9	2.9	14.1	0.0	16.9
115	NB I-15 Off-Ramp to Valley Pkwy.	1.8	0.1	0.1	2.1	1.7	0.4	0.1	2.2	8.7	1.2	0.9	10.8	1.9	0.1	0.2	2.1	1.7	0.4	0.1	2.2	8.6	1.2	0.9	10.7
116	NB I-15 On-Ramp from Valley Pkwy.	0.9	0.2	0.1	1.2	3.1	1.1	0.2	4.3	9.5	3.0	0.8	13.2	1.0	0.2	0.1	1.3	3.1	1.1	0.2	4.3	9.5	2.9	0.8	13.3
117	NB I-15 Mainline (n/o Valley Pkwy. On-Ramp)	11.4	1.5	0.8	13.6	17.7	3.8	0.9	22.4	66.7	12.4	5.5	84.6	11.3	1.5	0.8	13.6	17.9	3.8	0.9	22.7	67.9	12.3	5.5	85.7
118	NB Managed Lanes (n/o Valley Pkwy.)	0.1	2.1	0.0	2.2	0.7	4.5	0.0	5.2	3.9	14.1	0.0	18.0	0.3	2.1	0.0	2.4	0.3	4.5	0.0	4.9	2.9	14.1	0.0	16.9
119	NB Managed Lanes Exit Ramp to Hale Ave. & BRTC	0.1	1.3	0.0	1.4	0.1	1.3	0.0	1.5	1.7	5.9	0.0	7.6	0.3	1.3	0.0	1.6	0.1	1.3	0.0	1.4	2.0	5.9	0.0	7.8
120	NB I-15 Mainline (s/o SR-78 Interchange)	11.4	1.5	0.8	13.6	17.7	3.8	0.9	22.4	66.7	12.4	5.5	84.6	11.3	1.5	0.8	13.6	17.9	3.8	0.9	22.7	67.9	12.3	5.5	85.7
121	NB Managed Lanes (s/o SR-78 Interchange)	0.0	0.8	0.0	0.8	0.6	3.2	0.0	3.8	2.3	8.2	0.0	10.4	0.0	0.8	0.0	0.9	0.2	3.2	0.0	3.5	0.9	8.2	0.0	9.1
122	NB I-15 Connector Ramp to EB SR-78.	6.4	1.2	0.4	8.1	7.9	3.1	0.4	11.4	36.0	10.5	2.9	49.4	6.4	1.3	0.4	8.1	7.9	3.1	0.4	11.4	36.1	10.4	2.9	49.4
123	NB Managed Lanes Exit Ramp to I-15 Mainline at SR-78	0.0	0.8	0.0	0.8	0.6	3.2	0.0	3.8	2.3	8.2	0.0	10.4	0.0	0.8	0.0	0.9	0.2	3.2	0.0	3.5	0.9	8.2	0.0	9.1
124	NB I-15 Connector Ramp from WB SR-78	0.8	0.2	0.1	1.0	1.7	0.7	0.1	2.4	6.7	2.1	0.6	9.4	0.8	0.2	0.1	1.0	1.7	0.7	0.1	2.4	6.7	2.1	0.6	9.4
125	NB I-15 Mainline (n/o SR-78 Interchange)	5.8	1.2	0.4	7.4	12.0	4.6	0.6	17.2	39.6	12.2	3.1	55.0	5.7	1.2	0.4	7.3	12.0	4.6	0.6	17.2	39.4	12.2	3.1	54.8
126	SB I-15 Mainline (n/o SR-78 Interchange)	8.7	2.1	0.6	11.3	9.1	3.5	0.5	13.1	44.2	13.2	3.8	61.2	8.6	2.1	0.6	11.3	9.1	3.5	0.5	13.1	43.9	13.2	3.8	60.8

Note:
s/o - south of
n/o - north of

Table A-4 (Cont'd)
2020 Traffic Forecast
(Traffic Volumes in Thousands)
I-15 Managed Lanes Value Pricing Study

Location Identification Number	Location Description	2020 Flat Toll Alternative												2020 Skewed Toll Alternative											
		AM Peak Period 6 AM - 8 AM				PM Peak Period 3 PM - 6 PM				Weekday Total 6 AM - 7 PM				AM Peak Period 6 AM - 8 AM				PM Peak Period 3 PM - 6 PM				Weekday Total 6 AM - 7 PM			
		SOV	HOV	TRUCK	TOTAL	SOV	HOV	TRUCK	TOTAL	SOV	HOV	TRUCK	TOTAL	SOV	HOV	TRUCK	TOTAL	SOV	HOV	TRUCK	TOTAL	SOV	HOV	TRUCK	TOTAL
127	SB I-15 Connector Ramp to WB SR-78	0.9	0.2	0.1	1.1	0.9	0.4	0.0	1.3	5.0	1.5	0.4	6.9	0.9	0.2	0.1	1.1	0.9	0.4	0.0	1.3	5.0	1.5	0.4	6.9
128	SB Entrance Ramp from I-15 Mainline at SR-78 to Managed Lanes	0.9	1.6	0.0	2.5	0.2	2.4	0.0	2.5	3.6	9.2	0.0	12.7	0.7	1.6	0.0	2.4	0.1	2.4	0.0	2.5	4.7	8.8	0.0	13.4
129	SB I-15 Connector Ramp from EB SR-78.	5.9	1.3	0.4	7.6	10.4	1.6	0.5	12.5	38.8	7.1	3.2	49.2	5.9	1.3	0.4	7.6	10.4	1.6	0.5	12.5	38.5	7.5	3.2	49.3
130	SB I-15 Mainline (s/o SR-78 Interchange)	12.8	1.5	1.0	15.3	18.4	2.4	0.9	21.7	74.6	9.7	6.5	90.8	12.9	1.5	1.0	15.4	18.5	2.4	0.9	21.8	72.8	10.5	6.6	89.8
131	SB Managed Lanes (s/o SR-78 Interchange)	0.9	1.6	0.0	2.5	0.2	2.4	0.0	2.5	3.6	9.2	0.0	12.7	0.7	1.6	0.0	2.4	0.1	2.4	0.0	2.5	4.7	8.8	0.0	13.4
132	SB Entrance Ramp from Hale Ave. to Managed Lanes	0.3	0.7	0.0	0.9	0.2	4.4	0.0	4.6	2.6	11.0	0.0	13.7	0.2	0.7	0.0	0.9	0.1	4.3	0.0	4.4	4.5	10.4	0.0	15.0
133	SB I-15 Mainline (n/o Valley Pkwy. Off-Ramp)	12.8	1.5	1.0	15.3	18.4	2.4	0.9	21.7	74.6	9.7	6.5	90.8	12.9	1.5	1.0	15.4	18.5	2.4	0.9	21.8	72.8	10.5	6.6	89.8
134	SB Managed Lanes (s/o Hale Ave.)	1.1	2.3	0.0	3.4	0.4	6.7	0.0	7.1	6.2	20.2	0.0	26.4	0.9	2.3	0.0	3.3	0.2	6.7	0.0	6.9	9.2	19.2	0.0	28.4
135	SB I-15 Off-Ramp to Valley Pkwy.	1.7	0.3	0.1	2.2	2.1	0.8	0.1	3.0	9.6	2.8	0.8	13.2	1.8	0.3	0.1	2.2	2.1	0.8	0.1	3.0	9.6	2.8	0.8	13.2
136	SB I-15 On-Ramp from Valley Pkwy.	0.4	0.1	0.0	0.5	2.1	0.3	0.1	2.5	6.8	0.9	0.6	8.3	0.4	0.1	0.0	0.5	2.1	0.3	0.1	2.5	6.4	1.0	0.6	8.0
137	SB I-15 Mainline (s/o Valley Pkwy On-Ramp)	11.5	1.2	0.9	13.6	18.3	1.9	0.9	21.2	71.7	7.8	6.3	85.9	11.6	1.2	0.9	13.7	18.5	1.9	0.9	21.3	69.5	8.6	6.4	84.5
138	SB Managed Lanes (s/o Valley Pkwy.)	1.1	2.3	0.0	3.4	0.4	6.7	0.0	7.1	6.2	20.2	0.0	26.4	0.9	2.3	0.0	3.3	0.2	6.7	0.0	6.9	9.2	19.2	0.0	28.4
139	SB I-15 Off-Ramp to 9th Ave.	0.6	0.1	0.0	0.7	1.1	0.4	0.1	1.5	3.4	1.0	0.3	4.6	0.6	0.1	0.0	0.7	1.0	0.4	0.1	1.4	3.3	1.0	0.3	4.5
140	SB I-15 On-Ramp from 9th Ave.	0.8	0.4	0.0	1.2	1.8	0.7	0.1	2.6	6.1	2.3	0.5	9.0	0.8	0.4	0.1	1.2	1.8	0.7	0.1	2.6	6.3	2.3	0.5	9.1
141	SB I-15 Mainline (s/o 9th Ave. On-Ramp)	11.7	1.5	0.9	14.0	19.1	2.2	1.0	22.3	74.5	9.2	6.5	90.2	11.8	1.5	0.9	14.1	19.4	2.3	1.0	22.6	72.5	10.0	6.6	89.1
142	SB Managed Lanes (s/o 9th Ave.)	1.1	2.3	0.0	3.4	0.4	6.7	0.0	7.1	6.2	20.2	0.0	26.4	0.9	2.3	0.0	3.3	0.2	6.7	0.0	6.9	9.2	19.2	0.0	28.4
143	SB Managed Lanes Exit to I-15 Mainline (n/o Felicita Rd./Citracado Pkwy.)	0.0	0.1	0.0	0.1	0.0	2.0	0.0	2.0	0.1	4.9	0.0	4.9	0.0	0.1	0.0	0.1	0.0	1.5	0.0	1.5	0.4	4.4	0.0	4.8
144	SB Entrance Ramp from I-15 Mainline to Managed Lanes (n/o Felicita Rd./Citracado Pkwy.)	0.3	1.2	0.0	1.5	0.0	1.0	0.0	1.0	0.9	5.3	0.0	6.2	0.2	1.2	0.0	1.5	0.0	0.9	0.0	1.0	1.9	5.2	0.0	7.1
145	SB I-15 Mainline (n/o Felicita Rd./Citracado Pkwy. Off-Ramp)	11.4	0.3	0.9	12.6	19.1	3.3	1.0	23.3	73.7	8.7	6.5	89.0	11.6	0.3	0.9	12.8	19.4	2.8	1.0	23.2	71.0	9.2	6.6	86.8
146	SB Managed Lanes (n/o Felicita Rd./Citracado Pkwy.)	1.4	3.5	0.0	4.9	0.4	5.7	0.0	6.1	7.0	20.6	0.0	27.6	1.2	3.4	0.0	4.6	0.2	6.1	0.0	6.3	10.7	20.0	0.0	30.7
147	SB I-15 Off-Ramp to Felicita Rd./Citracado Pkwy.	0.7	0.1	0.1	0.8	1.6	1.0	0.1	2.6	5.4	2.0	0.4	7.8	0.7	0.1	0.1	0.9	1.8	0.6	0.1	2.5	5.5	1.6	0.5	7.6
148	SB I-15 On-Ramp from Felicita Rd./Citracado Pkwy.	1.3	0.1	0.1	1.5	1.0	0.3	0.1	1.4	4.9	0.9	0.4	6.2	1.3	0.1	0.1	1.5	1.0	0.3	0.0	1.3	4.6	0.9	0.4	5.9
149	SB I-15 Mainline (n/o Felicita Rd./Citracado Pkwy. On-Ramp)	12.0	0.4	0.9	13.3	18.5	2.6	0.9	22.0	73.3	7.6	6.5	87.4	12.1	0.4	0.9	13.4	18.6	2.5	0.9	22.0	70.1	8.5	6.5	85.1
150	SB Managed Lanes (s/o Felicita Rd./Citracado Pkwy.)	1.4	3.5	0.0	4.9	0.4	5.7	0.0	6.1	7.0	20.6	0.0	27.6	1.2	3.4	0.0	4.6	0.2	6.1	0.0	6.3	10.7	20.0	0.0	30.7
