

Appendix D

Signalized Intersection Analysis Adjustments

Project: Kearny Mesa Community Plan Update

Analyst: Jonathan Sanchez

Existing Geometrics:

Intersection 4: Ruffin Road/Kearny Villa Road & SR-52 EB Off-Ramp/SR-52 EB On-Ramp



Description of issue:

The signal timing sheet for this intersection calls for an EBR movement overlap (phase 4). However, since there is no NBL movement (phase 5), the EBR movement has no phase to overlap with, hence, the intersection is not able to be analyzed utilizing HCM 2010 methodology because it does not have a standard NEMA phasing configuration.

Solution:

- Addition of a “dummy” NBL movement (phase 5) in order to allow the EBR movement (phase 4) to overlap with the NBL movement (phase 5).
- A volume of “1” was coded into the volume entry for the NBL movement (Phase 5) in order to prevent this “dummy” phase from being skipped.
- A minimum recall was coded for the NBL movement.

Date of confirmation from Trafficware: 05/08/17

Intersection Geometrics & Phasing in Synchro:



Project: Kearny Mesa Community Plan Update

Analyst: Jonathan Sanchez

Existing Geometrics:

Intersection 13: I-805 NB Off-Ramp & Clairemont Mesa Blvd



Description of issue:

The signal timing sheet for this intersection assigns Phase 4 to the NBR movement. However, since there is no NBT movement, this intersection is not able to be analyzed utilizing HCM 2010 methodology because it does not have a standard NEMA phasing configuration.

Solution:

- Addition of a “dummy” NBT movement (phase 8) in order to conform with NEMA phasing.

Date of confirmation from Trafficware: 05/08/17

Intersection Geometrics & Phasing in Synchro:



Project: Kearny Mesa Community Plan Update

Analyst: Jonathan Sanchez

Existing Geometrics:

Intersection 21: SR-163 NB Off-Ramp/SR-163 NB On-Ramp & Clairemont Mesa Blvd



Description of issue:

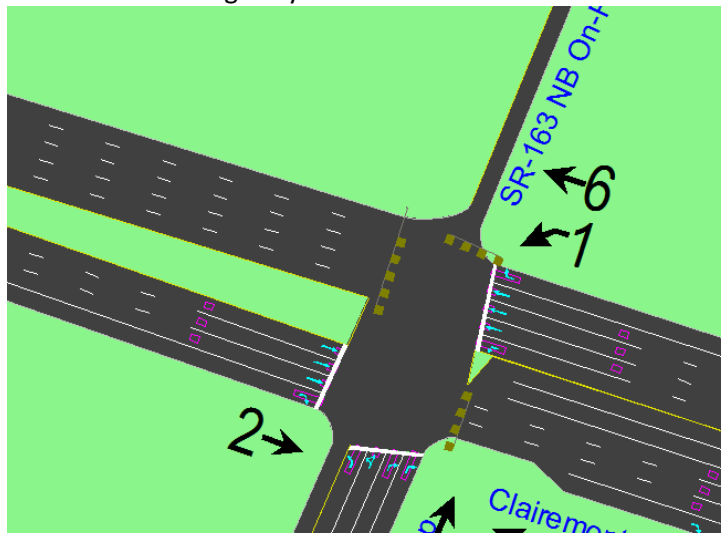
The signal timing sheet for this intersection calls for an NBR movement overlap (phase 8). However, since there is no WBL movement (phase 1), the NBR movement has no phase to overlap with, hence, the intersection is not able to be analyzed utilizing HCM 2010 methodology because it does not have a standard NEMA phasing configuration.

Solution:

- Addition of a “dummy” WBL movement (phase 1) in order to allow the NBR movement (phase 8) to overlap with the WBL movement (phase 1).
- A volume of “1” was coded into the volume entry for the WBL movement (Phase 1) in order to prevent this “dummy” phase from being skipped.
- A minimum recall was coded for the WBL movement.

Date of confirmation from Trafficware: 05/08/17

Intersection Geometrics & Phasing in Synchro:



Project: Kearny Mesa Community Plan Update

Analyst: Jonathan Sanchez

Existing Geometrics:

Intersection 42: I-805 SB On-Off Ramps/I-805 SB Off-Ramp & Balboa Avenue



Description of issue:

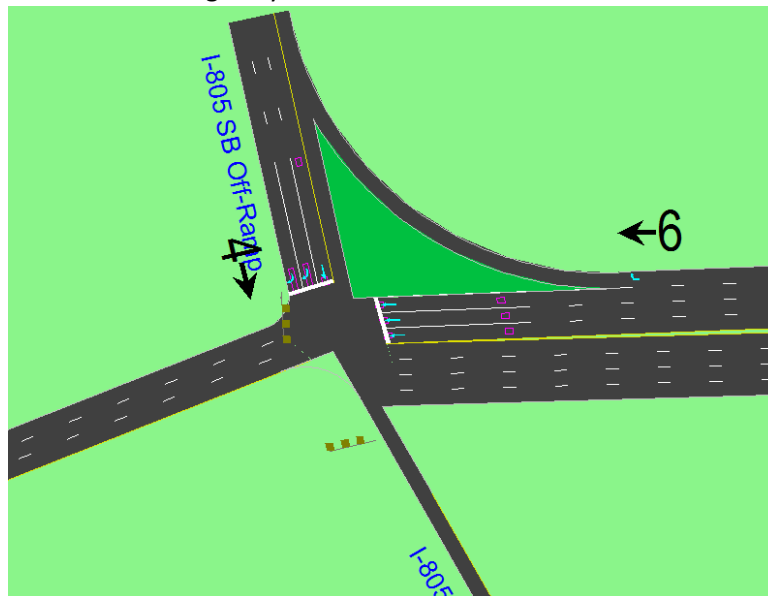
The signal timing sheet for this intersection assigns Phase 4 to the SBR movement. However, since there is no SBT movement, this intersection is not able to be analyzed utilizing HCM 2010 methodology because it does not have a standard NEMA phasing configuration.

Solution:

- Addition of a “dummy” SBT movement (phase 4) in order to conform with NEMA phasing.

Date of confirmation from Trafficware: 05/08/17

Intersection Geometrics & Phasing in Synchro:



Project: Kearny Mesa Community Plan Update

Analyst: Jonathan Sanchez

Existing Geometrics:

Intersection 43: I-805 NB Off-Ramp & Balboa Avenue



Description of issue:

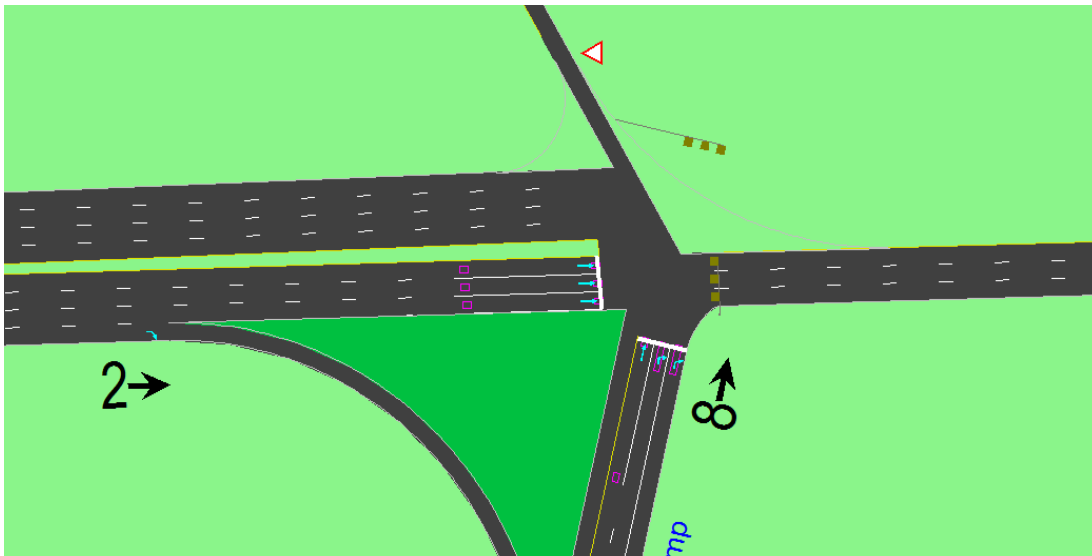
The signal timing sheet for this intersection assigns Phase 8 to the NBR movement. However, since there is no NBT movement, this intersection is not able to be analyzed utilizing HCM 2010 methodology because it does not have a standard NEMA phasing configuration.

Solution:

- Addition of a “dummy” NBT movement (phase 8) in order to conform with NEMA phasing.

