DIRECT ACCESS RAMPS/ LOCAL CIRCULATION SYSTEM IMPACT STUDY

I-5 NORTH COAST HOV/ MANAGED LANES PROJECT

TECHNICAL REPORT NO. 2

EXISTING CONDITIONS DATA COLLECTION

Draft For Review and Comment

August 2, 2004

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1.0 Introduction

Technical Report No. 2 of the I-5 Direct Access Ramp Local Circulation System Impact Study summarizes preliminary data collection efforts for the roadway segments and key intersections within the identified I-5 Direct Access Ramps (DARs) Area of Influence. Data collection focused on daily roadway segment volumes and peak hour intersection turn movements for the local circulation system facilities potentially affected by the DARs.

The proposed DARs would connect the adjacent arterial roadway network to proposed high occupancy vehicle (HOV) lanes along I-5 at the following locations:

- Oceanside Boulevard (City of Oceanside)
- Cannon Road / Avenida Encinas (City of Carlsbad)
- Manchester Avenue (City of Encinitas)
- Lusk Boulevard (City of San Diego)
- Voigt Drive (City of San Diego)

The DAR Local Circulation System Impact Study will assess three scenarios including:

- Existing Conditions – utilized to establish the existing baseline of traffic operations within the DAR Areas of Influence.

- Year 2030 Baseline without the proposed DARs (No Build) – establishes long-range baseline traffic conditions for the Year 2030 without the proposed DARs.

- Year 2030 Baseline with the proposed DARs (Build) – establishes long-range baseline traffic conditions for the Year 2030 with construction of the proposed DARs.

This technical report presents roadway and intersection data which will be used to assess existing study area conditions. Following this Introduction, the technical report is organized into the following sections:

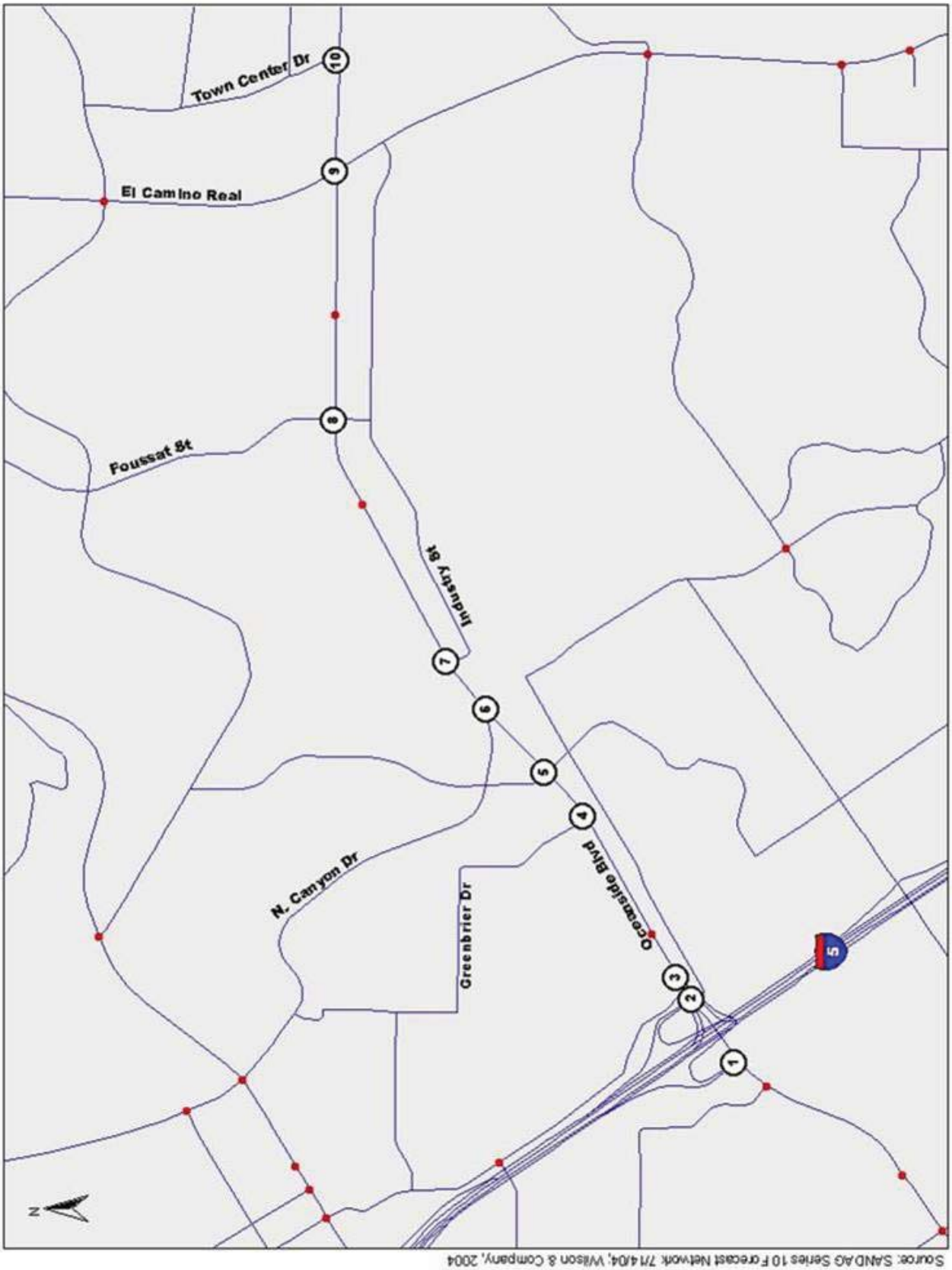
2.0 **Area of Influence Analysis** – This section summarizes the DARs Area of Influence and the roadway segments and key intersections which were the focus of the data collection effort.

3.0 **Traffic Count Data Collection** – This section documents assembled existing conditions data, including daily roadway segment counts, AM/PM peak hour intersection turn movements, and existing roadway cross-sections and intersection geometry.

2.0 Area of Influence

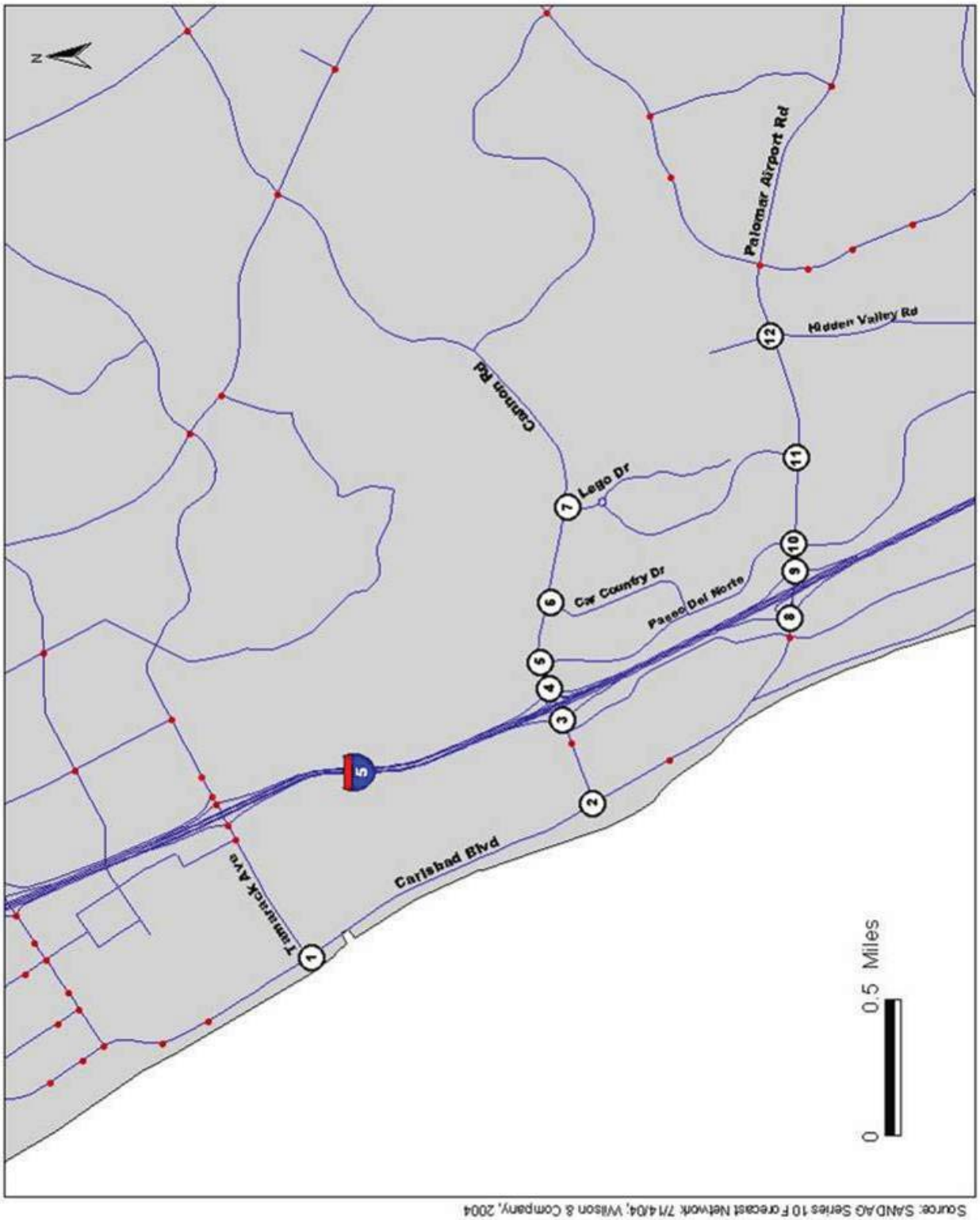
Figures 2-1 through **2-6** display the Area of Influence for each of the respective DAR locations, including potentially affected key intersections. The Area of Influence was based upon a change of 500 ADT or greater on the local arterial circulation system with the implementation of the DARs. The Area of Influence was then used along with local jurisdiction and Caltrans staff recommendations to define the project study area for the DAR Local Circulation System Impact Study. The methodology utilized to define the Area of Influence is discussed in more detail in Technical Report No.1.

Tables 2.1 and **2.2** list the key roadway segments and intersections within the identified Area of Influence, respectively. These facilities then became the focus of the data collection efforts described in the subsequent section.



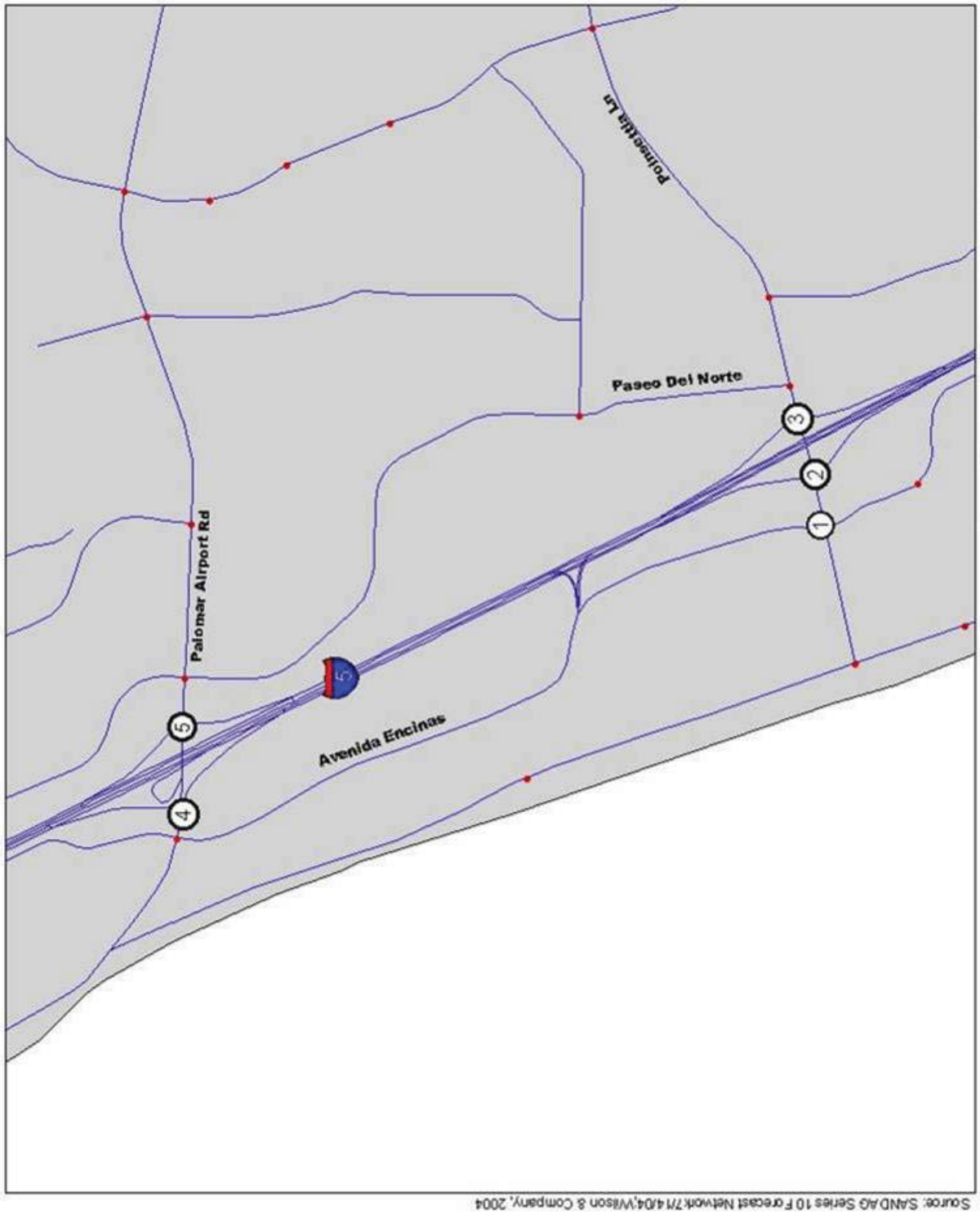
Source: SANDAG Series 10 Forecast Network 7/14/04; Wilson & company, 2004

Figure 2-1: Oceanside Area of Influence Intersection ID's



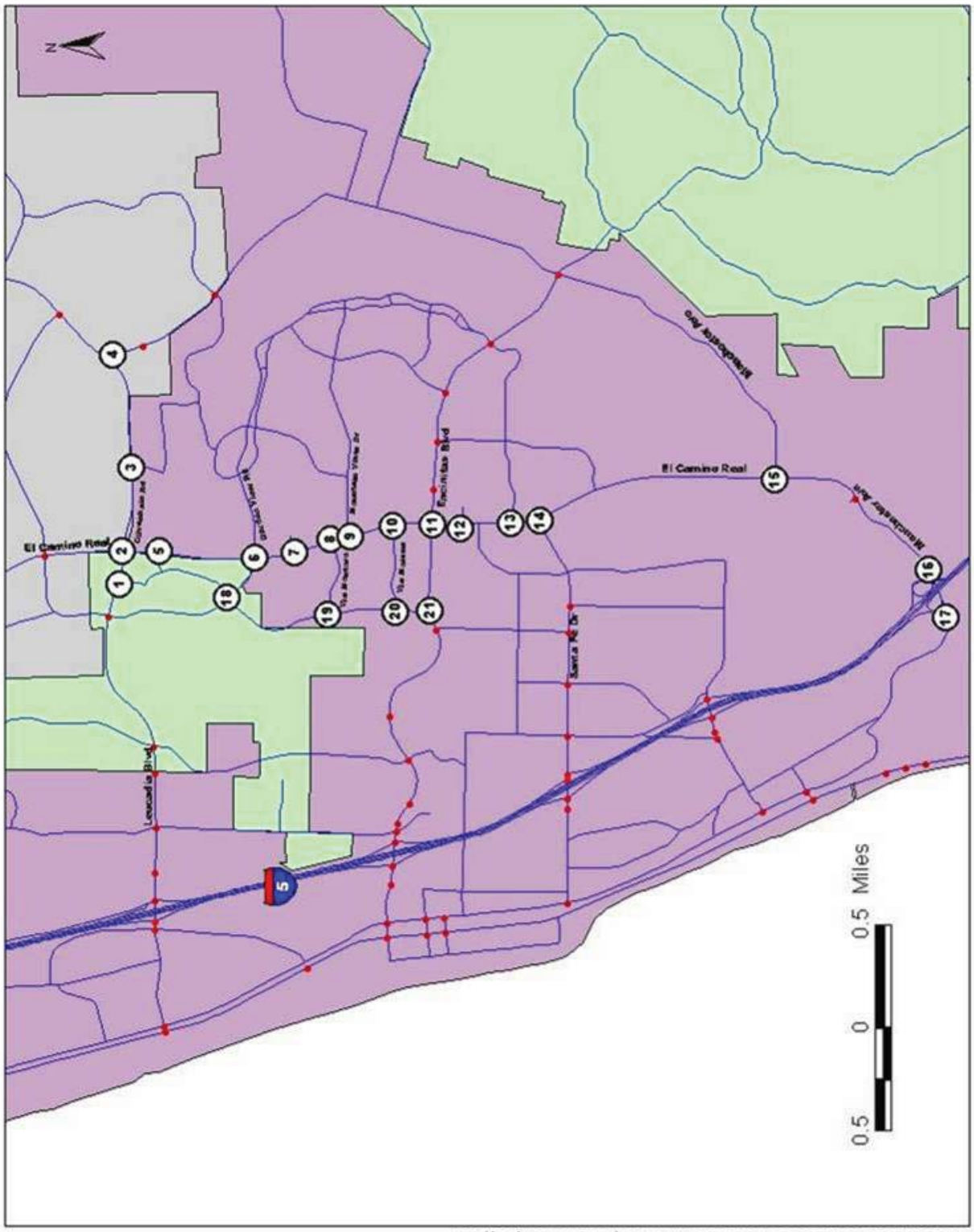
Source: SANDAG Series 10 Forecast Network 7/14/04; Wilson & Company, 2004

Figure 2-2a: Cannon Area of Influence Intersection ID's



Source: SANDAG Series 10 Forecast Network 7/14/04; Wilson & company, 2004

Figure 2-2b: Avenida Encinas Area of Influence Intersection ID's



Source: SANDAG Series 10 Forecast Network 7/14/04; Wilson & Company, 2004

Figure 2-3: Manchester Area of Influence Intersection ID's

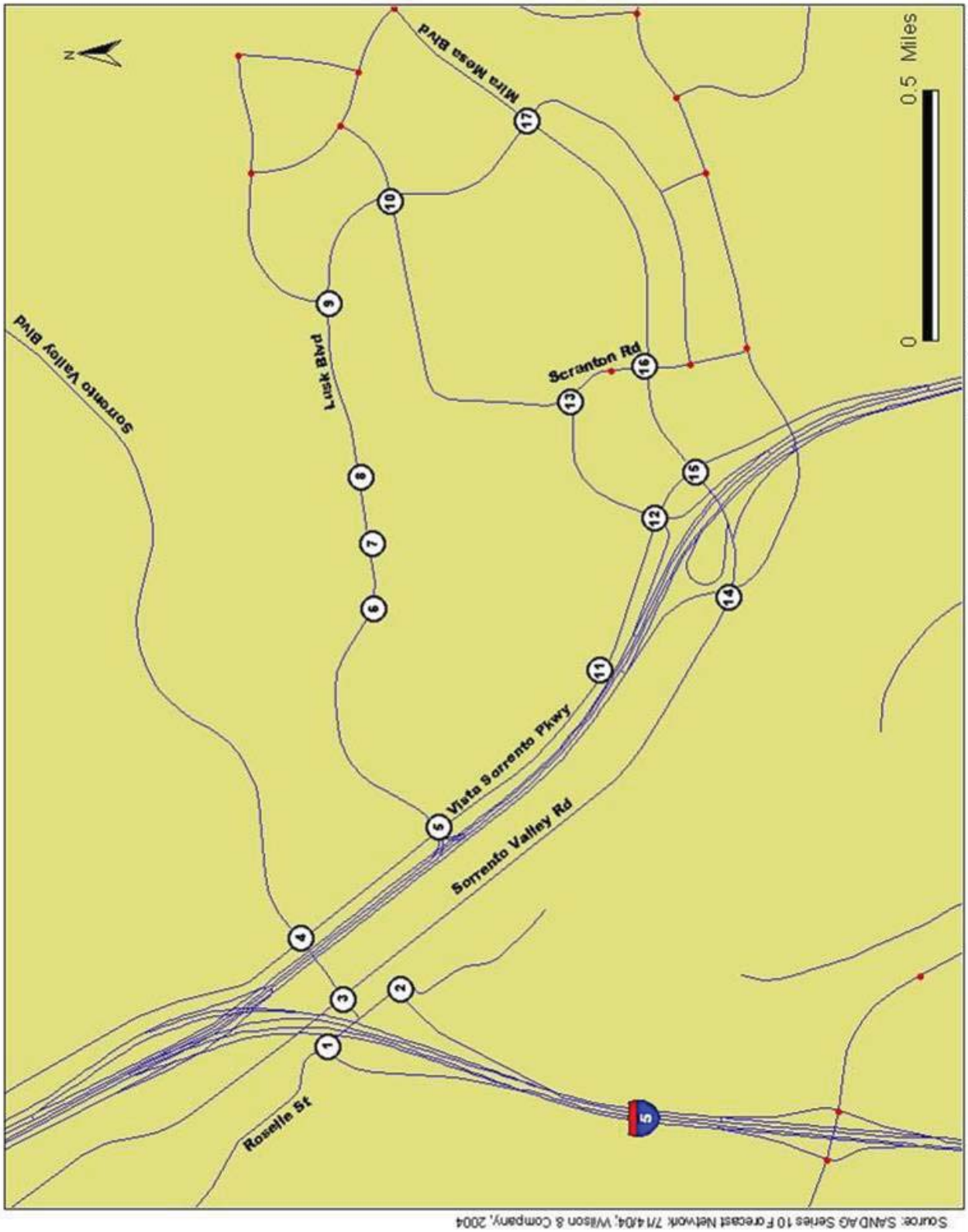
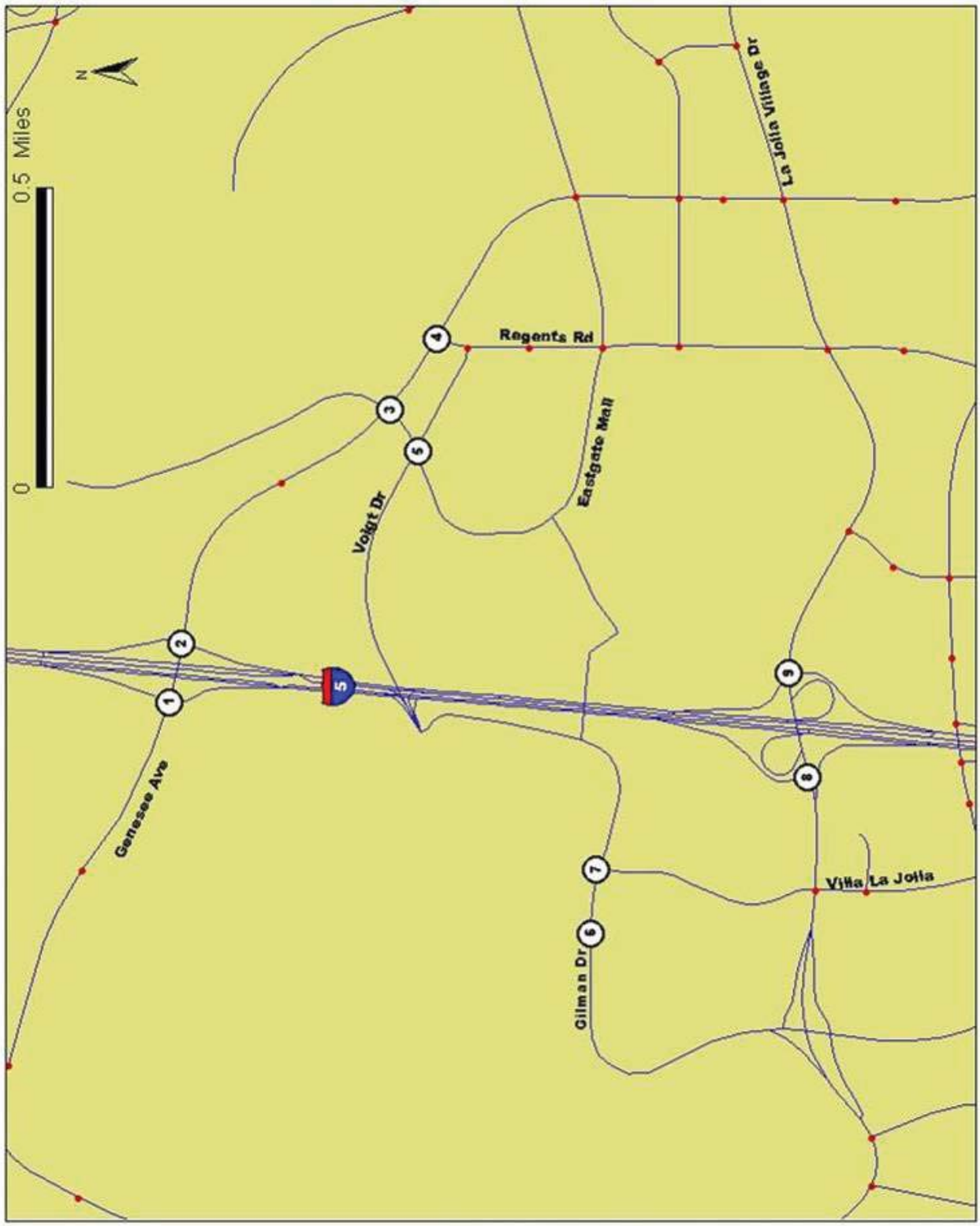


Figure 2-4: Lusk Area of Influence Intersection ID's

Source: SANDAG Series 10 Forecast Network 7/14/04, Wilson & Company, 2004



Source: SANDAG Series 10 Forecast Network; 7/14/04; Wilson & company, 2004

Figure 2-5: Voigt Area of Influence Intersection ID's

Table 2.1: Area of Influence Roadway Segments

Direct Access Ramp	Roadway	Segment
Oceanside Blvd DAR	Oceanside Blvd	I-5 SB Ramps to I-5 NB Ramps
		I-5 NB Ramps to Greenbrier Dr
		Greenbrier Dr to Crouch St
		Crouch St to N. Canyon Dr
		N. Canyon Dr to Industry St
		Industry St to Foussat St
		Foussat St to El Camino Real
		El Camino Real to Town Center Dr
Cannon Rd DAR	Cannon Rd	I-5 SB Ramps to I-5 NB Ramps
		I-5 NB Ramps to Car Country Dr
		Car Country Dr to Lego Dr
		Lego Dr to Faraday Ave
	Palomar Airport Rd	I-5 SB Ramps to I-5 NB Ramps
		I-5 NB Ramps to Paseo Del Norte
		Paseo Del Norte to Armada Dr
		Armada Dr to Hidden Valley Rd
	Carlsbad Blvd	Tamarack Ave to Cannon Rd
	Paseo Del Norte	Cannon Rd to Car Country Rd
Avenida Encinas DAR	Poinsettia Ln	I-5 SB Ramps to I-5 NB Ramps
	Palomar Airport Rd	I-5 SB Ramps to I-5 NB Ramps
		I-5 NB Ramps to Paseo Del Norte
		Paseo Del Norte to Armada Dr
		Armada Dr to Hidden Valley Rd
	Avenida Encinas	Avenida Encinas DARs Ramps to Poinsettia Ln
Manchester Ave DAR	Leucadia Blvd	Town Center Dr to El Camino Real
	Olivenhain Rd	El Camino Real to Rancho Santa Fe Rd
	El Camino Real	Town Center Dr to Garden View Rd
		Garden View Rd to Via Montoro
		Via Montoro to Mountain Vista Dr
		Mountain Vista Dr to Via Molena
		Via Molena to Encinitas Blvd
		Encinitas Blvd to Crest Dr
		Crest Dr to Willowspring Dr
		Willowspring Dr to Santa Fe Dr
		Santa Fe Dr to Calle Ryan
		Calle Ryan to Manchester Ave
	Town Center Dr	Leucadia Blvd to El Camino Real
	Via Cantebria	Garden View Rd to Encinitas Blvd
	Manchester Avenue	Rancho Sante Fe Rd to El Camino Real
		El Camino Real to I-5 NB Ramps
		I-5 NB Ramps to I-5 SB Ramps
		I-5 NB Ramps to San Elijo Ave

Source: Wilson & Company, 2004

Table 2.1: Area of Influence Roadway Segments (continued)

Direct Access Ramp (DAR)	Roadway	Segment
Lusk Blvd DAR	Lusk Blvd	Vista Sorrento Parkway to Pacific Center Blvd
	Vista Sorrento Parkway	Sorrento Valley Blvd to Lusk Blvd
		Lusk Blvd to Director's Place
		Director's Place to I-805 NB Ramps
		I-805 NB Ramps to Mira Mesa Blvd
	Scranton Rd	Mira Sorrento Pl to Mira Mesa Blvd
		Mira Mesa Blvd to Carroll Canyon Rd
	Sorrento Valley Blvd	Roselle St to Vista Sorrento Pkwy
		Vista Sorrento Pkwy to Sea Mist Way
	Roselle St	I-5 SB On Ramp to I-5 NB Off Ramp
Voigt Dr DAR	Genessee Ave	Campus Pointe Dr to Regents Rd
		Regents Rd to Eastgate Mall
		Eastgate Mall to Executive Dr
		Executive Dr to La Jolla Village Dr
		I-5 SB Ramps to I-5 NB Ramps
	Campus Point Dr	Genessee Ave to Voigt Dr
	Voigt Dr	Gilman Dr to Campus Point Dr
	Gilman Dr	Meyers Dr to Voigt Dr
	Villa La Jolla	La Jolla Village Dr to Gilman Dr
	Regents Rd	Genesee Ave to Executive Dr
	La Jolla Village Dr	I-5 SB Ramps to I-5 NB Ramps

Source: Wilson & Company, 2004

Table 2.2: Area of Influence Key Intersections

Direct Access Ramp	Intersection ID	Key Intersection
Oceanside Blvd DAR	1	I-5 SB Ramps / Oceanside Blvd
	2	I-5 NB Ramps/ Oceanside Blvd
	3	State Tree / Oceanside Blvd
	4	Greenbrier Dr / Oceanside Blvd
	5	Crouch St / Oceanside Blvd
	6	N. Canyon Dr / Oceanside Blvd
	7	Industry St / Oceanside Blvd
	8	Foussat St / Oceanside Blvd
	9	El Camino Real / Oceanside Blvd
	10	Town Center Dr / Oceanside Blvd
Cannon Rd DAR	1	Carlsbad Blvd / Cannon Rd
	2	Carlsbad Blvd / Cannon Rd
	3	I-5 SB Ramps / Cannon Rd
	4	I-5 NB Ramps / Cannon Rd
	5	Paseo Del Norte / Cannon Rd
	6	Cannon Rd / Car Country Dr
	7	Lego Dr / Cannon Rd
	8	I-5 SB Ramps / Palomar Airport Rd
	9	I-5 NB Ramps / Palomar Airport Rd
	10	Paseo del Norte / Palomar Airport Rd
	11	Armada Dr / Palomar Airport Rd
	12	Hidden Valley Rd / Palomar Airport Rd
Avenida Encinas DAR	1	Avenida Encinas / Poinsettia Ln
	2	I-5 SB Ramps / Poinsettia Ln
	3	I-5 NB Ramps / Poinsettia Ln
	4	I-5 SB Ramps / Palomar Airport Rd
	5	I-5 NB Ramps / Palomar Airport Rd
Manchester Ave DAR	1	Leucadia Blvd / Town Center Dr
	2	El Camino Real / Olivenhain Rd
	3	Amargosa Drive / Olivenhain Rd
	4	Rancho Santa Fe Rd / Olivenhain Rd
	5	El Camino Real / Town Center Dr
	6	El Camino Real / Garden View Rd
	7	El Camino Real / Shopping Center Drwy
	8	El Camino Real / Via Montoro
	9	El Camino Real / Mountain Vista Dr
	10	El Camino Real / Via Moleno
	11	El Camino Real / Encinitas Bolvd
	12	El Camino Real / De La Plaza Drwy

Table 2.2: Area of Influence Key Intersections (continued)

Direct Access Ramp	Intersection ID	Key Intersection
Manchester Ave DAR (continued)	13	El Camino Real / Willowspring Dr
	14	El Camino Real / Santa Fe Dr
	15	El Camino Real / Manchester Ave
	16	I-5 SB Ramps / Manchester Ave
	17	I-5 NB Ramps / Manchester Ave
	18	Garden View Road / Via Cantabria
	19	Via Cantebria / Via Montoro
	20	Via Cantebria / Via Molena
	21	Via Cantebria / Encinitas Blvd
Lusk Blvd DAR	1	Roselle St / I-5 SB On Ramp
	2	Roselle St / I-5 NB Off Ramp
	3	Sorrento Valley Rd / Sorrento Valley Blvd
	4	Vista Sorrento Pkwy / Sorrento Valley Blvd
	5	Vista Sorrento Parkway / Lusk Blvd
	6	Wateridge Circle (west) / Lusk Blvd
	7	Telesis Court / Lusk Blvd
	8	Wateridge Circle (east) / Lusk Blvd
	9	Pacific Center Blvd / Lusk Blvd
	10	Lusk Blvd / Barnes Canyon Rd
	11	Vista Sorrento Pkwy / Director's Pl
	12	Vista Sorrento Pkwy / I-805 NB Ramps
	13	Mira Sorrento Pl / Scranton Rd
	14	Sorrento Valley Rd / I-805 SB Off Ramp
	15	Vista Sorrento Parkway / I-805 NB Off Ramp / Mira Mesa Blvd
	16	Scranton Rd / Mira Mesa Blvd
	17	Lusk Blvd / Mira Mesa Blvd
Voigt Dr DAR	1	I-5 SB Ramps / Genesee Avenue
	2	I-5 NB Ramps / Genesee Avenue
	3	Genesee Avenue / Regents Road
	4	Genesee Avenue / La Jolla Village Drive
	5	Campus Point Drive / Voigt Drive
	6	Gilman Drive / Meyers Drive
	7	Villa La Jolla / Gilman Drive
	8	I-5 SB Ramps / La Jolla Village Drive
	9	I-5 NB Ramps / La Jolla Village Drive

Source: Wilson & Company, 2004

3.0 Existing Conditions Data Collection

This section documents existing conditions data collection for roadway segments and key intersections within the six DARs Area of Influence. The daily traffic volumes on roadway segments, AM/PM peak hour intersection turn movements, as well as geometric layouts for intersections and roadway segments were collected in preparation for the subsequent Level of Service analyses.

Roadway and Intersection Geometrics

Figures 3-1 through **3-6** display the existing geometric layouts for the key intersections within the Area of Influence for each of the six DARs. This data was obtained through field reviews conducted in July 2004.

Traffic Volume Data

Daily roadway segment and AM/PM peak hour intersection turn movements were solicited from local jurisdiction traffic engineers and consultants. The following jurisdictions and/or consultants provided traffic count data for this study:

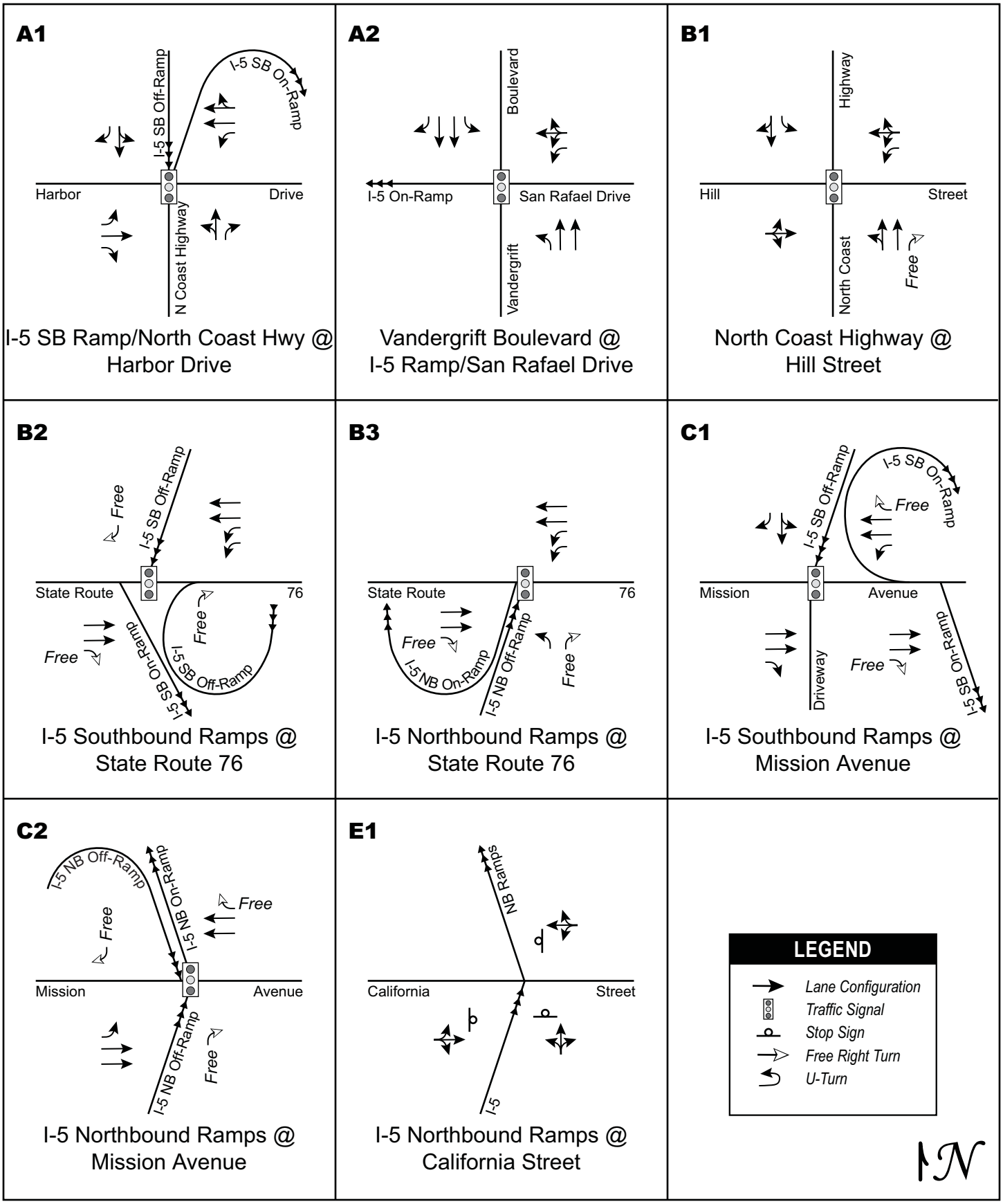
- City of Carlsbad
- City of Encinitas
- Urban Systems Associates, Inc.
- Kimley-Horn & Associates
- Caltrans.

Daily traffic counts for 19 of the 62 roadway segments within the DARs Area of Influence were provided by agencies, local jurisdictions or consultants. Peak hour (AM and PM) turn movements for 35 of the 74 intersections within the Area of Influence were provided by agencies, local jurisdictions or their consultants. In cases where existing traffic counts were not available, data was collected by Southland Car Counters, Inc. during May/June 2004.

Table 3.1 displays existing daily roadway segment traffic counts, along with the date and source of the data, for all identified roadways within the DARs Area of Influence.

Table 3.2 lists the key intersections along the potentially impacted Area of Influence roadways, along with the data and source of AM/PM peak hour turn movements. The existing AM/PM peak hour turn movements for the key intersections are displayed in **Figures 3-7** through **3-12**. Intersection traffic count data was collected between March 2002 and July 2004.

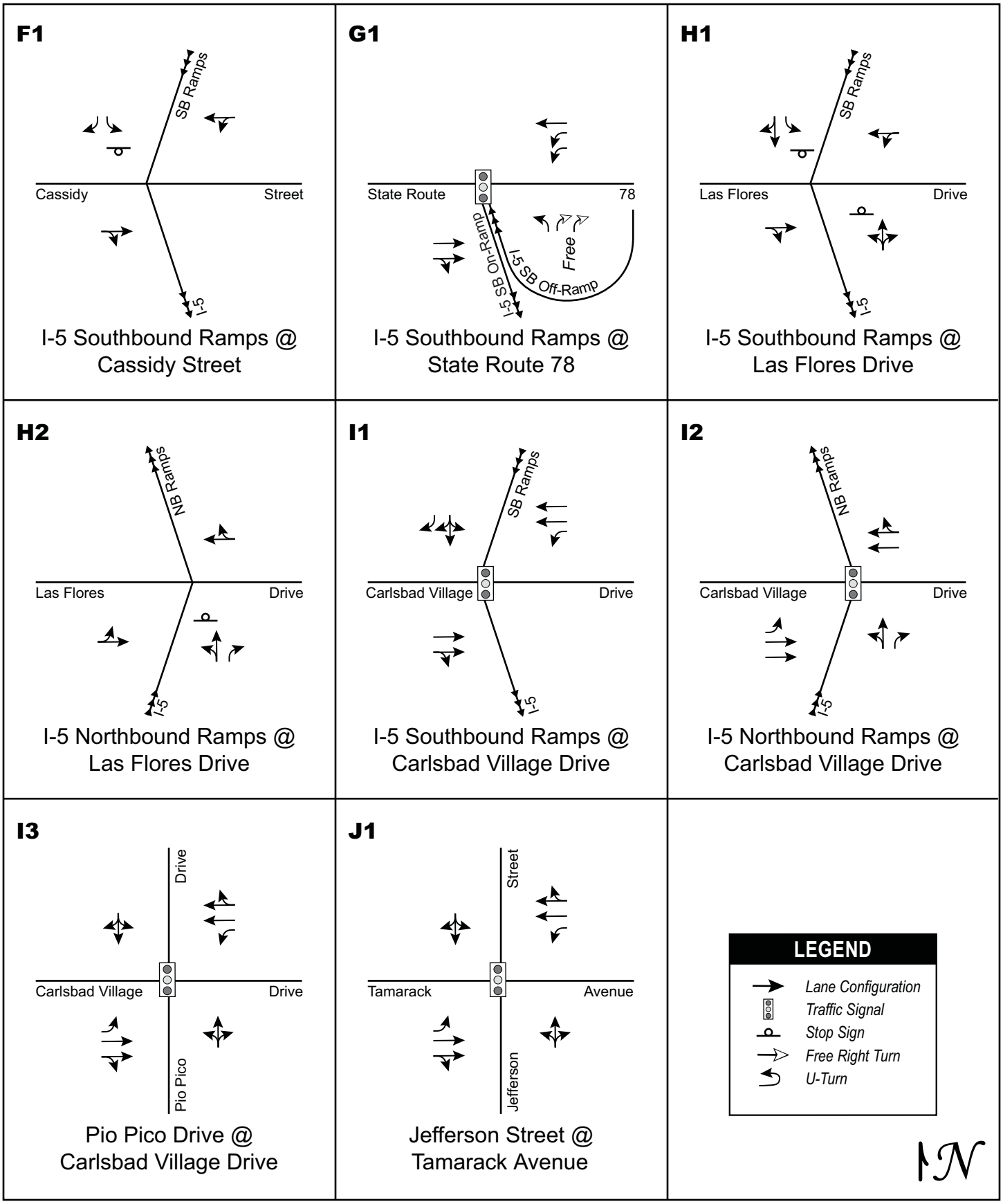
Appendix A contains the existing roadway segment traffic count sheets from the various sources, while **Appendix B** contains the existing AM/PM peak hour intersection turn movement count sheets.



Source: Wilson and Company, August 2004

I-5 North Coast
Existing Traffic Conditions

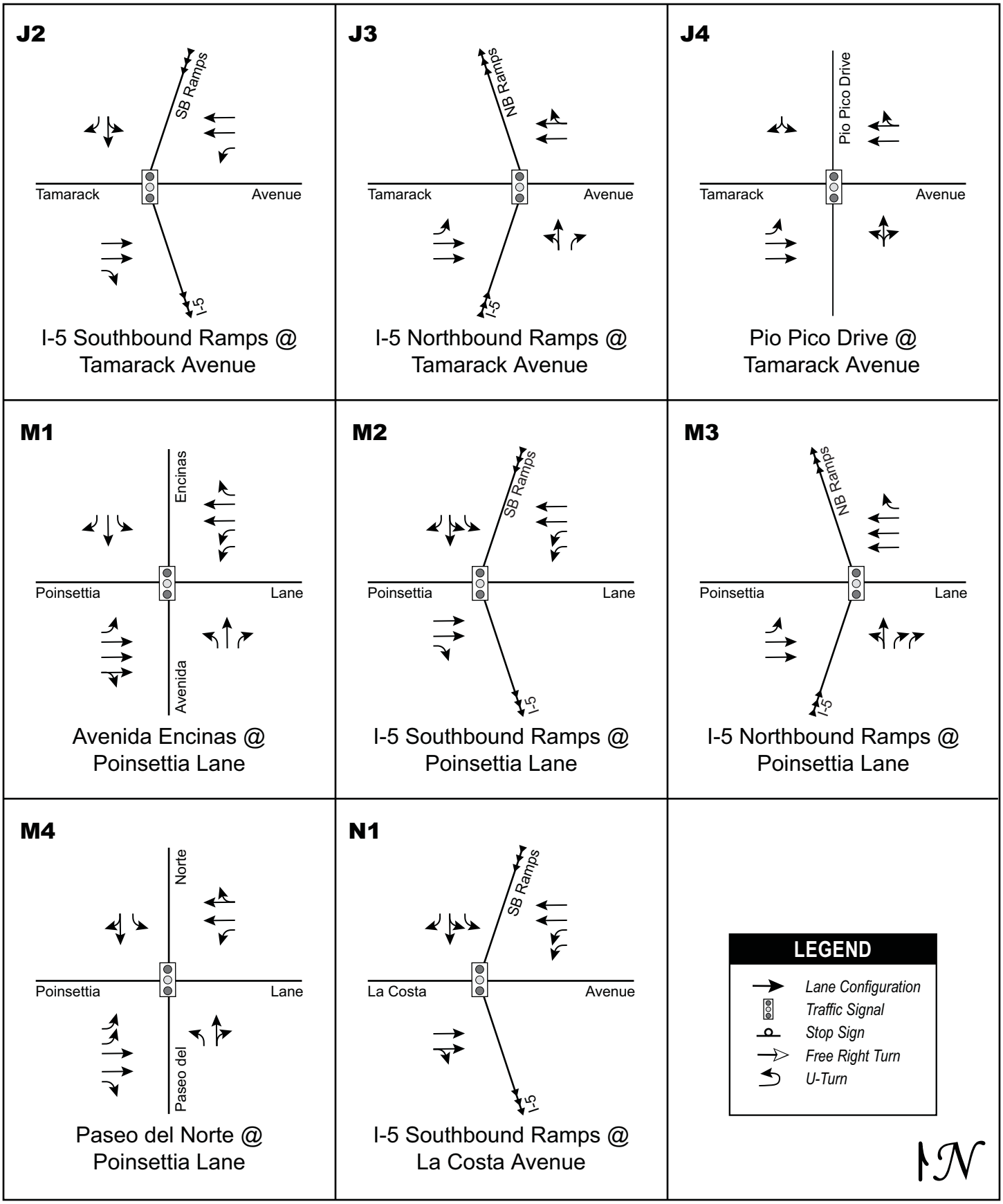
Figure 3-1
Other North Coast Corridor Interchange
Intersection Lane Configuration
(1 of 7)



