AVALON BAY

LOCAL MOBILITY ANALYSIS

PRJ #: 1059329

PREPARED BY:

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JULY 2024

EXECUTIVE SUMMARY

This Local Mobility Analysis (LMA) evaluates the potential transportation effects associated with the proposed Avalon Bay Pacific Beach Project ("Project"). The City of San Diego (City) Transportation Study Manual (TSM) dated September 2022 was used to develop this LMA. A Vehicle Miles Traveled (VMT) analysis was also performed per California Environmental Quality Act (CEQA), and the results are provided in a separate memorandum.

The proposed Project is located at 3833 Ingraham Street, San Diego, CA, along Ingraham Street between Fortuna Avenue and La Playa Avenue and within the Pacific Beach Community Planning Area. The Project site is located near several existing bus routes and stops and is located within a Transit Priority Area (TPA) and a Parking Standards Transit Priority Area. Due to the proposed increase in density for the site to 54 dwelling units per net residential acre, the Project will require a Process 5 Community Plan Amendment (CPA) / General Plan Amendment and a Rezone to be consistent with the ultimate proposed density. The Project also requires a Coastal Development Permit, Neighborhood Development Permit, and a Public Service Easement Vacation.

Project Information

This Project proposes to repurpose underutilized surface parking areas within the 12.96-acre site which is currently occupied by 564 multi-family dwelling units, resident amenities, and five acres of surface parking. The Project will provide an additional 138 dwelling multi-family units, including 6 affordable units, as well as 634 parking spaces and two new underground parking garages.

The development will consist of three buildings along Fortuna Avenue, Jewell Street, and La Playa Avenue. Building 1 will be constructed along Fortuna Avenue and will consist of 24 two-bedroom units, 45 one-bedroom units, and 386 parking spaces in a new parking garage. Building 2 will be along Jewell Street, consisting of 9 two-bedroom units,12 one-bedroom units, and 20 parking spaces. Building 3 will exist along La Playa Avenue and will consist of 26 two-bedroom units, 22 one-bedroom units, and 236 parking spaces in a new parking garage. This Project proposes a total of 634 vehicle spaces (including 23 accessible spaces), 65 electric commercial vehicle spaces, 74 short-term bicycle storage spaces, and 15 motorcycle spaces. The Project will be constructed in one phase with an estimated completion date of 2025.

The current Project site is currently served by fourteen unsignalized driveways shown in **Figure E-1** which will be consolidated to seven unsignalized driveways for the proposed Project site. Three existing driveways along Fortuna Avenue will be consolidated to one driveway serving the Building 1 parking lot. Five existing driveways along La Playa Avenue will be consolidated to one driveway serving the Building 3 parking lot. In total, the proposed Project site will have three driveways along Ingraham Street, three driveways along Jewell Street, one driveway along Fortuna Avenue, and one driveway along La Playa Avenue. These driveways will provide access to the main entrance and parking lots.

The Project is located within approximately 800 feet walking distance to the transit stops located along Ingraham Street, which serves Route 9 of the San Diego Metropolitan Transit System (MTS). Route 9 has 20-minute headways Monday through Friday between 9:14 AM to 6:17 PM. Outside of these hours, Route 9 has 30-minute headways between 5:48 AM and 9:14 AM and between 6:17 PM and 9:41 PM. Transit Routes 8 and 30 also provide service along Grand Avenue, with the nearest stops located within a half-mile of the northern half of the Project site at the intersection of Grand Avenue and Ingraham Street. Route 8 has 15-minute headways Monday through Friday from 6:37 AM to 7:20 PM. Outside of these hours, Route 8 has 30-minute headways between 5:36 AM and 6:37 AM and between 7:20 PM and 11:55 PM. Route 30 has 15-minute headways Monday through Friday between 6:13 AM and 6:18 PM and 30-minute headways between 6:18 PM and 12:31 AM.

The City of San Diego Trip Generation Manual (May 2003) was used to estimate the trip generation for the proposed Project. The land use for "Multiple Dwelling Unit – Over 20 dwelling units/acre" was utilized to develop the trip generation rates for the proposed Project. To account for residents using transit and active transportation, the estimated trip generation includes a 10 percent daily trip reduction and 14 percent AM and PM peak hour trip reduction based on the City of San Diego's Transportation Study Manual (September 2022) for the proposed residential Project. The existing trip generation is based on driveway counts that would have already accounted for any trip reductions from transit and other modes.

Driveway trip generations were calculated to forecast daily and peak-hour trips for this Project. The net change in driveway trips is anticipated to be an increase of 787 average daily trips with 61 morning peak hour (13 in, 48 out) and 68 afternoon peak hour (48 in, 20 out) trips.

Analysis Scenarios

Per the City's TSM and the agreed upon scoping letter, five scenarios were analyzed as part of this analysis, listed below:

- Existing (2022) Conditions
- Opening Year (2025)
- Opening Year (2025) with Project
- Horizon Year (2050)
- Horizon Year (2050) with Project

Study Area

The study area was determined following guidance provided in the City's TSM and the scoping process. The proposed study area consists of 11 intersections: 1 signalized, 2 unsignalized, and 8 unsignalized driveways.

The study area is summarized below.

Intersections:

ID	Intersection	Control
1	Ingraham Street and Fortuna Avenue	Unsignalized
2	Jewell Street and Fortuna Avenue	Unsignalized
3	Ingraham Street and La Playa Avenue	Signalized
4	Fortuna Avenue and Consolidated Driveway	Unsignalized
5	Jewell Street and Lot H Driveway	Unsignalized
6	Jewell Street and Lot G Driveway	Unsignalized
7	Jewell Street and Lot F Driveway	Unsignalized
8	La Playa Avenue and Consolidated Driveway	Unsignalized
9	Ingraham Street and Visitor 2 Driveway	Unsignalized
10	Ingraham Street and Visitor 1 Driveway	Unsignalized
11	Ingraham Street and Consolidated Driveway	Unsignalized

Roadway Segments:

This Project does not propose adding more than 500 additional daily trips on any individual roadway segment. Therefore, no roadway segment analysis was conducted.

Summary of Project Effects and Recommended Improvements

Table E-1 displays the intersection delay and LOS at all study intersections for the scenarios analyzed. As shown in the table, all intersections would operate at LOS D or better for all scenarios.

Table E-2 displays the 95th percentile queue lengths for study area intersections. It should be noted that baseline volume growth for Horizon Year (2050) conditions uses a conservative 0.2% growth rate, and therefore volumes are not forecasted to grow substantially across the network. Average queue lengths from 10 SimTraffic runs were summarized for each scenario. Due to the lack of substantial volume growth across scenarios, the peak-hour factor changes for horizon year scenarios, and the nature of the micro-simulation model, there were times when queues decreased slightly (up to 4 feet), and delays decreased slightly across the different scenarios. As shown in the table, the following locations are expected to have queues which exceed the available storage under the following scenarios:

- **Ingraham Street and La Playa Avenue**
    - The NBL movement exceeds the available storage during the PM peak hours across all scenarios by less than 21 feet. During the AM peak hours, the NBL movement exceeds the available storage for Horizon Year scenarios by 6 feet. The project is not anticipated to add traffic volumes to this movement.
    - The SBL movement exceeds the available storage during the PM peak hour by a negligible amount (2 feet) in the Horizon Year (2050) with Project scenario.

Mobility Choices

Based on the Mobility Choices Regulations, the project is required to provide VMT reduction measures to achieve a minimum of 5 points. The project is proposing the following VMT reduction strategies that encourage alternative modes of transportation and reducing vehicle trips:

- Installation of pedestrian resting areas or recreation nodes adjacent to the public pedestrian walkway on Jewell Street near La Playa Avenue that will be signed as available to the public.
- On-site bicycle repair station near the pedestrian resting area on Jewell Street that will be available for the public.

Implementing each of these amenities would result in a total of 11 points, which would exceed the minimum 5 points required. Therefore, this project meets the Mobility Choices Regulations. These measures are consistent with the goals of the City for this Transit Priority Area to reduce vehicle trips and increase alternative modes of transportation.

Multi-Modal Project Improvements

The Project trip generation assumes a reduction of trips due to the Project's proximity to transit. Accessible pedestrian connections to transit stops are required per the California Building Code (CBC).

A class III bicycle route is planned adjacent to the Project site along Jewell Street between Foothill Boulevard and Moorland Drive per the Pacific Beach Community Plan. The City of San Diego Bicycle master Plan (2013) refers to Jewell Street as a Bicycle Boulevard (an enhanced Class III bike route). Additionally, a class III bicycle route is planned one block north of the Project site along Pacific Beach Drive

from the Pacific Beach coastline to the Campland on the Bay Driveway. Here, it will connect with the existing Class I Bikeway along the Mike Gotch Memorial Bridge providing access to eastern Mission Bay. The City of San Diego Bicycle Master Plan also plans Class II or III bicycle facilities along Ingraham Street between Crown Point Drive and Pacific Beach Drive, within the study area.

Based on the analysis of multi-modal facilities within ½ mile of the Project site, the development of the Project will provide the following improvements:

- Construct non-contiguous sidewalk facilities along the Project frontage along Jewell Street. The linear park and construction of a new, non-contiguous sidewalk within a landscaped and tree-line parkway furthers the goals of PB Pathways by enhancing the pedestrian environment along Jewell Street and improving access/providing a safe route to the adjacent school.
- Construct non-contiguous sidewalk facilities along the project frontage of Ingraham Street for approximately 300ft.

Systemic Safety Improvements

Per the TSM, hotspots for vehicles, pedestrians, and bicycles were identified using the methodologies provided in the City of San Diego *Systemic Safety The Data-Driven Path to Vision Zero*, dated April 2019.

The following countermeasures will be provided by the project to address the vehicle, bicycle, and pedestrian safety hotspots identified.

- Vehicle Hotspot:
    - Intersection 3 – Ingraham Street & La Playa Avenue
    - Countermeasure: The project will install traffic signal head backplates with retroreflective borders across all approaches.
- Bicycle Hotspot:
    - Intersection 2 – Fortuna Avenue and Jewell Street
    - Intersection 3 – Ingraham Street & La Playa Avenue
    - Countermeasure: The project will include a Public Safety Messaging Campaign in a communal space on the site.
- Pedestrian Hotspot:
    - Intersection 3 – Ingraham Street & La Playa Avenue

    Countermeasure: The project will include an Intersection Control Awareness Campaign in a communal space on the site.

TABLE E-1 - Intersection LOS Analysis Summary

Intersection		Peak Hour	Existing Conditions		Opening Year (2025)		Opening Year (2025) with Project		Horizon Year (2050)		Horizon Year (2050) with Project	
			Delay (a)	LOS (b)	Delay (a)	LOS (b)	Delay (a)	LOS (b)	Delay (a)	LOS (b)	Delay (a)	LOS (b)
1	Ingraham St & Fortuna Ave[1]	AM	13.0	B	13.2	B	16.6	C	13.8	B	16.1	C
		PM	28.5	D	19.8	C	21.2	C	27.1	D	31.4	D
2	Jewell St & Fortuna Ave[2]	AM	11.8	B	11.7	B	11.9	B	11.0	B	11.1	B
		PM	11.6	B	11.7	B	11.9	B	11.8	B	11.9	B
3	Ingraham St & La Playa Ave	AM	18.6	B	18.8	B	18.8	B	21.1	C	21.1	C
		PM	19.1	B	19.3	B	19.6	B	22.4	C	22.8	C
4	Fortuna Ave & Consolidated Dwy	AM	9.1	A	9.1	A	9.3	A	9.2	A	9.4	A
		PM	8.8	A	8.9	A	9.1	A	8.9	A	9.2	A
5	Jewell St & Lot H Dwy	AM	9.1	A	9.1	A	9.1	A	9.3	A	9.3	A
		PM	9.5	A	9.6	A	9.6	A	9.8	A	9.9	A
6	Jewell St & Lot G Dwy/Roosevelt Ave	AM	9.2	A	9.2	A	9.2	A	9.3	A	9.4	A
		PM	9.1	A	9.1	A	9.1	A	9.2	A	9.2	A
7	Jewell St & Lot F Dwy	AM	9.1	A	9.2	A	9.2	A	9.3	A	9.3	A
		PM	9.5	A	9.6	A	9.6	A	9.7	A	9.8	A
8	La Playa Ave & Consolidated Dwy	AM	9.2	A	9.3	A	9.4	A	9.4	A	9.6	A
		PM	9.6	A	9.6	A	9.9	A	9.8	A	10.2	B
9	Ingraham St & Visitor 2 Dwy	AM	12.5	B	12.6	B	12.7	B	14.0	B	14.1	B
		PM	13.2	B	13.4	B	13.6	B	15.0	C	15.2	C
10	Ingraham St & Visitor 1 Dwy	AM	13.7	B	14.0	B	14.1	B	15.7	C	15.9	C
		PM	13.8	B	14.1	B	14.2	B	15.8	C	16.0	C
11	Ingraham St & Consolidated Dwy[3]	AM	13.6	B	13.9	B	13.1	B	15.6	C	14.5	B
		PM	14.5	B	14.8	B	14.0	B	16.8	C	15.7	C

Notes:

Bold values indicate intersections operating at LOS E or F. **Bold and shaded** values indicate project significant impact.

ECL = Exceeds Calculable Limit. Reported when delay exceeds 180 seconds.

(a) Delay refers to the average control delay for the entire intersection, measured in seconds per vehicle. At a two-way stop-controlled intersection, delay refers to the worst movement.

(b) LOS calculations are based on the methodology outlined in the *Highway Capacity Manual 6th Edition* and performed using Synchro 11

Note: Due to the lack of substantial volume growth across scenarios, the peak-hour factor changes for horizon year scenarios, and the nature of the micro-simulation model, there are some instances where delay decreased slightly in horizon year as compared to existing or opening year.

Table E-2 Queue Summary

#	Intersection	Move-ment	Available Storage Length (ft)	95th Percentile Queue (ft)						
				Peak Hour	Existing	Opening Year (2025)	Opening Year (2025) with Project	Horizon Year (2050)	Horizon Year (2050) with Project	Exceeds Storage Length
1	Ingraham Street & Fortuna Avenue	WBLTR	95	AM	53	67	77	70	73	No
				PM	56	56	61	63	68	No
2	Jewell Street & Fortuna Avenue	EBLTR	215	AM	47	73	69	78	87	No
				PM	50	49	49	51	51	No
3	Ingraham Street & La Playa Avenue	NBL	60	AM	50	50	53	**66**	**63**	**Yes**
				PM	**67**	**66**	**72**	**79**	**81**	**Yes**
		SBL	100	AM	44	43	48	53	57	No
				PM	80	78	93	92	**102**	**Yes**
		SBR	180	AM	39	37	37	33	36	No
				PM	46	50	51	49	55	No
4	Fortuna Avenue & Consolidated Driveway	NBLR	100	AM	46	46	54	47	53	No
				PM	40	39	46	39	46	No
		WBL	390	AM	<25	<25	<25	<25	<25	No
				PM	<25	<25	<25	<25	<25	No
5	Jewell Street & Lot H Driveway	EBLR	100	AM	<25	<25	<25	<25	<25	No
				PM	25	25	29	<25	25	No
		NBL	515	AM	<25	<25	<25	<25	<25	No
				PM	<25	<25	<25	<25	<25	No
6	Jewell Street & Lot G Driveway	EBLTR	100	AM	<25	<25	<25	<25	<25	No
				PM	<25	<25	<25	<25	<25	No
		NBL	75	AM	<25	<25	<25	<25	<25	No
				PM	<25	<25	<25	<25	<25	No
7	Jewell Street & Lot F Driveway	EBLR	100	AM	25	25	27	24	<25	No
				PM	<25	<25	<25	<25	<25	No
		NBL	585	AM	<25	<25	<25	<25	<25	No
				PM	<25	<25	<25	<25	<25	No
8	La Playa Avenue & Consolidated Driveway	SBLTR	100	AM	44	46	52	47	51	No
				PM	39	40	42	41	44	No
		EBL	100	AM	<25	<25	<25	<25	<25	No
				PM	<25	<25	<25	<25	<25	No
9	Ingraham Street & Visitor 2 Driveway	WBLR	100	AM	<25	<25	<25	<25	<25	No
				PM	<25	<25	<25	<25	<25	No
10	Ingraham Street & Visitor 1 Driveway	WBLR	100	AM	<25	<25	<25	<25	<25	No
				PM	26	<25	26	28	26	No
11	Ingraham & Consolidated Driveway	WBLR	100	AM	25	<25	32	22	31	No
				PM	<25	<25	<25	<25	<25	No

Notes:
Queuing analysis performed using SimTraffic software.
Bold values indicate queue exceeds available storage length
WB = westbound, EB = eastbound, SB = southbound, NB = northbound
L = left movement, T = through movement, R = right movement
Note: Due to the lack of substantial volume growth across scenarios, the peak-hour factor changes for horizon year scenarios, and the nature of the micro-simulation model, there are some instances where queues decreased slightly in horizon year as compared to existing or opening year.

Contents

1 Introduction 1

1.1 Project Description 1

1.2 Analysis Scenarios 2

2 Methodology 6

2.1 Study Area 6

2.2 Analysis Process 8

2.3 Off-Site Improvements 10

3 Existing Conditions 12

3.1 Road Network 12

3.2 Roadway Network Changes 12

3.3 Traffic Volumes 13

3.4 Intersection Analysis 13

3.5 Queueing 13

4 Project Traffic 19

4.1 Roadway Network Changes 19

4.2 Trip Generation 19

4.3 Trip Distribution 21

4.4 Trip Assignment 21

5 Opening Year (2025) Conditions 28

5.1 Roadway Network Changes 28

5.2 Traffic Volumes 28

5.3 Intersection Analysis 28

5.4 Queuing 28

6 Opening Year (2025) with Project 32

6.1 Roadway Network Changes 32

6.2 Intersection Analysis 32

6.3 Queuing 32

7 Horizon Year (2050) Conditions 36

7.1 Roadway Network Changes 36
7.2 Traffic Volumes 36
7.3 Intersection Analysis 36
7.4 Queuing 36
8 Horizon Year (2050) with Project 40
8.1 Roadway Network Changes 40
8.2 Intersection Analysis 40
8.3 Queuing 40
8.4 Project Effects and Recommended Improvements 44
9 Parking 45
10 Systemic Safety Review 46
10.1 Vehicular Systemic Safety Review 46
10.2 Bicycle Systemic Safety Review 46
10.3 Pedestrian Systemic Safety Review 46
11 Additional Topics 48
11.1 Transportation Demand Management (TDM) 48
11.2 Mobility Choices 48
11.3 Site Access and On-site Circulation 49
11.4 Pedestrian Facilities 49
11.5 Bicycle Facilities 52
11.6 Transit 55

Figures

Figure 1-1 Regional Vicinity Map 3
Figure 1-2 Proposed Site Plan 4
Figure 1-3 Existing Site Plan 5
Figure 2-1 Study Area Map 7
Figure 3-1 Intersection Geometrics 15
Figure 3-2 Existing Parking Inventory 16

Figure 3-3 Existing Traffic Volumes....17
Figure 4-1 Regional Project Trip Distribution....22
Figure 4-2 Building 1 Trip Distribution....23
Figure 4-3 Building 3 Trip Distribution....24
Figure 4-4 Building 1 Trip Assignment....25
Figure 4-5 Building 3 Trip Assignment....26
Figure 4-6 Total Project Trip Assignment....27
Figure 5-1 Opening Year (2025) Traffic Volumes....31
Figure 6-1 Opening Year (2025) with Project Traffic Volumes....35
Figure 7-1 Horizon Year (2050) Traffic Volumes....39
Figure 8-1 Horizon Year (2050) with Project Traffic Volumes....43
Figure 11-1 Existing Walkshed....50
Figure 11-2 Existing Pedestrian Volumes....51
Figure 11-3 Existing Bikeshed....53
Figure 11-4 Existing Bicycle Volumes....54
Figure 11-5 Existing Transit Stops....56

Tables

Table 2-1 Study Intersections....8
Table 2-2 LOS Criteria for Intersections....9
Table 2-3 City of San Diego Off-Site Improvement Recommendations....11
Table 3-1 Existing Conditions Queue Summary....14
Table 3-2 Existing Conditions Intersection LOS Summary....18
Table 4-1 Trip Generation Summary....20
Table 5-1 Opening Year (2025) Intersection LOS Summary....29
Table 5-2 Opening Year (2025) Queue Summary....30
Table 6-1 Opening Year (2025) With Project Intersection LOS Summary....33

Table 6-2 Opening Year (2025) with Project Queue Summary.....34
Table 7-1 Horizon Year (2050) Intersection LOS Summary.....37
Table 7-2 Horizon Year (2050) Queue Summary 38
Table 8-1 Horizon Year (2050) with Project Intersection LOS Summary 41
Table 8-2 Horizon Year (2050) with Project Queue Summary.....42

Appendices

Appendix A Existing Traffic Count Data

Appendix B Scoping Letter

Appendix C Signal Timing Plan

Appendix D Pacific Beach Community Plan Circulation Element

Appendix E Intersection LOS Worksheets

Appendix F Turn-32 Worksheets

Appendix G Synchro Queuing Worksheets

Appendix H Bus Route Information

Appendix I Hotspot Location Map

1 INTRODUCTION

The following Local Mobility Analysis has been prepared per the City's Transportation Study Manual (TSM) to evaluate potential Project transportation effects associated with the development of the proposed Avalon Bay Pacific Beach Project and to recommend Project improvements that would address these transportation effects.

1.1 PROJECT DESCRIPTION

The proposed Avalon Bay Pacific Beach residential development is located at 3833 Ingraham Street, San Diego, CA, along Ingraham Street between Fortuna Avenue and La Playa Avenue and within the Pacific Beach Community Planning Area. **Figure 1-1** depicts the Project location in a regional context. The Project site is located near several existing bus routes and stops and is located within a Transit Priority Area (TPA) and a Parking Standards Transit Priority Area. Due to the proposed increase in density for the site to 54 dwelling units per net residential acre, the Project will require a Process 5 Community Plan Amendment (CPA) / General Plan Amendment and a Rezone to be consistent with the ultimate proposed density. The Project also requires a Coastal Development Permit, Neighborhood Development Permit, and a Public Service Easement Vacation.

This Project proposes to repurpose underutilized surface parking areas within the 12.96-acre site which is currently occupied by 564 multi-family dwelling units, resident amenities, and five acres of surface parking. The Project will provide an additional 138 dwelling multi-family units, including 6 affordable units, as well as 634 parking spaces and two new underground parking garages.

The development will consist of three buildings along Fortuna Avenue, Jewell Street, and La Playa Avenue. Building 1 will be constructed along Fortuna Avenue and will consist of 24 two-bedroom units, 45 one-bedroom units, and 384 parking spaces in a new parking garage. Building 2 will be along Jewell Street, consisting of 9 two-bedroom units,12 one-bedroom units, and 20 surface parking spaces. Building 3 will exist along La Playa Avenue and will consist of 26 two-bedroom units, 22 one-bedroom units, and 230 parking spaces in a new parking garage. This Project proposes a total of 634 vehicle spaces (including 23 accessible spaces), 65 electric commercial vehicle spaces, 74 short-term bicycle storage spaces, and 15 motorcycle spaces. The net added parking is 11 spots. The Project will be constructed in one phase with an estimated completion date of 2025. **Table 1-1** shows details on dwelling units and parking, and **Figure 1-2** shows the proposed Project site plan.

Table 1-1 Dwelling Units and Parking Details

Building	Proposed Dwelling Units		Existing Parking	Future Parking	Difference in Parking Spaces	Existing Lots to be Replaced
	One-Bedroom	Two-Bedroom				
Building 1	45 units	24 units	292 spaces	384 spaces	92	I, J, K
Building 2	12 units	9 units	113 spaces	20 spaces	-93	G, F (partial)
Building 3	22 units	26 units	218 spaces	230 spaces	12	B, C, D, E
TOTAL	**138 units**		**623 spaces**	**634 spaces**	**+11**	

1.2 ANALYSIS SCENARIOS

Five scenarios were evaluated as part of this analysis, listed below:

- ***Existing Conditions****:* Represents the traffic conditions of the street network in place in 2023. Traffic counts were collected on Tuesday, November 29, 2022, a typical non-holiday weekday when schools were in session. All count data is provided in **Appendix A**.
- ***Opening Year (2025):*** Represents the traffic conditions on the existing street network assumed to be in place in year 2025. A 1% yearly growth rate was assumed for traffic in the study area between Existing Conditions and Opening Year (2025) conditions.
- ***Opening Year (2025) with Project:*** Represents the Opening Year (2025) scenario with the addition of the proposed Project trips. Comparison of this scenario to the Opening Year (2025) scenario determines direct effects associated with the proposed Project.
- ***Horizon Year (2050):*** Represents the traffic conditions on the existing street network assumed to be in place at community buildout in year 2050. Traffic volumes were estimated using growth rates from SANDAG's Series 14 model.
- ***Horizon Year (2050) with Project:*** Represents the Horizon Year (2050) scenario with the addition of the proposed Project trips. Comparison of this scenario to the Horizon Year (2050) scenario determines direct effects associated with the proposed Project.

FIGURE 1-1 - Regional Vicinity Map

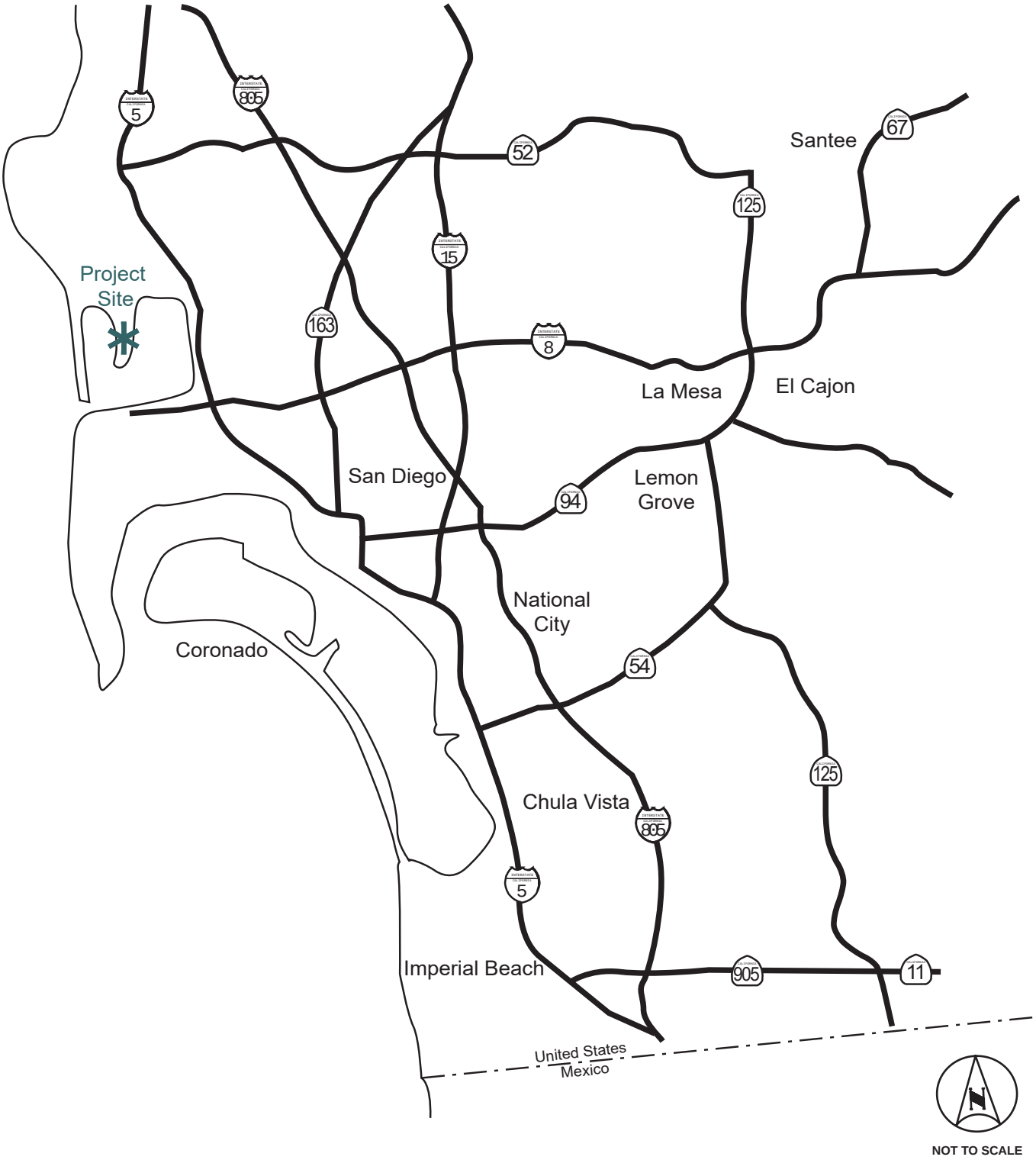
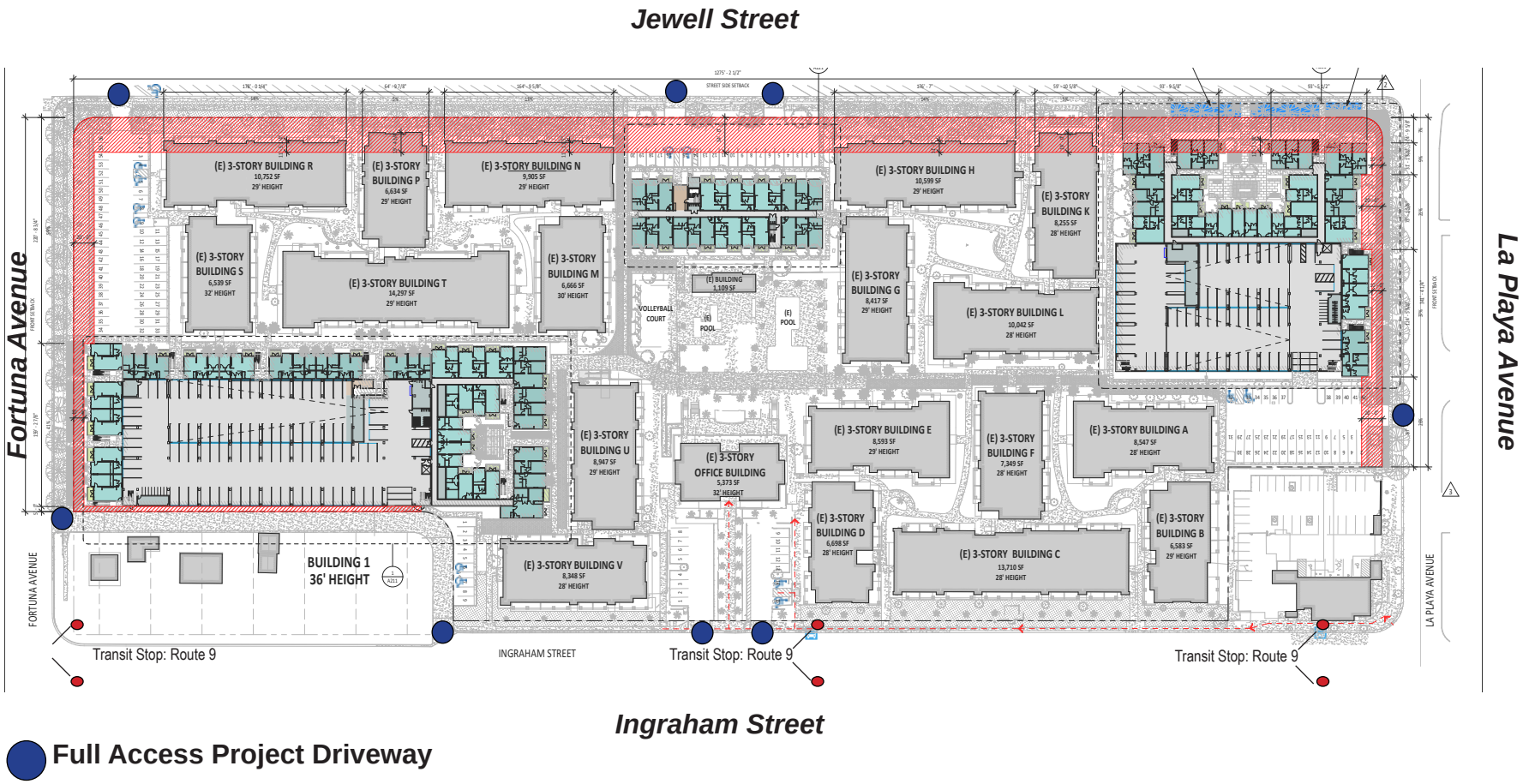


FIGURE 1-2 - Proposed Site Plan



Full Access Project Driveway

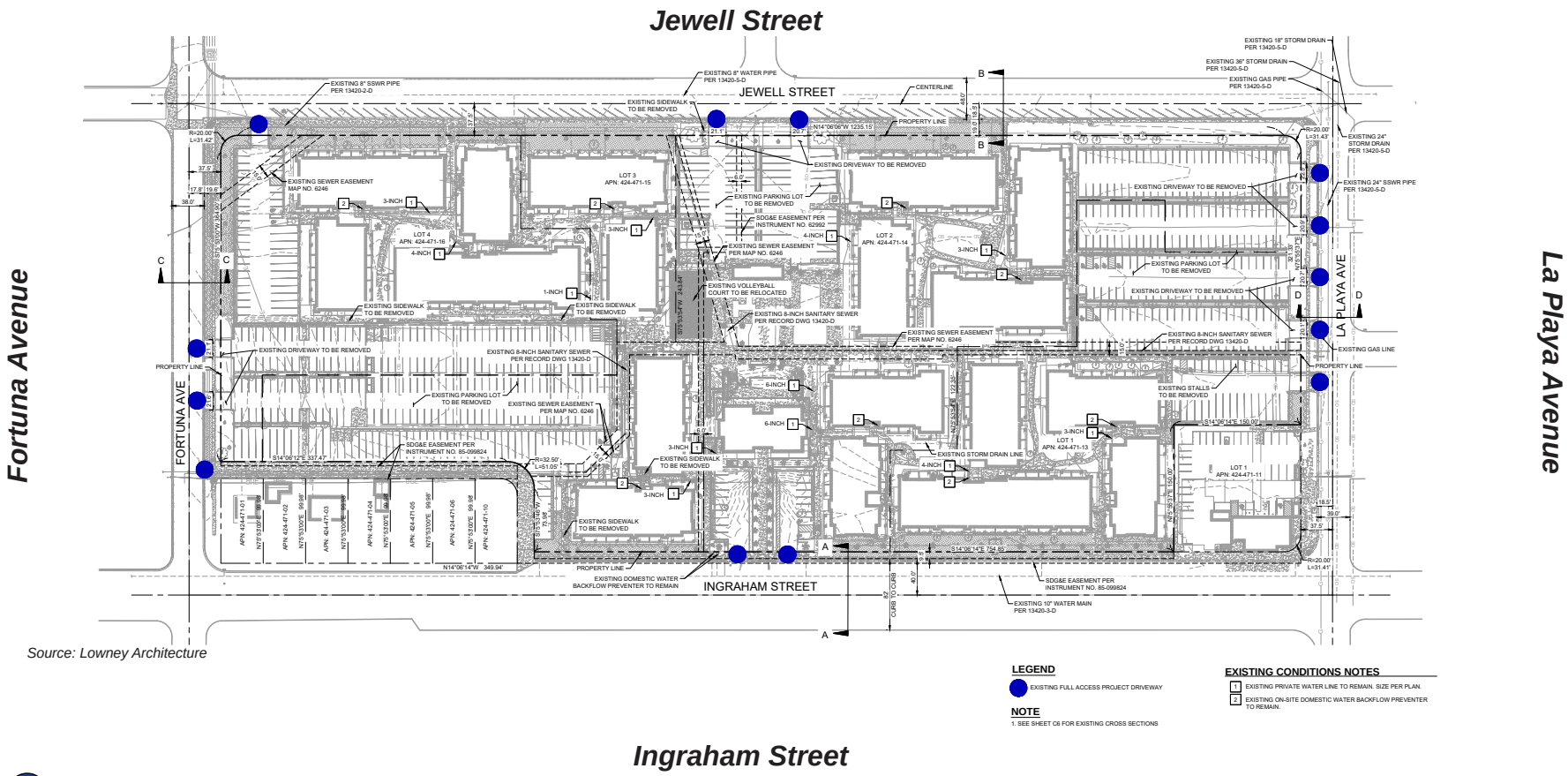
BUILDING 1
69 UNITS / **384** PARKING
24 2-BED @ 1,088SF AVG.
45 1-BED @ 718SF AVG.

BUILDING 2
21 UNITS / **20** PARKING
9 2-BED @ 1088SF AVG.
12 1-BED @ 718SF AVG.

BUILDING 3
48 UNITS / **230** PARKING
26 2-BED @ 1088SF AVG.
22 1-BED @ 718SF AVG.

North

Source: Lowney Architecture



Source: Lowney Architecture

Full Access Project Driveway

North

2 METHODOLOGY

The following section describes the methodology used to identify the study area, analyze study area conditions, and determine Project effects as determined in the Scoping Letter provided in **Appendix B**.

2.1 STUDY AREA

The study area includes signalized and unsignalized intersections that meet the following criteria for Projects that generate fewer than 2,400 daily final driveway trips:

- All signalized intersections and signalized driveways within 0.5 mile of any Project driveway that also generate 50 or more peak hour trips to any turning movement
- All unsignalized intersections and unsignalized driveways located within 0.5 mile of any Project driveway that also generate 50 or more peak hour trips in either direction
- All freeway ramp terminal intersections where a Project adds 50 or more peak hour trips in either direction regardless of distance from the Project

The City of San Diego's TSM determines the extents for pedestrian and bicycle modes based on facilities within a half-mile of the Project site. Pedestrian facilities, bicycle facilities, as well as transit stops within a half-mile of each pedestrian access point are documented and their amenities evaluated.

The study area is shown in **Figure 2-1**. The intersections identified for evaluation are shown in **Table 2-1**.

FIGURE 2-1 - Study Area Map

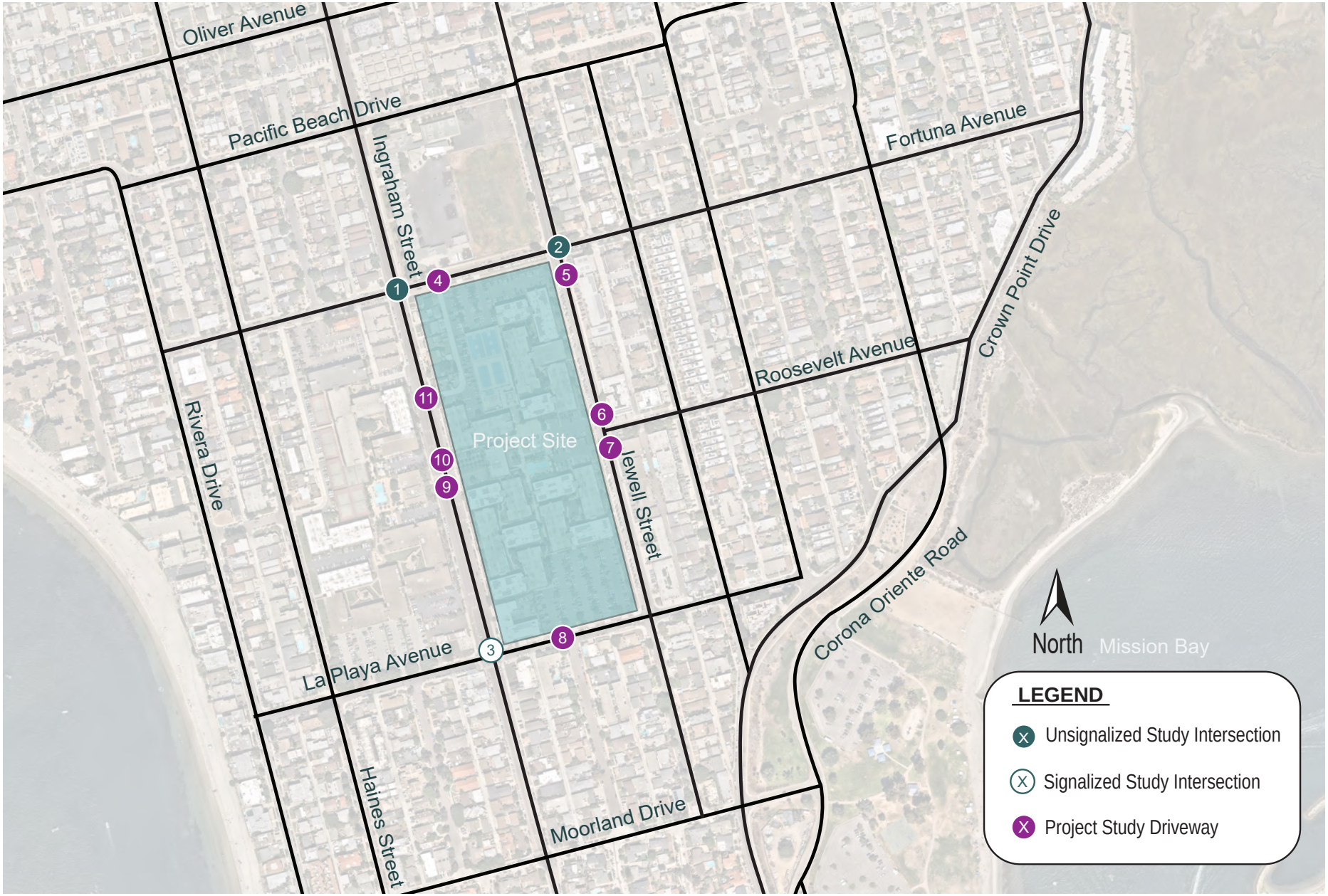


Table 2-1 Study Intersections

Intersection		Traffic Control (a)	Jurisdiction
1	Ingraham Street and Fortuna Avenue	SSSC	San Diego
2	Jewell Street and Fortuna Avenue	SSSC	San Diego
3	Ingraham Street and La Playa Avenue	Signal	San Diego
4	Fortuna Avenue and Consolidated Driveway	SSSC (b)	San Diego
5	Jewell Street and Lot H Driveway	SSSC (b)	San Diego
6	Jewell Street and Lot G Driveway	SSSC (b)	San Diego
7	Jewell Street and Lot F Driveway	SSSC (b)	San Diego
8	La Playa Avenue and Consolidated Driveway	SSSC (b)	San Diego
9	Ingraham Street and Visitor 2 Driveway	SSSC (b)	San Diego
10	Ingraham Street and Visitor 1 Driveway	SSSC (b)	San Diego
11	Ingraham Street and Consolidated Driveway	SSSC (b)	San Diego

Note:
(a) Signal = Traffic Signal; SSSC = Side Street Stop Control; AWSC = All Way Stop Control
(b) Project driveway

2.2 ANALYSIS PROCESS

The City of San Diego TSM provides guidelines for preparing a Local Mobility Analysis (LMA). The analysis process includes determining the operations at the study intersections for the AM and PM commuter peak periods as well as documenting pedestrian, bicycle, and transit facilities within the study area. Intersection operations were evaluated using Synchro 11 software. Analysis results were compared to the City's standards to determine if the Project has any Project effects.

The Highway Capacity Manual (*HCM)* published by the Transportation Research Board establishes procedures to evaluate facilities and rate their ability to process traffic volumes. The terminology "level of service" is used to provide a qualitative evaluation based on certain quantitative calculations, which are related to average delays.

2.2.1 PEDESTRIANS

Pedestrian analysis includes evaluating pedestrian facilities within the Project study area (sidewalks and crosswalks) for connectivity gaps, obstructions, or inefficiencies. In addition, locations with substantial pedestrian volumes should be analyzed in accordance with the latest version of the HCM.

2.2.2 BICYCLES

Bicycle projects or improvements identified in the City's Bicycle Master Plan or the Pacific Beach Community's Circulation Element and located within the Project study area should be documented. Bicycle facilities within the Project study area should also be evaluated for connectivity gaps and adequacy of facilities.

2.2.3 TRANSIT

Planned and/or proposed transit improvements identified in the Pacific Beach Community Plan or the Regional Transportation Improvement Program (RTIP) that are located within the Project study area should be documented. The transit system within the study area should be evaluated for the following Project effects:

- Anticipated increase in travel time for buses as a result of intersection or corridor delay
- Conflicts involving buses and nearby driveways

2.2.4 LOS CRITERIA AND THRESHOLDS FOR INTERSECTIONS

Level of service (LOS) for intersections is defined in terms of delay, which is a measure of driver discomfort, frustration, fuel consumption, and loss of travel time. Specifically, LOS criteria for signalized intersections is stated in terms of the average control delay per vehicle for the peak 15-minute period within the hour analyzed. The average control delay includes initial deceleration delay, queue move-up time, and final acceleration time in addition to the stop delay. The criteria for the various levels of service designations for intersections are given in **Table 2-2**.

Table 2-2 LOS Criteria for Intersections

LOS	Control Delay (sec/veh)		Description
	Signalized Intersections (a)	Unsignalized Intersections (b)	
A	≤10.0	≤10.0	Operations with very low delay and most vehicles do not stop.
B	>10.0 and ≤20.0	>10.0 and ≤15.0	Operations with good progression but with some restricted movement.
C	>20.0 and ≤35.0	>15.0 and ≤25.0	Operations where a significant number of vehicles are stopping with some backup and light congestion.
D	>35.0 and ≤55.0	>25.0 and ≤35.0	Operations where congestion is noticeable, longer delays occur, and many vehicles stop. The proportion of vehicles not stopping declines
E	>55.0 and ≤80.0	>35.0 and ≤50.0	Operations where there is significant delay, extensive queuing, and poor progression.
F	>80.0	>50.0	Operations that is unacceptable to most drivers, when the arrival rates exceed the capacity of the intersection.

Source:
(a) 6th Edition Highway Capacity Manual, Chapter 19, Page 16, Exhibit 19-8
(b) 6th Edition Highway Capacity Manual, Chapter 20, Page 6, Exhibit 20-2

LOS for unsignalized intersections is determined by the computed or measured control delay and is defined for each movement. At an all-way stop control intersection, the delay reported is the average control delay of all movements at the intersection. At a one-way or two-way stop control intersection, the delay reported represents the worst movement which is typically the left-turn from the minor street approach.

Synchro 11 (Trafficware) software was used to analyze the operations of both signalized and unsignalized intersections. Synchro uses the methodologies outlined in the 6th Edition Highway Capacity Manual (HCM).

The following list contains the assumptions used for intersection analysis:

- Peak-hour factor (PHF) - Measured in field PHFs were used for all scenarios per approach, except for Horizon Year (2050) and Horizon Year (2050) with Project. Horizon Year scenarios used a consistent PHF of 0.92.
- Saturation flow rate – typical saturation flow rate of 1,900 vehicles per hour per lane
- Signal Timing - Existing signal timings were modeled for the signalized intersection across all scenarios. Signal timing plans for the signalized intersection are provided in **Appendix C.**

2.3 OFF-SITE IMPROVEMENTS

2.3.1 CITY OF SAN DIEGO

The City of San Diego's Transportation Study Manual (TSM), published in September 2022, provides guidance for off-site improvements for vehicular traffic needs summarized in **Table 2-3**.

Table 2-3 City of San Diego Off-Site Improvement Recommendations

Facility	Measurement of Effectiveness (MOE)	Off-Site Improvement Recommendations
Pedestrian	Connectivity, walkshed, ADA-compliance	• Close sidewalk gaps and/or remove obstructions • Construct curb ramps to meet accessibility standards • Accommodate increased pedestrian demand with traffic calming and/or pedestrian related signal timing changes
Bicycle	Connectivity, bikeshed	• Construct bicycle facilities identified in the Community Plan or City Bicycle Master Plan • Accommodate increased bicycle demand with upgrades to existing facilities
Transit	Travel time, on-time performance, conflict identification	• Implement transit priority treatments and/or improvements identified in the Community Plan or at movements that experience LOS E or worse • Accommodate transit demand with additional stops and abiding by the Community Plan, RTIP, SANDAG, MTS, and/or the North County Transit District
Signalized Intersection	Seconds of delay, queue lengths, Project traffic volumes	• Add or lengthen a turn lane • Improve/modify signal timing • Provide Intelligent Transportation System (ITS) improvements • Add right-turn overlap phasing
Unsignalized Intersection	Seconds of delay, queue lengths, Project traffic volumes	• Evaluate alternative traffic control such as a signal or roundabout
Roadway Segment	ADT, v/c ratio	• Improve or upgrade facilities identified in the Community Plan
Freeway	Off-Ramp Queues (ft)	• Coordinate with City/Caltrans to improve off-ramp spillbacks onto freeway mainline

Source: City of San Diego Transportation Study Manual

3 EXISTING CONDITIONS

This section summarizes the existing roadway circulation network, daily and peak-hour traffic volumes, and operations at the study intersections.

3.1 ROAD NETWORK

The following provides a description of the existing street system as of November 2022, within the vicinity of the Project study area. Ultimate roadway classifications are provided in the Pacific Beach Community Plan, shown in **Appendix D**.

Fortuna Avenue functions as an east-west, 2-lane local road east of Ingraham Street. There are currently no bike facilities present along Fortuna Avenue. The approximate curb-to-curb width is 38 feet and the posted speed limit is 25 mph. Parallel parking is allowed on both sides of the roadway. This roadway currently remains unclassified within the Pacific Beach Community Plan.

Jewell Street functions as a north-south 2-lane collector roadway north of La Playa Avenue. There are currently no bike facilities present along Jewell Street. The approximate curb-to-curb width is 48 feet and the posted speed limit is 25 mph. Angle parking is allowed along the west side of the roadway. The City of San Diego Bicycle Master Plan (2013) proposes a bicycle boulevard along Jewell Street between Beryl Street and Moorland Drive.

La Playa Avenue functions as an east-west, 2-lane local road east of Ingraham Street. There are currently no bike facilities present along Jewell Street. The approximate curb-to-curb width is 39 feet and the posted speed limit is 20 mph. Parallel parking is allowed on both sides of the roadway. This roadway is classified as a local street in the Pacific Beach Community Plan.

Ingraham Street functions as a north-south 4-lane collector with two-way left-turn lane along the Project site between La Playa Avenue and 1,000 feet north of Loring Street and classified as a 4-lane major in the Pacific Beach Community Plan. South of La Playa Avenue, Ingraham Street functions as a 2-lane major roadway. Ingraham Street has sidewalks and curbs on both sides of the street within the vicinity of the Project study area. Parallel parking is available on all roadways within the vicinity of the Project study area. The posted speed limit between Fortuna Avenue and La Playa Avenue is 35 mph. Ingraham Street additionally serves Route 9 of the San Diego Metropolitan Transit System and includes two bus stops along the Project frontage. The City of San Diego Bicycle Master Plan (2013) proposes Class II or III bicycle facilities along Ingraham Street within the study area, but no bicycle facilities currently exist.

Figure 3-1 illustrates the existing intersection geometrics.

3.2 ROADWAY NETWORK CHANGES

The Project site plan outlines six existing driveways to be removed upon completion of the new parking garages serving residential Buildings 1 and 3. Regarding traffic analysis, the six existing driveways to be removed were “consolidated” with two adjacent driveways to remain. To consolidate these driveways, inbound and outbound turning movements from removed driveways were first added to remaining driveways. Then, through movements along the main roadways were balanced.

For Building 1, driveway counts for Lots I and J along Fortuna Avenue were combined with counts for the adjacent Lot K Driveway. For Building 3, driveway counts for Lots B, C, D and E along La Playa Avenue

were combined with counts for the adjacent Lot A Driveway. All subsequent traffic analysis for the Project uses this consolidated driveway roadway network.

Figure 3-2 shows the current parking layout for the Avalon Bay Apartment Complex.

