

**TECHNICAL APPENDIX G:
INTERSECTING LANE VEHICLES CALCULATIONS**

to the

Final Environmental Impact Report



*University Towne Center
Revitalization Project*

SCH No. 2002071071 LDR No. 41-0159/PTS No. 2214

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March 2008

ATTACHMENT A
ILV CALCULATION SHEETS

TIGHT DIAMOND

"EXISTING" AM

Signalized Intersection CAPACITY ANALYSIS

INTERCHANGE 1-5/Genesee Avenue

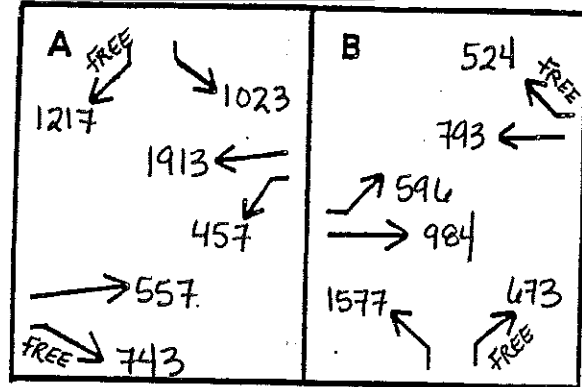
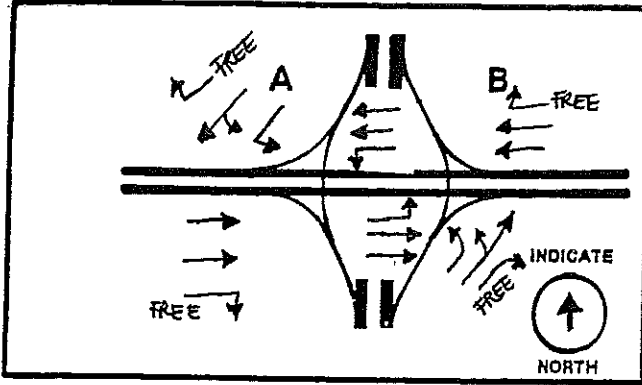
DIST. CO. RTE. PM 11. SD .05

INTERSECTION (Both intersections are considered together)

BY LC DATE 4/4/68

DIAGRAM AND TRAFFIC FLOWS:

TIME _____ AM PM



LANE VOLUMES (ILV/hr):

Phase 1	Phase 2	Phase 3	Phase 4
<p>↑ FREE</p> <p>← 336 ← 336</p> <p>← 0 ← 457</p> <p>↓ 457</p>	<p>← 789</p> <p>← 788</p> <p>↓ 0</p> <p>↑ 788 789</p>	<p>596 ↑</p> <p>278 → 0 →</p> <p>279 → 279 →</p> <p>FREE ↓</p>	<p>511 512</p> <p>↓ ↓ ↓</p> <p>0 ↑</p> <p>512 →</p> <p>511 →</p>

CRITICAL LANE VOLUMES (1LV/hr):

Phase 1	Phase 2	Phase 3	Phase 4
457	789	596	512

TOTAL OPERATING LEVEL (ILV/hr):

Σ
2354

is . . . < 1200 ILV/hr
 > 1200 but < 1500 ILV/hr
 > 1500 ILV/hr (capacity)

OVER CAPACITY

Count Source: 1-5 North Coast - HOV/Managed Lanes Project (March 8, 2006) - Wilson + Company, Inc.

SPREAD DIAMOND

Signalized Intersection CAPACITY ANALYSIS

"EXISTING" AM

INTERCHANGE 1-5 / Genesee Avenue

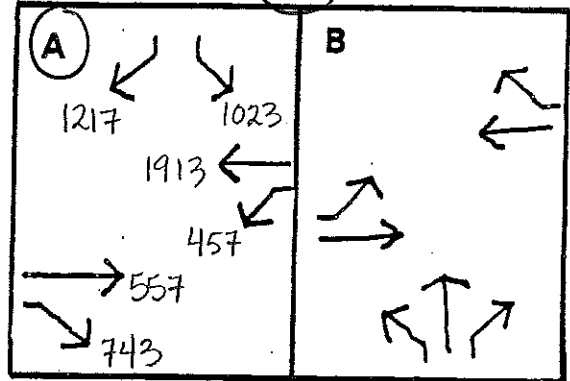
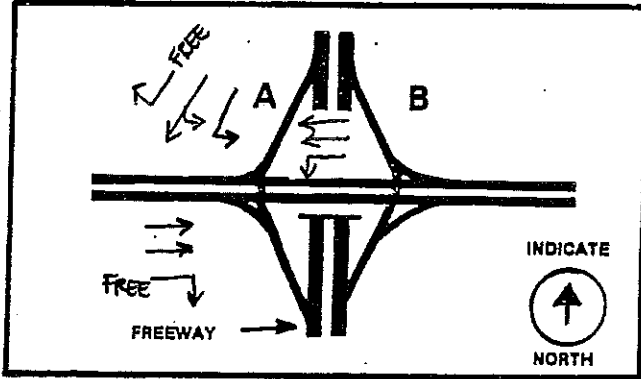
DIST. CO. RTE. P.M. 11.SP.05

INTERSECTION (CIRCLE ONE) (A) B Both

BY hc DATE 1/15/08

DIAGRAM AND TRAFFIC FLOWS

TIME (A.M.) P.M.



LANE VOLUMES (ILV/hr):

Phase 1	
511	512
↓	↓

Phase 2	
←	457
←	457
↙	457

Phase 3	
278 →	← 499
279 →	← 500

CRITICAL LANE VOLUMES (ILV/hr):

Phase 1
512

Phase 2
457

Phase 3
500

TOTAL OPERATING LEVEL (ILV/hr):

Σ
1469

Is . . . < 1200 ILV/hr

> 1200 but < 1500 ILV/hr NEAR CAPACITY

> 1500 ILV/hr. (capacity)

Count Source: 1-5 North Coast - HOV/Managed Lanes Project (March 8, 2006) - Wilson + Company, Inc.

SPREAD DIAMOND

Signalized Intersection CAPACITY ANALYSIS

"EXISTING" AM

INTERCHANGE I-5 / Genesee Avenue

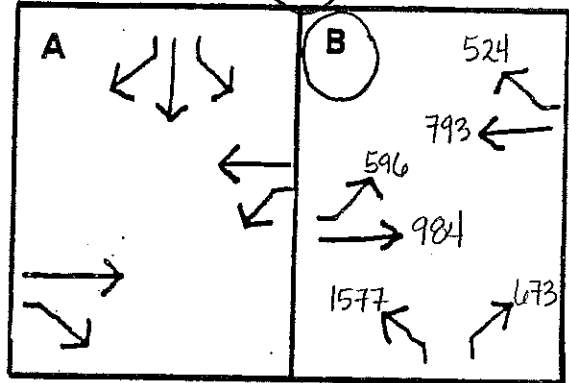
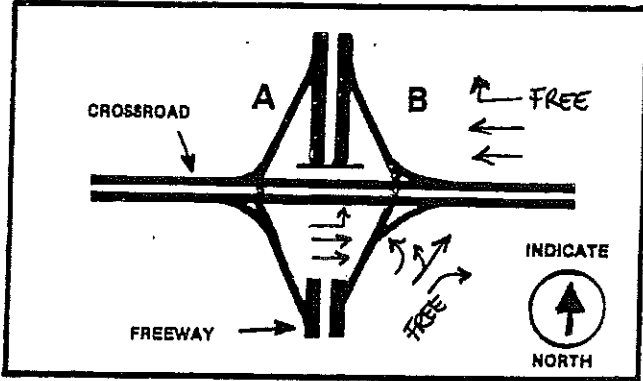
DIST. CO. RTE. P.M. II. SD. 05

INTERSECTION (CIRCLE ONE) A B Both

BY LC DATE 1/15/08

DIAGRAM AND TRAFFIC FLOWS

TIME A.M. P.M.



LANE VOLUMES (ILV/hr):

Phase 1
<p>← 789 ↗ 788</p>

Phase 2
<p>↗ 596</p> <p>→ 492</p> <p>→ 492</p>

Phase 3
<p>← 397</p> <p>← 396</p>

CRITICAL LANE VOLUMES (ILV/hr):

Phase 1
789

Phase 2
596

Phase 3
397

TOTAL OPERATING LEVEL (ILV/hr):

Σ
1782

- Is . . .
- < 1200 ILV/hr
 - > 1200 but < 1500 ILV/hr
 - > 1500 ILV/hr. (capacity)
OVER CAPACITY

Count Source: I-5 North Coast - HOV/Managed Lanes Project (March 8, 2006) - Wilson + Company, Inc.

TIGHT DIAMOND

Signalized Intersection CAPACITY ANALYSIS

"EXISTING" PM

INTERCHANGE 1-5/Genesee Avenue

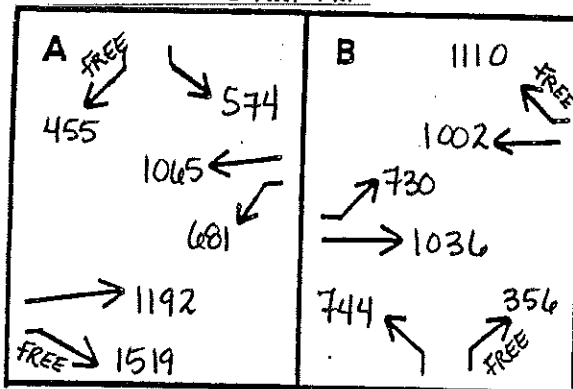
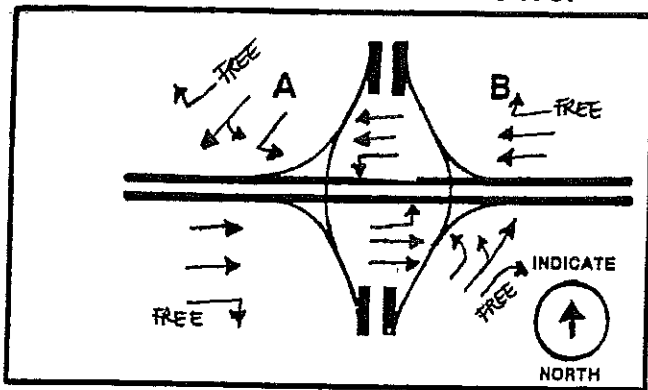
DIST. CO. RTE. PM 11. SD .05

INTERSECTION (Both intersections are considered together)

BY LC DATE 4/4/08

DIAGRAM AND TRAFFIC FLOWS:

TIME _____ AM PM



LANE VOLUMES (ILV/hr):

Phase 1	Phase 2	Phase 3	Phase 4
<p>↑ FREE</p> <p>← 321 ← 321</p> <p>← 0 ← 681</p> <p>↓ 681</p>	<p>← 372</p> <p>← 372</p> <p>↓ 0</p> <p>372 372</p>	<p>730 ↑</p> <p>730 → 0 →</p> <p>462 → 462 →</p> <p>FREE ↓</p>	<p>287 287</p> <p>↓ ↓ ↓</p> <p>0 ↑</p> <p>287 →</p> <p>287 →</p>

CRITICAL LANE VOLUMES (1LV/hr):

Phase 1	Phase 2	Phase 3	Phase 4
681	372	730	287

TOTAL OPERATING LEVEL (ILV/hr):

Σ
2070

Is ... < 1200 ILV/hr
 > 1200 but < 1500 ILV/hr
 > 1500 ILV/hr (capacity)

OVER CAPACITY

Count Source: 1-5 North Coast - HOV/Managed Lanes Project (March 8, 2006) - Wilson + Company, Inc.

SPREAD DIAMOND

Signalized Intersection CAPACITY ANALYSIS

"EXISTING" PM

INTERCHANGE I-5 / Genesee Avenue

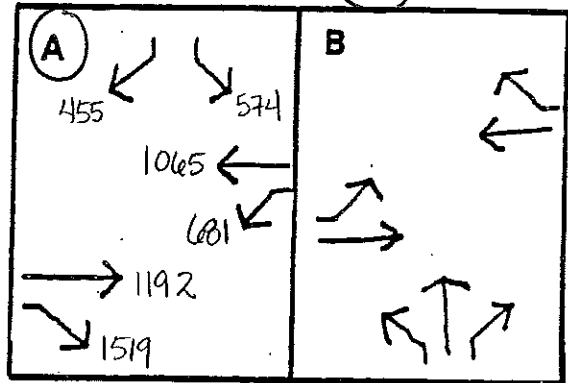
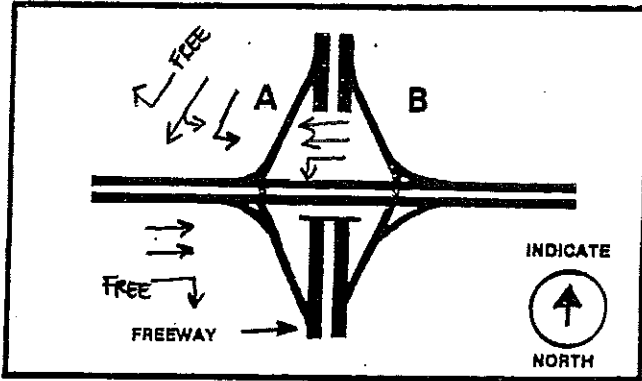
DIST. CO. RTE. P.M. 11.SP.05

INTERSECTION (CIRCLE ONE) (A) B Both

BY hc DATE 1/15/08

TIME _____ A.M. (P.M.)

DIAGRAM AND TRAFFIC FLOWS



LANE VOLUMES (ILV/hr):

Phase 1
287 287 ↓ ↘

Phase 2
← 532 ← 533 ↙ 681

Phase 3
596 → 596 →

CRITICAL LANE VOLUMES (ILV/hr):

Phase 1
287

Phase 2
681

Phase 3
596

TOTAL OPERATING LEVEL (ILV/hr):

Σ
1564

Is . . . < 1200 ILV/hr

> 1200 but < 1500 ILV/hr

> 1500 ILV/hr. (capacity) *OVER Capacity*

Count Source: I-5 North Coast - HOV/Managed Lanes Project (March 8, 2006) - Wilson + Company, Inc.

SPREAD DIAMOND

Signalized Intersection CAPACITY ANALYSIS

"EXISTING" PM

INTERCHANGE I-5 / Genesee Avenue

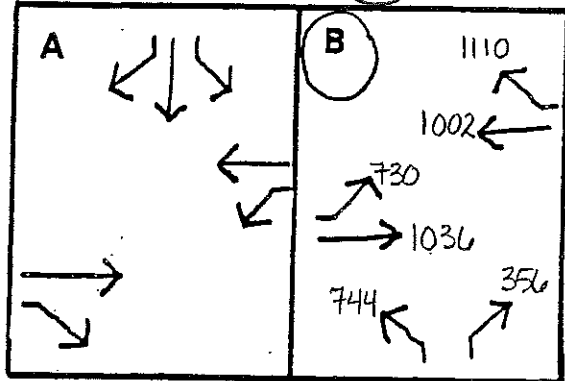
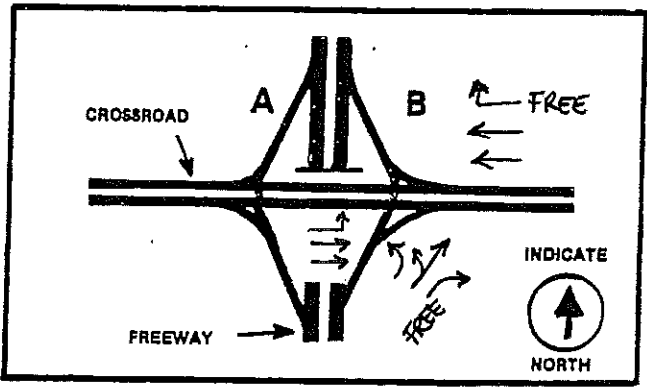
DIST. CO. RTE. P.M. 11. SD. 05

INTERSECTION (CIRCLE ONE) A B Both

BY LC DATE 1/15/08

DIAGRAM AND TRAFFIC FLOWS

TIME _____ A.M. P.M.



LANE VOLUMES (ILV/hr):

Phase 1
<p>372 372</p>

Phase 2
<p>730 ↗ 518 → 518 →</p>

Phase 3
<p>← 501 ← 501</p>

CRITICAL LANE VOLUMES (ILV/hr):

Phase 1
372

Phase 2
730

Phase 3
501

TOTAL OPERATING LEVEL (ILV/hr):

Σ
1603

- Is . . . < 1200 ILV/hr
- > 1200 but < 1500 ILV/hr
- > 1500 ILV/hr. (capacity) **OVER Capacity**

Count Source: I-5 North Coast - HoV / Managed Lanes Project (March 8, 2006) - Wilson + Company, Inc

TIGHT DIAMOND

Signalized Intersection CAPACITY ANALYSIS

"2010" AM

INTERCHANGE 1-5/Genesee Avenue

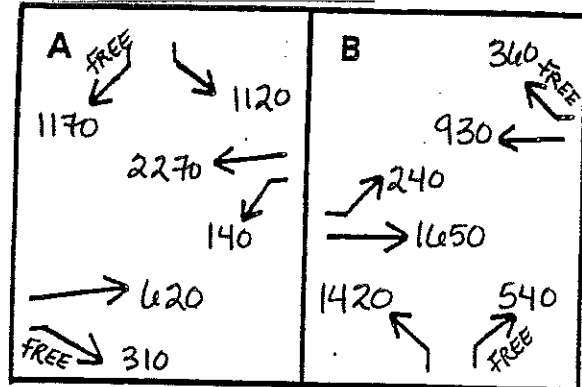
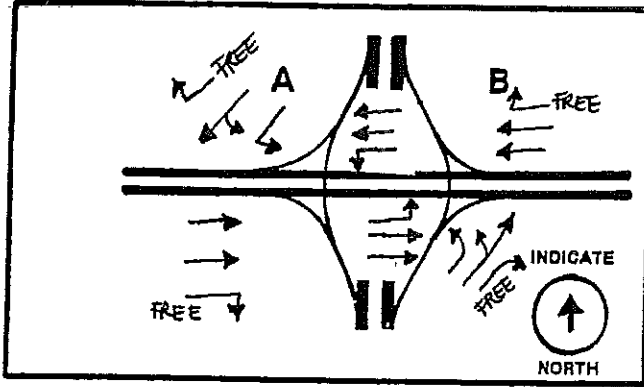
DIST. CO. RTE. PM 11. SD .05

INTERSECTION (Both intersections are considered together)

BY LC DATE 4/4/68

DIAGRAM AND TRAFFIC FLOWS:

TIME _____ AM PM _____



LANE VOLUMES (ILV/hr):

Phase 1	Phase 2	Phase 3	Phase 4
<p>↑ FREE</p> <p>← 465 ← 465</p> <p>← 325 ← 465</p> <p>↓ 140</p>	<p>← 710</p> <p>← 710</p> <p>↓ 0</p> <p>↑ 710 710 FREE</p>	<p>240 ↑</p> <p>310 → 70 →</p> <p>310 → 310 →</p> <p>FREE ↓</p>	<p>↑ 560 560</p> <p>↓ ↓ ↓</p> <p>0 ↑</p> <p>560 →</p> <p>560 →</p>

CRITICAL LANE VOLUMES (1LV/hr):

Phase 1	Phase 2	Phase 3	Phase 4
465	710	310	560

TOTAL OPERATING LEVEL (ILV/hr):

Σ
2045

- Is . . .
- < 1200 ILV/hr
 - > 1200 but < 1500 ILV/hr
 - > 1500 ILV/hr (capacity)

OVER CAPACITY

SPREAD DIAMOND

Signalized Intersection CAPACITY ANALYSIS

"2010" AM

INTERCHANGE I-5 / Genesee Avenue

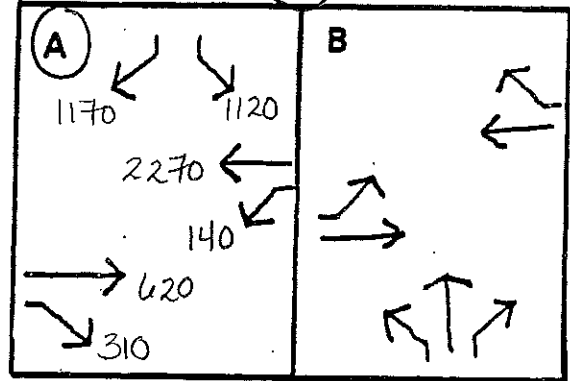
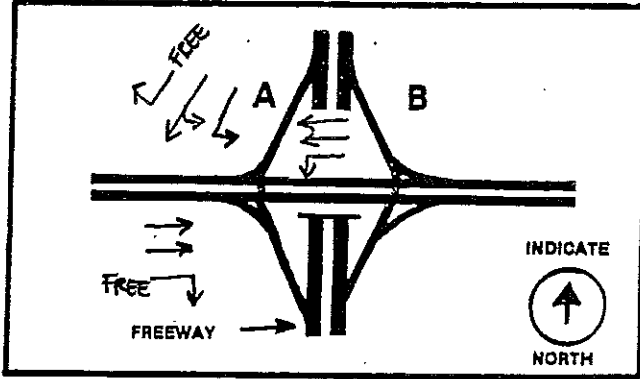
DIST. CO. RTE. P.M. 11.SP.05

INTERSECTION (CIRCLE ONE) (A) B Both

BY lc DATE 1/15/08

DIAGRAM AND TRAFFIC FLOWS

TIME (A.M.) P.M.



LANE VOLUMES (ILV/hr):

Phase 1
560 560 ↓ ↘

Phase 2
← 140 ← 140 ↙ 140

Phase 3
310 → ← 995 310 → ← 995

CRITICAL LANE VOLUMES (ILV/hr):

Phase 1
560

Phase 2
140

Phase 3
995

TOTAL OPERATING LEVEL (ILV/hr):

Σ
1695

Is . . . < 1200 ILV/hr

> 1200 but < 1500 ILV/hr

> 1500 ILV/hr. (capacity) *OVER Capacity*

SPREAD DIAMOND

Signalized Intersection CAPACITY ANALYSIS

"2010" AM

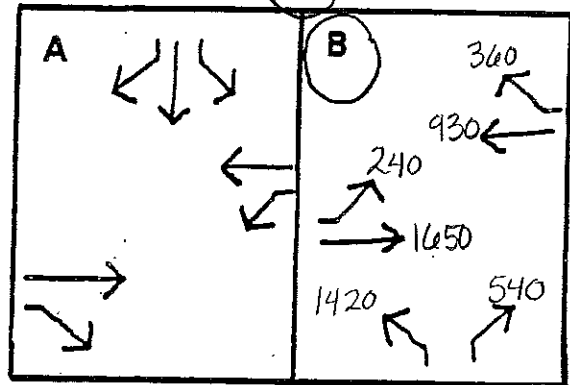
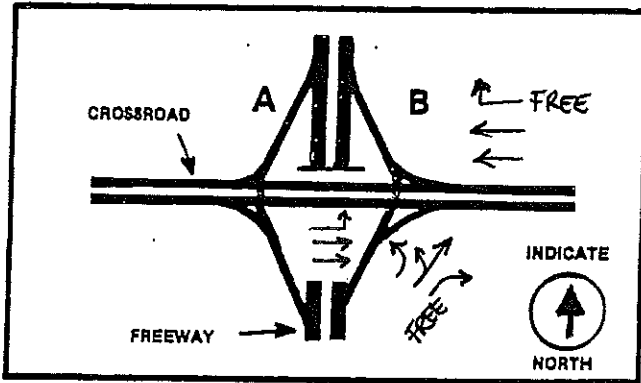
INTERCHANGE I-5 / Genesee Avenue

DIST. CO. RTE. P.M. 11. SD. 05

INTERSECTION (CIRCLE ONE) (B) Both

BY LC DATE 1/15/08

DIAGRAM AND TRAFFIC FLOWS



LANE VOLUMES (ILV/hr):

Phase 1
<p>710 710</p>

Phase 2
<p>240 ↑ 240 → 240 →</p>

Phase 3
<p>585 → ← 465 585 → ← 465</p>

CRITICAL LANE VOLUMES (ILV/hr):

Phase 1
710

Phase 2
240

Phase 3
585

TOTAL OPERATING LEVEL (ILV/hr):

Σ
1535

Is . . . < 1200 ILV/hr

> 1200 but < 1500 ILV/hr

> 1500 ILV/hr. (capacity) **OVER Capacity**

TIGHT DIAMOND

Signalized Intersection CAPACITY ANALYSIS

"2010" PM

INTERCHANGE 1-5/Genesee Avenue

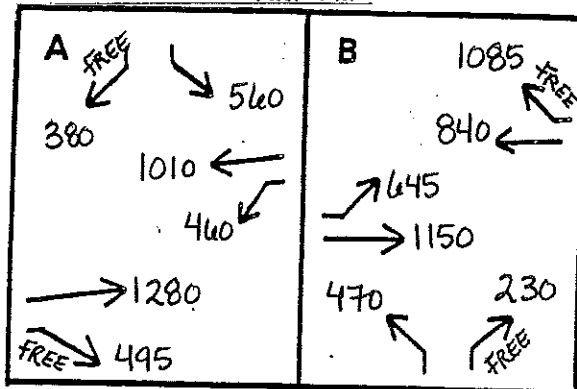
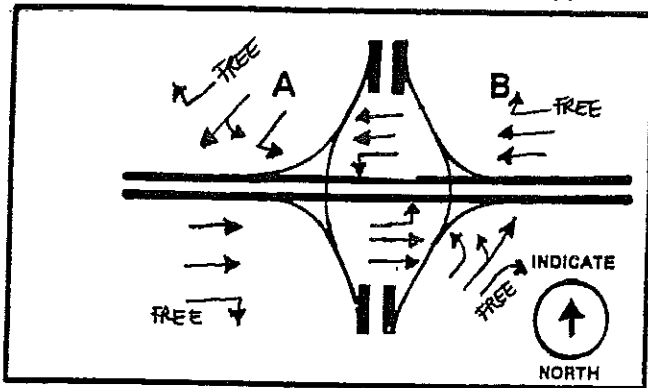
DIST. CO. RTE. PM 11. SD .05

INTERSECTION (Both intersections are considered together)

BY LC DATE 4/4/68

DIAGRAM AND TRAFFIC FLOWS:

TIME _____ AM PM



LANE VOLUMES (ILV/hr):

Phase 1	Phase 2	Phase 3	Phase 4
<p>↑ FREE</p> <p>← 380 ← 380</p> <p>← 0 ← 460</p> <p>↓ 460</p>	<p>← 235</p> <p>← 235</p> <p>↓ 0</p> <p>↑ 235 235 (labeled FREE)</p>	<p>645 ↑</p> <p>645 → 0 →</p> <p>635 → 635 →</p> <p>FREE ↓</p>	<p>↑ 280 280</p> <p>↓ 280 280</p> <p>0 ↗</p> <p>280 →</p> <p>280 →</p>

CRITICAL LANE VOLUMES (1LV/hr):

Phase 1	Phase 2	Phase 3	Phase 4
460	235	645	280

TOTAL OPERATING LEVEL (ILV/hr):

Σ
1620

- is ... < 1200 ILV/hr
 > 1200 but < 1500 ILV/hr
 > 1500 ILV/hr (capacity)

OVER CAPACITY

Signalized Intersection CAPACITY ANALYSIS

"2010" PM

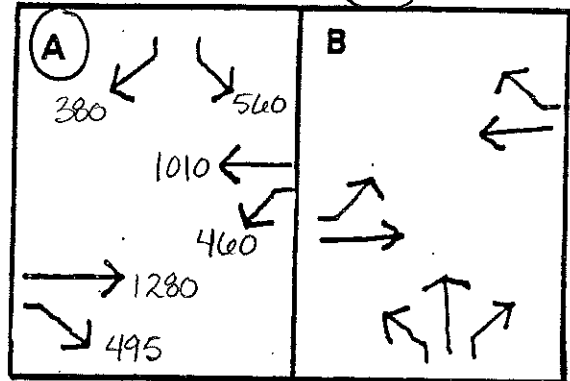
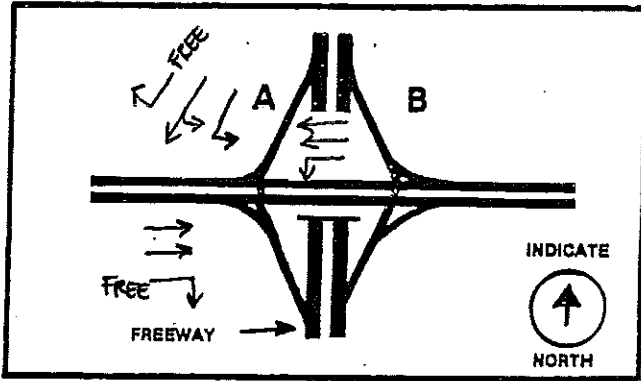
INTERCHANGE I-5 / Genesee Avenue

DIST. CO. RTE. P.M. 11.SP.05

INTERSECTION (CIRCLE ONE) (A) B Both

BY lc DATE 1/15/08

DIAGRAM AND TRAFFIC FLOWS



LANE VOLUMES (ILV/hr):

Phase 1
280 280 ↓ ↘ ↘

Phase 2
← 460 ← 460 ↘ 460

Phase 3
640 → ← 45 640 → ← 45

CRITICAL LANE VOLUMES (ILV/hr):

Phase 1
280

Phase 2
460

Phase 3
640

TOTAL OPERATING LEVEL (ILV/hr):

Σ
1380

Is . . . < 1200 ILV/hr

> 1200 but < 1500 ILV/hr *NEAR Capacity*

> 1500 ILV/hr. (capacity)

SPREAD DIAMOND

Signalized Intersection CAPACITY ANALYSIS

"2010" PM

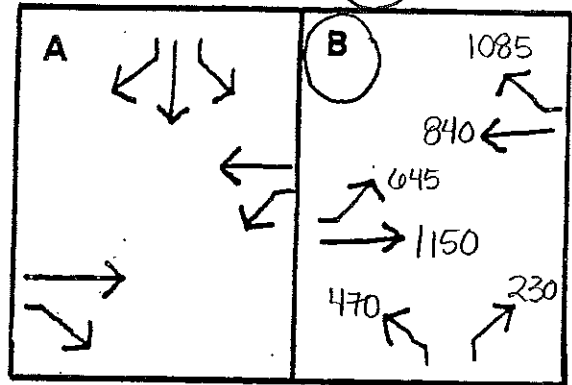
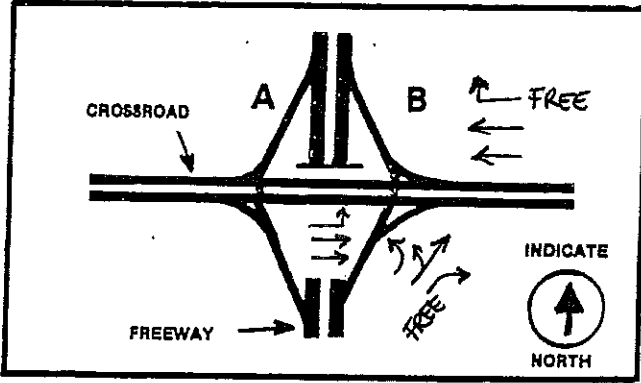
INTERCHANGE I-5 / Genesee Avenue

DIST. CO. RTE. P.M. 11. SD. 05

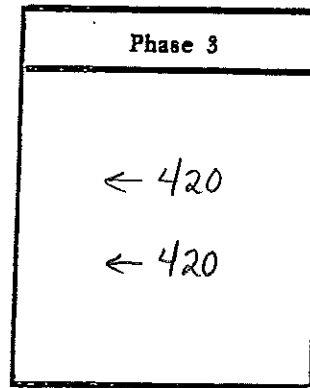
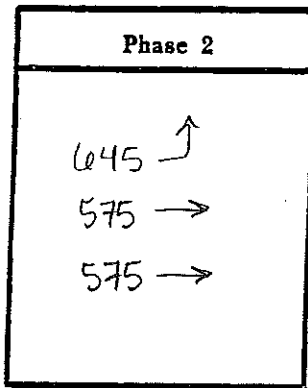
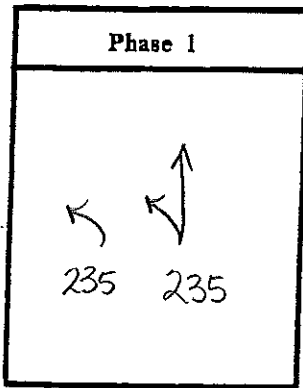
INTERSECTION (CIRCLE ONE) A B Both

BY LC DATE 1/15/08

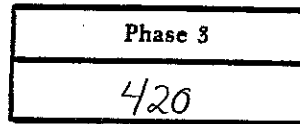
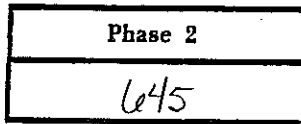
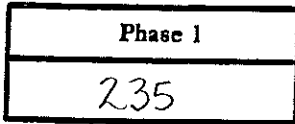
DIAGRAM AND TRAFFIC FLOWS



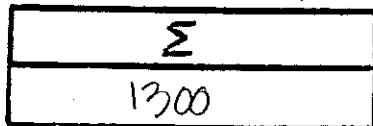
LANE VOLUMES (ILV/hr):



CRITICAL LANE VOLUMES (ILV/hr):



TOTAL OPERATING LEVEL (ILV/hr):



Is . . . < 1200 ILV/hr

> 1200 but < 1500 ILV/hr NEAR Capacity

> 1500 ILV/hr. (capacity)

TIGHT DIAMOND

Signalized Intersection CAPACITY ANALYSIS

"2010 + PROJECT" AM

INTERCHANGE 1-5/Genesee Avenue

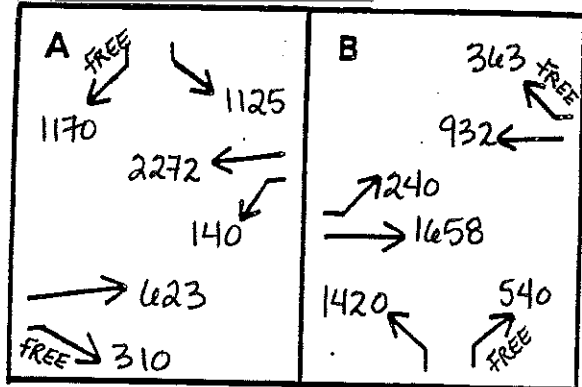
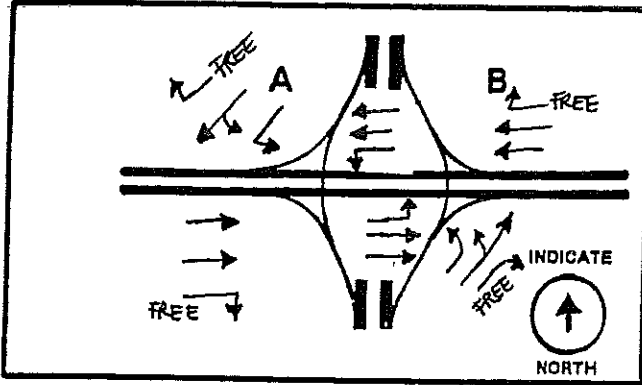
DIST. CO. RTE. PM 11. SD .05

INTERSECTION (Both intersections are considered together)

BY LC DATE 4/4/68

DIAGRAM AND TRAFFIC FLOWS:

TIME _____ AM PM



LANE VOLUMES (ILV/hr):

Phase 1	Phase 2	Phase 3	Phase 4
<p>↑ FREE</p> <p>← 466 ← 466</p> <p>← 326 ← 466</p> <p>↓ 140</p>	<p>← 710</p> <p>← 710</p> <p>↓ 0</p> <p>↑ 710 710</p> <p>↑ FREE</p>	<p>240 ↑</p> <p>312 → 72 →</p> <p>311 → 311 →</p> <p>FREE ↓</p>	<p>562 563</p> <p>↓ ↓ ↓</p> <p>0 ↑</p> <p>563 →</p> <p>562 →</p>

CRITICAL LANE VOLUMES (1LV/hr):

Phase 1	Phase 2	Phase 3	Phase 4
466	710	312	563

TOTAL OPERATING LEVEL (ILV/hr):

Σ
2051

- is . . .
- < 1200 ILV/hr
 - > 1200 but < 1500 ILV/hr
 - > 1500 ILV/hr (capacity)

OVER CAPACITY

SPREAD DIAMOND

Signalized Intersection CAPACITY ANALYSIS

"2010 + PROJECT" AM

INTERCHANGE I-5 / Genesee Avenue

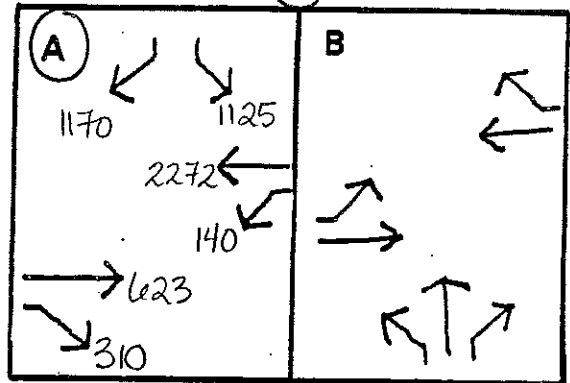
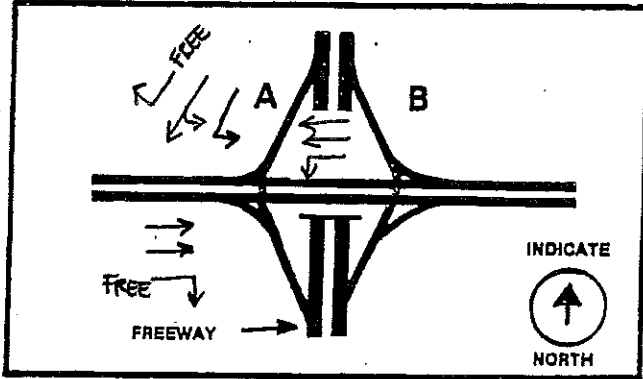
DIST. CO. RTE. P.M. 11.SP.05

INTERSECTION (CIRCLE ONE) (A) B Both

BY hc DATE 1/15/08

DIAGRAM AND TRAFFIC FLOWS

TIME (A.M.) P.M.



LANE VOLUMES (ILV/hr):

Phase 1	
562	563
↓	↘

Phase 2	
←	140
←	140
↙	140

Phase 3	
311	→ ← 996
312	→ ← 996

CRITICAL LANE VOLUMES (ILV/hr):

Phase 1
563

Phase 2
140

Phase 3
996

TOTAL OPERATING LEVEL (ILV/hr):

Σ
1699

is . . . < 1200 ILV/hr

> 1200 but < 1500 ILV/hr

> 1500 ILV/hr. (capacity) *OVER Capacity*

SPREAD DIAMOND

Signalized Intersection CAPACITY ANALYSIS

"2010 + PROJECT" AM

INTERCHANGE I-5 / Genesee Avenue

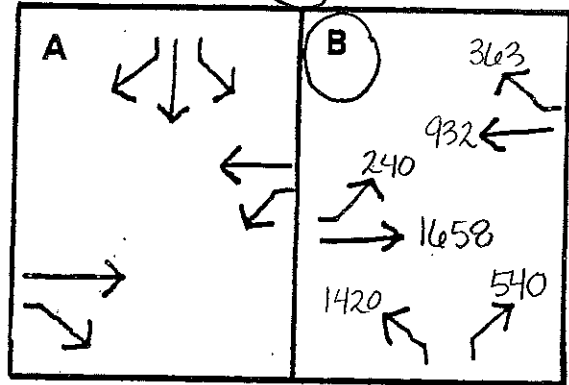
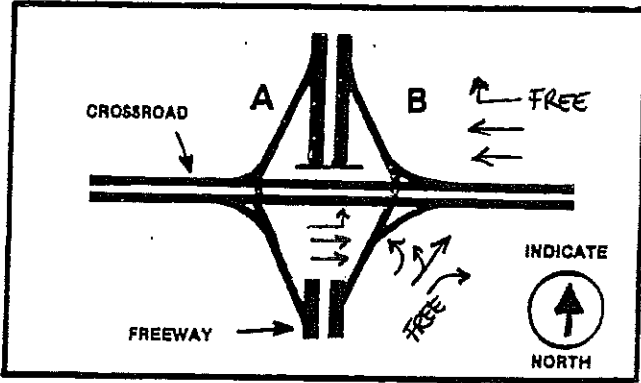
DIST. CO. RTE. P.M. 11. SD. 05

INTERSECTION (CIRCLE ONE) (B) Both

BY LC DATE 1/15/08

DIAGRAM AND TRAFFIC FLOWS

TIME (A.M.) P.M.



LANE VOLUMES (ILV/hr):

Phase 1
<p>← 710 ↑ 710</p>

Phase 2
<p>240 ↗</p> <p>240 →</p> <p>240 →</p>

Phase 3
<p>589 → ← 406</p> <p>589 → ← 406</p>

CRITICAL LANE VOLUMES (ILV/hr):

Phase 1
710

Phase 2
240

Phase 3
589

TOTAL OPERATING LEVEL (ILV/hr):

Σ
1539

Is . . . < 1200 ILV/hr

> 1200 but < 1500 ILV/hr

> 1500 ILV/hr. (capacity) *OVER Capacity*

TIGHT DIAMOND

Signalized Intersection "2010+PROJECT" PM CAPACITY ANALYSIS

INTERCHANGE 1-5/Genesee Avenue

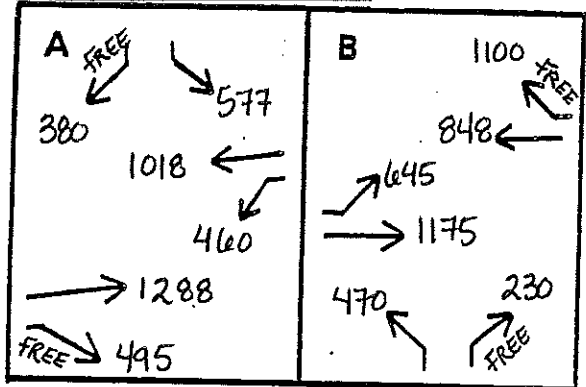
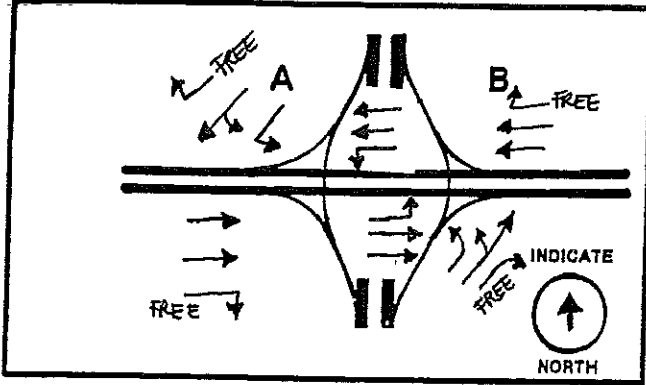
DIST. CO. RTE. PM 11. SD .05

INTERSECTION (Both intersections are considered together)

BY LC DATE 4/4/68

DIAGRAM AND TRAFFIC FLOWS:

TIME _____ AM PM _____



LANE VOLUMES (ILV/hr):

Phase 1	Phase 2	Phase 3	Phase 4
<p>↑ FREE</p> <p>← 388 ← 388</p> <p>← 0 ← 460</p> <p>↓ 460</p>	<p>← 235</p> <p>← 235</p> <p>↓ 0</p> <p>↑ 235</p> <p>↑ 235</p>	<p>645 ↑</p> <p>645 → 0 →</p> <p>643 → 643 →</p> <p>FREE ↓</p>	<p>↑ 288 289</p> <p>↓ ↓ ↓</p> <p>0 ↑</p> <p>289 →</p> <p>288 →</p>

CRITICAL LANE VOLUMES (1LV/hr):

Phase 1	Phase 2	Phase 3	Phase 4
460	235	645	289

TOTAL OPERATING LEVEL (ILV/hr):

Σ
1629

- is . . .
- < 1200 ILV/hr
 - > 1200 but < 1500 ILV/hr
 - > 1500 ILV/hr (capacity)

OVER CAPACITY

SPREAD DIAMOND

Signalized Intersection CAPACITY ANALYSIS

"2010 + PROJECT" PM

INTERCHANGE I-5 / Genesee Avenue

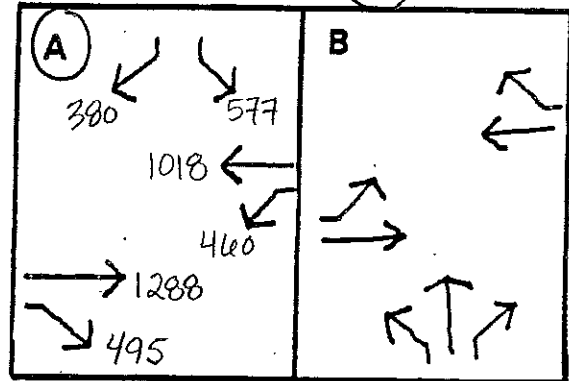
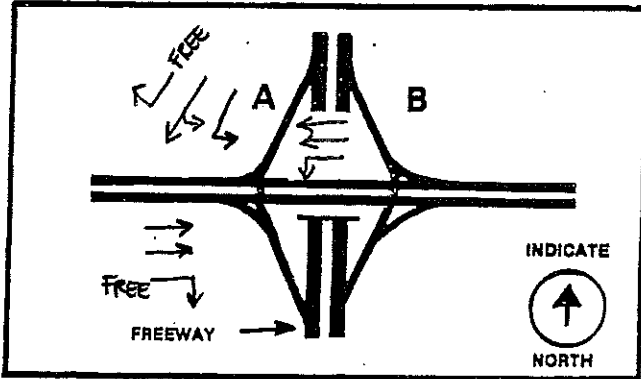
DIST. CO. RTE. P.M. 11.SP.05

INTERSECTION (CIRCLE ONE) (A) B Both

BY lc DATE 1/15/08

DIAGRAM AND TRAFFIC FLOWS

TIME _____ A.M. (P.M.)



LANE VOLUMES (ILV/hr):

Phase 1
288 289 ↓ ↘ ↙

Phase 2
← 460
← 460
↙ 460

Phase 3
644 → ← 49
644 → ← 49

CRITICAL LANE VOLUMES (ILV/hr):

Phase 1
289

Phase 2
460

Phase 3
644

TOTAL OPERATING LEVEL (ILV/hr):

Σ
1393

Is . . . < 1200 ILV/hr

> 1200 but < 1500 ILV/hr *NEAR Capacity*

> 1500 ILV/hr. (capacity)

SPREAD DIAMOND

Signalized Intersection "2010 + PROJECT" PM CAPACITY ANALYSIS

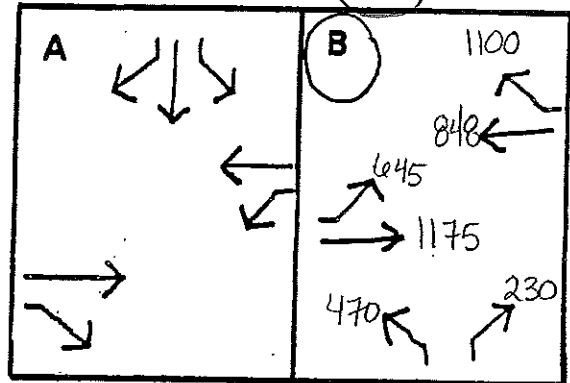
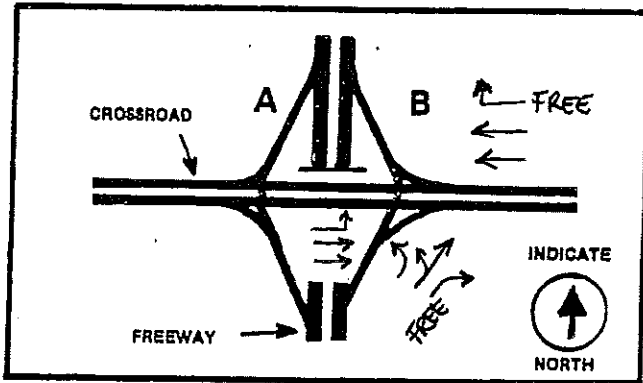
INTERCHANGE I-5 / Genesee Avenue

DIST. CO. RTE. P.M. II. SD. 05

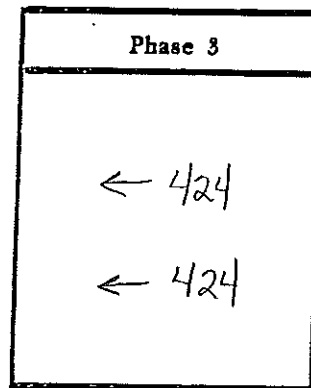
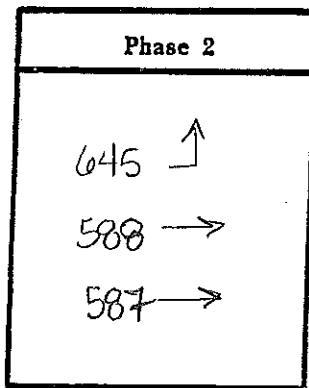
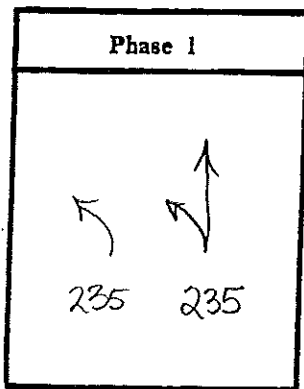
INTERSECTION (CIRCLE ONE) (B) Both

BY LC DATE 1/15/08

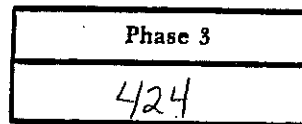
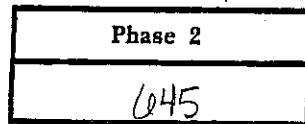
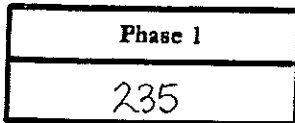
DIAGRAM AND TRAFFIC FLOWS



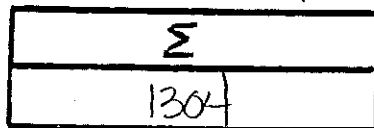
LANE VOLUMES (ILV/hr):



CRITICAL LANE VOLUMES (ILV/hr):



TOTAL OPERATING LEVEL (ILV/hr):



Is . . . < 1200 ILV/hr

> 1200 but < 1500 ILV/hr *NEAR Capacity*

> 1500 ILV/hr. (capacity)

TIGHT DIAMOND

Signalized Intersection CAPACITY ANALYSIS

"2030" AM

INTERCHANGE 1-5/Genesee Avenue

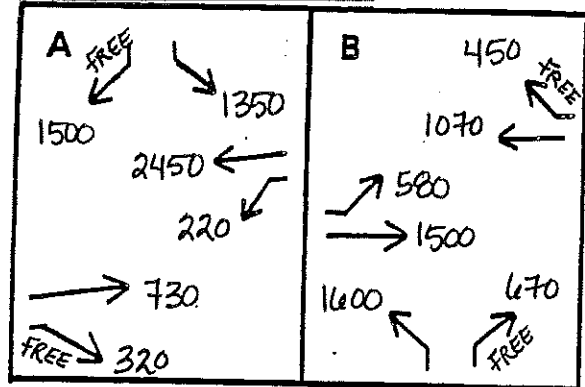
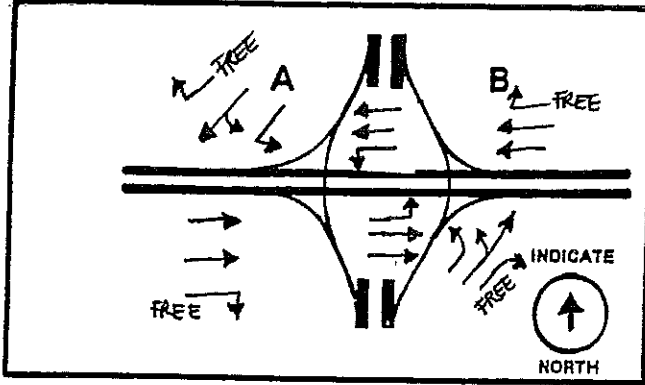
DIST. CO. RTE. PM 11. SD .05

INTERSECTION (Both intersections are considered together)

BY LC DATE 4/4/68

DIAGRAM AND TRAFFIC FLOWS:

TIME _____ AM PM _____



LANE VOLUMES (ILV/hr):

Phase 1	Phase 2	Phase 3	Phase 4
<p>↑ FREE</p> <p>← 535 ← 535</p> <p>← 315 ← 535</p> <p>↓ 220</p>	<p>← 800</p> <p>← 800</p> <p>↓ 0</p> <p>↑ 800 800 220</p>	<p>580 ↑</p> <p>580 → 0 →</p> <p>150 → 150 →</p> <p>FREE ↓</p>	<p>675 675</p> <p>↓ ↓ ↓</p> <p>0 ↑</p> <p>675 →</p> <p>675 →</p>

CRITICAL LANE VOLUMES (1LV/hr):

Phase 1	Phase 2	Phase 3	Phase 4
535	800	580	675

TOTAL OPERATING LEVEL (ILV/hr):

Σ
2590

- Is
- < 1200 ILV/hr
 - > 1200 but < 1500 ILV/hr
 - > 1500 ILV/hr (capacity)

OVER CAPACITY

Count Source: 1-5 North Coast - HOV/Managed Lanes Project (March 8, 2006) - Wilson + Company, Inc.

