I-5 North Coast Corridor Project

Technical Report #5
Traffic Demand Forecasting Report

August 2007

Caltrans

NORTH COAST INTERSTATE 5 CORRIDOR

WILSON & COMPANY ENGINEERS & ARCHITECTS

Caltrans District 11
4050 Taylor Street
San Diego, CA 92110

Wilson & Company
701 B Street, Suite 1220
San Diego, CA 92101

I-5 North Coast Corridor Project
Traffic Demand Forecasting Report
Draft Technical Report No. 5

August 2007

Prepared For:

Caltrans District 11
4050 Taylor Street
San Diego, CA 92110

Prepared by:

Wilson & Company
701 B Street, Suite 1220
San Diego, CA 92101

Under Contract to:

Bureau Veritas/Berryman & Henigar, Inc.
401 B Street, Suite 800
San Diego, CA 92101

Table of Contents

1.0 Introduction 1
1.1 Study Area 1
1.2 Traffic Scenarios 1
1.3 Report Organization 1

2.0 Demand Forecasting Methodology 4
2.1 Overview 4
2.2 Model Sources 4

3.0 Year 2030/2015 Demand Forecast Volume Data 11
3.1 Forecast Freeway Mainline/Ramp ADT and Peak Hour Volumes 11
3.2 Forecast Intersection Volumes and Turning Movements 11
3.3 Forecast Arterial ADT Volumes 22

List of Tables

Table 2.1 Year 2030/2015 Traffic Modeling Scenario Source Data 4
Table 2.2 Key Network Elements - MAINLINE Network Data (from South to North) 5
Table 2.3 Key Network Elements - INTERCHANGE Network Data (from South to North) 8
Table 3.1 I-5 Demand Forecast - Mainline and Ramp ADT 12
Table 3.2 I-5 Demand Forecast - Mainline and Ramp ADT 17
Table 3.3 Year 2030/2015 Arterial Demand Forecast ADT Volumes 22

List of Figures

Figure 1-1 Project Area Key Map 2
Figure 3-1 Year 2030 No-Build Traffic Forecast Data ..... Appendix A
Figure 3-2 Year 2030 10+4 without Direct Access Ramps – Traffic Forecast Data ..... Appendix B
Figure 3-3 Year 2030 10+4 with Direct Access Ramps – Traffic Forecast Data ..... Appendix C
Figure 3-4 Year 2030 8+4 with Direct Access Ramps – Traffic Forecast Data ..... Appendix D
Figure 3-5 Year 2015 10+4 with Direct Access Ramps – Traffic Forecast Data ..... Appendix E

1.0 Introduction

The Traffic Demand Forecasting Report provides information on future year traffic forecasts in support of the I-5 North Coast Corridor Project. The I-5 North Coast Corridor Project includes the provision of approximately 26 miles of additional capacity on mainline I-5 and HOV/managed lanes with direct access ramps (DARs). The DAR connections as proposed would provide direct access from adjacent interchange arterials onto the HOV/managed lanes.

This report provides background information on the traffic volume forecasting process and development methodologies and presents the Year 2030/2015 forecast volumes and turning movements for mainline I-5, the HOV/managed lanes, the ramp interchange intersections, the DAR intersections, and intersections within the DAR areas of influence (as defined in *Technical Report No. 1 – DAR areas of influence Analysis (Wilson & Company, 2004)*). Subsequent technical reports will provide traffic operational results using the Year 2030/2015 forecast volumes.

1.1 Study Area

The study area includes the I-5 freeway corridor between La Jolla Village Drive to the south and Harbor Drive/Vandegrift Boulevard. to the north, including 27 freeway interchanges and adjacent intersections. The study area consists of the I-5 corridor freeway and ramp segments, ramp interchange intersections, and arterial intersections adjacent to the I-5 corridor.

Figure 1-1 displays the project study area and key map. Study area intersections for the I-5 North Coast Corridor Project are identified by a letter/number combination in alphabetical order from south to north.

The numbering convention in for the I-5 North Coast Corridor Project was initially established to include additional arterial intersections for the purpose of evaluating intersections within the DAR areas of influence[1]. As a result, the intersection numbering convention in the figures for this report may appear to "skip" some intersections. The "skipped" intersections are outside of the I-5 North Coast Corridor, but are within the DAR areas of influence. Forecast traffic volumes for the intersections within the DAR areas of influence are not presented in this report, but are presented in *Technical Report No. 7 – Direct Access Ramp / Local Circulation System Operations Report (Wilson & Company, August 2007)*.

1.2 Traffic Scenarios

Five traffic scenarios were modeled using the SANDAG Series 10 Transportation Model for the purpose of producing future year traffic forecasts, as follows:

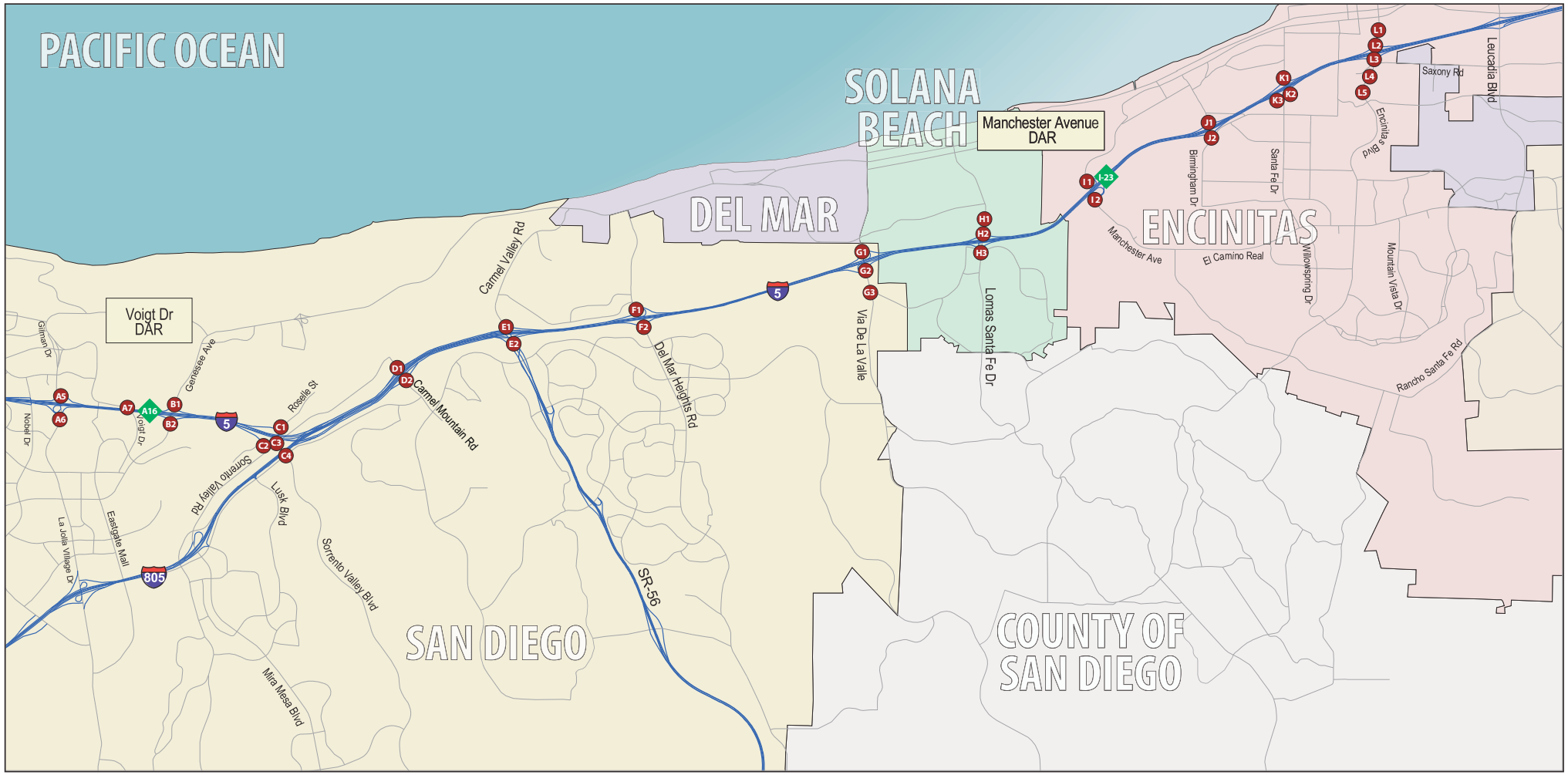
1. *No-Build (Year 2030).* This scenario does not include any improvements to the I-5 corridor other than those currently planned and programmed for implementation.
2. *10+4 without Direct Access Ramps (Year 2030).* This scenario includes ten (10) general purpose lanes (south of SR 78) on I-5 plus four (4) HOV/managed lanes. DAR connections to HOV/managed lanes are not included as part of this scenario.
3. *10+4 with Direct Access Ramps (Year 2030).* This scenario includes ten (10) general purpose lanes (south of SR 78) on I-5 plus four (4) HOV/managed lanes. DAR connections to HOV/managed lanes are included at the following locations, from south to north:
   a. Voigt Drive (City of San Diego)
   b. Manchester Avenue (City of Encinitas)
   c. Cannon Road (City of Carlsbad)
   d. Oceanside Boulevard (City of Oceanside)
4. *8+4 with Direct Access Ramps Scenario (Year 2030).* This scenario includes eight (8) general purpose lanes on I-5 plus four (4) HOV/managed lanes. DAR locations are the same as the 10+4 with DAR scenario.
5. *10+4 with Direct Access Ramps (Year 2015).* This scenario is identical to the Year 2030 10+4 with DAR scenario, but the forecast horizon year is 2015.

Detailed elements of each of the above scenarios, including modeling and network assumptions, are presented in **Section 2.2**.

1.3 Report Organization

Following this Introduction section, **Section 2.0** describes the demand forecasting methodology used to develop the Year 2030/2015 forecast average daily traffic (ADT) volumes, peak hour volumes (AM and PM) and peak hour intersection turning movements for each scenario. Key network assumptions and the model source data for each demand forecast scenarios are also presented. **Section 3.0** presents the demand forecast ADT, peak hour volumes, and peak hour turning movements for each of the I-5 North Coast Project traffic scenarios.

[1] The methodology utilized to identify the DAR areas of influence is discussed in more detail in *Technical Report No.1 – Area of Influence Analysis (Wilson & Company, 2004)*.



LEGEND

XX = Intersection ID Number

XX = DAR Intersection ID Number

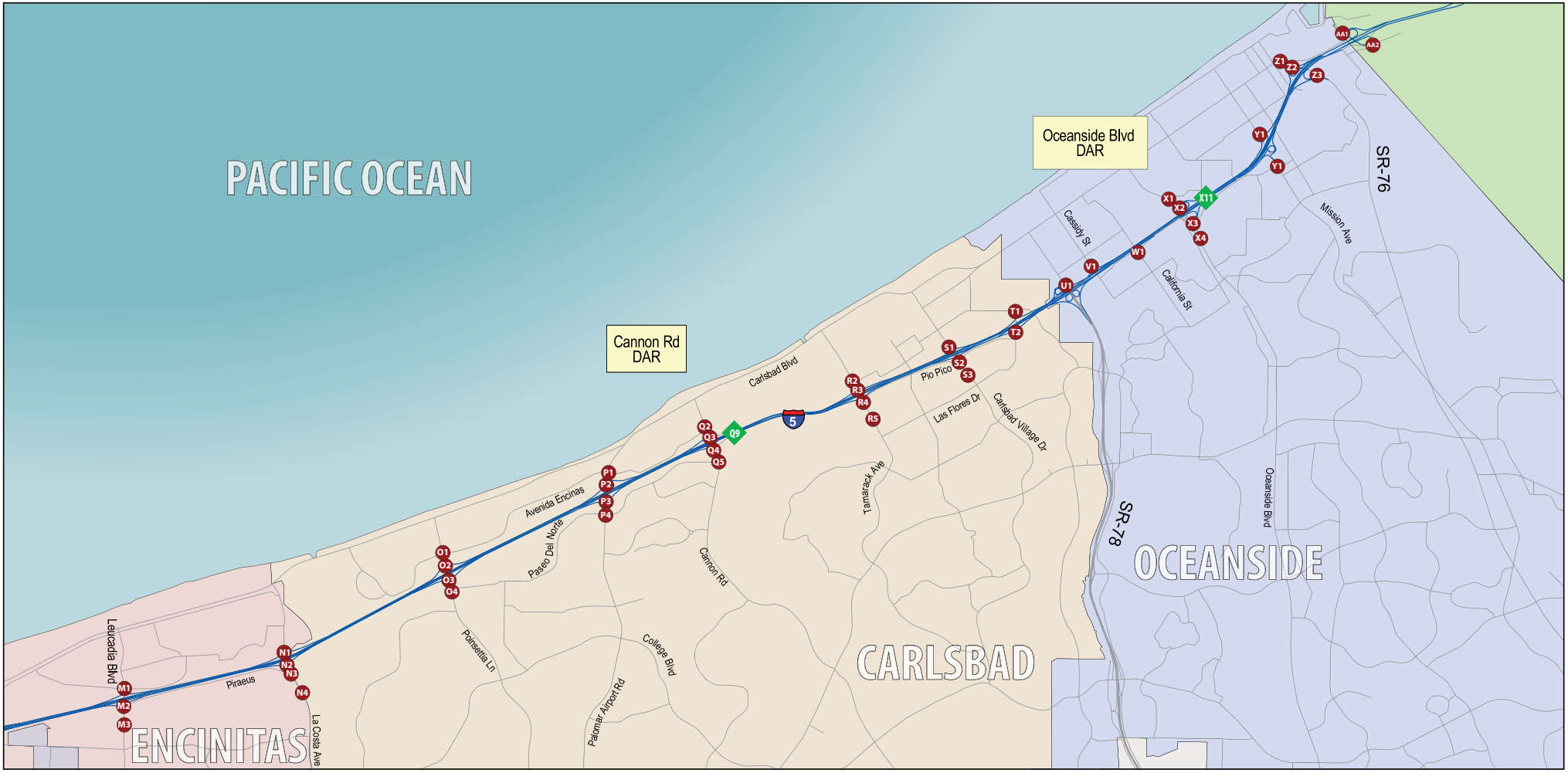
0.75 0 0.75 Miles

Caltrans

NORTH COAST INTERSTATE 5 CORRIDOR

WILSON & COMPANY ENGINEERS & ARCHITECTS

FIGURE 1-1. TRAFFIC FORECASTING STUDY AREA KEY MAP



LEGEND

XX = Intersection ID Number

XX = DAR Intersection ID Number

0.8 0 0.8 Miles

N

Caltrans

NORTH COAST INTERSTATE 5 CORRIDOR

WILSON & COMPANY ENGINEERS & ARCHITECTS

FIGURE 1-1. TRAFFIC FORECASTING STUDY AREA KEY MAP

2.0 Demand Forecasting Methodology

2.1 Overview

Six general steps were used to develop future year traffic forecasts, including ADT and peak hour volumes and peak hour turning movements, for each of the I-5 North Coast Corridor Project traffic scenarios, as follows:

1. *Forecast model applications.* The initial forecast modeling was conducted by Caltrans using the SANDAG Regional Travel Demand Model Series 10, Year 2030 and 2015 forecasts.
2. *Verification of model growth forecasts.* Model output was checked for growth anomalies (future versus existing conditions) on major arterials and in the I-5 corridor. In coordination with Caltrans staff, ADT volume output for each set of model output used in the demand forecasting process was evaluated against the base year model output and adjusted as necessary to remove any identified growth anomalies.
3. *Application of growth rates.* Adjusted growth rates for each scenario were applied to 2004-2005 existing count information to generate Year 2030/2015 ADT demand forecasts. These demand forecasts were compared against historical trend information and again adjusted where necessary.
4. *ADT adjustments/balancing.* Forecast ADT volumes for each scenario were balanced between interchanges and adjusted to reflect peak hour volume spreading and a balanced daily split of traffic in each direction. To represent a realistic daily demand (with peak period spreading), daily freeway lane volumes were generally assumed to be limited to no more than 37,500 vehicles per day per lane (vpdpl). The daily northbound and southbound split was assumed to be no more than 51 percent in either direction. Ramp and mainline ADTs were adjusted as necessary to reflect these assumptions.
5. *Peak hour forecasts.* Future year peak hour volumes were developed by applying existing peak hour traffic percentages to the forecast ADT volumes. In conjunction with Caltrans staff, existing peak hour percentages were determined to be between 7 and 9 percent of the daily I-5 mainline volume. Estimates of future year freeway capacity constraints for each scenario were derived based upon historical data on the peak hour capacity of I-5. Historical data indicates a maximum freeway capacity of 1900 to 2200 vehicles per hour per lane (vphpl). Year 2030/2015 conditions were consequently assumed to be constrained by a maximum freeway capacity of 2200 vphpl.

   The peak hour percentages for each scenario were then adjusted to reflect the anticipated level of congestion (more congestion = lower peak hour percentage; less congestion = higher peak hour percentage). Peak hour percentages for the No-Build traffic scenario were assumed to range from 6 to 8 percent of the daily I-5 mainline volume. Peak hour percentages for the various Build scenarios were assumed to range from 7.5 to 9.5 percent.
6. *Peak hour intersection volumes.* Turning movement patterns at each study intersection were developed using the National Cooperative Highway Research Program Report 255 (NCHRP 255) process for estimating turning movements. This process estimates turning movements based on existing traffic patterns and adjusts for the changes in future traffic patterns.

2.2 Model Sources

All model runs used in the demand forecasting process were completed by Caltrans. Model output was provided for the following traffic scenarios:

1. Base Year (Year 2005)
2. No-Build (Year 2030)
3. 10+4 without DAR (Year 2030)
4. 10+4 with DAR (Year 2030)
5. 8+4 with DAR (Year 2030)
6. 10+4 with DAR (Year 2015)

Table 2.1 describes the modeling source data for each of the above traffic model runs, including network/data filename, the agency source (Caltrans), and forecast year.

Table 2.1. Year 2030/2015 Traffic Modeling Scenario Source Data

	Year 2005 Existing	Year 2030 No-Build	Year 2030 10+4 w/o DAR	Year 2030 10+4 w/DAR	Year 2030 8+4 w/DAR	Year 2015 10+4 w/DAR
Filename	hwy05	hwy30_no_build	hwy30_10+4_nd	hwycov_0205	hwy30_8+4	hwy30_2015
Source	Caltrans	Caltrans	Caltrans	Caltrans	Caltrans	Caltrans
Series	10	10	10	10	10	10
Forecast Year	2005	2030	2030	2030	2030	2015

Source: Wilson & Company, August 2007

Table 2.2 describes key elements and related characteristics of the future year I-5 corridor roadway network. The table details assumptions regarding I-805, I-5, SR 56, and SR 78, including number of freeway mainline and HOV/managed lanes. In addition, the DAR access locations are noted.

Table 2.3 describes the key characteristics of the various freeway corridor interchanges including the DAR locations, interchange additions and deletions, and the assumed configuration under each of the forecast traffic scenarios.

Table 2.2. Key Network Elements - MAINLINE Network Data (from South to North)

	Year 2005 Existing	Year 2030 No-Build	Year 2030 10+4 w/o DAR	Year 2030 10+4 w/DAR	Year 2030 8+4 w/DAR	Year 2015 10+4 w/DAR
I-805						
South of Mira Mesa Boulevard	8 lanes	8 lanes 4 lane HOV	8 lanes 4 lanes HOV	8 lanes 4 lanes HOV	8 lanes 4 lanes HOV	8 lanes 4 lanes HOV
Mira Mesa Boulevard to Sorrento Valley Boulevard	8 lanes	8 lanes 4 lane HOV DAR access at Lusk	8 lanes 4 lanes HOV	8 lanes 4 lanes HOV DAR access at Lusk	8 lanes 4 lanes HOV DAR access at Lusk	8 lanes 4 lanes HOV DAR access at Lusk
SR 56						
I-5 to El Camino Real	4 lanes plus auxiliary lanes in each direction	6 lanes 2 lane HOV	6 lanes 2 lane HOV	6 lanes 2 lanes HOV	6 lanes 2 lane HOV	6 lanes 2 lanes HOV
El Camino Real to Carmel Creek Road	4 lanes plus auxiliary lanes in each direction	6 lanes 2 lane HOV	6 lanes 2 lane HOV	6 lanes 2 lanes HOV	6 lanes 2 lane HOV	6 lanes 2 lanes HOV
Carmel Creek Road to Carmel Country Road	4 lanes plus auxiliary lanes in each direction	6 lanes 2 lane HOV	6 lanes 2 lane HOV	6 lanes 2 lanes HOV	6 lanes 2 lane HOV	6 lanes 2 lanes HOV
SR 78						
I-5 to Jefferson Street	6 lanes	6 lanes 2 lane HOV	6 lanes 2 lane HOV	6 lanes 2 lanes HOV	6 lanes 2 lane HOV	6 lanes 2 lanes HOV
Jefferson Street to El Camino Real	6 lanes	6 lanes 2 lane HOV	6 lanes 2 lane HOV	6 lanes 2 lanes HOV	6 lanes 2 lane HOV	6 lanes 2 lanes HOV
El Camino Real to College Boulevard	6 lanes	6 lanes 2 lane HOV	6 lanes 2 lane HOV	6 lanes 2 lanes HOV	6 lanes 2 lane HOV	6 lanes 2 lanes HOV
I-5						
South of La Jolla Village Drive	8 lanes	12 lanes 2 lane HOV	12 lanes 2 lane HOV	12 lanes 2 lanes HOV	12 lanes 2 lane HOV	12 lanes 2 lanes HOV
La Jolla Village Drive to Genesee Avenue	8 lanes	10 lanes 2 lane HOV DAR access at Voigt	10 lanes 2 lane HOV	10 lanes 2 lanes HOV DAR access at Voigt	10 lanes 2 lane HOV DAR access at Voigt	10 lanes 2 lanes HOV DAR access at Voigt
Genesee Avenue to Roselle Street	8 lanes	10 lanes 2 lane HOV 4 lanes SB Slip Ramps 3 lanes NB Slip Ramps	10 lanes 2 lane HOV 4 lanes SB Slip Ramps 3 lanes NB Slip Ramps	10 lanes 2 lanes HOV 4 lanes SB Slip Ramps 3 lanes NB Slip Ramps	10 lanes 2 lane HOV 4 lanes SB Slip Ramps 3 lanes NB Slip Ramps	10 lanes 2 lanes HOV 4 lanes SB Slip Ramps 3 lanes NB Slip Ramps

Table 2.2. Key Network Elements - MAINLINE Network Data (from South to North)

	Year 2005 Existing	Year 2030 No-Build	Year 2030 10+4 w/o DAR	Year 2030 10+4 w/DAR	Year 2030 8+4 w/DAR	Year 2015 10+4 w/DAR
Roselle Street to Carmel Mountain Raod	8 lanes 1 lane NB HOV I-805 merge end 1 lane HOV	10 lanes 2 lane HOV by-pass and HOV merge with I-805	10 lanes 2 lane HOV by-pass and HOV merge with I-805	10 lanes 2 lane HOV by-pass and HOV merge with I-805	10 lanes 2 lane HOV by-pass and HOV merge with I-805	10 lanes 2 lane HOV by-pass and HOV merge with I-805
Carmel Mountain Road to SR 56 / Carmel Valley Road	8 lanes 1 lane NB HOV	8 lanes 2 lane HOV begin by-pass lanes (8 lanes)	8 lanes 4 lanes HOV begin by-pass lanes (8 lanes)	8 lanes 4 lanes HOV begin by-pass lanes (8 lanes)	8 lanes 4 lanes HOV begin by-pass lanes (8 lanes)	8 lanes 4 lanes HOV begin by-pass lanes (8 lanes)
SR 56 / Carmel Valley Road to Del Mar Heights Road	8 lanes 2 aux lanes each direction 1 lane NB HOV	10 lanes 2 lane HOV	10 lanes 4 lane HOV	10 lanes 4 lane HOV	8 lanes 4 lane HOV	10 lanes 4 lane HOV
Del Mar Heights Road to Via de la Valle	8 lanes 1 aux lane SB 1 lane NB HOV	8 lanes 1 aux lane SB 1 lane NB HOV 1 lane SB HOV	10 lanes 4 lane HOV	10 lanes 4 lane HOV	8 lanes 4 lane HOV	10 lanes 4 lane HOV
Via de la Valle to Lomas Santa Fe Drive	8 lanes	8 lanes 2 lane HOV	10 lanes 4 lane HOV	10 lanes 4 lane HOV	8 lanes 4 lane HOV	10 lanes 4 lane HOV
Lomas Santa Fe Drive to Manchester Avenue	8 lanes	8 lanes 1 lane SB HOV BRT/DAR access at Manchester begin SB HOV	10 lanes 4 lane HOV	10 lanes 4 lane HOV DAR access at Manchester Avenue	8 lanes 4 lane HOV DAR access at Manchester Avenue	10 lanes 4 lane HOV DAR access at Manchester Avenue
Manchester Avenue to Birmingham Drive	8 lanes	8 lanes	10 lanes 4 lane HOV	10 lanes 4 lane HOV	8 lanes 4 lane HOV	10 lanes 4 lane HOV
Birmingham Drive to Santa Fe Drive	8 lanes	8 lanes	10 lanes 4 lane HOV	10 lanes 4 lane HOV	8 lanes 4 lane HOV	10 lanes 4 lane HOV
Santa Fe Drive to Encinitas Boulevard	8 lanes	8 lanes	10 lanes 4 lane HOV	10 lanes 4 lane HOV	8 lanes 4 lane HOV	10 lanes 4 lane HOV
Encinitas Boulevard to Leucadia Boulevard	8 lanes	8 lanes	10 lanes 4 lane HOV	10 lanes 4 lane HOV	8 lanes 4 lane HOV	10 lanes 4 lane HOV
Leucadia Boulevard to La Costa Avenue	8 lanes	8 lanes	10 lanes 4 lane HOV	10 lanes 4 lane HOV	8 lanes 4 lane HOV	10 lanes 4 lane HOV
La Costa Avenue to Poinsettia Lane	8 lanes	8 lanes	10 lanes 4 lane HOV	10 lanes 4 lane HOV	8 lanes 4 lane HOV	10 lanes 4 lane HOV
Poinsettia Lane to Palomar Airport Road	8 lanes	8 lanes	10 lanes 4 lane HOV	10 lanes 4 lane HOV	8 lanes 4 lane HOV	10 lanes 4 lane HOV
Palomar Airport Road to Cannon Road	8 lanes	8 lanes	10 lanes 4 lane HOV	10 lanes 4 lane HOV DAR access at Cannon Road	8 lanes 4 lane HOV DAR access at Cannon Road	10 lanes 4 lane HOV DAR access at Cannon Road
Cannon Road to Tamarack Avenue	8 lanes	8 lanes	10 lanes 4 lane HOV	10 lanes 4 lane HOV	8 lanes 4 lane HOV	10 lanes 4 lane HOV

Table 2.2. Key Network Elements - MAINLINE Network Data (from South to North)

	Year 2005 Existing	Year 2030 No-Build	Year 2030 10+4 w/o DAR	Year 2030 10+4 w/DAR	Year 2030 8+4 w/DAR	Year 2015 10+4 w/DAR
Tamarack Avenue to Carlsbad Village Drive	8 lanes	8 lanes	10 lanes 4 lane HOV	10 lanes 4 lane HOV	8 lanes 4 lane HOV	10 lanes 4 lane HOV
Carlsbad Village Drive to Las Flores Drive	8 lanes	8 lanes	10 lanes 4 lane HOV	10 lanes 4 lane HOV	8 lanes 4 lane HOV	10 lanes 4 lane HOV
Las Flores Drive to SR 78	8 lanes 2 aux lanes NB	8 lanes 1 aux lane NB	10 lanes 4 lane HOV 1 aux lane NB	10 lanes 4 lane HOV 1 aux lane NB	8 lanes 4 lane HOV 1 aux lane NB	10 lanes 4 lane HOV 1 aux lane NB
SR 78 to Cassidy Street	8 lanes	8 lanes	8 lanes 4 lane HOV	8 lanes 4 lane HOV	8 lanes 4 lane HOV	8 lanes 4 lane HOV
Cassidy Street to California Street	8 lanes	8 lanes	8 lanes 4 lane HOV	8 lanes 4 lane HOV	8 lanes 4 lane HOV	8 lanes 4 lane HOV
California Street to Oceanside Boulevard	8 lanes	8 lanes	8 lanes 4 lane HOV	8 lanes 4 lane HOV DAR access at Oceanside Boulevard	8 lanes 4 lane HOV DAR access at Oceanside Boulevard	8 lanes 4 lane HOV DAR access at Oceanside Boulevard
Oceanside Boulevard to Mission Avenue	8 lanes	8 lanes	8 lanes 4 lane HOV	8 lanes 4 lane HOV	8 lanes 4 lane HOV	8 lanes 4 lane HOV
Mission Avenue to SR 76	8 lanes 1 aux lane SB	8 lanes 1 aux lane SB	8 lanes 4 lane HOV 1 aux lane SB	8 lanes 4 lane HOV 1 aux lane SB	8 lanes 4 lane HOV 1 aux lane SB	8 lanes 4 lane HOV 1 aux lane SB
SR 76 to Harbor Drive / Vandegrift Boulevard	8 lanes 1 aux lane each direction	8 lanes 1 aux lane each direction	8 lanes 4 lane HOV 1 aux lane each direction	8 lanes 4 lane HOV 1 aux lane each direction	8 lanes 4 lane HOV 1 aux lane each direction	8 lanes 4 lane HOV 1 aux lane each direction
North of Harbor Drive / Vandegrift Boulevard	8 lanes	8 lanes	8 lanes begin 4 lane HOV	8 lanes begin 4 lane HOV	8 lanes begin 4 lane HOV	8 lanes begin 4 lane HOV

Source: Wilson & Company, August 2007

Table 2.3. Key Network Elements - INTERCHANGE Network Data (from South to North)

	Year 2005 Existing	Year 2030 No-Build	Year 2030 10+4 w/o DAR	Year 2030 10+4 w/DAR	Year 2030 8+4 w/DAR	Year 2015 10+4 w/DAR
La Jolla Village Drive	Diamond with SB and NB Loop On-Ramps	Diamond with SB and NB Loop On-Ramps	Diamond with SB and NB Loop On-Ramps	Diamond with SB and NB Loop On-Ramps	Diamond with SB and NB Loop On-Ramps	Diamond with SB and NB Loop On-Ramps
Genesee Avenue	Diamond	Diamond plus Slip Ramp Access from Roselle	Diamond plus Slip Ramp Access from Roselle	Diamond plus Slip Ramp Access from Roselle	Diamond plus Slip Ramp Access from Roselle	Diamond plus Slip Ramp Access from Roselle
Voigt Drive	No Interchange	North facing BRT access	No Interchange	DAR Access	DAR Access	DAR Access
Mira Mesa Boulevard (I-805)	Diamond with SB Loop On-Ramp	Diamond with SB Loop On-Ramp	Diamond with SB Loop On-Ramp	Diamond with SB Loop On-Ramp	Diamond with SB Loop On-Ramp	Diamond with SB Loop On-Ramp
Lusk Boulevard (I-805)	No Interchange	North facing BRT access	No Interchange	DAR Access	DAR Access	DAR Access
Roselle Street	Half Diamond (SB on, NB off)	Changes to Slip Ramp access	Changes to Slip Ramp access	Changes to Slip Ramp access	Changes to Slip Ramp access	Changes to Slip Ramp access
Carmel Mountain Road	Diamond (under construction)	Diamond connection to I-5 bypass	Diamond connection to I-5 bypass	Diamond connection to I-5 bypass	Diamond connection to I-5 bypass	Diamond connection to I-5 bypass
SR 56 / Carmel Valley Road	Diamond connection to Carmel Valley Road and WB to SB directional ramps and NB to EB directional ramps to SR 56	Diamond connection to Carmel Valley Road and WB to SB directional ramps and NB to EB directional ramps to SR 56 Plus SB to EB and WB to NB directional ramps to I-5 with access to I-5 by-pass lanes	Diamond connection to Carmel Valley Road and WB to SB directional ramps and NB to EB directional ramps to SR 56 Plus SB to EB and WB to NB directional ramps to I-5 with access to I-5 by-pass lanes	Diamond connection to Carmel Valley Road and WB to SB directional ramps and NB to EB directional ramps to SR 56 Plus SB to EB and WB to NB directional ramps to I-5 with access to I-5 by-pass lanes	Diamond connection to Carmel Valley Road and WB to SB directional ramps and NB to EB directional ramps to SR 56 Plus SB to EB and WB to NB directional ramps to I-5 with access to I-5 by-pass lanes	Diamond connection to Carmel Valley Road and WB to SB directional ramps and NB to EB directional ramps to SR 56 Plus SB to EB and WB to NB directional ramps to I-5 with access to I-5 by-pass lanes
Del Mar Heights Road	Diamond with SB Loop On-Ramp	Diamond with SB Loop On-Ramp	Diamond with SB Loop On-Ramp	Diamond with SB Loop On-Ramp	Diamond with SB Loop On-Ramp	Diamond with SB Loop On-Ramp
Via de la Valle	Diamond with SB and NB Loop On-Ramps	Diamond with SB and NB Loop On-Ramps	Diamond with SB and NB Loop On-Ramps	Diamond with SB and NB Loop On-Ramps	Diamond with SB and NB Loop On-Ramps	Diamond with SB and NB Loop On-Ramps
Lomas Santa Fe Drive	Diamond	Diamond with SB and NB Loop On-Ramps	Diamond with SB and NB Loop On-Ramps	Diamond with SB and NB Loop On-Ramps	Diamond with SB and NB Loop On-Ramps	Diamond with SB and NB Loop On-Ramps
Manchester Avenue	Folded Diamond to North Side	Folded Diamond to North Side plus south facing BRT	Folded Diamond to North Side	Folded Diamond to North Side plus DAR	Folded Diamond to North Side plus DAR	Folded Diamond to North Side plus DAR
Birmingham Drive	Diamond	Diamond	Diamond	Diamond	Diamond	Diamond

Table 2.3. Key Network Elements - INTERCHANGE Network Data (from South to North)

	Year 2005 Existing	Year 2030 No-Build	Year 2030 10+4 w/o DAR	Year 2030 10+4 w/DAR	Year 2030 8+4 w/DAR	Year 2015 10+4 w/DAR
Santa Fe Drive	Diamond	Diamond	Diamond	Diamond	Diamond	Diamond
Encinitas Boulevard	Diamond	Diamond	Diamond	Diamond	Diamond	Diamond
Leucadia Boulevard	Diamond	Diamond	Diamond	Diamond	Diamond	Diamond
La Costa Avenue	Diamond	Diamond	Diamond	Diamond	Diamond	Diamond
Poinsettia Lane	Diamond	Diamond	Diamond	Diamond	Diamond	Diamond
Palomar Airport Road	Diamond with SB Loop On-Ramp	Diamond with SB Loop On-Ramp	Diamond with SB Loop On-Ramp	Diamond with SB Loop On-Ramp	Diamond with SB Loop On-Ramp	Diamond with SB Loop On-Ramp
Cannon Road	Diamond	Diamond	Diamond	Diamond plus DAR	Diamond plus DAR	Diamond plus DAR
Tamarack Avenue	Diamond	Diamond	Diamond	Diamond	Diamond	Diamond
Carlsbad Village Drive	Diamond	Diamond	Diamond	Diamond	Diamond	Diamond
Las Flores Drive	Diamond	Diamond	Diamond	Diamond	Diamond	Diamond
SR 78	Folded Diamond to south with NB loop-off ramp and directional NB on-ramp	Folded Diamond to south with NB loop-off ramp and directional NB on-ramp Plus SB to EB and WB to SB directional ramps	Folded Diamond to south with NB loop-off ramp and directional NB on-ramp Plus SB to EB and WB to SB directional ramps 1 lane directional HOV ramp accesses	Folded Diamond to south with NB loop-off ramp and directional NB on-ramp Plus SB to EB and WB to SB directional ramps 1 lane directional HOV ramp accesses	Folded Diamond to south with NB loop-off ramp and directional NB on-ramp Plus SB to EB and WB to SB directional ramps 1 lane directional HOV ramp accesses	Folded Diamond to south with NB loop-off ramp and directional NB on-ramp Plus SB to EB and WB to SB directional ramps 1 lane directional HOV ramp accesses
Cassidy Street	Half Diamond (SB on and off)	Half Diamond (SB on and off)	Half Diamond (SB on and off)	Half Diamond (SB on and off)	Half Diamond (SB on and off)	Half Diamond (SB on and off)
California Street	NB On Ramp	NB On Ramp	NB On Ramp	NB On Ramp	NB On Ramp	NB On Ramp

Table 2.3. Key Network Elements - INTERCHANGE Network Data (from South to North)

	Year 2005 Existing	Year 2030 No-Build	Year 2030 10+4 w/o DAR	Year 2030 10+4 w/DAR	Year 2030 8+4 w/DAR	Year 2015 10+4 w/DAR
Oceanside Boulevard	Folded Diamond to North Side	Folded Diamond to North Side	Folded Diamond to North Side	Folded Diamond to North Side plus DAR	Folded Diamond to North Side plus DAR	Folded Diamond to North Side plus DAR
Mission Avenue	Folded Diamond to North Side and SB directional On-Ramp, NB directional Off-Ramp	Folded Diamond to North Side and SB directional On-Ramp, NB directional Off-Ramp	Folded Diamond to North Side and SB directional On-Ramp, NB directional Off-Ramp	Folded Diamond to North Side and SB directional On-Ramp, NB directional Off-Ramp	Folded Diamond to North Side and SB directional On-Ramp, NB directional Off-Ramp	Folded Diamond to North Side and SB directional On-Ramp, NB directional Off-Ramp
SR 76	Folded Diamond to South Side and SB directional Off-Ramp	Folded Diamond to South Side and SB directional Off-Ramp	Folded Diamond to South Side and SB directional Off-Ramp	Folded Diamond to South Side and SB directional Off-Ramp	Folded Diamond to South Side and SB directional Off-Ramp	Folded Diamond to South Side and SB directional Off-Ramp
Harbor Drive / Vandegrift Boulevard	Folded Diamond to the North Side and NB directional ramps	Folded Diamond to the North Side and NB directional ramps	Folded Diamond to the North Side and NB directional ramps	Folded Diamond to the North Side and NB directional ramps	Folded Diamond to the North Side and NB directional ramps	Folded Diamond to the North Side and NB directional ramps

Source: Wilson & Company, August 2007

3.0 Year 2030/2015 Demand Forecast Volume Data

3.1 Forecast Freeway Mainline/Ramp ADT and Peak Hour Volumes

Based on the demand forecasting methodology described in **Section 2.0**, the ADT and peak hour volumes were derived for the five traffic scenarios. The I-5 mainline, HOV/managed lanes, and ramp ADTs are shown in **Tables 3.1** and **3.2** for the I-5 southbound and I-5 northbound respectively.

The tables show ADT forecasts on the mainline I-5 and the HOV/managed lanes (and the bypass lanes where included) which are then added to show the total ADT in the corridor. The table is also delineated by interchange location with respective on-and off-ramp ADT. Within the interchange areas, the exchange of traffic between the mainline and HOV (ingress/egress) is shown along with the DAR access points.

The Year 2030 scenarios show an average corridor ADT volume increase of 45 to 55 percent in demand as compared to existing volumes. The Year 2015 scenario shows an average corridor volume increase of 40 to 45 percent in demand when compared to existing volumes.

The Year 2030 No-Build scenario shows four (4) to eleven (11) percent less demand in the I-5 corridor (mainline, HOV, and bypass lanes) than the various Year 2030 10+4 build scenarios, and one (1) to eight (8) percent less demand than the Year 2030 8+4 with DAR scenario. The reduced volume in the No-Build scenario is a result of trip diversion to less congested facilities parallel to I-5. This diversion is small however, because of high demands and capacity constraints on the adjacent arterial network.

The total volume in the corridor (mainline I-5 plus bypass lanes plus HOV lanes) is highest for the two Year 2030 10+4 scenarios. The Year 2030 10+4 with DAR scenario shows a slight decrease in general purpose ramp volumes at the DAR interchange areas as a result of the direct access ramp connections to the HOV lanes. The enhanced access provided by the DARs increases the volume in the HOV/managed lanes an average of ten (10) percent under the 10+4 with DAR scenario.

The Year 2030 8+4 with DAR scenario shows an average ADT increase of 16 percent in the HOV/managed lanes compared to the Year 2030 10+4 with DAR as a result of the more congested mainline I-5. The total corridor volume in the Year 2030 8+4 with DAR scenario (mainline, HOV, and bypass lanes), however, is slightly less than the total corridor volume for the two Year 2030 10+4 scenarios by an average of three (3) percent (or about 9,000 vehicles per day).

The Year 2015 10+4 with DAR scenario shows an average ADT volume (mainline, HOV, and bypass lanes) that are generally 80 to 90 percent of the 2030 10+4 with DAR ADT, indicating that the I-5 North Coast Corridor is mostly built out.

Figures 3-1 to **3-5** (**Appendices A-E)** present the mainline and ramp ADT and peak hour volumes for the various traffic scenarios as listed below:

Figure 3-1. Year 2030 No-Build Scenario I-5 Mainline & Ramp ADT, Peak Hour, and Turning Movement Volumes .....Appendix A

Figure 3-2. Year 2030 10+4 without DAR Scenario I-5 Mainline & Ramp ADT, Peak Hour, and Turning Movement Volumes.....Appendix B

Figure 3-3. Year 2030 10+4 with DAR Scenario I-5 Mainline & Ramp ADT, Peak Hour, and Turning Movement Volumes.....Appendix C

Figure 3-4. Year 2030 8+4 with DAR Scenario I-5 Mainline & Ramp ADT, Peak Hour, and Turning Movement Volumes.....Appendix D

Figure 3-5. Year 2015 10+4 with DAR Scenario I-5 Mainline & Ramp ADT, Peak Hour, and Turning Movement Volumes.....Appendix E

3.2 Forecast Intersection Volumes and Turning Movements

Figures 3-1 through 3-5 (Appendices A-E) also display the forecast AM and PM peak hour turning movements for each study intersection under the five traffic scenarios.

In general, the turning movement patterns for the two Year 2030 10+4 scenarios are identical, with the exception of the DAR area interchanges. The turning movements for the Year 2030 10+4 with DAR scenario reflect the change in traffic patterns as a result of adding a DAR connection to/from an arterial. The result is a shift of HOV/managed lane traffic from other I-5 interchange ramps adjacent to the DAR DAR interchange locations.