151	SB I-15 On-Ramp from Centre City Pkwy.	3.2	0.4	0.2	3.9	4.2	1.1	0.2	5.5	17.5	3.7	1.5	22.8	3.2	0.4	0.2	3.9	4.1	1.1	0.2	5.5	17.3	3.8	1.5	22.6
152	SB I-15 Mainline (s/o Centre City Pkwy. On-Ramp)	15.2	0.8	1.1	17.1	22.7	3.7	1.1	27.5	90.8	11.4	8.0	110.2	15.3	0.8	1.1	17.3	22.7	3.6	1.1	27.5	87.4	12.3	8.0	107.7
153	SB Managed Lanes Exit Ramp to Del Lago Blvd. & BRTC	0.0	0.2	0.0	0.2	0.0	1.1	0.0	1.1	0.1	3.4	0.0	3.6	0.0	0.2	0.0	0.2	0.0	1.4	0.0	1.5	1.7	3.4	0.0	5.1
154	SB Managed Lanes Entrance Ramp from Del Lago Blvd. & BRTC	0.4	1.3	0.0	1.7	0.1	0.6	0.0	0.7	1.1	3.8	0.0	4.8	0.4	1.2	0.0	1.7	0.0	0.8	0.0	0.8	1.8	3.8	0.0	5.6
155	SB I-15 Mainline (n/o Via Rancho Pkwy. Off-Ramp)	15.2	0.8	1.1	17.1	22.7	3.7	1.1	27.5	90.8	11.4	8.0	110.2	15.3	0.8	1.1	17.3	22.7	3.6	1.1	27.5	87.4	12.3	8.0	107.7
156	SB Managed Lanes (n/o Via Rancho Pkwy.)	1.8	4.5	0.0	6.4	0.4	5.3	0.0	5.7	7.9	20.9	0.0	28.9	1.6	4.5	0.0	6.1	0.2	5.5	0.0	5.7	10.9	20.3	0.0	31.2
157	SB I-15 Off-Ramp to Del Lago Blvd.	0.7	0.2	0.0	0.9	2.8	0.4	0.1	3.4	10.2	1.1	0.9	12.3	0.6	0.2	0.0	0.9	2.7	0.5	0.1	3.4	8.7	1.4	0.9	11.0
158	SB I-15 On-Ramp from Del Lago Blvd.	4.9	0.3	0.4	5.5	6.1	1.9	0.3	8.3	23.5	4.3	2.0	29.7	4.8	0.3	0.4	5.5	6.2	1.9	0.3	8.4	22.5	4.3	2.0	28.7
159	SB I-15 Mainline (s/o Via Rancho Pkwy On-Ramp)	19.4	0.8	1.4	21.7	26.0	5.2	1.3	32.5	104.0	14.5	9.1	127.6	19.5	0.9	1.4	21.8	26.2	5.0	1.3	32.5	101.2	15.1	9.1	125.4
160	SB Managed Lanes (s/o Via Rancho Pkwy.)	1.8	4.5	0.0	6.4	0.4	5.3	0.0	5.7	7.9	20.9	0.0	28.9	1.6	4.5	0.0	6.1	0.2	5.5	0.0	5.7	10.9	20.3	0.0	31.2
161	SB I-15 Off-Ramp to West Bernardo Dr./Pomerado Rd.	2.6	0.4	0.2	3.2	4.5	1.7	0.2	6.5	16.8	4.7	1.4	22.9	2.6	0.4	0.2	3.2	4.5	1.7	0.2	6.5	16.5	4.7	1.4	22.6
162	SB I-15 On-Ramp from West Bernardo Dr./Pomerado Rd.	0.4	0.1	0.0	0.6	0.3	0.1	0.0	0.4	2.0	0.7	0.2	2.9	0.4	0.1	0.0	0.6	0.3	0.1	0.0	0.4	2.0	0.7	0.2	2.9
163	SB I-15 Mainline (s/o West Bernardo Dr./Pomerado Rd. On-Ramp)	17.2	0.6	1.3	19.0	21.7	3.6	1.1	26.4	89.2	10.5	7.9	107.5	17.3	0.6	1.3	19.2	21.9	3.4	1.1	26.4	86.8	11.1	7.9	105.7
164	SB Managed Lanes (s/o West Bernardo Dr./Pomerado Rd.)	1.8	4.5	0.0	6.4	0.4	5.3	0.0	5.7	7.9	20.9	0.0	28.9	1.6	4.5	0.0	6.1	0.2	5.5	0.0	5.7	10.9	20.3	0.0	31.2
165	SB I-15 Mainline (n/o Rancho Bernardo Rd. Off-Ramp)	17.2	0.6	1.3	19.0	21.7	3.6	1.1	26.4	89.2	10.5	7.9	107.5	17.3	0.6	1.3	19.2	21.9	3.4	1.1	26.4	86.8	11.1	7.9	105.7
166	SB Managed Lanes (n/o Rancho Bernardo Rd.)	1.8	4.5	0.0	6.4	0.4	5.3	0.0	5.7	7.9	20.9	0.0	28.9	1.6	4.5	0.0	6.1	0.2	5.5	0.0	5.7	10.9	20.3	0.0	31.2
167	SB I-15 Off-Ramp to Rancho Bernardo Rd.	2.4	0.1	0.2	2.7	3.5	0.7	0.2	4.4	13.8	2.4	1.1	17.3	2.4	0.1	0.2	2.7	3.3	0.8	0.2	4.3	13.4	2.6	1.1	17.1
168	SB I-15 Mainline (s/o Rancho Bernardo Rd. Off-Ramp)	14.7	0.4	1.1	16.3	18.3	2.9	0.9	22.1	75.5	8.1	6.7	90.3	14.9	0.5	1.1	16.5	18.6	2.6	0.9	22.2	73.4	8.5	6.8	88.6
169	SB Managed Lanes Exit to I-15 Mainline (at Rancho Bernardo Rd.)	0.0	0.6	0.0	0.6	0.0	1.5	0.0	1.5	0.4	4.9	0.0	5.4	0.0	0.6	0.0	0.6	0.0	1.5	0.0	1.5	1.4	4.5	0.0	6.0
170	SB Entrance Ramp from I-15 Mainline to Managed Lanes (at Rancho Bernardo Rd.)	0.0	0.2	0.0	0.3	0.0	0.6	0.0	0.6	0.1	2.8	0.0	3.0	0.0	0.3	0.0	0.3	0.0	0.6	0.0	0.6	0.1	2.4	0.0	2.6
171	SB I-15 Mainline (n/o Rancho Bernardo Rd. On-Ramp)	14.7	0.8	1.1	16.6	18.3	3.8	0.9	23.0	75.8	10.2	6.7	92.7	14.9	0.8	1.1	16.8	18.7	3.6	0.9	23.1	74.7	10.5	6.8	91.9
172	SB I-15 On-Ramp from Rancho Bernardo Rd.	2.2	0.1	0.2	2.5	2.7	0.5	0.1	3.4	12.2	1.9	1.1	15.1	2.2	0.1	0.2	2.5	2.8	0.5	0.1	3.4	12.0	1.9	1.1	14.9
173	SB I-15 Mainline (s/o Rancho Bernardo Rd. On-Ramp)	16.9	0.9	1.3	19.1	21.0	4.3	1.1	26.4	87.9	12.0	7.8	107.8	17.1	0.9	1.3	19.3	21.4	4.0	1.1	26.5	86.6	12.4	7.8	106.9
174	SB Managed Lanes (s/o Rancho Bernardo Rd.)	1.9	4.2	0.0	6.1	0.4	4.4	0.0	4.8	7.6	18.8	0.0	26.5	1.6	4.2	0.0	5.8	0.2	4.5	0.0	4.7	9.6	18.3	0.0	27.8
175	SB Managed Lanes Exit Ramp to Bernardo Center BRTC	0.0	0.5	0.0	0.5	0.0	0.4	0.0	0.4	0.2	1.7	0.0	1.9	0.0	0.5	0.0	0.5	0.0	0.4	0.0	0.4	0.7	1.6	0.0	2.3
176	SB Managed Lanes Entrance Ramp from Bernardo Center BRTC	0.2	0.7	0.0	0.9	0.1	1.0	0.0	1.1	0.8	3.4	0.0	4.3	0.2	0.7	0.0	0.9	0.0	1.1	0.0	1.1	1.1	3.4	0.0	4.5
177	SB I-15 Mainline (n/o Bernardo Center Dr. Off-Ramp)	16.9	0.9	1.3	19.1	21.0	4.3	1.1	26.4	87.9	12.0	7.8	107.8	17.1	0.9	1.3	19.3	21.4	4.0	1.1	26.5	86.6	12.4	7.8	106.9
178	SB Managed Lanes (n/o Bernardo Center Dr.)	2.0	4.4	0.0	6.4	0.5	5.0	0.0	5.5	8.3	20.6	0.0	28.8	1.7	4.4	0.0	6.2	0.2	5.2	0.0	5.4	10.0	20.0	0.0	30.0
179	SB I-15 Off-Ramp to Bernardo Center Dr.	1.4	0.4	0.1	1.9	2.8	1.2	0.1	4.2	9.6	3.6	0.8	13.9	1.4	0.4	0.1	1.9	3.0	1.2	0.2	4.3	9.9	3.4	0.8	14.1
180	SB I-15 On-Ramp from Bernardo Center Dr.	1.2	0.3	0.1	1.5	2.3	0.8	0.1	3.2	8.0	2.3	0.6	10.9	1.2	0.3	0.1	1.5	2.3	0.8	0.1	3.2	8.0	2.3	0.6	10.9
181	SB I-15 Mainline (s/o Bernardo Center Dr. On-Ramp)	16.7	0.8	1.3	18.7	20.5	3.8	1.0	25.4	86.3	10.8	7.7	104.8	16.8	0.8	1.2	18.9	20.8	3.6	1.0	25.4	84.7	11.3	7.7	103.8
182	SB Managed Lanes (s/o Bernardo Center Dr.)	2.0	4.4	0.0	6.4	0.5	5.0	0.0	5.5	8.3	20.6	0.0	28.8	1.7	4.4	0.0	6.2	0.2	5.2	0.0	5.4	10.0	20.0	0.0	30.0
183	SB I-15 Off-Ramp to Camino Del Norte	2.2	0.3	0.1	2.7	2.6	1.0	0.1	3.8	11.9	3.2	1.0	16.2	2.2	0.3	0.1	2.7	2.6	1.0	0.1	3.8	11.8	3.2	1.0	16.0
184	SB I-15 On-Ramp from Camino Del Norte	2.2	0.8	0.1	3.1	2.8	0.9	0.1	3.9	12.4	3.8	1.0	17.3	2.2	0.8	0.1	3.1	2.8	0.9	0.1	3.9	12.4	3.8	1.0	17.3
185	SB I-15 Mainline (s/o Camino Del Norte)	16.6	1.3	1.3	19.2	20.7	3.7	1.0	25.5	86.9	11.4	7.7	106.0	16.8	1.3	1.2	19.4	21.0	3.5	1.0	25.5	85.4	12.0	7.7	105.1
186	SB Managed Lanes (s/o Camino Del Norte)	2.0	4.4	0.0	6.4	0.5	5.0	0.0	5.5	8.3	20.6	0.0	28.8	1.7	4.4	0.0	6.2	0.2	5.2	0.0	5.4	10.0	20.0	0.0	30.0
187	SB Managed Lanes Exit to I-15 Mainline (n/o Carmel Mountain Rd.)	0.0	0.4	0.0	0.4	0.0	1.5	0.0	1.5	0.4	4.6	0.0	5.0	0.0	0.4	0.0	0.4	0.0	1.6	0.0	1.6	1.4	4.5	0.0	5.9
188	SB Entrance Ramp from I-15 Mainline to Managed Lanes (n/o Carmel Mountain Rd.)	0.2	1.0	0.0	1.2	0.0	1.5	0.0	1.6	0.5	5.5	0.0	6.0	0.3	1.0	0.0	1.3	0.1	1.9	0.0	1.9	0.8	5.8	0.0	6.5
189	SB I-15 Mainline (n/o Carmel Mountain Rd. Off-Ramp)	16.4	0.7	1.3	18.4	20.7	3.7	1.0	25.5	86.8	10.5	7.7	105.0	16.5	0.7	1.2	18.5	21.0	3.3	1.0	25.2	86.1	10.7	7.7	104.5

Note:
s/o - south of
n/o - north of

Table A-4 (Cont'd)
2020 Traffic Forecast
(Traffic Volumes in Thousands)
I-15 Managed Lanes Value Pricing Study

Location Identification Number	Location Description	2020 Flat Toll Alternative												2020 Skewed Toll Alternative											
		AM Peak Period 6 AM - 8 AM				PM Peak Period 3 PM - 6 PM				Weekday Total 6 AM - 7 PM				AM Peak Period 6 AM - 8 AM				PM Peak Period 3 PM - 6 PM				Weekday Total 6 AM - 7 PM			
		SOV	HOV	TRUCK	TOTAL	SOV	HOV	TRUCK	TOTAL	SOV	HOV	TRUCK	TOTAL	SOV	HOV	TRUCK	TOTAL	SOV	HOV	TRUCK	TOTAL	SOV	HOV	TRUCK	TOTAL
190	SB Managed Lanes (n/o Carmel Mountain Rd.)	2.2	5.1	0.0	7.2	0.5	5.0	0.0	5.5	8.3	21.5	0.0	29.8	2.0	5.1	0.0	7.0	0.2	5.5	0.0	5.7	9.4	21.2	0.0	30.6
191	SB I-15 Off-Ramp to Carmel Mountain Rd.	1.2	0.3	0.1	1.6	3.0	1.2	0.1	4.3	10.3	3.3	0.8	14.5	1.2	0.3	0.1	1.6	3.0	1.2	0.1	4.3	10.4	3.4	0.8	14.6
192	SB I-15 On-Ramp from Carmel Mountain Rd.	1.0	0.2	0.1	1.3	2.2	0.5	0.1	2.9	11.0	3.0	1.0	15.0	1.0	0.2	0.1	1.3	2.3	0.8	0.1	3.1	11.0	3.2	1.0	15.2
193	SB I-15 Mainline (s/o Carmel Mountain Rd.)	16.2	0.6	1.2	18.1	19.9	3.1	1.0	24.0	87.5	10.1	7.9	105.5	16.3	0.6	1.2	18.1	20.2	2.8	1.0	24.0	86.7	10.5	7.9	105.1
194	SB Managed Lanes (s/o Carmel Mountain Rd.)	2.2	5.1	0.0	7.2	0.5	5.0	0.0	5.5	8.3	21.5	0.0	29.8	2.0	5.1	0.0	7.0	0.2	5.5	0.0	5.7	9.4	21.2	0.0	30.6
195	SB I-15 Mainline (n/o SR-56/Ted Williams Pkwy. Off-Ramp)	16.2	0.6	1.2	18.1	19.9	3.1	1.0	24.0	87.5	10.1	7.9	105.5	16.3	0.6	1.2	18.1	20.2	2.8	1.0	24.0	86.7	10.5	7.9	105.1
196	SB Managed Lanes (n/o SR-56/Ted Williams Pkwy.)	2.2	5.1	0.0	7.2	0.5	5.0	0.0	5.5	8.3	21.5	0.0	29.8	2.0	5.1	0.0	7.0	0.2	5.5	0.0	5.7	9.4	21.2	0.0	30.6
197	SB I-15 Off-Ramp to SR-56/Ted Williams Pkwy.	2.2	0.3	0.2	2.8	3.5	1.2	0.2	4.9	15.7	4.3	1.4	21.4	2.3	0.3	0.2	2.8	3.5	1.2	0.2	4.9	15.6	4.3	1.4	21.3
198	SB Managed Lanes Exit Ramp to Springs Pkwy. BRTC	0.0	0.5	0.0	0.5	0.0	0.6	0.0	0.6	0.4	2.1	0.0	2.5	0.0	0.5	0.0	0.6	0.0	0.5	0.0	0.6	0.8	2.1	0.0	2.9
199	SB Managed Lanes Entrance Ramp from Springs Pkwy. BRTC	0.1	0.9	0.0	1.0	0.0	0.7	0.0	0.7	0.3	2.5	0.0	2.8	0.1	0.9	0.0	1.0	0.0	0.4	0.0	0.4	0.4	2.2	0.0	2.5
200	SB I-15 On-Ramp from SR-56/Ted Williams Pkwy.	2.4	0.1	0.2	2.7	2.4	0.8	0.1	3.3	10.2	1.6	0.8	12.6	2.5	0.1	0.2	2.8	2.3	0.9	0.1	3.3	10.2	1.6	0.8	12.7
201	SB Managed Lanes Entrance Ramp from SR-56/Ted Williams Pkwy.	0.0	0.5	0.0	0.5	0.0	0.1	0.0	0.1	0.1	1.3	0.0	1.3	0.0	0.5	0.0	0.5	0.0	0.1	0.0	0.1	0.1	1.2	0.0	1.3
202	SB I-15 Mainline (n/o Rancho Penasquitos Blvd./Poway Rd. Off-Ramp)	16.4	0.4	1.2	18.1	18.9	2.7	0.9	22.5	82.0	7.4	7.3	96.8	16.5	0.4	1.2	18.1	19.1	2.5	0.9	22.5	81.3	7.9	7.3	96.5
203	SB Managed Lanes (n/o Rancho Penasquitos Blvd./Poway Rd.)	2.3	5.9	0.0	8.2	0.5	5.2	0.0	5.7	8.3	23.1	0.0	31.4	2.1	5.9	0.0	8.0	0.2	5.4	0.0	5.6	9.0	22.6	0.0	31.6
204	SB I-15 Off-Ramp to Rancho Penasquitos Blvd./Poway Rd.	0.3	0.0	0.0	0.4	1.2	0.3	0.1	1.6	4.1	0.9	0.4	5.4	0.4	0.0	0.0	0.4	1.2	0.4	0.1	1.6	4.0	1.0	0.4	5.3
205	SB I-15 On-Ramp from Rancho Penasquitos Blvd./Poway Rd..	4.2	1.5	0.3	6.0	3.0	1.1	0.1	4.3	17.1	5.7	1.4	24.3	4.3	1.5	0.3	6.2	3.0	1.2	0.1	4.3	17.2	5.8	1.5	24.5
206	SB I-15 Mainline (s/o Rancho Penasquitos Blvd./Poway Rd. On-Ramp)	20.3	1.9	1.5	23.7	20.7	3.5	1.0	25.2	95.0	12.2	8.4	115.6	20.4	1.9	1.5	23.9	20.9	3.3	1.0	25.2	94.5	12.7	8.4	115.6
207	SB Managed Lanes (s/o Rancho Penasquitos Blvd./Poway Rd.)	2.3	5.9	0.0	8.2	0.5	5.2	0.0	5.7	8.3	23.1	0.0	31.4	2.1	5.9	0.0	8.0	0.2	5.4	0.0	5.6	9.0	22.6	0.0	31.6
208	SB Managed Lanes Exit to I-15 Mainline (s/o Rancho Penasquitos Blvd./Poway Rd.)	0.0	0.2	0.0	0.2	0.0	0.8	0.0	0.8	0.2	2.1	0.0	2.3	0.0	0.2	0.0	0.2	0.0	1.1	0.0	1.2	0.3	2.2	0.0	2.5
209	SB Entrance Ramp from I-15 Mainline to Managed Lanes (s/o Rancho Penasquitos Blvd./Poway Rd.)	0.1	1.6	0.0	1.7	0.0	1.2	0.0	1.3	0.2	6.4	0.0	6.6	0.2	1.6	0.0	1.8	0.0	1.6	0.0	1.6	0.3	6.8	0.0	7.1
210	SB I-15 Mainline (n/o Mercy Rd./Scripps Poway Pkwy. Off-Ramp)	20.2	0.5	1.5	22.2	20.6	3.0	1.0	24.7	95.0	7.8	8.4	111.2	20.3	0.5	1.5	22.3	20.9	2.9	1.0	24.8	94.5	8.1	8.4	111.0
211	SB Managed Lanes (n/o Mercy Rd./Scripps Poway Pkwy.)	2.3	7.3	0.0	9.6	0.5	5.7	0.0	6.2	8.3	27.5	0.0	35.8	2.2	7.3	0.0	9.5	0.2	5.9	0.0	6.1	9.0	27.2	0.0	36.2
212	SB I-15 Off-Ramp to Mercy Rd./Scripps Poway Pkwy.	1.9	0.3	0.1	2.3	2.7	1.0	0.1	3.8	9.2	2.6	0.7	12.5	1.6	0.3	0.1	2.0	2.7	1.0	0.1	3.7	9.0	2.5	0.7	12.2
213	SB I-15 On-Ramp from Mercy Rd./Scripps Poway Pkwy.	1.4	0.3	0.1	1.8	2.8	1.2	0.1	4.1	11.8	3.8	1.0	16.6	1.1	0.3	0.1	1.5	2.8	1.2	0.1	4.1	11.4	3.8	1.0	16.3
214	SB I-15 Mainline (s/o Mercy Rd./Scripps Poway Pkwy On-Ramp)	19.7	0.5	1.5	21.7	20.8	3.3	1.0	25.1	97.5	9.1	8.7	115.4	19.8	0.5	1.5	21.8	21.0	3.1	1.0	25.1	97.0	9.4	8.7	115.1
215	SB Managed Lanes (s/o Mercy Rd./Scripps Poway Pkwy.)	2.3	7.3	0.0	9.6	0.5	5.7	0.0	6.2	8.3	27.5	0.0	35.8	2.2	7.3	0.0	9.5	0.2	5.9	0.0	6.1	9.0	27.2	0.0	36.2
216	SB Managed Lanes (n/o Mira Mesa Blvd.)	0.1	0.9	0.0	1.0	0.1	1.1	0.0	1.2	0.8	5.4	0.0	6.2	0.1	0.9	0.0	1.1	0.1	2.0	0.0	2.1	1.4	6.4	0.0	7.7
217	SB Entrance Ramp from I-15 Mainline to Managed Lanes (n/o Mira Mesa Blvd.)	0.0	0.2	0.0	0.2	0.0	0.7	0.0	0.8	0.1	3.3	0.0	3.3	0.0	0.2	0.0	0.2	0.0	1.7	0.0	1.7	0.1	4.7	0.0	4.8
218	SB I-15 Mainline (n/o Mira Mesa Blvd. Off-Ramp)	19.8	1.2	1.5	22.5	20.8	3.6	1.0	25.5	98.2	11.2	8.7	118.2	19.9	1.3	1.5	22.6	21.0	3.4	1.0	25.5	98.2	11.1	8.7	118.0
219	SB Managed Lanes (n/o Mira Mesa Blvd.)	2.3	6.6	0.0	8.9	0.5	5.3	0.0	5.8	7.6	25.3	0.0	32.9	2.1	6.6	0.0	8.7	0.2	5.5	0.0	5.7	7.7	25.5	0.0	33.2
220	SB I-15 Off-Ramp to Mira Mesa Blvd.	2.1	0.4	0.1	2.6	2.5	0.6	0.1	3.3	12.3	2.5	1.1	15.9	2.2	0.4	0.2	2.8	2.5	0.6	0.1	3.2	12.4	2.5	1.1	16.0
221	SB I-15 On-Ramp from Mira Mesa Blvd.	5.4	1.0	0.4	6.8	3.8	1.4	0.2	5.4	19.6	4.9	1.6	26.1	5.5	1.1	0.4	6.9	3.8	1.4	0.2	5.3	19.6	5.0	1.6	26.2
222	SB I-15 Mainline (s/o Mira Mesa Blvd. On-Ramp)	23.1	1.8	1.7	26.7	22.1	4.4	1.1	27.6	105.5	13.7	9.3	128.5	23.2	1.9	1.7	26.8	22.3	4.2	1.1	27.6	105.4	13.6	9.3	128.3
223	SB Managed Lanes (s/o Mira Mesa Blvd.)	2.3	6.6	0.0	8.9	0.5	5.3	0.0	5.8	7.6	25.3	0.0	32.9	2.1	6.6	0.0	8.7	0.2	5.5	0.0	5.7	7.7	25.5	0.0	33.2
224	SB Managed Lanes Exit Ramp to Hillery BRTC	0.3	1.5	0.0	1.8	0.0	0.7	0.0	0.7	1.0	4.1	0.0	5.1	0.4	1.5	0.0	1.8	0.0	0.8	0.0	0.8	1.3	4.1	0.0	5.3
225	SB Managed Lanes Entrance Ramp from Hillery BRTC	0.0	0.8	0.0	0.9	0.0	0.3	0.0	0.3	0.1	2.0	0.0	2.0	0.0	0.8	0.0	0.9	0.0	0.3	0.0	0.3	0.1	2.0	0.0	2.0
226	SB I-15 Mainline (s/o Hillery BRTC)	23.1	1.8	1.7	26.7	22.1	4.4	1.1	27.6	105.5	13.7	9.3	128.5	23.2	1.9	1.7	26.8	22.3	4.2	1.1	27.6	105.4	13.6	9.3	128.3
227	SB Managed Lanes (s/o Hillery BRTC)	2.0	5.9	0.0	8.0	0.4	4.9	0.0	5.4	6.7	23.2	0.0	29.8	1.8	5.9	0.0	7.7	0.2	5.1	0.0	5.3	6.5	23.4	0.0	29.9
228	SB Entrance Ramp from I-15 Mainline to Managed Lanes (n/o Carroll Canyon Rd.)	0.0	0.8	0.0	0.8	0.0	0.4	0.0	0.4	0.1	2.7	0.0	2.8	0.0	0.9	0.0	0.9	0.0	0.5	0.0	0.5	0.1	2.8	0.0	2.9
229	SB I-15 Mainline (n/o Carroll Canyon Rd. Off-Ramp)	23.1	1.0	1.7	25.8	22.1	4.0	1.1	27.2	105.4	11.0	9.3	125.7	23.2	1.0	1.7	25.9	22.3	3.8	1.1	27.2	105.4	10.7	9.3	125.4
230	SB Managed Lanes (n/o Carroll Canyon Rd.)	2.1	6.7	0.0	8.8	0.4	5.3	0.0	5.7	6.7	25.8	0.0	32.6	1.8	6.8	0.0	8.6	0.2	5.6	0.0	5.7	6.6	26.3	0.0	32.8
231	SB I-15 Off-Ramp to Carroll Canyon Rd.	1.6	0.2	0.1	1.9	1.6	0.5	0.1	2.2	8.2	1.8	0.7	10.6	1.6	0.2	0.1	1.9	1.6	0.5	0.1	2.2	8.1	1.8	0.7	10.6
232	SB I-15 On-Ramp from Carroll Canyon Rd.	2.6	0.3	0.2	3.1	3.1	1.1	0.2	4.4	11.0	2.8	0.8	14.5	2.5	0.3	0.2	3.0	3.1	1.1	0.2	4.4	10.9	2.8	0.8	14.5
233	SB I-15 Mainline (s/o Carroll Canyon Rd. On-Ramp)	24.1	1.1	1.8	27.0	23.6	4.6	1.2	29.4	108.2	12.0	9.4	129.6	24.1	1.1	1.8	26.9	23.8	4.4	1.2	29.4	108.2	11.7	9.4	129.2
234	SB Managed Lanes (s/o Carroll Canyon Rd.)	2.1	6.7	0.0	8.8	0.4	5.3	0.0	5.7	6.7	25.8	0.0	32.6	1.8	6.8	0.0	8.6	0.2	5.6	0.0	5.7	6.6	26.3	0.0	32.8
235	SB I-15 Mainline (n/o Miramar Rd./Pomerado Rd. Off-Ramp)	24.1	1.1	1.8	27.0	23.6	4.6	1.2	29.4	108.2	12.0	9.4	129.6	24.1	1.1	1.8	26.9	23.8	4.4	1.2	29.4	108.2	11.7	9.4	129.2
236	SB Managed Lanes (n/o Miramar Rd./Pomerado Rd.)	2.1	6.7	0.0	8.8	0.4	5.3	0.0	5.7	6.7	25.8	0.0	32.6	1.8	6.8	0.0	8.6	0.2	5.6	0.0	5.7	6.6	26.3	0.0	32.8
237	SB I-15 Off-Ramp to Miramar Rd./Pomerado Rd.	2.5	0.4	0.2	3.1	1.2	0.5	0.1	1.8	10.0	2.7	0.9	13.6	2.2	0.4	0.2	2.8	1.2	0.5	0.1	1.8	9.7	2.8	0.9	13.3
238	SB I-15 On-Ramp from Miramar Rd./Pomerado Rd.	2.9	0.4	0.2	3.5	5.2	1.9	0.3	7.3	19.3	5.4	1.5	26.2	2.8	0.4	0.2	3.3	5.2	1.8	0.3	7.3	19.1	5.3	1.5	25.9
239	SB I-15 Mainline (s/o Miramar Rd./Pomerado Rd. On-Ramp)	24.5	1.1	1.8	27.4	27.6	5.9	1.4	34.9	117.5	14.7	10.1	142.2	24.6	1.1	1.8	27.5	27.8	5.7	1.4	34.8	117.5	14.2	10.1	141.8
240	SB Managed Lanes (s/o Miramar Rd./Pomerado Rd.)	2.1	6.7	0.0	8.8	0.4	5.3	0.0	5.7	6.7	25.8	0.0	32.6	1.8	6.8	0.0	8.6	0.2	5.6	0.0	5.7	6.6	26.3	0.0	32.8
241	SB I-15 Mainline (n/o Miramar Way Off-Ramp)	24.5	1.1	1.8	27.4	27.6	5.9	1.4	34.9	117.5	14.7	10.1	142.2	24.6	1.1	1.8	27.5	27.8	5.7	1.4	34.8	117.5	14.2	10.1	141.8
242	SB Managed Lanes (n/o Miramar Way)	2.1	6.7	0.0	8.8	0.4	5.3	0.0	5.7	6.7	25.8	0.0	32.6	1.8	6.8	0.0	8.6	0.2	5.6	0.0	5.7	6.6	26.3	0.0	32.8
243	SB I-15 Off-Ramp to Miramar Way	1.0	0.2	0.1	1.3	0.3	0.1	0.0	0.4	2.7	0.7	0.2	3.6	1.1	0.2	0.1	1.4	0.3	0.1	0.0	0.4	2.8	0.7	0.2	3.7
244	SB I-15 On-Ramp from Miramar Way	0.4	0.1	0.0	0.5	0.9	0.3	0.0	1.3	3.1	0.9	0.3	4.2	0.6	0.1	0.0	0.8	0.9	0.3	0.0	1.2	3.3	0.9	0.3	4.4
245	SB I-15 Mainline (n/o SR-163 Connector Ramp)	23.9	0.9	1.8	26.6	28.2	6.2	1.4	35.8	117.9	14.8	10.1	142.8	24.2	0.9	1.8	26.9	28.4	5.9	1.4	35.7	118.0	14.3	10.1	142.5
246	SB Managed Lanes (n/o SR-163 Connector Ramp)	2.1	6.7	0.0	8.8	0.4	5.3	0.0	5.7	6.7	25.8	0.0	32.6	1.8	6.8	0.0	8.6	0.2	5.6	0.0	5.7	6.6	26.3	0.0	32.8
247	SB I-15 Connector Ramp to SR-163	11.2	0.5	0.8	12.5	9.5	2.3	0.5	12.3	47.0	6.0	4.0	57.0	11.3	0.5	0.8	12.6	9.6	2.1	0.5	12.1	47.0	5.7	4.0	56.7
248	SB Managed Lanes Connector Ramp to SR-163	0.8	3.2	0.0	4.0	0.1	1.7	0.0	1.8	2.0	10.1	0.0	12.1	0.8	3.4	0.0	4.2	0.1	1.9	0.0	1.9	2.0	10.6	0.0	12.6
249	SB I-15 Mainline (s/o SR-163 Interchange)	12.7	0.4	1.0	14.1	18.7	3.8	0.9	23.4	70.9	8.8	6.1	85.8	13.0	0.4	1.0	14.3	18.8	3.8	0.9	23.5	71.0	8.6	6.1	85.8
250	SB Managed Lanes Exit to I-15 Mainline (s/o SR-163 Interchange)	1.3	3.5	0.0	4.8	0.3	3.6	0.0	4.0	4.7	15.7	0.0	20.4	1.1	3.3	0.0	4.4	0.1	3.7	0.0	3.8	4.6	15.7	0.0	20.2
251	SB I-15 Mainline (s/o Merge w/Managed Lanes	14.0	4.0	1.0	18.9	19.0	7.5	0.9	27.4	75.6	24.5	6.1	106.2	14.0	3.8	1.0	18.8	18.9	7.5	0.9	27.3	75.6	24.3	6.1	106.0

Note:
s/o - south of
n/o - north of

Table A-5
2025 Traffic Forecast
(Traffic Volumes in Thousands)
I-15 Managed Lanes Value Pricing Study