SPREAD DIAMOND

Signalized Intersection CAPACITY ANALYSIS

"2030" AM

INTERCHANGE I-5 / Genesee Avenue

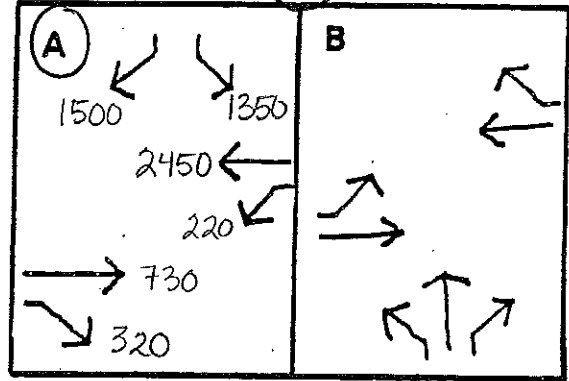
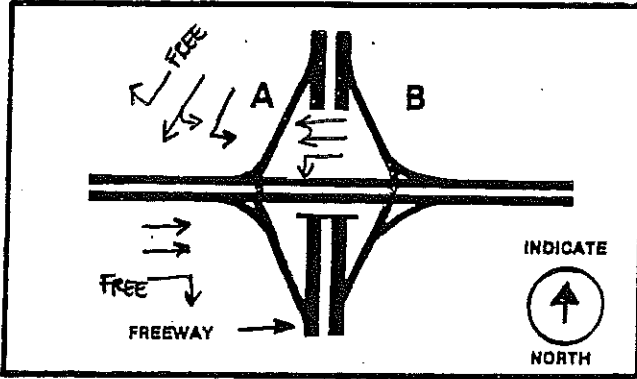
DIST. CO. RTE. P.M. 11.SP.05

INTERSECTION (CIRCLE ONE) (A) B Both

BY LC DATE 1/15/08

DIAGRAM AND TRAFFIC FLOWS

TIME (A.M.) P.M.



LANE VOLUMES (ILV/hr):

Phase 1
675 675 ↓ ↘ ↘ ↘

Phase 2
← 220 ← 220 ↘ 220

Phase 3
365 → ← 1005 365 → ← 1005

CRITICAL LANE VOLUMES (ILV/hr):

Phase 1
675

Phase 2
220

Phase 3
1005

TOTAL OPERATING LEVEL (ILV/hr):

Σ
1900

Is . . . < 1200 ILV/hr

> 1200 but < 1500 ILV/hr

> 1500 ILV/hr. (capacity) *OVER Capacity*

Count Source: I-5 North Coast - HOV/Managed Lanes Project (March 8, 2006) - Wilson + Company, Inc.

SPREAD DIAMOND

Signalized Intersection CAPACITY ANALYSIS

"2030" AM

INTERCHANGE I-5 / Genesee Avenue

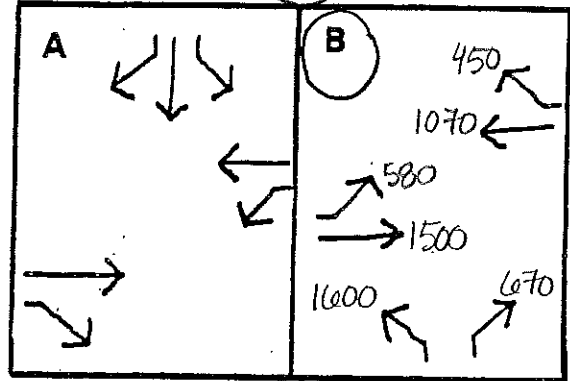
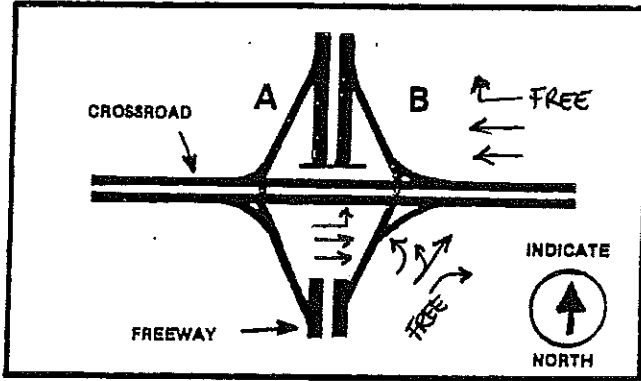
DIST. CO. RTE. P.M. 11. SD. 05

INTERSECTION (CIRCLE ONE) A B Both

BY LC DATE 1/15/08

DIAGRAM AND TRAFFIC FLOWS

TIME _____ (A.M./P.M.)



LANE VOLUMES (ILV/hr):

Phase 1
<p>800 ← ↑</p> <p>800 800</p>

Phase 2
<p>580 ↗</p> <p>580 →</p> <p>580 →</p>

Phase 3
<p>170 → ← 535</p> <p>170 → ← 535</p>

CRITICAL LANE VOLUMES (ILV/hr):

Phase 1
800

Phase 2
580

Phase 3
535

TOTAL OPERATING LEVEL (ILV/hr):

Σ
1915

Is . . . < 1200 ILV/hr

> 1200 but < 1500 ILV/hr

> 1500 ILV/hr. (capacity) **OVER Capacity**

Count Source: I-5 North Coast - HOV/Managed Lanes Project (March 8, 2006) - Wilson + Company, Inc.

TIGHT DIAMOND

Signalized Intersection CAPACITY ANALYSIS

"2030" PM

INTERCHANGE 1-5/Genesee Avenue

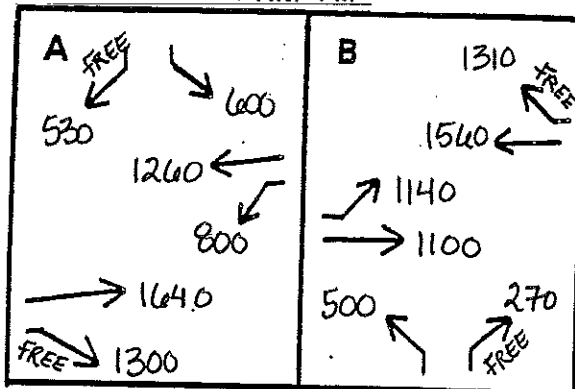
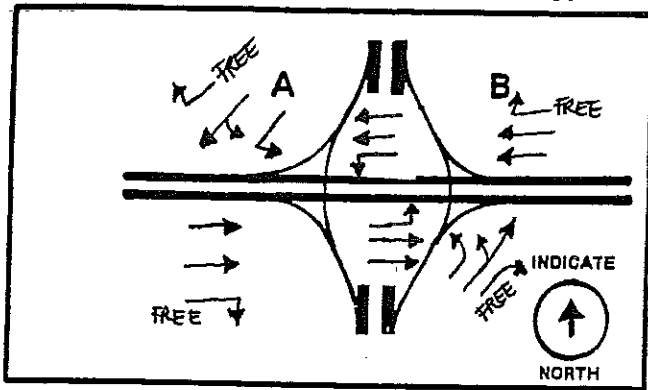
DIST. CO. RTE. PM 11. SD. 05

INTERSECTION (Both intersections are considered together)

BY LC DATE 4/4/08

DIAGRAM AND TRAFFIC FLOWS:

TIME _____ AM PM _____



LANE VOLUMES (ILV/hr):

Phase 1	Phase 2	Phase 3	Phase 4
<p>↑ FREE</p> <p>← 760 ← 760</p> <p>← 0 ← 800</p> <p>↓ 800</p>	<p>← 250</p> <p>← 250</p> <p>↓ 0</p> <p>250 ↑ FREE</p> <p>250 ↑ FREE</p>	<p>1140 ↗</p> <p>1140 → 0 →</p> <p>500 → 500 →</p> <p>FREE ↓</p>	<p>300 ↙ 300 ↘</p> <p>↓ ↓</p> <p>0 ↗</p> <p>300 →</p> <p>300 →</p>

CRITICAL LANE VOLUMES (1LV/hr):

Phase 1	Phase 2	Phase 3	Phase 4
800	250	1140	300

TOTAL OPERATING LEVEL (ILV/hr):

Σ
2490

- Is . . . < 1200 ILV/hr
 > 1200 but < 1500 ILV/hr
 > 1500 ILV/hr (capacity)

OVER CAPACITY

Count Source: 1-5 North Coast - HOV/Managed Lanes Project (March 8, 2006) - Wilson & Company, Inc.

SPREAD DIAMOND

Signalized Intersection CAPACITY ANALYSIS

"2030" PM

INTERCHANGE I-5 / Genesee Avenue

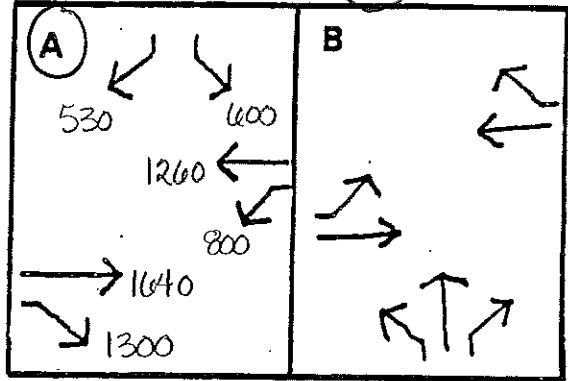
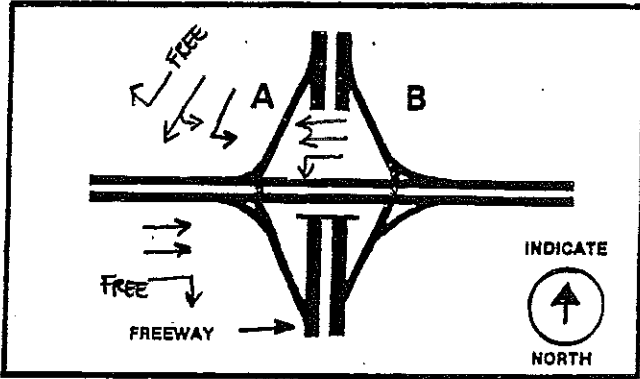
DIST. CO. RTE. P.M. 11.SP.05

INTERSECTION (CIRCLE ONE) (A) B Both

BY hc DATE 1/15/08

DIAGRAM AND TRAFFIC FLOWS

TIME _____ A.M. (P.M.)



LANE VOLUMES (ILV/hr):

Phase 1
300 300 ↓ ↘ ↙

Phase 2
← 630 ← 630 ↙ 800

Phase 3
820 → 820 →

CRITICAL LANE VOLUMES (ILV/hr):

Phase 1
300

Phase 2
800

Phase 3
820

TOTAL OPERATING LEVEL (ILV/hr):

Σ
1920

Is . . . < 1200 ILV/hr

> 1200 but < 1500 ILV/hr

> 1500 ILV/hr. (capacity) **OVER Capacity**

Count Source: I-5 North Coast - HOV/Managed Lanes Project (March 8, 2006) - Wilson + Company, Inc.

SPREAD DIAMOND

Signalized Intersection CAPACITY ANALYSIS

"20:30" PM

INTERCHANGE I-5 / Genesee Avenue

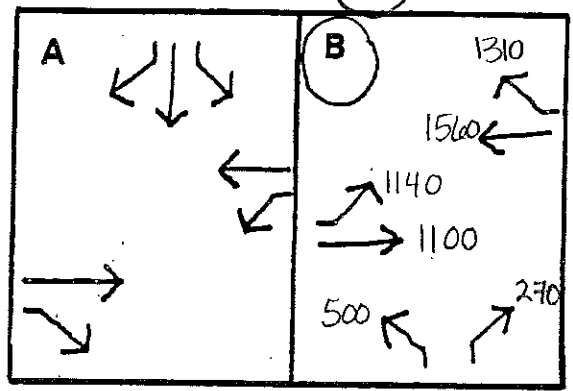
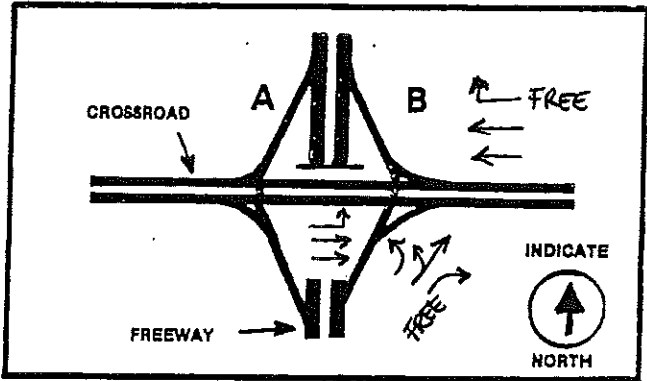
DIST. CO. RTE. P.M. 11. SD. 05

INTERSECTION (CIRCLE ONE) A (B) Both

BY LC DATE 1/15/08

DIAGRAM AND TRAFFIC FLOWS

TIME _____ A.M. (P.M.)



LANE VOLUMES (ILV/hr):

Phase 1
<p>250 250</p>

Phase 2
<p>1140 550 → 550 →</p>

Phase 3
<p>← 780 ← 780</p>

CRITICAL LANE VOLUMES (ILV/hr):

Phase 1
250

Phase 2
1140

Phase 3
780

TOTAL OPERATING LEVEL (ILV/hr):

Σ
2170

- Is . . .
- < 1200 ILV/hr
 - > 1200 but < 1500 ILV/hr
 - > 1500 ILV/hr. (capacity) *OVER Capacity*

Count Source: I-5 North Coast - Hov/Managed Lanes Project (March 8, 2006) - Wilson + Company, Inc.

TIGHT DIAMOND

Signalized Intersection CAPACITY ANALYSIS

"2030+ PROJECT" AM

INTERCHANGE I-5/Genesee Avenue

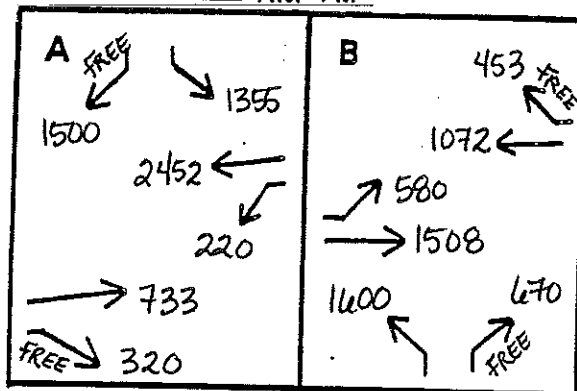
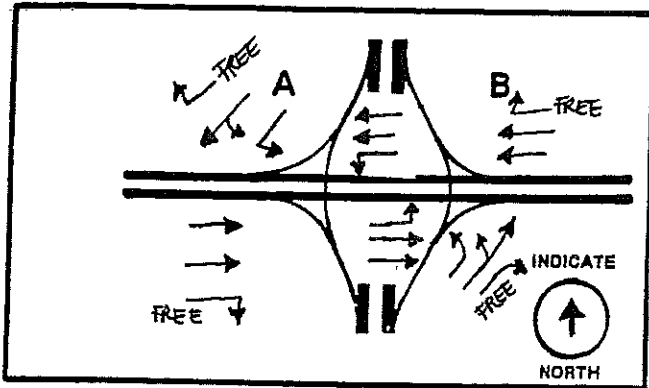
DIST. CO. RTE. PM 11. SD. 05

INTERSECTION (Both intersections are considered together)

BY LC DATE 4/4/08

DIAGRAM AND TRAFFIC FLOWS:

TIME _____ AM PM _____



LANE VOLUMES (ILV/hr):

Phase 1	Phase 2	Phase 3	Phase 4
<p>↑ FREE</p> <p>← 536 ← 536</p> <p>← 316 ← 536</p> <p>↓ 220</p>	<p>← 800</p> <p>← 800</p> <p>↓ 0</p> <p>↙ ↘</p> <p>800 800</p> <p>↑ FREE</p>	<p>580 ↗</p> <p>580 → 0 →</p> <p>153 → 153 →</p> <p>FREE ↓</p>	<p>↑ FREE</p> <p>↙ ↘</p> <p>678 ↗</p> <p>0 ↗</p> <p>678 →</p> <p>677 →</p>

CRITICAL LANE VOLUMES (1LV/hr):

Phase 1	Phase 2	Phase 3	Phase 4
536	800	580	678

TOTAL OPERATING LEVEL (ILV/hr):

Σ
2594

- is ... □ < 1200 ILV/hr
- > 1200 but < 1500 ILV/hr
- ✗ > 1500 ILV/hr (capacity)

OVER CAPACITY

Count Source: I-5 North Coast-HOV/Managed Lanes Project (March 8, 2006) - Wilson + Company, Inc.

SPREAD DIAMOND

Signalized Intersection "2030+ PROJECT" AM CAPACITY ANALYSIS

INTERCHANGE I-5 / Genesee Avenue

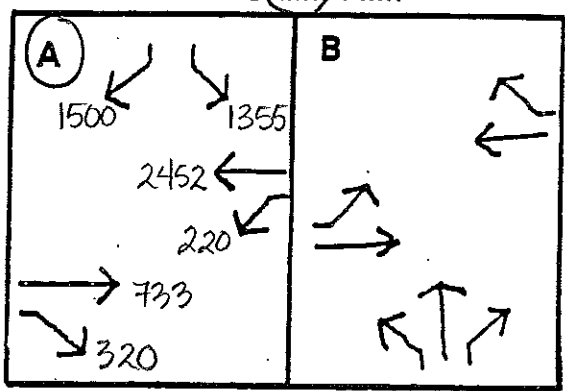
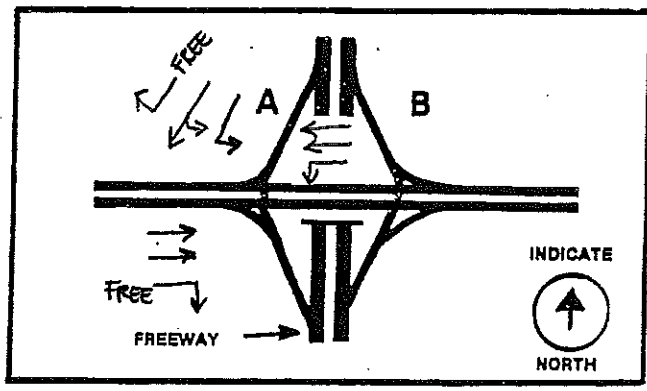
DIST. CO. RTE. P.M. 11.SP.05

INTERSECTION (CIRCLE ONE) (A) B Both

BY kc DATE 1/15/08

DIAGRAM AND TRAFFIC FLOWS

TIME A.M. P.M.



LANE VOLUMES (ILV/hr):

Phase 1
677 678 ↓ ↘

Phase 2
← 220 ← 220 ↙ 220

Phase 3
367 → ← 1006 366 → ← 1006

CRITICAL LANE VOLUMES (ILV/hr):

Phase 1
678

Phase 2
220

Phase 3
1006

TOTAL OPERATING LEVEL (ILV/hr):

Σ
1904

- Is . . . < 1200 ILV/hr
 > 1200 but < 1500 ILV/hr
 > 1500 ILV/hr. (capacity) *OVER Capacity*

Count Source: I-5 North Coast - HOV/Managed Lanes Project (March 8, 2006) - Wilson + Company, Inc.

SPREAD DIAMOND

Signalized Intersection CAPACITY ANALYSIS

"2030 + PROJECT" AM

INTERCHANGE I-5 / Genesee Avenue

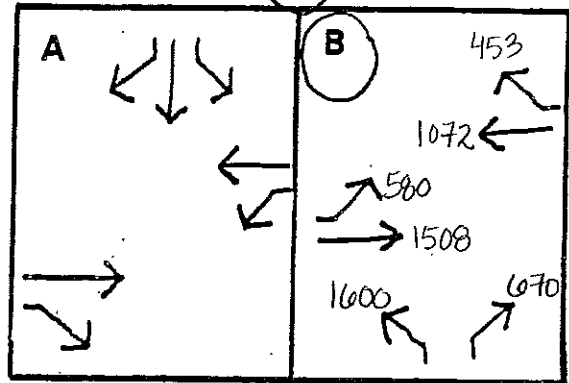
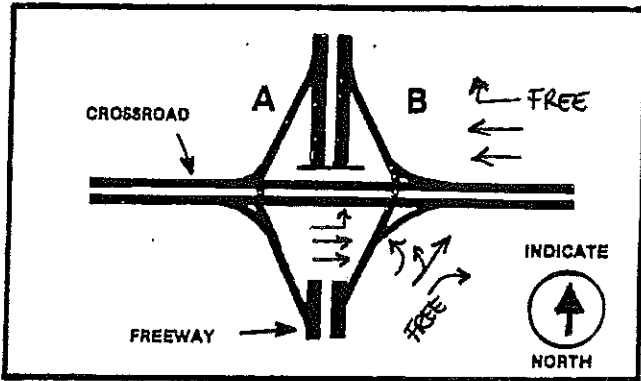
DIST. CO. RTE. P.M. 11. SD. 05

INTERSECTION (CIRCLE ONE) A B Both

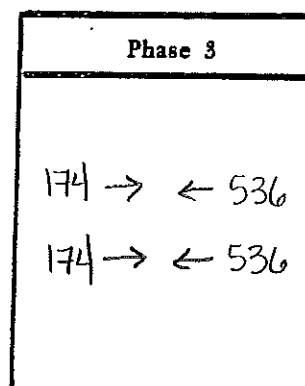
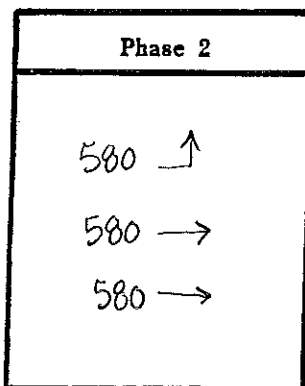
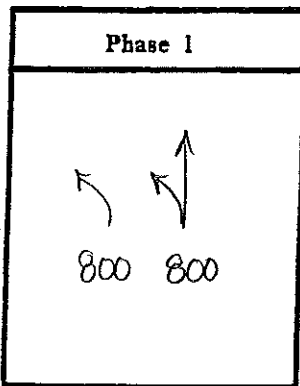
BY LC DATE 1/15/08

DIAGRAM AND TRAFFIC FLOWS

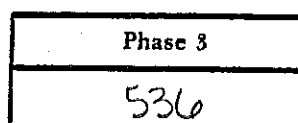
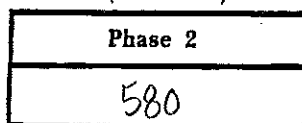
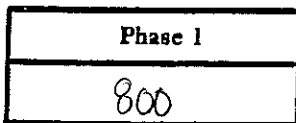
TIME (A.M.) P.M.



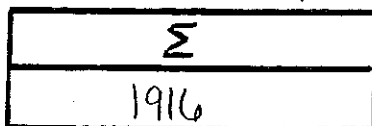
LANE VOLUMES (ILV/hr):



CRITICAL LANE VOLUMES (ILV/hr):



TOTAL OPERATING LEVEL (ILV/hr):



Is . . . < 1200 ILV/hr

> 1200 but < 1500 ILV/hr

> 1500 ILV/hr. (capacity) **OVER Capacity**

Count Source: I-5 North Coast - HOV/Managed Lanes Project (March 8, 2006) - Wilson + Company, Inc.

TIGHT DIAMOND

Signalized Intersection CAPACITY ANALYSIS

"2030+ PROJECT" PM

INTERCHANGE 1-5/Genesee Avenue

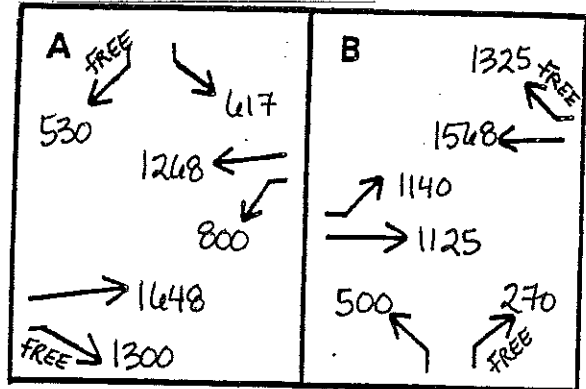
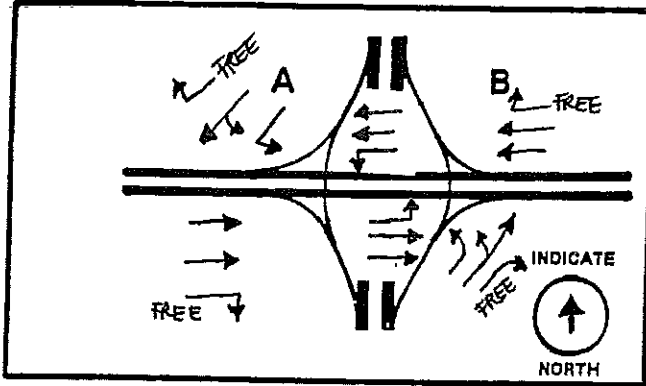
DIST. CO. RTE. PM 11. SD .05

INTERSECTION (Both intersections are considered together)

BY LC DATE 4/4/08

DIAGRAM AND TRAFFIC FLOWS:

TIME _____ AM PM



LANE VOLUMES (ILV/hr):

Phase 1	Phase 2	Phase 3	Phase 4
<p>↑ FREE</p> <p>← 768 ← 768</p> <p>← 0 ← 800</p> <p>↓ 800</p>	<p>← 250</p> <p>← 250</p> <p>↓ 0</p> <p>↙ 250 ↘ 250</p> <p>↑ FREE</p>	<p>1140 ↗</p> <p>1140 → 0 →</p> <p>508 → 508 →</p> <p>FREE ↓</p>	<p>↖ 309 ↗ 309</p> <p>↓ ↓</p> <p>0 ↗</p> <p>309 →</p> <p>308 →</p>

CRITICAL LANE VOLUMES (1LV/hr):

Phase 1	Phase 2	Phase 3	Phase 4
800	250	1140	309

TOTAL OPERATING LEVEL (ILV/hr):

Σ
2499

- Is ... < 1200 ILV/hr
 > 1200 but < 1500 ILV/hr
 > 1500 ILV/hr (capacity)

OVER CAPACITY

Count Source: 1-5 North Coast - Hov/Managed Lanes Project (March 8, 2006) - Wilson+Company, Inc.

SPREAD DIAMOND

Signalized Intersection CAPACITY ANALYSIS

"2030 + PROJECT" PM

INTERCHANGE I-5 / Genesee Avenue

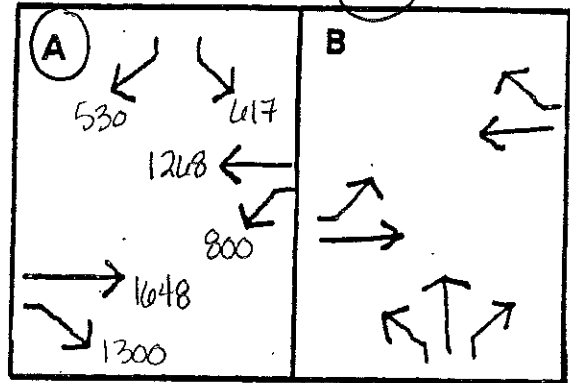
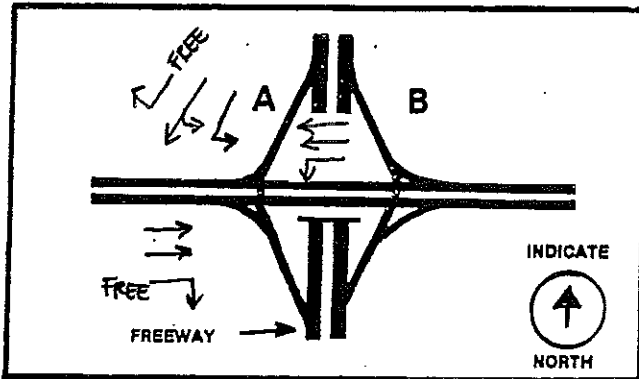
DIST. CO. RTE. P.M. 11.SP.05

INTERSECTION (CIRCLE ONE) (A) B Both

BY lc DATE 1/15/08

DIAGRAM AND TRAFFIC FLOWS

TIME _____ A.M. (P.M.)



LANE VOLUMES (ILV/hr):

Phase 1
308 309 ↓ ↘ ↘ ↘

Phase 2
← 634 ← 634 ↘ 800

Phase 3
824 → 824 →

CRITICAL LANE VOLUMES (ILV/hr):

Phase 1
309

Phase 2
800

Phase 3
824

TOTAL OPERATING LEVEL (ILV/hr):

Σ
1933

Is . . . < 1200 ILV/hr

> 1200 but < 1500 ILV/hr

> 1500 ILV/hr. (capacity) *OVER Capacity*

Count Source: I-5 North Coast - HOV/Managed Lanes Project (March 8, 2006) - Wilson + Company, Inc.

SPREAD DIAMOND

Signalized Intersection CAPACITY ANALYSIS

"2030 + PROJECT" PM

INTERCHANGE I-5 / Genesee Avenue

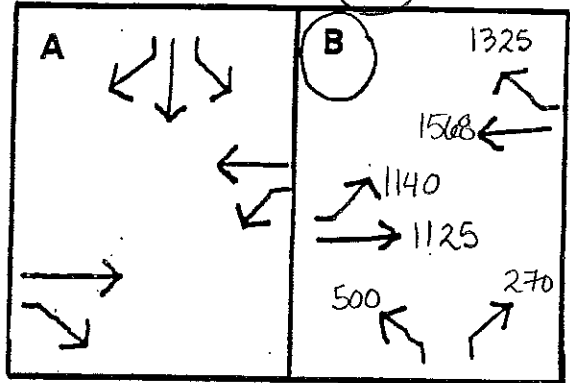
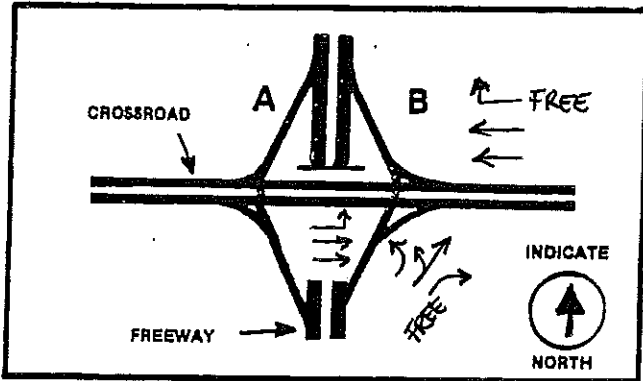
DIST. CO. RTE. P.M. 11. SD.05

INTERSECTION (CIRCLE ONE) A B Both

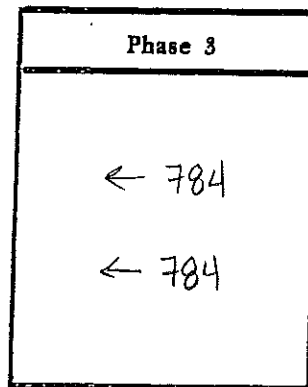
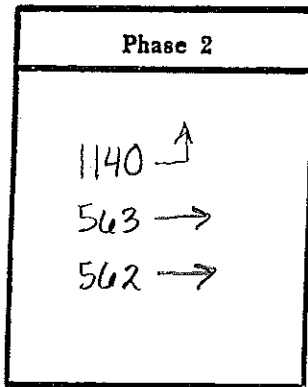
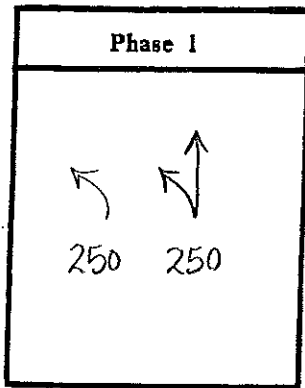
BY LC DATE 1/15/08

DIAGRAM AND TRAFFIC FLOWS

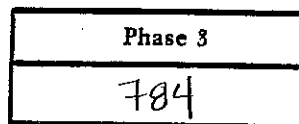
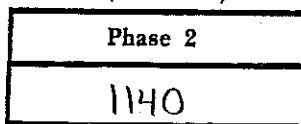
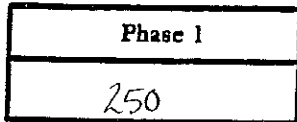
TIME A.M. (P.M.)



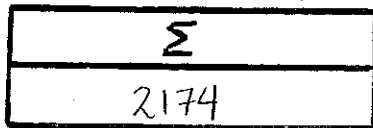
LANE VOLUMES (ILV/hr):



CRITICAL LANE VOLUMES (ILV/hr):



TOTAL OPERATING LEVEL (ILV/hr):



Is . . . < 1200 ILV/hr

> 1200 but < 1500 ILV/hr

> 1500 ILV/hr. (capacity) *OVER Capacity*

Count Source: I-5 North Coast - HOV/Managed Lanes Project (March 8, 2006) - Wilson + Company, Inc.

Signalized Intersection CAPACITY ANALYSIS

2 QUAD CLOVER

"EXISTING" AM

INTERCHANGE 1-5 / La Jolla Village Dr.

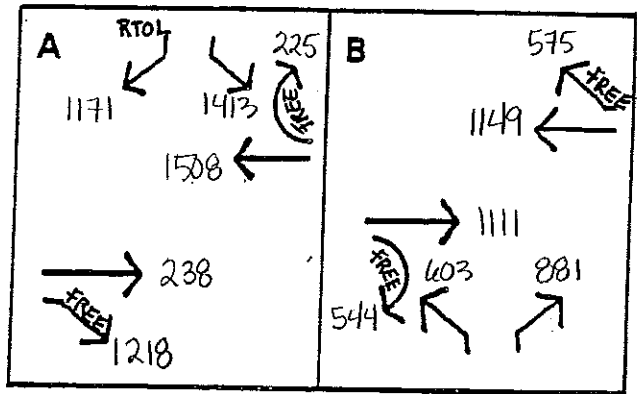
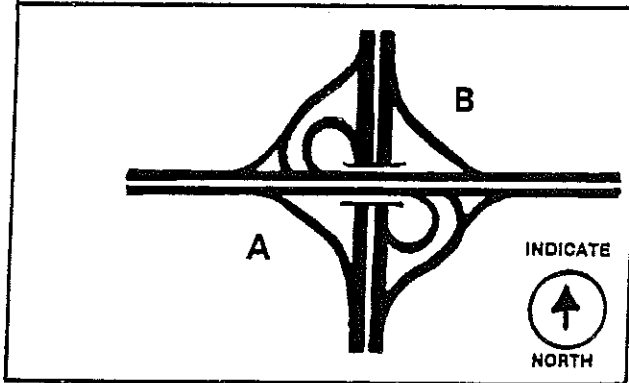
DIST. CO. RTE. P.M. 11. SD. 05

INTERSECTION (CIRCLE ONE) A B BOTH

BY KC DATE 1/14/08

TIME A.M. P.M.

DIAGRAM AND TRAFFIC FLOWS:



LANE VOLUMES (ILV/hr):

Phase 1	Phase 2												
<table border="1" style="width: 100%; border-collapse: collapse;"> <tr><td style="text-align: center;">Phase 1</td></tr> <tr> <td style="text-align: center;"> <table border="1" style="width: 100%; border-collapse: collapse;"> <tr><td style="width: 50%; text-align: center;">586 536 207 207</td><td style="width: 50%; text-align: center;">← 383 ← 383 ← 383</td></tr> <tr><td style="text-align: center;">↓ ↓ ↓ ↓</td><td style="text-align: center;">370 → 370 → 371 →</td></tr> </table> </td></tr> </table>	Phase 1	<table border="1" style="width: 100%; border-collapse: collapse;"> <tr><td style="width: 50%; text-align: center;">586 536 207 207</td><td style="width: 50%; text-align: center;">← 383 ← 383 ← 383</td></tr> <tr><td style="text-align: center;">↓ ↓ ↓ ↓</td><td style="text-align: center;">370 → 370 → 371 →</td></tr> </table>	586 536 207 207	← 383 ← 383 ← 383	↓ ↓ ↓ ↓	370 → 370 → 371 →	<table border="1" style="width: 100%; border-collapse: collapse;"> <tr><td style="text-align: center;">Phase 2</td></tr> <tr> <td style="text-align: center;"> <table border="1" style="width: 100%; border-collapse: collapse;"> <tr><td style="width: 50%; text-align: center;">← 503 ← 503 ← 502</td><td style="width: 50%; text-align: center;">59 → 59 → 60 → 60 →</td></tr> <tr><td style="text-align: center;">←</td><td style="text-align: center;">↖ ↗ ↘ ↙</td></tr> </table> </td></tr> </table>	Phase 2	<table border="1" style="width: 100%; border-collapse: collapse;"> <tr><td style="width: 50%; text-align: center;">← 503 ← 503 ← 502</td><td style="width: 50%; text-align: center;">59 → 59 → 60 → 60 →</td></tr> <tr><td style="text-align: center;">←</td><td style="text-align: center;">↖ ↗ ↘ ↙</td></tr> </table>	← 503 ← 503 ← 502	59 → 59 → 60 → 60 →	←	↖ ↗ ↘ ↙
Phase 1													
<table border="1" style="width: 100%; border-collapse: collapse;"> <tr><td style="width: 50%; text-align: center;">586 536 207 207</td><td style="width: 50%; text-align: center;">← 383 ← 383 ← 383</td></tr> <tr><td style="text-align: center;">↓ ↓ ↓ ↓</td><td style="text-align: center;">370 → 370 → 371 →</td></tr> </table>	586 536 207 207	← 383 ← 383 ← 383	↓ ↓ ↓ ↓	370 → 370 → 371 →									
586 536 207 207	← 383 ← 383 ← 383												
↓ ↓ ↓ ↓	370 → 370 → 371 →												
Phase 2													
<table border="1" style="width: 100%; border-collapse: collapse;"> <tr><td style="width: 50%; text-align: center;">← 503 ← 503 ← 502</td><td style="width: 50%; text-align: center;">59 → 59 → 60 → 60 →</td></tr> <tr><td style="text-align: center;">←</td><td style="text-align: center;">↖ ↗ ↘ ↙</td></tr> </table>	← 503 ← 503 ← 502	59 → 59 → 60 → 60 →	←	↖ ↗ ↘ ↙									
← 503 ← 503 ← 502	59 → 59 → 60 → 60 →												
←	↖ ↗ ↘ ↙												

CRITICAL LANE VOLUMES (ILV/hr):

Phase 1	Phase 2
707	503

TOTAL OPERATING LEVEL (ILV/hr):

Σ
1210

Is . . .

< 1200 ILV/hr.

> 1200 but < 1500 ILV/hr. *NEAR Capacity*

> 1500 ILV/hr. (CAPACITY)

REMARKS:

Signalized Intersection CAPACITY ANALYSIS

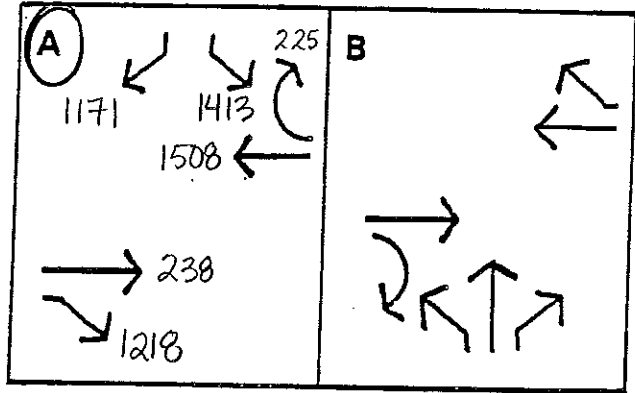
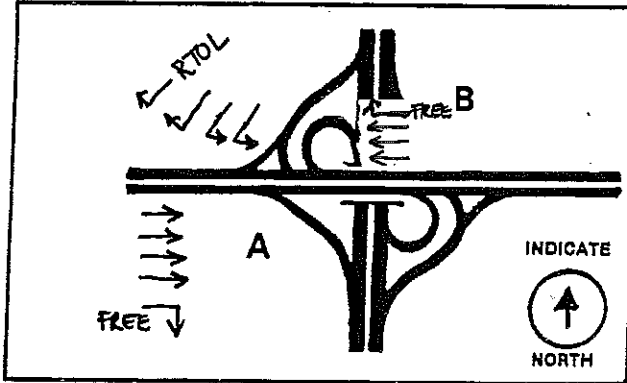
2 QUAD CLOVER

"EXISTING" AM

INTERCHANGE I-5 / La Jolla Village Dr.
 INTERSECTION (CIRCLE ONE) (A) B BOTH

DIST. CO. RTE. P.M. 11. SD. 05
 BY LC DATE 1/14/08
 TIME (A.M.) P.M.

DIAGRAM AND TRAFFIC FLOWS:



LANE VOLUMES (ILV/hr):

Phase 1			
586	505	707	706
←	←	→	→

Phase 2	
59 →	← 503
59 →	← 503
60 →	← 502
60 →	← 502

CRITICAL LANE VOLUMES (ILV/hr):

Phase 1
707

Phase 2
503

TOTAL OPERATING LEVEL (ILV/hr):

Σ
1210

Is . . .

< 1200 ILV/hr.

> 1200 but < 1500 ILV/hr. NEAR CAPACITY

> 1500 ILV/hr. (CAPACITY)

REMARKS:

Signalized Intersection CAPACITY ANALYSIS

2 QUAD CLOVER

"EXISTING" AM

INTERCHANGE I-5/La Jolla Village Dr.

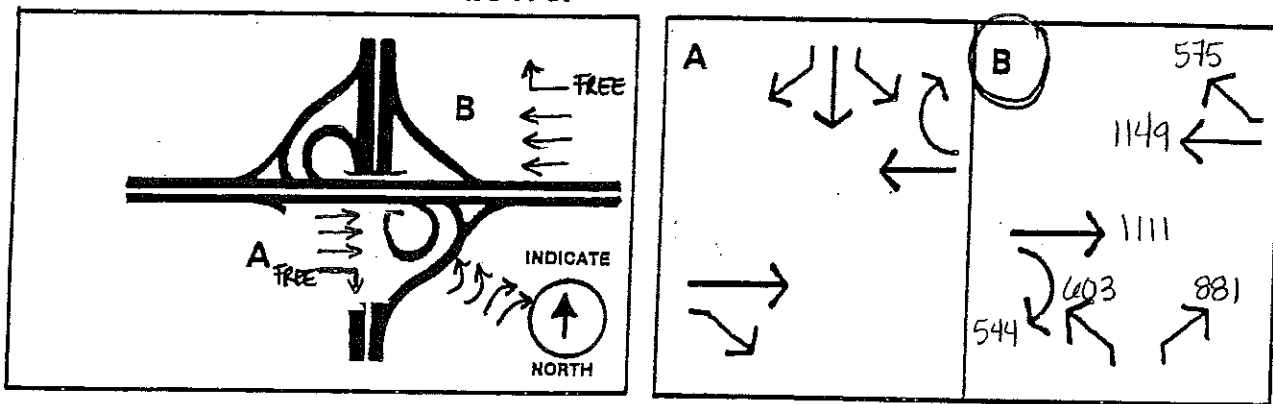
DIST. CO. RTE. P.M. 11. SD. 05

INTERSECTION (CIRCLE ONE) A (B) BOTH

BY LC DATE 1/14/05

TIME (A.M.) P.M.

DIAGRAM AND TRAFFIC FLOWS:



LANE VOLUMES (ILV/hr):

Phase 1			
←	←	→	→
301	302	440	441

Phase 2	
370 →	← 383
370 →	← 383
371 →	← 383

CRITICAL LANE VOLUMES (ILV/hr):

Phase 1
441

Phase 2
383

TOTAL OPERATING LEVEL (ILV/hr):

Σ
824

is . . .

< 1200 ILV/hr. UNDER CAPACITY

> 1200 but < 1500 ILV/hr.

> 1500 ILV/hr. (CAPACITY)

REMARKS:

Signalized Intersection CAPACITY ANALYSIS

2 QUAD CLOVER

"EXISTING" PM

INTERCHANGE 1-5 / La Jolla Village Dr.

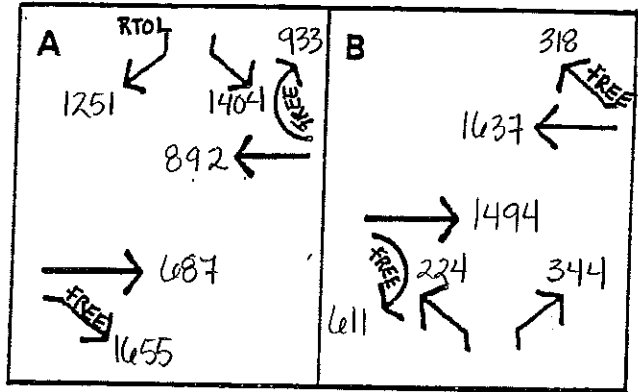
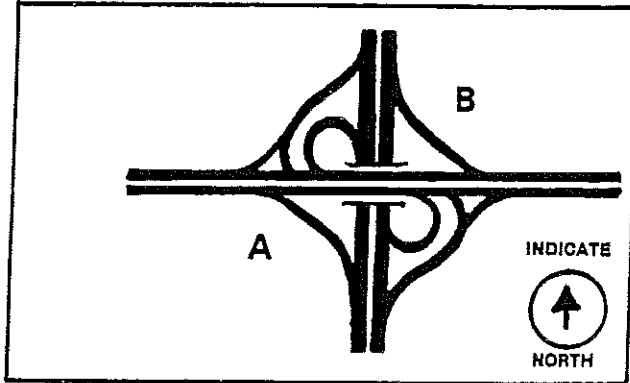
DIST. CO. RTE. P.M. 11. SD. 05

INTERSECTION (CIRCLE ONE) A B **BOTH**

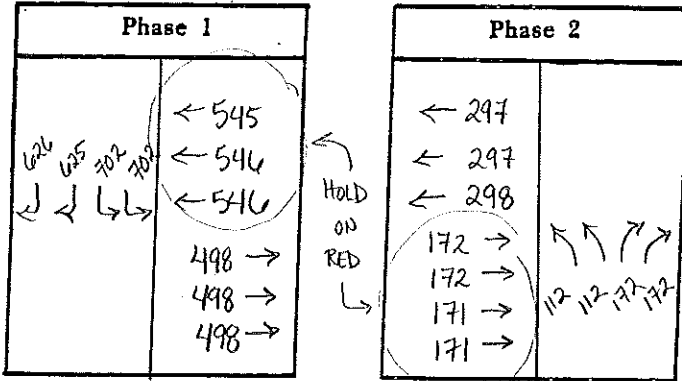
BY LC DATE 1/14/08

TIME _____ A.M. **P.M.**

DIAGRAM AND TRAFFIC FLOWS:



LANE VOLUMES (ILV/hr):



CRITICAL LANE VOLUMES (ILV/hr):

Phase 1	Phase 2
702	298

TOTAL OPERATING LEVEL (ILV/hr):

Σ
1000

Is . . .

< 1200 ILV/hr. *UNDER Capacity*

> 1200 but < 1500 ILV/hr.

> 1500 ILV/hr. (CAPACITY)

REMARKS:

2 QUAD CLOVER

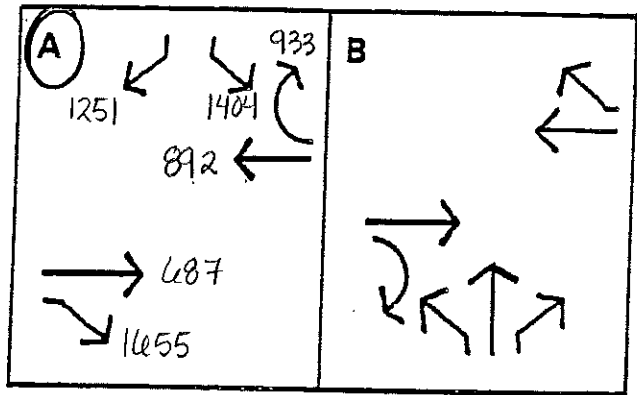
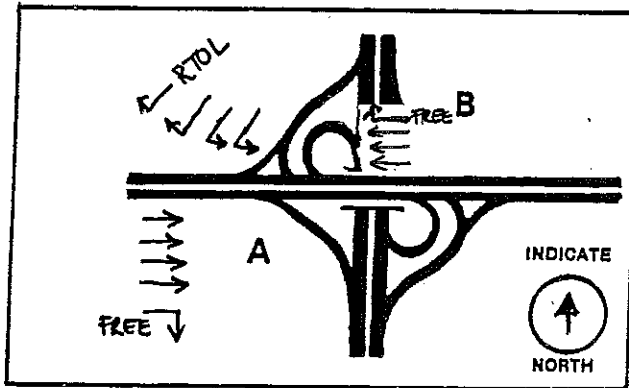
Signalized Intersection CAPACITY ANALYSIS

"EXISTING" PM

INTERCHANGE I-5 / La Jolla Village Dr.
 INTERSECTION (CIRCLE ONE) (A) B BOTH

DIST. CO. RTE. P.M. 11. SD. 05
 BY LC DATE 1/14/08
 TIME _____ A.M. P.M.

DIAGRAM AND TRAFFIC FLOWS:



LANE VOLUMES (ILV/hr):

Phase 1	Phase 2
626 625 702 702 ↙ ↘ ↙ ↘	172 → ← 297 172 → ← 297 172 → ← 298 171 →

CRITICAL LANE VOLUMES (ILV/hr):

Phase 1	Phase 2
702	298

TOTAL OPERATING LEVEL (ILV/hr):

Σ
1000

is . . .

- < 1200 ILV/hr. UNDER CAPACITY
- > 1200 but < 1500 ILV/hr.
- > 1500 ILV/hr. (CAPACITY)

REMARKS:

Signalized Intersection CAPACITY ANALYSIS

2 QUAD CLOVER

"EXISTING" PM

INTERCHANGE I-5/La Jolla Village Dr.

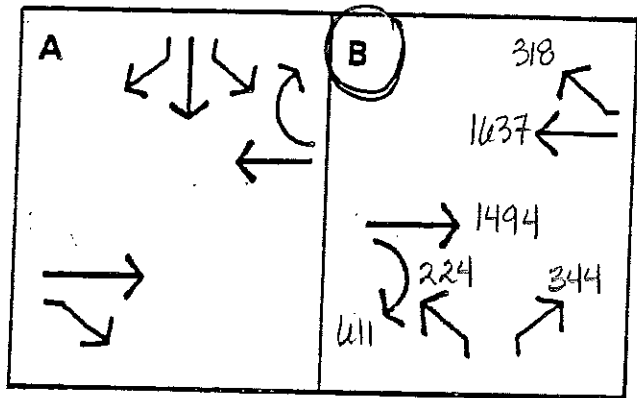
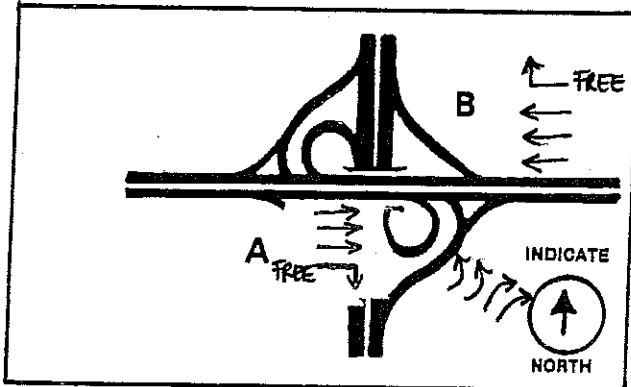
DIST. CO. RTE. P.M. II. SD. 05

INTERSECTION (CIRCLE ONE) A (B) BOTH

BY LC DATE 1/14/05

TIME _____ A.M. (P.M.)

DIAGRAM AND TRAFFIC FLOWS:



LANE VOLUMES (ILV/hr):

Phase 1			
←	←	→	→
112	112	172	172

Phase 2	
498 →	← 545
498 →	← 546
498 →	← 546

CRITICAL LANE VOLUMES (ILV/hr):

Phase 1
172

Phase 2
546

TOTAL OPERATING LEVEL (ILV/hr):

Σ
718

is . . .

< 1200 ILV/hr. UNDER CAPACITY

> 1200 but < 1500 ILV/hr.

> 1500 ILV/hr. (CAPACITY)

REMARKS:

2 QUAD CLOVER

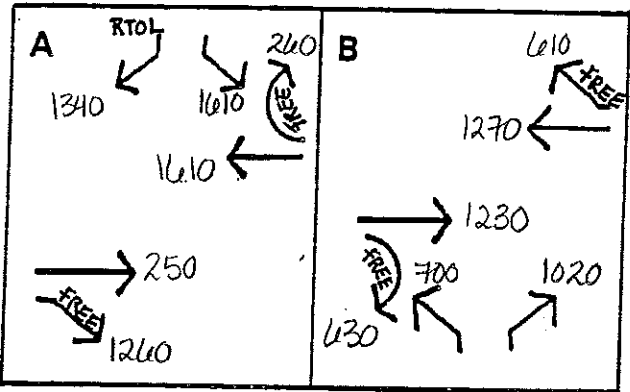
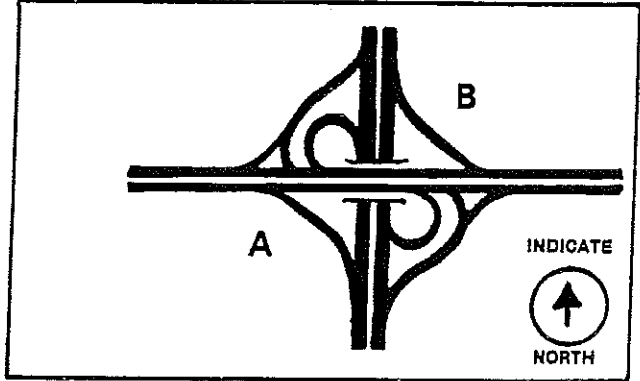
Signalized Intersection CAPACITY ANALYSIS

"2010" AM

INTERCHANGE 1-5 / La Jolla Village Dr.
 INTERSECTION (CIRCLE ONE) A B **BOTH**

DIST. CO. RTE. P.M. 11. SD. 05
 BY LC DATE 1/14/08
 TIME **A.M.** P.M.

DIAGRAM AND TRAFFIC FLOWS:



LANE VOLUMES (ILV/hr):

Phase 1	Phase 2
← 423 ← 423 ← 424 410 → 410 → 410 →	← 536 ← 537 ← 537 62 → 62 → 63 → 63 →

← HOLD ON RED →

CRITICAL LANE VOLUMES (ILV/hr):

Phase 1	Phase 2
805	537

TOTAL OPERATING LEVEL (ILV/hr):

Σ
1342

- is . . .
- < 1200 ILV/hr.
 - > 1200 but < 1500 ILV/hr. *NEAR Capacity*
 - > 1500 ILV/hr. (CAPACITY)

REMARKS:

2 QUAD CLOVER

Signalized Intersection CAPACITY ANALYSIS

"2010" AM

INTERCHANGE I-5 / La Jolla Village Dr.