Table 3.1 I-5 Demand Forecast - Mainline and Ramp ADT
I-5 SOUTHBOUND

I-5 CORRIDOR VOLUMES | HOV RAMP | DAR RAMP | TOTALS

Interchange Location		Year 2030 No Build ADT			Year 2030 10+4 w/o DAR ADT			Year 2030 10+4 w/ DAR ADT			Year 2030 8+4 w/ DAR ADT			Year 2015 10+4 w/ DAR ADT		
		I-5	HOV	Total	I-5	HOV	Total	I-5	HOV	Total	I-5	HOV	Total	I-5	HOV	Total
MAINLINE		100,500	-	100,500	105,500	-	105,500	105,500	-	105,500	105,500	-	105,500	86,200	-	86,200
Harbor Drive/ Vandegrift Boulevard	I-5 to HOV	No HOV Access			19,000			19,000			23,000			16,100		
	Off Ramp	3,900			4,000			4,000			4,000			3,500		
	On Ramp	18,700			19,000			19,000			18,800			16,700		
MAINLINE		115,300	-	115,300	101,500	19,000	120,500	101,500	19,000	120,500	97,300	23,000	120,300	83,300	16,100	99,400
SR-76	Off Ramp WB	3,300			3,300			3,300			3,300			2,900		
	Off Ramp EB	15,600			15,700			15,700			15,700			13,800		
	On Ramp	26,100			27,500			27,500			26,500			24,200		
MAINLINE		122,500	-	122,500	110,000	19,000	129,000	110,000	19,000	129,000	104,800	23,000	127,800	90,800	16,100	106,900
Mission Avenue	Off Ramp	4,800			5,000			5,000			4,900			4,500		
	HOV to I-5	No HOV Access			1,800			1,000			1,200			900		
	I-5 to HOV	No HOV Access			5,600			5,600			6,700			5,000		
	On Ramp WB	11,800			12,500			12,500			12,000			11,200		
	On Ramp EB	12,000			12,500			12,500			12,200			11,200		
MAINLINE		141,500	-	141,500	126,200	22,800	149,000	125,400	23,600	149,000	118,600	28,500	147,100	104,600	20,200	124,800
Oceanside Boulevard	Off Ramp	6,000			7,300			6,500			6,300			5,300		
	On Ramp	14,000			17,950			16,000			15,000			14,000		
	DAR Off Ramp	No DAR			No DAR			800			900			700		
	DAR On Ramp	No DAR			No DAR			1,950			2,050			1,750		
MAINLINE		149,500	-	149,500	136,850	22,800	159,650	134,900	24,750	159,650	127,300	29,650	156,950	113,300	21,250	134,550
California Street	NO SB RAMPS															
MAINLINE		149,500	-	149,500	136,850	22,800	159,650	134,900	24,750	159,650	127,300	29,650	156,950	113,300	21,250	134,550
Cassidy Street	Off Ramp	2,100			2,200			2,200			2,200			2,200		
	On Ramp	4,700			4,800			4,800			4,700			4,400		
MAINLINE		152,100	-	152,100	139,450	20,350	159,800	137,500	22,300	159,800	129,800	29,650	159,450	115,500	21,250	136,750
SR-78	I-5 HOV to EB SR-78 HOV	No HOV Access			2,450			2,450			2,900			2,200		
	Off Ramp to EB SR-78	37,500			39,000			39,000			38,500			36,400		

Table 3.1 I-5 Demand Forecast - Mainline and Ramp ADT
I-5 SOUTHBOUND

I-5 CORRIDOR VOLUMES HOV RAMP DAR RAMP TOTALS

Interchange Location		Year 2030 No Build ADT			Year 2030 10+4 w/o DAR ADT			Year 2030 10+4 w/ DAR ADT			Year 2030 8+4 w/ DAR ADT			Year 2015 10+4 w/ DAR ADT		
		I-5	HOV	Total	I-5	HOV	Total	I-5	HOV	Total	I-5	HOV	Total	I-5	HOV	Total
SR-78	Off Ramp	400			500			500			500			500		
	On Ramp	3,900			4,300			4,300			4,100			4,200		
	On Ramp from WB SR-78	32,500			36,700			36,700			34,700			34,000		
	WB SR-78 HOV to I-5 HOV	No HOV Access			3,500			3,500			4,200			3,200		
MAINLINE		150,600	-	150,600	140,950	23,850	164,800	139,000	25,800	164,800	129,600	30,950	160,550	116,800	22,250	139,050
Las Flores Drive	Off Ramp	5,800			6,000			6,000			5,900			5,500		
	On Ramp	2,700			3,900			3,900			3,700			3,300		
MAINLINE		147,500	-	147,500	138,850	23,850	162,700	136,900	25,800	162,700	127,400	30,950	158,350	114,600	22,250	139,050
Carlsbad Drive	Off Ramp	9,100			9,200			9,200			9,100			8,300		
	On Ramp	9,200			10,500			10,500			9,500			9,400		
MAINLINE		147,600	-	147,600	140,150	23,850	164,000	138,200	25,800	164,000	127,800	30,950	158,750	115,700	22,250	137,950
Tamarack Avenue	Off Ramp	7,600			7,800			7,800			7,700			6,900		
	HOV to I-5	No HOV Access			7,700			4,500			5,200			3,900		
	I-5 to HOV	No HOV Access			6,250			4,300			5,000			3,800		
	On Ramp	9,200			9,800			9,800			9,500			8,700		
MAINLINE		149,200	-	149,200	143,600	22,400	166,000	140,400	25,600	166,000	129,800	30,750	160,550	117,600	22,150	139,750
Cannon Road	Off Ramp	12,000			13,500			12,500			12,300			11,400		
	On Ramp	9,800			10,000			9,000			8,100			8,500		
	DAR Off Ramp	No DAR			No DAR			3,200			3,800			2,900		
	DAR On Ramp	No DAR			No DAR			2,550			3,100			2,200		
MAINLINE		147,000	-	147,000	140,100	22,400	162,500	136,900	24,950	161,850	125,600	30,050	155,650	114,700	21,450	136,150
Palomar Airport Road	Off Ramp	23,700			28,200			26,000			25,000			23,500		
	On Ramp WB	19,250			22,050			21,000			20,500			19,000		
	On Ramp EB	3,750			4,500			4,000			3,900			3,600		
MAINLINE		146,300	-	146,300	138,450	22,400	160,850	135,900	24,950	160,850	125,000	30,050	155,050	113,800	21,450	135,250
Poinsettia Lane	Off Ramp	7,500			9,900			9,900			9,000			8,200		
	On Ramp	10,600			12,500			12,500			11,700			11,200		
MAINLINE		149,400	-	149,400	141,050	22,400	163,450	138,500	24,950	163,450	127,700	30,050	157,750	116,800	21,450	138,250

Table 3.1 I-5 Demand Forecast - Mainline and Ramp ADT
I-5 SOUTHBOUND

I-5 CORRIDOR VOLUMES | HOV RAMP | DAR RAMP | TOTALS

Interchange Location		Year 2030 No Build ADT			Year 2030 10+4 w/o DAR ADT			Year 2030 10+4 w/ DAR ADT			Year 2030 8+4 w/ DAR ADT			Year 2015 10+4 w/ DAR ADT		
		I-5	HOV	Total	I-5	HOV	Total	I-5	HOV	Total	I-5	HOV	Total	I-5	HOV	Total
La Costa Avenue	HOV to I-5	No HOV Access			5,900			5,900			7,000			5,300		
	I-5 to HOV	No HOV Access			7,750			5,200			6,200			4,700		
	Off Ramp	9,600			11,000			11,000			10,800			10,000		
	On Ramp	10,500			12,000			12,000			11,000			11,000		
MAINLINE		150,300	-	150,300	140,200	24,250	164,450	140,200	24,250	164,450	128,700	29,250	157,950	118,400	20,850	139,250
Leucadia Boulevard	Off Ramp	8,500			12,000			12,000			10,800			11,100		
	On Ramp	9,000			13,900			13,900			12,000			12,700		
MAINLINE		150,800	-	150,800	142,100	24,250	166,350	142,100	24,250	166,350	129,900	29,250	159,150	120,000	20,850	140,850
Encinitas Boulevard	Off Ramp	11,900			13,000			13,000			12,500			11,100		
	On Ramp	11,250			13,000			13,000			12,300			11,600		
MAINLINE		150,150	-	150,150	142,100	24,250	166,350	142,100	24,250	166,350	129,700	29,250	158,950	120,500	20,850	141,350
Santa Fe Drive	Off Ramp	7,300			7,700			7,700			7,400			7,000		
	HOV to I-5	No HOV Access			2,700			2,300			2,800			2,000		
	I-5 to HOV	No HOV Access			4,800			4,800			5,800			4,300		
	On Ramp	6,100			6,800			6,800			6,600			6,200		
MAINLINE		148,950	-	148,950	139,100	26,350	165,450	138,700	26,750	165,450	125,900	32,250	158,150	117,400	23,150	140,550
Birmingham Drive	Off Ramp	5,300			6,500			6,500			6,100			5,500		
	On Ramp	6,800			6,800			6,800			6.500			5,800		
MAINLINE		150,450	-	150,450	139,400	26,350	165,750	139,000	26,750	165,750	126,300	32,250	158,550	117,700	23,150	140,550
Manchester Avenue	Off Ramp	2,100			2,200			1,800			1,700			1,700		
	I-5 to HOV	13,100			No HOV Access			No HOV Access			No HOV Access			No HOV Access		
	DAR/BRT Off Ramp	No DAR			No DAR			400			400			300		
	DAR/BRT On Ramp	6,540			No DAR			2,400			2,400			2,100		
	On Ramp	14,800			18,000			15,600			15,000			14,500		
MAINLINE		150,050	19,640	169,690	155,200	26,350	181,550	152,800	28,750	181,550	139,600	34,250	173,850	130,500	24,950	155,450
Lomas Santa Fe Drive	Off Ramp	10,400			11,500			11,500			10,800			10,700		
	HOV to I-5	9,200			6,100			6,100			7,300			5,500		
	I-5 to HOV	2,700			4,200			1,800			2,200			1,600		
	On Ramp WB	4,300			4,600			4,600			4,400			4,200		

Table 3.1 I-5 Demand Forecast - Mainline and Ramp ADT
I-5 SOUTHBOUND

I-5 CORRIDOR VOLUMES | HOV RAMP | DAR RAMP | TOTALS

Interchange Location		Year 2030 No Build ADT				Year 2030 10+4 w/o DAR ADT				Year 2030 10+4 w/ DAR ADT				Year 2030 8+4 w/ DAR ADT				Year 2015 10+4 w/ DAR ADT			
		I-5	HOV		Total	I-5	HOV		Total	I-5	HOV		Total	I-5	HOV		Total	I-5	HOV		Total
Lomas Santa Fe Drive	On Ramp EB	5,400				5,400				5,400				5,400				5,300			
MAINLINE		155,850	13,140		168,990	155,600	24,450		180,050	155,600	24,450		180,050	143,700	29,150		172,850	133,200	21,050		154,250
Via De La Valle	Off Ramp	12,500				14,000				14,000				13,000				12,000			
	On Ramp WB	7,100				8,000				8,000				7,900				7,400			
	On Ramp EB	10,800				11,000				11,000				11,000				10,800			
MAINLINE		162,050	13,140		176,190	160,600	24,450		185,050	160,600	24,450		185,050	149,600	29,150		178,750	139,400	21,050		160,450
		I-5	HOV	Bypass	Total	I-5	HOV	Bypass	Total	I-5	HOV	Bypass	Total	I-5	HOV	Bypass	Total	I-5	HOV	Bypass	Total
		162,050	13,140	0	176,190	160,600	24,450	0	185,050	160,600	24,450	0	185,050	149,600	29,150	0	178,750	139,400	21,050	0	160,450
Del Mar Heights Road	Off Ramp	16,800				18,000				18,000				17,000				16,600			
	I-5 to Bypass	53,300				53,800				52,000				53,000				44,800			
	Loop On Ramp to Bypass			8,900				10,000				10,000				10,000				9,200	
	On Ramp to Bypass			10,800				11,000				11,000				11,000				10,100	
MAINLINE		91,950	13,140	73,000	178,090	88,800	24,450	74,800	188,050	90,600	24,450	73,000	188,050	79,600	29,150	74,000	182,750	78,000	21,050	64,100	163,150
SR-56 / Carmel Valley Road	Bypass to EB SR-56			21,000				22,000				22,000				22,000				19,000	
	Off Ramp from Bypass			6,200				6,000				6,000				6,000				5,600	
	On Ramp to I-5	14,000				13,500				13,500				14,000				12,000			
	WB SR-56 to Bypass			44,000				40,000				45,000				45,000				41,000	
	HOV to I-5	1,200				1,000				1,000				1,200				900			
	I-5 to HOV	5,900				5,000				5,000				5,000				4,500			
MAINLINE		101,250	17,840	89,800	208,890	98,300	28,850	91,800	218,550	100,100	28,450	90,000	218,550	89,800	32,950	91,000	213,750	86,400	24,650	80,500	191,550
Carmel Mountain Road	Off Ramp from Bypass			11,900				12,000				12,000				12,000				10,300	
	On Ramp to Bypass			14,000				14,000				14,000				14,000				12,000	
MAINLINE		101,250	17,840	91,900	210,990	98,300	28,850	93,800	220,550	100,100	28,450	92,000	220,550	89,800	32,950	93,000	215,750	86,400	24,650	82,200	193,250
I-805	I-5 Off Ramp to I-805	46,600				47,000				47,000				45,800				44,000			
	Bypass Off Ramp to I-805			45,500				45,500				45,500				45,200				40,700	

Table 3.1. I-5 Demand Forecast - Mainline and Ramp ADT
I-5 SOUTHBOUND

I-5 CORRIDOR VOLUMES | HOV RAMP | DAR RAMP | TOTALS

Interchange Location		Year 2030 No Build ADT				Year 2030 10+4 w/o DAR ADT				Year 2030 10+4 w/ DAR ADT				Year 2030 8+4 w/ DAR ADT				Year 2015 10+4 w/ DAR ADT			
		I-5	HOV	Bypass	Total	I-5	HOV	Bypass	Total	I-5	HOV	Bypass	Total	I-5	HOV	Bypass	Total	I-5	HOV	Bypass	Total
I-805	Bypass Off Ramp to Genesee			15,100				16,800				15,000				14,900				13,800	
	I-5 HOV to I-805 HOV		12,400				15,500				15,500				15,500				14,000		
MAINLINE		54,650	5,440	31,300	91,390	51,300	12,950	31,500	95,750	53,100	12,950	31,500	97,550	44,000	17,450	32,900	94,350	42,400	10,650	27,700	80,750
Bypass	Merge to I-5	31,300				31,500				31,500				32,900				27,700			
MAINLINE		85,450	5,440	0	91,390	82,800	12,950	0	95,750	84,600	12,950	0	97,550	75,000	17,450	0	94,350	70,100	10,650	0	80,750
Sorrento Valley Boulevard / Roselle Street	Sorrento/ Roselle On Ramp	17,300				18,500				18,500				18,500				17,000			
	Genesee Local Bypass	8,500				8,500				8,500				8,500				7,700			
Genesee Avenue	Genesee On Ramp	19,900				21,350				19,500				19,400				17,800			
MAINLINE		123,150	5,440	0	128,590	122,650	12,950	0	135,600	122,600	12,950	0	135,550	114,700	17,450	0	132,250	104,900	10,650	0	115,550
		I-5	HOV		Total	I-5	HOV		Total	I-5	HOV		Total	I-5	HOV		Total	I-5	HOV		Total
MAINLINE		123,150	5,440		128,590	122,650	12,950		135,600	122,600	12,950		135,550	114,700	17,450		132,250	104,900	10,650		115,550
Voigt Drive	DAR Off Ramp	No DAR				No DAR				3,600				3,600				3,300			
	DAR On Ramp	No DAR				No DAR				3,700				3,700				3,400			
	I-5 to HOV	9,200				8,350				6,500				6,500				5,900			
MAINLINE		113,490	14,640		128,590	114,300	21,300		135,600	116,200	19,450		135,550	108,300	23,950		132,250	99,000	16,550		115,550
La Jolla Village Drive	Off Ramp	18,400				19,800				18,000				18,000				18,000			
	On Ramp WB	8,700				9,450				8,500				8,500				7,900			
	On Ramp EB	11,300				11,900				11,000				11,000				10,200			
MAINLINE		115,550	14,640		130,190	115,850	21,300		137,150	117,700	19,450		137,050	109,800	23,950		133,750	99,100	16,550		115,650

Source: Wilson & Company August 2007

Table 3.2 I-5 Demand Forecast - Mainline and Ramp ADT
I-5 NORTHBOUND

I-5 CORRIDOR VOLUMES | HOV RAMP | DAR RAMP | TOTALS

Interchange Location		Year 2030 No Build ADT			Year 2030 10+4 w/o DAR ADT			Year 2030 10+4 w/ DAR ADT			Year 2030 8+4 w/ DAR ADT			Year 2015 10+4 w/ DAR ADT		
		I-5	HOV	Total	I-5	HOV	Total	I-5	HOV	Total	I-5	HOV	Total	I-5	HOV	Total
MAINLINE		97,600	-	97,600	104,820	-	104,820	104,700	-	104,700	105,300	-	105,300	84,500	-	84,500
Harbor Drive / Vandegrift Boulevard	HOV to I-5	No HOV Access			18,600			19,200			21,800			16,300		
	On Ramp	4,000			4,000			4,000			4,000			3,500		
	Off Ramp WB	3,800			4,000			4,000			4,000			3,500		
	Off Ramp EB	16,700			17,500			17,500			17,300			15,400		
MAINLINE		114,100	-	117,850	103,720	18,600	122,320	103,000	19,200	122,200	100,800	21,800	122,600	83,600	16,300	99,900
SR-76	On ramp	17,000			19,000			19,000			18,700			16,700		
	Off Ramp	26,900			27,000			27,000			26,300			23,700		
MAINLINE		124,000	-	124,000	111,720	18,600	130,320	111,000	19,200	130,200	108,400	21,800	130,200	90,600	16,300	106,900
Mission Avenue	On Ramp	5,000			5,000			5,000			5,000			4,500		
	Off Ramp	24,800			26,000			26,000			25,200			23,400		
MAINLINE		143,800	-	143,800	132,720	18,600	151,320	132,000	19,200	151,200	128,600	21,800	150,400	109,500	16,300	125,800
Oceanside Boulevard	On Ramp	6,500			7,500			6,600			6,400			14,000		
	I-5 to HOV	No HOV Access			2,550			1,000			1,200			900		
	HOV to I-5	No HOV Access			5,800			5,800			6,900			5,200		
	Off Ramp	14,400			17,100			15,000			14,500			14,000		
	DAR On Ramp	No DAR			No DAR			900			1,000			800		
	DAR Off Ramp	No DAR			No DAR			2,100			2,200			1,900		
MAINLINE		151,700	-	151,700	139,070	21,850	160,920	135,600	25,200	160,800	131,000	28,700	159,700	113,900	21,700	135,600
California Street	On Ramp	2,200			2,300			2,300			2,300			2,200		
MAINLINE		149,500	-	149,500	136,770	21,850	158,620	133,300	25,200	158,500	128,700	28,700	157,400	111,700	21,700	133,400
Cassidy Street	NO NB RAMPS															
MAINLINE		149,500	-	149,500	136,770	21,850	158,620	133,300	25,200	158,500	128,700	28,700	157,400	111,700	21,700	133,400
SR-78	WB SR-78 HOV to I-5 HOV	No HOV Access			2,400			2,400			2,900			2,200		
	On Ramp from WB SR-78	37,800			38,200			38,200			38,000			35,600		
	On Ramp from EB SR-78	400			500			500			400			500		
	Off Ramp to SR-78 WB	4,000			4,500			4,500			4,300			4,200		
	Off Ramp to SR-78 EB	32,400			36,500			36,500			34,600			34,000		

Table 3.2 I-5 Demand Forecast - Mainline and Ramp ADT
I-5 NORTHBOUND

I-5 CORRIDOR VOLUMES | HOV RAMP | DAR RAMP | TOTALS

Interchange Location		Year 2030 No Build ADT			Year 2030 10+4 w/o DAR ADT			Year 2030 10+4 w/ DAR ADT			Year 2030 8+4 w/ DAR ADT			Year 2015 10+4 w/ DAR ADT		
		I-5	HOV	Total	I-5	HOV	Total	I-5	HOV	Total	I-5	HOV	Total	I-5	HOV	Total
SR-78	I-5 HOV to EB SR-78 HOV	No HOV Access			3,600			3,600			4,300			3,300		
MAINLINE		147,700	-	147,700	139,070	23,050	162,120	135,600	26,400	162,000	129,200	30,100	159,300	113,800	22,800	136,600
Las Flores Drive	On Ramp	5,900			6,200			6,200			6,100			5,600		
	Off Ramp	2,900			3,800			3,800			3,700			3,400		
MAINLINE		144,700	-	144,700	136,670	23,050	159,720	133,200	26,400	159,600	126,800	30,100	156,900	111,600	22,800	134,400
Carlsbad Drive	On Ramp	9,200			9,400			9,400			9,300			8,200		
	Off Ramp	9,100			10,000			10,000			9,300			9,000		
MAINLINE		144,600	-	144,600	137,270	23,050	160,320	133,800	26,400	160,200	126,800	30,100	156,900	112,400	22,800	135,200
Tamarack Avenue	On Ramp	7,300			7,900			7,900			7,800			6,900		
	Off Ramp	9,100			9,900			9,900			9,600			8,800		
MAINLINE		146,400	-	146,400	139,270	23,050	162,320	135,800	26,400	162,200	128,600	30,100	158,700	114,300	22,800	137,100
Cannon Road	On Ramp	12,800			12,900			11,900			11,700			10,800		
	I-5 to HOV	No HOV Access			5,850			4,300			5,100			3,900		
	HOV to I-5	No HOV Access			6,100			4,000			4,800			3,600		
	Off Ramp	9,500			9,600			8,800			7,800			8,300		
	DAR On Ramp	No DAR			No DAR			3,100			3,700			2,800		
	DAR Off Ramp	No DAR			No DAR			2,500			3,100			2,200		
MAINLINE		143,100	-	143,100	135,720	23,300	159,020	133,000	25,500	158,500	125,000	29,200	154,200	112,100	21,900	134,000
Palomar Airport Road	On Ramp	26,500			29,400			27,300			26,800			25,000		
	Off Ramp	24,000			26,100			24,400			24,300			22,500		
MAINLINE		140,600	-	140,600	132,420	23,300	155,720	130,100	25,500	155,600	122,500	29,200	151,700	109,600	21,900	131,500
Poinsettia Lane	On Ramp	7,800			10,000			10,000			9,100			8,500		
	Off Ramp	10,400			12,000			12,000			11,200			10,800		
MAINLINE		143,200	-	143,200	134,420	23,300	157,720	132,100	25,500	157,600	124,600	29,200	153,800	111,900	21,900	133,800
La Costa Avenue	On Ramp	9,700			11,100			11,100			10,700			10,000		
	Off Ramp	8,800			11,600			11,600			10,600			11,000		
	I-5 to HOV	No HOV Access			3,900			3,900			4,700			3,500		
	HOV to I-5	No HOV Access			8,300			5,800			7,000			5,200		

Table 3.2 I-5 Demand Forecast - Mainline and Ramp ADT
I-5 NORTHBOUND

I-5 CORRIDOR VOLUMES | HOV RAMP | DAR RAMP | TOTALS

Interchange Location		Year 2030 No Build ADT			Year 2030 10+4 w/o DAR ADT			Year 2030 10+4 w/ DAR ADT			Year 2030 8+4 w/ DAR ADT			Year 2015 10+4 w/ DAR ADT		
		I-5	HOV	Total	I-5	HOV	Total	I-5	HOV	Total	I-5	HOV	Total	I-5	HOV	Total
MAINLINE		142,300	-	142,300	130,520	27,700	158,220	130,700	27,400	158,100	122,200	31,500	153,700	111,200	23,600	134,800
Leucadia Boulevard	On Ramp	9,300			11,500			11,500			10,500			10,200		
	Off Ramp	10,500			13,900			13,900			12,800			12,700		
MAINLINE		143,500	-	143,500	132,920	27,700	160,620	133,100	27,400	160,500	124,500	31,500	156,000	113,700	23,600	137,300
Encinitas Boulevard	On Ramp	12,100			13,200			13,200			12,700			11,300		
	Off Ramp	11,650			13,200			13,200			12,600			11,400		
MAINLINE		143,050	-	143,050	132,920	27,700	160,620	133,100	27,400	160,500	124,400	31,500	155,900	113,800	23,600	137,400
Santa Fe Drive	On Ramp	7,300			7,800			7,800			7,400			7,100		
	I-5 to HOV	No HOV Access			2,700			2,200			2,200			2,000		
	HOV to I-5	No HOV Access			3,300			3,300			3,300			3,000		
	Off Ramp	7,000			7,500			7,500			7,300			6,900		
MAINLINE		142,750	-	142,750	132,020	28,300	160,320	131,700	28,500	160,200	123,200	32,600	155,800	112,600	24,600	137,200
Birmingham Drive	On Ramp	5,400			6,600			6,600			6,200			5,600		
	Off Ramp	6,800			6,900			6,900			6,700			5,900		
MAINLINE		144,150	-	144,150	132,320	28,300	160,620	132,000	28,500	160,500	123,200	32,600	156,300	112,900	24,600	137,500
Manchester Avenue	On Ramp	2,400			2,500			2,000			1,800			1,700		
	Off Ramp	14,500			18,500			15,400			15,000			14,300		
	HOV to I-5	22,500			No HOV Access			No HOV Access			No HOV Access			No HOV Access		
	DAR/BRT On Ramp	No DAR			No DAR			500			500			400		
	DAR/BRT Off Ramp		3300		No DAR			3,100			3,100			2,800		
MAINLINE		133,750	25800	159,550	148,320	28,300	176,620	145,400	31,100	176,500	136,900	35,200	172,100	125,500	27,000	152,500
Lomas Santa Fe Drive	On Ramp WB	5,400			5,500			5,500			5,400			5,200		
	On Ramp EB	5,800			6,500			6,500			6,300			6,000		
	I-5 to HOV	8,100			7,200			7,200			8,600			6,500		
	HOV to I-5	1,900			4,800			1,700			2,000			1,500		
	Off Ramp	9,600			9,700			9,700			9,700			9,300		
MAINLINE		138,350	19600	157,950	148,420	25,900	174,320	148,600	25,600	174,200	141,500	28,600	170,100	128,600	22,000	150,600
Via De La Valle	On Ramp WB	6,500			7,000			7,000			6,900			6,000		

Table 3.2 I-5 Demand Forecast - Mainline and Ramp ADT
I-5 NORTHBOUND

I-5 CORRIDOR VOLUMES | HOV RAMP | DAR RAMP | TOTALS

Interchange Location		Year 2030 No Build ADT				Year 2030 10+4 w/o DAR ADT				Year 2030 10+4 w/ DAR ADT				Year 2030 8+4 w/ DAR ADT				Year 2015 10+4 w/ DAR ADT			
		I-5	HOV		Total	I-5	HOV		Total	I-5	HOV		Total	I-5	HOV		Total	I-5	HOV		Total
Via De La Valle	On Ramp EB	5,800				6,500				6,500				6,200				5,600			
	Off Ramp	18,300				21,000				21,000				20,000				19,400			
MAINLINE		144,350	19,600		163,950	155,920	25,900		181,820	156,100	25,600		181,700	148,400	28,600		177,000	136,400	22,000		158,400
		I-5	HOV	Bypass	Total	I-5	HOV	Bypass	Total	I-5	HOV	Bypass	Total	I-5	HOV	Bypass	Total	I-5	HOV	Bypass	Total
MAINLINE		144,350	19,600	0	163,950	155,920	25,900	0	181,820	156,100	25,600	0	181,700	148,400	28,600	0	177,000	136,400	22,000	0	158,400
Bypass	Bypass to I-5		68,650				73,820				72,000				73,000				64,900		
MAINLINE		75,700	19,600	68,650	163,950	80,100	25,900	75,820	181,820	82,100	25,600	74,000	181,700	75,400	28,600	73,000	177,000	71,500	22,000	64,900	158,400
Del Mar Heights Road	On Ramp to Bypass			17,200				18,500				18,500				18,000				17,000	
	Off Ramp from Bypass			19,700				20,000				20,000				20,000				18,500	
MAINLINE		75,700	19,600	71,150	166,450	80,100	25,900	77,320	183,320	82,100	25,600	75,500	183,200	75,400	28,600	75,000	179,000	71,500	22,000	66,400	159,900
SR-56 / Carmel Valley Road	WB SR-56 to Bypass			19,300				23,000				23,000				23,000				21,000	
	On Ramp to Bypass			5,600				6,500				6,500				6,000				6,100	
	Bypass to EB SR-56			40,800				44,000				41,000				41,000				39,200	
	Off Ramp	14,300				14,000				14,000				14,000				12,600			
	I-5 to HOV	2,500				6,650				2,700				2,700				2,400			
	HOV to I-5	5,600				6,000				6,000				6,000				5,500			
MAINLINE		86,900	22,700	90,050	199,650	94,750	25,250	91,820	211,820	92,800	28,900	90,000	211,700	86,100	31,900	90,000	208,000	81,000	25,100	78,500	184,600
Carmel Mountain Road	On Ramp to Bypass			12,000				12,000				12,000				12,000				10,300	
	Off Ramp from Bypass			14,000				14,000				14,000				14,000				12,000	
MAINLINE		86,900	22,700	92,050	201,650	94,750	25,250	93,820	213,820	92,800	28,900	92,000	213,700	86,100	31,900	92,000	210,000	81,000	25,100	80,200	186,300
I-805	I-805 On Ramp to I-5	45,700				48,000				48,000				47,900				17,000			
	I-805 On Ramp to Bypass			43,450				46,000				46,000				46,000				40,000	
	I-805 HOV to I-5 HOV		13,200				16,500				16,500				16,500				15,000		
MAINLINE		41,200	9,500	48,600	99,300	46,750	8,750	47,820	103,320	44,800	12,400	46,000	103,200	38,200	15,400	46,000	99,600	35,700	10,100	40,200	86,000
Sorrento Valley Boulevard / Roselle Street	Sorrento/ Roselle Off Ramp	17,200				18,000				18,000				18,000				17,000			

Table 3.2 I-5 Demand Forecast - Mainline and Ramp ADT
I-5 NORTHBOUND

I-5 CORRIDOR VOLUMES | HOV RAMP | DAR RAMP | TOTALS

Interchange Location		Year 2030 No Build ADT				Year 2030 10+4 w/o DAR ADT				Year 2030 10+4 w/ DAR ADT				Year 2030 8+4 w/ DAR ADT				Year 2015 10+4 w/ DAR ADT			
		I-5	HOV	Bypass	Total	I-5	HOV	Bypass	Total	I-5	HOV	Bypass	Total	I-5	HOV	Bypass	Total	I-5	HOV	Bypass	Total
Bypass	Diverge to Bypass	33,000				32,000				32,000				32,000				27,200			
	Genesee On Ramp to Bypass			15,600				15,820				14,000				14,000				13,000	
Genesee Avenue	Sorrento/ Roselle Local Bypass	8,000				8,000				8,000				8,000				8,700			
	Genesee Off Ramp	20,100				20,970				19,000				19,000				17,300			
MAINLINE		111,500	9,500	0	121,000	117,720	8,750	0	126,470	113,800	12,400	0	126,200	107,200	15,400	0	122,600	97,300	10,100	0	107,300
		I-5	HOV		Total	I-5	HOV		Total	I-5	HOV		Total	I-5	HOV		Total	I-5	HOV		Total
MAINLINE		111,500	9,500		121,000	117,720	8,750		126,470	113,800	12,400		126,200	107,200	15,400		122,600	97,200	10,100		107,300
Voigt Drive	DAR On Ramp	No DAR				No DAR				3,650				3,650				3,400			
	DAR Off Ramp	No DAR				No DAR				3,950				3,950				3,600			
	HOV to I-5	9,200				8,770				6,800				6,800				6,200			
MAINLINE		102,300	18,700		121,000	108,950	17,520		126,470	107,000	19,500		126,500	100,400	22,500		122,900	91,000	16,500		107,500
La Jolla Village Drive	On Ramp WB	7,300				7,330				6,500				6,500				6,300			
	On Ramp EB	12,200				12,500				11,500				11,400				11,100			
	Off Ramp	21,700				21,980				20,000				20,000				18,400			
MAINLINE		104,500	18,700		123,200	111,100	17,520		128,620	109,000	19,500		128,500	102,500	22,500		125,000	92,000	16,500		108,500

Source: Wilson & Company, August 2007

3.3 Forecast Arterial ADT Volumes

Year 2030/2015 ADT forecasts for the I-5 freeway corridor's adjacent arterial network are summarized by arterial roadway segment in **Table 3.3**. The comparison of the various traffic scenarios shows that arterial traffic for the Year 2030 No-Build and Year 2030 8+4 with DAR scenarios is generally lower than the Year 2030 10+4 scenarios for the east/west arterials and generally higher for the north/south arterials. The more congested I-5 freeway mainline in the Year 2030 No-Build and Year 2030 8+4 with DAR scenarios tends to force trips onto the parallel north/south arterials. As a result, ADT volume on the north/south arterials increase, with corresponding decreases on the east/west arterials leading to I-5 interchanges.

Table 3.3 Year 2030/2015 Arterial Demand Forecast ADT Volumes

Street	From	To	Average Daily Volume					
			Existing	Year 2015 10+4 w/ DAR	Year 2030 No Build	Year 2030 10+4 w/o DAR	Year 2030 10+4 w/ DAR	Year 2030 8+4 w/ DAR
East/West Network Facilities								
Nobel Dr	Villa Jolla Dr.	I-5	18,000	20,500	21,000	21,100	21,000	21,000
	I-5	Regents Rd.	23,000	28,800	21,000	29,800	29,900	30,000
	Regents Rd.	Genesee Ave	21,000	23,500	24,000	23,900	24,000	24,100
La Jolla Village Dr	Torrey Pines Rd.	La Jolla Scenic Dr.	30,000	40,800	43,000	42,800	42,800	43,000
	La Jolla Scenic Dr.	Gilman Dr.	20,000	32,500	35,000	34,800	34,800	35,000
	Gilman Dr.	Villa La Jolla Dr.	40,000	46,800	48,000	48,000	48,000	48,100
	Villa La Jolla Dr.	I-5	57,000	58,200	60,000	60,600	58,500	59,500
	I-5	Genesee Ave	42,000	41,500	44,000	43,500	41,500	43,500
Genesee Ave	N. Torrey Pines Rd.	I-5	37,000	39,800	49,000	41,100	40,400	40,800
	I-5	Campus Point	37,000	40,400	44,000	42,000	41,000	32,400
	Campus Point	Eastgate Mall	30,000	35,700	37,000	36,900	36,800	37,200
	Eastgate Mall	La Jolla Village	23,000	26,200	27,000	26,700	26,800	27,100
Mira Mesa Blvd	I-805	Camino Santa Fe	46,000	48,000	48,000	48,400	48,400	48,500
	Camino Santa Fe	Camino Ruiz	50,000	52,500	53,000	53,200	53,000	54,600
Lusk Blvd	Vista Sorrento Pk	Mira Mesa Blvd.	13,000	16,100	17,000	16,800	16,700	16,800
Sorrento Valley Blvd	Sorrento Valley Rd	I-805	40,000	43,900	42,000	44,600	44,600	44,700
	I-805	Camino Santa Fe	15,000	34,400	38,000	37,900	37,900	38,000
	Camino Santa Fe	Camino Ruiz	25,000	33,100	35,000	34,600	34,600	35,000
Carmel Mountain Rd	Sorrento Valley Rd	I-5	9,300	18,200	18,000	20,700	19,800	19,400
	I-5	El Camino Real	20,600	32,500	35,000	34,900	34,700	35,600
Carmel Valley Rd (SR 56)	N Coast HWY	I-5	11,100	19,400	21,000	20,900	20,900	22,300
	I-5	El Camino Real	35,000	29,300	30,000	28,400	28,300	29,000
Del Mar Heights	N Coast HWY	I-5	30,000	38,100	41,000	39,800	39,600	40,600
	I-5	El Camino Real	48,200	51,400	51,000	51,700	52,000	51,900
	El Camino Real	Carmel Country Rd	22,000	31,000	30,000	32,900	32,700	32,700
Via De La Valle	Camino Del Mar	Jimmy Durante Blvd	17,900	22,900	27,000	23,600	23,800	29,300
	Jimmy Durante Blvd	I-5	41,900	43,100	44,000	43,400	43,400	45,100

Table 3.3 Year 2030/2015 Arterial Demand Forecast ADT Volumes

Street	From	To	Average Daily Volume					
			Existing	Year 2015 10+4 w/ DAR	Year 2030 No Build	Year 2030 10+4 w/o DAR	Year 2030 10+4 w/ DAR	Year 2030 8+4 w/ DAR
Via De La Valle	I-5	San Andres Dr	31,700	34,400	33,000	34,700	34,900	35,500
	San Andres Dr	El Camino Real	18,000	25,800	27,000	27,200	27,200	28,500
Lomas Santa Fe	N Coast HWY	I-5	18,000	26,400	27,000	27,900	27,900	26,900
	I-5	Highland Dr	15,000	22,100	22,600	23,400	23,400	22,500
	Highland DR	El Camino Real	8,000	12,700	13,000	13,800	13,600	12,900
Manchester Ave	Birmingham	I-5	7,712	9,990	11,000	9,200	10,400	10,000
	I-5	El Camino Real	26,096	37,500	36,000	36,400	39,600	32,000
	El Camino Real	Rancho Santa Fe	9,030	9,170	13,000	9,200	9,200	11,100
Birmingham Dr	San Elijo	I-5	15,000	19,000	17,000	20,700	19,800	18,500
	I-5	Lake Dr.	6,500	6,800	7,100	7,300	7,100	6,900
Santa Fe Dr.	San Elijo	I-5	20,662	21,500	22,300	22,300	22,300	22,000
	I-5	Lake Dr.	18,024	18,800	19,000	20,300	19,000	19,400
	Lake Dr.	S El Camino Real	14,000	14,300	15,000	14,800	14,500	14,700
Encinitas Blvd	S Coast HWY	I-5	23,774	32,500	31,000	34,400	34,100	35,200
	I-5	Quail Gardens Dr	34,145	34,200	36,000	35,600	34,300	35,500
	Quail Gardens Dr	Balour Dr	34,000	31,500	31,000	33,000	31,900	33,300
	Balour Dr	El Camino Real	29,000	24,100	31,000	25,300	24,400	27,200
	El Camino Real	Santa Fe Dr.	29,678	31,400	31,000	31,800	31,800	34,800
Leucadia Blvd	S Coast HWY	I-5	17,000	18,500	18,000	19,200	19,200	18,800
	I-5	Saxony Rd	29,541	36,300	31,000	40,300	40,300	38,100
	Saxony Rd	Garden View Rd	34,000	39,200	36,000	44,600	43,600	41,000
	Garden View Rd	El Camino Real	23,000	34,200	24,500	27,900	26,900	25,300
	El Camino Real	Rancho Santa Fe	33,000	34,600	35,000	34,900	34,900	36,100
La Costa Ave	S Coast HWY	I-5	13,000	15,900	18,000	16,400	16,500	16,200
	I-5	Saxony Rd	33,100	46,700	45,000	49,300	49,100	48,200
	Saxony Rd	El Camino Real	28,000	37,400	37,000	39,200	39,100	38,700
Poinsettia Ln	N Coast HWY	I-5	21,000	24,600	25,000	25,500	25,300	26,500
	I-5	Paseo Del Norte	30,000	41,700	38,000	44,000	43,800	42,500
	Paseo Del Norte	College Blvd	24,300	31,600	29,000	33,400	33,100	32,000
	College Blvd	Black Rail Rd	13,000	14,300	15,000	15,500	15,500	15,000
	Black Rail Rd	El Camino Real	9,000	12,200	12,000	12,800	12,800	12,700
Palomar Airport Rd	N Coast HWY	I-5	26,200	26,700	28,000	27,500	26,900	27,600
	I-5	Paseo Del Norte	57,200	60,800	60,000	66,500	61,500	65,600
	Paseo Del Norte	College Blvd	53,200	56,700	56,000	59,900	57,400	58,300
	College Blvd	S El Camino Real	40,000	42,200	42,000	42,900	42,700	42,900
Cannon Rd	N Coast HWY	I-5	12,900	13,800	14,000	14,000	14,300	16,400
	I-5	Paseo Del Norte	27,000	32,600	31,000	33,000	33,600	34,400
	Paseo Del Norte	El Camino Real	27,700	35,200	32,000	35,900	36,600	37,000
	El Camino Real	College Blvd	14,700	18,200	18,000	18,700	18,900	18,900
Tamarack Ave	N Coast HWY	I-5	18,000	20,900	20,000	21,500	21,500	24,300

Table 3.3 Year 2030/2015 Arterial Demand Forecast ADT Volumes

Street	From	To	Average Daily Volume					
			Existing	Year 2015 10+4 w/ DAR	Year 2030 No Build	Year 2030 10+4 w/o DAR	Year 2030 10+4 w/ DAR	Year 2030 8+4 w/ DAR
Tamarack Ave	I-5	Las Flores	22,500	25,000	26,000	28,400	28,200	26,600
	Las Flores	S El Camino Real	9,500	10,000	11,000	12,200	11,900	11,300
Carlsbad Village Dr	N Coast HWY	I-5	32,900	38,000	38,000	39,000	39,000	38,500
	I-5	Las Flores	26,500	30,400	31,000	31,400	31,100	30,600
	Las Flores	S El Camino Real	19,100	22,300	22,000	23,100	22,900	22,500
	S El Camino Real	Tamarack Ave	13,900	15,700	16,000	16,300	16,100	16,300
Las Flores	Jefferson ST	I-5	9,800	15,200	15,000	16,100	16,200	15,500
	I-5	Village Dr	5,700	9,100	11,000	9,800	9,700	10,100
	Village Dr	Tamarack Dr	4,000	8,250	10,000	9,000	9,000	9,200
California St	Alvarado	Stewart St	2,200	2,790	3,000	2,900	2,900	2,900
	Stewart St	I-5	3,100	3,860	4,000	4,000	4,000	4,000
	I-5	Avocado Rd	4,000	4,930	5,000	5,100	5,100	5,100
Oceanside Blvd	N Coast HWY	I-5	12,600	16,800	17,000	17,300	17,600	17,300
	I-5	N Canyon Dr	34,800	48,700	41,000	47,200	51,200	50,300
	N Canyon Dr	S El Camino Real	29,000	38,100	38,000	39,600	41,600	40,200
	S El Camino Real	Rancho Del Oro	22,600	29,400	30,000	30,600	30,600	31,300
	Rancho Del Oro	College Blvd	27,300	35,200	36,000	36,700	36,700	36,600
	College Blvd	Melrose Dr	26,500	34,000	35,000	35,400	35,400	35,700
	Melrose Dr	Santa Fe Ave	17,000	21,900	22,000	22,800	22,800	23,200
Mission Ave	N Coast HWY	I-5	21,000	29,000	32,000	30,500	30,500	30,600
	I-5	N Canyon Dr	47,000	50,000	50,000	51,800	50,600	50,600
	N Canyon Dr	Mesa Drive	43,000	46,100	45,000	47,600	46,700	46,600
	Mesa Drive	Foussat St	43,000	45,300	45,000	46,000	46,000	45,700
	Foussat St	El Camino Real	43,000	45,800	45,000	46,400	46,400	46,400
	El Camino Real	Douglas Dr	38,000	39,800	40,000	40,200	40,200	40,500
	Douglas Dr	Rancho Del Oro Dr	27,000	28,100	29,000	28,400	28,400	28,700
	Rancho Del Oro	Craven Rd	27,500	29,000	29,000	29,300	29,300	29,300
North/South Network Facilities								
El Camino Real	Mission Ave	Mesa Dr	32,000	35,000	36,000	35,800	35,600	35,800
	Mesa Dr	Oceanside Blvd	36,500	41,000	42,000	42,000	41,900	42,000
	Oceanside Blvd	Ronald Packard Pk	32,000	40,500	42,000	42,000	42,000	43,000
	Ronald Parkard Pk	Carlsbad Village Dr	56,100	54,700	59,000	54,900	54,500	56,700
	Carlsbad Village Dr	Chestnut Ave	29,100	33,000	37,000	34,000	33,800	35,500
	Chestnut Ave	Tamarack Ave	30,000	35,800	40,000	37,100	36,900	38,600
	Tamarack Ave	Cannon Rd	33,200	35,200	38,000	35,900	35,600	37,100
	Cannon Rd	College Blvd	32,500	36,100	39,000	36,900	36,800	38,100
	College Blvd	Faraday Ave	35,700	43,800	48,000	45,300	45,300	46,700
	Faraday Ave	Palomar Airport Rd	31,000	42,300	48,000	44,400	44,400	45,900
	Palomar Airport	Alga Rd	32,500	34,700	44,000	35,200	35,100	37,500
	Alga Rd	La Costa Ave	48,400	56,400	65,000	58,100	57,900	59,800

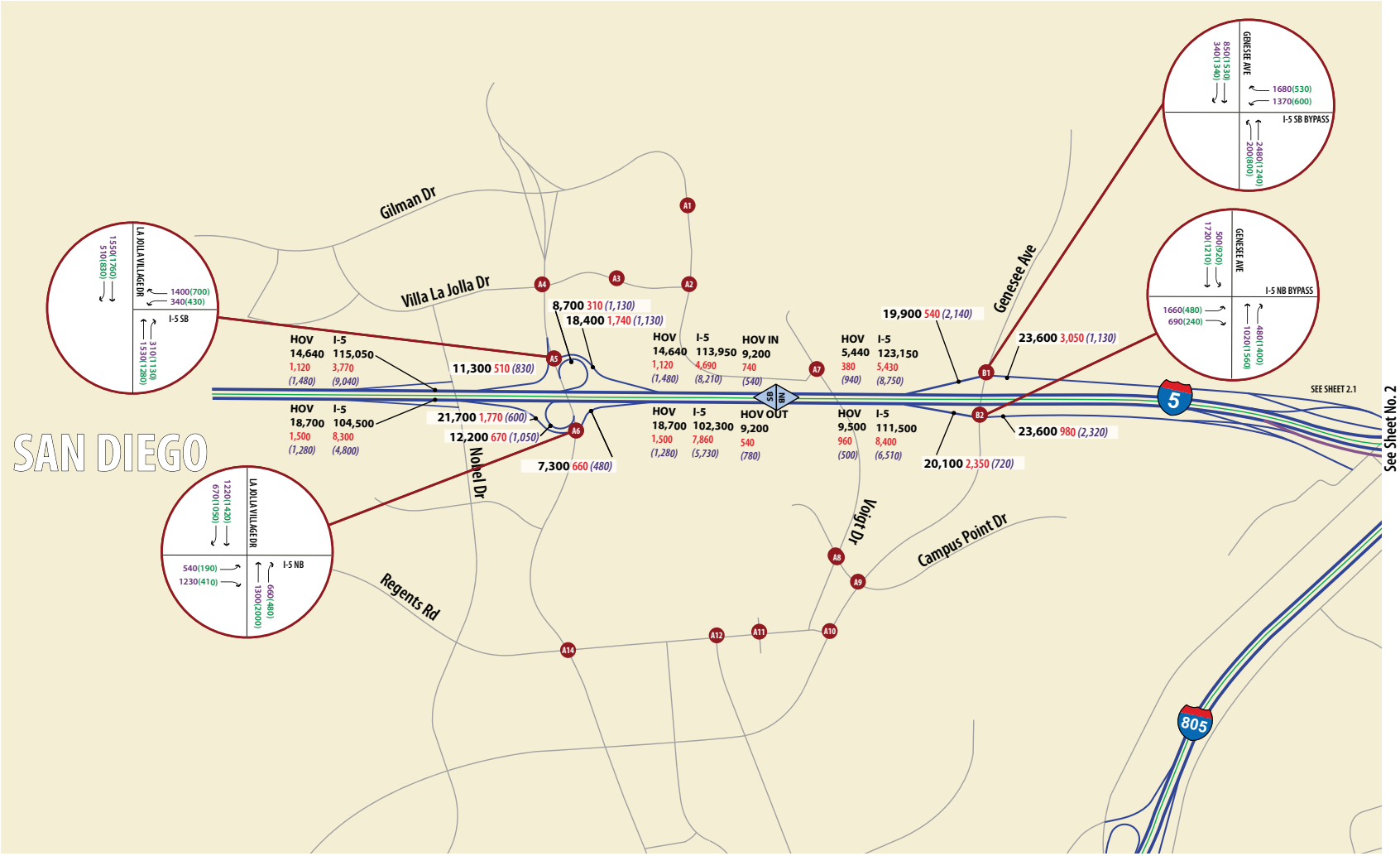
Table 3.3 Year 2030/2015 Arterial Demand Forecast ADT Volumes

Street	From	To	Average Daily Volume					
			Existing	Year 2015 10+4 w/ DAR	Year 2030 No Build	Year 2030 10+4 w/o DAR	Year 2030 10+4 w/ DAR	Year 2030 8+4 w/ DAR
El Camino Real	La Costa Ave	Olivenhain Rd	37,900	40,300	45,500	40,700	40,500	44,000
	Olivenhain Rd	Mountain Vista Rd	42,865	42,800	55,000	43,000	42,900	48,100
	Mountain Vista Rd	Encinitas Blvd	39,644	47,500	60,000	49,000	48,900	53,900
	Encinitas Blvd	Santa Fe Rd	29,996	28,500	40,000	29,100	29,000	32,600
	Santa Fe Rd	Manchester Ave	21,216	24,900	36,000	25,700	25,600	29,600
N. Canyon Dr.	San Luis Rey Mission	Mission Ave.	8,600	9,450	10,000	10,000	9,600	9,600
	Mission Ave.	Oceanside Blvd.	8,600	9,360	10,000	9,600	9,500	9,500
Coast Highway	Mission Expy	Mission Ave	19,100	20,300	22,000	20,600	20,600	20,700
	Mission Ave	Oceanside Blvd	25,000	25,200	29,000	25,400	25,300	25,800
	Oceanside Blvd	Ronald Packard Pkwy	23,500	24,800	29,000	25,000	26,000	26,500
	Ronald Parkard Pkwy	Carlsbad Village Dr	20,000	21,700	24,000	22,300	22,200	23,600
	Carlsbad Village Dr	Tamarack Ave	21,600	23,900	30,000	24,500	24,400	26,100
	Tamarack Ave	Cannon Rd	22,700	23,200	29,000	23,700	23,500	24,400
	Cannon Rd	Palomar Airport Rd	20,300	20,800	26,000	21,200	21,000	23,600
	Palomar Airport Rd	Poinsettia Ln	18,700	19,500	25,000	19,900	19,700	23,500
	Poinsettia Ln	La Costa Ave	20,000	22,100	27,000	22,900	22,500	26,400
	La Costa Ave	Leucadia Blvd	27,000	27,200	34,000	27,600	27,300	30,800
	Leucadia Blvd	Encinitas Blvd	24,000	28,800	35,000	30,000	29,700	32,700
	Encinitas Blvd	Santa Fe Dr	22,000	24,600	31,000	25,500	25,100	26,800
	Santa Fe Dr	Lomas Santa Fe Dr	26,000	26,600	35,000	28,000	27,000	33,600
	Lomas Santa Fe Dr	Via De La Valle	21,000	22,700	25,500	24,100	23,000	24,000
	Via De La Valle	Jimmy Durante Blvd	22,000	23,900	27,000	25,500	24,300	25,100
	Jimmy Durante Blvd	Del Mar Heights Rd	29,000	31,300	35,000	32,900	31,800	36,600
	Del Mar Heights Rd	Callan Rd	24,000	26,800	29,000	29,400	27,300	28,800
	Callan Rd	Genesee Ave	40,000	45,800	48,000	48,200	46,900	47,700

Source: Wilson & Company, August 2007

Appendix A

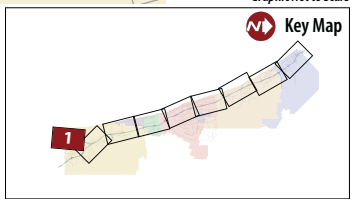
Figure 3-1. Year 2030 No-Build – Traffic Forecast Data



LEGEND

- XX = Intersection ID Number
- XX = DAR Intersection ID Number
- = HOV Ingress / Egress
- = I-5 Mainline
- = I-5 HOV
- XX (XX) = AM Peak Hour Turning Volume (PM Peak Hour Turning Volume)
- XX,XXX X,XXX (X,XXX) = HOV/Ramp Average Daily Traffic AM Peak Hour (PM Peak Hour)
- XX,XXX = Average Daily Traffic
- X,XXX = AM Peak Hour
- (X,XXX) = (PM Peak Hour)
- = Bypass Lane

Graphic Not to Scale

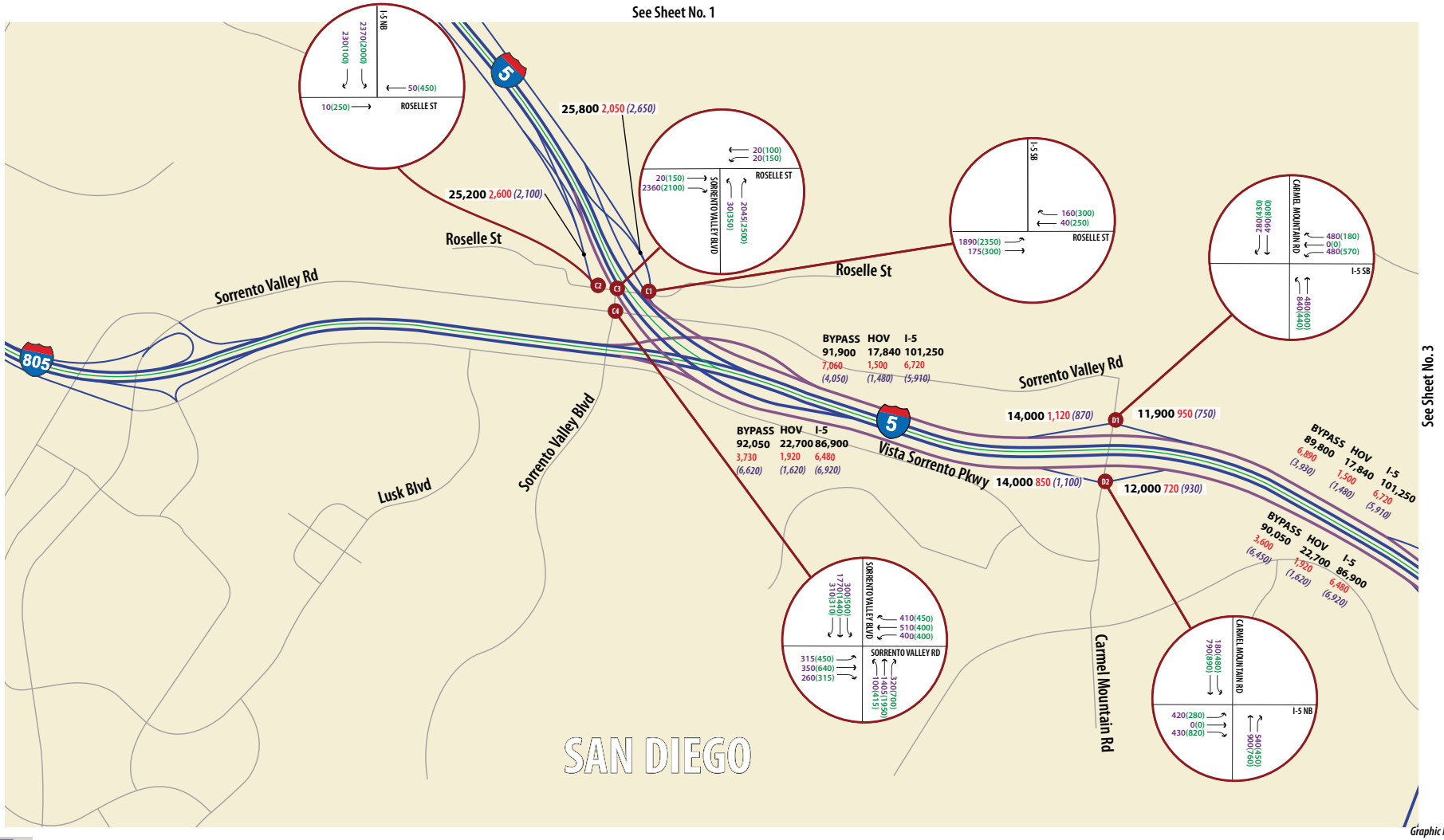


Caltrans

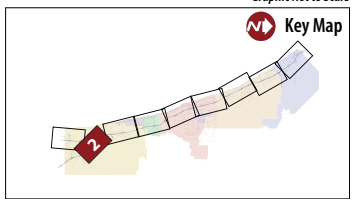
NORTH COAST INTERSTATE 5 CORRIDOR

WILSON & COMPANY ENGINEERS & ARCHITECTS

FIGURE 3-1. YEAR 2030 NO BUILD - TRAFFIC FORECAST DATA



Graphic Not to Scale

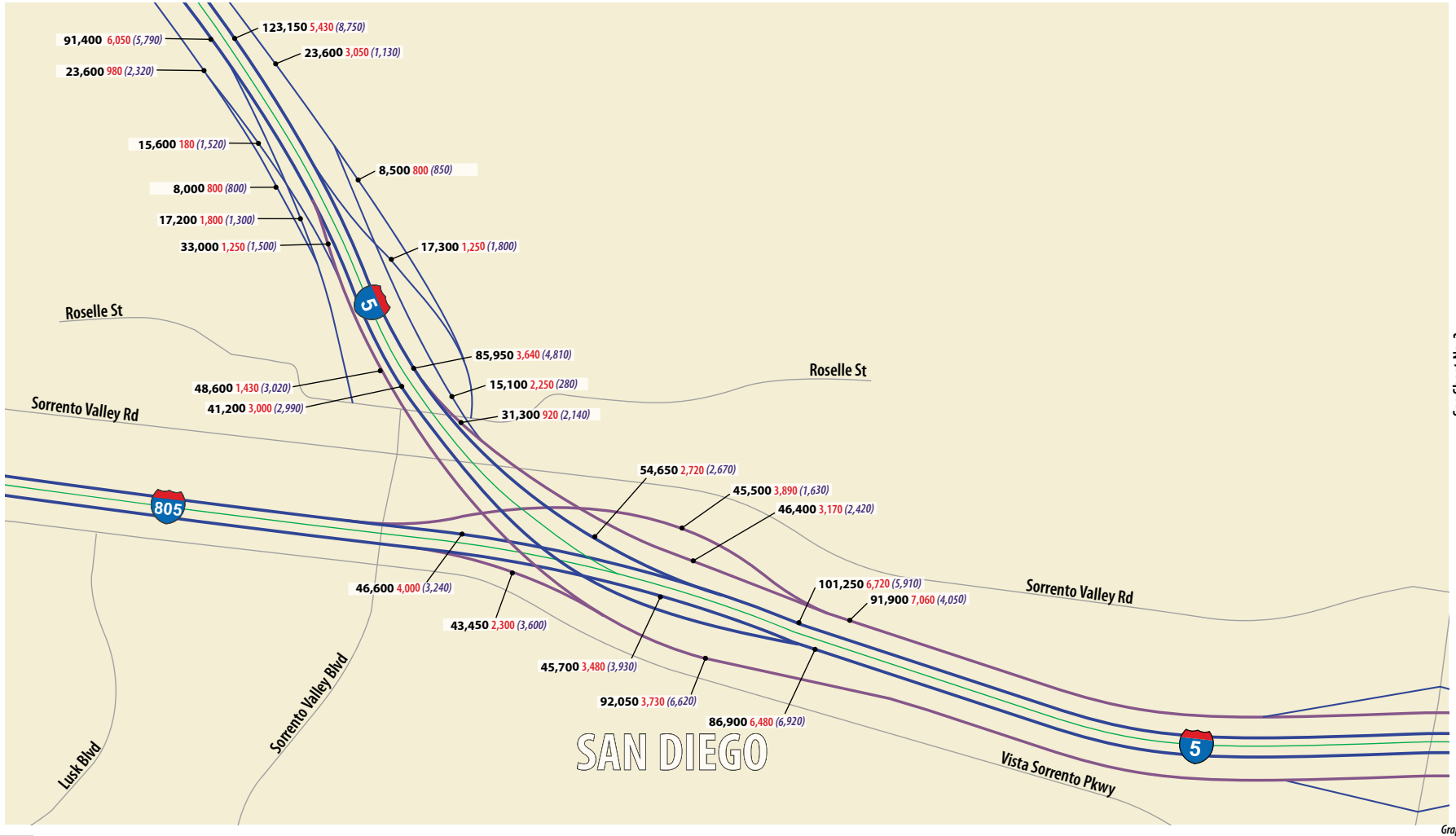


LEGEND

- XX = Intersection ID Number
- XX = DAR Intersection ID Number
- = HOV Ingress / Egress
- = I-5 Mainline
- = I-5 HOV
- XX (XX) = AM Peak Hour Turning Volume (PM Peak Hour Turning Volume)
- XX,XXX X,XXX (X,XXX) = HOV/Ramp Average Daily Traffic AM Peak Hour (PM Peak Hour)
- XX,XXX = Average Daily Traffic
- X,XXX = AM Peak Hour
- (X,XXX) = (PM Peak Hour)
- = Bypass Lane

FIGURE 3-1. YEAR 2030 NO BUILD - TRAFFIC FORECAST DATA

See Sheet No. 1



See Sheet No. 3

Caltrans

N·O·R·T·H C·O·A·S·T INTERSTATE 5 CORRIDOR

WILSON & COMPANY ENGINEERS & ARCHITECTS

LEGEND

- XX = Intersection ID Number
- XX = DAR Intersection ID Number
- = HOV Ingress / Egress
- = I-5 Mainline
- = I-5 HOV
- XX (XX) = AM Peak Hour Turning Volume (PM Peak Hour Turning Volume)
- XX,XXX X,XXX (X,XXX) = HOV/Ramp Average Daily Traffic AM Peak Hour (PM Peak Hour)
- XX,XXX = Average Daily Traffic
- X,XXX = AM Peak Hour
- (X,XXX) = (PM Peak Hour)
- = Bypass Lane

Graphic Not to Scale

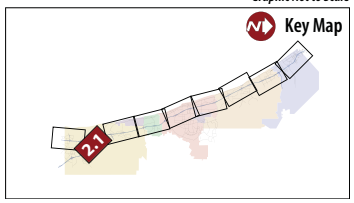
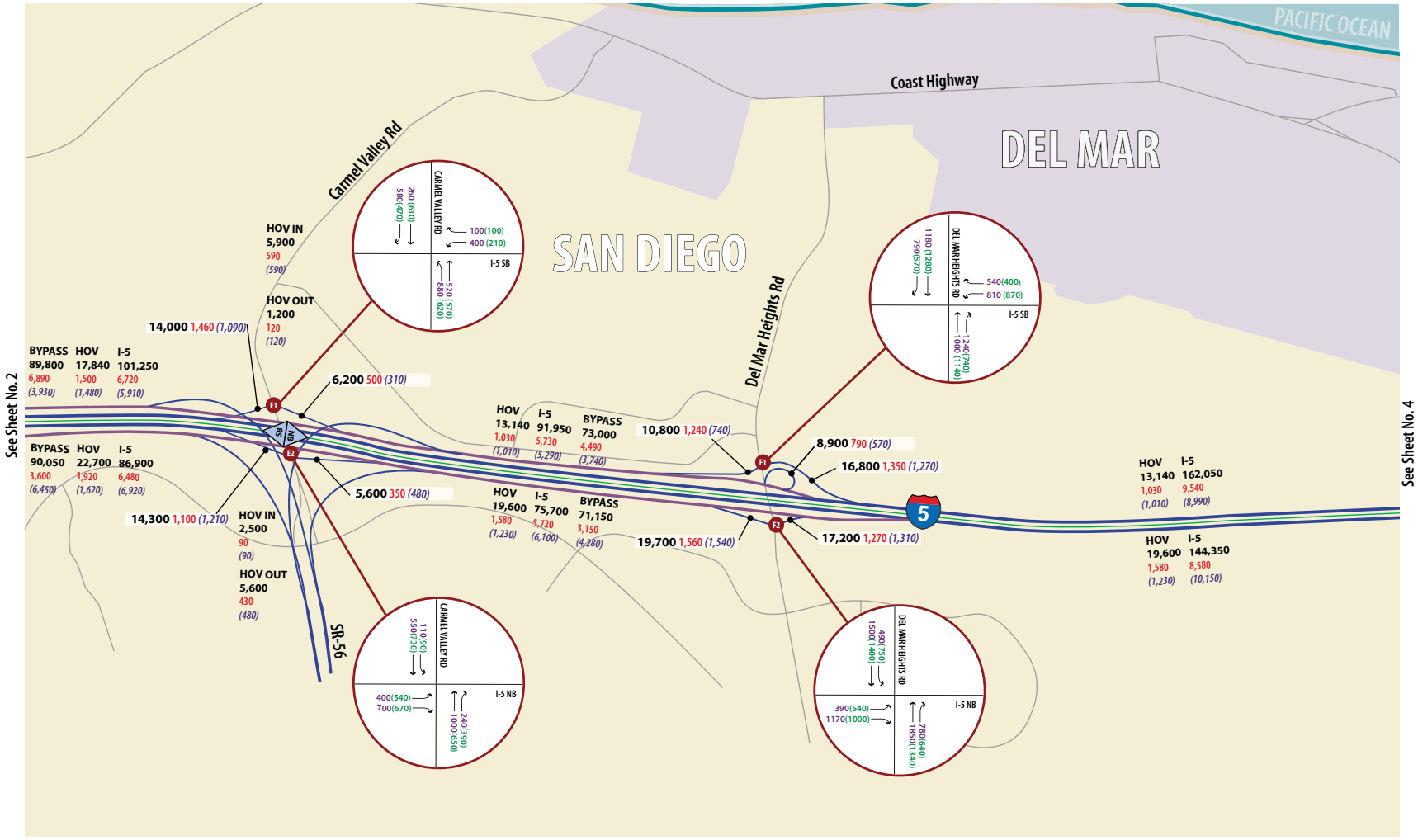


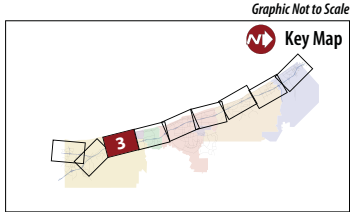
FIGURE 3-1. YEAR 2030 NO BUILD - TRAFFIC FORECAST DATA



LEGEND

- XX = Intersection ID Number
- XX = DAR Intersection ID Number
- = HOV Ingress / Egress
- = I-5 Mainline
- = I-5 HOV
- XX (XX) = AM Peak Hour Turning Volume (PM Peak Hour Turning Volume)
- XX,XXX X,XXX (X,XXX) = HOV/Ramp Average Daily Traffic AM Peak Hour (PM Peak Hour)
- XX,XXX = Average Daily Traffic
- X,XXX = AM Peak Hour
- (X,XXX) = (PM Peak Hour)
- = Bypass Lane

Graphic Not to Scale

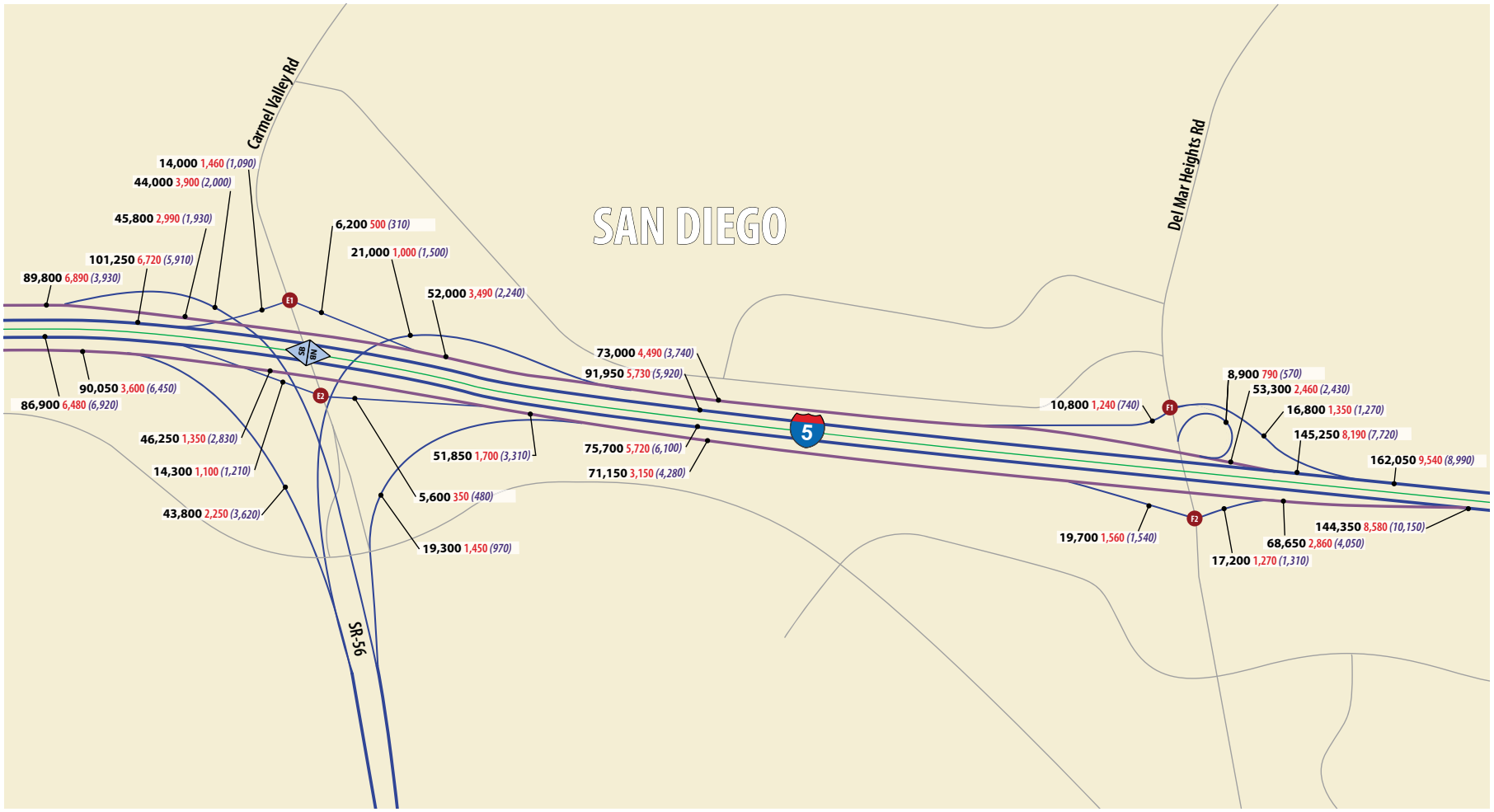


Caltrans

NORTH COAST INTERSTATE 5 CORRIDOR

WILSON & COMPANY ENGINEERS & ARCHITECTS

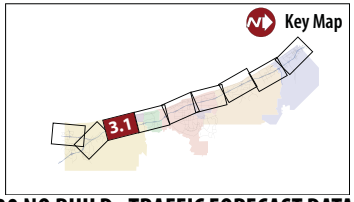
FIGURE 3-1. YEAR 2030 NO BUILD - TRAFFIC FORECAST DATA



LEGEND

- XX = Intersection ID Number
- XX = DAR Intersection ID Number
- SB NB = HOV Ingress / Egress
- = Bypass Lane
- = I-5 Mainline
- = I-5 HOV
- XX,XXX X,XXX (X,XXX) = Average Daily Traffic AM Peak Hour (PM Peak Hour)

Graphic Not to Scale

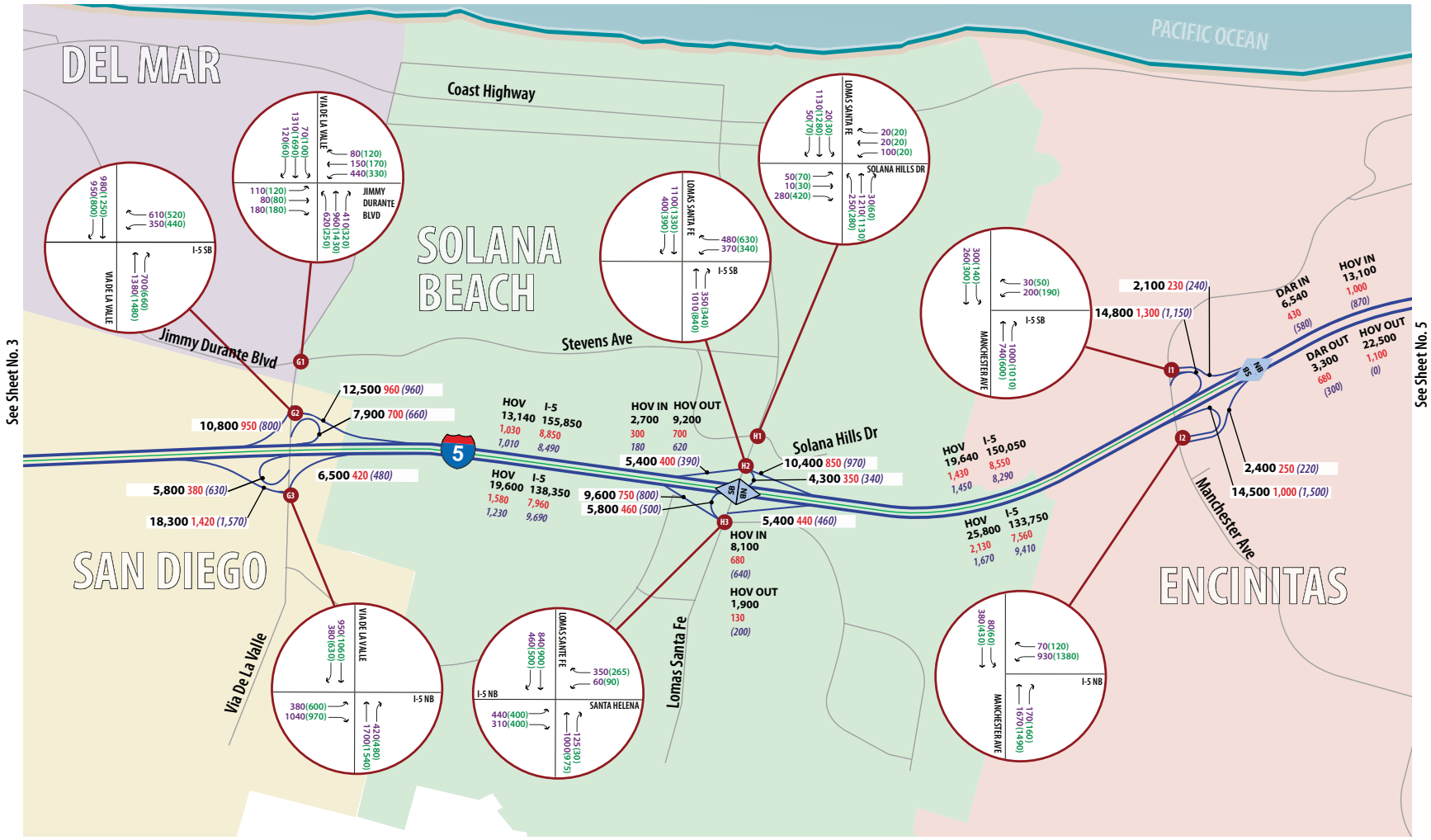


Caltrans

NORTH COAST INTERSTATE 5 CORRIDOR

WILSON & COMPANY ENGINEERS & ARCHITECTS

FIGURE 3-1. YEAR 2030 NO BUILD - TRAFFIC FORECAST DATA



LEGEND

- XX = Intersection ID Number
- XX = DAR Intersection ID Number
- SB NB = HOV Ingress / Egress
- = I-5 Mainline
- = I-5 HOV
- XX (XX) = AM Peak Hour Turning Volume (PM Peak Hour Turning Volume)
- XX,XXX X,XXX (X,XXX) = HOV/Ramp Average Daily Traffic AM Peak Hour (PM Peak Hour)
- XX,XXX = Average Daily Traffic
- X,XXX = AM Peak Hour
- (X,XXX) = (PM Peak Hour)
- = Bypass Lane

Graphic Not to Scale

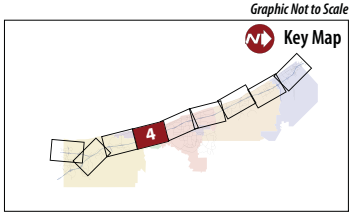
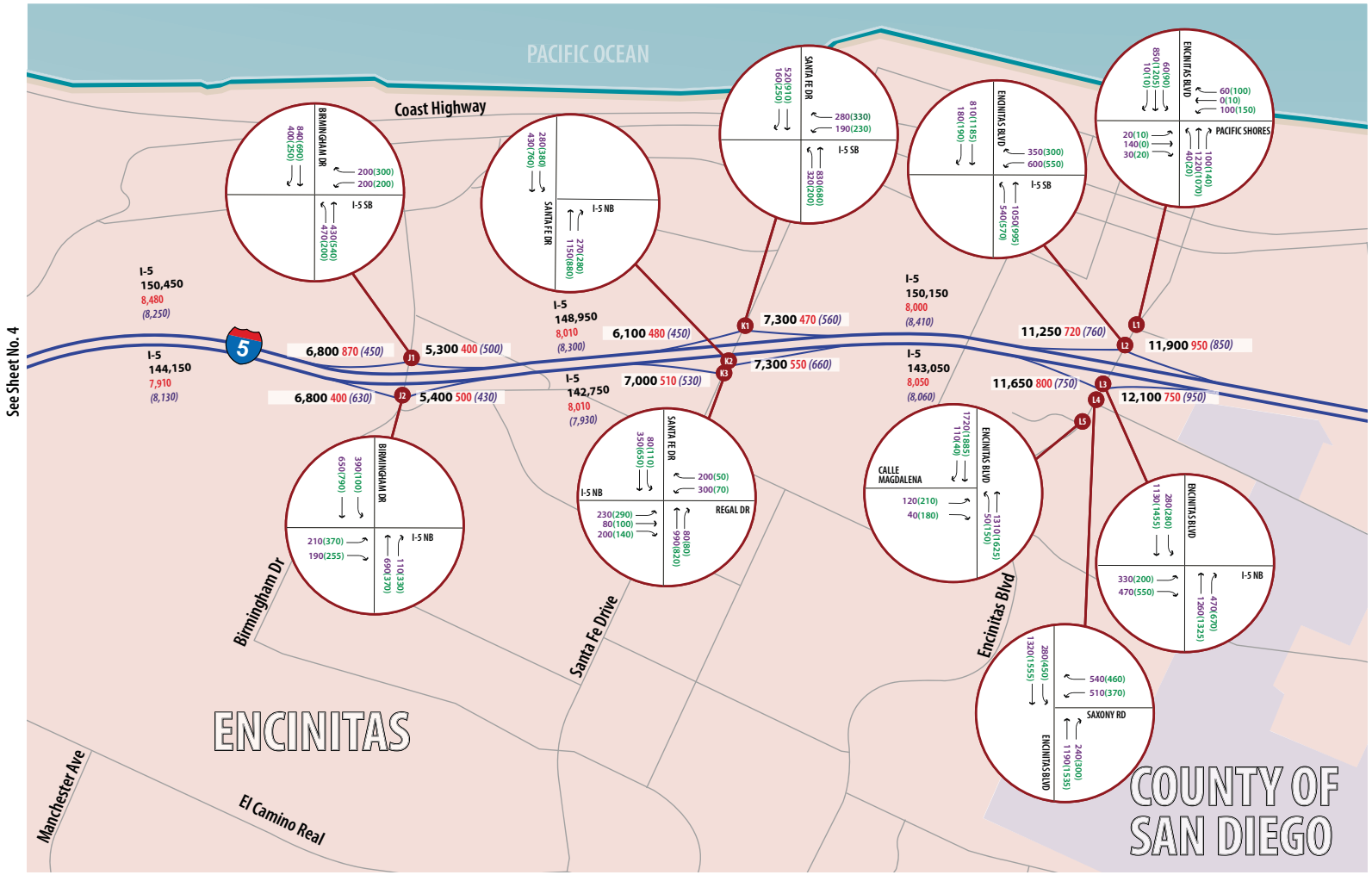


FIGURE 3-1. YEAR 2030 NO BUILD - TRAFFIC FORECAST DATA



LEGEND

XX	= Intersection ID Number	XX (XX)	= AM Peak Hour Turning Volume (PM Peak Hour Turning Volume)
XX	= DAR Intersection ID Number	XX,XXX X,XXX (X,XXX)	= HOV/Ramp Average Daily Traffic AM Peak Hour (PM Peak Hour)
	= HOV Ingress / Egress	XX,XXX	= Average Daily Traffic
	= I-5 Mainline	X,XXX	= AM Peak Hour
	= I-5 HOV	(X,XXX)	= (PM Peak Hour)
			= Bypass Lane

Caltrans

NORTH COAST INTERSTATE 5 CORRIDOR

WILSON & COMPANY ENGINEERS & ARCHITECTS

Graphic Not to Scale

Key Map

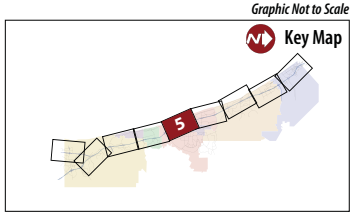
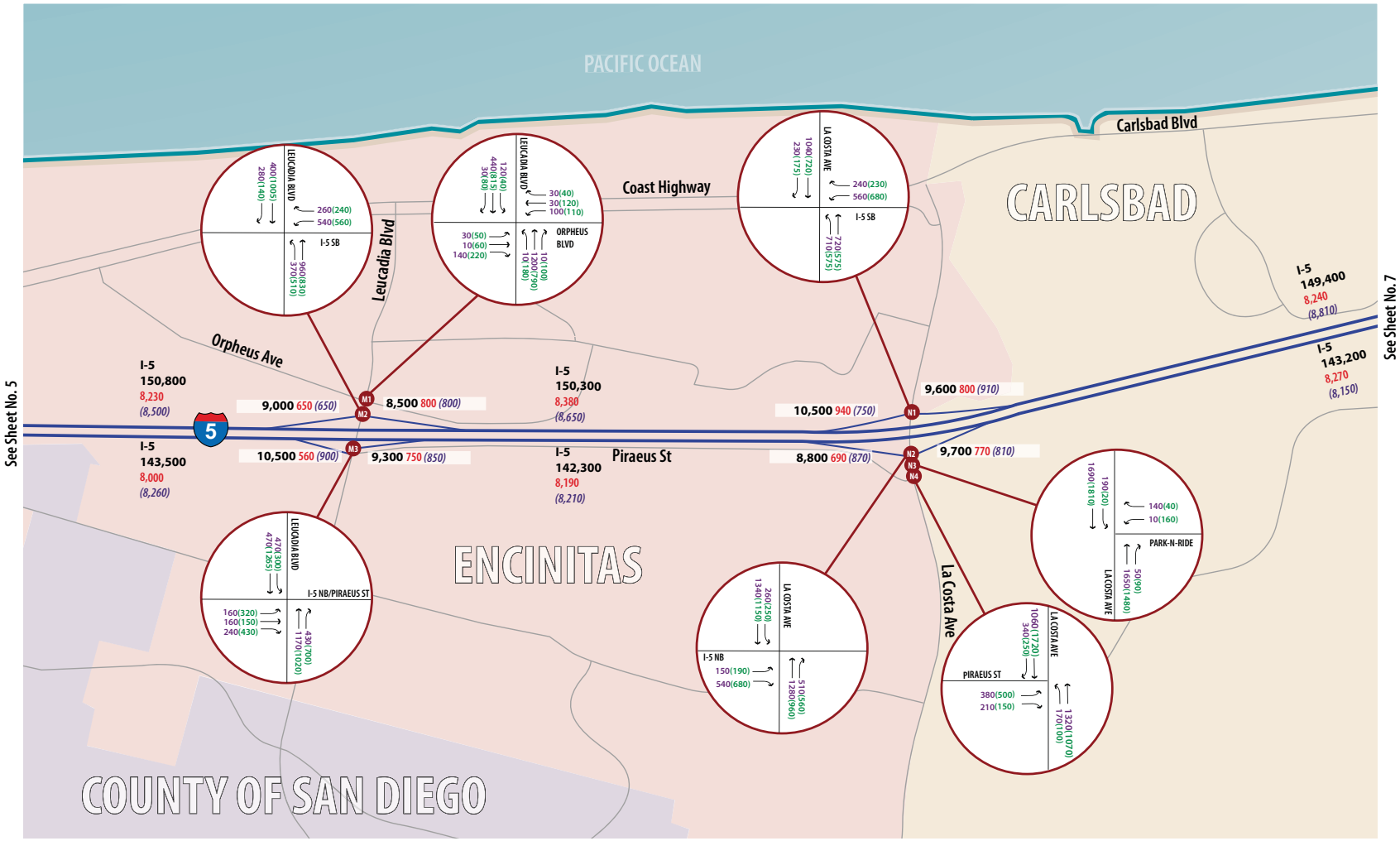


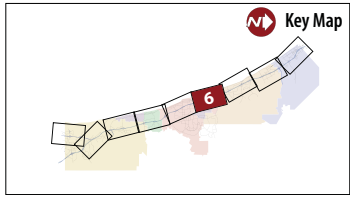
FIGURE 3-1. YEAR 2030 NO BUILD - TRAFFIC FORECAST DATA



LEGEND

- XX = Intersection ID Number
- XX = DAR Intersection ID Number
- = HOV Ingress / Egress
- = I-5 Mainline
- = I-5 HOV
- XX (XX) = AM Peak Hour Turning Volume (PM Peak Hour Turning Volume)
- XX,XXX X,XXX (X,XXX) = HOV/Ramp Average Daily Traffic AM Peak Hour (PM Peak Hour)
- XX,XXX = Average Daily Traffic
- X,XXX = AM Peak Hour
- (X,XXX) = (PM Peak Hour)
- = Bypass Lane

Graphic Not to Scale

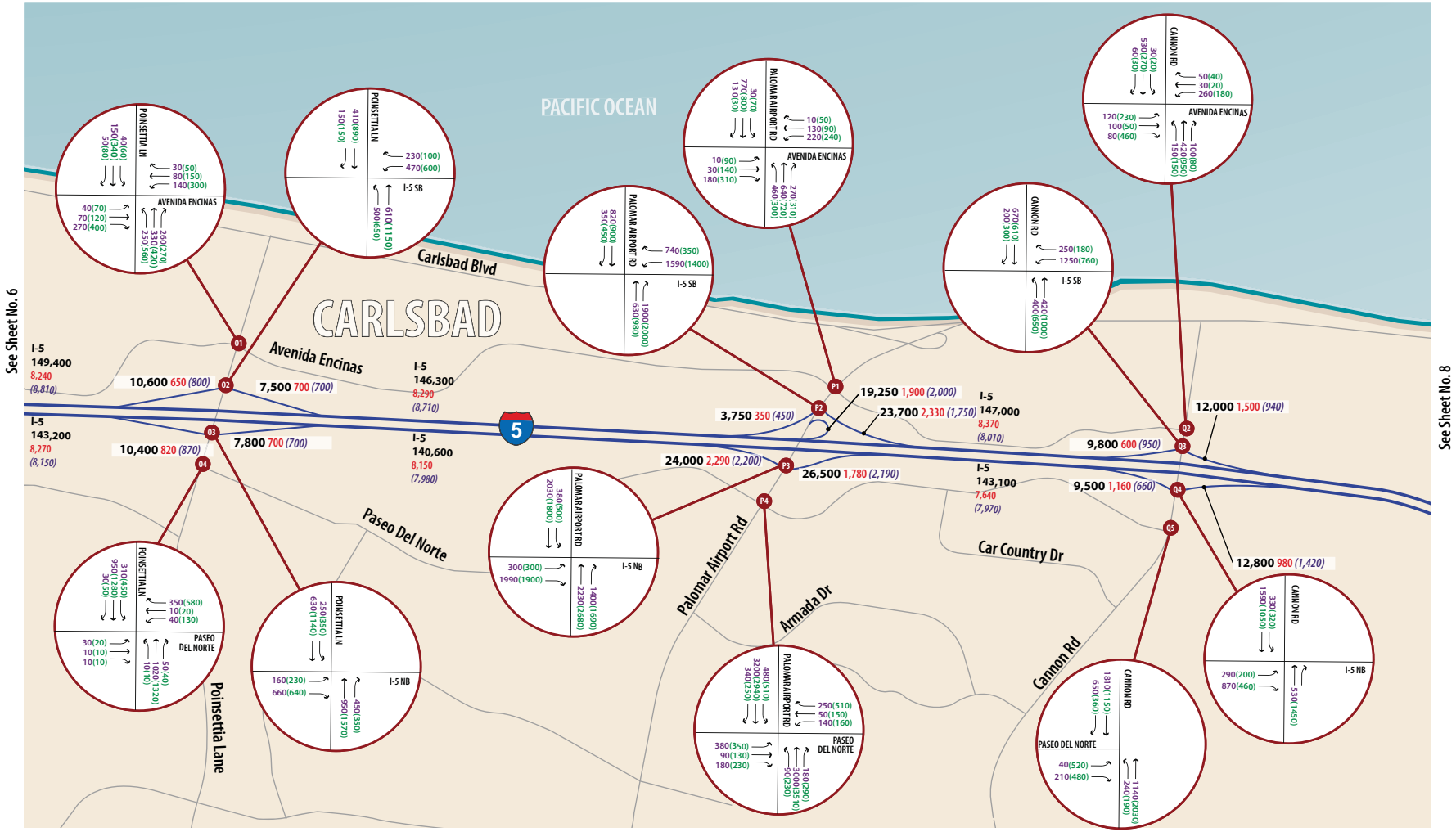


Caltrans

NORTH COAST INTERSTATE 5 CORRIDOR

WILSON & COMPANY ENGINEERS & ARCHITECTS

FIGURE 3-1. YEAR 2030 NO BUILD - TRAFFIC FORECAST DATA



LEGEND

- XX = Intersection ID Number
- XX = DAR Intersection ID Number
- = HOV Ingress / Egress
- = I-5 Mainline
- = I-5 HOV
- XX (XX) = AM Peak Hour Turning Volume (PM Peak Hour Turning Volume)
- XX,XXX X,XXX (X,XXX) = HOV/Ramp Average Daily Traffic AM Peak Hour (PM Peak Hour)
- XX,XXX = Average Daily Traffic
- X,XXX = AM Peak Hour
- (X,XXX) = (PM Peak Hour)
- = Bypass Lane

Graphic Not to Scale

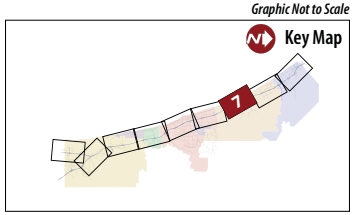
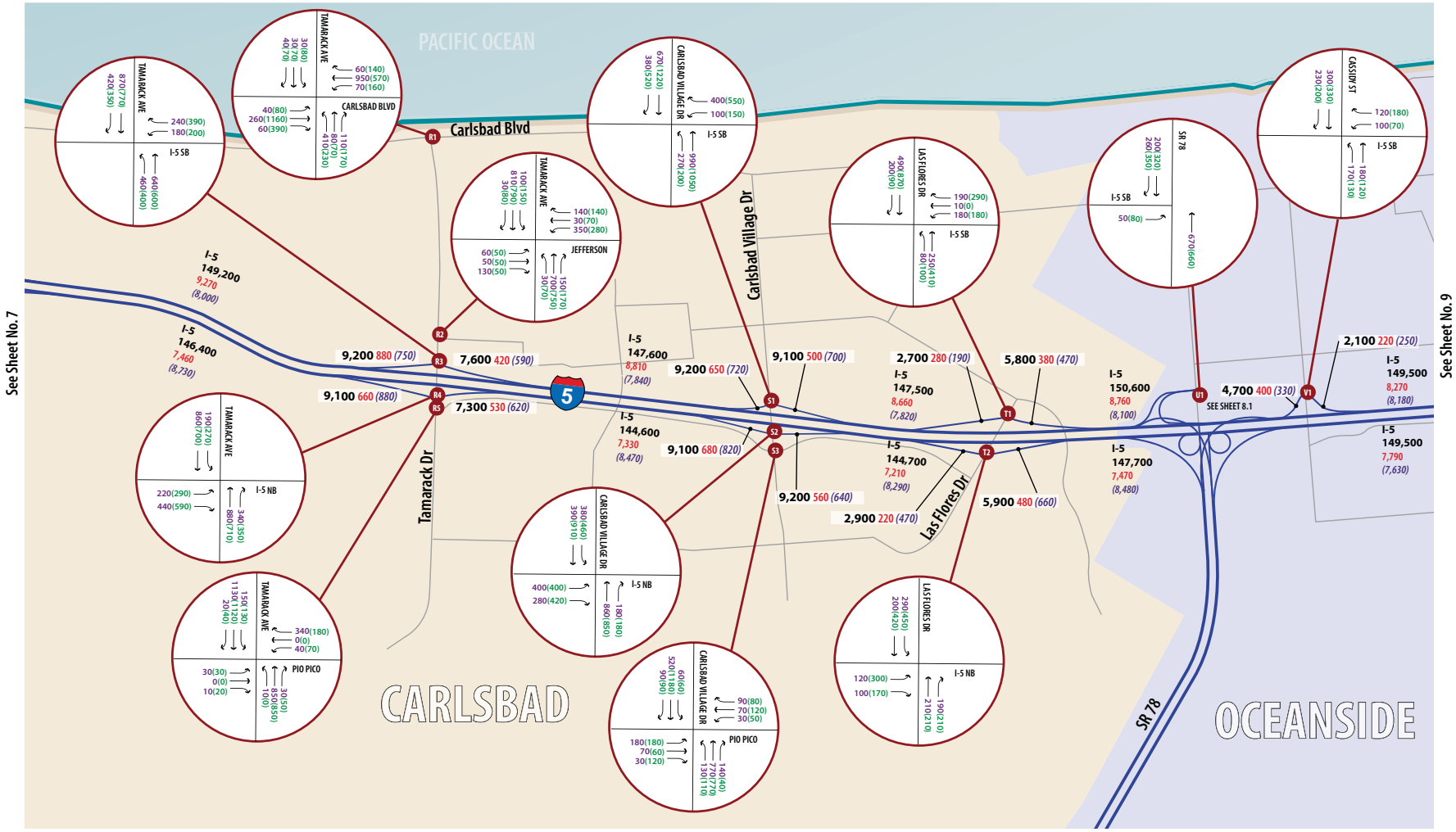
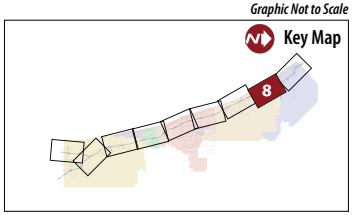


FIGURE 3-1. YEAR 2030 NO BUILD - TRAFFIC FORECAST DATA



Graphic Not to Scale



LEGEND

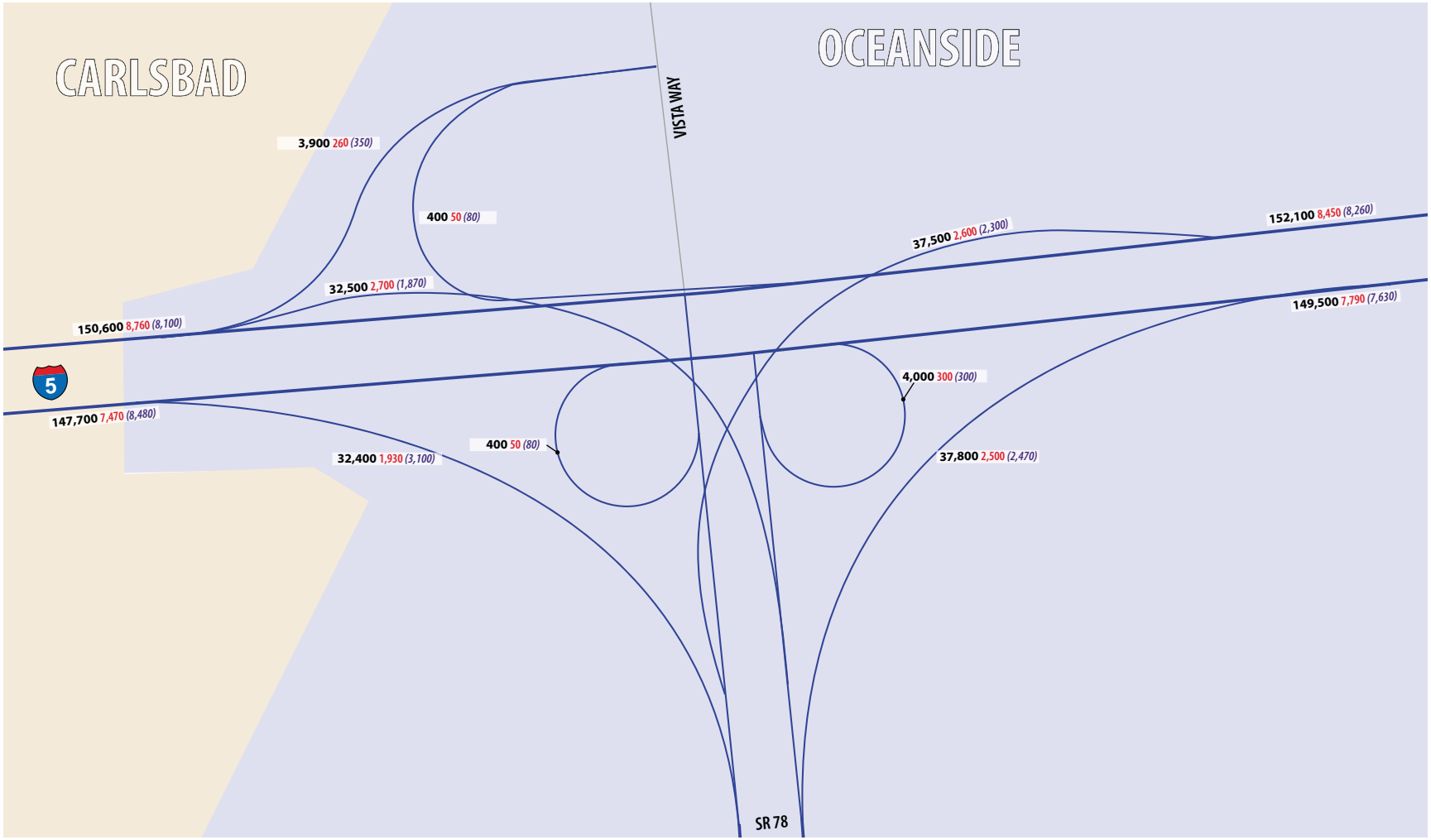
- XX = Intersection ID Number
- XX = DAR Intersection ID Number
- = HOV Ingress / Egress
- = FWY to FWY HOV Access
- = I-5 Mainline
- XX (XX) = AM Peak Hour Turning Volume (PM Peak Hour Turning Volume)
- XX,XXX X,XXX (X,XXX) = HOV/Ramp Average Daily Traffic AM Peak Hour (PM Peak Hour)
- XX,XXX = Average Daily Traffic
- X,XXX = AM Peak Hour
- (X,XXX) = (PM Peak Hour)
- = I-5 HOV

Caltrans

NORTH COAST INTERSTATE 5 CORRIDOR

WILSON & COMPANY ENGINEERS & ARCHITECTS

FIGURE 3-1. YEAR 2030 NO BUILD - TRAFFIC FORECAST DATA



LEGEND

- XX = Intersection ID Number
- XX = DAR Intersection ID Number
- = HOV Ingress / Egress
- = Bypass Lane
- = I-5 Mainline
- = I-5 HOV
- XX,XXX X,XXX (X,XXX) = Average Daily Traffic AM Peak Hour (PM Peak Hour)

Graphic Not to Scale

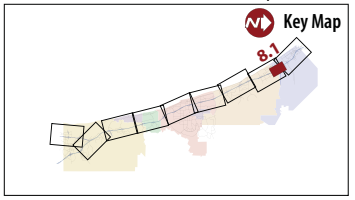
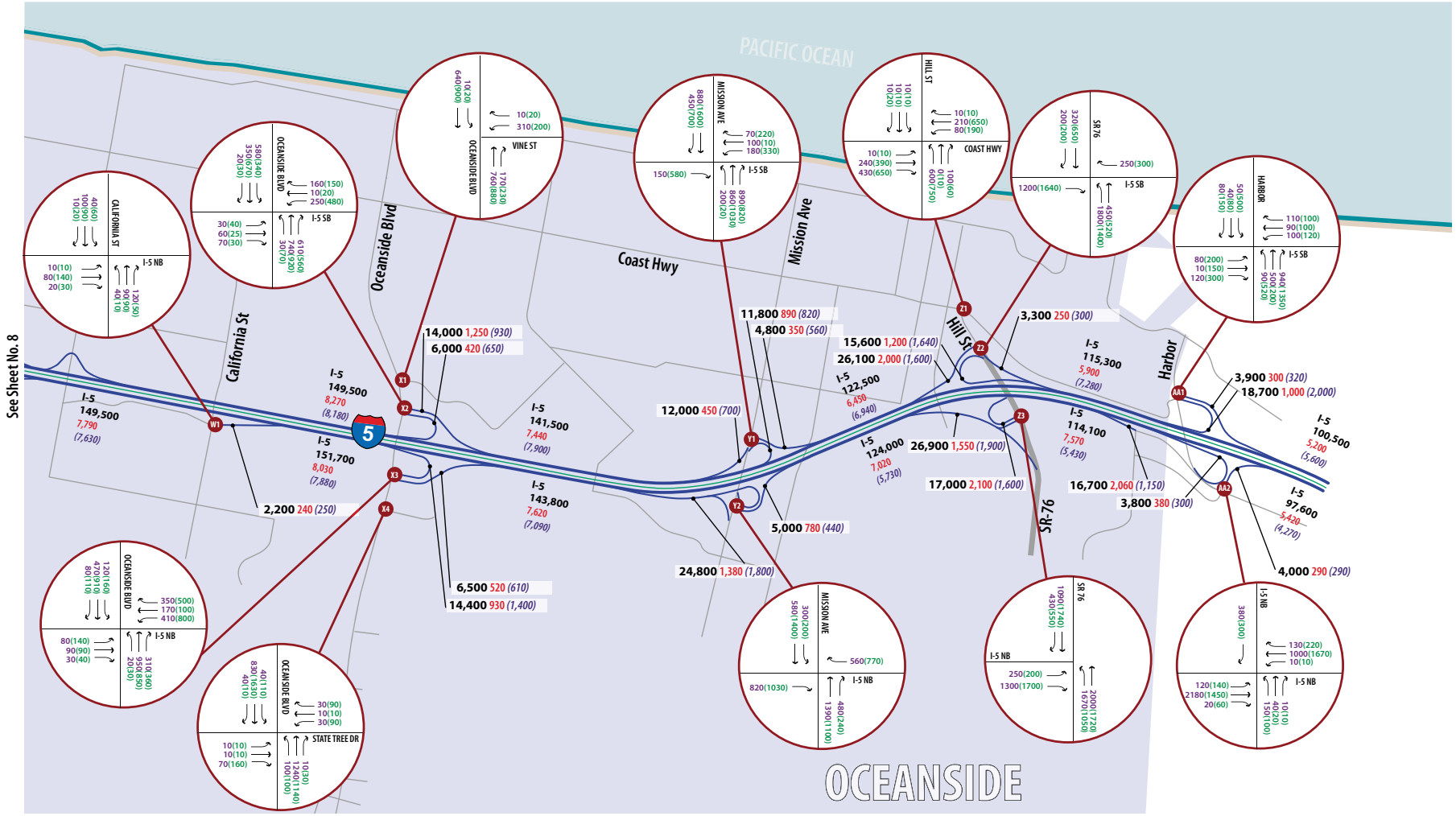


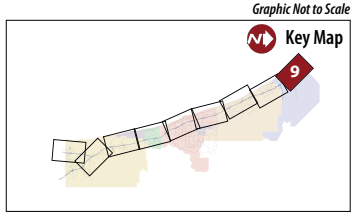
FIGURE 3-1. YEAR 2030 NO BUILD - TRAFFIC FORECAST DATA



LEGEND

XX	= Intersection ID Number	XX (XX)	= AM Peak Hour Turning Volume (PM Peak Hour Turning Volume)
XX	= DAR Intersection ID Number	XX,XXX X,XXX (X,XXX)	= HOV/Ramp Average Daily Traffic AM Peak Hour (PM Peak Hour)
	= HOV Ingress / Egress	XX,XXX	= Average Daily Traffic
	= I-5 Mainline	X,XXX	= AM Peak Hour
	= I-5 HOV	(X,XXX)	= (PM Peak Hour)
			= Bypass Lane

Graphic Not to Scale



Caltrans

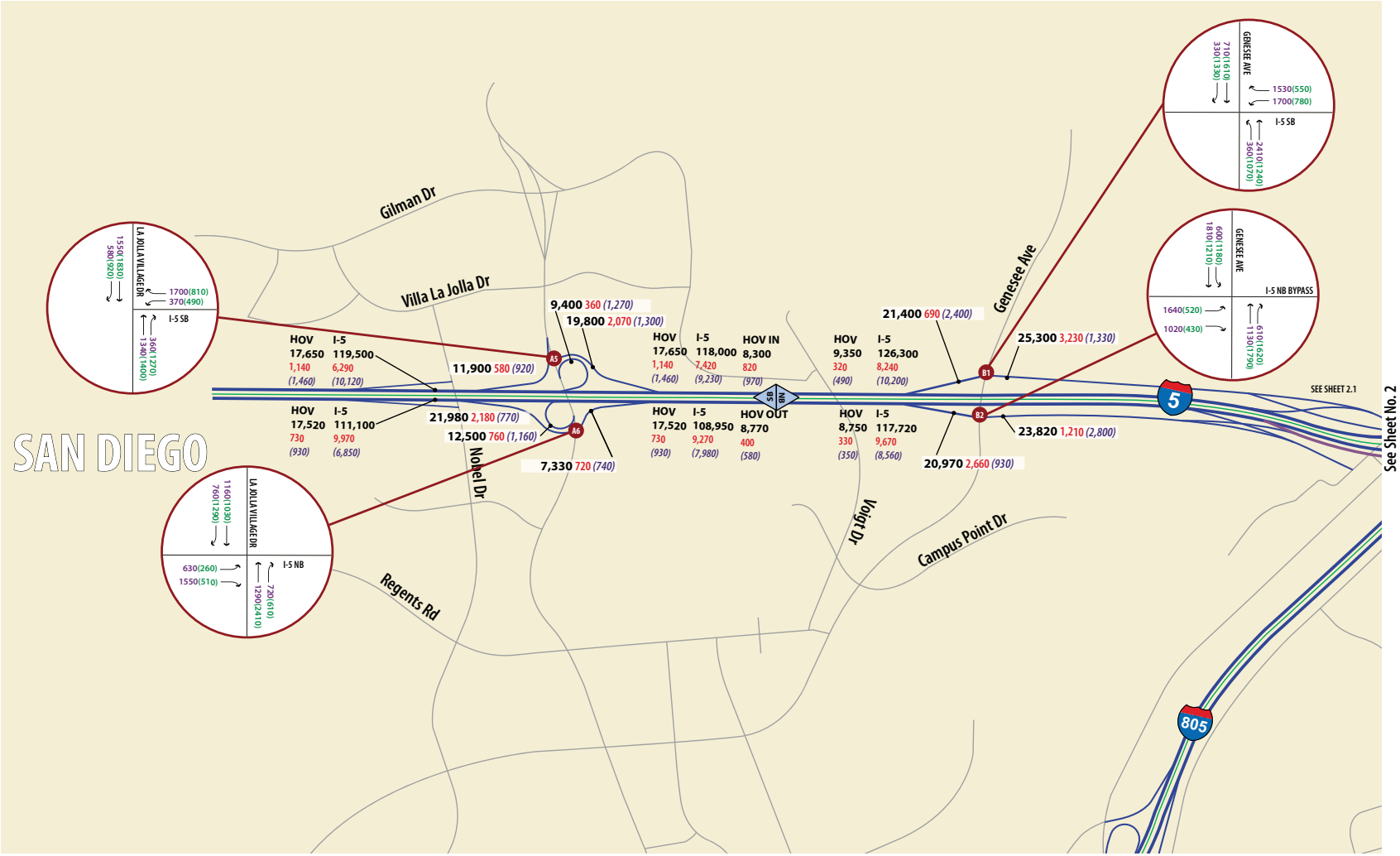
NORTH COAST INTERSTATE 5 CORRIDOR

WILSON & COMPANY ENGINEERS & ARCHITECTS

FIGURE 3-1. YEAR 2030 NO BUILD - TRAFFIC FORECAST DATA

Appendix B

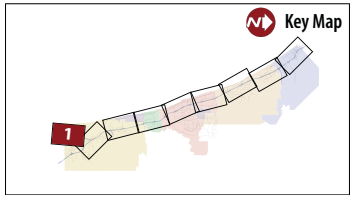
Figure 3-2. Year 2030 10+4 without Direct Access Ramps – Traffic Forecast Data



LEGEND

- XX = Intersection ID Number
- XX = DAR Intersection ID Number
- = HOV Ingress / Egress
- = I-5 Mainline
- = I-5 HOV
- XX (XX) = AM Peak Hour Turning Volume (PM Peak Hour Turning Volume)
- XX,XXX X,XXX (X,XXX) = HOV/Ramp Average Daily Traffic AM Peak Hour (PM Peak Hour)
- XX,XXX = Average Daily Traffic
- X,XXX = AM Peak Hour
- (X,XXX) = (PM Peak Hour)
- = Bypass Lane

Graphic Not to Scale

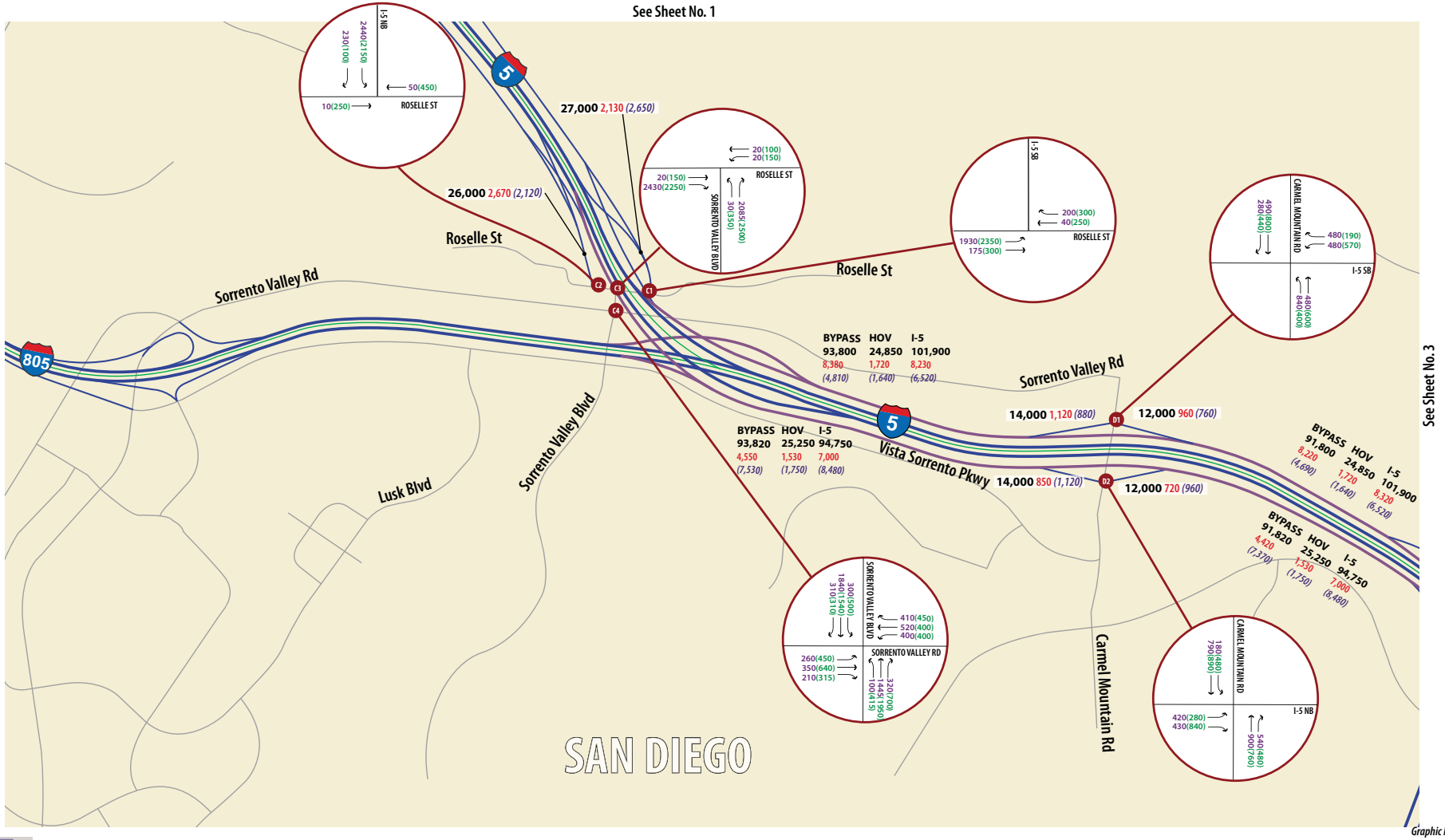


Caltrans

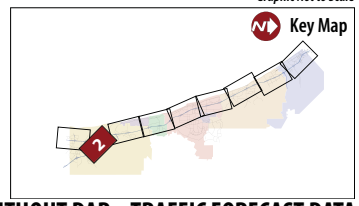
NORTH COAST INTERSTATE 5 CORRIDOR

WILSON & COMPANY ENGINEERS & ARCHITECTS

FIGURE 3-2. YEAR 2030 10+4 WITHOUT DAR - TRAFFIC FORECAST DATA



Graphic Not to Scale



LEGEND

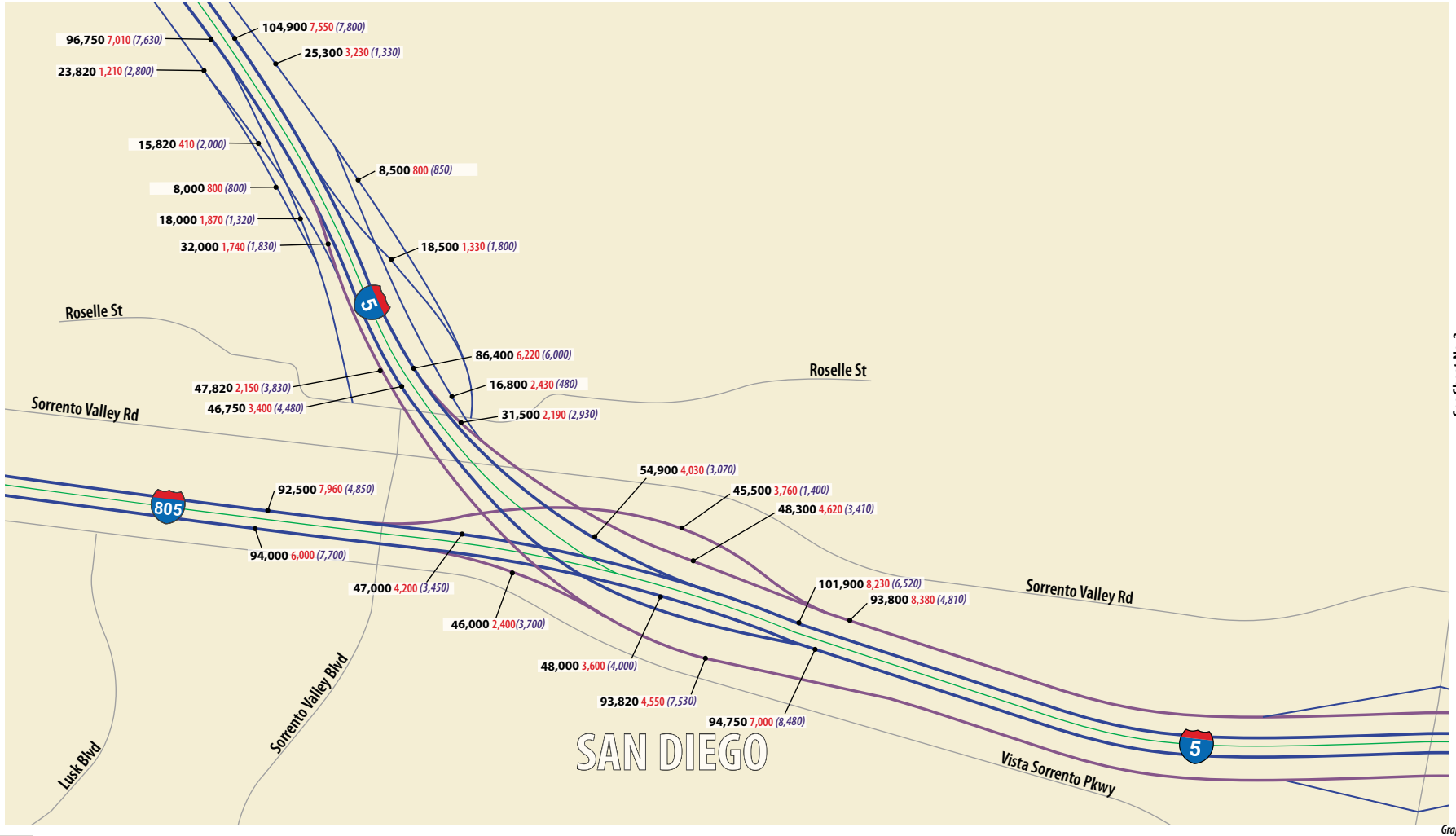
- XX = Intersection ID Number
- XX = DAR Intersection ID Number
- = HOV Ingress / Egress
- = I-5 Mainline
- = I-5 HOV
- XX (XX) = AM Peak Hour Turning Volume (PM Peak Hour Turning Volume)
- XX,XXX X,XXX (X,XXX) = HOV/Ramp Average Daily Traffic AM Peak Hour (PM Peak Hour)
- XX,XXX = Average Daily Traffic
- X,XXX = AM Peak Hour
- (X,XXX) = (PM Peak Hour)
- = Bypass Lane

NORTH COAST INTERSTATE 5 CORRIDOR

WILSON & COMPANY ENGINEERS & ARCHITECTS

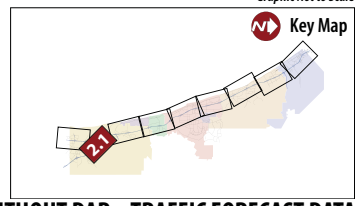
FIGURE 3-2. YEAR 2030 10+4 WITHOUT DAR - TRAFFIC FORECAST DATA

See Sheet No. 1



See Sheet No. 3

Graphic Not to Scale



LEGEND

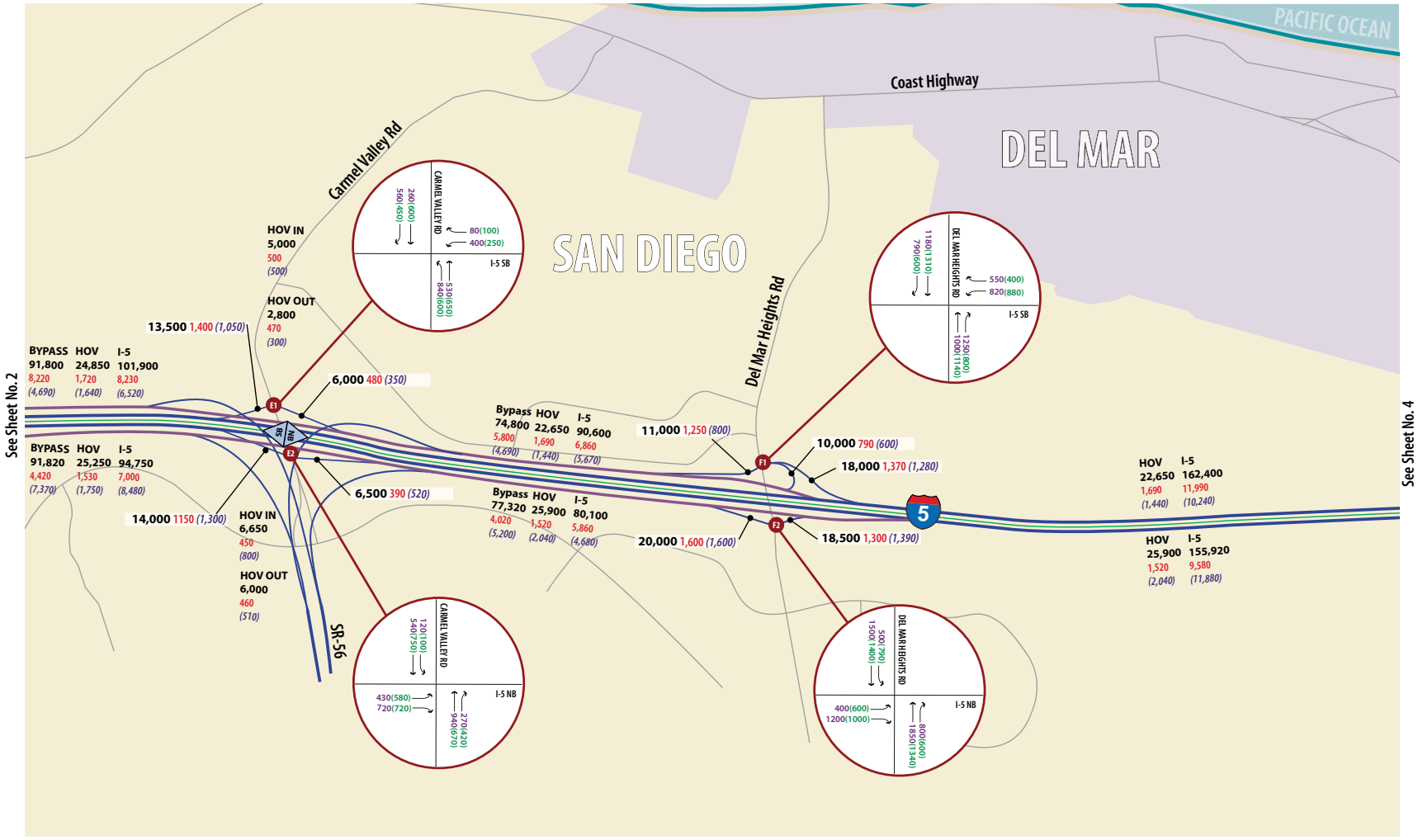
XX	= Intersection ID Number	XX (XX)	= AM Peak Hour Turning Volume (PM Peak Hour Turning Volume)
XX	= DAR Intersection ID Number	XX,XXX X,XXX (X,XXX)	= HOV/Ramp Average Daily Traffic AM Peak Hour (PM Peak Hour)
	= HOV Ingress / Egress	XX,XXX	= Average Daily Traffic
	= I-5 Mainline	X,XXX	= AM Peak Hour
	= I-5 HOV	(X,XXX)	= (PM Peak Hour)
			= Bypass Lane

Caltrans

NORTH COAST INTERSTATE 5 CORRIDOR

WILSON & COMPANY ENGINEERS & ARCHITECTS

FIGURE 3-2. YEAR 2030 10+4 WITHOUT DAR - TRAFFIC FORECAST DATA



LEGEND

XX	= Intersection ID Number	XX (XX)	= AM Peak Hour Turning Volume (PM Peak Hour Turning Volume)
XX	= DAR Intersection ID Number	XX,XXX X,XXX (X,XXX)	= HOV/Ramp Average Daily Traffic AM Peak Hour (PM Peak Hour)
	= HOV Ingress / Egress	XX,XXX	= Average Daily Traffic
	= I-5 Mainline	X,XXX	= AM Peak Hour
	= I-5 HOV	(X,XXX)	= (PM Peak Hour)
			= Bypass Lane

Graphic Not to Scale

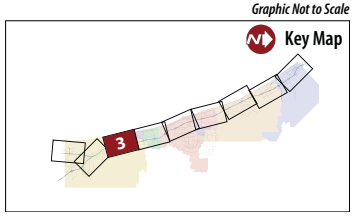
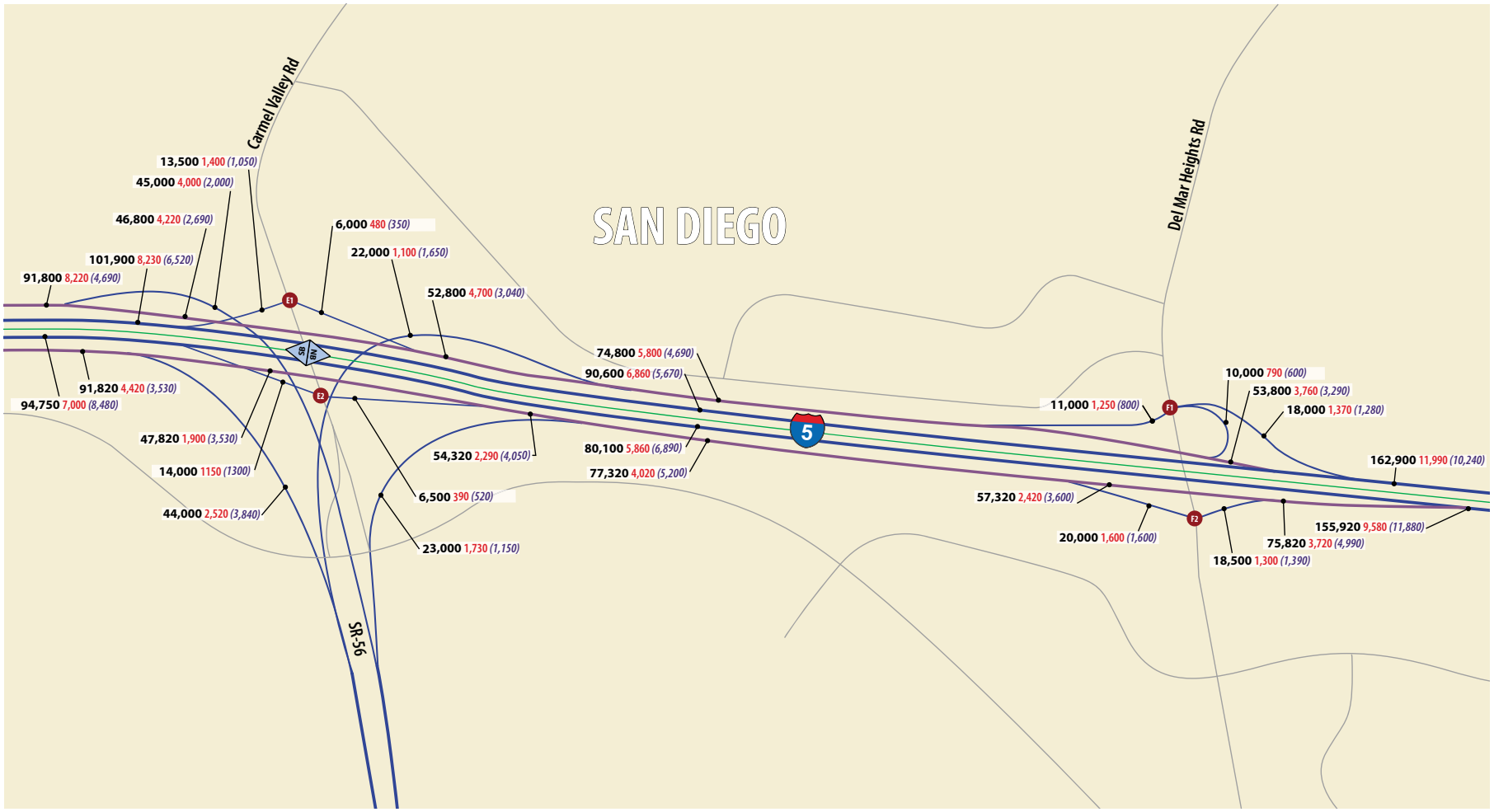


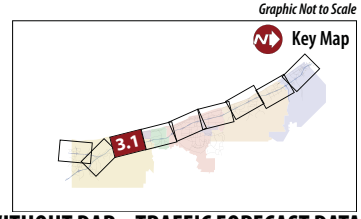
FIGURE 3-2. YEAR 2030 10+4 WITHOUT DAR - TRAFFIC FORECAST DATA



LEGEND

- XX = Intersection ID Number
- XX = DAR Intersection ID Number
- SB NB = HOV Ingress / Egress
- = Bypass Lane
- = I-5 Mainline
- = I-5 HOV
- XX,XXX X,XXX (X,XXX) = Average Daily Traffic AM Peak Hour (PM Peak Hour)

Graphic Not to Scale

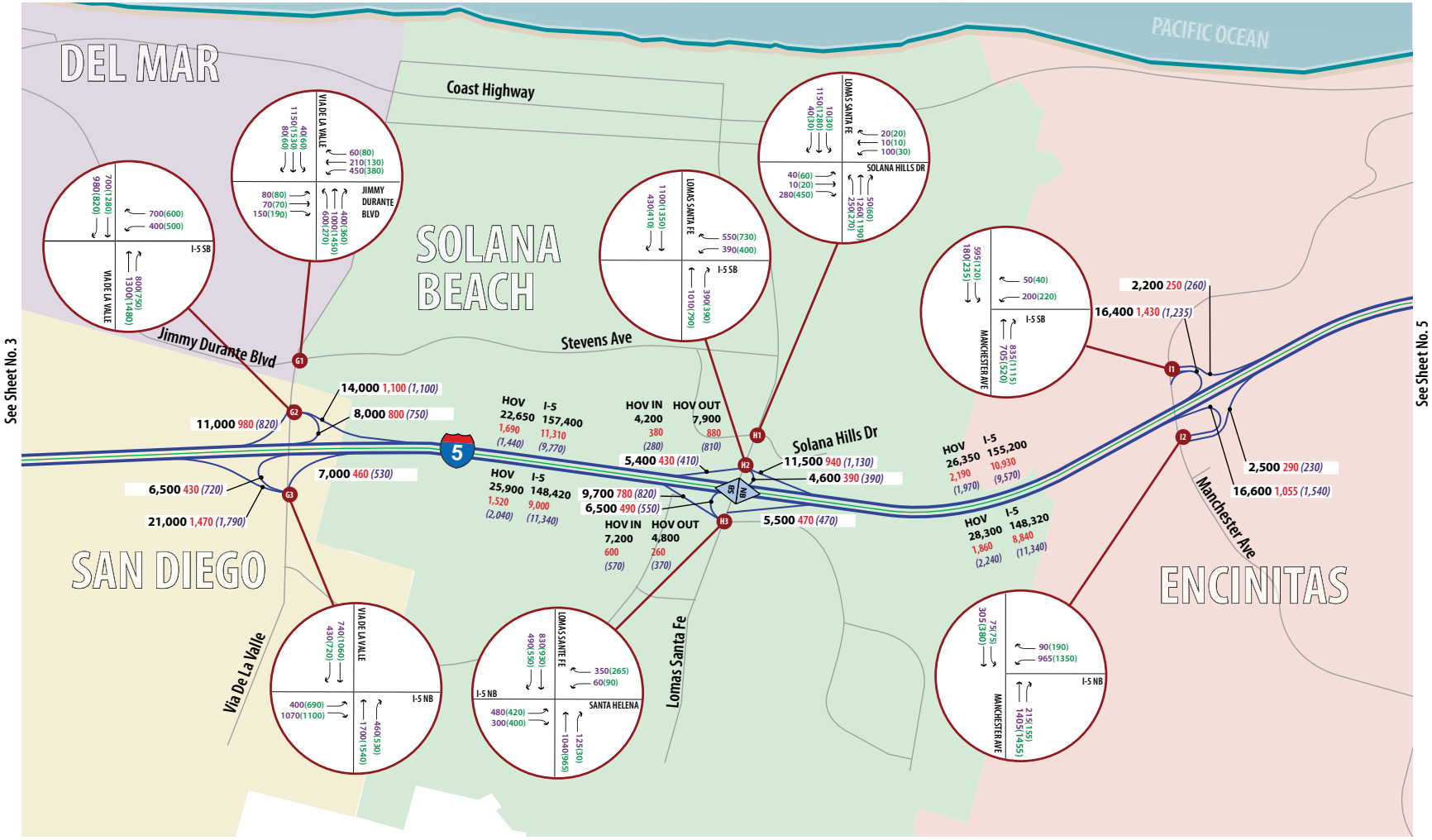


Caltrans

NORTH COAST INTERSTATE 5 CORRIDOR

WILSON & COMPANY ENGINEERS & ARCHITECTS

FIGURE 3-2. YEAR 2030 10+4 WITHOUT DAR - TRAFFIC FORECAST DATA



LEGEND

XX	= Intersection ID Number	XX (XX)	= AM Peak Hour Turning Volume (PM Peak Hour Turning Volume)
XX	= DAR Intersection ID Number	XX,XXX X,XXX (X,XXX)	= HOV/Ramp Average Daily Traffic AM Peak Hour (PM Peak Hour)
SB NB	= HOV Ingress / Egress	XX,XXX	= Average Daily Traffic
	= I-5 Mainline	X,XXX	= AM Peak Hour
	= I-5 HOV	(X,XXX)	= (PM Peak Hour)
			= Bypass Lane

Graphic Not to Scale

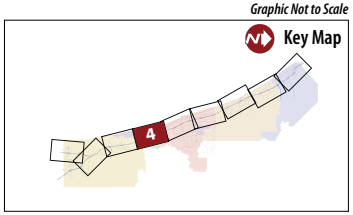
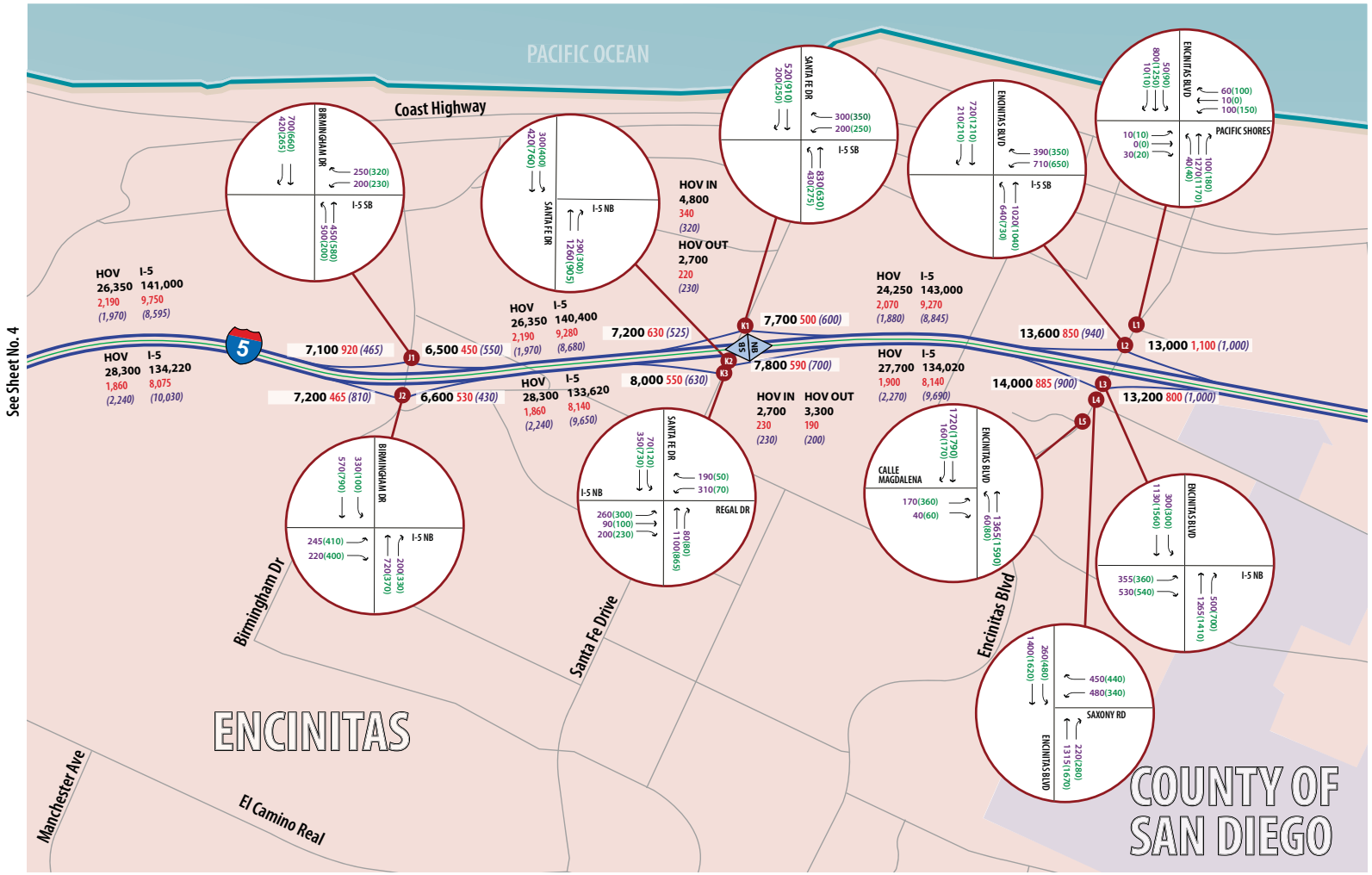


FIGURE 3-2. YEAR 2030 10+4 WITHOUT DAR - TRAFFIC FORECAST DATA



LEGEND

XX	= Intersection ID Number	XX (XX)	= AM Peak Hour Turning Volume (PM Peak Hour Turning Volume)
XX	= DAR Intersection ID Number	XX,XXX X,XXX (X,XXX)	= HOV/Ramp Average Daily Traffic AM Peak Hour (PM Peak Hour)
	= HOV Ingress / Egress	XX,XXX	= Average Daily Traffic
	= I-5 Mainline	X,XXX	= AM Peak Hour
	= I-5 HOV	(X,XXX)	= (PM Peak Hour)
			= Bypass Lane

Caltrans

NORTH COAST INTERSTATE 5 CORRIDOR

WILSON & COMPANY ENGINEERS & ARCHITECTS

Graphic Not to Scale

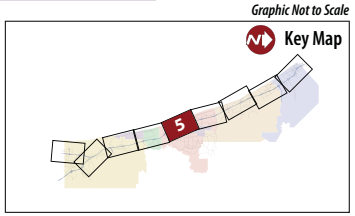
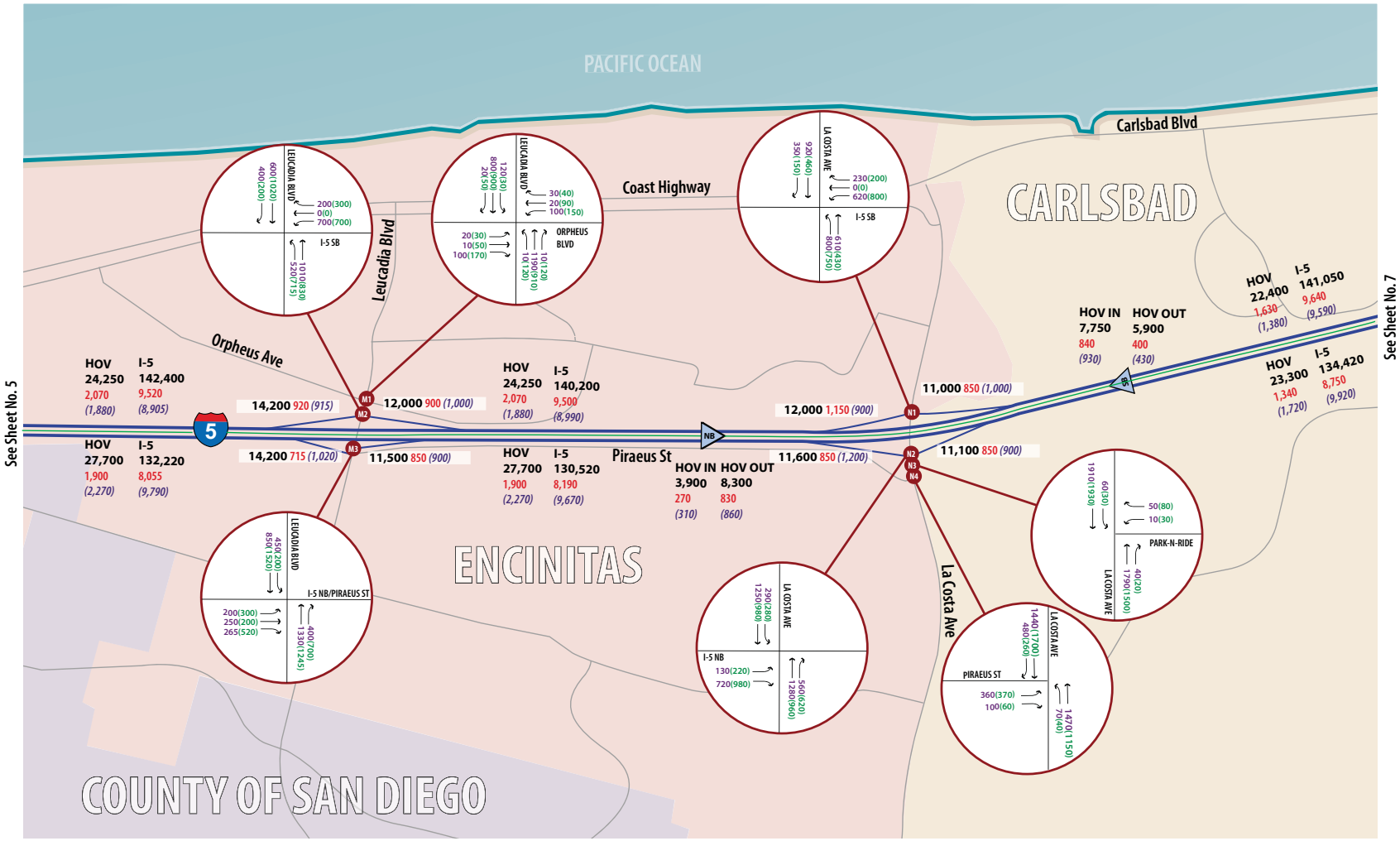


FIGURE 3-2. YEAR 2030 10+4 WITHOUT DAR - TRAFFIC FORECAST DATA



LEGEND

- XX = Intersection ID Number
- XX = DAR Intersection ID Number
- = HOV Ingress / Egress
- = I-5 Mainline
- = I-5 HOV
- XX (XX) = AM Peak Hour Turning Volume (PM Peak Hour Turning Volume)
- XX,XXX X,XXX (X,XXX) = HOV/Ramp Average Daily Traffic AM Peak Hour (PM Peak Hour)
- XX,XXX = Average Daily Traffic
- X,XXX = AM Peak Hour
- (X,XXX) = (PM Peak Hour)
- = Bypass Lane

Graphic Not to Scale

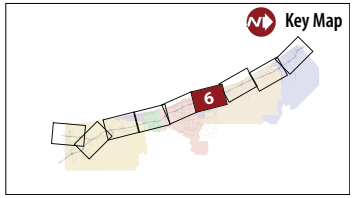
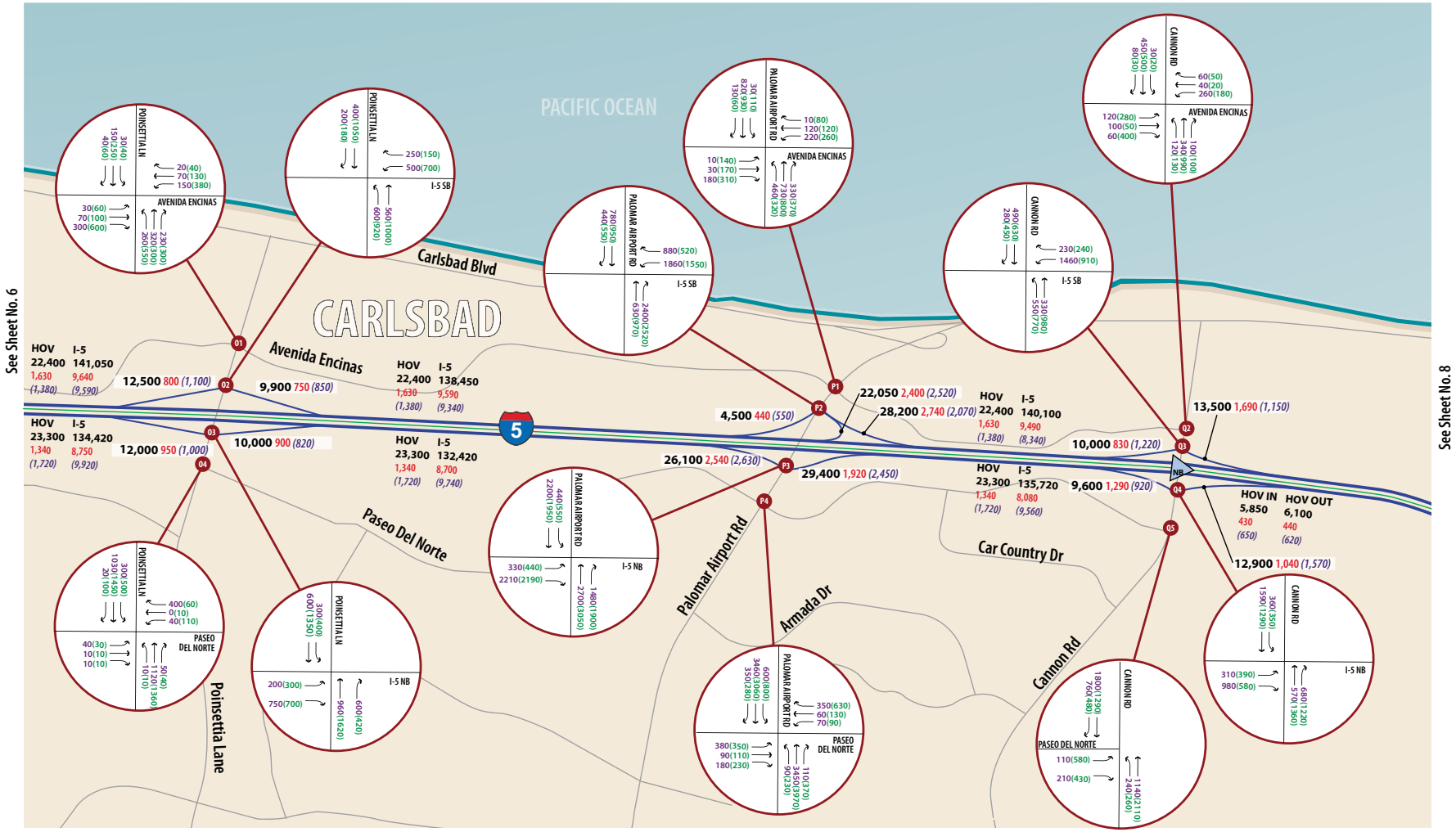