Location Identification Number	Location Description	2025 Flat Toll Alternative												2025 Skewed Toll Alternative											
		AM Peak Period 6 AM - 8 AM				PM Peak Period 3 PM - 6 PM				Weekday Total 6 AM - 7 PM				AM Peak Period 6 AM - 8 AM				PM Peak Period 3 PM - 6 PM				Weekday Total 6 AM - 7 PM			
		SOV	HOV	TRUCK	TOTAL	SOV	HOV	TRUCK	TOTAL	SOV	HOV	TRUCK	TOTAL	SOV	HOV	TRUCK	TOTAL	SOV	HOV	TRUCK	TOTAL	SOV	HOV	TRUCK	TOTAL
1	NB I-15 Mainline (s/o first access point to Managed Lanes)	13.6	3.6	1.0	18.2	17.5	8.6	0.9	27.0	71.9	25.7	5.9	103.5	13.5	3.5	1.0	18.0	17.6	8.6	0.9	27.0	72.0	25.6	5.9	103.6
2	NB First Entrance to Managed Lanes from I-15 Mainline	0.1	2.6	0.0	2.6	0.6	6.4	0.0	7.0	2.8	20.1	0.0	22.9	0.1	2.5	0.0	2.6	0.4	7.8	0.0	8.2	1.4	22.0	0.0	23.4
3	NB I-15 Mainline (s/o SR 163 Merge)	13.5	1.1	1.0	15.6	16.9	2.3	0.9	20.0	69.1	5.5	5.9	80.6	13.4	1.1	1.0	15.4	17.1	0.8	0.9	18.8	70.6	3.7	5.9	80.2
4	NB SR163 Mainline (s/o I-15 Merge)	6.6	0.8	0.5	7.9	14.7	2.5	0.7	18.0	45.8	4.9	3.7	54.5	6.7	0.6	0.5	7.8	14.9	2.5	0.7	18.2	47.0	4.1	3.7	54.8
5	NB Entrance Ramp from SR 163 to I-15 Managed Lanes	0.0	0.9	0.0	0.9	0.5	5.8	0.0	6.3	2.4	15.3	0.0	17.7	0.0	1.2	0.0	1.3	0.3	5.9	0.0	6.2	1.2	16.2	0.0	17.4
6	NB I-15 Mainline (n/o SR 163 Merge)	20.1	1.8	1.4	23.4	31.6	4.8	1.6	38.0	114.9	10.4	9.7	135.0	20.1	1.6	1.4	23.2	32.1	3.3	1.6	37.0	117.6	7.8	9.7	135.0
7	NB Managed Lanes (n/o Access Ramp from SR 163)	0.1	3.5	0.0	3.6	1.1	12.2	0.0	13.3	5.2	35.4	0.0	40.5	0.1	3.7	0.0	3.8	0.7	13.7	0.0	14.4	2.6	38.2	0.0	40.8
8	NB I-15 Off-Ramp to Miramar Wy.	1.7	0.4	0.1	2.3	4.5	0.3	0.2	5.0	9.5	1.2	0.7	11.4	2.1	0.4	0.2	2.7	2.5	0.3	0.1	2.9	7.4	1.2	0.5	9.1
9	NB I-15 On-Ramp from Miramar Wy.	0.1	0.0	0.0	0.1	4.0	0.4	0.2	4.7	6.1	0.9	0.4	7.5	0.1	0.0	0.0	0.1	1.9	0.4	0.1	2.4	3.1	0.9	0.2	4.2
10	NB I-15 Mainline (n/o Miramar Wy. On-Ramp)	18.5	1.5	1.3	21.3	31.2	4.9	1.6	37.7	111.5	10.1	9.4	131.1	18.1	1.3	1.3	20.7	31.5	3.5	1.6	36.6	113.3	7.5	9.4	130.1
11	NB Managed Lanes (at Miramar Wy.)	0.1	3.5	0.0	3.6	1.1	12.2	0.0	13.3	5.2	35.4	0.0	40.5	0.1	3.7	0.0	3.8	0.7	13.7	0.0	14.4	2.6	38.2	0.0	40.8
12	NB Managed Lanes Exit to I-15 Mainline (n/o Miramar Wy.)	0.0	1.1	0.0	1.1	0.0	0.4	0.0	0.4	0.1	3.6	0.0	3.6	0.0	1.3	0.0	1.4	0.0	0.4	0.0	0.4	0.1	3.7	0.0	3.8
13	NB Entrance Ramp from I-15 Mainline to Managed Lanes (s/o Miramar Rd.)	0.0	0.7	0.0	0.8	0.1	3.6	0.0	3.7	0.2	5.8	0.0	6.0	0.0	0.6	0.0	0.7	0.1	2.2	0.0	2.3	0.1	3.4	0.0	3.6
14	NB I-15 Mainline (s/o Miramar Rd. Off-Ramp)	18.5	1.8	1.3	21.7	31.1	1.7	1.6	34.4	111.4	7.9	9.4	128.7	18.1	2.0	1.3	21.4	31.4	1.7	1.6	34.7	113.2	7.8	9.4	130.4
15	NB Managed Lanes (n/o Entrance Ramp from I-15 Mainline)	0.1	3.1	0.0	3.2	1.2	15.4	0.0	16.6	5.3	37.7	0.0	43.0	0.1	3.0	0.0	3.1	0.7	15.5	0.0	16.2	2.7	37.9	0.0	40.6
16	NB I-15 Off-Ramp to Miramar Rd./Pomerado Rd.	3.2	0.9	0.2	4.3	4.2	1.2	0.2	5.6	16.1	4.4	1.3	21.8	2.5	0.8	0.2	3.5	4.2	1.1	0.2	5.6	14.9	4.3	1.2	20.4
17	NB I-15 On-Ramp from Miramar Rd./Pomerado Rd.	0.9	0.2	0.1	1.1	3.0	1.3	0.2	4.5	10.6	3.9	0.9	15.4	0.9	0.2	0.1	1.1	3.0	1.2	0.2	4.4	10.5	3.8	0.9	15.2
18	NB I-15 Mainline (n/o Miramar Rd. On-Ramp)	16.2	1.1	1.2	18.5	29.9	1.9	1.5	33.3	106.0	7.3	9.0	122.3	16.5	1.3	1.2	19.0	30.2	1.8	1.5	33.5	108.8	7.3	9.0	125.2
19	NB Managed Lanes (at Miramar Rd.)	0.1	3.1	0.0	3.2	1.2	15.4	0.0	16.6	5.3	37.7	0.0	43.0	0.1	3.0	0.0	3.1	0.7	15.5	0.0	16.2	2.7	37.9	0.0	40.6
20	NB Managed Lanes Exit to I-15 Mainline (n/o Miramar Rd.)	0.0	0.8	0.0	0.8	0.1	3.1	0.0	3.2	0.2	9.0	0.0	9.2	0.0	0.8	0.0	0.9	0.1	3.1	0.0	3.2	0.2	9.1	0.0	9.3
21	NB I-15 Mainline (s/o Carroll Cyn. Rd. Off-Ramp)	16.2	2.0	1.2	19.3	30.0	5.0	1.5	36.5	106.1	16.3	9.0	131.5	16.5	2.2	1.2	19.9	30.3	4.9	1.5	36.7	109.0	16.4	9.0	134.5
22	NB Managed Lanes (n/o Exit Ramp to I-15 Mainline)	0.1	2.3	0.0	2.4	1.1	12.2	0.0	13.4	5.1	28.6	0.0	33.8	0.1	2.2	0.0	2.3	0.7	12.4	0.0	13.0	2.5	28.8	0.0	31.3
23	NB I-15 Off-Ramp to Carroll Cyn. Rd.	2.0	0.5	0.1	2.6	3.1	1.8	0.2	5.0	11.3	4.4	0.9	16.6	2.2	0.5	0.2	2.9	3.1	1.8	0.2	5.1	11.6	4.5	0.9	17.1
24	NB I-15 On-Ramp from Carroll Cyn. Rd.	1.0	0.2	0.1	1.3	2.7	2.0	0.1	4.9	9.5	4.4	0.8	14.7	1.0	0.2	0.1	1.3	2.7	2.1	0.1	4.9	9.4	4.5	0.8	14.6
25	NB I-15 Mainline (n/o Carroll Cyn. Rd. On-Ramp)	15.3	1.7	1.1	18.1	29.6	5.2	1.5	36.4	104.3	16.4	8.9	129.5	15.3	1.9	1.1	18.2	29.9	5.2	1.5	36.6	106.8	16.4	8.9	132.0
26	NB Managed Lanes (at Carroll Cyn. Rd.)	0.1	2.3	0.0	2.4	1.1	12.2	0.0	13.4	5.1	28.6	0.0	33.8	0.1	2.2	0.0	2.3	0.7	12.4	0.0	13.0	2.5	28.8	0.0	31.3
27	NB Entrance Ramp from I-15 Mainline to Managed Lanes (n/o Carroll Cyn. Rd.)	0.0	0.4	0.0	0.4	0.1	2.7	0.0	2.8	0.6	6.4	0.0	7.0	0.0	0.5	0.0	0.5	0.1	2.7	0.0	2.8	0.3	6.5	0.0	6.9
28	NB I-15 Mainline (n/o Managed Lanes Entrance Ramp)	15.3	1.3	1.1	17.6	29.6	2.5	1.5	33.6	103.7	10.0	8.9	122.5	15.3	1.4	1.1	17.8	29.8	2.5	1.5	33.8	106.5	9.8	8.9	125.1
29	NB Managed Lanes (n/o Enrance Ramp from I-15 Mainline)	0.1	2.8	0.0	2.8	1.2	14.9	0.0	16.1	5.7	35.0	0.0	40.7	0.1	2.7	0.0	2.8	0.7	15.1	0.0	15.8	2.8	35.3	0.0	38.1
30	NB Managed Lanes Exit Ramp to Hillery BRTC	0.0	0.3	0.0	0.3	0.1	2.3	0.0	2.4	0.2	5.2	0.0	5.4	0.0	0.2	0.0	0.2	0.1	2.3	0.0	2.4	0.4	5.0	0.0	5.5
31	NB Managed Lanes Entrance Ramp from Hillery BRTC	0.0	0.3	0.0	0.3	0.1	1.6	0.0	1.7	0.5	4.1	0.0	4.7	0.0	0.3	0.0	0.3	0.0	1.6	0.0	1.7	0.3	4.2	0.0	4.5
32	NB I-15 Mainline (s/o Mira Mesa Blvd. Off-Ramp)	15.3	1.3	1.1	17.6	29.6	2.5	1.5	33.6	103.7	10.0	8.9	122.5	15.3	1.4	1.1	17.8	29.8	2.5	1.5	33.8	106.5	9.8	8.9	125.1
33	NB Managed Lanes (s/o Mira Mesa Blvd.)	0.1	2.8	0.0	2.9	1.2	14.2	0.0	15.4	6.1	33.9	0.0	40.0	0.1	2.8	0.0	2.9	0.7	14.4	0.0	15.1	2.7	34.5	0.0	37.2
34	NB I-15 Off-Ramp to Mira Mesa Blvd.	2.0	0.4	0.1	2.6	4.0	1.0	0.2	5.1	14.4	2.9	1.2	18.5	2.1	0.4	0.2	2.7	4.0	0.9	0.2	5.1	14.4	2.9	1.2	18.5
35	NB I-15 On-Ramp from Mira Mesa Blvd.	2.1	0.3	0.1	2.5	3.9	0.5	0.2	4.6	14.6	2.3	1.2	18.0	2.1	0.3	0.1	2.5	4.0	0.5	0.2	4.7	14.6	2.1	1.2	17.9
36	NB I-15 Mainline (n/o Mira Mesa Blvd. On-Ramp)	15.3	1.2	1.1	17.6	29.5	2.1	1.5	33.1	103.8	9.4	8.9	122.1	15.3	1.2	1.1	17.6	29.9	2.0	1.5	33.4	106.7	9.0	8.8	124.5
37	NB Managed Lanes (n/o Mira Mesa Blvd.)	0.1	2.8	0.0	2.9	1.2	14.2	0.0	15.4	6.1	33.9	0.0	40.0	0.1	2.8	0.0	2.9	0.7	14.4	0.0	15.1	2.7	34.5	0.0	37.2
38	NB I-15 Mainline (s/o Mercy Rd./Scripps Poway Pkwy. Off-Ramp)	15.3	1.2	1.1	17.6	29.5	2.1	1.5	33.1	103.8	9.4	8.9	122.1	15.3	1.2	1.1	17.6	29.9	2.0	1.5	33.4	106.7	9.0	8.8	124.5
39	NB Managed Lanes (s/o Mercy Rd./Scripps Poway Pkwy.)	0.1	2.8	0.0	2.9	1.2	14.2	0.0	15.4	6.1	33.9	0.0	40.0	0.1	2.8	0.0	2.9	0.7	14.4	0.0	15.1	2.7	34.5	0.0	37.2
40	NB I-15 Off-Ramp to Mercy Rd./Scripps Poway Pkwy.	2.0	0.5	0.1	2.7	3.2	0.9	0.2	4.3	12.2	3.5	1.0	16.7	2.1	0.6	0.1	2.8	3.2	0.9	0.2	4.3	12.6	3.5	1.0	17.1
41	NB I-15 On-Ramp from Mercy Rd./Scripps Poway Pkwy.	1.4	0.4	0.1	1.9	1.7	0.7	0.1	2.5	7.2	2.3	0.6	10.2	1.5	0.4	0.1	1.9	1.6	0.7	0.1	2.4	7.3	2.4	0.6	10.2
42	NB I-15 Mainline (n/o Mercy Rd./Scripps Powat Pkwy. On-Ramp)	14.7	1.0	1.0	16.7	28.1	1.8	1.4	31.4	98.8	8.2	8.5	115.5	14.7	1.0	1.0	16.8	28.3	1.8	1.4	31.5	101.4	7.8	8.4	117.6
43	NB Managed Lanes (at Mercy Rd./Scripps Poway Pkwy.)	0.1	2.8	0.0	2.9	1.2	14.2	0.0	15.4	6.1	33.9	0.0	40.0	0.1	2.8	0.0	2.9	0.7	14.4	0.0	15.1	2.7	34.5	0.0	37.2
44	NB I-15 Mainline (s/o Rancho Penasquitos Blvd./Poway Rd. Off-Ramp)	14.7	1.0	1.0	16.7	28.1	1.8	1.4	31.4	98.8	8.2	8.5	115.5	14.7	1.0	1.0	16.8	28.3	1.8	1.4	31.5	101.4	7.8	8.4	117.6
45	NB Managed Lanes (s/o Rancho Penasquitos Blvd./Poway Rd.)	0.1	2.8	0.0	2.9	1.2	14.2	0.0	15.4	6.1	33.9	0.0	40.0	0.1	2.8	0.0	2.9	0.7	14.4	0.0	15.1	2.7	34.5	0.0	37.2
46	NB I-15 Off-Ramp to Rancho Penasquitos Blvd./Poway Rd.	2.1	0.5	0.1	2.7	6.7	0.9	0.3	7.9	19.9	3.8	1.6	25.3	2.2	0.5	0.1	2.8	6.5	0.8	0.3	7.7	19.6	3.5	1.5	24.7
47	NB I-15 On-Ramp from Rancho Penasquitos/Poway Rd.	0.7	0.2	0.1	1.0	0.3	0.1	0.0	0.4	3.4	1.0	0.3	4.7	0.7	0.2	0.1	1.0	0.3	0.1	0.0	0.4	3.3	1.0	0.3	4.7
48	NB I-15 Mainline (n/o Rancho Penasquitos/Poway Rd. On-Ramp)	13.3	0.7	1.0	15.0	21.7	1.1	1.1	23.9	82.3	5.5	7.2	94.9	13.3	0.7	1.0	15.0	22.0	1.0	1.1	24.2	85.1	5.3	7.2	97.6
49	NB Managed Lanes (n/o Rancho Penasquitos Blvd.)	0.1	2.8	0.0	2.9	1.2	14.2	0.0	15.4	6.1	33.9	0.0	40.0	0.1	2.8	0.0	2.9	0.7	14.4	0.0	15.1	2.7	34.5	0.0	37.2
50	NB I-15 Off-Ramp to SR 56/Ted Williams Pkwy.	1.2	0.1	0.1	1.3	3.4	0.2	0.2	3.8	10.5	0.8	0.8	12.1	1.2	0.1	0.1	1.4	3.2	0.2	0.2	3.5	10.2	0.7	0.8	11.8
51	NB Managed Lanes Exit Ramp to SR 56/Ted Williams Pkwy.	0.0	0.2	0.0	0.3	0.1	2.6	0.0	2.6	0.2	5.3	0.0	5.5	0.0	0.3	0.0	0.3	0.1	2.7	0.0	2.8	0.4	5.6	0.0	6.0
52	NB Managed Lanes Exit Ramp to Springs Pkwy. BRTC	0.0	0.1	0.0	0.1	0.1	2.6	0.0	2.6	0.3	4.2	0.0	4.5	0.0	0.1	0.0	0.1	0.2	2.5	0.0	2.7	0.6	4.1	0.0	4.7
53	NB Managed Lanes Entrance Ramp from Springs Pkwy. BRTC	0.0	0.1	0.0	0.1	0.0	0.9	0.0	0.9	0.1	1.8	0.0	1.9	0.0	0.1	0.0	0.1	0.0	0.9	0.0	0.9	0.1	1.8	0.0	1.9
54	NB I-15 OnRamp from SR 56/Ted Williams Pkwy.	4.2	1.0	0.3	5.4	3.6	1.4	0.2	5.2	20.1	5.9	1.8	27.8	4.1	1.0	0.3	5.4	3.2	1.4	0.1	4.7	19.8	5.9	1.7	27.4
55	NB I-15 Mainline (n/o SR 56/Ted Williams Pkwy. On-Ramp)	16.3	1.6	1.2	19.1	21.8	2.3	1.1	25.2	91.9	10.6	8.1	110.7	16.2	1.6	1.1	19.0	22.0	2.2	1.1	25.4	94.7	10.5	8.1	113.3
56	NB Managed Lanes (n/o SR 56/Ted Williams Pkwy.)	0.1	2.6	0.0	2.7	1.1	10.0	0.0	11.1	5.7	26.2	0.0	31.9	0.1	2.6	0.0	2.7	0.4	10.1	0.0	10.5	1.9	26.5	0.0	28.4
57	NB Managed Lanes Exit to I-15 Mainline (n/o SR-56/Ted Williams Pkwy.)	0.0	0.6	0.0	0.6	0.0	1.7	0.0	1.8	0.2	5.5	0.0	5.7	0.0	0.9	0.0	0.9	0.1	1.8	0.0	1.8	0.3	5.9	0.0	6.2
58	NB Entrance Ramp from I-15 Mainline to Managed Lanes (n/o SR-56/Ted Williams Pkwy.)	0.0	1.2	0.0	1.2	0.0	1.6	0.0	1.6	0.5	7.1	0.0	7.5	0.1	1.0	0.0	1.2	0.1	1.5	0.0	1.6	0.9	6.8	0.0	7.8
59	NB I-15 Mainline (s/o Carmel Mountain Rd. Off-Ramp)	16.3	1.0	1.2	18.5	21.8	2.4	1.1	25.3	91.7	9.0	8.1	108.9	16.0	1.4	1.1	18.6	22.0	2.4	1.1	25.6	94.0	9.5	8.1	111.5
60	NB Managed Lanes (n/o SR-56 and Entrance Ramp from I-15 Mainline)	0.1	3.2	0.0	3.3	1.1	9.9	0.0	10.9	6.0	27.8	0.0	33.7	0.2	2.8	0.0	3.0	0.4	9.9	0.0	10.3	2.5	27.5	0.0	29.9
61	NB I-15 Off-Ramp to Carmel Mountain Rd.	2.3	0.6	0.2	3.1	2.5	0.9	0.1	3.5	14.0	4.4	1.3	19.7	2.2	0.5	0.2	2.9	2.4	1.0	0.1	3.5	13.6	4.4	1.2	19.3
62	NB I-15 On-Ramp from Carmel Mountain Rd.	1.1	0.3	0.1	1.5	2.2	1.2	0.1	3.5	8.6	3.3	0.7	12.7	1.1	0.3	0.1	1.5	2.3	1.2	0.1	3.6	8.5	3.4	0.7	12.6
63	NB I-15 Mainline (n/o Carmel Mountain Rd. On-Ramp)	15.1	0.7	1.1	16.9	21.5	2.7	1.1	25.3	86.3	8.0	7.6	101.8	14.9	1.2	1.1	17.1	21.9	2.6	1.1	25.6	88.8	8.5	7.6	104.9