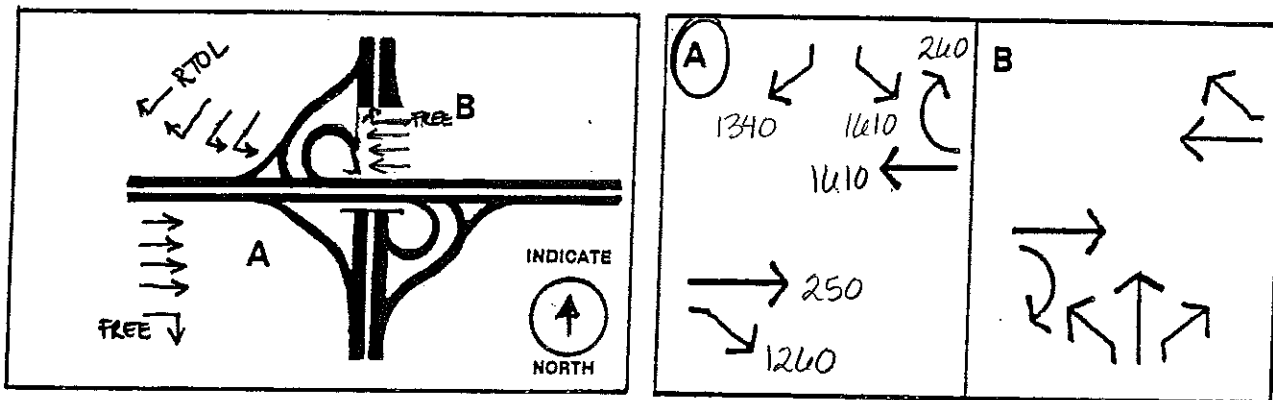
DIST. CO. RTE. P.M. 11. SD. 05

INTERSECTION (CIRCLE ONE) (A) B BOTH

BY LC DATE 1/14/08

TIME _____ (A.M.) P.M.

DIAGRAM AND TRAFFIC FLOWS:



LANE VOLUMES (ILV/hr):

Phase 1			
470	470	805	805
←	←	→	→

Phase 2	
42 →	← 536
42 →	← 537
43 →	← 537
43 →	← 537

CRITICAL LANE VOLUMES (ILV/hr):

Phase 1
805

Phase 2
537

TOTAL OPERATING LEVEL (ILV/hr):

Σ
1342

is . . .

< 1200 ILV/hr.

> 1200 but < 1500 ILV/hr. *NEAR CAPACITY*

> 1500 ILV/hr. (CAPACITY)

REMARKS:

Signalized Intersection CAPACITY ANALYSIS

2 QUAD CLOVER

"2010" AM

INTERCHANGE I-5/La Jolla Village Dr.

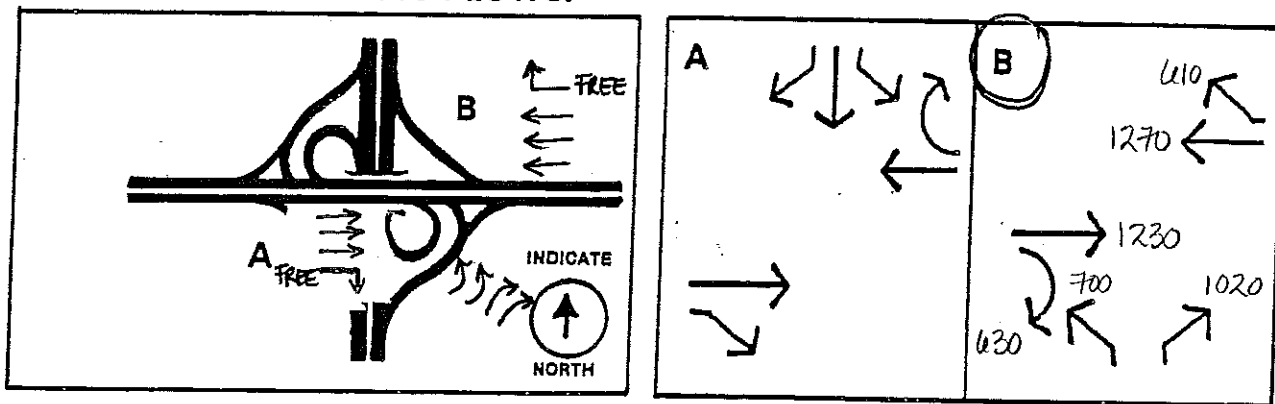
DIST. CO. RTE. P.M. II. SD. 05

INTERSECTION (CIRCLE ONE) A (B) BOTH

BY HC DATE 1/14/05

TIME _____ A.M. P.M.

DIAGRAM AND TRAFFIC FLOWS:



LANE VOLUMES (ILV/hr):

Phase 1			
←	←	→	→
350	350	510	510

Phase 2	
410 →	← 423
410 →	← 423
410 →	← 424

CRITICAL LANE VOLUMES (ILV/hr):

Phase 1
510

Phase 2
424

TOTAL OPERATING LEVEL (ILV/hr):

Σ
934

Is . . .

- < 1200 ILV/hr. UNDER CAPACITY
- > 1200 but < 1500 ILV/hr.
- > 1500 ILV/hr. (CAPACITY)

REMARKS:

2 QUAD CLOVER

Signalized Intersection CAPACITY ANALYSIS

"2010" PM

INTERCHANGE 1-5 / La Jolla Village Dr.

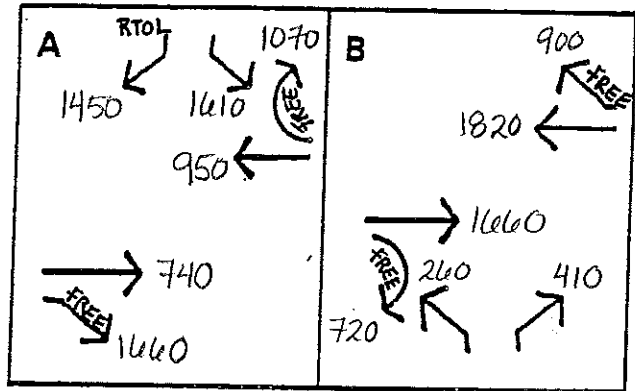
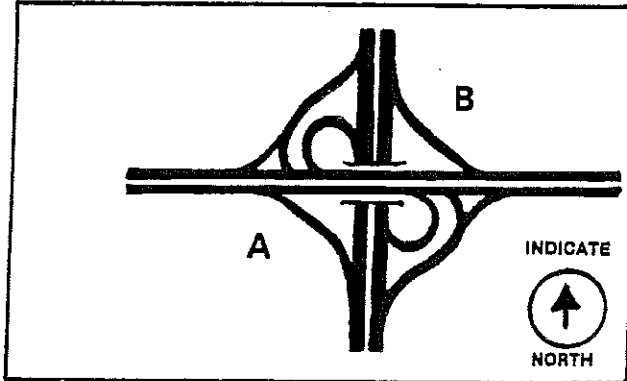
DIST. CO. RTE. P.M. 11. SD. 05

INTERSECTION (CIRCLE ONE) A B **(BOTH)**

BY LC DATE 1/14/08

TIME _____ A.M. **(P.M.)**

DIAGRAM AND TRAFFIC FLOWS:



LANE VOLUMES (ILV/hr):

Phase 1		Phase 2	
← 606	← 317	← 607	← 317
← 607	← 317	← 607	← 317
← 607	← 316	← 607	← 316
553 →	185 →	553 →	185 →
553 →	185 →	553 →	185 →
554 →	185 →	554 →	185 →

Hold on RED

CRITICAL LANE VOLUMES (ILV/hr):

Phase 1	Phase 2
805	317

TOTAL OPERATING LEVEL (ILV/hr):

Σ
1122

is . . .

< 1200 ILV/hr. UNDER Capacity

> 1200 but < 1500 ILV/hr.

> 1500 ILV/hr. (CAPACITY)

REMARKS:

2 QUAD CLOVER

Signalized Intersection CAPACITY ANALYSIS

"2010" PM

INTERCHANGE I-5 / La Jolla Village Dr.

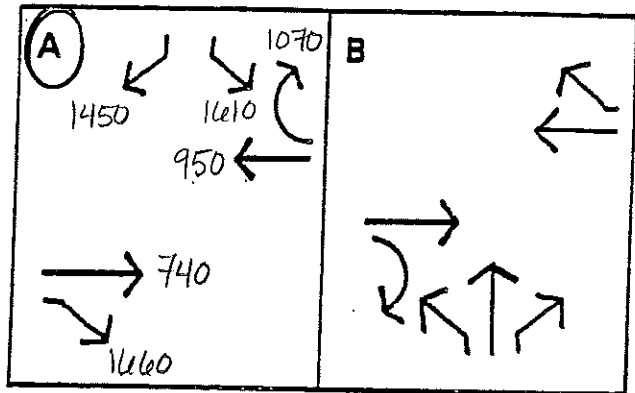
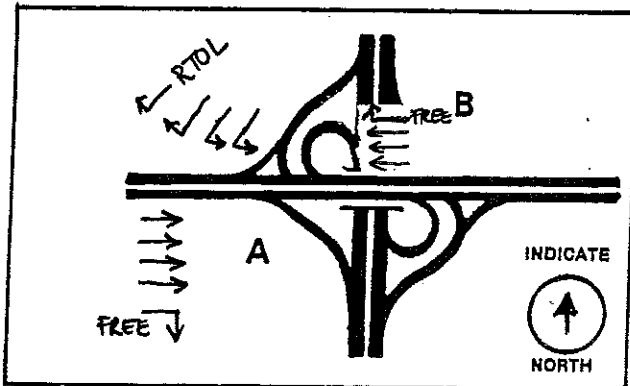
DIST. CO. RTE. P.M. 11. SD. 05

INTERSECTION (CIRCLE ONE) (A) B BOTH

BY LC DATE 1/14/08

TIME _____ A.M. (P.M.)

DIAGRAM AND TRAFFIC FLOWS:



LANE VOLUMES (ILV/hr):

Phase 1			
725	725	805	805
←	←	→	→

Phase 2	
185 →	
185 →	← 317
185 →	← 317
185 →	← 316
185 →	

CRITICAL LANE VOLUMES (ILV/hr):

Phase 1
805

Phase 2
317

TOTAL OPERATING LEVEL (ILV/hr):

Σ
1122

Is . . .

< 1200 ILV/hr. UNDER CAPACITY

> 1200 but < 1500 ILV/hr.

> 1500 ILV/hr. (CAPACITY)

REMARKS:

Signalized Intersection CAPACITY ANALYSIS

2 QUAD CLOVER

"2010" Pm

INTERCHANGE I-5/La Jolla Village Dr.

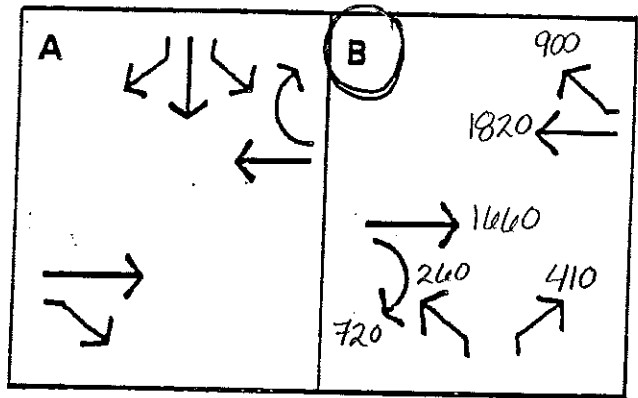
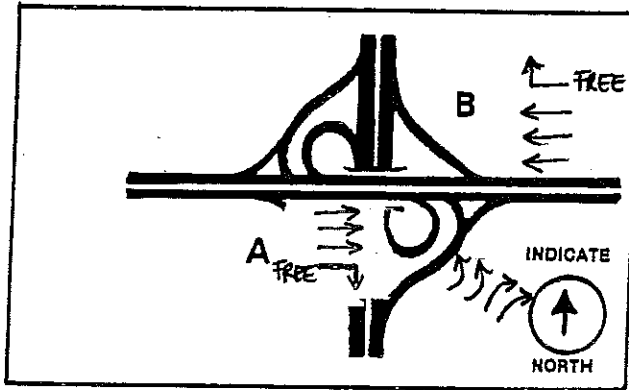
DIST. CO. RTE. P.M. 11. SD. 05

INTERSECTION (CIRCLE ONE) A (B) BOTH

BY hc DATE 1/14/05

TIME _____ A.M. (P.M.)

DIAGRAM AND TRAFFIC FLOWS:



LANE VOLUMES (ILV/hr):

Phase 1			
←	←	→	→
130	130	205	205

Phase 2	
553 →	← 606
553 →	← 607
554 →	← 607

CRITICAL LANE VOLUMES (ILV/hr):

Phase 1
205

Phase 2
607

TOTAL OPERATING LEVEL (ILV/hr):

Σ
812

is . . .

< 1200 ILV/hr. UNDER CAPACITY

> 1200 but < 1500 ILV/hr.

> 1500 ILV/hr. (CAPACITY)

REMARKS:

Signalized Intersection CAPACITY ANALYSIS

2 QUAD CLOVER

"2010+ PROJECT" AM

INTERCHANGE 1-5 / La Jolla Village Dr.

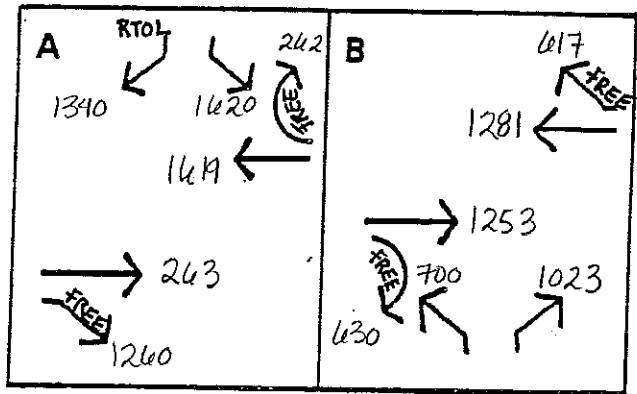
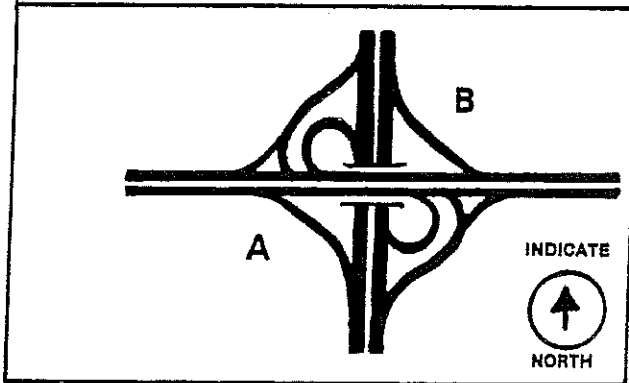
DIST. CO. RTE. P.M. 11. SD. 05

INTERSECTION (CIRCLE ONE) A B BOTH

BY LC DATE 1/14/08

TIME (A.M.) P.M.

DIAGRAM AND TRAFFIC FLOWS:



LANE VOLUMES (ILV/hr):

Phase 1	Phase 2
<div style="border: 1px solid black; padding: 5px; margin-bottom: 5px;"> ← 427 ← 427 ← 427 417 → 418 → 418 → </div>	<div style="border: 1px solid black; padding: 5px; margin-bottom: 5px;"> ← 539 ← 540 ← 540 65 → 66 → 66 → 66 → </div>
<div style="border: 1px solid black; padding: 5px; margin-bottom: 5px;"> 670 ↓ 670 ↓ 810 ↘ 810 ↘ </div>	<div style="border: 1px solid black; padding: 5px; margin-bottom: 5px;"> ↖ 350 ↖ 350 ↖ 511 ↖ 512 </div>
<p>← HOLD ON RED →</p>	

CRITICAL LANE VOLUMES (ILV/hr):

Phase 1	Phase 2
810	540

TOTAL OPERATING LEVEL (ILV/hr):

Σ
1350

Is . . .

< 1200 ILV/hr.

> 1200 but < 1500 ILV/hr. *NEAR Capacity*

> 1500 ILV/hr. (CAPACITY)

REMARKS:

2 QUAD CLOVER

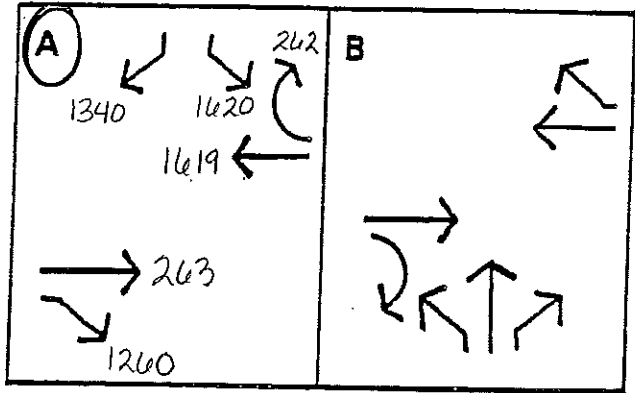
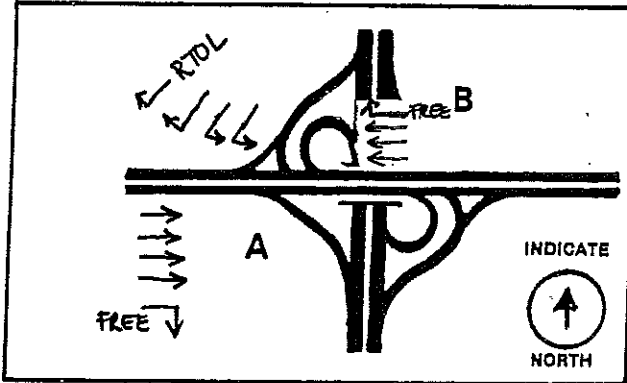
Signalized Intersection CAPACITY ANALYSIS

"2010 + PROJECT" AM

INTERCHANGE I-5 / La Jolla Village Dr.
 INTERSECTION (CIRCLE ONE) (A) B BOTH

DIST. CO. RTE. P.M. 11. SD. 05
 BY LC DATE 1/14/08
 TIME (A.M.) P.M.

DIAGRAM AND TRAFFIC FLOWS:



LANE VOLUMES (ILV/hr):

Phase 1	
670	670 810 810
←	← ↓ ↓ ↓ ↓

Phase 2	
65	→ ← 539
66	→ ← 540
66	→ ← 540
66	→

CRITICAL LANE VOLUMES (ILV/hr):

Phase 1
810

Phase 2
540

TOTAL OPERATING LEVEL (ILV/hr):

Σ
1350

Is . . .

< 1200 ILV/hr.

> 1200 but < 1500 ILV/hr. NEAR CAPACITY

> 1500 ILV/hr. (CAPACITY)

REMARKS:

2 QUAD CLOVER

Signalized Intersection CAPACITY ANALYSIS

"2010 + PROJECT" AM

INTERCHANGE I-5/La Jolla Village Dr.

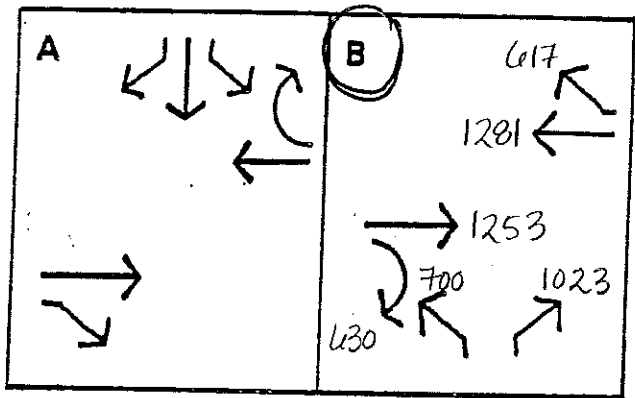
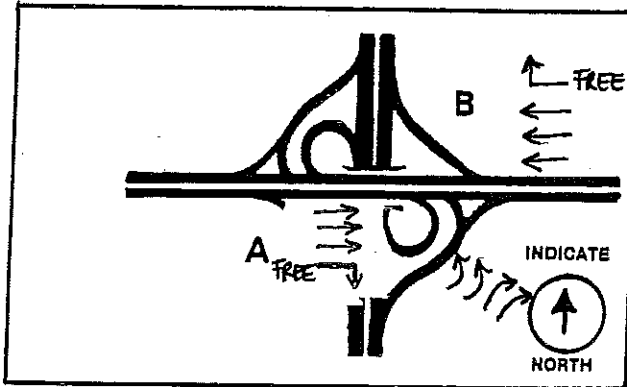
DIST. CO. RTE. P.M. 11. SD. 05

INTERSECTION (CIRCLE ONE) A (B) BOTH

BY LC DATE 1/14/05

TIME (A.M.) P.M.

DIAGRAM AND TRAFFIC FLOWS:



LANE VOLUMES (ILV/hr):

Phase 1			
←	←	→	→
350	350	511	512

Phase 2	
417 →	← 427
418 →	← 427
418 →	← 427

CRITICAL LANE VOLUMES (ILV/hr):

Phase 1
512

Phase 2
427

TOTAL OPERATING LEVEL (ILV/hr):

Σ
939

Is . . .

< 1200 ILV/hr. UNDER CAPACITY

> 1200 but < 1500 ILV/hr.

> 1500 ILV/hr. (CAPACITY)

REMARKS:

2 QUAD CLOVER

Signalized Intersection

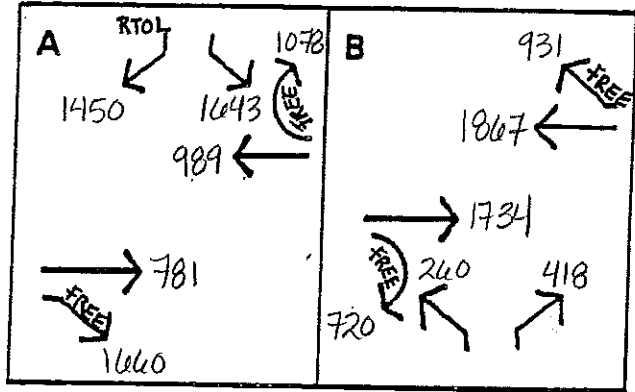
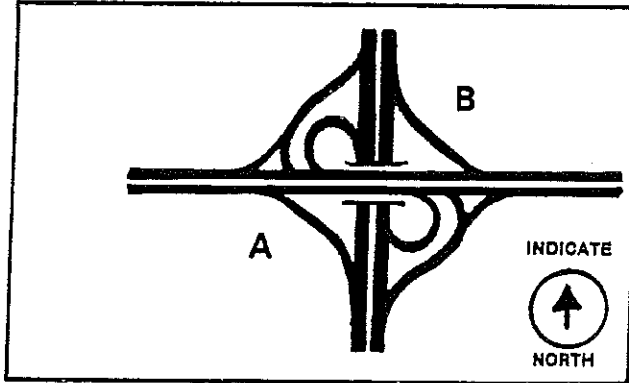
CAPACITY ANALYSIS

"2010+ PROJECT" PM

INTERCHANGE 1-5 / La Jolla Village Dr.
 INTERSECTION (CIRCLE ONE) A B BOTH

DIST. CO. RTE. P.M. II. SD. 05
 BY LC DATE 1/14/08
 TIME _____ A.M. P.M.

DIAGRAM AND TRAFFIC FLOWS:



LANE VOLUMES (ILV/hr):

Phase 1	Phase 2
← 622	← 329
← 622	← 330
← 623	← 330
578 →	195 →
578 →	195 →
578 →	195 →
578 →	194 →

725 725 821 822
 ↓ ↓ ↘ ↙
 HOLD ON RED

CRITICAL LANE VOLUMES (ILV/hr):

Phase 1	Phase 2
822	330

TOTAL OPERATING LEVEL (ILV/hr):

Σ
1152

Is . . .

- < 1200 ILV/hr. UNDER Capacity
- > 1200 but < 1500 ILV/hr.
- > 1500 ILV/hr. (CAPACITY)

REMARKS:

2 QUAD CLOVER

Signalized Intersection

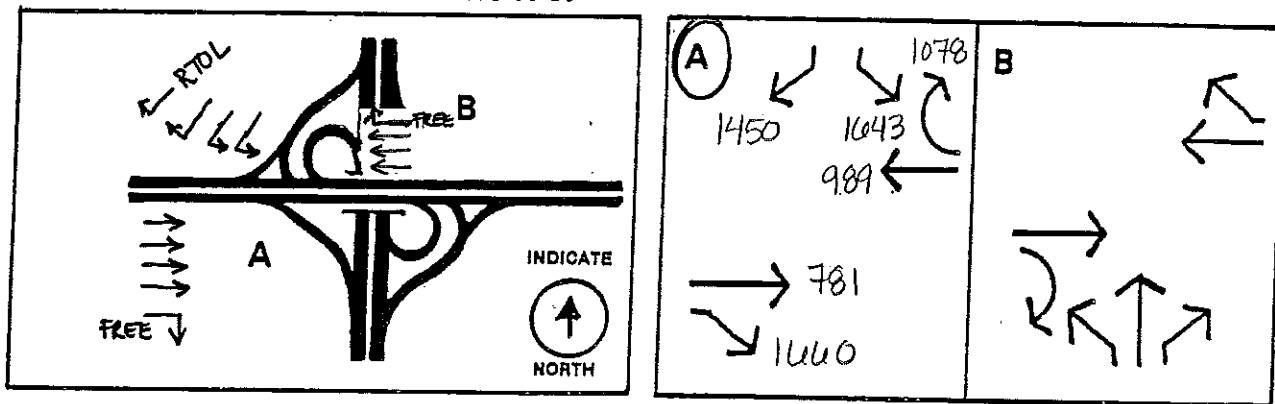
CAPACITY ANALYSIS

"2010 + PROJECT" PM

INTERCHANGE I-5 / La Jolla Village Dr.
 INTERSECTION (CIRCLE ONE) (A) B BOTH

DIST. CO. RTE. P.M. 11. SD. 05
 BY LC DATE 1/14/08
 TIME _____ A.M. P.M.

DIAGRAM AND TRAFFIC FLOWS:



LANE VOLUMES (ILV/hr):

Phase 1	Phase 2
725 725 821 822 <div style="display: flex; justify-content: space-around;"> ↙ ↖ ↗ ↘ </div>	195 → ← 329 195 → ← 330 195 → ← 330 196 →

CRITICAL LANE VOLUMES (ILV/hr):

Phase 1	Phase 2
822	330

TOTAL OPERATING LEVEL (ILV/hr):

Σ
1152

is . . .

- < 1200 ILV/hr. UNDER CAPACITY
- > 1200 but < 1500 ILV/hr.
- > 1500 ILV/hr. (CAPACITY)

REMARKS:

2 QUAD CLOVER

Signalized Intersection CAPACITY ANALYSIS

"2010 + PROJECT" PM

INTERCHANGE I-5/La Jolla Village Dr.

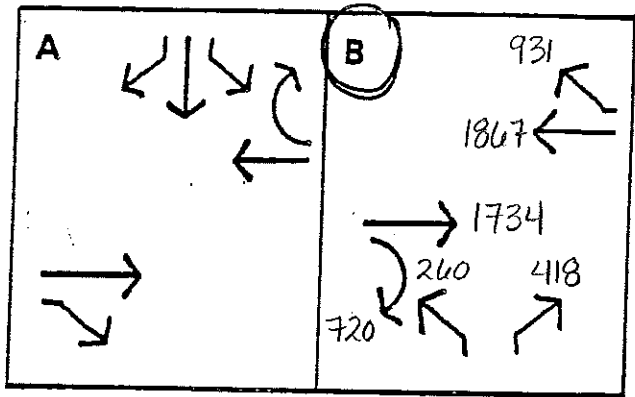
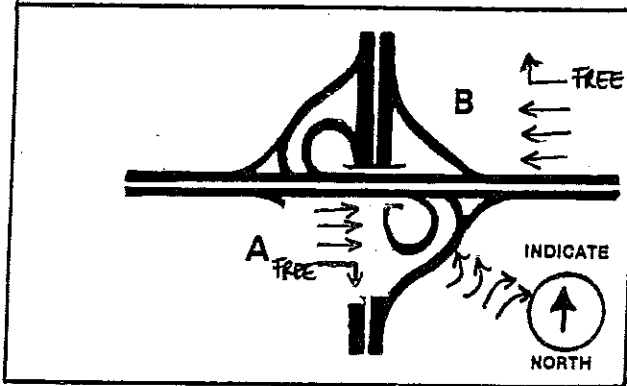
DIST. CO. RTE. P.M. II. SD. 05

INTERSECTION (CIRCLE ONE) A (B) BOTH

BY LC DATE 1/14/05

TIME _____ A.M. (P.M.)

DIAGRAM AND TRAFFIC FLOWS:



LANE VOLUMES (ILV/hr):

Phase 1			
←	←	→	→
130	130	209	209

Phase 2	
578 →	← 622
578 →	← 622
578 →	← 623

CRITICAL LANE VOLUMES (ILV/hr):

Phase 1
209

Phase 2
623

TOTAL OPERATING LEVEL (ILV/hr):

Σ
832

Is . . .

< 1200 ILV/hr. UNDER CAPACITY

> 1200 but < 1500 ILV/hr.

> 1500 ILV/hr. (CAPACITY)

REMARKS:

2 QUAD CLOVER

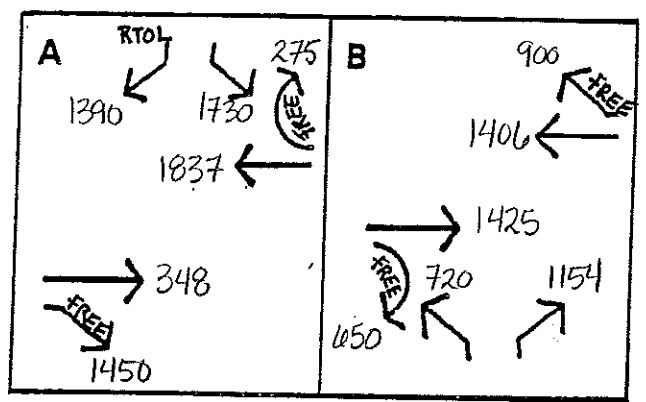
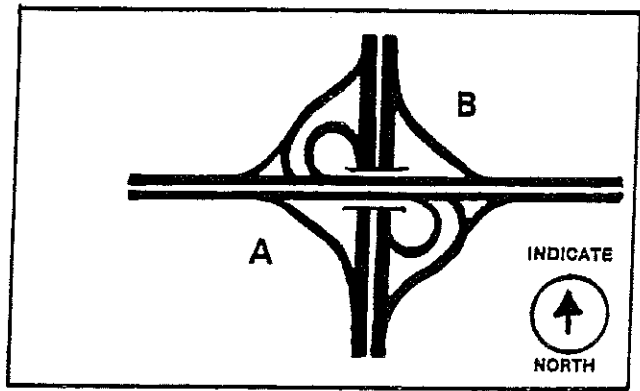
Signalized Intersection CAPACITY ANALYSIS

"HORIZON YEAR" AM

INTERCHANGE 1-5 / La Jolla Village Dr.
 INTERSECTION (CIRCLE ONE) A B BOTH

DIST. CO. RTE. P.M. 11. SD. 05
 BY LC DATE 1/14/08
 TIME _____ A.M. P.M.

DIAGRAM AND TRAFFIC FLOWS:



LANE VOLUMES (ILV/hr):

Phase 1	Phase 2
<div style="display: flex; justify-content: space-between;"> <div style="text-align: left;"> <p>695 695 865 865</p> <p>↓ ↓ ↓ ↓</p> </div> <div style="text-align: right;"> <p>← 468</p> <p>← 469</p> <p>← 469</p> <p>475 →</p> <p>475 →</p> <p>475 →</p> </div> </div>	<div style="display: flex; justify-content: space-between;"> <div style="text-align: left;"> <p>← 612</p> <p>← 612</p> <p>← 613</p> </div> <div style="text-align: right;"> <p>87 →</p> <p>87 →</p> <p>87 →</p> <p>87 →</p> </div> </div> <p style="text-align: center;">← HOLD ON RED →</p>

CRITICAL LANE VOLUMES (ILV/hr):

Phase 1	Phase 2
865	613

TOTAL OPERATING LEVEL (ILV/hr):

Σ
1478

- is . . .
- < 1200 ILV/hr.
 - > 1200 but < 1500 ILV/hr. *NEAR Capacity*
 - > 1500 ILV/hr. (CAPACITY)

REMARKS:

2 QUAD CLOVER

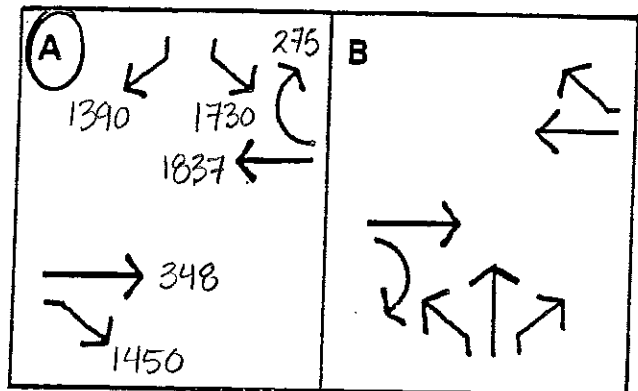
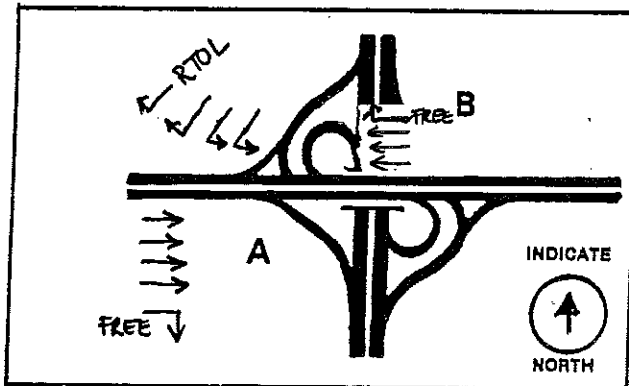
Signalized Intersection CAPACITY ANALYSIS

"HORIZON YEAR" AM

INTERCHANGE I-5 / La Jolla Village Dr.
 INTERSECTION (CIRCLE ONE) (A) B BOTH

DIST. CO. RTE. P.M. 11. SD. 05
 BY LC DATE 1/14/08
 TIME (A.M.) P.M.

DIAGRAM AND TRAFFIC FLOWS:



LANE VOLUMES (ILV/hr):

Phase 1	Phase 2
695 695 865 865 ↙ ↘ ↙ ↘	87 → 87 → ← 612 87 → ← 612 87 → ← 613

CRITICAL LANE VOLUMES (ILV/hr):

Phase 1	Phase 2
865	613

TOTAL OPERATING LEVEL (ILV/hr):

Σ
1478

is . . .

- < 1200 ILV/hr.
- > 1200 but < 1500 ILV/hr. NEAR CAPACITY
- > 1500 ILV/hr. (CAPACITY)

REMARKS:

2 QUAD CLOVER

Signalized Intersection

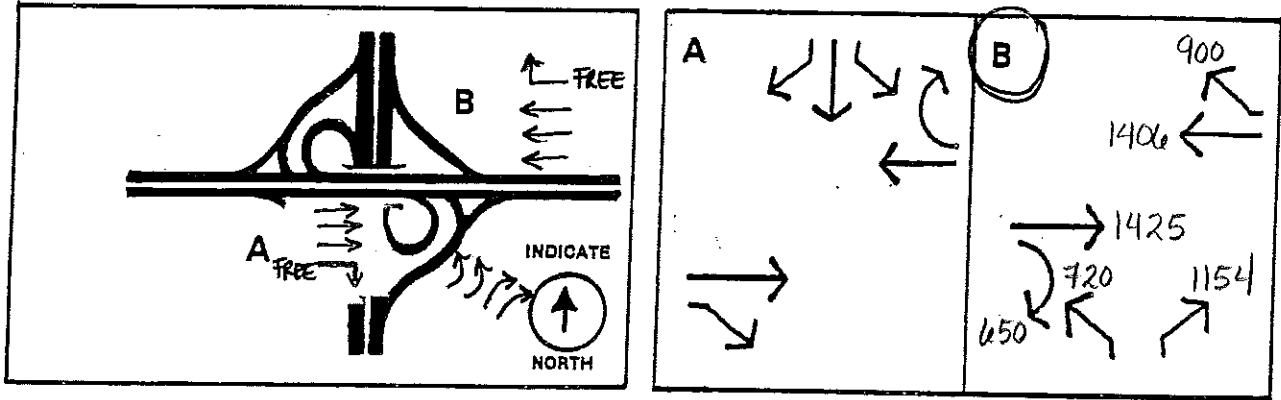
"HORIZON YEAR" AM

CAPACITY ANALYSIS

INTERCHANGE I-5/La Jolla Village Dr.
 INTERSECTION (CIRCLE ONE) A (B) BOTH

DIST. CO. RTE. P.M. 11. SD. 05
 BY LC DATE 1/14/05
 TIME (A.M.) P.M.

DIAGRAM AND TRAFFIC FLOWS:



LANE VOLUMES (ILV/hr):

Phase 1	Phase 2
$\leftarrow \leftarrow \rightarrow \rightarrow$ 360 360 577 577	475 \rightarrow \leftarrow 468 475 \rightarrow \leftarrow 469 475 \rightarrow \leftarrow 469

CRITICAL LANE VOLUMES (ILV/hr):

Phase 1	Phase 2
577	475

TOTAL OPERATING LEVEL (ILV/hr):

Σ
1052

is . . .

- $<$ 1200 ILV/hr. UNDER CAPACITY
- $>$ 1200 but $<$ 1500 ILV/hr.
- $>$ 1500 ILV/hr. (CAPACITY)

REMARKS:

2 QUAD CLOVER

Signalized Intersection

"HORIZON YEAR" PM

CAPACITY ANALYSIS

INTERCHANGE 1-5 / La Jolla Village Dr.

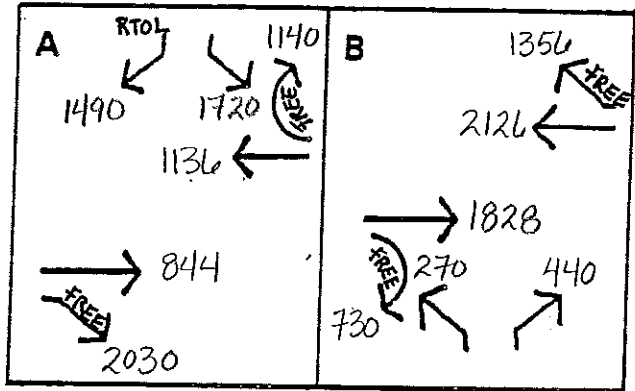
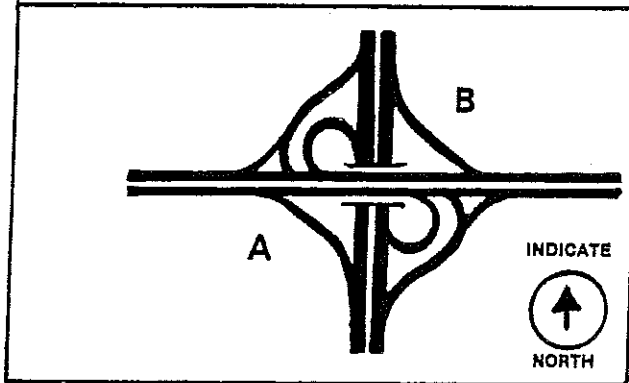
DIST. CO. RTE. P.M. 11. SD. 05

INTERSECTION (CIRCLE ONE) A B **BOTH**

BY LC DATE 1/14/08

TIME _____ A.M. **P.M.**

DIAGRAM AND TRAFFIC FLOWS:



LANE VOLUMES (ILV/hr):

Phase 1	Phase 2																										
<table border="1" style="width: 100%; border-collapse: collapse;"> <tr><td style="width: 50%; text-align: center;">← 708</td><td style="width: 50%;"></td></tr> <tr><td style="text-align: center;">← 709</td><td></td></tr> <tr><td style="text-align: center;">← 709</td><td></td></tr> <tr><td style="text-align: center;">609 →</td><td></td></tr> <tr><td style="text-align: center;">609 →</td><td></td></tr> <tr><td style="text-align: center;">610 →</td><td></td></tr> </table>	← 708		← 709		← 709		609 →		609 →		610 →		<table border="1" style="width: 100%; border-collapse: collapse;"> <tr><td style="width: 50%; text-align: center;">← 378</td><td style="width: 50%;"></td></tr> <tr><td style="text-align: center;">← 379</td><td></td></tr> <tr><td style="text-align: center;">← 379</td><td></td></tr> <tr><td style="text-align: center;">211 →</td><td style="text-align: center;">← 135</td></tr> <tr><td style="text-align: center;">211 →</td><td style="text-align: center;">← 135</td></tr> <tr><td style="text-align: center;">211 →</td><td style="text-align: center;">← 220</td></tr> <tr><td style="text-align: center;">211 →</td><td style="text-align: center;">← 220</td></tr> </table>	← 378		← 379		← 379		211 →	← 135	211 →	← 135	211 →	← 220	211 →	← 220
← 708																											
← 709																											
← 709																											
609 →																											
609 →																											
610 →																											
← 378																											
← 379																											
← 379																											
211 →	← 135																										
211 →	← 135																										
211 →	← 220																										
211 →	← 220																										

← HOLD ON RED →

CRITICAL LANE VOLUMES (ILV/hr):

Phase 1	Phase 2
860	379

TOTAL OPERATING LEVEL (ILV/hr):

Σ
1239

is . . .

□ < 1200 ILV/hr.

✗ > 1200 but < 1500 ILV/hr. NEAR Capacity

□ > 1500 ILV/hr. (CAPACITY)

REMARKS:

2 QUAD CLOVER

Signalized Intersection

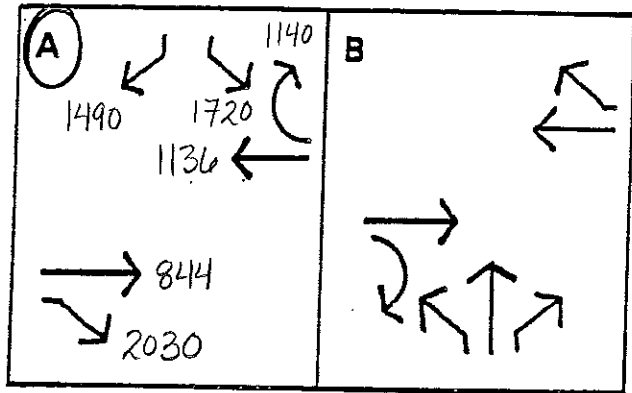
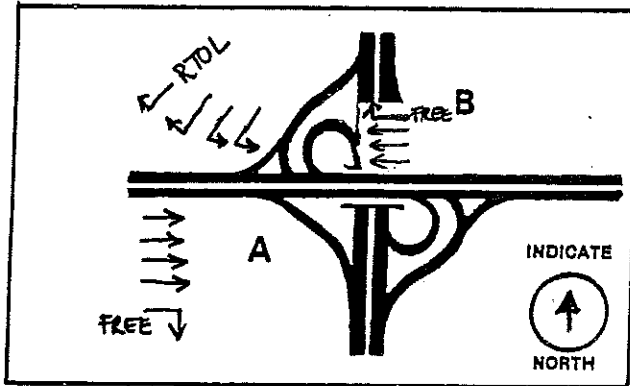
CAPACITY ANALYSIS

"HORIZON YEAR" PM

INTERCHANGE I-5 / La Jolla Village Dr.
 INTERSECTION (CIRCLE ONE) (A) B BOTH

DIST. CO. RTE. P.M. 11. SD. 05
 BY LC DATE 1/14/08
 TIME _____ A.M. (P.M.)

DIAGRAM AND TRAFFIC FLOWS:



LANE VOLUMES (ILV/hr):

Phase 1			
745	745	860	860
←	←	→	→

Phase 2	
211 →	← 370
211 →	← 379
211 →	← 379
211 →	← 379

CRITICAL LANE VOLUMES (ILV/hr):

Phase 1
860

Phase 2
379

TOTAL OPERATING LEVEL (ILV/hr):

Σ
1239

is . . .

< 1200 ILV/hr.

> 1200 but < 1500 ILV/hr. NEAR CAPACITY

> 1500 ILV/hr. (CAPACITY)

REMARKS:

2 QUAD CLOVER

Signalized Intersection "HORIZON YEAR" PM

CAPACITY ANALYSIS

INTERCHANGE I-5/La Jolla Village Dr.

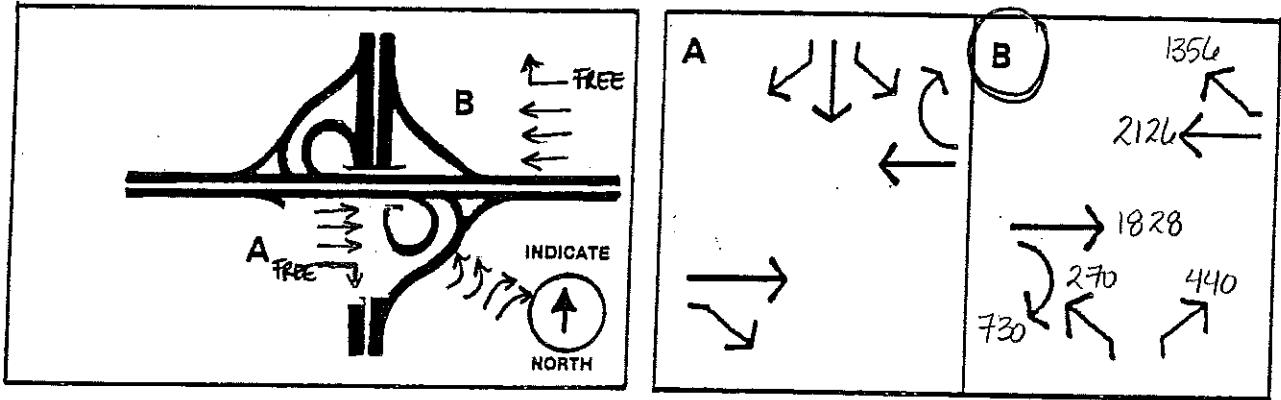
DIST. CO. RTE. P.M. II. SD. 05

INTERSECTION (CIRCLE ONE) A (B) BOTH

BY hc DATE 1/14/05

TIME _____ A.M. (P.M.)

DIAGRAM AND TRAFFIC FLOWS:



LANE VOLUMES (ILV/hr):

Phase 1			
←	←	→	→
135	135	220	220

Phase 2	
609 →	← 708
609 →	← 709
610 →	← 709

CRITICAL LANE VOLUMES (ILV/hr):

Phase 1
220

Phase 2
709

TOTAL OPERATING LEVEL (ILV/hr):

Σ
929

Is . . .

- < 1200 ILV/hr. UNDER CAPACITY
- > 1200 but < 1500 ILV/hr.
- > 1500 ILV/hr. (CAPACITY)

REMARKS:

2 QUAD CLOVER

Signalized Intersection

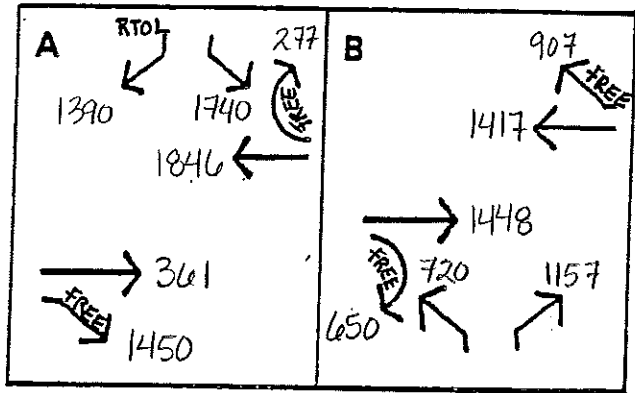
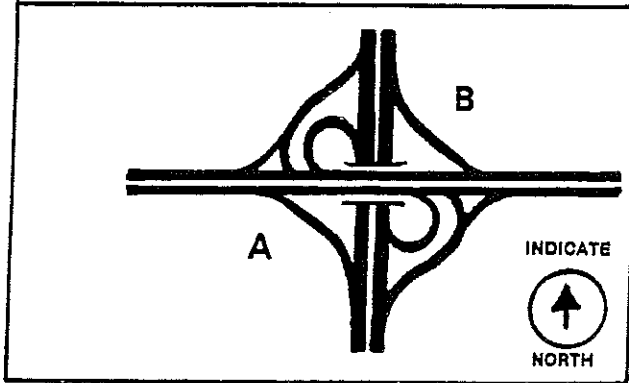
"HORIZON YEAR + PROJECT" AM

CAPACITY ANALYSIS

INTERCHANGE 1-5 / La Jolla Village Dr.
 INTERSECTION (CIRCLE ONE) A B **BOTH**

DIST. CO. RTE. P.M. 11. SD. 05
 BY LC DATE 1/14/08
 TIME **A.M.** P.M.

DIAGRAM AND TRAFFIC FLOWS:



LANE VOLUMES (ILV/hr):

Phase 1	Phase 2
<div style="display: flex; justify-content: space-between;"> <div style="text-align: left;"> <p>695 695 870 870</p> <p>↙ ↘ ↙ ↘</p> </div> <div style="text-align: right;"> <p>← 472</p> <p>← 472</p> <p>← 473</p> <p>482 →</p> <p>483 →</p> <p>483 →</p> </div> </div>	<div style="display: flex; justify-content: space-between;"> <div style="text-align: left;"> <p>← 615</p> <p>← 615</p> <p>← 616</p> <p>90 →</p> <p>90 →</p> <p>90 →</p> <p>91 →</p> </div> <div style="text-align: right;"> <p>↙ ↘ ↙ ↘</p> <p>360 260 578 579</p> </div> </div>

Hold on Red

CRITICAL LANE VOLUMES (ILV/hr):

Phase 1	Phase 2
870	616

TOTAL OPERATING LEVEL (ILV/hr):

Σ
1486

Is . . .

< 1200 ILV/hr.

> 1200 but < 1500 ILV/hr. *NEAR Capacity*

> 1500 ILV/hr. (CAPACITY)

REMARKS:

2 QUAD CLOVER

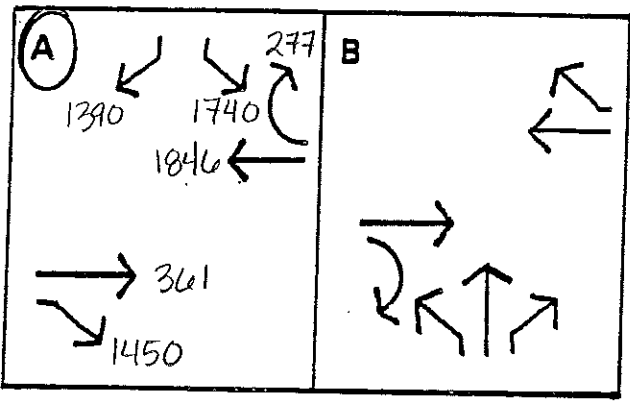
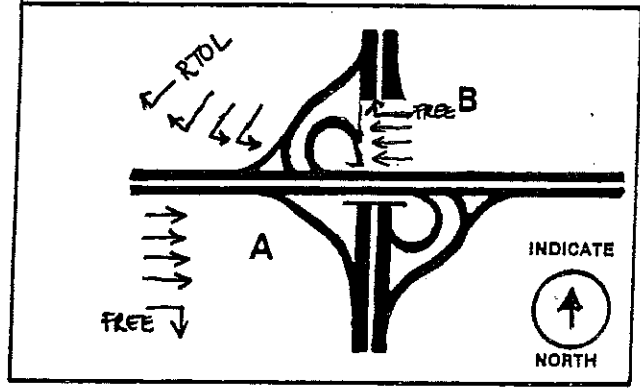
Signalized Intersection "HORIZON YEAR + PROJECT" AM

CAPACITY ANALYSIS

INTERCHANGE I-5 / La Jolla Village Dr.
 INTERSECTION (CIRCLE ONE) (A) B BOTH

DIST. CO. RTE. P.M. 11. SD. 05
 BY KC DATE 1/14/08
 TIME (A.M.) P.M.

DIAGRAM AND TRAFFIC FLOWS:



LANE VOLUMES (ILV/hr):

Phase 1			
695	695	870	870
↙	↙	↘	↘

Phase 2	
90 →	← 615
90 →	← 615
90 →	← 616
91 →	← 616

CRITICAL LANE VOLUMES (ILV/hr):

Phase 1
870

Phase 2
616

TOTAL OPERATING LEVEL (ILV/hr):

Σ
1486

is . . .

- < 1200 ILV/hr.
- > 1200 but < 1500 ILV/hr. NEAR CAPACITY
- > 1500 ILV/hr. (CAPACITY)

REMARKS:

2 QUAD CLOVER

Signalized Intersection "HORIZON YEAR + PROJECT" AM

CAPACITY ANALYSIS

INTERCHANGE I-5/La Jolla Village Dr.

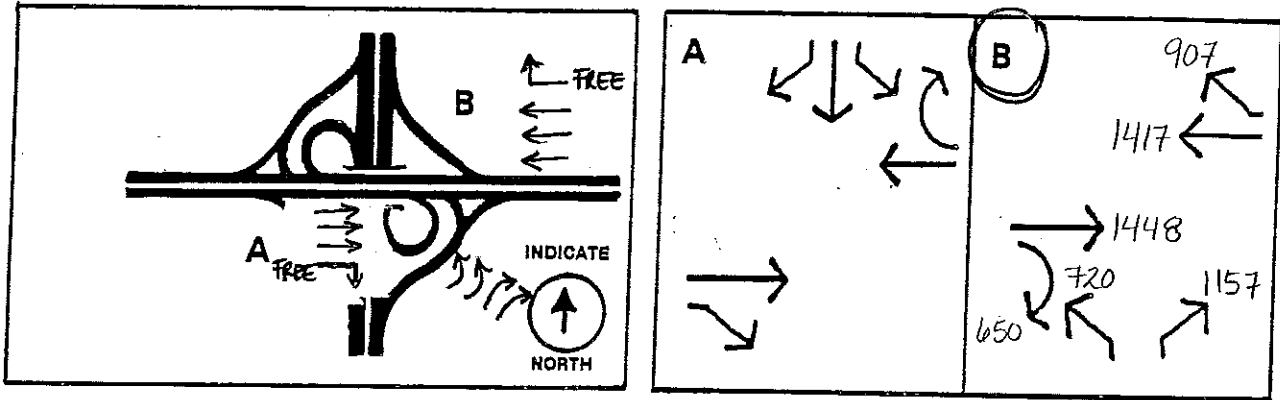
DIST. CO. RTE. P.M. 11. SD. 05

INTERSECTION (CIRCLE ONE) A (B) BOTH

BY LC DATE 1/14/05

TIME (A.M.) P.M.