3.3 TRAFFIC VOLUMES

Peak-hour intersection turning movement counts were collected by National Data and Surveying Services (NDS) at the study intersections on Tuesday, November 29, 2022, a typical non-holiday weekday when schools were in session. All count data is provided in **Appendix A.**

Figure 3-3 illustrates the existing traffic volumes at the study intersections.

3.4 INTERSECTION ANALYSIS

Table 3-2 displays the LOS analysis results for the study intersections under Existing Conditions. As shown in the table, all intersections currently operate at LOS C or better during both peak periods.

Appendix E contains the intersection LOS calculation worksheets for Existing Conditions.

3.5 QUEUEING

The 95th percentile queues under the Existing Conditions scenario are displayed in **Table 3-1**. As shown in the table, the following locations are expected to have queues which exceed the available storage:

- **Ingraham Street and La Playa Avenue**
    - The NBL movement exceeds the available storage during the PM peak hour by 7 feet.

Table 3-1 Existing Conditions Queue Summary

#	Intersection	Movement	Storage Length / Link Distance (ft)	95th Percentile Queue (ft)		Exceeds Storage Length
				Peak Hour	Existing Conditions	
1	Ingraham Street & Fortuna Avenue	WBLTR	95	AM	53	No
				PM	56	No
2	Jewell Street & Fortuna Avenue	EBLTR	215	AM	47	No
				PM	50	No
3	Ingraham Street & La Playa Avenue	NBL	60	AM	50	No
				PM	**67**	**Yes**
		SBL	100	AM	44	No
				PM	80	No
		SBR	180	AM	39	No
				PM	46	No
4	Fortuna Avenue & Consolidated Driveway	NBLR	100	AM	46	No
				PM	40	No
		WBL	390	AM	<25	No
				PM	<25	No
5	Jewell Street & Lot H Driveway	EBLR	100	AM	<25	No
				PM	25	No
		NBL	515	AM	<25	No
				PM	<25	No
6	Jewell Street & Lot G Driveway	EBLTR	100	AM	<25	No
				PM	<25	No
		NBL	75	AM	<25	No
				PM	<25	No
7	Jewell Street & Lot F Driveway	EBLR	100	AM	25	No
				PM	<25	No
		NBL	585	AM	<25	No
				PM	<25	No
8	La Playa Avenue & Consolidated Driveway	SBLTR	100	AM	44	No
				PM	39	No
		EBL	100	AM	<25	No
				PM	<25	No
9	Ingraham Street & Visitor 2 Driveway	WBLR	100	AM	<25	No
				PM	<25	No
10	Ingraham Street & Visitor 1 Driveway	WBLR	100	AM	<25	No
				PM	26	No
11	Ingraham Street & Consolidated Driveway	WBLR	100	AM	25	No
				PM	<25	No

Notes:
Queuing analysis performed using SimTraffic software.
Bold values indicate queue exceeds available storage length
WB = westbound
EB = eastbound
SB = southbound
NB = northbound
L = left movement
T = through movement
R = right movement

FIGURE 3-1 - Intersection Geometrics

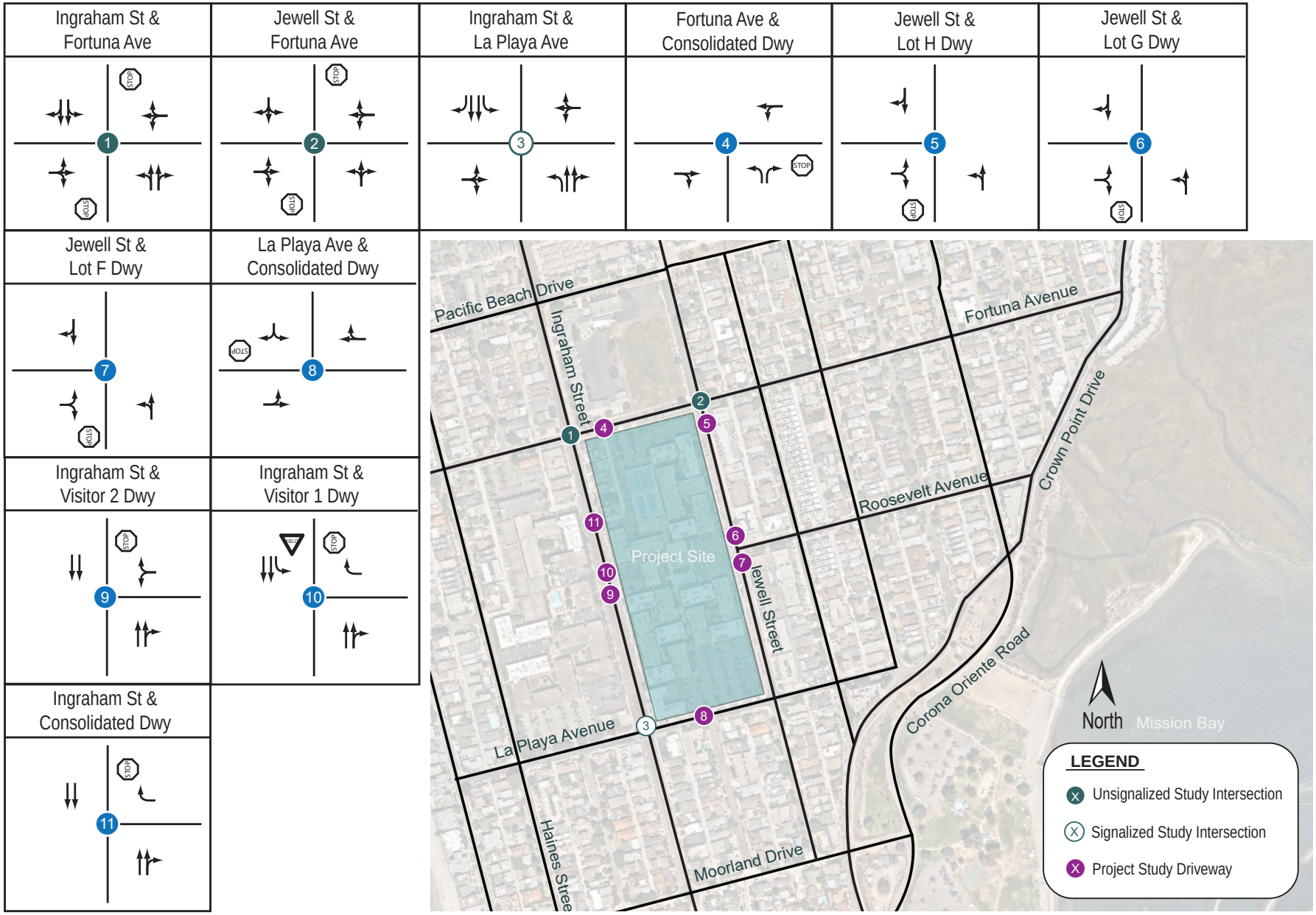


FIGURE 3-2 - Existing Parking Inventory

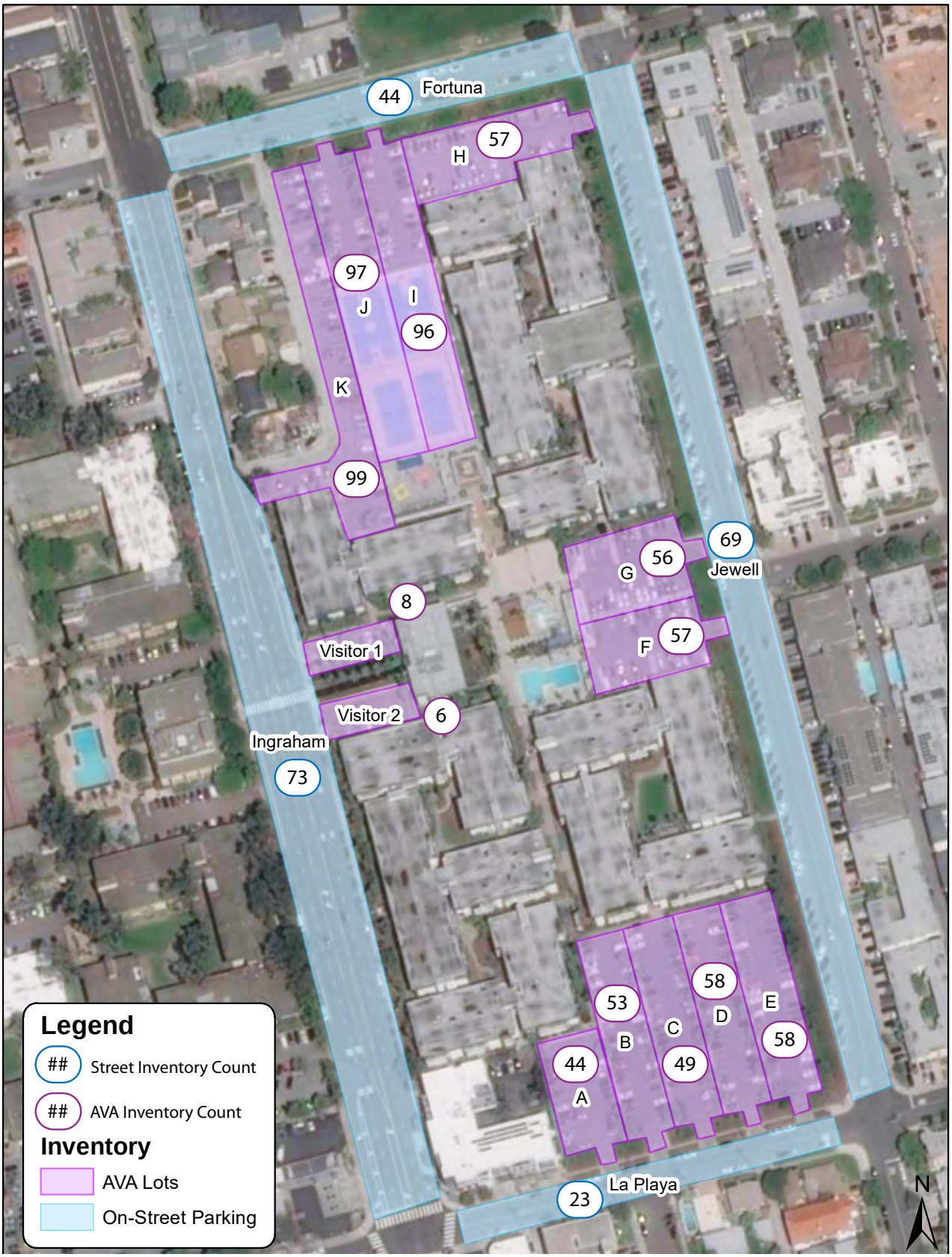
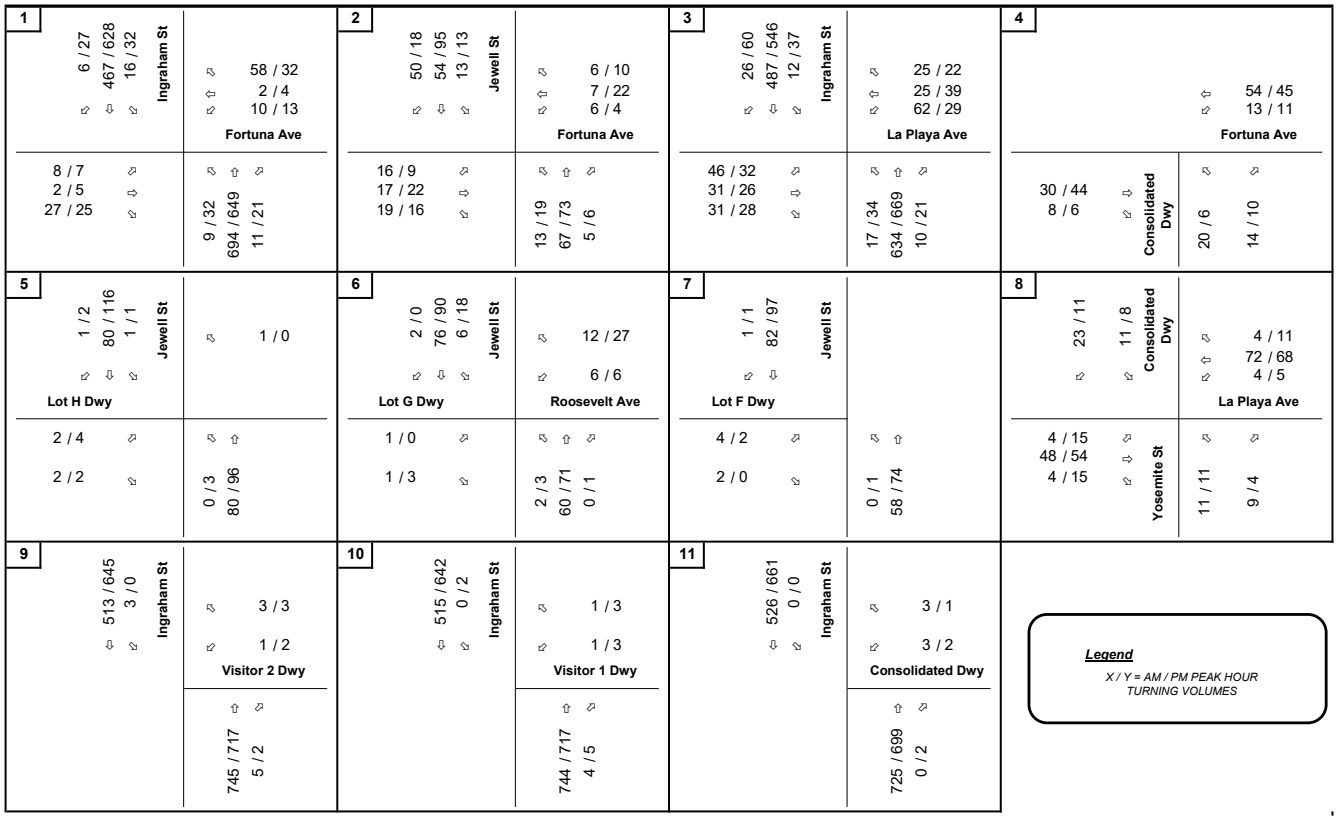


FIGURE 3-3 - Existing Traffic Volumes



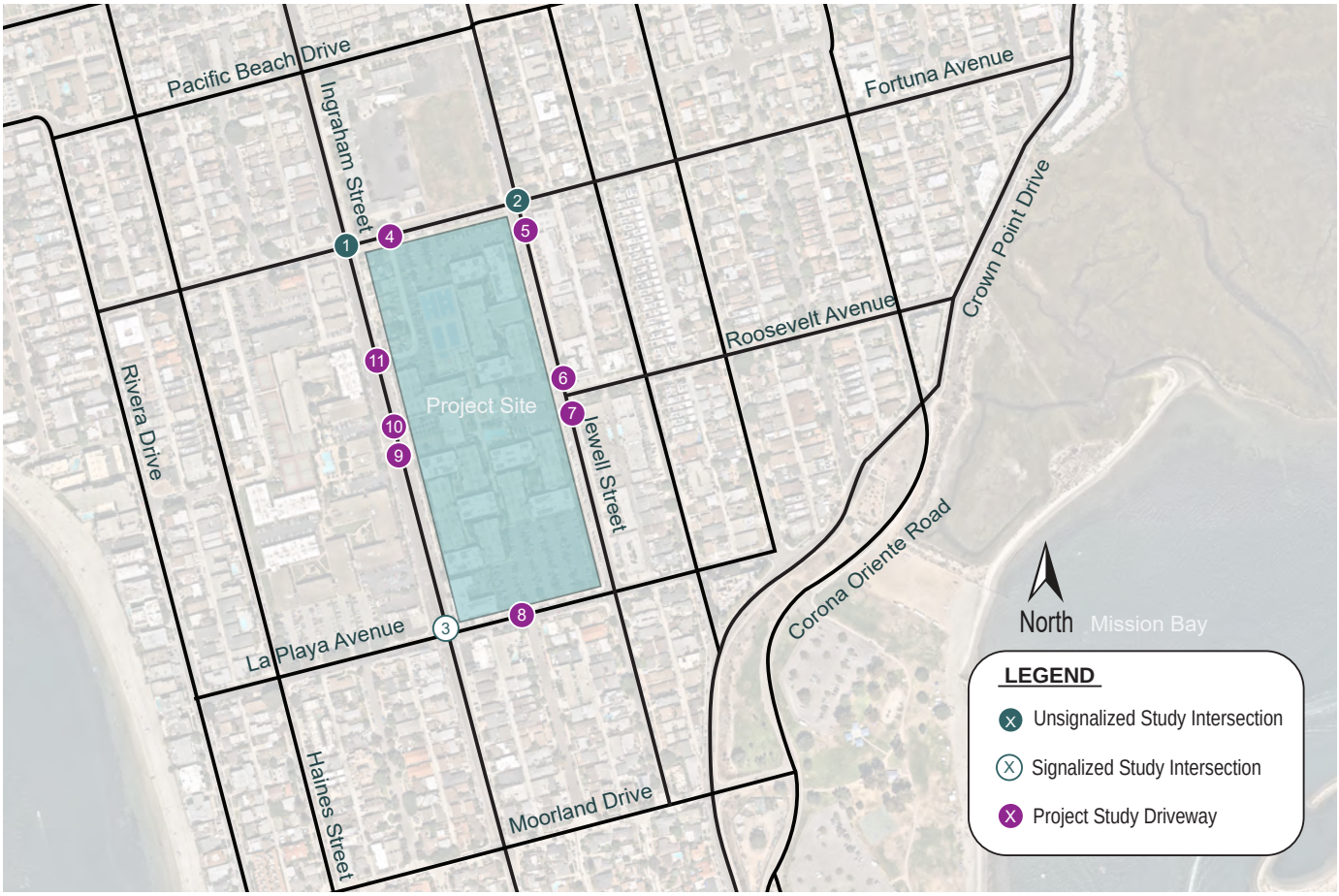


Table 3-2 - Existing Conditions Intersection LOS Summary

Intersection		Traffic Control	Peak Hour	Existing Conditions	
				Delay (a)	LOS (b)
1	Ingraham St & Fortuna Ave	Two-Way Stop	AM	13.0	B
			PM	28.5	D
2	Jewell St & Fortuna Ave	Two-Way Stop	AM	11.8	B
			PM	11.6	B
3	Ingraham St & La Playa Ave	Signal	AM	18.6	B
			PM	19.1	B
4	Fortuna Ave & Consolidated Dwy	Two-Way Stop	AM	9.1	A
			PM	8.8	A
5	Jewell St & Lot H Dwy	Two-Way Stop	AM	9.1	A
			PM	9.5	A
6	Jewell St & Lot G Dwy/Roosevelt Ave	Two-Way Stop	AM	9.2	A
			PM	9.1	A
7	Jewell St & Lot F Dwy	Two-Way Stop	AM	9.1	A
			PM	9.5	A
8	La Playa Ave & Consolidated Dwy	Two-Way Stop	AM	9.2	A
			PM	9.6	A
9	Ingraham St & Visitor 2 Dwy	Two-Way Stop	AM	12.5	B
			PM	13.2	B
10	Ingraham St & Visitor 1 Dwy	Two-Way Stop	AM	13.7	B
			PM	13.8	B
11	Ingraham St & Consolidated Dwy	Two-Way Stop	AM	13.6	B
			PM	14.5	B

Notes:

Bold values indicate intersections operating at LOS E or F.

ECL = Exceeds Calculable Limit. Reported when delay exceeds 180 seconds.

(a) Delay refers to the average control delay for the entire intersection, measured in seconds per vehicle. At a two-way stop-controlled intersection, delay refers to the worst movement.

(b) LOS calculations are based on the methodology outlined in the *Highway Capacity Manual 6th Edition* and performed using Synchro 11

4 PROJECT TRAFFIC

The following section describes the trip generation, distribution, and assignment related to the proposed Project.

4.1 ROADWAY NETWORK CHANGES

The consolidated roadway network discussed in Section 3.1 was used for the Opening Year (2025) analysis.

4.2 TRIP GENERATION

The City of San Diego *Trip Generation Manual* (May 2003) was used to calculate the estimated trip generation for the proposed Project. The driveway trip generation rate of 6 trips per dwelling units for *Multiple Dwelling Unit – Over 20 dwelling units/acre* was used to estimate trips for the Project. A 10% daily trip reduction, 14% AM peak hour and 14% PM peak hour trip reduction were then applied to account for the Project's proximity within a half mile of a major transit stop per the TSM (Routes 8 and 11 Stop ID: 10370), located at Ingraham Street and Grand Avenue.

The net trip generation with the transit reductions is 787 daily trips with 61 morning peak-hour trips (13 in, 48 out) and 68 afternoon peak-hour trips (48 in, 20 out). The total unadjusted driveway trip generation is 828 daily trips, with 66 morning peak hour trips (14 in, 52 out), and 74 afternoon peak-hour trips (52 in, 22 out). These values are used in the trip assignment to the roadway network. **Table 4-1** summarizes the trip generation for the site.

Table 4-1 - Trip Generation Summary

Land Use	Land Use as listed in SanDiego	Units[1]	Trip Rate[2]	Daily Trips	AM Peak-Hour					PM Peak-Hour				
					% of ADT[2]	In:Out Ratio[2]	In	Out	Total	% of ADT[2]	In:Out Ratio[2]	In	Out	Total
Driveway Trips														
Proposed														
AVA Pacific Beach Apartments (outside TPA)	Multiple Dwelling Unit - Over 20 dwelling units/acre	69 du	6 / du	414	8%	2.00 : 8.00	7	26	33	9%	7.00 : 3.00	26	11	37
AVA Pacific Beach Apartments (within TPA)	Multiple Dwelling Unit - Over 20 dwelling units/acre	69 du	6 / du	414	8%	2.00 : 8.00	7	26	33	9%	7.00 : 3.00	26	11	37
Unadjusted Total Trip Generation =				**828**			**14**	**52**	**66**			**52**	**22**	**74**
Transit Trip Reduction (TPA only)			*-10% /*	*-41*	*-14%*	:	*-1*	*-4*	*-5*	*-14%*	:	*-4*	*-2*	*-5*
Proposed Total				**787**			**13**	**48**	**61**			**48**	**20**	**68**
NET TRIP GENERATION =				**787**			**13**	**48**	**61**			**48**	**20**	**68**

Note:

1. ksf = Thousand Square Feet
2. Trip generation rates referenced from the City of San Diego Land Development Code - Trip Generation Manual, May 2003.
3. Driveway trips are the total number of trips generated by a site.

4.3 TRIP DISTRIBUTION

The Project traffic distribution was estimated based on the Project access locations, complimentary land uses, similar projects within the community, freeway access and knowledge of the existing roadway network within the study area. This traffic distribution pattern was previously agreed upon with the City of San Diego in the scoping phase.

The site plan was used to anticipate where trips would originate based on the location of the new dwelling units. Based on the site plan, it is anticipated that 42% of project trips would use the Building 1 parking garage, and 58% of trips would use the Building 3 parking garage. Building 2 will decrease the size of existing Lots F and G, however the existing counts for these lots are negligible, so a decrease in trip generation for these Lots was not included in the analysis. Building 2 trips were assumed to equally use the new Building 1 and Building 3 parking garages.

The regional Project distribution is shown in **Figure 4-1**, the Building 1 distribution is shown in **Figure 4-2**, and the Building 3 distribution is shown in **Figure 4-3**.

4.4 TRIP ASSIGNMENT

To estimate the number of inbound and outbound trips, the site's trip generation for AM and PM peak hours was applied to the study intersections using the trip distribution patterns from the scoping letter. Trip Assignment for Building 1 and Building 3 is shown in **Figure 4-4** and **Figure 4-5**, respectively. The total Project trip assignment is shown in **Figure 4-6**.

FIGURE 4-1 - Regional Project Trip Distribution

FIGURE 4-2 - Building 1 Trip Distribution

FIGURE 4-3 - Building 3 Trip Distribution

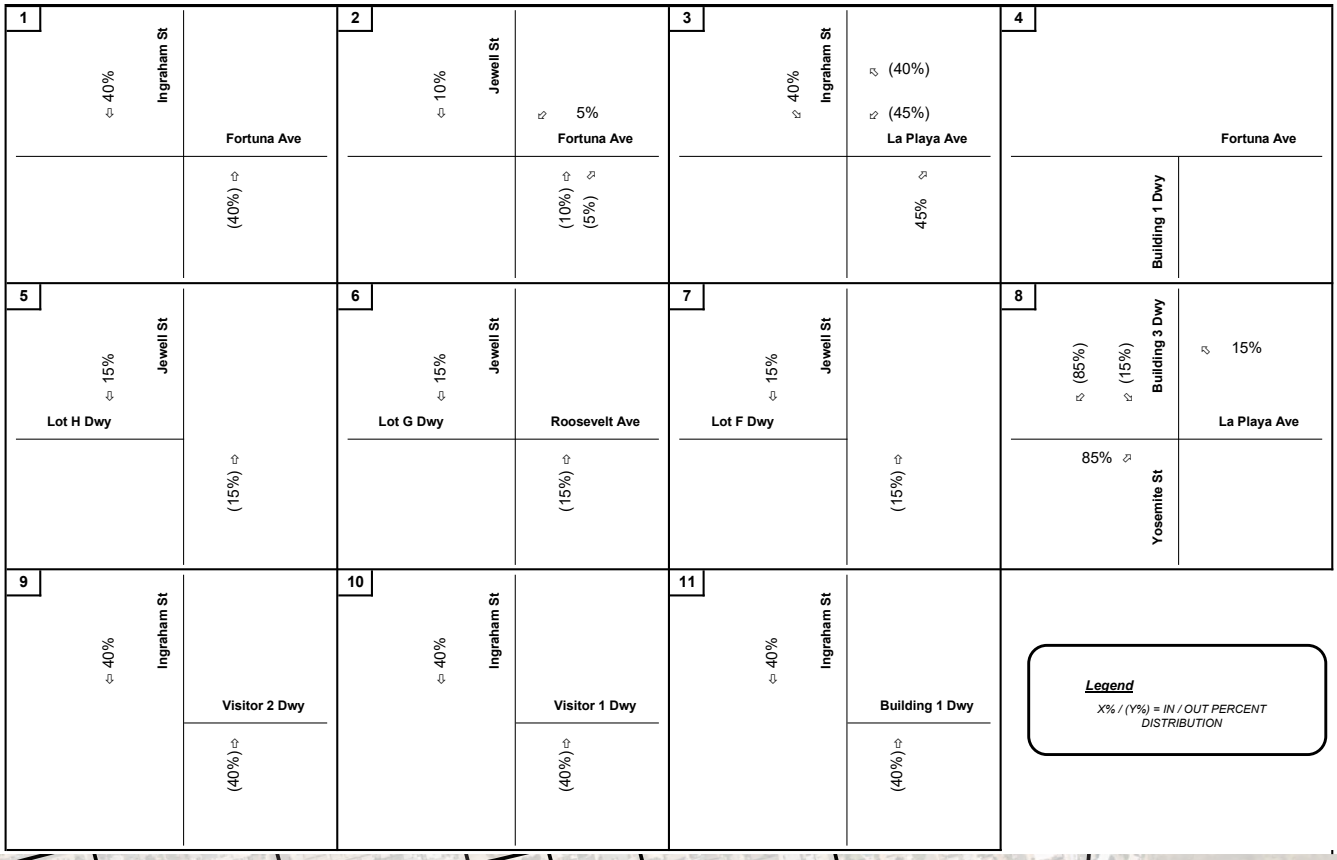
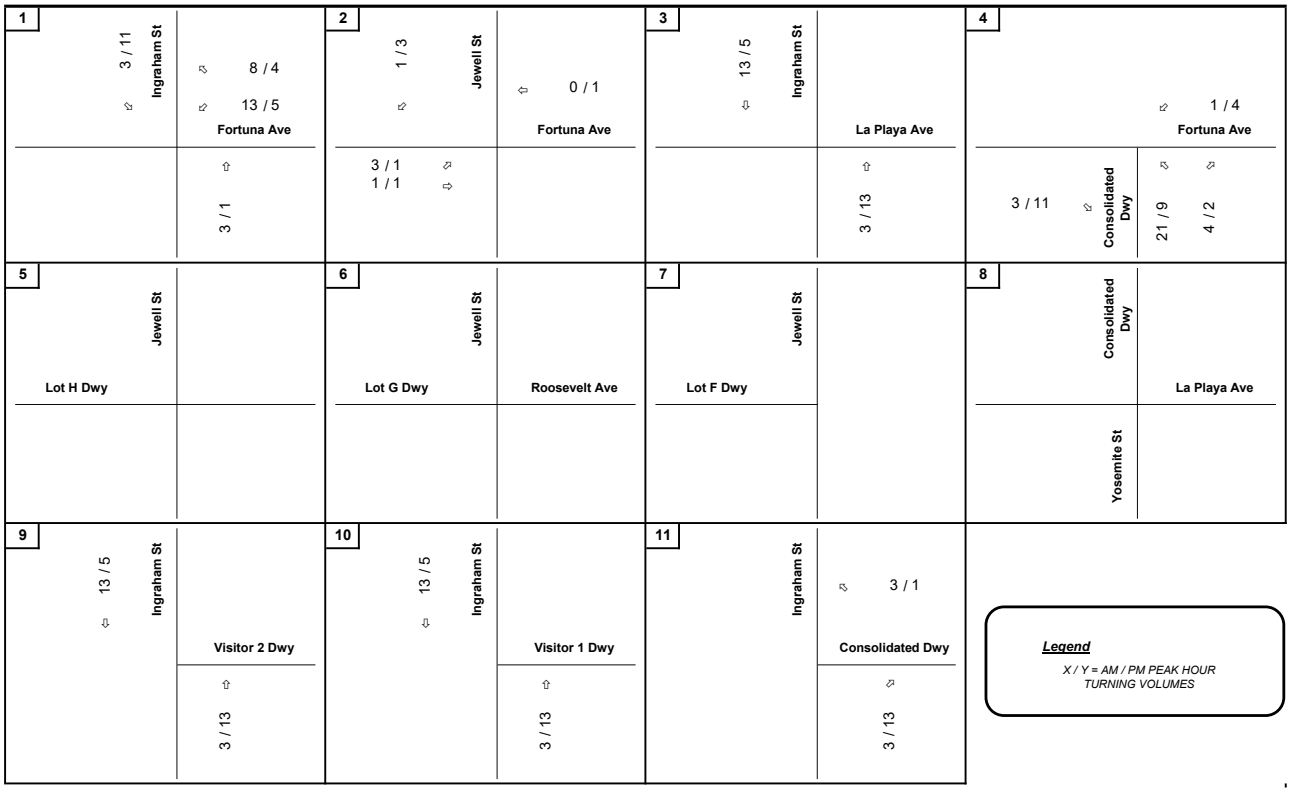


FIGURE 4-4 - Building 1 Trip Assignment



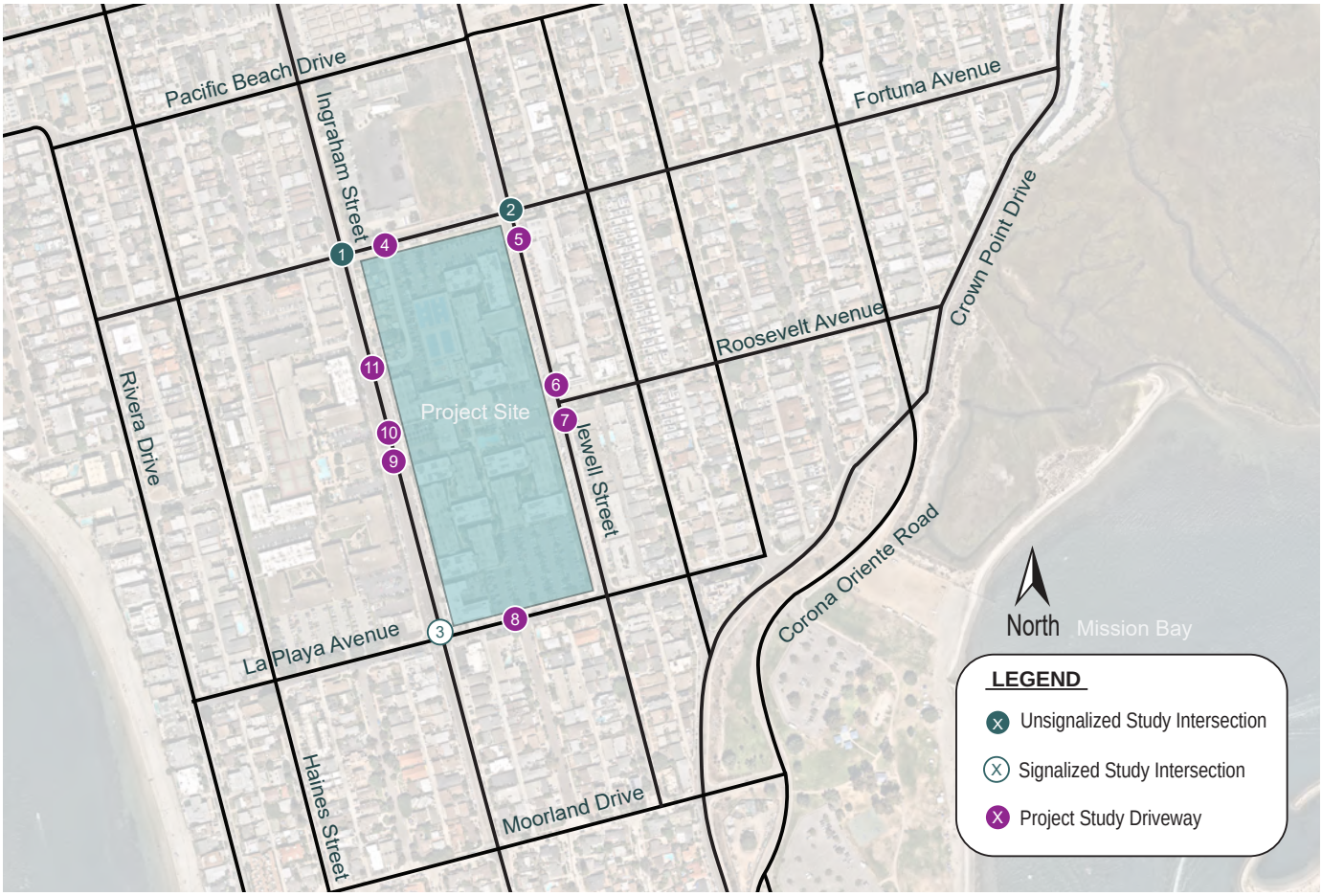
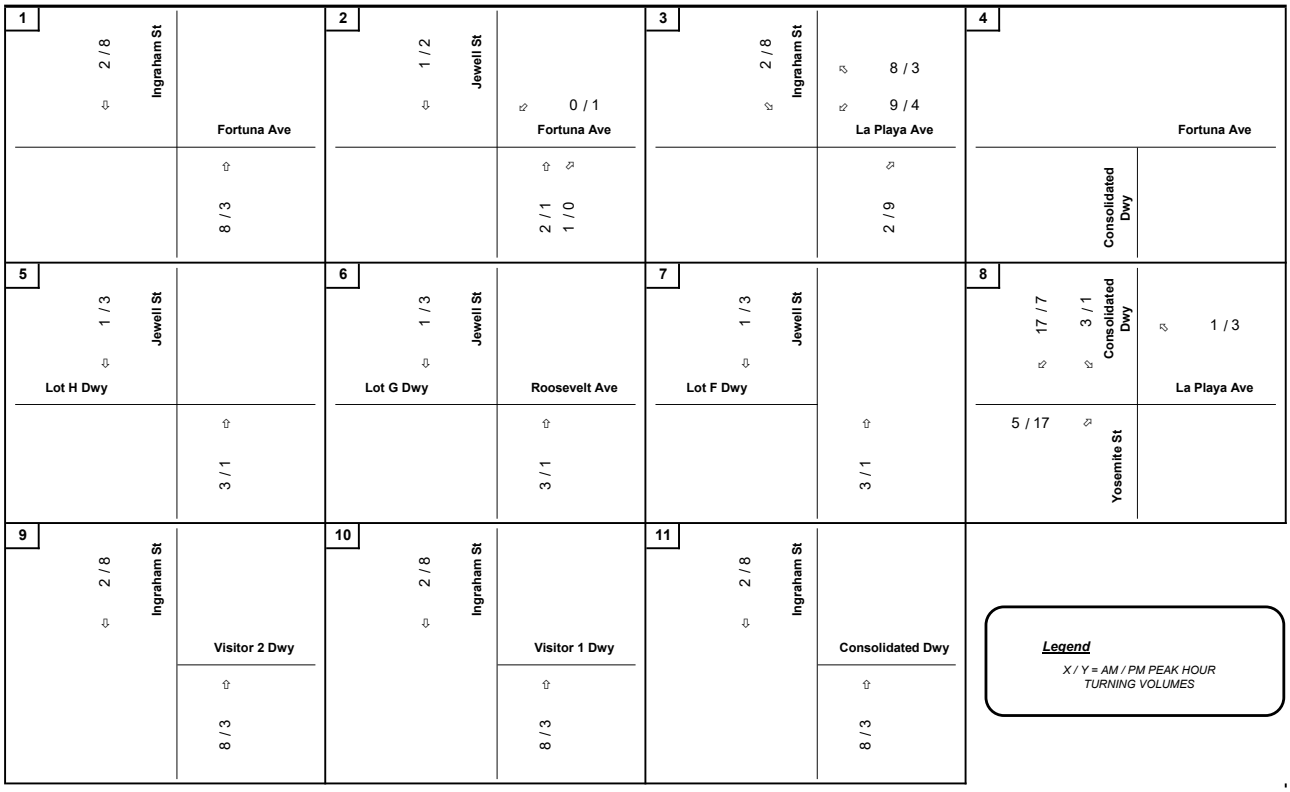


FIGURE 4-5 - Building 3 Trip Assignment



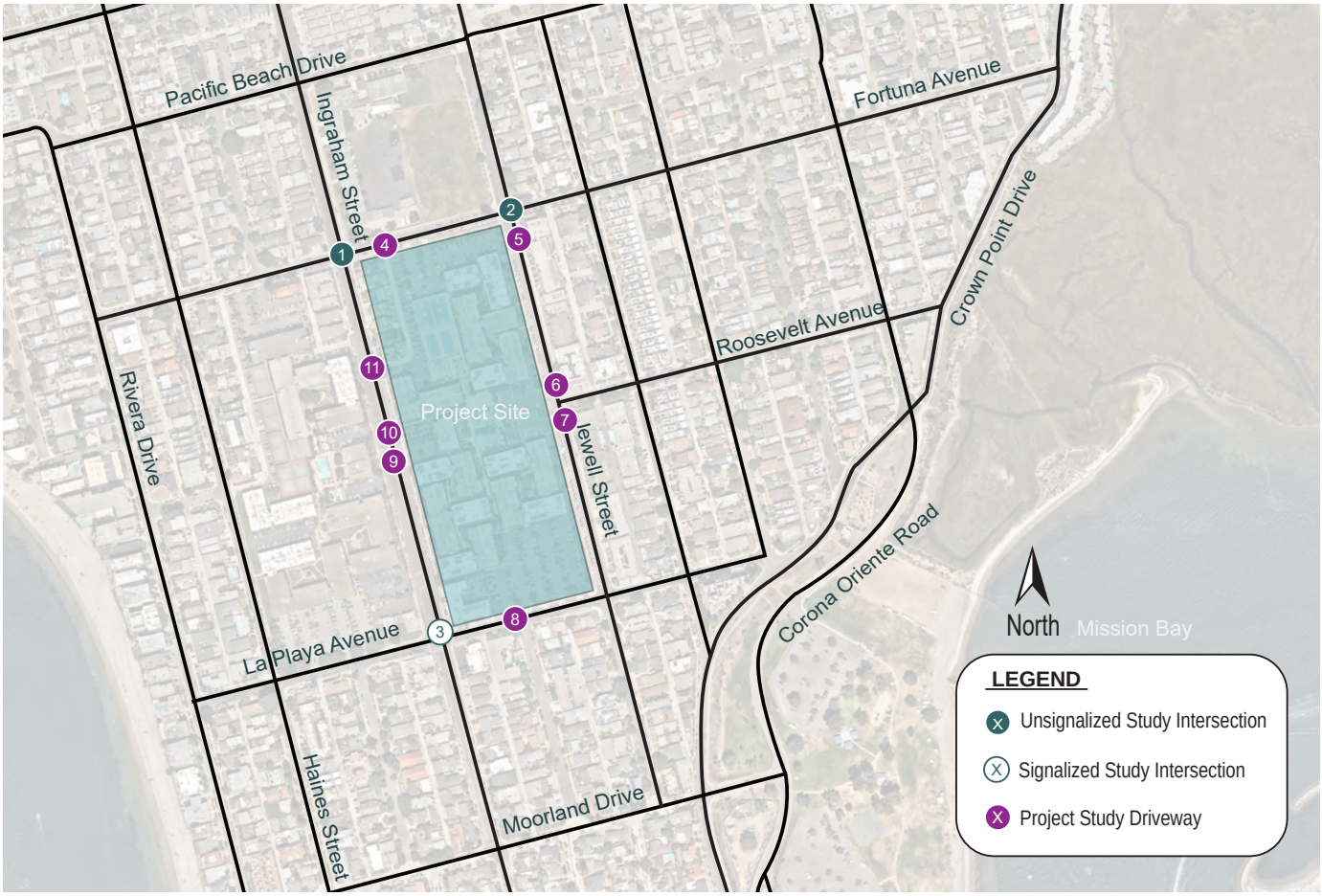
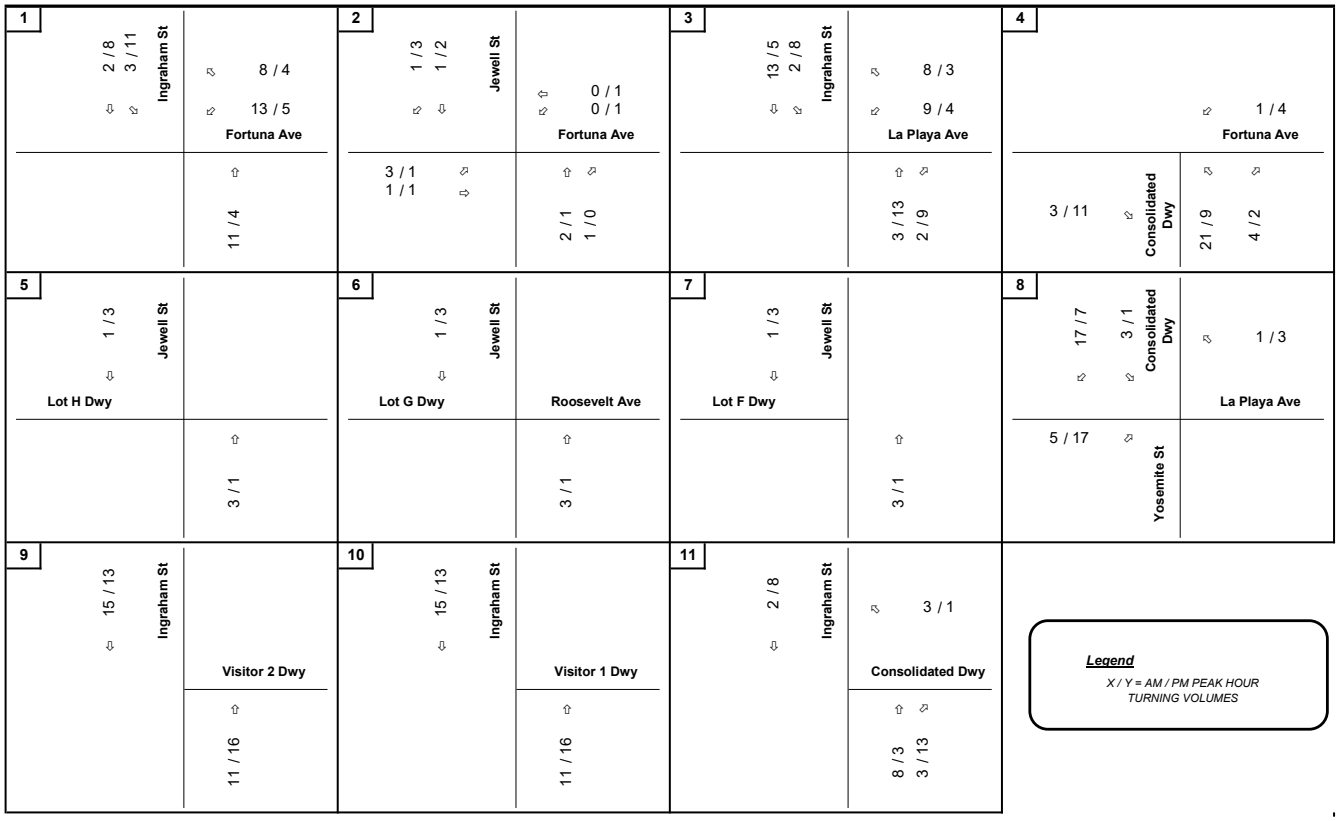
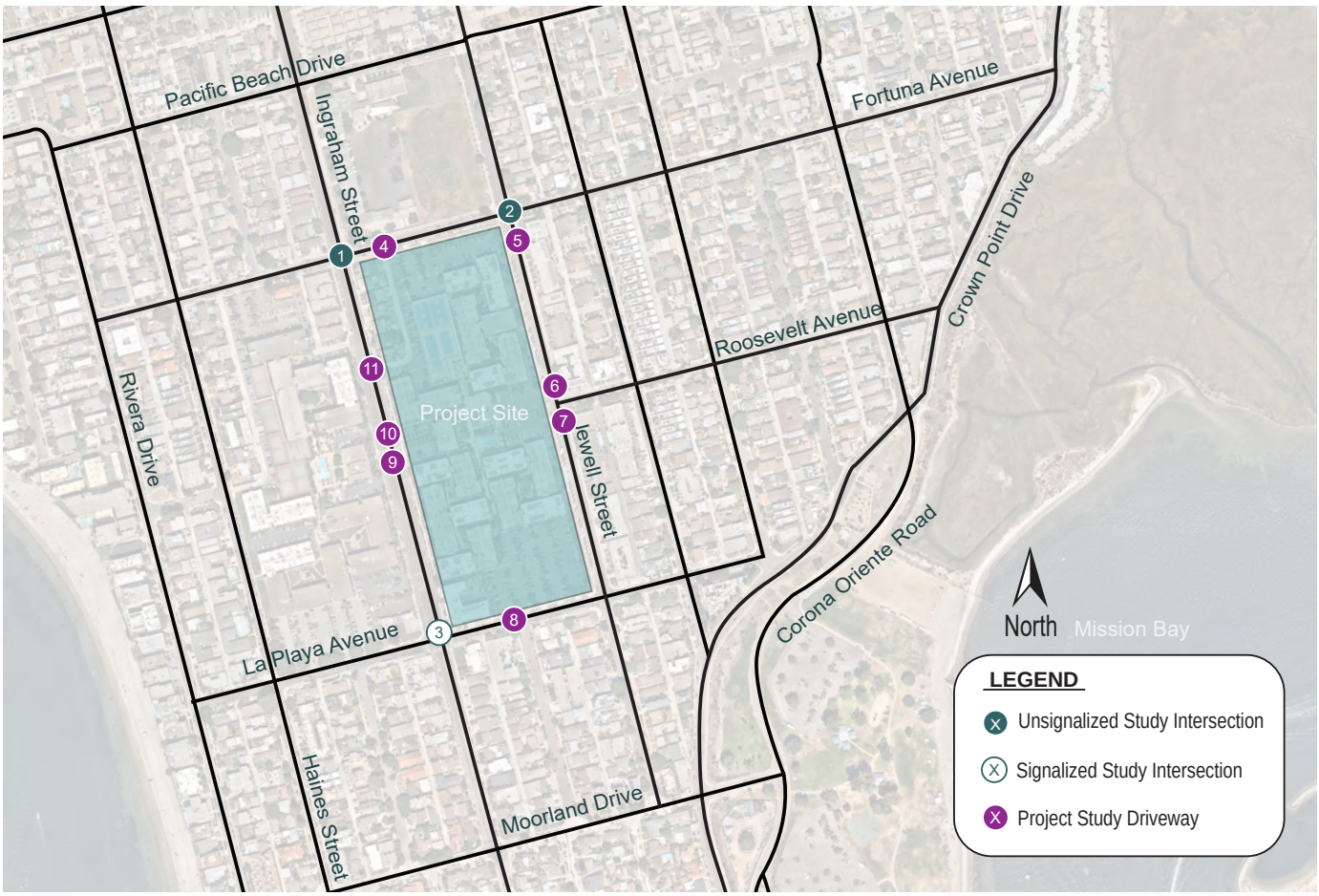


FIGURE 4-6 - Total Project Trip Assignment





5 OPENING YEAR (2025) CONDITIONS

This section summarizes the Opening Year (2025) Conditions. This scenario establishes a baseline to compare against the Opening Year (2025) with Project to determine Project effects. Year 2025 was selected as the anticipated opening year of the Project per information provided by the Applicant.

5.1 ROADWAY NETWORK CHANGES

The consolidated roadway network discussed in Section 3.1 was used for the Opening Year (2025) analysis.

5.2 TRAFFIC VOLUMES

Opening Year volumes were forecast by applying an annual growth rate of 1% per year to the existing traffic volumes over 3 years to determine the 2025 opening year baseline volumes. The growth rate was calculated using historical count data between 2011 and 2019, which was available at the time of the scoping letter. Since then, new traffic volumes were obtained indicating traffic volumes are in fact decreasing on all roadways in the study area. Therefore, using 1% growth per year is a conservative approach. Average Daily Traffic (ADT) volume data are provided in **Appendix A**.

OpenDSD was used to identify projects within the study area that could generate traffic volumes that impact the study area and were identified and approved by the City in the scoping letter. However, after further review of the traffic volumes produced by these sites, it is anticipated that these cumulative projects would add minimal traffic volumes the study area network. Therefore, the conservative 1% growth rate was used for the for the opening year baseline volumes.

5.3 INTERSECTION ANALYSIS

Table 5-1 displays the LOS analysis results for the study intersections under the Opening Year (2025) scenario. As shown in the table, all intersections within the study area are anticipated to operate at LOS C or better.

Appendix E contains the intersection LOS calculation worksheets for the Opening Year (2025) scenario.

5.4 QUEUING

Table 5-2 displays the 95th percentile queues under the Opening Year (2025) scenario. 10 SimTraffic runs were averaged to generate 95th percentile queue lengths. As shown in the table, the following locations are expected to have queues which exceed the available storage.

- **Ingraham Street and La Playa Avenue**
    - The NBL movement exceeds the available storage during the PM peak hour by 6 feet. The project is not anticipated to add traffic volumes to this movement.

Table 5-1 - Opening Year (2025) Intersection LOS Summary

Intersection		Traffic Control	Peak Hour	Opening Year (2025)	
				Delay (a)	LOS (b)
1	Ingraham St & Fortuna Ave	Two-Way Stop	AM	13.2	B
			PM	19.8	C
2	Jewell St & Fortuna Ave	Two-Way Stop	AM	11.7	B
			PM	11.7	B
3	Ingraham St & La Playa Ave	Signal	AM	18.8	B
			PM	19.3	B
4	Fortuna Ave & Consolidated Dwy	Two-Way Stop	AM	9.1	A
			PM	8.9	A
5	Jewell St & Lot H Dwy	Two-Way Stop	AM	9.1	A
			PM	9.6	A
6	Jewell St & Lot G Dwy/Roosevelt Ave	Two-Way Stop	AM	9.2	A
			PM	9.1	A
7	Jewell St & Lot F Dwy	Two-Way Stop	AM	9.2	A
			PM	9.6	A
8	La Playa Ave & Consolidated Dwy	Two-Way Stop	AM	9.3	A
			PM	9.6	A
9	Ingraham St & Visitor 2 Dwy	Two-Way Stop	AM	12.6	B
			PM	13.4	B
10	Ingraham St & Visitor 1 Dwy	Two-Way Stop	AM	14.0	B
			PM	14.1	B
11	Ingraham St & Consolidated Dwy	Two-Way Stop	AM	13.9	B
			PM	14.8	B

Notes:

Bold values indicate intersections operating at LOS E or F. **Bold and shaded** values indicate project significant impact.