Note:
s/o - south of
n/o - north of

Table A-5 (Cont'd)
2025 Traffic Forecast
(Traffic Volumes in Thousands)
I-15 Managed Lanes Value Pricing Study

Location Identification Number	Location Description	2025 Flat Toll Alternative												2025 Skewed Toll Alternative											
		AM Peak Period 6 AM - 8 AM				PM Peak Period 3 PM - 6 PM				Weekday Total 6 AM - 7 PM				AM Peak Period 6 AM - 8 AM				PM Peak Period 3 PM - 6 PM				Weekday Total 6 AM - 7 PM			
		SOV	HOV	TRUCK	TOTAL	SOV	HOV	TRUCK	TOTAL	SOV	HOV	TRUCK	TOTAL	SOV	HOV	TRUCK	TOTAL	SOV	HOV	TRUCK	TOTAL	SOV	HOV	TRUCK	TOTAL
64	NB Managed Lanes (at Carmel Mountain Rd.)	0.1	3.2	0.0	3.3	1.1	9.9	0.0	10.9	6.0	27.8	0.0	33.7	0.2	2.8	0.0	3.0	0.4	9.9	0.0	10.3	2.5	27.5	0.0	29.9
65	NB I-15 Mainline (s/o Camino Del Norte Off-Ramp)	15.1	0.7	1.1	16.9	21.5	2.7	1.1	25.3	86.3	8.0	7.6	101.8	14.9	1.2	1.1	17.1	21.9	2.6	1.1	25.6	88.8	8.5	7.6	104.9
66	NB Managed Lanes (s/o Camino Del Norte)	0.1	3.2	0.0	3.3	1.1	9.9	0.0	10.9	6.0	27.8	0.0	33.7	0.2	2.8	0.0	3.0	0.4	9.9	0.0	10.3	2.5	27.5	0.0	29.9
67	NB I-15 Off-Ramp to Camino Del Norte	2.3	0.4	0.2	2.8	4.0	1.3	0.2	5.5	14.7	4.0	1.2	19.9	2.2	0.4	0.2	2.8	4.0	1.3	0.2	5.5	14.8	4.0	1.2	20.0
68	NB Managed Lanes Exit to I-15 Mainline (s/o Camino Del Norte)	0.0	0.4	0.0	0.4	0.0	1.2	0.0	1.3	0.2	3.6	0.0	3.8	0.0	0.3	0.0	0.3	0.0	1.2	0.0	1.3	0.2	3.5	0.0	3.7
69	NB Entrance Ramp from I-15 Mainline to Managed Lanes (n/o Camino Del Norte)	0.0	0.2	0.0	0.2	0.0	0.7	0.0	0.7	0.1	2.0	0.0	2.1	0.0	0.3	0.0	0.3	0.0	0.7	0.0	0.8	0.3	2.2	0.0	2.5
70	NB I-15 On-Ramp from Camino Del Norte	1.8	0.4	0.1	2.3	2.9	0.4	0.1	3.5	11.8	2.6	1.0	15.3	1.8	0.4	0.1	2.3	2.9	0.4	0.1	3.5	11.9	2.4	1.0	15.4
71	NB I-15 Mainline (n/o Camino Del Norte On-Ramp)	14.6	0.9	1.0	16.5	20.5	2.3	1.0	23.8	83.4	8.1	7.4	98.9	14.4	1.3	1.0	16.7	20.8	2.2	1.0	24.1	85.8	8.3	7.3	101.4
72	NB Managed Lanes (n/o Camino Del Norte)	0.1	3.1	0.0	3.1	1.0	9.3	0.0	10.4	5.9	26.2	0.0	32.1	0.2	2.7	0.0	2.9	0.4	9.4	0.0	9.8	2.7	26.1	0.0	28.8
73	NB I-15 Off-Ramp to Bernardo Center Dr.	1.7	0.3	0.1	2.1	2.5	1.2	0.1	3.8	10.0	3.4	0.9	14.2	1.7	0.3	0.1	2.1	2.5	1.2	0.1	3.7	9.8	3.4	0.9	14.0
74	NB I-15 On-Ramp from Bernardo Center Dr.	1.3	0.2	0.1	1.6	1.9	0.4	0.1	2.5	7.0	1.4	0.6	8.9	1.2	0.2	0.1	1.5	1.9	0.4	0.1	2.5	6.8	1.3	0.6	8.7
75	NB I-15 Mainline (n/o Bernardo Center Dr. On-Ramp)	14.2	0.8	1.0	16.0	20.0	1.5	1.0	22.5	80.5	6.1	7.1	93.6	14.0	1.1	1.0	16.0	20.3	1.5	1.0	22.8	82.7	6.3	7.0	96.0
76	NB Managed Lanes (at Bernardo Center Dr.)	0.1	3.1	0.0	3.1	1.0	9.3	0.0	10.4	5.9	26.2	0.0	32.1	0.2	2.7	0.0	2.9	0.4	9.4	0.0	9.8	2.7	26.1	0.0	28.8
77	NB Managed Lanes Exit Ramp to Bernardo Center BRTC	0.0	0.5	0.0	0.5	0.1	1.6	0.0	1.7	0.5	3.9	0.0	4.5	0.0	0.5	0.0	0.6	0.1	1.6	0.0	1.7	0.6	4.1	0.0	4.6
78	NB Managed Lanes Entrance Ramp from Bernardo Center BRTC	0.0	0.3	0.0	0.3	0.0	1.6	0.0	1.6	0.3	3.6	0.0	4.0	0.1	0.4	0.0	0.5	0.1	1.5	0.0	1.6	0.9	3.8	0.0	4.7
79	NB I-15 Mainline (s/o Rancho Bernardo Rd. Off-Ramp)	14.2	0.8	1.0	16.0	20.0	1.5	1.0	22.5	80.5	6.1	7.1	93.6	14.0	1.1	1.0	16.0	20.3	1.5	1.0	22.8	82.7	6.3	7.0	96.0
80	NB Managed Lanes (s/o Rancho Bernardo Rd.)	0.1	2.9	0.0	3.0	1.0	9.3	0.0	10.3	5.7	25.9	0.0	31.6	0.3	2.6	0.0	2.9	0.4	9.3	0.0	9.7	3.0	25.8	0.0	28.8
81	NB I-15 Off-Ramp to Rancho Bernardo Rd.	1.4	0.2	0.1	1.7	2.3	0.5	0.1	2.9	9.9	1.8	0.9	12.6	1.4	0.2	0.1	1.7	2.1	0.5	0.1	2.8	9.6	1.8	0.9	12.3
82	NB I-15 On-Ramp from Rancho Bernardo Rd.	2.1	0.5	0.2	2.8	5.2	1.6	0.3	7.0	17.2	4.7	1.4	23.3	2.1	0.4	0.2	2.7	5.1	1.7	0.3	7.0	16.9	4.7	1.4	23.0
83	NB I-15 Mainline (n/o Rancho Bernardo Rd. On-Ramp)	14.9	1.1	1.0	17.0	22.8	2.6	1.2	26.6	87.8	9.0	7.5	104.3	14.6	1.4	1.0	17.0	23.2	2.7	1.1	27.0	90.0	9.2	7.5	106.7
84	NB Managed Lanes (n/o Rancho Bernardo Rd.)	0.1	2.9	0.0	3.0	1.0	9.3	0.0	10.3	5.7	25.9	0.0	31.6	0.3	2.6	0.0	2.9	0.4	9.3	0.0	9.7	3.0	25.8	0.0	28.8
85	NB Managed Lanes Exit to I-15 Mainline (n/o Rancho Bernardo Rd.)	0.0	0.3	0.0	0.4	0.1	1.2	0.0	1.3	0.3	3.8	0.0	4.1	0.0	0.3	0.0	0.3	0.0	1.2	0.0	1.2	0.2	3.7	0.0	3.9
86	NB Entrance Ramp from I-15 Mainline to Managed Lanes (n/o Rancho Bernardo Rd.)	0.0	0.9	0.0	0.9	0.0	1.9	0.0	2.0	0.3	6.6	0.0	6.9	0.2	0.7	0.0	0.8	0.1	2.0	0.0	2.0	1.1	6.2	0.0	7.3
87	NB I-15 Mainline (s/o West Bernardo Dr./Pomerado Rd. Off-Ramp)	14.9	0.6	1.0	16.5	22.9	1.9	1.2	26.0	87.7	6.2	7.5	101.5	14.5	1.0	1.0	16.5	23.1	1.9	1.1	26.2	89.1	6.6	7.5	103.3
88	NB Managed Lanes (s/o West Bernardo Dr./Pomerado Rd.)	0.1	3.4	0.0	3.5	1.0	10.0	0.0	11.0	5.8	28.7	0.0	34.5	0.4	3.0	0.0	3.4	0.4	10.1	0.0	10.5	3.9	28.4	0.0	32.3
89	NB I-15 Off-Ramp to West Bernardo Dr.	0.2	0.0	0.0	0.2	1.2	0.7	0.1	1.9	3.0	1.4	0.2	4.7	0.2	0.0	0.0	0.2	1.1	0.7	0.1	1.8	2.8	1.4	0.2	4.5
90	NB I-15 On-Ramp from West Bernardo Dr.	2.6	0.5	0.2	3.3	5.3	1.1	0.3	6.6	18.0	4.2	1.5	23.6	2.6	0.5	0.2	3.3	5.2	1.0	0.3	6.5	17.8	4.1	1.5	23.4
91	NB I-15 Mainline (s/o Via Rancho Pkwy Off-Ramp)	17.3	1.1	1.2	19.6	26.9	2.4	1.4	30.6	102.7	9.0	8.8	120.5	16.9	1.5	1.2	19.5	27.3	2.3	1.4	31.0	104.1	9.3	8.8	122.2
92	NB Managed Lanes (n/o West Bernardo Dr./Pomerado Rd.)	0.1	3.4	0.0	3.5	1.0	10.0	0.0	11.0	5.8	28.7	0.0	34.5	0.4	3.0	0.0	3.4	0.4	10.1	0.0	10.5	3.9	28.4	0.0	32.3
93	NB I-15 Off-Ramp to Via Rancho Pkwy.	2.3	0.2	0.2	2.6	3.9	0.6	0.2	4.7	15.1	2.2	1.3	18.6	2.2	0.2	0.2	2.6	3.9	0.6	0.2	4.7	15.0	2.2	1.3	18.5
94	NB I-15 On-Ramp from Via Rancho Pkwy.	1.0	0.0	0.1	1.1	2.9	0.2	0.2	3.3	8.3	0.5	0.7	9.5	1.0	0.1	0.1	1.1	3.0	0.2	0.2	3.4	8.0	0.5	0.7	9.2
95	NB I-15 Mainline (n/o Via Rancho Pkwy. On-Ramp)	16.0	0.9	1.1	18.0	25.9	2.0	1.3	29.2	95.9	7.3	8.2	111.4	15.6	1.3	1.1	18.0	26.4	1.9	1.3	29.7	97.1	7.6	8.2	112.9
96	NB Managed Lanes (at Via Rancho Pkwy.)	0.1	3.4	0.0	3.5	1.0	10.0	0.0	11.0	5.8	28.7	0.0	34.5	0.4	3.0	0.0	3.4	0.4	10.1	0.0	10.5	3.9	28.4	0.0	32.3
97	NB Managed Lanes Exit Ramp to Del Lago Blvd. & BRTC	0.0	0.4	0.0	0.5	0.2	2.7	0.0	2.9	1.4	6.3	0.0	7.6	0.1	0.4	0.0	0.5	0.2	2.7	0.0	2.9	1.5	6.3	0.0	7.8
98	NB Managed Lanes Entrance Ramp from Del Lago Blvd. & BRTC	0.0	0.4	0.0	0.4	0.0	0.7	0.0	0.7	0.1	2.5	0.0	2.5	0.1	0.3	0.0	0.4	0.0	0.7	0.0	0.7	0.8	2.4	0.0	3.2
99	NB I-15 Mainline (s/o Centre City Pkwy Off-Ramp)	16.0	0.9	1.1	18.0	25.9	2.0	1.3	29.2	95.9	7.3	8.2	111.4	15.6	1.3	1.1	18.0	26.4	1.9	1.3	29.7	97.1	7.6	8.2	112.9
100	NB I-15 Off-Ramp to Centre City Pkwy.	2.7	0.5	0.2	3.3	7.5	1.1	0.4	9.0	23.3	3.9	2.0	29.2	2.8	0.4	0.2	3.4	7.6	1.1	0.4	9.1	23.5	3.9	2.0	29.4
101	NB I-15 Mainline (s/o Felicita Rd./Citracado Pkwy. Off-Ramp)	13.3	0.5	0.9	14.7	18.4	0.8	0.9	20.2	72.6	3.3	6.2	82.1	12.8	0.9	0.9	14.6	18.8	0.8	0.9	20.6	73.6	3.8	6.2	83.6
102	NB Managed Lanes (n/o Centre City Pkwy.)	0.1	3.3	0.0	3.4	0.8	8.1	0.0	8.8	4.5	24.9	0.0	29.4	0.5	2.9	0.0	3.4	0.3	8.1	0.0	8.4	3.2	24.5	0.0	27.7
103	NB I-15 Off-Ramp to Felicita Rd./Citracado Pkwy.	0.6	0.1	0.0	0.7	2.0	0.3	0.1	2.4	5.6	0.8	0.4	6.9	0.7	0.1	0.1	0.8	2.0	0.3	0.1	2.4	5.7	0.8	0.4	6.9
104	NB I-15 On-Ramp from Felicita Rd./Citracado Pkwy.	0.7	0.2	0.1	1.0	0.5	0.2	0.0	0.8	2.9	1.0	0.2	4.2	0.7	0.2	0.1	0.9	0.5	0.2	0.0	0.8	2.9	1.0	0.2	4.1
105	NB I-15 Mainline (n/o Felicita Rd./Citracado Pkwy. On-Ramp)	13.4	0.6	0.9	15.0	17.0	0.8	0.9	18.7	69.9	3.5	6.0	79.4	12.9	1.0	0.9	14.8	17.3	0.8	0.9	19.0	70.8	4.0	6.0	80.8
106	NB Managed Lanes (at Felicita Rd./Citracado Pkwy.)	0.1	3.3	0.0	3.4	0.8	8.1	0.0	8.8	4.5	24.9	0.0	29.4	0.5	2.9	0.0	3.4	0.3	8.1	0.0	8.4	3.2	24.5	0.0	27.7
107	NB Managed Lanes Exit to I-15 Mainline (n/o Felicita Rd./Citracado Pkwy.)	0.0	0.9	0.0	1.0	0.1	3.2	0.0	3.4	0.7	10.0	0.0	10.7	0.0	1.0	0.0	1.1	0.1	3.3	0.0	3.3	0.7	10.2	0.0	10.9
108	NB Entrance Ramp from I-15 Mainline to Managed Lanes (n/o Felicita Rd./Citracado Pkwy.)	0.0	0.3	0.0	0.3	0.0	0.2	0.0	0.2	0.0	1.2	0.0	1.2	0.1	0.4	0.0	0.5	0.0	0.2	0.0	0.2	0.3	1.3	0.0	1.6
109	NB I-15 Mainline (s/o 9th Ave. Off-Ramp)	13.4	1.3	0.9	15.6	17.1	3.9	0.9	21.8	70.5	12.4	6.0	89.0	12.8	1.6	0.9	15.4	17.4	3.9	0.9	22.2	71.1	12.9	6.0	90.1
110	NB Managed Lanes (s/o 9th Ave.)	0.1	2.7	0.0	2.8	0.6	5.0	0.0	5.6	3.9	16.0	0.0	19.9	0.5	2.3	0.0	2.8	0.2	5.0	0.0	5.2	2.9	15.6	0.0	18.4
111	NB I-15 Off-Ramp to 9th Ave.	1.2	0.3	0.1	1.6	1.5	0.9	0.1	2.5	6.5	2.6	0.6	9.7	1.2	0.3	0.1	1.5	1.5	1.0	0.1	2.5	6.4	2.6	0.5	9.6
112	NB I-15 On-Ramp from 9th Ave.	0.6	0.1	0.0	0.8	1.2	0.5	0.1	1.7	4.0	1.3	0.3	5.6	0.6	0.1	0.0	0.8	1.2	0.5	0.1	1.7	4.0	1.3	0.3	5.6
113	NB I-15 Mainline (s/o Valley Pkwy Off-Ramp)	12.8	1.1	0.9	14.8	16.8	3.4	0.9	21.0	68.0	11.1	5.8	84.9	12.3	1.5	0.9	14.6	17.1	3.4	0.9	21.3	68.7	11.6	5.8	86.1
114	NB Managed Lanes (n/o 9th Ave.)	0.1	2.7	0.0	2.8	0.6	5.0	0.0	5.6	3.9	16.0	0.0	19.9	0.5	2.3	0.0	2.8	0.2	5.0	0.0	5.2	2.9	15.6	0.0	18.4
115	NB I-15 Off-Ramp to Valley Pkwy.	1.8	0.1	0.1	2.1	1.8	0.4	0.1	2.4	8.9	1.4	0.9	11.1	1.8	0.1	0.1	2.0	1.8	0.4	0.1	2.4	8.8	1.4	0.9	11.0
116	NB I-15 On-Ramp from Valley Pkwy.	0.9	0.2	0.1	1.2	3.1	1.1	0.2	4.3	9.5	3.1	0.8	13.4	1.0	0.3	0.1	1.3	3.2	1.1	0.2	4.4	9.7	3.1	0.8	13.6
117	NB I-15 Mainline (n/o Valley Pkwy. On-Ramp)	11.9	1.2	0.8	13.9	18.0	4.0	0.9	23.0	68.6	12.9	5.7	87.2	11.5	1.7	0.8	13.9	18.4	4.1	0.9	23.4	69.6	13.4	5.7	88.7
118	NB Managed Lanes (n/o Valley Pkwy.)	0.1	2.7	0.0	2.8	0.6	5.0	0.0	5.6	3.9	16.0	0.0	19.9	0.5	2.3	0.0	2.8	0.2	5.0	0.0	5.2	2.9	15.6	0.0	18.4
119	NB Managed Lanes Exit Ramp to Hale Ave. & BRTC	0.1	1.7	0.0	1.8	0.1	1.5	0.0	1.6	1.6	6.9	0.0	8.5	0.4	1.4	0.0	1.8	0.1	1.5	0.0	1.5	2.2	6.5	0.0	8.6
120	NB I-15 Mainline (s/o SR-78 Interchange)	11.9	1.2	0.8	13.9	18.0	4.0	0.9	23.0	68.6	12.9	5.7	87.2	11.5	1.7	0.8	13.9	18.4	4.1	0.9	23.4	69.6	13.4	5.7	88.7
121	NB Managed Lanes (s/o SR-78 Interchange)	0.0	1.0	0.0	1.0	0.5	3.5	0.0	4.0	2.3	9.1	0.0	11.4	0.1	0.9	0.0	1.0	0.1	3.6	0.0	3.7	0.7	9.1	0.0	9.8
122	NB I-15 Connector Ramp to EB SR-78.	6.6	1.0	0.4	8.0	7.9	3.2	0.4	11.5	36.4	10.7	3.0	50.2	6.4	1.4	0.4	8.2	7.9	3.2	0.4	11.5	36.2	11.2	3.0	50.4
123	NB Managed Lanes Exit Ramp to I-15 Mainline at SR-78	0.0	1.0	0.0	1.0	0.5	3.5	0.0	4.0	2.3	9.1	0.0	11.4	0.1	0.9	0.0	1.0	0.1	3.6	0.0	3.7	0.7	9.1	0.0	9.8
124	NB I-15 Connector Ramp from WB SR-78	0.8	0.2	0.1	1.0	1.9	0.8	0.1	2.8	6.9	2.4	0.6	9.9	0.8	0.2	0.1	1.0	1.9	0.8	0.1	2.8	6.8	2.3	0.6	9.6
125	NB I-15 Mainline (n/o SR-78 Interchange)	6.2	1.4	0.4	8.0	12.6	5.2	0.6	18.4	41.4	13.6	3.3	58.3	5.9	1.3	0.4	7.7	12.5	5.2	0.6	18.3	40.9	13.5	3.2	57.6
126	SB I-15 Mainline (n/o SR-78 Interchange)	9.0	2.3	0.6	11.9	9.8	4.0	0.5	14.2	45.8	14.7	3.9	64.4	9.0	2.3	0.6	11.9	9.8	4.0	0.5	14.3	45.5	14.7	3.9	64.2

Note:
s/o - south of
n/o - north of

Table A-5 (Cont'd)
2025 Traffic Forecast
(Traffic Volumes in Thousands)
I-15 Managed Lanes Value Pricing Study

Location Identification Number	Location Description	2025 Flat Toll Alternative												2025 Skewed Toll Alternative											
		AM Peak Period 6 AM - 8 AM				PM Peak Period 3 PM - 6 PM				Weekday Total 6 AM - 7 PM				AM Peak Period 6 AM - 8 AM				PM Peak Period 3 PM - 6 PM				Weekday Total 6 AM - 7 PM			
		SOV	HOV	TRUCK	TOTAL	SOV	HOV	TRUCK	TOTAL	SOV	HOV	TRUCK	TOTAL	SOV	HOV	TRUCK	TOTAL	SOV	HOV	TRUCK	TOTAL	SOV	HOV	TRUCK	TOTAL
127	SB I-15 Connector Ramp to WB SR-78	0.8	0.2	0.1	1.1	0.8	0.4	0.0	1.2	4.7	1.5	0.4	6.6	0.8	0.2	0.1	1.1	0.8	0.4	0.0	1.2	4.6	1.5	0.4	6.5
128	SB Entrance Ramp from I-15 Mainline at SR-78 to Managed Lanes	0.7	1.8	0.0	2.6	0.1	2.8	0.0	2.9	3.8	10.0	0.0	13.9	0.7	1.8	0.0	2.6	0.1	2.8	0.0	2.8	4.9	9.9	0.0	14.7
129	SB I-15 Connector Ramp from EB SR-78.	5.9	1.2	0.4	7.5	9.7	1.4	0.5	11.5	38.3	7.0	3.2	48.6	5.9	1.2	0.4	7.4	9.7	1.3	0.5	11.5	37.9	7.2	3.2	48.4
130	SB I-15 Mainline (s/o SR-78 Interchange)	13.3	1.5	1.0	15.8	18.5	2.2	0.9	21.6	75.6	10.2	6.7	92.4	13.3	1.4	1.0	15.7	18.6	2.2	0.9	21.7	74.0	10.6	6.7	91.3
131	SB Managed Lanes (s/o SR-78 Interchange)	0.7	1.8	0.0	2.6	0.1	2.8	0.0	2.9	3.8	10.0	0.0	13.9	0.7	1.8	0.0	2.6	0.1	2.8	0.0	2.8	4.9	9.9	0.0	14.7
132	SB Entrance Ramp from Hale Ave. to Managed Lanes	0.2	1.0	0.0	1.2	0.2	4.9	0.0	5.1	2.8	12.4	0.0	15.2	0.3	1.0	0.0	1.3	0.1	5.0	0.0	5.1	4.5	12.1	0.0	16.5
133	SB I-15 Mainline (n/o Valley Pkwy. Off-Ramp)	13.3	1.5	1.0	15.8	18.5	2.2	0.9	21.6	75.6	10.2	6.7	92.4	13.3	1.4	1.0	15.7	18.6	2.2	0.9	21.7	74.0	10.6	6.7	91.3
134	SB Managed Lanes (s/o Hale Ave.)	1.0	2.8	0.0	3.8	0.4	7.6	0.0	8.0	6.6	22.5	0.0	29.1	1.0	2.9	0.0	3.9	0.2	7.7	0.0	7.9	9.3	21.9	0.0	31.2
135	SB I-15 Off-Ramp to Valley Pkwy.	1.7	0.4	0.1	2.1	2.1	0.8	0.1	3.0	9.6	3.0	0.8	13.4	1.7	0.4	0.1	2.1	2.1	0.8	0.1	3.0	9.5	3.0	0.8	13.4
136	SB I-15 On-Ramp from Valley Pkwy.	0.5	0.0	0.0	0.6	2.4	0.4	0.1	2.9	7.2	1.0	0.7	8.9	0.5	0.0	0.0	0.6	2.4	0.4	0.1	2.9	6.8	1.0	0.7	8.5
137	SB I-15 Mainline (s/o Valley Pkwy On-Ramp)	12.1	1.2	0.9	14.2	18.8	1.7	0.9	21.4	73.2	8.2	6.5	87.9	12.1	1.1	0.9	14.1	18.9	1.7	0.9	21.5	71.2	8.6	6.6	86.4
138	SB Managed Lanes (s/o Valley Pkwy.)	1.0	2.8	0.0	3.8	0.4	7.6	0.0	8.0	6.6	22.5	0.0	29.1	1.0	2.9	0.0	3.9	0.2	7.7	0.0	7.9	9.3	21.9	0.0	31.2
139	SB I-15 Off-Ramp to 9th Ave.	0.7	0.1	0.1	0.9	1.0	0.4	0.0	1.4	3.5	1.1	0.3	4.9	0.7	0.1	0.1	0.9	1.0	0.4	0.0	1.4	3.6	1.0	0.3	4.9
140	SB I-15 On-Ramp from 9th Ave.	0.8	0.4	0.1	1.2	1.9	0.9	0.1	2.8	6.4	2.7	0.5	9.5	0.8	0.4	0.1	1.2	1.9	0.9	0.1	2.8	6.4	2.6	0.5	9.6
141	SB I-15 Mainline (s/o 9th Ave. On-Ramp)	12.2	1.4	0.9	14.5	19.7	2.2	1.0	22.9	76.0	9.8	6.8	92.6	12.2	1.4	0.9	14.5	19.7	2.2	1.0	22.9	74.1	10.2	6.8	91.1
142	SB Managed Lanes (s/o 9th Ave.)	1.0	2.8	0.0	3.8	0.4	7.6	0.0	8.0	6.6	22.5	0.0	29.1	1.0	2.9	0.0	3.9	0.2	7.7	0.0	7.9	9.3	21.9	0.0	31.2
143	SB Managed Lanes Exit to I-15 Mainline (n/o Felicita Rd./Citracado Pkwy.)	0.0	0.1	0.0	0.1	0.1	2.8	0.0	2.8	0.1	5.6	0.0	5.7	0.0	0.1	0.0	0.1	0.1	2.7	0.0	2.8	0.3	6.0	0.0	6.4
144	SB Entrance Ramp from I-15 Mainline to Managed Lanes (n/o Felicita Rd./Citracado Pkwy.)	0.2	1.2	0.0	1.5	0.0	1.2	0.0	1.2	0.9	5.7	0.0	6.6	0.2	1.2	0.0	1.4	0.0	1.2	0.0	1.3	2.0	5.2	0.0	7.3
145	SB I-15 Mainline (n/o Felicita Rd./Citracado Pkwy. Off-Ramp)	11.9	0.3	0.9	13.1	19.7	3.8	1.0	24.4	75.2	9.7	6.8	91.7	12.0	0.3	0.9	13.1	19.8	3.7	1.0	24.4	72.4	11.0	6.8	90.1
146	SB Managed Lanes (n/o Felicita Rd./Citracado Pkwy.)	1.2	4.0	0.0	5.2	0.3	6.1	0.0	6.4	7.4	22.5	0.0	29.9	1.2	4.0	0.0	5.2	0.1	6.2	0.0	6.4	11.0	21.2	0.0	32.2
147	SB I-15 Off-Ramp to Felicita Rd./Citracado Pkwy.	0.7	0.1	0.1	0.9	1.5	0.9	0.1	2.6	5.2	2.0	0.4	7.6	0.7	0.1	0.1	0.8	1.5	0.9	0.1	2.5	5.2	2.0	0.4	7.6
148	SB I-15 On-Ramp from Felicita Rd./Citracado Pkwy.	1.2	0.2	0.1	1.4	1.1	0.4	0.1	1.5	4.9	1.0	0.4	6.3	1.2	0.1	0.1	1.4	1.1	0.3	0.1	1.5	4.7	1.0	0.4	6.2
149	SB I-15 Mainline (n/o Felicita Rd./Citracado Pkwy. On-Ramp)	12.4	0.3	0.9	13.7	19.3	3.2	1.0	23.4	74.9	8.7	6.8	90.4	12.5	0.3	0.9	13.7	19.4	3.1	1.0	23.4	71.9	9.9	6.8	88.7
150	SB Managed Lanes (s/o Felicita Rd./Citracado Pkwy.)	1.2	4.0	0.0	5.2	0.3	6.1	0.0	6.4	7.4	22.5	0.0	29.9	1.2	4.0	0.0	5.2	0.1	6.2	0.0	6.4	11.0	21.2	0.0	32.2
151	SB I-15 On-Ramp from Centre City Pkwy.	3.3	0.5	0.2	4.0	5.3	1.1	0.3	6.6	19.0	3.9	1.6	24.4	3.3	0.5	0.2	4.0	5.3	1.1	0.3	6.7	18.8	4.0	1.6	24.3
152	SB I-15 Mainline (s/o Centre City Pkwy. On-Ramp)	15.7	0.8	1.1	17.7	24.5	4.3	1.2	30.1	93.8	12.6	8.4	114.8	15.7	0.8	1.1	17.7	24.7	4.2	1.2	30.1	90.7	13.9	8.4	113.0
153	SB Managed Lanes Exit Ramp to Del Lago Blvd. & BRTC	0.0	0.2	0.0	0.2	0.0	1.3	0.0	1.3	0.2	3.7	0.0	3.9	0.0	0.2	0.0	0.2	0.0	1.3	0.0	1.4	1.8	3.6	0.0	5.4
154	SB Managed Lanes Entrance Ramp from Del Lago Blvd. & BRTC	0.4	1.4	0.0	1.8	0.0	0.9	0.0	0.9	1.1	4.5	0.0	5.6	0.5	1.4	0.0	1.8	0.0	0.9	0.0	0.9	1.9	4.2	0.0	6.1
155	SB I-15 Mainline (n/o Via Rancho Pkwy. Off-Ramp)	15.7	0.8	1.1	17.7	24.5	4.3	1.2	30.1	93.8	12.6	8.4	114.8	15.7	0.8	1.1	17.7	24.7	4.2	1.2	30.1	90.7	13.9	8.4	113.0
156	SB Managed Lanes (n/o Via Rancho Pkwy.)	1.6	5.1	0.0	6.7	0.4	5.6	0.0	6.0	8.3	23.3	0.0	31.7	1.7	5.1	0.0	6.8	0.1	5.8	0.0	6.0	11.1	21.8	0.0	32.9
157	SB I-15 Off-Ramp to Del Lago Blvd.	0.7	0.2	0.0	0.9	4.1	0.5	0.2	4.8	12.0	1.9	1.0	14.8	0.7	0.2	0.0	0.9	4.0	0.5	0.2	4.8	10.6	1.9	1.0	13.5