DIAGRAM AND TRAFFIC FLOWS:



LANE VOLUMES (ILV/hr):

Phase 1			
←	←	→	→
360	360	578	579

Phase 2	
482 →	← 472
483 →	← 472
483 →	← 473

CRITICAL LANE VOLUMES (ILV/hr):

Phase 1
579

Phase 2
483

TOTAL OPERATING LEVEL (ILV/hr):

Σ
1062

is . . .

< 1200 ILV/hr. UNDER CAPACITY

> 1200 but < 1500 ILV/hr.

> 1500 ILV/hr. (CAPACITY)

REMARKS:

2 QUAD CLOVER

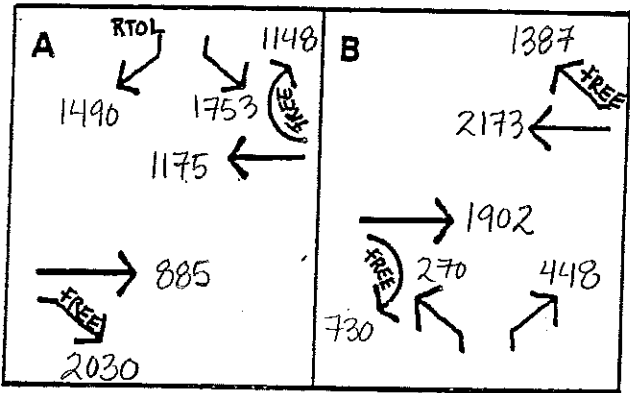
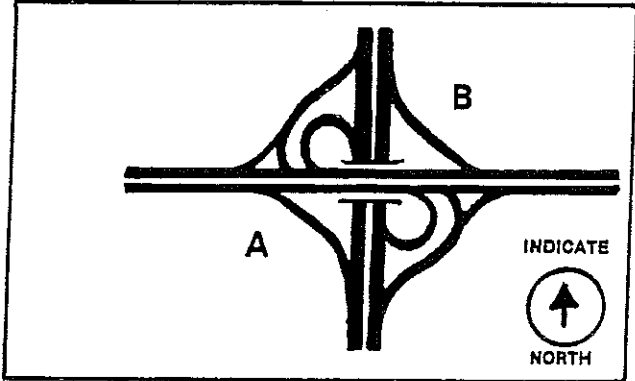
Signalized Intersection "HORIZON YEAR + PROJECT" PM

CAPACITY ANALYSIS

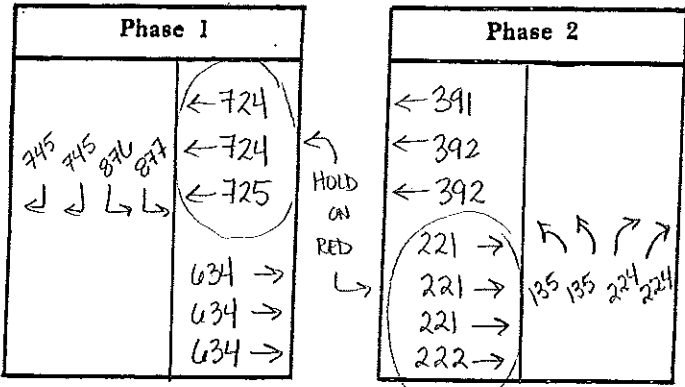
INTERCHANGE 1-5 / La Jolla Village Dr.
 INTERSECTION (CIRCLE ONE) A B **(BOTH)**

DIST. CO. RTE. P.M. 11. SD. 05
 BY LC DATE 1/14/08
 TIME _____ A.M. **(P.M.)**

DIAGRAM AND TRAFFIC FLOWS:



LANE VOLUMES (ILV/hr):



CRITICAL LANE VOLUMES (ILV/hr):

Phase 1	Phase 2
877	392

TOTAL OPERATING LEVEL (ILV/hr):

Σ
1269

Is . . .

- < 1200 ILV/hr.
- > 1200 but < 1500 ILV/hr. *NEAR Capacity*
- > 1500 ILV/hr. (CAPACITY)

REMARKS:

2 QUAD CLOVER

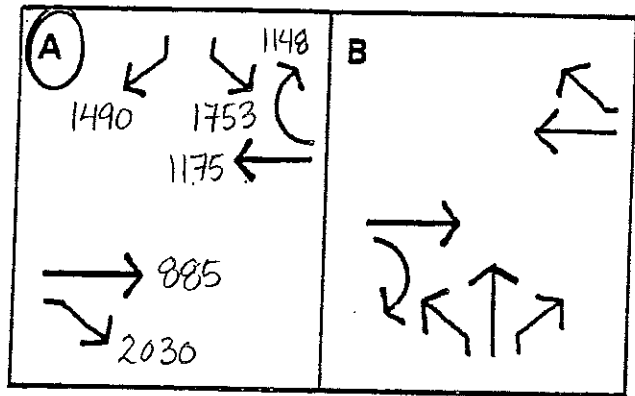
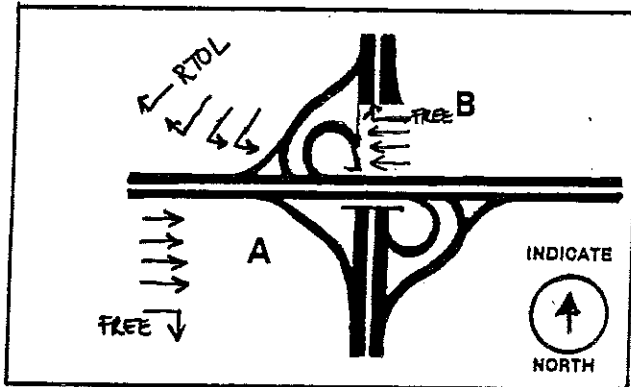
Signalized Intersection "Horizon YEAR + PROJECT" PM

CAPACITY ANALYSIS

INTERCHANGE I-5 / La Jolla Village Dr.
 INTERSECTION (CIRCLE ONE) (A) B BOTH

DIST. CO. RTE. P.M. II. SD. 05
 BY LC DATE 1/14/08
 TIME _____ A.M. (P.M.)

DIAGRAM AND TRAFFIC FLOWS:



LANE VOLUMES (ILV/hr):

Phase 1			
745	745	876	877
↙	↙	↘	↘

Phase 2	
221 →	← 391
221 →	← 392
221 →	← 392
222 →	← 392

CRITICAL LANE VOLUMES (ILV/hr):

Phase 1
877

Phase 2
392

TOTAL OPERATING LEVEL (ILV/hr):

Σ
1269

is . . .

- < 1200 ILV/hr.
- > 1200 but < 1500 ILV/hr. NEAR CAPACITY
- > 1500 ILV/hr. (CAPACITY)

REMARKS:

2 QUAD CLOVER

Signalized Intersection "HORIZON YEAR + PROJECT" PM

CAPACITY ANALYSIS

INTERCHANGE I-5/La Jolla Village Dr.

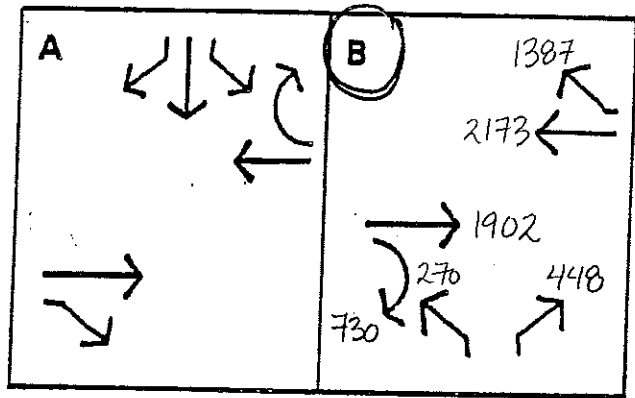
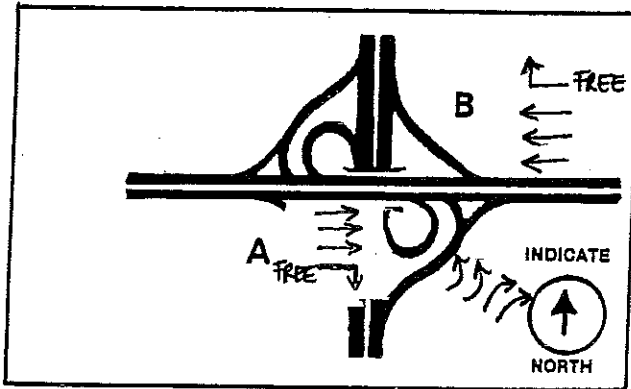
DIST. CO. RTE. P.M. II. SD. 05

INTERSECTION (CIRCLE ONE) A (B) BOTH

BY LC DATE 1/14/05

TIME _____ A.M. (P.M.)

DIAGRAM AND TRAFFIC FLOWS:



LANE VOLUMES (ILV/hr):

Phase 1			
←	←	→	→
135	135	224	224

Phase 2	
634 →	← 724
634 →	← 724
634 →	← 725

CRITICAL LANE VOLUMES (ILV/hr):

Phase 1
224

Phase 2
725

TOTAL OPERATING LEVEL (ILV/hr):

Σ
949

is . . .

< 1200 ILV/hr. UNDER CAPACITY

> 1200 but < 1500 ILV/hr.

> 1500 ILV/hr. (CAPACITY)

REMARKS:

SPREAD DIAMOND

Signalized Intersection CAPACITY ANALYSIS

"EXISTING" AM

INTERCHANGE I-5 / NOBEL DRIVE

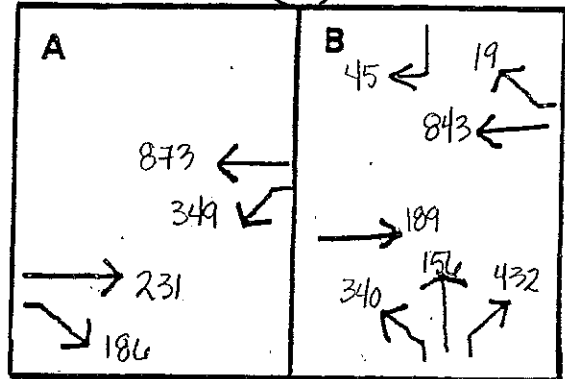
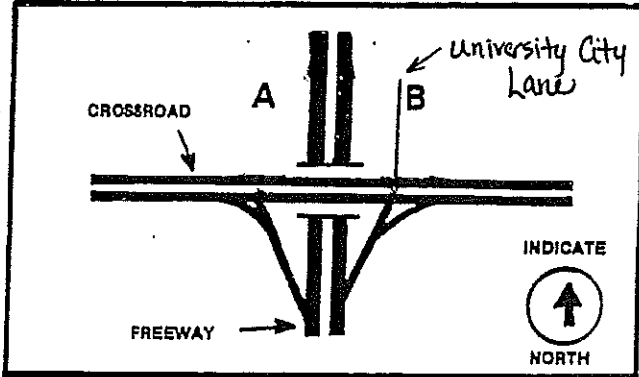
DIST. CO. RTE. P.M. 11. SD. 05

INTERSECTION (CIRCLE ONE) A B (Both)

BY LC DATE 1/10/08

DIAGRAM AND TRAFFIC FLOWS

TIME (A.M.) P.M.



LANE VOLUMES (ILV/hr):

Phase 1	
← 437	↗ 248 ↘ 248 ↖ 432
← 436	
↘ 175	
↘ 174	

Phase 2	
	↖ 287
	← 287
	← 288
208 →	95 →
209 ↘	94 →

Phase 3	
	45

CRITICAL LANE VOLUMES (ILV/hr):

Phase 1
437

Phase 2
288

Phase 3
45

TOTAL OPERATING LEVEL (ILV/hr):

Σ
770

- Is . . .
- < 1200 ILV/hr UNDER Capacity
 - > 1200 but < 1500 ILV/hr
 - > 1500 ILV/hr. (capacity)

SPREAD DIAMOND

Signalized Intersection CAPACITY ANALYSIS

"EXISTING" AM

INTERCHANGE I-5/NOBEL DRIVE

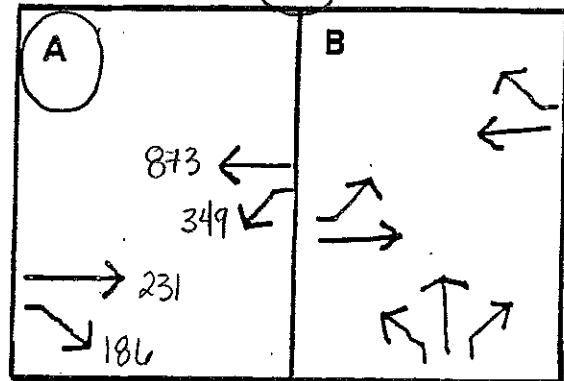
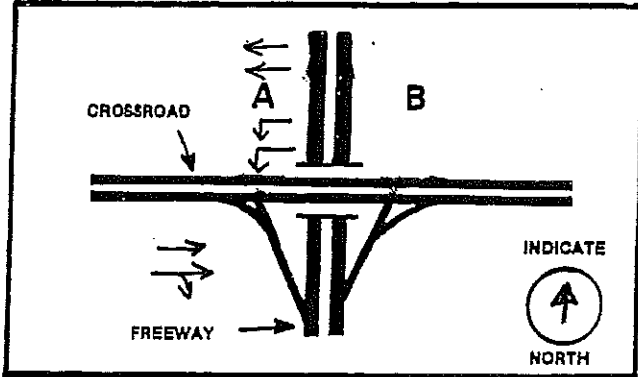
DIST. CO. RTE. P.M. 11. SD. 05

INTERSECTION (CIRCLE ONE) A B Both

BY LC DATE 1/10/08

DIAGRAM AND TRAFFIC FLOWS

TIME A.M. P.M.



LANE VOLUMES (ILV/hr):

Phase 1
<div style="display: flex; justify-content: space-around;"> <div style="text-align: center;">↙ 175</div> <div style="text-align: center;">↙ 174</div> </div>

Phase 2
<div style="display: flex; justify-content: space-around;"> <div style="text-align: center;">← 437</div> <div style="text-align: center;">← 436</div> </div> <div style="display: flex; justify-content: space-around;"> <div style="text-align: center;">116 →</div> <div style="text-align: center;">↘ 301</div> </div>

Phase 3

CRITICAL LANE VOLUMES (ILV/hr):

Phase 1
175

Phase 2
437

Phase 3

TOTAL OPERATING LEVEL (ILV/hr):

Σ
612

Is . . . < 1200 ILV/hr UNDER CAPACITY

> 1200 but < 1500 ILV/hr

> 1500 ILV/hr. (capacity)

SPREAD DIAMOND

Signalized Intersection CAPACITY ANALYSIS

"EXISTING" AM

INTERCHANGE I-5/NOBEL DRIVE

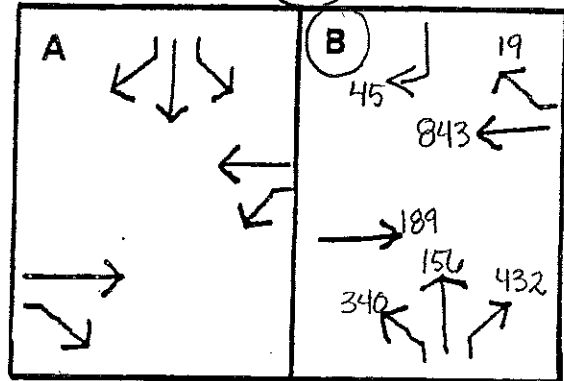
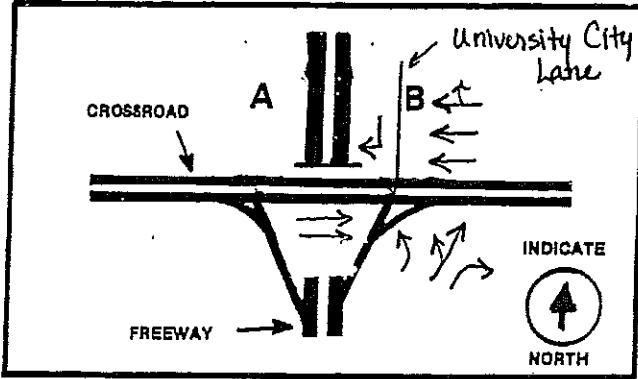
DIST. CO. RTE. P.M. II. SD. 05

INTERSECTION (CIRCLE ONE) A B Both

BY LC DATE 1/10/08

DIAGRAM AND TRAFFIC FLOWS

TIME A.M. P.M.



LANE VOLUMES (ILV/hr):

Phase 1
 248 248 432

Phase 2
45

Phase 3
95 → 287 94 → ← 287 ← 288

CRITICAL LANE VOLUMES (ILV/hr):

Phase 1
432

Phase 2
45

Phase 3
288

TOTAL OPERATING LEVEL (ILV/hr):

Σ
765

- Is . . .
- < 1200 ILV/hr UNDER CAPACITY
 - > 1200 but < 1500 ILV/hr
 - > 1500 ILV/hr. (capacity)

SPREAD DIAMOND

Signalized Intersection CAPACITY ANALYSIS

"EXISTING" PM

INTERCHANGE I-5 / NOBEL DRIVE

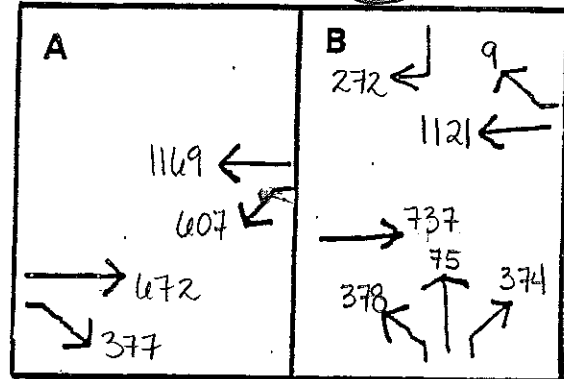
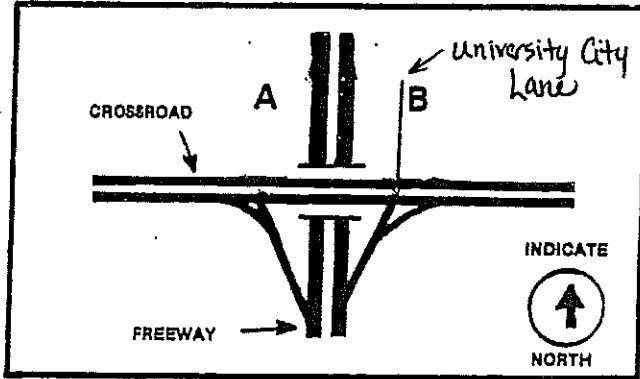
DIST. CO. RTE. P.M. 11 SD.05

INTERSECTION (CIRCLE ONE) A B (Both)

BY LC DATE 1/10/08

DIAGRAM AND TRAFFIC FLOWS

TIME P.M.



LANE VOLUMES (ILV/hr):

Phase 1	
← 374	↖ ↕ ↗ 227 226 374
← 374	
↙ 303	
↘ 304	

Phase 2	
← 210	↖ 376
← 211	← 377
	← 377
377 →	369 →
377 ↘	368 →

Phase 3	
	272
	↓
147 →	
148 ↘	

CRITICAL LANE VOLUMES (ILV/hr):

Phase 1
374

Phase 2
377

Phase 3
272

TOTAL OPERATING LEVEL (ILV/hr):

Σ
1023

- Is . . . < 1200 ILV/hr UNDER Capacity
 > 1200 but < 1500 ILV/hr
 > 1500 ILV/hr. (capacity)

SPREAD DIAMOND

Signalized Intersection CAPACITY ANALYSIS

"EXISTING" PM

INTERCHANGE I-5/NOBEL DRIVE

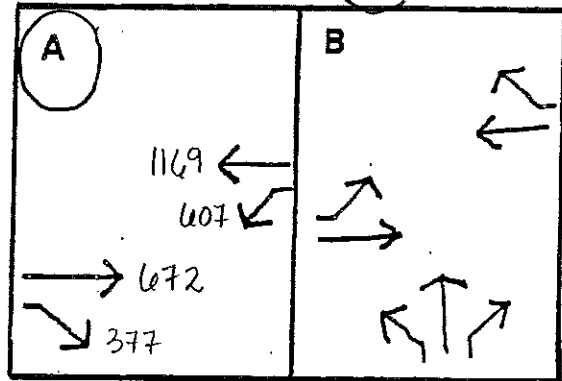
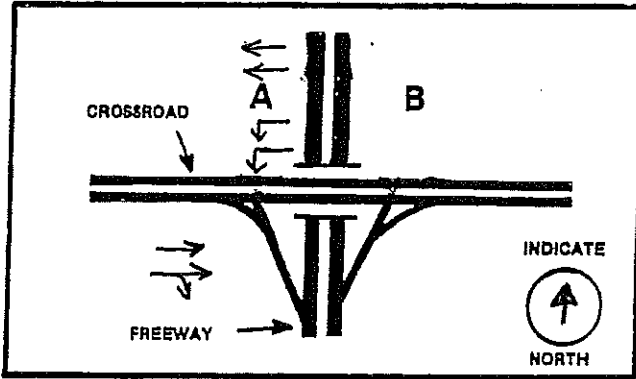
DIST. CO. RTE. P.M. 11. SD.05

INTERSECTION (CIRCLE ONE) A B Both

BY LC DATE 1/10/08

DIAGRAM AND TRAFFIC FLOWS

TIME _____ A.M. (P.M.)



LANE VOLUMES (ILV/hr):

Phase 1
<p>↙ 303</p> <p>↙ 304</p>

Phase 2
<p>← 584</p> <p>326 → ← 585</p> <p>713 ↘</p>

Phase 3

CRITICAL LANE VOLUMES (ILV/hr):

Phase 1
304

Phase 2
713

Phase 3

TOTAL OPERATING LEVEL (ILV/hr):

Σ
1017

- Is . . . < 1200 ILV/hr UNDER CAPACITY
- > 1200 but < 1500 ILV/hr
- > 1500 ILV/hr. (capacity)

SPREAD DIAMOND

Signalized Intersection CAPACITY ANALYSIS

"EXISTING" PM

INTERCHANGE 1-5/NOBEL DRIVE

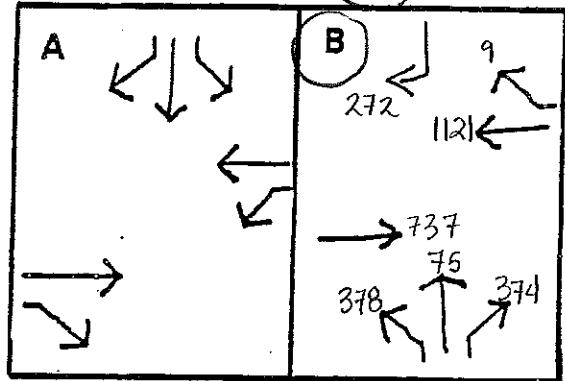
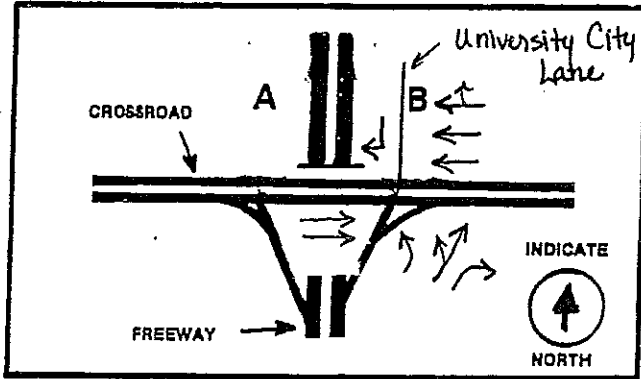
DIST. CO. RTE. P.M. 11.SD.05

INTERSECTION(CIRCLE ONE) A (B) Both

BY LC DATE 1/10/08

DIAGRAM AND TRAFFIC FLOWS

TIME A.M. (P.M.)



LANE VOLUMES (ILV/hr):

Phase 1

Phase 2

Phase 3

CRITICAL LANE VOLUMES (ILV/hr):

Phase 1
374

Phase 2
272

Phase 3
377

TOTAL OPERATING LEVEL (ILV/hr):

Σ
1023

- Is < 1200 ILV/hr UNDER CAPACITY
 > 1200 but < 1500 ILV/hr
 > 1500 ILV/hr. (capacity)

SPREAD DIAMOND

Signalized Intersection CAPACITY ANALYSIS

"2010" AM

INTERCHANGE I-5 / NOBEL DRIVE

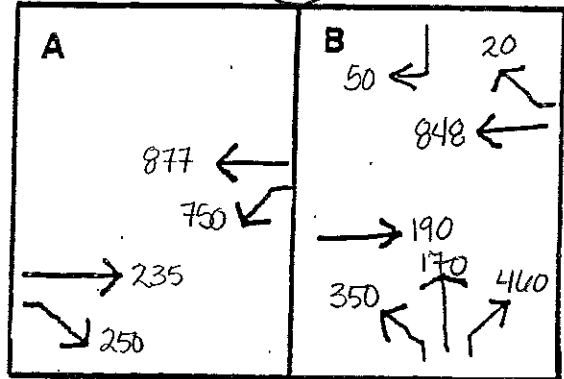
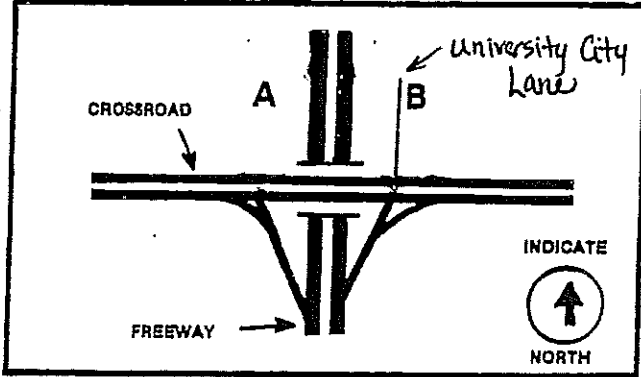
DIST. CO. RTE. P.M. 11. SD. 05

INTERSECTION (CIRCLE ONE) A B (Both)

BY LC DATE 1/10/08

DIAGRAM AND TRAFFIC FLOWS

TIME (A.M.) P.M.



LANE VOLUMES (ILV/hr):

Phase 1	
← 438	
← 439	
↙ 375	
↘ 375	
	260 260 460

Phase 2	
	↖ 289
	← 289
	← 290
118 →	95 →
290 ↘	95 →

Phase 3	
	50
	↓
∅ →	
77 ↓	

CRITICAL LANE VOLUMES (ILV/hr):

Phase 1
460

Phase 2
290

Phase 3
77

TOTAL OPERATING LEVEL (ILV/hr):

Σ
827

- Is . . . < 1200 ILV/hr *UNDER Capacity*
- > 1200 but < 1500 ILV/hr
- > 1500 ILV/hr. (capacity)

SPREAD DIAMOND

Signalized Intersection CAPACITY ANALYSIS

"2010" AM

INTERCHANGE I-5/NOBEL DRIVE

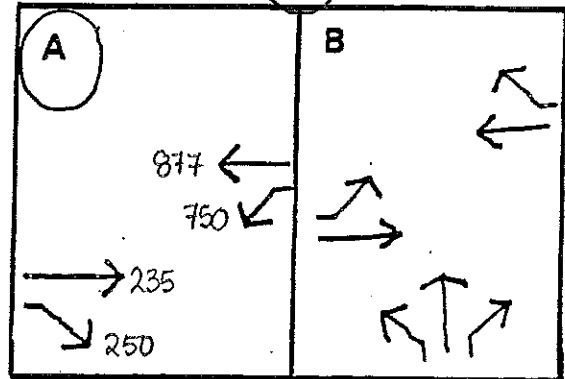
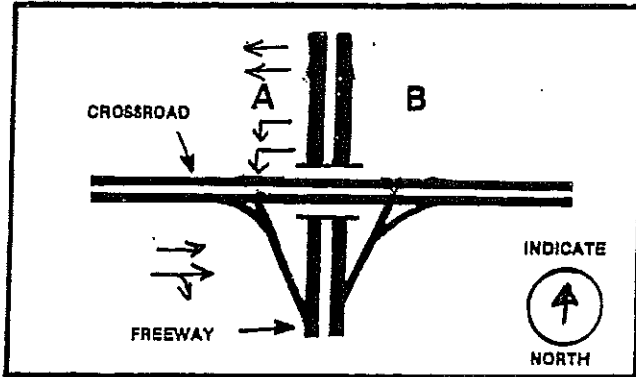
DIST. CO. RTE. P.M. 11. SD. 05

INTERSECTION (CIRCLE ONE) A B Both

BY KC DATE 1/10/08

DIAGRAM AND TRAFFIC FLOWS

TIME (A.M.) P.M.



LANE VOLUMES (ILV/hr):

Phase 1
↓ 375
↓ 375

Phase 2
← 438
118 →
367 ↘
← 439

Phase 3

CRITICAL LANE VOLUMES (ILV/hr):

Phase 1
375

Phase 2
439

Phase 3

TOTAL OPERATING LEVEL (ILV/hr):

Σ
814

Is . . . < 1200 ILV/hr UNDER CAPACITY

> 1200 but < 1500 ILV/hr

> 1500 ILV/hr. (capacity)

SPREAD DIAMOND

Signalized Intersection CAPACITY ANALYSIS

"2010" AM

INTERCHANGE I-5/NOBEL DRIVE

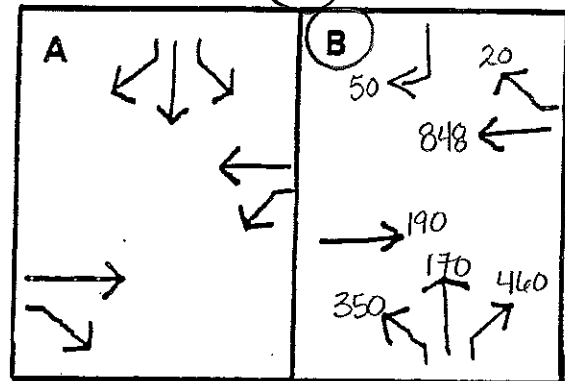
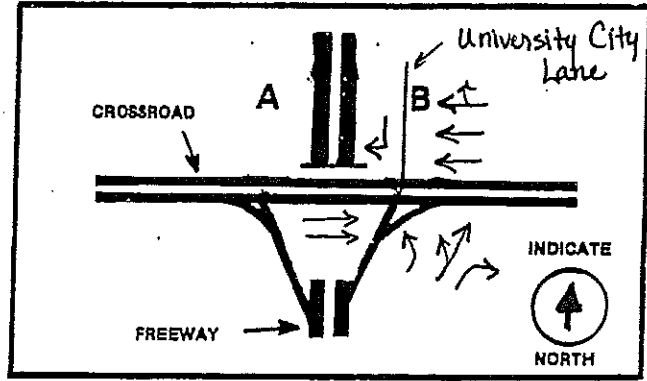
DIST. CO. RTE. P.M. 11.SD.05

INTERSECTION(CIRCLE ONE) A B Both

BY LC DATE 1/10/08

DIAGRAM AND TRAFFIC FLOWS

TIME (A.M.) P.M.



LANE VOLUMES (ILV/hr):

Phase 1
<p>← ↑ →</p> <p>260 260 460</p>

Phase 2
<p>50</p> <p>←</p>

Phase 3
<p>← ↑ 289</p> <p>95 → ← 289</p> <p>95 → ← 290</p>

CRITICAL LANE VOLUMES (ILV/hr):

Phase 1
460

Phase 2
50

Phase 3
290

TOTAL OPERATING LEVEL (ILV/hr):

Σ
800

- Is . . .
- < 1200 ILV/hr UNDER CAPACITY
 - > 1200 but < 1500 ILV/hr
 - > 1500 ILV/hr. (capacity)

SPREAD DIAMOND

Signalized Intersection CAPACITY ANALYSIS

"2010" PM

INTERCHANGE I-5 / NOBEL DRIVE

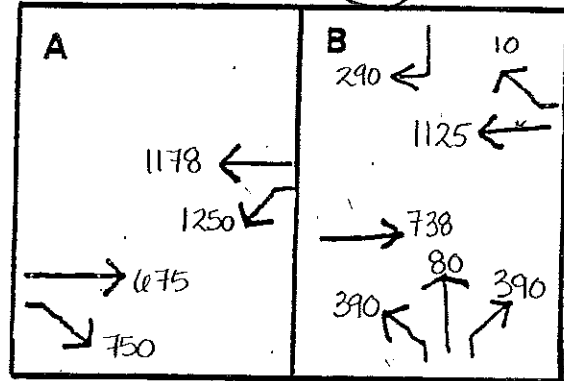
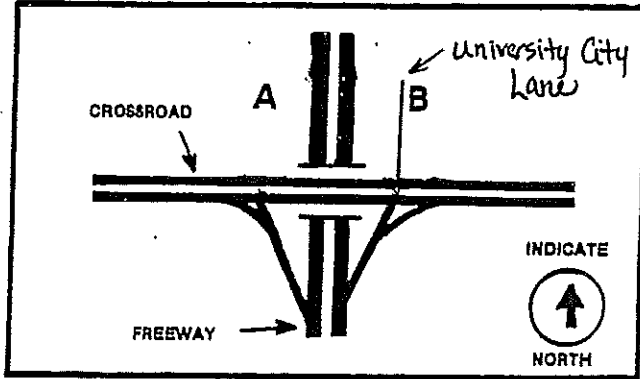
DIST. CO. RTE. P.M. 11.SD.05

INTERSECTION (CIRCLE ONE) A B (Both)

BY LC DATE 1/10/08

DIAGRAM AND TRAFFIC FLOWS

TIME A.M. (P.M.)



LANE VOLUMES (ILV/hr):

Phase 1	
← 390	↖ ↕ ↗ 235 235 390
← 390	
↓ 390	
↓ 390	

Phase 2	
← 199	↖ 378
← 199	← 378
↓ 235	← 379
↓ 235	
	369 →
	369 →

Phase 3	
	290 ↓
338 →	
1087 ↓	

CRITICAL LANE VOLUMES (ILV/hr):

Phase 1
390

Phase 2
379

Phase 3
1087

TOTAL OPERATING LEVEL (ILV/hr):

Σ
1856

- Is . . .
- < 1200 ILV/hr
 - > 1200 but < 1500 ILV/hr
 - > 1500 ILV/hr. (capacity)
OVER Capacity

SPREAD DIAMOND

Signalized Intersection CAPACITY ANALYSIS

"2010" PM

INTERCHANGE I-5/NOBEL DRIVE

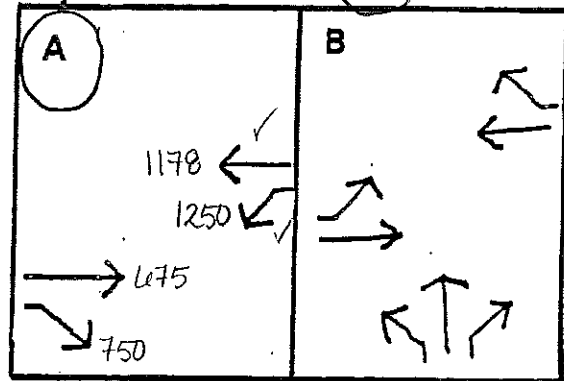
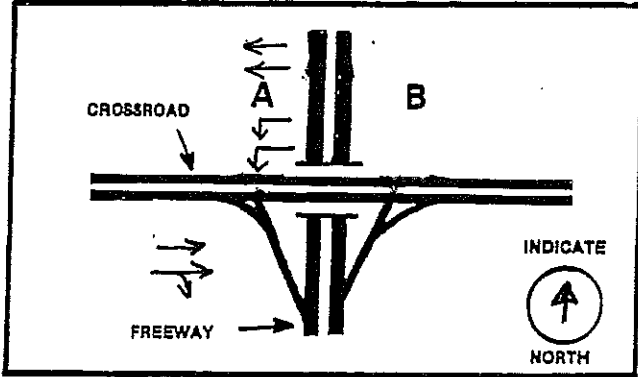
DIST. CO. RTE. P.M. 11. SD. 05

INTERSECTION (CIRCLE ONE) A B Both

BY LC DATE 1/10/08

DIAGRAM AND TRAFFIC FLOWS

TIME A.M. (P.M.)



LANE VOLUMES (ILV/hr):

Phase 1
<p>↓ 625</p> <p>↓ 625</p>

Phase 2
<p>← 589</p> <p>338 →</p> <p>← 589</p> <p>1087 ↘</p>

Phase 3

CRITICAL LANE VOLUMES (ILV/hr):

Phase 1
625

Phase 2
1087

Phase 3

TOTAL OPERATING LEVEL (ILV/hr):

Σ
1712

- Is . . .
- < 1200 ILV/hr
 - > 1200 but < 1500 ILV/hr
 - > 1500 ILV/hr. (capacity) **OVER CAPACITY**

SPREAD DIAMOND

Signalized Intersection CAPACITY ANALYSIS

" 2010 " PM

INTERCHANGE 1-5/NOBEL DRIVE

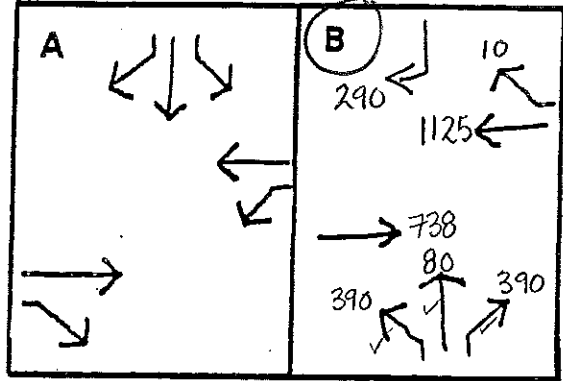
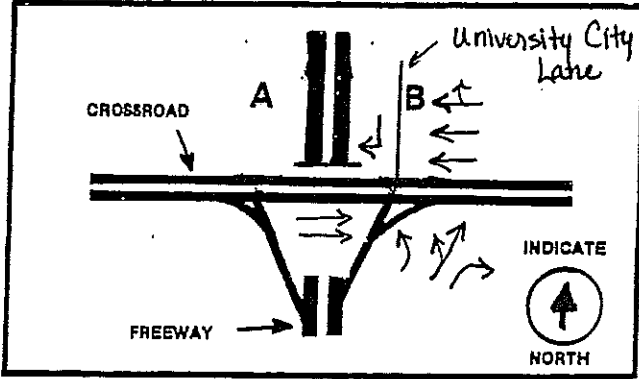
DIST. CO. RTE. P.M. 11.SD.05

INTERSECTION(CIRCLE ONE) A (B) Both

BY LC DATE 1/10/08

DIAGRAM AND TRAFFIC FLOWS

TIME A.M. (P.M.)



LANE VOLUMES (ILV/hr):

Phase 1
235 235 390

Phase 2
290

Phase 3
378
369 → ← 378
369 → ← 379

CRITICAL LANE VOLUMES (ILV/hr):

Phase 1
390

Phase 2
290

Phase 3
379

TOTAL OPERATING LEVEL (ILV/hr):

Σ
1059

Is . . . < 1200 ILV/hr UNDER CAPACITY

> 1200 but < 1500 ILV/hr

> 1500 ILV/hr. (capacity)

SPREAD DIAMOND

Signalized Intersection CAPACITY ANALYSIS

"2010 + PROJECT" AM

INTERCHANGE I-5 / NOBEL DRIVE

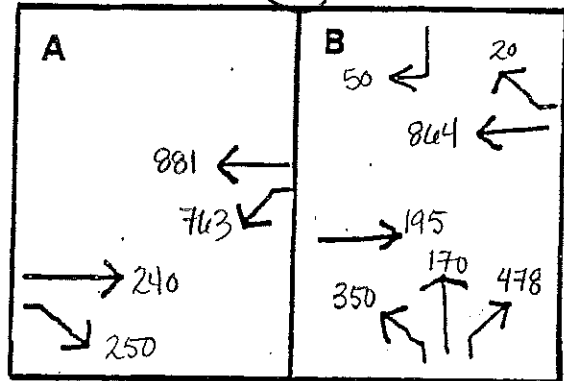
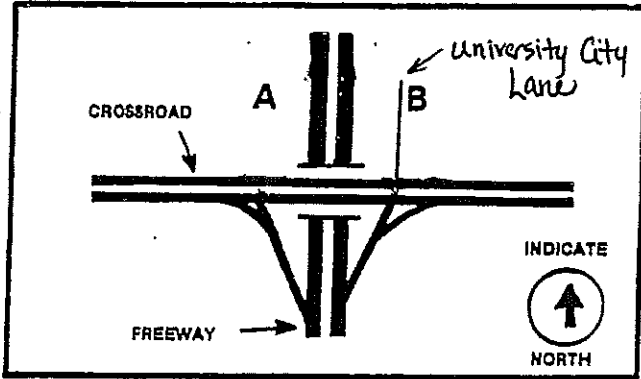
DIST. CO. RTE. P.M. 11. SD. 05

INTERSECTION (CIRCLE ONE) A B (Both)

BY LC DATE 1/10/08

DIAGRAM AND TRAFFIC FLOWS

TIME (A.M.) P.M.



LANE VOLUMES (ILV/hr):

Phase 1	
← 441	↖ ↕ ↗ 260 260 478
← 440	
↘ 381	
↘ 382	

Phase 2	
	↖ 294
	← 295
	← 295
120 →	98 →
295 ↘	97 →

Phase 3	
	50 ↙
∅ →	
75 ↘	

CRITICAL LANE VOLUMES (ILV/hr):

Phase 1
478

Phase 2
295

Phase 3
75

TOTAL OPERATING LEVEL (ILV/hr):

Σ
848

Is . . . < 1200 ILV/hr UNDER CAPACITY

> 1200 but < 1500 ILV/hr

> 1500 ILV/hr. (capacity)

SPREAD DIAMOND

Signalized Intersection "2010 + PROJECT" AM CAPACITY ANALYSIS

INTERCHANGE I-5/NOBEL DRIVE

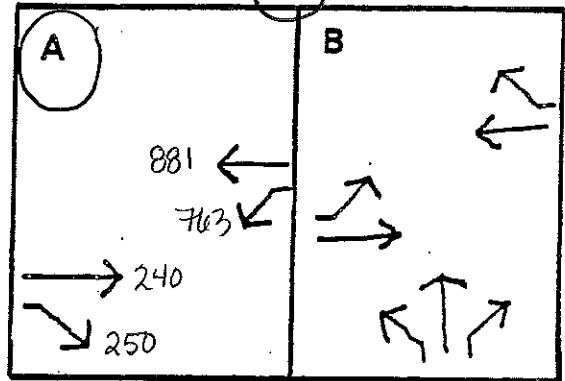
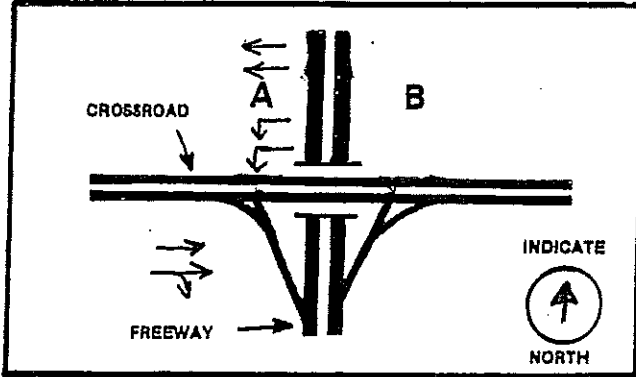
DIST. CO. RTE. P.M. 11. SD.05

INTERSECTION (CIRCLE ONE) (A) (B) Both

BY LC DATE 1/10/08

DIAGRAM AND TRAFFIC FLOWS

TIME (A.M.) P.M.



LANE VOLUMES (ILV/hr):

Phase 1
<p>↓ 381</p> <p>↓ 382</p>

Phase 2
<p>← 441</p> <p>120 → ← 440</p> <p>370 ↓</p>

Phase 3

CRITICAL LANE VOLUMES (ILV/hr):

Phase 1
382

Phase 2
441

Phase 3

TOTAL OPERATING LEVEL (ILV/hr):

Σ
823

- Is . . .
- < 1200 ILV/hr UNDER CAPACITY
 - > 1200 but < 1500 ILV/hr
 - > 1500 ILV/hr. (capacity)

SPREAD DIAMOND

Signalized Intersection "2010 + PROJECT" AM CAPACITY ANALYSIS

INTERCHANGE I-5/NOBEL DRIVE

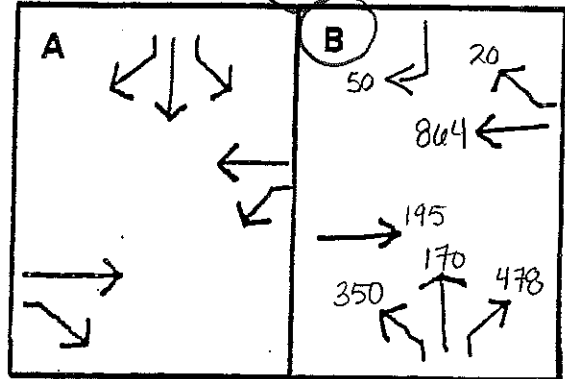
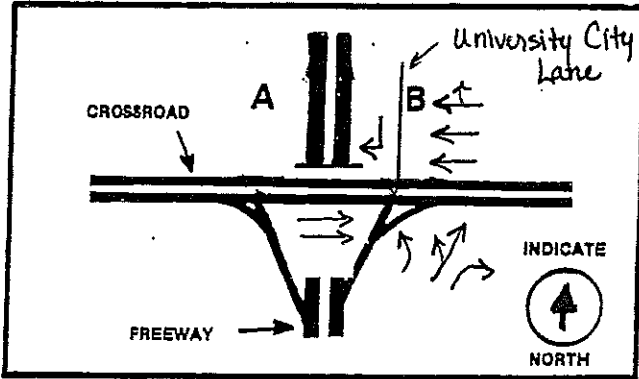
DIST. CO. RTE. P.M. II. SD. 05

INTERSECTION (CIRCLE ONE) A B Both

BY LC DATE 1/10/08

DIAGRAM AND TRAFFIC FLOWS

TIME A.M. P.M.



LANE VOLUMES (ILV/hr):

Phase 1

Phase 2

Phase 3

CRITICAL LANE VOLUMES (ILV/hr):

Phase 1
478

Phase 2
50

Phase 3
295

TOTAL OPERATING LEVEL (ILV/hr):

Σ
823

- Is . . . < 1200 ILV/hr UNDER CAPACITY
 > 1200 but < 1500 ILV/hr
 > 1500 ILV/hr. (capacity)

SPREAD DIAMOND

Signalized Intersection CAPACITY ANALYSIS

"2010+PROJECT" PM

INTERCHANGE I-5 / NOBEL DRIVE

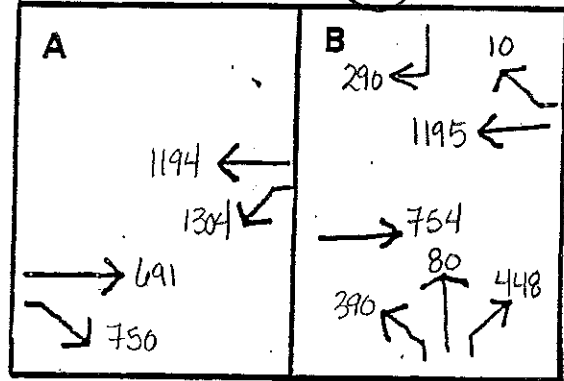
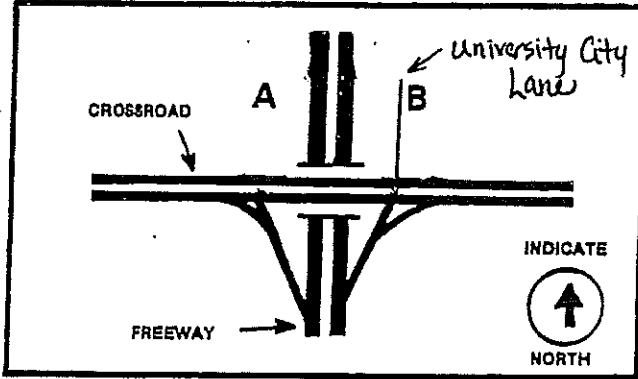
DIST. CO. RTE. P.M. 11. SD. 05

INTERSECTION (CIRCLE ONE) A B (Both)

BY LC DATE 1/10/08

DIAGRAM AND TRAFFIC FLOWS

TIME P.M.



LANE VOLUMES (ILV/hr):

Phase 1	
← 448	
← 448	
↘ 448	
↘ 448	

Phase 2	
← 149	↗ 401
← 149	← 402
↘ 204	← 402
↘ 204	
	377 →
	377 →

Phase 3	
	290
	↙
346 →	
1095 ↘	

CRITICAL LANE VOLUMES (ILV/hr):

Phase 1
448

Phase 2
402

Phase 3
1095

TOTAL OPERATING LEVEL (ILV/hr):

Σ
1945

- Is . . .
- < 1200 ILV/hr
 - > 1200 but < 1500 ILV/hr
 - > 1500 ILV/hr. (capacity)

OVER Capacity

SPREAD DIAMOND

Signalized Intersection CAPACITY ANALYSIS

"2010 + PROJECT" PM

INTERCHANGE I-5/NOBEL DRIVE

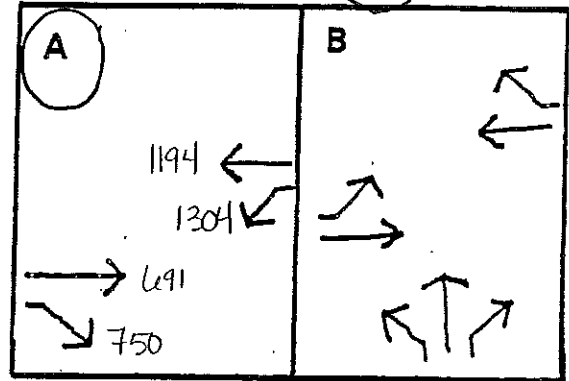
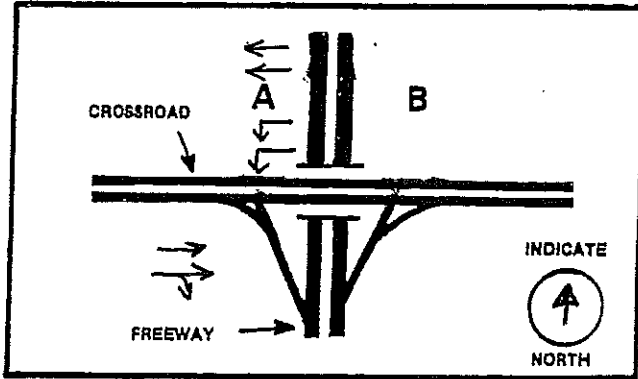
DIST. CO. RTE. P.M. 11. SD. 05

INTERSECTION (CIRCLE ONE) A B Both

BY KC DATE 1/10/08

DIAGRAM AND TRAFFIC FLOWS

TIME A.M. (P.M.)



LANE VOLUMES (ILV/hr):

Phase 1
↓ 652
↓ 652

Phase 2
← 597
346 →
← 597
1095 ↓

Phase 3

CRITICAL LANE VOLUMES (ILV/hr):

Phase 1
652

Phase 2
1095

Phase 3

TOTAL OPERATING LEVEL (ILV/hr):

Σ
1747

Is . . . < 1200 ILV/hr

> 1200 but < 1500 ILV/hr

> 1500 ILV/hr. (capacity) OVER CAPACITY

SPREAD DIAMOND

Signalized Intersection CAPACITY ANALYSIS

"2010 + PROJECT" PM

INTERCHANGE I-5/NOBEL DRIVE

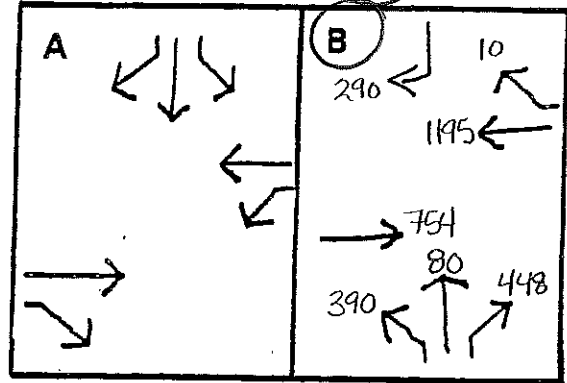
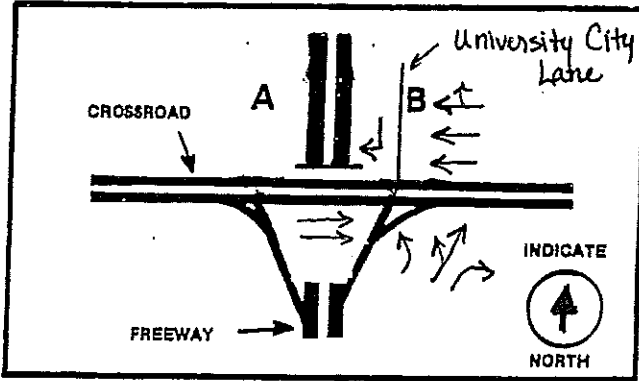
DIST. CO. RTE. P.M. 11.SD.05

INTERSECTION (CIRCLE ONE) A (B) Both

BY LC DATE 1/10/08

DIAGRAM AND TRAFFIC FLOWS

TIME _____ A.M. (P.M.)