Date of confirmation from Trafficware: 05/08/17

Intersection Geometrics & Phasing in Synchro:



Project: Kearny Mesa Community Plan Update

Analyst: Jonathan Sanchez

Existing Geometrics:

Intersection 54: Balboa Avenue & I-15 SB Off-Ramp



Description of issue:

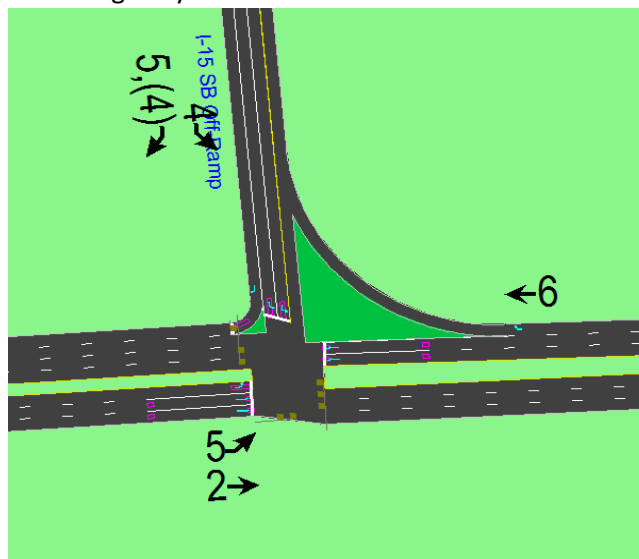
The signal timing sheet for this intersection calls for an SBR movement overlap (phase 4). However, since there is no EBL movement (phase 5), the SBR movement has no phase to overlap with, hence, the intersection is not able to be analyzed utilizing HCM 2010 methodology because it does not have a standard NEMA phasing configuration.

Solution:

- Addition of a “dummy” EBL movement (phase 5) in order to allow the SBR movement (phase 4) to overlap with the EBL movement (phase 5).
- A volume of “1” was coded into the volume entry for the EBL movement (Phase 1) in order to prevent this “dummy” phase from being skipped.
- A maximum recall was coded for the EBL & SBL movements.

Date of confirmation from Trafficware: 05/12/17

Intersection Geometrics & Phasing in Synchro:



Project: Kearny Mesa Community Plan Update

Analyst: Jonathan Sanchez

Existing Geometrics:

Intersection 74: I-15 SB On-Ramp/I-15 SB Off-Ramp & Aero Drive



Description of issue:

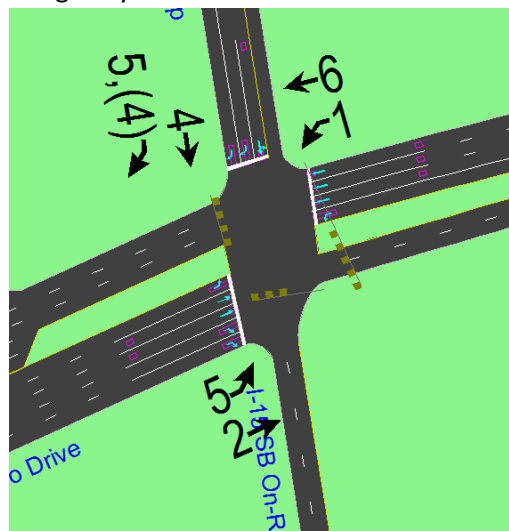
The signal timing sheet for this intersection calls for an SBR movement overlap (phase 4). However, since there is no EBL movement (phase 5), the SBR movement has no phase to overlap with, hence, the intersection is not able to be analyzed utilizing HCM 2010 methodology because it does not have a standard NEMA phasing configuration.

Solution:

- Addition of a “dummy” EBL movement (phase 5) in order to allow the SBR movement (phase 4) to overlap with the EBL movement (phase 5).
- A volume of “1” was coded into the volume entry for the EBL movement (Phase 5) in order to prevent this “dummy” phase from being skipped.
- A minimum recall was coded for the EBL movement (phase 5).

Date of confirmation from Trafficware: 05/08/17

Intersection Geometrics & Phasing in Synchro:



Project: Kearny Mesa Community Plan Update

Analyst: Jonathan Sanchez

Existing Geometrics:

Intersection 81: I-805 NB Off-Ramp & Kearny Villa Road



Description of issue:

The signal timing sheet for this intersection calls for an NBR movement overlap (phase 8). However, since there is no WBL movement (phase 1), the NBR movement has no phase to overlap with, hence, the intersection is not able to be analyzed utilizing HCM 2010 methodology because it does not have a standard NEMA phasing configuration.

Solution:

- Addition of a “dummy” WBL movement (phase 1) in order to allow the NBR movement (phase 8) to overlap with the WBL movement (phase 1).
- A volume of “1” was coded into the volume entry for the WBL movement (Phase 1) in order to prevent this “dummy” phase from being skipped.
- A minimum recall was coded for the WBL movement (phase 1).

Date of confirmation from Trafficware: 05/08/17

Intersection Geometrics & Phasing in Synchro:

