












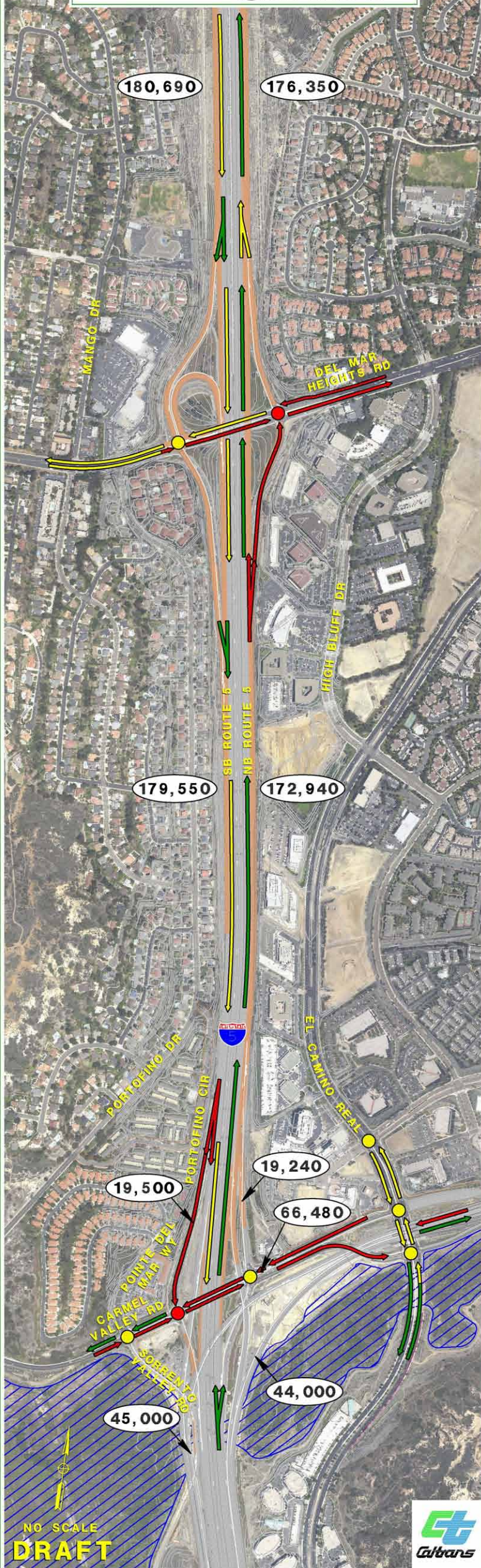
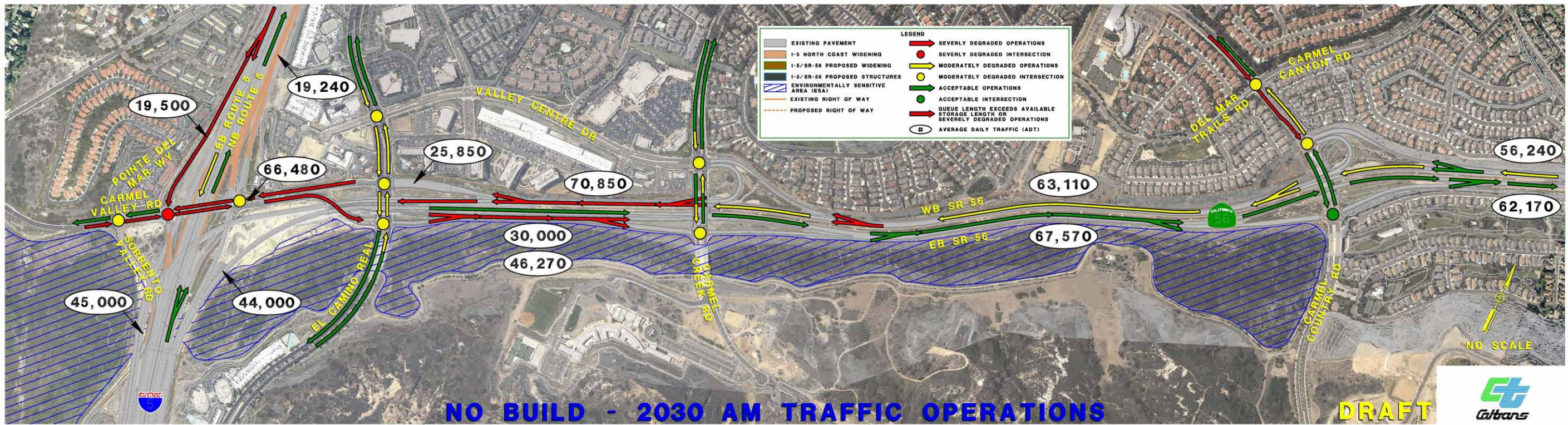


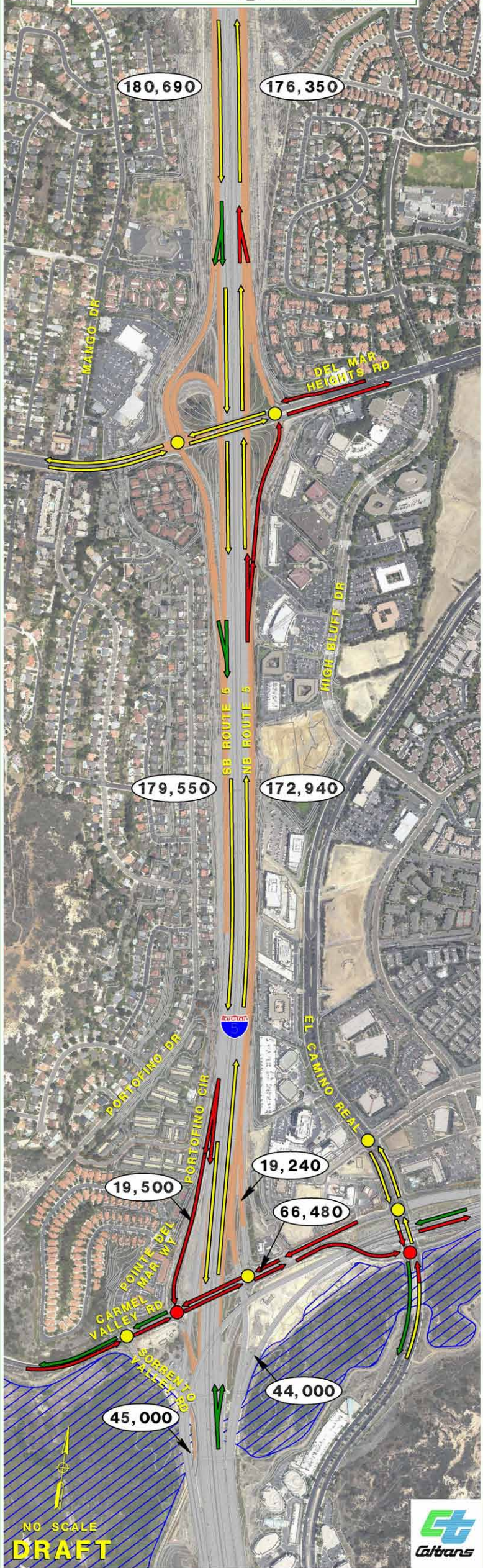
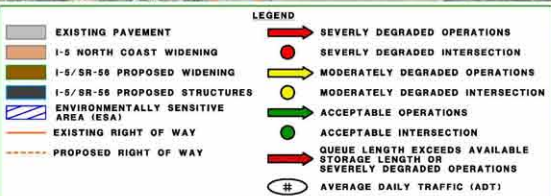
NO BUILD - 2030 AM TRAFFIC OPERATIONS

	EXISTING PAVEMENT		SEVERLY DEGRADED OPERATIONS
	I-5 NORTH COAST WIDENING		SEVERLY DEGRADED INTERSECTION
	I-5/SR-56 PROPOSED WIDENING		MODERATELY DEGRADED OPERATIONS
	I-5/SR-56 PROPOSED STRUCTURES		MODERATELY DEGRADED INTERSECTION
	ENVIRONMENTALLY SENSITIVE AREA (ESA)		ACCEPTABLE OPERATIONS
	EXISTING RIGHT OF WAY		ACCEPTABLE INTERSECTION
	PROPOSED RIGHT OF WAY		QUEUE LENGTH EXCEEDS AVAILABLE STORAGE LENGTH OR SEVERLY DEGRADED OPERATIONS
			AVERAGE DAILY TRAFFIC (ADT)