158	SB I-15 On-Ramp from Del Lago Blvd.	5.1	0.3	0.4	5.8	6.3	2.1	0.3	8.6	25.0	4.9	2.1	32.0	5.0	0.3	0.4	5.6	6.3	2.0	0.3	8.6	24.2	5.1	2.1	31.4
159	SB I-15 Mainline (s/o Via Rancho Pkwy On-Ramp)	20.1	0.9	1.5	22.5	26.7	5.8	1.4	33.9	106.9	15.6	9.5	132.0	20.0	0.9	1.5	22.4	26.9	5.7	1.4	34.0	104.3	17.1	9.5	130.9
160	SB Managed Lanes (s/o Via Rancho Pkwy.)	1.6	5.1	0.0	6.7	0.4	5.6	0.0	6.0	8.3	23.3	0.0	31.7	1.7	5.1	0.0	6.8	0.1	5.8	0.0	6.0	11.1	21.8	0.0	32.9
161	SB I-15 Off-Ramp to West Bernardo Dr./Pomerado Rd.	3.1	0.4	0.2	3.6	4.6	1.8	0.2	6.7	17.6	5.0	1.5	24.1	3.0	0.4	0.2	3.6	4.6	1.8	0.2	6.7	17.5	5.1	1.5	24.0
162	SB I-15 On-Ramp from West Bernardo Dr./Pomerado Rd.	0.5	0.1	0.0	0.6	0.3	0.1	0.0	0.4	2.0	0.7	0.2	2.8	0.5	0.1	0.0	0.6	0.2	0.1	0.0	0.4	2.0	0.7	0.2	2.8
163	SB I-15 Mainline (s/o West Bernardo Dr./Pomerado Rd. On-Ramp)	17.5	0.7	1.3	19.5	22.4	4.1	1.2	27.6	91.2	11.3	8.2	110.8	17.5	0.7	1.3	19.4	22.6	3.9	1.1	27.7	88.7	12.8	8.2	109.7
164	SB Managed Lanes (s/o West Bernardo Dr./Pomerado Rd.)	1.6	5.1	0.0	6.7	0.4	5.6	0.0	6.0	8.3	23.3	0.0	31.7	1.7	5.1	0.0	6.8	0.1	5.8	0.0	6.0	11.1	21.8	0.0	32.9
165	SB I-15 Mainline (n/o Rancho Bernardo Rd. Off-Ramp)	17.5	0.7	1.3	19.5	22.4	4.1	1.2	27.6	91.2	11.3	8.2	110.8	17.5	0.7	1.3	19.4	22.6	3.9	1.1	27.7	88.7	12.8	8.2	109.7
166	SB Managed Lanes (n/o Rancho Bernardo Rd.)	1.6	5.1	0.0	6.7	0.4	5.6	0.0	6.0	8.3	23.3	0.0	31.7	1.7	5.1	0.0	6.8	0.1	5.8	0.0	6.0	11.1	21.8	0.0	32.9
167	SB I-15 Off-Ramp to Rancho Bernardo Rd.	2.5	0.1	0.2	2.8	3.7	0.5	0.2	4.4	14.1	2.3	1.2	17.6	2.5	0.2	0.2	2.8	3.7	0.5	0.2	4.3	14.1	2.4	1.2	17.6
168	SB I-15 Mainline (s/o Rancho Bernardo Rd. Off-Ramp)	15.0	0.5	1.1	16.7	18.7	3.6	1.0	23.2	77.1	9.0	7.0	93.2	15.0	0.5	1.1	16.6	18.9	3.5	1.0	23.3	74.7	10.4	7.0	92.1
169	SB Managed Lanes Exit to I-15 Mainline (at Rancho Bernardo Rd.)	0.0	0.6	0.0	0.6	0.0	1.2	0.0	1.2	0.6	4.9	0.0	5.5	0.0	0.6	0.0	0.7	0.0	1.2	0.0	1.2	1.8	4.4	0.0	6.2
170	SB Entrance Ramp from I-15 Mainline to Managed Lanes (at Rancho Bernardo Rd.)	0.0	0.3	0.0	0.3	0.0	0.4	0.0	0.4	0.1	2.3	0.0	2.4	0.0	0.3	0.0	0.3	0.0	0.4	0.0	0.4	0.2	3.3	0.0	3.5
171	SB I-15 Mainline (n/o Rancho Bernardo Rd. On-Ramp)	15.0	0.8	1.1	17.0	18.8	4.3	1.0	24.0	77.6	11.7	7.0	96.3	15.0	0.9	1.1	16.9	18.9	4.2	1.0	24.1	76.3	11.4	7.0	94.7
172	SB I-15 On-Ramp from Rancho Bernardo Rd.	2.2	0.2	0.2	2.6	2.7	0.6	0.1	3.4	12.5	2.0	1.1	15.6	2.2	0.2	0.2	2.6	2.7	0.5	0.1	3.3	12.2	2.0	1.1	15.4
173	SB I-15 Mainline (s/o Rancho Bernardo Rd. On-Ramp)	17.3	1.1	1.3	19.6	21.5	4.8	1.1	27.4	90.0	13.7	8.1	111.9	17.2	1.1	1.3	19.6	21.6	4.7	1.1	27.5	88.5	13.5	8.1	110.1
174	SB Managed Lanes (s/o Rancho Bernardo Rd.)	1.6	4.8	0.0	6.4	0.3	4.9	0.0	5.3	7.9	20.7	0.0	28.6	1.7	4.8	0.0	6.5	0.1	5.0	0.0	5.2	9.5	20.7	0.0	30.2
175	SB Managed Lanes Exit Ramp to Bernardo Center BRTC	0.0	0.6	0.0	0.6	0.0	0.9	0.0	0.9	0.2	2.5	0.0	2.7	0.1	0.6	0.0	0.7	0.0	1.0	0.0	1.0	0.6	2.4	0.0	3.1
176	SB Managed Lanes Entrance Ramp from Bernardo Center BRTC	0.1	0.7	0.0	0.9	0.0	1.1	0.0	1.2	0.8	3.8	0.0	4.6	0.2	0.7	0.0	0.9	0.0	1.2	0.0	1.3	1.0	3.8	0.0	4.9
177	SB I-15 Mainline (n/o Bernardo Center Dr. Off-Ramp)	17.3	1.1	1.3	19.6	21.5	4.8	1.1	27.4	90.0	13.7	8.1	111.9	17.2	1.1	1.3	19.6	21.6	4.7	1.1	27.5	88.5	13.5	8.1	110.1
178	SB Managed Lanes (n/o Bernardo Center Dr.)	1.7	4.9	0.0	6.7	0.4	5.1	0.0	5.5	8.4	22.0	0.0	30.4	1.8	4.9	0.0	6.7	0.1	5.3	0.0	5.4	9.9	22.1	0.0	32.0
179	SB I-15 Off-Ramp to Bernardo Center Dr.	1.8	0.4	0.1	2.3	2.9	1.4	0.2	4.4	10.3	3.9	0.9	15.1	1.7	0.4	0.1	2.2	2.9	1.4	0.2	4.4	10.2	3.9	0.8	14.9
180	SB I-15 On-Ramp from Bernardo Center Dr.	1.2	0.3	0.1	1.6	2.5	0.8	0.1	3.5	8.3	2.5	0.7	11.5	1.2	0.3	0.1	1.6	2.5	0.8	0.1	3.4	8.3	2.5	0.7	11.4
181	SB I-15 Mainline (s/o Bernardo Center Dr. On-Ramp)	16.7	1.0	1.2	18.9	21.1	4.3	1.1	26.5	88.1	12.3	8.0	108.3	16.7	1.0	1.2	18.9	21.3	4.2	1.1	26.5	86.6	12.1	7.9	106.6
182	SB Managed Lanes (s/o Bernardo Center Dr.)	1.7	4.9	0.0	6.7	0.4	5.1	0.0	5.5	8.4	22.0	0.0	30.4	1.8	4.9	0.0	6.7	0.1	5.3	0.0	5.4	9.9	22.1	0.0	32.0
183	SB I-15 Off-Ramp to Camino Del Norte	2.2	0.4	0.1	2.7	2.8	1.0	0.1	3.9	12.2	3.3	1.0	16.6	2.2	0.4	0.1	2.7	2.8	1.0	0.1	3.9	12.1	3.3	1.0	16.5
184	SB I-15 On-Ramp from Camino Del Norte	2.4	0.9	0.2	3.5	2.8	1.1	0.1	4.0	12.8	4.2	1.1	18.1	2.4	0.9	0.2	3.5	2.9	1.0	0.1	4.0	12.7	4.2	1.1	18.1
185	SB I-15 Mainline (s/o Camino Del Norte)	16.8	1.5	1.2	19.6	21.2	4.3	1.1	26.6	88.6	13.2	8.0	109.8	16.9	1.5	1.2	19.7	21.4	4.2	1.1	26.6	87.2	13.0	8.0	108.2
186	SB Managed Lanes (s/o Camino Del Norte)	1.7	4.9	0.0	6.7	0.4	5.1	0.0	5.5	8.4	22.0	0.0	30.4	1.8	4.9	0.0	6.7	0.1	5.3	0.0	5.4	9.9	22.1	0.0	32.0
187	SB Managed Lanes Exit to I-15 Mainline (n/o Carmel Mountain Rd.)	0.0	0.4	0.0	0.5	0.0	1.7	0.0	1.8	0.5	5.2	0.0	5.8	0.0	0.4	0.0	0.5	0.0	1.6	0.0	1.7	1.4	5.3	0.0	6.7
188	SB Entrance Ramp from I-15 Mainline to Managed Lanes (n/o Carmel Mountain Rd.)	0.1	1.2	0.0	1.3	0.1	1.9	0.0	2.0	0.4	6.3	0.0	6.7	0.2	1.2	0.0	1.4	0.0	1.9	0.0	1.9	0.7	6.1	0.0	6.9
189	SB I-15 Mainline (n/o Carmel Mountain Rd. Off-Ramp)	16.7	0.8	1.2	18.8	21.2	4.1	1.1	26.4	88.7	12.1	8.0	108.8	16.7	0.8	1.2	18.8	21.4	4.0	1.1	26.4	87.9	12.1	8.0	108.0

Note:
s/o - south of
n/o - north of

Table A-5 (Cont'd)
2025 Traffic Forecast
(Traffic Volumes in Thousands)
I-15 Managed Lanes Value Pricing Study