LANE VOLUMES (ILV/hr):

Phase 1
 235 235 448

Phase 2
290

Phase 3
 401 377 → ← 402 377 → ← 402

CRITICAL LANE VOLUMES (ILV/hr):

Phase 1
448

Phase 2
290

Phase 3
402

TOTAL OPERATING LEVEL (ILV/hr):

Σ
1140

is . . . < 1200 ILV/hr UNDER CAPACITY

> 1200 but < 1500 ILV/hr

> 1500 ILV/hr. (capacity)

SPREAD DIAMOND

Signalized Intersection CAPACITY ANALYSIS

"HORIZON YEAR" AM

INTERCHANGE I-5 / NOBEL DRIVE

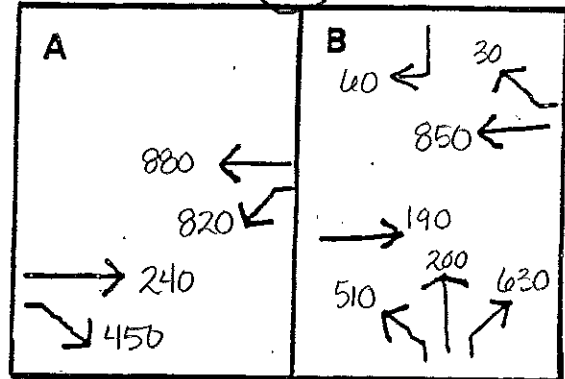
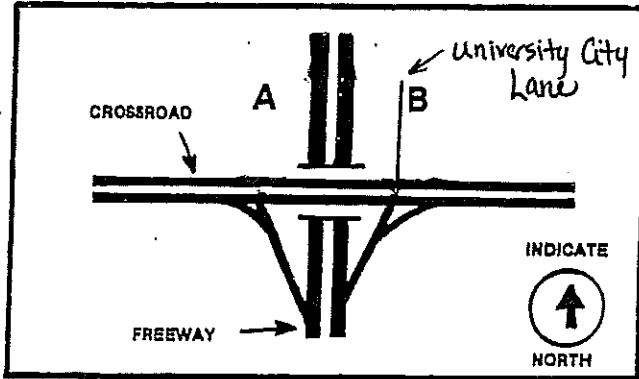
DIST. CO. RTE. P.M. 11. SD. 05

INTERSECTION (CIRCLE ONE) A B (Both)

BY LC DATE 1/10/08

DIAGRAM AND TRAFFIC FLOWS

TIME (A.M.) P.M.



LANE VOLUMES (ILV/hr):

Phase 1	
← 440	 355 355 630
← 440	
↘ 410	
↘ 410	

Phase 2	
	↖ 293
	← 293
	← 294
120 →	95 →
294 ↘	95 →

Phase 3	
	60
	↓
∅ →	
276 ↘	

CRITICAL LANE VOLUMES (ILV/hr):

Phase 1
630

Phase 2
294

Phase 3
276

TOTAL OPERATING LEVEL (ILV/hr):

Σ
1200

- Is . . .
- < 1200 ILV/hr UNDER to NEAR Capacity
 - > 1200 but < 1500 ILV/hr
 - > 1500 ILV/hr. (capacity)

SPREAD DIAMOND

Signalized Intersection CAPACITY ANALYSIS

"HORIZON YEAR" AM

INTERCHANGE I-5/NOBEL DRIVE

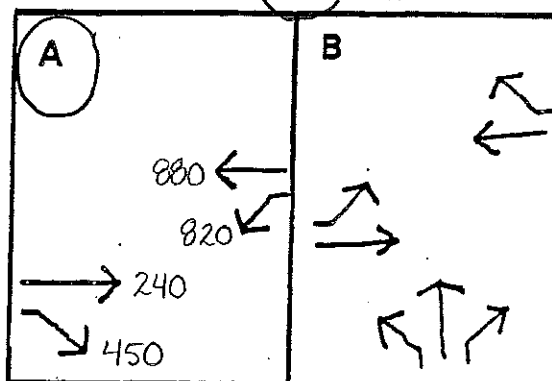
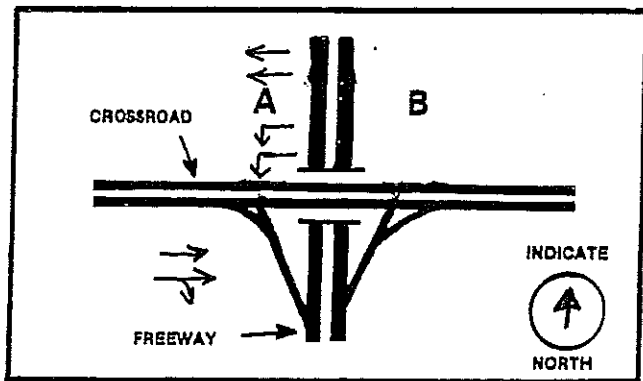
DIST. CO. RTE. P.M. 11. SD. 05

INTERSECTION (CIRCLE ONE) A B Both

BY LC DATE 1/10/08

DIAGRAM AND TRAFFIC FLOWS

TIME (A.M.) P.M.



LANE VOLUMES (ILV/hr):

Phase 1
<p>↓ 410</p> <p>↓ 410</p>

Phase 2
<p>120 → ← 440</p> <p>570 ↓ ← 440</p>

Phase 3

CRITICAL LANE VOLUMES (ILV/hr):

Phase 1
410

Phase 2
570

Phase 3

TOTAL OPERATING LEVEL (ILV/hr):

Σ
980

- Is . . .
- < 1200 ILV/hr UNDER Capacity
 - > 1200 but < 1500 ILV/hr
 - > 1500 ILV/hr. (capacity)

SPREAD DIAMOND

Signalized Intersection CAPACITY ANALYSIS

"HORIZON YEAR" AM

INTERCHANGE 1-5/NOBEL DRIVE

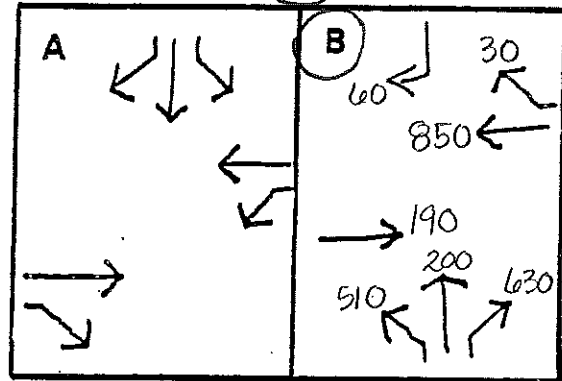
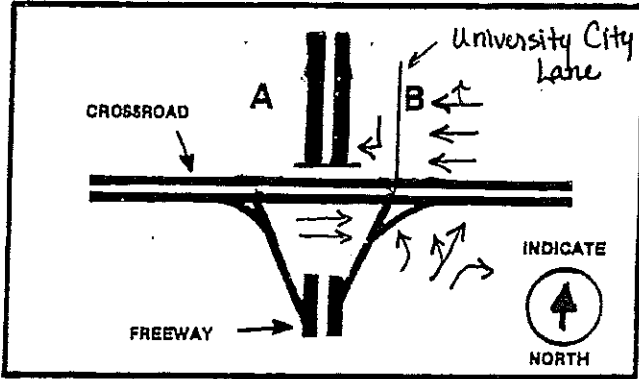
DIST. CO. RTE. P.M. 11.SD.05

INTERSECTION(CIRCLE ONE) A (B) Both

BY LC DATE 1/10/08

DIAGRAM AND TRAFFIC FLOWS

TIME (A.M.) P.M.



LANE VOLUMES (ILV/hr):

Phase 1
<p>355 355 630</p>

Phase 2
<p>60</p>

Phase 3
<p>95 → ← 293 95 → ← 293 ← 294</p>

CRITICAL LANE VOLUMES (ILV/hr):

Phase 1
630

Phase 2
60

Phase 3
294

TOTAL OPERATING LEVEL (ILV/hr):

Σ
984

- Is . . . < 1200 ILV/hr UNDER Capacity
 > 1200 but < 1500 ILV/hr
 > 1500 ILV/hr. (capacity)

SPREAD DIAMOND

Signalized Intersection CAPACITY ANALYSIS

"HORIZON YEAR" PM

INTERCHANGE I-5 / NOBEL DRIVE

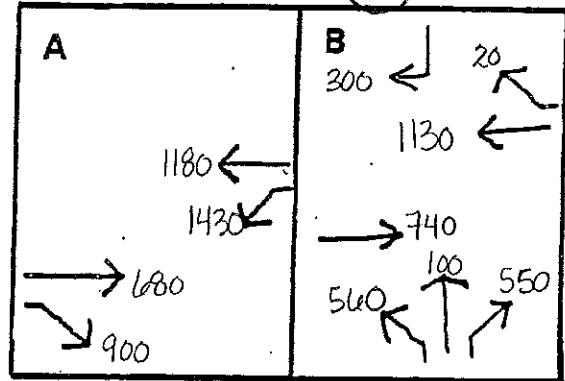
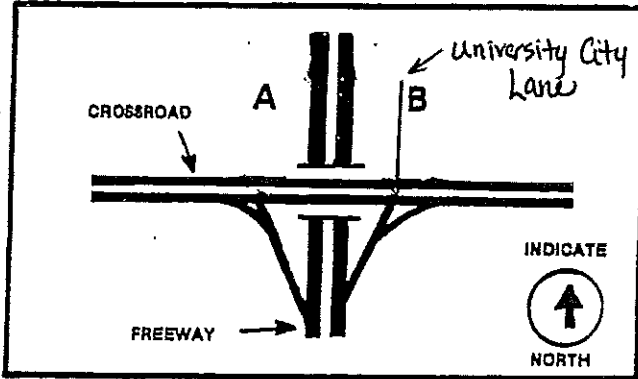
DIST. CO. RTE. P.M. 11. SD. 05

INTERSECTION (CIRCLE ONE) A B (Both)

BY LC DATE 1/10/08

DIAGRAM AND TRAFFIC FLOWS

TIME P.M.



LANE VOLUMES (ILV/hr):

Phase 1	
← 550	↖ ↗ ↕ 330 330 550
← 550	
↘ 550	
↘ 550	

Phase 2	
← 40	↖ 383
← 40	← 383
↘ 165	← 384
↘ 165	
	→ 370
	→ 370

Phase 3	
	↖ 300
	↖
→ 340	
↘ 1240	

CRITICAL LANE VOLUMES (ILV/hr):

Phase 1
550

Phase 2
384

Phase 3
1240

TOTAL OPERATING LEVEL (ILV/hr):

Σ
2174

- < 1200 ILV/hr
- > 1200 but < 1500 ILV/hr

> 1500 ILV/hr. (capacity)

OVER Capacity

SPREAD DIAMOND

Signalized Intersection CAPACITY ANALYSIS

"HORIZON YEAR" PM

INTERCHANGE I-5/NOBEL DRIVE

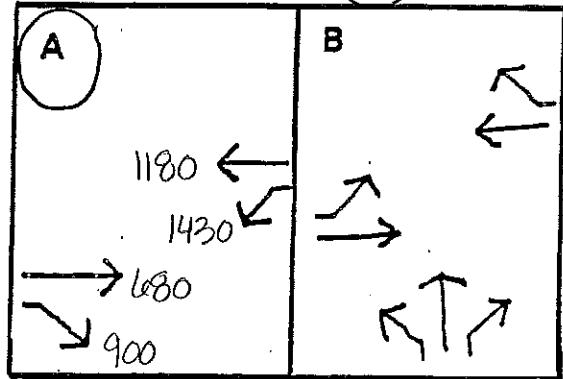
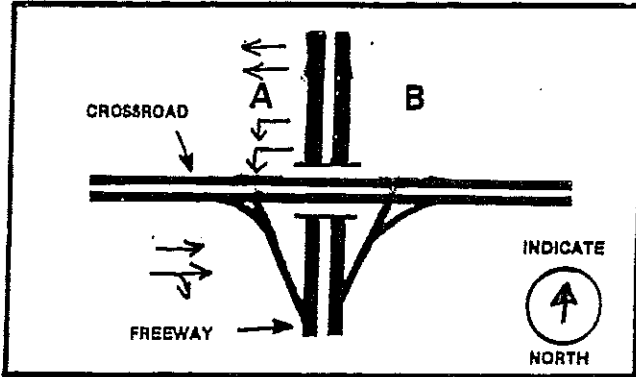
DIST. CO. RTE. P.M. 11. SD.05

INTERSECTION (CIRCLE ONE) A B Both

BY LC DATE 1/10/08

DIAGRAM AND TRAFFIC FLOWS

TIME A.M. (P.M.)



LANE VOLUMES (ILV/hr):

Phase 1
↓ 715
↓ 715

Phase 2
340 → ← 590
1240 ↓ ← 590

Phase 3

CRITICAL LANE VOLUMES (ILV/hr):

Phase 1
715

Phase 2
1240

Phase 3

TOTAL OPERATING LEVEL (ILV/hr):

Σ
1955

- Is . . .
- < 1200 ILV/hr
 - > 1200 but < 1500 ILV/hr
 - > 1500 ILV/hr. (capacity)

OVER Capacity

SPREAD DIAMOND

Signalized Intersection CAPACITY ANALYSIS

"HORIZON YEAR" PM

INTERCHANGE 1-5/NOBEL DRIVE

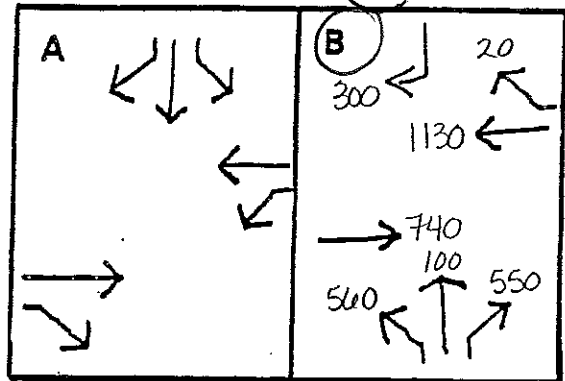
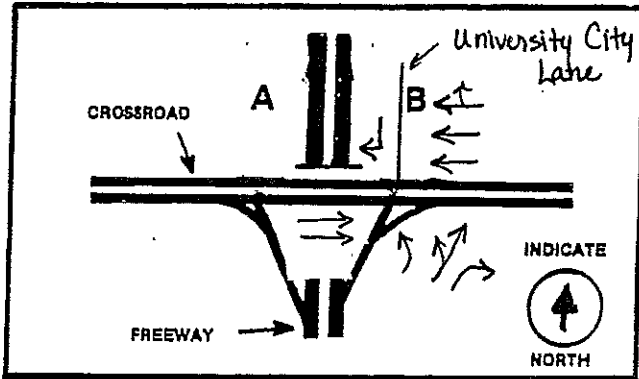
DIST. CO. RTE. P.M. 11.SD.05

INTERSECTION(CIRCLE ONE) A (B) Both

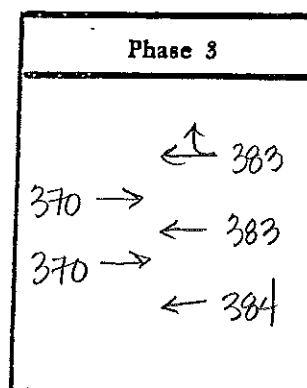
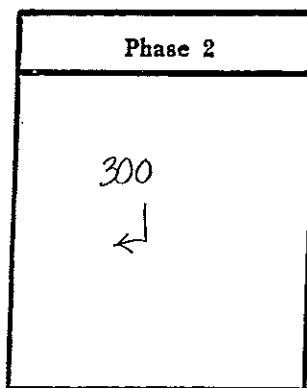
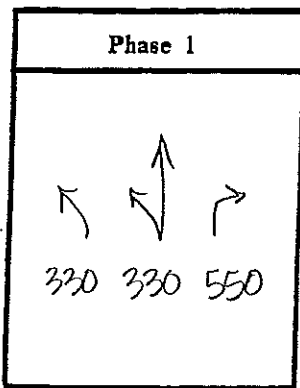
BY LC DATE 1/10/08

DIAGRAM AND TRAFFIC FLOWS

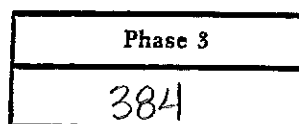
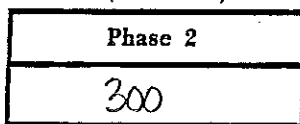
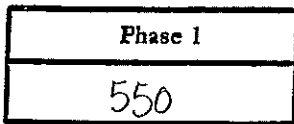
TIME A.M. (P.M.)



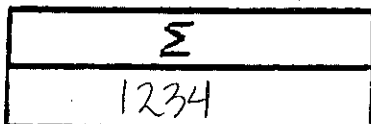
LANE VOLUMES (ILV/hr):



CRITICAL LANE VOLUMES (ILV/hr):



TOTAL OPERATING LEVEL (ILV/hr):



Is . . . < 1200 ILV/hr

> 1200 but < 1500 ILV/hr *NEAR Capacity*

> 1500 ILV/hr. (capacity)

SPREAD DIAMOND

Signalized Intersection "HORIZON YEAR+PROJECT" AM CAPACITY ANALYSIS

INTERCHANGE I-5 / NOBEL DRIVE

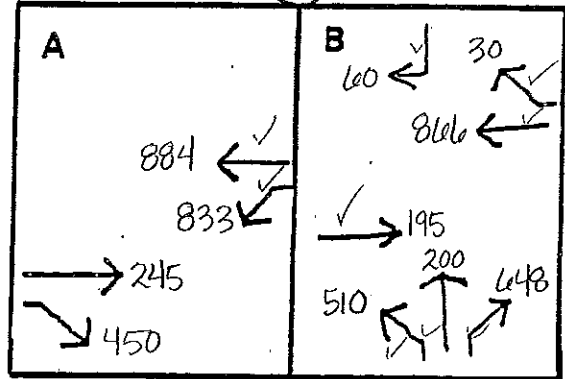
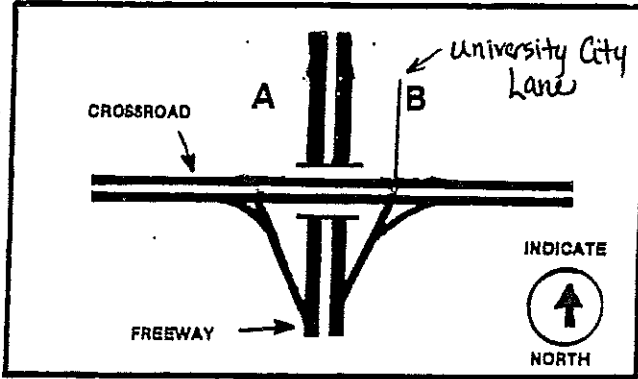
DIST. CO. RTE. P.M. 11. SD. 05

INTERSECTION (CIRCLE ONE) A B (Both)

BY LC DATE 1/10/08

DIAGRAM AND TRAFFIC FLOWS

TIME (A.M.) P.M.



LANE VOLUMES (ILV/hr):

Phase 1	
← 442	↖ ↗ ↘ ↙ ↕ ↕ ↕ ↕ ↖ ↗ ↘ ↙
← 442	
↘ 416	
↘ 416	
↖ 355	
↗ 355	

Phase 2	
↖ 298	↖ ↗ ↘ ↙ ↕ ↕ ↕ ↕ ↖ ↗ ↘ ↙
← 299	
← 299	
123 →	
299 ↘	
98 →	

Phase 3	
∅ →	↖ ↗ ↘ ↙ ↕ ↕ ↕ ↕ ↖ ↗ ↘ ↙
273 ↘	
60 ↖	

CRITICAL LANE VOLUMES (ILV/hr):

Phase 1
648

Phase 2
299

Phase 3
273

TOTAL OPERATING LEVEL (ILV/hr):

Σ
1220

Is . . . < 1200 ILV/hr

> 1200 but < 1500 ILV/hr *NEAR Capacity*

> 1500 ILV/hr. (capacity)

SPREAD DIAMOND

Signalized Intersection "HORIZON YEAR + PROJECT" AM CAPACITY ANALYSIS

INTERCHANGE I-5/NOBEL DRIVE

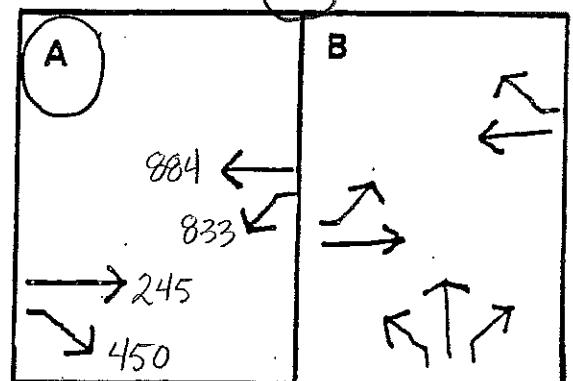
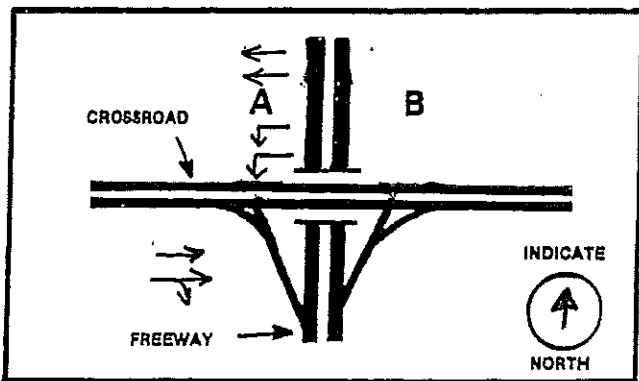
DIST. CO. RTE. P.M. 11. SD. 05

INTERSECTION (CIRCLE ONE) A B Both

BY LC DATE 1/10/08

DIAGRAM AND TRAFFIC FLOWS

TIME A.M. P.M.



LANE VOLUMES (ILV/hr):

Phase 1
↙ 416
↘ 416

Phase 2
123 → ← 442
572 ↘ ← 442

Phase 3

CRITICAL LANE VOLUMES (ILV/hr):

Phase 1
416

Phase 2
572

Phase 3

TOTAL OPERATING LEVEL (ILV/hr):

Σ
988

- Is . . . < 1200 ILV/hr UNDER Capacity
 > 1200 but < 1500 ILV/hr
 > 1500 ILV/hr. (capacity)

SPREAD DIAMOND

Signalized Intersection "HORIZON YEAR + PROJECT" AM CAPACITY ANALYSIS

INTERCHANGE I-5/NOBEL DRIVE

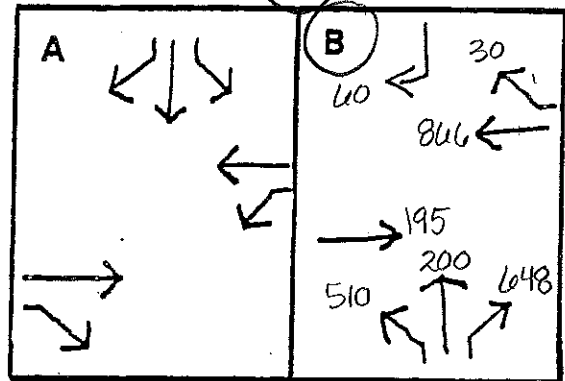
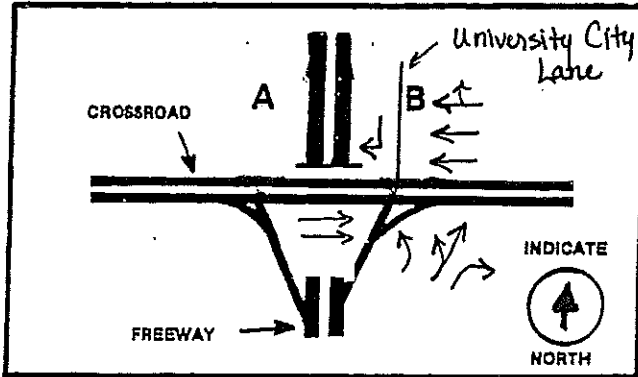
DIST. CO. RTE. P.M. 11.SD.05

INTERSECTION (CIRCLE ONE) A (B) Both

BY LC DATE 1/10/08

DIAGRAM AND TRAFFIC FLOWS

TIME (A.M.) P.M.



LANE VOLUMES (ILV/hr):

Phase 1

Phase 2

Phase 3

CRITICAL LANE VOLUMES (ILV/hr):

Phase 1
648

Phase 2
60

Phase 3
299

TOTAL OPERATING LEVEL (ILV/hr):

Σ
1007

- Is . . . < 1200 ILV/hr UNDER Capacity
 > 1200 but < 1500 ILV/hr
 > 1500 ILV/hr. (capacity)

SPREAD DIAMOND

Signalized Intersection "HORIZON YEAR+PROJECT" PM CAPACITY ANALYSIS

INTERCHANGE I-5 / NOBEL DRIVE

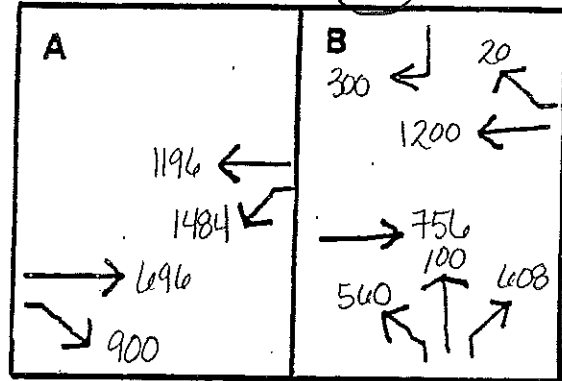
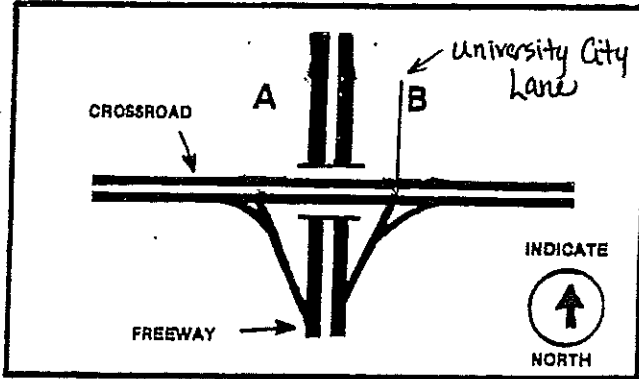
DIST. CO. RTE. P.M. 11. SD. 05

INTERSECTION (CIRCLE ONE) A B (Both)

BY LC DATE 1/10/08

DIAGRAM AND TRAFFIC FLOWS

TIME A.M. (P.M.)



LANE VOLUMES (ILV/hr):

Phase 1	
← 598	↖ ↗ ↘ ↙
← 598	
↘ 608	
↙ 608	
	↖ ↗ ↘ ↙
	↖ ↗ ↘ ↙

Phase 2	
↘ 134	↖ 406
↙ 134	← 407
	← 407
	→ 378
	→ 378

Phase 3	
	↖ 300
→ 348	
↘ 1248	

CRITICAL LANE VOLUMES (ILV/hr):

Phase 1
608

Phase 2
407

Phase 3
1248

TOTAL OPERATING LEVEL (ILV/hr):

Σ
2263

- Is . . . < 1200 ILV/hr
 - > 1200 but < 1500 ILV/hr
 - > 1500 ILV/hr. (capacity)
- OVER Capacity

SPREAD DIAMOND

Signalized Intersection "Horizon Year + Project" PM CAPACITY ANALYSIS

INTERCHANGE I-5/NOBEL DRIVE

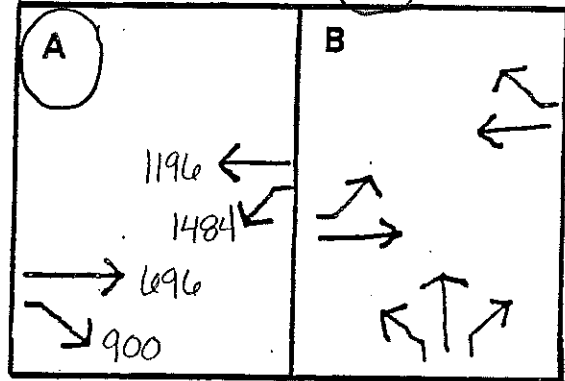
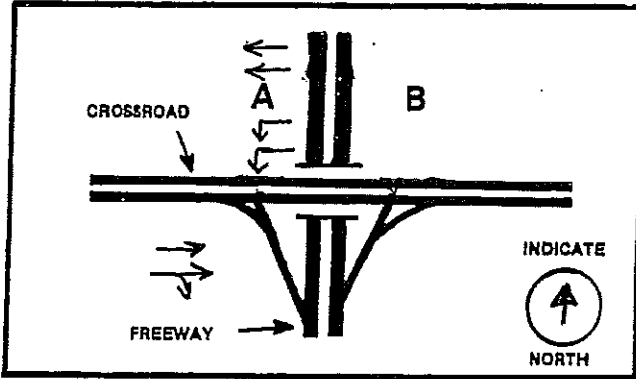
DIST. CO. RTE. P.M. 11, SD. 05

INTERSECTION (CIRCLE ONE) A B Both

BY LC DATE 1/10/08

DIAGRAM AND TRAFFIC FLOWS

TIME _____ A.M. (P.M.)



LANE VOLUMES (ILV/hr):

Phase 1
↙ 742
↘ 742

Phase 2
348 → ← 598
1248 ↘ ↙ ← 598

Phase 3

CRITICAL LANE VOLUMES (ILV/hr):

Phase 1
742

Phase 2
1248

Phase 3

TOTAL OPERATING LEVEL (ILV/hr):

Σ
1990

- Is . . . < 1200 ILV/hr
- > 1200 but < 1500 ILV/hr
- > 1500 ILV/hr. (capacity)
OVER Capacity

SPREAD DIAMOND

Signalized Intersection CAPACITY ANALYSIS

"HORIZON YEAR + PROJECT" PM

INTERCHANGE I-5/NOBEL DRIVE

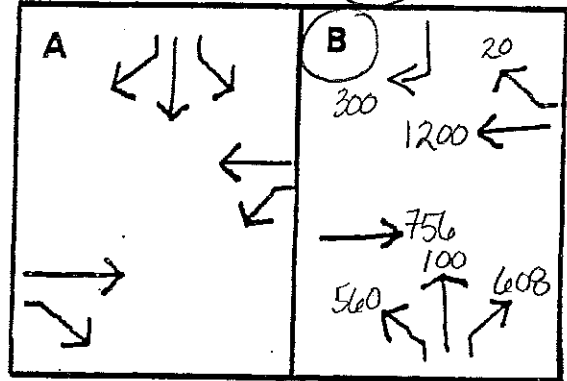
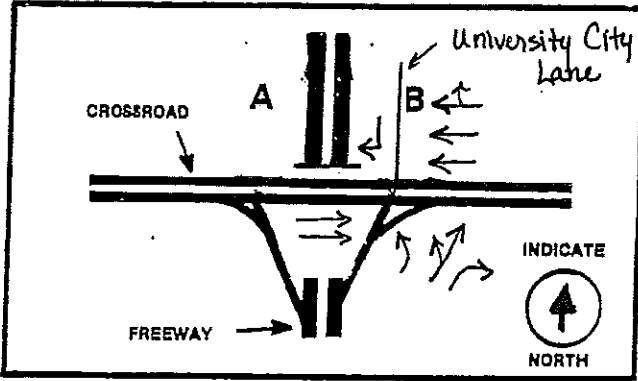
DIST. CO. RTE. P.M. 11.SD.05

INTERSECTION (CIRCLE ONE) A (B) Both

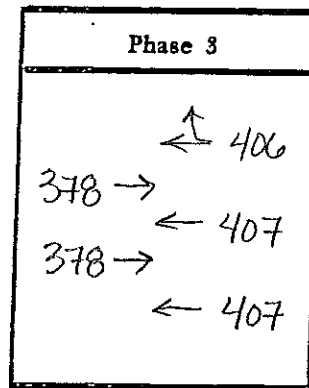
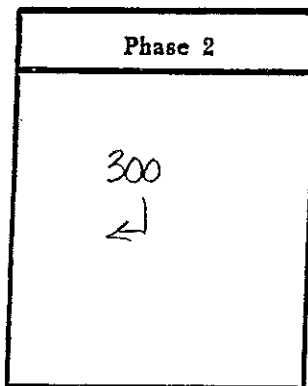
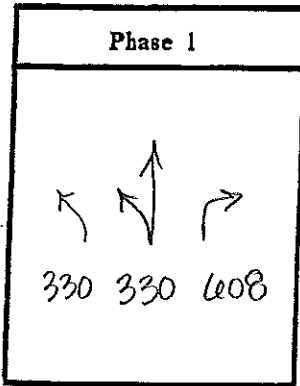
BY LC DATE 1/10/08

DIAGRAM AND TRAFFIC FLOWS

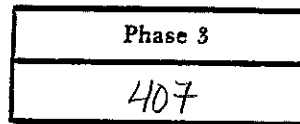
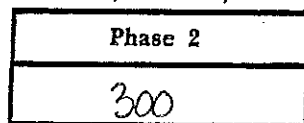
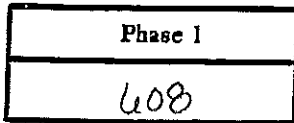
TIME _____ A.M. (P.M.)



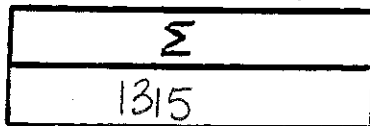
LANE VOLUMES (ILV/hr):



CRITICAL LANE VOLUMES (ILV/hr):



TOTAL OPERATING LEVEL (ILV/hr):



is . . . < 1200 ILV/hr

> 1200 but < 1500 ILV/hr *NEAR Capacity*

> 1500 ILV/hr. (capacity)

2 QUAD CLOVER

Signalized Intersection CAPACITY ANALYSIS

"2010" AM

INTERCHANGE I-805 / La Jolla Village Dr.

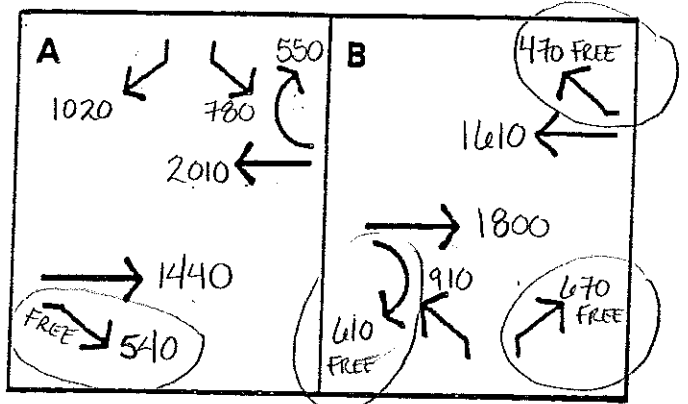
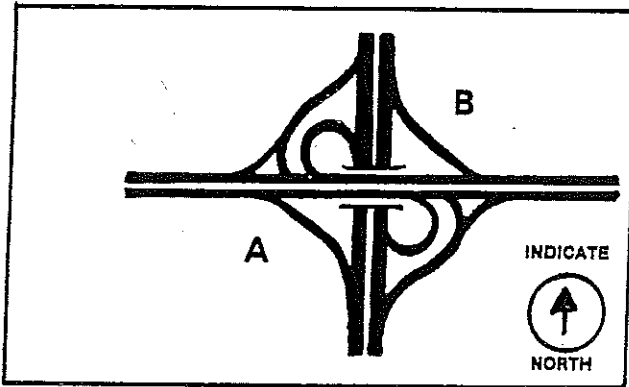
DIST. CO. RTE. P.M. II. SD. 805

INTERSECTION (CIRCLE ONE) A B BOTH

BY LC DATE 1/11/08

TIME A.M. P.M.

DIAGRAM AND TRAFFIC FLOWS:



LANE VOLUMES (ILV/hr):

Phase 1	Phase 2
<div style="display: flex; justify-content: space-between;"> 510 510 390 390 ← 402 </div> <div style="display: flex; justify-content: space-between;"> ← 402 ← 403 </div> <div style="display: flex; justify-content: space-between;"> ← 403 ← 403 </div> <div style="display: flex; justify-content: space-between;"> 600 → 600 → </div> <div style="display: flex; justify-content: space-between;"> 600 → 600 → </div>	<div style="display: flex; justify-content: space-between;"> ← 550 ← 455 </div> <div style="display: flex; justify-content: space-between;"> ← 670 ← 455 </div> <div style="display: flex; justify-content: space-between;"> ← 670 ← 455 </div> <div style="display: flex; justify-content: space-between;"> ← 670 ← 455 </div> <div style="display: flex; justify-content: space-between;"> 480 → 480 → </div> <div style="display: flex; justify-content: space-between;"> 561* ↓ 561* ↓ </div>

* includes 15% of right-turn volume since this lane is designated as an HOV-2 shared thru lane.

CRITICAL LANE VOLUMES (ILV/hr):

Phase 1	Phase 2
600	670

TOTAL OPERATING LEVEL (ILV/hr):

Σ
1270

is . . .

< 1200 ILV/hr.

> 1200 but < 1500 ILV/hr. **NEAR CAPACITY**

> 1500 ILV/hr. (CAPACITY)

REMARKS:

2 QUAD CLOVER

Signalized Intersection CAPACITY ANALYSIS

"2010" AM

INTERCHANGE I-805 / La Jolla Village Dr.

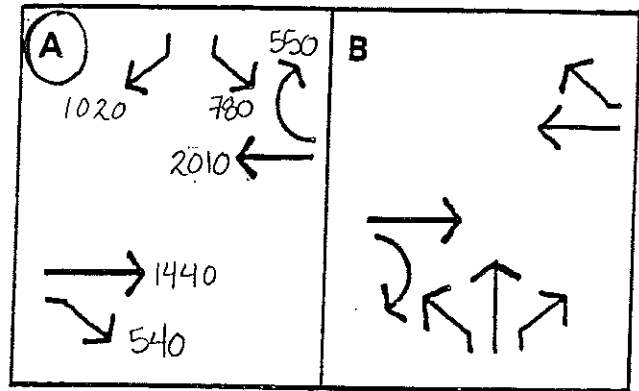
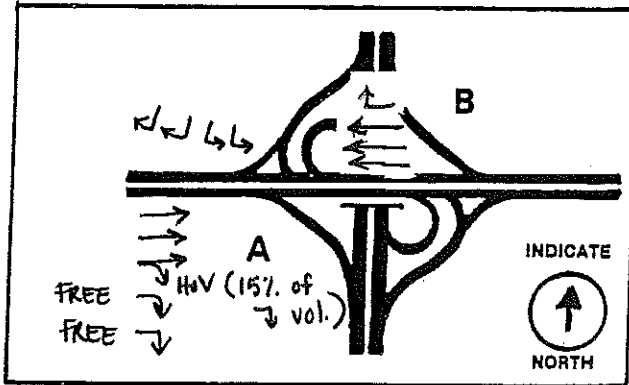
DIST. CO. RTE. P.M. 11. SD. 805

INTERSECTION (CIRCLE ONE) (A) B BOTH

BY KC DATE 1/11/08

TIME (A.M.) P.M.

DIAGRAM AND TRAFFIC FLOWS:



LANE VOLUMES (ILV/hr):

Phase 1			
510	510	390	390
←	←	→	→

Phase 2	
480 →	↖ 550
480 →	← 670
540 ↘	← 670

CRITICAL LANE VOLUMES (ILV/hr):

Phase 1
510

Phase 2
670

TOTAL OPERATING LEVEL (ILV/hr):

Σ
1180

Is . . .

< 1200 ILV/hr. UNDER CAPACITY

> 1200 but < 1500 ILV/hr.

> 1500 ILV/hr. (CAPACITY)

REMARKS:

2 QUAD CLOVER

Signalized Intersection CAPACITY ANALYSIS

"2010" AM

INTERCHANGE I-805 / La Jolla Village Dr.

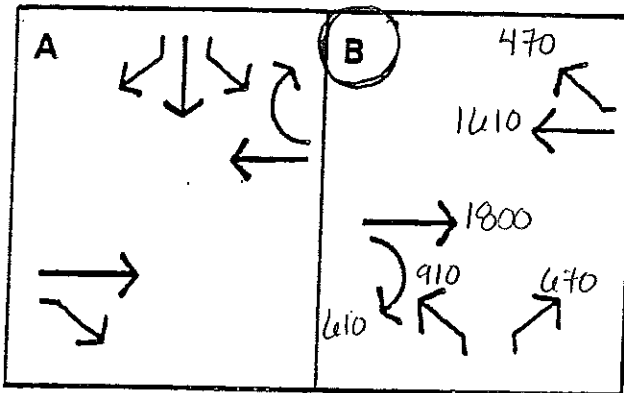
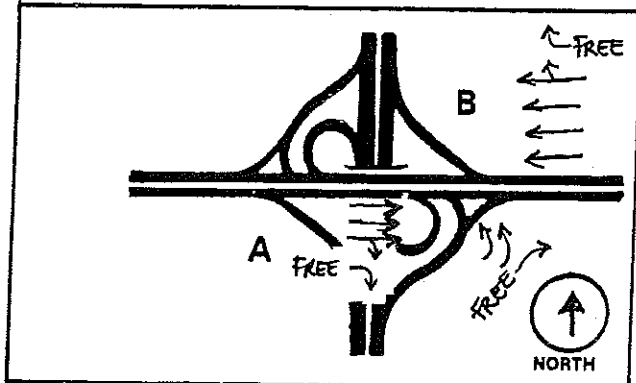
DIST. CO. RTE. P.M. 11. SD. 805

INTERSECTION (CIRCLE ONE) A (B) BOTH

BY LC DATE 1/11/08

TIME _____ (A.M.) P.M.

DIAGRAM AND TRAFFIC FLOWS:



LANE VOLUMES (ILV/hr):

Phase 1	
↙	↙
455	455

Phase 2	
↖	402
↔	600
↔	600
↔	600
↘	403
↘	403

CRITICAL LANE VOLUMES (ILV/hr):

Phase 1
455

Phase 2
600

TOTAL OPERATING LEVEL (ILV/hr):

Σ
1055

is . . .

- < 1200 ILV/hr. UNDER CAPACITY
- > 1200 but < 1500 ILV/hr.
- > 1500 ILV/hr. (CAPACITY)

REMARKS:

2 QUAD CLOVER

Signalized Intersection CAPACITY ANALYSIS

"2010" PM

INTERCHANGE 1-805 / La Jolla Village Dr.

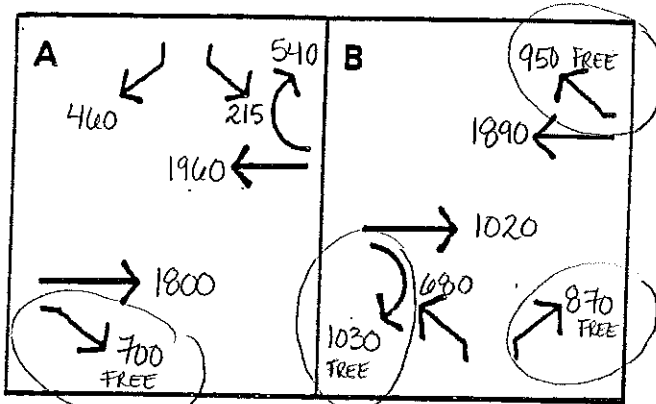
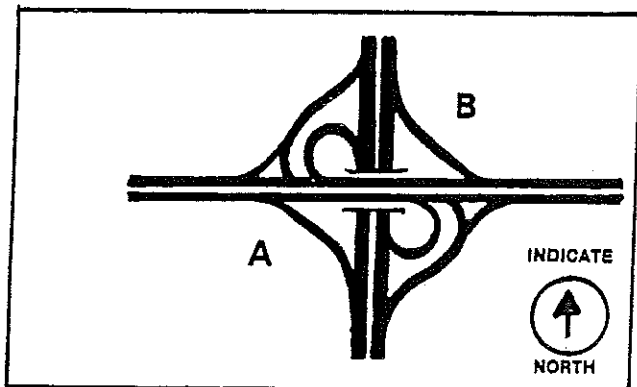
DIST. CO. RTE. P.M. 11. SD. 805

INTERSECTION (CIRCLE ONE) A B BOTH

BY LC DATE 1/11/08

TIME _____ A.M. P.M.

DIAGRAM AND TRAFFIC FLOWS:



LANE VOLUMES (ILV/hr):

Phase 1		Phase 2	
230 230 167 167	↑ 472 ← 472 ← 473 ← 473 340 → 340 → 340 ↓	↑ 540 ← 653 ← 654 ← 653 600 → 600 → 705* ↓	← 340 ← 340

← HOLD ON RED →

* includes 15% of right-turn volume since this lane is designated as an HOV-2 shared thru lane.

CRITICAL LANE VOLUMES (ILV/hr):

Phase 1	Phase 2
473	705

TOTAL OPERATING LEVEL (ILV/hr):

Σ
1178

is . . .

< 1200 ILV/hr. UNDER Capacity

> 1200 but < 1500 ILV/hr.

> 1500 ILV/hr. (CAPACITY)

REMARKS:

2 QUAD CLOVER

Signalized Intersection CAPACITY ANALYSIS

"2010" PM

INTERCHANGE I-805 / La Jolla Village Dr.

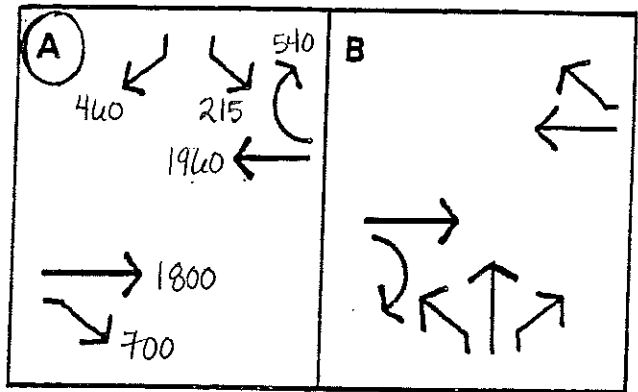
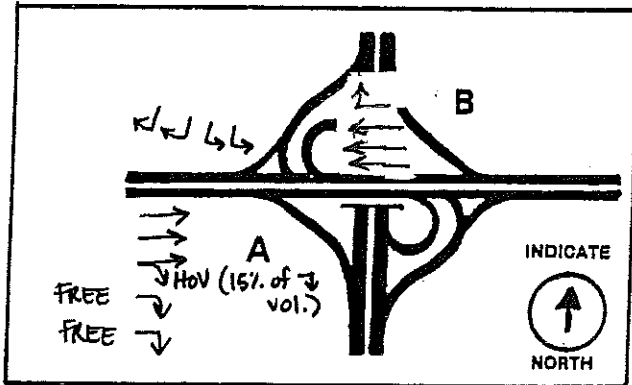
DIST. CO. RTE. P.M. 11. SD. 805

INTERSECTION (CIRCLE ONE) (A) B BOTH

BY LC DATE 1/11/08

TIME _____ A.M. (P.M.)

DIAGRAM AND TRAFFIC FLOWS:



LANE VOLUMES (ILV/hr):

Phase 1			
230	230	107	108
←	←	→	→

Phase 2	
600 →	↑ 540
600 →	← 653
705 ↘	← 654
	← 653

CRITICAL LANE VOLUMES (ILV/hr):

Phase 1
230

Phase 2
705

TOTAL OPERATING LEVEL (ILV/hr):

Σ
935

is . . .

< 1200 ILV/hr. UNDER CAPACITY

> 1200 but < 1500 ILV/hr.

> 1500 ILV/hr. (CAPACITY)

REMARKS:

Signalized Intersection CAPACITY ANALYSIS

2 QUAD CLOVER

"2010" PM

INTERCHANGE I-805 / La Jolla Village Dr.

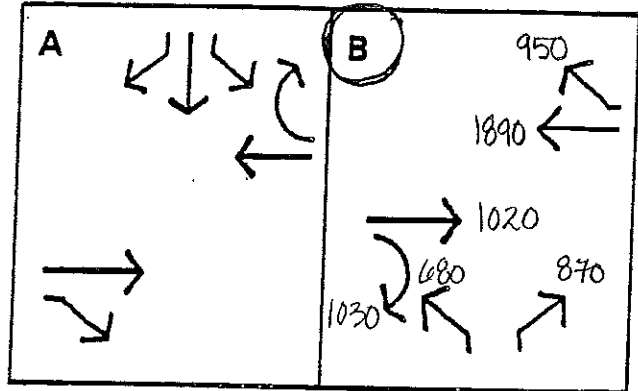
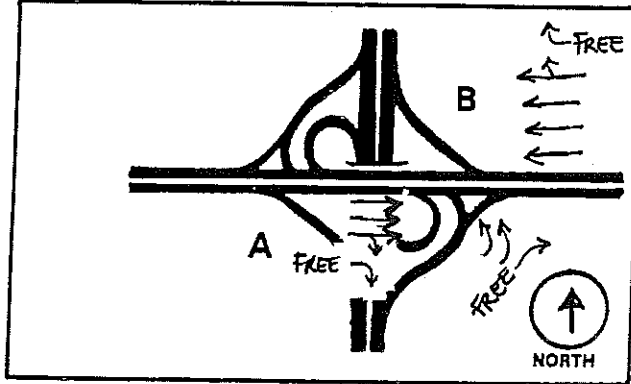
DIST. CO. RTE. P.M. 11. SD. 805

INTERSECTION (CIRCLE ONE) A (B) BOTH

BY LC DATE 1/11/08

TIME _____ A.M. (P.M.)

DIAGRAM AND TRAFFIC FLOWS:



LANE VOLUMES (ILV/hr):

Phase 1	
↙	↘
340	340

Phase 2	
↙	472
→	472
→	473
↘	473

CRITICAL LANE VOLUMES (ILV/hr):

Phase 1
340

Phase 2
473

TOTAL OPERATING LEVEL (ILV/hr):

Σ
813

is . . .

- < 1200 ILV/hr. UNDER CAPACITY
- > 1200 but < 1500 ILV/hr.
- > 1500 ILV/hr. (CAPACITY)

REMARKS:

2 QUAD CLOVER

Signalized Intersection CAPACITY ANALYSIS

"2010+ PROJECT" AM

INTERCHANGE I-805 / La Jolla Village Dr.

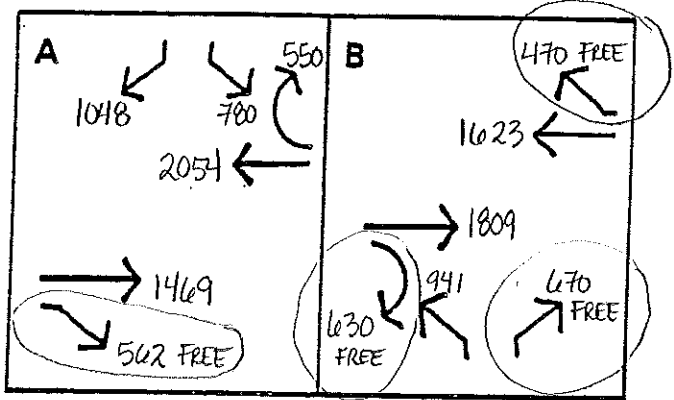
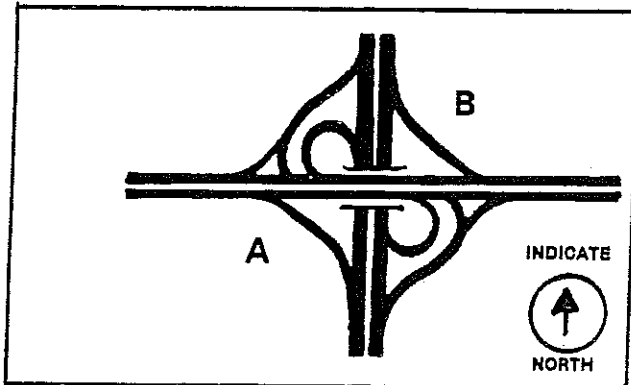
DIST. CO. RTE. P.M. 11. SD. 805

INTERSECTION (CIRCLE ONE) A B BOTH

BY LC DATE 1/11/08

TIME A.M. P.M.

DIAGRAM AND TRAFFIC FLOWS:



LANE VOLUMES (ILV/hr):

Phase 1	Phase 2
<div style="display: flex; justify-content: space-between;"> <div style="text-align: right;"> <p>524 524 310 310</p> </div> <div style="text-align: left;"> <p>405 406 406 406</p> </div> </div> <div style="margin-top: 10px;"> <p>603 → 603 → 603 ↓</p> </div>	<div style="display: flex; justify-content: space-between;"> <div style="text-align: right;"> <p>550 684 685 685</p> </div> <div style="text-align: left;"> <p>489 → 490 → 574* ↓</p> </div> </div> <div style="margin-top: 10px;"> <p>470 ← 471 ←</p> </div>

* HOLD ON RED

* includes 15% of right-turn volume since this lane is designated as an HOV-2 shared thru lane

CRITICAL LANE VOLUMES (ILV/hr):

Phase 1	Phase 2
603	685

TOTAL OPERATING LEVEL (ILV/hr):

Σ
1288

is . . .

< 1200 ILV/hr.

> 1200 but < 1500 ILV/hr. *NEAR Capacity*

> 1500 ILV/hr. (CAPACITY)

REMARKS:

2 QUAD CLOVER

Signalized Intersection CAPACITY ANALYSIS

"2010 + PROJECT" AM

INTERCHANGE I-805 / La Jolla Village Dr.

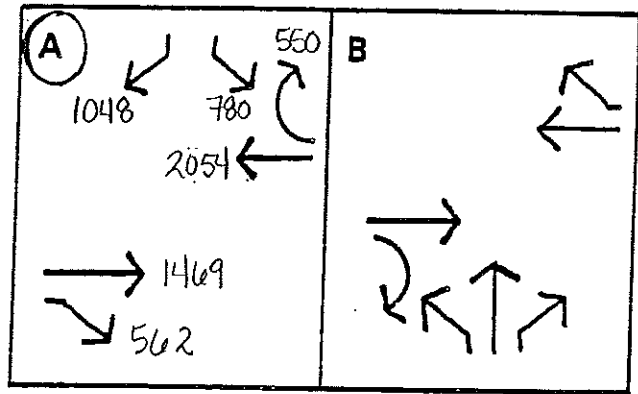
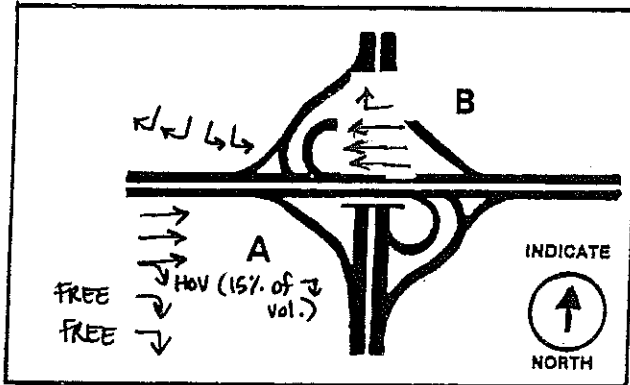
DIST. CO. RTE. P.M. 11. SD. 805

INTERSECTION (CIRCLE ONE) (A) B BOTH

BY LC DATE 1/11/08

TIME _____ (A.M.) P.M.

DIAGRAM AND TRAFFIC FLOWS:



LANE VOLUMES (ILV/hr):

Phase 1			
524	524	390	390
←	←	→	→

Phase 2	
489 →	↑ 550
490 →	← 684
574 ↘	← 685
	← 685

CRITICAL LANE VOLUMES (ILV/hr):

Phase 1
524

Phase 2
685

TOTAL OPERATING LEVEL (ILV/hr):

Σ
1209

is . . .

< 1200 ILV/hr.

> 1200 but < 1500 ILV/hr. **NEAR CAPACITY**

> 1500 ILV/hr. (CAPACITY)

REMARKS:

2 QUAD CLOVER

Signalized Intersection CAPACITY ANALYSIS

"2010 + PROJECT" AM

INTERCHANGE I-805 / La Jolla Village Dr.

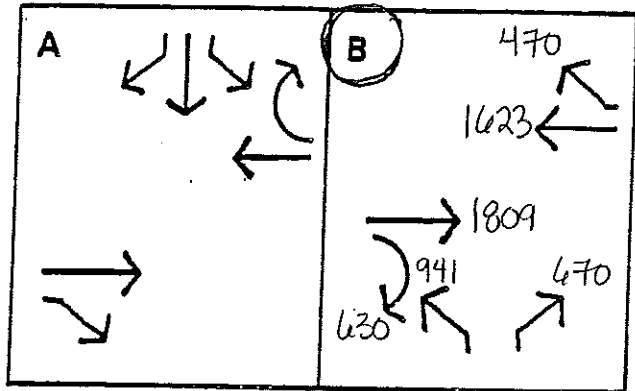
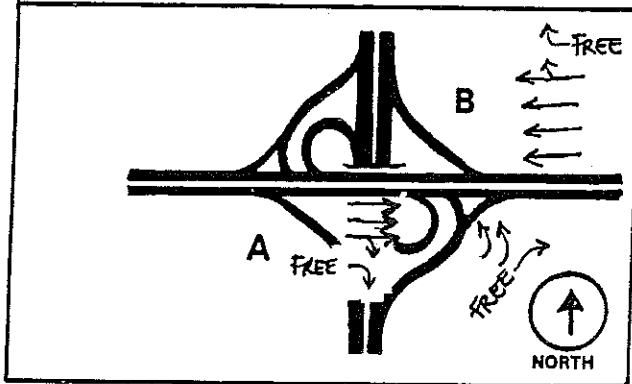
DIST. CO. RTE. P.M. IL SD. 805

INTERSECTION (CIRCLE ONE) A (B) BOTH

BY LC DATE 1/11/08

TIME (A.M.) P.M.

DIAGRAM AND TRAFFIC FLOWS:



LANE VOLUMES (ILV/hr):

Phase 1	
↙	↙
470	471

Phase 2	
←	405
↔	406
↔	406
↘	406

CRITICAL LANE VOLUMES (ILV/hr):

Phase 1
471

Phase 2
603

TOTAL OPERATING LEVEL (ILV/hr):

Σ
1074

is . . .

- < 1200 ILV/hr. UNDER CAPACITY
- > 1200 but < 1500 ILV/hr.
- > 1500 ILV/hr. (CAPACITY)

REMARKS:

2 QUAD CLOVER

Signalized Intersection CAPACITY ANALYSIS

"2010 + PROJECT" PM

INTERCHANGE I-805 / La Jolla Village Dr.

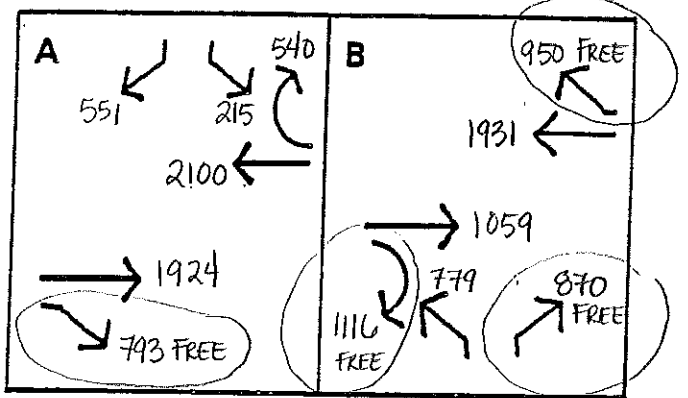
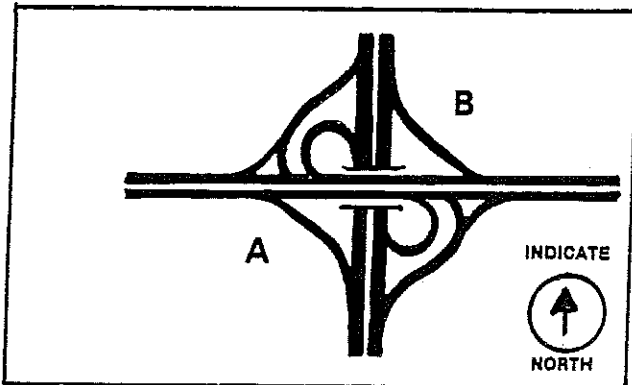
DIST. CO. RTE. P.M. 11. SD. 805

INTERSECTION (CIRCLE ONE) A B (BOTH)

BY LC DATE 1/11/08

TIME _____ A.M. (P.M.)

DIAGRAM AND TRAFFIC FLOWS:



LANE VOLUMES (ILV/hr):

Phase 1		Phase 2	
236 235 107 108 ↓ ↓ ↓ ↓	↖ 482 ← 483 ← 483 ← 483 353 → 353 → 353 ↘	↖ 540 ← 700 ← 700 ← 700 641 → 641 → 761 ↘	↖ ↖ 389 390

HOLD ON RED ↘

* includes 15% of right-turn volume since this lane is designated as an HOV ↓ shared thru lane.

CRITICAL LANE VOLUMES (ILV/hr):

Phase 1	Phase 2
483	761

TOTAL OPERATING LEVEL (ILV/hr):

Σ
1244

is . . .

□ < 1200 ILV/hr.

⊗ > 1200 but < 1500 ILV/hr. NEAR Capacity

□ > 1500 ILV/hr. (CAPACITY)

REMARKS:

2 QUAD CLOVER

Signalized Intersection CAPACITY ANALYSIS

"2010 + PROJECT" P.M.

INTERCHANGE I-805 / La Jolla Village Dr.

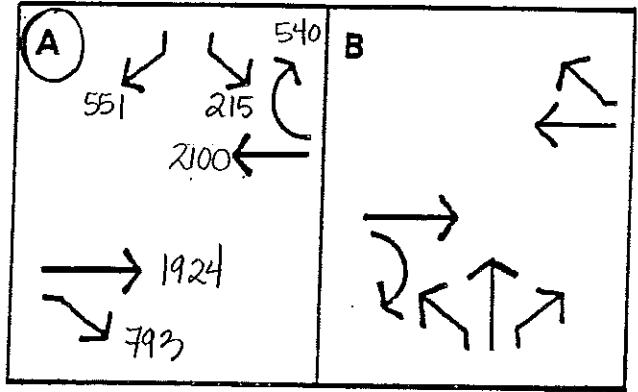
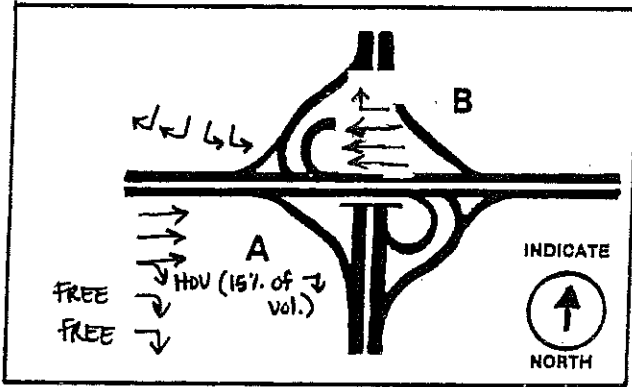
DIST. CO. RTE. P.M. 11. SD. 805

INTERSECTION (CIRCLE ONE) (A) B BOTH

BY LC DATE 1/11/08

TIME _____ A.M. (P.M.)

DIAGRAM AND TRAFFIC FLOWS:



LANE VOLUMES (ILV/hr):

Phase 1			
276	275	107	108
←	←	→	→

Phase 2	
641 →	↗ 540
641 →	← 700
761 ↓	← 700
	← 700

CRITICAL LANE VOLUMES (ILV/hr):

Phase 1
276

Phase 2
761

TOTAL OPERATING LEVEL (ILV/hr):

Σ
1037

Is . . .

< 1200 ILV/hr. UNDER CAPACITY

> 1200 but < 1500 ILV/hr.

> 1500 ILV/hr. (CAPACITY)

REMARKS:

Signalized Intersection CAPACITY ANALYSIS

2 QUAD CLOVER

"2010 + PROJECT" PM

INTERCHANGE I-805 / La Jolla Village Dr.

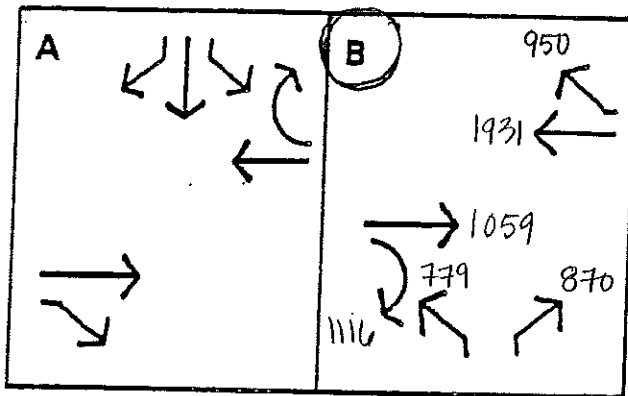
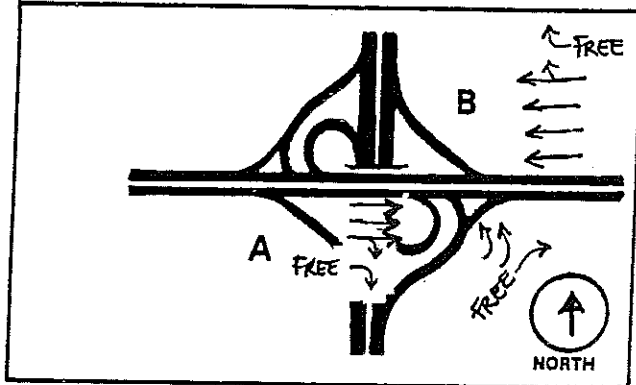
DIST. CO. RTE. P.M. IL SD. 805

INTERSECTION (CIRCLE ONE) A (B) BOTH

BY LC DATE 1/11/08

TIME _____ A.M. (P.M.)

DIAGRAM AND TRAFFIC FLOWS:



LANE VOLUMES (ILV/hr):

Phase 1	
←	↖
389	390

Phase 2	
↖	←
353	482
→	←
353	483
↘	←
353	483
	←
	483

CRITICAL LANE VOLUMES (ILV/hr):

Phase 1
390

Phase 2
483

TOTAL OPERATING LEVEL (ILV/hr):

Σ
873

Is . . .

- < 1200 ILV/hr. UNDER CAPACITY
- > 1200 but < 1500 ILV/hr.
- > 1500 ILV/hr. (CAPACITY)

REMARKS:

2 QUAD CLOVER

Signalized Intersection CAPACITY ANALYSIS

"HORIZON YEAR" AM

INTERCHANGE 1-805 / La Jolla Village Dr.

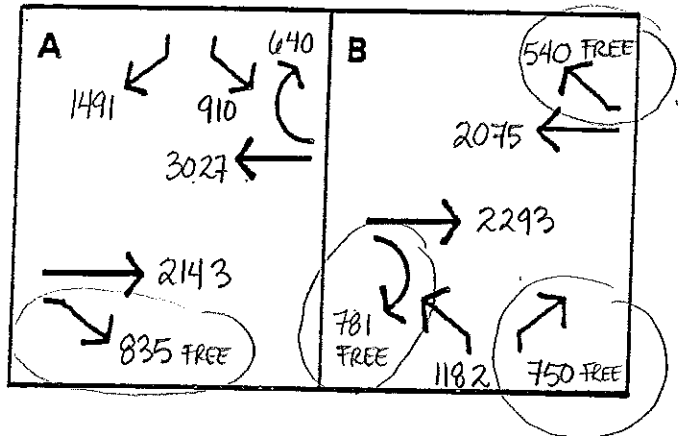
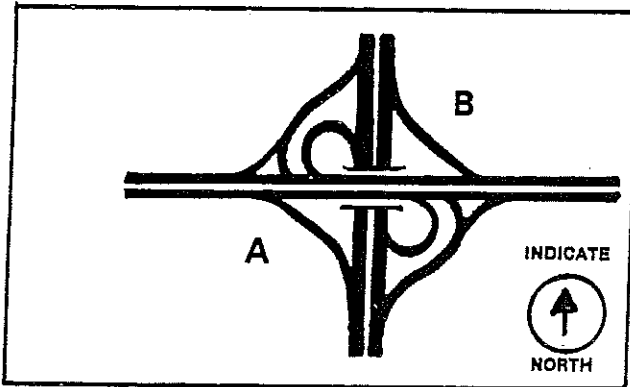
DIST. CO. RTE. P.M. 11. SD. 805

INTERSECTION (CIRCLE ONE) A B BOTH

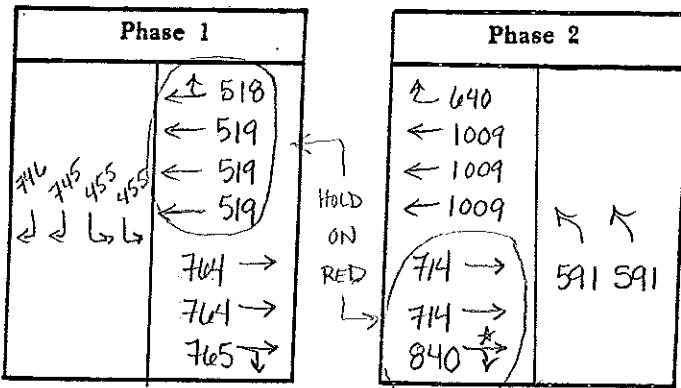
BY LC DATE 1/11/08

TIME (A.M) P.M.

DIAGRAM AND TRAFFIC FLOWS:



LANE VOLUMES (ILV/hr):



* includes 15% of right-turn volume since this lane is designated as an HOV-2 shared thru lane.

CRITICAL LANE VOLUMES (ILV/hr):

Phase 1	Phase 2
765	1009

TOTAL OPERATING LEVEL (ILV/hr):

Σ
1774

is . . .

< 1200 ILV/hr.

> 1200 but < 1500 ILV/hr.

> 1500 ILV/hr. (CAPACITY)

OVER capacity

REMARKS:

2 QUAD CLOVER

Signalized Intersection CAPACITY ANALYSIS

"HORIZON YEAR" AM

INTERCHANGE I-805 / La Jolla Village Dr.

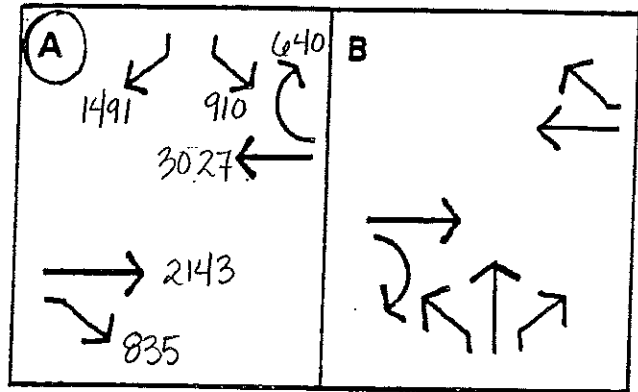
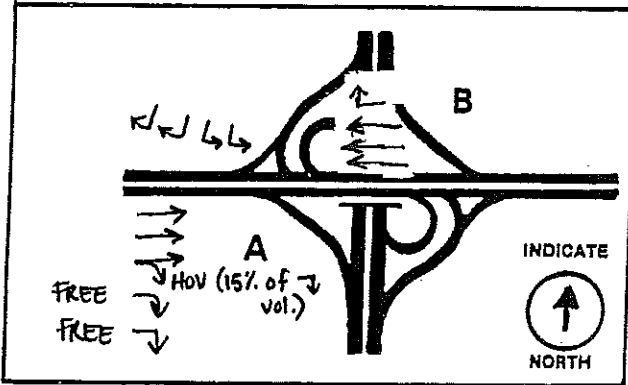
DIST. CO. RTE. P.M. 11. SD. 805

INTERSECTION (CIRCLE ONE) (A) B BOTH

BY LC DATE 1/11/08

TIME _____ (A.M.) P.M.

DIAGRAM AND TRAFFIC FLOWS:



LANE VOLUMES (ILV/hr):

Phase 1			
746	745	455	455
←	←	→	→

Phase 2	
714 →	↑ 640
714 →	← 1009
840 ↓	← 1009
	← 1009

CRITICAL LANE VOLUMES (ILV/hr):

Phase 1
746

Phase 2
1009

TOTAL OPERATING LEVEL (ILV/hr):

Σ
1755

Is . . .

< 1200 ILV/hr.

> 1200 but < 1500 ILV/hr.

> 1500 ILV/hr. (CAPACITY)
OVER CAPACITY

REMARKS:

2 QUAD CLOVER

Signalized Intersection CAPACITY ANALYSIS

"HORIZON YEAR" AM

INTERCHANGE I-805 / La Jolla Village Dr.

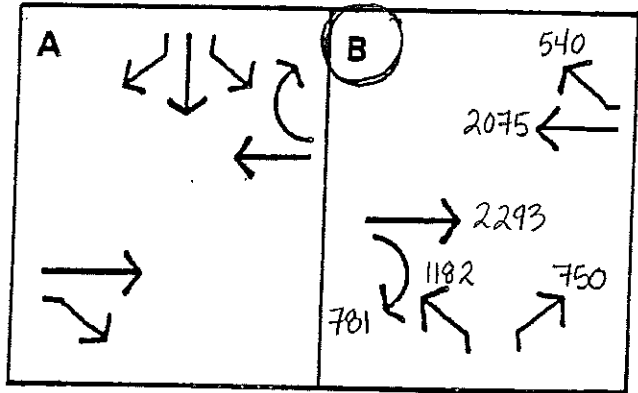
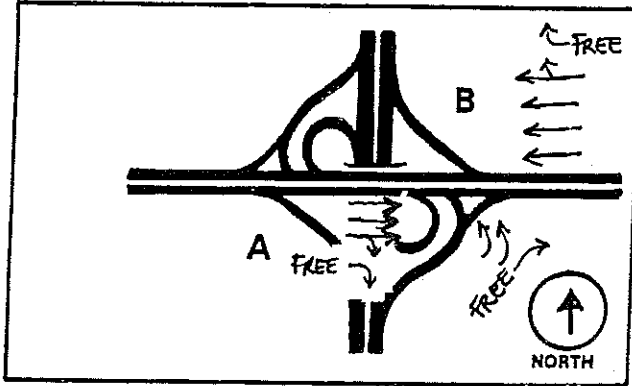
DIST. CO. RTE. P.M. IL SD. 805

INTERSECTION (CIRCLE ONE) A (B) BOTH

BY LC DATE 1/11/08

TIME _____ (A.M.) P.M.

DIAGRAM AND TRAFFIC FLOWS:



LANE VOLUMES (ILV/hr):

Phase 1	
↙	↙
591	591

Phase 2	
764 →	↖ 518
764 →	← 519
765 ↘	← 519
	← 519

CRITICAL LANE VOLUMES (ILV/hr):

Phase 1
591

Phase 2
765

TOTAL OPERATING LEVEL (ILV/hr):

Σ
1356

is . . .

< 1200 ILV/hr.

> 1200 but < 1500 ILV/hr. *NEAR CAPACITY*

> 1500 ILV/hr. (CAPACITY)

REMARKS:

2 QUAD CLOVER

Signalized Intersection CAPACITY ANALYSIS

"HORIZON YEAR" PM

INTERCHANGE 1-805 / La Jolla Village Dr.

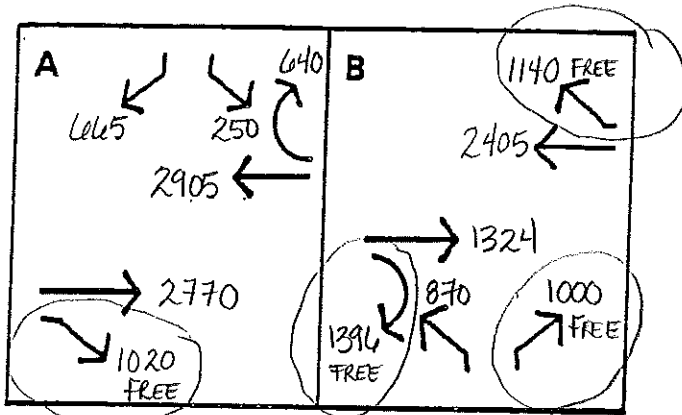
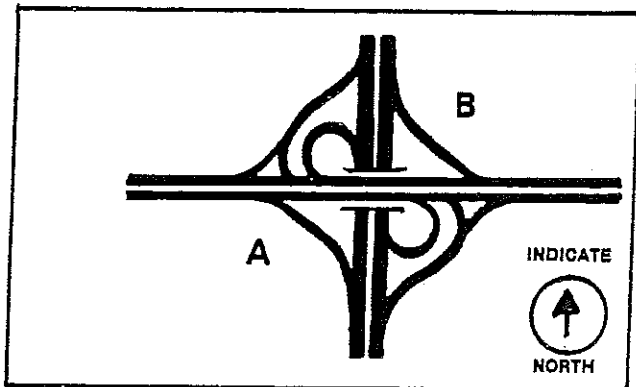
DIST. CO. RTE. P.M. 11. SD. 805

INTERSECTION (CIRCLE ONE) A B BOTH

BY LC DATE 1/11/08

TIME _____ A.M. P.M.

DIAGRAM AND TRAFFIC FLOWS:



LANE VOLUMES (ILV/hr):

Phase 1		Phase 2	
378 332 125 125 ← ↓ ↓ →	↑ 601 ← 601 ← 601 ← 602 441 → 441 → 442 ↓	← 640 ← 968 ← 968 ← 969 923 → 923 → 1077 * ↓	← ← 435 435

HOLD ON RED

* includes 15% of right-turn volume since this lane is designated as an HOV → shared thru lane.

CRITICAL LANE VOLUMES (ILV/hr):

Phase 1	Phase 2
602	1077

TOTAL OPERATING LEVEL (ILV/hr):

Σ
1679

Is . . .

- < 1200 ILV/hr.
- > 1200 but < 1500 ILV/hr.
- > 1500 ILV/hr. (CAPACITY)
OVER capacity.

REMARKS:

2 QUAD CLOVER

Signalized Intersection CAPACITY ANALYSIS

"HORIZON YEAR" PM

INTERCHANGE I-805 / La Jolla Village Dr.

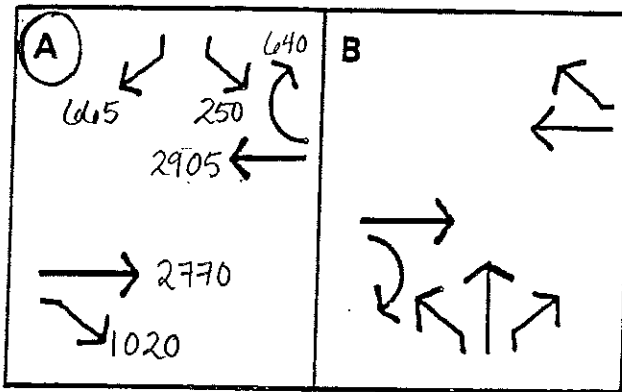
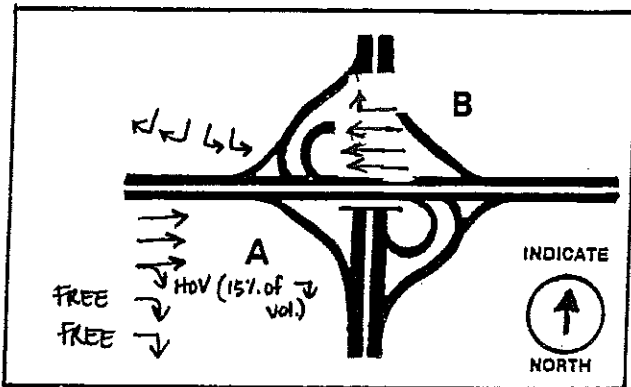
DIST. CO. RTE. P.M. 11. SD. 805

INTERSECTION (CIRCLE ONE) (A) B BOTH

BY LC DATE 1/11/08

TIME _____ A.M. (P.M.)

DIAGRAM AND TRAFFIC FLOWS:



LANE VOLUMES (ILV/hr):

Phase 1			
333	332	125	125
←	←	→	→

Phase 2	
923 →	← 640
923 →	← 968
1077 ↓	← 968
	← 969

CRITICAL LANE VOLUMES (ILV/hr):

Phase 1
333

Phase 2
1077

TOTAL OPERATING LEVEL (ILV/hr):

Σ
1410

Is . . .

< 1200 ILV/hr.

> 1200 but < 1500 ILV/hr. NEAR CAPACITY

> 1500 ILV/hr. (CAPACITY)

REMARKS:

2 QUAD CLOVER

Signalized Intersection "HORIZON YEAR+PROJECT" AM

CAPACITY ANALYSIS

INTERCHANGE I-805 / La Jolla Village Dr.

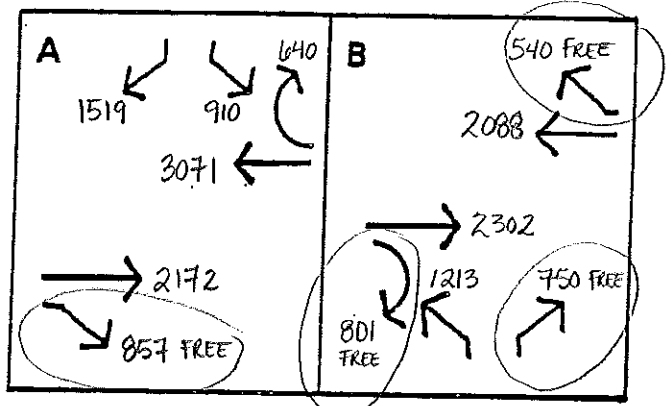
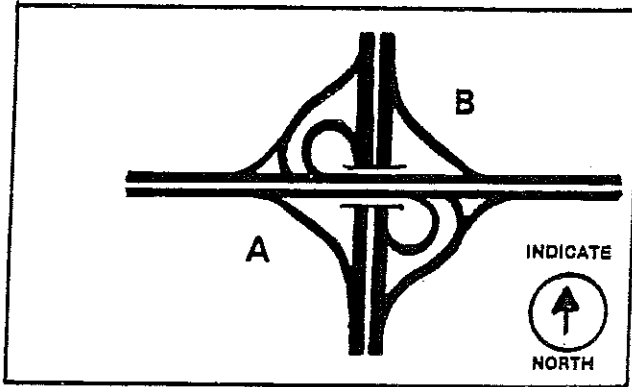
DIST. CO. RTE. P.M. 11. SD. 805

INTERSECTION (CIRCLE ONE) A B BOTH

BY LC DATE 1/11/08

TIME _____ A.M. P.M.

DIAGRAM AND TRAFFIC FLOWS:



LANE VOLUMES (ILV/hr):

Phase 1	Phase 2
<div style="display: flex; justify-content: space-between;"> <div style="text-align: right;"> <p>760 759 455 455</p> <p>↓ ↓ ↓ ↓</p> </div> <div style="text-align: left;"> <p>← 522</p> <p>← 522</p> <p>← 522</p> <p>← 522</p> <p>→ 767</p> <p>→ 767</p> <p>↘ 768</p> </div> </div>	<div style="display: flex; justify-content: space-between;"> <div style="text-align: right;"> <p>← 640</p> <p>← 1023</p> <p>← 1024</p> <p>← 1024</p> <p>→ 724</p> <p>→ 724</p> <p>↘ 857*</p> </div> <div style="text-align: left;"> <p>↙ ↘</p> <p>606 607</p> </div> </div>

* HOLD ON RED

* includes 15% of right-turn volume since this lane is designated as an HOV → shared thru lane.

CRITICAL LANE VOLUMES (ILV/hr):

Phase 1	Phase 2
768	1024

TOTAL OPERATING LEVEL (ILV/hr):

Σ
1792

is . . .

- < 1200 ILV/hr.
- > 1200 but < 1500 ILV/hr.
- > 1500 ILV/hr. (CAPACITY) *OVER capacity*

REMARKS:

2 QUAD CLOVER

Signalized Intersection "HORIZON YEAR+ PROJECT" AM

CAPACITY ANALYSIS

INTERCHANGE I-805 / La Jolla Village Dr.

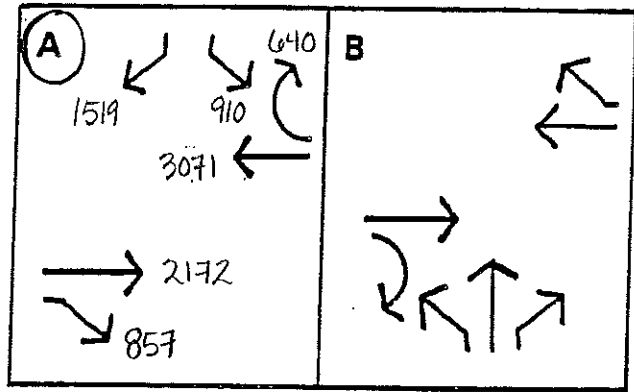
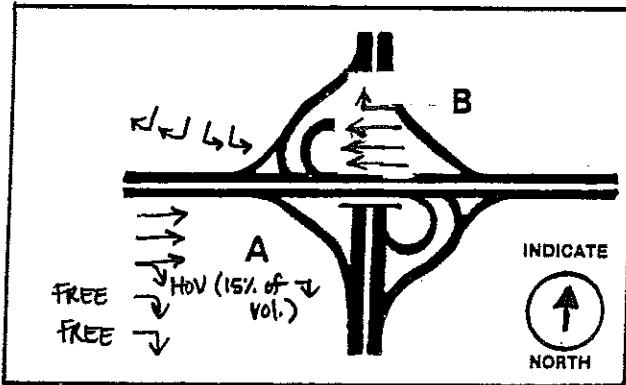
DIST. CO. RTE. P.M. 11. SD. 805

INTERSECTION (CIRCLE ONE) (A) B BOTH

BY LC DATE 1/11/08

TIME (A.M.) P.M.

DIAGRAM AND TRAFFIC FLOWS:



LANE VOLUMES (ILV/hr):

Phase 1			
760	759	455	455
←	←	→	→

Phase 2	
724 →	← 640
	← 1023
724 →	← 1024
853 ↘	← 1024

CRITICAL LANE VOLUMES (ILV/hr):

Phase 1
760

Phase 2
1024

TOTAL OPERATING LEVEL (ILV/hr):

Σ
1784

is . . .

- < 1200 ILV/hr.
- > 1200 but < 1500 ILV/hr.
- > 1500 ILV/hr. (CAPACITY) OVER CAPACITY.

REMARKS:

2 QUAD CLOVER

Signalized Intersection "HORIZON" YEAR + PROJECT "PM"

CAPACITY ANALYSIS

INTERCHANGE I-805 / La Jolla Village Dr.

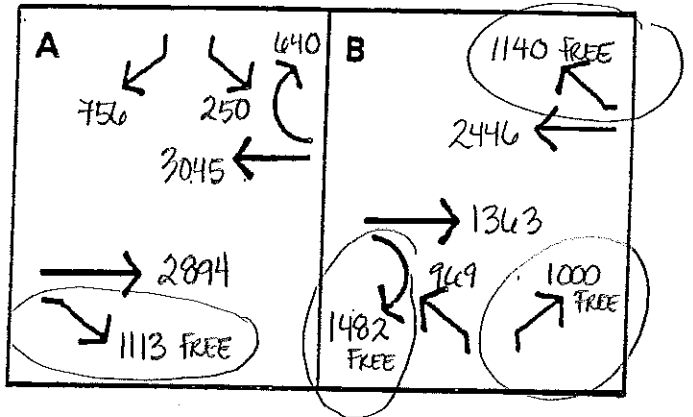
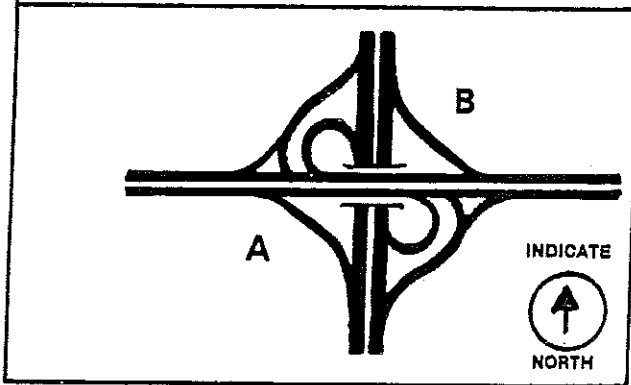
DIST. CO. RTE. P.M. 11. SD. 805

INTERSECTION (CIRCLE ONE) A B BOTH

BY LC DATE 1/11/08

TIME _____ A.M. P.M.

DIAGRAM AND TRAFFIC FLOWS:



LANE VOLUMES (ILV/hr):

Phase 1	Phase 2
<div style="display: flex; justify-content: space-around;"> 378, 378 125, 125 </div> <div style="display: flex; justify-content: space-around;"> ← 611 ← 611 </div> <div style="display: flex; justify-content: space-around;"> ← 612 ← 612 </div> <div style="display: flex; justify-content: space-around;"> 454 → 454 → </div> <div style="display: flex; justify-content: space-around;"> 455 ↓ 455 ↓ </div>	<div style="display: flex; justify-content: space-around;"> ↑ 640 ← 1015 </div> <div style="display: flex; justify-content: space-around;"> ← 1015 ← 1015 </div> <div style="display: flex; justify-content: space-around;"> ← 1015 ← 1015 </div> <div style="display: flex; justify-content: space-around;"> 964 → 484 485 </div> <div style="display: flex; justify-content: space-around;"> 965 → 1132 * </div>

Hold ON RED

* includes 15% of right-turn volume since this lane is designated as an HOV ↓ shared thru lane.

CRITICAL LANE VOLUMES (ILV/hr):

Phase 1	Phase 2
612	1132

TOTAL OPERATING LEVEL (ILV/hr):

Σ
1744

is . . .

- < 1200 ILV/hr.
- > 1200 but < 1500 ILV/hr.
- > 1500 ILV/hr. (CAPACITY)

OVER CAPACITY

REMARKS:

2 QUAD CLOVER

Signalized Intersection CAPACITY ANALYSIS

"HORIZON" YEAR + PROJECT PM

INTERCHANGE I-805 / La Jolla Village Dr.

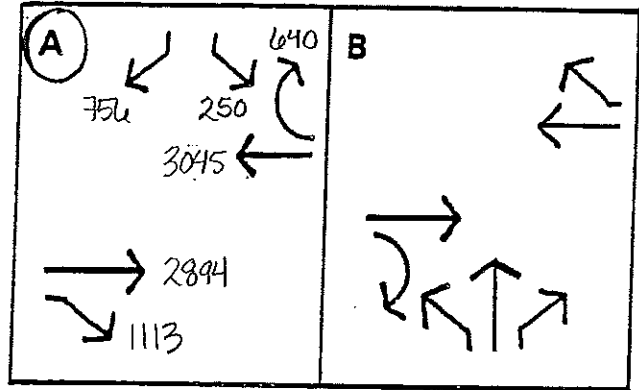
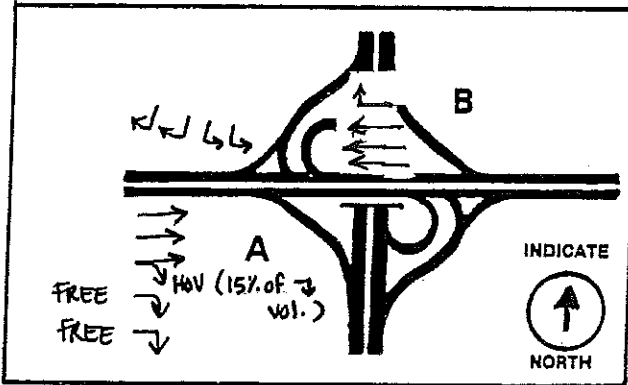
DIST. CO. RTE. P.M. 11. SD. 805

INTERSECTION (CIRCLE ONE) (A) B BOTH

BY KC DATE 1/11/08

TIME _____ A.M. (P.M.)

DIAGRAM AND TRAFFIC FLOWS:



LANE VOLUMES (ILV/hr):

Phase 1			
378	378	125	125
←	←	→	→

Phase 2	
964 →	↑ 640
965 →	← 1015
1132 ↘	← 1015
	← 1015

CRITICAL LANE VOLUMES (ILV/hr):

Phase 1
378

Phase 2
1132

TOTAL OPERATING LEVEL (ILV/hr):

Σ
1510

is . . .

< 1200 ILV/hr.

> 1200 but < 1500 ILV/hr.

> 1500 ILV/hr. (CAPACITY)
OVER CAPACITY.

REMARKS:

2 QUAD CLOVER

Signalized Intersection "HORIZON YEAR + PROJECT" PM

CAPACITY ANALYSIS

INTERCHANGE I-805 / La Jolla Village Dr.

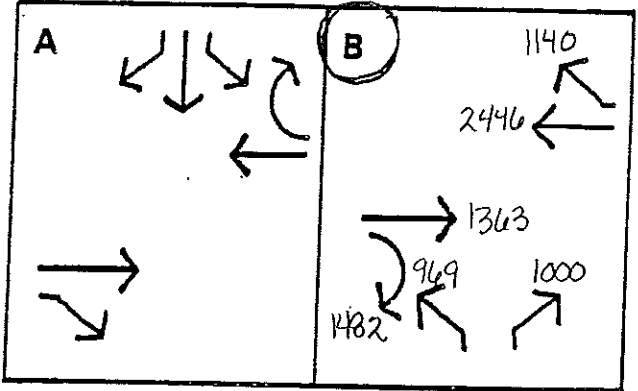
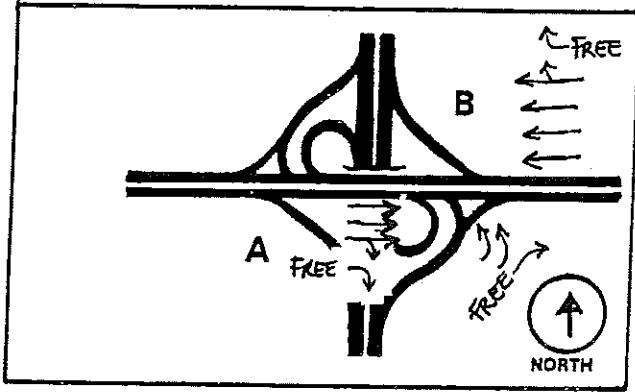
DIST. CO. RTE. P.M. 11. SD. 805

INTERSECTION (CIRCLE ONE) A B BOTH

BY LC DATE 1/11/08

TIME _____ A.M. (P.M.)

DIAGRAM AND TRAFFIC FLOWS:



LANE VOLUMES (ILV/hr):

Phase 1	
↙	↘
484	485

Phase 2	
↖	↗
454 →	↖ Cell
	← Cell
454 →	← Cell 2
455 ↘	← Cell 2

CRITICAL LANE VOLUMES (ILV/hr):

Phase 1
485

Phase 2
612

TOTAL OPERATING LEVEL (ILV/hr):

Σ
1097

Is . . .

- < 1200 ILV/hr. *UNDER CAPACITY*
- > 1200 but < 1500 ILV/hr.
- > 1500 ILV/hr. (CAPACITY)

REMARKS:

SPREAD DIAMOND

Signalized Intersection CAPACITY ANALYSIS

"EXISTING" AM

INTERCHANGE I-805 / NOBEL DRIVE

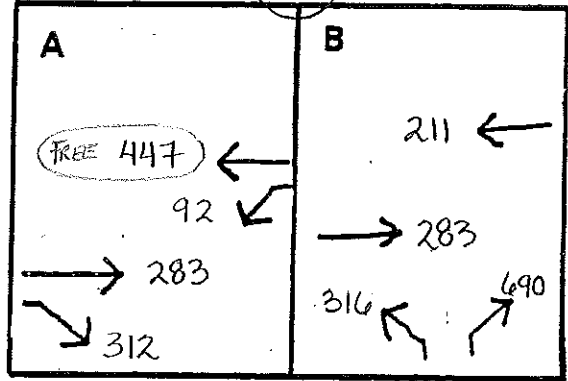
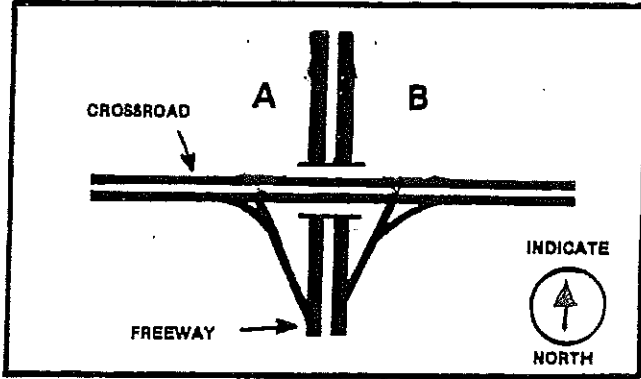
DIST. CO. RTE. P.M. 11, SD, 05

INTERSECTION (CIRCLE ONE) A B Both

BY LC DATE 1/10/08

DIAGRAM AND TRAFFIC FLOWS

TIME A.M. P.M.



LANE VOLUMES (ILV/hr):

Phase 1	
√ 46	√ 46
	← 158 ← 158 → 345 → 345

Phase 2	
141 →	← 70
142 →	← 70
156 ↓	← 71
156 ↓	

Phase 3	

CRITICAL LANE VOLUMES (ILV/hr):

Phase 1
345

Phase 2
156

Phase 3

TOTAL OPERATING LEVEL (ILV/hr):

Σ
501

- Is . . .
- < 1200 ILV/hr UNDER CAPACITY
 - > 1200 but < 1500 ILV/hr
 - > 1500 ILV/hr. (capacity)

SPREAD DIAMOND

Signalized Intersection CAPACITY ANALYSIS

"EXISTING" AM

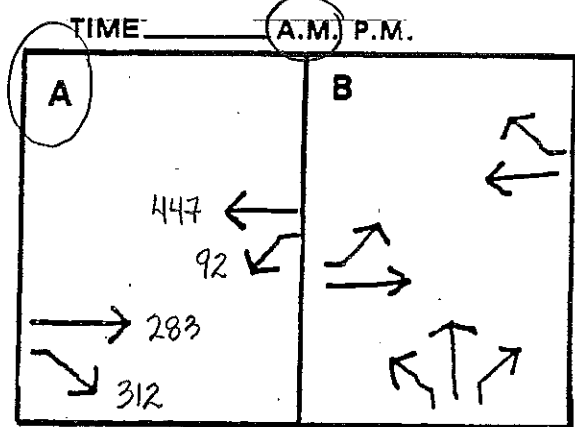
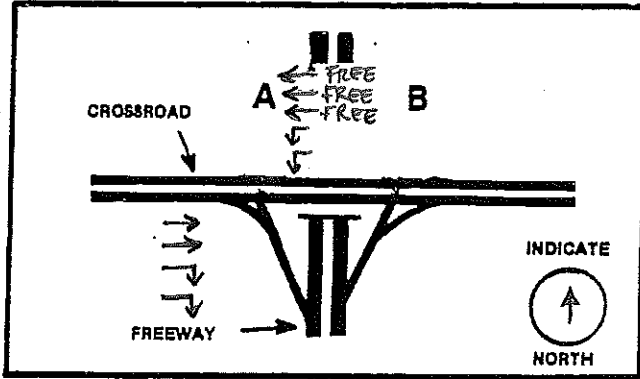
INTERCHANGE I-805 / NOBEL DRIVE

DIST. CO. RTE. P.M. 11. SD. 05

INTERSECTION (CIRCLE ONE) (A) B Both

BY LC DATE 1/10/08

DIAGRAM AND TRAFFIC FLOWS



LANE VOLUMES (ILV/hr):

Phase 1
↙ 46
↙ 46

Phase 2
141 →
142 →
156 ↘
156 ↘

Phase 3

CRITICAL LANE VOLUMES (ILV/hr):

Phase 1
46

Phase 2
156

Phase 3

TOTAL OPERATING LEVEL (ILV/hr):

Σ
202

- Is . . . < 1200 ILV/hr UNDER CAPACITY
 > 1200 but < 1500 ILV/hr
 > 1500 ILV/hr. (capacity)

SPREAD DIAMOND

Signalized Intersection CAPACITY ANALYSIS

"EXISTING" AM

INTERCHANGE I-805 / NOBEL DRIVE

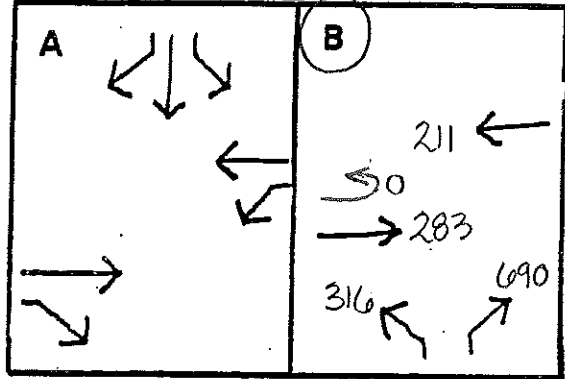
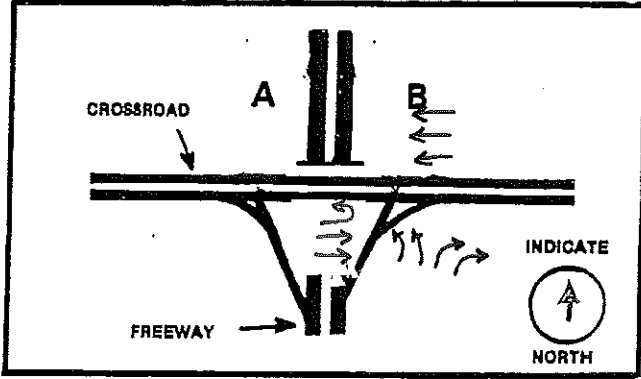
DIST. CO. RTE. P.M. II. SD. 05

INTERSECTION (CIRCLE ONE) A (B) Both

BY LC DATE 1/10/08

DIAGRAM AND TRAFFIC FLOWS

TIME (A.M.) P.M.



LANE VOLUMES (ILV/hr):

Phase 1
 158 158 345 345

Phase 2
← 70 142 → ← 70 143 → ← 71

Phase 3

CRITICAL LANE VOLUMES (ILV/hr):

Phase 1
345

Phase 2
143

Phase 3

TOTAL OPERATING LEVEL (ILV/hr):

Σ
488

- Is . . .
- < 1200 ILV/hr UNDER CAPACITY
 - > 1200 but < 1500 ILV/hr
 - > 1500 ILV/hr. (capacity)

SPREAD DIAMOND

Signalized Intersection

CAPACITY ANALYSIS

"EXISTING" PM

INTERCHANGE I-805/NOBEL DRIVE

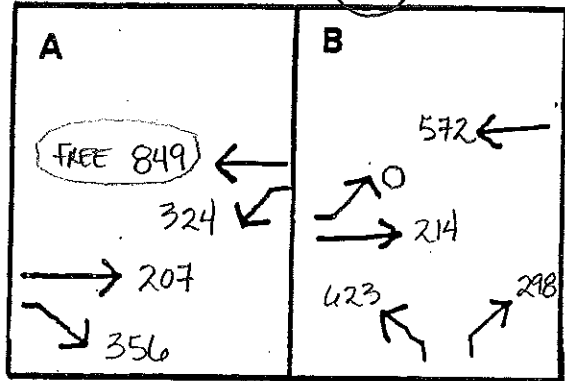
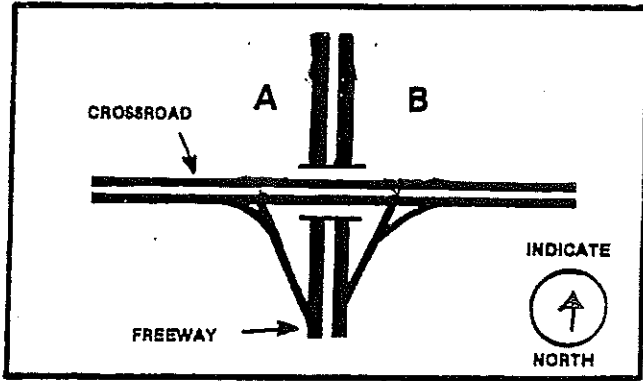
DIST. CO. RTE. P.M. 11. SD. 05

INTERSECTION (CIRCLE ONE) A B (Both)

BY LC DATE 1/10/08

DIAGRAM AND TRAFFIC FLOWS

TIME _____ A.M. (P.M.)



LANE VOLUMES (ILV/hr):

Phase 1	
↙ 162	↘ ↘ ↘ ↘
↙ 162	311 312 149 149

Phase 2	
104 →	← 190
103 →	← 191
178 ↘	
178 ↘	← 191

Phase 3	

CRITICAL LANE VOLUMES (ILV/hr):

Phase 1
312

Phase 2
191

Phase 3

TOTAL OPERATING LEVEL (ILV/hr):

Σ
503

- Is . . . < 1200 ILV/hr UNDER CAPACITY
- > 1200 but < 1500 ILV/hr
- > 1500 ILV/hr. (capacity)

SPREAD DIAMOND

Signalized Intersection CAPACITY ANALYSIS

"EXISTING" PM

INTERCHANGE I-805/ NOBEL DRIVE

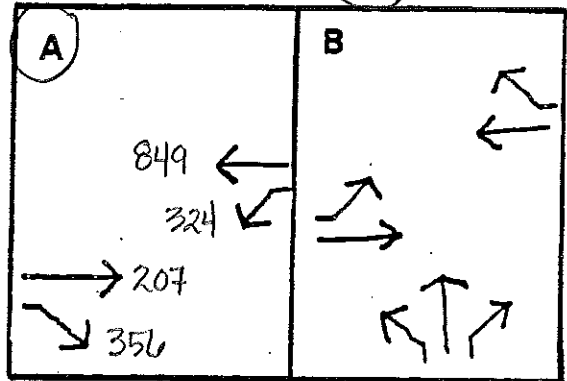
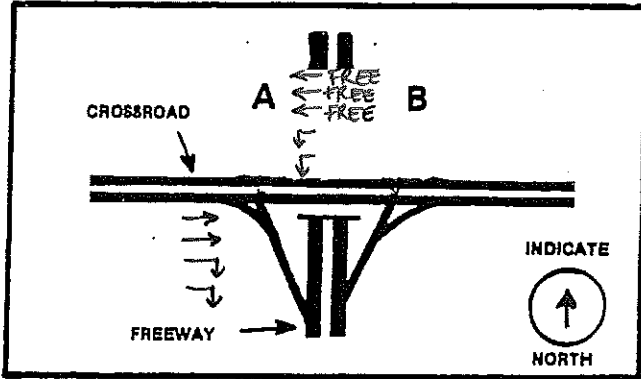
DIST. CO. RTE. P.M. 11. SD.05

INTERSECTION (CIRCLE ONE) (A) B Both

BY LC DATE 1/10/08

DIAGRAM AND TRAFFIC FLOWS

TIME _____ A.M. (P.M.)



LANE VOLUMES (ILV/hr):

Phase 1
↙ 162
↙ 162

Phase 2
104 →
103 →
178 ↘
178 ↘

Phase 3

CRITICAL LANE VOLUMES (ILV/hr):

Phase 1
162

Phase 2
178

Phase 3

TOTAL OPERATING LEVEL (ILV/hr):

Σ
340

Is . . . < 1200 ILV/hr UNDER CAPACITY

> 1200 but < 1500 ILV/hr

> 1500 ILV/hr. (capacity)

SPREAD DIAMOND

Signalized Intersection CAPACITY ANALYSIS

"EXISTING" PM

INTERCHANGE I-805/NOBEL DRIVE

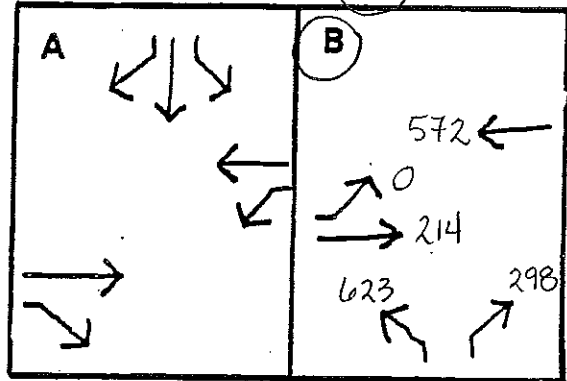
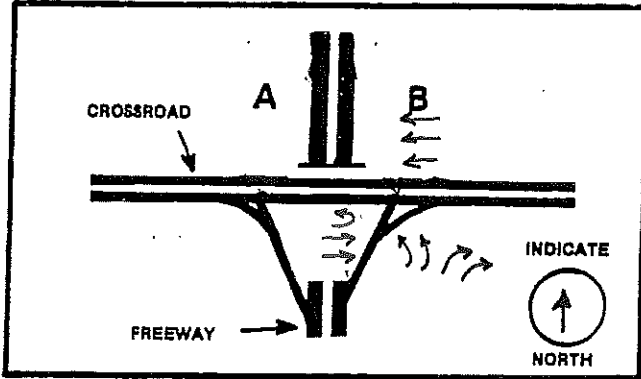
DIST. CO. RTE. P.M. 11. SD. 05

INTERSECTION (CIRCLE ONE) A (B) Both

BY LC DATE 1/10/08

DIAGRAM AND TRAFFIC FLOWS

TIME _____ A.M. (P.M.)