(a) Delay refers to the average control delay for the entire intersection, measured in seconds per vehicle. At a two-way stop-controlled intersection, delay refers to the worst movement.

(b) LOS calculations are based on the methodology outlined in the *Highway Capacity Manual 6th Edition* and performed using Synchro 11

(c) Change in delay due to addition of project traffic

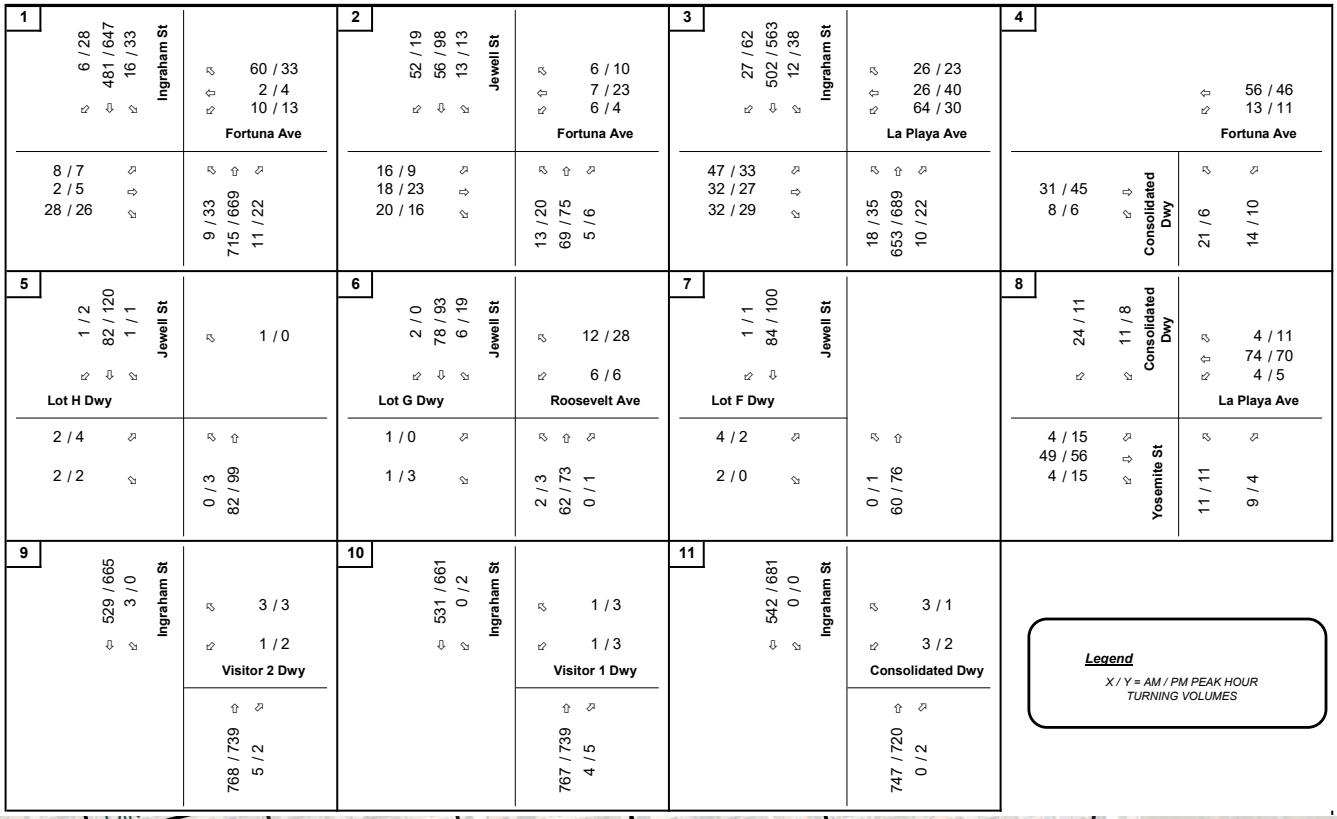
K:\SND_LDEV\195281002 - AVA Pacific Beach\Traffic\ANALYSIS\EXCEL\[195281002IN01.xlsm]Opening Year

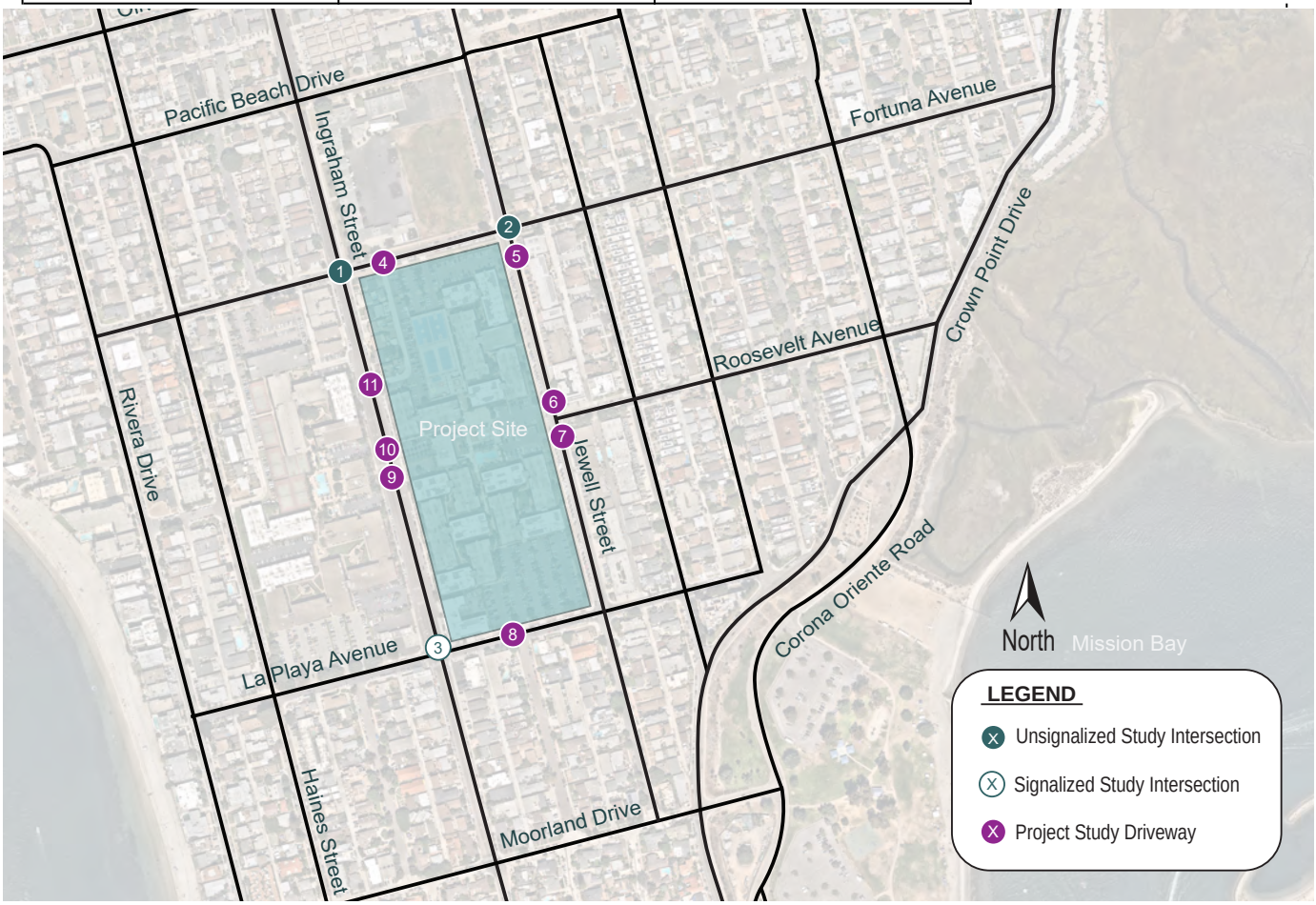
Table 5-2 Opening Year (2025) Queue Summary

#	Intersection	Movement	Storage Length (ft)	95th Percentile Queue (ft)		Exceeds Storage Length
				Peak Hour	Opening Year (2025)	
1	Ingraham Street & Fortuna Avenue	WBLTR	95	AM	67	No
				PM	56	No
2	Jewell Street & Fortuna Avenue	EBLTR	215	AM	73	No
				PM	49	No
3	Ingraham Street & La Playa Avenue	NBL	60	AM	50	No
				PM	**66**	**Yes**
		SBL	100	AM	43	No
				PM	78	No
		SBR	180	AM	37	No
				PM	50	No
4	Fortuna Avenue & Consolidated Driveway	NBLR	100	AM	46	No
				PM	39	No
		WBL	390	AM	<25	No
				PM	<25	No
5	Jewell Street & Lot H Driveway	EBLR	100	AM	<25	No
				PM	25	No
		NBL	515	AM	<25	No
				PM	<25	No
6	Jewell Street & Lot G Driveway	EBLTR	100	AM	<25	No
				PM	<25	No
		NBL	75	AM	<25	No
				PM	<25	No
7	Jewell Street & Lot F Driveway	EBLR	100	AM	25	No
				PM	<25	No
		NBL	585	AM	<25	No
				PM	<25	No
8	La Playa Avenue & Consolidated Driveway	SBLTR	100	AM	46	No
				PM	40	No
		EBLTR	100	AM	<25	No
				PM	<25	No
9	Ingraham Street & Visitor 2 Driveway	WBLR	100	AM	<25	No
				PM	<25	No
10	Ingraham Street & Visitor 1 Driveway	WBLR	100	AM	<25	No
				PM	<25	No
11	Ingraham Street & Consolidated Driveway	WBLR	100	AM	<25	No
				PM	<25	No

Notes:
Queuing analysis performed using SimTraffic software.
Bold values indicate queue exceeds available storage length
WB = westbound
EB = eastbound
SB = southbound
NB = northbound
L = left movement
T = through movement
R = right movement

FIGURE 5-1 - Opening Year (2025) Traffic Volumes





6 OPENING YEAR (2025) WITH PROJECT

The proposed Project would generate 787 daily trips with 61 morning peak-hour trips (13 in, 48 out) and 68 afternoon peak-hour trips (48 in, 20 out). Opening Year (2025) with Project volumes were determined by adding the Project trips to the Opening Year (2025) volumes and are shown in **Figure 6-1**.

6.1 ROADWAY NETWORK CHANGES

The consolidated roadway network discussed in Section 3.1 was used for the Opening Year (2025) with Project analysis.

6.2 INTERSECTION ANALYSIS

Table 6-1 displays the LOS analysis results for the study intersections under the Opening Year (2025) with Project Conditions. As shown in the table, all intersections within the study area would operate at LOS C or better.

Appendix E contains the intersection LOS calculation worksheets for the Opening Year (2025) with Project.

6.3 QUEUING

Table 6-2 displays the 95th percentile queues under the Opening Year with Project (2025) scenario. 10 SimTraffic runs were averaged generate 95th percentile queue lengths. As shown in the table, the following locations are expected to have queues which exceed the available storage:

- **Ingraham Street and La Playa Avenue**
  - The NBL movement exceeds the available storage during the PM peak hour by 12 feet. The project does not add traffic volumes to this movement.

Due to the lack of substantial volume growth across scenarios, the peak-hour factor changes for horizon year scenarios, and the nature of the micro-simulation model, there were times when queues decreased slightly (up to 4 feet), and delays decreased slightly across the different scenarios.

Table 6-1 - Opening Year (2025) with Project Intersection LOS Summary

Intersection		Traffic Control	Peak Hour	Opening Year (2025)		Opening Year (2025) with Project			
				Delay (a)	LOS (b)	Delay (a)	LOS (b)	D (c)	Significant?
1	Ingraham St & Fortuna Ave	Two-Way Stop	AM	13.2	B	16.6	C	3.4	NO
			PM	19.8	C	21.2	C	1.4	NO
2	Jewell St & Fortuna Ave	Two-Way Stop	AM	11.7	B	11.9	B	0.2	NO
			PM	11.7	B	11.9	B	0.2	NO
3	Ingraham St & La Playa Ave	Signal	AM	18.8	B	18.8	B	0.0	NO
			PM	19.3	B	19.6	B	0.3	NO
4	Fortuna Ave & Consolidated Dwy	Two-Way Stop	AM	9.1	A	9.3	A	0.2	NO
			PM	8.9	A	9.1	A	0.2	NO
5	Jewell St & Lot H Dwy	Two-Way Stop	AM	9.1	A	9.1	A	0.0	NO
			PM	9.6	A	9.6	A	0.0	NO
6	Jewell St & Lot G Dwy/Roosevelt Ave	Two-Way Stop	AM	9.2	A	9.2	A	0.0	NO
			PM	9.1	A	9.1	A	0.0	NO
7	Jewell St & Lot F Dwy	Two-Way Stop	AM	9.2	A	9.2	A	0.0	NO
			PM	9.6	A	9.6	A	0.0	NO
8	La Playa Ave & Consolidated Dwy	Two-Way Stop	AM	9.3	A	9.4	A	0.1	NO
			PM	9.6	A	9.9	A	0.3	NO
9	Ingraham St & Visitor 2 Dwy	Two-Way Stop	AM	12.6	B	12.7	B	0.1	NO
			PM	13.4	B	13.6	B	0.2	NO
10	Ingraham St & Visitor 1 Dwy	Two-Way Stop	AM	14.0	B	14.1	B	0.1	NO
			PM	14.1	B	14.2	B	0.1	NO
11	Ingraham St & Consolidated Dwy	Two-Way Stop	AM	13.9	B	13.1	B	-0.8	NO
			PM	14.8	B	14.0	B	-0.8	NO

Notes:

Bold values indicate intersections operating at LOS E or F. **Bold and shaded** values indicate project significant impact.

(a) Delay refers to the average control delay for the entire intersection, measured in seconds per vehicle. At a two-way stop-controlled intersection, delay refers to the worst movement.

(b) LOS calculations are based on the methodology outlined in the *Highway Capacity Manual 6th Edition* and performed using Synchro 11

(c) Change in delay due to addition of project traffic

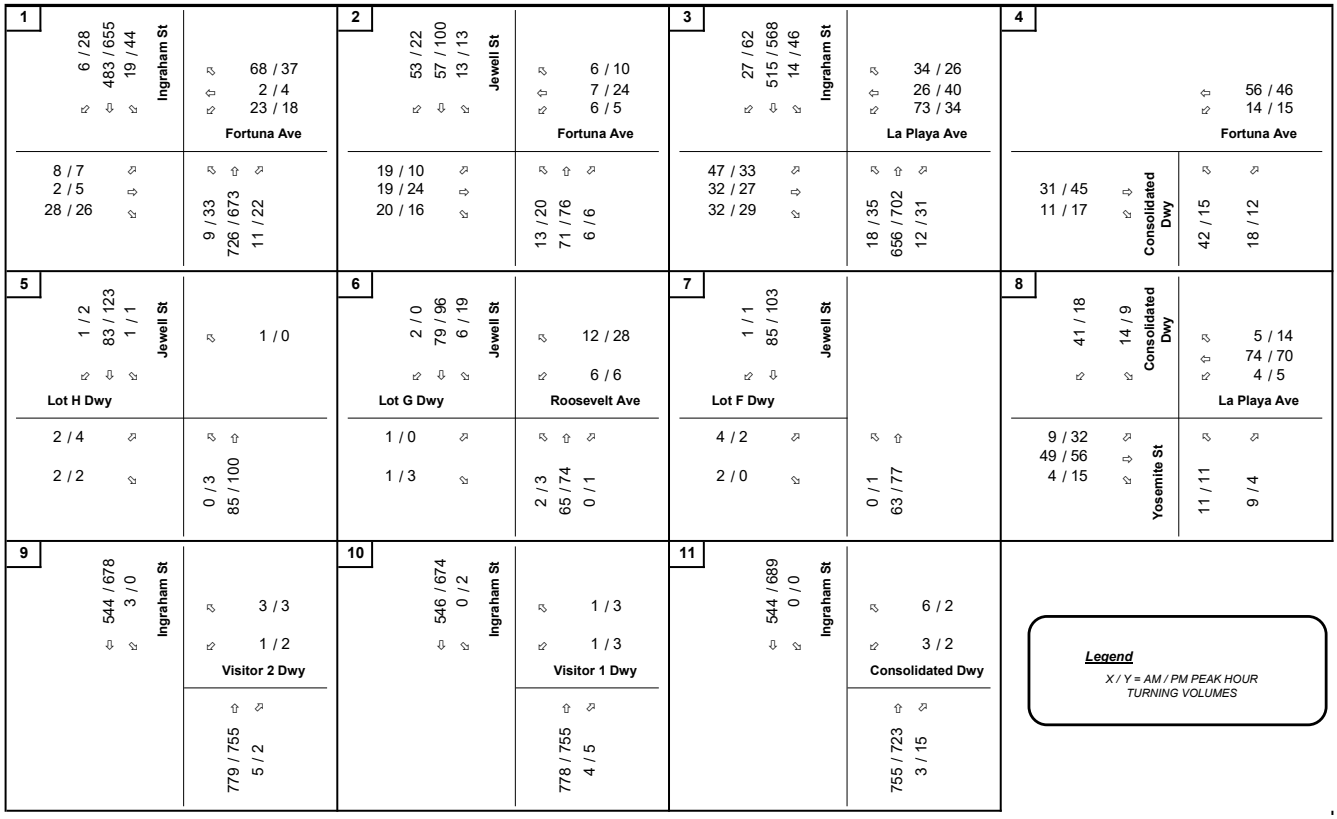
Note: Due to the lack of substantial volume growth across scenarios, the peak-hour factor changes for horizon year scenarios, and the nature of the micro-simulation model, there are some instances where delay decreased slightly in opening year base as compared to opening year plus project.

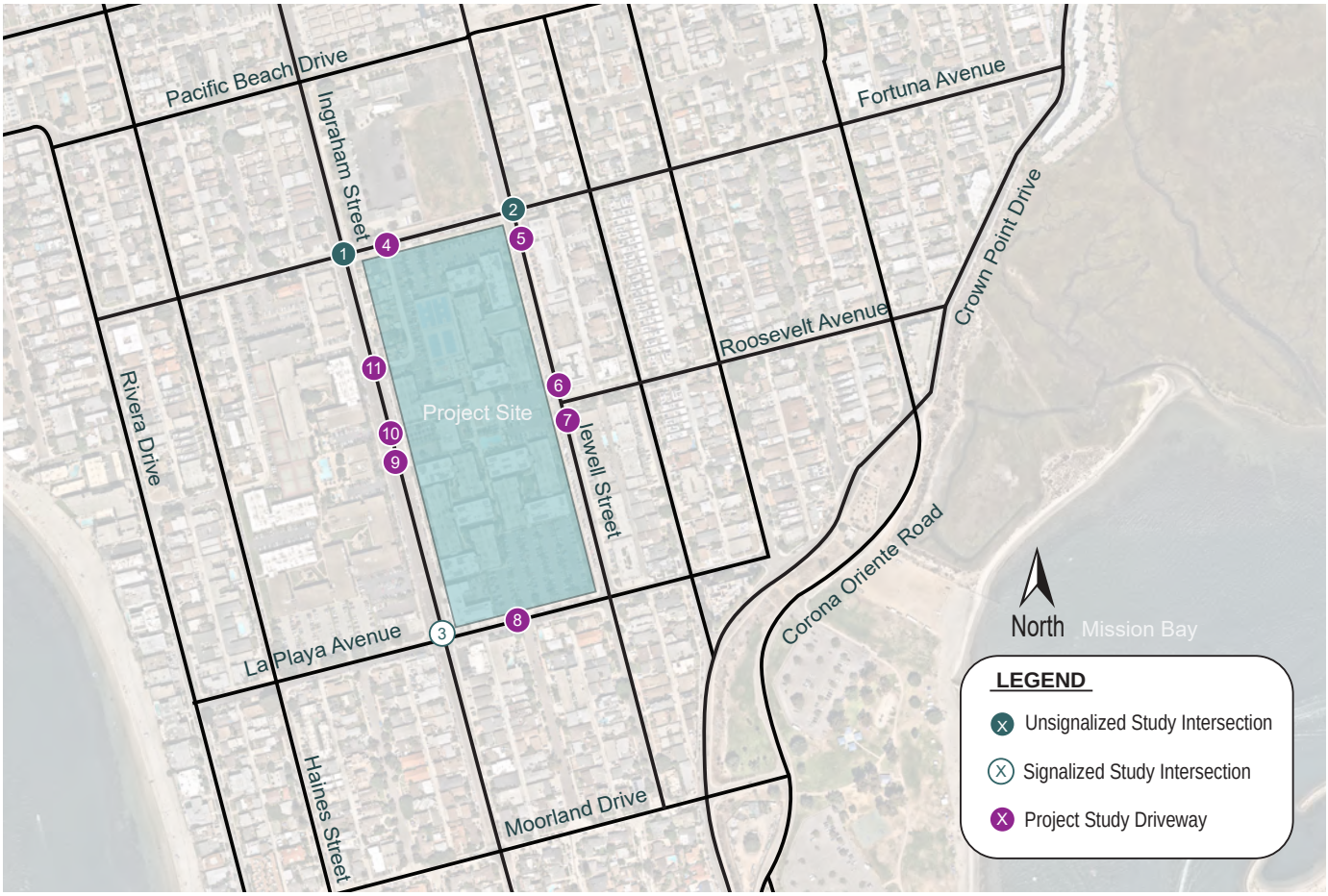
Table 6-2 Opening Year (2025) with Project Queue Summary

#	Intersection	Movement	Storage Length (ft)	95th Percentile Queue (ft)				Exceeds Storage Length
				Peak Hour	Opening Year (2025)	Opening Year (2025) with Project	Δ Without and With Project	
1	Ingraham Street & Fortuna Avenue	WBLTR	95	AM	67	77	10	No
				PM	56	61	5	No
2	Jewell Street & Fortuna Avenue	EBLTR	215	AM	73	69	-4	No
				PM	49	49	0	No
3	Ingraham Street & La Playa Avenue	NBL	60	AM	50	53	3	No
				PM	**66**	**72**	**6**	**Yes**
		SBL	100	AM	43	48	5	No
				PM	78	93	15	No
		SBR	180	AM	37	37	0	No
				PM	50	51	1	No
4	Fortuna Avenue & Consolidated Driveway	NBLR	100	AM	46	54	8	No
				PM	39	46	7	No
		WBL	390	AM	<25	<25	N/A	No
				PM	<25	<25	N/A	No
5	Jewell Street & Lot H Driveway	EBLR	100	AM	<25	<25	N/A	No
				PM	25	29	N/A	No
		NBL	515	AM	<25	<25	N/A	No
				PM	<25	<25	N/A	No
6	Jewell Street & Lot G Driveway	EBLTR	100	AM	<25	<25	N/A	No
				PM	<25	<25	N/A	No
		NBL	75	AM	<25	<25	N/A	No
				PM	<25	<25	N/A	No
7	Jewell Street & Lot F Driveway	EBLR	100	AM	25	27	N/A	No
				PM	<25	<25	N/A	No
		NBL	585	AM	<25	<25	N/A	No
				PM	<25	<25	N/A	No
8	La Playa Avenue & Consolidated Driveway	SBLTR	100	AM	46	52	6	No
				PM	40	42	2	No
		EBLTR	100	AM	<25	<25	N/A	No
				PM	<25	<25	N/A	No
9	Ingraham Street & Visitor 2 Driveway	WBLR	100	AM	<25	<25	N/A	No
				PM	<25	<25	N/A	No
10	Ingraham Street & Visitor 1 Driveway	WBLR	100	AM	<25	<25	N/A	No
				PM	<25	26	N/A	No
11	Ingraham Street & Consolidated Driveway	WBLR	100	AM	<25	32	N/A	No
				PM	<25	<25	N/A	No

Notes:
Queuing analysis performed using SimTraffic software.
Bold values indicate queue exceeds available storage length
WB = westbound, EB = eastbound, SB = southbound, NB = northbound
L = left movement, T = through movement, R = right movement
Note: Due to the lack of substantial volume growth across scenarios, the peak-hour factor changes for horizon year scenarios, and the nature of the micro-simulation model, there are some instances where queues decreased slightly in opening year base as compared to opening year plus project.

FIGURE 6-1 - Opening Year (2025) with Project Traffic Volumes





7 HORIZON YEAR (2050) CONDITIONS

This section summarizes the Horizon Year (2050) Conditions. This scenario establishes a baseline to compare against the Horizon Year (2050) with Project to determine Project effects. Year 2050 was selected as the anticipated horizon year of the Project per information provided by the Applicant.

7.1 ROADWAY NETWORK CHANGES

The consolidated roadway network discussed in Section 3.1 was used for the Horizon Year (2050) analysis.

7.2 TRAFFIC VOLUMES

The Horizon Year ADT volumes were forecasted by applying a yearly growth rate obtained from the SANDAG Series 14 ABM2+ Model. The SANDAG model showed either no growth or negative growth for all roadway segments adjacent to the Project site besides Ingraham Street, with an annual growth rate 0.2%. This growth rate was then applied to all roadway segments in the study area.

Horizon Year (2050) peak hour intersection volumes were calculated based on the existing and projected ADT volumes along each approach. Each respective horizon year turning movement was then calculated using an iterative approach that balances the inflows and outflows for each approach. The resulting Horizon Year (2050) volumes are shown in

Figure 7-1 and the resulting worksheets are shown in **Appendix F** (Turn-32 Worksheets).

7.3 INTERSECTION ANALYSIS

Table 7-1 displays the LOS analysis results for the study intersections under the Horizon Year (2050) scenario. As shown in the table, all intersections within the study area are anticipated to operate at LOS D or better.

Appendix E contains the intersection LOS calculation worksheets for the Horizon Year (2050) scenario.

7.4 QUEUING

Table 7-2 displays the 95th percentile queues under the Horizon Year (2050) scenario. 10 SimTraffic runs were averaged generate 95th percentile queue lengths. As shown in the table, the following locations are expected to have queues which exceed the available storage:

- **Ingraham Street and La Playa Avenue**
    - The NBL movement exceeds the available storage during the AM and PM peak hours by 6 and 19 feet, respectively. The project is not anticipated to add traffic volumes to this movement.

Table 7-1 - Horizon Year (2050) Intersection LOS Summary

Intersection		Traffic Control	Peak Hour	Horizon Year (2050)	
				Delay (a)	LOS (b)
1	Ingraham St & Fortuna Ave	Two-Way Stop	AM	13.8	B
			PM	27.1	D
2	Jewell St & Fortuna Ave	Two-Way Stop	AM	11.0	B
			PM	11.8	B
3	Ingraham St & La Playa Ave	Signal	AM	21.1	C
			PM	22.4	C
4	Fortuna Ave & Consolidated Dwy	Two-Way Stop	AM	9.2	A
			PM	8.9	A
5	Jewell St & Lot H Dwy	Two-Way Stop	AM	9.3	A
			PM	9.8	A
6	Jewell St & Lot G Dwy/Roosevelt Ave	Two-Way Stop	AM	9.3	A
			PM	9.2	A
7	Jewell St & Lot F Dwy	Two-Way Stop	AM	9.3	A
			PM	9.7	A
8	La Playa Ave & Consolidated Dwy	Two-Way Stop	AM	9.4	A
			PM	9.8	A
9	Ingraham St & Visitor 2 Dwy	Two-Way Stop	AM	14.0	B
			PM	15.0	C
10	Ingraham St & Visitor 1 Dwy	Two-Way Stop	AM	15.7	C
			PM	15.8	C
11	Ingraham St & Consolidated Dwy	Two-Way Stop	AM	15.6	C
			PM	16.8	C

Notes:

Bold values indicate intersections operating at LOS E or F. **Bold and shaded** values indicate project significant impact.

(a) Delay refers to the average control delay for the entire intersection, measured in seconds per vehicle. At a two-way stop-controlled intersection, delay refers to the worst movement.

(b) LOS calculations are based on the methodology outlined in the *Highway Capacity Manual 6th Editio*n and performed using Synchro 11

(c) Change in delay due to addition of project traffic

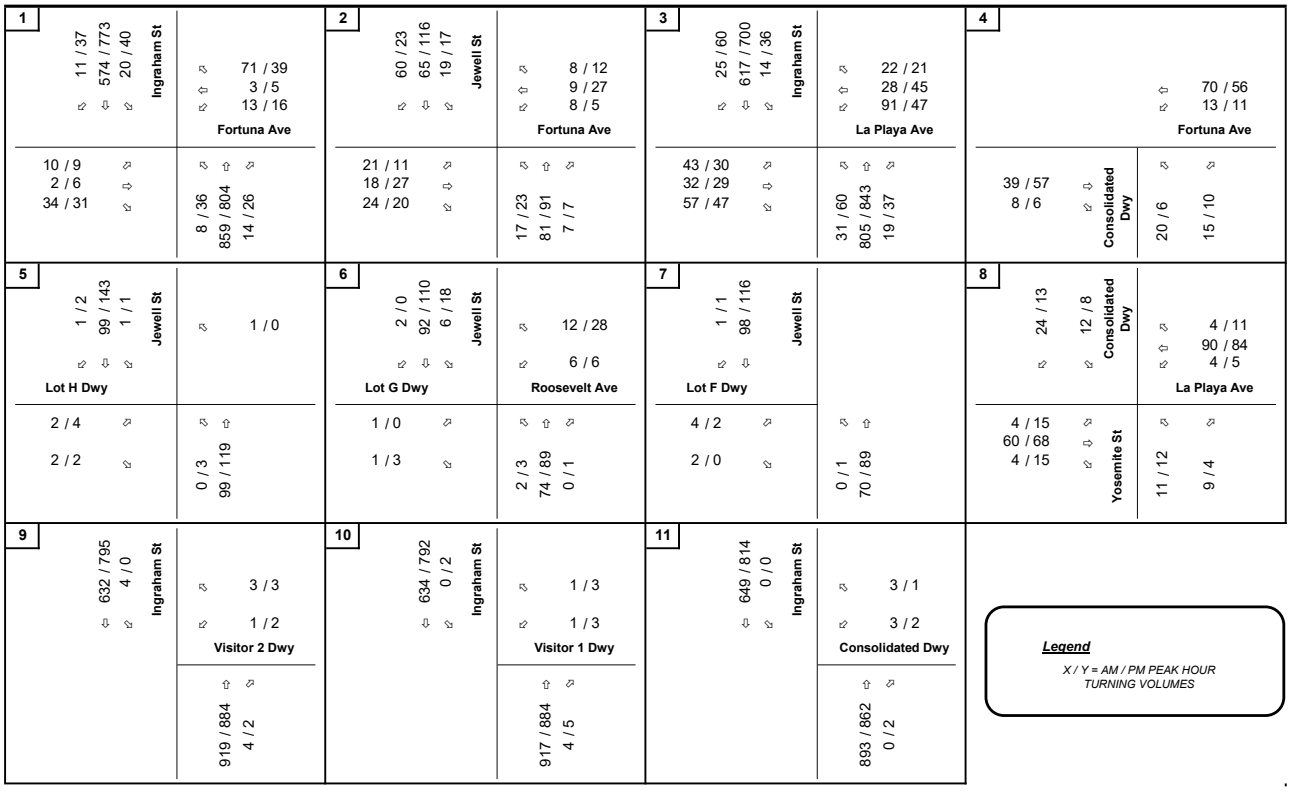
K:\SND_LDEV\195281002 - AVA Pacific Beach\Traffic\ANALYSIS\EXCEL\[195281002IN01.xlsm]Horizon Year

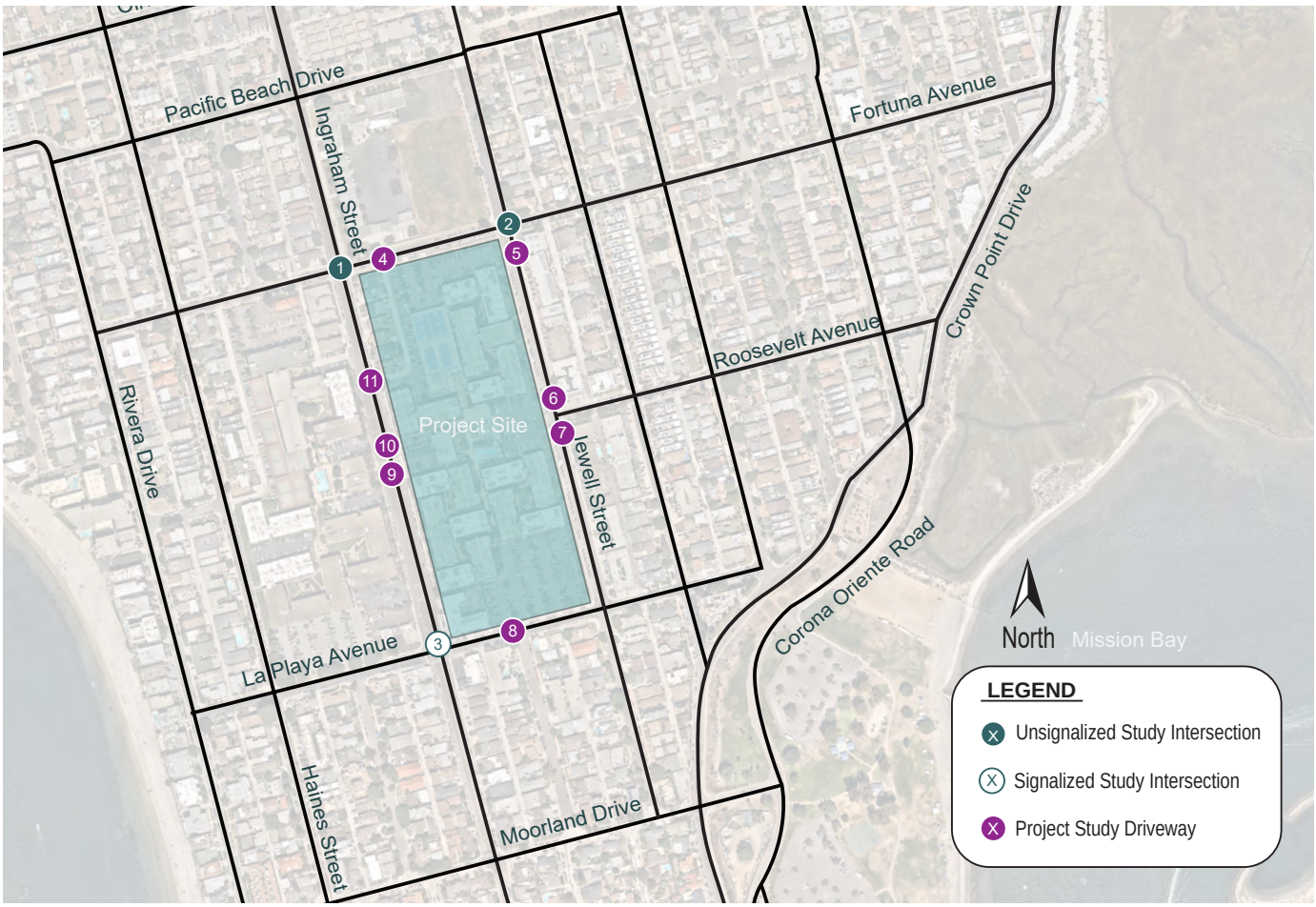
Table 7-2 Horizon Year (2050) Queue Summary

#	Intersection	Movement	Storage Length (ft)	95th Percentile Queue (ft)		Exceeds Storage Length
				Peak Hour	Horizon Year (2050)	
1	Ingraham Street & Fortuna Avenue	WBLTR	95	AM	70	No
				PM	63	No
2	Jewell Street & Fortuna Avenue	EBLTR	215	AM	78	No
				PM	51	No
3	Ingraham Street & La Playa Avenue	NBL	60	AM	**66**	**Yes**
				PM	**79**	**Yes**
		SBL	100	AM	53	No
				PM	92	No
		SBR	180	AM	33	No
				PM	49	No
4	Fortuna Avenue & Consolidated Driveway	NBLR	100	AM	47	No
				PM	39	No
		WBL	390	AM	<25	No
				PM	<25	No
5	Jewell Street & Lot H Driveway	EBLR	100	AM	<25	No
				PM	<25	No
		NBL	515	AM	<25	No
				PM	<25	No
6	Jewell Street & Lot G Driveway	EBLTR	100	AM	<25	No
				PM	<25	No
		NBL	75	AM	<25	No
				PM	<25	No
7	Jewell Street & Lot F Driveway	EBLR	100	AM	24	No
				PM	<25	No
		NBL	585	AM	<25	No
				PM	<25	No
8	La Playa Avenue & Consolidated Driveway	SBLTR	100	AM	47	No
				PM	41	No
		EBLTR	100	AM	<25	No
				PM	<25	No
9	Ingraham Street & Visitor 2 Driveway	WBLR	100	AM	<25	No
				PM	<25	No
10	Ingraham Street & Visitor 1 Driveway	WBLR	100	AM	<25	No
				PM	28	No
11	Ingraham Street & Consolidated Driveway	WBLR	100	AM	22	No
				PM	<25	No

Notes:
Queuing analysis performed using SimTraffic software.
Bold values indicate queue exceeds available storage length
WB = westbound
EB = eastbound
SB = southbound
NB = northbound
L = left movement
T = through movement
R = right movement

FIGURE 7-1 - Horizon Year (2050) Traffic Volumes





8 HORIZON YEAR (2050) WITH PROJECT

The proposed project would generate 787 daily trips with 61 morning peak-hour trips (13 in, 48 out) and 68 afternoon peak-hour trips (48 in, 20 out). Horizon Year (2050) with Project volumes were determined by adding the Project trips to the Horizon Year (2050) volumes and are shown in **Figure 8-1**.

8.1 ROADWAY NETWORK CHANGES

The consolidated roadway network discussed in Section 4.1 was used for the Horizon Year (2050) with Project analysis.

8.2 INTERSECTION ANALYSIS

Table 8-1 displays the LOS analysis results for the study intersections under the Horizon Year (2050) with Project Conditions. As shown in the table, all intersections within the study area would operate at LOS D or better. It should be noted that LOS values decrease in some instances due to added right turn volumes at two-way stop-controlled intersections.

Appendix E contains the intersection LOS calculation worksheets for the Horizon Year (2050) with Project.

8.3 QUEUING

Table 8-2 displays the 95th percentile queues under the H Year with Project (205025) scenario. 10 SimTraffic runs were averaged generate 95th percentile queue lengths. As shown in the table, the following locations are expected to have queues which exceed the available storage:

- **Ingraham Street and La Playa Avenue**
  - The NBL movement exceeds the available storage during the AM and PM peak hour by 3 and 21 feet, respectively. The project is not anticipated to add traffic volumes to this movement.
  - The SBL movement exceeds the available storage during the PM peak hour by 2 feet.

Table 8-1 - Horizon Year (2050) with Project Intersection LOS Summary

Intersection		Traffic Control	Peak Hour	Horizon Year (2050)		Horizon Year (2050) with Project			
				Delay (a)	LOS (b)	Delay (a)	LOS (b)	D (c)	Significant?
1	Ingraham St & Fortuna Ave	Two-Way Stop	AM	13.8	B	16.1	C	2.3	NO
			PM	27.1	D	31.4	D	4.3	NO
2	Jewell St & Fortuna Ave	Two-Way Stop	AM	11.0	B	11.1	B	0.1	NO
			PM	11.8	B	11.9	B	0.1	NO
3	Ingraham St & La Playa Ave	Signal	AM	21.1	C	21.1	C	0.0	NO
			PM	22.4	C	22.8	C	0.4	NO
4	Fortuna Ave & Consolidated Dwy	Two-Way Stop	AM	9.2	A	9.4	A	0.2	NO
			PM	8.9	A	9.2	A	0.3	NO
5	Jewell St & Lot H Dwy	Two-Way Stop	AM	9.3	A	9.3	A	0.0	NO
			PM	9.8	A	9.9	A	0.1	NO
6	Jewell St & Lot G Dwy/Roosevelt Ave	Two-Way Stop	AM	9.3	A	9.4	A	0.1	NO
			PM	9.2	A	9.2	A	0.0	NO
7	Jewell St & Lot F Dwy	Two-Way Stop	AM	9.3	A	9.3	A	0.0	NO
			PM	9.7	A	9.8	A	0.1	NO
8	La Playa Ave & Consolidated Dwy	Two-Way Stop	AM	9.4	A	9.6	A	0.2	NO
			PM	9.8	A	10.2	B	0.4	NO
9	Ingraham St & Visitor 2 Dwy	Two-Way Stop	AM	14.0	B	14.1	B	0.1	NO
			PM	15.0	C	15.2	C	0.2	NO
10	Ingraham St & Visitor 1 Dwy	Two-Way Stop	AM	15.7	C	15.9	C	0.2	NO
			PM	15.8	C	16.0	C	0.2	NO
11	Ingraham St & Consolidated Dwy	Two-Way Stop	AM	15.6	C	14.5	B	-1.1	NO
			PM	16.8	C	15.7	C	-1.1	NO

Notes:

Bold values indicate intersections operating at LOS E or F. **Bold and shaded** values indicate project significant impact.

(a) Delay refers to the average control delay for the entire intersection, measured in seconds per vehicle. At a two-way stop-controlled intersection, delay refers to the worst movement.

(b) LOS calculations are based on the methodology outlined in the *Highway Capacity Manual 6th Editio* n and performed using Synchro 11

(c) Change in delay due to addition of project traffic

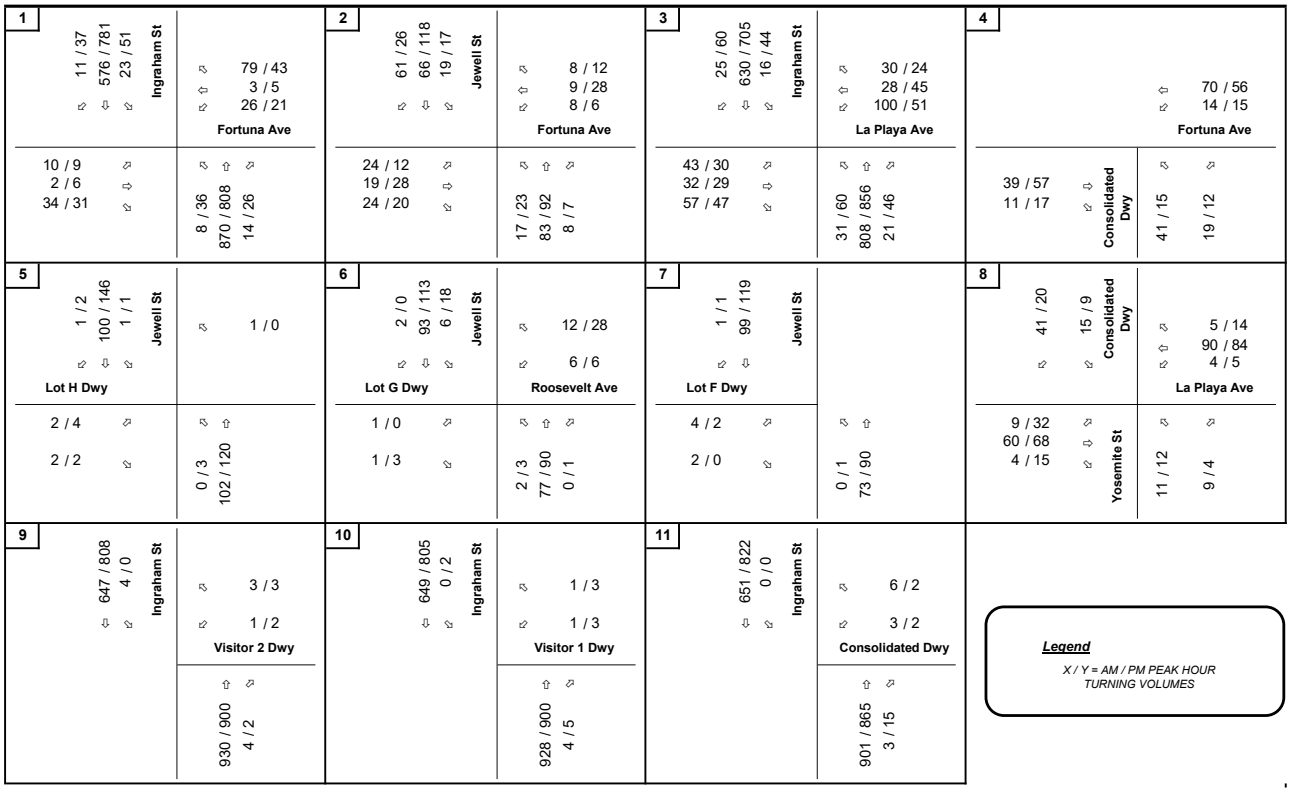
Note: Due to the lack of substantial volume growth across scenarios, the peak-hour factor changes for horizon year scenarios, and the nature of the micro-simulation model, there are some instances where delay decreased slightly in horizon year as compared to existing or opening year.

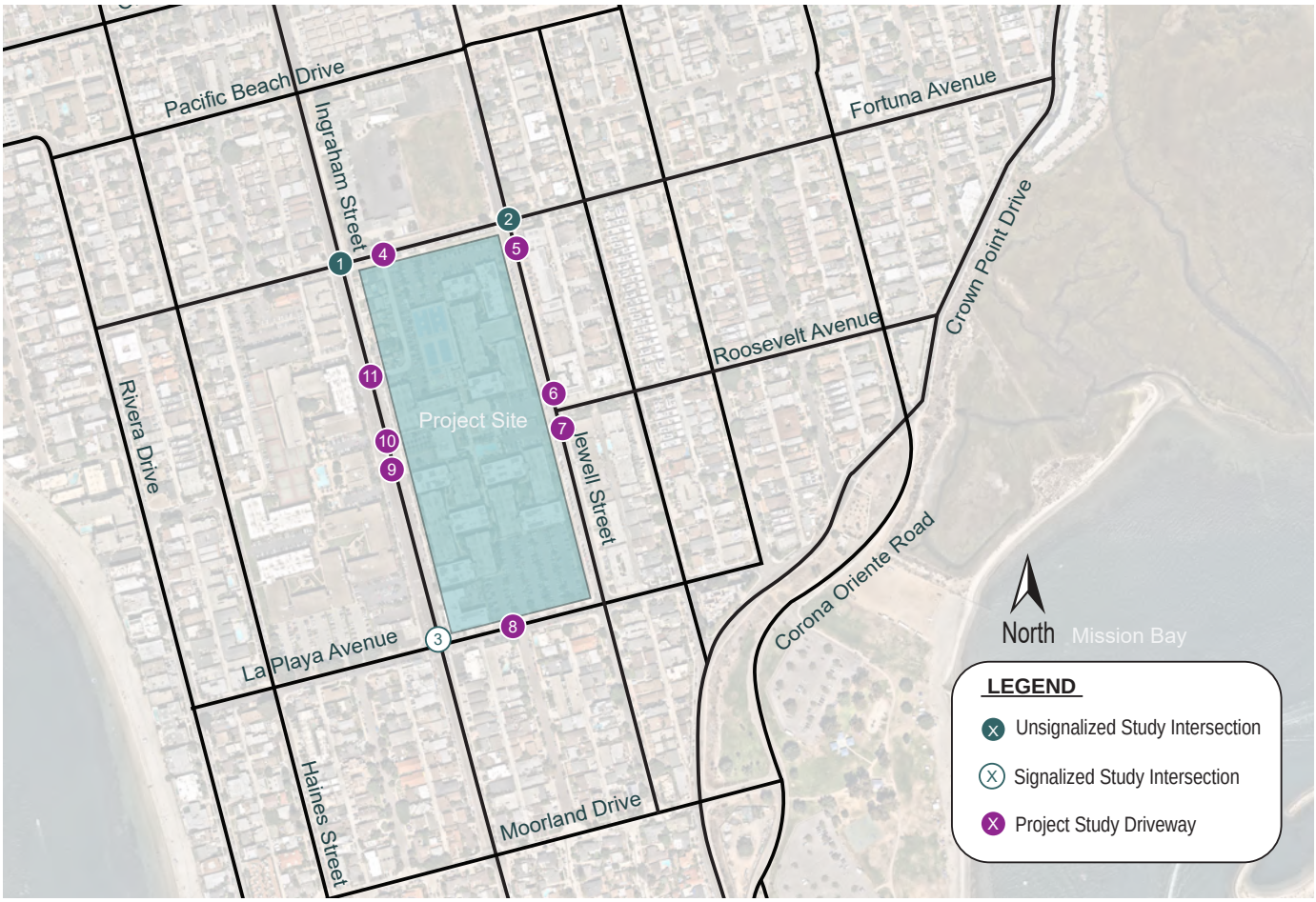
Table 8-2 Horizon Year (2050) with Project Queue Summary

#	Intersection	Movement	Storage Length (ft)	95th Percentile Queue (ft)				Exceeds Storage Length
				Peak Hour	Horizon Year (2050)	Horizon Year (2050) with Project	Δ Without and With Project	
1	Ingraham Street & Fortuna Avenue	WBLTR	95	AM	70	73	3	No
				PM	63	68	5	No
2	Jewell Street & Fortuna Avenue	EBLTR	215	AM	78	87	9	No
				PM	51	51	0	No
3	Ingraham Street & La Playa Avenue	NBL	60	AM	**66**	**63**	-3	**Yes**
				PM	**79**	**81**	2	**Yes**
		SBL	100	AM	53	57	4	No
				PM	92	**102**	10	**Yes**
		SBR	180	AM	33	36	3	No
				PM	49	55	6	No
4	Fortuna Avenue & Consolidated Driveway	NBLR	100	AM	47	53	6	No
				PM	39	46	7	No
		WBL	390	AM	<25	<25	N/A	No
				PM	<25	<25	N/A	No
5	Jewell Street & Lot H Driveway	EBLR	100	AM	<25	<25	N/A	No
				PM	<25	25	N/A	No
		NBL	515	AM	<25	<25	N/A	No
				PM	<25	<25	N/A	No
6	Jewell Street & Lot G Driveway	EBLTR	100	AM	<25	<25	N/A	No
				PM	<25	<25	N/A	No
		NBL	75	AM	<25	<25	N/A	No
				PM	<25	<25	N/A	No
7	Jewell Street & Lot F Driveway	EBLR	100	AM	24	<25	N/A	No
				PM	<25	<25	N/A	No
		NBL	585	AM	<25	<25	N/A	No
				PM	<25	<25	N/A	No
8	La Playa Avenue & Consolidated Driveway	SBLTR	100	AM	47	51	4	No
				PM	41	44	3	No
		EBLTR	100	AM	<25	<25	N/A	No
				PM	<25	<25	N/A	No
9	Ingraham Street & Visitor 2 Driveway	WBLR	100	AM	<25	<25	N/A	No
				PM	<25	<25	N/A	No
10	Ingraham Street & Visitor 1 Driveway	WBLR	100	AM	<25	<25	N/A	No
				PM	28	26	-2	No
11	Ingraham Street & Consolidated Driveway	WBLR	100	AM	22	31	9	No
				PM	<25	<25	N/A	No

Notes:
Queuing analysis performed using SimTraffic software.
Bold values indicate queue exceeds available storage length
WB = westbound, EB = eastbound, SB = southbound, NB = northbound
L = left movement, T = through movement, R = right movement
Note: Due to the lack of substantial volume growth across scenarios, the peak-hour factor changes for horizon year scenarios, and the nature of the micro-simulation model, there are some instances where queues decreased slightly in horizon year as compared to existing or opening year.