Source: Wilson and Company, August 2004

I-5 North Coast
Existing Traffic Conditions

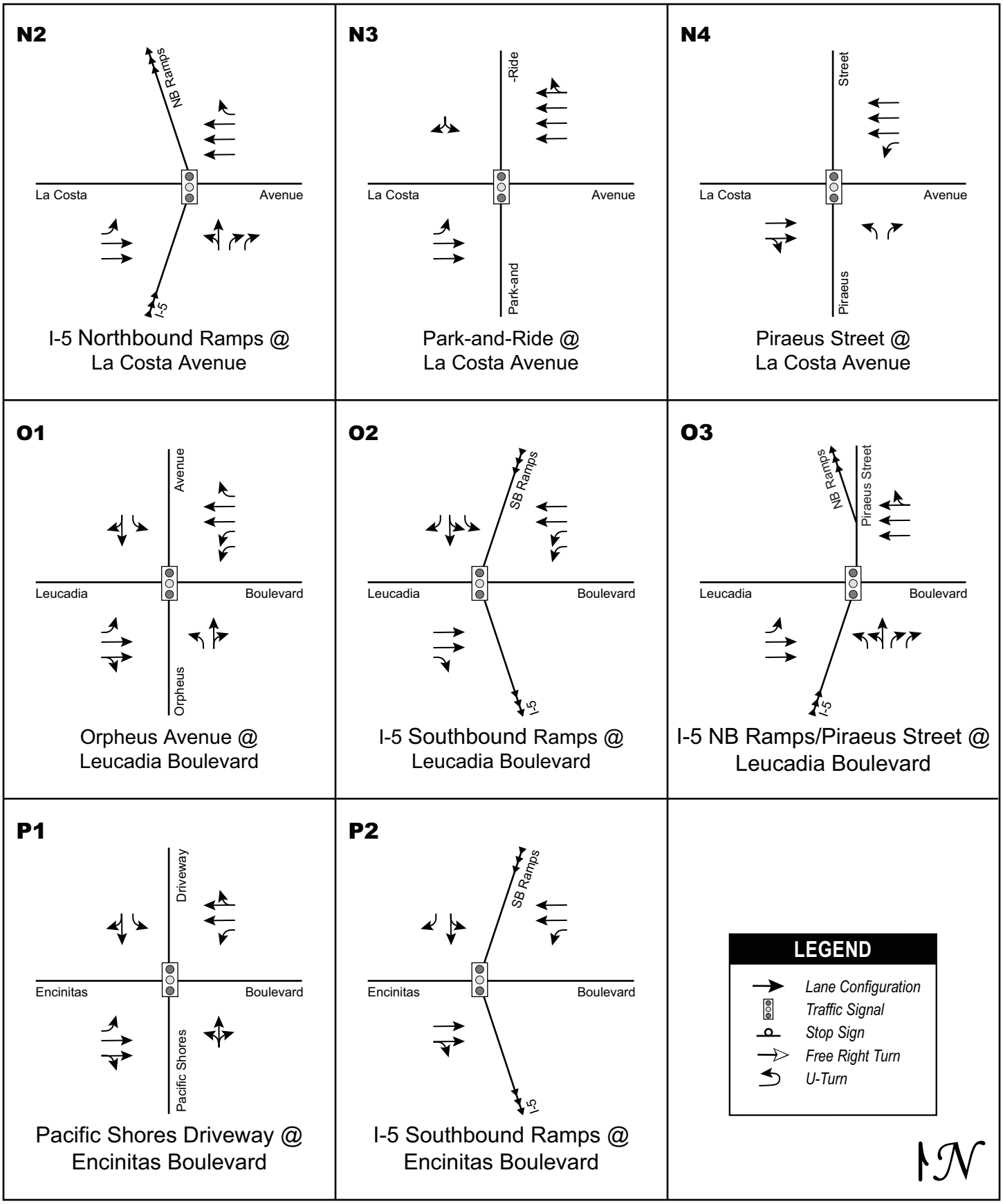
Figure 3-1
Other North Coast Corridor Interchange
Intersection Lane Configuration
(2 of 7)



Source: Wilson and Company, August 2004

I-5 North Coast
Existing Traffic Conditions

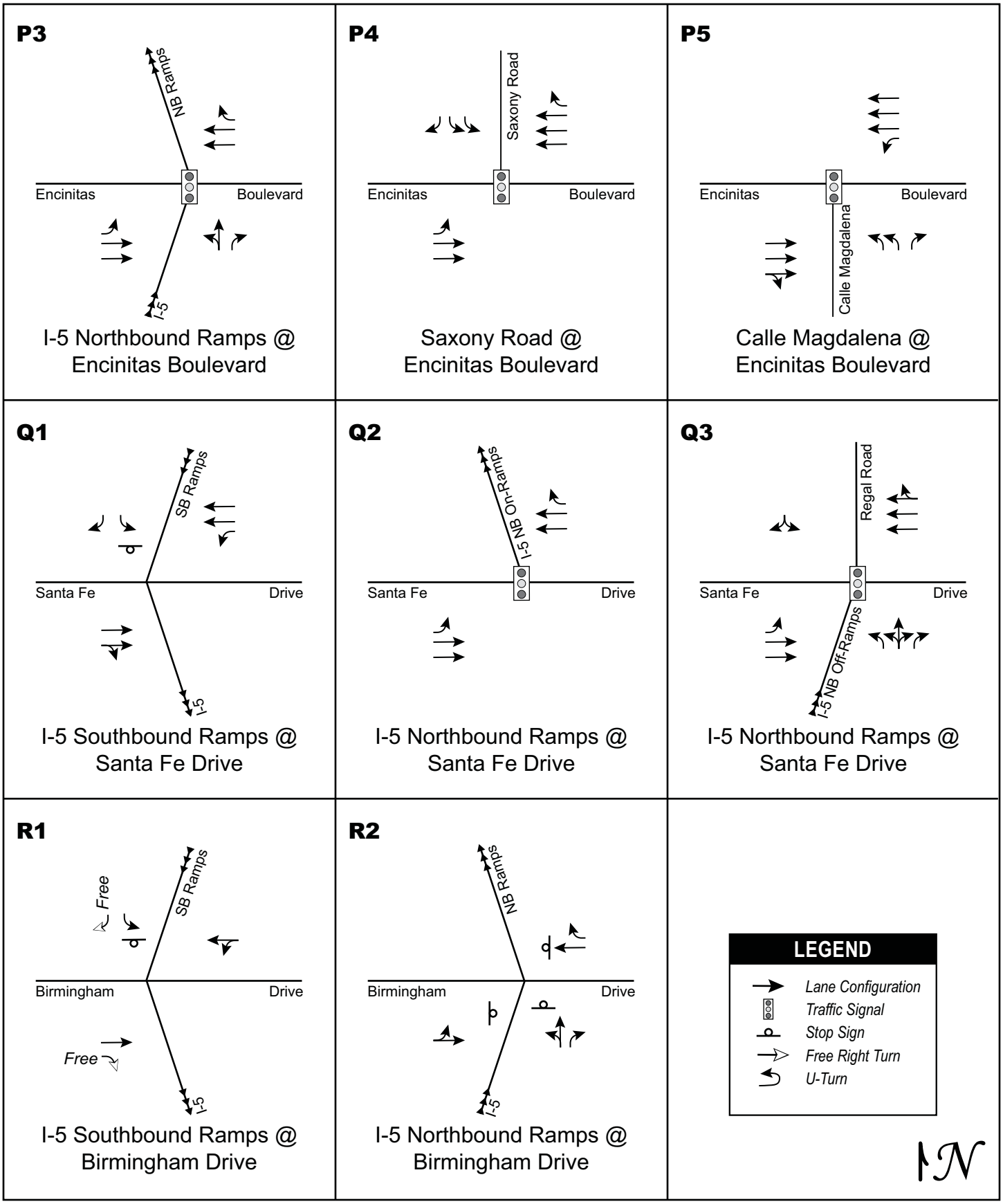
Figure 3-1
Other North Coast Corridor Interchange
Intersection Lane Configuration
(3 of 7)



Source: Wilson and Company, August 2004

I-5 North Coast
Existing Traffic Conditions

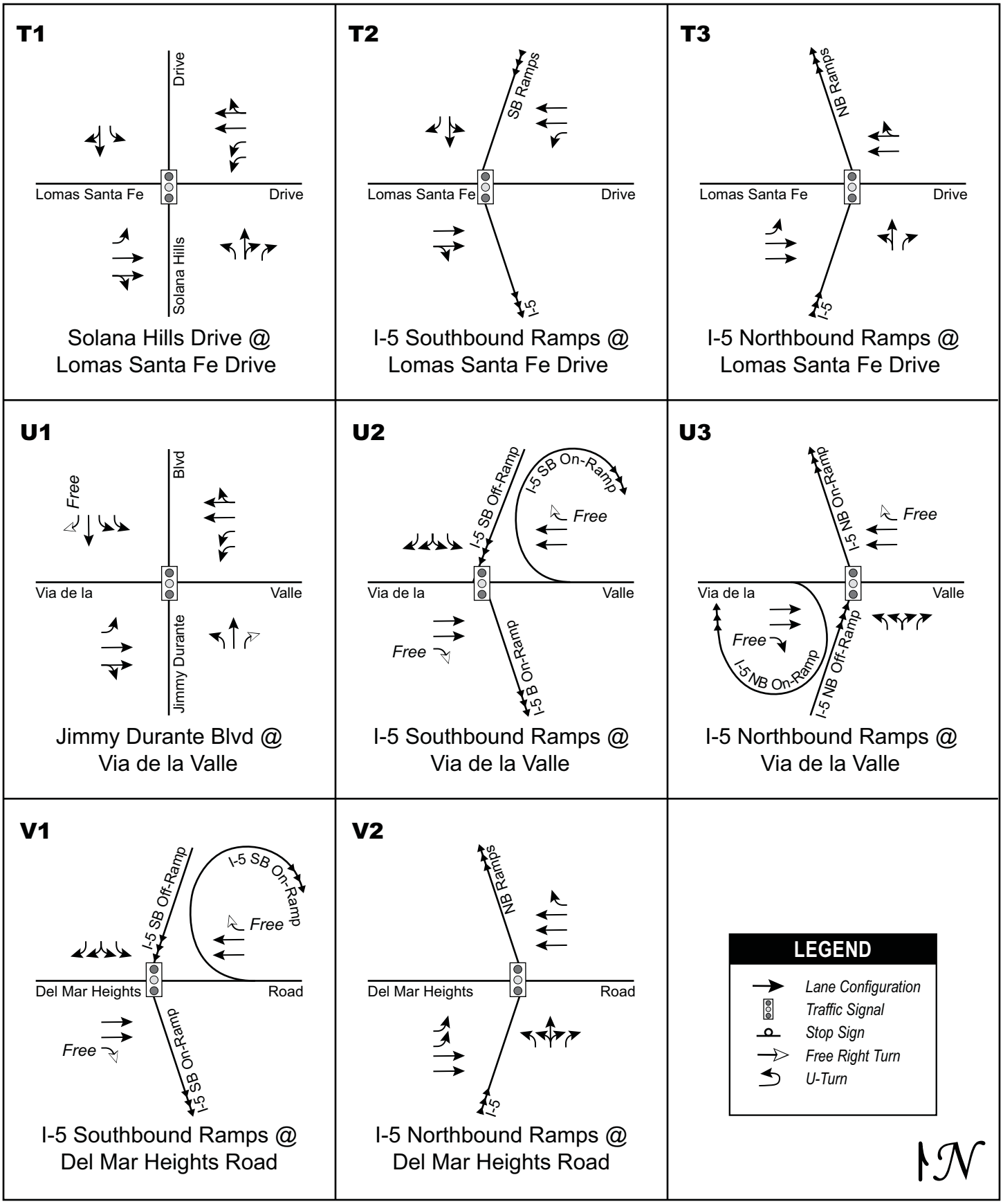
Figure 3-1
Other North Coast Corridor Interchange
Intersection Lane Configuration
(4 of 7)



Source: Wilson and Company, August 2004

I-5 North Coast
Existing Traffic Conditions

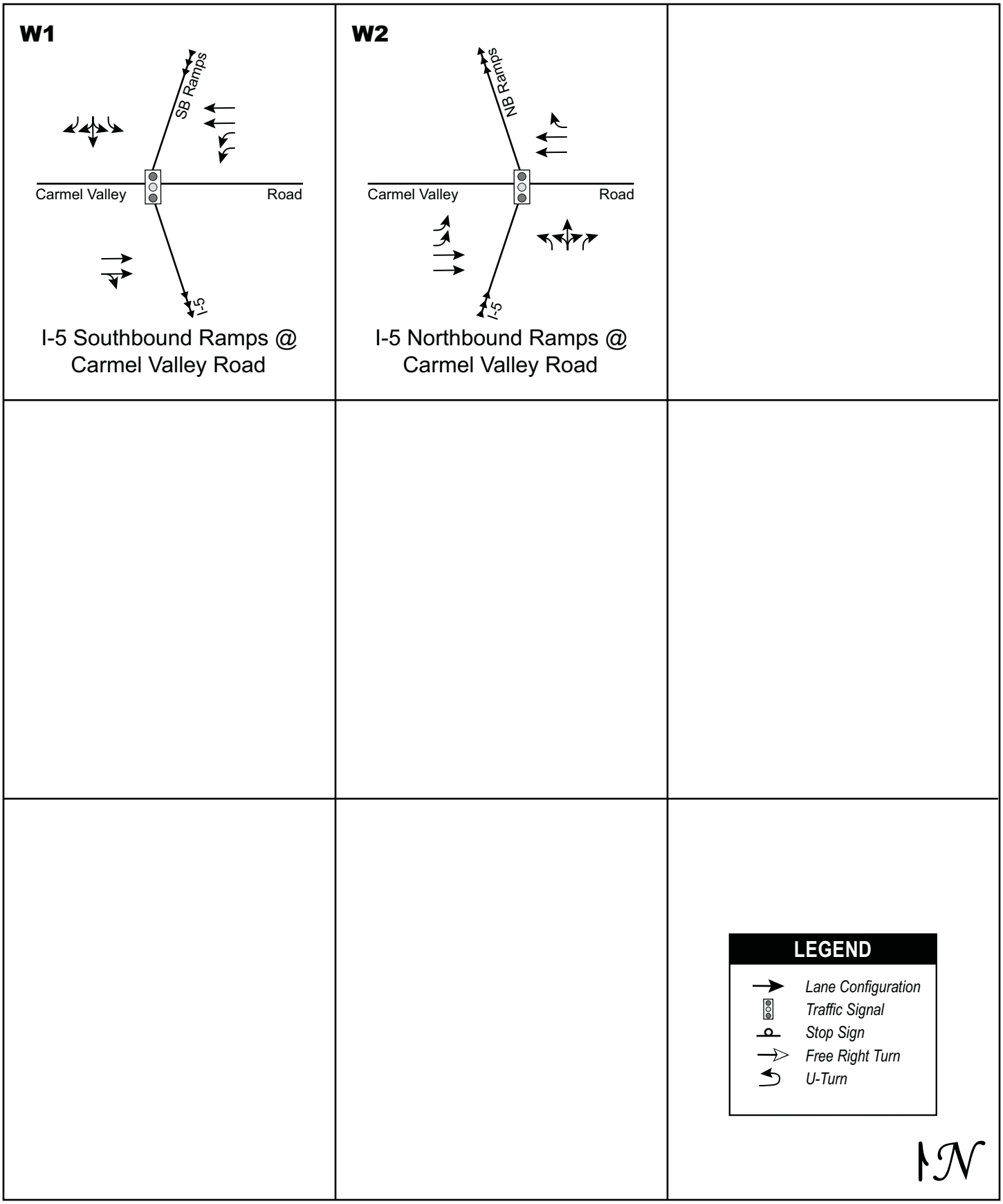
Figure 3-1
Other North Coast Corridor Interchange
Intersection Lane Configuration
(5 of 7)



Source: Wilson and Company, August 2004

I-5 North Coast
Existing Traffic Conditions

Figure 3-1
Other North Coast Corridor Interchange
Intersection Lane Configuration
(6 of 7)



Source: Wilson and Company, August 2004

I-5 North Coast
Existing Traffic Conditions

Figure 3-1
Other North Coast Corridor Interchange
Intersection Lane Configuration
(7 of 7)

Table 3.1: Daily Traffic Counts on Area of Influence Roadway Segments (continued)

Direct Access Ramp	Roadway	Segment	Most Recent Average Daily Traffic (ADT)	Date	Source of Count
Manchester Ave DAR (continued)	El Camino Real (continued)	Crest Dr to Willowspring Dr	21,216	10/01/03	City of Encinitas
		Willowspring Dr to Santa Fe Dr	31,513	6/10/04	Southland
		Santa Fe Dr to Calle Ryan	(to be collected)	–	–
		Calle Ryan to Manchester Ave	(to be collected)	–	–
	Via Cantebria	Garden View Rd to Encinitas Blvd	(to be collected)	–	–
	Manchester Ave	Rancho Santa Fe Rd to El Camino Real	9,030	6/10/04	Southland
		El Camino Real to I-5 NB Ramps	26,096	10/1/03	City of Encinitas
		I-5 NB Ramps t o I-5 SB Ramps	(to be collected)	–	–
		I-5 SB Ramps to San Elijo Ave	7,712	10/1/03	City of Encinitas
Lusk Blvd DAR	Lusk Blvd	Vista Sorrento Parkway to Pacific Center Blvd	12,476	9/23/02	USA-TSI
	Vista Sorrento Parkway	Sorrento Valley Blvd to Lusk Blvd	12,800	4/23/02	USA-TSI
		Lusk Blvd to Director's Place	(to be collected)	–	–
		Director's Place to I-805 NB Ramps	(to be collected)	–	–
		I-805 NB Ramps to Mira Mesa Blvd	24,791	4/23/02	USA-TSI
	Scranton Rd	Mira Sorrento Pl to Mira Mesa Blvd	17,070	4/23/02	USA-TSI
		Mira Mesa Blvd to Carroll Canyon Rd	15,896	4/23/02	USA-TSI
	Sorrento Valley Blvd	Roselle St to Vista Sorrento Pkwy	30,798	6/10/04	Southland
		Vista Sorrento Pkwy to Sea Mist Way	15,263	6/10/04	Southland
	Roselle St	I-5 SB On Ramp to I-5 NB Off Ramp	(to be collected)	–	–
Voigt Rd DAR	Genesee Ave	Campus Pointe Dr to Regents Rd	35,231	6/9/04	Southland
		Regents Rd to Eastgate Mall	32,910	1/7/04	USA-TSI
		Eastgate Mall to Executive Dr	(to be collected)	–	–
		Executive Dr to La Jolla Village Dr	46,515	6/9/04	Southland
		I-5 SB Ramps to I-5 NB Ramps	(to be collected)	–	–
	Campus Pointe Dr	Genessee Ave to Voigt Dr	11,048	6/9/04	Southland
	Voigt Dr	Gilman Dr to Campus Point Dr	6,345	6/24/04	Southland
	Gilman Dr	Meyers Dr to Voigt Dr	11,577	6/10/04	Southland
	Villa La Jolla	La Jolla Village Dr to Gilman Dr	6,944	6/15/04	Southland
	Regents Rd	Genesee Ave to Executive Dr	(to be collected)	–	–
	La Jolla Village Dr	I-5 SB Ramps to I-5 NB Ramps	(to be collected)	–	–

Source: Wilson & Company, 2004

Notes:
KH: Kimley-Horn & Associates
Southland: Southland Car Counters, Inc.
TSI: Transportation Studies, Inc.
USA: Urban Systems Associates, Inc.

Table 3.2: Area of Influence Key Intersections – Traffic Count Database

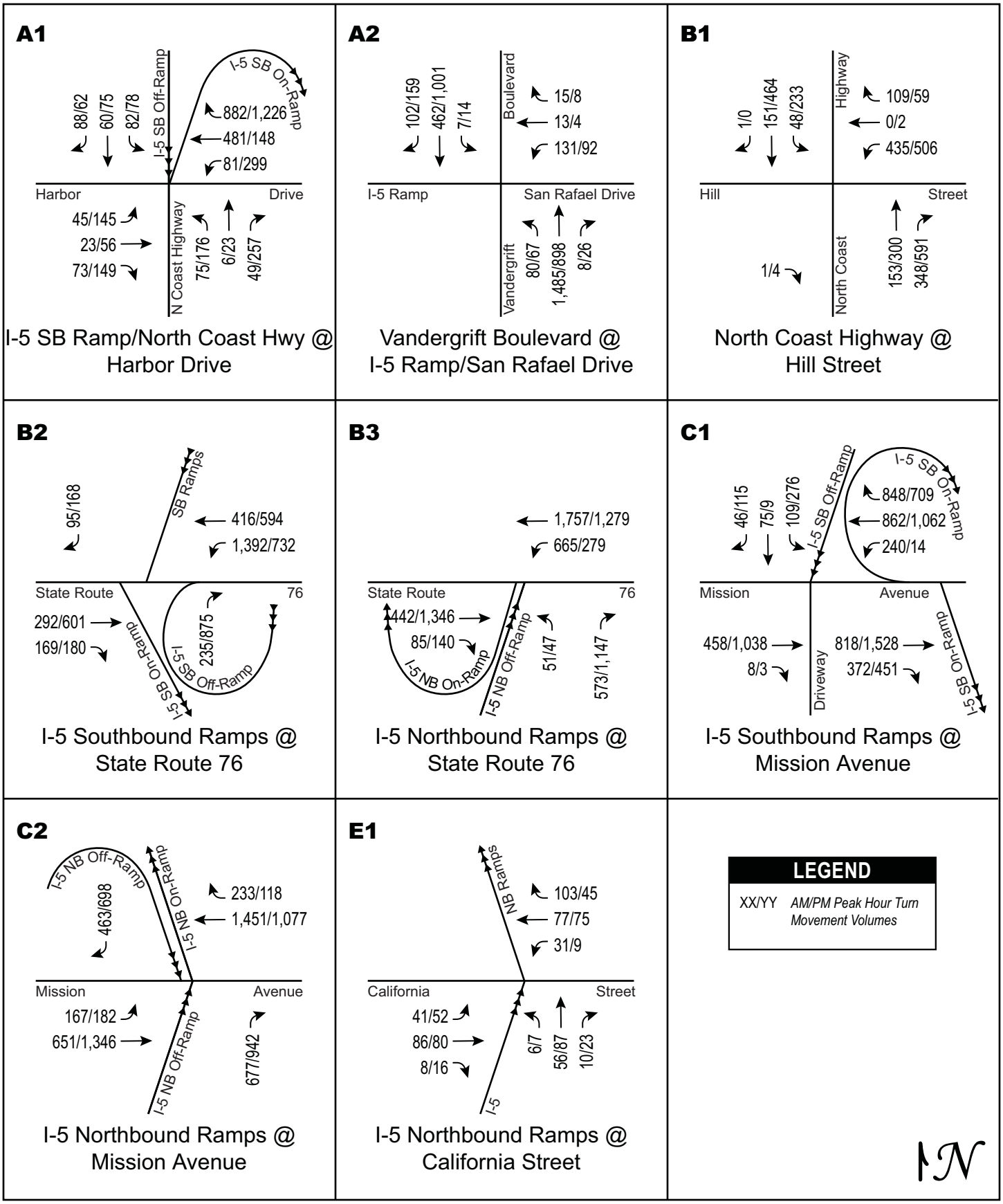
Direct Access Ramp	Intersection ID	Key Intersection	Most Recent Count	Source of Count
Oceanside Blvd DAR	1	I-5 SB Ramps / Oceanside Blvd	(to be collected)	–
	2	I-5 NB Ramps/ Oceanside Blvd	6/9/2004	Southland
	3	State Tree / Oceanside Blvd	6/9/2004	Southland
	4	Greenbrier Dr / Oceanside Blvd	6/9/2004	Southland
	5	Crouch St / Oceanside Blvd	6/8/2004	Southland
	6	N. Canyon Dr / Oceanside Blvd	6/10/2004	Southland
	7	Industry St / Oceanside Blvd	(to be collected)	–
	8	Foussat St / Oceanside Blvd	(to be collected)	–
	9	El Camino Real / Oceanside Blvd	(to be collected)	–
	10	Town Center Dr / Oceanside Blvd	(to be collected)	–
Cannon Rd DAR	1	Carlsbad Blvd / Cannon Rd	(to be collected)	–
	2	Carlsbad Blvd / Cannon Rd	(to be collected)	–
	3	I-5 SB Ramps / Cannon Rd	7/24/2003	City of Carlsbad (Rick Engineering)
	4	I-5 NB Ramps / Cannon Rd	7/24/2003	City of Carlsbad (Rick Engineering)
	5	Paseo Del Norte / Cannon Rd	6/9/2004	Southland
	6	Cannon Rd / Car Country Dr	6/8/2004	Southland
	7	Lego Dr / Cannon Rd	(to be collected)	–
	8	I-5 SB Ramps / Palomar Airport Rd	7/15/2003	City of Carlsbad (Rick Engineering)
	9	I-5 NB Ramps / Palomar Airport Rd	7/15/2003	City of Carlsbad (Rick Engineering)
	10	Paseo del Norte / Palomar Airport Rd	7/15/2003	City of Carlsbad (Rick Engineering)
	11	Armada Dr / Palomar Airport Rd	7/16/2003	City of Carlsbad (Rick Engineering)
	12	Hidden Valley Rd / Palomar Airport Rd	6/10/2004	Southland
Avenida Encinas DAR	1	Avenida Encinas / Poinsettia Ln	7/15/2003	City of Carlsbad (Rick Engineering)
	2	I-5 SB Ramps / Poinsettia Ln	(to be collected)	–
	3	I-5 NB Ramps / Poinsettia Ln	(to be collected)	–
	4	I-5 SB Ramps / Palomar Airport Rd	7/15/2003	City of Carlsbad (Rick Engineering)
	5	I-5 NB Ramps / Palomar Airport Rd	7/15/2003	City of Carlsbad (Rick Engineering)
Manchester Ave DAR	1	Leucadia Blvd / Town Center Dr	(to be collected)	–
	2	El Camino Real / Olivenhain Rd	9/22/2003	City of Encinitas
	3	Amargosa Drive / Olivenhain Rd	10/1/2003	City of Encinitas
	4	Rancho Santa Fe Rd / Olivenhain Rd	11/24/2003	City of Encinitas
	5	El Camino Real / Town Center Dr	4/3/2003	City of Encinitas
	6	El Camino Real / Garden View Rd	10/1/2003	City of Encinitas
	7	El Camino Real / Shopping Center Drwy	6/8/2004	Southland
	8	El Camino Real / Via Montoro	10/1/2003	City of Encinitas

Source: Wilson & Company, 2004

Table 3.2: Area of Influence Key Intersections – Traffic Count Database (continued)

Direct Access Ramp	Intersection ID	Key Intersection	Most Recent Count	Source of Count
Manchester Ave DAR (continued)	9	El Camino Real / Mountain Vista Dr	10/1/2003	City of Encinitas
	10	El Camino Real / Via Moleno	10/6/2003	City of Encinitas
	11	El Camino Real / Encinitas Bolvd	10/6/2003	City of Encinitas
	12	El Camino Real / De La Plaza Drwy	6/8/2004	Southland
	13	El Camino Real / Willowspring Dr	11/6/2003	City of Encinitas
	14	El Camino Real / Santa Fe Dr	11/17/2003	City of Encinitas
	15	El Camino Real / Manchester Ave	10/20/2003	City of Encinitas
	16	I-5 SB Ramps / Manchester Ave	10/20/2003	City of Encinitas
	17	I-5 NB Ramps / Manchester Ave	10/20/2003	City of Encinitas
	18	Garden View Road / Via Cantabria	10/1/2003	City of Encinitas
	19	Via Cantebria / Via Montoro	(to be collected)	–
	20	Via Cantebria / Via Molena	(to be collected)	–
	21	Via Cantebria / Encinitas Blvd	(to be collected)	–
Lusk Blvd DAR	1	Roselle St / I-5 SB On Ramp	6/6/2002	USA – TSI
	2	Roselle St / I-5 NB Off Ramp	6/6/2002	USA – TSI
	3	Sorrento Valley Rd / Sorrento Valley Blvd	6/6/2002	USA – TSI
	4	Vista Sorrento Pkwy / Sorrento Valley Blvd	6/8/2004	Southland
	5	Vista Sorrento Parkway / Lusk Blvd	6/8/2004	Southland
	6	Wateridge Circle (west) / Lusk Blvd	4/17/2002	USA – TSI
	7	Telesis Court / Lusk Blvd	6/8/2002	Southland
	8	Wateridge Circle (east) / Lusk Blvd	4/17/2002	USA – TSI
	9	Pacific Center Blvd / Lusk Blvd	4/18/2002	USA - TSI
	10	Lusk Blvd / Barnes Canyon Rd	4/23/2002	USA – TSI
	11	Vista Sorrento Pkwy / Director's Pl	6/6/2002	USA – TSI
	12	Vista Sorrento Pkwy / I-805 NB Ramps	6/8/2004	Southland
	13	Mira Sorrento Pl / Scranton Rd	6/18/2004	Southland
	14	Sorrento Valley Rd / I-805 SB Off Ramp	4/24/2002	USA – TSI
	15	Vista Sorrento Parkway / I-805 NB Off Ramp / Mira Mesa Blvd	6/8/2004	Southland
	16	Scranton Rd / Mira Mesa Blvd	4/28/2004	KH – UCSD LRDP
	17	Lusk Blvd / Mira Mesa Blvd	4/28/2004	KH – UCSD LRDP
Voigt Rd DAR	1	I-5 SB Ramps / Genesee Avenue	4/26/2004	KH – UCSD LRDP
	2	I-5 NB Ramps / Genesee Avenue	4/26/2004	KH – UCSD LRDP
	3	Genesee Avenue / Regents Road	4/26/2004	KH – UCSD LRDP
	4	Genesee Avenue / La Jolla Village Drive	4/28/2004	KH – UCSD LRDP
	5	Campus Point Drive / Voigt Drive	4/26/2004	KH – UCSD LRDP
	6	Gilman Drive / Meyers Drive	4/26/2004	KH – UCSD LRDP
	7	Villa La Jolla / Gilman Drive	4/26/2004	KH – UCSD LRDP
	8	I-5 SB Ramps / La Jolla Village Drive	4/28/2004	KH – UCSD LRDP
	9	I-5 NB Ramps / La Jolla Village Drive	4/28/2004	KH – UCSD LRDP

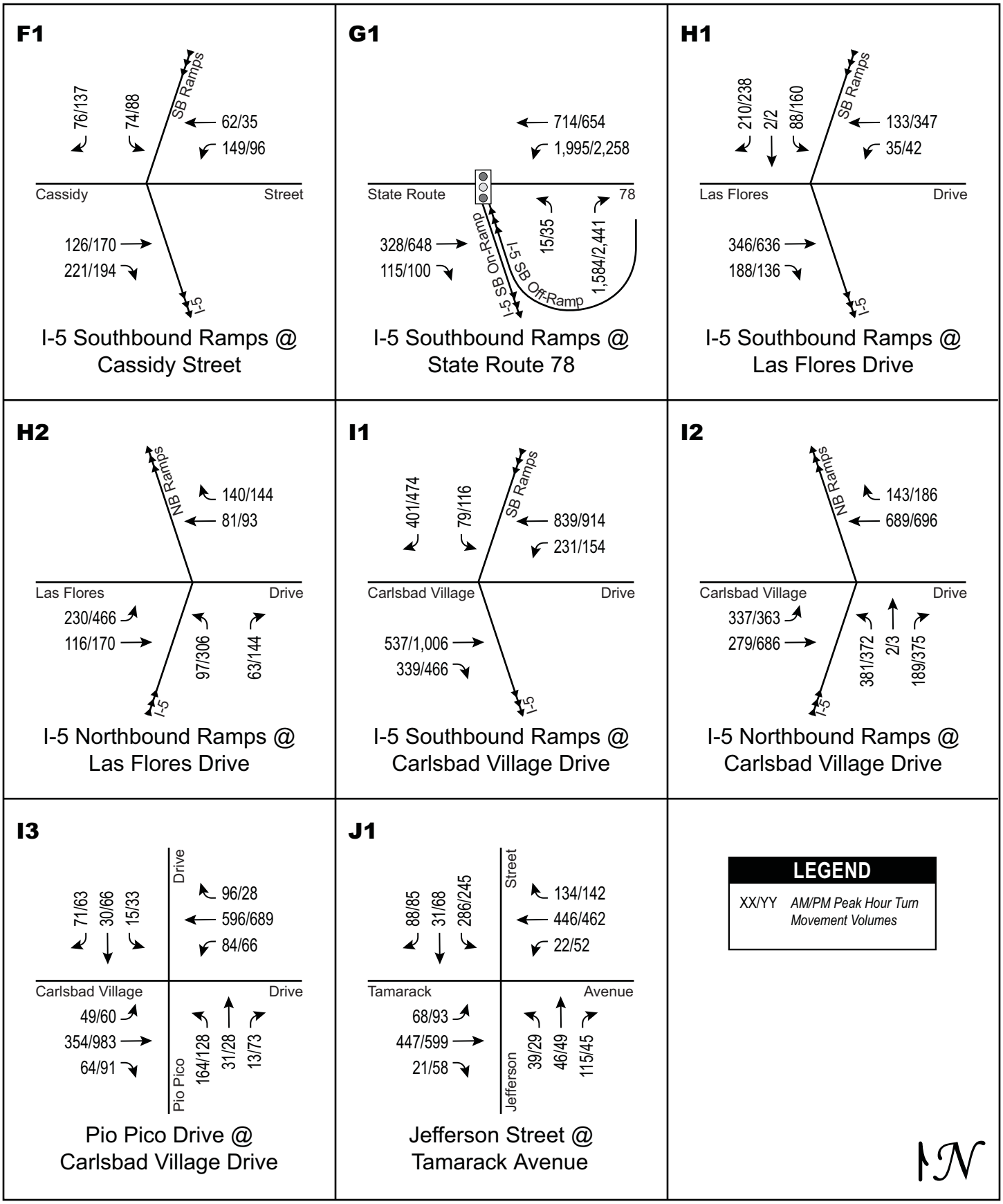
Source: Wilson & Company, 2004



Source: Wilson and Company, February 2006

I-5 North Coast
Existing Traffic Conditions

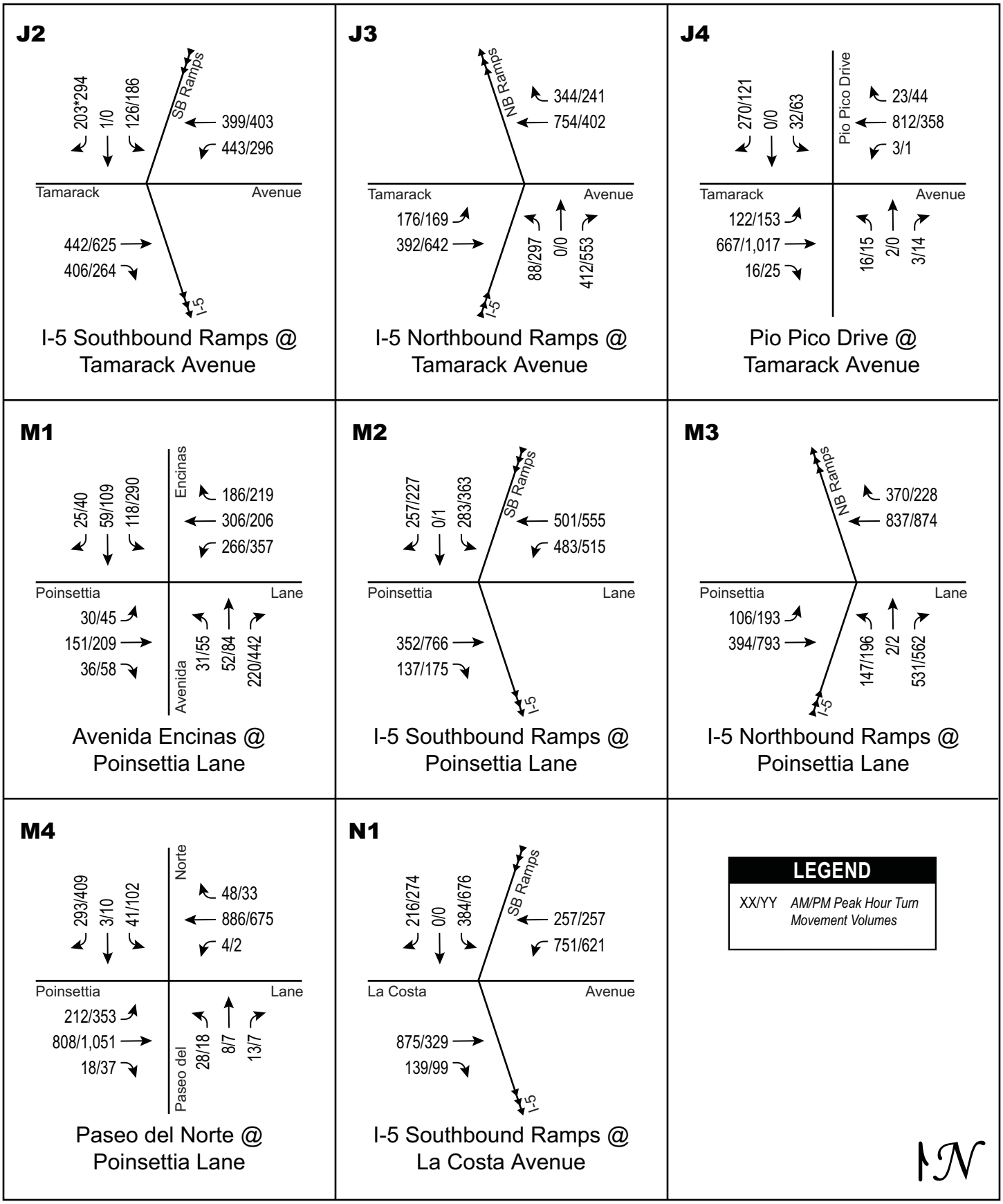
Figure 3-2
Other North Coast Corridor Interchange and Impacted Intersection Traffic Volumes
(1 of 7)



Source: Wilson and Company, February 2006

I-5 North Coast
Existing Traffic Conditions

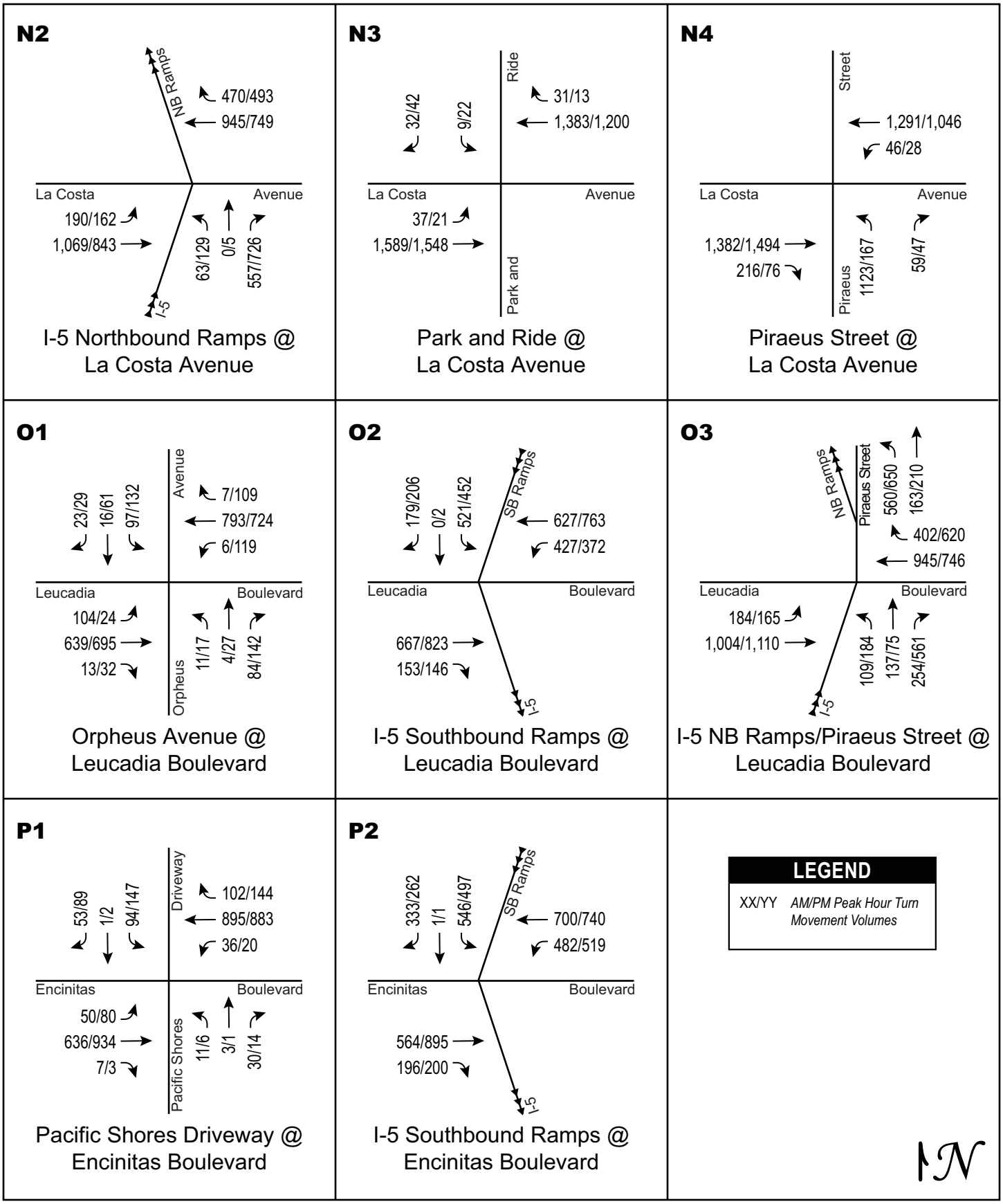
Figure 3-2
Other North Coast Corridor Interchange and Impacted Intersection Traffic Volumes
(2 of 7)



Source: Wilson and Company, February 2006

I-5 North Coast
Existing Traffic Conditions

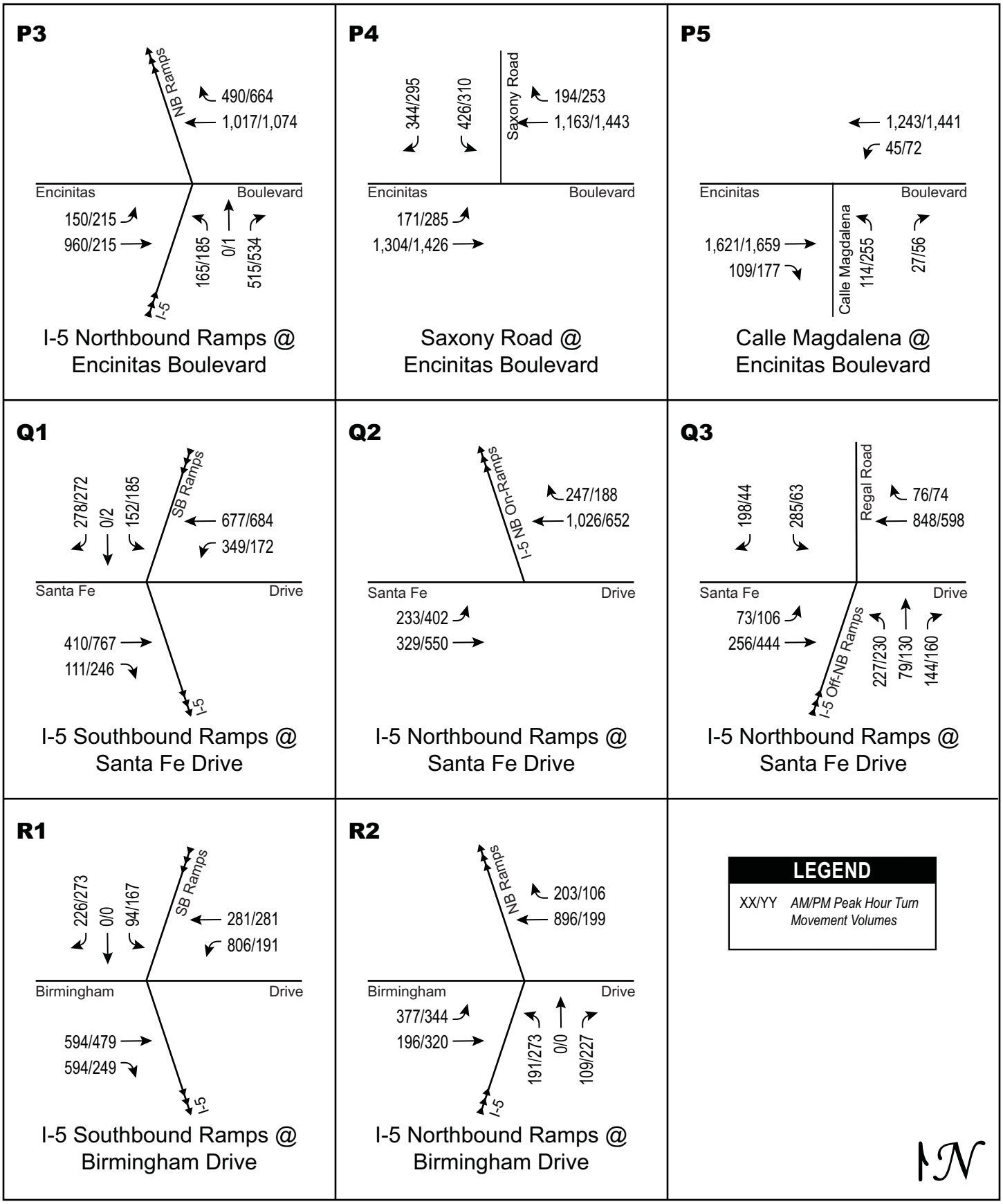
Figure 3-2
Other North Coast Corridor Interchange and Impacted Intersection Traffic Volumes
(3 of 7)



Source: Wilson and Company, February 2006

I-5 North Coast
Existing Traffic Conditions

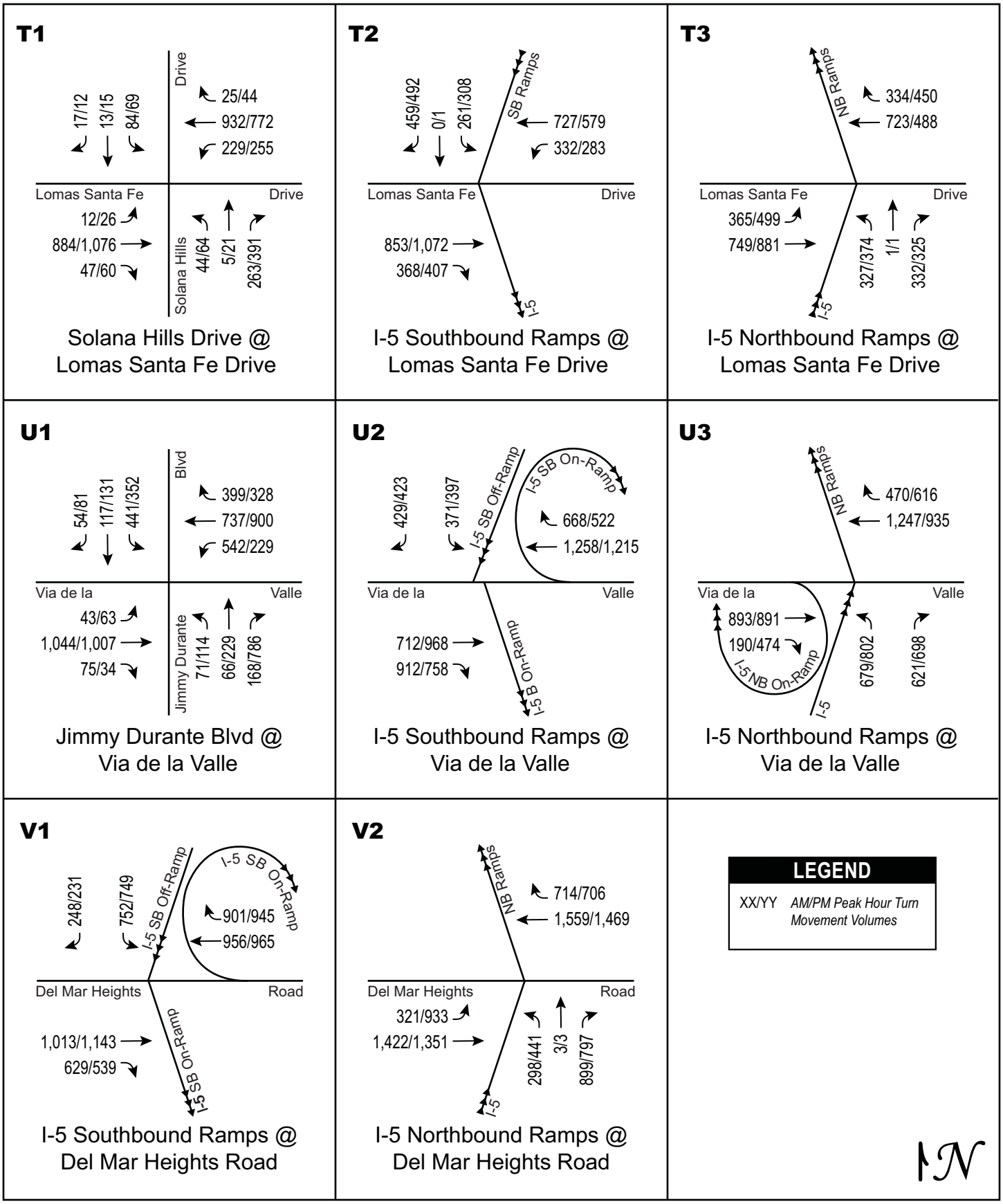
Figure 3-2
Other North Coast Corridor Interchange and Impacted Intersection Traffic Volumes
(4 of 7)



Source: Wilson and Company, February 2006

I-5 North Coast
Existing Traffic Conditions

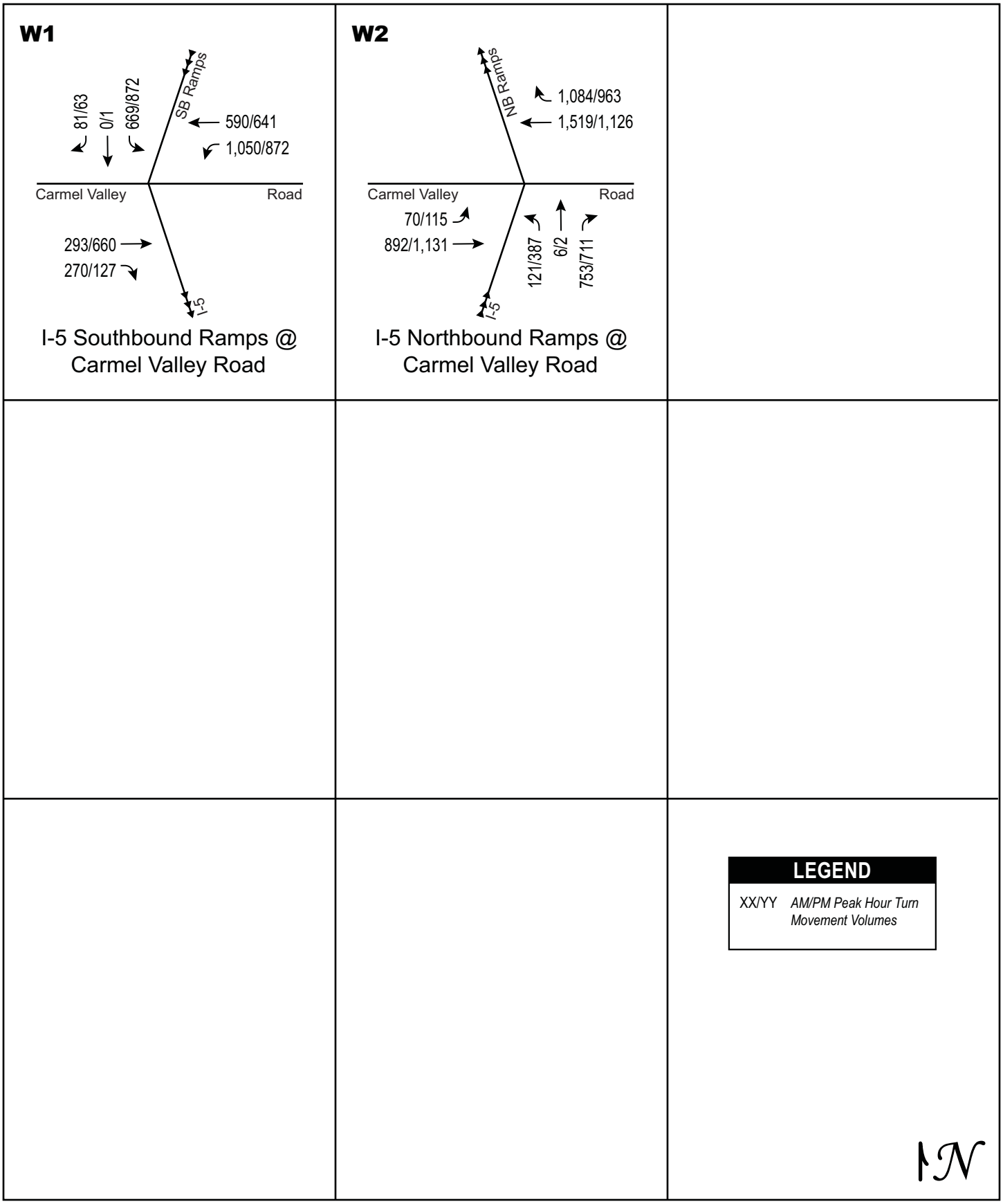
Figure 3-2
Other North Coast Corridor Interchange and Impacted Intersection Traffic Volumes
(5 of 7)



Source: Wilson and Company, February 2006

I-5 North Coast
Existing Traffic Conditions

Figure 3-2
Other North Coast Corridor Interchange and Impacted Intersection Traffic Volumes
(6 of 7)



Source: Wilson and Company, February 2006

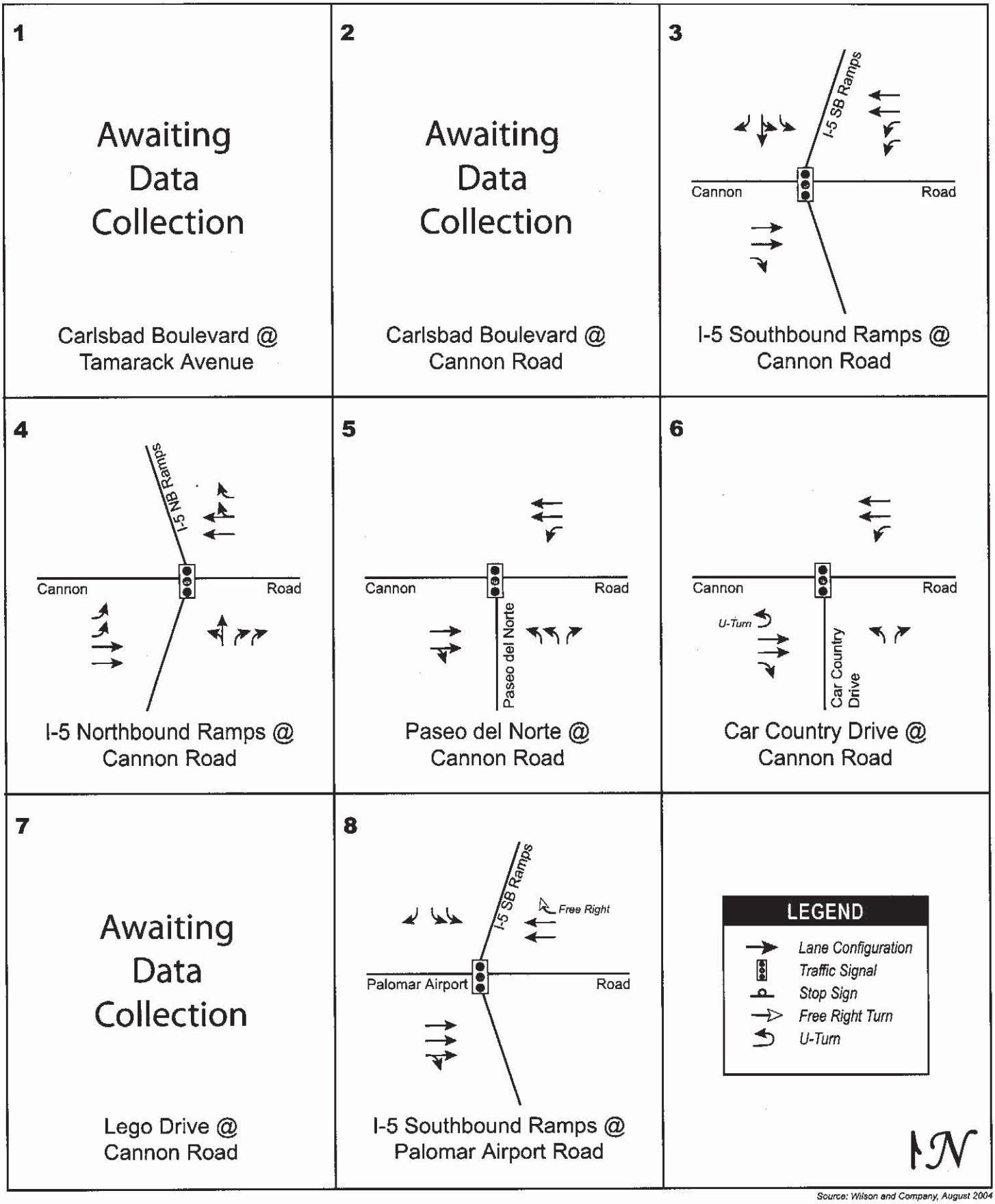
I-5 North Coast
Existing Traffic Conditions

Figure 3-2
Other North Coast Corridor Interchange and Impacted Intersection Traffic Volumes
(7 of 7)

9 Awaiting Data Collection El Camino Real @ Oceanside Boulevard	10 Awaiting Data Collection Town Center Drive @ Oceanside Boulevard	
		LEGEND Lane Configuration Traffic Signal Stop Sign Free Right Turn U-Turn N

Source: Wilson and Company, August 2004

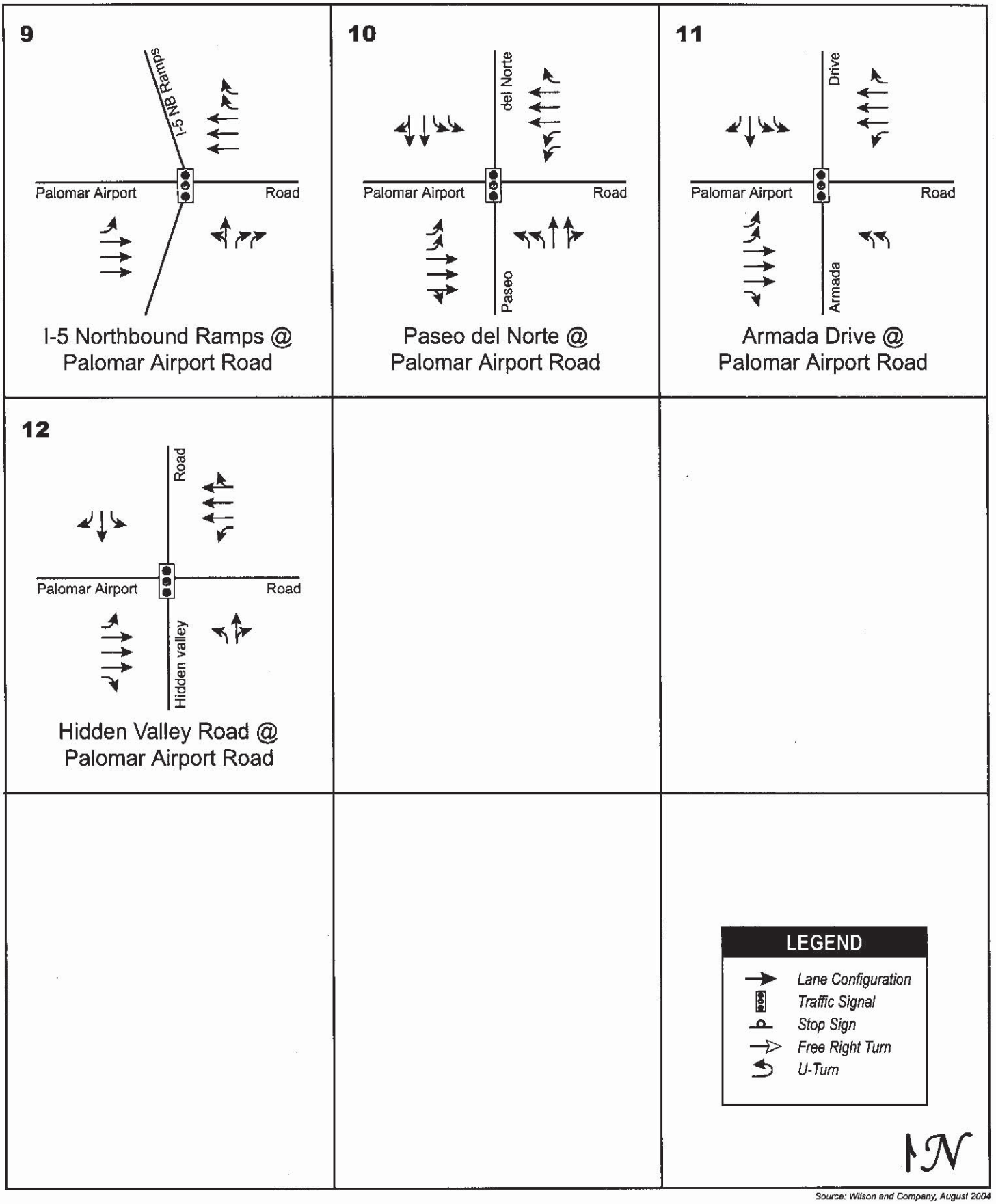
Figure 3-1
Oceanside Boulevard Area of Influence
Intersections Geometrics
(2 of 2)



Source: Wilson and Company, August 2004

I-5 DAR Local Circulation System Impact Study

Figure 3-2
Cannon Road Area of Influence
Intersections Geometrics
(1 of 2)



Source: Wilson and Company, August 2004

I-5 DAR Local Circulation System Impact Study

Figure 3-2
Cannon Road Area of Influence
Intersections Geometrics
(2 of 2)

1

Awaiting Data Collection

Avenida Encinas @ Poinsettia Lane

2

Awaiting Data Collection

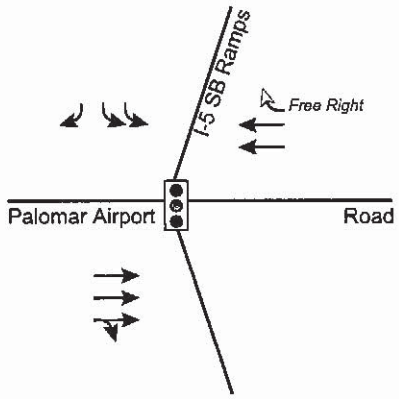
I-5 Southbound Ramps @ Poinsettia Lane

3

Awaiting Data Collection

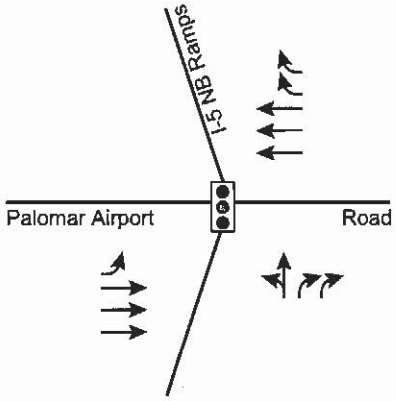
I-5 Northbound Ramps @ Poinsettia Lane

4



I-5 Southbound Ramps @ Palomar Airport Road

5



I-5 Northbound Ramps @ Palomar Airport Road

LEGEND

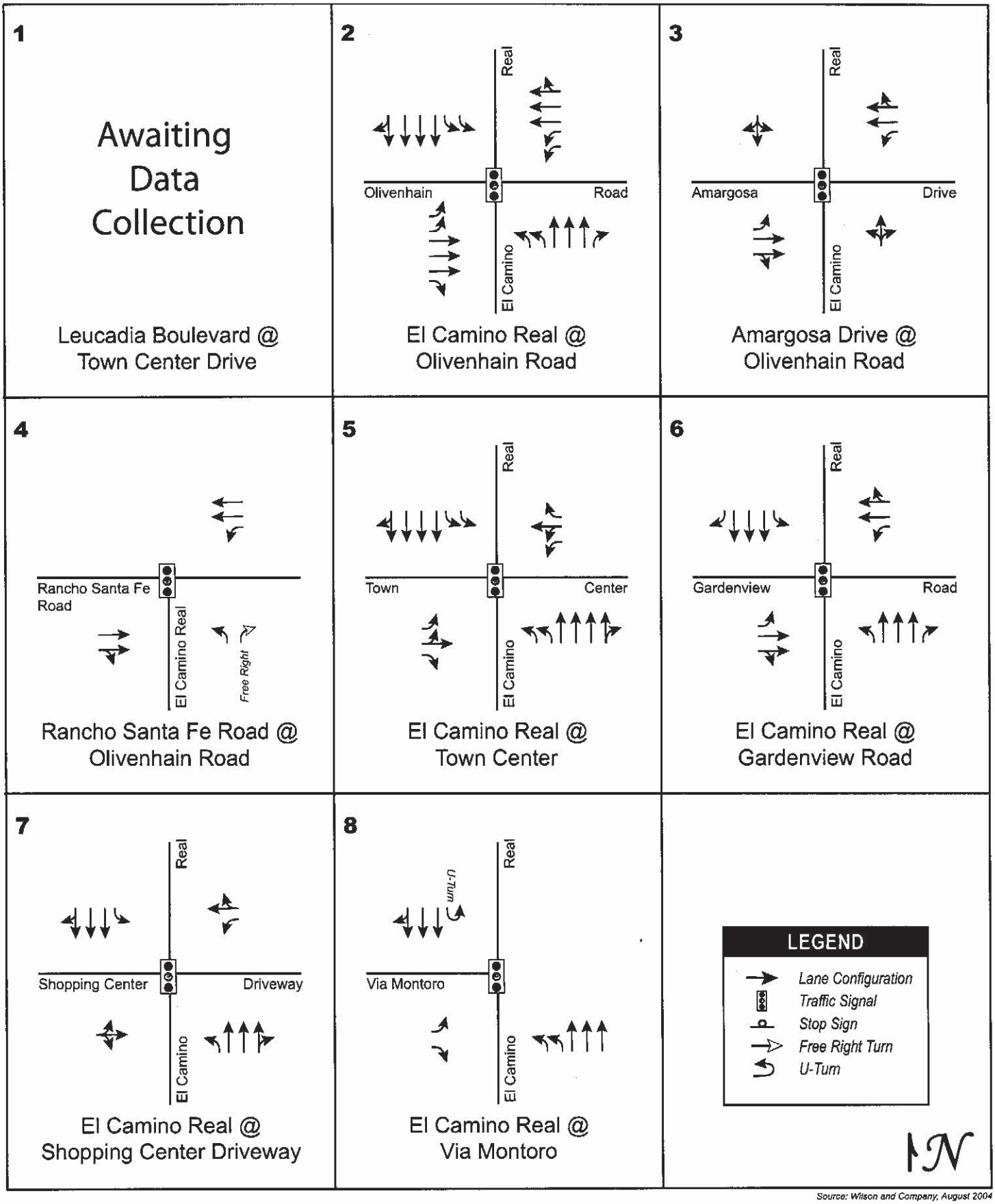
- Lane Configuration
- Traffic Signal
- Stop Sign
- Free Right Turn
- U-Turn

N

Source: Wilson and Company, August 2004

I-5 DAR Local Circulation System Impact Study

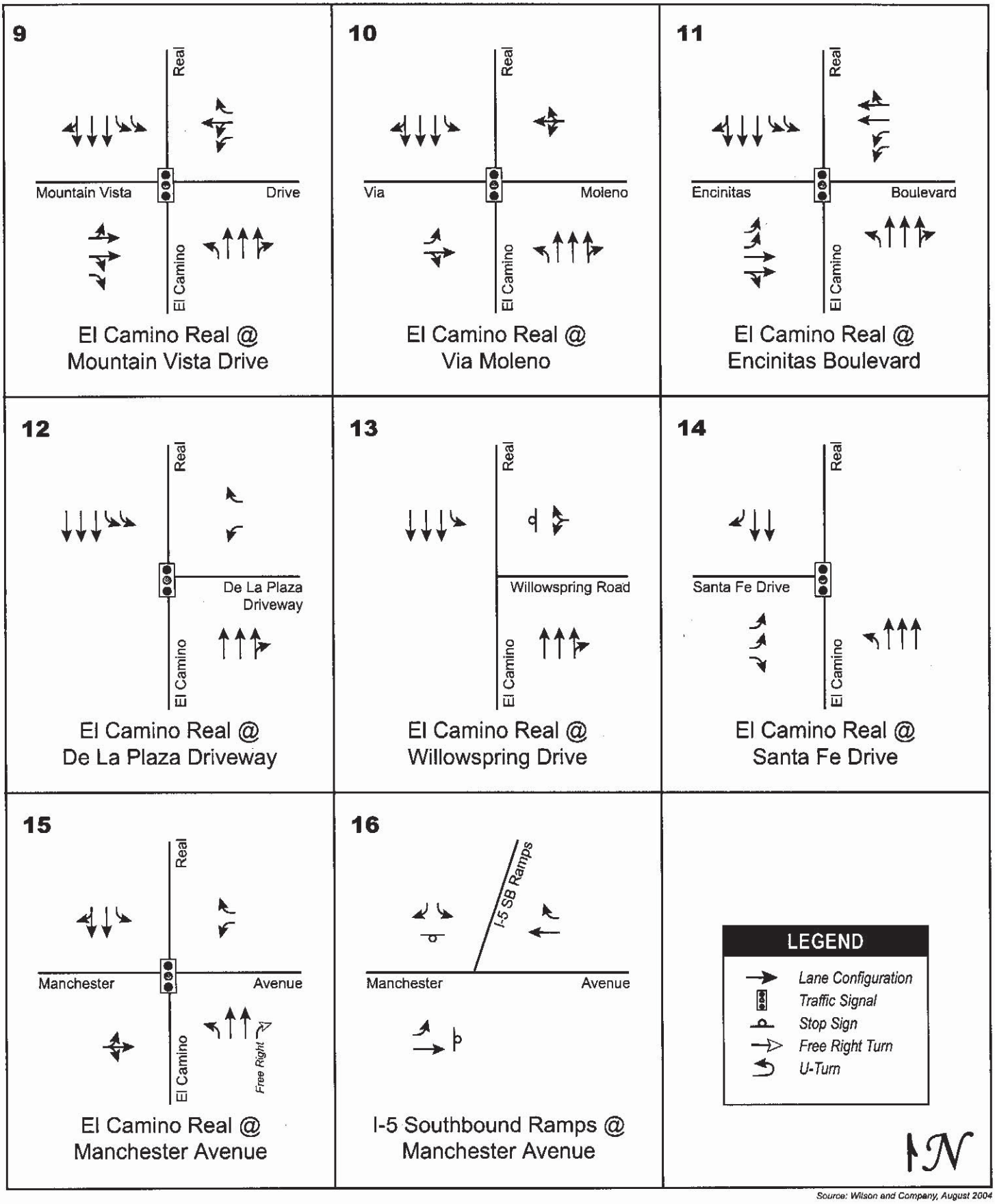
Figure 3-3
Avenida Encinas Area of Influence
Intersections Geometrics
(1 of 1)



Source: Wilson and Company, August 2004

I-5 DAR Local Circulation System Impact Study

Figure 3-4
Manchester Avenue Area of Influence
Intersections Geometrics
(1 of 3)

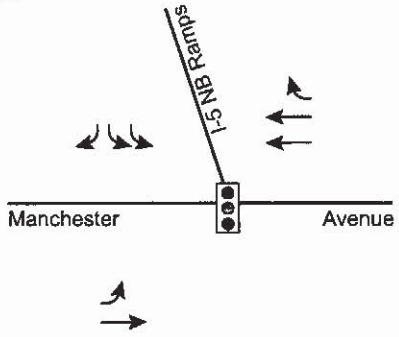


Source: Wilson and Company, August 2004

I-5 DAR Local Circulation System Impact Study

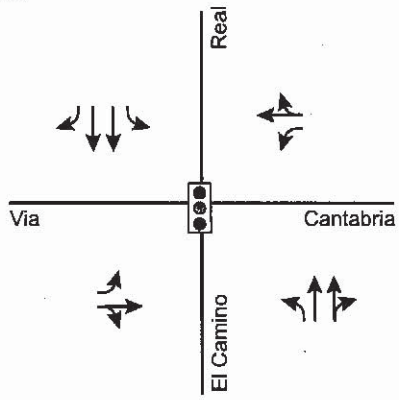
Figure 3-4
Manchester Avenue Area of Influence
Intersections Geometrics
(2 of 3)

17



I-5 Northbound Ramps @
Manchester Avenue

18



Gardenview Road @
Via Cantabria

19

Awaiting
Data
Collection

Via Cantabria @
Via Montoro

20

Awaiting
Data
Collection

Via Cantabria @
Via Molena

21

Awaiting
Data
Collection

Via Cantabria @
Encinitas Boulevard

LEGEND

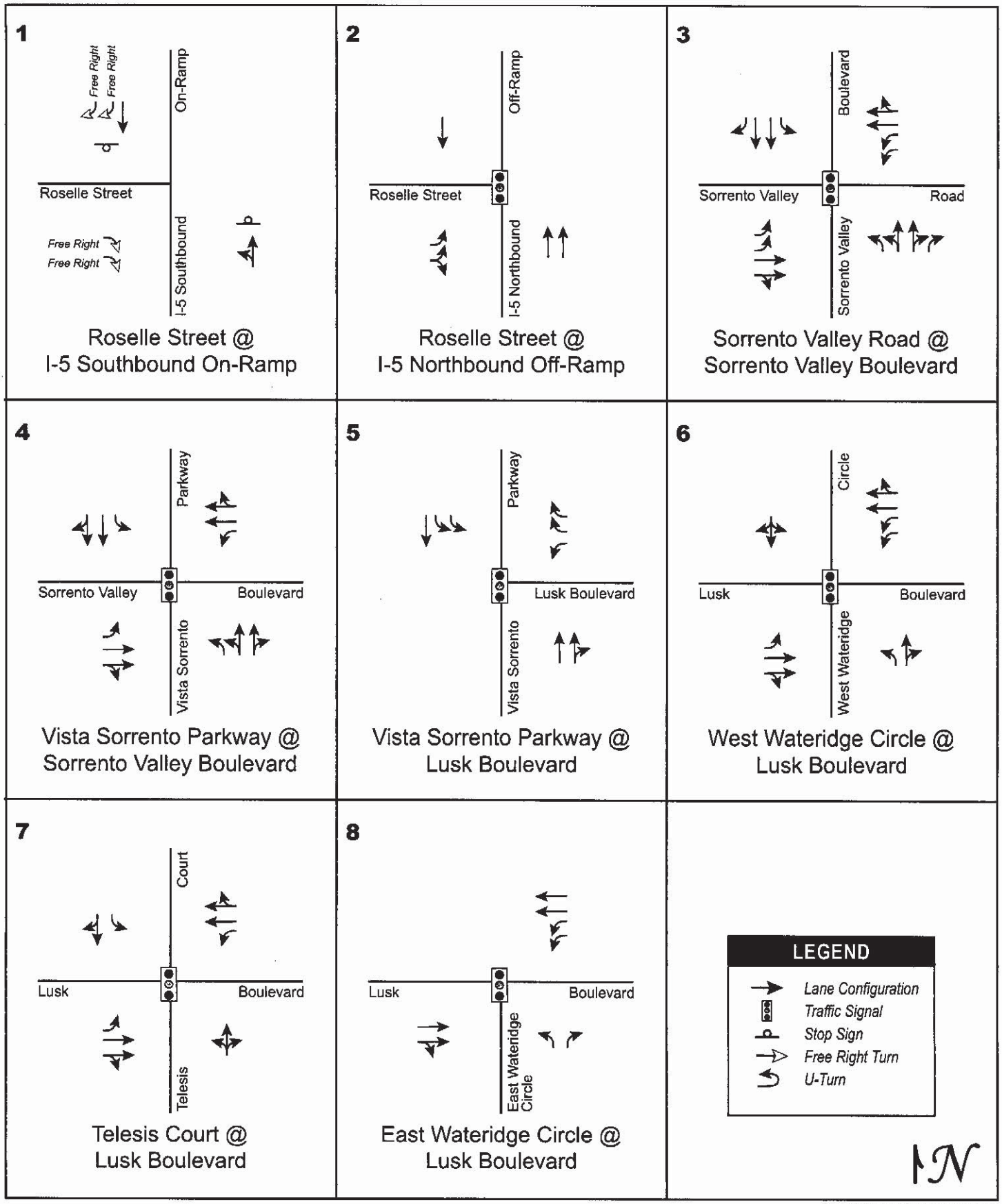
- *Lane Configuration*
- *Traffic Signal*
- *Stop Sign*
- *Free Right Turn*
- *U-Turn*

N

Source: Wilson and Company, August 2004

I-5 DAR Local Circulation System Impact Study

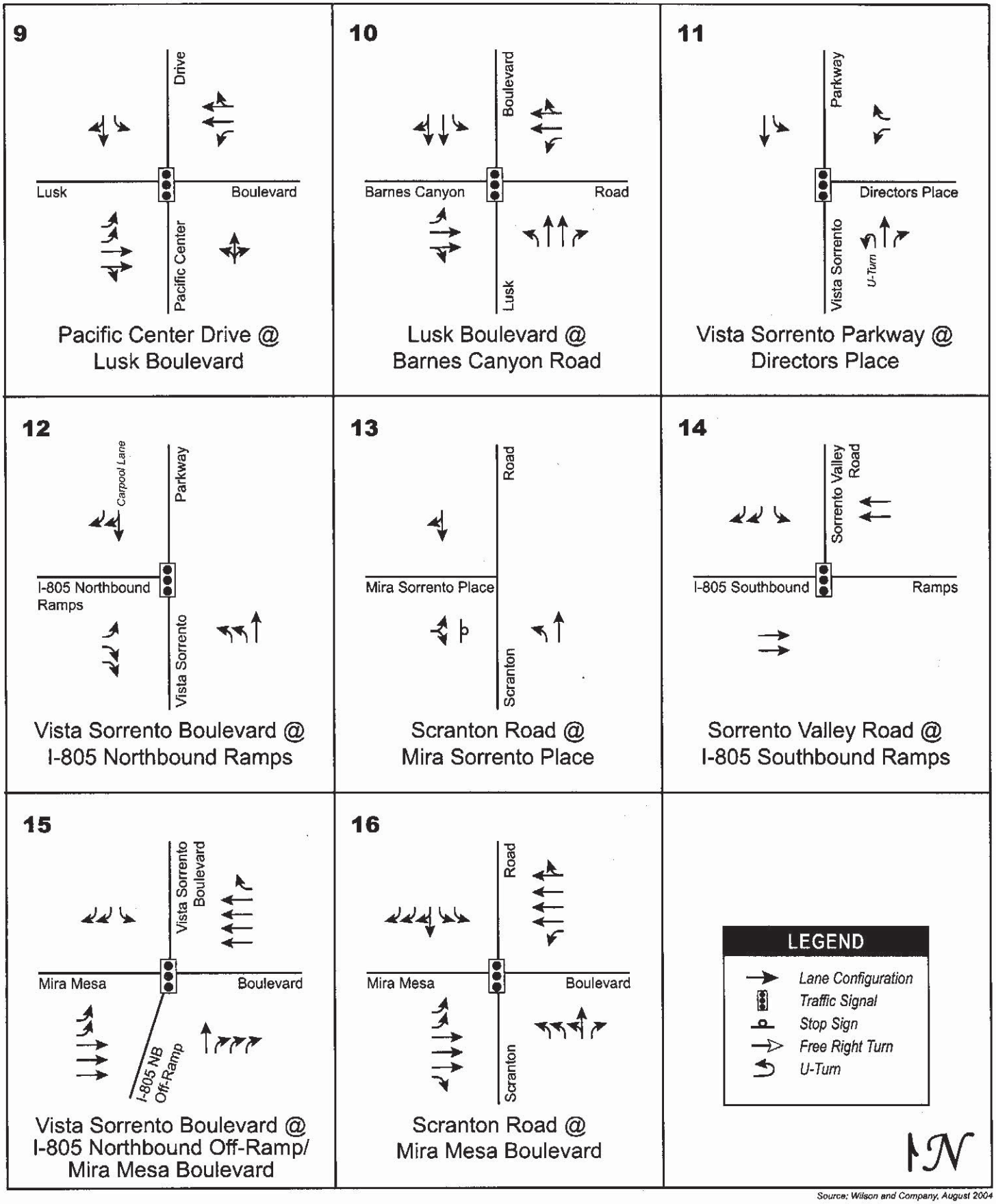
Figure 3-4
Manchester Avenue Area of Influence
Intersections Geometrics
(3 of 3)



Source: Wilson and Company, August 2004

I-5 DAR Local Circulation System Impact Study

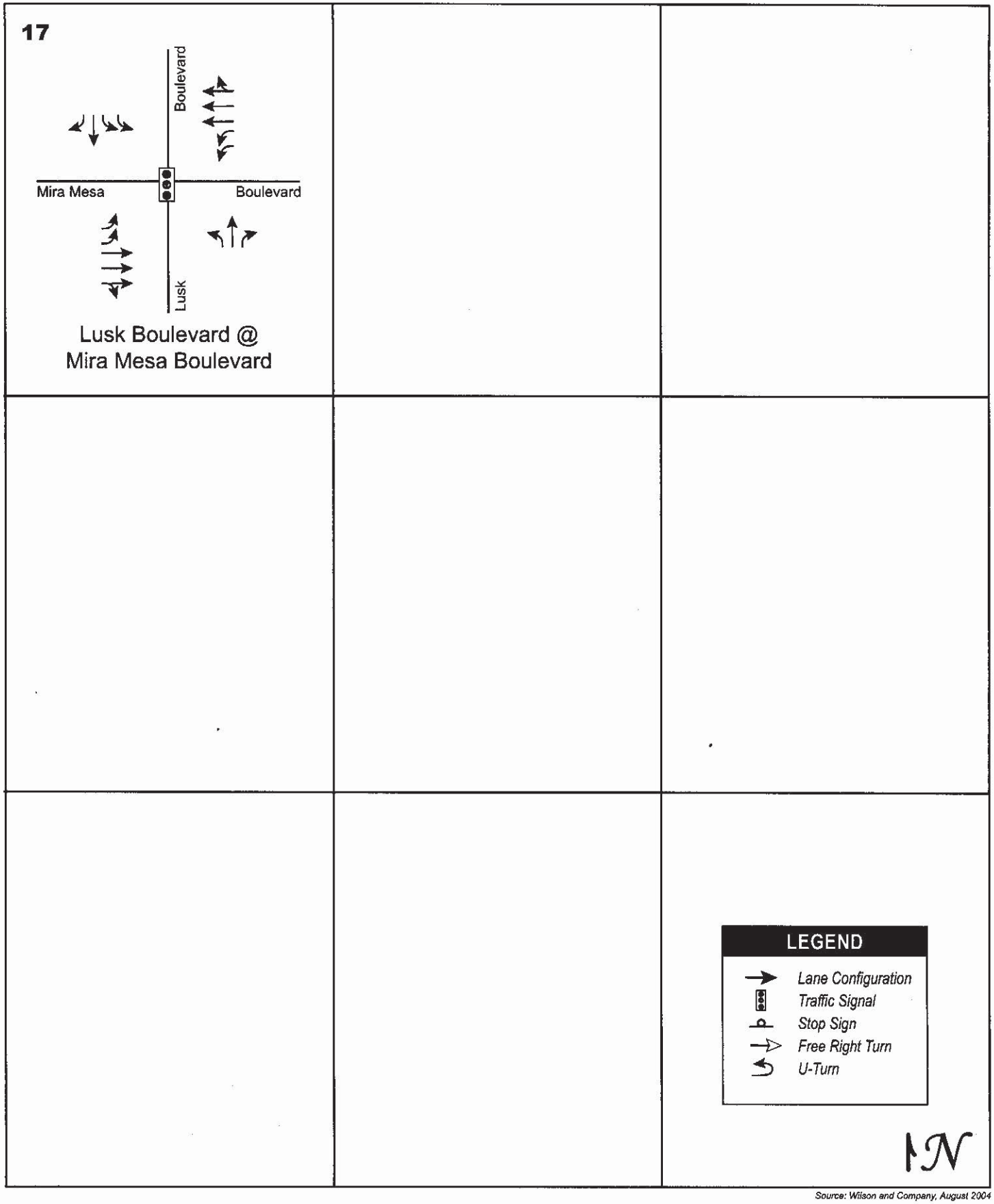
Figure 3-5
Lusk Boulevard Area of Influence
Intersections Geometrics
(1 of 3)



Source: Wilson and Company, August 2004

I-5 DAR Local Circulation System Impact Study

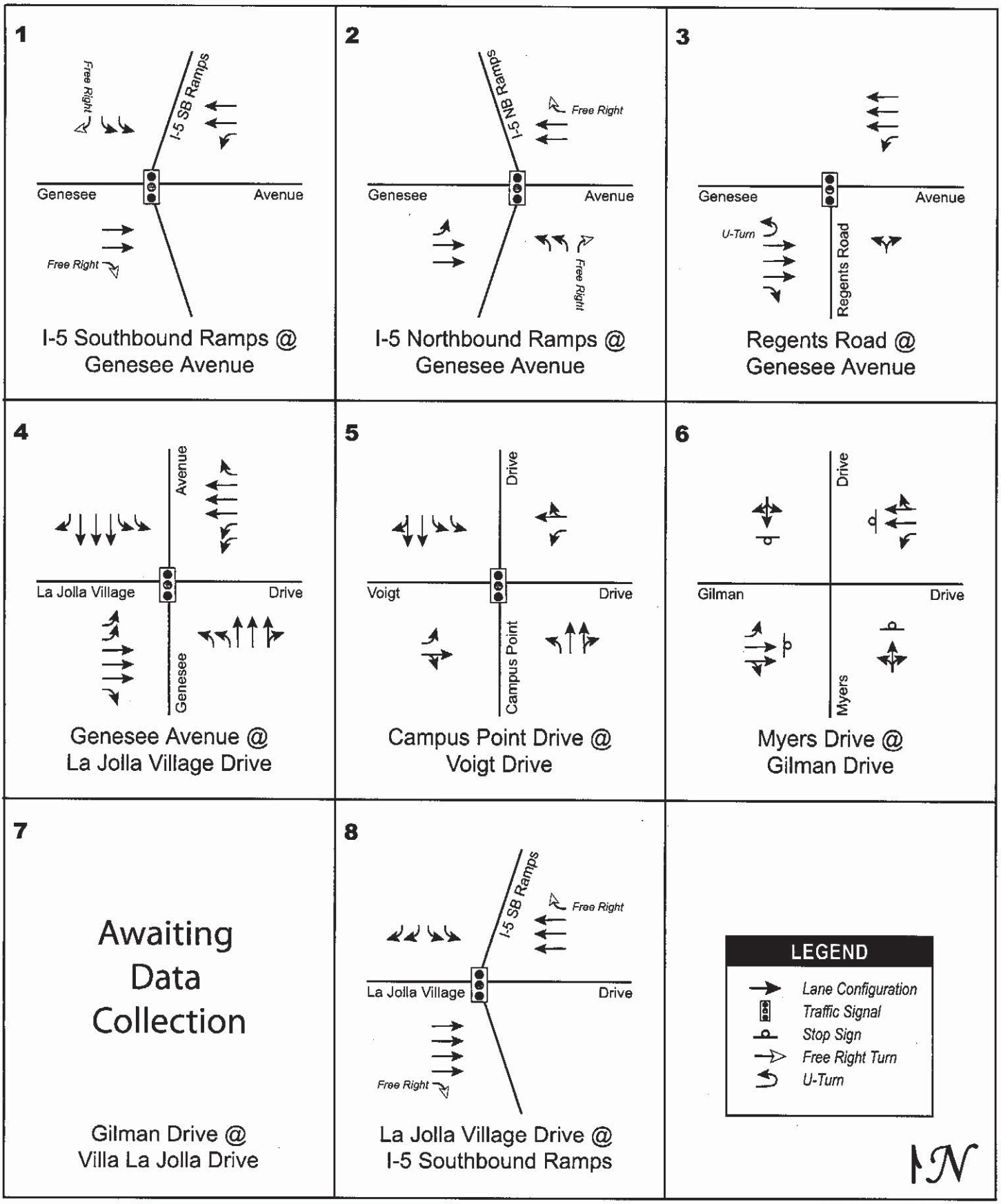
Figure 3-5
Lusk Boulevard Area of Influence
Intersections Geometrics
(2 of 3)



Source: Wilson and Company, August 2004

I-5 DAR Local Circulation System Impact Study

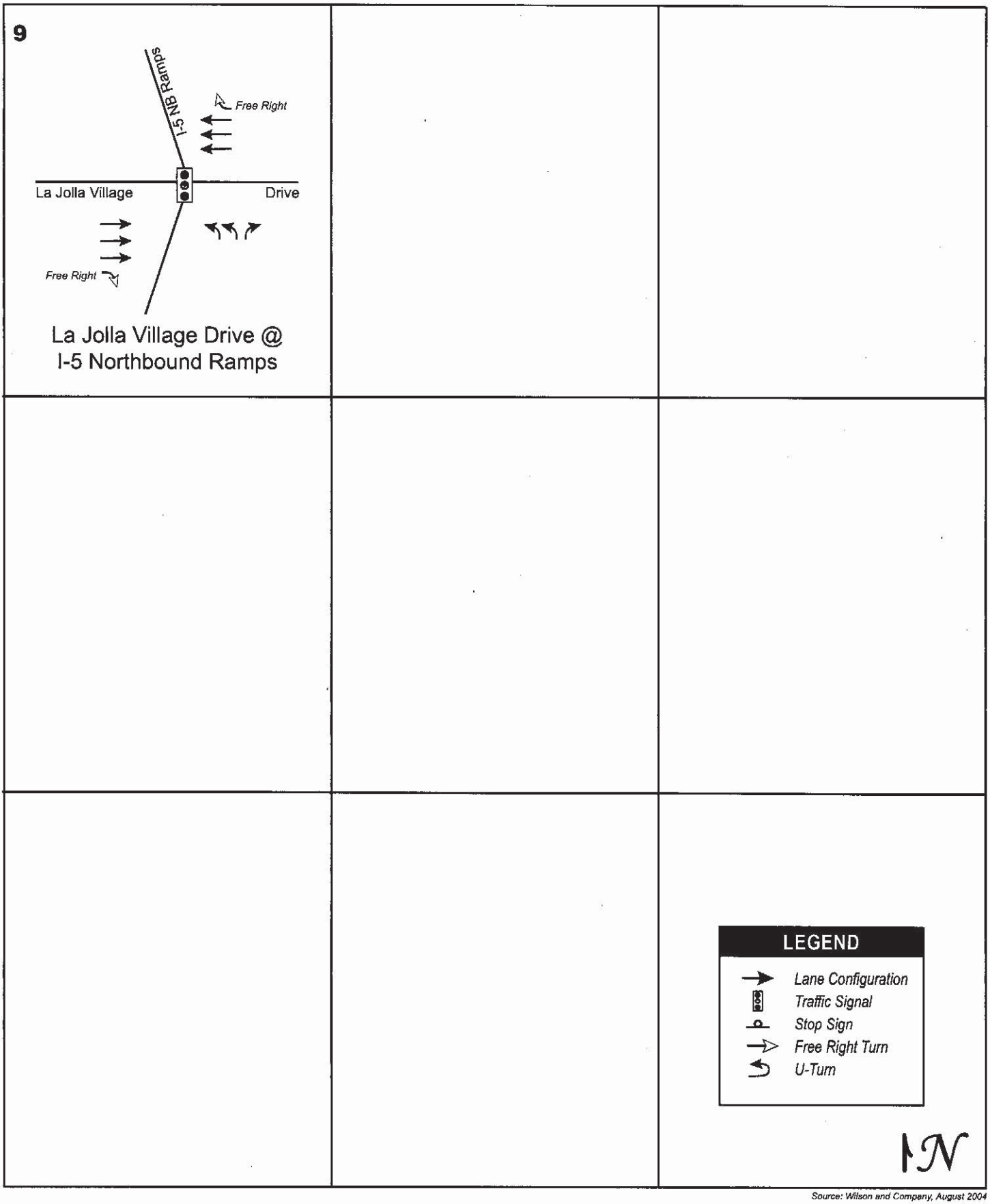
Figure 3-5
Lusk Boulevard Area of Influence
Intersections Geometrics
(3 of 3)



Source: Wilson and Company, August 2004

I-5 DAR Local Circulation System Impact Study

Figure 3-6
Voigt Drive Area of Influence
Intersections Geometrics
(1 of 2)



Source: Wilson and Company, August 2004

I-5 DAR Local Circulation System Impact Study

Figure 3-6
Voigt Drive Area of Influence
Intersections Geometrics
(2 of 2)