LANE VOLUMES (ILV/hr):

Phase 1
\leftarrow \leftarrow \rightarrow \rightarrow 312 311 149 149

Phase 2
\leftarrow 190 107 \rightarrow \leftarrow 191 107 \rightarrow \leftarrow 191

Phase 3

CRITICAL LANE VOLUMES (ILV/hr):

Phase 1
312

Phase 2
191

Phase 3

TOTAL OPERATING LEVEL (ILV/hr):

Σ
503

Is . . . < 1200 ILV/hr UNDER CAPACITY

> 1200 but < 1500 ILV/hr

> 1500 ILV/hr. (capacity)

SPREAD DIAMOND

Signalized Intersection CAPACITY ANALYSIS

" 2010" AM

INTERCHANGE I-905/NOBEL DRIVE,

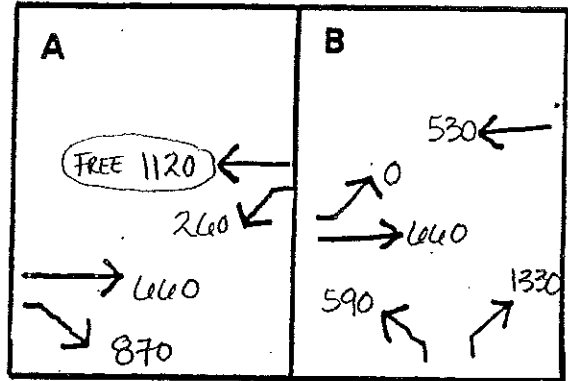
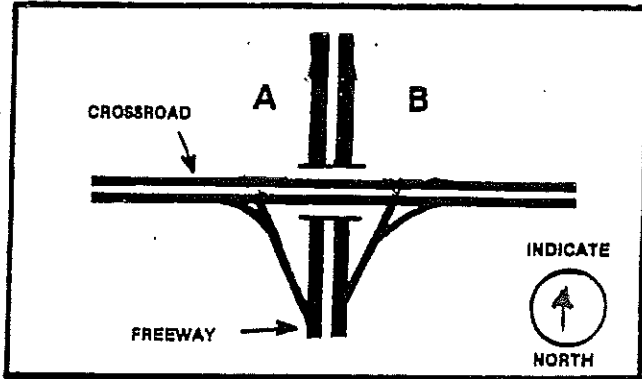
DIST. CO. RTE. P.M. 11. SD. 05

INTERSECTION (CIRCLE ONE) A B (Both)

BY LC DATE 1/10/08

DIAGRAM AND TRAFFIC FLOWS

TIME _____ A.M. P.M.



LANE VOLUMES (ILV/hr):

Phase 1	
↙ 130	↘ 130
↘ 295	↙ 295
↘ 665	↙ 665

Phase 2	
→ 330	← 176
→ 330	← 177
↓ 435	← 177
↓ 435	← 177

Phase 3	

CRITICAL LANE VOLUMES (ILV/hr):

Phase 1
665

Phase 2
435

Phase 3

TOTAL OPERATING LEVEL (ILV/hr):

Σ
1100

- Is . . . < 1200 ILV/hr UNDER CAPACITY
 > 1200 but < 1500 ILV/hr
 > 1500 ILV/hr. (capacity)

SPREAD DIAMOND

Signalized Intersection CAPACITY ANALYSIS

"2010" AM

INTERCHANGE I-905/NOBEL DRIVE

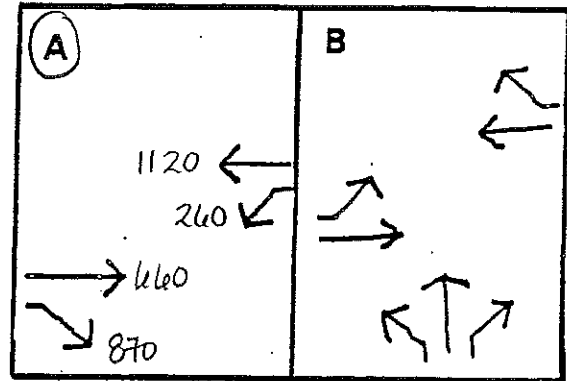
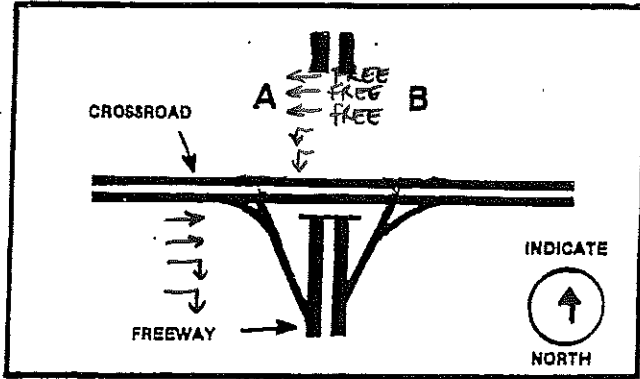
DIST. CO. RTE. P.M. 11. SD. 05

INTERSECTION (CIRCLE ONE) (A) B Both

BY LC DATE 1/10/08

DIAGRAM AND TRAFFIC FLOWS

TIME _____ A.M. P.M.



LANE VOLUMES (ILV/hr):

Phase 1
↙ 130
↙ 130

Phase 2
330 →
330 →
435 ↘
435 ↘

Phase 3

CRITICAL LANE VOLUMES (ILV/hr):

Phase 1
130

Phase 2
435

Phase 3

TOTAL OPERATING LEVEL (ILV/hr):

Σ
565

Is . . . < 1200 ILV/hr UNDER CAPACITY

> 1200 but < 1500 ILV/hr

> 1500 ILV/hr. (capacity)

SPREAD DIAMOND

Signalized Intersection CAPACITY ANALYSIS

"2010" AM

INTERCHANGE I-905/NOBEL DRIVE,

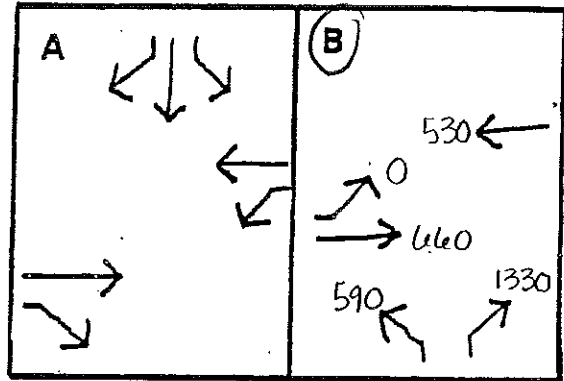
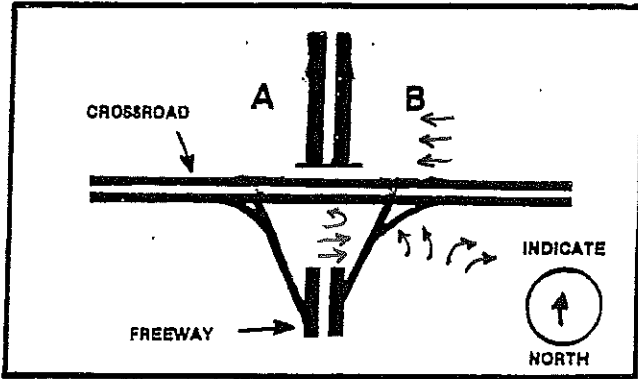
DIST. CO. RTE. P.M. 11, SD, 05

INTERSECTION (CIRCLE ONE) A (B) Both

BY LC DATE 1/10/08

DIAGRAM AND TRAFFIC FLOWS

TIME _____ A.M. P.M.



LANE VOLUMES (ILV/hr):

Phase 1
<p>← ← → →</p> <p>295 295 465 465</p>

Phase 2
<p>← 176</p> <p>330 → ← 177</p> <p>330 → ← 177</p>

Phase 3

CRITICAL LANE VOLUMES (ILV/hr):

Phase 1
465

Phase 2
330

Phase 3

TOTAL OPERATING LEVEL (ILV/hr):

Σ
995

- Is . . .
- < 1200 ILV/hr UNDER CAPACITY
 - > 1200 but < 1500 ILV/hr
 - > 1500 ILV/hr. (capacity)

SPREAD DIAMOND

Signalized Intersection CAPACITY ANALYSIS

"2010" PM

INTERCHANGE I-905/NOBEL DRIVE

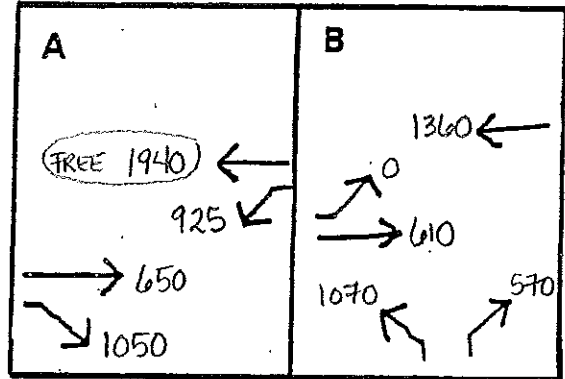
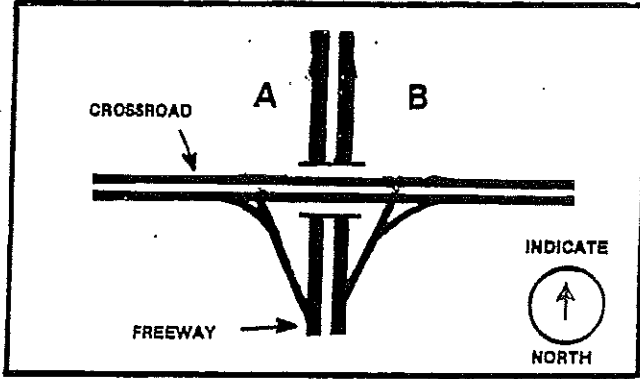
DIST. CO. RTE. P.M. 11. SD. 05

INTERSECTION (CIRCLE ONE) A B (Both)

BY LC DATE 1/10/08

DIAGRAM AND TRAFFIC FLOWS

TIME _____ A.M. P.M.



LANE VOLUMES (ILV/hr):

Phase 1	
↓ 462	
↓ 463	← ← → → 535 535 535 535

Phase 2	
325 →	← 453
325 →	← 453
525 ↓	← 454
525 ↓	

Phase 3	

CRITICAL LANE VOLUMES (ILV/hr):

Phase 1
535

Phase 2
525

Phase 3

TOTAL OPERATING LEVEL (ILV/hr):

Σ
1060

Is . . . < 1200 ILV/hr UNDER CAPACITY

> 1200 but < 1500 ILV/hr

> 1500 ILV/hr. (capacity)

SPREAD DIAMOND

Signalized Intersection CAPACITY ANALYSIS

"2010" PM

INTERCHANGE I-905/NOBEL DRIVE

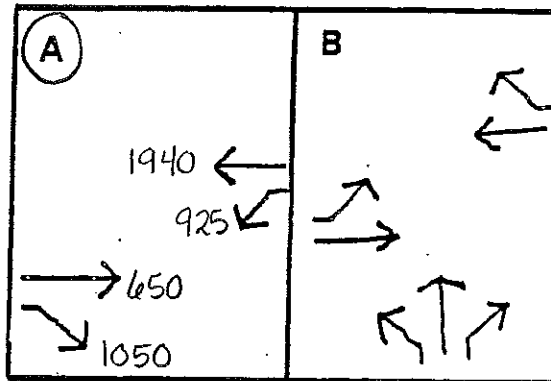
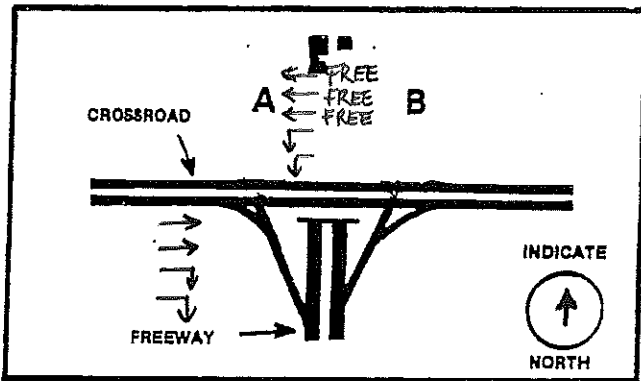
DIST. CO. RTE. P.M. 11. SD. 05

INTERSECTION (CIRCLE ONE) (A) B Both

BY LC DATE 1/10/08

DIAGRAM AND TRAFFIC FLOWS

TIME _____ A.M. P.M.



LANE VOLUMES (ILV/hr):

Phase 1
↓ 462 ↓ 463

Phase 2
325 →
325 →
525 ↘
525 ↘

Phase 3

CRITICAL LANE VOLUMES (ILV/hr):

Phase 1
463

Phase 2
525

Phase 3

TOTAL OPERATING LEVEL (ILV/hr):

Σ
988

Is . . . < 1200 ILV/hr UNDER CAPACITY

> 1200 but < 1500 ILV/hr

> 1500 ILV/hr. (capacity)

SPREAD DIAMOND

Signalized Intersection CAPACITY ANALYSIS

"2010" PM

INTERCHANGE I-905/NOBEL DRIVE

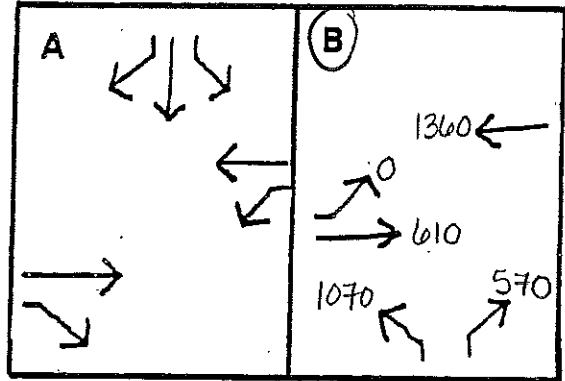
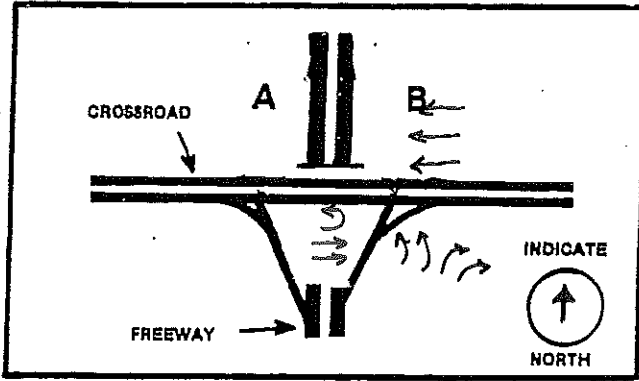
DIST. CO. RTE. P.M. 11. SD. 05

INTERSECTION (CIRCLE ONE) A (B) Both

BY LC DATE 1/10/08

DIAGRAM AND TRAFFIC FLOWS

TIME _____ A.M. P.M.



LANE VOLUMES (ILV/hr):

Phase 1
<p>← ← → →</p> <p>535 535 285 285</p>

Phase 2
<p>← 453</p> <p>305 →</p> <p>← 453</p> <p>305 →</p> <p>← 454</p>

Phase 3

CRITICAL LANE VOLUMES (ILV/hr):

Phase 1
535

Phase 2
454

Phase 3

TOTAL OPERATING LEVEL (ILV/hr):

Σ
989

Is . . . < 1200 ILV/hr UNDER CAPACITY

> 1200 but < 1500 ILV/hr

> 1500 ILV/hr. (capacity)

SPREAD DIAMOND

Signalized Intersection "2010+ PROJECT" AM CAPACITY ANALYSIS

INTERCHANGE I-905/NOBEL DRIVE

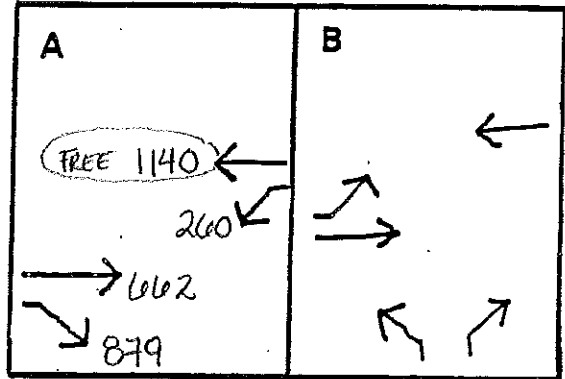
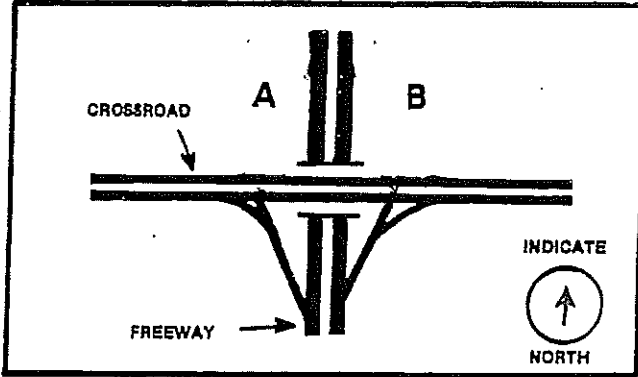
DIST. CO. RTE. P.M. 11. SD. 05

INTERSECTION (CIRCLE ONE) A B (Both)

BY LC DATE 1/10/08

DIAGRAM AND TRAFFIC FLOWS

TIME _____ A.M. P.M.



LANE VOLUMES (ILV/hr):

Phase 1	
↓ 130	← ← → → 304 304 665 665
↓ 130	

Phase 2	
331 →	← 177
331 →	← 178
439 ↓	← 178
440 ↓	← 178

Phase 3

CRITICAL LANE VOLUMES (ILV/hr):

Phase 1
665

Phase 2
440

Phase 3

TOTAL OPERATING LEVEL (ILV/hr):

Σ
1105

- Is . . .
- < 1200 ILV/hr UNDER CAPACITY
 - > 1200 but < 1500 ILV/hr
 - > 1500 ILV/hr. (capacity)

SPREAD DIAMOND

Signalized Intersection CAPACITY ANALYSIS

"2010 + PROJECT" AM

INTERCHANGE I-905/NOBEL DRIVE,

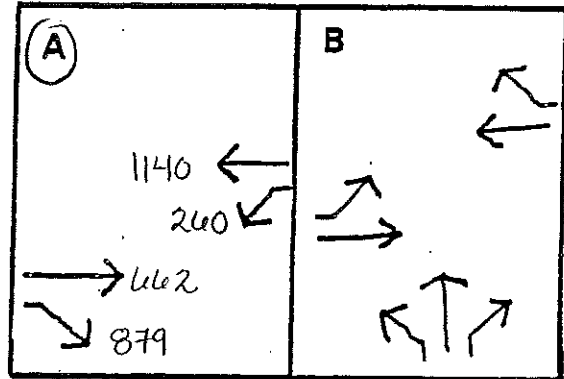
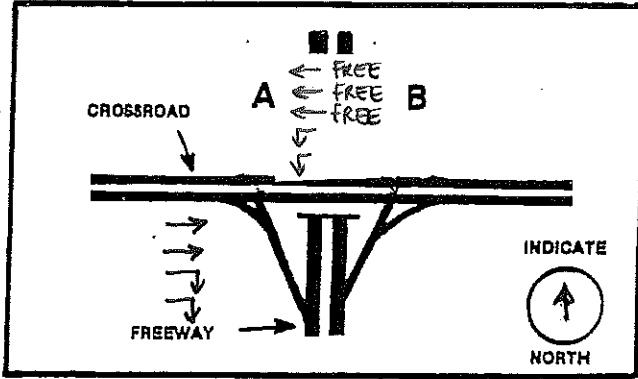
DIST. CO. RTE. P.M. 11. SD. 05

INTERSECTION (CIRCLE ONE) (A) B Both

BY LC DATE 1/10/08

DIAGRAM AND TRAFFIC FLOWS

TIME _____ A.M. P.M.



LANE VOLUMES (ILV/hr):

Phase 1
↓ 130
↓ 130

Phase 2
331 →
331 →
439 ↘
440 ↘

Phase 3

CRITICAL LANE VOLUMES (ILV/hr):

Phase 1
130

Phase 2
440

Phase 3

TOTAL OPERATING LEVEL (ILV/hr):

Σ
570

Is . . . < 1200 ILV/hr UNDER CAPACITY

> 1200 but < 1500 ILV/hr

> 1500 ILV/hr. (capacity)

SPREAD DIAMOND

Signalized Intersection CAPACITY ANALYSIS

"2010 + PROJECT" AM

INTERCHANGE I-805 / NOBEL DRIVE

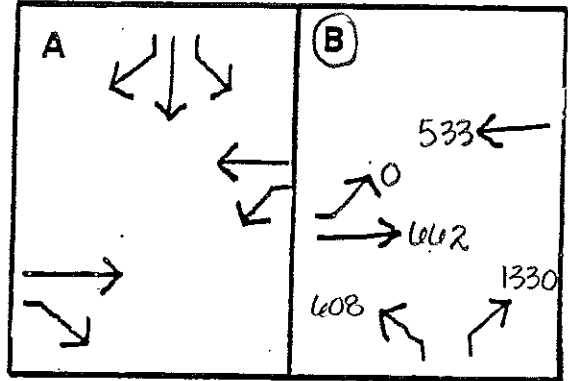
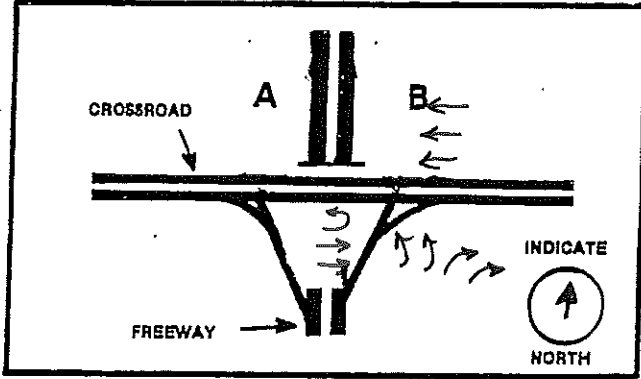
DIST. CO. RTE. P.M. 11. SD. 05

INTERSECTION (CIRCLE ONE) A (B) Both

BY LC DATE 1/10/08

DIAGRAM AND TRAFFIC FLOWS

TIME _____ A.M. P.M.



LANE VOLUMES (ILV/hr):

Phase 1
<p>← ← → →</p> <p>304 304 665 665</p>

Phase 2
<p>← 177</p> <p>331 →</p> <p>← 178</p> <p>331 →</p> <p>← 178</p>

Phase 3

CRITICAL LANE VOLUMES (ILV/hr):

Phase 1
665

Phase 2
331

Phase 3

TOTAL OPERATING LEVEL (ILV/hr):

Σ
996

- Is . . .
- < 1200 ILV/hr UNDER CAPACITY
 - > 1200 but < 1500 ILV/hr
 - > 1500 ILV/hr. (capacity)

SPREAD DIAMOND

Signalized Intersection "2010+ PROJECT" PM CAPACITY ANALYSIS

INTERCHANGE I-905/NOBEL DRIVE

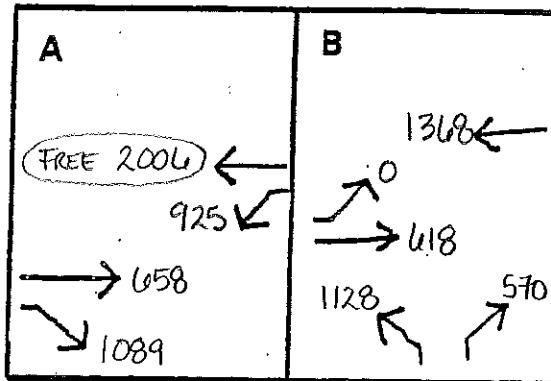
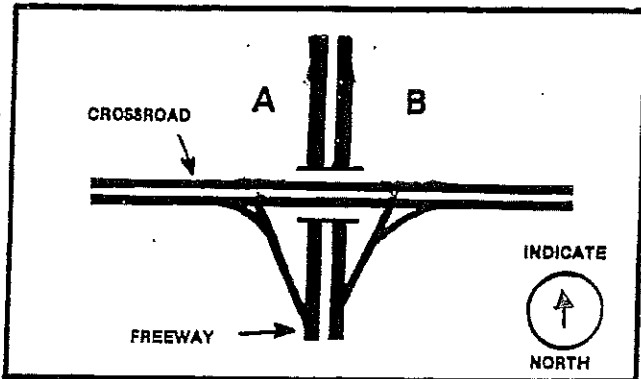
DIST. CO. RTE. P.M. 11. SD. 05

INTERSECTION (CIRCLE ONE) A B (Both)

BY LC DATE 1/10/08

DIAGRAM AND TRAFFIC FLOWS

TIME _____ A.M. P.M.



LANE VOLUMES (ILV/hr):

Phase 1	
↓ 462	← ← → →
↓ 463	544 564 285 285

Phase 2	
329 →	← 456
329 →	← 456
544 ↓	← 456
545 ↓	← 456

Phase 3

CRITICAL LANE VOLUMES (ILV/hr):

Phase 1
564

Phase 2
545

Phase 3

TOTAL OPERATING LEVEL (ILV/hr):

Σ
1109

- Is . . .
- < 1200 ILV/hr UNDER CAPACITY
 - > 1200 but < 1500 ILV/hr
 - > 1500 ILV/hr. (capacity)

SPREAD DIAMOND

Signalized Intersection "2010 + PROJECT" PM CAPACITY ANALYSIS

INTERCHANGE I-905/NOBEL DRIVE

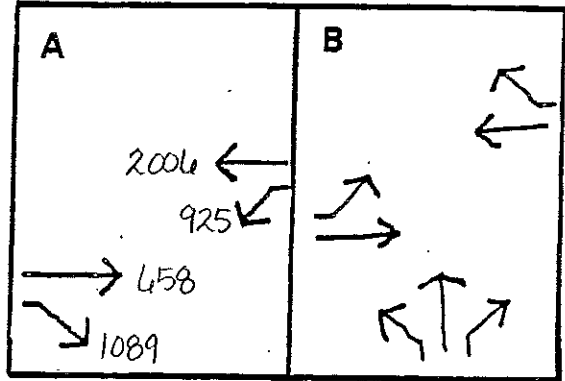
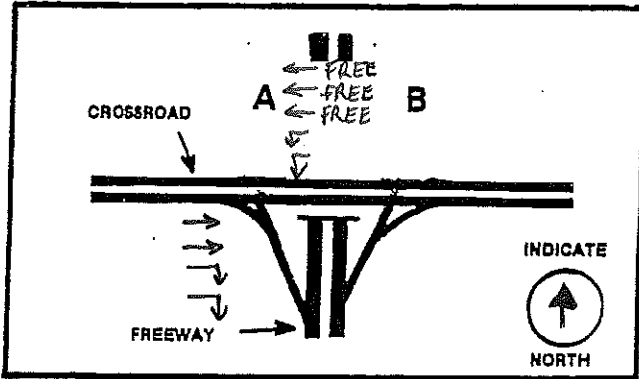
DIST. CO. RTE. P.M. 11. SD. 05

INTERSECTION (CIRCLE ONE) (A) B Both

BY LC DATE 1/10/08

DIAGRAM AND TRAFFIC FLOWS

TIME _____ A.M. P.M.



LANE VOLUMES (ILV/hr):

Phase 1
↙ 462
↙ 463

Phase 2
329 →
329 →
544 ↘
545 ↘

Phase 3

CRITICAL LANE VOLUMES (ILV/hr):

Phase 1
463

Phase 2
545

Phase 3

TOTAL OPERATING LEVEL (ILV/hr):

Σ
1008

- Is . . .
- < 1200 ILV/hr UNDER CAPACITY
 - > 1200 but < 1500 ILV/hr
 - > 1500 ILV/hr. (capacity)

SPREAD DIAMOND

Signalized Intersection CAPACITY ANALYSIS

"2010 + PROJECT" AM

INTERCHANGE I-805 / NOBEL DRIVE

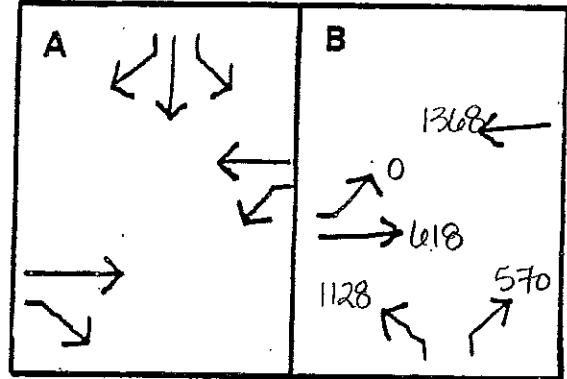
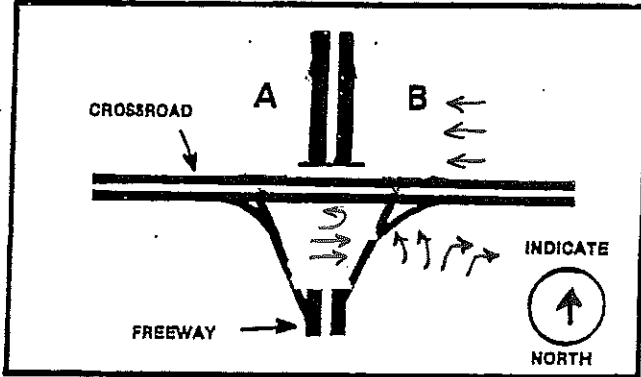
DIST. CO. RTE. P.M. 11. SD. 05

INTERSECTION (CIRCLE ONE) A (B) Both

BY KC DATE 1/10/08

DIAGRAM AND TRAFFIC FLOWS

TIME _____ A.M. P.M.



LANE VOLUMES (ILV/hr):

Phase 1
<p>← ← → →</p> <p>564 564 285 285</p>

Phase 2
<p>← 456</p> <p>309 →</p> <p>← 456</p> <p>309 →</p> <p>← 456</p>

Phase 3
<p> </p>

CRITICAL LANE VOLUMES (ILV/hr):

Phase 1
564

Phase 2
456

Phase 3

TOTAL OPERATING LEVEL (ILV/hr):

Σ
1020

Is . . . < 1200 ILV/hr UNDER CAPACITY

> 1200 but < 1500 ILV/hr

> 1500 ILV/hr. (capacity)

SPREAD DIAMOND

Signalized Intersection CAPACITY ANALYSIS

"HORIZON YEAR" AM

INTERCHANGE I-905/NOBEL DRIVE

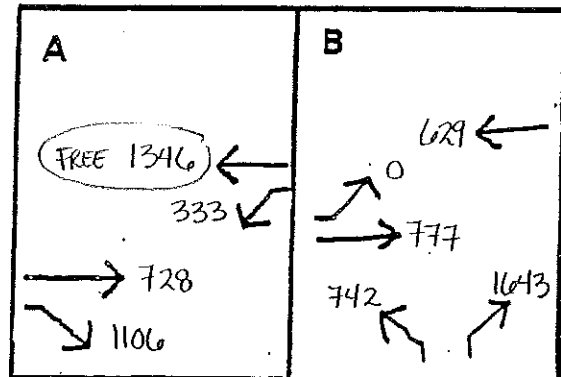
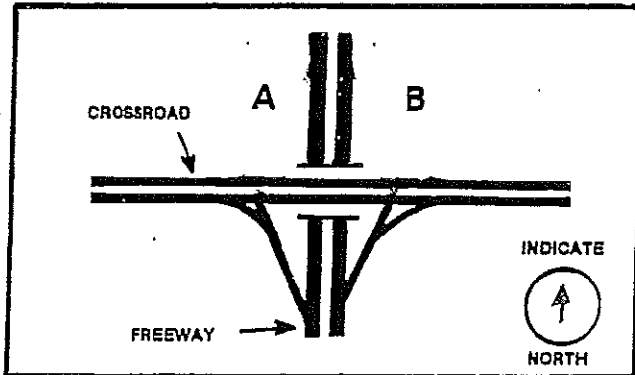
DIST. CO. RTE. P.M. 11.SD.05

INTERSECTION(CIRCLE ONE) A B **(Both)**

BY LC DATE 1/10/08

DIAGRAM AND TRAFFIC FLOWS

TIME _____ A.M. P.M.



LANE VOLUMES (ILV/hr):

Phase 1	
↓ 1666	← ← → →
↓ 1677	371 371 822 822

Phase 2	
364 →	← 209
364 →	← 210
553 ↓	← 210
553 ↓	← 210

Phase 3	

CRITICAL LANE VOLUMES (ILV/hr):

Phase 1
822

Phase 2
553

Phase 3

TOTAL OPERATING LEVEL (ILV/hr):

Σ
1375

Is . . . < 1200 ILV/hr

> 1200 but < 1500 ILV/hr NEAR CAPACITY

> 1500 ILV/hr. (capacity)

SPREAD DIAMOND

Signalized Intersection CAPACITY ANALYSIS

"HORIZON YEAR" AM

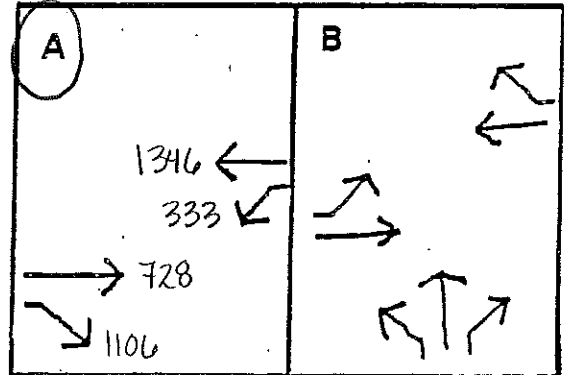
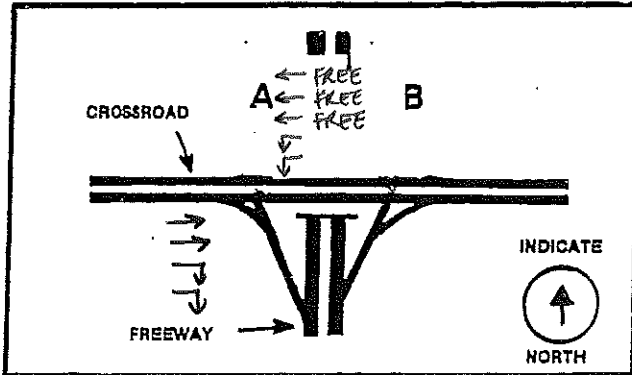
INTERCHANGE I-905/NOBEL DRIVE

DIST. CO. RTE. P.M. 11. SP. 05

INTERSECTION (CIRCLE ONE) (A) B Both

BY LC DATE 1/10/08

DIAGRAM AND TRAFFIC FLOWS



LANE VOLUMES (ILV/hr):

Phase 1
↙ 166
↙ 167

Phase 2
364 →
364 →
553 ↘
553 ↘

Phase 3

CRITICAL LANE VOLUMES (ILV/hr):

Phase 1
167

Phase 2
553

Phase 3

TOTAL OPERATING LEVEL (ILV/hr):

Σ
720

- Is . . . < 1200 ILV/hr UNDER CAPACITY
 > 1200 but < 1500 ILV/hr
 > 1500 ILV/hr. (capacity)

SPREAD DIAMOND

Signalized Intersection CAPACITY ANALYSIS

"HORIZON YEAR" AM

INTERCHANGE I-905/NOBEL DRIVE

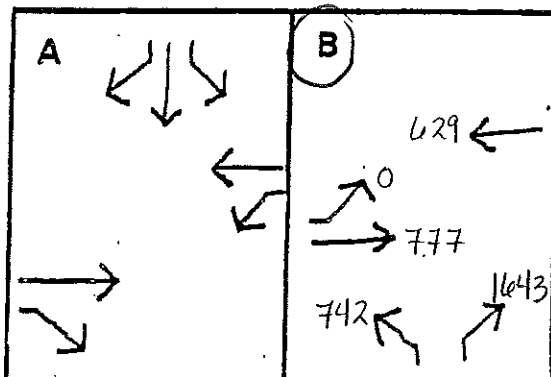
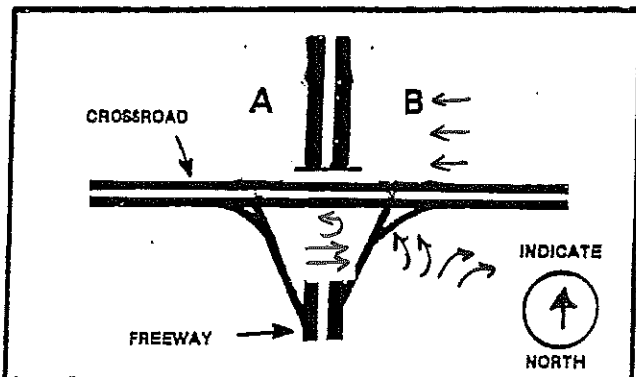
DIST. CO. RTE. P.M. 11. SP. 05

INTERSECTION (CIRCLE ONE) A (B) Both

BY LC DATE 1/10/08

DIAGRAM AND TRAFFIC FLOWS

TIME _____ A.M. P.M.



LANE VOLUMES (ILV/hr):

Phase 1
<p>← ← → →</p> <p>371 371 821 822</p>

Phase 2
<p>388 → ← 209</p> <p>389 → ← 210</p> <p>← 210</p>

Phase 3

CRITICAL LANE VOLUMES (ILV/hr):

Phase 1
822

Phase 2
389

Phase 3

TOTAL OPERATING LEVEL (ILV/hr):

Σ
1211

Is . . . < 1200 ILV/hr

> 1200 but < 1500 ILV/hr NEAR CAPACITY

> 1500 ILV/hr. (capacity)

SPREAD DIAMOND

Signalized Intersection "HORIZON YEAR" PM CAPACITY ANALYSIS

INTERCHANGE I-905/NOBEL DRIVE

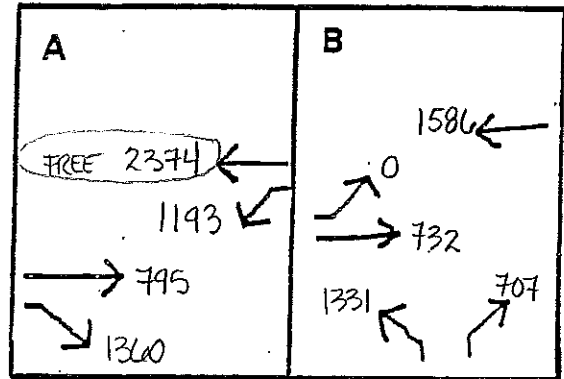
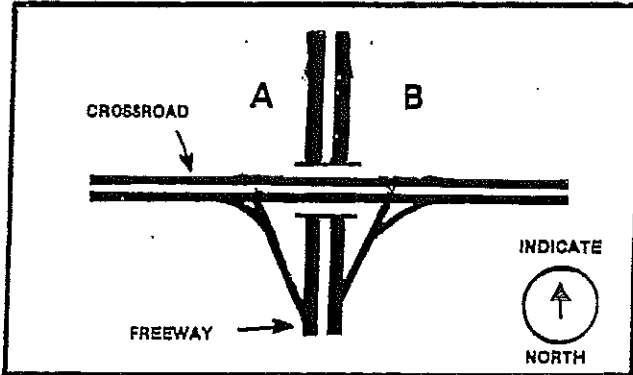
DIST. CO. RTE. P.M. 11. SP. 05

INTERSECTION (CIRCLE ONE) A B (Both)

BY LC DATE 1/10/08

DIAGRAM AND TRAFFIC FLOWS

TIME _____ A.M. P.M.



LANE VOLUMES (ILV/hr):

Phase 1	
↓ 596	← ← → → 606 605 353 354
↓ 597	

Phase 2	
397 →	← 528
398 →	
680 ↓	← 529
680 ↓	← 529

Phase 3	

CRITICAL LANE VOLUMES (ILV/hr):

Phase 1
666

Phase 2
680

Phase 3

TOTAL OPERATING LEVEL (ILV/hr):

Σ
1346

Is . . . < 1200 ILV/hr

> 1200 but < 1500 ILV/hr NEAR CAPACITY

> 1500 ILV/hr. (capacity)

SPREAD DIAMOND

Signalized Intersection CAPACITY ANALYSIS

"HORIZON YEAR" PM

INTERCHANGE I-805/NOBEL DRIVE

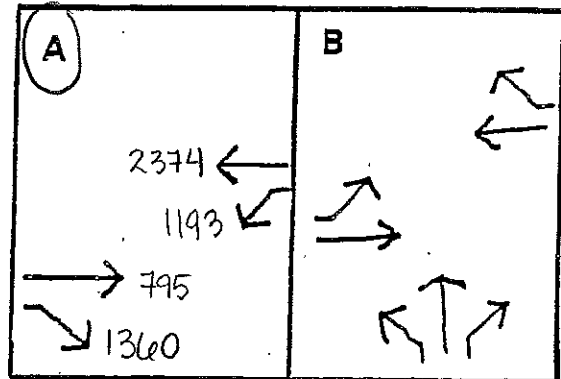
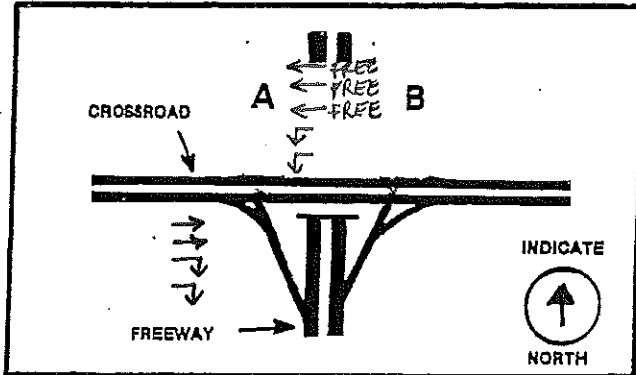
DIST. CO. RTE. P.M. 11.SD.05

INTERSECTION(CIRCLE ONE) (A) B Both

BY LC DATE 1/10/08

DIAGRAM AND TRAFFIC FLOWS

TIME _____ A.M. P.M.



LANE VOLUMES (ILV/hr):

Phase 1
↙ 596
↙ 597

Phase 2
397 →
398 →
680 ↘
680 ↘

Phase 3

CRITICAL LANE VOLUMES (ILV/hr):

Phase 1
597

Phase 2
680

Phase 3

TOTAL OPERATING LEVEL (ILV/hr):

Σ
1277

Is . . . < 1200 ILV/hr

> 1200 but < 1500 ILV/hr NEAR CAPACITY

> 1500 ILV/hr. (capacity)

SPREAD DIAMOND

Signalized Intersection CAPACITY ANALYSIS

"HORIZON YEAR" PM

INTERCHANGE I-905/NOBEL DRIVE

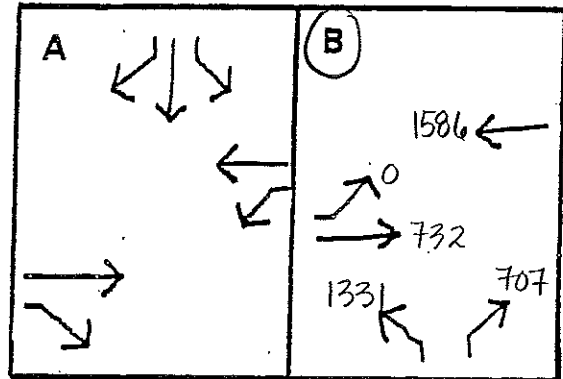
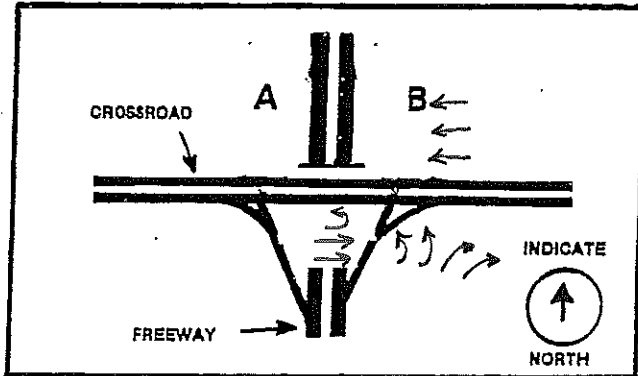
DIST. CO. RTE. P.M. 11. SD. 05

INTERSECTION (CIRCLE ONE) A (B) Both

BY LC DATE 1/10/08

DIAGRAM AND TRAFFIC FLOWS

TIME _____ A.M. P.M.



LANE VOLUMES (ILV/hr):

Phase 1
<p>← ← → →</p> <p>666 665 353 354</p>

Phase 2
<p>← 528</p> <p>366 →</p> <p>← 529</p> <p>366 →</p> <p>← 529</p>

Phase 3

CRITICAL LANE VOLUMES (ILV/hr):

Phase 1
666

Phase 2
529

Phase 3

TOTAL OPERATING LEVEL (ILV/hr):

Σ
1195

Is . . . < 1200 ILV/hr UNDER CAPACITY

> 1200 but < 1500 ILV/hr

> 1500 ILV/hr. (capacity)

SPREAD DIAMOND

Signalized Intersection "HORIZON YEAR + PROJECT" AM CAPACITY ANALYSIS

INTERCHANGE I-905/NOBEL DRIVE,

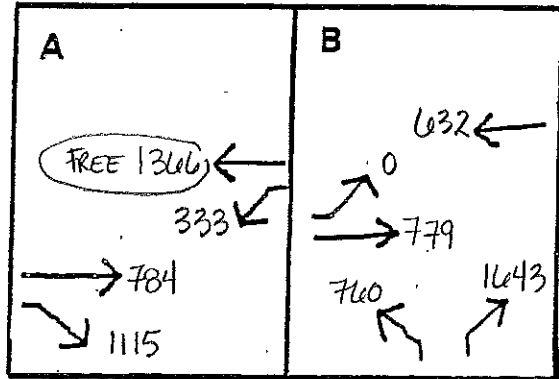
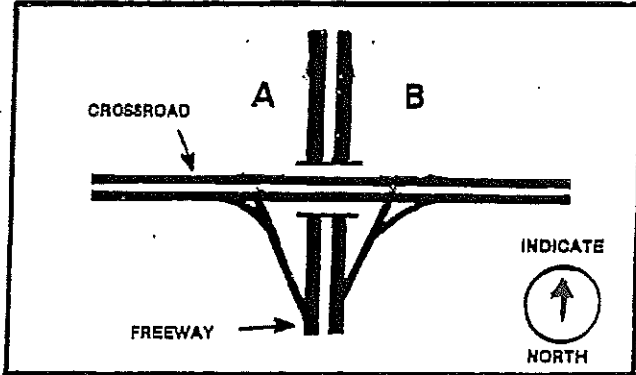
DIST. CO. RTE. P.M. 11. SD. 05

INTERSECTION (CIRCLE ONE) A B (Both)

BY LC DATE 1/10/08

DIAGRAM AND TRAFFIC FLOWS

TIME _____ A.M. P.M.



LANE VOLUMES (ILV/hr):

Phase 1	
↙ 166	↖ ↗ ↘
↙ 167	380 380 821 822

Phase 2	
392 →	← 210
392 →	← 211
557 ↓	← 211
558 ↓	

Phase 3	

CRITICAL LANE VOLUMES (ILV/hr):

Phase 1
822

Phase 2
558

Phase 3

TOTAL OPERATING LEVEL (ILV/hr):

Σ
1380

Is . . . < 1200 ILV/hr

> 1200 but < 1500 ILV/hr NEAR CAPACITY

> 1500 ILV/hr. (capacity)

SPREAD DIAMOND

Signalized Intersection "HORIZON YEAR + PROJECT" AM CAPACITY ANALYSIS

INTERCHANGE I-905/NOBEL DRIVE,

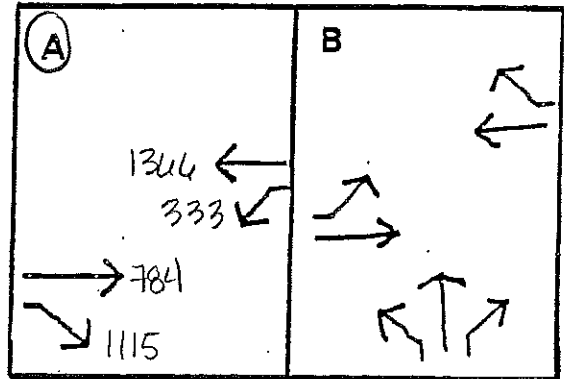
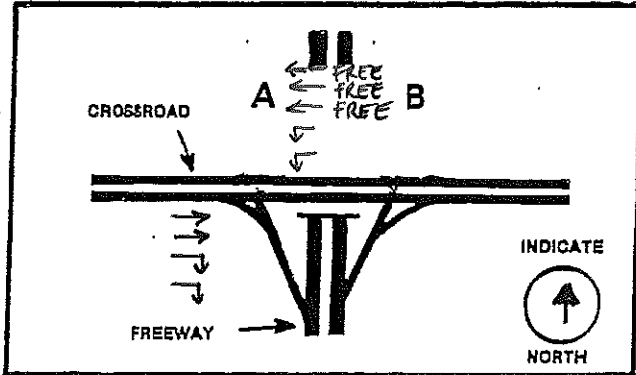
DIST. CO. RTE. P.M. 11. SD. 05

INTERSECTION (CIRCLE ONE) (A) B Both

BY LC DATE 1/10/08

DIAGRAM AND TRAFFIC FLOWS

TIME _____ A.M. P.M.



LANE VOLUMES (ILV/hr):

Phase 1
<p>↓ 166</p> <p>↓ 167</p>

Phase 2
<p>392 →</p> <p>392 →</p> <p>557 ↓</p> <p>558 ↓</p>

Phase 3

CRITICAL LANE VOLUMES (ILV/hr):

Phase 1
167

Phase 2
558

Phase 3

TOTAL OPERATING LEVEL (ILV/hr):

Σ
725

Is . . . < 1200 ILV/hr UNDER CAPACITY

> 1200 but < 1500 ILV/hr

> 1500 ILV/hr. (capacity)

SPREAD DIAMOND

Signalized Intersection "HORIZON YEAR + PROJECT" AM CAPACITY ANALYSIS

INTERCHANGE I-905/NOBEL DRIVE,

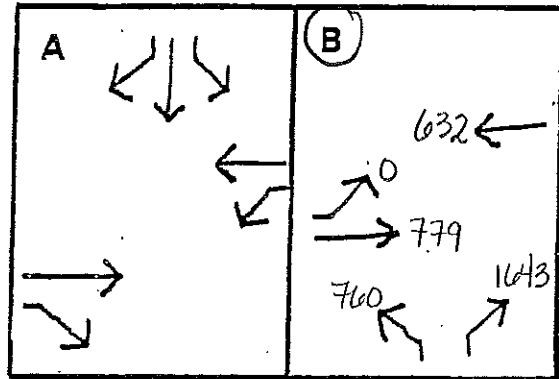
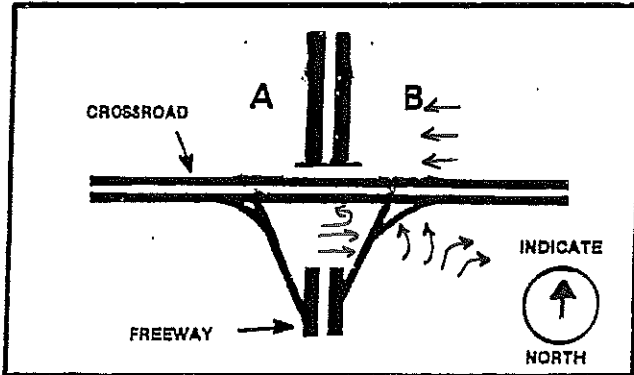
DIST. CO. RTE. P.M. 11. SD. 05

INTERSECTION (CIRCLE ONE) A (B) Both

BY LC DATE 1/10/08

DIAGRAM AND TRAFFIC FLOWS

TIME _____ A.M. P.M.



LANE VOLUMES (ILV/hr):

Phase 1
<p>← ← → →</p> <p>380 380 821 822</p>

Phase 2
<p>← 210</p> <p>389 →</p> <p>← 211</p> <p>390 →</p> <p>← 211</p>

Phase 3

CRITICAL LANE VOLUMES (ILV/hr):

Phase 1
822

Phase 2
390

Phase 3

TOTAL OPERATING LEVEL (ILV/hr):

Σ
1212

Is . . . < 1200 ILV/hr

> 1200 but < 1500 ILV/hr NEAR CAPACITY

> 1500 ILV/hr. (capacity)

SPREAD DIAMOND

Signalized Intersection "HORIZON YEAR + PROJECT" PM CAPACITY ANALYSIS

INTERCHANGE I-905 / NOBEL DRIVE

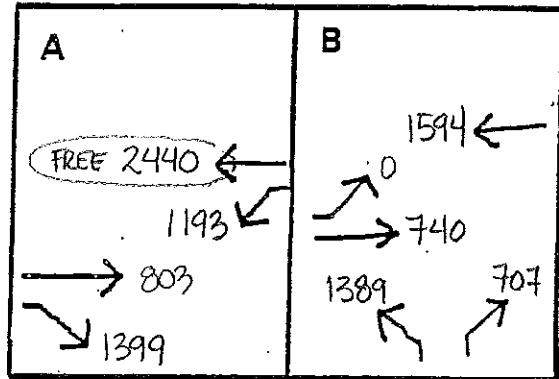
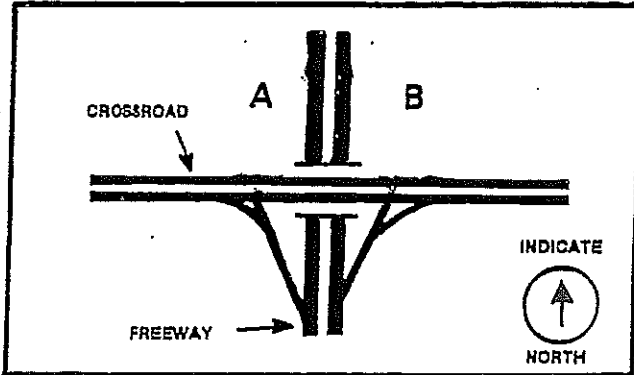
DIST. CO. RTE. P.M. 11. SP. 05

INTERSECTION (CIRCLE ONE) A B (Both)

BY LC DATE 1/10/08

DIAGRAM AND TRAFFIC FLOWS

TIME _____ A.M. P.M.