FIGURE 8-1 - Horizon Year (2050) with Project Traffic Volumes





8.4 PROJECT EFFECTS AND RECOMMENDED IMPROVEMENTS

To address the Project's operational effect, the project is proposing mobility choices strategies that encourage alternative modes of transportation and reducing vehicle trips. These include the following (see chapter 11 for details):

- Installation of pedestrian resting areas or recreation nodes adjacent to the public pedestrian walkway on Jewell Street near La Playa Avenue that will be signed as available to the public.
- On-site bicycle repair station near the pedestrian resting area on Jewell Street that will be available for the public.

These measures are consistent with the goals of the City for this Transit Priority Area to reduce vehicle trips and increase alternative modes of transportation.

9 PARKING

The proposed Project is located within the RM-3-7 zone and in a Parking Standards Transit Priority Area (TPA), Transit Area Overlay Zone, and Residential Tandem Parking Area Overlay Zone. Per Section 142.0528 of the SDMC, the minimum residential off-street vehicle parking space requirement is 0. Motorcycle parking and bicycle storage spaces are required per Section 142.0525(a) and Table 142-05C, regardless of whether vehicular parking is provided.

The Project proposes an additional 138 units to the existing site (59 2-bedroom units, and 79 1-bedroom units); of those, 132 are market rate units and 6 affordable units. The proposed site plan allocates parking spaces in the following manner:

- 634 vehicle spaces (including 23 accessible and 65 electric commercial vehicle spaces) provided
- 74 short-term bicycle spaces provided
    - Total minimum required: 61
        - Per Section 142.0525(a) and Table 142-05C:
            - 0.4 spaces per 1-bedroom = 31 spaces
            - 0.5 spaces per 2-bedroom = 30 spaces
- 15 motorcycle spaces provided
    - Total minimum required: 14
        - Per Section 142.0525(a) and Table 142-05C:
            - 0.1 spaces per 1-bedroom = 8 spaces
            - 0.1 spaces per 2-bedroom = 9 spaces

10 SYSTEMIC SAFETY REVIEW

Per the City's TSM, a Systemic Safety Review is required to determine if the study intersections meet the criteria to be identified as a systemic hotspot for vehicles, bicycles, or pedestrians. A review of the City of San Diego Systemic Safety The Data-Driven Path to Vision Zero dated April 2019 (provided in **Appendix I**), was used to identify hotspot locations within the project study area. Hotspot locations are also summarized in **Table 10-1** below.

Table 10-1 Hotspot Types and Locations

Hotspot Type	Hotspot Locations
Vehicular	• **Intersection 3** – Ingraham Street & La Playa Avenue
Bicycle	• **Intersection 2** – Fortuna Avenue and Jewell Street • **Intersection 3** – Ingraham Street & La Playa Avenue
Pedestrian	• **Intersection 3** – Ingraham Street & La Playa Avenue

10.1 VEHICULAR SYSTEMIC SAFETY REVIEW

Based on the intersection control, roadway cross-section, and Average Daily Traffic (ADT), the following intersection was identified as a vehicular safety hotspot:

- **Intersection 3** – Ingraham Street & La Playa Avenue

The Project will install backplates with retroreflective borders on all signal heads at this intersection to address the safety concern.

10.2 BICYCLE SYSTEMIC SAFETY REVIEW

Based on the intersection control, roadway cross-section, and Average Daily Traffic (ADT), the following intersections were identified as bicycle safety hotspots:

- **Intersection 2** – Fortuna Avenue and Jewell Street
- **Intersection 3** – Ingraham Street & La Playa Avenue

The Project will include a Public Safety Messaging Campaign in a communal space on the site to address the safety concern. The information distributed for the campaign will provide collision statistics, safe behaviors for bicyclists at intersections, and safe behaviors for drivers when bikes are present at an intersection.

10.3 PEDESTRIAN SYSTEMIC SAFETY REVIEW

Based on the intersection control, roadway cross-section, and Average Daily Traffic (ADT), the following intersection was identified as a pedestrian safety hotspot:

- **Intersection 3** – Ingraham Street & La Playa Avenue

The Project will include an Intersection Control Awareness Campaign in a communal space on the site to address the safety concern. The information distributed for the campaign will provide statistics about pedestrian injury crashes and provide safe behaviors for vehicles making permissive left turns and pedestrians crossing in crosswalks at signalized intersections.

11 ADDITIONAL TOPICS

This section discusses additional transportation topics, including transportation demand management, mobility choices, pedestrian, bicycle, and transit access to the Project, transportation, and Project improvements to these modes.

11.1 TRANSPORTATION DEMAND MANAGEMENT (TDM)

A transportation demand management (TDM) plan is required for employment projects per the Climate Action Plan (CAP) consistency checklist. Since this project is a residential project and not an employment project, a TDM plan is **not** required.

11.2 MOBILITY CHOICES

Chapter 14, Article 3, Division 11 of the San Diego Municipal Code describes the Mobility Choices Regulations. The purpose of the Mobility Choices Regulations is to assist in the City in determining the greatest VMT reductions that developments can implement to address environmental impacts from developments on the City's VMT. The Mobility Choices Regulations apply to all development projects, except as described in Section 143.1102. Projects meeting one of the following requirements are exempt from Mobility Choices Regulations:

- (a) residential development with four or fewer dwelling units;
- (b) any commercial or office development with less than 5,000 square feet gross floor area;
- (c) development located on property owned, leased, or maintained by the City where the City is the applicant or where a private party is the applicant acting on behalf of the City, that is a locally-serving public facility, as defined in the Land Development manual, Transportation Study Manual, Appendix R;
- (d) development located within a one-half mile pedestrian walk to an existing passenger rail station;
- (e) development located in Mobility Zone 1;
- (f) industrial uses, as defined in the Land Development Manual, Transportation Study Manual (Appendix B), located within Prime Industrial Lands;
- (g) multi-family residential development in a Transit Priority Area that provides the transportation amenities required by Section 142.0528; and
- (h) development that does not require a Certificate of Occupancy.

The proposed Project does not qualify for any of the Mobility Choice exemption requirements above and is therefore subject to Mobility Choices Regulations. Section 143.1103 of the City Municipal Code requires that the project provide VMT reduction measures to achieve a minimum of 5 points. The number of points for each amenity is described in the Mobility Choices Regulations: Implementation Guidelines Appendix T. The following are the amenities the project is proposing (along with the number of points given):

- Installation of pedestrian resting areas or recreation nodes adjacent to the public pedestrian walkway on Jewell Street near La Playa Avenue – 10 points
- On-site bicycle repair station near the pedestrian resting area on Jewell Street that will be available for the public – 1 point

Implementing each of these amenities would result in a total of 11 points, which would exceed the minimum 5 points required. Therefore, this project meets the Mobility Choices Regulations.

11.3 SITE ACCESS AND ON-SITE CIRCULATION

Vehicle access for the proposed Project site is provided via the following driveways:

- Consolidated Driveway and Fortuna Avenue – Full movement passenger car driveway located on Fortuna Avenue.
- Consolidated Driveway and Ingraham Avenue – Passenger car driveway located on Ingraham Avenue serving the northbound direction only.
- Consolidated Driveway and La Playa Avenue – Full movement passenger car driveway located on La Playa Avenue.
- Lot F Driveway and Jewell Street – Full movement passenger car driveway located on Jewell Street.
- Lot G Driveway and Jewell Street – Full movement passenger car driveway located on Jewell Street.
- Lot H Driveway and Jewell Street – Full movement passenger car driveway located on Jewell Street.
- Visitor 1 Driveway and Ingraham Street – Passenger car driveway located on Ingraham Street.
- Visitor 2 Driveway and Ingraham Street – Passenger car driveway located on Ingraham Street.

Intersection analyses indicate that each driveway would be expected to operate with an expected delays at the driveways. Queuing in the public right-of-way is not anticipated to occur based on the SimTraffic analyses (see **Appendix G**).

11.4 PEDESTRIAN FACILITIES

This section presents a qualitative evaluation of the existing pedestrian network within the Project study area and includes a walkshed analysis that identifies any pedestrian barriers and walkability. The purpose of this evaluation is to provide a complete network of pedestrian-friendly multi-modal facilities throughout the community to create a comfortable pedestrian experience and meet consistency with the City of San Diego Pedestrian Master Plan (2006) and the Pacific Beach Community Plan (2019) pedestrian policies.

The walkshed analysis was performed using the TravelTime API Map Demo. This model was built by TravelTime from a range of data sets including OpenStreetMap and country-specific data. 15-minute and 30-minute walkshed maps were generated using the API for the Project site address.

The Project's walkshed is shown in **Figure 11-1**.

The existing pedestrian volumes within the Project study area are shown in **Figure 11-2.**

No pedestrian environment deficiencies were identified in the walkshed analysis.

<u>As a part of Mobility Choices, Project improvements for pedestrians include:</u>

- Installation of pedestrian resting areas or recreation nodes adjacent to the public pedestrian walkway on Jewell Street near La Playa Avenue.

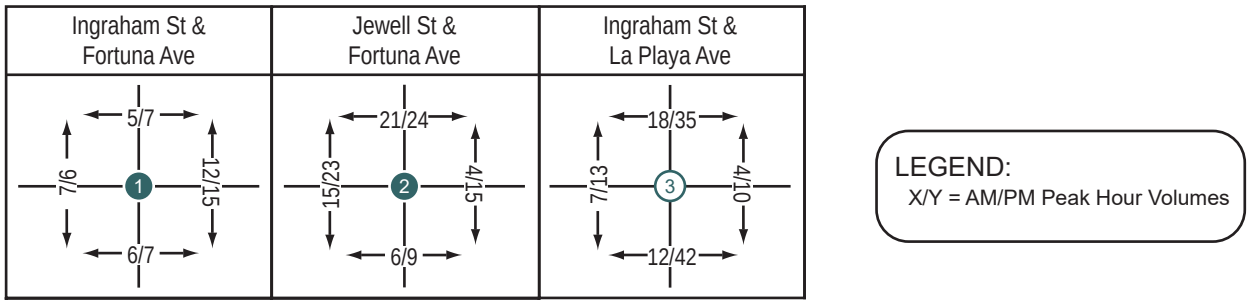
<u>The development of the Project will additionally provide the following pedestrian improvements:</u>

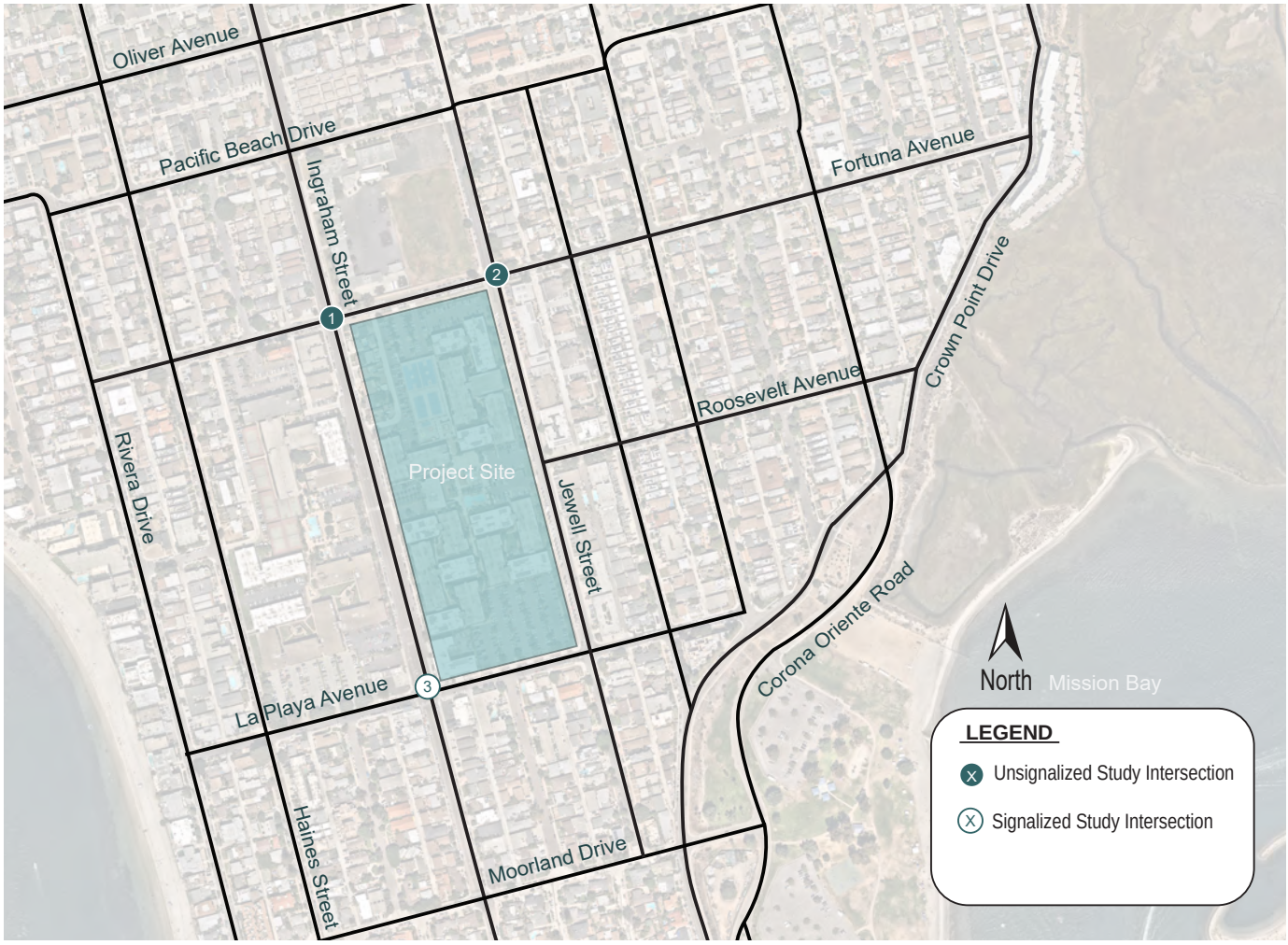
- Construct non-contiguous sidewalk facilities along the Project frontage along Jewell Street
- Construct non-contiguous sidewalk facilities along the Project frontage side of Ingraham Street for approximately 300'

FIGURE 11-1 - Existing Walkshed

Source: traveltime.com

FIGURE 11-2 - Existing Pedestrian Volumes





11.5 BICYCLE FACILITIES

This section presents a qualitative evaluation of the existing bicycle network within the Project study area and includes a bikeshed analysis that identifies any barriers and overall bikeability. The purpose of this evaluation is to provide a complete network of multi-modal facilities throughout the community to create a comfortable bicycling experience and meet consistency with the City of San Diego Bicycle Master Plan (2013) and the Pacific Beach Community Plan (2019) bicycling policies.

The bikeshed analysis was performed using the TravelTime API Map Demo. This model was built by TravelTime from a range of data sets including OpenStreetMap and country-specific data. 15-minute and 30-minute bikeshed maps were generated using the API for the Project site address.

The Project's bikeshed is shown in **Figure 11-3.**

Within the study area, Ingraham Street is an existing Class III bike route. Additionally, Jewell Street has a proposed bicycle boulevard as per the City of San Diego Bicycle Master Plan (2013).

The existing bike volumes within the Project study area are shown in **Figure 11-4.**

The following bicycle environment deficiencies were identified:

- Class III bicycle routes along Ingraham Street have faded striping and lack of signage
- Planned bicycle boulevard along Jewell Street has not been constructed

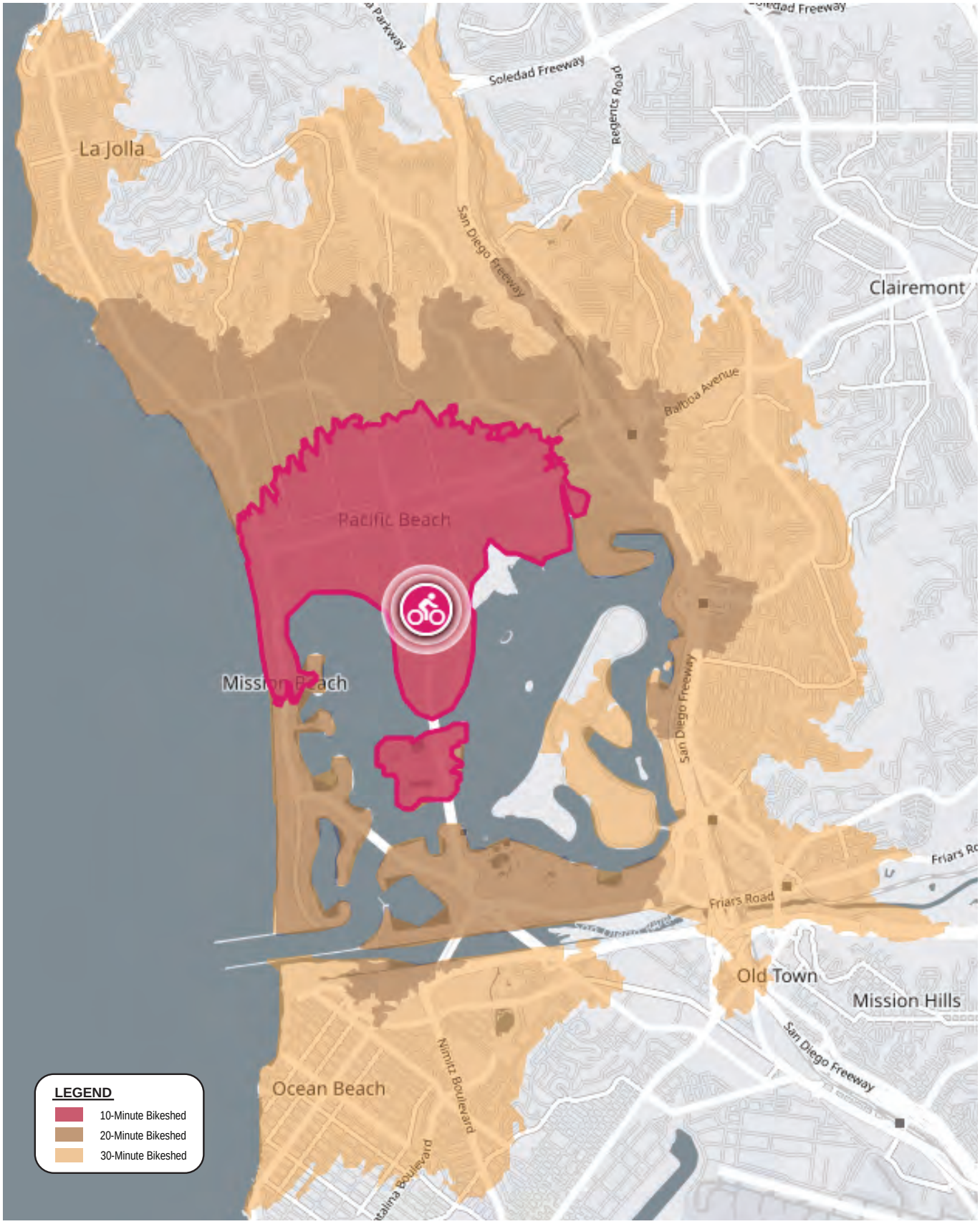
<u>Project improvements for bicyclists include:</u>

- On-site bicycle repair station near the pedestrian resting area on Jewell Street that will be available for the public.

<u>Additional planned improvements within the project area include:</u>

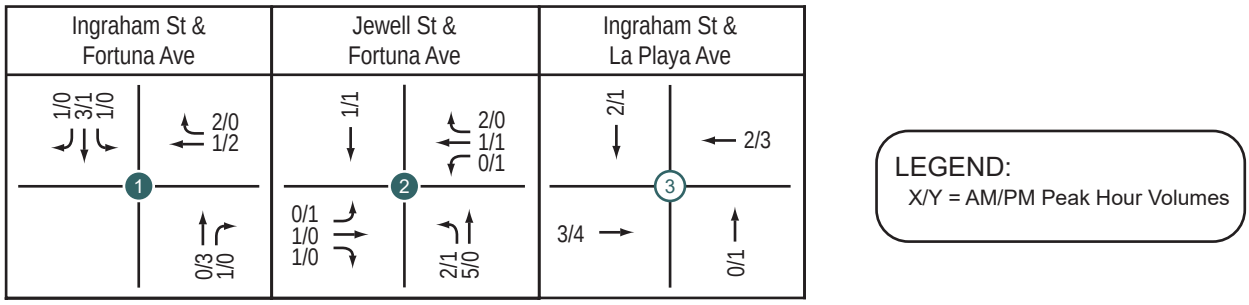
- Class III Bicycle Routes are planned along Pacific Beach Drive between Crown Point Drive and Ocean Front Walk
- Class III Bicycle Routes are planned along the entirety of Jewell Street

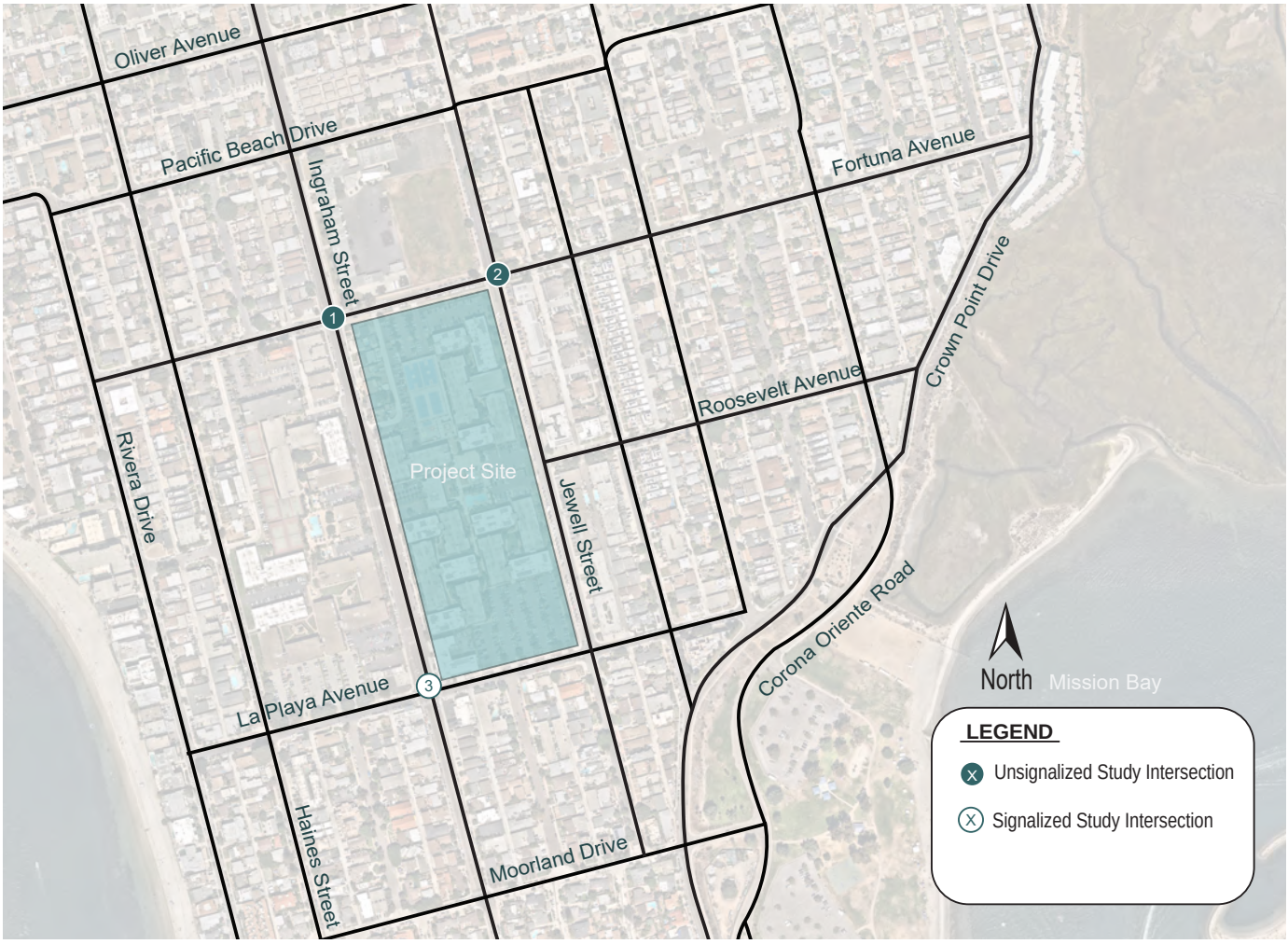
FIGURE 11-3 - Existing Bikeshed



Source: traveltime.com

FIGURE 11-4 - Existing Bicycle Volumes





11.6 TRANSIT

The Project site is immediately adjacent to four transit stops along Ingraham Avenue which all serve MTS Route 9. Additionally, the site is within a half-mile of two transit stops both serving Routes 8 and 30 along Grand Avenue.

Route 8 provides connections between Balboa Avenue Transit Center and Old Town Transit Center with destinations to Belmont Park, Mission Bay, and Pechanga Arena (Sports Arena). On weekdays, this route operates with 20-minute headways from 5:42 am to 5:31 pm and with 30-minute headways from 5:31 pm to 12:27 am. On weekends, it runs from 5:42 am to 12:27 am on Saturdays and 6:12 am to 9:57 pm on Sundays with 30-minute headways.

Route 9 provides connections between the Old Town Transit Center and Jewell Street & Garnet Avenue, with destinations to Crown Point, Mission Bay, Pechanga Arena (Sports Arena), and SeaWorld. On weekdays, this route operates with 20-minute headways from 11:02 am to 6:42 pm and 30-minute headways from 6:13 am to 11:02 am and 6:42 pm to 8:43 pm. On Saturdays, it runs from 6:27am to 8:43 pm with 30-minute headways. On Sundays, this route does not serve the site, ending its northbound route at SeaWorld without continuing along Ingraham Street to Garnet Avenue.

Route 30 provides connections between UTC Transit Center and Old Town Transit Center, with destinations to Birch Aquarium, Mission Bay High School, UC San Diego, VA Medical Center, and Westfield UTC. On weekdays, this route operates with 20-minute headways from 5:27 am to 7:43 pm and 30-minute headways from 7:43 pm to 12:17 am. On weekends, it runs from 5:42 am to 12:17 am on Saturdays and from 5:42 am and 11:13 pm on Sundays with 30-minute headways.

The project is currently well served by transit. It is not anticipated that the project would significantly increase the travel time for buses because of intersection or corridor delay based on queueing analysis. No conflicts are present involving bus stops and nearby driveways.

There is an existing bus stop for northbound service on Route 9 at the northeast corner of Ingraham Street and La Playa Avenue. This stop has a bench and is easily accessible via sidewalk from the Project site, however it lacks wayfinding and a trash bin. In addition, the bench is only partially shaded by the adjacent building.

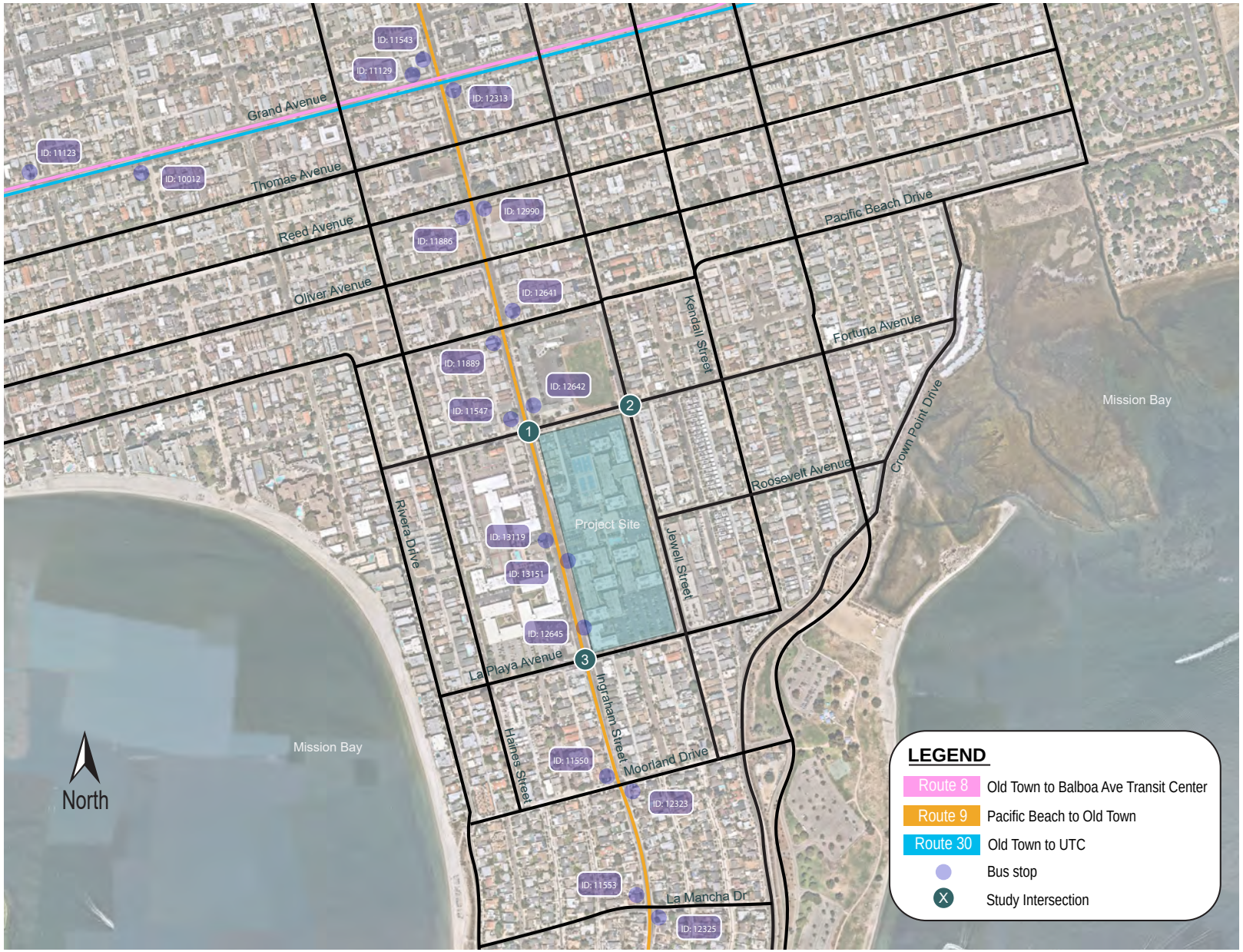
Route 9 has a corresponding bus stop across the street from the previously mentioned stop serving the southbound direction. This bus stop contains shading, wayfinding, and trash bins. It is easily accessible via sidewalk and a crosswalk along the north leg of the intersection of Ingraham Street and La Playa Avenue.

Route 9 additionally has two stops along the midblock crossing on Ingraham Street, serving northbound and southbound directions. These two bus stops are easily accessible from the Project site, however they lack adequate shade, wayfinding and trash bins.

The existing transit stops located within a half-mile from the project location are shown in **Figure 11-5.**

Appendix H contains a copy of the current schedules for MTS Routes 8, 9, and 30.

FIGURE 11-5 - Existing Transit Stops



APPENDICES

Appendix A Existing Traffic Count Data

Appendix B Scoping Letter

Appendix C Signal Timing Plan

Appendix D Pacific Beach Community Plan Circulation Element

Appendix E Intersection LOS Worksheets

Appendix F Turn-32 Worksheets

Appendix G Synchro Queuing Worksheets

Appendix H Bus Route Information

APPENDIX A

EXISTING TRAFFIC COUNT DATA

Prepared by National Data & Surveying Services

VOLUME

Ingraham St Bet. Fortuna Ave & La Playa Ave

Day: Thursday
Date: 1/12/2023

City: San Diego
Project #: CA23_040004_001

DAILY TOTALS	NB	SB	EB	WB	Total
	9,638	8,463	0	0	18,101

AM Period	NB		SB		EB		WB		TOTAL		PM Period	NB		SB		EB		WB		TOTAL	
00:00	20		15						35		12:00	114		136						250	
00:15	17		13						30		12:15	167		151						318	
00:30	20		14						34		12:30	139		98						237	
00:45	13	70	11	53					24	123	12:45	143	563	118	503					261	1066
01:00	8		7						15		13:00	150		128						278	
01:15	8		12						20		13:15	129		130						259	
01:30	7		10						17		13:30	138		110						248	
01:45	8	31	11	40					19	71	13:45	156	573	115	483					271	1056
02:00	9		7						16		14:00	171		165						336	
02:15	8		15						23		14:15	128		164						292	
02:30	4		4						8		14:30	145		136						281	
02:45	6	27	11	37					17	64	14:45	152	596	174	639					326	1235
03:00	4		10						14		15:00	178		169						347	
03:15	5		2						7		15:15	144		156						300	
03:30	9		2						11		15:30	166		201						367	
03:45	6	24	4	18					10	42	15:45	193	681	151	677					344	1358
04:00	3		5						8		16:00	192		183						375	
04:15	7		10						17		16:15	188		206						394	
04:30	12		12						24		16:30	180		202						382	
04:45	17	39	15	42					32	81	16:45	189	749	194	785					383	1534
05:00	16		16						32		17:00	198		185						383	
05:15	21		10						31		17:15	199		221						420	
05:30	34		20						54		17:30	195		198						393	
05:45	43	114	32	78					75	192	17:45	175	767	179	783					354	1550
06:00	32		37						69		18:00	152		143						295	
06:15	57		47						104		18:15	166		143						309	
06:30	51		62						113		18:30	140		170						310	
06:45	81	221	76	222					157	443	18:45	147	605	148	604					295	1209
07:00	106		74						180		19:00	158		138						296	
07:15	146		76						222		19:15	141		99						240	
07:30	171		125						296		19:30	110		89						199	
07:45	183	606	136	411					319	1017	19:45	99	508	77	403					176	911
08:00	186		145						331		20:00	102		84						186	
08:15	195		149						344		20:15	96		71						167	
08:30	202		117						319		20:30	110		80						190	
08:45	202	785	112	523					314	1308	20:45	86	394	72	307					158	701
09:00	188		118						306		21:00	72		70						142	
09:15	174		97						271		21:15	71		51						122	
09:30	178		106						284		21:30	71		57						128	
09:45	143	683	117	438					260	1121	21:45	48	262	46	224					94	486
10:00	133		113						246		22:00	69		50						119	
10:15	112		90						202		22:15	60		35						95	
10:30	106		110						216		22:30	52		42						94	
10:45	127	478	137	450					264	928	22:45	35	216	33	160					68	376
11:00	139		131						270		23:00	24		24						48	
11:15	133		120						253		23:15	23		19						42	
11:30	128		132						260		23:30	19		18						37	
11:45	153	553	124	507					277	1060	23:45	27	93	15	76					42	169
TOTALS		3631		2819						**6450**	**TOTALS**		6007		5644						**11651**
SPLIT %		56.3%		43.7%						**35.6%**	**SPLIT %**		51.6%		48.4%						**64.4%**

DAILY TOTALS	NB	SB	EB	WB	Total
	9,638	8,463	0	0	18,101

AM Peak Hour	08:15	07:30			**07:45**	**PM Peak Hour**	16:45	16:30			**16:45**
AM Pk Volume	787	555			**1313**	**PM Pk Volume**	781	802			**1579**
Pk Hr Factor	0.974	0.931			**0.954**	**Pk Hr Factor**	0.981	0.907			**0.940**
7 - 9 Volume	1391	934	0	0	**2325**	**4 - 6 Volume**	1516	1568	0	0	**3084**
7 - 9 Peak Hour	08:00	07:30			**07:45**	**4 - 6 Peak Hour**	16:45	16:30			**16:45**
7 - 9 Pk Volume	785	555	0	0	**1313**	**4 - 6 Pk Volume**	781	802	0	0	**1579**
Pk Hr Factor	0.972	0.931	0.000	0.000	**0.954**	**Pk Hr Factor**	0.981	0.907	0.000	0.000	**0.940**

Prepared by National Data & Surveying Services

VOLUME

Fortuna Ave Bet. Ingraham St & Jewell St

Day: Thursday
Date: 1/12/2023

City: San Diego
Project #: CA23_040004_002

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	628	684	1,312

AM Period	NB	SB	EB		WB		TOTAL		PM Period	NB	SB	EB		WB		TOTAL	
00:00			1		1		2		12:00			10		6		16	
00:15			2		1		3		12:15			6		10		16	
00:30			0		1		1		12:30			9		10		19	
00:45			0	3	0	3	0	6	12:45			9	34	11	37	20	71
01:00			0		1		1		13:00			9		9		18	
01:15			0		1		1		13:15			5		13		18	
01:30			0		0		0		13:30			5		7		12	
01:45			2	2	0	2	2	4	13:45			6	25	25	54	31	79
02:00			1		0		1		14:00			11		24		35	
02:15			1		1		2		14:15			18		11		29	
02:30			0		0		0		14:30			5		6		11	
02:45			1	3	0	1	1	4	14:45			3	37	9	50	12	87
03:00			0		0		0		15:00			10		9		19	
03:15			0		0		0		15:15			6		12		18	
03:30			0		0		0		15:30			18		13		31	
03:45			0		0		0		15:45			16	50	9	43	25	93
04:00			0		0		0		16:00			9		9		18	
04:15			0		0		0		16:15			7		10		17	
04:30			0		1		1		16:30			10		17		27	
04:45			0		2	3	2	3	16:45			11	37	15	51	26	88
05:00			0		0		0		17:00			14		12		26	
05:15			1		1		2		17:15			13		17		30	
05:30			4		1		5		17:30			14		23		37	
05:45			4	9	2	4	6	13	17:45			12	53	10	62	22	115
06:00			1		5		6		18:00			12		15		27	
06:15			2		4		6		18:15			14		9		23	
06:30			5		7		12		18:30			13		10		23	
06:45			7	15	4	20	11	35	18:45			10	49	13	47	23	96
07:00			8		6		14		19:00			11		17		28	
07:15			11		19		30		19:15			22		13		35	
07:30			21		40		61		19:30			7		15		22	
07:45			8	48	11	76	19	124	19:45			15	55	10	55	25	110
08:00			9		7		16		20:00			8		11		19	
08:15			5		2		7		20:15			14		5		19	
08:30			13		4		17		20:30			8		10		18	
08:45			7	34	5	18	12	52	20:45			8	38	5	31	13	69
09:00			11		6		17		21:00			3		6		9	
09:15			12		8		20		21:15			5		6		11	
09:30			2		5		7		21:30			7		1		8	
09:45			5	30	10	29	15	59	21:45			3	18	9	22	12	40
10:00			9		8		17		22:00			5		3		8	
10:15			6		5		11		22:15			2		6		8	
10:30			9		3		12		22:30			5		5		10	
10:45			15	39	10	26	25	65	22:45			4	16	2	16	6	32
11:00			8		5		13		23:00			3		2		5	
11:15			1		6		7		23:15			3		2		5	
11:30			4		5		9		23:30			2		2		4	
11:45			8	21	10	26	18	47	23:45			4	12	2	8	6	20
TOTALS				204		208		412	TOTALS				424		476		900
SPLIT %				49.5%		50.5%		31.4%	SPLIT %				47.1%		52.9%		68.6%

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	628	684	1,312

AM Peak Hour			07:15	07:15	07:15	PM Peak Hour			18:30	13:15	16:45
AM Pk Volume			49	77	126	PM Pk Volume			56	69	119
Pk Hr Factor			0.583	0.481	0.516	Pk Hr Factor			0.636	0.690	0.804
7 - 9 Volume	0	0	82	94	176	4 - 6 Volume	0	0	90	113	203
7 - 9 Peak Hour			07:15	07:15	07:15	4 - 6 Peak Hour			17:00	16:45	16:45
7 - 9 Pk Volume	0	0	49	77	126	4 - 6 Pk Volume	0	0	53	67	119
Pk Hr Factor	0.000	0.000	0.583	0.481	0.516	Pk Hr Factor	0.000	0.000	0.946	0.728	0.804

Prepared by National Data & Surveying Services

VOLUME

Jewell St Bet. Fortuna Ave & La Playa Ave

Day: Thursday
Date: 1/12/2023

City: San Diego
Project #: CA23_040004_003

DAILY TOTALS	NB	SB	EB	WB	Total
	1,047	1,295	0	0	2,342

AM Period	NB		SB		EB		WB		TOTAL		PM Period	NB		SB		EB		WB		TOTAL	
00:00	4		2						6		12:00	16		22						38	
00:15	0		2						2		12:15	15		18						33	
00:30	2		3						5		12:30	15		16						31	
00:45	2	8	1	8					3	16	12:45	21	67	20	76					41	143
01:00	0		1						1		13:00	20		14						34	
01:15	0		0						0		13:15	16		12						28	
01:30	0		0						0		13:30	14		18						32	
01:45	0		0	1					0	1	13:45	14	64	23	67					37	131
02:00	1		1						2		14:00	17		23						40	
02:15	0		1						1		14:15	12		37						49	
02:30	0		2						2		14:30	12		18						30	
02:45	1	2	1	5					2	7	14:45	14	55	10	88					24	143
03:00	0		0						0		15:00	17		25						42	
03:15	0		0						0		15:15	18		26						44	
03:30	0		1						1		15:30	25		16						41	
03:45	0		0	1					0	1	15:45	14	74	27	94					41	168
04:00	0		1						1		16:00	15		25						40	
04:15	0		0						0		16:15	22		29						51	
04:30	2		1						3		16:30	26		24						50	
04:45	1	3	0	2					1	5	16:45	27	90	35	113					62	203
05:00	3		1						4		17:00	30		41						71	
05:15	0		1						1		17:15	22		32						54	
05:30	6		2						8		17:30	27		30						57	
05:45	3	12	1	5					4	17	17:45	30	109	29	132					59	241
06:00	9		4						13		18:00	20		32						52	
06:15	6		1						7		18:15	24		22						46	
06:30	6		5						11		18:30	19		24						43	
06:45	7	28	9	19					16	47	18:45	24	87	19	97					43	184
07:00	7		13						20		19:00	25		32						57	
07:15	10		12						22		19:15	18		33						51	
07:30	28		33						61		19:30	15		15						30	
07:45	16	61	16	74					32	135	19:45	10	68	15	95					25	163
08:00	6		28						34		20:00	9		17						26	
08:15	25		18						43		20:15	7		22						29	
08:30	18		14						32		20:30	9		14						23	
08:45	24	73	13	73					37	146	20:45	6	31	13	66					19	97
09:00	16		20						36		21:00	7		8						15	
09:15	18		15						33		21:15	6		9						15	
09:30	13		18						31		21:30	3		7						10	
09:45	13	60	16	69					29	129	21:45	9	25	8	32					17	57
10:00	14		12						26		22:00	2		10						12	
10:15	8		17						25		22:15	3		11						14	
10:30	21		14						35		22:30	4		9						13	
10:45	16	59	16	59					32	118	22:45	2	11	9	39					11	50
11:00	12		21						33		23:00	3		7						10	
11:15	7		13						20		23:15	1		3						4	
11:30	12		13						25		23:30	5		1						6	
11:45	18	49	19	66					37	115	23:45	2	11	3	14					5	25
TOTALS		355		382						**737**	**TOTALS**		692		913						**1605**
SPLIT %		48.2%		51.8%						**31.5%**	**SPLIT %**		43.1%		56.9%						**68.5%**

DAILY TOTALS	NB	SB	EB	WB	Total
	1,047	1,295	0	0	2,342

AM Peak Hour	08:15	07:30			**07:30**	**PM Peak Hour**	17:00	16:45			**16:45**
AM Pk Volume	83	95			**170**	**PM Pk Volume**	109	138			**244**
Pk Hr Factor	0.830	0.720			**0.697**	**Pk Hr Factor**	0.908	0.841			**0.859**
7 - 9 Volume	134	147	0	0	**281**	**4 - 6 Volume**	199	245	0	0	**444**
7 - 9 Peak Hour	07:30	07:30			**07:30**	**4 - 6 Peak Hour**	17:00	16:45			**16:45**
7 - 9 Pk Volume	75	95	0	0	**170**	**4 - 6 Pk Volume**	109	138	0	0	**244**
Pk Hr Factor	0.670	0.720	0.000	0.000	**0.697**	**Pk Hr Factor**	0.908	0.841	0.000	0.000	**0.859**

Prepared by National Data & Surveying Services

VOLUME

La Playa Ave Bet. Ingraham St & Jewell St

Day: Thursday
Date: 1/12/2023

City: San Diego
Project #: CA23_040004_004

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	811	1,101	1,912

AM Period	NB	SB	EB		WB		TOTAL		PM Period	NB	SB	EB		WB		TOTAL	
00:00			4		4		8		12:00			14		14		28	
00:15			0		2		2		12:15			11		18		29	
00:30			2		1		3		12:30			8		13		21	
00:45			2	8	0	7	2	15	12:45			19	52	11	56	30	108
01:00			1		1		2		13:00			10		15		25	
01:15			1		1		2		13:15			15		9		24	
01:30			0		1		1		13:30			8		16		24	
01:45			0	2	0	3	0	5	13:45			10	43	20	60	30	103
02:00			1		3		4		14:00			12		19		31	
02:15			0		0		0		14:15			14		37		51	
02:30			1		1		2		14:30			13		24		37	
02:45			0	2	1	5	1	7	14:45			8	47	8	88	16	135
03:00			1		0		1		15:00			14		23		37	
03:15			0		1		1		15:15			18		23		41	
03:30			0		1		1		15:30			17		19		36	
03:45			0	1	0	2	0	3	15:45			8	57	22	87	30	144
04:00			0		1		1		16:00			18		20		38	
04:15			0		1		1		16:15			14		14		28	
04:30			0		0		0		16:30			10		21		31	
04:45			1	1	0	2	1	3	16:45			25	67	32	87	57	154
05:00			3		1		4		17:00			12		25		37	
05:15			1		2		3		17:15			15		21		36	
05:30			0		3		3		17:30			20		18		38	
05:45			1	5	5	11	6	16	17:45			16	63	24	88	40	151
06:00			3		7		10		18:00			22		20		42	
06:15			4		8		12		18:15			12		22		34	
06:30			4		11		15		18:30			20		17		37	
06:45			3	14	8	34	11	48	18:45			17	71	15	74	32	145
07:00			6		10		16		19:00			19		18		37	
07:15			8		14		22		19:15			17		16		33	
07:30			17		27		44		19:30			16		16		32	
07:45			10	41	20	71	30	112	19:45			12	64	9	59	21	123
08:00			8		25		33		20:00			10		14		24	
08:15			13		14		27		20:15			15		16		31	
08:30			13		22		35		20:30			9		4		13	
08:45			11	45	15	76	26	121	20:45			8	42	11	45	19	87
09:00			10		12		22		21:00			7		4		11	
09:15			15		14		29		21:15			1		5		6	
09:30			7		18		25		21:30			2		7		9	
09:45			7	39	12	56	19	95	21:45			5	15	4	20	9	35
10:00			16		19		35		22:00			5		8		13	
10:15			11		15		26		22:15			3		6		9	
10:30			14		12		26		22:30			4		7		11	
10:45			10	51	18	64	28	115	22:45			2	14	1	22	3	36
11:00			11		16		27		23:00			2		4		6	
11:15			20		15		35		23:15			2		4		6	
11:30			16		23		39		23:30			5		3		8	
11:45			11	58	16	70	27	128	23:45			0	9	3	14	3	23
TOTALS				267		401		668	TOTALS				544		700		1244
SPLIT %				40.0%		60.0%		34.9%	SPLIT %				43.7%		56.3%		65.1%

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	811	1,101	1,912

AM Peak Hour			11:15	07:15	07:30	PM Peak Hour			17:15	13:45	16:45
AM Pk Volume			61	86	134	PM Pk Volume			73	100	168
Pk Hr Factor			0.763	0.796	0.761	Pk Hr Factor			0.830	0.676	0.737
7 - 9 Volume	0	0	86	147	233	4 - 6 Volume	0	0	130	175	305
7 - 9 Peak Hour			07:30	07:15	07:30	4 - 6 Peak Hour			16:45	16:30	16:45
7 - 9 Pk Volume	0	0	48	86	134	4 - 6 Pk Volume	0	0	72	99	168
Pk Hr Factor	0.000	0.000	0.706	0.796	0.761	Pk Hr Factor	0.000	0.000	0.720	0.773	0.737

ROADWAY SEGMENT	Historical Data											
	2011	2012	2013	2014	2015	2016	2017	2018	2019	2023	Near-Term GROWTH	2023 Near-Term GROWTH
Ingraham Street												
Fortuna Ave to Pacific Beach Drive (Just North of Site)			23,298						26,896		2.4%	2.4%
Fortuna Ave to La Playa Ave		21,010			24,441					18,101	5.2%	-3.7%
La Playa Ave to Crown Pt Dr (S of site)								19,305				
La Playa Avenue												
Ingraham to Jewel St		3,020			3,214					1,912	2.1%	-6.3%
Jewell Street												
La Playa Ave to Fortuna Ave	5,920			4,859						2,342	-6.4%	-7.8%
Fortuna Avenue												
Ingraham to Jewel St					*No Data Available*					1,312		
									Average:		0.8%	-3.8%

National Data & Surveying Services Intersection Turning Movement Count

Location: Ingraham St & Fortuna Ave
City: San Diego
Control: 2-Way Stop(EB/WB)

Project ID: 22-040206-003
Date: 11/29/2022

Data - Totals

NS/EW Streets:	Ingraham St				Ingraham St				Fortuna Ave				Fortuna Ave				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	2	0	0	0	2	0	0	0	1	0	0	0	1	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	4	107	0	0	8	56	0	0	5	0	9	0	2	0	8	0	199
7:15 AM	1	135	5	0	3	69	1	0	0	0	2	0	2	1	4	0	223
7:30 AM	4	167	8	0	9	99	0	0	1	0	7	0	8	0	38	0	341
7:45 AM	3	168	2	0	4	125	2	0	3	0	5	0	0	2	10	0	324
8:00 AM	1	169	0	0	2	129	3	0	3	2	5	0	1	0	9	0	324
8:15 AM	1	190	1	1	1	114	1	0	1	0	10	0	1	0	1	0	322
8:30 AM	2	187	1	0	4	118	5	0	4	1	5	0	0	2	9	0	338
8:45 AM	5	186	0	0	2	103	3	0	3	0	5	0	3	0	7	0	317
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	21	1309	17	1	33	813	15	0	20	3	48	0	17	5	86	0	2388
APPROACH %'s :	1.56%	97.11%	1.26%	0.07%	3.83%	94.43%	1.74%	0.00%	28.17%	4.23%	67.61%	0.00%	15.74%	4.63%	79.63%	0.00%	
PEAK HR :	07:30 AM - 08:30 AM																TOTAL
PEAK HR VOL :	9	694	11	1	16	467	6	0	8	2	27	0	10	2	58	0	1311
PEAK HR FACTOR :	0.563	0.913	0.344	0.250	0.444	0.905	0.500	0.000	0.667	0.250	0.675	0.000	0.313	0.250	0.382	0.000	0.961
	0.926				0.912				0.841				0.380				

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	2	0	0	0	2	0	0	0	1	0	0	0	1	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	5	168	3	0	4	154	4	0	1	1	6	0	0	1	10	0	357
4:15 PM	6	189	1	0	3	138	8	0	2	3	2	0	2	1	5	0	360
4:30 PM	8	141	2	0	10	151	10	0	2	2	8	0	4	2	8	0	348
4:45 PM	8	174	8	1	6	129	7	0	0	1	7	0	2	1	6	0	350
5:00 PM	6	169	6	0	8	162	5	0	2	1	6	0	2	1	13	0	381
5:15 PM	10	165	5	0	8	186	5	0	3	1	4	0	5	0	5	0	397
5:30 PM	5	153	3	0	11	147	4	1	0	0	4	0	4	1	7	0	340
5:45 PM	4	132	4	0	2	139	9	0	3	5	4	0	2	1	3	0	308
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	52	1291	32	1	52	1206	52	1	13	14	41	0	21	8	57	0	2841
APPROACH %'s :	3.78%	93.82%	2.33%	0.07%	3.97%	91.99%	3.97%	0.08%	19.12%	20.59%	60.29%	0.00%	24.42%	9.30%	66.28%	0.00%	
PEAK HR :	04:30 PM - 05:30 PM																TOTAL
PEAK HR VOL :	32	649	21	1	32	628	27	0	7	5	25	0	13	4	32	0	1476
PEAK HR FACTOR :	0.800	0.932	0.656	0.250	0.800	0.844	0.675	0.000	0.583	0.625	0.781	0.000	0.650	0.500	0.615	0.000	0.929
	0.920				0.863				0.771				0.766				

National Data & Surveying Services Intersection Turning Movement Count

Location: Ingraham St & Fortuna Ave
City: San Diego
Control: 2-Way Stop(EB/WB)

Project ID: 22-040206-003
Date: 11/29/2022

Data - Bikes

NS/EW Streets:	Ingraham St				Ingraham St				Fortuna Ave				Fortuna Ave				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	2	0	0	0	2	0	0	0	1	0	0	0	1	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
7:15 AM	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	2
7:30 AM	0	0	1	0	1	1	1	0	0	0	0	0	0	0	2	2	8
7:45 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
8:00 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	2
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	1	1	0	4
8:45 AM	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	2
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	3	1	0	1	6	1	0	0	0	1	0	0	2	3	2	20
APPROACH %'s :	0.00%	75.00%	25.00%	0.00%	12.50%	75.00%	12.50%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	28.57%	42.86%	28.57%	
PEAK HR :	07:30 AM - 08:30 AM																TOTAL
PEAK HR VOL :	0	0	1	0	1	3	1	0	0	0	0	0	0	1	2	2	11
PEAK HR FACTOR :	0.000	0.000	0.250	0.000	0.250	0.750	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.250	0.250	0.344
	0.250				0.417								0.313				

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	2	0	0	0	2	0	0	0	1	0	0	0	1	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	2
4:15 PM	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	2
4:30 PM	0	3	0	0	0	0	0	0	0	0	0	0	0	1	0	0	4
4:45 PM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	2
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
5:45 PM	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	2
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	4	1	0	1	5	0	0	0	1	0	0	0	2	0	0	14
APPROACH %'s :	0.00%	80.00%	20.00%	0.00%	16.67%	83.33%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	
PEAK HR :	04:30 PM - 05:30 PM																TOTAL
PEAK HR VOL :	0	3	0	0	0	1	0	0	0	1	0	0	0	2	0	0	7
PEAK HR FACTOR :	0.000	0.250	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.500	0.000	0.000	0.438
	0.250				0.250				0.250				0.500				

National Data & Surveying Services Intersection Turning Movement Count

Location: Ingraham St & Fortuna Ave
City: San Diego
Project ID: 22-040206-003
Date: 11/29/2022

Data - Pedestrians (Crosswalks)

NS/EW Streets:	Ingraham St		Ingraham St		Fortuna Ave		Fortuna Ave		
AM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
7:00 AM	0	0	2	0	1	1	1	0	5
7:15 AM	0	1	1	2	0	0	0	1	5
7:30 AM	0	5	5	0	7	4	0	0	21
7:45 AM	0	0	0	0	0	0	1	1	2
8:00 AM	0	0	0	1	0	0	2	0	3
8:15 AM	0	0	0	0	1	0	2	1	4
8:30 AM	1	1	0	1	1	0	0	1	5
8:45 AM	1	0	1	0	1	1	0	1	5
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
TOTAL VOLUMES :	2	7	9	4	11	6	6	5	50
APPROACH %'s :	22.22%	77.78%	69.23%	30.77%	64.71%	35.29%	54.55%	45.45%	
PEAK HR :	07:30 AM - 08:30 AM								TOTAL
PEAK HR VOL :	0	5	5	1	8	4	5	2	30
PEAK HR FACTOR :	0.250		0.250	0.250	0.286	0.250	0.625	0.500	0.357

PM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
4:00 PM	0	1	0	0	1	0	0	0	2
4:15 PM	3	1	0	0	1	1	4	1	11
4:30 PM	0	0	3	0	4	2	1	2	12
4:45 PM	0	2	1	0	2	0	0	1	6
5:00 PM	1	2	3	0	2	3	1	0	12
5:15 PM	1	1	0	0	1	1	1	0	5
5:30 PM	0	2	1	0	1	1	1	0	6
5:45 PM	0	0	0	0	3	3	1	3	10
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
TOTAL VOLUMES :	5	9	8	0	15	11	9	7	64
APPROACH %'s :	35.71%	64.29%	100.00%	0.00%	57.69%	42.31%	56.25%	43.75%	
PEAK HR :	04:30 PM - 05:30 PM								TOTAL
PEAK HR VOL :	2	5	7	0	9	6	3	3	35
PEAK HR FACTOR :	0.500	0.625	0.583		0.563	0.500	0.750	0.375	0.729
	0.583		0.583		0.625		0.500		

Prepared by National Data & Surveying Services

Ingraham St & Fortuna Ave

Peak Hour Turning Movement Count

ID: 22-040206-003
City: San Diego

Day: Tuesday
Date: 11/29/2022

PEAK HOURS	COUNT PERIODS
07:30 AM - 08:30 AM	7:00 AM - 09:00 AM
NONE	NONE
04:30 PM - 05:30 PM	4:00 PM - 06:00 PM

SOUTHBOUND (Ingraham St)

AM	6	467	16	0	760	AM
NOON	0	0	0	0	0	NOON
PM	27	628	32	0	688	PM

EASTBOUND (Fortuna Ave)

AM	NOON	PM		
17	0	63		
0	0	0		0
8	0	7		0
2	0	5		1
27	0	25		0
AM	NOON	PM		

WESTBOUND (Fortuna Ave)

PM	NOON	AM	
32	0	58	0
4	0	2	1
13	0	10	0
0	0	0	0
58	0	29	
PM	NOON	AM	

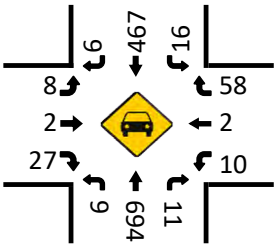
NORTHBOUND (Ingraham St)

PM	667	1	32	649	21	PM
NOON	0	0	0	0	0	NOON
AM	505	1	9	694	11	AM

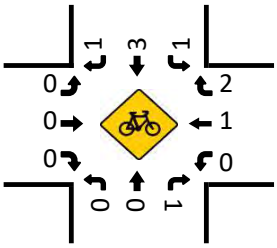
0	2	0	0	
0	0	2	0	

CONTROL			
2-Way Stop(EB/WB)			
TEV	1311	0	1476
	AM	NOON	PM
PHF	0.96		0.93

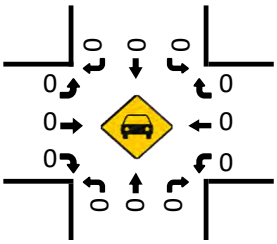
Totals (AM)



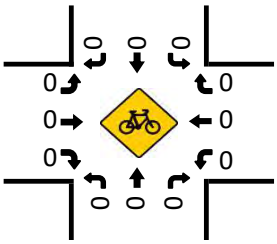
Total Bikes (AM)



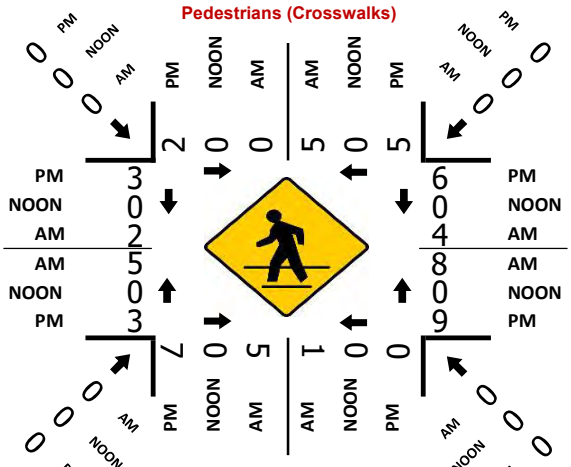
Totals (NOON)



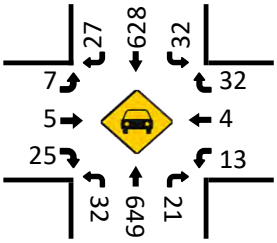
Total Bikes (NOON)



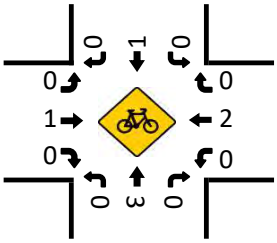
Pedestrians (Crosswalks)



Totals (PM)



Total Bikes (PM)



National Data & Surveying Services Intersection Turning Movement Count

Location: Jewell St & Fortuna Ave
City: San Diego
Control: 2-Way Stop(EB/WB)

Project ID: 22-040206-001
Date: 11/29/2022

Data - Totals

NS/EW Streets:	Jewell St				Jewell St				Fortuna Ave				Fortuna Ave				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	1	0	0	0	1	0	0	0	1	0	0	0	1	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	3	11	0	1	1	8	2	0	3	5	2	0	0	0	7	0	43
7:15 AM	1	18	1	0	2	11	15	0	8	3	2	1	1	2	1	0	66
7:30 AM	7	14	2	0	7	16	32	1	3	7	13	0	2	3	3	0	110
7:45 AM	1	21	0	0	3	13	2	0	4	3	2	0	2	1	0	0	52
8:00 AM	4	14	2	0	1	14	1	0	1	4	2	0	1	1	2	0	47
8:15 AM	0	18	1	0	1	12	1	0	1	0	2	0	2	1	3	0	42
8:30 AM	1	19	0	0	2	13	3	0	1	3	3	0	1	7	2	0	55
8:45 AM	3	18	0	0	0	10	2	0	2	3	0	0	2	3	1	0	44
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	20	133	6	1	17	97	58	1	23	28	26	1	11	18	19	0	459
APPROACH %'s :	12.50%	83.13%	3.75%	0.63%	9.83%	56.07%	33.53%	0.58%	29.49%	35.90%	33.33%	1.28%	22.92%	37.50%	39.58%	0.00%	
PEAK HR :	07:15 AM - 08:15 AM																TOTAL
PEAK HR VOL :	13	67	5	0	13	54	50	1	16	17	19	1	6	7	6	0	275
PEAK HR FACTOR :	0.464	0.798	0.625	0.000	0.464	0.844	0.391	0.250	0.500	0.607	0.365	0.250	0.750	0.583	0.500	0.000	0.625
	0.924				0.527				0.576				0.594				

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	1	0	0	0	1	0	0	0	1	0	0	0	1	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	3	19	1	0	3	19	3	0	3	6	1	0	0	5	4	0	67
4:15 PM	6	23	2	0	3	19	1	0	1	4	1	1	1	9	0	0	71
4:30 PM	5	20	1	0	3	21	6	0	0	6	6	1	0	2	3	0	74
4:45 PM	4	11	0	1	2	28	10	0	4	5	4	0	0	3	5	0	77
5:00 PM	4	19	3	0	5	27	1	0	4	7	5	1	3	8	2	1	90
5:15 PM	3	15	3	0	4	20	4	0	6	4	3	0	2	2	0	0	66
5:30 PM	0	13	5	0	2	19	4	2	0	6	2	0	2	5	4	0	64
5:45 PM	3	12	2	0	5	21	4	0	2	8	5	0	3	2	1	0	68
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	28	132	17	1	27	174	33	2	20	46	27	3	11	36	19	1	577
APPROACH %'s :	15.73%	74.16%	9.55%	0.56%	11.44%	73.73%	13.98%	0.85%	20.83%	47.92%	28.13%	3.13%	16.42%	53.73%	28.36%	1.49%	
PEAK HR :	04:15 PM - 05:15 PM																TOTAL
PEAK HR VOL :	19	73	6	1	13	95	18	0	9	22	16	3	4	22	10	1	312
PEAK HR FACTOR :	0.792	0.793	0.500	0.250	0.650	0.848	0.450	0.000	0.563	0.786	0.667	0.750	0.333	0.611	0.500	0.250	0.867
	0.798				0.788				0.735				0.661				

National Data & Surveying Services Intersection Turning Movement Count

Location: Jewell St & Fortuna Ave
City: San Diego
Control: 2-Way Stop(EB/WB)

Project ID: 22-040206-001
Date: 11/29/2022

Data - Bikes

NS/EW Streets:	Jewell St				Jewell St				Fortuna Ave				Fortuna Ave				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	1	0	0	0	1	0	0	0	1	0	0	0	1	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	2
7:30 AM	2	2	0	0	0	1	0	0	0	1	1	0	0	1	0	0	8
7:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
8:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	2
8:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	2	6	0	0	0	1	0	0	0	1	1	0	0	1	2	0	14
APPROACH %'s :	25.00%	75.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%	50.00%	50.00%	0.00%	0.00%	33.33%	66.67%	0.00%	
PEAK HR :	07:15 AM - 08:15 AM																TOTAL
PEAK HR VOL :	2	5	0	0	0	1	0	0	0	1	1	0	0	1	2	0	13
PEAK HR FACTOR :	0.250	0.625	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.250	0.250	0.000	0.000	0.250	0.500	0.000	0.406
	0.438				0.250				0.250				0.750				

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	1	0	0	0	1	0	0	0	1	0	0	0	1	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	2
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	2
4:45 PM	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	2
5:00 PM	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
5:15 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	1	0	0	0	0	2	0	0	1	1	0	0	1	1	1	0	8
APPROACH %'s :	100.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	50.00%	50.00%	0.00%	0.00%	33.33%	33.33%	33.33%	0.00%	
PEAK HR :	04:15 PM - 05:15 PM																TOTAL
PEAK HR VOL :	1	0	0	0	0	1	0	0	1	0	0	0	1	1	0	0	5
PEAK HR FACTOR :	0.250	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.250	0.000	0.000	0.000	0.250	0.250	0.000	0.000	0.625
	0.250				0.250				0.250				0.500				

National Data & Surveying Services Intersection Turning Movement Count

Location: Jewell St & Fortuna Ave
City: San Diego

Project ID: 22-040206-001
Date: 11/29/2022

Data - Pedestrians (Crosswalks)

NS/EW Streets:	Jewell St		Jewell St		Fortuna Ave		Fortuna Ave		
AM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
7:00 AM	0	0	0	1	1	0	2	0	4
7:15 AM	0	2	0	4	0	1	0	1	8
7:30 AM	5	12	1	0	1	2	4	2	27
7:45 AM	1	0	0	1	0	0	2	1	5
8:00 AM	0	1	0	0	0	0	3	2	6
8:15 AM	0	0	0	0	3	1	1	1	6
8:30 AM	0	0	0	1	1	2	0	0	4
8:45 AM	2	0	2	1	0	0	0	0	5
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
TOTAL VOLUMES :	8	15	3	8	6	6	12	7	65
APPROACH %'s :	34.78%	65.22%	27.27%	72.73%	50.00%	50.00%	63.16%	36.84%	
PEAK HR :	**07:15 AM - 08:15 AM**								TOTAL
PEAK HR VOL :	6	15	1	5	1	3	9	6	46
PEAK HR FACTOR :	0.300	0.313	0.250	0.313	0.250	0.375	0.563	0.750	0.426
	0.309		0.375		0.333		0.625		

PM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
4:00 PM	1	2	0	0	3	0	7	3	16
4:15 PM	1	4	0	2	2	2	5	0	16
4:30 PM	6	2	2	0	2	0	4	5	21
4:45 PM	3	2	1	0	2	2	2	3	15
5:00 PM	5	1	3	1	0	5	3	1	19
5:15 PM	2	0	1	0	2	0	4	0	9
5:30 PM	4	0	1	0	0	0	2	3	10
5:45 PM	1	0	0	1	0	0	0	2	4
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
TOTAL VOLUMES :	23	11	8	4	11	9	27	17	110
APPROACH %'s :	67.65%	32.35%	66.67%	33.33%	55.00%	45.00%	61.36%	38.64%	
PEAK HR :	**04:15 PM - 05:15 PM**								TOTAL
PEAK HR VOL :	15	9	6	3	6	9	14	9	71
PEAK HR FACTOR :	0.625	0.563	0.500	0.375	0.750	0.450	0.700	0.450	0.845
	0.750		0.563		0.750		0.639		

Prepared by National Data & Surveying Services

Jewell St & Fortuna Ave

Peak Hour Turning Movement Count

ID: 22-040206-001
City: San Diego

Day: Tuesday
Date: 11/29/2022

PEAK HOURS	COUNT PERIODS
07:15 AM - 08:15 AM	7:00 AM - 09:00 AM
NONE	NONE
04:15 PM - 05:15 PM	4:00 PM - 06:00 PM

SOUTHBOUND (Jewell St)

AM	50	54	13	1	90	AM
NOON	0	0	0	0	0	NOON
PM	18	95	13	0	92	PM
	0	1	0	0		

EASTBOUND (Fortuna Ave)

AM	NOON	PM	
71	0	62	
1	0	3	0
16	0	9	0
17	0	22	1
19	0	16	0

WESTBOUND (Fortuna Ave)

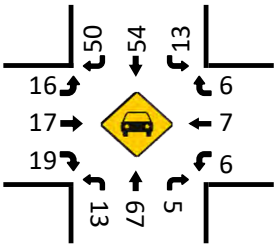
	PM	NOON	AM
0	10	0	6
1	22	0	7
0	4	0	6
0	1	0	0
	42	0	35

NORTHBOUND (Jewell St)

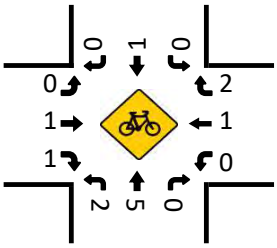
PM	116	1	19	73	6	PM
NOON	0	0	0	0	0	NOON
AM	79	0	13	67	5	AM
		0	1	1	0	

CONTROL			
2-Way Stop(EB/WB)			
TEV	275 AM	0 NOON	312 PM
PHF	0.63		0.87

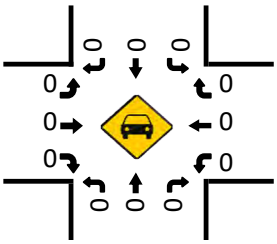
Totals (AM)



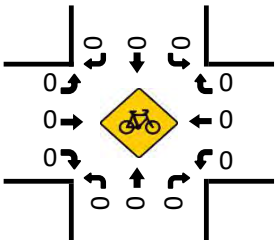
Total Bikes (AM)



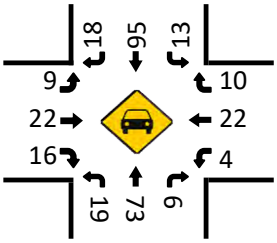
Totals (NOON)



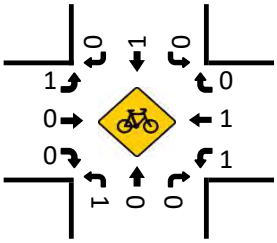
Total Bikes (NOON)



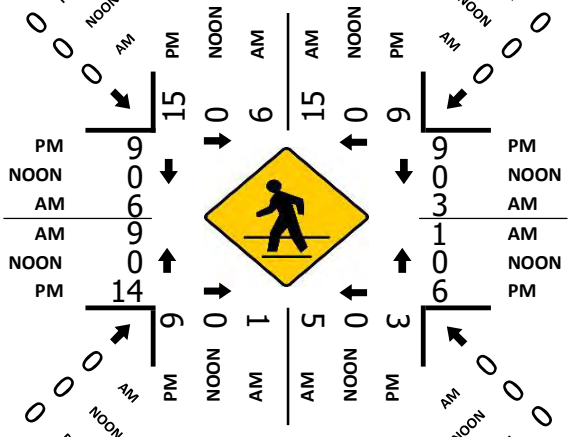
Totals (PM)



Total Bikes (PM)



Pedestrians (Crosswalks)



National Data & Surveying Services Intersection Turning Movement Count

Location: Ingraham St & La Playa Ave
City: San Diego
Control: Signalized

Project ID: 22-040206-004
Date: 11/29/2022

Data - Totals

NS/EW Streets:	Ingraham St				Ingraham St				La Playa Ave				La Playa Ave				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	2	0	0	1	2	1	0	0	1	0	0	0	1	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	5	100	3	0	5	64	5	0	7	1	9	0	10	2	6	0	217
7:15 AM	3	125	3	0	3	65	2	0	12	6	8	0	7	4	10	0	248
7:30 AM	4	157	1	0	4	122	4	1	11	7	10	0	18	4	3	0	346
7:45 AM	5	150	2	0	3	112	10	0	13	7	7	0	21	6	9	0	345
8:00 AM	3	168	6	0	4	130	5	0	6	7	9	0	10	7	4	0	359
8:15 AM	5	159	1	0	1	123	7	1	16	10	5	0	13	8	9	0	358
8:30 AM	3	167	0	0	3	115	4	0	11	2	6	0	8	5	4	0	328
8:45 AM	7	173	2	0	5	113	4	0	13	6	6	0	7	2	3	0	341
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	35	1199	18	0	28	844	41	2	89	46	60	0	94	38	48	0	2542
APPROACH %'s :	2.80%	95.77%	1.44%	0.00%	3.06%	92.24%	4.48%	0.22%	45.64%	23.59%	30.77%	0.00%	52.22%	21.11%	26.67%	0.00%	
PEAK HR :	07:30 AM - 08:30 AM																TOTAL
PEAK HR VOL :	17	634	10	0	12	487	26	2	46	31	31	0	62	25	25	0	1408
PEAK HR FACTOR :	0.850	0.943	0.417	0.000	0.750	0.937	0.650	0.500	0.719	0.775	0.775	0.000	0.738	0.781	0.694	0.000	0.981
	0.934				0.948				0.871				0.778				

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	2	0	0	1	2	1	0	0	1	0	0	0	1	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	12	156	6	0	8	154	6	1	7	5	6	0	8	10	8	0	387
4:15 PM	7	175	8	0	8	112	13	0	10	9	6	0	9	11	13	0	381
4:30 PM	10	134	2	1	6	139	13	0	10	8	4	0	6	4	7	0	344
4:45 PM	6	165	5	1	6	119	17	0	10	6	4	0	3	9	5	0	356
5:00 PM	10	166	3	0	9	134	12	0	6	9	10	0	9	10	4	0	382
5:15 PM	8	169	6	0	10	163	14	0	7	8	9	0	7	11	10	0	422
5:30 PM	10	169	7	0	12	130	17	0	9	3	5	0	10	9	3	0	384
5:45 PM	12	126	3	0	11	120	12	0	7	7	8	0	7	7	4	0	324
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	75	1260	40	2	70	1071	104	1	66	55	52	0	59	71	54	0	2980
APPROACH %'s :	5.45%	91.50%	2.90%	0.15%	5.62%	85.96%	8.35%	0.08%	38.15%	31.79%	30.06%	0.00%	32.07%	38.59%	29.35%	0.00%	
PEAK HR :	04:45 PM - 05:45 PM																TOTAL
PEAK HR VOL :	34	669	21	1	37	546	60	0	32	26	28	0	29	39	22	0	1544
PEAK HR FACTOR :	0.850	0.990	0.750	0.250	0.771	0.837	0.882	0.000	0.800	0.722	0.700	0.000	0.725	0.886	0.550	0.000	0.915
	0.974				0.860				0.860				0.804				

National Data & Surveying Services Intersection Turning Movement Count

Location: Ingraham St & La Playa Ave
City: San Diego
Control: Signalized

Project ID: 22-040206-004
Date: 11/29/2022

Data - Bikes

NS/EW Streets:	Ingraham St				Ingraham St				La Playa Ave				La Playa Ave				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	2	0	0	1	2	1	0	0	1	0	0	0	1	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	2
7:15 AM	1	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	3
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
7:45 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
8:00 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
8:15 AM	0	0	0	0	0	0	0	0	0	3	0	0	0	1	0	0	4
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
8:45 AM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	2
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	1	0	0	0	0	5	0	0	0	5	0	0	0	4	0	0	15
APPROACH %'s :	100.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	
PEAK HR :	07:30 AM - 08:30 AM																TOTAL
PEAK HR VOL :	0	0	0	0	0	2	0	0	0	3	0	0	0	2	0	0	7
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.000	0.500	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.500	0.000	0.000	0.438
					0.500				0.250				0.500				

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	2	0	0	1	2	1	0	0	1	0	0	0	1	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	2
4:15 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	5	0	0	6
4:30 PM	1	2	0	0	0	1	0	0	0	0	1	0	0	0	0	0	5
4:45 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	2
5:00 PM	0	0	0	0	0	0	0	0	0	4	0	0	0	1	0	0	5
5:15 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	2
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	1	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	3
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	2	4	0	0	0	2	0	0	0	6	2	0	0	9	0	0	25
APPROACH %'s :	33.33%	66.67%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%	75.00%	25.00%	0.00%	0.00%	100.00%	0.00%	0.00%	
PEAK HR :	04:45 PM - 05:45 PM																TOTAL
PEAK HR VOL :	0	1	0	0	0	1	0	0	0	4	0	0	0	3	0	0	9
PEAK HR FACTOR :	0.000	0.250	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.750	0.000	0.000	0.450
		0.250				0.250				0.250				0.750			

National Data & Surveying Services Intersection Turning Movement Count

Location: Ingraham St & La Playa Ave
City: San Diego
Project ID: 22-040206-004
Date: 11/29/2022

Data - Pedestrians (Crosswalks)

NS/EW Streets:	Ingraham St		Ingraham St		La Playa Ave		La Playa Ave		
AM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
7:00 AM	0	0	0	0	1	0	1	1	3
7:15 AM	1	0	2	1	0	1	0	1	6
7:30 AM	1	6	1	0	0	0	0	0	8
7:45 AM	1	1	3	0	1	1	0	0	7
8:00 AM	2	2	2	3	1	1	3	0	14
8:15 AM	4	1	2	1	0	0	1	3	12
8:30 AM	1	4	5	4	2	2	1	2	21
8:45 AM	0	0	2	1	2	1	0	1	7
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
TOTAL VOLUMES :	10	14	17	10	7	6	6	8	78
APPROACH %'s :	41.67%	58.33%	62.96%	37.04%	53.85%	46.15%	42.86%	57.14%	
PEAK HR :	07:30 AM - 08:30 AM								TOTAL
PEAK HR VOL :	8	10	8	4	2	2	4	3	41
PEAK HR FACTOR :	0.500	0.417	0.667	0.333	0.500	0.500	0.333	0.250	0.732
	0.643		0.600		0.500		0.438		

PM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
4:00 PM	3	0	1	3	4	2	0	0	13
4:15 PM	3	6	1	4	0	1	4	0	19
4:30 PM	1	7	3	4	2	2	1	1	21
4:45 PM	10	4	7	1	1	1	2	1	27
5:00 PM	11	0	4	9	2	4	1	0	31
5:15 PM	1	4	3	6	0	1	2	2	19
5:30 PM	1	4	9	3	1	0	1	4	23
5:45 PM	2	1	0	1	1	4	0	0	9
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
TOTAL VOLUMES :	32	26	28	31	11	15	11	8	162
APPROACH %'s :	55.17%	44.83%	47.46%	52.54%	42.31%	57.69%	57.89%	42.11%	
PEAK HR :	04:45 PM - 05:45 PM								TOTAL
PEAK HR VOL :	23	12	23	19	4	6	6	7	100
PEAK HR FACTOR :	0.523	0.750	0.639	0.528	0.500	0.375	0.750	0.438	0.806
	0.625		0.808		0.417		0.650		

Prepared by National Data & Surveying Services

Ingraham St & La Playa Ave

Peak Hour Turning Movement Count

ID: 22-040206-004
City: San Diego

Day: Tuesday
Date: 11/29/2022

PEAK HOURS		COUNT PERIODS
07:30 AM - 08:30 AM		7:00 AM - 09:00 AM
NONE		NONE
04:45 PM - 05:45 PM		4:00 PM - 06:00 PM

Ingraham St — SOUTHBOUND

AM	26	487	12	2	707	AM
NOON	0	0	0	0	0	NOON
PM	60	546	37	0	723	PM
	1	2	1	0		

EASTBOUND — La Playa Ave

AM	NOON	PM	
68	0	133	
0	0	0	0
46	0	32	0
31	0	26	1
31	0	28	0
AM	NOON	PM	

WESTBOUND — La Playa Ave

	PM	NOON	AM
0	22	0	25
1	39	0	25
0	29	0	62
0	0	0	0
	84	0	53
	PM	NOON	AM

CONTROL

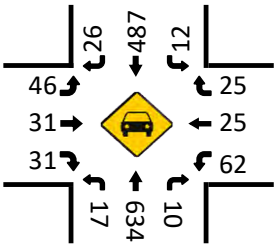
Signalized

	AM	NOON	PM
TEV	1408	0	1544
PHF	0.98		0.91

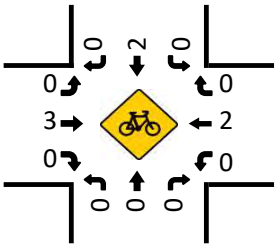
NORTHBOUND — Ingraham St

PM	604	1	34	669	21	PM
NOON	0	0	0	0	0	NOON
AM	580	0	17	634	10	AM
		0	1	2	0	

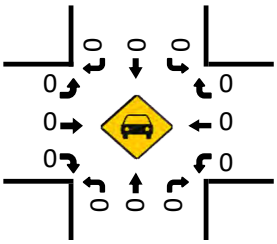
Totals (AM)



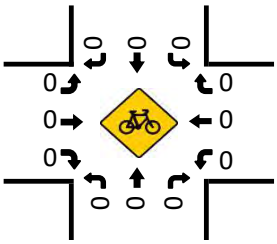
Total Bikes (AM)



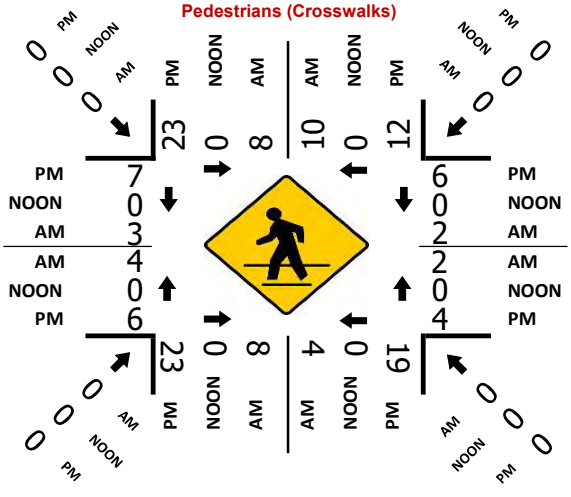
Totals (NOON)



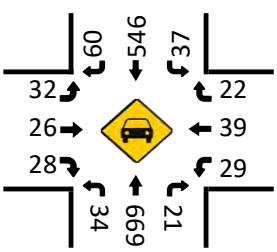
Total Bikes (NOON)



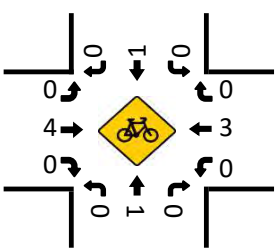
Pedestrians (Crosswalks)



Totals (PM)



Total Bikes (PM)



National Data & Surveying Services Intersection Turning Movement Count

Location: Attorney Sergei Tokmakov Lawyer West Dwy & Fortuna Ave
City: San Diego
Control: No Control

Project ID: 22-040219-001
Date: 11/29/2022

Data - Total

NS/EW Streets:	Lot K Dwy				Lot K Dwy				Fortuna Ave				Fortuna Ave				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	1	0	0	0	0	0	0	0	1	0	0	0	1	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	0	0	1	0	0	0	0	0	0	10	2	0	0	9	0	0	22
7:15 AM	1	0	3	0	0	0	0	0	0	5	1	1	1	14	0	1	27
7:30 AM	5	0	0	0	0	0	0	0	0	12	4	0	10	33	0	1	65
7:45 AM	2	0	3	0	0	0	0	0	0	5	0	1	2	9	0	0	22
8:00 AM	0	0	2	0	0	0	0	0	0	4	0	0	0	10	0	0	16
8:15 AM	0	0	1	0	0	0	0	0	0	2	0	0	1	4	0	0	8
8:30 AM	0	0	0	0	0	0	0	0	0	6	1	0	1	10	0	0	18
8:45 AM	0	0	1	0	0	0	0	0	0	1	0	0	0	10	0	0	12
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	8	0	11	0	0	0	0	0	0	45	8	2	15	99	0	2	190
APPROACH %'s :	42.11%	0.00%	57.89%	0.00%					0.00%	81.82%	14.55%	3.64%	12.93%	85.34%	0.00%	1.72%	
PEAK HR :	07:00 AM - 08:00 AM																TOTAL
PEAK HR VOL :	8	0	7	0	0	0	0	0	0	32	7	2	13	65	0	2	136
PEAK HR FACTOR :	0.400	0.000	0.583	0.000	0.000	0.000	0.000	0.000	0.000	0.667	0.438	0.500	0.325	0.492	0.000	0.500	0.523
	0.750								0.641				0.455				

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	1	0	0	0	0	0	0	0	1	0	0	0	1	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	0	0	1	0	0	0	0	0	0	6	0	0	1	11	0	0	19
4:15 PM	0	0	1	0	0	0	0	0	0	7	0	0	0	11	0	0	19
4:30 PM	0	0	1	0	0	0	0	0	0	12	1	0	2	14	0	0	30
4:45 PM	1	0	1	0	0	0	0	0	0	15	0	0	2	9	0	0	28
5:00 PM	0	0	1	0	0	0	0	0	0	16	0	0	1	14	0	0	32
5:15 PM	0	0	0	0	0	0	0	0	0	13	0	0	0	7	0	0	20
5:30 PM	2	0	2	0	0	0	0	0	0	14	0	1	1	11	0	0	31
5:45 PM	1	0	0	0	0	0	0	0	0	10	0	0	2	5	0	0	18
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	4	0	7	0	0	0	0	0	0	93	1	1	9	82	0	0	197
APPROACH %'s :	36.36%	0.00%	63.64%	0.00%					0.00%	97.89%	1.05%	1.05%	9.89%	90.11%	0.00%	0.00%	
PEAK HR :	04:45 PM - 05:45 PM																TOTAL
PEAK HR VOL :	3	0	4	0	0	0	0	0	0	58	0	1	4	41	0	0	111
PEAK HR FACTOR :	0.375	0.000	0.500	0.000	0.000	0.000	0.000	0.000	0.000	0.906	0.000	0.250	0.500	0.732	0.000	0.000	0.867
	0.438								0.922				0.750				

National Data & Surveying Services Intersection Turning Movement Count

Location: Attorney Sergei Tokmakov Lawyer West Dwy & Fortuna Ave
City: San Diego
Control: No Control

Project ID: 22-040219-001
Date: 11/29/2022

Data - Totals

NS/EW Streets:	Lot K Dwy				Lot K Dwy				Fortuna Ave				Fortuna Ave				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	1	0	0	0	0	0	0	0	1	0	0	0	1	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	0	0	1	0	0	0	0	0	0	10	2	0	0	9	0	0	22
7:15 AM	1	0	3	0	0	0	0	0	0	5	1	1	1	14	0	1	27
7:30 AM	5	0	0	0	0	0	0	0	0	12	4	0	10	33	0	1	65
7:45 AM	2	0	3	0	0	0	0	0	0	5	0	1	2	9	0	0	22
8:00 AM	0	0	2	0	0	0	0	0	0	4	0	0	0	10	0	0	16
8:15 AM	0	0	1	0	0	0	0	0	0	2	0	0	1	4	0	0	8
8:30 AM	0	0	0	0	0	0	0	0	0	6	1	0	1	10	0	0	18
8:45 AM	0	0	1	0	0	0	0	0	0	1	0	0	0	10	0	0	12
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	8	0	11	0	0	0	0	0	0	45	8	2	15	99	0	2	190
APPROACH %'s :	42.11%	0.00%	57.89%	0.00%					0.00%	81.82%	14.55%	3.64%	12.93%	85.34%	0.00%	1.72%	
PEAK HR :	07:00 AM - 08:00 AM																TOTAL
PEAK HR VOL :	8	0	7	0	0	0	0	0	0	32	7	2	13	65	0	2	136
PEAK HR FACTOR :	0.400	0.000	0.583	0.000	0.000	0.000	0.000	0.000	0.000	0.667	0.438	0.500	0.325	0.492	0.000	0.500	0.523
	0.750								0.641				0.455				

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	1	0	0	0	0	0	0	0	1	0	0	0	1	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	0	0	1	0	0	0	0	0	0	6	0	0	1	11	0	0	19
4:15 PM	0	0	1	0	0	0	0	0	0	7	0	0	0	11	0	0	19
4:30 PM	0	0	1	0	0	0	0	0	0	12	1	0	2	14	0	0	30
4:45 PM	1	0	1	0	0	0	0	0	0	15	0	0	2	9	0	0	28
5:00 PM	0	0	1	0	0	0	0	0	0	16	0	0	1	14	0	0	32
5:15 PM	0	0	0	0	0	0	0	0	0	13	0	0	0	7	0	0	20
5:30 PM	2	0	2	0	0	0	0	0	0	14	0	1	1	11	0	0	31
5:45 PM	1	0	0	0	0	0	0	0	0	10	0	0	2	5	0	0	18
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	4	0	7	0	0	0	0	0	0	93	1	1	9	82	0	0	197
APPROACH %'s :	36.36%	0.00%	63.64%	0.00%					0.00%	97.89%	1.05%	1.05%	9.89%	90.11%	0.00%	0.00%	
PEAK HR :	04:45 PM - 05:45 PM																TOTAL
PEAK HR VOL :	3	0	4	0	0	0	0	0	0	58	0	1	4	41	0	0	111
PEAK HR FACTOR :	0.375	0.000	0.500	0.000	0.000	0.000	0.000	0.000	0.000	0.906	0.000	0.250	0.500	0.732	0.000	0.000	0.867
	0.438								0.922				0.750				

Prepared by National Data & Surveying Services

Lot K Dwy & Fortuna Ave

Peak Hour Turning Movement Count

ID: 22-040219-001
City: San Diego

Day: Tuesday
Date: 11/29/2022

PEAK HOURS		COUNT PERIODS
07:00 AM - 08:00 AM		7:00 AM - 09:00 AM
NONE		NONE
04:45 PM - 05:45 PM		4:00 PM - 06:00 PM

SOUTHBOUND (Lot K Dwy)

AM	0	0	0	0	0	AM
NOON	0	0	0	0	0	NOON
PM	0	0	0	0	0	PM

EASTBOUND (Fortuna Ave)

AM	NOON	PM		
75	0	45		
2	0	1		0
0	0	0		0
32	0	58		1
7	0	0		0

WESTBOUND (Fortuna Ave)

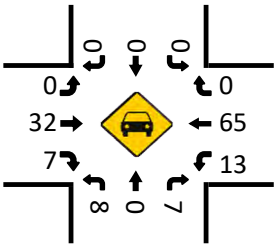
		PM	NOON	AM
	0	0	0	0
	1	41	0	65
	0	4	0	13
	0	0	0	2
		62	0	41

NORTHBOUND (Lot K Dwy)

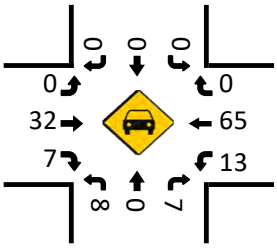
PM	4	0	3	0	4	PM
NOON	0	0	0	0	0	NOON
AM	20	0	8	0	7	AM

CONTROL			
No Control			
TEV	136	0	111
	AM	NOON	PM
PHF	0.52		0.87

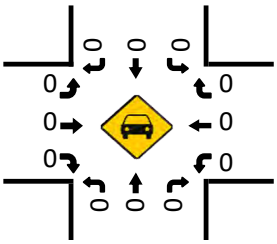
Totals (AM)



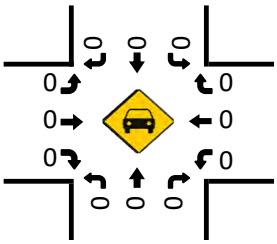
Total (AM)



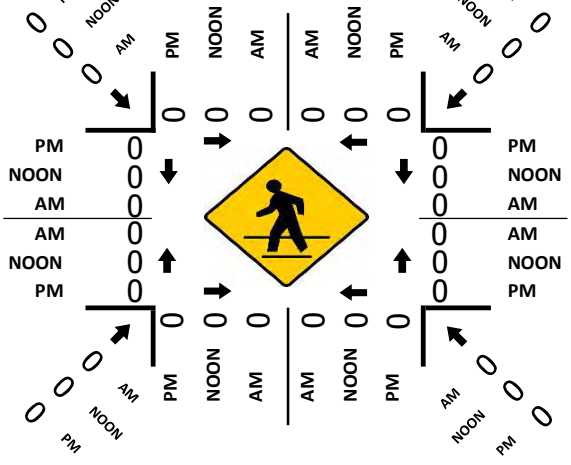
Totals (NOON)



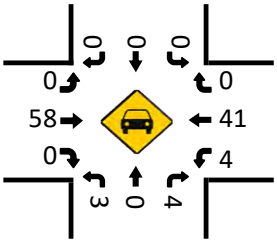
Total (NOON)



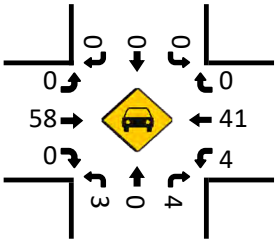
Pedestrians (Crosswalks)



Totals (PM)



Total (PM)



National Data & Surveying Services Intersection Turning Movement Count

Location: Jewell St & Attorney Sergei Tokmakov Lawyer Dwy/Lot H Dwy
City: San Diego
Control: No Control

Project ID: 22-040219-004
Date: 11/29/2022

Data - Total

NS/EW Streets:	Jewell St				Jewell St				Lot H Dwy				Lot H Dwy				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	1	0	0	0	1	0	0	0	1	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	0	18	0	0	0	11	0	0	0	0	0	0	0	0	0	0	29
7:15 AM	0	18	0	0	0	15	0	0	0	0	1	0	0	0	0	0	34
7:30 AM	0	22	0	0	0	32	0	0	1	0	0	0	0	0	0	0	55
7:45 AM	0	21	0	0	0	16	0	0	0	0	1	0	0	0	0	0	38
8:00 AM	0	20	0	0	1	16	1	0	0	0	1	0	0	0	1	0	40
8:15 AM	0	17	0	0	0	16	0	0	1	0	0	0	0	0	0	0	34
8:30 AM	0	16	0	0	0	18	0	0	3	0	1	0	0	0	0	0	38
8:45 AM	0	20	0	0	0	13	0	0	0	0	0	0	1	0	0	0	34
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	152	0	0	1	137	1	0	5	0	4	0	1	0	1	0	302
APPROACH %'s :	0.00%	100.00%	0.00%	0.00%	0.72%	98.56%	0.72%	0.00%	55.56%	0.00%	44.44%	0.00%	50.00%	0.00%	50.00%	0.00%	
PEAK HR :	07:30 AM - 08:30 AM																TOTAL
PEAK HR VOL :	0	80	0	0	1	80	1	0	2	0	2	0	0	0	1	0	167
PEAK HR FACTOR :	0.000	0.909	0.000	0.000	0.250	0.625	0.250	0.000	0.500	0.000	0.500	0.000	0.000	0.000	0.250	0.000	0.759
	0.909				0.641				1.000				0.250				

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	1	0	0	0	1	0	0	0	1	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	0	23	0	0	0	17	0	0	0	0	0	0	0	0	0	0	40
4:15 PM	2	31	0	0	0	24	0	0	2	0	0	0	0	0	0	0	59
4:30 PM	0	22	0	0	0	25	2	1	0	0	1	0	0	0	0	0	51
4:45 PM	1	16	0	0	1	33	0	0	1	0	0	0	0	0	0	0	52
5:00 PM	0	27	0	0	0	34	0	0	1	0	1	0	0	0	0	0	63
5:15 PM	0	16	0	0	0	24	0	0	1	0	1	0	0	0	0	0	42
5:30 PM	2	19	0	0	0	27	0	0	0	0	0	0	0	0	0	0	48
5:45 PM	0	16	0	0	0	23	3	0	1	0	0	0	0	0	0	0	43
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	5	170	0	0	1	207	5	1	6	0	3	0	0	0	0	0	398
APPROACH %'s :	2.86%	97.14%	0.00%	0.00%	0.47%	96.73%	2.34%	0.47%	66.67%	0.00%	33.33%	0.00%					
PEAK HR :	04:15 PM - 05:15 PM																TOTAL
PEAK HR VOL :	3	96	0	0	1	116	2	1	4	0	2	0	0	0	0	0	225
PEAK HR FACTOR :	0.375	0.774	0.000	0.000	0.250	0.853	0.250	0.250	0.500	0.000	0.500	0.000	0.000	0.000	0.000	0.000	0.893
	0.750				0.882				0.750								

National Data & Surveying Services Intersection Turning Movement Count

Location: Jewell St & Attorney Sergei Tokmakov Lawyer Dwy/Lot H Dwy
City: San Diego
Control: No Control

Project ID: 22-040219-004
Date: 11/29/2022

Data - Totals

NS/EW Streets:	Jewell St				Jewell St				Lot H Dwy				Lot H Dwy				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	1	0	0	0	1	0	0	0	1	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	0	18	0	0	0	11	0	0	0	0	0	0	0	0	0	0	29
7:15 AM	0	18	0	0	0	15	0	0	0	0	1	0	0	0	0	0	34
7:30 AM	0	22	0	0	0	32	0	0	1	0	0	0	0	0	0	0	55
7:45 AM	0	21	0	0	0	16	0	0	0	0	1	0	0	0	0	0	38
8:00 AM	0	20	0	0	1	16	1	0	0	0	1	0	0	0	1	0	40
8:15 AM	0	17	0	0	0	16	0	0	1	0	0	0	0	0	0	0	34
8:30 AM	0	16	0	0	0	18	0	0	3	0	1	0	0	0	0	0	38
8:45 AM	0	20	0	0	0	13	0	0	0	0	0	0	1	0	0	0	34
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	152	0	0	1	137	1	0	5	0	4	0	1	0	1	0	302
APPROACH %'s :	0.00%	100.00%	0.00%	0.00%	0.72%	98.56%	0.72%	0.00%	55.56%	0.00%	44.44%	0.00%	50.00%	0.00%	50.00%	0.00%	
PEAK HR :	07:30 AM - 08:30 AM																TOTAL
PEAK HR VOL :	0	80	0	0	1	80	1	0	2	0	2	0	0	0	1	0	167
PEAK HR FACTOR :	0.000	0.909	0.000	0.000	0.250	0.625	0.250	0.000	0.500	0.000	0.500	0.000	0.000	0.000	0.250	0.000	0.759
	0.909				0.641				1.000				0.250				

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	1	0	0	0	1	0	0	0	1	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	0	23	0	0	0	17	0	0	0	0	0	0	0	0	0	0	40
4:15 PM	2	31	0	0	0	24	0	0	2	0	0	0	0	0	0	0	59
4:30 PM	0	22	0	0	0	25	2	1	0	0	1	0	0	0	0	0	51
4:45 PM	1	16	0	0	1	33	0	0	1	0	0	0	0	0	0	0	52
5:00 PM	0	27	0	0	0	34	0	0	1	0	1	0	0	0	0	0	63
5:15 PM	0	16	0	0	0	24	0	0	1	0	1	0	0	0	0	0	42
5:30 PM	2	19	0	0	0	27	0	0	0	0	0	0	0	0	0	0	48
5:45 PM	0	16	0	0	0	23	3	0	1	0	0	0	0	0	0	0	43
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	5	170	0	0	1	207	5	1	6	0	3	0	0	0	0	0	398
APPROACH %'s :	2.86%	97.14%	0.00%	0.00%	0.47%	96.73%	2.34%	0.47%	66.67%	0.00%	33.33%	0.00%					
PEAK HR :	04:15 PM - 05:15 PM																TOTAL
PEAK HR VOL :	3	96	0	0	1	116	2	1	4	0	2	0	0	0	0	0	225
PEAK HR FACTOR :	0.375	0.774	0.000	0.000	0.250	0.853	0.250	0.250	0.500	0.000	0.500	0.000	0.000	0.000	0.000	0.000	0.893
	0.750				0.882				0.750								

Prepared by National Data & Surveying Services

Jewell St & Lot H Dwy

Peak Hour Turning Movement Count

ID: 22-040219-004
City: San Diego

Day: Tuesday
Date: 11/29/2022

PEAK HOURS	COUNT PERIODS
07:30 AM - 08:30 AM	7:00 AM - 09:00 AM
NONE	NONE
04:15 PM - 05:15 PM	4:00 PM - 06:00 PM

SOUTHBOUND (Jewell St)

AM	1	80	1	0	83	AM
NOON	0	0	0	0	0	NOON
PM	2	116	1	1	101	PM

EASTBOUND (Lot H Dwy)

AM	NOON	PM	
1	0	5	⇦
0	0	0	↶ 0
2	0	4	↱ 0
0	0	0	→ 1
2	0	2	↳ 0

WESTBOUND (Lot H Dwy)

	PM	NOON	AM
0 ↰	0	0	1
0 ←	0	0	0
0 ↲	0	0	0
0 ↳	0	0	0
⇨	1	0	1

NORTHBOUND (Jewell St)

PM	118	0	3	96	0	PM
NOON	0	0	0	0	0	NOON
AM	82	0	0	80	0	AM

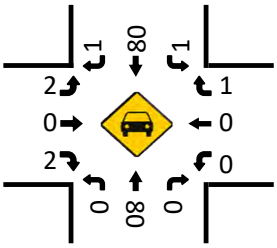
0	1	0	0	↰ ↓ ↱ ↳
0	0	1	0	↶ ← ↑ ↱

CONTROL

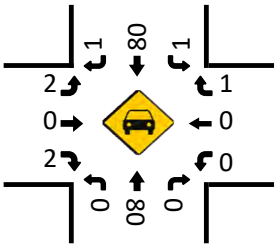
No Control

	AM	NOON	PM
TEV	167	0	225
PHF	0.76		0.89

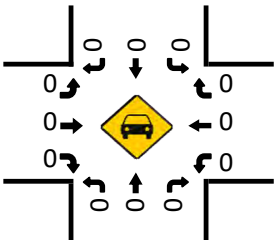
Totals (AM)



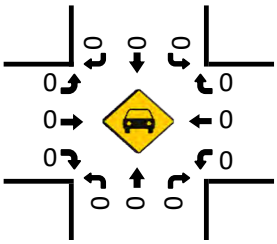
Total (AM)



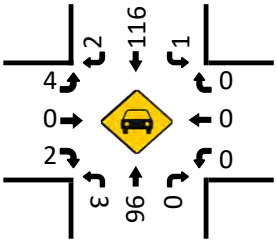
Totals (NOON)



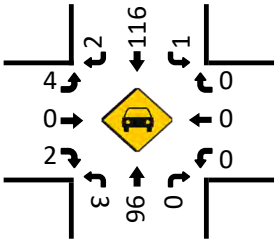
Total (NOON)



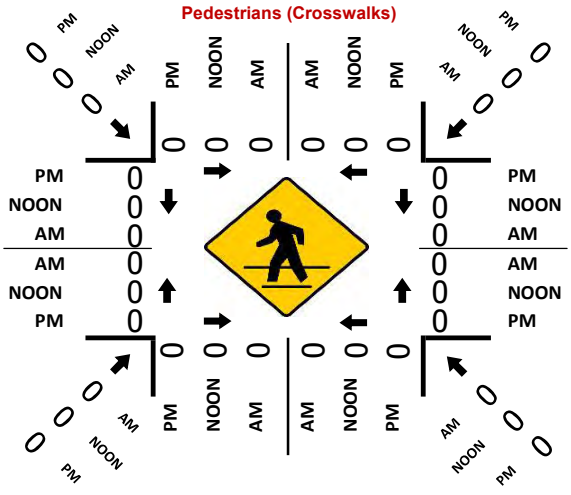
Totals (PM)