Table 3.2: Area of Influence Signalized Intersections – Traffic Count Database

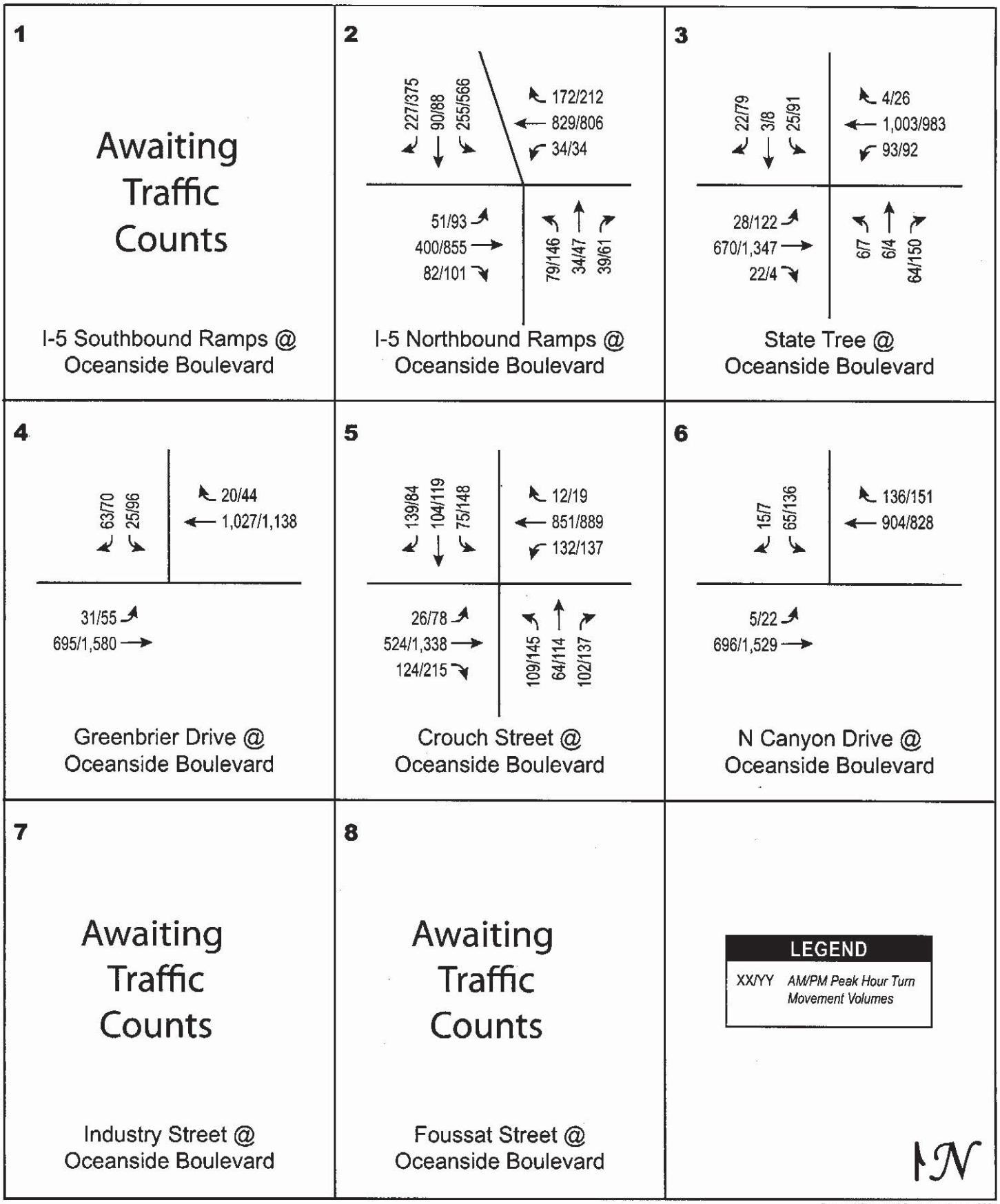
Direct Access Ramp	Intersection ID	Signalized Intersection	Most Recent Count	Source of Count
Oceanside Blvd DAR	1	I-5 SB Ramps / Oceanside Blvd	(to be collected)	–
	2	I-5 NB Ramps/ Oceanside Blvd	6/9/2004	Southland
	3	State Tree / Oceanside Blvd	6/9/2004	Southland
	4	Greenbrier Dr / Oceanside Blvd	6/9/2004	Southland
	5	Crouch St / Oceanside Blvd	6/8/2004	Southland
	6	N. Canyon Dr / Oceanside Blvd	6/10/2004	Southland
	7	Industry St / Oceanside Blvd	(to be collected)	–
	8	Foussat St / Oceanside Blvd	(to be collected)	–
	9	El Camino Real / Oceanside Blvd	(to be collected)	–
	10	Town Center Dr / Oceanside Blvd	(to be collected)	–
Cannon Rd DAR	1	Carlsbad Blvd / Cannon Rd	(to be collected)	–
	2	Carlsbad Blvd / Cannon Rd	(to be collected)	–
	3	I-5 SB Ramps / Cannon Rd	7/24/2003	City of Carlsbad (Rick Engineering)
	4	I-5 NB Ramps / Cannon Rd	7/24/2003	City of Carlsbad (Rick Engineering)
	5	Paseo Del Norte / Cannon Rd	6/9/2004	Southland
	6	Cannon Rd / Car Country Dr	6/8/2004	Southland
	7	Lego Dr / Cannon Rd	(to be collected)	–
	8	I-5 SB Ramps / Palomar Airport Rd	7/15/2003	City of Carlsbad (Rick Engineering)
	9	I-5 NB Ramps / Palomar Airport Rd	7/15/2003	City of Carlsbad (Rick Engineering)
	10	Paseo del Norte / Palomar Airport Rd	7/15/2003	City of Carlsbad (Rick Engineering)
	11	Armada Dr / Palomar Airport Rd	7/16/2003	City of Carlsbad (Rick Engineering)
	12	Hidden Valley Rd / Palomar Airport Rd	6/10/2004	Southland
Avenida Encinas DAR	1	Avenida Encinas / Poinsettia Ln	7/15/2003	City of Carlsbad (Rick Engineering)
	2	I-5 SB Ramps / Poinsettia Ln	(to be collected)	–
	3	I-5 NB Ramps / Poinsettia Ln	(to be collected)	–
	4	I-5 SB Ramps / Palomar Airport Rd	7/15/2003	City of Carlsbad (Rick Engineering)
	5	I-5 NB Ramps / Palomar Airport Rd	7/15/2003	City of Carlsbad (Rick Engineering)
Manchester Ave DAR	1	Leucadia Blvd / Town Center Dr	(to be collected)	–
	2	El Camino Real / Olivenhain Rd	9/22/2003	City of Encinitas
	3	Amargosa Drive / Olivenhain Rd	10/1/2003	City of Encinitas
	4	Rancho Santa Fe Rd / Olivenhain Rd	11/24/2003	City of Encinitas
	5	El Camino Real / Town Center Dr	4/3/2003	City of Encinitas
	6	El Camino Real / Garden View Rd	10/1/2003	City of Encinitas
	7	El Camino Real / Shopping Center Drwy	6/8/2004	Southland
	8	El Camino Real / Via Montoro	10/1/2003	City of Encinitas

Source: Wilson & Company, 2004

Table 3.2: Area of Influence Signalized Intersections – Traffic Count Database (continued)

Direct Access Ramp	Intersection ID	Signalized Intersection	Most Recent Count	Source of Count
Manchester Ave DAR (continued)	9	El Camino Real / Mountain Vista Dr	10/1/2003	City of Encinitas
	10	El Camino Real / Via Moleno	10/6/2003	City of Encinitas
	11	El Camino Real / Encinitas Bolvd	10/6/2003	City of Encinitas
	12	El Camino Real / De La Plaza Drwy	6/8/2004	Southland
	13	El Camino Real / Willowspring Dr	11/6/2003	City of Encinitas
	14	El Camino Real / Santa Fe Dr	11/17/2003	City of Encinitas
	15	El Camino Real / Manchester Ave	10/20/2003	City of Encinitas
	16	I-5 SB Ramps / Manchester Ave	10/20/2003	City of Encinitas
	17	I-5 NB Ramps / Manchester Ave	10/20/2003	City of Encinitas
	18	Garden View Road / Via Cantabria	10/1/2003	City of Encinitas
	19	Via Cantebria / Via Montoro	(to be collected)	–
	20	Via Cantebria / Via Molena	(to be collected)	–
	21	Via Cantebria / Encinitas Blvd	(to be collected)	–
Lusk Blvd DAR	1	Roselle St / I-5 SB On Ramp	6/6/2002	USA – TSI
	2	Roselle St / I-5 NB Off Ramp	6/6/2002	USA – TSI
	3	Sorrento Valley Rd / Sorrento Valley Blvd	6/6/2002	USA – TSI
	4	Vista Sorrento Pkwy / Sorrento Valley Blvd	6/8/2004	Southland
	5	Vista Sorrento Parkway / Lusk Blvd	6/8/2004	Southland
	6	Wateridge Circle (west) / Lusk Blvd	4/17/2002	USA – TSI
	7	Telesis Court / Lusk Blvd	6/8/2002	Southland
	8	Wateridge Circle (east) / Lusk Blvd	4/17/2002	USA – TSI
	9	Pacific Center Blvd / Lusk Blvd	4/18/2002	USA - TSI
	10	Lusk Blvd / Barnes Canyon Rd	4/23/2002	USA – TSI
	11	Vista Sorrento Pkwy / Director's Pl	6/6/2002	USA – TSI
	12	Vista Sorrento Pkwy / I-805 NB Ramps	6/8/2004	Southland
	13	Mira Sorrento Pl / Scranton Rd	6/18/2004	Southland
	14	Sorrento Valley Rd / I-805 SB Off Ramp	4/24/2002	USA – TSI
	15	Vista Sorrento Parkway / I-805 NB Off Ramp / Mira Mesa Blvd	6/8/2004	Southland
	16	Scranton Rd / Mira Mesa Blvd	4/28/2004	KH – UCSD LRDP
	17	Lusk Blvd / Mira Mesa Blvd	4/28/2004	KH – UCSD LRDP
Voigt Rd DAR	1	I-5 SB Ramps / Genesee Avenue	4/26/2004	KH – UCSD LRDP
	2	I-5 NB Ramps / Genesee Avenue	4/26/2004	KH – UCSD LRDP
	3	Genesee Avenue / Regents Road	4/26/2004	KH – UCSD LRDP
	4	Genesee Avenue / La Jolla Village Drive	4/28/2004	KH – UCSD LRDP
	5	Campus Point Drive / Voigt Drive	4/26/2004	KH – UCSD LRDP
	6	Gilman Drive / Meyers Drive	4/26/2004	KH – UCSD LRDP
	7	Villa La Jolla / Gilman Drive	4/26/2004	KH – UCSD LRDP
	8	I-5 SB Ramps / La Jolla Village Drive	4/28/2004	KH – UCSD LRDP
	9	I-5 NB Ramps / La Jolla Village Drive	4/28/2004	KH – UCSD LRDP

Source: Wilson & Company, 2004



Source: Wilson and Company, August 2004

I-5 DAR Local Circulation System Impact Study

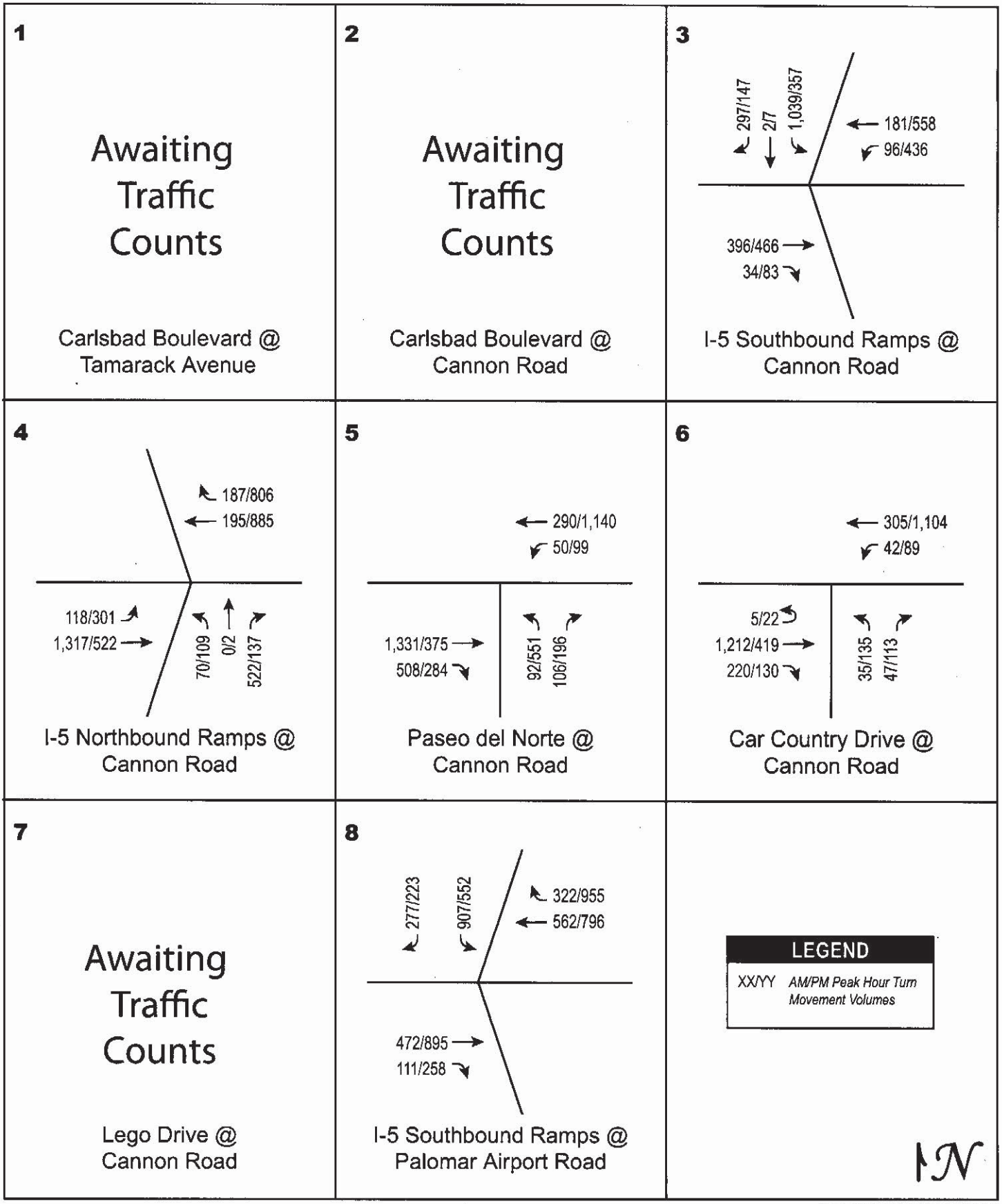
Figure 3-7
Oceanside Boulevard Area of Influence
Existing Peak Hour Traffic Volumes
(1 of 2)

9 Awaiting Traffic Counts El Camino Real @ Oceanside Boulevard	10 Awaiting Traffic Counts Town Center Drive @ Oceanside Boulevard	
		LEGEND XX/YY AM/PM Peak Hour Turn Movement Volumes N

Source: Wilson and Company, August 2004

I-5 DAR Local Circulation System Impact Study

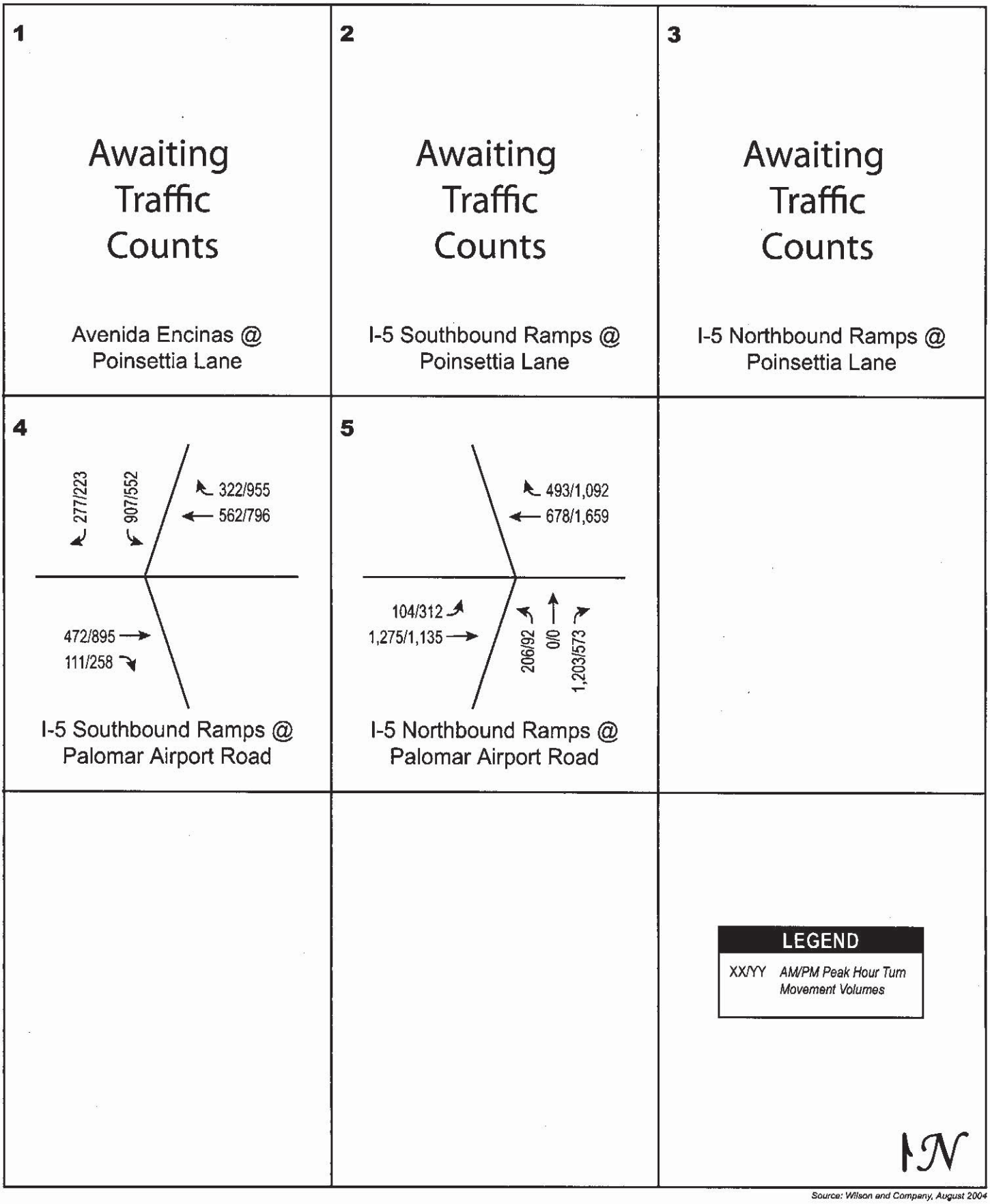
Figure 3-7
Oceanside Boulevard Area of Influence
Existing Peak Hour Traffic Volumes
(2 of 2)



Source: Wilson and Company, August 2004

I-5 DAR Local Circulation System Impact Study

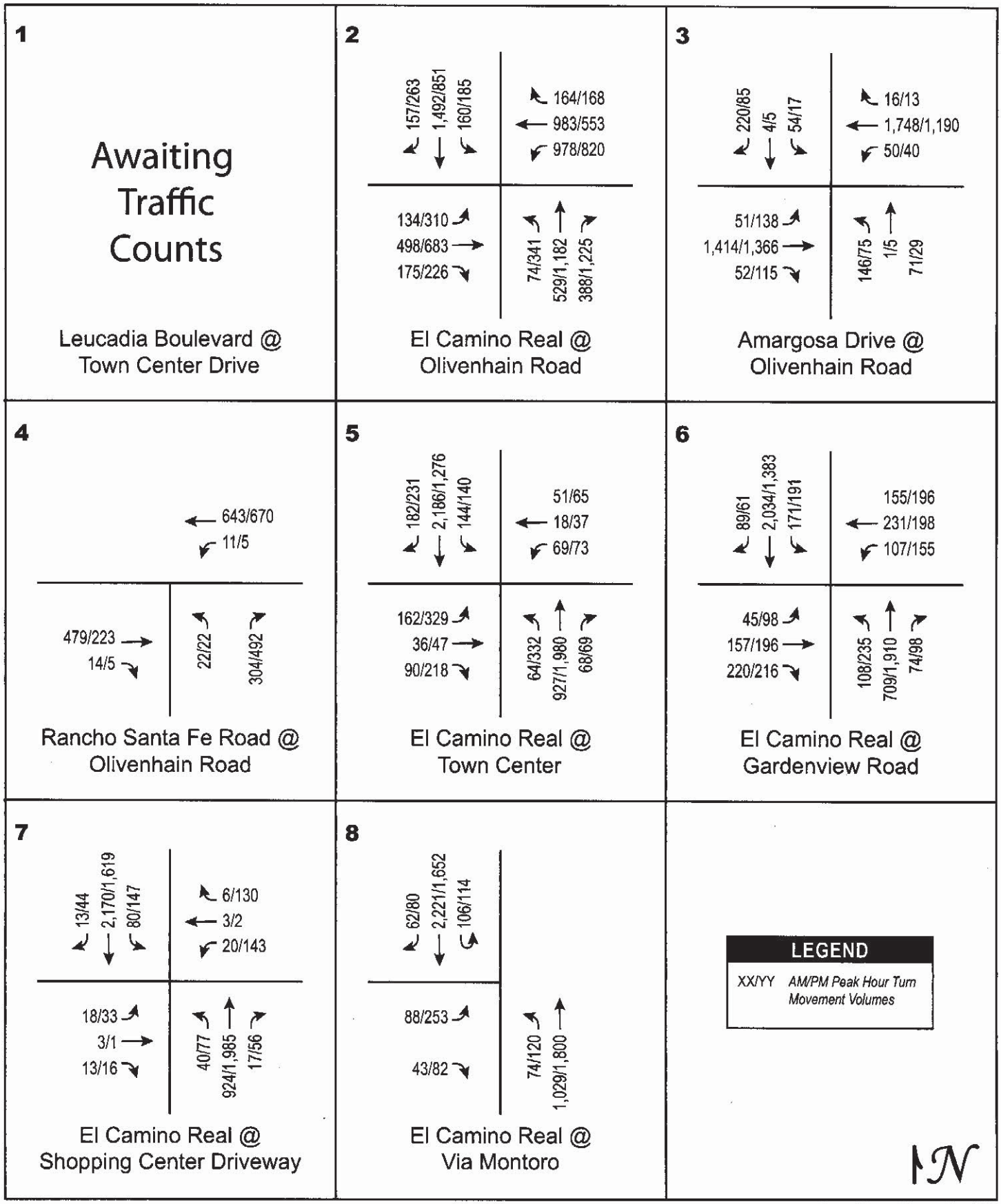
Figure 3-8
Cannon Road Area of Influence
Existing Peak Hour Traffic Volumes
(1 of 2)



Source: Wilson and Company, August 2004

I-5 DAR Local Circulation System Impact Study

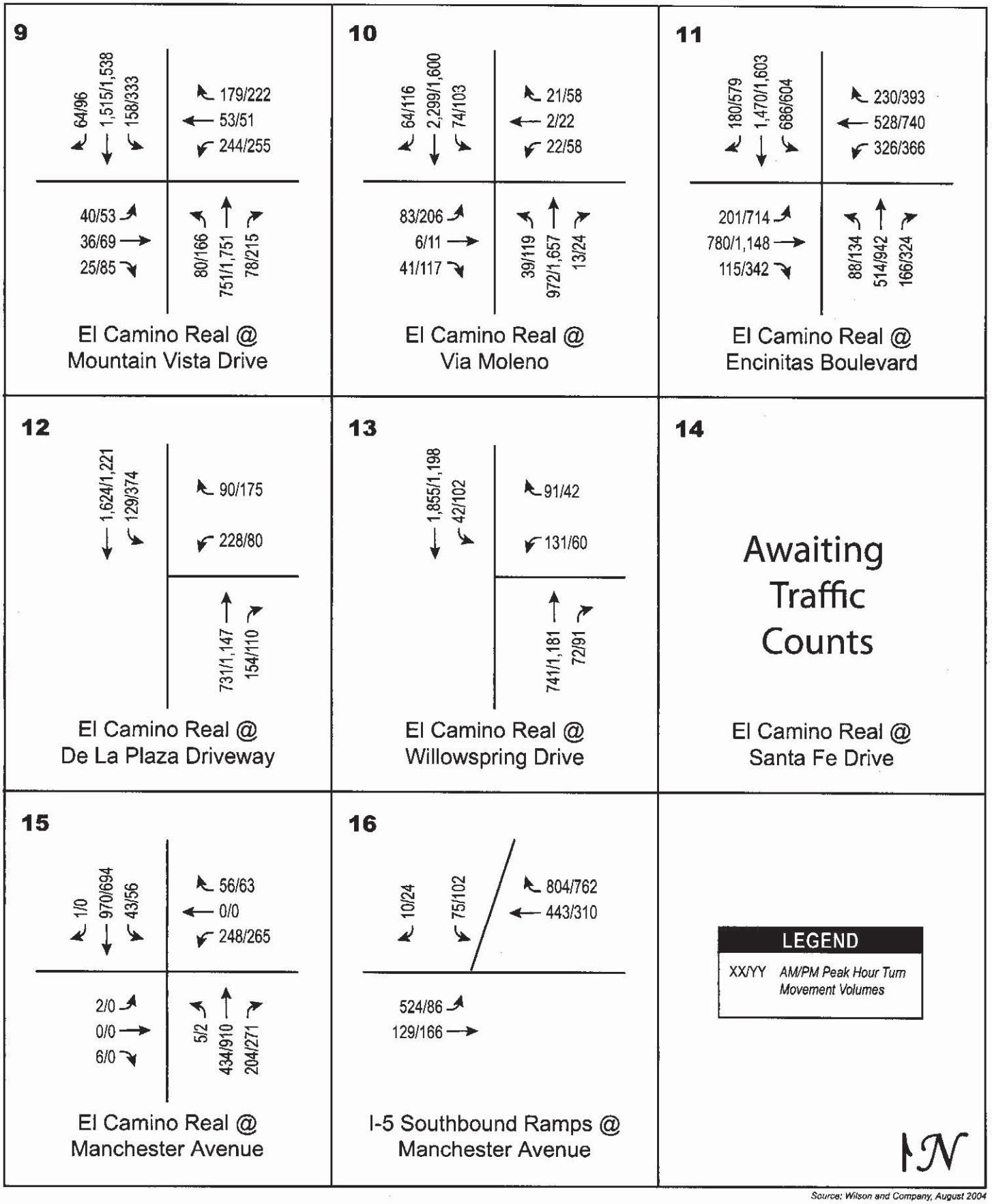
Figure 3-9
Avenida Encinas Area of Influence
Existing Peak Hour Traffic Volumes
(1 of 1)



Source: Wilson and Company, August 2004

I-5 DAR Local Circulation System Impact Study

Figure 3-10
Manchester Avenue Area of Influence
Existing Peak Hour Traffic Volumes
(1 of 3)

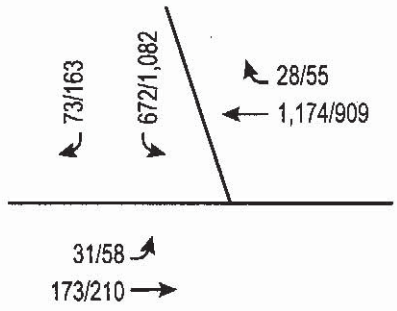


Source: Wilson and Company, August 2004

I-5 DAR Local Circulation System Impact Study

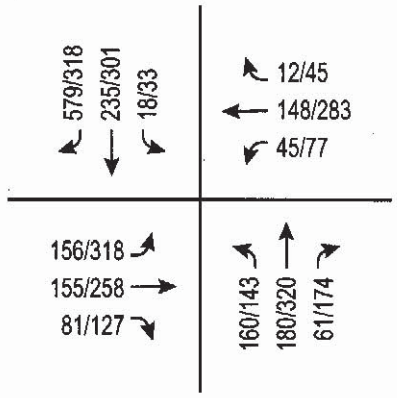
Figure 3-10
Manchester Avenue Area of Influence
Existing Peak Hour Traffic Volumes
(2 of 3)

17



I-5 Northbound Ramps @
Manchester Avenue

18



Gardenview Road @
Via Cantabria

19

Awaiting
Traffic
Counts

Via Cantabria @
Via Montoro

20

Awaiting
Traffic
Counts

Via Cantabria @
Via Molena

21

Awaiting
Traffic
Counts

Via Cantabria @
Encinitas Boulevard

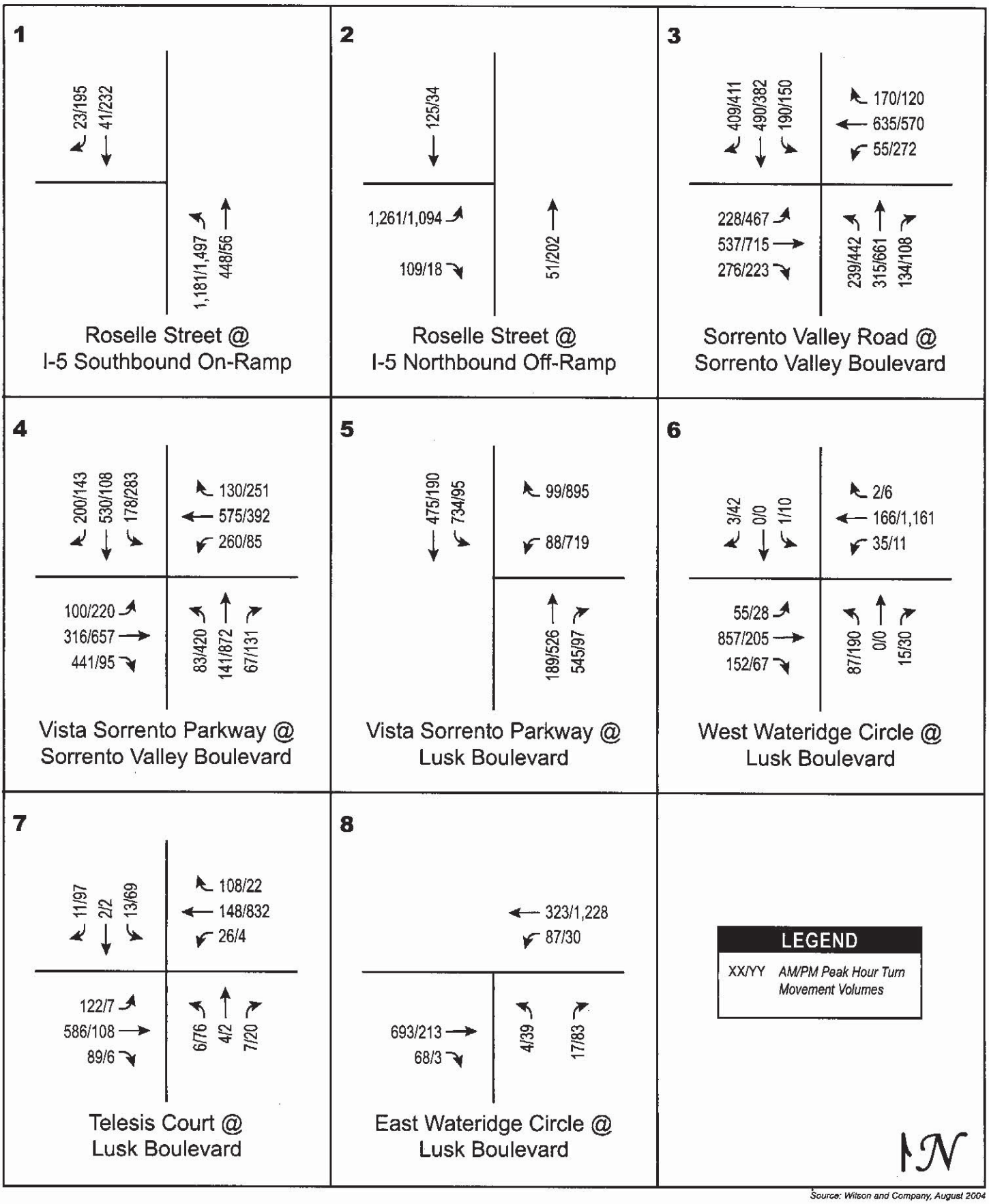
LEGEND	
XX/YY	*AM/PM Peak Hour Turn Movement Volumes*

N

Source: Wilson and Company, August 2004

I-5 DAR Local Circulation System Impact Study

Figure 3-10
Manchester Avenue Area of Influence
Existing Peak Hour Traffic Volumes
(3 of 3)



Source: Wilson and Company, August 2004

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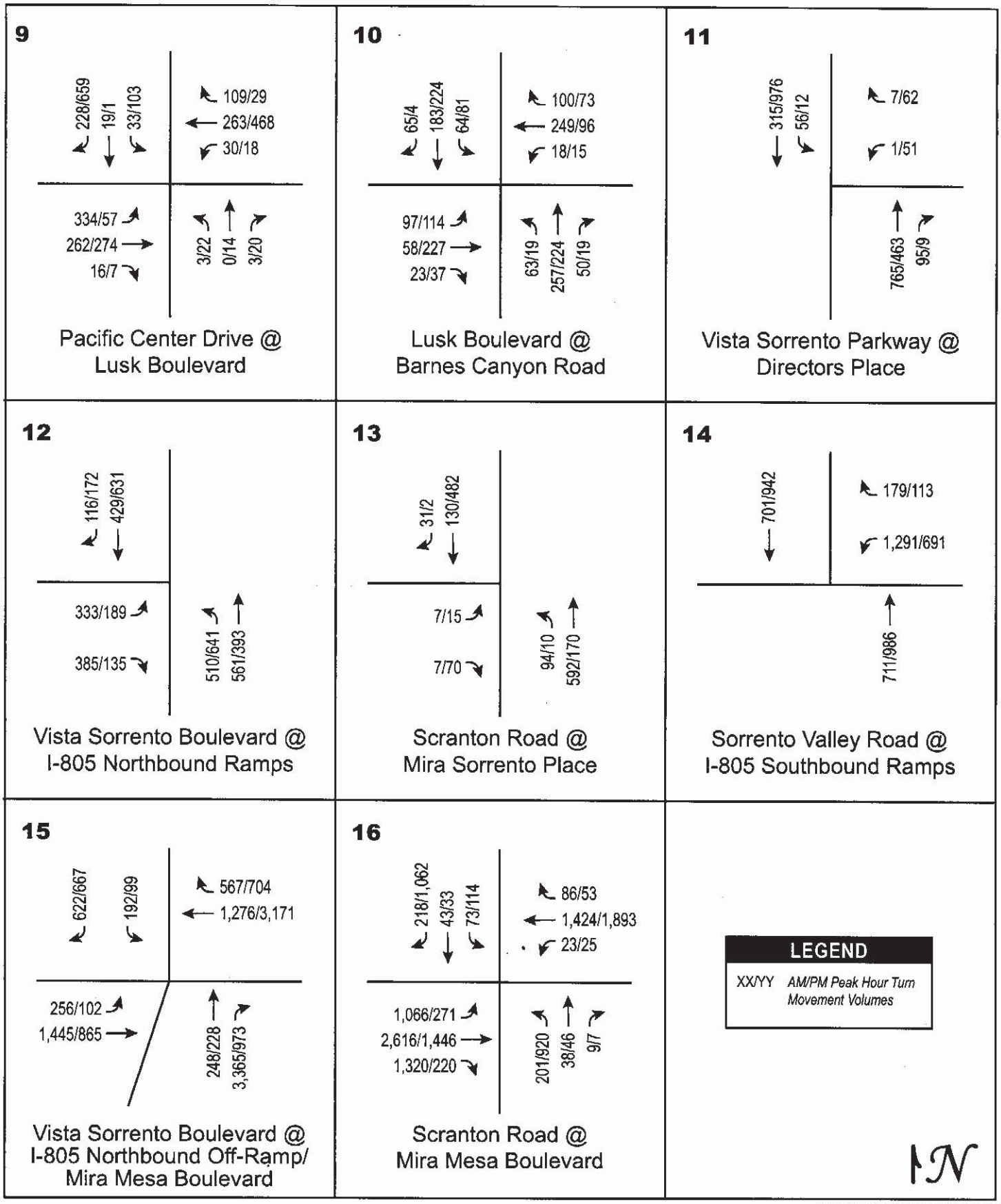
Figure 3-11
Lusk Boulevard Area of Influence
Existing Peak Hour Traffic Volumes
(1 of 3)



Source: Wilson and Company, August 2004

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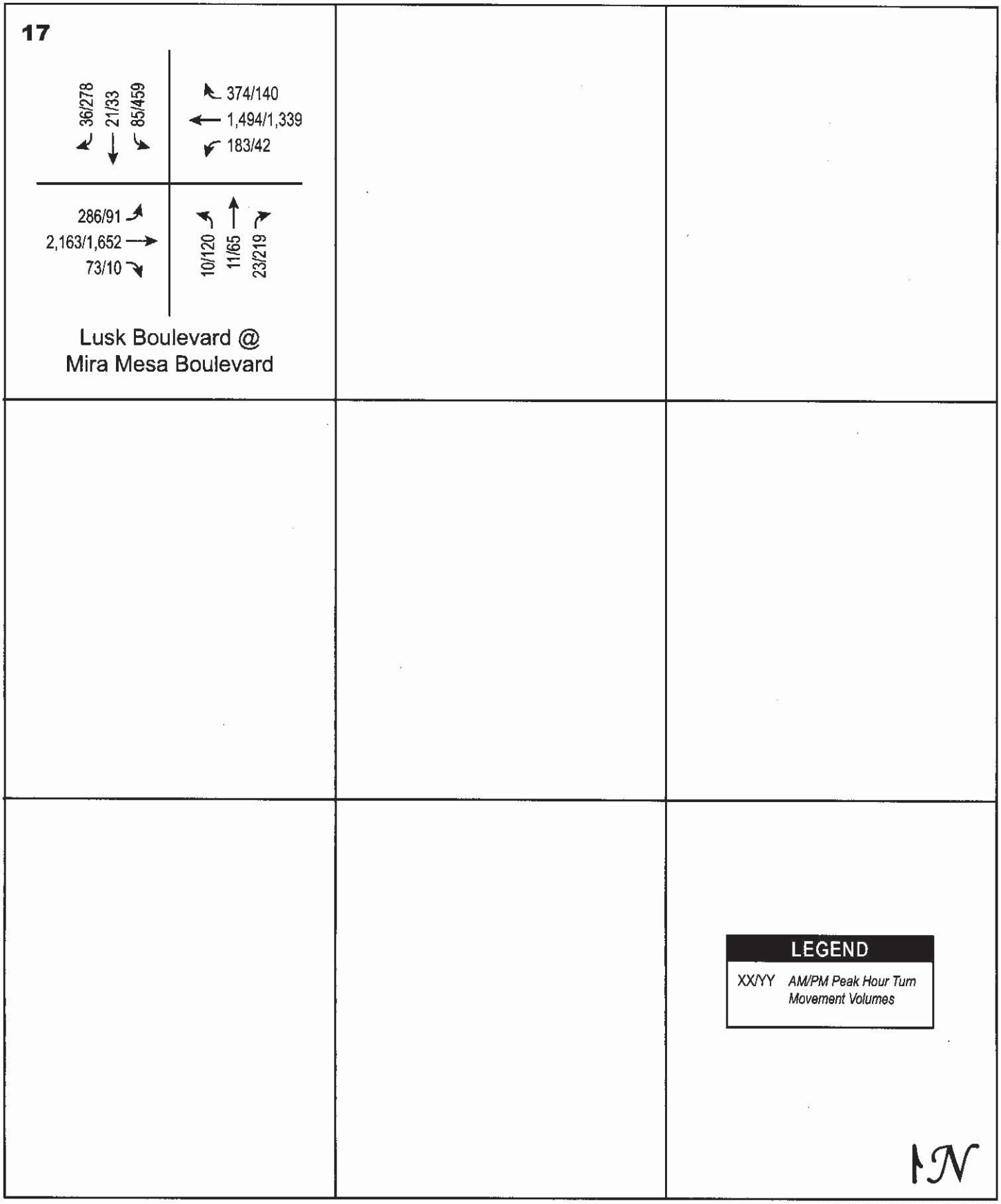
Figure 3-11
Lusk Boulevard Area of Influence
Existing Peak Hour Traffic Volumes
(2 of 3)



Source: Wilson and Company, August 2004

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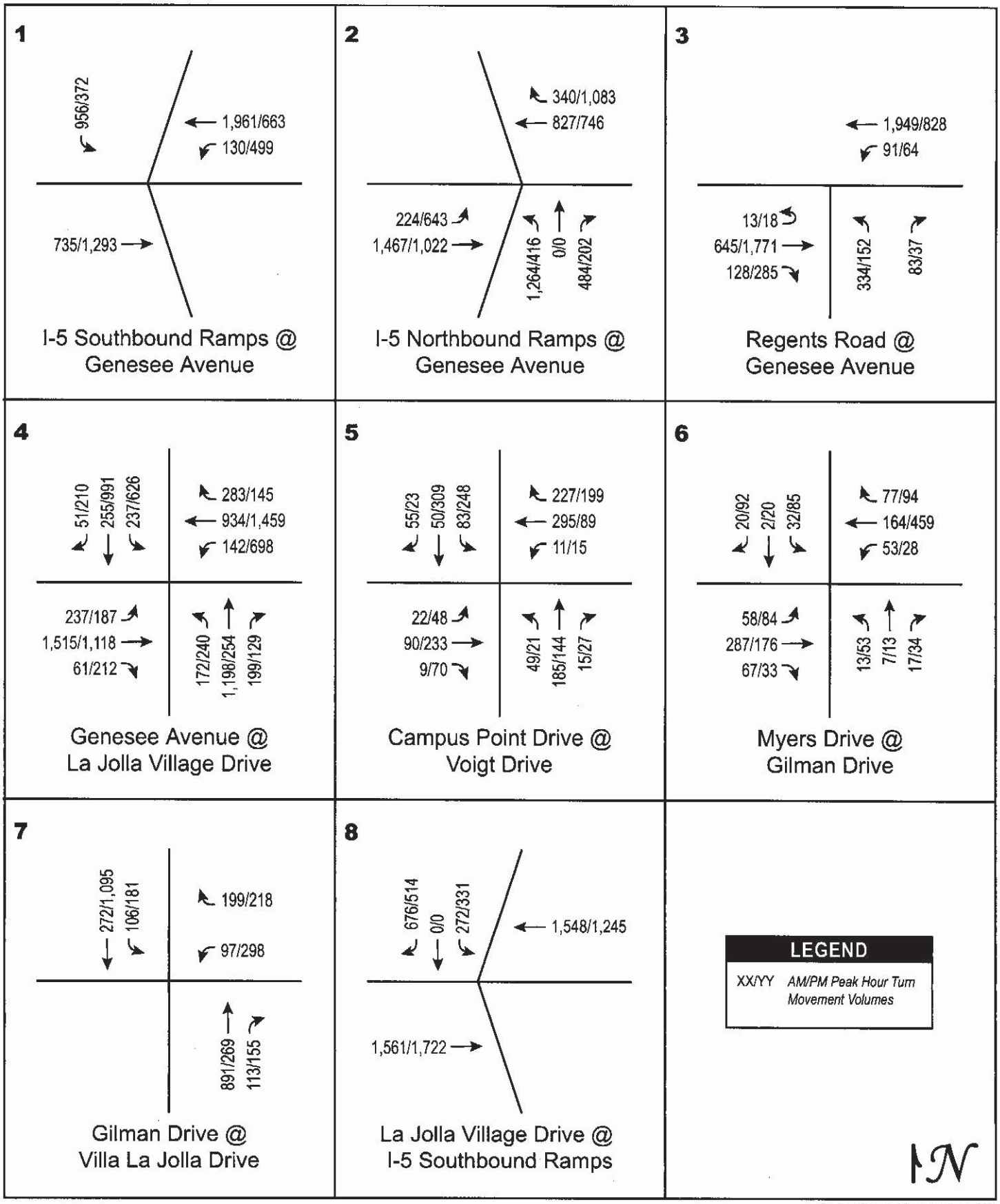
Figure 3-11
Lusk Boulevard Area of Influence
Existing Peak Hour Traffic Volumes
(3 of 3)



Source: Wilson and Company, August 2004

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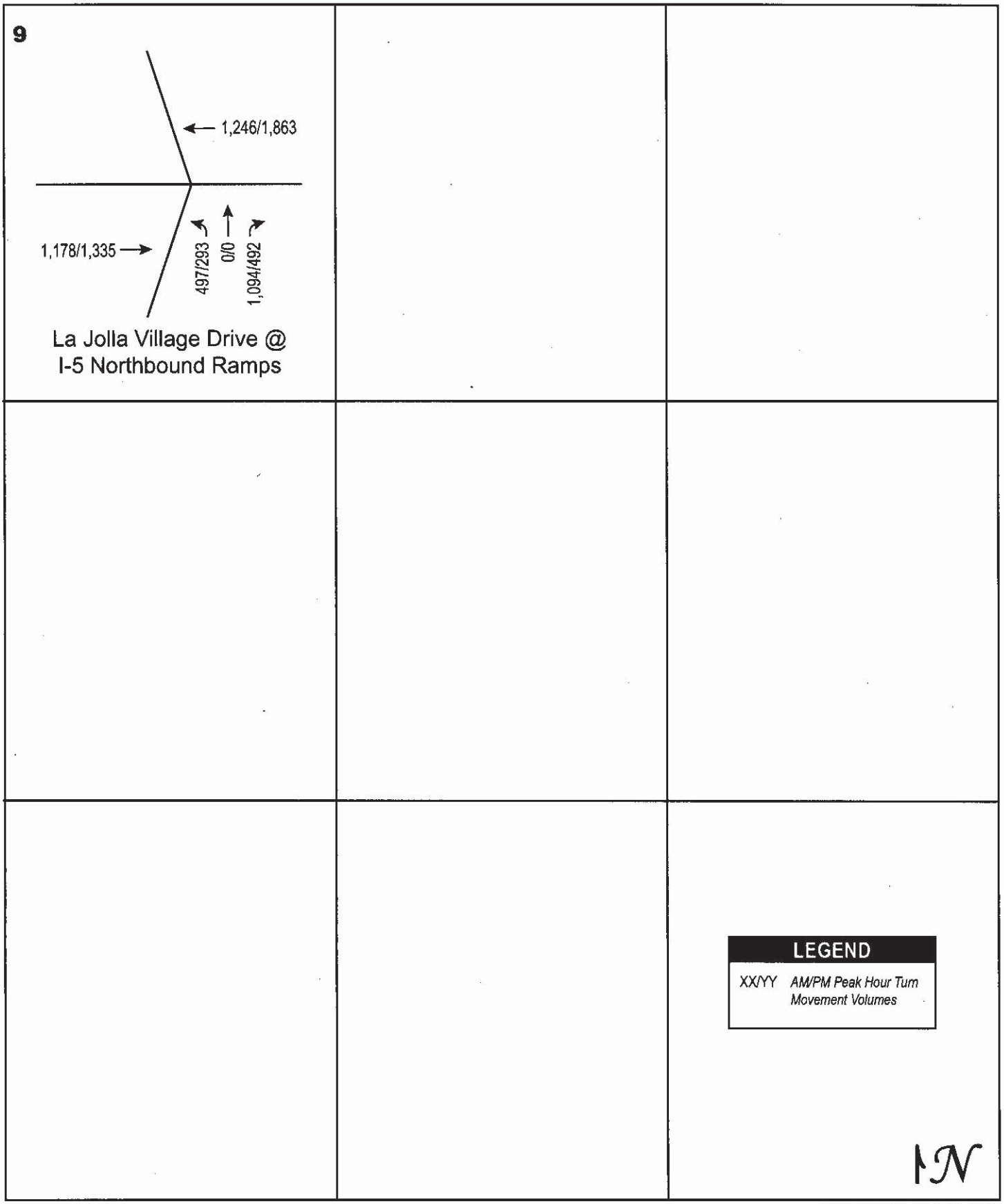
Figure 3-12
Voigt Drive Area of Influence
Existing Peak Hour Traffic Volumes
(1 of 2)



Source: Wilson and Company, August 2004

Figure 3-12
Voigt Drive Area of Influence
Existing Peak Hour Traffic Volumes
(2 of 2)

I-5 DAR Local Circulation System Impact Study

Appendix A
Existing Daily Roadway Segment Traffic Counts

Appendix B
Existing Peak Hour Intersection Traffic Counts