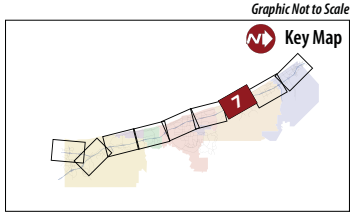
FIGURE 3-2. YEAR 2030 10+4 WITHOUT DAR - TRAFFIC FORECAST DATA



LEGEND

XX	= Intersection ID Number	XX (XX)	= AM Peak Hour Turning Volume (PM Peak Hour Turning Volume)
XX	= DAR Intersection ID Number	XX,XXX X,XXX (X,XXX)	= HOV/Ramp Average Daily Traffic AM Peak Hour (PM Peak Hour)
	= HOV Ingress / Egress	XX,XXX	= Average Daily Traffic
	= I-5 Mainline	X,XXX	= AM Peak Hour
	= I-5 HOV	(X,XXX)	= (PM Peak Hour)
			= Bypass Lane

Graphic Not to Scale

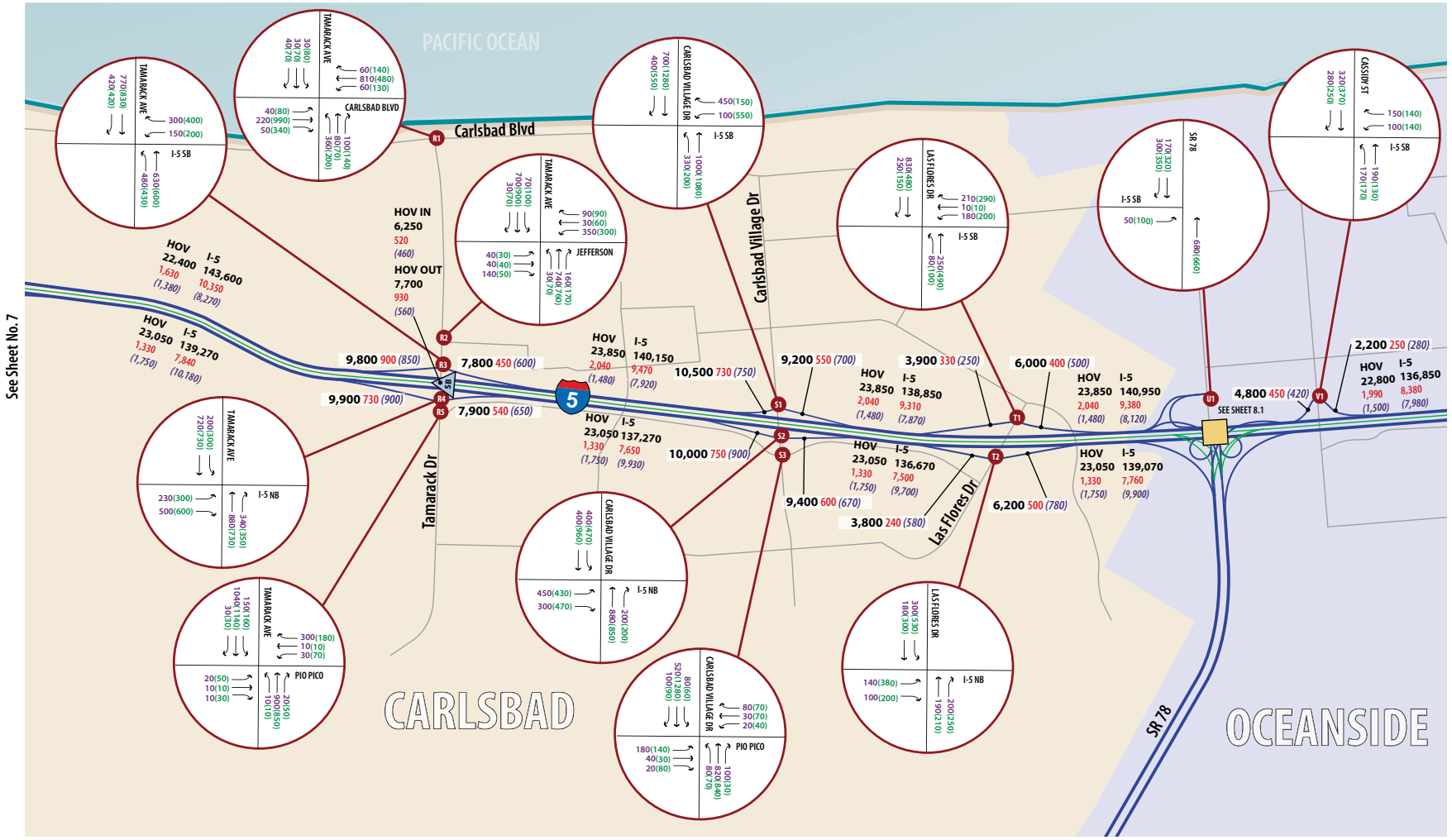


Caltrans

NORTH COAST INTERSTATE 5 CORRIDOR

WILSON & COMPANY ENGINEERS & ARCHITECTS

FIGURE 3-2. YEAR 2030 10+4 WITHOUT DAR - TRAFFIC FORECAST DATA



LEGEND

- XX = Intersection ID Number
- XX = DAR Intersection ID Number
- = HOV Ingress / Egress
- = FWY to FWY HOV Access
- = I-5 Mainline
- XX (XX) = AM Peak Hour Turning Volume (PM Peak Hour Turning Volume)
- XX,XXX X,XXX (X,XXX) = HOV/Ramp Average Daily Traffic AM Peak Hour (PM Peak Hour)
- XX,XXX = Average Daily Traffic
- X,XXX = AM Peak Hour
- (X,XXX) = (PM Peak Hour)
- = I-5 HOV

Graphic Not to Scale

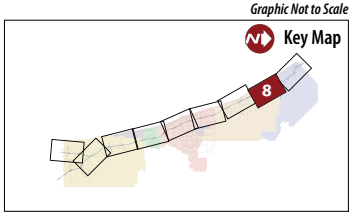
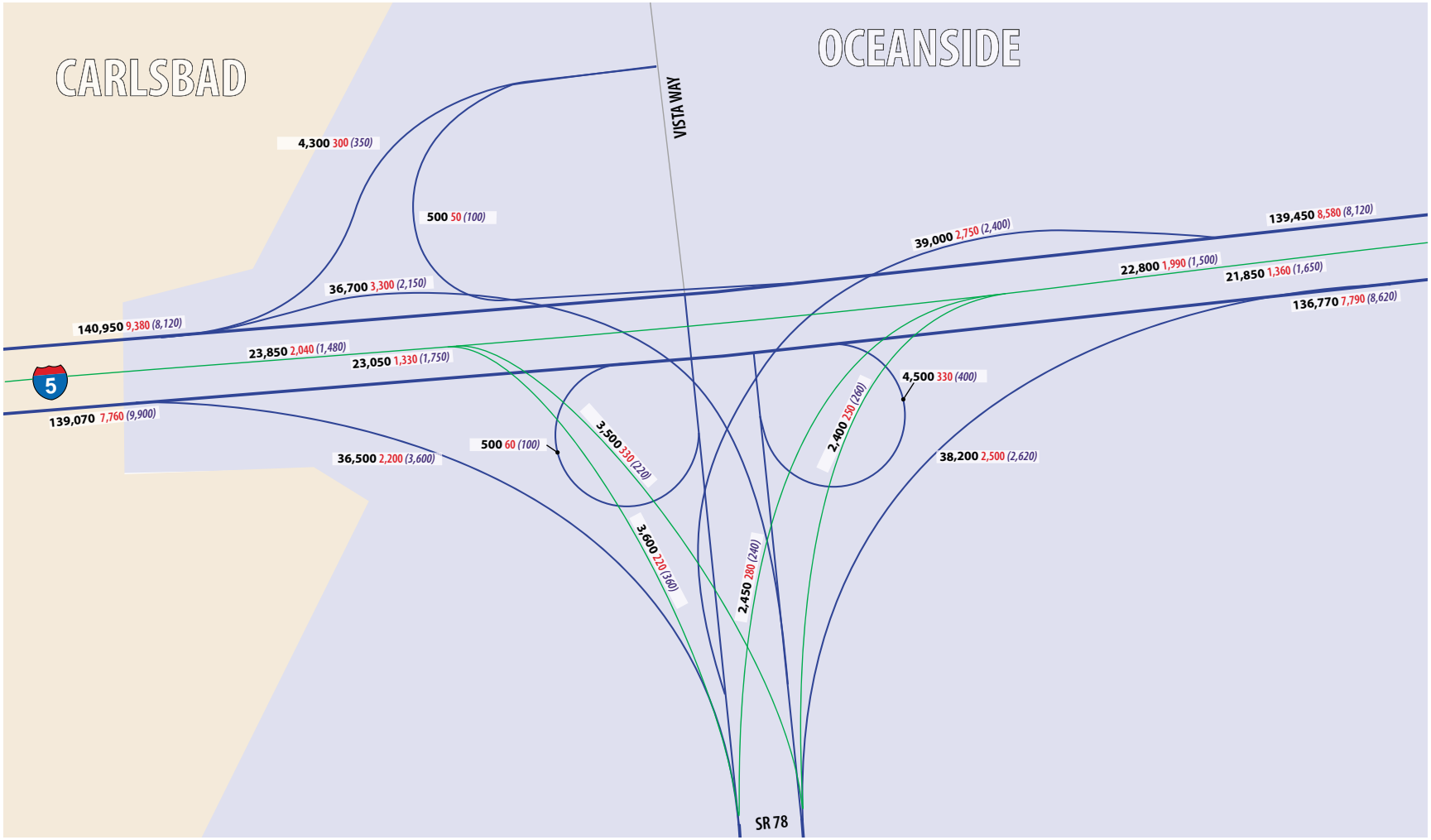


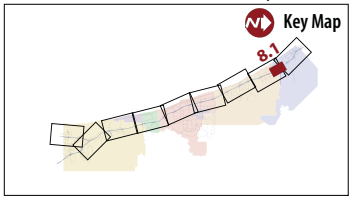
FIGURE 3-2. YEAR 2030 10+4 without DAR - TRAFFIC FORECAST DATA



LEGEND

- XX = Intersection ID Number
- XX = DAR Intersection ID Number
- = HOV Ingress / Egress
- = Bypass Lane
- = I-5 Mainline
- = I-5 HOV
- XX,XXX X,XXX (X,XXX) = Average Daily Traffic AM Peak Hour (PM Peak Hour)

Graphic Not to Scale

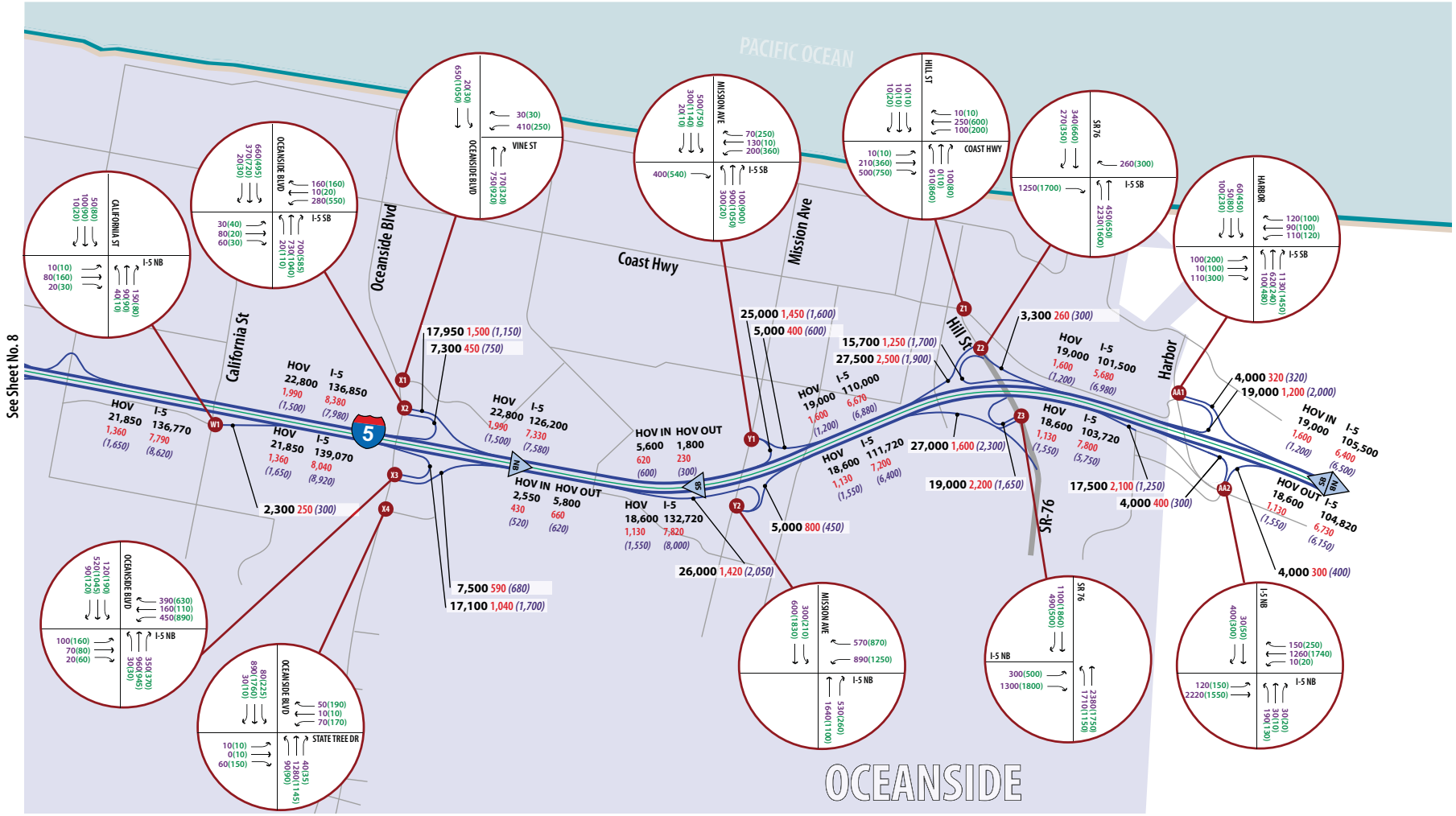


Caltrans

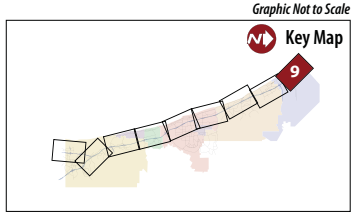
NORTH COAST INTERSTATE 5 CORRIDOR

WILSON & COMPANY ENGINEERS & ARCHITECTS

FIGURE 3-2. YEAR 2030 10+4 WITHOUT DAR - TRAFFIC FORECAST DATA



Graphic Not to Scale



LEGEND

- XX = Intersection ID Number
- XX = DAR Intersection ID Number
- = HOV Ingress / Egress
- = I-5 Mainline
- = I-5 HOV
- XX (XX) = AM Peak Hour Turning Volume (PM Peak Hour Turning Volume)
- XX,XXX X,XXX (X,XXX) = HOV/Ramp Average Daily Traffic AM Peak Hour (PM Peak Hour)
- XX,XXX = Average Daily Traffic
- X,XXX = AM Peak Hour
- (X,XXX) = (PM Peak Hour)
- = Bypass Lane

Caltrans

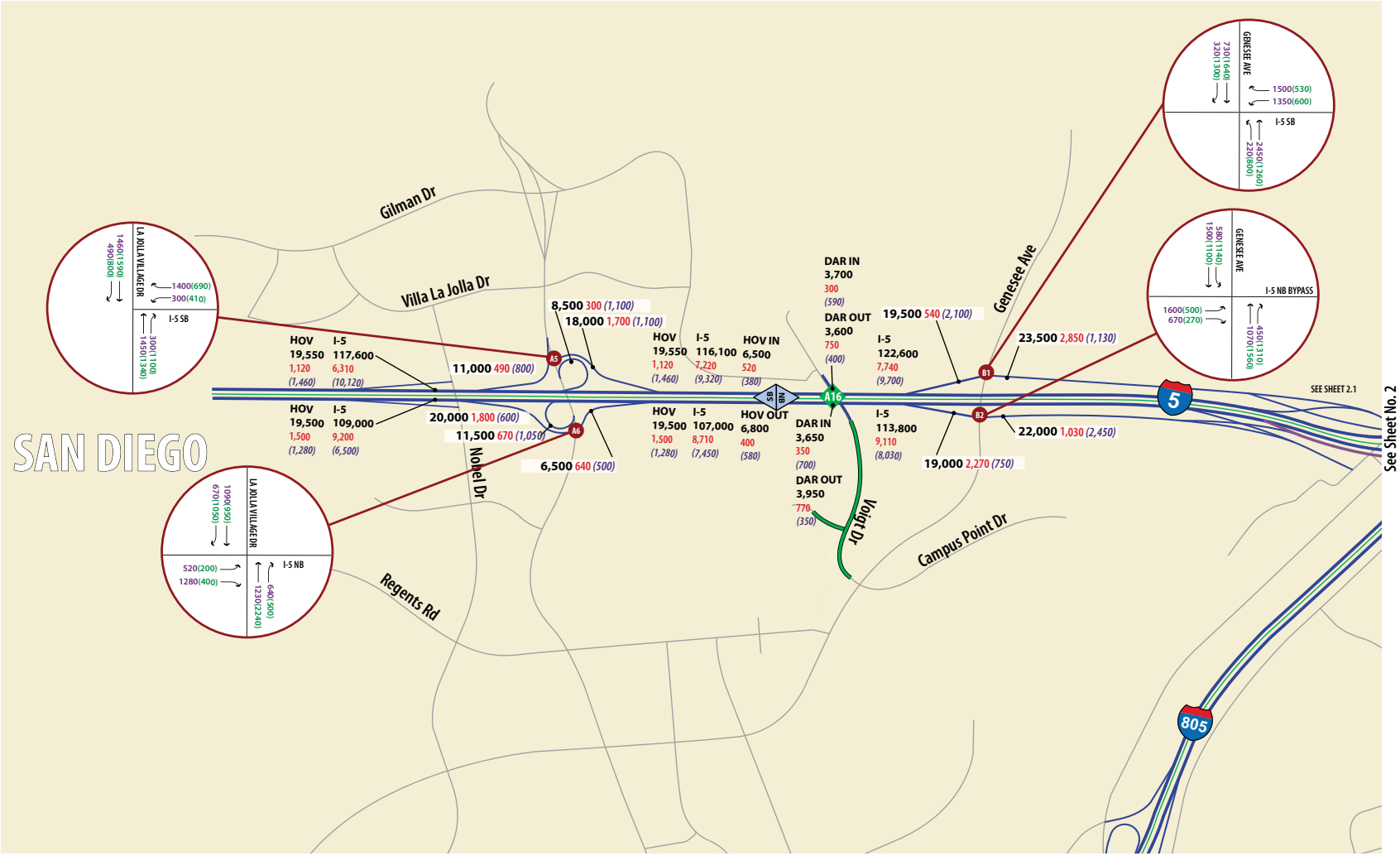
NORTH COAST INTERSTATE 5 CORRIDOR

WILSON & COMPANY ENGINEERS & ARCHITECTS

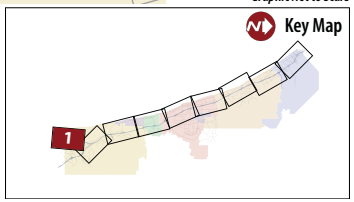
FIGURE 3-2. YEAR 2030 10+4 WITHOUT DAR - TRAFFIC FORECAST DATA

Appendix C

Figure 3-3. Year 2030 10+4 with Direct Access Ramps – Traffic Forecast Data



Graphic Not to Scale



LEGEND

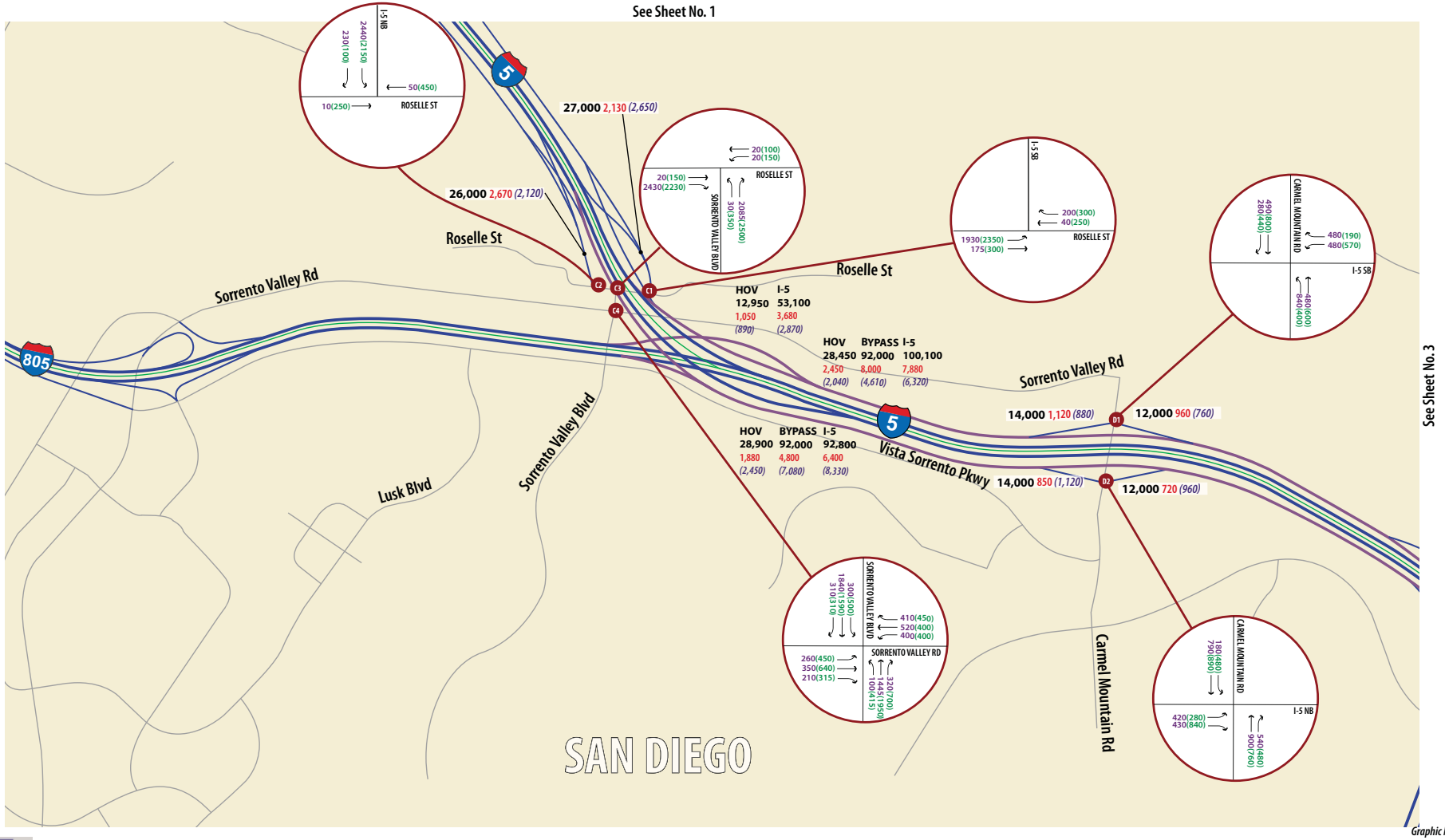
- XX = Intersection ID Number
- XX = DAR Intersection ID Number
- = HOV Ingress / Egress
- = I-5 Mainline
- = I-5 HOV
- XX (XX) = AM Peak Hour Turning Volume (PM Peak Hour Turning Volume)
- XX,XXX X,XXX (X,XXX) = HOV/Ramp Average Daily Traffic AM Peak Hour (PM Peak Hour)
- XX,XXX = Average Daily Traffic
- X,XXX = AM Peak Hour
- (X,XXX) = (PM Peak Hour)
- = Bypass Lane

Caltrans

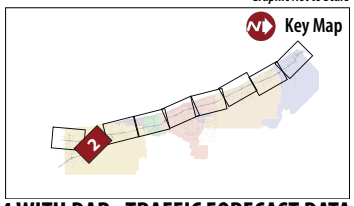
NORTH COAST INTERSTATE 5 CORRIDOR

WILSON & COMPANY ENGINEERS & ARCHITECTS

FIGURE 3-3. YEAR 2030 10+4 WITH DAR - TRAFFIC FORECAST DATA



Graphic Not to Scale



LEGEND

- XX = Intersection ID Number
- XX = DAR Intersection ID Number
- = HOV Ingress / Egress
- = I-5 Mainline
- = I-5 HOV
- XX (XX) = AM Peak Hour Turning Volume (PM Peak Hour Turning Volume)
- XX,XXX X,XXX (X,XXX) = HOV/Ramp Average Daily Traffic AM Peak Hour (PM Peak Hour)
- XX,XXX = Average Daily Traffic
- X,XXX = AM Peak Hour
- (X,XXX) = (PM Peak Hour)
- = Bypass Lane

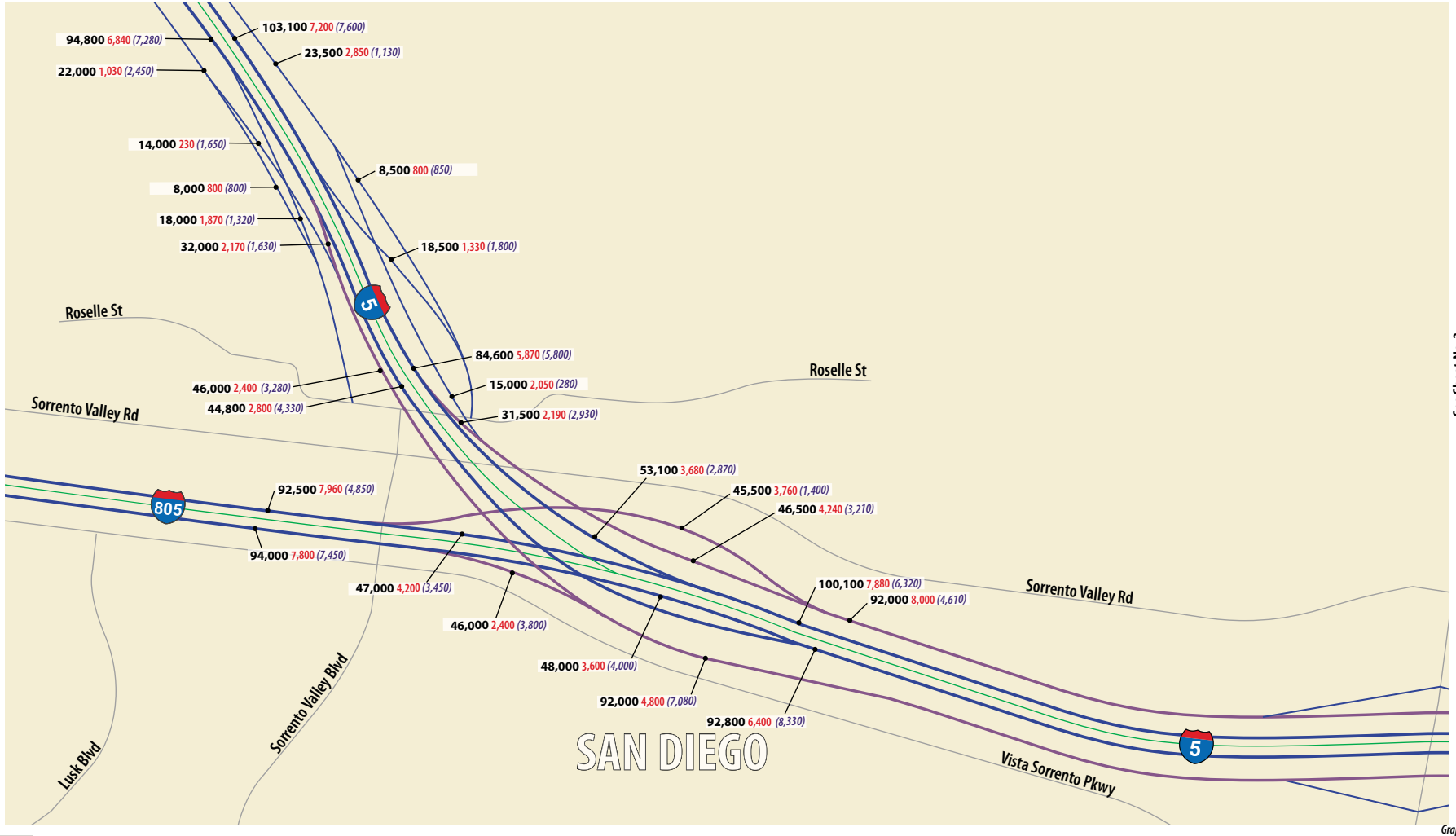
Caltrans

NORTH COAST INTERSTATE 5 CORRIDOR

WILSON & COMPANY ENGINEERS & ARCHITECTS

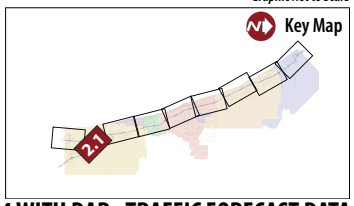
FIGURE 3-3. YEAR 2030 10+4 WITH DAR - TRAFFIC FORECAST DATA

See Sheet No. 1



See Sheet No. 3

Graphic Not to Scale



LEGEND

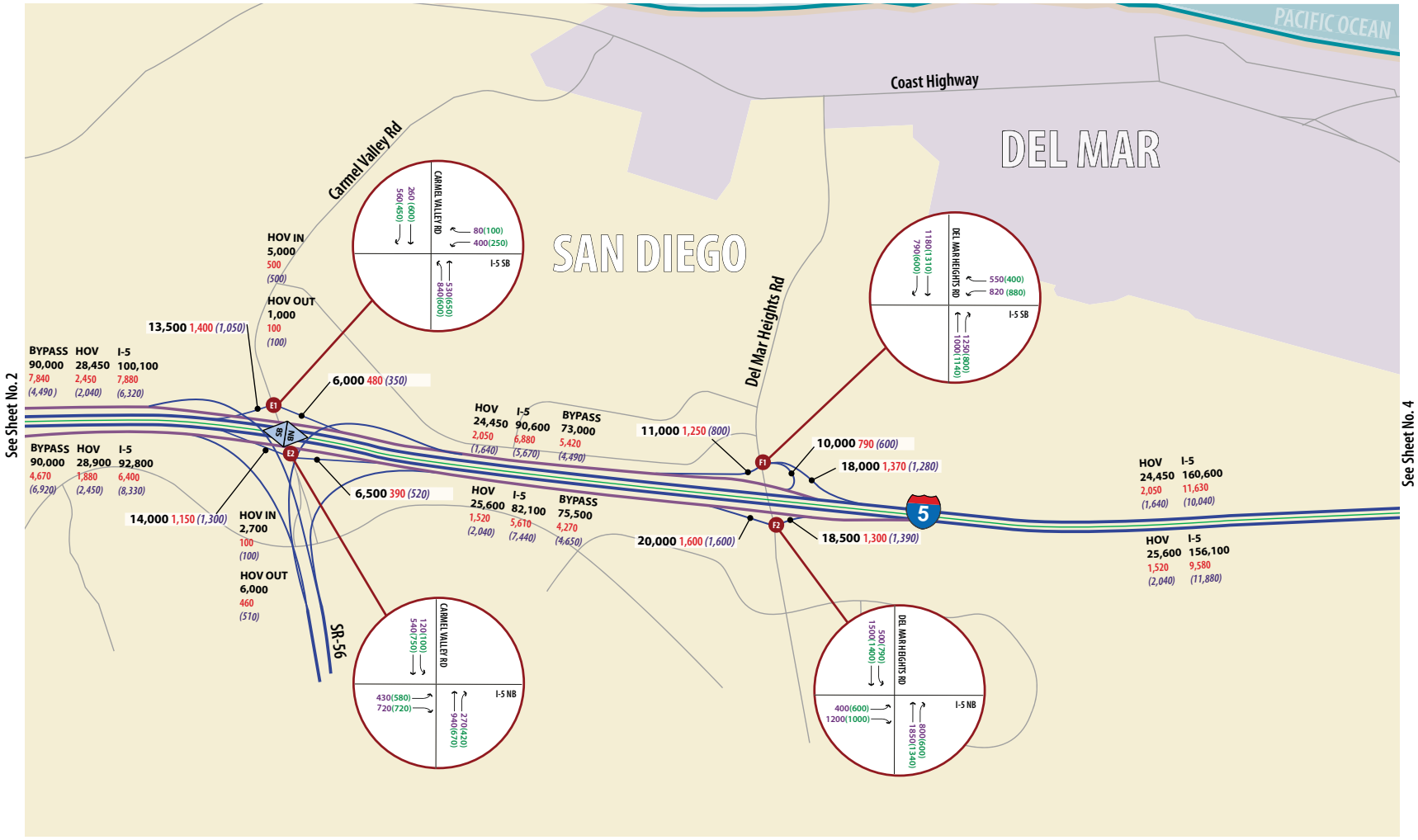
- XX = Intersection ID Number
- XX = DAR Intersection ID Number
- = HOV Ingress / Egress
- = I-5 Mainline
- = I-5 HOV
- XX (XX) = AM Peak Hour Turning Volume (PM Peak Hour Turning Volume)
- XX,XXX X,XXX (X,XXX) = HOV/Ramp Average Daily Traffic AM Peak Hour (PM Peak Hour)
- XX,XXX = Average Daily Traffic
- X,XXX = AM Peak Hour
- (X,XXX) = (PM Peak Hour)
- = Bypass Lane

Caltrans

NORTH COAST INTERSTATE 5 CORRIDOR

WILSON & COMPANY ENGINEERS & ARCHITECTS

FIGURE 3-3. YEAR 2030 10+4 WITH DAR - TRAFFIC FORECAST DATA



Caltrans

N·O·R·T·H C·O·A·S·T INTERSTATE 5 CORRIDOR

WILSON & COMPANY ENGINEERS & ARCHITECTS

LEGEND

- XX = Intersection ID Number
- XX = DAR Intersection ID Number
- = HOV Ingress / Egress
- = I-5 Mainline
- = I-5 HOV
- XX (XX) = AM Peak Hour Turning Volume (PM Peak Hour Turning Volume)
- XX,XXX X,XXX (X,XXX) = HOV/Ramp Average Daily Traffic AM Peak Hour (PM Peak Hour)
- XX,XXX = Average Daily Traffic
- X,XXX = AM Peak Hour
- (X,XXX) = (PM Peak Hour)
- = Bypass Lane

Graphic Not to Scale

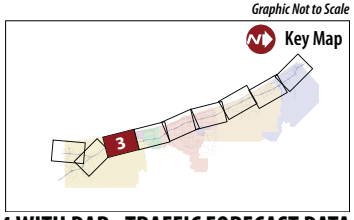
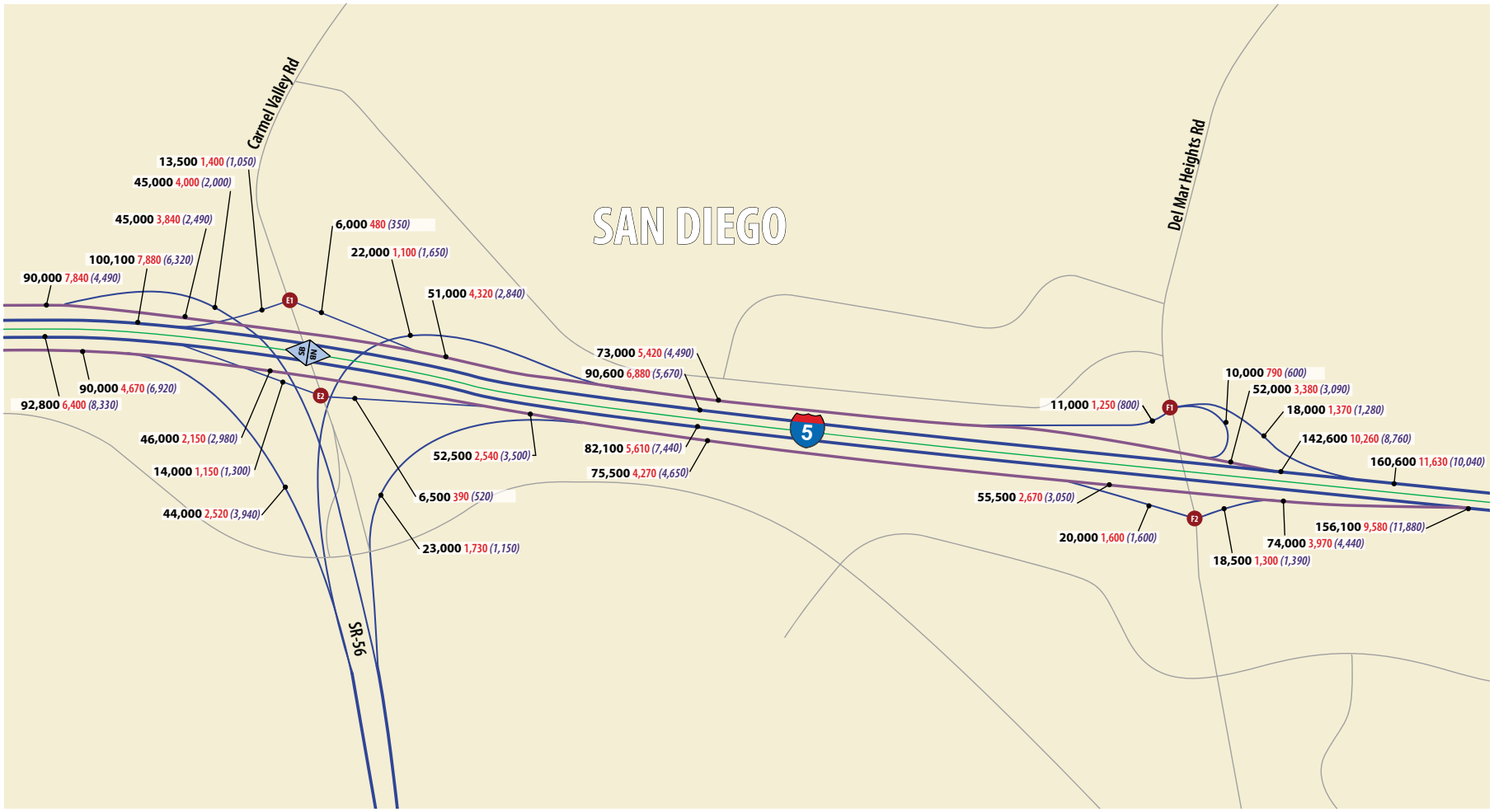


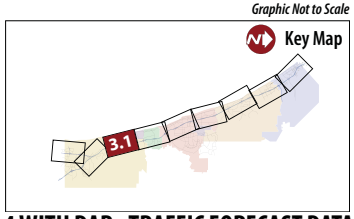
FIGURE 3-3. YEAR 2030 10+4 WITH DAR - TRAFFIC FORECAST DATA



LEGEND

- XX = Intersection ID Number
- XX = DAR Intersection ID Number
- SB NB = HOV Ingress / Egress
- = Bypass Lane
- = I-5 Mainline
- = I-5 HOV
- XX,XXX X,XXX (X,XXX) = Average Daily Traffic AM Peak Hour (PM Peak Hour)

Graphic Not to Scale

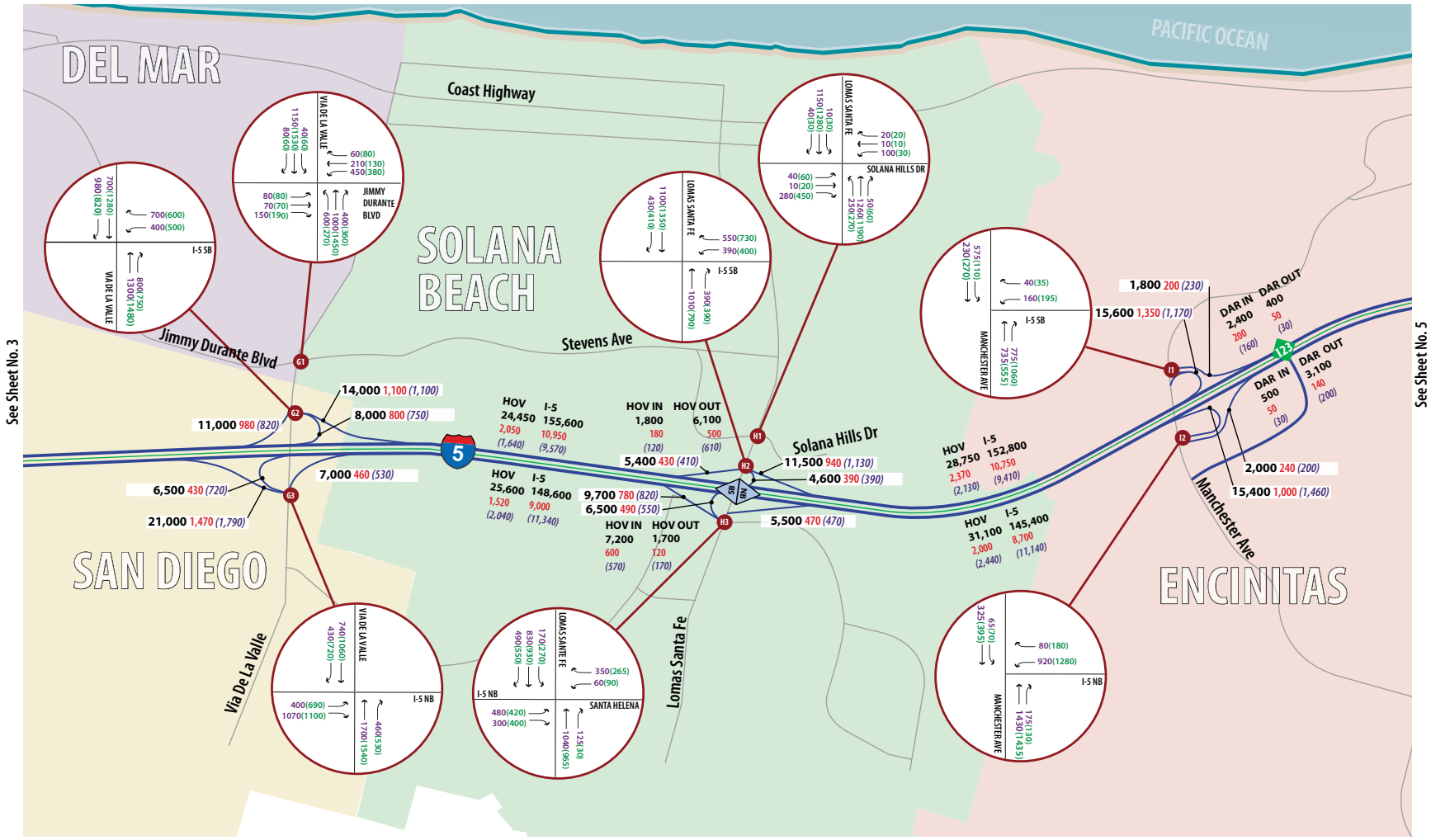


Caltrans

NORTH COAST INTERSTATE 5 CORRIDOR

WILSON & COMPANY ENGINEERS & ARCHITECTS

FIGURE 3-3. YEAR 2030 10+4 WITH DAR - TRAFFIC FORECAST DATA



Caltrans

NORTH COAST INTERSTATE 5 CORRIDOR

WILSON & COMPANY ENGINEERS & ARCHITECTS

LEGEND

- XX = Intersection ID Number
- XX = DAR Intersection ID Number
- = HOV Ingress / Egress
- = I-5 Mainline
- = I-5 HOV
- XX (XX) = AM Peak Hour Turning Volume (PM Peak Hour Turning Volume)
- XX,XXX X,XXX (X,XXX) = HOV/Ramp Average Daily Traffic AM Peak Hour (PM Peak Hour)
- XX,XXX = Average Daily Traffic
- X,XXX = AM Peak Hour
- (X,XXX) = (PM Peak Hour)
- = Bypass Lane

Graphic Not to Scale

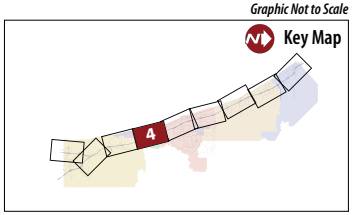
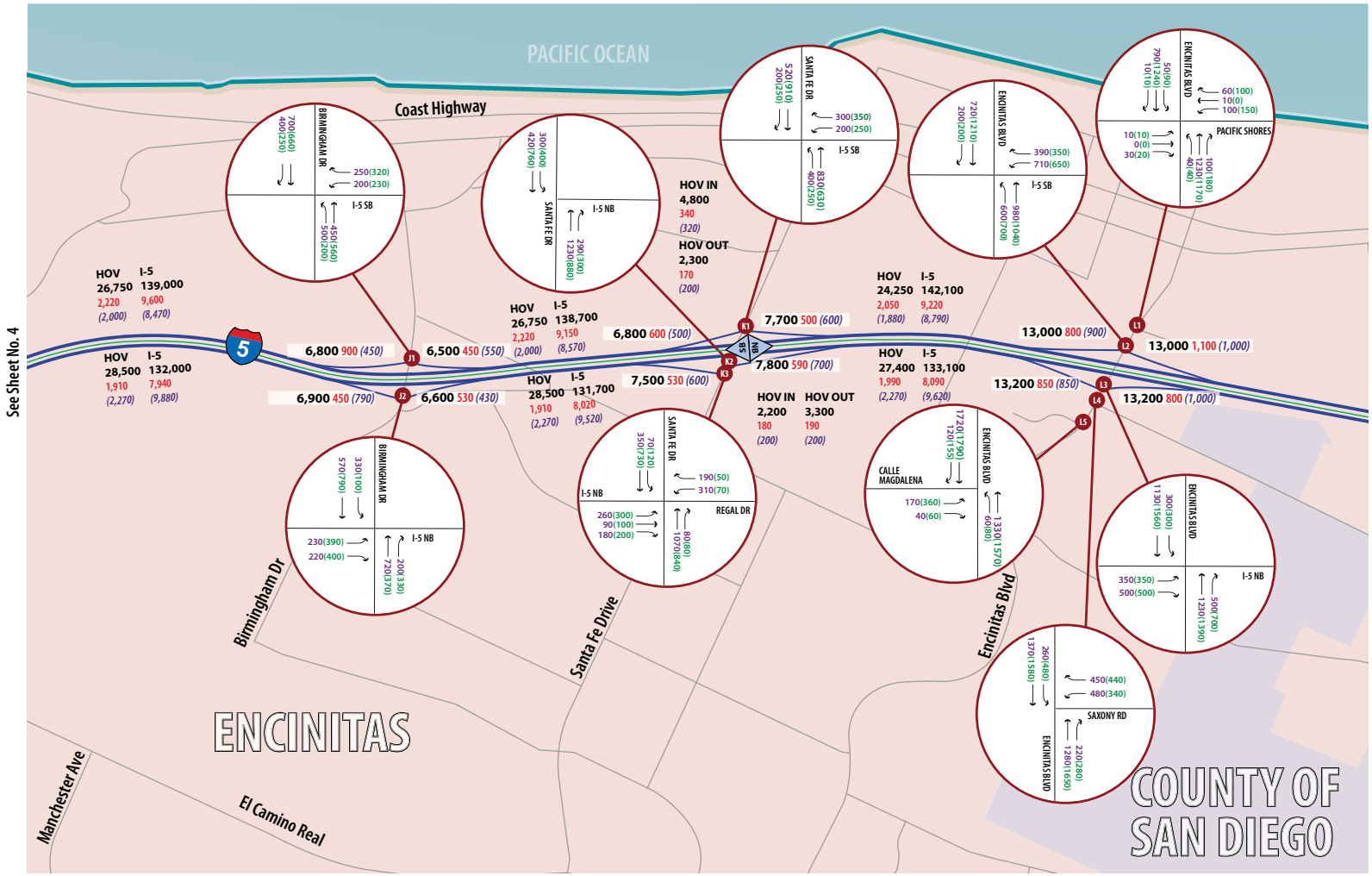


FIGURE 3-3. YEAR 2030 10+4 WITH DAR - TRAFFIC FORECAST DATA



LEGEND

XX = Intersection ID Number		XX (XX)	= AM Peak Hour Turning Volume (PM Peak Hour Turning Volume)
XX = DAR Intersection ID Number		XX,XXX X,XXX (X,XXX)	= HOV/Ramp Average Daily Traffic AM Peak Hour (PM Peak Hour)
= HOV Ingress / Egress		XX,XXX	= Average Daily Traffic
= I-5 Mainline		X,XXX	= AM Peak Hour
= I-5 HOV		(X,XXX)	= (PM Peak Hour)
		= Bypass Lane	

Caltrans

NORTH COAST INTERSTATE 5 CORRIDOR

WILSON & COMPANY ENGINEERS & ARCHITECTS

Graphic Not to Scale

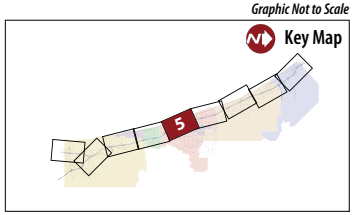
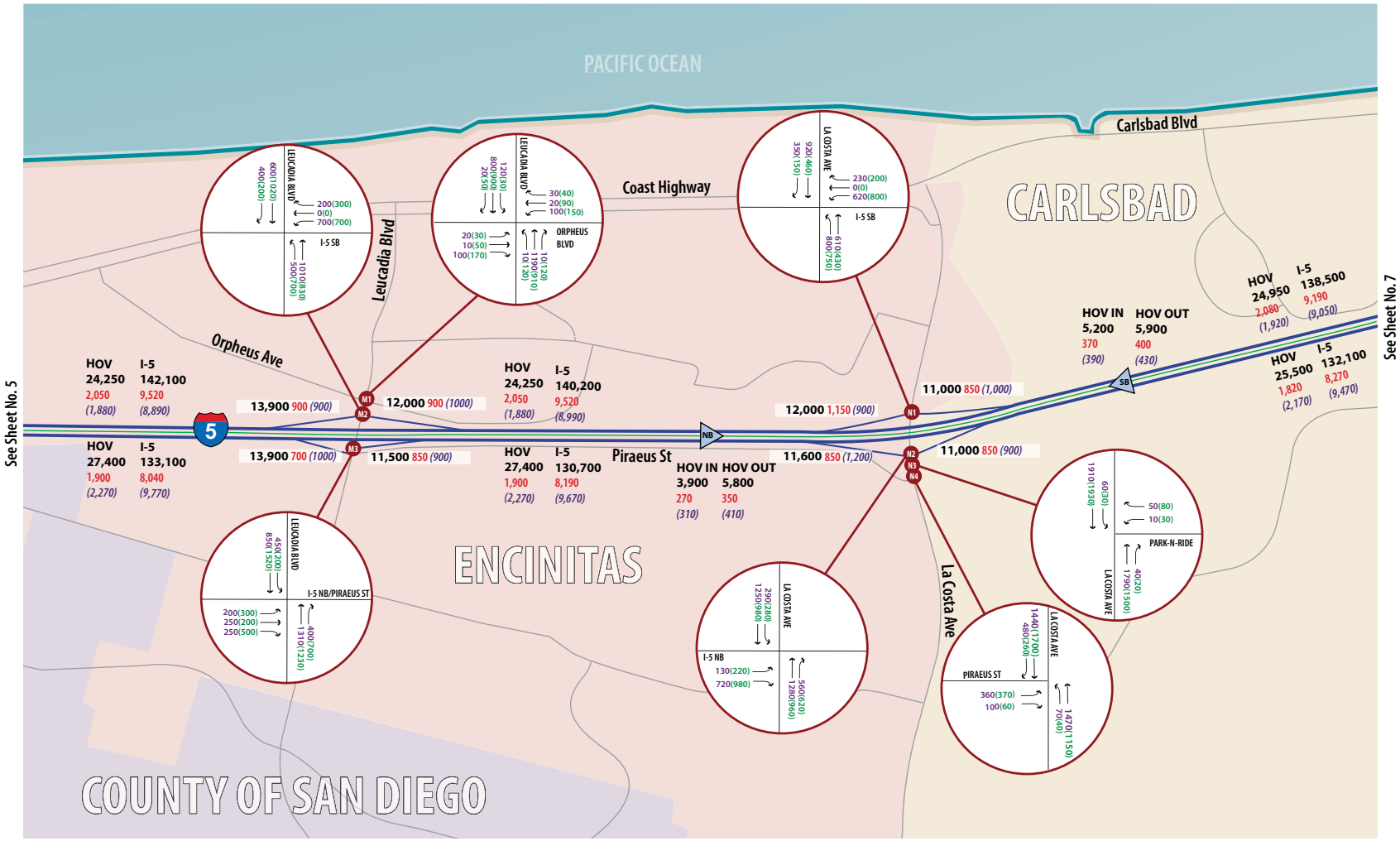


FIGURE 3-3. YEAR 2030 10+4 WITH DAR - TRAFFIC FORECAST DATA



Caltrans

NORTH COAST INTERSTATE 5 CORRIDOR

WILSON & COMPANY ENGINEERS & ARCHITECTS

LEGEND

- XX = Intersection ID Number
- XX = DAR Intersection ID Number
- = HOV Ingress / Egress
- = I-5 Mainline
- = I-5 HOV
- XX (XX) = AM Peak Hour Turning Volume (PM Peak Hour Turning Volume)
- XX,XXX X,XXX (X,XXX) = HOV/Ramp Average Daily Traffic AM Peak Hour (PM Peak Hour)
- XX,XXX = Average Daily Traffic
- X,XXX = AM Peak Hour
- (X,XXX) = (PM Peak Hour)
- = Bypass Lane

Graphic Not to Scale

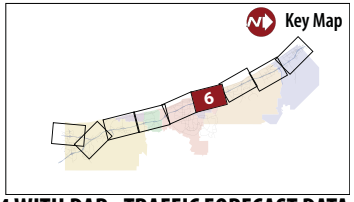
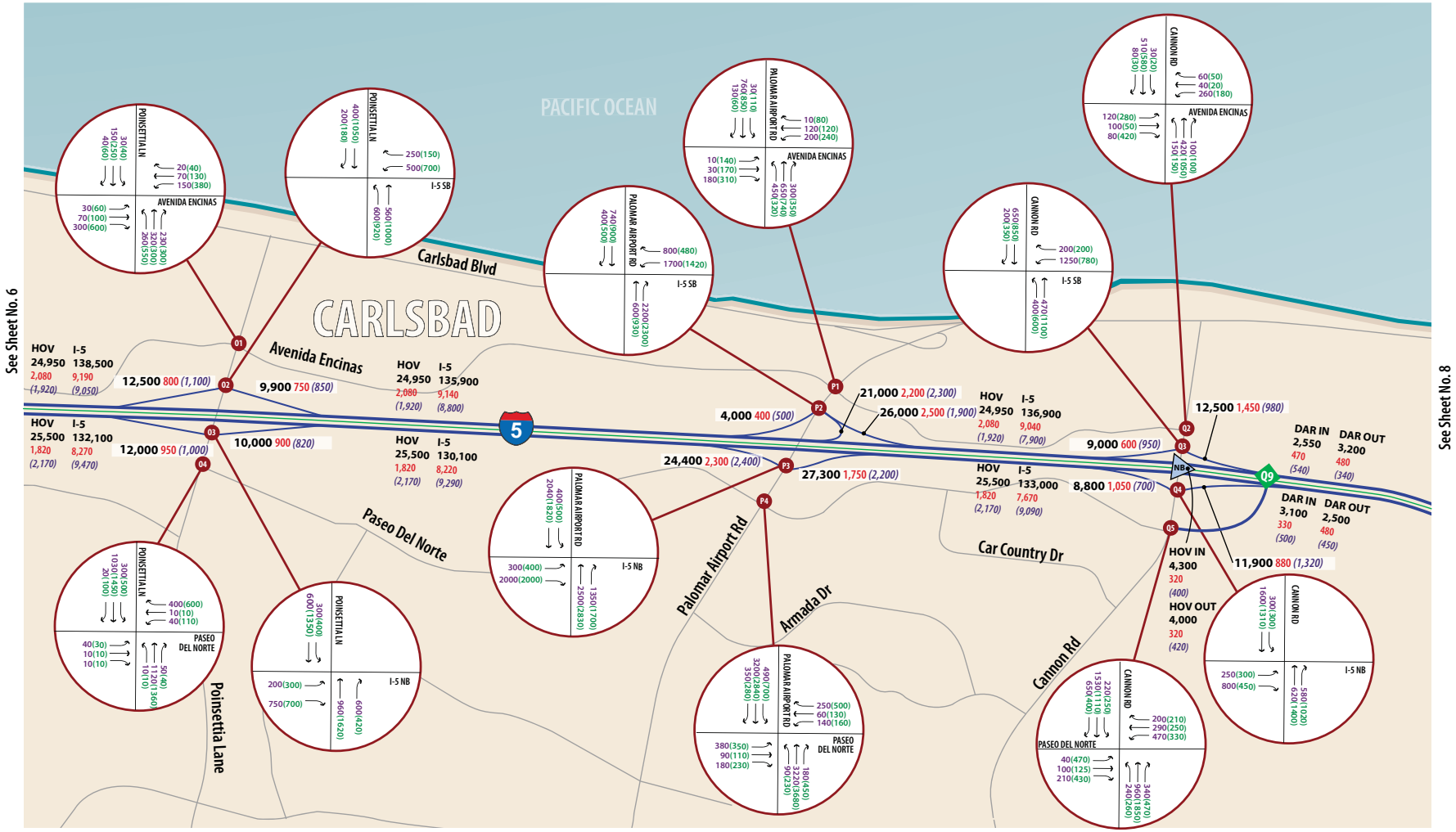


FIGURE 3-3. YEAR 2030 10+4 WITH DAR - TRAFFIC FORECAST DATA



LEGEND

XX	= Intersection ID Number	XX (XX)	= AM Peak Hour Turning Volume (PM Peak Hour Turning Volume)
XX	= DAR Intersection ID Number	XX,XXX X,XXX (X,XXX)	= HOV/Ramp Average Daily Traffic AM Peak Hour (PM Peak Hour)
S E	= HOV Ingress / Egress	XX,XXX	= Average Daily Traffic
	= I-5 Mainline	X,XXX	= AM Peak Hour
	= I-5 HOV	(X,XXX)	= (PM Peak Hour)
			= Bypass Lane

Caltrans

NORTHCOAST INTERSTATE 5 CORRIDOR

WILSON & COMPANY ENGINEERS & ARCHITECTS

Graphic Not to Scale

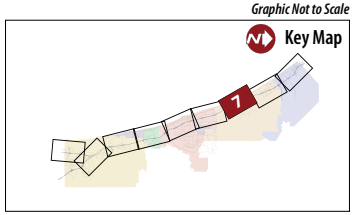
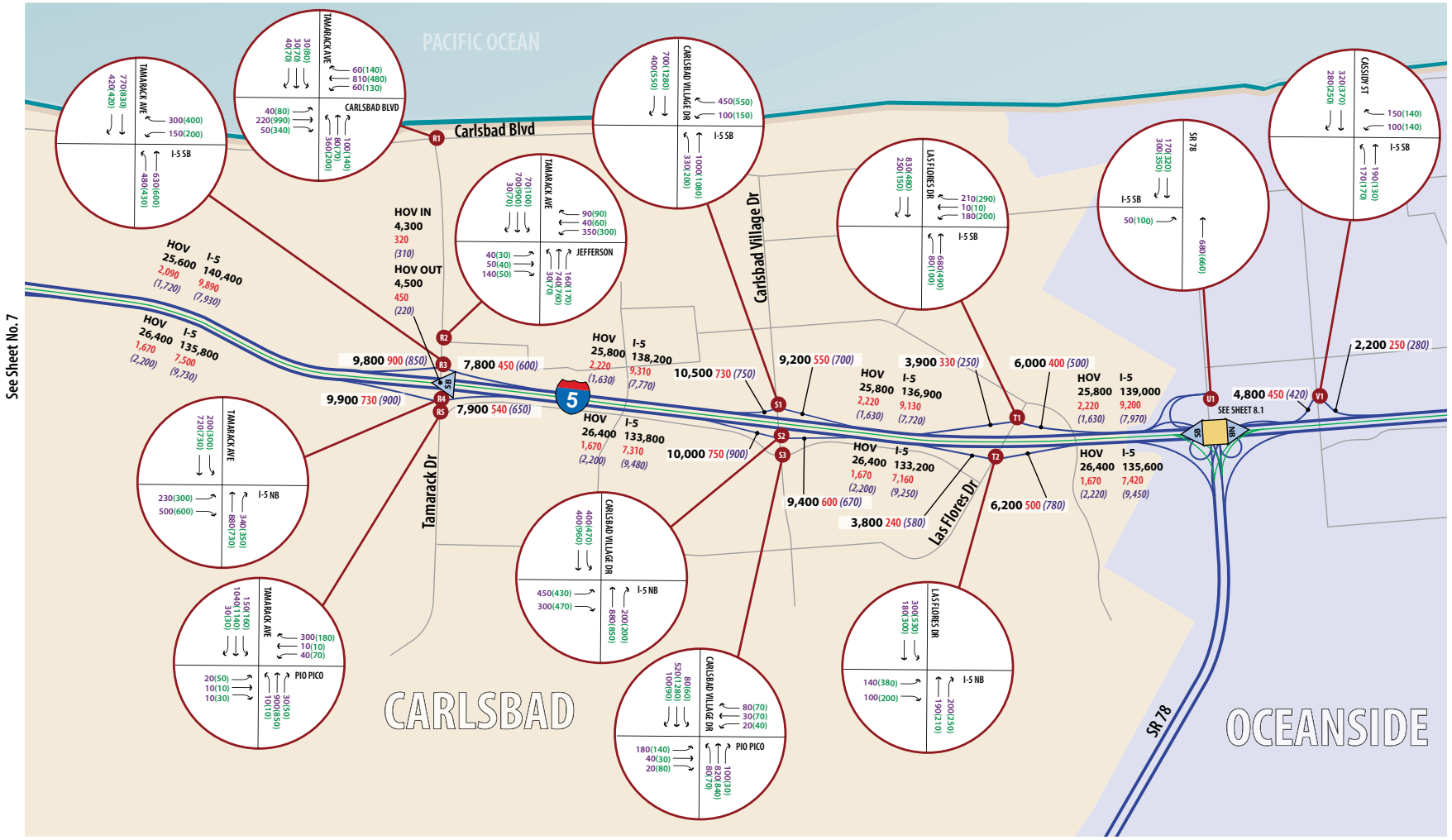
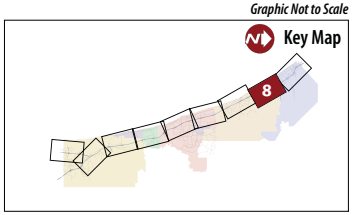


FIGURE 3-3. YEAR 2030 10+4 WITH DAR - TRAFFIC FORECAST DATA



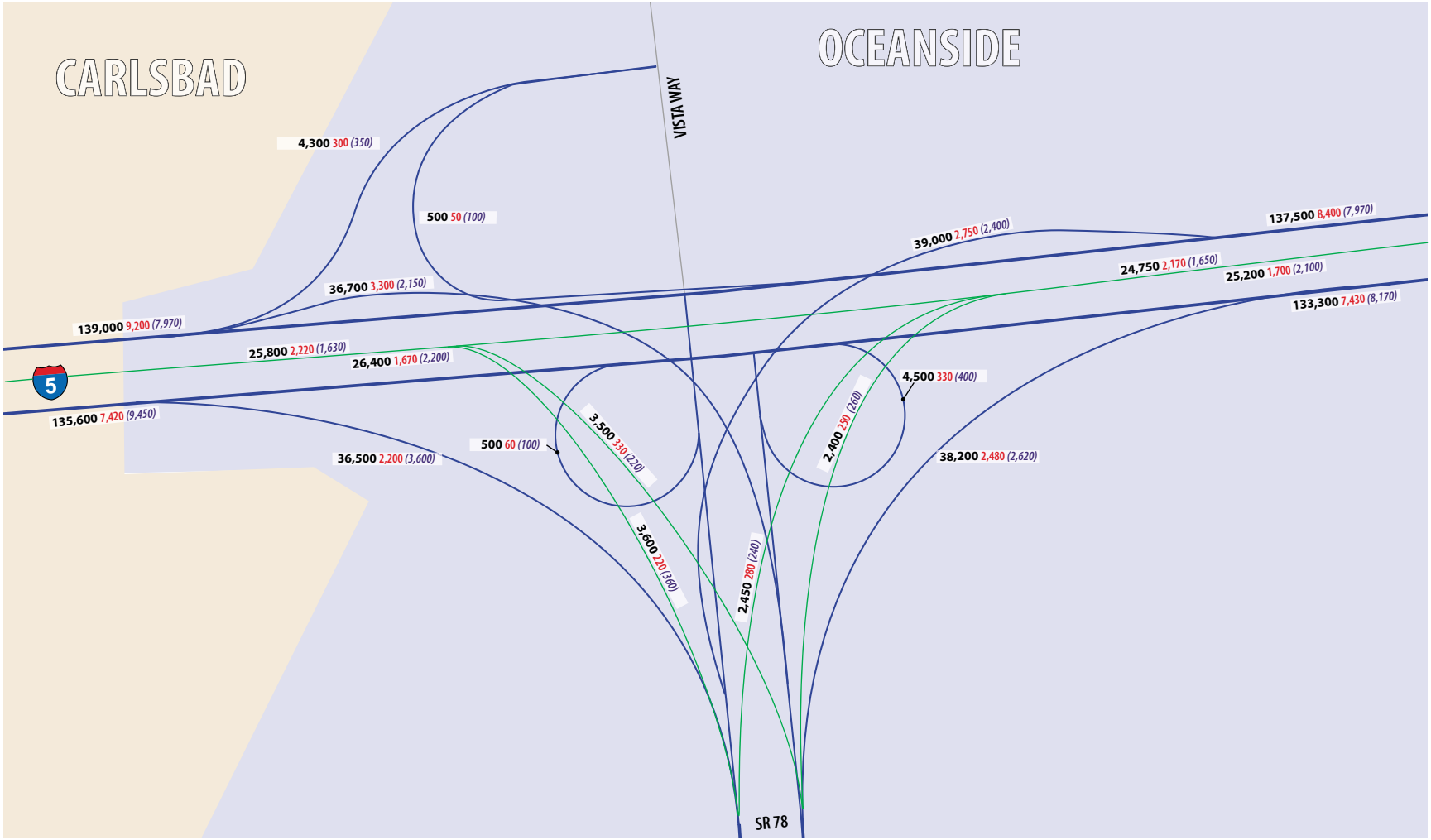
Graphic Not to Scale



LEGEND

- XX = Intersection ID Number
- XX = DAR Intersection ID Number
- = HOV Ingress / Egress
- = FWY to FWY HOV Access
- = I-5 Mainline
- XX (XX) = AM Peak Hour Turning Volume (PM Peak Hour Turning Volume)
- XX,XXX X,XXX (X,XXX) = HOV/Ramp Average Daily Traffic AM Peak Hour (PM Peak Hour)
- XX,XXX = Average Daily Traffic
- X,XXX = AM Peak Hour
- (X,XXX) = (PM Peak Hour)
- = I-5 HOV

FIGURE 3-3. YEAR 2030 10+4 WITH DAR - TRAFFIC FORECAST DATA



LEGEND

- XX = Intersection ID Number
- XX = DAR Intersection ID Number
- = HOV Ingress / Egress
- = Bypass Lane
- = I-5 Mainline
- = I-5 HOV
- XX,XXX X,XXX (X,XXX) = Average Daily Traffic AM Peak Hour (PM Peak Hour)

Graphic Not to Scale

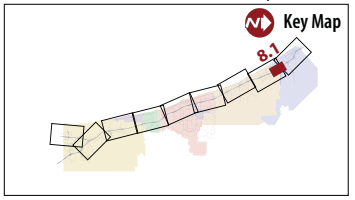
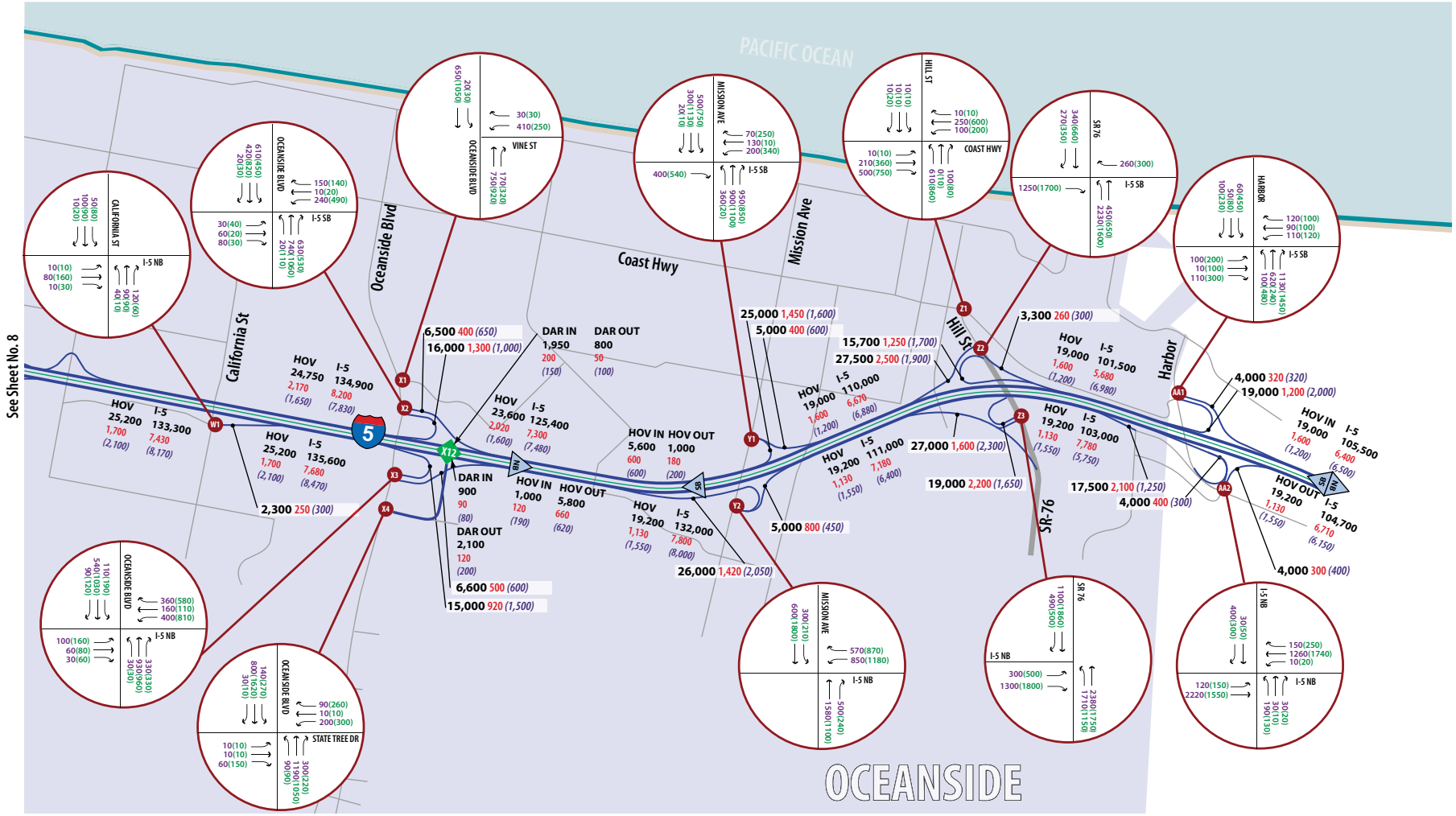
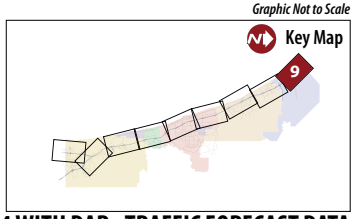


FIGURE 3-3. YEAR 2030 10+4 WITH DAR - TRAFFIC FORECAST DATA



Graphic Not to Scale



LEGEND

- XX = Intersection ID Number
- XX = DAR Intersection ID Number
- = HOV Ingress / Egress
- = I-5 Mainline
- = I-5 HOV
- XX (XX) = AM Peak Hour Turning Volume (PM Peak Hour Turning Volume)
- XX,XXX X,XXX (X,XXX) = HOV/Ramp Average Daily Traffic AM Peak Hour (PM Peak Hour)
- XX,XXX = Average Daily Traffic
- X,XXX = AM Peak Hour
- (X,XXX) = (PM Peak Hour)
- = Bypass Lane

Caltrans

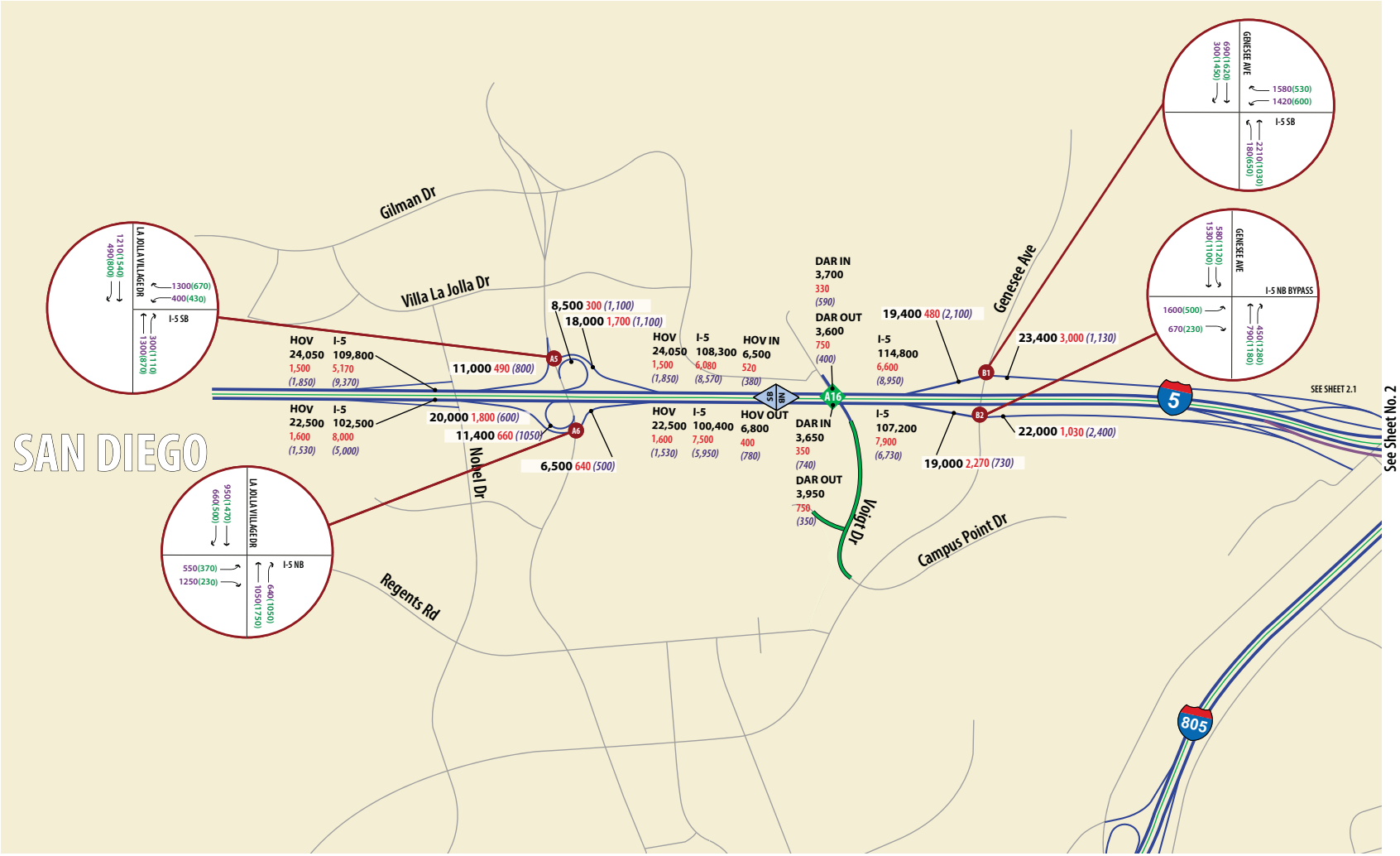
NORTH COAST INTERSTATE 5 CORRIDOR

WILSON & COMPANY ENGINEERS & ARCHITECTS

FIGURE 3-3. YEAR 2030 10+4 WITH DAR - TRAFFIC FORECAST DATA

Appendix D

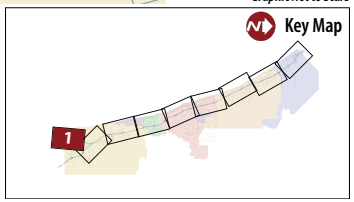
Figure 3-4. Year 2030 8+4 with Direct Access Ramps – Traffic Forecast Data



LEGEND

- XX = Intersection ID Number
- XX = DAR Intersection ID Number
- = HOV Ingress / Egress
- = I-5 Mainline
- = I-5 HOV
- XX (XX) = AM Peak Hour Turning Volume (PM Peak Hour Turning Volume)
- XX,XXX X,XXX (X,XXX) = HOV/Ramp Average Daily Traffic AM Peak Hour (PM Peak Hour)
- XX,XXX = Average Daily Traffic
- X,XXX = AM Peak Hour
- (X,XXX) = (PM Peak Hour)
- = Bypass Lane

Graphic Not to Scale

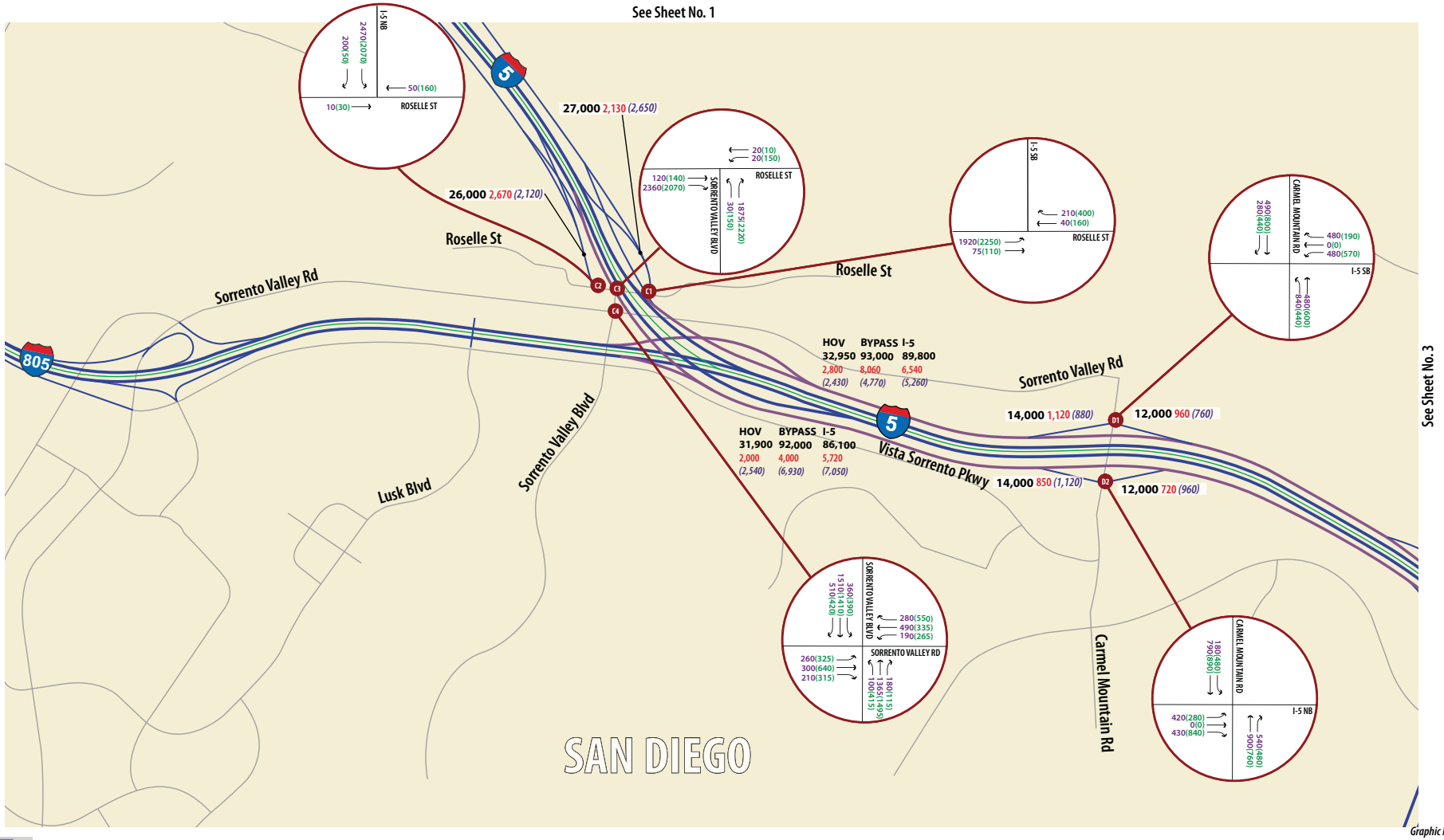


Caltrans

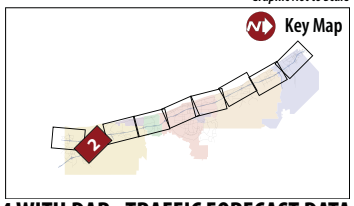
NORTH COAST INTERSTATE 5 CORRIDOR

WILSON & COMPANY ENGINEERS & ARCHITECTS

FIGURE 3-4. YEAR 2030 8+4 WITH DAR - TRAFFIC FORECAST DATA



Graphic Not to Scale

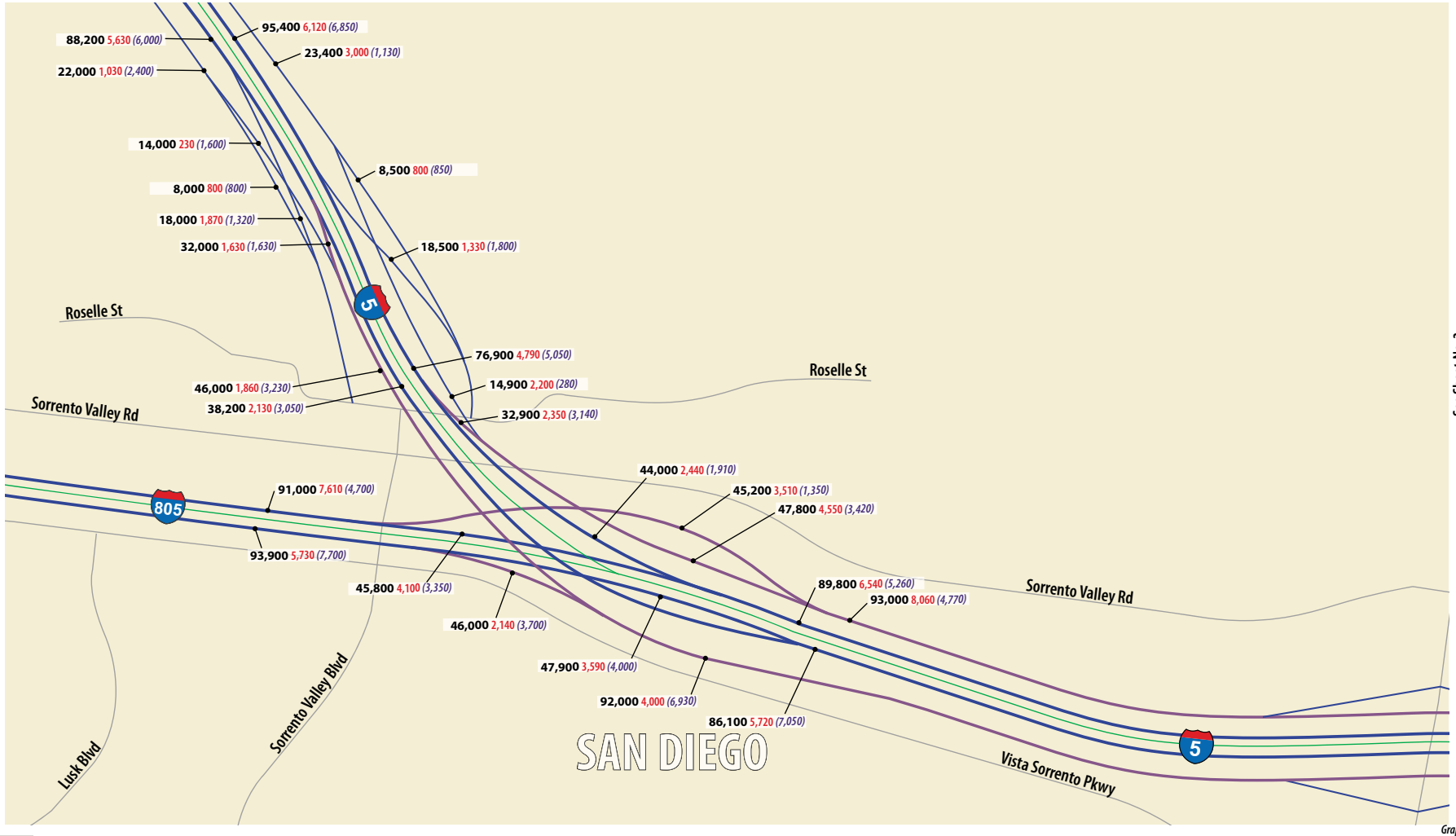


LEGEND

- = Intersection ID Number
- = DAR Intersection ID Number
- = HOV Ingress / Egress
- = I-5 Mainline
- = I-5 HOV
- XX (XX) = AM Peak Hour Turning Volume (PM Peak Hour Turning Volume)
- XX,XXX X,XXX (X,XXX) = HOV/Ramp Average Daily Traffic AM Peak Hour (PM Peak Hour)
- XX,XXX = Average Daily Traffic
- X,XXX = AM Peak Hour
- (X,XXX) = (PM Peak Hour)
- = Bypass Lane

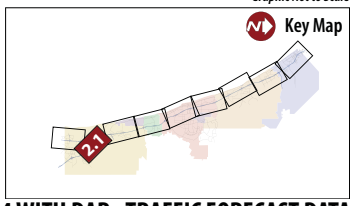
FIGURE 3-4 YEAR 2030 8+4 WITH DAR - TRAFFIC FORECAST DATA

See Sheet No. 1



See Sheet No. 3

Graphic Not to Scale



LEGEND

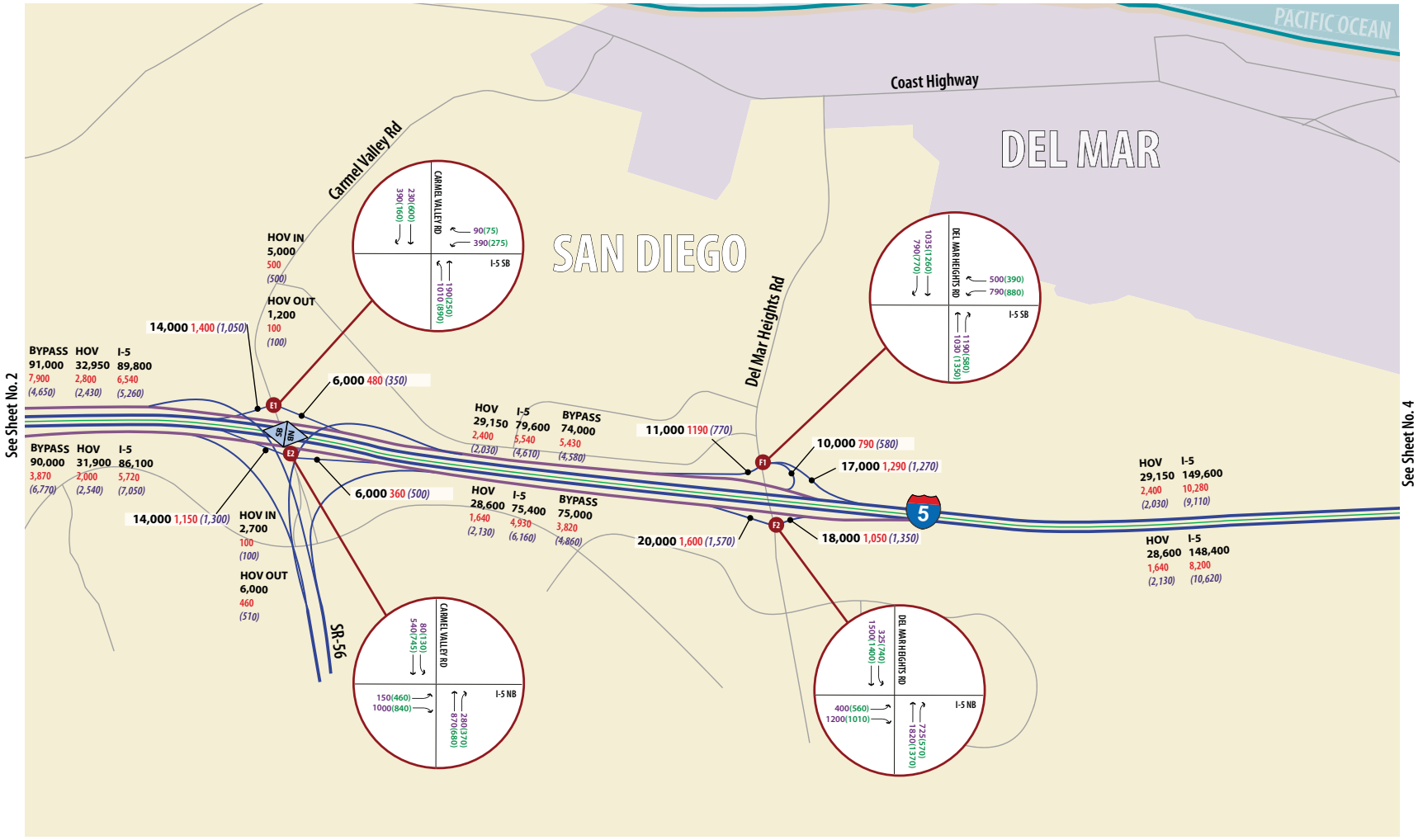
XX	= Intersection ID Number	XX (XX)	= AM Peak Hour Turning Volume (PM Peak Hour Turning Volume)
XX	= DAR Intersection ID Number	XX,XXX X,XXX (X,XXX)	= HOV/Ramp Average Daily Traffic AM Peak Hour (PM Peak Hour)
	= HOV Ingress / Egress	XX,XXX	= Average Daily Traffic
	= I-5 Mainline	X,XXX	= AM Peak Hour
	= I-5 HOV	(X,XXX)	= (PM Peak Hour)
			= Bypass Lane

Caltrans

NORTH COAST INTERSTATE 5 CORRIDOR

WILSON & COMPANY ENGINEERS & ARCHITECTS

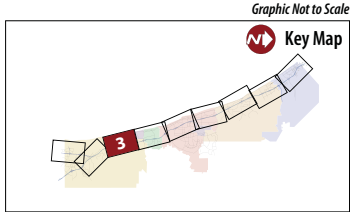
FIGURE 3-4. YEAR 2030 8+4 WITH DAR - TRAFFIC FORECAST DATA



LEGEND

- XX = Intersection ID Number
- XX = DAR Intersection ID Number
- HOV Ingress / Egress
- = I-5 Mainline
- = I-5 HOV
- XX (XX) = AM Peak Hour Turning Volume (PM Peak Hour Turning Volume)
- XX,XXX X,XXX (X,XXX) = HOV/Ramp Average Daily Traffic AM Peak Hour (PM Peak Hour)
- XX,XXX = Average Daily Traffic
- X,XXX = AM Peak Hour
- (X,XXX) = (PM Peak Hour)
- = Bypass Lane

Graphic Not to Scale

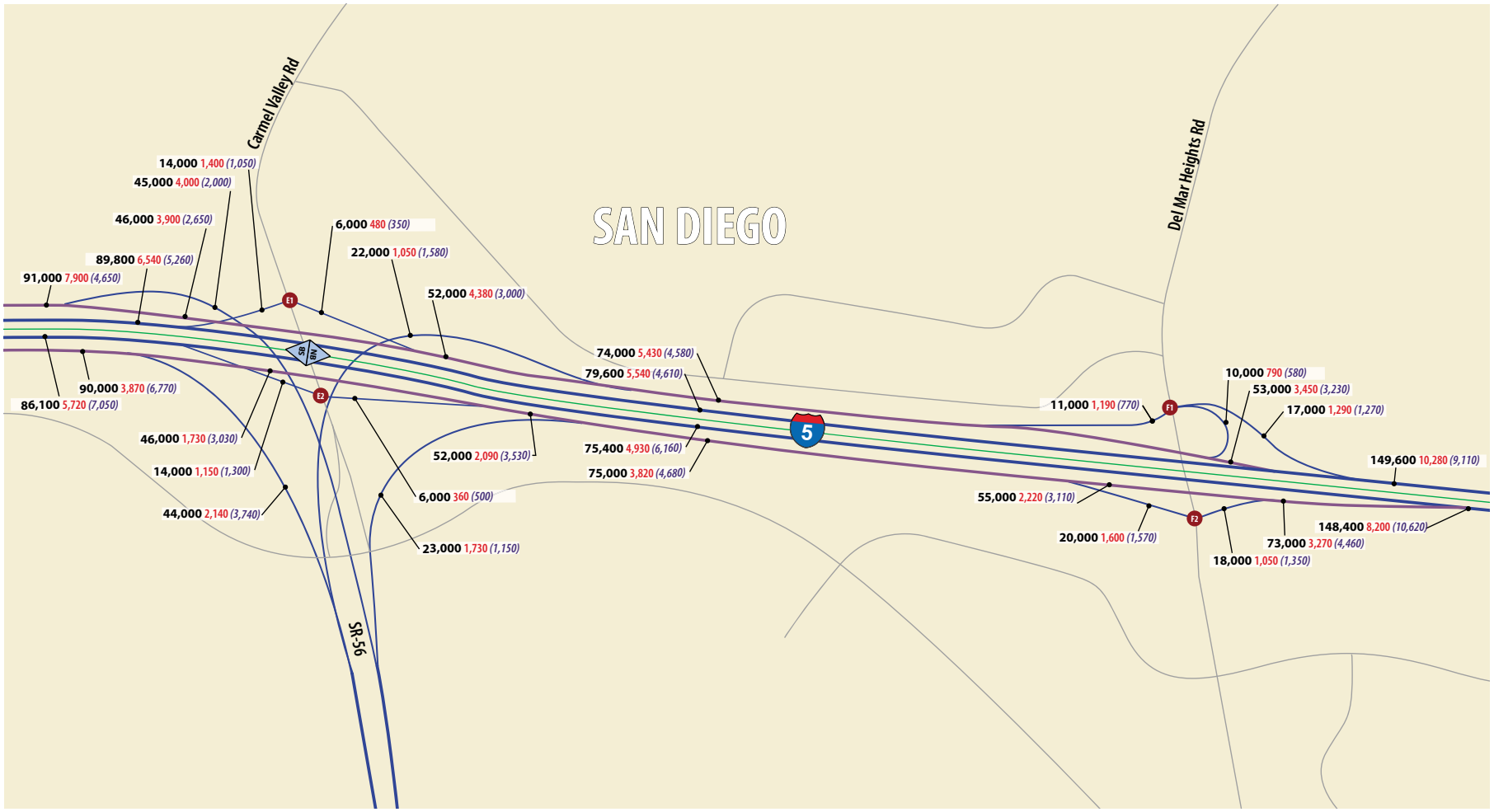


Caltrans

NORTH COAST INTERSTATE 5 CORRIDOR

WILSON & COMPANY ENGINEERS & ARCHITECTS

FIGURE 3-4. YEAR 2030 8+4 WITH DAR - TRAFFIC FORECAST DATA



Caltrans

N·O·R·T·H C·O·A·S·T INTERSTATE 5 CORRIDOR

WILSON & COMPANY ENGINEERS & ARCHITECTS

LEGEND

- XX = Intersection ID Number
- XX = DAR Intersection ID Number
- SB NB = HOV Ingress / Egress
- = Bypass Lane
- = I-5 Mainline
- = I-5 HOV
- XX,XXX X,XXX (X,XXX) = Average Daily Traffic AM Peak Hour (PM Peak Hour)

Graphic Not to Scale

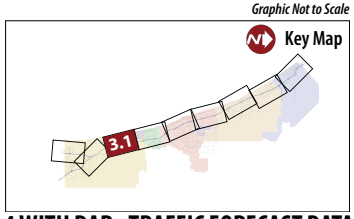
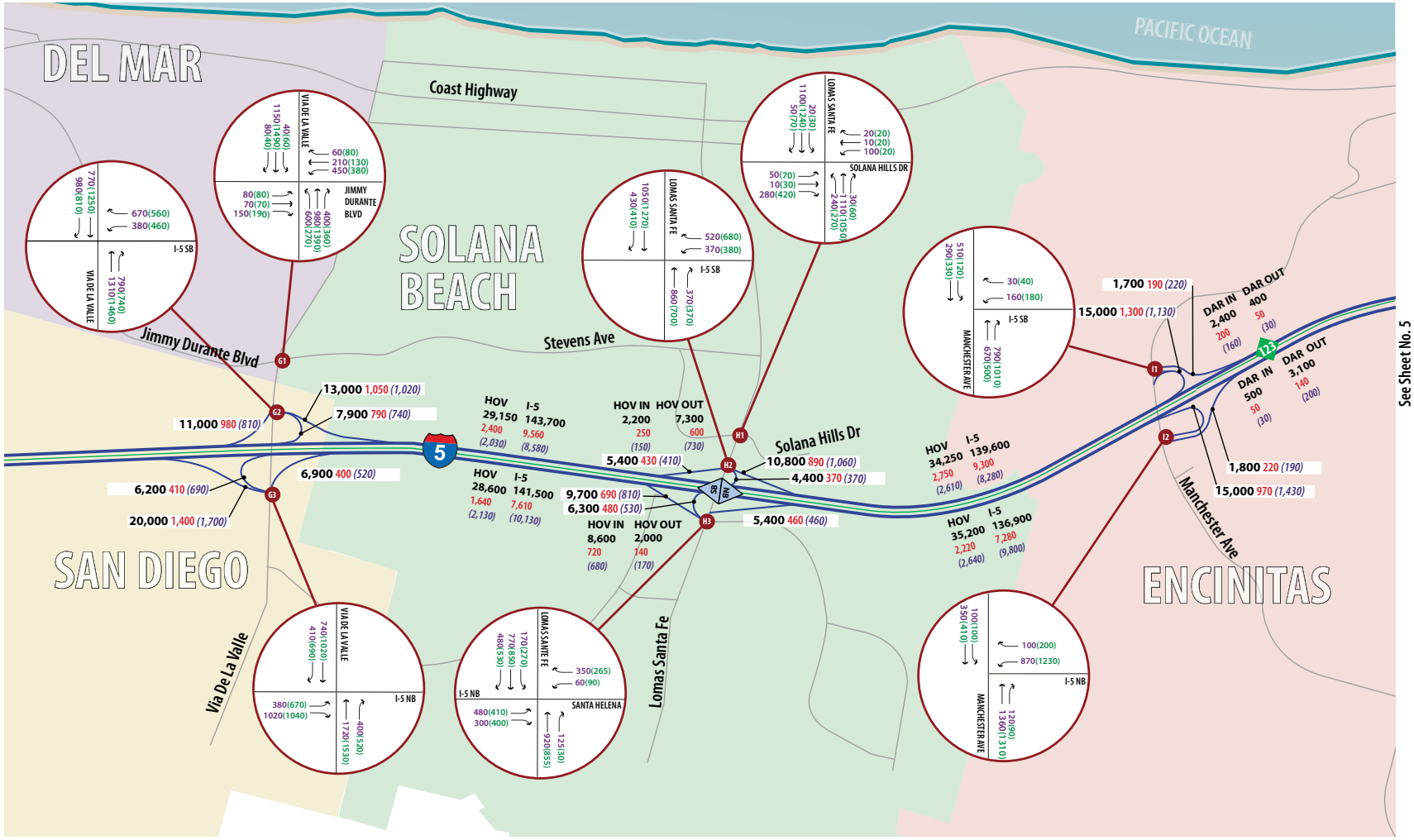


FIGURE 3-4. YEAR 2030 8+4 WITH DAR - TRAFFIC FORECAST DATA



LEGEND

- XX = Intersection ID Number
- XX = DAR Intersection ID Number
- = HOV Ingress / Egress
- = I-5 Mainline
- = I-5 HOV

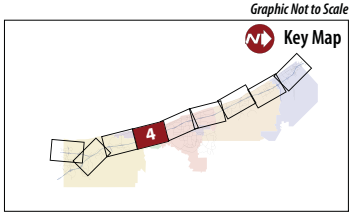
XX (XX) = AM Peak Hour Turning Volume (PM Peak Hour Turning Volume)

XX,XXX X,XXX (X,XXX) = HOV/Ramp Average Daily Traffic AM Peak Hour (PM Peak Hour)

XX,XXX = Average Daily Traffic
X,XXX = AM Peak Hour
(X,XXX) = (PM Peak Hour)

= Bypass Lane

Graphic Not to Scale

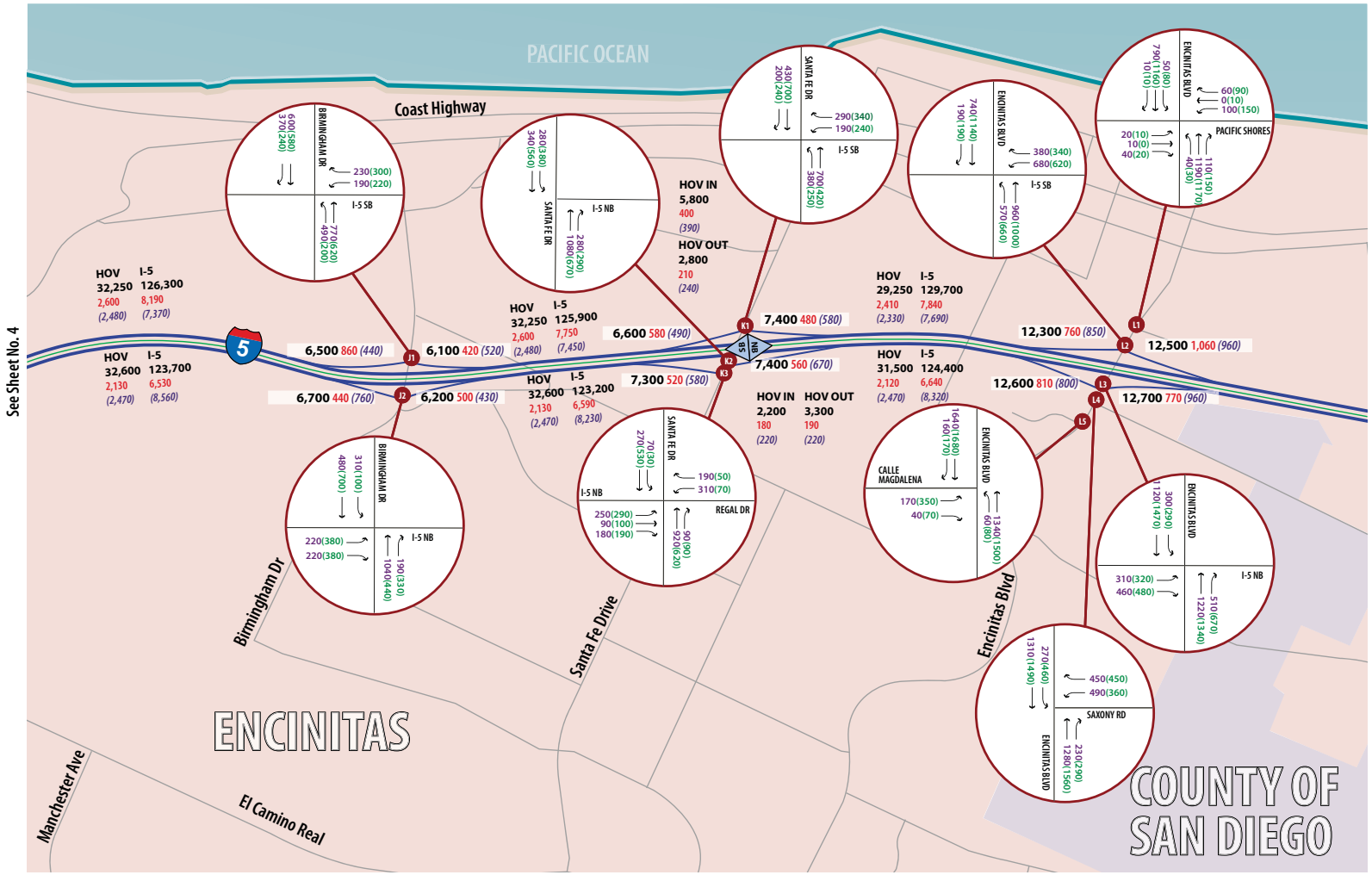


Caltrans

NORTH COAST INTERSTATE 5 CORRIDOR

WILSON & COMPANY ENGINEERS & ARCHITECTS

FIGURE 3-4. YEAR 2030 8+4 WITH DAR - TRAFFIC FORECAST DATA



LEGEND

XX	= Intersection ID Number	XX (XX)	= AM Peak Hour Turning Volume (PM Peak Hour Turning Volume)
XX	= DAR Intersection ID Number	XX,XXX X,XXX (X,XXX)	= HOV/Ramp Average Daily Traffic AM Peak Hour (PM Peak Hour)
	= HOV Ingress / Egress	XX,XXX	= Average Daily Traffic
	= I-5 Mainline	X,XXX	= AM Peak Hour
	= I-5 HOV	(X,XXX)	= (PM Peak Hour)
			= Bypass Lane

Graphic Not to Scale

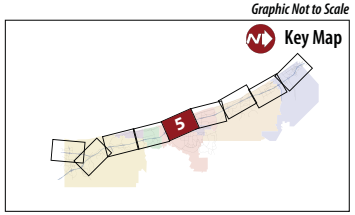
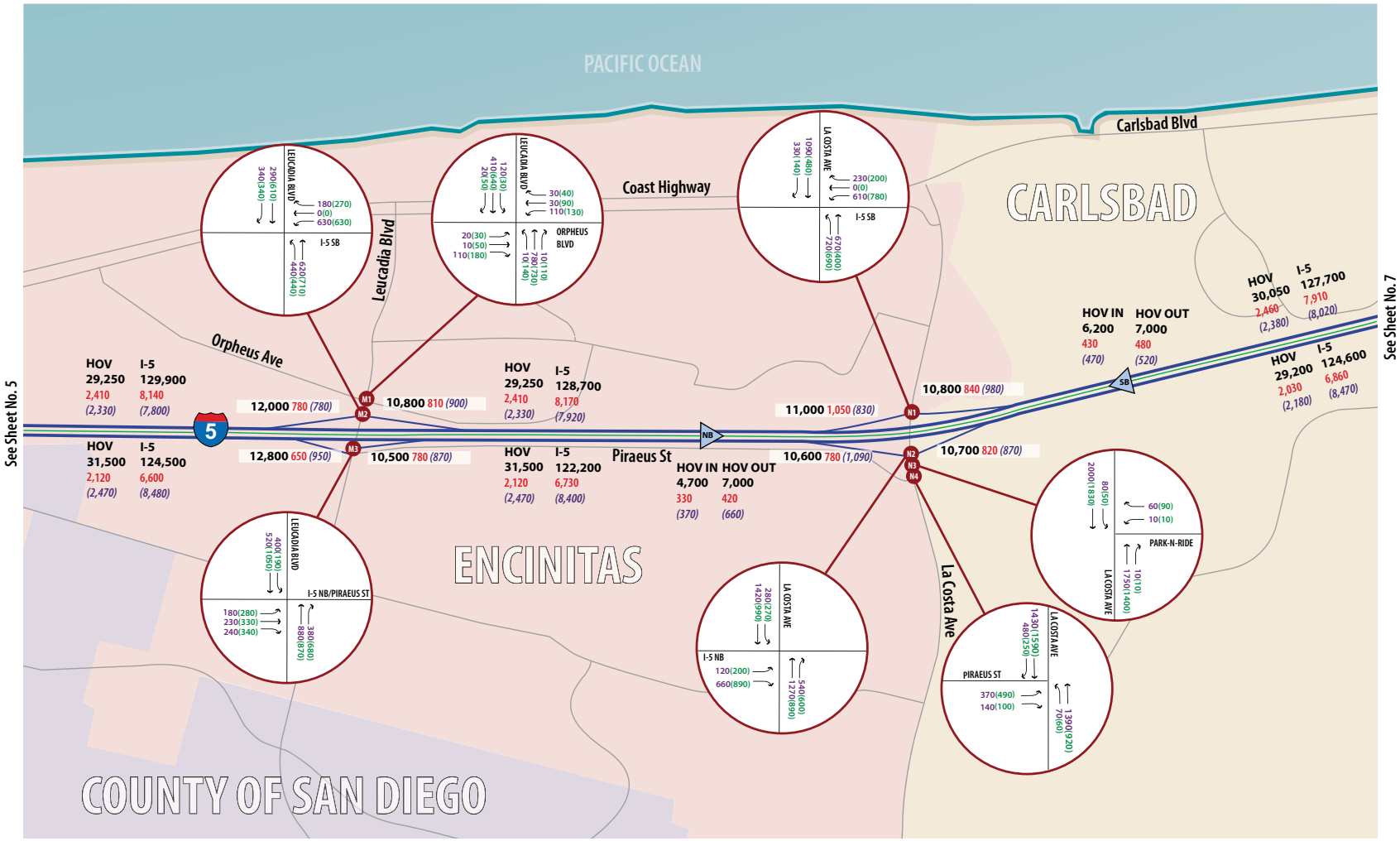


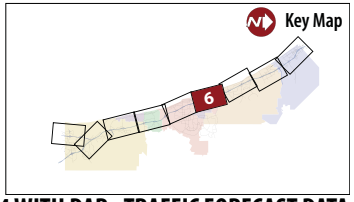
FIGURE 3-4. YEAR 2030 8+4 WITH DAR - TRAFFIC FORECAST DATA



LEGEND

- XX = Intersection ID Number
- XX = DAR Intersection ID Number
- = HOV Ingress / Egress
- = I-5 Mainline
- = I-5 HOV
- XX (XX) = AM Peak Hour Turning Volume (PM Peak Hour Turning Volume)
- XX,XXX X,XXX (X,XXX) = HOV/Ramp Average Daily Traffic AM Peak Hour (PM Peak Hour)
- XX,XXX = Average Daily Traffic
- X,XXX = AM Peak Hour
- (X,XXX) = (PM Peak Hour)
- = Bypass Lane

Graphic Not to Scale

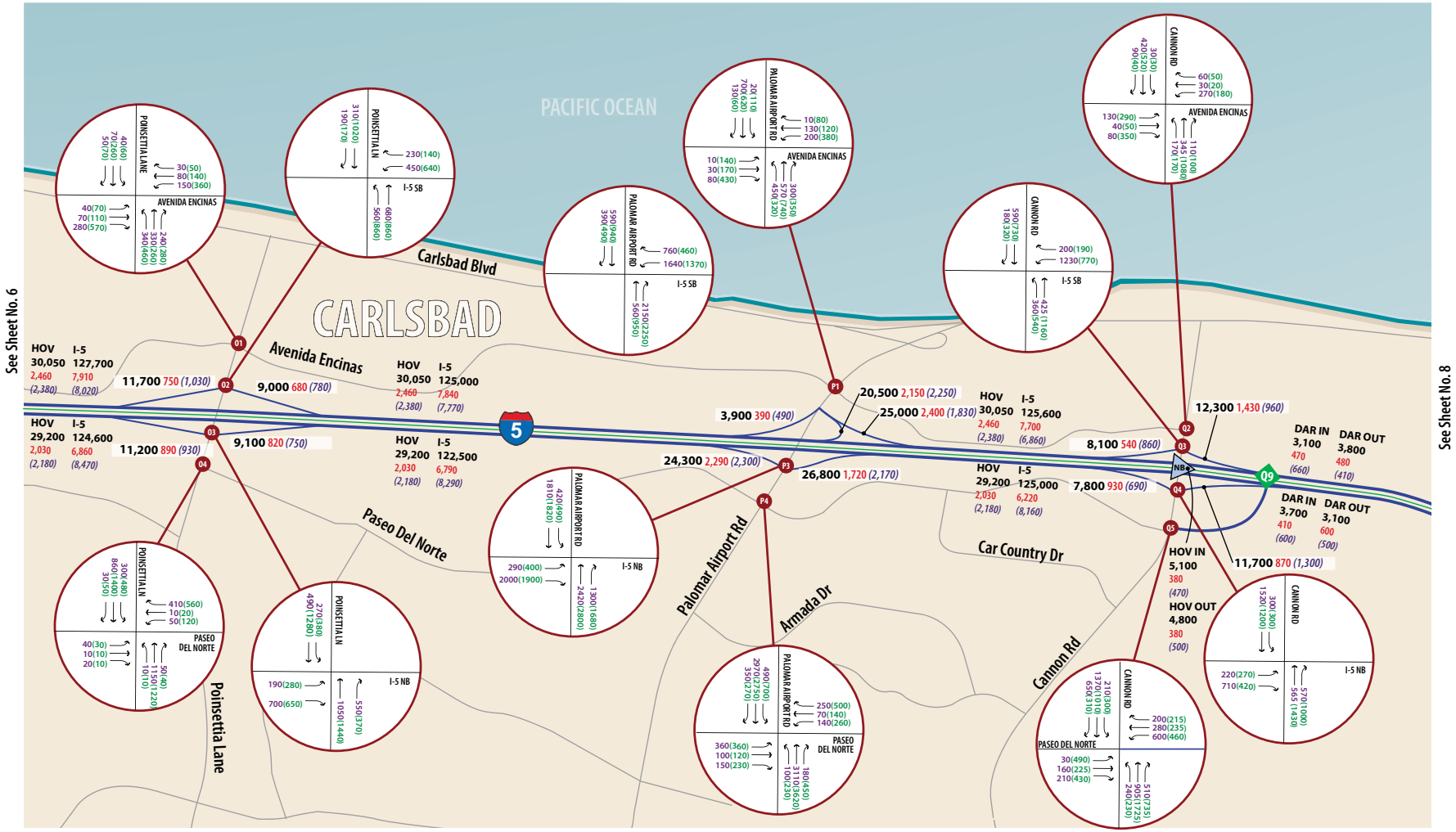


Caltrans

NORTH COAST INTERSTATE 5 CORRIDOR

WILSON & COMPANY ENGINEERS & ARCHITECTS

FIGURE 3-4. YEAR 2030 8+4 WITH DAR - TRAFFIC FORECAST DATA



LEGEND

XX	= Intersection ID Number	XX (XX)	= AM Peak Hour Turning Volume (PM Peak Hour Turning Volume)
XX	= DAR Intersection ID Number	XX,XXX X,XXX (X,XXX)	= HOV/Ramp Average Daily Traffic AM Peak Hour (PM Peak Hour)
S E	= HOV Ingress / Egress	XX,XXX	= Average Daily Traffic
	= I-5 Mainline	X,XXX	= AM Peak Hour
	= I-5 HOV	(X,XXX)	= (PM Peak Hour)
			= Bypass Lane

Graphic Not to Scale

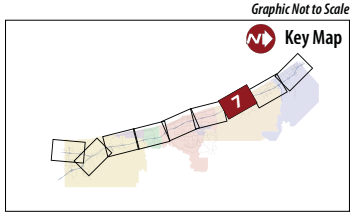
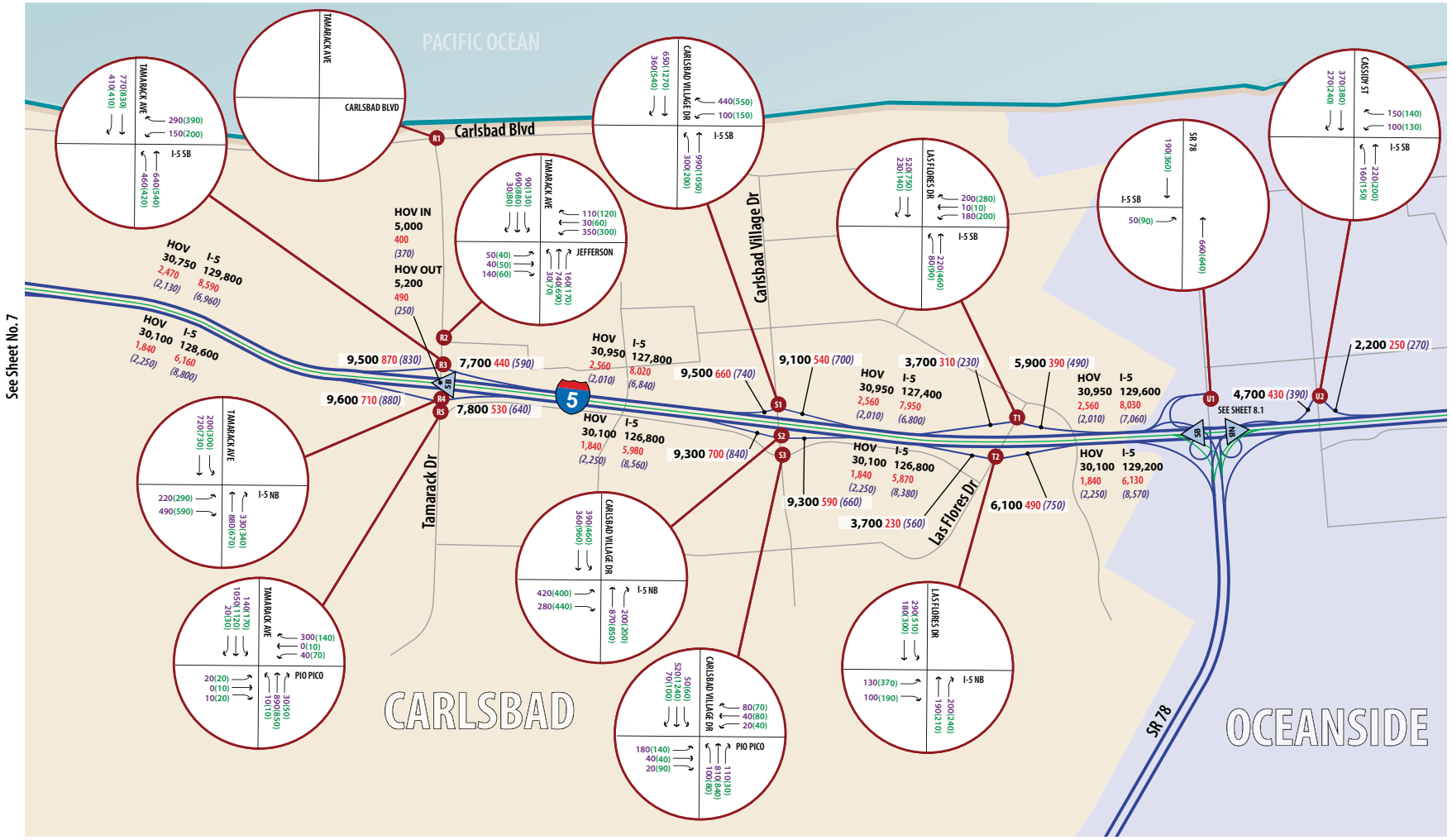


FIGURE 3-4. YEAR 2030 8+4 WITH DAR - TRAFFIC FORECAST DATA



Caltrans

NORTH COAST INTERSTATE 5 CORRIDOR

WILSON & COMPANY ENGINEERS & ARCHITECTS

LEGEND

- XX = Intersection ID Number
- XX = DAR Intersection ID Number
- = HOV Ingress / Egress
- = FWY to FWY HOV Access
- = I-5 Mainline
- XX (XX) = AM Peak Hour Turning Volume (PM Peak Hour Turning Volume)
- XX,XXX X,XXX (X,XXX) = HOV/Ramp Average Daily Traffic AM Peak Hour (PM Peak Hour)
- XX,XXX = Average Daily Traffic
- X,XXX = AM Peak Hour
- (X,XXX) = (PM Peak Hour)
- = I-5 HOV

Graphic Not to Scale

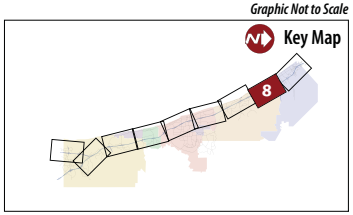
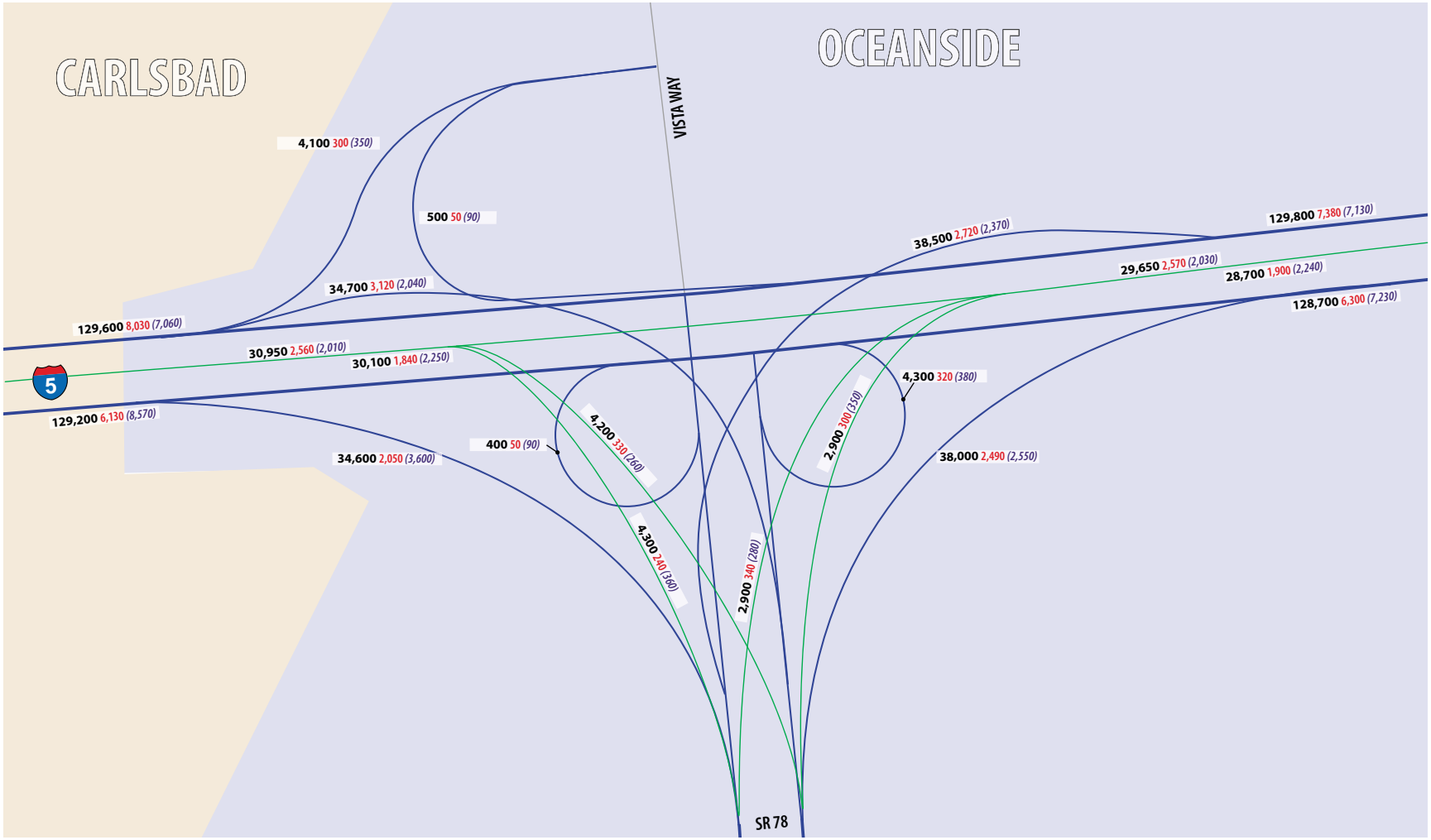


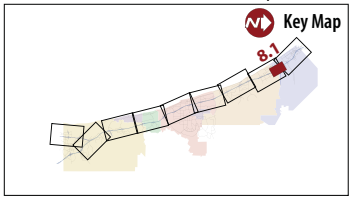
FIGURE 3-4. YEAR 2030 8+4 WITH DAR - TRAFFIC FORECAST DATA



LEGEND

- XX = Intersection ID Number
- XX = DAR Intersection ID Number
- = HOV Ingress / Egress
- = Bypass Lane
- = I-5 Mainline
- = I-5 HOV
- XX,XXX X,XXX (X,XXX) = Average Daily Traffic AM Peak Hour (PM Peak Hour)

Graphic Not to Scale

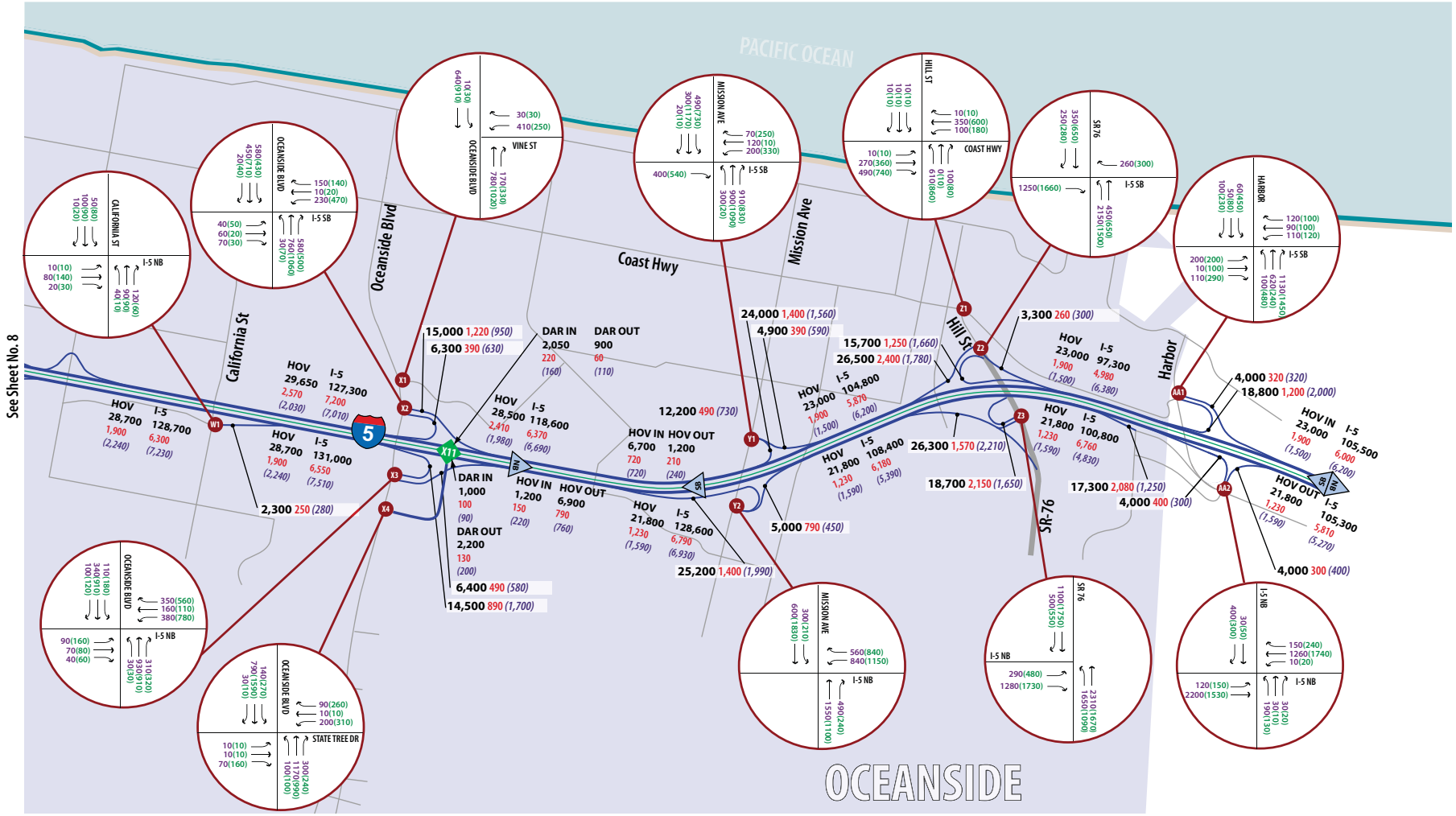


Caltrans

NORTH COAST INTERSTATE 5 CORRIDOR

WILSON & COMPANY ENGINEERS & ARCHITECTS

FIGURE 3-4. YEAR 2030 8+4 WITH DAR - TRAFFIC FORECAST DATA



Caltrans

NORTH COAST INTERSTATE 5 CORRIDOR

WILSON & COMPANY ENGINEERS & ARCHITECTS

LEGEND

- XX = Intersection ID Number
- XX = DAR Intersection ID Number
- = HOV Ingress / Egress
- = I-5 Mainline
- = I-5 HOV

XX (XX) = AM Peak Hour Turning Volume (PM Peak Hour Turning Volume)

XX,XXX X,XXX (X,XXX) = HOV/Ramp Average Daily Traffic AM Peak Hour (PM Peak Hour)

XX,XXX = Average Daily Traffic

X,XXX = AM Peak Hour

(X,XXX) = (PM Peak Hour)

= Bypass Lane

Graphic Not to Scale

Key Map

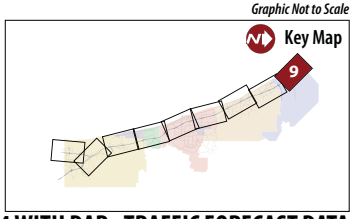
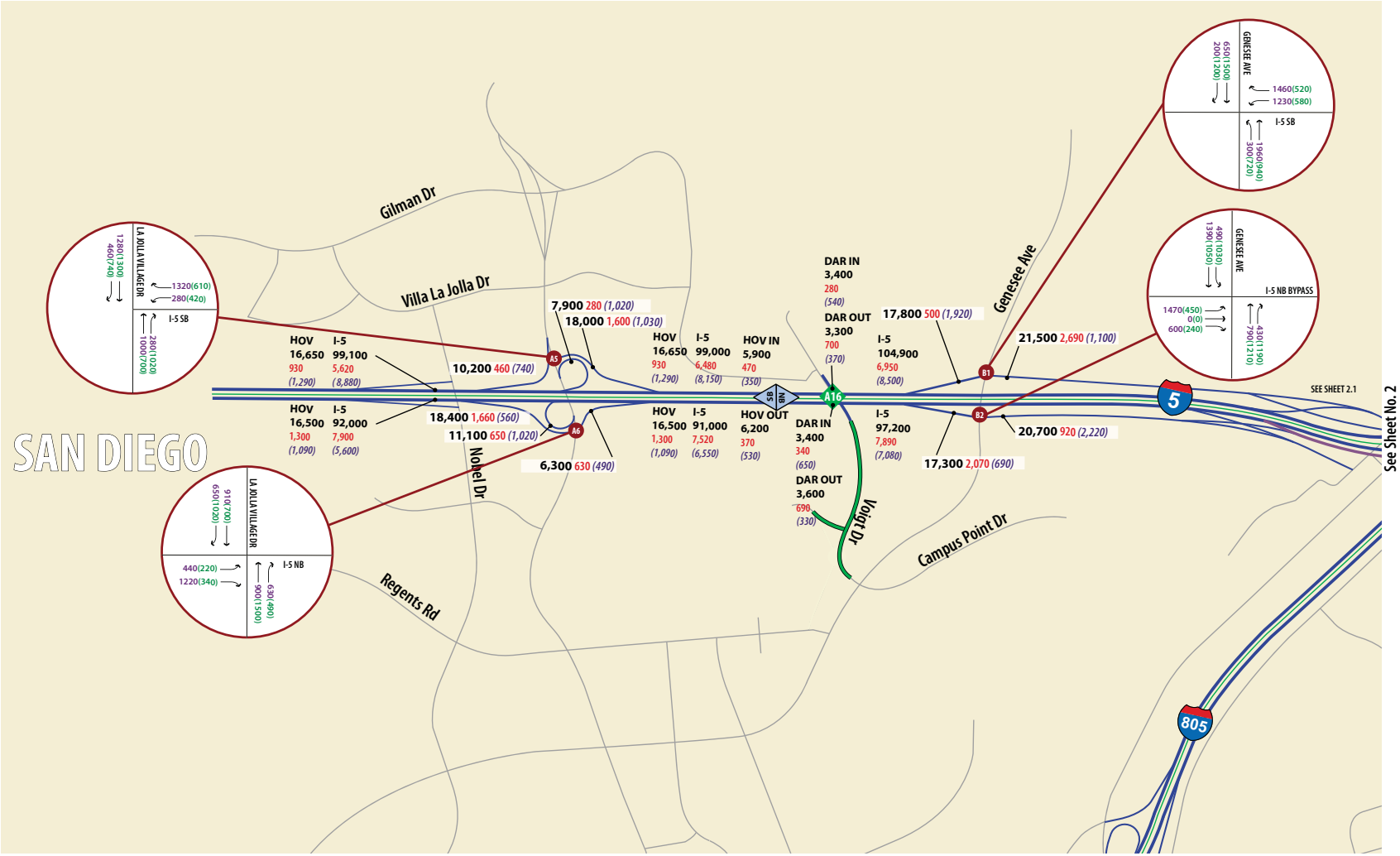


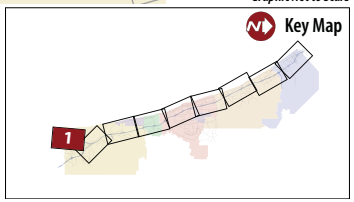
FIGURE 3-4. YEAR 2030 8+4 WITH DAR - TRAFFIC FORECAST DATA

Appendix E

Figure 3-5. Year 2015 10+4 with Direct Access Ramps – Traffic Forecast Data



Graphic Not to Scale



LEGEND

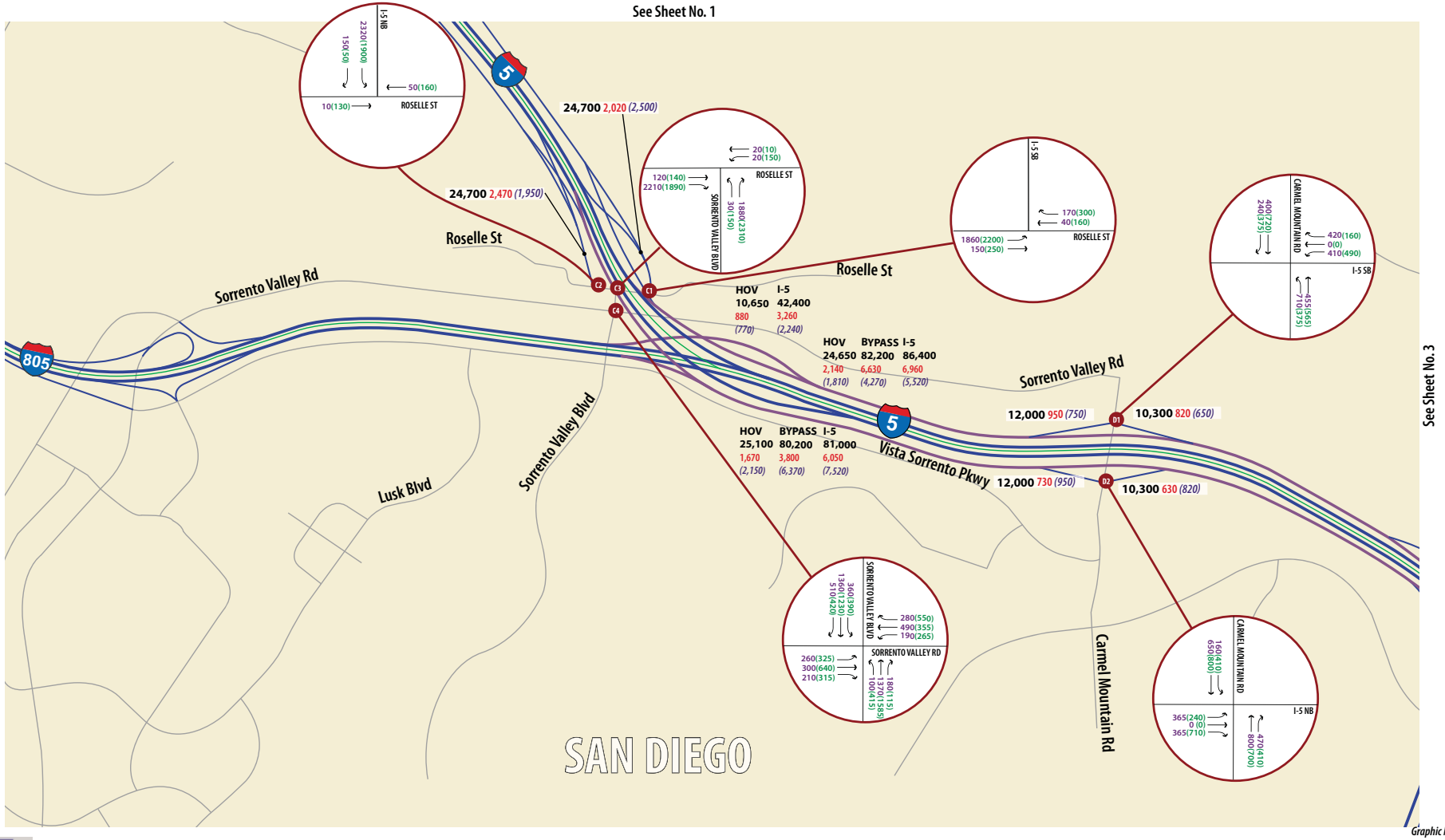
- XX = Intersection ID Number
- XX = DAR Intersection ID Number
- = HOV Ingress / Egress
- = I-5 Mainline
- = I-5 HOV
- XX (XX) = AM Peak Hour Turning Volume (PM Peak Hour Turning Volume)
- XX,XXX X,XXX (X,XXX) = HOV/Ramp Average Daily Traffic AM Peak Hour (PM Peak Hour)
- XX,XXX = Average Daily Traffic
- X,XXX = AM Peak Hour
- (X,XXX) = (PM Peak Hour)
- = Bypass Lane

Caltrans

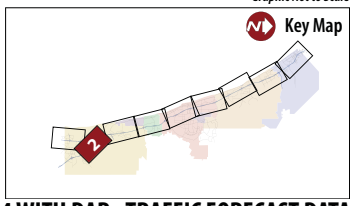
NORTH COAST INTERSTATE 5 CORRIDOR

WILSON & COMPANY ENGINEERS & ARCHITECTS

FIGURE 3-5. YEAR 2015 10+4 WITH DAR - TRAFFIC FORECAST DATA



Graphic Not to Scale



LEGEND

- XX = Intersection ID Number
- XX = DAR Intersection ID Number
- = HOV Ingress / Egress
- = I-5 Mainline
- = I-5 HOV
- XX (XX) = AM Peak Hour Turning Volume (PM Peak Hour Turning Volume)
- XX,XXX X,XXX (X,XXX) = HOV/Ramp Average Daily Traffic AM Peak Hour (PM Peak Hour)
- XX,XXX = Average Daily Traffic
- X,XXX = AM Peak Hour
- (X,XXX) = (PM Peak Hour)
- = Bypass Lane

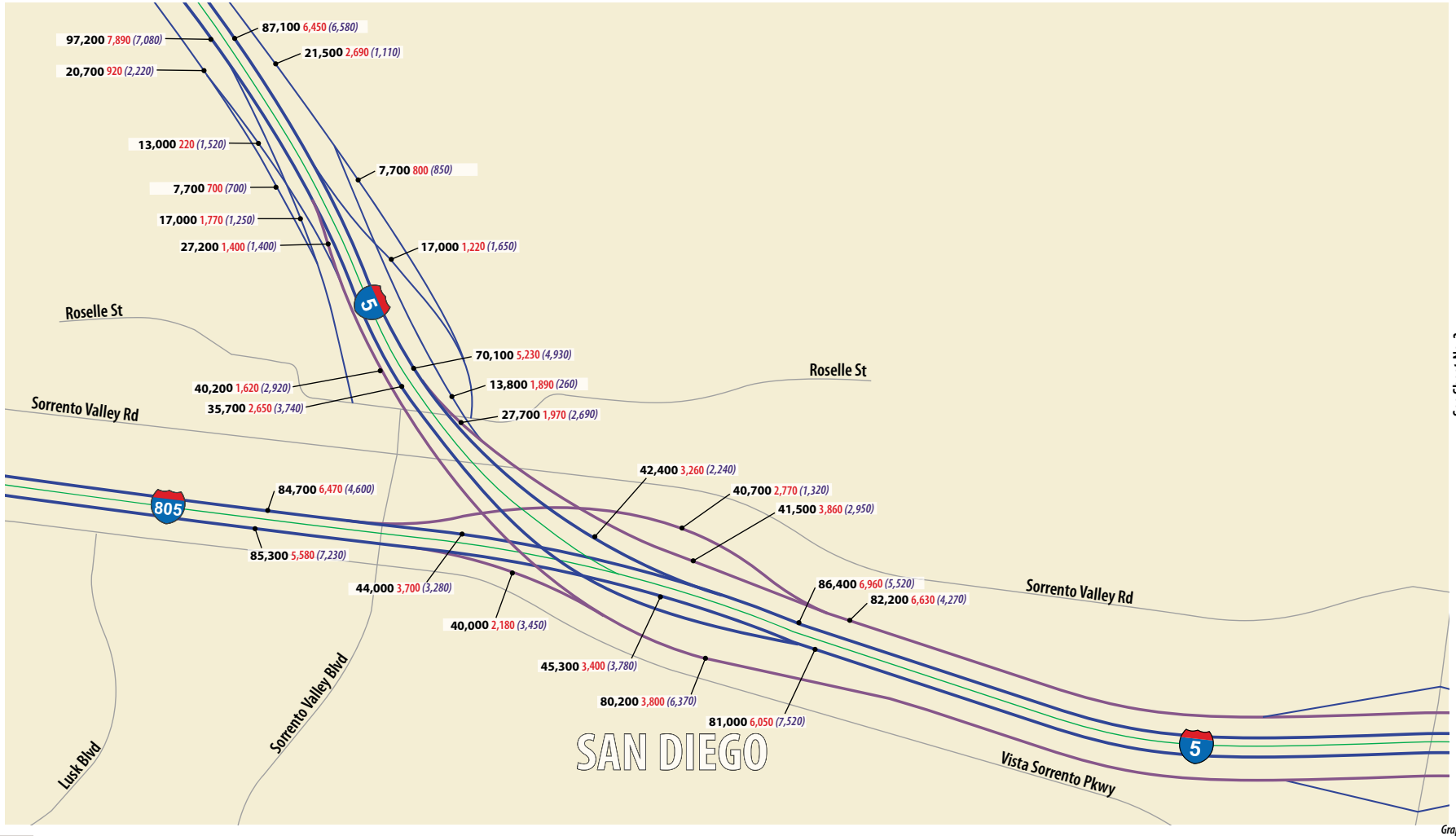
Caltrans

NORTH COAST INTERSTATE 5 CORRIDOR

WILSON & COMPANY ENGINEERS & ARCHITECTS

FIGURE 3-5. YEAR 2015 10+4 WITH DAR - TRAFFIC FORECAST DATA

See Sheet No. 1



See Sheet No. 3

Caltrans

NORTH COAST INTERSTATE 5 CORRIDOR

WILSON & COMPANY ENGINEERS & ARCHITECTS

LEGEND

XX	= Intersection ID Number	XX (XX)	= AM Peak Hour Turning Volume (PM Peak Hour Turning Volume)
XX	= DAR Intersection ID Number	XX,XXX X,XXX (X,XXX)	= HOV/Ramp Average Daily Traffic AM Peak Hour (PM Peak Hour)
S E	= HOV Ingress / Egress	XX,XXX	= Average Daily Traffic
	= I-5 Mainline	X,XXX	= AM Peak Hour
	= I-5 HOV	(X,XXX)	= (PM Peak Hour)
			= Bypass Lane

Graphic Not to Scale

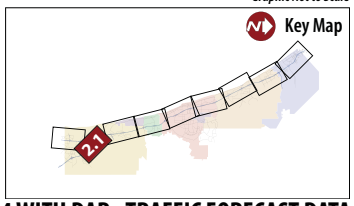
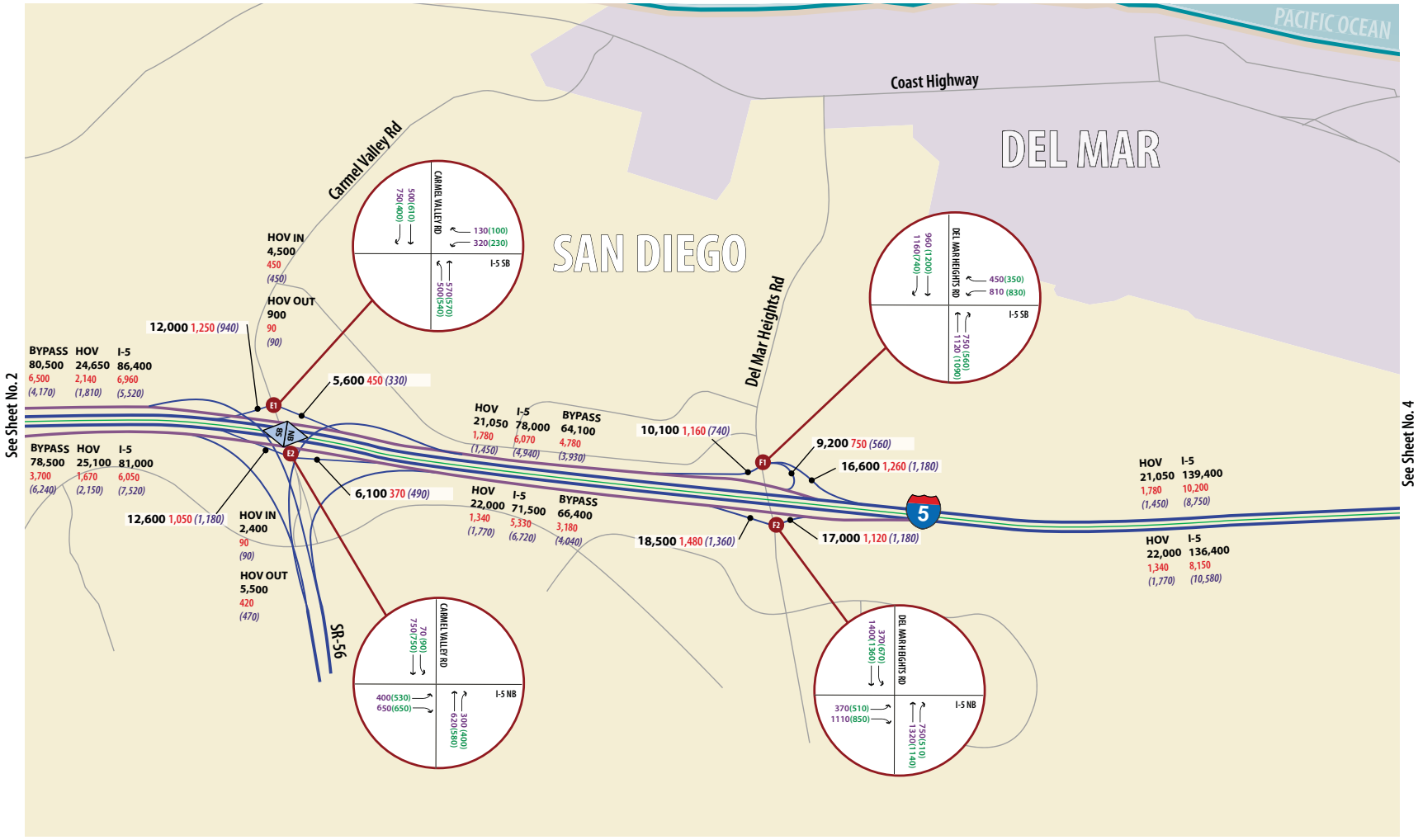


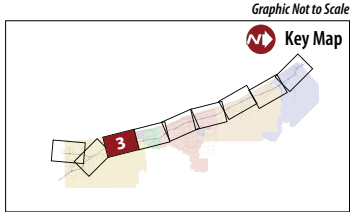
FIGURE 3-5. YEAR 2015 10+4 WITH DAR - TRAFFIC FORECAST DATA



LEGEND

- XX = Intersection ID Number
- XX = DAR Intersection ID Number
- = HOV Ingress / Egress
- = I-5 Mainline
- = I-5 HOV
- XX (XX) = AM Peak Hour Turning Volume (PM Peak Hour Turning Volume)
- XX,XXX X,XXX (X,XXX) = HOV/Ramp Average Daily Traffic AM Peak Hour (PM Peak Hour)
- XX,XXX = Average Daily Traffic
- X,XXX = AM Peak Hour
- (X,XXX) = (PM Peak Hour)
- = Bypass Lane

Graphic Not to Scale

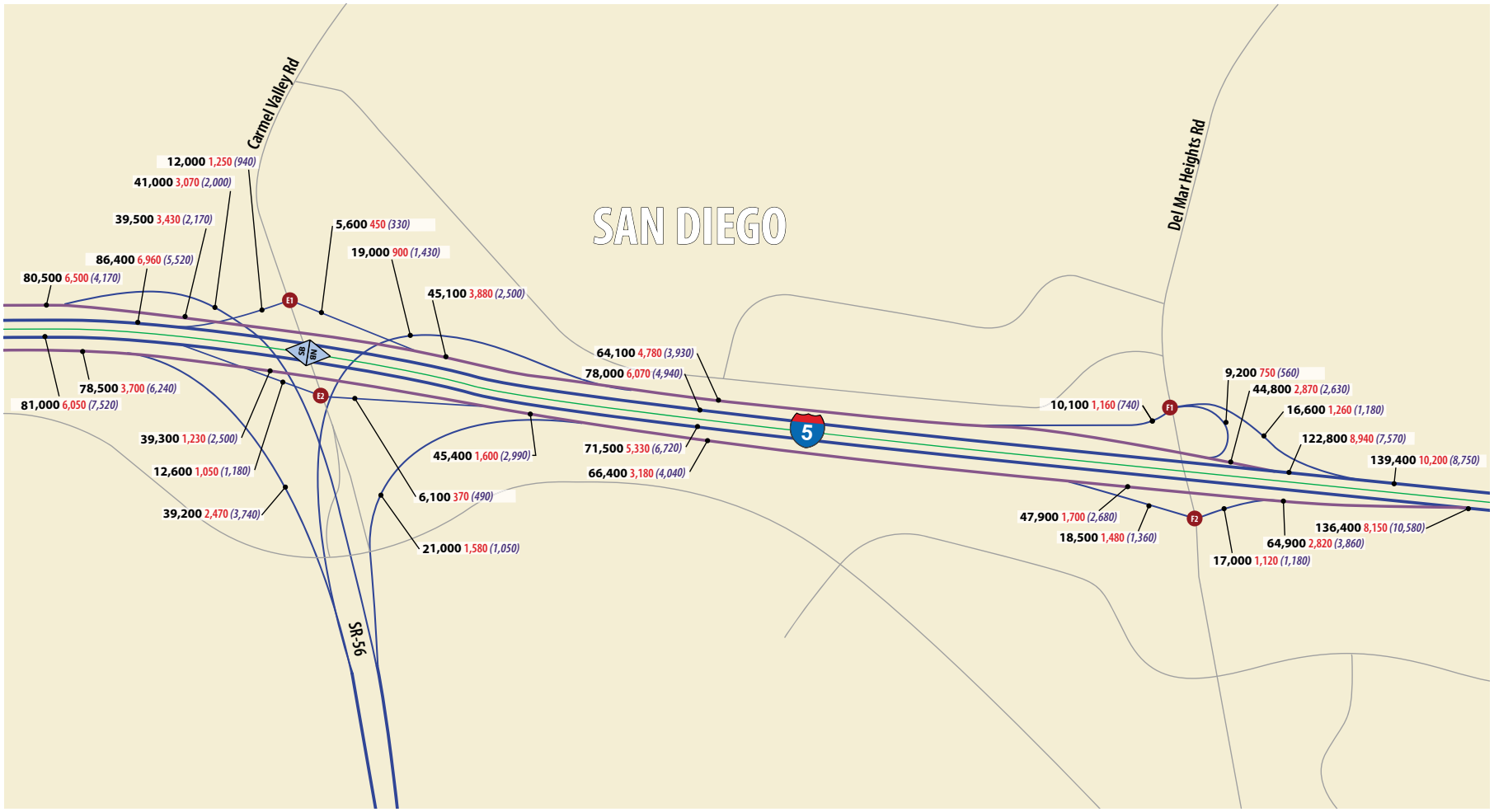


Caltrans

NORTH COAST INTERSTATE 5 CORRIDOR

WILSON & COMPANY ENGINEERS & ARCHITECTS

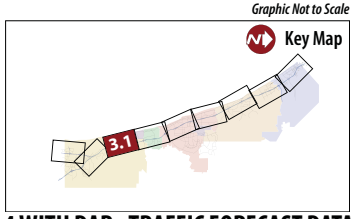
FIGURE 3-5. YEAR 2015 10+4 WITH DAR - TRAFFIC FORECAST DATA



LEGEND

- XX = Intersection ID Number
- XX = DAR Intersection ID Number
- SB NB = HOV Ingress / Egress
- = Bypass Lane
- = I-5 Mainline
- = I-5 HOV
- XX,XXX X,XXX (X,XXX) = Average Daily Traffic AM Peak Hour (PM Peak Hour)

Graphic Not to Scale

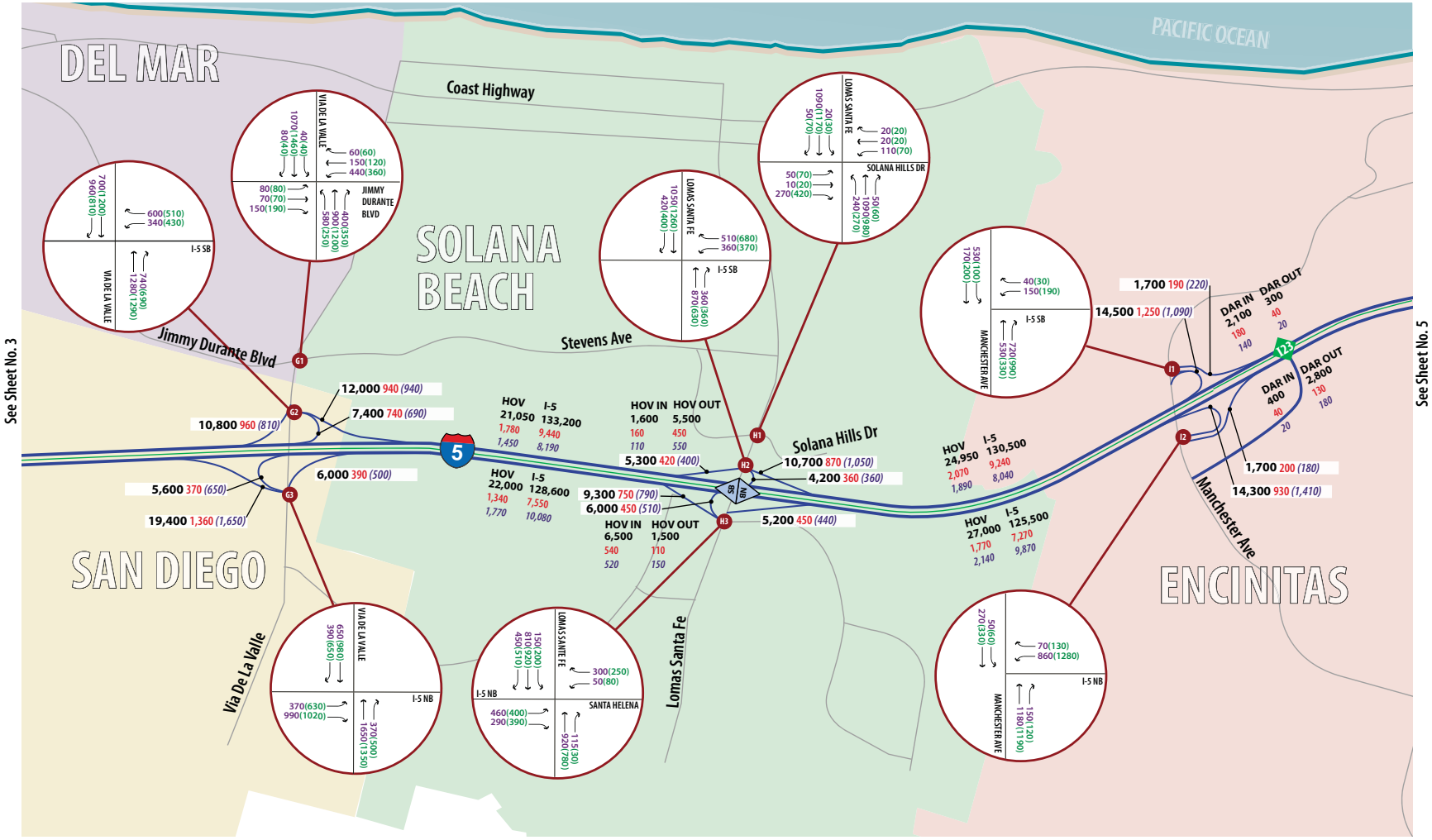


Caltrans

NORTH COAST INTERSTATE 5 CORRIDOR

WILSON & COMPANY ENGINEERS & ARCHITECTS

FIGURE 3-5. YEAR 2015 10+4 WITH DAR - TRAFFIC FORECAST DATA



LEGEND

XX	= Intersection ID Number	XX (XX)	= AM Peak Hour Turning Volume (PM Peak Hour Turning Volume)
XX	= DAR Intersection ID Number	XX,XXX X,XXX (X,XXX)	= HOV/Ramp Average Daily Traffic AM Peak Hour (PM Peak Hour)
SB NB	= HOV Ingress / Egress	XX,XXX	= Average Daily Traffic
	= I-5 Mainline	X,XXX	= AM Peak Hour
	= I-5 HOV	(X,XXX)	= (PM Peak Hour)
			= Bypass Lane

Graphic Not to Scale

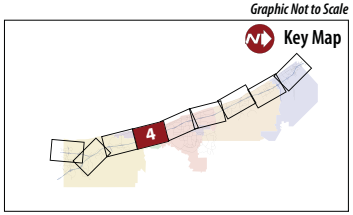
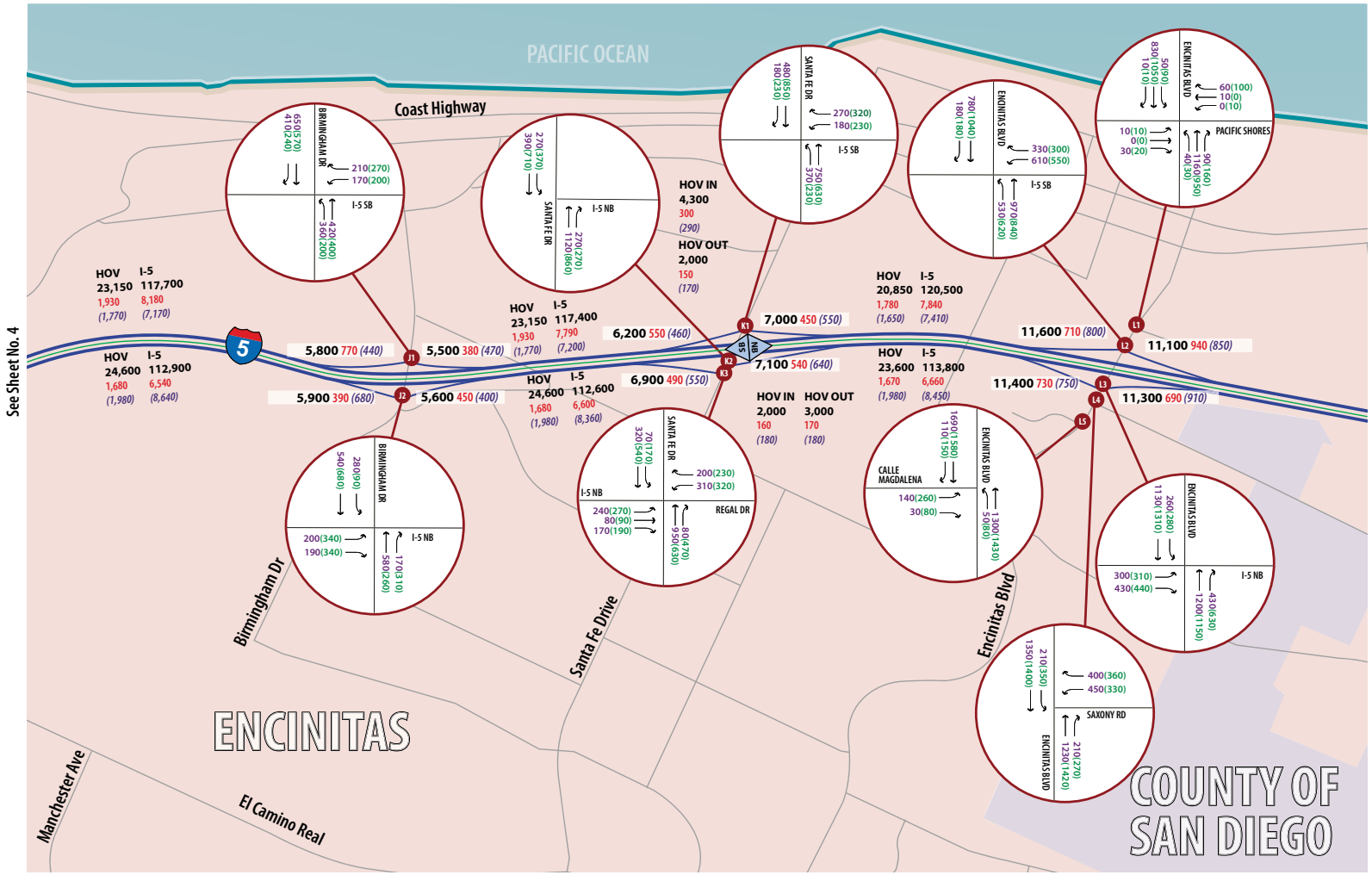


FIGURE 3-5. YEAR 2015 10+4 WITH DAR - TRAFFIC FORECAST DATA



LEGEND

XX	= Intersection ID Number	XX (XX)	= AM Peak Hour Turning Volume (PM Peak Hour Turning Volume)
XX	= DAR Intersection ID Number	XX,XXX X,XXX (X,XXX)	= HOV/Ramp Average Daily Traffic AM Peak Hour (PM Peak Hour)
	= HOV Ingress / Egress	XX,XXX	= Average Daily Traffic
	= I-5 Mainline	X,XXX	= AM Peak Hour
	= I-5 HOV	(X,XXX)	= (PM Peak Hour)
			= Bypass Lane

Graphic Not to Scale

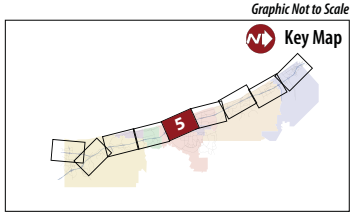
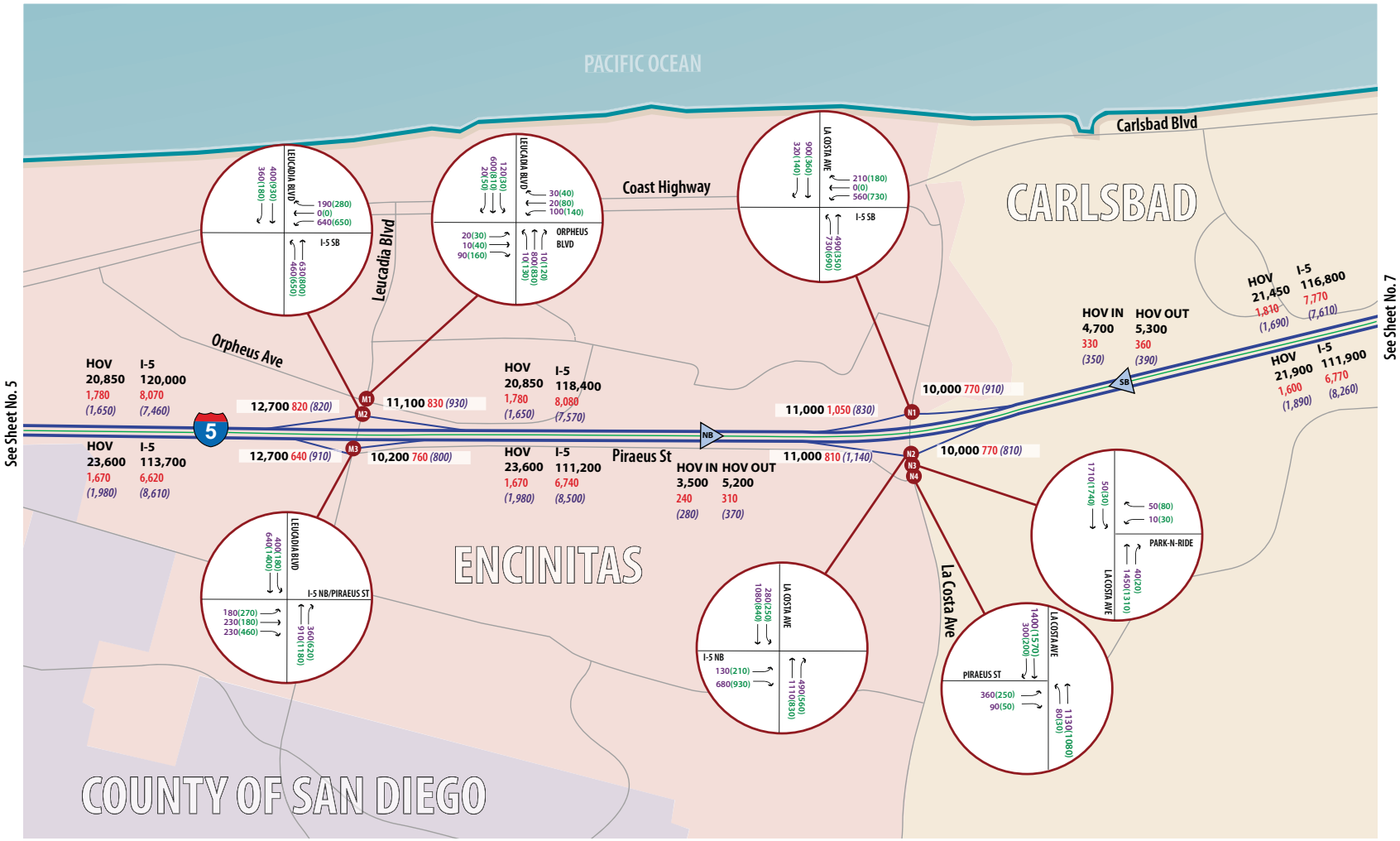
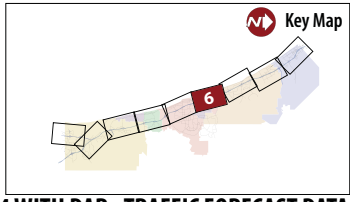


FIGURE 3-5. YEAR 2015 10+4 WITH DAR - TRAFFIC FORECAST DATA



Graphic Not to Scale



LEGEND

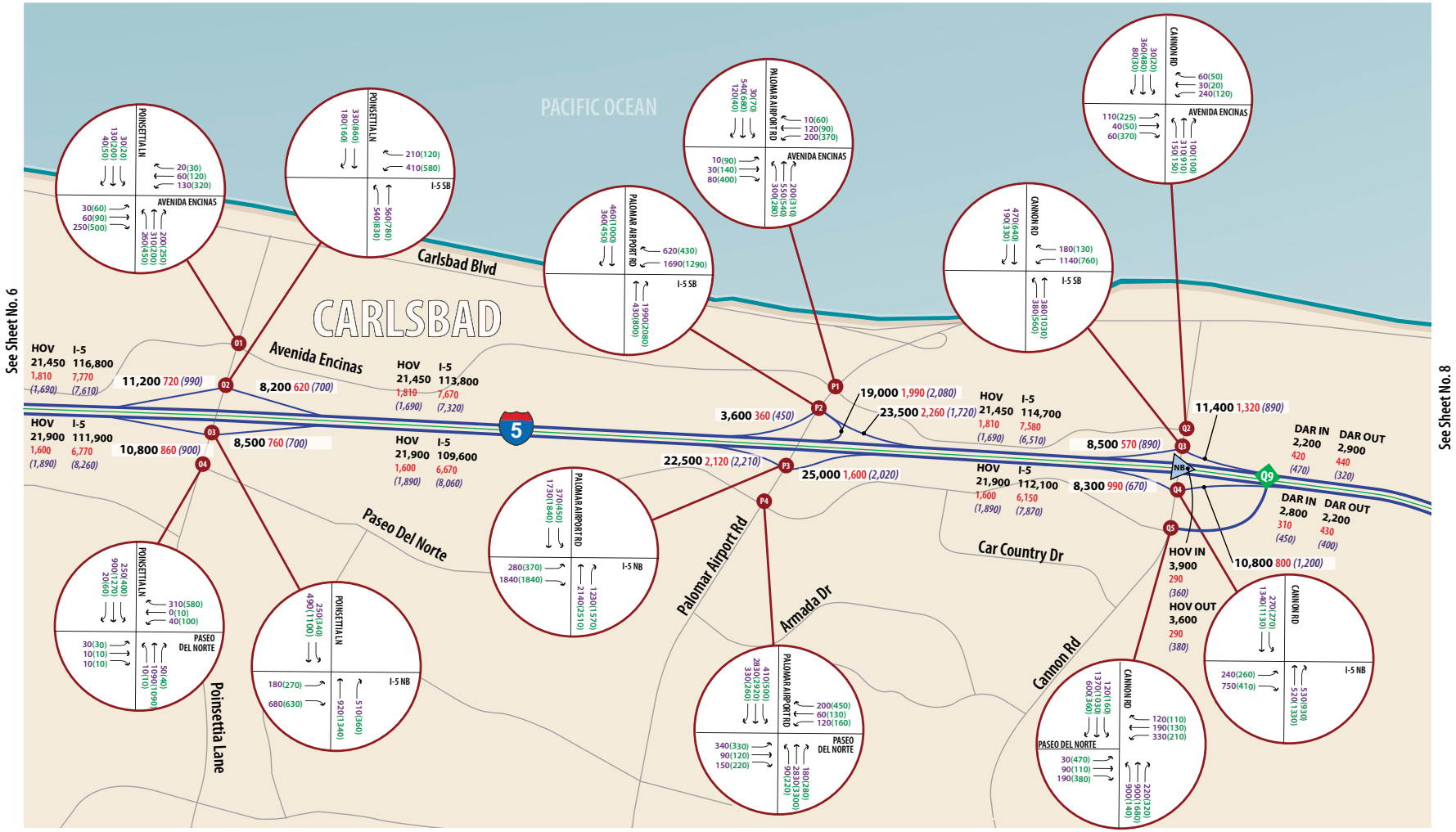
- XX = Intersection ID Number
- XX = DAR Intersection ID Number
- = HOV Ingress / Egress
- = I-5 Mainline
- = I-5 HOV
- XX (XX) = AM Peak Hour Turning Volume (PM Peak Hour Turning Volume)
- XX,XXX X,XXX (X,XXX) = HOV/Ramp Average Daily Traffic AM Peak Hour (PM Peak Hour)
- XX,XXX = Average Daily Traffic
- X,XXX = AM Peak Hour
- (X,XXX) = (PM Peak Hour)
- = Bypass Lane

Caltrans

NORTH COAST INTERSTATE 5 CORRIDOR

WILSON & COMPANY ENGINEERS & ARCHITECTS

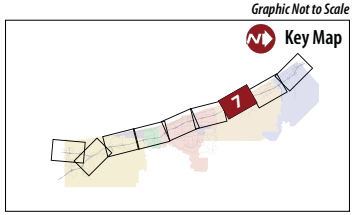
FIGURE 3-5. YEAR 2015 10+4 WITH DAR - TRAFFIC FORECAST DATA



LEGEND

- XX = Intersection ID Number
- XX = DAR Intersection ID Number
- = HOV Ingress / Egress
- = I-5 Mainline
- = I-5 HOV
- XX (XX) = AM Peak Hour Turning Volume (PM Peak Hour Turning Volume)
- XX,XXX X,XXX (X,XXX) = HOV/Ramp Average Daily Traffic AM Peak Hour (PM Peak Hour)
- XX,XXX = Average Daily Traffic
- X,XXX = AM Peak Hour
- (X,XXX) = (PM Peak Hour)
- = Bypass Lane

Graphic Not to Scale

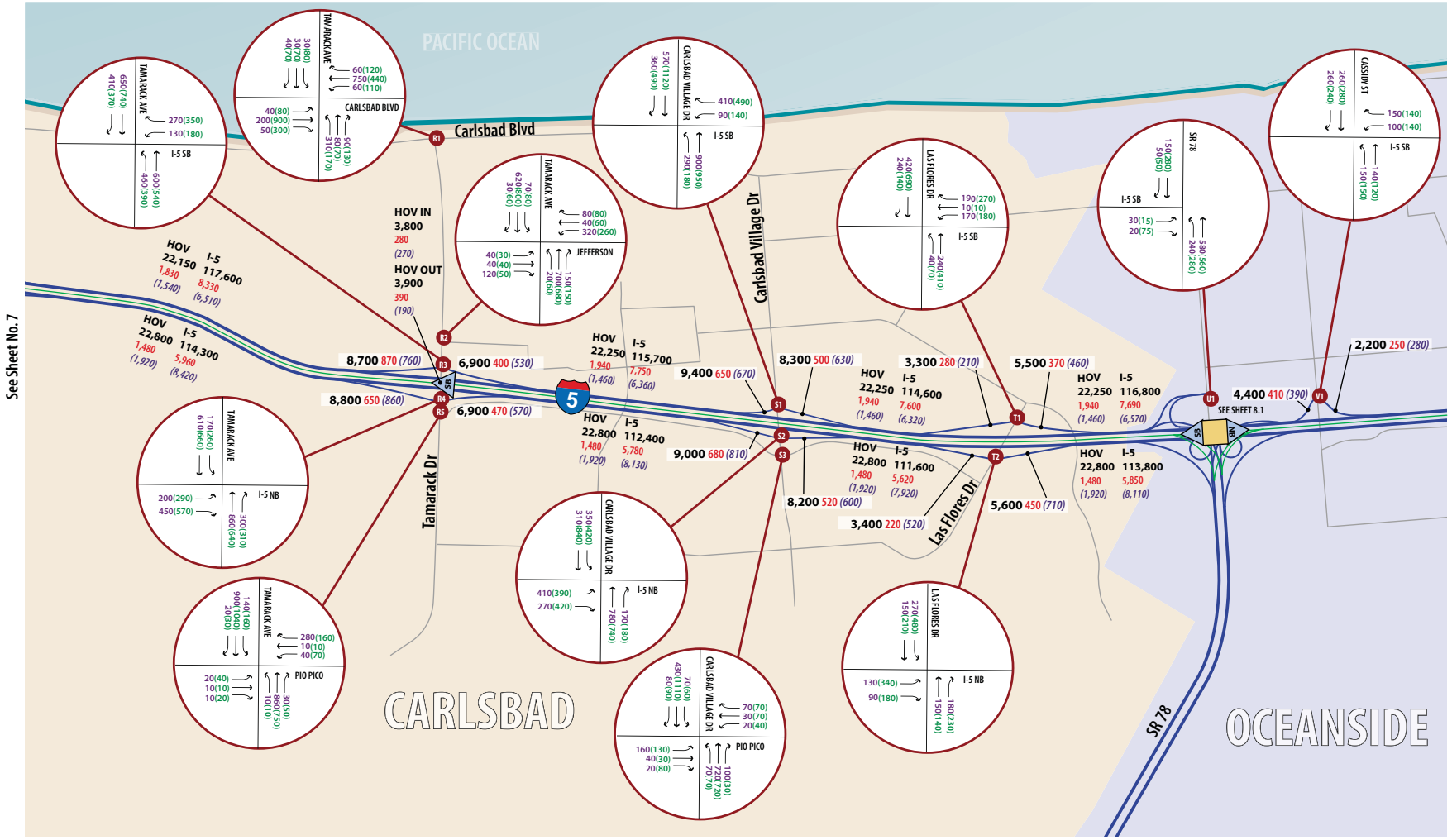


Caltrans

NORTHCOAST INTERSTATE 5 CORRIDOR

WILSON & COMPANY ENGINEERS & ARCHITECTS

FIGURE 3-5. YEAR 2015 10+4 WITH DAR - TRAFFIC FORECAST DATA



LEGEND

- XX = Intersection ID Number
- XX = DAR Intersection ID Number
- = HOV Ingress / Egress
- = FWY to FWY HOV Access
- = I-5 Mainline

- XX (XX) = AM Peak Hour Turning Volume (PM Peak Hour Turning Volume)
- XX,XXX X,XXX (X,XXX) = HOV/Ramp Average Daily Traffic AM Peak Hour (PM Peak Hour)
- XX,XXX = Average Daily Traffic
- X,XXX = AM Peak Hour
- (X,XXX) = (PM Peak Hour)
- = I-5 HOV

Graphic Not to Scale

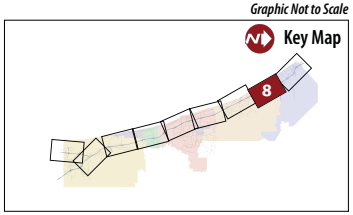
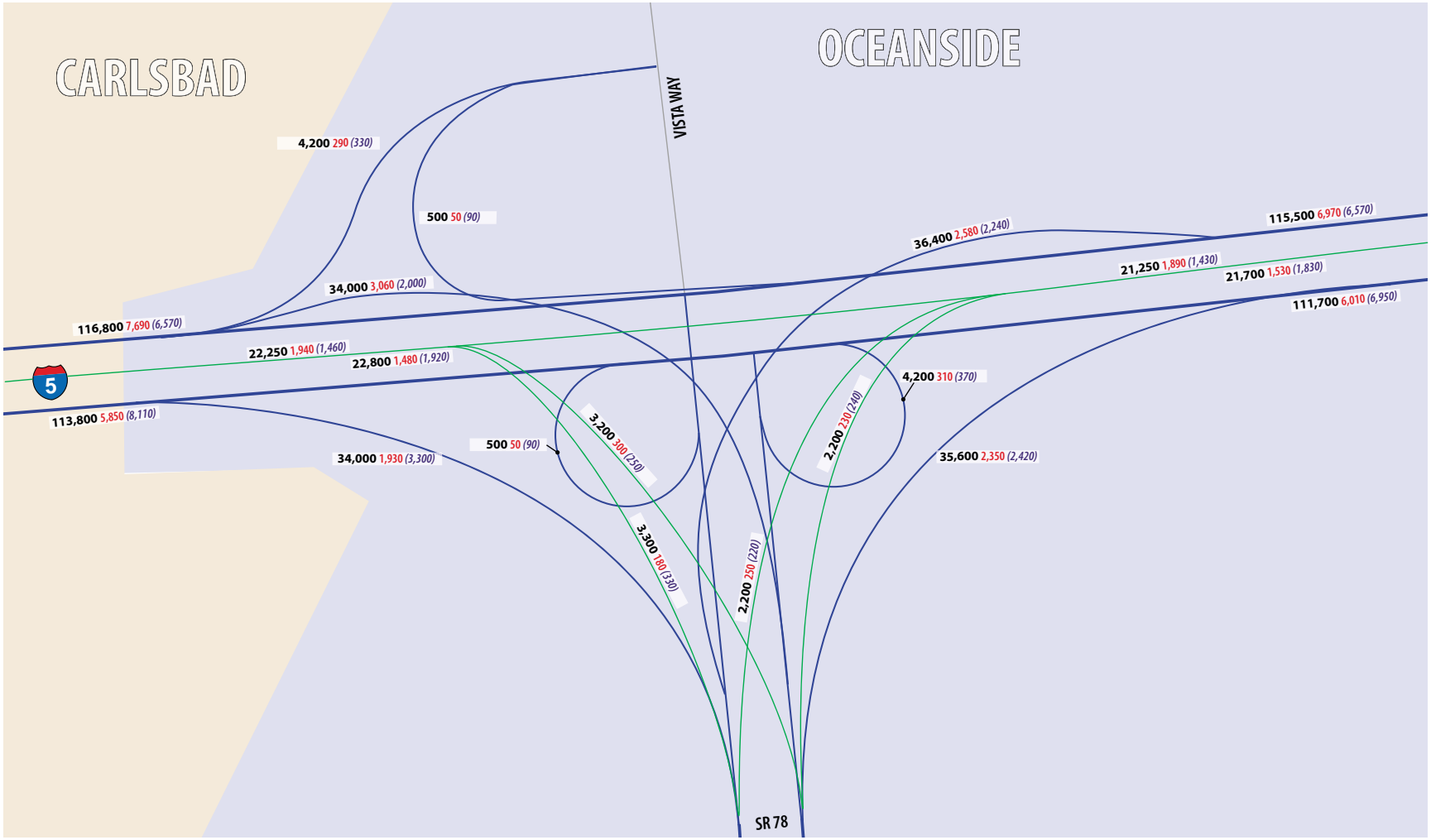


FIGURE 3-5. YEAR 2015 10+4 WITH DAR - TRAFFIC FORECAST DATA



LEGEND

- XX = Intersection ID Number
- XX = DAR Intersection ID Number
- = HOV Ingress / Egress
- = Bypass Lane
- = I-5 Mainline
- = I-5 HOV
- XX,XXX X,XXX (X,XXX) = Average Daily Traffic AM Peak Hour (PM Peak Hour)

Graphic Not to Scale

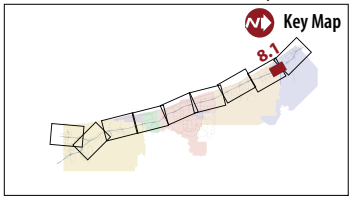
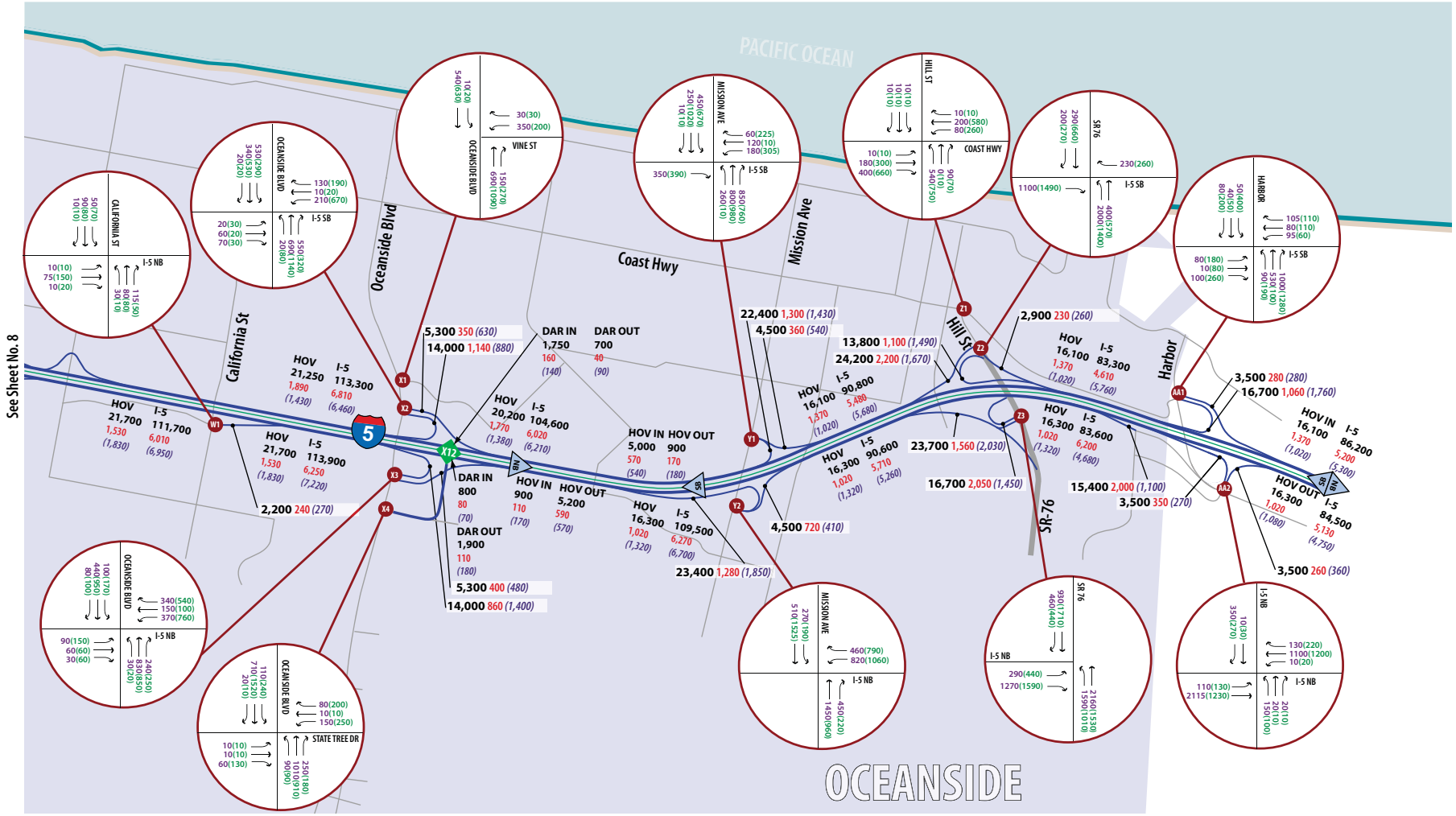


FIGURE 3-5. YEAR 2015 10+4 WITH DAR - TRAFFIC FORECAST DATA



LEGEND

XX	= Intersection ID Number	XX (XX)	= AM Peak Hour Turning Volume (PM Peak Hour Turning Volume)
XX	= DAR Intersection ID Number	XX,XXX X,XXX (X,XXX)	= HOV/Ramp Average Daily Traffic AM Peak Hour (PM Peak Hour)
NB SB	= HOV Ingress / Egress	XX,XXX	= Average Daily Traffic
	= I-5 Mainline	X,XXX	= AM Peak Hour
	= I-5 HOV	(X,XXX)	= (PM Peak Hour)
			= Bypass Lane

Graphic Not to Scale

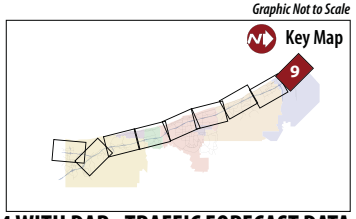


FIGURE 3-5. YEAR 2015 10+4 WITH DAR - TRAFFIC FORECAST DATA