Total (PM)



Pedestrians (Crosswalks)



National Data & Surveying Services Intersection Turning Movement Count

Location: Jewell St & iRefresher Mobile phone repair shop North Dwy/Lot G Dwy
City: San Diego
Control: 1-Way Stop(WB)

Project ID: 22-040219-005
Date: 11/29/2022

Data - Total

NS/EW Streets:	Jewell St				Jewell St				Lot G Dwy				Roosevelt Ave				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	1	0	0	0	1	0	0	0	1	0	0	0	1	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	1	12	0	0	3	8	0	0	0	0	0	0	3	0	5	0	32
7:15 AM	1	12	0	0	0	18	0	0	0	0	0	0	0	0	5	0	36
7:30 AM	1	18	0	0	2	29	1	0	0	0	0	0	2	0	3	0	56
7:45 AM	0	16	0	0	2	16	0	0	0	0	0	0	1	0	1	0	36
8:00 AM	0	14	0	0	2	13	1	0	1	0	1	0	3	0	3	0	38
8:15 AM	0	11	1	0	0	13	0	0	1	0	0	0	1	0	2	0	29
8:30 AM	0	13	0	0	3	14	1	0	0	0	0	0	0	0	4	0	35
8:45 AM	1	10	0	0	3	11	0	0	1	0	0	0	3	0	6	0	35
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	4	106	1	0	15	122	3	0	3	0	1	0	13	0	29	0	297
APPROACH %'s :	3.60%	95.50%	0.90%	0.00%	10.71%	87.14%	2.14%	0.00%	75.00%	0.00%	25.00%	0.00%	30.95%	0.00%	69.05%	0.00%	
PEAK HR :	07:15 AM - 08:15 AM																TOTAL
PEAK HR VOL :	2	60	0	0	6	76	2	0	1	0	1	0	6	0	12	0	166
PEAK HR FACTOR :	0.500	0.833	0.000	0.000	0.750	0.655	0.500	0.000	0.250	0.000	0.250	0.000	0.500	0.000	0.600	0.000	0.741
	0.816				0.656				0.250				0.750				

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	1	0	0	0	1	0	0	0	1	0	0	0	1	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	0	14	0	0	3	15	1	0	0	0	0	0	2	0	7	0	42
4:15 PM	1	25	1	0	3	20	0	0	0	0	1	0	3	0	6	0	60
4:30 PM	1	19	0	0	2	20	0	0	0	0	2	0	0	0	4	0	48
4:45 PM	0	9	0	0	4	23	0	0	0	0	0	0	2	0	6	0	44
5:00 PM	1	18	0	0	9	27	0	1	0	0	0	0	1	0	11	0	68
5:15 PM	0	13	0	0	2	23	1	0	0	0	0	0	1	0	4	0	44
5:30 PM	0	15	2	0	3	19	0	0	0	0	0	0	2	0	4	0	45
5:45 PM	0	13	2	1	5	21	0	0	0	0	0	0	1	0	5	0	48
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	3	126	5	1	31	168	2	1	0	0	3	0	12	0	47	0	399
APPROACH %'s :	2.22%	93.33%	3.70%	0.74%	15.35%	83.17%	0.99%	0.50%	0.00%	0.00%	100.00%	0.00%	20.34%	0.00%	79.66%	0.00%	
PEAK HR :	04:15 PM - 05:15 PM																TOTAL
PEAK HR VOL :	3	71	1	0	18	90	0	1	0	0	3	0	6	0	27	0	220
PEAK HR FACTOR :	0.750	0.710	0.250	0.000	0.500	0.833	0.000	0.250	0.000	0.000	0.375	0.000	0.500	0.000	0.614	0.000	0.809
	0.694				0.736				0.375				0.688				

National Data & Surveying Services Intersection Turning Movement Count

Location: Jewell St & iRefresher Mobile phone repair shop North Dwy/Lot G Dwy
City: San Diego
Control: 1-Way Stop(WB)

Project ID: 22-040219-005
Date: 11/29/2022

Data - Totals

NS/EW Streets:	Jewell St				Jewell St				Lot G Dwy				Roosevelt Ave				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	1	0	0	0	1	0	0	0	1	0	0	0	1	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	1	12	0	0	3	8	0	0	0	0	0	0	3	0	5	0	32
7:15 AM	1	12	0	0	0	18	0	0	0	0	0	0	0	0	5	0	36
7:30 AM	1	18	0	0	2	29	1	0	0	0	0	0	2	0	3	0	56
7:45 AM	0	16	0	0	2	16	0	0	0	0	0	0	1	0	1	0	36
8:00 AM	0	14	0	0	2	13	1	0	1	0	1	0	3	0	3	0	38
8:15 AM	0	11	1	0	0	13	0	0	1	0	0	0	1	0	2	0	29
8:30 AM	0	13	0	0	3	14	1	0	0	0	0	0	0	0	4	0	35
8:45 AM	1	10	0	0	3	11	0	0	1	0	0	0	3	0	6	0	35
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	4	106	1	0	15	122	3	0	3	0	1	0	13	0	29	0	297
APPROACH %'s :	3.60%	95.50%	0.90%	0.00%	10.71%	87.14%	2.14%	0.00%	75.00%	0.00%	25.00%	0.00%	30.95%	0.00%	69.05%	0.00%	
PEAK HR :	07:15 AM - 08:15 AM																TOTAL
PEAK HR VOL :	2	60	0	0	6	76	2	0	1	0	1	0	6	0	12	0	166
PEAK HR FACTOR :	0.500	0.833	0.000	0.000	0.750	0.655	0.500	0.000	0.250	0.000	0.250	0.000	0.500	0.000	0.600	0.000	0.741
	0.816				0.656				0.250				0.750				

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	1	0	0	0	1	0	0	0	1	0	0	0	1	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	0	14	0	0	3	15	1	0	0	0	0	0	2	0	7	0	42
4:15 PM	1	25	1	0	3	20	0	0	0	0	1	0	3	0	6	0	60
4:30 PM	1	19	0	0	2	20	0	0	0	0	2	0	0	0	4	0	48
4:45 PM	0	9	0	0	4	23	0	0	0	0	0	0	2	0	6	0	44
5:00 PM	1	18	0	0	9	27	0	1	0	0	0	0	1	0	11	0	68
5:15 PM	0	13	0	0	2	23	1	0	0	0	0	0	1	0	4	0	44
5:30 PM	0	15	2	0	3	19	0	0	0	0	0	0	2	0	4	0	45
5:45 PM	0	13	2	1	5	21	0	0	0	0	0	0	1	0	5	0	48
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	3	126	5	1	31	168	2	1	0	0	3	0	12	0	47	0	399
APPROACH %'s :	2.22%	93.33%	3.70%	0.74%	15.35%	83.17%	0.99%	0.50%	0.00%	0.00%	100.00%	0.00%	20.34%	0.00%	79.66%	0.00%	
PEAK HR :	04:15 PM - 05:15 PM																TOTAL
PEAK HR VOL :	3	71	1	0	18	90	0	1	0	0	3	0	6	0	27	0	220
PEAK HR FACTOR :	0.750	0.710	0.250	0.000	0.500	0.833	0.000	0.250	0.000	0.000	0.375	0.000	0.500	0.000	0.614	0.000	0.809
	0.694				0.736				0.375				0.688				

Prepared by National Data & Surveying Services

Jewell St & Lot G Dwy/Roosevelt Ave

Peak Hour Turning Movement Count

ID: 22-040219-005
City: San Diego

Day: Tuesday
Date: 11/29/2022

PEAK HOURS		COUNT PERIODS
AM	07:15 AM - 08:15 AM	7:00 AM - 09:00 AM
NOON	NONE	NONE
PM	04:15 PM - 05:15 PM	4:00 PM - 06:00 PM

SOUTHBOUND – Jewell St

	Right	Thru	Left	U-Turn	Exit
AM	2	76	6	0	73
NOON	0	0	0	0	0
PM	0	90	18	1	99
(red)	0	1	0	0	

WESTBOUND – Roosevelt Ave

	PM	NOON	AM	(red)
Right	27	0	12	0
Thru	0	0	0	1
Left	6	0	6	0
U-Turn	0	0	0	0
Exit	19	0	6	

EASTBOUND – Lot G Dwy

	AM	NOON	PM	(red)
Exit	4	0	3	
U-Turn	0	0	0	0
Left	1	0	0	0
Thru	0	0	0	1
Right	1	0	3	0

NORTHBOUND – Jewell St

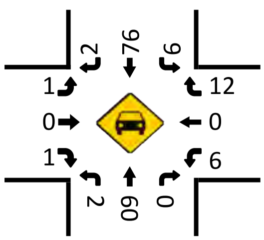
	Exit	U-Turn	Left	Thru	Right
(red)		0	0	1	0
PM	99	0	3	71	1
NOON	0	0	0	0	0
AM	83	0	2	60	0

CONTROL

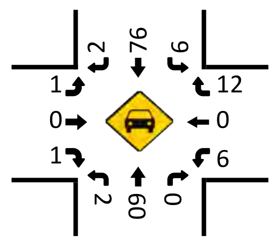
1-Way Stop(WB)

	AM	NOON	PM
TEV	166	0	220
PHF	0.74		0.81

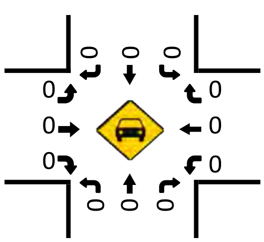
Totals (AM)



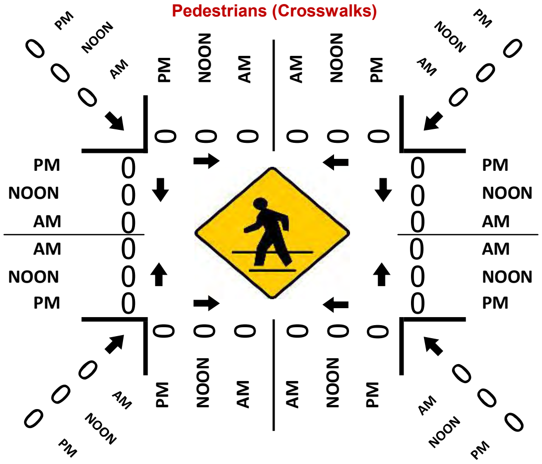
Total (AM)



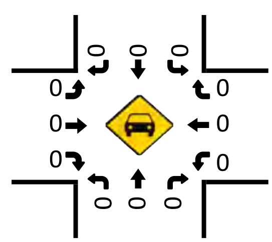
Totals (NOON)



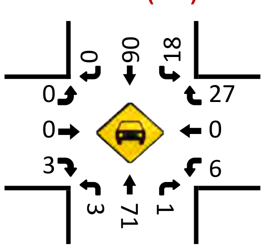
Pedestrians (Crosswalks)



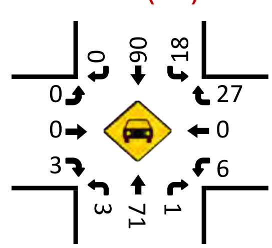
Total (NOON)



Totals (PM)



Total (PM)



National Data & Surveying Services Intersection Turning Movement Count

Location: Jewell St & iRefresher Mobile phone repair shop South Dwy/Lot F Dwy
City: San Diego
Control: No Control

Project ID: 22-040219-006
Date: 11/29/2022

Data - Total

NS/EW Streets:	Jewell St				Jewell St				Lot F Dwy				Lot F Dwy				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	1	0	0	0	1	0	0	0	1	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	0	12	0	0	0	11	0	0	1	0	0	0	0	0	0	0	24
7:15 AM	0	12	0	0	0	18	0	0	1	0	0	0	0	0	0	0	31
7:30 AM	0	17	0	0	0	31	0	0	2	0	0	0	0	0	0	0	50
7:45 AM	0	16	0	0	0	16	1	0	0	0	1	0	0	0	0	0	34
8:00 AM	0	13	0	0	0	17	0	0	1	0	1	0	0	0	0	0	32
8:15 AM	1	12	0	0	0	14	0	0	0	0	1	0	0	0	0	0	28
8:30 AM	0	13	0	0	0	14	0	0	0	0	1	0	0	0	0	0	28
8:45 AM	0	10	0	0	0	14	0	0	1	0	0	0	0	0	0	0	25
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	1	105	0	0	0	135	1	0	6	0	4	0	0	0	0	0	252
APPROACH %'s :	0.94%	99.06%	0.00%	0.00%	0.00%	99.26%	0.74%	0.00%	60.00%	0.00%	40.00%	0.00%					
PEAK HR :	07:15 AM - 08:15 AM																TOTAL
PEAK HR VOL :	0	58	0	0	0	82	1	0	4	0	2	0	0	0	0	0	147
PEAK HR FACTOR :	0.000	0.853	0.000	0.000	0.000	0.661	0.250	0.000	0.500	0.000	0.500	0.000	0.000	0.000	0.000	0.000	0.735
	0.853				0.669				0.750								

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	1	0	0	0	1	0	0	0	1	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	1	12	0	0	0	17	0	0	2	0	4	0	0	0	0	0	36
4:15 PM	0	26	0	0	0	24	0	0	1	0	0	0	0	0	0	0	51
4:30 PM	1	21	0	0	0	22	0	0	0	0	0	0	0	0	0	0	44
4:45 PM	0	7	0	0	0	25	0	0	1	0	0	0	0	0	0	0	33
5:00 PM	0	20	0	0	0	26	1	0	0	0	0	0	0	0	0	0	47
5:15 PM	1	13	0	0	0	24	0	0	0	0	0	0	0	0	0	0	38
5:30 PM	0	17	0	0	0	22	0	0	0	0	0	0	0	0	0	0	39
5:45 PM	1	16	0	0	0	23	0	0	0	0	0	0	0	0	0	0	40
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	4	132	0	0	0	183	1	0	4	0	4	0	0	0	0	0	328
APPROACH %'s :	2.94%	97.06%	0.00%	0.00%	0.00%	99.46%	0.54%	0.00%	50.00%	0.00%	50.00%	0.00%					
PEAK HR :	04:15 PM - 05:15 PM																TOTAL
PEAK HR VOL :	1	74	0	0	0	97	1	0	2	0	0	0	0	0	0	0	175
PEAK HR FACTOR :	0.250	0.712	0.000	0.000	0.000	0.933	0.250	0.000	0.500	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.858
	0.721				0.907				0.500								

National Data & Surveying Services Intersection Turning Movement Count

Location: Jewell St & iRefresher Mobile phone repair shop South Dwy/Lot F Dwy
City: San Diego
Control: No Control

Project ID: 22-040219-006
Date: 11/29/2022

Data - Totals

NS/EW Streets:	Jewell St				Jewell St				Lot F Dwy				Lot F Dwy				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	1	0	0	0	1	0	0	0	1	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	0	12	0	0	0	11	0	0	1	0	0	0	0	0	0	0	24
7:15 AM	0	12	0	0	0	18	0	0	1	0	0	0	0	0	0	0	31
7:30 AM	0	17	0	0	0	31	0	0	2	0	0	0	0	0	0	0	50
7:45 AM	0	16	0	0	0	16	1	0	0	0	1	0	0	0	0	0	34
8:00 AM	0	13	0	0	0	17	0	0	1	0	1	0	0	0	0	0	32
8:15 AM	1	12	0	0	0	14	0	0	0	0	1	0	0	0	0	0	28
8:30 AM	0	13	0	0	0	14	0	0	0	0	1	0	0	0	0	0	28
8:45 AM	0	10	0	0	0	14	0	0	1	0	0	0	0	0	0	0	25
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	1	105	0	0	0	135	1	0	6	0	4	0	0	0	0	0	252
APPROACH %'s :	0.94%	99.06%	0.00%	0.00%	0.00%	99.26%	0.74%	0.00%	60.00%	0.00%	40.00%	0.00%					
PEAK HR :	07:15 AM - 08:15 AM																TOTAL
PEAK HR VOL :	0	58	0	0	0	82	1	0	4	0	2	0	0	0	0	0	147
PEAK HR FACTOR :	0.000	0.853	0.000	0.000	0.000	0.661	0.250	0.000	0.500	0.000	0.500	0.000	0.000	0.000	0.000	0.000	0.735
	0.853				0.669				0.750								

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	1	0	0	0	1	0	0	0	1	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	1	12	0	0	0	17	0	0	2	0	4	0	0	0	0	0	36
4:15 PM	0	26	0	0	0	24	0	0	1	0	0	0	0	0	0	0	51
4:30 PM	1	21	0	0	0	22	0	0	0	0	0	0	0	0	0	0	44
4:45 PM	0	7	0	0	0	25	0	0	1	0	0	0	0	0	0	0	33
5:00 PM	0	20	0	0	0	26	1	0	0	0	0	0	0	0	0	0	47
5:15 PM	1	13	0	0	0	24	0	0	0	0	0	0	0	0	0	0	38
5:30 PM	0	17	0	0	0	22	0	0	0	0	0	0	0	0	0	0	39
5:45 PM	1	16	0	0	0	23	0	0	0	0	0	0	0	0	0	0	40
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	4	132	0	0	0	183	1	0	4	0	4	0	0	0	0	0	328
APPROACH %'s :	2.94%	97.06%	0.00%	0.00%	0.00%	99.46%	0.54%	0.00%	50.00%	0.00%	50.00%	0.00%					
PEAK HR :	04:15 PM - 05:15 PM																TOTAL
PEAK HR VOL :	1	74	0	0	0	97	1	0	2	0	0	0	0	0	0	0	175
PEAK HR FACTOR :	0.250	0.712	0.000	0.000	0.000	0.933	0.250	0.000	0.500	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.858
	0.721				0.907				0.500								

Prepared by National Data & Surveying Services

Jewell St & Lot F Dwy

Peak Hour Turning Movement Count

ID: 22-040219-006
City: San Diego

Day: Tuesday
Date: 11/29/2022

PEAK HOURS	COUNT PERIODS
07:15 AM - 08:15 AM	7:00 AM - 09:00 AM
NONE	NONE
04:15 PM - 05:15 PM	4:00 PM - 06:00 PM

SOUTHBOUND (Jewell St)

AM	1	82	0	0	62	AM
NOON	0	0	0	0	0	NOON
PM	1	97	0	0	76	PM
	0	1	0	0		

EASTBOUND (Lot F Dwy)

AM	NOON	PM	
1	0	2	
0	0	0	0
4	0	2	0
0	0	0	1
2	0	0	0
AM	NOON	PM	

WESTBOUND (Lot F Dwy)

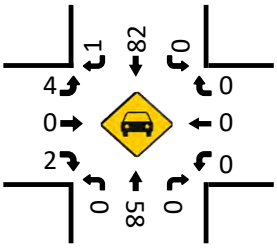
PM	NOON	AM	
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	
PM	NOON	AM	

NORTHBOUND (Jewell St)

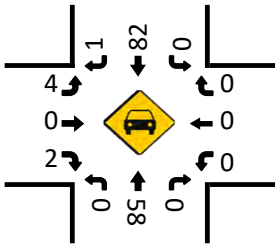
PM	97	0	1	74	0	PM
NOON	0	0	0	0	0	NOON
AM	84	0	0	58	0	AM
		0	0	1	0	

CONTROL			
No Control			
TEV	147	0	175
	AM	NOON	PM
PHF	0.74		0.86

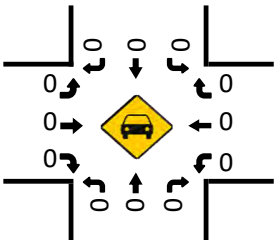
Totals (AM)



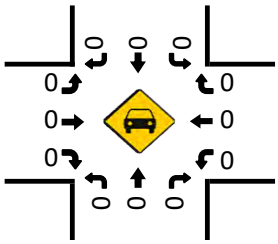
Total (AM)



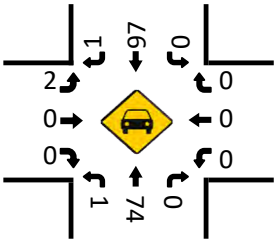
Totals (NOON)



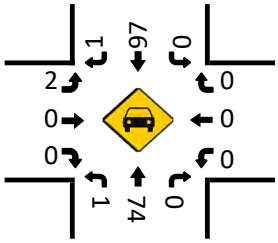
Total (NOON)



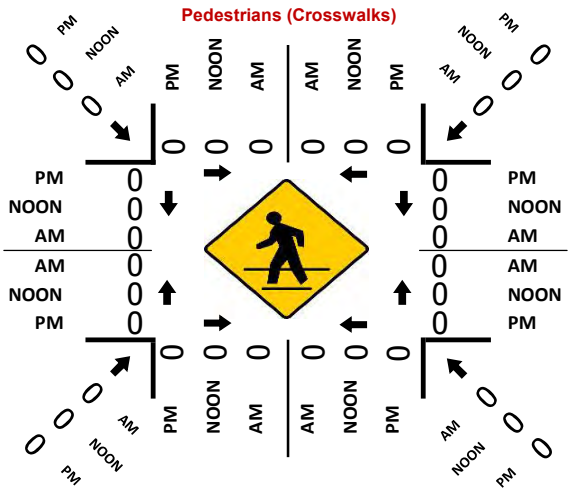
Totals (PM)



Total (PM)



Pedestrians (Crosswalks)



National Data & Surveying Services Intersection Turning Movement Count

Location: The Hen House Restaurant West Dwy/Lot A Dwy & La Playa Ave
City: San Diego
Control: 1-Way Stop(NB)

Project ID: 22-040219-007
Date: 11/29/2022

Data - Total

NS/EW Streets:	Yosemite St				Lot A Dwy				La Playa Ave				La Playa Ave				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	1	0	0	0	1	0	0	0	1	0	0	0	1	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	2	0	2	0	0	0	2	0	0	9	0	0	1	9	0	0	25
7:15 AM	7	0	0	0	0	0	0	0	0	11	2	0	0	13	0	0	33
7:30 AM	2	0	4	0	2	0	1	0	1	12	0	0	1	24	0	0	47
7:45 AM	6	0	1	0	0	0	1	0	2	11	1	0	0	26	0	0	48
8:00 AM	1	0	0	0	1	0	0	0	0	12	2	0	0	21	1	0	38
8:15 AM	2	0	1	0	0	0	0	0	0	12	1	0	1	21	0	0	38
8:30 AM	0	0	2	0	1	0	2	0	0	7	0	0	0	18	0	0	30
8:45 AM	1	0	0	0	1	0	1	0	0	11	2	0	0	12	1	0	29
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	21	0	10	0	5	0	7	0	3	85	8	0	3	144	2	0	288
APPROACH %'s :	67.74%	0.00%	32.26%	0.00%	41.67%	0.00%	58.33%	0.00%	3.13%	88.54%	8.33%	0.00%	2.01%	96.64%	1.34%	0.00%	
PEAK HR :	07:30 AM - 08:30 AM																TOTAL
PEAK HR VOL :	11	0	6	0	3	0	2	0	3	47	4	0	2	92	1	0	171
PEAK HR FACTOR :	0.458	0.000	0.375	0.000	0.375	0.000	0.500	0.000	0.375	0.979	0.500	0.000	0.500	0.885	0.250	0.000	0.891
	0.607				0.417				0.964				0.913				

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	1	0	0	0	1	0	0	0	1	0	0	0	1	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	4	0	1	0	0	0	1	0	2	13	5	0	0	25	0	0	51
4:15 PM	3	0	2	0	1	0	0	0	2	20	5	1	0	26	1	0	61
4:30 PM	1	0	1	0	0	0	0	0	1	17	1	0	2	11	0	0	34
4:45 PM	1	0	0	0	0	0	1	0	1	15	2	0	1	14	0	0	35
5:00 PM	2	0	1	0	1	0	0	0	0	14	3	0	0	26	2	0	49
5:15 PM	3	0	0	0	0	0	2	0	1	16	3	0	1	19	0	0	45
5:30 PM	1	0	2	0	0	0	0	0	2	15	2	0	0	18	0	0	40
5:45 PM	2	0	1	0	0	0	1	0	2	15	3	1	5	15	1	0	46
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	17	0	8	0	2	0	5	0	11	125	24	2	9	154	4	0	361
APPROACH %'s :	68.00%	0.00%	32.00%	0.00%	28.57%	0.00%	71.43%	0.00%	6.79%	77.16%	14.81%	1.23%	5.39%	92.22%	2.40%	0.00%	
PEAK HR :	04:00 PM - 05:00 PM																TOTAL
PEAK HR VOL :	9	0	4	0	1	0	2	0	6	65	13	1	3	76	1	0	181
PEAK HR FACTOR :	0.563	0.000	0.500	0.000	0.250	0.000	0.500	0.000	0.750	0.813	0.650	0.250	0.375	0.731	0.250	0.000	0.742
	0.650				0.750				0.759				0.741				

National Data & Surveying Services Intersection Turning Movement Count

Location: The Hen House Restaurant West Dwy/Lot A Dwy & La Playa Ave
City: San Diego
Control: 1-Way Stop(NB)

Project ID: 22-040219-007
Date: 11/29/2022

Data - Totals

NS/EW Streets:	Yosemite St				Lot A Dwy				La Playa Ave				La Playa Ave				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	1	0	0	0	1	0	0	0	1	0	0	0	1	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	2	0	2	0	0	0	2	0	0	9	0	0	1	9	0	0	25
7:15 AM	7	0	0	0	0	0	0	0	0	11	2	0	0	13	0	0	33
7:30 AM	2	0	4	0	2	0	1	0	1	12	0	0	1	24	0	0	47
7:45 AM	6	0	1	0	0	0	1	0	2	11	1	0	0	26	0	0	48
8:00 AM	1	0	0	0	1	0	0	0	0	12	2	0	0	21	1	0	38
8:15 AM	2	0	1	0	0	0	0	0	0	12	1	0	1	21	0	0	38
8:30 AM	0	0	2	0	1	0	2	0	0	7	0	0	0	18	0	0	30
8:45 AM	1	0	0	0	1	0	1	0	0	11	2	0	0	12	1	0	29
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	21	0	10	0	5	0	7	0	3	85	8	0	3	144	2	0	288
APPROACH %'s :	67.74%	0.00%	32.26%	0.00%	41.67%	0.00%	58.33%	0.00%	3.13%	88.54%	8.33%	0.00%	2.01%	96.64%	1.34%	0.00%	
PEAK HR :	07:30 AM - 08:30 AM																TOTAL
PEAK HR VOL :	11	0	6	0	3	0	2	0	3	47	4	0	2	92	1	0	171
PEAK HR FACTOR :	0.458	0.000	0.375	0.000	0.375	0.000	0.500	0.000	0.375	0.979	0.500	0.000	0.500	0.885	0.250	0.000	0.891
	0.607				0.417				0.964				0.913				

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	1	0	0	0	1	0	0	0	1	0	0	0	1	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	4	0	1	0	0	0	1	0	2	13	5	0	0	25	0	0	51
4:15 PM	3	0	2	0	1	0	0	0	2	20	5	1	0	26	1	0	61
4:30 PM	1	0	1	0	0	0	0	0	1	17	1	0	2	11	0	0	34
4:45 PM	1	0	0	0	0	0	1	0	1	15	2	0	1	14	0	0	35
5:00 PM	2	0	1	0	1	0	0	0	0	14	3	0	0	26	2	0	49
5:15 PM	3	0	0	0	0	0	2	0	1	16	3	0	1	19	0	0	45
5:30 PM	1	0	2	0	0	0	0	0	2	15	2	0	0	18	0	0	40
5:45 PM	2	0	1	0	0	0	1	0	2	15	3	1	5	15	1	0	46
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	17	0	8	0	2	0	5	0	11	125	24	2	9	154	4	0	361
APPROACH %'s :	68.00%	0.00%	32.00%	0.00%	28.57%	0.00%	71.43%	0.00%	6.79%	77.16%	14.81%	1.23%	5.39%	92.22%	2.40%	0.00%	
PEAK HR :	04:00 PM - 05:00 PM																TOTAL
PEAK HR VOL :	9	0	4	0	1	0	2	0	6	65	13	1	3	76	1	0	181
PEAK HR FACTOR :	0.563	0.000	0.500	0.000	0.250	0.000	0.500	0.000	0.750	0.813	0.650	0.250	0.375	0.731	0.250	0.000	0.742
	0.650				0.750				0.759				0.741				

Prepared by National Data & Surveying Services

Yosemite St/Lot A Dwy & La Playa Ave

Peak Hour Turning Movement Count

ID: 22-040219-007
City: San Diego

Day: Tuesday
Date: 11/29/2022

PEAK HOURS	COUNT PERIODS
07:30 AM - 08:30 AM	7:00 AM - 09:00 AM
NONE	NONE
04:00 PM - 05:00 PM	4:00 PM - 06:00 PM

SOUTHBOUND (Yosemite St)

AM	2	0	3	0	4	AM
NOON	0	0	0	0	0	NOON
PM	2	0	1	0	7	PM

EASTBOUND (La Playa Ave)

AM	NOON	PM	
105	0	88	⇦
0	0	1	↶ 0
3	0	6	↱ 0
47	0	65	→ 1
4	0	13	↳ 0

WESTBOUND (La Playa Ave)

PM	NOON	AM	
1	0	1	0 ↰
76	0	92	1 ←
3	0	2	0 ↲
0	0	0	0 ↶
70	0	56	⇨

NORTHBOUND (Yosemite St)

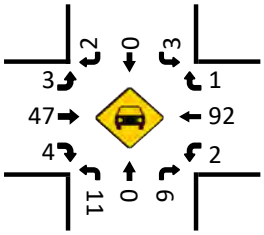
PM	16	0	9	0	4	PM
NOON	0	0	0	0	0	NOON
AM	6	0	11	0	6	AM

Turning movements (0 1 0 0): ↲ ↓ ↳ ↳ ⇧

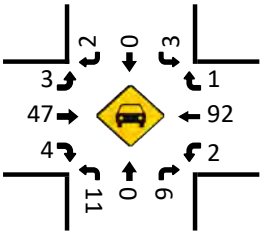
Turning movements (0 0 1 0): ↶ ↰ ↑ ↱ ⇩

CONTROL			
1-Way Stop(NB)			
TEV	171 AM	0 NOON	181 PM
PHF	0.89		0.74

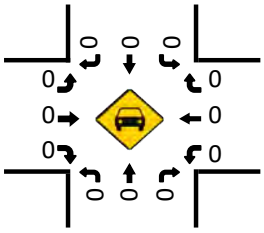
Totals (AM)



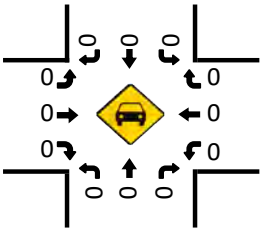
Total (AM)



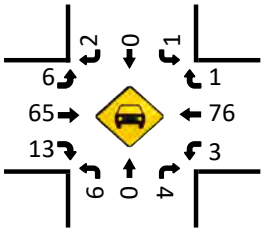
Totals (NOON)



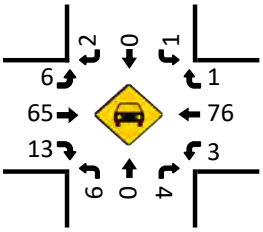
Total (NOON)



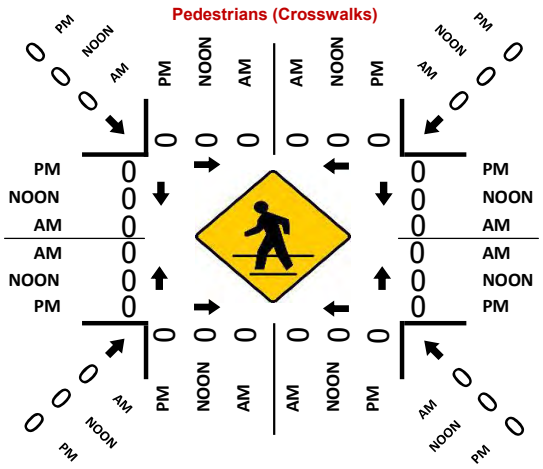
Totals (PM)



Total (PM)



Pedestrians (Crosswalks)



National Data & Surveying Services Intersection Turning Movement Count

Location: Ingraham St & Attorney Sergei Tokmakov Lawyer South Dwy
City: San Diego
Control: No Control

Project ID: 22-040219-014
Date: 11/29/2022

Data - Total

NS/EW Streets:	Ingraham St				Ingraham St				Visitor 2 Dwy				Visitor 2 Dwy				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	2	0	0	0	2	0	0	0	0	0	0	0	1	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	0	114	0	0	0	69	0	0	0	0	0	0	1	0	1	0	185
7:15 AM	0	151	1	0	0	71	0	1	0	0	0	0	1	0	0	0	225
7:30 AM	0	176	0	0	1	118	0	0	0	0	0	0	0	0	0	0	295
7:45 AM	0	162	0	0	0	125	0	0	0	0	0	0	0	0	0	0	287
8:00 AM	0	180	1	0	2	138	0	0	0	0	0	0	0	0	0	0	321
8:15 AM	0	183	1	0	1	132	0	0	0	0	0	0	0	0	2	0	319
8:30 AM	0	191	2	0	0	127	0	0	0	0	0	0	1	0	1	0	322
8:45 AM	0	191	1	0	0	116	0	0	0	0	0	0	0	0	0	0	308
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	1348	6	0	4	896	0	1	0	0	0	0	3	0	4	0	2262
APPROACH %'s :	0.00%	99.56%	0.44%	0.00%	0.44%	99.45%	0.00%	0.11%					42.86%	0.00%	57.14%	0.00%	
PEAK HR :	08:00 AM - 09:00 AM																TOTAL
PEAK HR VOL :	0	745	5	0	3	513	0	0	0	0	0	0	1	0	3	0	1270
PEAK HR FACTOR :	0.000	0.975	0.625	0.000	0.375	0.929	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.375	0.000	0.986
	0.972				0.921								0.500				

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	2	0	0	0	2	0	0	0	0	0	0	0	1	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	0	176	0	0	0	157	0	1	0	0	0	0	1	0	0	0	335
4:15 PM	0	200	0	0	0	139	0	1	0	0	0	0	0	0	0	0	340
4:30 PM	0	153	0	0	1	163	0	0	0	0	0	0	0	0	2	0	319
4:45 PM	0	188	0	0	0	137	0	0	0	0	0	0	0	0	1	0	326
5:00 PM	0	178	1	0	0	165	0	0	0	0	0	0	2	0	1	0	347
5:15 PM	0	180	1	0	0	194	0	1	0	0	0	0	0	0	0	0	376
5:30 PM	0	171	0	0	0	149	0	0	0	0	0	0	0	0	1	0	321
5:45 PM	0	143	0	0	0	141	0	0	0	0	0	0	0	0	0	0	284
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	1389	2	0	1	1245	0	3	0	0	0	0	3	0	5	0	2648
APPROACH %'s :	0.00%	99.86%	0.14%	0.00%	0.08%	99.68%	0.00%	0.24%					37.50%	0.00%	62.50%	0.00%	
PEAK HR :	04:45 PM - 05:45 PM																TOTAL
PEAK HR VOL :	0	717	2	0	0	645	0	1	0	0	0	0	2	0	3	0	1370
PEAK HR FACTOR :	0.000	0.953	0.500	0.000	0.000	0.831	0.000	0.250	0.000	0.000	0.000	0.000	0.250	0.000	0.750	0.000	0.911
	0.956				0.828								0.417				

National Data & Surveying Services Intersection Turning Movement Count

Location: Ingraham St & Attorney Sergei Tokmakov Lawyer South Dwy
City: San Diego
Control: No Control

Project ID: 22-040219-014
Date: 11/29/2022

Data - Totals

NS/EW Streets:	Ingraham St				Ingraham St				Visitor 2 Dwy				Visitor 2 Dwy				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	2	0	0	0	2	0	0	0	0	0	0	0	1	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	0	114	0	0	0	69	0	0	0	0	0	0	1	0	1	0	185
7:15 AM	0	151	1	0	0	71	0	1	0	0	0	0	1	0	0	0	225
7:30 AM	0	176	0	0	1	118	0	0	0	0	0	0	0	0	0	0	295
7:45 AM	0	162	0	0	0	125	0	0	0	0	0	0	0	0	0	0	287
8:00 AM	0	180	1	0	2	138	0	0	0	0	0	0	0	0	0	0	321
8:15 AM	0	183	1	0	1	132	0	0	0	0	0	0	0	0	2	0	319
8:30 AM	0	191	2	0	0	127	0	0	0	0	0	0	1	0	1	0	322
8:45 AM	0	191	1	0	0	116	0	0	0	0	0	0	0	0	0	0	308
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	1348	6	0	4	896	0	1	0	0	0	0	3	0	4	0	2262
APPROACH %'s :	0.00%	99.56%	0.44%	0.00%	0.44%	99.45%	0.00%	0.11%					42.86%	0.00%	57.14%	0.00%	
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PEAK HR VOL :	0	745	5	0	3	513	0	0	0	0	0	0	1	0	3	0	1270
PEAK HR FACTOR :	0.000	0.975	0.625	0.000	0.375	0.929	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.375	0.000	0.986
	0.972				0.921								0.500				

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	2	0	0	0	2	0	0	0	0	0	0	0	1	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	0	176	0	0	0	157	0	1	0	0	0	0	1	0	0	0	335
4:15 PM	0	200	0	0	0	139	0	1	0	0	0	0	0	0	0	0	340
4:30 PM	0	153	0	0	1	163	0	0	0	0	0	0	0	0	2	0	319
4:45 PM	0	188	0	0	0	137	0	0	0	0	0	0	0	0	1	0	326
5:00 PM	0	178	1	0	0	165	0	0	0	0	0	0	2	0	1	0	347
5:15 PM	0	180	1	0	0	194	0	1	0	0	0	0	0	0	0	0	376
5:30 PM	0	171	0	0	0	149	0	0	0	0	0	0	0	0	1	0	321
5:45 PM	0	143	0	0	0	141	0	0	0	0	0	0	0	0	0	0	284
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	1389	2	0	1	1245	0	3	0	0	0	0	3	0	5	0	2648
APPROACH %'s :	0.00%	99.86%	0.14%	0.00%	0.08%	99.68%	0.00%	0.24%					37.50%	0.00%	62.50%	0.00%	
PEAK HR :	04:45 PM - 05:45 PM																TOTAL
PEAK HR VOL :	0	717	2	0	0	645	0	1	0	0	0	0	2	0	3	0	1370
PEAK HR FACTOR :	0.000	0.953	0.500	0.000	0.000	0.831	0.000	0.250	0.000	0.000	0.000	0.000	0.250	0.000	0.750	0.000	0.911
	0.956				0.828								0.417				

Prepared by National Data & Surveying Services

Ingraham St & Visitor 2 Dwy

Peak Hour Turning Movement Count

ID: 22-040219-014
City: San Diego

Day: Tuesday
Date: 11/29/2022

PEAK HOURS		COUNT PERIODS
08:00 AM - 09:00 AM		7:00 AM - 09:00 AM
NONE		NONE
04:45 PM - 05:45 PM		4:00 PM - 06:00 PM

SOUTHBOUND (Ingraham St)

AM	0	513	3	0	748	AM
NOON	0	0	0	0	0	NOON
PM	0	645	0	1	721	PM

EASTBOUND (Visitor 2 Dwy)

AM	NOON	PM
0	0	0
0	0	0
0	0	0
0	0	0
0	0	0

AM NOON PM

WESTBOUND (Visitor 2 Dwy)

PM	NOON	AM
3	0	3
0	0	0
2	0	1
0	0	0
2	0	8

PM NOON AM

NORTHBOUND (Ingraham St)

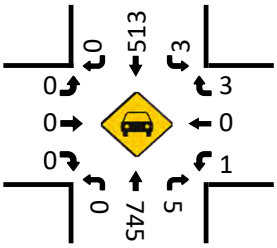
PM	647	0	0	717	2	PM
NOON	0	0	0	0	0	NOON
AM	514	0	0	745	5	AM

CONTROL

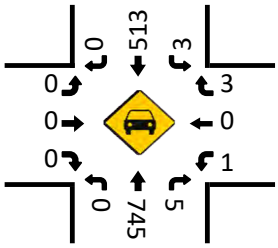
No Control

TEV	1270 AM	0 NOON	1370 PM
PHF	0.99		0.91

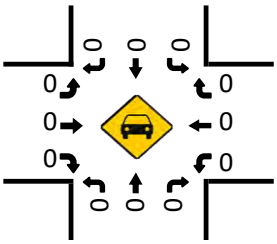
Totals (AM)



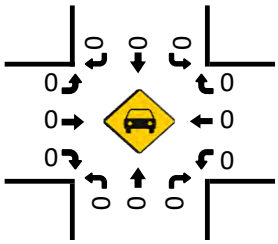
Total (AM)



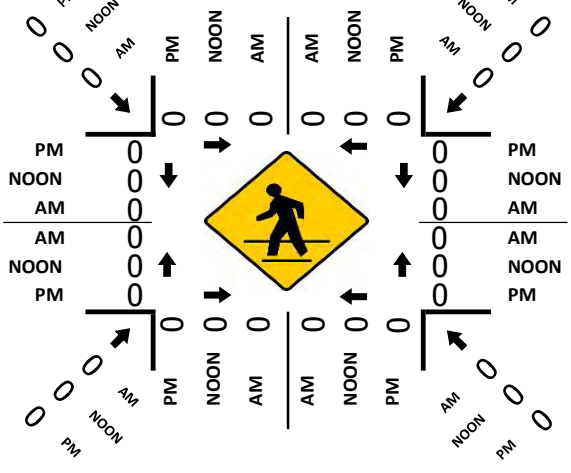
Totals (NOON)



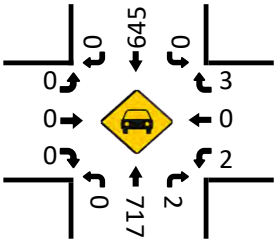
Total (NOON)



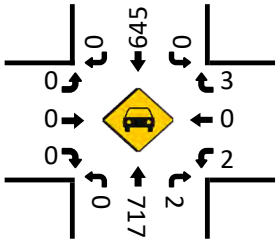
Pedestrians (Crosswalks)



Totals (PM)



Total (PM)



National Data & Surveying Services Intersection Turning Movement Count

Location: Ingraham St & Attorney Sergei Tokmakov Lawyer Mid Dwy
City: San Diego
Control: No Control

Project ID: 22-040219-013
Date: 11/29/2022

Data - Total

NS/EW Streets:	Ingraham St				Ingraham St				Visitor 1 Dwy				Visitor 1 Dwy				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	2	0	0	0	2	0	0	0	0	0	0	0	1	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	0	115	0	0	0	68	0	0	0	0	0	0	0	0	0	0	183
7:15 AM	0	150	1	0	0	72	0	0	0	0	0	0	1	0	0	0	224
7:30 AM	0	177	0	0	0	118	0	0	0	0	0	0	0	0	0	0	295
7:45 AM	0	161	0	0	0	125	0	0	0	0	0	0	0	0	0	0	286
8:00 AM	0	181	0	0	0	140	0	0	0	0	0	0	0	0	0	0	321
8:15 AM	0	181	1	0	0	133	0	0	0	0	0	0	0	0	0	0	315
8:30 AM	0	193	1	0	0	127	0	0	0	0	0	0	0	0	1	0	322
8:45 AM	0	189	2	0	0	115	0	0	0	0	0	0	1	0	0	0	307
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	1347	5	0	0	898	0	0	0	0	0	0	2	0	1	0	2253
APPROACH %'s :	0.00%	99.63%	0.37%	0.00%	0.00%	100.00%	0.00%	0.00%					66.67%	0.00%	33.33%	0.00%	
PEAK HR :	08:00 AM - 09:00 AM																TOTAL
PEAK HR VOL :	0	744	4	0	0	515	0	0	0	0	0	0	1	0	1	0	1265
PEAK HR FACTOR :	0.000	0.964	0.500	0.000	0.000	0.920	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.250	0.000	0.982
	0.964				0.920								0.500				

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	2	0	0	0	2	0	0	0	0	0	0	0	1	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	0	175	1	2	0	157	0	0	0	0	0	0	0	0	0	0	335
4:15 PM	0	198	1	2	0	139	0	0	0	0	0	0	0	0	1	0	341
4:30 PM	0	153	0	0	2	161	0	0	0	0	0	0	1	0	1	0	318
4:45 PM	0	190	0	1	1	135	0	1	0	0	0	0	1	0	1	0	330
5:00 PM	0	177	0	0	0	165	0	1	0	0	0	0	0	0	2	0	345
5:15 PM	0	180	3	0	1	195	0	0	0	0	0	0	1	0	0	0	380
5:30 PM	0	170	2	0	0	147	0	1	0	0	0	0	1	0	0	0	321
5:45 PM	0	142	0	0	1	140	0	0	0	0	0	0	2	0	0	0	285
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	1385	7	5	5	1239	0	3	0	0	0	0	6	0	5	0	2655
APPROACH %'s :	0.00%	99.14%	0.50%	0.36%	0.40%	99.36%	0.00%	0.24%					54.55%	0.00%	45.45%	0.00%	
PEAK HR :	04:45 PM - 05:45 PM																TOTAL
PEAK HR VOL :	0	717	5	1	2	642	0	3	0	0	0	0	3	0	3	0	1376
PEAK HR FACTOR :	0.000	0.943	0.417	0.250	0.500	0.823	0.000	0.750	0.000	0.000	0.000	0.000	0.750	0.000	0.375	0.000	0.905
	0.946				0.825								0.750				

National Data & Surveying Services Intersection Turning Movement Count

Location: Ingraham St & Attorney Sergei Tokmakov Lawyer Mid Dwy
City: San Diego
Control: No Control

Project ID: 22-040219-013
Date: 11/29/2022

Data - Totals

NS/EW Streets:	Ingraham St				Ingraham St				Visitor 1 Dwy				Visitor 1 Dwy				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	2	0	0	0	2	0	0	0	0	0	0	0	1	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	0	115	0	0	0	68	0	0	0	0	0	0	0	0	0	0	183
7:15 AM	0	150	1	0	0	72	0	0	0	0	0	0	1	0	0	0	224
7:30 AM	0	177	0	0	0	118	0	0	0	0	0	0	0	0	0	0	295
7:45 AM	0	161	0	0	0	125	0	0	0	0	0	0	0	0	0	0	286
8:00 AM	0	181	0	0	0	140	0	0	0	0	0	0	0	0	0	0	321
8:15 AM	0	181	1	0	0	133	0	0	0	0	0	0	0	0	0	0	315
8:30 AM	0	193	1	0	0	127	0	0	0	0	0	0	0	0	1	0	322
8:45 AM	0	189	2	0	0	115	0	0	0	0	0	0	1	0	0	0	307
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	1347	5	0	0	898	0	0	0	0	0	0	2	0	1	0	2253
APPROACH %'s :	0.00%	99.63%	0.37%	0.00%	0.00%	100.00%	0.00%	0.00%					66.67%	0.00%	33.33%	0.00%	
PEAK HR :	08:00 AM - 09:00 AM																TOTAL
PEAK HR VOL :	0	744	4	0	0	515	0	0	0	0	0	0	1	0	1	0	1265
PEAK HR FACTOR :	0.000	0.964	0.500	0.000	0.000	0.920	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.250	0.000	0.982
	0.964				0.920								0.500				

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	2	0	0	0	2	0	0	0	0	0	0	0	1	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	0	175	1	2	0	157	0	0	0	0	0	0	0	0	0	0	335
4:15 PM	0	198	1	2	0	139	0	0	0	0	0	0	0	0	1	0	341
4:30 PM	0	153	0	0	2	161	0	0	0	0	0	0	1	0	1	0	318
4:45 PM	0	190	0	1	1	135	0	1	0	0	0	0	1	0	1	0	330
5:00 PM	0	177	0	0	0	165	0	1	0	0	0	0	0	0	2	0	345
5:15 PM	0	180	3	0	1	195	0	0	0	0	0	0	1	0	0	0	380
5:30 PM	0	170	2	0	0	147	0	1	0	0	0	0	1	0	0	0	321
5:45 PM	0	142	0	0	1	140	0	0	0	0	0	0	2	0	0	0	285
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	1385	7	5	5	1239	0	3	0	0	0	0	6	0	5	0	2655
APPROACH %'s :	0.00%	99.14%	0.50%	0.36%	0.40%	99.36%	0.00%	0.24%					54.55%	0.00%	45.45%	0.00%	
PEAK HR :	04:45 PM - 05:45 PM																TOTAL
PEAK HR VOL :	0	717	5	1	2	642	0	3	0	0	0	0	3	0	3	0	1376
PEAK HR FACTOR :	0.000	0.943	0.417	0.250	0.500	0.823	0.000	0.750	0.000	0.000	0.000	0.000	0.750	0.000	0.375	0.000	0.905
	0.946				0.825								0.750				

Prepared by National Data & Surveying Services

Ingraham St & Visitor 1 Dwy

Peak Hour Turning Movement Count

ID: 22-040219-013
City: San Diego

Day: Tuesday
Date: 11/29/2022

PEAK HOURS		COUNT PERIODS
08:00 AM - 09:00 AM		7:00 AM - 09:00 AM
NONE		NONE
04:45 PM - 05:45 PM		4:00 PM - 06:00 PM

SOUTHBOUND (Ingraham St)

AM	0	515	0	0	745	AM
NOON	0	0	0	0	0	NOON
PM	0	642	2	3	723	PM

EASTBOUND (Visitor 1 Dwy)

AM	NOON	PM		
0	0	0		
0	0	0		0
0	0	0		0
0	0	0		0
0	0	0		0
AM	NOON	PM		

WESTBOUND (Visitor 1 Dwy)

PM	NOON	AM	
3	0	1	0
0	0	0	1
3	0	1	0
0	0	0	0
7	0	4	
PM	NOON	AM	

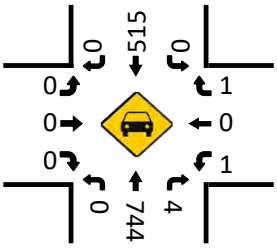
NORTHBOUND (Ingraham St)

PM	646	1	0	717	5	PM
NOON	0	0	0	0	0	NOON
AM	516	0	0	744	4	AM

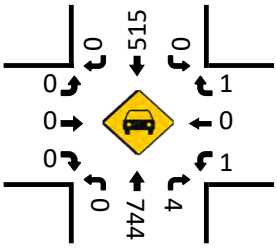
Turning movements (red): 0 2 0 0 (Southbound); 0 1 0 0 (Westbound); 0 0 2 0 (Northbound)

CONTROL			
No Control			
TEV	1265	0	1376
	AM	NOON	PM
PHF	0.98		0.91

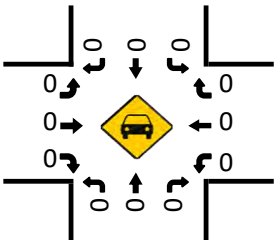
Totals (AM)



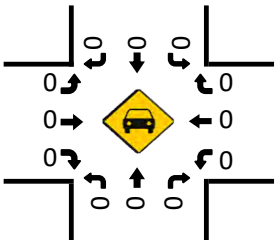
Total (AM)



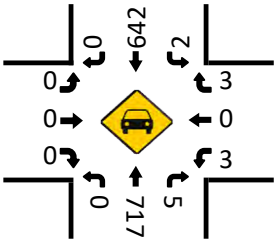
Totals (NOON)



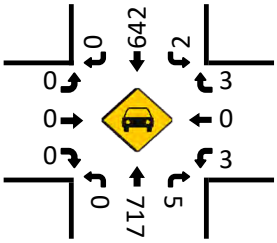
Total (NOON)



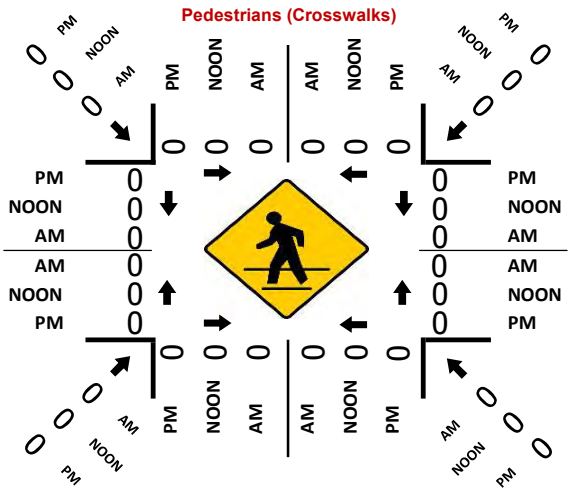
Totals (PM)



Total (PM)



Pedestrians (Crosswalks)



National Data & Surveying Services Intersection Turning Movement Count

Location: Ingraham St & Attorney Sergei Tokmakov Lawyer North Dwy
City: San Diego
Control: No Control

Project ID: 22-040219-012
Date: 11/29/2022

Data - Total

NS/EW Streets:	Ingraham St				Ingraham St				Lot K Dwy				Lot K Dwy				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	2	0	0	0	2	0	0	0	0	0	0	0	1	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	0	116	0	0	0	66	0	0	0	0	0	0	1	0	0	0	183
7:15 AM	0	156	2	0	0	78	0	0	0	0	0	0	0	0	0	0	236
7:30 AM	0	169	0	0	0	111	0	0	0	0	0	0	1	0	7	0	288
7:45 AM	0	181	0	0	0	142	0	0	0	0	0	0	1	0	1	0	325
8:00 AM	0	175	0	0	0	133	0	0	0	0	0	0	0	0	0	0	308
8:15 AM	0	181	0	1	0	133	0	0	0	0	0	0	2	0	0	0	317
8:30 AM	0	188	0	0	0	118	0	0	0	0	0	0	0	0	2	0	308
8:45 AM	0	178	0	0	0	115	0	0	0	0	0	0	1	0	0	0	294
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	1344	2	1	0	896	0	0	0	0	0	0	6	0	10	0	2259
APPROACH %'s :	0.00%	99.78%	0.15%	0.07%	0.00%	100.00%	0.00%	0.00%					37.50%	0.00%	62.50%	0.00%	
PEAK HR :	07:45 AM - 08:45 AM																TOTAL
PEAK HR VOL :	0	725	0	1	0	526	0	0	0	0	0	0	3	0	3	0	1258
PEAK HR FACTOR :	0.000	0.964	0.000	0.250	0.000	0.926	0.000	0.000	0.000	0.000	0.000	0.000	0.375	0.000	0.375	0.000	0.968
	0.965				0.926								0.750				

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	2	0	0	0	2	0	0	0	0	0	0	0	1	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	0	165	1	0	0	158	0	0	0	0	0	0	1	0	1	0	326
4:15 PM	0	202	1	0	0	137	0	1	0	0	0	0	0	0	0	0	341
4:30 PM	0	158	1	0	0	175	0	0	0	0	0	0	1	0	1	0	336
4:45 PM	0	193	1	0	0	132	0	0	0	0	0	0	0	0	0	0	326
5:00 PM	0	169	0	0	0	165	0	1	0	0	0	0	0	0	0	0	335
5:15 PM	0	179	0	0	0	189	0	0	0	0	0	0	1	0	0	0	369
5:30 PM	0	172	3	0	0	158	0	0	0	0	0	0	0	0	0	0	333
5:45 PM	0	135	1	0	0	139	0	0	0	0	0	0	0	0	1	0	276
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	1373	8	0	0	1253	0	2	0	0	0	0	3	0	3	0	2642
APPROACH %'s :	0.00%	99.42%	0.58%	0.00%	0.00%	99.84%	0.00%	0.16%					50.00%	0.00%	50.00%	0.00%	
PEAK HR :	04:30 PM - 05:30 PM																TOTAL
PEAK HR VOL :	0	699	2	0	0	661	0	1	0	0	0	0	2	0	1	0	1366
PEAK HR FACTOR :	0.000	0.905	0.500	0.000	0.000	0.874	0.000	0.250	0.000	0.000	0.000	0.000	0.500	0.000	0.250	0.000	0.925
	0.903				0.876								0.375				

National Data & Surveying Services Intersection Turning Movement Count

Location: Ingraham St & Attorney Sergei Tokmakov Lawyer North Dwy
City: San Diego
Control: No Control

Project ID: 22-040219-012
Date: 11/29/2022

Data - Totals

NS/EW Streets:	Ingraham St				Ingraham St				Lot K Dwy				Lot K Dwy				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	2	0	0	0	2	0	0	0	0	0	0	0	1	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	0	116	0	0	0	66	0	0	0	0	0	0	1	0	0	0	183
7:15 AM	0	156	2	0	0	78	0	0	0	0	0	0	0	0	0	0	236
7:30 AM	0	169	0	0	0	111	0	0	0	0	0	0	1	0	7	0	288
7:45 AM	0	181	0	0	0	142	0	0	0	0	0	0	1	0	1	0	325
8:00 AM	0	175	0	0	0	133	0	0	0	0	0	0	0	0	0	0	308
8:15 AM	0	181	0	1	0	133	0	0	0	0	0	0	2	0	0	0	317
8:30 AM	0	188	0	0	0	118	0	0	0	0	0	0	0	0	2	0	308
8:45 AM	0	178	0	0	0	115	0	0	0	0	0	0	1	0	0	0	294
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	1344	2	1	0	896	0	0	0	0	0	0	6	0	10	0	2259
APPROACH %'s :	0.00%	99.78%	0.15%	0.07%	0.00%	100.00%	0.00%	0.00%					37.50%	0.00%	62.50%	0.00%	
PEAK HR :	07:45 AM - 08:45 AM																TOTAL
PEAK HR VOL :	0	725	0	1	0	526	0	0	0	0	0	0	3	0	3	0	1258
PEAK HR FACTOR :	0.000	0.964	0.000	0.250	0.000	0.926	0.000	0.000	0.000	0.000	0.000	0.000	0.375	0.000	0.375	0.000	0.968
	0.965				0.926								0.750				

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	2	0	0	0	2	0	0	0	0	0	0	0	1	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	0	165	1	0	0	158	0	0	0	0	0	0	1	0	1	0	326
4:15 PM	0	202	1	0	0	137	0	1	0	0	0	0	0	0	0	0	341
4:30 PM	0	158	1	0	0	175	0	0	0	0	0	0	1	0	1	0	336
4:45 PM	0	193	1	0	0	132	0	0	0	0	0	0	0	0	0	0	326
5:00 PM	0	169	0	0	0	165	0	1	0	0	0	0	0	0	0	0	335
5:15 PM	0	179	0	0	0	189	0	0	0	0	0	0	1	0	0	0	369
5:30 PM	0	172	3	0	0	158	0	0	0	0	0	0	0	0	0	0	333
5:45 PM	0	135	1	0	0	139	0	0	0	0	0	0	0	0	1	0	276
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	1373	8	0	0	1253	0	2	0	0	0	0	3	0	3	0	2642
APPROACH %'s :	0.00%	99.42%	0.58%	0.00%	0.00%	99.84%	0.00%	0.16%					50.00%	0.00%	50.00%	0.00%	
PEAK HR :	04:30 PM - 05:30 PM																TOTAL
PEAK HR VOL :	0	699	2	0	0	661	0	1	0	0	0	0	2	0	1	0	1366
PEAK HR FACTOR :	0.000	0.905	0.500	0.000	0.000	0.874	0.000	0.250	0.000	0.000	0.000	0.000	0.500	0.000	0.250	0.000	0.925
	0.903				0.876								0.375				

Prepared by National Data & Surveying Services

Ingraham St & Lot K Dwy

Peak Hour Turning Movement Count

ID: 22-040219-012
City: San Diego

Day: Tuesday
Date: 11/29/2022

PEAK HOURS	COUNT PERIODS
07:45 AM - 08:45 AM	7:00 AM - 09:00 AM
NONE	NONE
04:30 PM - 05:30 PM	4:00 PM - 06:00 PM

Ingraham St — SOUTHBOUND

AM	0	526	0	0	728	AM
NOON	0	0	0	0	0	NOON
PM	0	661	0	1	701	PM

EASTBOUND

AM	NOON	PM	
0	0	0	
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
AM	NOON	PM	

WESTBOUND

PM	NOON	AM	
1	0	3	0
0	0	0	1
2	0	3	0
0	0	0	0
2	0	0	
PM	NOON	AM	

NORTHBOUND

PM	663	0	0	699	2	PM
NOON	0	0	0	0	0	NOON
AM	530	1	0	725	0	AM

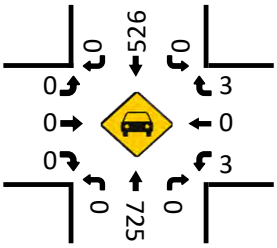
Ingraham St

Lot K Dwy

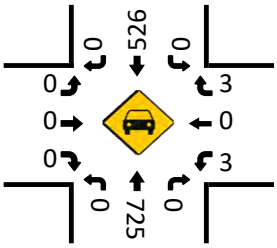
Lot K Dwy

CONTROL			
No Control			
TEV	1258	0	1366
	AM	NOON	PM
PHF	0.97		0.93

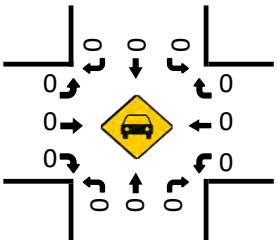
Totals (AM)



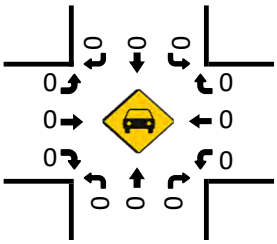
Total (AM)



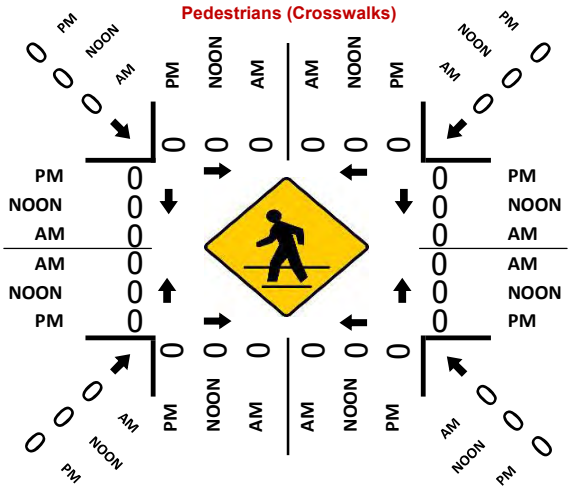
Totals (NOON)



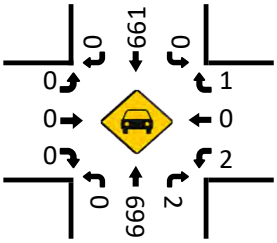
Total (NOON)



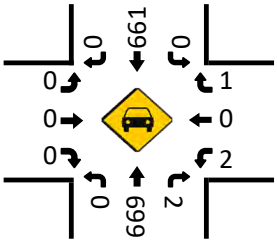
Pedestrians (Crosswalks)



Totals (PM)



Total (PM)



National Data & Surveying Services Intersection Turning Movement Count

Location: Attorney Sergei Tokmakov Lawyer Mid Dwy Lot J Dwy & Fortuna Ave
City: San Diego
Control: No Control

Project ID: 22-040219-002
Date: 11/29/2022

Data - Total

NS/EW Streets:	Lot J Dwy				Lot J Dwy				Fortuna Ave				Fortuna Ave				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	1	0	0	0	0	0	0	0	1	0	0	0	1	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	1	0	2	0	0	0	0	0	0	11	0	0	0	9	0	0	23
7:15 AM	1	0	0	0	0	0	0	0	0	9	0	0	0	19	0	0	29
7:30 AM	1	0	2	0	0	0	0	0	0	12	1	0	0	38	0	1	55
7:45 AM	2	0	1	0	0	0	0	0	0	8	0	0	0	9	0	0	20
8:00 AM	1	0	1	0	0	0	0	0	0	6	0	0	0	9	0	0	17
8:15 AM	0	0	1	0	0	0	0	0	0	2	1	0	0	5	0	0	9
8:30 AM	0	0	1	0	0	0	0	0	0	6	0	0	0	11	0	0	18
8:45 AM	2	0	1	0	0	0	0	0	0	2	0	0	0	8	0	0	13
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	8	0	9	0	0	0	0	0	0	56	2	0	0	108	0	1	184
APPROACH %'s :	47.06%	0.00%	52.94%	0.00%					0.00%	96.55%	3.45%	0.00%	0.00%	99.08%	0.00%	0.92%	
PEAK HR :	07:00 AM - 08:00 AM																TOTAL
PEAK HR VOL :	5	0	5	0	0	0	0	0	0	40	1	0	0	75	0	1	127
PEAK HR FACTOR :	0.625	0.000	0.625	0.000	0.000	0.000	0.000	0.000	0.000	0.833	0.250	0.000	0.000	0.493	0.000	0.250	0.577
	0.833								0.788				0.487				

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	1	0	0	0	0	0	0	0	1	0	0	0	1	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	0	0	0	0	0	0	0	0	0	7	0	0	0	12	0	1	20
4:15 PM	0	0	0	0	0	0	0	0	0	8	0	0	3	12	0	0	23
4:30 PM	1	0	0	0	0	0	0	0	0	12	0	0	1	14	0	0	28
4:45 PM	0	0	1	0	0	0	0	0	0	16	1	0	1	12	0	0	31
5:00 PM	1	0	1	0	0	0	0	0	0	15	1	1	0	13	0	0	32
5:15 PM	0	0	0	0	0	0	0	0	0	11	1	0	0	6	0	0	18
5:30 PM	2	0	0	0	0	0	0	0	0	13	3	1	1	9	0	0	29
5:45 PM	0	0	0	0	0	0	0	0	0	10	0	0	2	7	0	0	19
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	4	0	2	0	0	0	0	0	0	92	6	2	8	85	0	1	200
APPROACH %'s :	66.67%	0.00%	33.33%	0.00%					0.00%	92.00%	6.00%	2.00%	8.51%	90.43%	0.00%	1.06%	
PEAK HR :	04:15 PM - 05:15 PM																TOTAL
PEAK HR VOL :	2	0	2	0	0	0	0	0	0	51	2	1	5	51	0	0	114
PEAK HR FACTOR :	0.500	0.000	0.500	0.000	0.000	0.000	0.000	0.000	0.000	0.797	0.500	0.250	0.417	0.911	0.000	0.000	0.891
	0.500								0.794				0.933				

National Data & Surveying Services Intersection Turning Movement Count

Location: Attorney Sergei Tokmakov Lawyer Mid Dwy Lot J Dwy & Fortuna Ave
City: San Diego
Control: No Control

Project ID: 22-040219-002
Date: 11/29/2022

Data - Totals

NS/EW Streets:	Lot J Dwy				Lot J Dwy				Fortuna Ave				Fortuna Ave				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	1	0	0	0	0	0	0	0	1	0	0	0	1	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	1	0	2	0	0	0	0	0	0	11	0	0	0	9	0	0	23
7:15 AM	1	0	0	0	0	0	0	0	0	9	0	0	0	19	0	0	29
7:30 AM	1	0	2	0	0	0	0	0	0	12	1	0	0	38	0	1	55
7:45 AM	2	0	1	0	0	0	0	0	0	8	0	0	0	9	0	0	20
8:00 AM	1	0	1	0	0	0	0	0	0	6	0	0	0	9	0	0	17
8:15 AM	0	0	1	0	0	0	0	0	0	2	1	0	0	5	0	0	9
8:30 AM	0	0	1	0	0	0	0	0	0	6	0	0	0	11	0	0	18
8:45 AM	2	0	1	0	0	0	0	0	0	2	0	0	0	8	0	0	13
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	8	0	9	0	0	0	0	0	0	56	2	0	0	108	0	1	184
APPROACH %'s :	47.06%	0.00%	52.94%	0.00%					0.00%	96.55%	3.45%	0.00%	0.00%	99.08%	0.00%	0.92%	
PEAK HR :	07:00 AM - 08:00 AM																TOTAL
PEAK HR VOL :	5	0	5	0	0	0	0	0	0	40	1	0	0	75	0	1	127
PEAK HR FACTOR :	0.625	0.000	0.625	0.000	0.000	0.000	0.000	0.000	0.000	0.833	0.250	0.000	0.000	0.493	0.000	0.250	0.577
	0.833								0.788				0.487				

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	1	0	0	0	0	0	0	0	1	0	0	0	1	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	0	0	0	0	0	0	0	0	0	7	0	0	0	12	0	1	20
4:15 PM	0	0	0	0	0	0	0	0	0	8	0	0	3	12	0	0	23
4:30 PM	1	0	0	0	0	0	0	0	0	12	0	0	1	14	0	0	28
4:45 PM	0	0	1	0	0	0	0	0	0	16	1	0	1	12	0	0	31
5:00 PM	1	0	1	0	0	0	0	0	0	15	1	1	0	13	0	0	32
5:15 PM	0	0	0	0	0	0	0	0	0	11	1	0	0	6	0	0	18
5:30 PM	2	0	0	0	0	0	0	0	0	13	3	1	1	9	0	0	29
5:45 PM	0	0	0	0	0	0	0	0	0	10	0	0	2	7	0	0	19
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	4	0	2	0	0	0	0	0	0	92	6	2	8	85	0	1	200
APPROACH %'s :	66.67%	0.00%	33.33%	0.00%					0.00%	92.00%	6.00%	2.00%	8.51%	90.43%	0.00%	1.06%	
PEAK HR :	04:15 PM - 05:15 PM																TOTAL
PEAK HR VOL :	2	0	2	0	0	0	0	0	0	51	2	1	5	51	0	0	114
PEAK HR FACTOR :	0.500	0.000	0.500	0.000	0.000	0.000	0.000	0.000	0.000	0.797	0.500	0.250	0.417	0.911	0.000	0.000	0.891
	0.500								0.794				0.933				

Prepared by National Data & Surveying Services

Lot J Dwy & Fortuna Ave

Peak Hour Turning Movement Count

ID: 22-040219-002
City: San Diego

Day: Tuesday
Date: 11/29/2022

PEAK HOURS		COUNT PERIODS
07:00 AM - 08:00 AM		7:00 AM - 09:00 AM
NONE		NONE
04:15 PM - 05:15 PM		4:00 PM - 06:00 PM

SOUTHBOUND (Lot J Dwy)

AM	0	0	0	0	0	AM
NOON	0	0	0	0	0	NOON
PM	0	0	0	0	0	PM

EASTBOUND (Fortuna Ave)

AM	NOON	PM	
80	0	54	⇦
0	0	1	↶ 0
0	0	0	↱ 0
40	0	51	→ 1
1	0	2	↳ 0

WESTBOUND (Fortuna Ave)

PM	NOON	AM	
0	0	0	0 ↰
51	0	75	1 ←
5	0	0	0 ↲
0	0	1	0 ↺
53	0	46	⇨

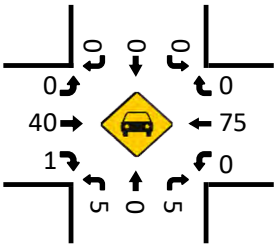
NORTHBOUND (Lot J Dwy)

PM	7	0	2	0	2	PM
NOON	0	0	0	0	0	NOON
AM	1	0	5	0	5	AM

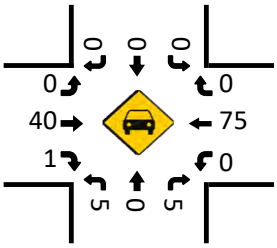
0 0 0 0 ⇩ ↶ ↰ ↑ ↱

CONTROL			
No Control			
TEV	127	0	114
	AM	NOON	PM
PHF	0.58		0.89

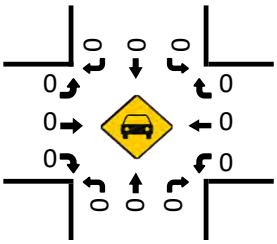
Totals (AM)



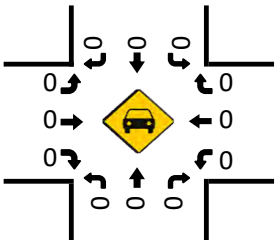
Total (AM)



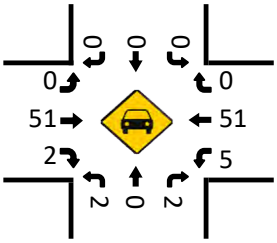
Totals (NOON)



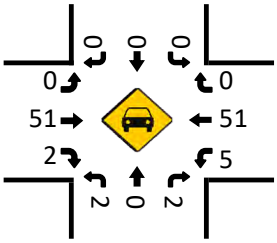
Total (NOON)



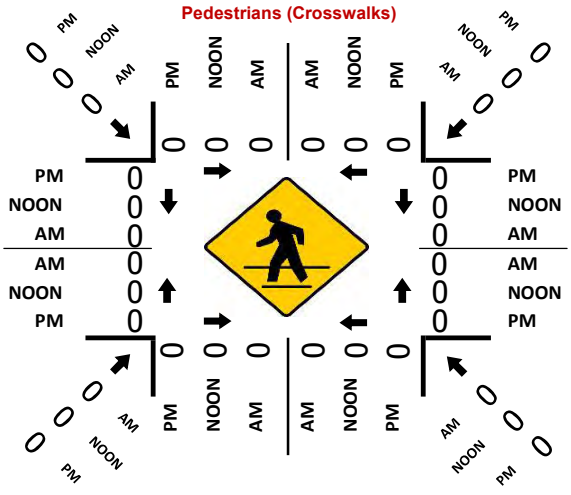
Totals (PM)



Total (PM)



Pedestrians (Crosswalks)



National Data & Surveying Services Intersection Turning Movement Count

Location: Attorney Sergei Tokmakov Lawyer East Dwy/Lot I Dwy & Fortuna Ave
City: San Diego
Control: No Control

Project ID: 22-040219-003
Date: 11/29/2022

Data - Total

NS/EW Streets:	Lot I Dwy				Lot I Dwy				Fortuna Ave				Fortuna Ave				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	1	0	0	0	0	0	0	0	1	0	0	0	1	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	2	0	0	0	0	0	0	0	0	13	0	1	0	6	0	0	22
7:15 AM	2	0	2	0	0	0	0	0	0	9	0	0	0	21	0	3	37
7:30 AM	1	0	0	0	0	0	0	0	0	15	0	0	0	36	0	1	53
7:45 AM	2	0	0	0	0	0	0	0	0	9	0	0	0	5	0	0	16
8:00 AM	1	0	0	0	0	0	0	0	0	7	0	0	0	8	0	0	16
8:15 AM	0	0	0	0	0	0	0	0	0	3	0	0	0	5	0	0	8
8:30 AM	1	0	1	0	0	0	0	0	0	7	0	0	0	10	0	0	19
8:45 AM	0	0	2	0	0	0	0	0	0	3	0	0	0	8	0	0	13
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	9	0	5	0	0	0	0	0	0	66	0	1	0	99	0	4	184
APPROACH %'s :	64.29%	0.00%	35.71%	0.00%					0.00%	98.51%	0.00%	1.49%	0.00%	96.12%	0.00%	3.88%	
PEAK HR :	07:00 AM - 08:00 AM																TOTAL
PEAK HR VOL :	7	0	2	0	0	0	0	0	0	46	0	1	0	68	0	4	128
PEAK HR FACTOR :	0.875	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.767	0.000	0.250	0.000	0.472	0.000	0.333	0.604
	0.563								0.783				0.486				

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	1	0	0	0	0	0	0	0	1	0	0	0	1	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	0	0	2	0	0	0	0	0	0	5	2	1	1	12	0	1	24
4:15 PM	0	0	0	0	0	0	0	0	0	8	0	0	0	15	0	0	23
4:30 PM	0	0	1	0	0	0	0	0	0	11	1	0	0	16	0	0	29
4:45 PM	0	0	1	0	0	0	0	0	0	14	3	0	1	13	0	0	32
5:00 PM	1	0	2	0	0	0	0	0	0	16	0	0	1	11	0	1	32
5:15 PM	0	0	1	0	0	0	0	0	0	9	2	0	2	6	0	1	21
5:30 PM	1	0	0	0	0	0	0	0	0	12	1	0	0	9	0	0	23
5:45 PM	0	0	2	0	0	0	0	0	0	8	1	1	0	9	0	1	22
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	2	0	9	0	0	0	0	0	0	83	10	2	5	91	0	4	206
APPROACH %'s :	18.18%	0.00%	81.82%	0.00%					0.00%	87.37%	10.53%	2.11%	5.00%	91.00%	0.00%	4.00%	
PEAK HR :	04:15 PM - 05:15 PM																TOTAL
PEAK HR VOL :	1	0	4	0	0	0	0	0	0	49	4	0	2	55	0	1	116
PEAK HR FACTOR :	0.250	0.000	0.500	0.000	0.000	0.000	0.000	0.000	0.000	0.766	0.333	0.000	0.500	0.859	0.000	0.250	0.906
	0.417								0.779				0.906				

National Data & Surveying Services Intersection Turning Movement Count

Location: Attorney Sergei Tokmakov Lawyer East Dwy/Lot I Dwy & Fortuna Ave
City: San Diego
Control: No Control

Project ID: 22-040219-003
Date: 11/29/2022

Data - Totals

NS/EW Streets:	Lot I Dwy				Lot I Dwy				Fortuna Ave				Fortuna Ave				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	1	0	0	0	0	0	0	0	1	0	0	0	1	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	2	0	0	0	0	0	0	0	0	13	0	1	0	6	0	0	22
7:15 AM	2	0	2	0	0	0	0	0	0	9	0	0	0	21	0	3	37
7:30 AM	1	0	0	0	0	0	0	0	0	15	0	0	0	36	0	1	53
7:45 AM	2	0	0	0	0	0	0	0	0	9	0	0	0	5	0	0	16
8:00 AM	1	0	0	0	0	0	0	0	0	7	0	0	0	8	0	0	16
8:15 AM	0	0	0	0	0	0	0	0	0	3	0	0	0	5	0	0	8
8:30 AM	1	0	1	0	0	0	0	0	0	7	0	0	0	10	0	0	19
8:45 AM	0	0	2	0	0	0	0	0	0	3	0	0	0	8	0	0	13
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	9	0	5	0	0	0	0	0	0	66	0	1	0	99	0	4	184
APPROACH %'s :	64.29%	0.00%	35.71%	0.00%					0.00%	98.51%	0.00%	1.49%	0.00%	96.12%	0.00%	3.88%	
PEAK HR :	07:00 AM - 08:00 AM																TOTAL
PEAK HR VOL :	7	0	2	0	0	0	0	0	0	46	0	1	0	68	0	4	128
PEAK HR FACTOR :	0.875	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.767	0.000	0.250	0.000	0.472	0.000	0.333	0.604
	0.563								0.783				0.486				

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	1	0	0	0	0	0	0	0	1	0	0	0	1	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	0	0	2	0	0	0	0	0	0	5	2	1	1	12	0	1	24
4:15 PM	0	0	0	0	0	0	0	0	0	8	0	0	0	15	0	0	23
4:30 PM	0	0	1	0	0	0	0	0	0	11	1	0	0	16	0	0	29
4:45 PM	0	0	1	0	0	0	0	0	0	14	3	0	1	13	0	0	32
5:00 PM	1	0	2	0	0	0	0	0	0	16	0	0	1	11	0	1	32
5:15 PM	0	0	1	0	0	0	0	0	0	9	2	0	2	6	0	1	21
5:30 PM	1	0	0	0	0	0	0	0	0	12	1	0	0	9	0	0	23
5:45 PM	0	0	2	0	0	0	0	0	0	8	1	1	0	9	0	1	22
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	2	0	9	0	0	0	0	0	0	83	10	2	5	91	0	4	206
APPROACH %'s :	18.18%	0.00%	81.82%	0.00%					0.00%	87.37%	10.53%	2.11%	5.00%	91.00%	0.00%	4.00%	
PEAK HR :	04:15 PM - 05:15 PM																TOTAL
PEAK HR VOL :	1	0	4	0	0	0	0	0	0	49	4	0	2	55	0	1	116
PEAK HR FACTOR :	0.250	0.000	0.500	0.000	0.000	0.000	0.000	0.000	0.000	0.766	0.333	0.000	0.500	0.859	0.000	0.250	0.906
	0.417								0.779				0.906				

Prepared by National Data & Surveying Services

Lot I Dwy & Fortuna Ave

Peak Hour Turning Movement Count

ID: 22-040219-003
City: San Diego

Day: Tuesday
Date: 11/29/2022

PEAK HOURS		COUNT PERIODS
07:00 AM - 08:00 AM		7:00 AM - 09:00 AM
NONE		NONE
04:15 PM - 05:15 PM		4:00 PM - 06:00 PM

SOUTHBOUND (Lot I Dwy)

AM	0	0	0	0	0	AM
NOON	0	0	0	0	0	NOON
PM	0	0	0	0	0	PM

EASTBOUND (Fortuna Ave)

AM	NOON	PM		
76	0	56		
1	0	0		0
0	0	0		0
46	0	49		1
0	0	4		0

WESTBOUND (Fortuna Ave)

	PM	NOON	AM
0	0	0	0
1	55	0	68
0	2	0	0
0	1	0	4
	54	0	52

NORTHBOUND (Lot I Dwy)

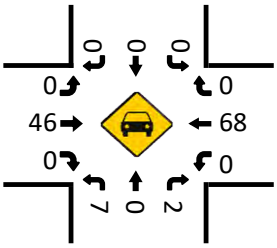
PM	6	0	1	0	4	PM
NOON	0	0	0	0	0	NOON
AM	0	0	7	0	2	AM

0 0 0 0 | 0 0 1 0

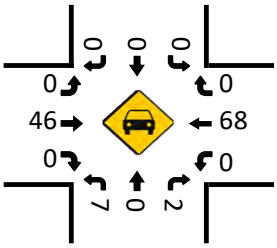
CONTROL: No Control

	AM	NOON	PM
TEV	128	0	116
PHF	0.60		0.91

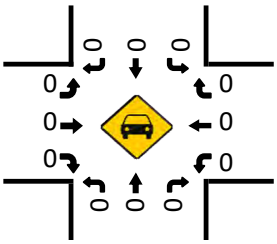
Totals (AM)



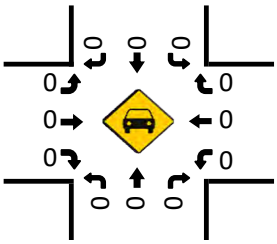
Total (AM)



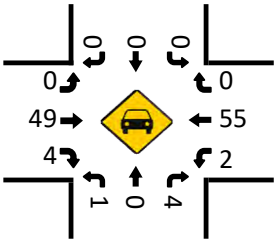
Totals (NOON)



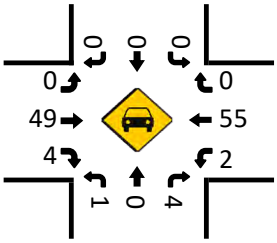
Total (NOON)



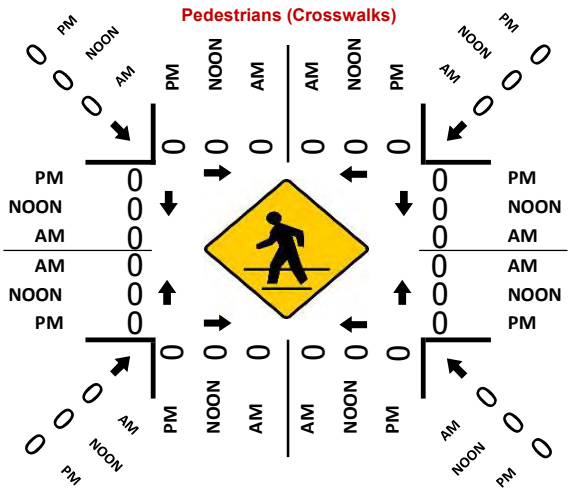
Totals (PM)



Total (PM)



Pedestrians (Crosswalks)



National Data & Surveying Services Intersection Turning Movement Count

Location: The Hen House Restaurant East Dwy/Lot E Dwy & La Playa Ave
City: San Diego
Control: No Control

Project ID: 22-040219-011
Date: 11/29/2022

Data - Total

NS/EW Streets:	Lot E Dwy				Lot E Dwy				La Playa Ave				La Playa Ave				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	0	0	0	0	1	0	0	0	1	0	0	0	1	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	0	0	0	0	0	0	0	0	0	10	0	0	0	5	0	0	15
7:15 AM	0	0	0	0	3	0	1	0	0	14	0	0	0	10	1	0	29
7:30 AM	0	0	0	0	2	0	0	0	0	20	0	0	0	23	0	0	45
7:45 AM	0	0	0	0	0	0	0	0	0	14	0	0	0	21	0	0	35
8:00 AM	0	0	0	0	1	0	0	0	0	14	0	0	0	19	0	1	35
8:15 AM	0	0	0	0	1	0	1	0	0	12	0	0	0	14	0	0	28
8:30 AM	0	0	0	0	3	0	0	0	0	12	0	0	0	18	1	0	34
8:45 AM	0	0	0	0	0	0	0	0	0	12	0	0	0	12	0	0	24
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	0	0	0	10	0	2	0	0	108	0	0	0	122	2	1	245
APPROACH %'s :					83.33%	0.00%	16.67%	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%	97.60%	1.60%	0.80%	
PEAK HR :	07:15 AM - 08:15 AM																TOTAL
PEAK HR VOL :	0	0	0	0	6	0	1	0	0	62	0	0	0	73	1	1	144
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.500	0.000	0.250	0.000	0.000	0.775	0.000	0.000	0.000	0.793	0.250	0.250	0.800
					0.438				0.775				0.815				

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	0	0	0	0	1	0	0	0	1	0	0	0	1	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	0	0	0	0	0	0	1	0	1	12	0	0	0	24	0	0	38
4:15 PM	0	0	0	0	1	0	1	0	0	17	0	0	0	24	1	0	44
4:30 PM	0	0	0	0	0	0	0	0	0	24	0	0	0	15	0	0	39
4:45 PM	0	0	0	0	0	0	0	0	1	10	0	0	0	17	1	0	29
5:00 PM	0	0	0	0	0	0	0	0	0	15	0	0	0	26	0	0	41
5:15 PM	0	0	0	0	0	0	0	0	0	14	0	0	0	21	1	0	36
5:30 PM	0	0	0	0	1	0	0	0	0	14	0	0	0	16	2	0	33
5:45 PM	0	0	0	0	0	0	0	0	0	15	0	0	0	24	0	1	40
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	0	0	0	2	0	2	0	2	121	0	0	0	167	5	1	300
APPROACH %'s :					50.00%	0.00%	50.00%	0.00%	1.63%	98.37%	0.00%	0.00%	0.00%	96.53%	2.89%	0.58%	
PEAK HR :	04:15 PM - 05:15 PM																TOTAL
PEAK HR VOL :	0	0	0	0	1	0	1	0	1	66	0	0	0	82	2	0	153
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.250	0.000	0.250	0.000	0.250	0.688	0.000	0.000	0.000	0.788	0.500	0.000	0.869
					0.250				0.698				0.808				

National Data & Surveying Services Intersection Turning Movement Count

Location: The Hen House Restaurant East Dwy/Lot E Dwy & La Playa Ave
City: San Diego
Control: No Control

Project ID: 22-040219-011
Date: 11/29/2022

Data - Totals

NS/EW Streets:	Lot E Dwy				Lot E Dwy				La Playa Ave				La Playa Ave				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	0	0	0	0	1	0	0	0	1	0	0	0	1	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	0	0	0	0	0	0	0	0	0	10	0	0	0	5	0	0	15
7:15 AM	0	0	0	0	3	0	1	0	0	14	0	0	0	10	1	0	29
7:30 AM	0	0	0	0	2	0	0	0	0	20	0	0	0	23	0	0	45
7:45 AM	0	0	0	0	0	0	0	0	0	14	0	0	0	21	0	0	35
8:00 AM	0	0	0	0	1	0	0	0	0	14	0	0	0	19	0	1	35
8:15 AM	0	0	0	0	1	0	1	0	0	12	0	0	0	14	0	0	28
8:30 AM	0	0	0	0	3	0	0	0	0	12	0	0	0	18	1	0	34
8:45 AM	0	0	0	0	0	0	0	0	0	12	0	0	0	12	0	0	24
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	0	0	0	10	0	2	0	0	108	0	0	0	122	2	1	245
APPROACH %'s :					83.33%	0.00%	16.67%	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%	97.60%	1.60%	0.80%	
PEAK HR :	07:15 AM - 08:15 AM																TOTAL
PEAK HR VOL :	0	0	0	0	6	0	1	0	0	62	0	0	0	73	1	1	144
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.500	0.000	0.250	0.000	0.000	0.775	0.000	0.000	0.000	0.793	0.250	0.250	0.800
					0.438				0.775				0.815				

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	0	0	0	0	1	0	0	0	1	0	0	0	1	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	0	0	0	0	0	0	1	0	1	12	0	0	0	24	0	0	38
4:15 PM	0	0	0	0	1	0	1	0	0	17	0	0	0	24	1	0	44
4:30 PM	0	0	0	0	0	0	0	0	0	24	0	0	0	15	0	0	39
4:45 PM	0	0	0	0	0	0	0	0	1	10	0	0	0	17	1	0	29
5:00 PM	0	0	0	0	0	0	0	0	0	15	0	0	0	26	0	0	41
5:15 PM	0	0	0	0	0	0	0	0	0	14	0	0	0	21	1	0	36
5:30 PM	0	0	0	0	1	0	0	0	0	14	0	0	0	16	2	0	33
5:45 PM	0	0	0	0	0	0	0	0	0	15	0	0	0	24	0	1	40
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	0	0	0	2	0	2	0	2	121	0	0	0	167	5	1	300
APPROACH %'s :					50.00%	0.00%	50.00%	0.00%	1.63%	98.37%	0.00%	0.00%	0.00%	96.53%	2.89%	0.58%	
PEAK HR :	04:15 PM - 05:15 PM																TOTAL
PEAK HR VOL :	0	0	0	0	1	0	1	0	1	66	0	0	0	82	2	0	153
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.250	0.000	0.250	0.000	0.250	0.688	0.000	0.000	0.000	0.788	0.500	0.000	0.869
					0.250				0.698				0.808				

Prepared by National Data & Surveying Services

Lot E Dwy & La Playa Ave

Peak Hour Turning Movement Count

ID: 22-040219-011
City: San Diego

Day: Tuesday
Date: 11/29/2022

PEAK HOURS	COUNT PERIODS
07:15 AM - 08:15 AM	7:00 AM - 09:00 AM
NONE	NONE
04:15 PM - 05:15 PM	4:00 PM - 06:00 PM

SOUTHBOUND (Lot E Dwy)

AM	1	0	6	0	1	AM
NOON	0	0	0	0	0	NOON
PM	1	0	1	0	3	PM

EASTBOUND (La Playa Ave)

AM	NOON	PM	
74	0	83	⇦
0	0	0	↶ 0
0	0	1	↱ 0
62	0	66	→ 1
0	0	0	↳ 0

WESTBOUND (La Playa Ave)

PM	NOON	AM	
2	0	1	0 ↰
82	0	73	1 ←
0	0	0	0 ↲
0	0	1	0 ↶
67	0	69	⇨

NORTHBOUND (Lot E Dwy)

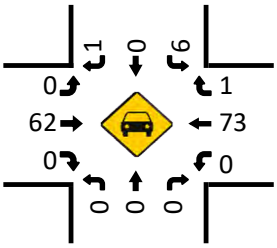
PM	0	0	0	0	0	PM
NOON	0	0	0	0	0	NOON
AM	0	0	0	0	0	AM

Turning movements (0 1 0 0): ↲ ↓ ↳ ↱ ⇧

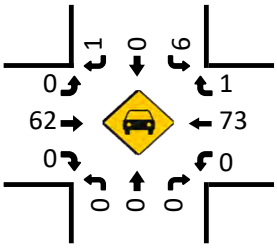
Turning movements (0 0 0 0): ↰ ↰ ↑ ↱ ⇩

CONTROL			
No Control			
TEV	144 AM	0 NOON	153 PM
PHF	0.80		0.87

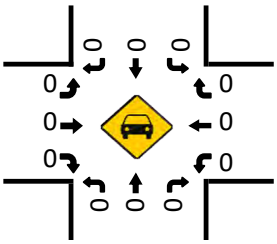
Totals (AM)



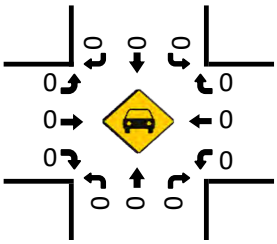
Total (AM)



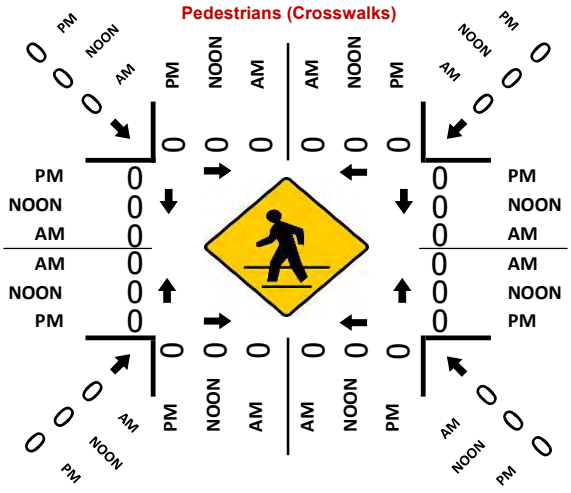
Totals (NOON)



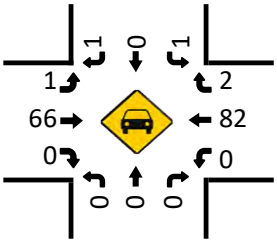
Total (NOON)



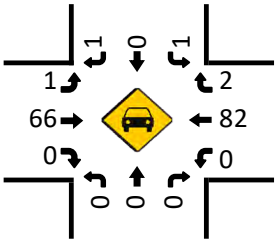
Pedestrians (Crosswalks)



Totals (PM)



Total (PM)



National Data & Surveying Services Intersection Turning Movement Count

Location: The Hen House Restaurant Mid East Dwy/Lot D Dwy & La Playa Ave
City: San Diego
Control: No Control

Project ID: 22-040219-010
Date: 11/29/2022

Data - Total

NS/EW Streets:	Lot D Dwy				Lot D Dwy				La Playa Ave				La Playa Ave				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	0	0	0	0	1	0	0	0	1	0	0	0	1	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	0	0	2	0	0	0	0	0	0	8	0	0	0	5	0	0	15
7:15 AM	1	0	3	0	0	0	0	0	0	11	0	0	0	11	0	0	26
7:30 AM	0	0	2	0	0	0	0	0	0	18	0	0	1	22	0	0	43
7:45 AM	0	0	1	0	0	0	1	0	0	13	0	0	1	20	0	0	36
8:00 AM	0	0	0	0	0	0	0	0	0	14	0	0	0	19	0	0	33
8:15 AM	0	0	0	0	0	0	3	0	0	12	0	0	0	15	0	0	30
8:30 AM	0	0	1	0	1	0	1	0	0	10	0	0	0	18	0	0	31
8:45 AM	0	0	0	0	0	0	0	0	0	12	0	0	0	12	0	0	24
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	1	0	9	0	1	0	5	0	0	98	0	0	2	122	0	0	238
APPROACH %'s :	10.00%	0.00%	90.00%	0.00%	16.67%	0.00%	83.33%	0.00%	0.00%	100.00%	0.00%	0.00%	1.61%	98.39%	0.00%	0.00%	
PEAK HR :	07:30 AM - 08:30 AM																TOTAL
PEAK HR VOL :	0	0	3	0	0	0	4	0	0	57	0	0	2	76	0	0	142
PEAK HR FACTOR :	0.000	0.000	0.375	0.000	0.000	0.000	0.333	0.000	0.000	0.792	0.000	0.000	0.500	0.864	0.000	0.000	0.826
	0.375				0.333				0.792				0.848				

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	0	0	0	0	1	0	0	0	1	0	0	0	1	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	2	0	0	0	0	0	0	0	1	12	0	0	0	25	0	0	40
4:15 PM	1	0	0	0	0	0	0	0	1	18	0	0	0	25	0	0	45
4:30 PM	0	0	0	0	1	0	1	0	0	22	0	0	1	13	1	0	39
4:45 PM	0	0	0	0	0	0	0	0	1	11	1	0	1	16	0	0	30
5:00 PM	1	0	0	0	0	0	0	0	0	15	1	0	0	26	0	0	43
5:15 PM	0	0	0	0	0	0	0	0	0	14	1	0	0	17	4	0	36
5:30 PM	0	0	0	0	0	0	0	0	0	14	1	0	1	15	0	0	31
5:45 PM	0	0	1	0	2	0	0	0	1	11	0	0	1	22	0	1	39
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	4	0	1	0	3	0	1	0	4	117	4	0	4	159	5	1	303
APPROACH %'s :	80.00%	0.00%	20.00%	0.00%	75.00%	0.00%	25.00%	0.00%	3.20%	93.60%	3.20%	0.00%	2.37%	94.08%	2.96%	0.59%	
PEAK HR :	04:15 PM - 05:15 PM																TOTAL
PEAK HR VOL :	2	0	0	0	1	0	1	0	2	66	2	0	2	80	1	0	157
PEAK HR FACTOR :	0.500	0.000	0.000	0.000	0.250	0.000	0.250	0.000	0.500	0.750	0.500	0.000	0.500	0.769	0.250	0.000	0.872
	0.500				0.250				0.795				0.798				

National Data & Surveying Services Intersection Turning Movement Count

Location: The Hen House Restaurant Mid East Dwy/Lot D Dwy & La Playa Ave
City: San Diego
Control: No Control

Project ID: 22-040219-010
Date: 11/29/2022

Data - Totals

NS/EW Streets:	Lot D Dwy				Lot D Dwy				La Playa Ave				La Playa Ave				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	1	0	0	0	1	0	0	0	1	0	0	0	1	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	0	0	2	0	0	0	0	0	0	8	0	0	0	5	0	0	15
7:15 AM	1	0	3	0	0	0	0	0	0	11	0	0	0	11	0	0	26
7:30 AM	0	0	2	0	0	0	0	0	0	18	0	0	1	22	0	0	43
7:45 AM	0	0	1	0	0	0	1	0	0	13	0	0	1	20	0	0	36
8:00 AM	0	0	0	0	0	0	0	0	0	14	0	0	0	19	0	0	33
8:15 AM	0	0	0	0	0	0	3	0	0	12	0	0	0	15	0	0	30
8:30 AM	0	0	1	0	1	0	1	0	0	10	0	0	0	18	0	0	31
8:45 AM	0	0	0	0	0	0	0	0	0	12	0	0	0	12	0	0	24
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	1	0	9	0	1	0	5	0	0	98	0	0	2	122	0	0	238
APPROACH %'s :	10.00%	0.00%	90.00%	0.00%	16.67%	0.00%	83.33%	0.00%	0.00%	100.00%	0.00%	0.00%	1.61%	98.39%	0.00%	0.00%	
PEAK HR :	07:30 AM - 08:30 AM																TOTAL
PEAK HR VOL :	0	0	3	0	0	0	4	0	0	57	0	0	2	76	0	0	142
PEAK HR FACTOR :	0.000	0.000	0.375	0.000	0.000	0.000	0.333	0.000	0.000	0.792	0.000	0.000	0.500	0.864	0.000	0.000	0.826
	0.375				0.333				0.792				0.848				

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	1	0	0	0	1	0	0	0	1	0	0	0	1	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	2	0	0	0	0	0	0	0	1	12	0	0	0	25	0	0	40
4:15 PM	1	0	0	0	0	0	0	0	1	18	0	0	0	25	0	0	45
4:30 PM	0	0	0	0	1	0	1	0	0	22	0	0	1	13	1	0	39
4:45 PM	0	0	0	0	0	0	0	0	1	11	1	0	1	16	0	0	30
5:00 PM	1	0	0	0	0	0	0	0	0	15	1	0	0	26	0	0	43
5:15 PM	0	0	0	0	0	0	0	0	0	14	1	0	0	17	4	0	36
5:30 PM	0	0	0	0	0	0	0	0	0	14	1	0	1	15	0	0	31
5:45 PM	0	0	1	0	2	0	0	0	1	11	0	0	1	22	0	1	39
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	4	0	1	0	3	0	1	0	4	117	4	0	4	159	5	1	303
APPROACH %'s :	80.00%	0.00%	20.00%	0.00%	75.00%	0.00%	25.00%	0.00%	3.20%	93.60%	3.20%	0.00%	2.37%	94.08%	2.96%	0.59%	
PEAK HR :	04:15 PM - 05:15 PM																TOTAL
PEAK HR VOL :	2	0	0	0	1	0	1	0	2	66	2	0	2	80	1	0	157
PEAK HR FACTOR :	0.500	0.000	0.000	0.000	0.250	0.000	0.250	0.000	0.500	0.750	0.500	0.000	0.500	0.769	0.250	0.000	0.872
	0.500				0.250				0.795				0.798				

Prepared by National Data & Surveying Services

Lot D Dwy & La Playa Ave

Peak Hour Turning Movement Count

ID: 22-040219-010
City: San Diego

Day: Tuesday
Date: 11/29/2022

PEAK HOURS	COUNT PERIODS
07:30 AM - 08:30 AM	7:00 AM - 09:00 AM
NONE	NONE
04:15 PM - 05:15 PM	4:00 PM - 06:00 PM

SOUTHBOUND (Lot D Dwy)

AM	4	0	0	0	0	AM
NOON	0	0	0	0	0	NOON
PM	1	0	1	0	3	PM

EASTBOUND (La Playa Ave)

AM	NOON	PM		
80	0	83		
0	0	0	0	
0	0	2	0	
57	0	66	1	
0	0	2	0	

WESTBOUND (La Playa Ave)

	PM	NOON	AM
0	1	0	0
1	80	0	76
0	2	0	2
0	0	0	0
	67	0	60

NORTHBOUND (Lot D Dwy)

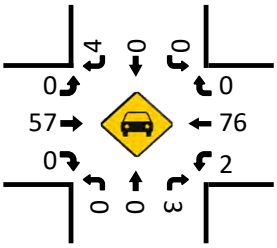
PM	4	0	2	0	0	PM
NOON	0	0	0	0	0	NOON
AM	2	0	0	0	3	AM

0	1	0	0
0	0	1	0

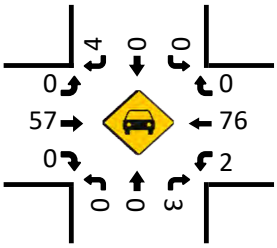
CONTROL: No Control

	AM	NOON	PM
TEV	142	0	157
PHF	0.83		0.87

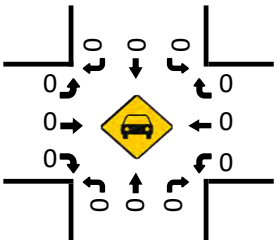
Totals (AM)



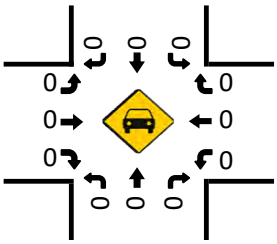
Total (AM)