LANE VOLUMES (ILV/hr):

Phase 1	
↙ 596	↖ ↗ ↘
↙ 597	694 695 353 354

Phase 2	
401 →	← 531
402 →	← 531
699 ↓	← 532
700 ↓	← 532

Phase 3	

CRITICAL LANE VOLUMES (ILV/hr):

Phase 1
695

Phase 2
700

Phase 3

TOTAL OPERATING LEVEL (ILV/hr):

Σ
1395

Is . . . < 1200 ILV/hr

> 1200 but < 1500 ILV/hr NEAR CAPACITY

> 1500 ILV/hr. (capacity)

SPREAD DIAMOND

Signalized Intersection "HORIZON YEAR+PROJECT" PM CAPACITY ANALYSIS

INTERCHANGE I-905/NOBEL DRIVE

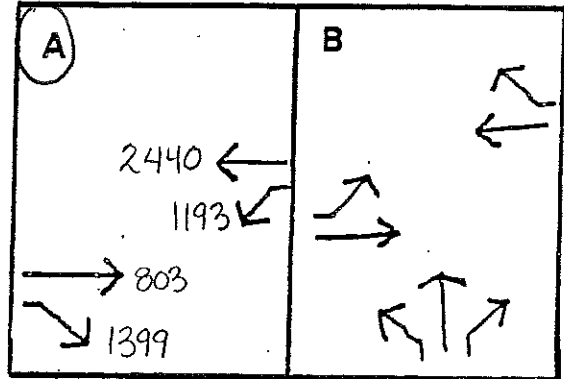
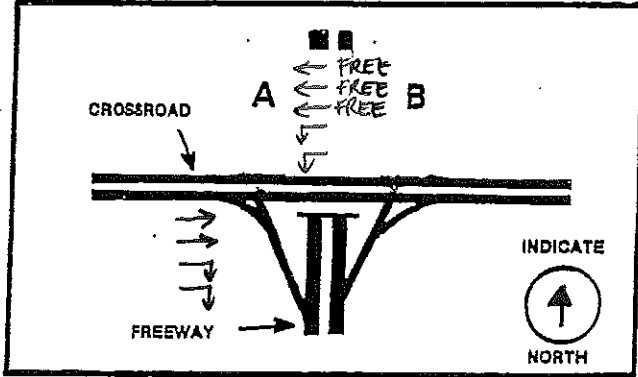
DIST. CO. RTE. P.M. 11. SD. 05

INTERSECTION (CIRCLE ONE) (A) B Both

BY KC DATE 1/10/08

DIAGRAM AND TRAFFIC FLOWS

TIME _____ A.M. P.M.



LANE VOLUMES (ILV/hr):

Phase 1
↙ 596
↙ 597

Phase 2
401 →
402 →
699 ↘
700 ↘

Phase 3

CRITICAL LANE VOLUMES (ILV/hr):

Phase 1
597

Phase 2
700

Phase 3

TOTAL OPERATING LEVEL (ILV/hr):

Σ
1297

- Is . . .
- < 1200 ILV/hr
 - > 1200 but < 1500 ILV/hr NEAR CAPACITY
 - > 1500 ILV/hr. (capacity)

SPREAD DIAMOND

Signalized Intersection "HORIZON YEAR + PROJECT" PM CAPACITY ANALYSIS

INTERCHANGE I-905 / NOBEL DRIVE

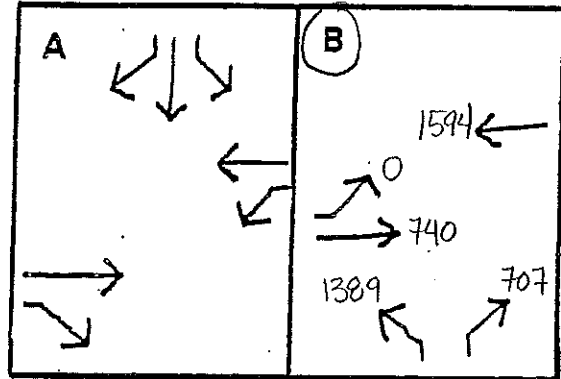
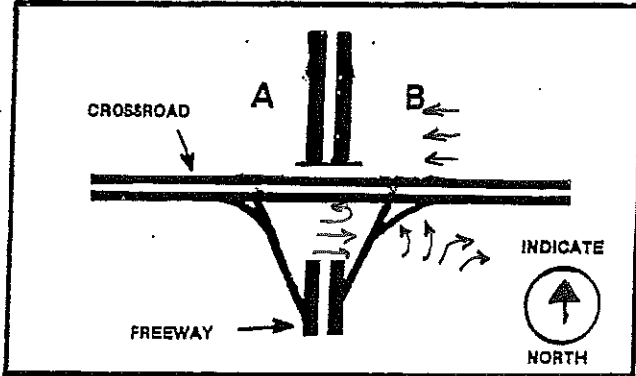
DIST. CO. RTE. P.M. 11. SD. 05

INTERSECTION (CIRCLE ONE) A B Both

BY LC DATE 1/10/08

DIAGRAM AND TRAFFIC FLOWS

TIME _____ A.M. P.M.



LANE VOLUMES (ILV/hr):

Phase 1
<p>← ← → →</p> <p>694 695 353 354</p>

Phase 2
<p>← 531</p> <p>370 →</p> <p>← 531</p> <p>370 →</p> <p>← 532</p>

Phase 3

CRITICAL LANE VOLUMES (ILV/hr):

Phase 1
695

Phase 2
532

Phase 3

TOTAL OPERATING LEVEL (ILV/hr):

Σ
1227

Is . . . < 1200 ILV/hr

> 1200 but < 1500 ILV/hr NEAR CAPACITY

> 1500 ILV/hr. (capacity)

"EXISTING" AM

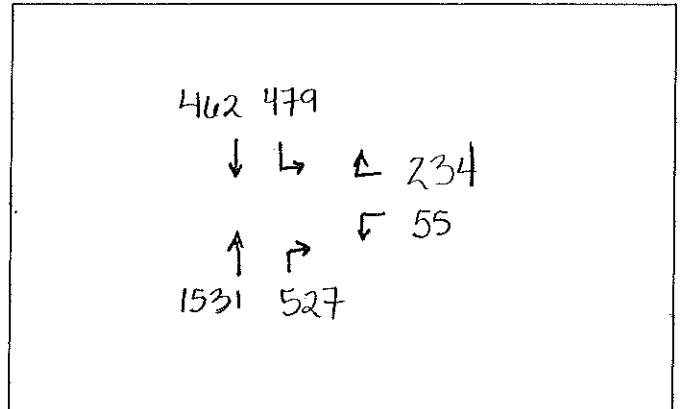
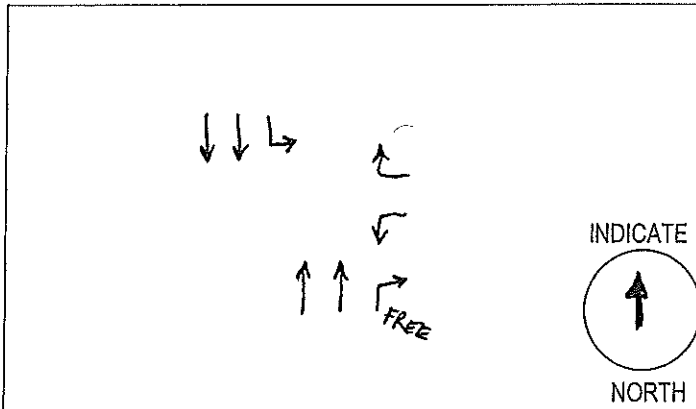
Signalized Intersection CAPACITY ANALYSIS

INTERSECTION Genesee Ave. / SR52 EB RAMP

DIST. CO. RTE. P.M. 11. SD. 52

By LC DATE 10/11/07

DIAGRAM AND TRAFFIC FLOWS:



LANE VOLUMES (ILV / HR)

PHASE 1	PHASE 2	PHASE 3	PHASE 4
231 231 479 ↓ ↓ L	↑ ↑ 765 766	L 234 ↓ 55	

CRITICAL LANE VOLUMES (ILV / HR)

PHASE 1	PHASE 2	PHASE 3	PHASE 4
479	766	234	

TOTAL OPERATING LEVEL (ILV / HR)

Σ
1479

- IS
- < 1200 ILV / HR
 - > 1200 BUT < 1500 ILV / HR
 - > 1500 ILV / HR

REMARKS:

NEAR CAPACITY

"EXISTING PM"

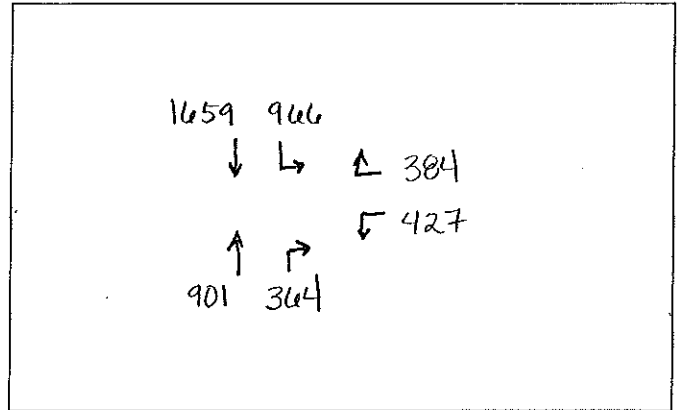
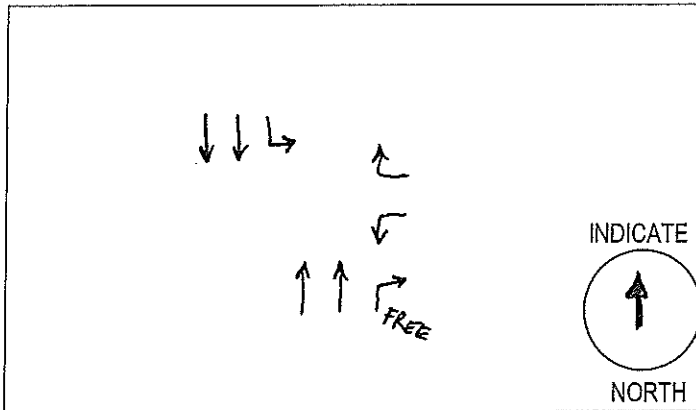
Signalized Intersection CAPACITY ANALYSIS

INTERSECTION Genesis Ave. / SR52 EB RAMP

DIST. CO. RTE. P.M. 11. SD. 52

By LC DATE 10/11/07

DIAGRAM AND TRAFFIC FLOWS:



LANE VOLUMES (ILV / HR)

PHASE 1	PHASE 2	PHASE 3	PHASE 4
829 830 966 ↓ ↓ L→	↑ ↑ 450 451	↶ 384 ↷ 427	

CRITICAL LANE VOLUMES (ILV / HR)

PHASE 1	PHASE 2	PHASE 3	PHASE 4
966	451	427	

TOTAL OPERATING LEVEL (ILV / HR)

Σ
1844

- IS
- < 1200 ILV / HR
 - > 1200 BUT < 1500 ILV / HR
 - > 1500 ILV / HR

REMARKS:

OVER CAPACITY

"YEAR 2010" AM

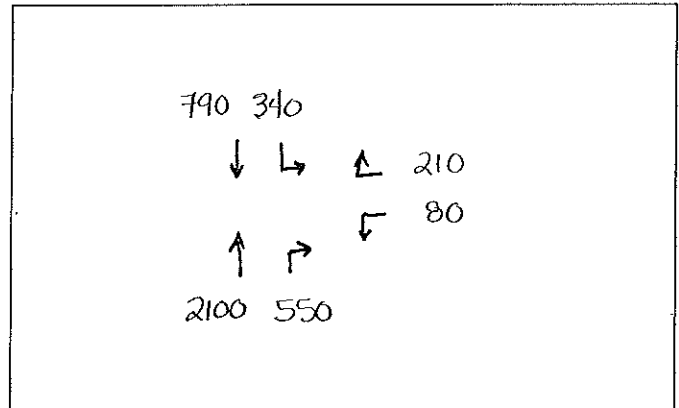
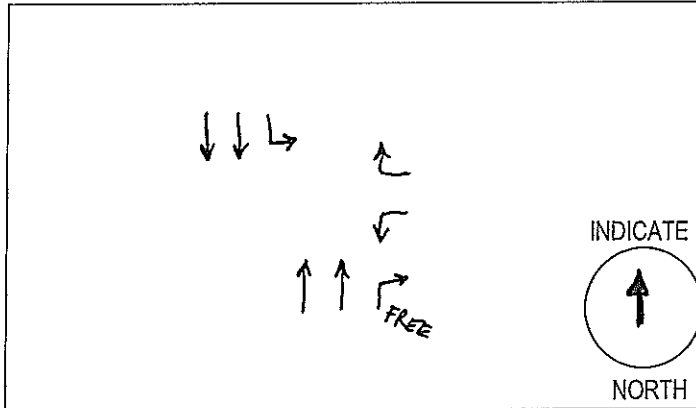
Signalized Intersection CAPACITY ANALYSIS

INTERSECTION Genesis Ave. / SR52 EB RAMP

DIST. CO. RTE. P.M. 11. SD. 52

By LC DATE 10/11/07

DIAGRAM AND TRAFFIC FLOWS:



LANE VOLUMES (ILV / HR)

PHASE 1	PHASE 2	PHASE 3	PHASE 4
340 340 340 ↓ ↓ ↘	55 55 ↓ ↓ ↑ ↑ 1050 1050	↘ 210 ↓ 80	

CRITICAL LANE VOLUMES (ILV / HR)

PHASE 1	PHASE 2	PHASE 3	PHASE 4
340	1050	210	

TOTAL OPERATING LEVEL (ILV / HR)

Σ
1600

- IS
- < 1200 ILV / HR
 - > 1200 BUT < 1500 ILV / HR
 - > 1500 ILV / HR

REMARKS:

OVER CAPACITY

"YEAR 2010" PM

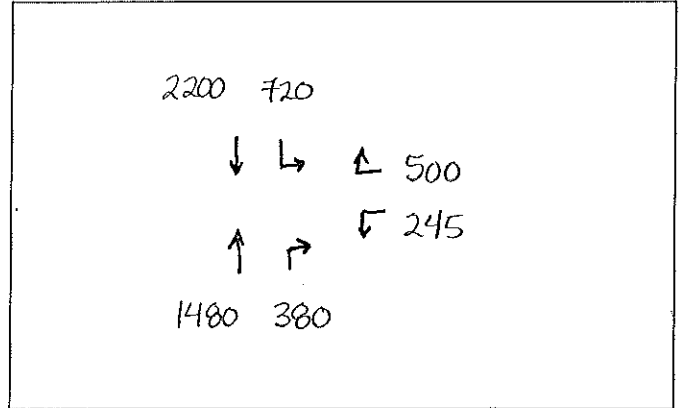
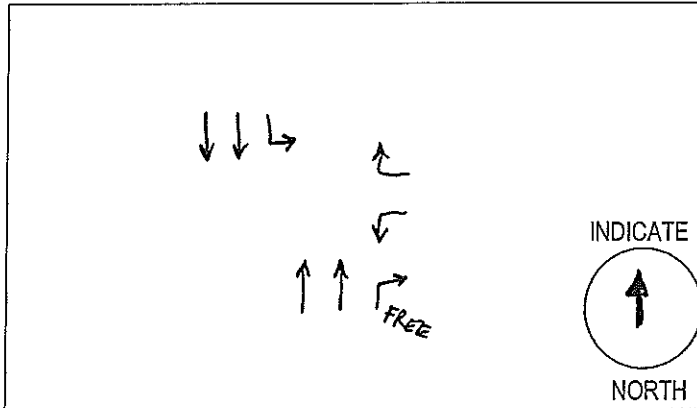
Signalized Intersection CAPACITY ANALYSIS

INTERSECTION Genesis Ave. / SR52 EB RAMP

DIST. CO. RTE. P.M. 11. SD. 52

By LC DATE 10/11/07

DIAGRAM AND TRAFFIC FLOWS:



LANE VOLUMES (ILV / HR)

PHASE 1	PHASE 2	PHASE 3	PHASE 4
720 720 720 ↓ ↓ L	610 610 ↓ ↓ ↑ ↑ 740 740	↑ 500 ↓ 245	

CRITICAL LANE VOLUMES (ILV / HR)

PHASE 1	PHASE 2	PHASE 3	PHASE 4
720	740	500	

TOTAL OPERATING LEVEL (ILV / HR)

Σ
1960

- IS
- < 1200 ILV / HR
 - > 1200 BUT < 1500 ILV / HR
 - > 1500 ILV / HR

REMARKS:

OVER CAPACITY

"YEAR 2010 + PROJECT" AM

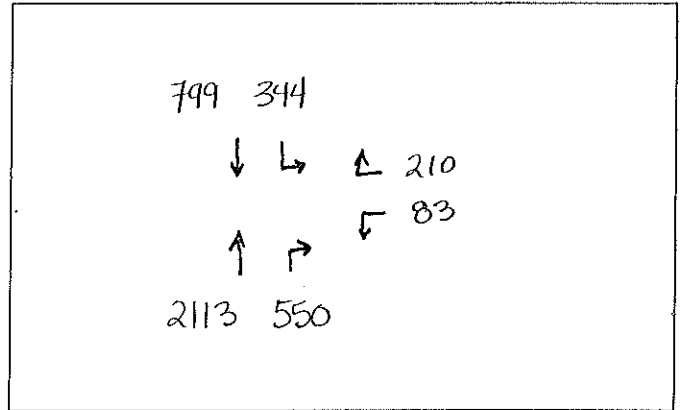
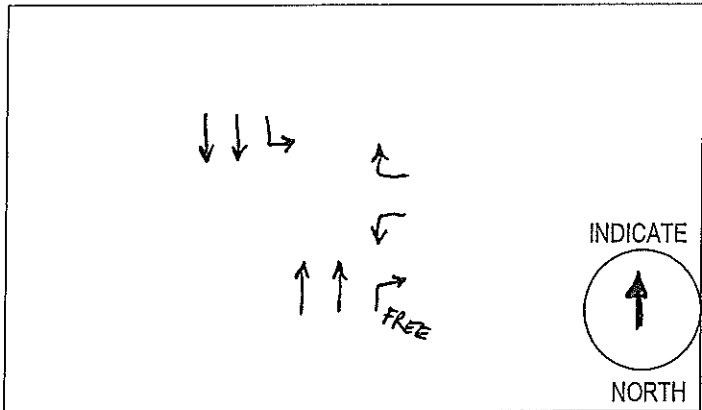
Signalized Intersection CAPACITY ANALYSIS

INTERSECTION Genesee Ave. / SR52 EB RAMP

DIST. CO. RTE. P.M. 11. SD. 52

By LC DATE 10/11/07

DIAGRAM AND TRAFFIC FLOWS:



LANE VOLUMES (ILV / HR)

PHASE 1	PHASE 2	PHASE 3	PHASE 4
344 344 344 ↓ ↓ L→	55 56 ↓ ↓ ↑ ↑ 1056 1057	↖ 210 ↓ 83	

CRITICAL LANE VOLUMES (ILV / HR)

PHASE 1	PHASE 2	PHASE 3	PHASE 4
344	1057	210	

TOTAL OPERATING LEVEL (ILV / HR)

Σ
1611

- IS
- < 1200 ILV / HR
 - > 1200 BUT < 1500 ILV / HR
 - > 1500 ILV / HR

REMARKS:

OVER CAPACITY

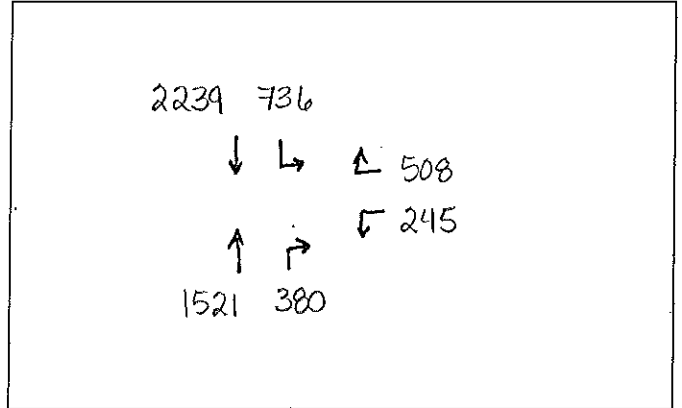
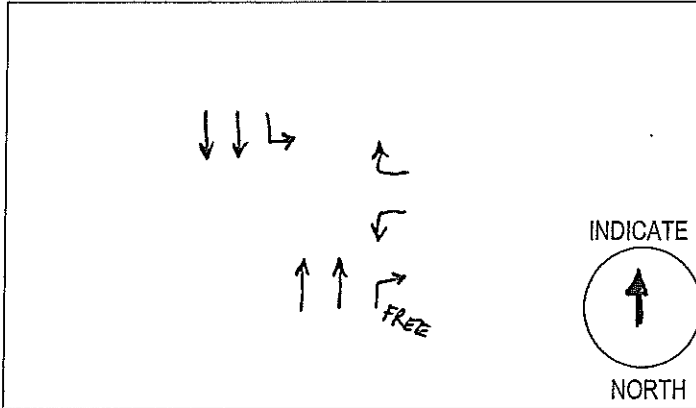
Signalized Intersection CAPACITY ANALYSIS

INTERSECTION Garrison Ave. / SR52 EB Ramps

DIST. CO. RTE. P.M. 11. SD. 52

By LC DATE 10/11/07

DIAGRAM AND TRAFFIC FLOWS:



LANE VOLUMES (ILV / HR)

PHASE 1	PHASE 2	PHASE 3	PHASE 4
736 736 736 ↓ ↓ ↘	384 383 ↓ ↓ ↑ ↑ 760 761	↙ 508 ↓ 245	

CRITICAL LANE VOLUMES (ILV / HR)

PHASE 1	PHASE 2	PHASE 3	PHASE 4
736	761	508	

TOTAL OPERATING LEVEL (ILV / HR)

Σ
2005

- IS
- < 1200 ILV / HR
 - > 1200 BUT < 1500 ILV / HR
 - > 1500 ILV / HR

REMARKS:

OVER CAPACITY

2 QUAD CLOVER

Signalized Intersection CAPACITY ANALYSIS

" HORIZON YEAR " AM

INTERCHANGE SR52 / Genesee Avenue

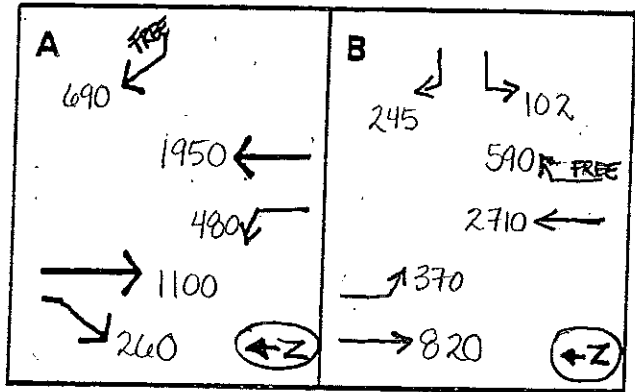
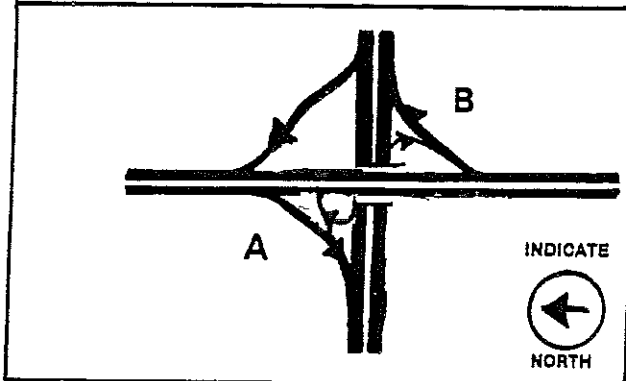
DIST. CO. RTE. P.M. 11. SD. 52

INTERSECTION (CIRCLE ONE) A B **BOTH**

BY LC DATE 1/14/08

TIME **A.M.** P.M.

DIAGRAM AND TRAFFIC FLOWS:



LANE VOLUMES (ILV/hr):

Phase 1	
← 245	245 102
← 245	↙ ↘
↙ 240	
↙ 240	

Phase 2	
← 370	
← 370	370 ↗
370 →	370 →
370 →	370 →
130 ↘	
130 ↘	

Phase 3	
← 360	← 1355
← 360	← 1355
180 →	40 →
180 →	40 →

CRITICAL LANE VOLUMES (ILV/hr):

Phase 1
245

Phase 2
370

Phase 3
1355

TOTAL OPERATING LEVEL (ILV/hr):

Σ
1970

is . . .

< 1200 ILV/hr.

> 1200 but < 1500 ILV/hr.

> 1500 ILV/hr. (CAPACITY)

REMARKS:

OVER Capacity 32

2 QUAD CLOVER Signalized Intersection CAPACITY ANALYSIS

"HORIZON YEAR" AM

INTERCHANGE SR52 / Genesee Avenue

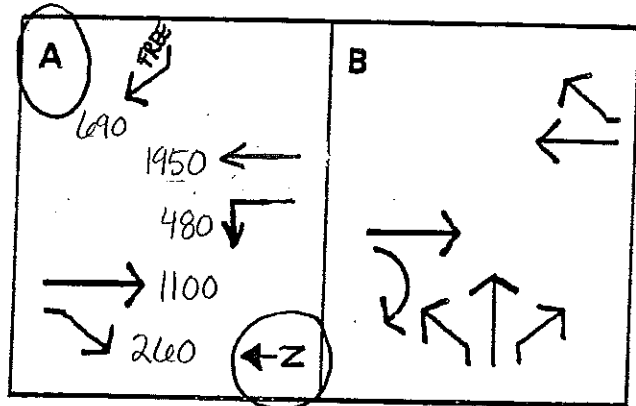
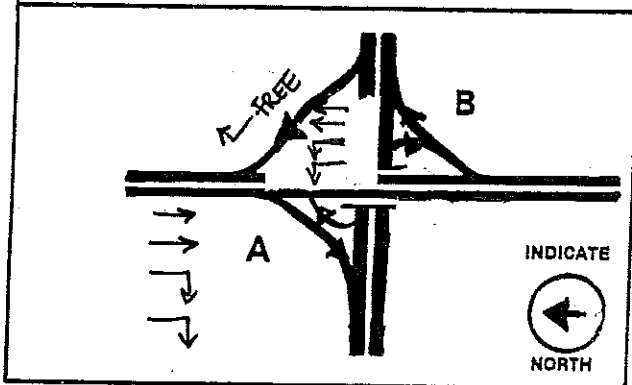
DIST. CO. RTE. P.M. 11. SD. 52

INTERSECTION (CIRCLE ONE) A B BOTH

BY LC DATE 1/16/08

TIME (A.M.) P.M.

DIAGRAM AND TRAFFIC FLOWS:



LANE VOLUMES (ILV/hr):

Phase 1
← 240
← 240
↓ 240
↓ 240

Phase 2
← 735
← 735
550 →
550 →
130 ↓
130 ↓

CRITICAL LANE VOLUMES (ILV/hr):

Phase 1
240

Phase 2
735

TOTAL OPERATING LEVEL (ILV/hr):

Σ
975

Is . . .

< 1200 ILV/hr. *UNDER Capacity*

> 1200 but < 1500 ILV/hr.

> 1500 ILV/hr. (CAPACITY)

REMARKS:

Signalized Intersection CAPACITY ANALYSIS

2 QUAD CLOVER

"HORIZON YEAR" AM

INTERCHANGE SR52 / Geneva Avenue

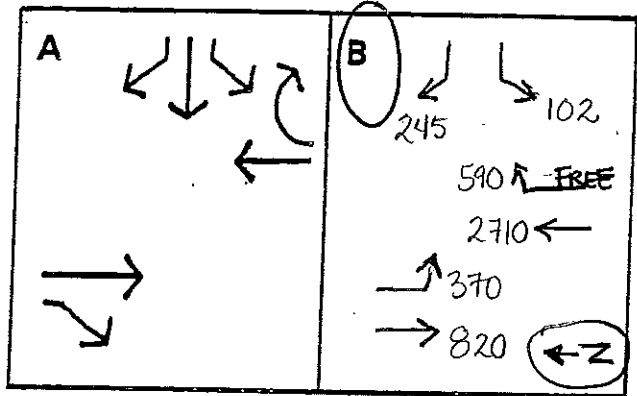
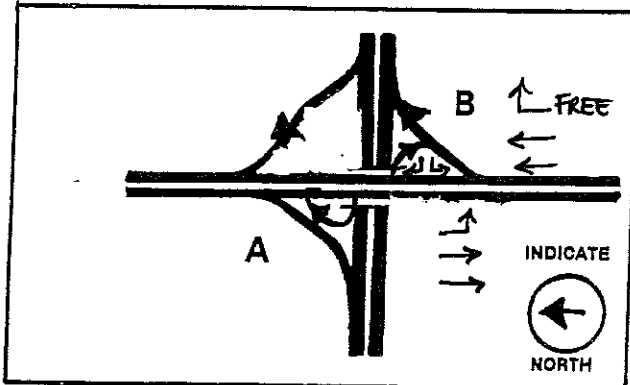
DIST. CO. RTE. P.M. 11. SD. 52

INTERSECTION (CIRCLE ONE) A B BOTH

BY LC DATE 1/16/08

TIME _____ (A.M.) P.M.

DIAGRAM AND TRAFFIC FLOWS:



LANE VOLUMES (ILV/hr):

Phase 1	
370	↖
370	→
370	→

Phase 2	
←	1355
←	1355
40	→
40	→

Phase 3	
245	↙
102	↘

CRITICAL LANE VOLUMES (ILV/hr):

Phase 1
370

Phase 2
1355

Phase 3
245

TOTAL OPERATING LEVEL (ILV/hr):

Σ
1970

is . . .

< 1200 ILV/hr.

> 1200 but < 1500 ILV/hr.

> 1500 ILV/hr. (CAPACITY)

OVER Capacity

REMARKS:

2 QUAD CLOVER

Signalized Intersection

CAPACITY ANALYSIS

"HORIZON YEAR" PM

INTERCHANGE SR52 / Genesee Avenue

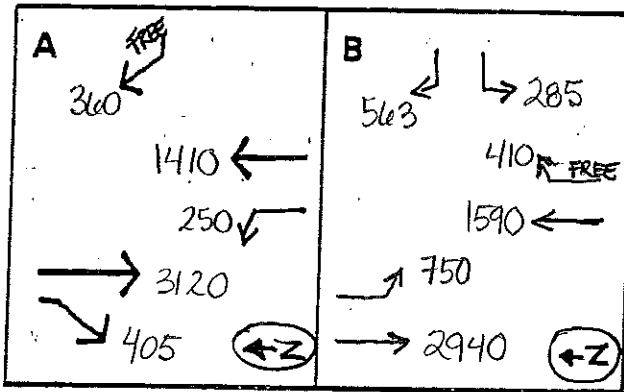
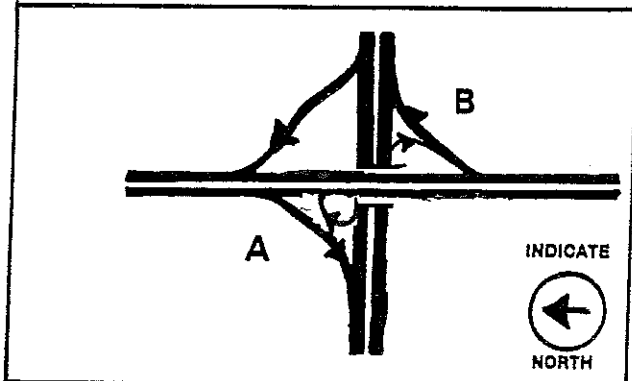
DIST. CO. RTE. P.M. 11. SD. 52

INTERSECTION (CIRCLE ONE) A B **(BOTH)**

BY LC DATE 1/16/08

TIME _____ A.M. **(P.M.)**

DIAGRAM AND TRAFFIC FLOWS:



LANE VOLUMES (ILV/hr):

Phase 1	
← 563	563 285
← 563	↓ L
√ 125	
√ 125	

Phase 2	
← 142	750 ↗
← 142	750 →
750 →	750 →
750 →	750 →
202 ↓	
203 ↓	

Phase 3	
	← 795
	← 795
810 →	720 →
810 →	720 →

CRITICAL LANE VOLUMES (ILV/hr):

Phase 1
563

Phase 2
750

Phase 3
810

TOTAL OPERATING LEVEL (ILV/hr):

Σ
2123

is . . .

- < 1200 ILV/hr.
- > 1200 but < 1500 ILV/hr.
- > 1500 ILV/hr. (CAPACITY)

REMARKS:

OVER Capacity
132

2 QUAD CLOVER

Signalized Intersection CAPACITY ANALYSIS

"HORIZON YEAR" PM

INTERCHANGE SR52 / Genesee Avenue

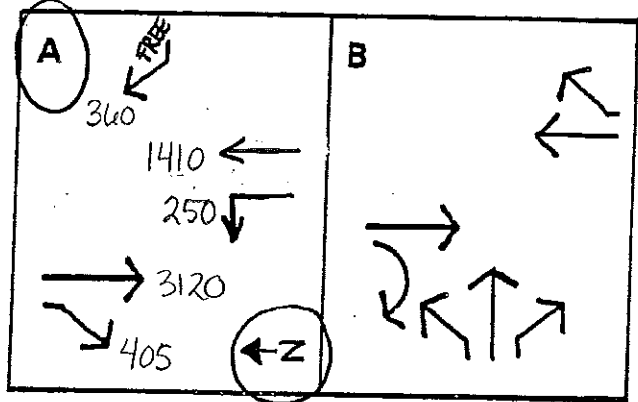
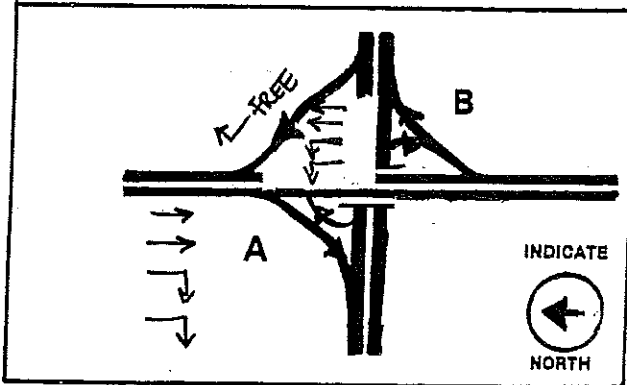
DIST. CO. RTE. P.M. 11. SD. 52

INTERSECTION (CIRCLE ONE) A B BOTH

BY LC DATE 1/16/08

TIME _____ A.M. P.M.

DIAGRAM AND TRAFFIC FLOWS:



LANE VOLUMES (ILV/hr):

Phase 1
← 125
← 125
↘ 125
↘ 125

Phase 2
← 580
← 580
1560 →
1560 →
202 ↘
203 ↘

CRITICAL LANE VOLUMES (ILV/hr):

Phase 1
125

Phase 2
1560

TOTAL OPERATING LEVEL (ILV/hr):

Σ
1685

Is . . .

- < 1200 ILV/hr.
- > 1200 but < 1500 ILV/hr.
- > 1500 ILV/hr. (CAPACITY)

OVER Capacity

REMARKS:

2 QUAD CLOVER

Signalized Intersection

"HORIZON YEAR" PM

CAPACITY ANALYSIS

INTERCHANGE SR52 / Goreme Avenue

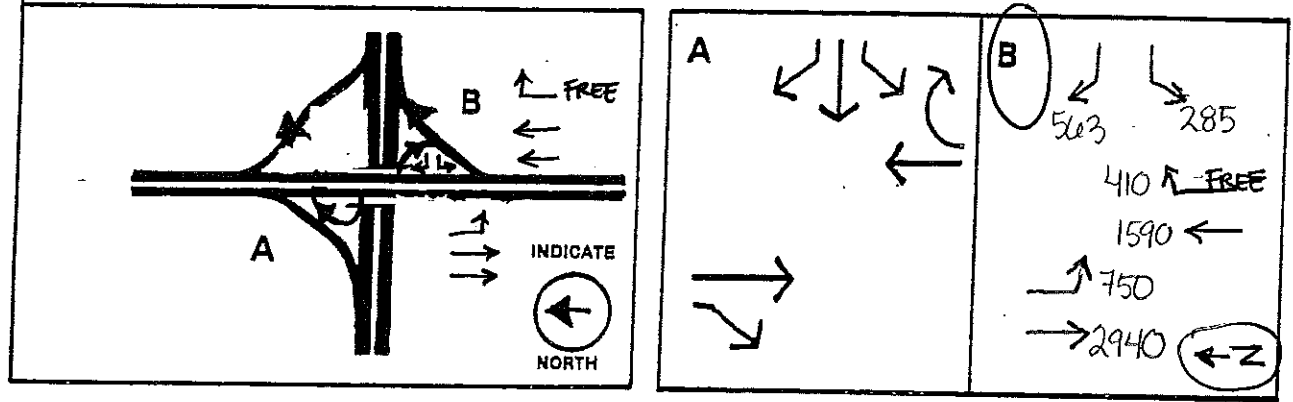
DIST. CO. RTE. P.M. 11. SD. 52

INTERSECTION (CIRCLE ONE) A B BOTH

BY LC DATE 1/16/08

TIME _____ A.M. (P.M.)

DIAGRAM AND TRAFFIC FLOWS:



LANE VOLUMES (ILV/hr):

Phase 1
750 ↑
750 →
750 →

Phase 2
← 795
← 795
720 →
720 →

Phase 3
563 285
↓ ↓

CRITICAL LANE VOLUMES (ILV/hr):

Phase 1
750

Phase 2
795

Phase 3
563

TOTAL OPERATING LEVEL (ILV/hr):

Σ
2108

Is . . .

- < 1200 ILV/hr.
- > 1200 but < 1500 ILV/hr.
- > 1500 ILV/hr. (CAPACITY)

OVER Capacity

REMARKS:

2 QUAD CLOVER

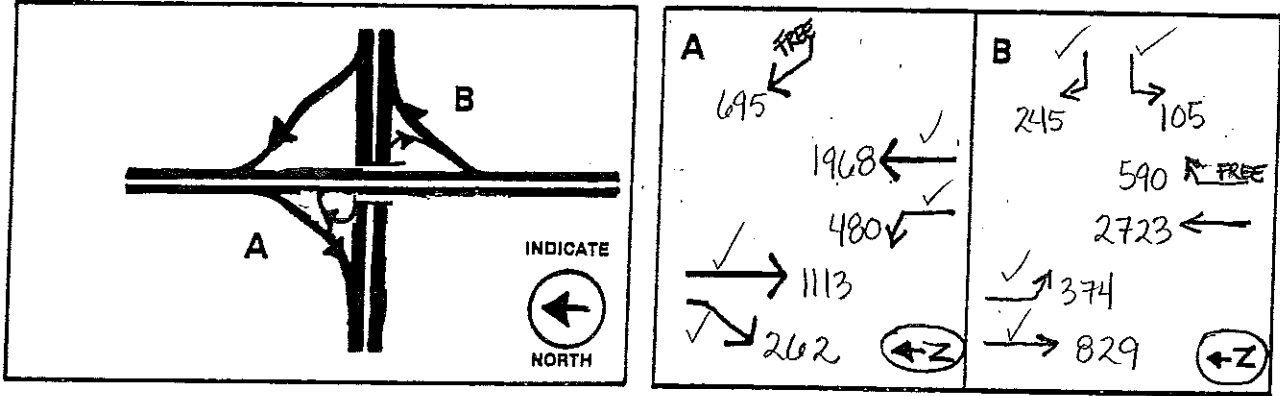
Signalized Intersection

"HORIZON YEAR+PROJECT" AM

CAPACITY ANALYSIS

INTERCHANGE SR52 / Genesee Avenue DIST. CO. RTE. P.M. 11. SD. 52
 INTERSECTION (CIRCLE ONE) A B **(BOTH)** BY LC DATE 1/16/08
 TIME _____ **(A.M.)** P.M.

DIAGRAM AND TRAFFIC FLOWS:



LANE VOLUMES (ILV/hr):

Phase 1	
← 245	245 105 ↙ ↘
← 245	
↘ 240	
↘ 240	

Phase 2	
← 374	374 ↗
← 374	
374 →	
374 →	
131 ↘	
131 ↘	

Phase 3	
← 365	← 1361
← 365	← 1362
183 →	41 →
182 →	40 →

CRITICAL LANE VOLUMES (ILV/hr):

Phase 1
245

Phase 2
374

Phase 3
1362

TOTAL OPERATING LEVEL (ILV/hr):

Σ
1981

is . . .

REMARKS:

- < 1200 ILV/hr.
- > 1200 but < 1500 ILV/hr.
- > 1500 ILV/hr. (CAPACITY)

OVER Capacity

2 QUAD CLOVER

Signalized Intersection "HORIZON YEAR + PROJECT" AM

CAPACITY ANALYSIS

INTERCHANGE SR 52 / Genesee Avenue

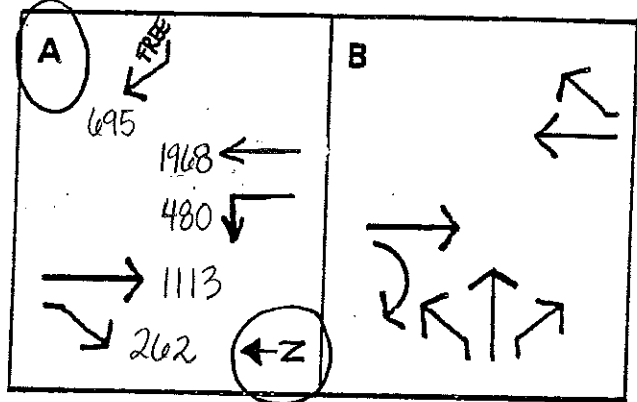
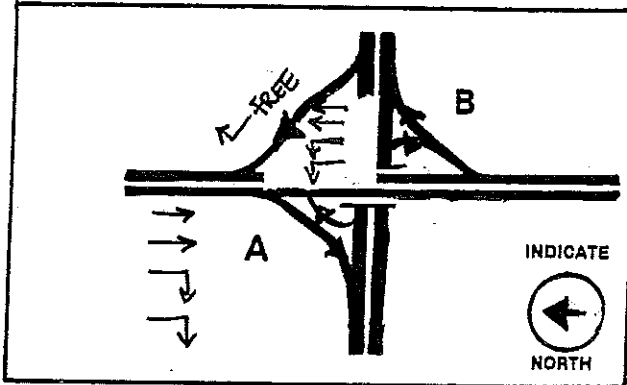
DIST. CO. RTE. P.M. 11. SD. 52

INTERSECTION (CIRCLE ONE) A B BOTH

BY LC DATE 1/16/08

TIME (A.M.) P.M.

DIAGRAM AND TRAFFIC FLOWS:



LANE VOLUMES (ILV/hr):

Phase 1
← 240
← 240
↘ 240
↘ 240

Phase 2
← 744
← 744
→ 557
→ 556
↘ 131
↘ 131

CRITICAL LANE VOLUMES (ILV/hr):

Phase 1
240

Phase 2
744

TOTAL OPERATING LEVEL (ILV/hr):

Σ
984

Is . . .

- < 1200 ILV/hr. UNDER Capacity
- > 1200 but < 1500 ILV/hr.
- > 1500 ILV/hr. (CAPACITY)

REMARKS:

2 QUAD CLOVER

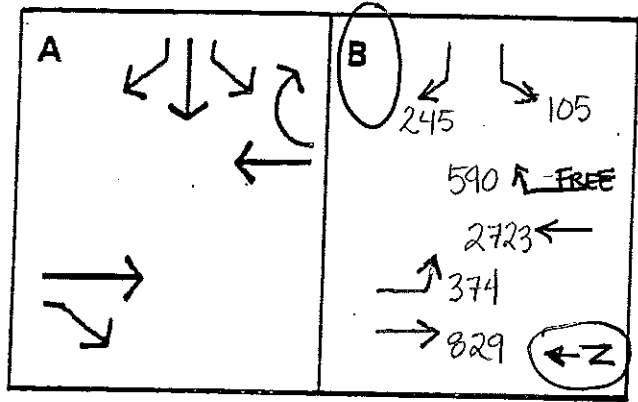
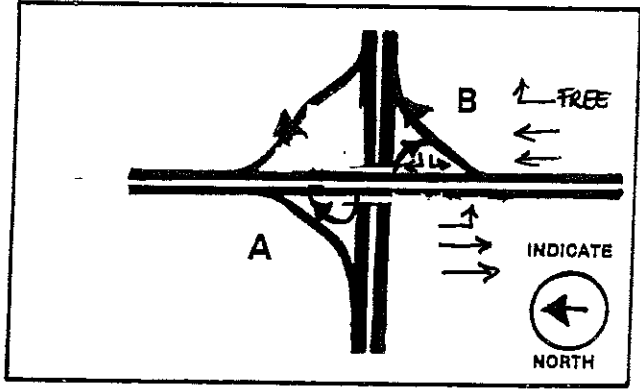
Signalized Intersection "HORIZON" YEAR + PROJECT "AM"

CAPACITY ANALYSIS

INTERCHANGE SR52 / Geneva Avenue
 INTERSECTION (CIRCLE ONE) A B BOTH

DIST. CO. RTE. P.M. 11. SD. 52
 BY LC DATE 1/16/08
 TIME _____ (A.M.) P.M.

DIAGRAM AND TRAFFIC FLOWS:



LANE VOLUMES (ILV/hr):

Phase 1
374 ↗
374 →
374 →

Phase 2
← 1361
← 1362
41 →
40 →

Phase 3
245 ↙
105 ↘

CRITICAL LANE VOLUMES (ILV/hr):

Phase 1
374

Phase 2
1362

Phase 3
245

TOTAL OPERATING LEVEL (ILV/hr):

Σ
1981

is . . .

- < 1200 ILV/hr.
- > 1200 but < 1500 ILV/hr.
- > 1500 ILV/hr. (CAPACITY)

REMARKS:

OVER Capacity

2 QUAD CLOVER

Signalized Intersection "HORIZON YEAR + PROJECT" PM

CAPACITY ANALYSIS

INTERCHANGE SR 52 / Genesee Avenue

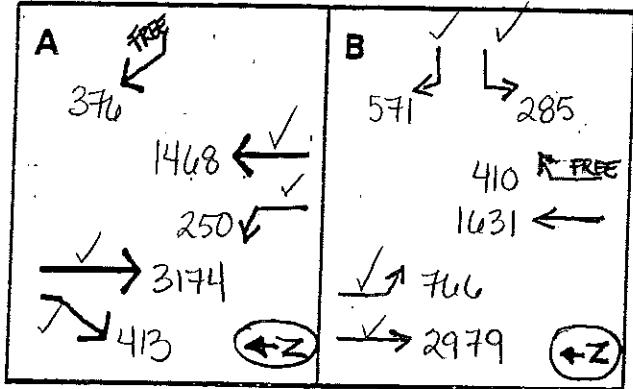
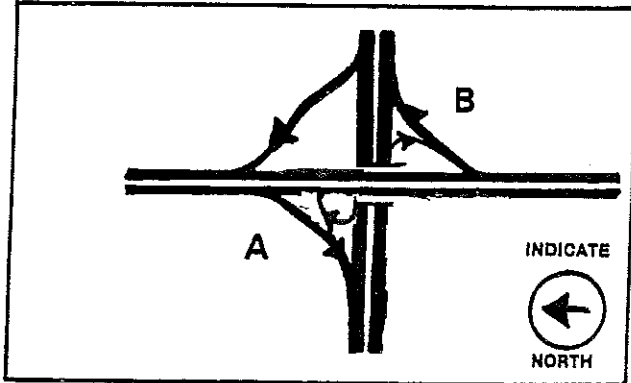
DIST. CO. RTE. P.M. 11. SD. 52

INTERSECTION (CIRCLE ONE) A B **(BOTH)**

BY LC DATE 1/16/08

TIME _____ A.M. **(P.M.)**

DIAGRAM AND TRAFFIC FLOWS:



LANE VOLUMES (ILV/hr):

Phase 1	
← 571	
← 571	571 285
↙ 125	↘ ↘
↙ 125	

Phase 2	
← 163	
← 163	766 ↗
766 →	766 →
766 →	766 →
206 ↘	766 →
207 ↘	

Phase 3	
	← 816
	← 815
821 →	724 →
821 →	723 →

CRITICAL LANE VOLUMES (ILV/hr):

Phase 1
571

Phase 2
766

Phase 3
821

TOTAL OPERATING LEVEL (ILV/hr):

Σ
2158

is . . .

- < 1200 ILV/hr.
- > 1200 but < 1500 ILV/hr.
- > 1500 ILV/hr. (CAPACITY)

REMARKS:

OVER Capacity

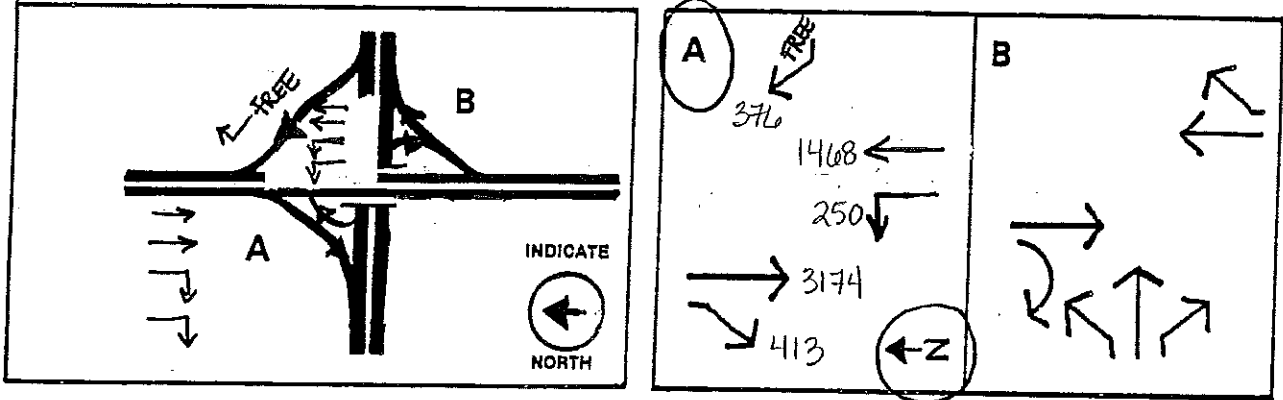
2 QUAD CLOVER

Signalized Intersection "HORIZON YEAR + PROJECT" PM

CAPACITY ANALYSIS

INTERCHANGE SR52 / Genesee Avenue DIST. CO. RTE. P.M. 11. SD.52
 INTERSECTION (CIRCLE ONE) A B BOTH BY LC DATE 1/14/08
 TIME _____ A.M. P.M.

DIAGRAM AND TRAFFIC FLOWS:



LANE VOLUMES (ILV/hr):

Phase 1	Phase 2
← 125	← 609
← 125	← 609
↙ 125	1587 →
↙ 125	1587 →
	206 ↘
	207 ↘

CRITICAL LANE VOLUMES (ILV/hr):

Phase 1	Phase 2
125	1587

TOTAL OPERATING LEVEL (ILV/hr):

Σ
1712

is . . .

- < 1200 ILV/hr.
- > 1200 but < 1500 ILV/hr.
- > 1500 ILV/hr. (CAPACITY)

REMARKS:

OVER Capacity

2 QUAD CLOVER

Signalized Intersection "HORIZON YEAR + PROJECT" PM

CAPACITY ANALYSIS

INTERCHANGE SR52 / Geneva Avenue

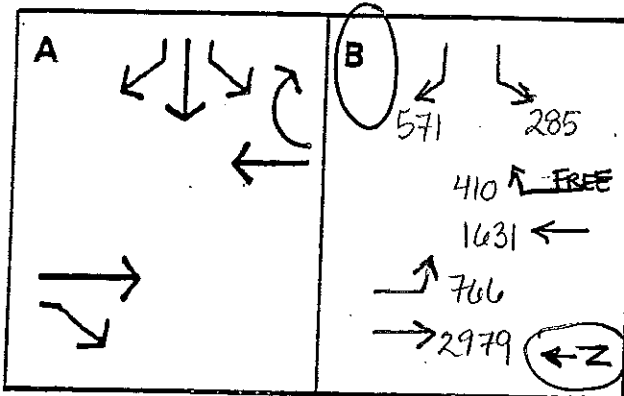
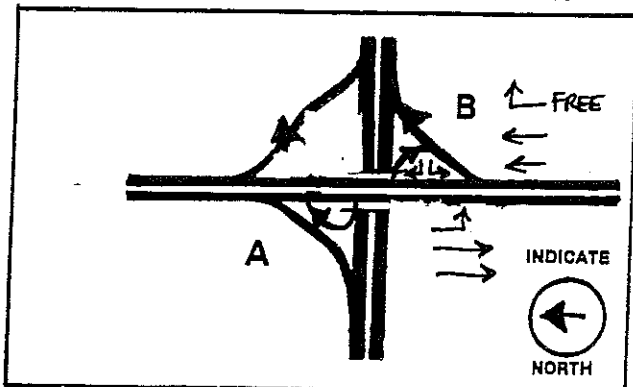
DIST. CO. RTE. P.M. 11. SD. 52

INTERSECTION (CIRCLE ONE) A B BOTH

BY LC DATE 1/16/08

TIME _____ A.M. P.M.

DIAGRAM AND TRAFFIC FLOWS:



LANE VOLUMES (ILV/hr):

Phase 1	
766	↑
766	→
766	→

Phase 2	
816	←
815	←
724	→
723	→

Phase 3	
571	285
↓	↓

CRITICAL LANE VOLUMES (ILV/hr):

Phase 1
766

Phase 2
816

Phase 3
571

TOTAL OPERATING LEVEL (ILV/hr):

Σ
2153

is . . .

- < 1200 ILV/hr.
- > 1200 but < 1500 ILV/hr.
- > 1500 ILV/hr. (CAPACITY)

REMARKS:

OVER Capacity