NO BUILD - 2030 PM TRAFFIC OPERATIONS

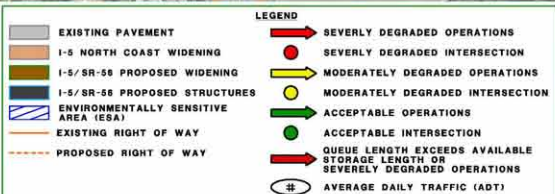


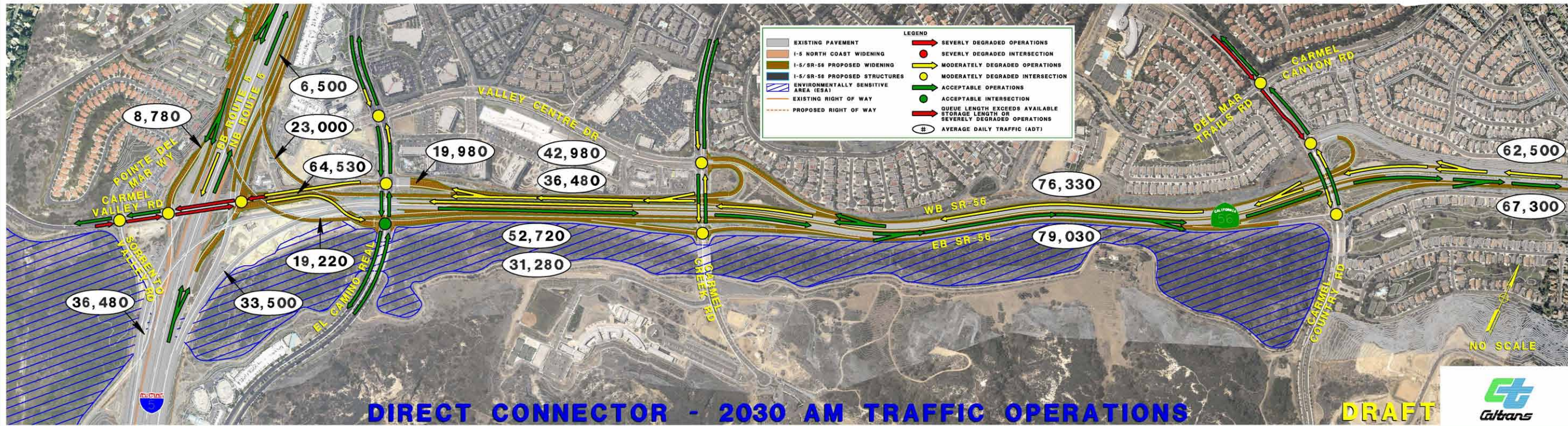
NO SCALE
DRAFT





DIRECT CONNECTOR - 2030 AM TRAFFIC OPERATIONS







DIRECT CONNECTOR - 2030 AM TRAFFIC OPERATIONS

DRAFT



DIRECT CONNECTOR - 2030 PM TRAFFIC OPERATIONS

	EXISTING PAVEMENT		SEVERLY DEGRADED OPERATIONS
	I-5 NORTH COAST WIDENING		SEVERLY DEGRADED INTERSECTION
	I-5/SR-56 PROPOSED WIDENING		MODERATELY DEGRADED OPERATIONS
	I-5/SR-56 PROPOSED STRUCTURES		MODERATELY DEGRADED INTERSECTION
	ENVIRONMENTALLY SENSITIVE AREA (ESA)		ACCEPTABLE OPERATIONS
	EXISTING RIGHT OF WAY		ACCEPTABLE INTERSECTION
	PROPOSED RIGHT OF WAY		QUEUE LENGTH EXCEEDS AVAILABLE STORAGE LENGTH OR SEVERLY DEGRADED OPERATIONS
			AVERAGE DAILY TRAFFIC (ADT)





DIRECT CONNECTOR - 2030 PM TRAFFIC OPERATIONS

DRAFT



AUXILIARY LANE - 2030 AM TRAFFIC OPERATIONS

EXISTING PAVEMENT

I-5 NORTH COAST WIDENING

I-5/SR-56 PROPOSED WIDENING

I-5/SR-56 PROPOSED STRUCTURES

ENVIRONMENTALLY SENSITIVE AREA (ESA)

EXISTING RIGHT OF WAY

PROPOSED RIGHT OF WAY

SEVERLY DEGRADED OPERATIONS

SEVERLY DEGRADED INTERSECTION

MODERATELY DEGRADED OPERATIONS

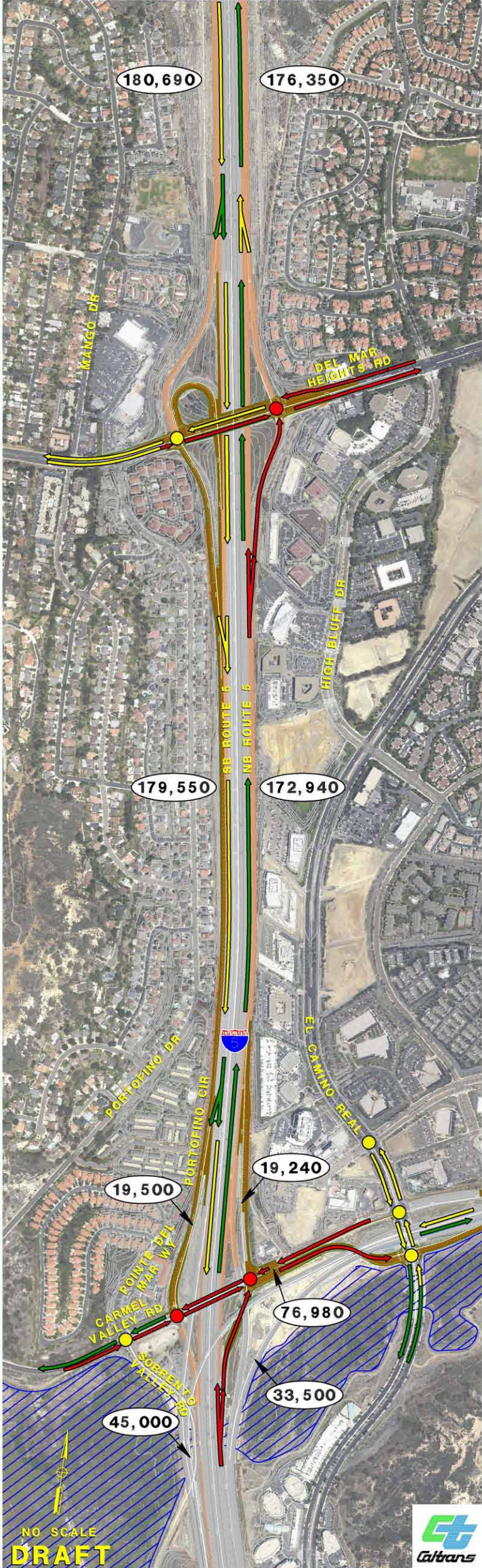
MODERATELY DEGRADED INTERSECTION

ACCEPTABLE OPERATIONS

ACCEPTABLE INTERSECTION

QUEUE LENGTH EXCEEDS AVAILABLE STORAGE LENGTH OR SEVERLY DEGRADED OPERATIONS

AVERAGE DAILY TRAFFIC (ADT)



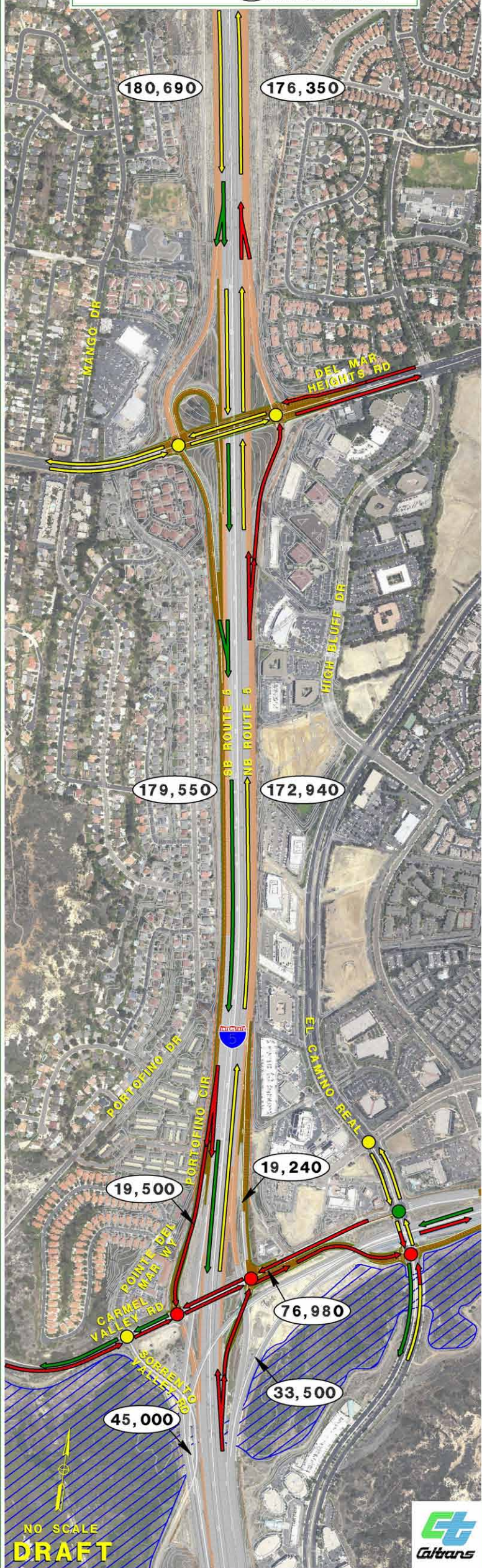
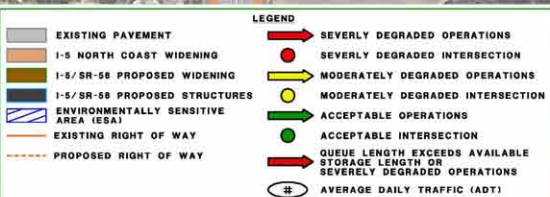


AUXILIARY LANE - 2030 AM TRAFFIC OPERATIONS

DRAFT



AUXILIARY LANE - 2030 PM TRAFFIC OPERATIONS





HYBRID - 2030 AM TRAFFIC OPERATIONS

EXISTING PAVEMENT

I-5 NORTH COAST WIDENING

I-5/SR-56 PROPOSED WIDENING

I-5/SR-56 PROPOSED STRUCTURES

ENVIRONMENTALLY SENSITIVE AREA (ESA)

EXISTING RIGHT OF WAY

PROPOSED RIGHT OF WAY

SEVERLY DEGRADED OPERATIONS

SEVERLY DEGRADED INTERSECTION

MODERATELY DEGRADED OPERATIONS

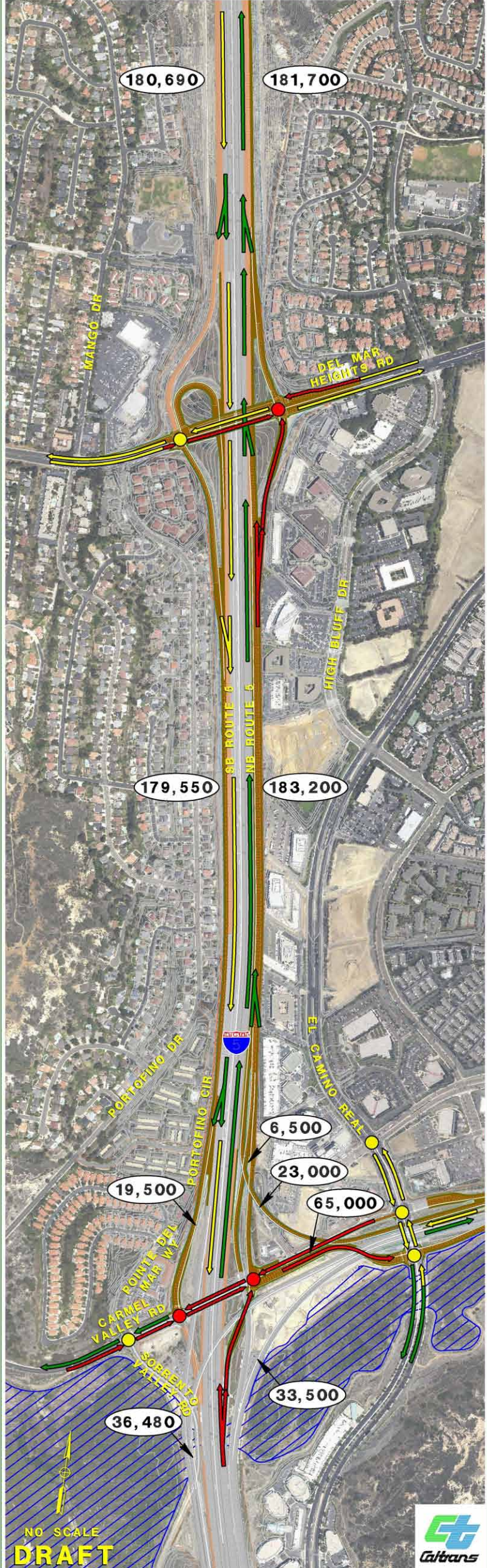
MODERATELY DEGRADED INTERSECTION

ACCEPTABLE OPERATIONS

ACCEPTABLE INTERSECTION

QUEUE LENGTH EXCEEDS AVAILABLE STORAGE LENGTH OR SEVERLY DEGRADED OPERATIONS

AVERAGE DAILY TRAFFIC (ADT)

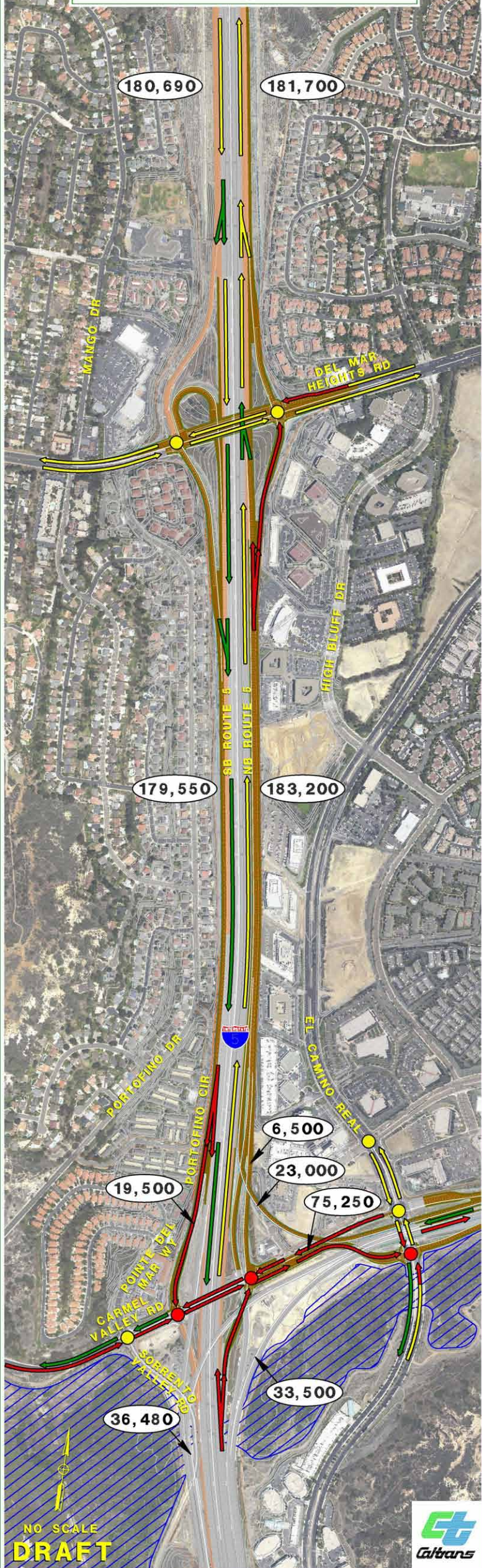
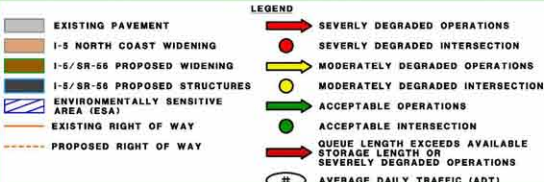


NO SCALE
DRAFT





HYBRID - 2030 PM TRAFFIC OPERATIONS



NO SCALE
DRAFT