Location Identification Number	Location Description	2025 Flat Toll Alternative												2025 Skewed Toll Alternative											
		AM Peak Period 6 AM - 8 AM				PM Peak Period 3 PM - 6 PM				Weekday Total 6 AM - 7 PM				AM Peak Period 6 AM - 8 AM				PM Peak Period 3 PM - 6 PM				Weekday Total 6 AM - 7 PM			
		SOV	HOV	TRUCK	TOTAL	SOV	HOV	TRUCK	TOTAL	SOV	HOV	TRUCK	TOTAL	SOV	HOV	TRUCK	TOTAL	SOV	HOV	TRUCK	TOTAL	SOV	HOV	TRUCK	TOTAL
190	SB Managed Lanes (n/o Carmel Mountain Rd.)	1.8	5.7	0.0	7.5	0.4	5.3	0.0	5.7	8.3	23.1	0.0	31.4	2.0	5.7	0.0	7.6	0.1	5.5	0.0	5.7	9.2	23.0	0.0	32.2
191	SB I-15 Off-Ramp to Carmel Mountain Rd.	1.3	0.3	0.1	1.7	3.2	1.3	0.2	4.7	10.8	3.8	0.9	15.5	1.3	0.3	0.1	1.7	3.2	1.3	0.2	4.7	10.9	3.8	0.9	15.5
192	SB I-15 On-Ramp from Carmel Mountain Rd.	1.2	0.3	0.1	1.5	2.0	0.6	0.1	2.7	10.7	3.1	1.0	14.8	1.1	0.3	0.1	1.4	1.9	0.6	0.1	2.7	10.7	3.2	1.0	14.9
193	SB I-15 Mainline (s/o Carmel Mountain Rd.)	16.7	0.7	1.2	18.6	19.9	3.4	1.0	24.3	88.6	11.3	8.1	108.1	16.5	0.8	1.2	18.5	20.1	3.3	1.0	24.4	87.8	11.5	8.1	107.4
194	SB Managed Lanes (s/o Carmel Mountain Rd.)	1.8	5.7	0.0	7.5	0.4	5.3	0.0	5.7	8.3	23.1	0.0	31.4	2.0	5.7	0.0	7.6	0.1	5.5	0.0	5.7	9.2	23.0	0.0	32.2
195	SB I-15 Mainline (n/o SR-56/Ted Williams Pkwy. Off-Ramp)	16.7	0.7	1.2	18.6	19.9	3.4	1.0	24.3	88.6	11.3	8.1	108.1	16.5	0.8	1.2	18.5	20.1	3.3	1.0	24.4	87.8	11.5	8.1	107.4
196	SB Managed Lanes (n/o SR-56/Ted Williams Pkwy.)	1.8	5.7	0.0	7.5	0.4	5.3	0.0	5.7	8.3	23.1	0.0	31.4	2.0	5.7	0.0	7.6	0.1	5.5	0.0	5.7	9.2	23.0	0.0	32.2
197	SB I-15 Off-Ramp to SR-56/Ted Williams Pkwy.	2.4	0.4	0.2	2.9	3.3	1.3	0.2	4.7	15.3	4.4	1.3	21.0	2.4	0.4	0.2	3.0	3.3	1.3	0.2	4.8	15.4	4.4	1.4	21.2
198	SB Managed Lanes Exit Ramp to Springs Pkwy. BRTC	0.0	0.6	0.0	0.6	0.0	0.6	0.0	0.6	0.4	2.4	0.0	2.7	0.1	0.6	0.0	0.6	0.0	0.6	0.0	0.6	0.8	2.3	0.0	3.1
199	SB Managed Lanes Entrance Ramp from Springs Pkwy. BRTC	0.1	0.8	0.0	0.9	0.0	0.6	0.0	0.6	0.3	2.5	0.0	2.8	0.1	0.9	0.0	1.0	0.0	0.7	0.0	0.7	0.3	2.6	0.0	2.9
200	SB I-15 On-Ramp from SR-56/Ted Williams Pkwy.	2.4	0.1	0.2	2.7	2.6	0.9	0.1	3.7	10.8	1.7	0.9	13.4	2.5	0.1	0.2	2.8	2.7	0.9	0.1	3.7	10.9	1.7	0.9	13.4
201	SB Managed Lanes Entrance Ramp from SR-56/Ted Williams Pkwy.	0.0	0.8	0.0	0.8	0.0	0.1	0.0	0.1	0.1	1.7	0.0	1.8	0.1	0.7	0.0	0.8	0.0	0.1	0.0	0.1	0.1	1.6	0.0	1.7
202	SB I-15 Mainline (n/o Rancho Penasquitos Blvd./Poway Rd. Off-Ramp)	16.7	0.5	1.2	18.4	19.3	3.0	1.0	23.3	84.1	8.7	7.7	100.5	16.6	0.5	1.2	18.3	19.5	2.9	1.0	23.3	83.3	8.7	7.6	99.6
203	SB Managed Lanes (n/o Rancho Penasquitos Blvd./Poway Rd.)	1.9	6.7	0.0	8.6	0.4	5.5	0.0	5.9	8.3	25.0	0.0	33.2	2.1	6.7	0.0	8.8	0.1	5.7	0.0	5.8	8.8	24.9	0.0	33.8
204	SB I-15 Off-Ramp to Rancho Penasquitos Blvd./Poway Rd.	0.3	0.0	0.0	0.4	1.2	0.3	0.1	1.6	4.2	1.0	0.4	5.6	0.3	0.0	0.0	0.4	1.2	0.3	0.1	1.6	4.1	1.0	0.4	5.5
205	SB I-15 On-Ramp from Rancho Penasquitos Blvd./Poway Rd..	4.7	1.7	0.3	6.7	3.2	1.2	0.1	4.6	18.2	6.3	1.5	26.0	4.7	1.6	0.3	6.6	3.2	1.3	0.1	4.7	18.3	6.3	1.5	26.1
206	SB I-15 Mainline (s/o Rancho Penasquitos Blvd./Poway Rd. On-Ramp)	21.1	2.1	1.5	24.8	21.3	3.9	1.1	26.3	98.0	14.0	8.8	120.8	21.0	2.0	1.5	24.6	21.5	3.8	1.1	26.4	97.4	14.0	8.8	120.2
207	SB Managed Lanes (s/o Rancho Penasquitos Blvd./Poway Rd.)	1.9	6.7	0.0	8.6	0.4	5.5	0.0	5.9	8.3	25.0	0.0	33.2	2.1	6.7	0.0	8.8	0.1	5.7	0.0	5.8	8.8	24.9	0.0	33.8
208	SB Managed Lanes Exit to I-15 Mainline (s/o Rancho Penasquitos Blvd./Poway Rd.)	0.0	0.2	0.0	0.2	0.0	0.9	0.0	0.9	0.2	2.5	0.0	2.7	0.0	0.2	0.0	0.3	0.0	1.0	0.0	1.1	0.5	2.6	0.0	3.0
209	SB Entrance Ramp from I-15 Mainline to Managed Lanes (s/o Rancho Penasquitos Blvd./Poway Rd.)	0.1	1.7	0.0	1.8	0.0	1.3	0.0	1.3	0.2	7.4	0.0	7.6	0.1	1.7	0.0	1.9	0.0	1.3	0.0	1.4	0.3	7.3	0.0	7.6
210	SB I-15 Mainline (n/o Mercy Rd./Scripps Poway Pkwy. Off-Ramp)	21.1	0.6	1.5	23.2	21.3	3.5	1.1	25.8	98.0	9.0	8.8	115.9	20.9	0.6	1.5	23.0	21.5	3.5	1.1	26.1	97.6	9.3	8.8	115.7
211	SB Managed Lanes (n/o Mercy Rd./Scripps Poway Pkwy.)	2.0	8.2	0.0	10.2	0.4	5.9	0.0	6.3	8.3	29.9	0.0	38.2	2.3	8.1	0.0	10.4	0.2	6.0	0.0	6.1	8.7	29.7	0.0	38.3
212	SB I-15 Off-Ramp to Mercy Rd./Scripps Poway Pkwy.	1.9	0.3	0.1	2.3	2.7	1.0	0.1	3.9	9.6	2.9	0.7	13.2	1.9	0.3	0.1	2.4	2.7	1.0	0.1	3.9	9.6	2.9	0.7	13.2
213	SB I-15 On-Ramp from Mercy Rd./Scripps Poway Pkwy.	1.3	0.3	0.1	1.7	2.7	1.2	0.1	4.0	11.6	4.0	1.0	16.7	1.2	0.3	0.1	1.7	2.7	1.2	0.1	4.0	11.7	4.0	1.0	16.8
214	SB I-15 Mainline (s/o Mercy Rd./Scripps Poway Pkwy On-Ramp)	20.5	0.6	1.5	22.6	21.3	3.6	1.1	26.0	100.0	10.2	9.1	119.3	20.2	0.6	1.5	22.3	21.4	3.6	1.1	26.2	99.7	10.4	9.1	119.2
215	SB Managed Lanes (s/o Mercy Rd./Scripps Poway Pkwy.)	2.0	8.2	0.0	10.2	0.4	5.9	0.0	6.3	8.3	29.9	0.0	38.2	2.3	8.1	0.0	10.4	0.2	6.0	0.0	6.1	8.7	29.7	0.0	38.3
216	SB Managed Lanes (n/o Mira Mesa Blvd.)	0.1	1.3	0.0	1.3	0.1	2.4	0.0	2.5	0.8	7.0	0.0	7.8	0.1	1.2	0.0	1.3	0.0	1.9	0.0	2.0	1.1	6.2	0.0	7.3
217	SB Entrance Ramp from I-15 Mainline to Managed Lanes (n/o Mira Mesa Blvd.)	0.0	0.3	0.0	0.3	0.0	1.6	0.0	1.6	0.1	4.3	0.0	4.4	0.0	0.3	0.0	0.3	0.0	1.5	0.0	1.5	0.1	3.6	0.0	3.6
218	SB I-15 Mainline (n/o Mira Mesa Blvd. Off-Ramp)	20.5	1.6	1.5	23.6	21.3	4.5	1.1	26.9	100.7	13.0	9.1	122.8	20.3	1.5	1.5	23.3	21.5	4.1	1.1	26.7	100.8	13.0	9.1	122.9
219	SB Managed Lanes (n/o Mira Mesa Blvd.)	2.0	7.3	0.0	9.2	0.3	5.1	0.0	5.4	7.5	27.1	0.0	34.7	2.2	7.2	0.0	9.4	0.1	5.5	0.0	5.6	7.6	27.1	0.0	34.7
220	SB I-15 Off-Ramp to Mira Mesa Blvd.	2.3	0.6	0.2	3.1	2.4	0.7	0.1	3.2	12.6	2.8	1.1	16.5	2.6	0.6	0.2	3.4	2.4	0.7	0.1	3.2	12.9	2.8	1.1	16.9
221	SB I-15 On-Ramp from Mira Mesa Blvd.	5.5	1.2	0.4	7.2	4.0	1.5	0.2	5.7	20.8	5.6	1.8	28.2	5.7	1.2	0.4	7.3	3.9	1.5	0.2	5.6	20.5	5.5	1.7	27.7
222	SB I-15 Mainline (s/o Mira Mesa Blvd. On-Ramp)	23.7	2.2	1.7	27.7	22.8	5.3	1.2	29.3	109.0	15.7	9.8	134.5	23.4	2.1	1.7	27.2	23.0	4.9	1.2	29.1	108.3	15.7	9.7	133.7
223	SB Managed Lanes (s/o Mira Mesa Blvd.)	2.0	7.3	0.0	9.2	0.3	5.1	0.0	5.4	7.5	27.1	0.0	34.7	2.2	7.2	0.0	9.4	0.1	5.5	0.0	5.6	7.6	27.1	0.0	34.7
224	SB Managed Lanes Exit Ramp to Hillery BRTC	0.3	1.6	0.0	1.9	0.0	0.7	0.0	0.8	0.9	4.5	0.0	5.4	0.4	1.5	0.0	2.0	0.0	0.7	0.0	0.8	1.3	4.4	0.0	5.7
225	SB Managed Lanes Entrance Ramp from Hillery BRTC	0.0	0.8	0.0	0.8	0.0	0.3	0.0	0.3	0.1	2.0	0.0	2.1	0.0	0.8	0.0	0.9	0.0	0.3	0.0	0.3	0.1	2.1	0.0	2.1
226	SB I-15 Mainline (s/o Hillery BRTC)	23.7	2.2	1.7	27.7	22.8	5.3	1.2	29.3	109.0	15.7	9.8	134.5	23.4	2.1	1.7	27.2	23.0	4.9	1.2	29.1	108.3	15.7	9.7	133.7
227	SB Managed Lanes (s/o Hillery BRTC)	1.7	6.5	0.0	8.2	0.3	4.7	0.0	5.0	6.7	24.7	0.0	31.4	1.8	6.5	0.0	8.3	0.1	5.1	0.0	5.2	6.4	24.7	0.0	31.1
228	SB Entrance Ramp from I-15 Mainline to Managed Lanes (n/o Carroll Canyon Rd.)	0.0	1.0	0.0	1.1	0.0	0.6	0.0	0.6	0.1	3.3	0.0	3.4	0.0	1.0	0.0	1.0	0.0	0.6	0.0	0.6	0.1	3.1	0.0	3.2
229	SB I-15 Mainline (n/o Carroll Canyon Rd. Off-Ramp)	23.7	1.2	1.7	26.6	22.8	4.7	1.2	28.7	108.9	12.4	9.8	131.1	23.3	1.1	1.7	26.2	23.0	4.4	1.2	28.5	108.2	12.6	9.7	130.5
230	SB Managed Lanes (n/o Carroll Canyon Rd.)	1.7	7.5	0.0	9.3	0.3	5.3	0.0	5.6	6.8	28.0	0.0	34.8	1.8	7.5	0.0	9.3	0.1	5.7	0.0	5.8	6.5	27.8	0.0	34.3
231	SB I-15 Off-Ramp to Carroll Canyon Rd.	1.6	0.3	0.1	2.0	1.6	0.6	0.1	2.3	8.2	2.0	0.7	10.9	1.8	0.1	0.2	2.1	1.6	0.6	0.1	2.2	8.4	1.8	0.8	11.0
232	SB I-15 On-Ramp from Carroll Canyon Rd.	3.2	0.3	0.2	3.7	3.3	1.2	0.2	4.7	12.0	3.1	0.9	16.0	4.1	0.3	0.3	4.7	3.2	1.2	0.2	4.6	12.9	3.1	1.0	17.0
233	SB I-15 Mainline (s/o Carroll Canyon Rd. On-Ramp)	25.2	1.2	1.8	28.3	24.5	5.4	1.2	31.1	112.7	13.5	10.0	136.1	25.6	1.3	1.9	28.8	24.6	5.0	1.2	30.8	112.8	13.8	9.9	136.5
234	SB Managed Lanes (s/o Carroll Canyon Rd.)	1.7	7.5	0.0	9.3	0.3	5.3	0.0	5.6	6.8	28.0	0.0	34.8	1.8	7.5	0.0	9.3	0.1	5.7	0.0	5.8	6.5	27.8	0.0	34.3
235	SB I-15 Mainline (n/o Miramar Rd./Pomerado Rd. Off-Ramp)	25.2	1.2	1.8	28.3	24.5	5.4	1.2	31.1	112.7	13.5	10.0	136.1	25.6	1.3	1.9	28.8	24.6	5.0	1.2	30.8	112.8	13.8	9.9	136.5
236	SB Managed Lanes (n/o Miramar Rd./Pomerado Rd.)	1.7	7.5	0.0	9.3	0.3	5.3	0.0	5.6	6.8	28.0	0.0	34.8	1.8	7.5	0.0	9.3	0.1	5.7	0.0	5.8	6.5	27.8	0.0	34.3
237	SB I-15 Off-Ramp to Miramar Rd./Pomerado Rd.	2.3	0.5	0.2	3.0	1.3	0.6	0.1	1.9	10.0	3.0	0.9	13.8	2.6	0.6	0.2	3.4	1.3	0.6	0.1	1.9	10.4	3.1	0.9	14.4
238	SB I-15 On-Ramp from Miramar Rd./Pomerado Rd.	2.9	0.5	0.2	3.5	5.0	2.0	0.2	7.2	18.7	5.8	1.5	26.0	2.9	0.5	0.2	3.6	4.9	2.0	0.2	7.2	18.9	5.8	1.5	26.2
239	SB I-15 Mainline (s/o Miramar Rd./Pomerado Rd. On-Ramp)	25.7	1.2	1.9	28.8	28.2	6.8	1.4	36.4	121.4	16.3	10.6	148.3	25.9	1.2	1.9	29.0	28.2	6.4	1.4	36.1	121.3	16.5	10.6	148.4
240	SB Managed Lanes (s/o Miramar Rd./Pomerado Rd.)	1.7	7.5	0.0	9.3	0.3	5.3	0.0	5.6	6.8	28.0	0.0	34.8	1.8	7.5	0.0	9.3	0.1	5.7	0.0	5.8	6.5	27.8	0.0	34.3
241	SB I-15 Mainline (n/o Miramar Way Off-Ramp)	25.7	1.2	1.9	28.8	28.2	6.8	1.4	36.4	121.4	16.3	10.6	148.3	25.9	1.2	1.9	29.0	28.2	6.4	1.4	36.1	121.3	16.5	10.6	148.4
242	SB Managed Lanes (n/o Miramar Way)	1.7	7.5	0.0	9.3	0.3	5.3	0.0	5.6	6.8	28.0	0.0	34.8	1.8	7.5	0.0	9.3	0.1	5.7	0.0	5.8	6.5	27.8	0.0	34.3
243	SB I-15 Off-Ramp to Miramar Way	3.0	0.3	0.2	3.6	0.3	0.1	0.0	0.4	4.7	0.8	0.4	6.0	3.3	0.3	0.2	3.8	0.3	0.1	0.0	0.4	5.0	0.9	0.4	6.2
244	SB I-15 On-Ramp from Miramar Way	2.4	0.1	0.2	2.6	1.0	0.4	0.0	1.4	4.9	1.0	0.4	6.3	2.3	0.1	0.2	2.6	1.0	0.4	0.1	1.5	5.1	1.0	0.4	6.5
245	SB I-15 Mainline (n/o SR-163 Connector Ramp)	25.1	1.0	1.8	27.9	28.8	7.1	1.5	37.4	121.6	16.4	10.6	148.7	24.9	1.0	1.8	27.7	29.0	6.7	1.5	37.2	121.4	16.7	10.6	148.6
246	SB Managed Lanes (n/o SR-163 Connector Ramp)	1.7	7.5	0.0	9.3	0.3	5.3	0.0	5.6	6.8	28.0	0.0	34.8	1.8	7.5	0.0	9.3	0.1	5.7	0.0	5.8	6.5	27.8	0.0	34.3
247	SB I-15 Connector Ramp to SR-163	11.7	0.5	0.9	13.1	9.6	2.5	0.5	12.6	48.4	6.7	4.3	59.4	11.6	0.5	0.8	13.0	9.6	2.4	0.5	12.5	48.5	6.7	4.2	59.4
248	SB Managed Lanes Connector Ramp to SR-163	0.7	3.6	0.0	4.2	0.1	1.8	0.0	1.9	2.0	10.9	0.0	13.0	0.7	3.5	0.0	4.3	0.0	1.9	0.0	1.9	1.9	11.0	0.0	13.0
249	SB I-15 Mainline (s/o SR-163 Interchange)	13.3	0.5	1.0	14.8	19.2	4.6	1.0	24.8	73.2	9.7	6.4	89.3	13.3	0.5	1.0	14.7	19.3	4.3	1.0	24.6	72.9	10.0	6.3	89.2
250	SB Managed Lanes Exit to I-15 Mainline (s/o SR-163 Interchange)	1.0	4.0	0.0	5.0	0.2	3.5	0.0	3.7	4.7	17.0	0.0	21.8	1.1	3.9	0.0	5.0	0.1	3.8	0.0	3.9	4.6	16.7	0.0	21.3
251	SB I-15 Mainline (s/o Merge w/Managed Lanes	14.4	4.4	1.0	19.8	19.4	8.1	1.0	28.5	77.9	26.7	6.4	111.0	14.3	4.4	1.0	19.7	19.5	8.1	1.0	28.5	77.5	26.7	6.3	110.5

Note:
s/o - south of
n/o - north of