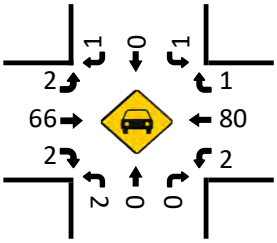
Totals (NOON)



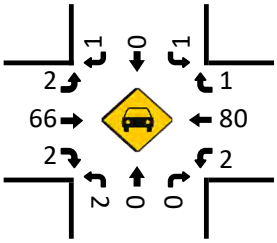
Total (NOON)



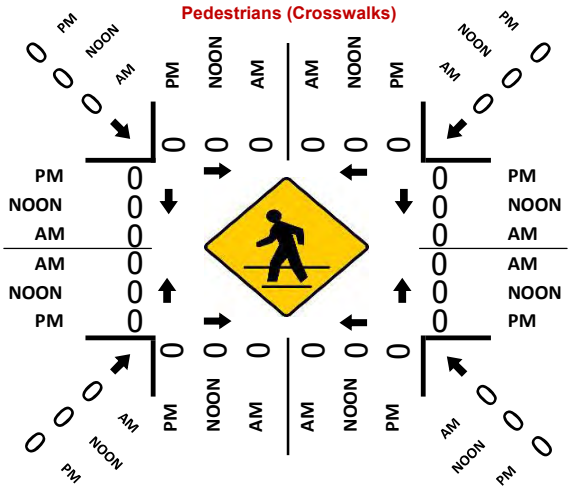
Totals (PM)



Total (PM)



Pedestrians (Crosswalks)



National Data & Surveying Services Intersection Turning Movement Count

Location: The Hen House Restaurant Mid Dwy/Lot C Dwy & La Playa Ave
City: San Diego
Control: No Control

Project ID: 22-040219-009
Date: 11/29/2022

Data - Total

NS/EW Streets:	Lot C Dwy				Lot C Dwy				La Playa Ave				La Playa Ave				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	0	0	0	0	1	0	0	0	1	0	0	0	1	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	0	0	0	0	0	0	1	0	1	8	0	0	0	5	0	0	15
7:15 AM	0	0	0	0	0	0	1	0	0	11	0	0	0	12	0	0	24
7:30 AM	0	0	0	0	0	0	0	0	0	18	0	0	0	21	1	0	40
7:45 AM	0	0	0	0	0	0	3	0	0	13	0	0	0	20	1	0	37
8:00 AM	0	0	0	0	1	0	1	0	0	13	0	0	0	19	0	0	34
8:15 AM	0	0	0	0	0	0	2	0	0	12	0	0	0	18	0	0	32
8:30 AM	0	0	0	0	0	0	1	0	0	10	0	0	0	19	0	0	30
8:45 AM	0	0	0	0	0	0	0	0	0	12	0	0	0	12	0	0	24
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	0	0	0	1	0	9	0	1	97	0	0	0	126	2	0	236
APPROACH %'s :					10.00%	0.00%	90.00%	0.00%	1.02%	98.98%	0.00%	0.00%	0.00%	98.44%	1.56%	0.00%	
PEAK HR :	07:30 AM - 08:30 AM																TOTAL
PEAK HR VOL :	0	0	0	0	1	0	6	0	0	56	0	0	0	78	2	0	143
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.250	0.000	0.500	0.000	0.000	0.778	0.000	0.000	0.000	0.929	0.500	0.000	0.894
					0.583				0.778				0.909				

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	0	0	0	0	1	0	0	0	1	0	0	0	1	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	0	0	0	0	0	0	1	0	2	13	0	0	0	25	2	0	43
4:15 PM	0	0	0	0	0	0	2	0	1	20	0	0	0	24	2	0	49
4:30 PM	0	0	0	0	2	0	1	0	0	19	0	0	0	12	2	0	36
4:45 PM	0	0	0	0	0	0	0	0	1	13	0	0	0	15	0	0	29
5:00 PM	0	0	0	0	1	0	1	0	0	15	0	0	0	25	1	0	43
5:15 PM	0	0	0	0	0	0	0	0	0	15	0	0	0	18	0	0	33
5:30 PM	0	0	0	0	0	0	2	0	2	15	0	0	0	16	0	0	35
5:45 PM	0	0	0	0	0	0	0	0	1	12	0	0	0	21	1	0	35
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	0	0	0	3	0	7	0	7	122	0	0	0	156	8	0	303
APPROACH %'s :					30.00%	0.00%	70.00%	0.00%	5.43%	94.57%	0.00%	0.00%	0.00%	95.12%	4.88%	0.00%	
PEAK HR :	04:15 PM - 05:15 PM																TOTAL
PEAK HR VOL :	0	0	0	0	3	0	4	0	2	67	0	0	0	76	5	0	157
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.375	0.000	0.500	0.000	0.500	0.838	0.000	0.000	0.000	0.760	0.625	0.000	0.801
					0.583				0.821				0.779				

National Data & Surveying Services Intersection Turning Movement Count

Location: The Hen House Restaurant Mid Dwy/Lot C Dwy & La Playa Ave
City: San Diego
Control: No Control

Project ID: 22-040219-009
Date: 11/29/2022

Data - Totals

NS/EW Streets:	Lot C Dwy				Lot C Dwy				La Playa Ave				La Playa Ave				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	0	0	0	0	1	0	0	0	1	0	0	0	1	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	0	0	0	0	0	0	1	0	1	8	0	0	0	5	0	0	15
7:15 AM	0	0	0	0	0	0	1	0	0	11	0	0	0	12	0	0	24
7:30 AM	0	0	0	0	0	0	0	0	0	18	0	0	0	21	1	0	40
7:45 AM	0	0	0	0	0	0	3	0	0	13	0	0	0	20	1	0	37
8:00 AM	0	0	0	0	1	0	1	0	0	13	0	0	0	19	0	0	34
8:15 AM	0	0	0	0	0	0	2	0	0	12	0	0	0	18	0	0	32
8:30 AM	0	0	0	0	0	0	1	0	0	10	0	0	0	19	0	0	30
8:45 AM	0	0	0	0	0	0	0	0	0	12	0	0	0	12	0	0	24
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	0	0	0	1	0	9	0	1	97	0	0	0	126	2	0	236
APPROACH %'s :					10.00%	0.00%	90.00%	0.00%	1.02%	98.98%	0.00%	0.00%	0.00%	98.44%	1.56%	0.00%	
PEAK HR :	07:30 AM - 08:30 AM																TOTAL
PEAK HR VOL :	0	0	0	0	1	0	6	0	0	56	0	0	0	78	2	0	143
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.250	0.000	0.500	0.000	0.000	0.778	0.000	0.000	0.000	0.929	0.500	0.000	0.894
					0.583				0.778				0.909				

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	0	0	0	0	1	0	0	0	1	0	0	0	1	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	0	0	0	0	0	0	1	0	2	13	0	0	0	25	2	0	43
4:15 PM	0	0	0	0	0	0	2	0	1	20	0	0	0	24	2	0	49
4:30 PM	0	0	0	0	2	0	1	0	0	19	0	0	0	12	2	0	36
4:45 PM	0	0	0	0	0	0	0	0	1	13	0	0	0	15	0	0	29
5:00 PM	0	0	0	0	1	0	1	0	0	15	0	0	0	25	1	0	43
5:15 PM	0	0	0	0	0	0	0	0	0	15	0	0	0	18	0	0	33
5:30 PM	0	0	0	0	0	0	2	0	2	15	0	0	0	16	0	0	35
5:45 PM	0	0	0	0	0	0	0	0	1	12	0	0	0	21	1	0	35
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	0	0	0	3	0	7	0	7	122	0	0	0	156	8	0	303
APPROACH %'s :					30.00%	0.00%	70.00%	0.00%	5.43%	94.57%	0.00%	0.00%	0.00%	95.12%	4.88%	0.00%	
PEAK HR :	04:15 PM - 05:15 PM																TOTAL
PEAK HR VOL :	0	0	0	0	3	0	4	0	2	67	0	0	0	76	5	0	157
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.375	0.000	0.500	0.000	0.500	0.838	0.000	0.000	0.000	0.760	0.625	0.000	0.801
					0.583				0.821				0.779				

Prepared by National Data & Surveying Services

Lot C Dwy & La Playa Ave

Peak Hour Turning Movement Count

ID: 22-040219-009
City: San Diego

Day: Tuesday
Date: 11/29/2022

PEAK HOURS	COUNT PERIODS
07:30 AM - 08:30 AM	7:00 AM - 09:00 AM
NONE	NONE
04:15 PM - 05:15 PM	4:00 PM - 06:00 PM

SOUTHBOUND (Lot C Dwy)

AM	6	0	1	0	2	AM
NOON	0	0	0	0	0	NOON
PM	4	0	3	0	7	PM

EASTBOUND (La Playa Ave)

AM	NOON	PM	
84	0	80	⇦
0	0	0	↶ 0
0	0	2	↱ 0
56	0	67	→ 1
0	0	0	↳ 0

WESTBOUND (La Playa Ave)

	PM	NOON	AM
0 ↰	5	0	2
1 ←	76	0	78
0 ↲	0	0	0
0 ↺	0	0	0
⇨	70	0	57

NORTHBOUND (Lot C Dwy)

PM	0	0	0	0	0	PM
NOON	0	0	0	0	0	NOON
AM	0	0	0	0	0	AM

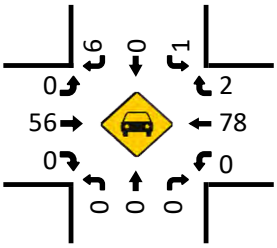
⇩	↶ 0	↰ 0	↑ 0	↱ 0

CONTROL

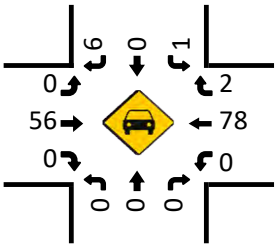
No Control

	AM	NOON	PM
TEV	143	0	157
PHF	0.89		0.80

Totals (AM)



Total (AM)



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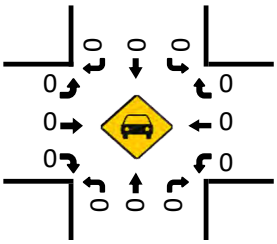
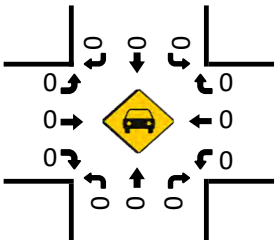


Total (NOON)



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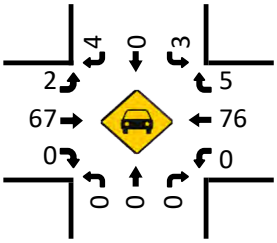
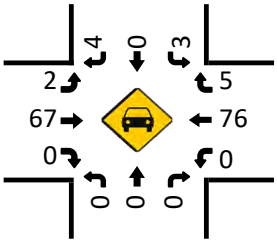
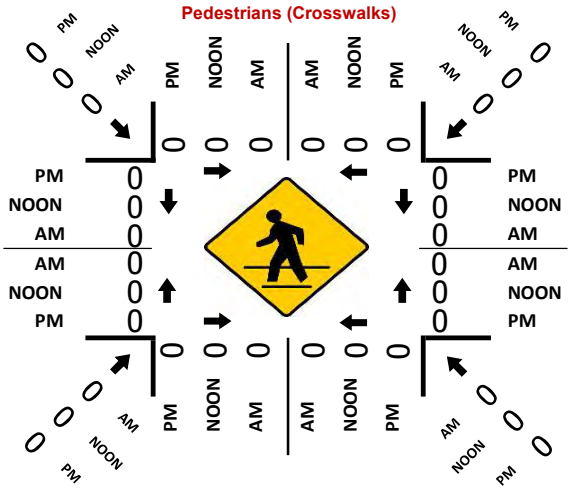


Total (PM)



Pedestrians (Crosswalks)



National Data & Surveying Services Intersection Turning Movement Count

Location: The Hen House Restaurant Mid West Dwy/Lot B Dwy & La Playa Ave
City: San Diego
Control: No Control

Project ID: 22-040219-008
Date: 11/29/2022

Data - Total

NS/EW Streets:	Lot B Dwy				Lot B Dwy				La Playa Ave				La Playa Ave				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	0	0	0	0	1	0	0	0	1	0	0	0	1	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	0	0	0	0	0	0	2	0	1	9	0	0	0	8	0	0	20
7:15 AM	0	0	0	0	0	0	1	0	0	11	0	0	0	12	0	0	24
7:30 AM	0	0	0	0	0	0	3	0	0	18	0	0	0	22	0	0	43
7:45 AM	0	0	0	0	1	0	3	0	0	12	0	0	0	23	0	0	39
8:00 AM	0	0	0	0	0	0	2	0	0	13	0	0	0	20	0	0	35
8:15 AM	0	0	0	0	0	0	2	0	1	12	0	0	0	20	0	0	35
8:30 AM	0	0	0	0	0	0	0	0	0	10	0	0	0	18	1	0	29
8:45 AM	0	0	0	0	0	0	0	0	0	13	0	0	0	13	0	0	26
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	0	0	0	1	0	13	0	2	98	0	0	0	136	1	0	251
APPROACH %'s :					7.14%	0.00%	92.86%	0.00%	2.00%	98.00%	0.00%	0.00%	0.00%	99.27%	0.73%	0.00%	
PEAK HR :	07:30 AM - 08:30 AM																TOTAL
PEAK HR VOL :	0	0	0	0	1	0	10	0	1	55	0	0	0	85	0	0	152
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.250	0.000	0.833	0.000	0.250	0.764	0.000	0.000	0.000	0.924	0.000	0.000	0.884
					0.688				0.778				0.924				

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	0	0	0	0	1	0	0	0	1	0	0	0	1	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	0	0	0	0	0	0	0	0	0	14	0	0	0	25	0	0	39
4:15 PM	0	0	0	0	0	0	2	0	0	22	0	1	0	24	0	0	49
4:30 PM	0	0	0	0	1	0	1	0	1	17	0	0	0	12	1	0	33
4:45 PM	0	0	0	0	0	0	0	0	1	14	0	0	0	15	1	0	31
5:00 PM	0	0	0	0	1	0	0	0	2	14	0	0	0	28	0	0	45
5:15 PM	0	0	0	0	1	0	2	0	0	16	0	0	0	18	0	0	37
5:30 PM	0	0	0	0	0	0	1	0	2	15	0	0	0	17	0	0	35
5:45 PM	0	0	0	0	0	0	0	0	2	13	0	1	0	20	1	0	37
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	0	0	0	3	0	6	0	8	125	0	2	0	159	3	0	306
APPROACH %'s :					33.33%	0.00%	66.67%	0.00%	5.93%	92.59%	0.00%	1.48%	0.00%	98.15%	1.85%	0.00%	
PEAK HR :	04:15 PM - 05:15 PM																TOTAL
PEAK HR VOL :	0	0	0	0	2	0	3	0	4	67	0	1	0	79	2	0	158
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.500	0.000	0.375	0.000	0.500	0.761	0.000	0.250	0.000	0.705	0.500	0.000	0.806
					0.625				0.783				0.723				

National Data & Surveying Services Intersection Turning Movement Count

Location: The Hen House Restaurant Mid West Dwy/Lot B Dwy & La Playa Ave
City: San Diego
Control: No Control

Project ID: 22-040219-008
Date: 11/29/2022

Data - Totals

NS/EW Streets:	Lot B Dwy				Lot B Dwy				La Playa Ave				La Playa Ave				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	0	0	0	0	1	0	0	0	1	0	0	0	1	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	0	0	0	0	0	0	2	0	1	9	0	0	0	8	0	0	20
7:15 AM	0	0	0	0	0	0	1	0	0	11	0	0	0	12	0	0	24
7:30 AM	0	0	0	0	0	0	3	0	0	18	0	0	0	22	0	0	43
7:45 AM	0	0	0	0	1	0	3	0	0	12	0	0	0	23	0	0	39
8:00 AM	0	0	0	0	0	0	2	0	0	13	0	0	0	20	0	0	35
8:15 AM	0	0	0	0	0	0	2	0	1	12	0	0	0	20	0	0	35
8:30 AM	0	0	0	0	0	0	0	0	0	10	0	0	0	18	1	0	29
8:45 AM	0	0	0	0	0	0	0	0	0	13	0	0	0	13	0	0	26
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	0	0	0	1	0	13	0	2	98	0	0	0	136	1	0	251
APPROACH %'s :					7.14%	0.00%	92.86%	0.00%	2.00%	98.00%	0.00%	0.00%	0.00%	99.27%	0.73%	0.00%	
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					0.688				0.778				0.924				

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	0	0	0	0	1	0	0	0	1	0	0	0	1	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	0	0	0	0	0	0	0	0	0	14	0	0	0	25	0	0	39
4:15 PM	0	0	0	0	0	0	2	0	0	22	0	1	0	24	0	0	49
4:30 PM	0	0	0	0	1	0	1	0	1	17	0	0	0	12	1	0	33
4:45 PM	0	0	0	0	0	0	0	0	1	14	0	0	0	15	1	0	31
5:00 PM	0	0	0	0	1	0	0	0	2	14	0	0	0	28	0	0	45
5:15 PM	0	0	0	0	1	0	2	0	0	16	0	0	0	18	0	0	37
5:30 PM	0	0	0	0	0	0	1	0	2	15	0	0	0	17	0	0	35
5:45 PM	0	0	0	0	0	0	0	0	2	13	0	1	0	20	1	0	37
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	0	0	0	3	0	6	0	8	125	0	2	0	159	3	0	306
APPROACH %'s :					33.33%	0.00%	66.67%	0.00%	5.93%	92.59%	0.00%	1.48%	0.00%	98.15%	1.85%	0.00%	
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					0.625				0.783				0.723				

Prepared by National Data & Surveying Services

Lot B Dwy & La Playa Ave

Peak Hour Turning Movement Count

ID: 22-040219-008
City: San Diego

Day: Tuesday
Date: 11/29/2022

PEAK HOURS	COUNT PERIODS
07:30 AM - 08:30 AM	7:00 AM - 09:00 AM
NONE	NONE
04:15 PM - 05:15 PM	4:00 PM - 06:00 PM

SOUTHBOUND (Lot B Dwy)

AM	10	0	1	0	1	AM
NOON	0	0	0	0	0	NOON
PM	3	0	2	0	6	PM
	0	1	0	0		

EASTBOUND (La Playa Ave)

AM	NOON	PM	
95	0	83	
0	0	1	0
1	0	4	0
55	0	67	1
0	0	0	0

WESTBOUND (La Playa Ave)

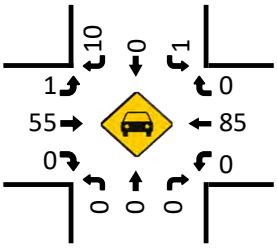
	PM	NOON	AM
0	2	0	0
1	79	0	85
0	0	0	0
0	0	0	0
	69	0	56

NORTHBOUND (Lot B Dwy)

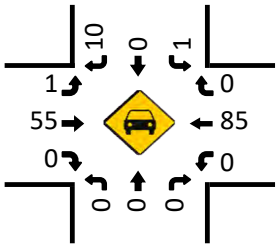
PM	0	0	0	0	0	PM
NOON	0	0	0	0	0	NOON
AM	0	0	0	0	0	AM
	0	0	0	0		

CONTROL			
No Control			
TEV	152	0	158
	AM	NOON	PM
PHF	0.88		0.81

Totals (AM)



Total (AM)



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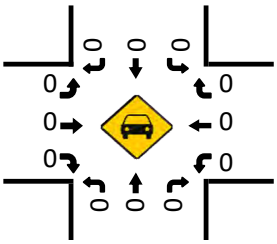
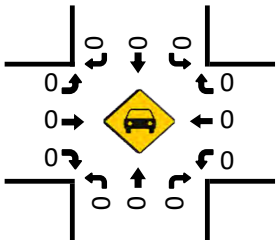
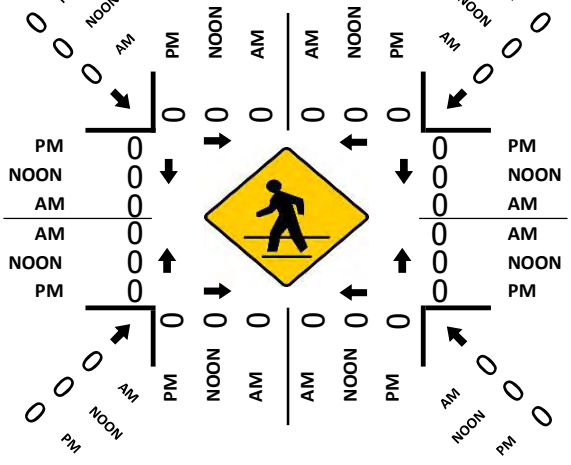


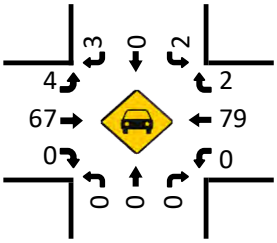
Total (NOON)



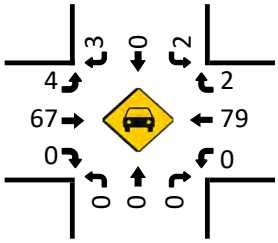
Pedestrians (Crosswalks)



Totals (PM)



Total (PM)



APPENDIX B

SCOPING LETTER

Kimley»Horn

MEMORANDUM

To:	City of San Diego Transportation Staff
From:	Jon Collins Kimley-Horn and Associates, Inc.
Date:	October 21, 2022
Subject:	AVA PB Apartments – Local Mobility Analysis Scoping, PRJ-1059329 (Preliminary Review PTS #: 684566)

This memorandum was prepared to scope a Local Mobility Analysis for the AVA apartments in Pacific Beach in accordance with the City of San Diego's Transportation Study Manual (TSM), September 2020.

PROJECT DESCRIPTION

The proposed project is located within the Pacific Beach community of the City of San Diego. The project would repurpose underutilized surface parking areas within a 12.96-acre site currently occupied by 564 multi-family dwelling units, resident amenities and five acres of surface parking to provide an additional 138 dwelling multi-family units (including 6 affordable units), 649 parking spaces, and two new underground parking garages. This project proposes a total of 649 vehicle spaces (including 16 accessible spaces), 55 long-term and 10 short-term bicycle storage spaces, and 14 motorcycle spaces. The project will be constructed in one phase.

Due to the proposed increase in density for the site to 54 dwelling units per net residential acre, the project will require a Process 5 Community Plan Amendment (CPA) / General Plan Amendment and a Rezone to be consistent with the ultimate proposed density. The project also requires a Coastal Development Permit, Neighborhood Development Permit, and a Public Service Easement Vacation.

The proposed site plan is presented in **Figure 1**. A vicinity map showing the half-mile radius around the site is presented in **Figure 2.**

TRIP GENERATION

The City of San Diego *Trip Generation Manual* (May 2003) was used to estimate the trip generation for the proposed project. The residential land use for "Multiple Dwelling Unit – Over 20 dwelling units/acre" was utilized to develop the trip generation rates for the proposed project.

Driveway trip generation was calculated to forecast daily and peak-hour weekday trips for the project and are shown in **Table 1**. Driveway trips represent the total number of trips generated by the site after the appropriate transit reduction per the TSM was applied to

the project. The project does not assume any pass-by or mixed-use trip adjustments. Therefore, the driveway and cumulative rates are the same for the proposed uses.

The existing land uses being removed as part of the project were *not* included in the trip generation calculations for existing trip credit nor were the existing buildings to remain. The existing uses to be removed are mostly the existing surface parking spaces.

A 10% daily, 14% AM peak hour, and 14% PM peak hour trip reduction was applied to the new dwelling units that are located within a half-mile of a major transit stop, which represent half of the proposed dwelling units. The project site is located near several existing bus routes and stops, and is located within a Transit Priority Area (TPA) and a Parking Standards Transit Priority Area.

According to SB 743, a TPA is "an area within one-half mile of a major transit stop that is existing or planned, if the planned stop is scheduled to be completed within the planning horizon included in a Transportation Implementation Program." Section 21064.3 of SB 743 dictates that a Major Transit Stop can be defined as "the intersection of two or more bus routes with a frequency of service interval of 15 minutes or less during the morning and afternoon peak commute periods." A Parking Standards Transit Priority Area is outlined in section 142.0528 of the San Diego Municipal Code as, "an area within one-half mile of a *major transit* stop that is existing or planned, if the planned *major transit* stop is scheduled to be completed within the San Diego Association of Governments (SANDAG) Regional Transportation Improvement Program (RTIP)."

Transit services near the project area include Route 9, which provides service in both directions on Ingraham Street and can be accessed by three bus stops located directly in front of the project site at a frequency of 15 minutes. Transit Routes 8 and 30 also provide service every 15 minutes along Grand Avenue, with the nearest stops located within a half-mile of the northern half of the project site at the intersection of Grand Avenue and Ingraham Street.

Table 1 – AVA PB Trip Generation

Land Use	Units[1]	Trip Rate[2]	Daily Trips	AM Peak Hour			PM Peak Hour		
				In	Out	Total	In	Out	Total
Multiple Dwelling Unit – Over 20 dwelling units/acre (Units outside TPA)	69 du	6 / du	414	7	26	33	26	11	37
Multiple Dwelling Unit – Over 20 dwelling units/acre (Units within TPA)	69 du	6 / du	414	7	26	33	26	11	37
UNADJUSTED TOTAL TRIP GENERATION			828	14	52	66	52	22	74
Trip Reductions for TPA Dwelling Units Only			-10%	-14%			-14%		
			-41	-1	-4	-5	-4	-2	-6
NET TRIP GENERATION			787	13	48	61	48	20	68

Notes:

1. Du = dwelling units
2. Daily and peak-hour, trip generation rates referenced are from the City of San Diego Land Development Code - Trip Generation Manual, May 2003. Transit reductions are from the City's TSM (September 2020)

The new dwelling units will result in an increase in trips generated by the site. Thus, the net new trip generation for the new additional buildings is 787 total daily trips with 61 morning peak (13 in, 48 out) and 68 afternoon peak (48 in, 20 out) hour trips. To accurately account for the existing project traffic, driveway counts will be collected at the existing site's driveways.

LMA SCOPE

STUDY AREA

The study area is determined by including signalized and unsignalized intersections that meet the following criteria for projects that generate less than 2,400 daily final driveway trips:

- All signalized intersections and signalized project driveways located within a half-mile path of travel distance measured from the center of the intersection formed

by each project driveway AND the project will add 50 or more peak hour final primary (cumulative) trips to any turning movement at the intersection.

- All unsignalized intersections (side street stop controlled, all-way stop controlled, and roundabouts) and unsignalized project driveways located within a half-mile path of travel distance measured from the center of the intersection formed by each project driveway AND the project will add 50 or more peak hour final primary (cumulative) trips in either direction.
- For roadway segments, the study area should include roadway segments where the project would add 500 or more daily trips and either have improvements identified in the community plan or is not yet built to the community plan's ultimate classification or are known congested locations that may be affected by the project as stated in the City of San Diego TSM. **This project does not propose adding more than 500 additional daily trips on any individual roadway segment. Therefore, no roadway segment analysis is required.**

The proposed study area consists of 10 intersections (1 signalized, 2 unsignalized, and 7 unsignalized driveways) and no roadway segments.

The study area is illustrated in **Figure 3** and summarized below.

Intersections:

ID	Intersection	Control
1	Ingraham Street and Fortuna Avenue	Unsignalized
2	Jewell Street and Fortuna Avenue	Unsignalized
3	Ingraham Street and La Playa Avenue	Signalized
4	Driveway 1 and Fortuna Avenue	Unsignalized
5	Driveway 2 and Jewell Street	Unsignalized
6	Driveway 3 and Jewell Street	Unsignalized
7	Driveway 4 and Jewell Street	Unsignalized
8	Driveway 5 and Ingraham Street	Unsignalized
9	Driveway 6 and Ingraham Street	Unsignalized
10	Driveway 7 and La Playa Avenue	Unsignalized

TRIP DISTRIBUTION

The project traffic distribution was estimated based on the project access locations, freeway access, and roadway network within the study area, as well as local knowledge of the area. The distribution patterns were confirmed by City of San Diego staff. The trip distribution for the proposed project is presented in **Figure 4** and summarized below:

- 45% to/from the north (Grand Avenue, I-5 northbound and southbound, La Jolla)
    - Via Ingraham Street – 30%
    - Via Jewell Street – 10%
- 40% to/from the south (I-5 southbound, I-8, Ocean Beach)
    - Via Ingraham Street – 40%
    - Via Crown Point Drive – 5%
- 10% to/from local destinations to the west
- 5% to/from local destinations to the east

TRIP ASSIGNMENT

To estimate the number of inbound and outbound trips, the site's trip generation for AM and PM peak will be applied to the study intersections using the trip distribution patterns above. Proposed project trip assignment is shown in **Figure 5**.

ANALYSIS SCENARIOS

The Local Mobility analysis would analyze the following scenarios:

- Existing (2022) Conditions
- Opening Year (2025)
- Opening Year (2025) plus Project
- Horizon Year (2050)
- Horizon Year (2050) plus Project

TRAFFIC VOLUMES

Existing traffic counts will be collected in October / November 2022, after approval of the scoping letter from the City.

Based on coordination with the City, Opening Year (2025) traffic volumes will assume a 1% ambient growth from Existing (2022) conditions plus traffic from three cumulative projects, as confirmed by City staff. Cumulative projects near the project are shown in **Figure 6**.

Horizon Year (2050) traffic volumes will be developed using SANDAG's latest Regional Transportation Model (ABM2+ 2021 RTP).

ADDITIONAL TOPICS

The following topics will also be included in the report:

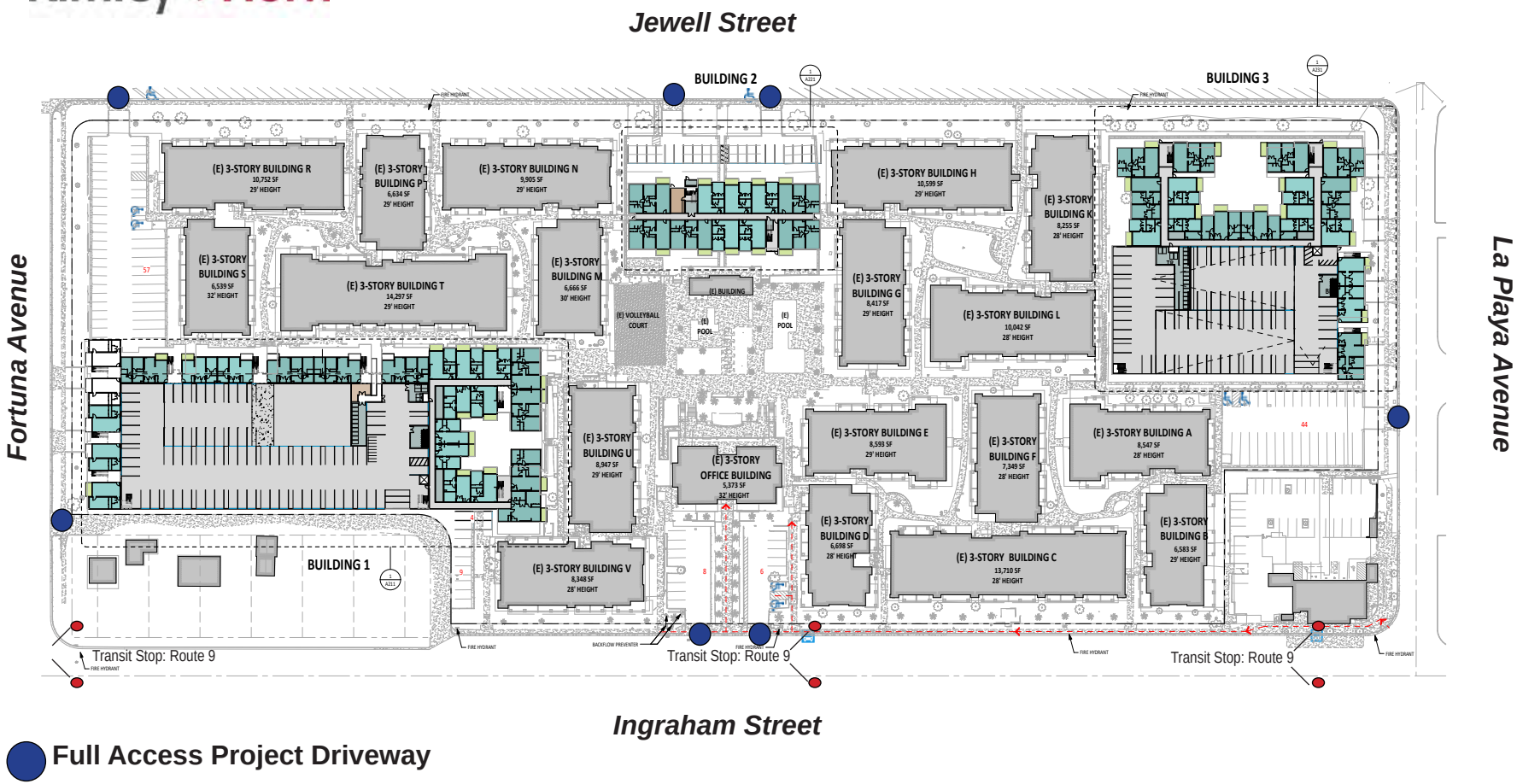
- Transportation Demand Management (TDM)
- Mobility Choices
- Systematic Safety Review

  - Review of the study intersections to determine whether any meet the hot spot criteria identified within *City of San Diego Systemic Safety: The Data-Driven Path to Vision Zero*
- Qualitative multi-modal analysis
  - Discussion of the project's connections to nearby pedestrian, bicycle, and transit facilities and how the project proposes to enhance these facilities to promote these mode choices.
- Site Parking/Access
  - Summary of minimum required parking and proposed parking with a breakdown of accessible, zero emissions, motorcycle, and long-term bicycle spaces.
- Access/Loading
  - Description of vehicle access to each existing and proposed driveway including access to property loading zone.
- Pedestrian Analysis
  - Description of pedestrian facilities and basic deficiencies within a half-mile walking distance measured from each pedestrian access point.
- Bicycle Analysis
  - Documentation of bicycle facilities and basic deficiencies within a half-mile bicycling distance measured from the center of the intersection formed by each project driveway.
- Transit Analysis
  - Identification of the closest transit routes and stops to the project. If the transit stops are within a half-mile walking distance of each pedestrian access point, the condition of the stop amenities will be described/evaluated.
- Queueing Analysis
  - Evaluation of queues at signalized and unsignalized intersections with and without project conditions.

FIGURES

- **Figure 1** – Proposed Site Plan
- **Figure 2** – Vicinity Map
- **Figure 3** – Study Area Map
- **Figure 4** – Trip Distribution
- **Figure 5** – Trip Assignment
- **Figure 6** – Cumulative Projects (Open DSD)

Kimley»Horn



Full Access Project Driveway

BUILDING 1
67 UNITS / **381** PARKING
24 2-BED @ 1,088SF AVG.
43 1-BED @ 718SF AVG.

BUILDING 2
21 UNITS / **20** PARKING
9 2-BED @ 1088SF AVG.
12 1-BED @ 718SF AVG.

BUILDING 3
48 UNITS / **234** PARKING
26 2-BED @ 1088SF AVG.
22 1-BED @ 718SF AVG.

North

Source: Lowney Architecture

Figure 1 - Proposed Site Plan

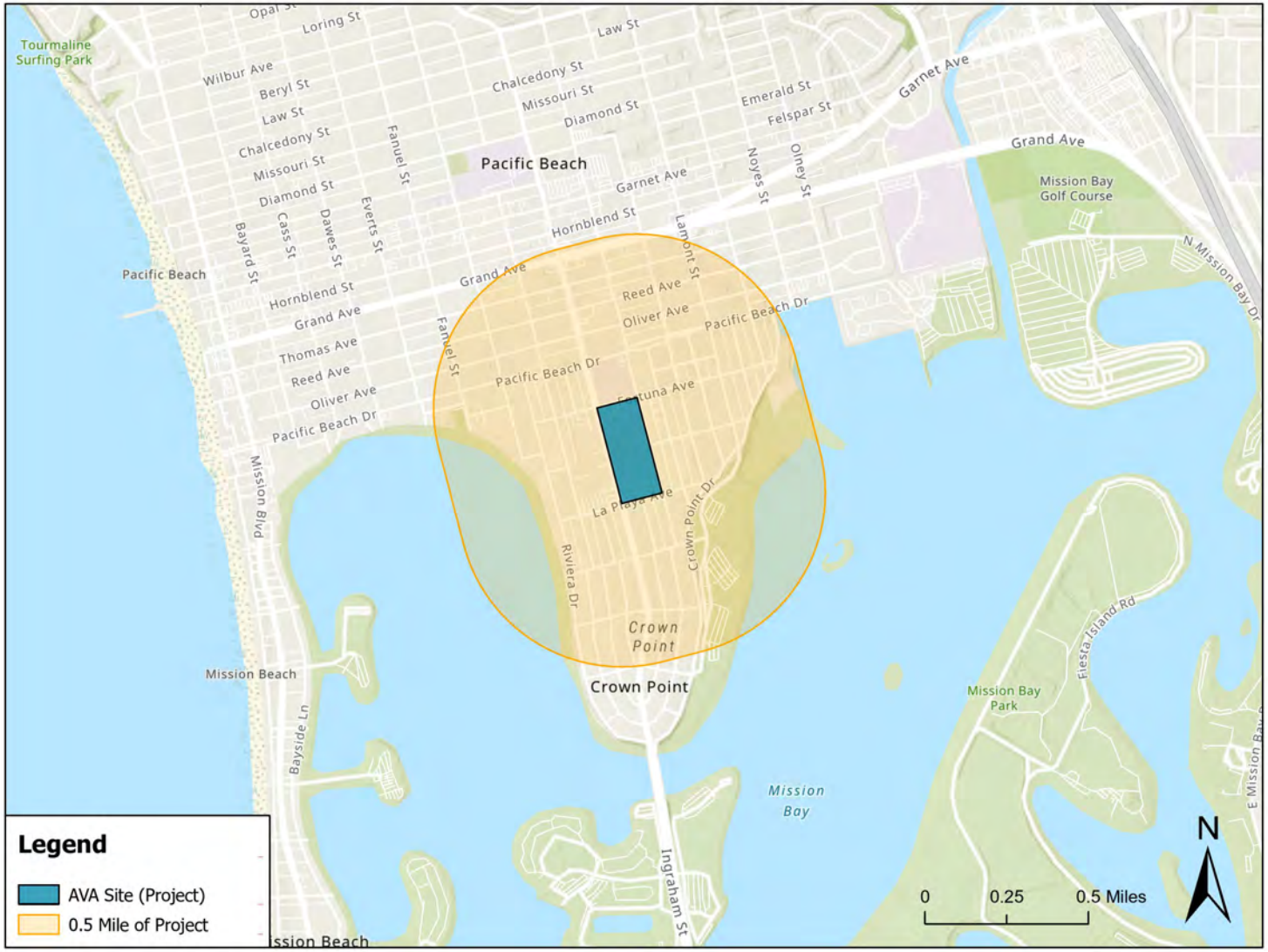


Figure 2 - Vicinity Map

Kimley»Horn

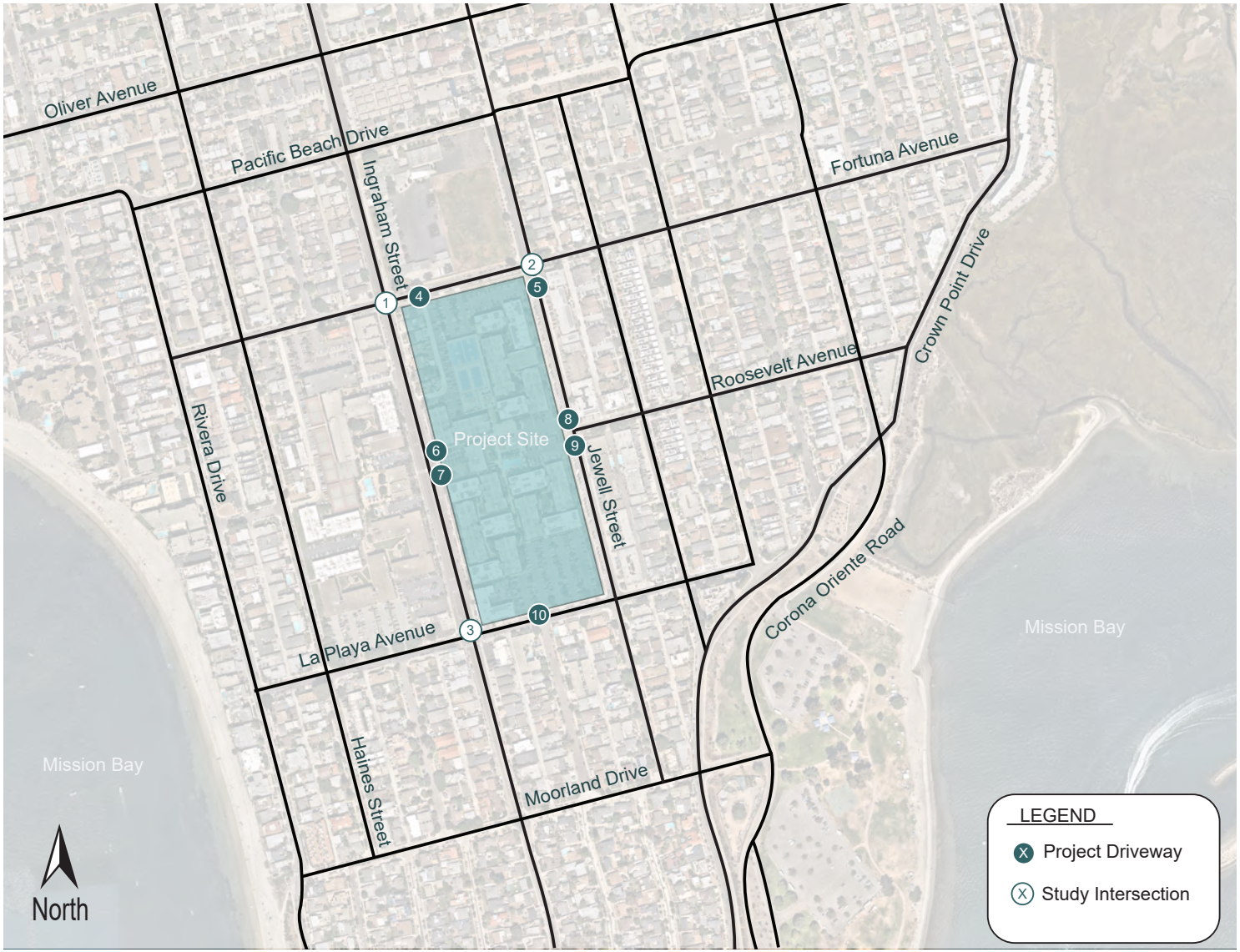
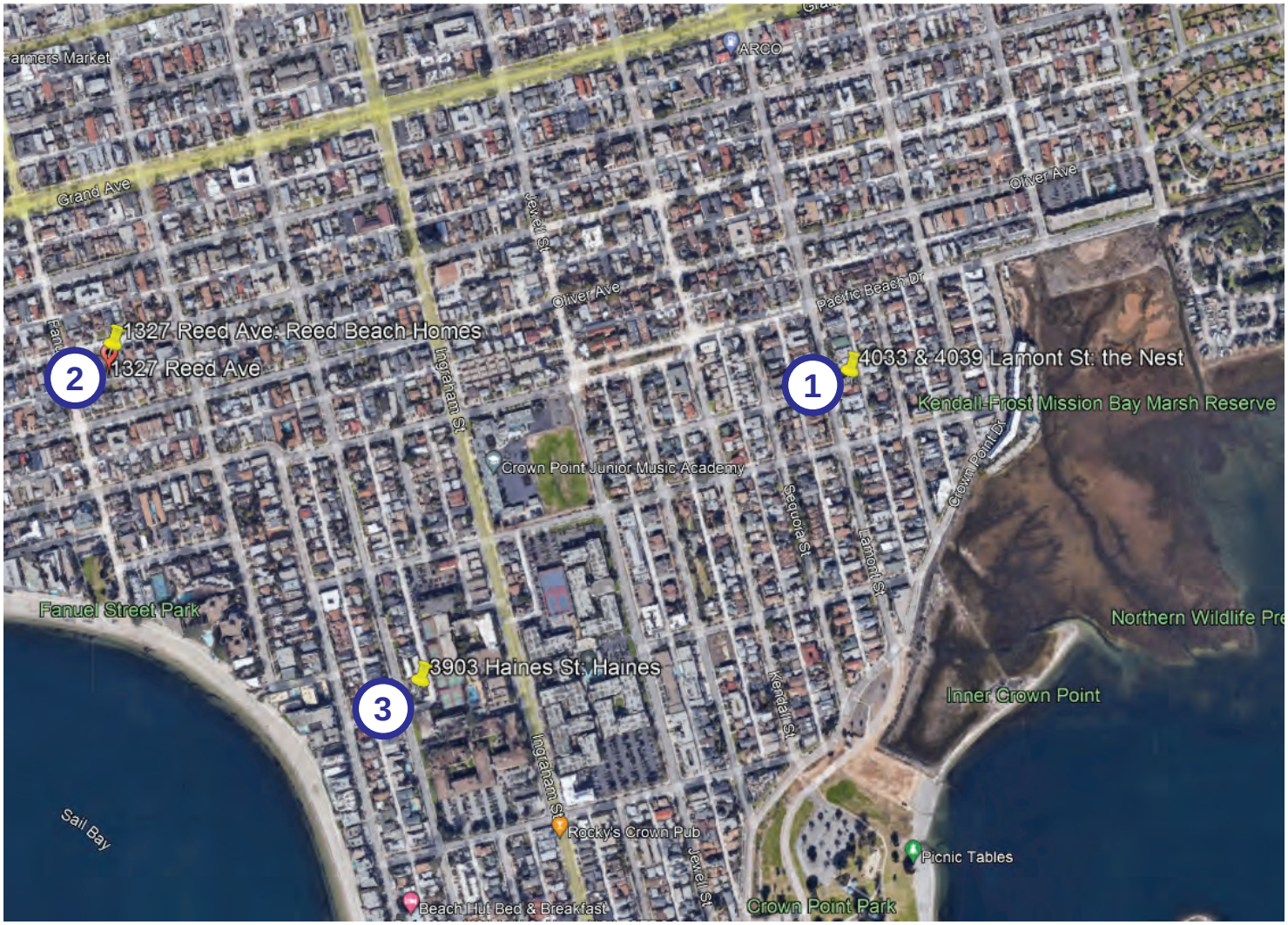


Figure 3 - Study Area Map

Figure 4 - Trip Distribution

Figure 5 - Trip Assignment

Kimley»Horn



Source: City of San Diego Open DSD (August 2022)

Projects

1. The Nest
   PST #: 676545
2. Reed Beach Homes
   PST #: 699075
3. Haines
   PST #: 669397

Figure 6 - Open DSD Projects

APPENDIX C

SIGNAL TIMING PLAN

INTERSECTION: INGRAHAM ST @ LA PLAYA AVE

223 Program

Group Assignment:
Field Master Assignment:

N/S Street Name: INGRAHAM
E/W Street Name: LA PLAYA

Row	Phase # --->	1	2 (LA PLAYA)	3	4 (INGRAHAM)	5	6	7	8
0	Ped Walk		7		7				
1	Ped FDW		22		11				
2	Min Green		4		7				
3	Type 3 Limit								
4	Add/Veh								
5	Veh Extn		2.0		3.0				
6	Max Gap		2.0		3.0				
7	Min Gap		2.0		0.2				
8	Max Limit		40		60				
9	Max Limit 2								
A	Bus Adv								
B	Call to Phs								
C	Reduce By				0.1				
D	Every				1.1				
E	Yellow		3.9		3.9				
F	Red Clear		1.0		1.0				

Phase Timing - Bank 1
F + Phase + Row

	E
RR-1 Delay	
RR-1 Clear	
EV-A Delay	
EV-A Clear	
EV-B Delay	0
EV-B Clear	0
EV-C Delay	
EV-C Clear	
EV-D Delay	
EV-D Clear	
RR-2 Delay	
RR-2 Clear	
View EV Delay	---
View EV Clear	---
View RR Delay	---
View RR Clear	---

F + E + Row

Row		F
0	Permit	_2_4____
1	Red Lock	
2	Yellow Lock	
3	Min Recall	___4____
4	Ped Recall	
5	Peds (View)	_2_4____
6	Rest In Walk	
7	Red Rest	
8	Dbl Entry	
9	Max Recall	
A	Soft Recall	
B	Max 2	
C	Cond Serv	
D	Ped Lock	12345678
E	Yellow Start	___4____
F	1st Phases	_2_____

F + F + Row

Max Initial	0	F + 0 + E
Red Revert	5.0	F + 0 + F
All Red Start	0.0	F + C + O

Start / Revert Times

Drop Number	6	C + 0 + 0
Zone Number	6	C + 0 + 1
Area Number	6	C + 0 + 2
Area Address	21	C + 0 + 3
QuicNet Channel	COM 22	(QuicNet)

Communication Addresses

C + F + O	F	Row
Free Lag	_2_4____	0

Lag Phases <C Page>

Overlap Timing

	Row	9 Green Clear	C Yellow Change	D Red Clear	0 Load-Switch #
Overlap A	A				
Overlap B	B				
Overlap C	C				
Overlap D	D				

<F Page>
F + COLOR +

<D Page>
D + 0 + OVERLAP

Manual Plan	0	C + A + 1
Manual Offset	0	C + B + 1

Manual Selection

Manual Plan
0 = Automatic
1-9 = Plan 1-9
14 = Free
15 = Flash

Manual Offset
0 = Automatic
1 = Offset A
2 = Offset B
3 = Offset C

Downtime Flash	255	(minutes)

Downtime Before Auto Manual Flash
F + 0 +8

Disable Ports	_234____

Disable Communication Ports
D + D + 9

Timing Sheet By: M2S
Approved By: FLG
Drawing Number: 16441-1-D
Timing Implemented On: 03/28/12

INTERSECTION: INGRAHAM ST @ LA PLAYA AVE

223 Program

Row	Time	Function	Day of Week	Column F Phases/Bits
0	00:01	E	1234567	1
1				
2				
3				
4				
5				
6				
7				
8				
9				
A				
B				
C				
D				
E				
F				

TOD Function <D Page>

7 + ROW D + F + ROW

T.O.D. Functions
0 = Permitted Phases
1 = Red Lock
2 = Yellow Lock
3 = Veh Min Recall
4 = Ped Recall
5 =
6 = Rest In Walk
7 = Red Rest
8 = Double Entry
9 = Veh Max Recall
A = Veh Soft Recall
B = Maximum 2
C = Conditional Service
D = Free Lag Phases
E = Bit 1 - Local Override
Bit 2 - Phase Bank 2
Bit 3 - Phase Bank 3
Bit 4 - Disable Detector OFF Monitor
Bit 7 - Detector Count Monitor
Bit 8 - Real Time Split Monitor
F = Output Bits 1 thru 4

Row		F
0		
1	RR Overlap A - Phases	
2	RR Overlap B - Phases	
3	RR Overlap C - Phases	
4	RR Overlap D - Phases	
5	Ped 2P	2
6	Ped 6P	
7	Ped 4P	4
8	Ped 8P	
9	Yellow Flash Phases	
A	Overlap A - Phases	
B	Overlap B - Phases	
C	Overlap C - Phases	
D	Overlap D - Phases	
E	Restricted Phases	
F	Assign 5 Outputs	

Configuration <E Page>

E + F + ROW

Day of Week

1 = Sunday
2 = Monday
3 = Tuesday
4 = Wednesday
5 = Thursday
6 = Friday
7 = Saturday

Row		E
0	Exclusive Phases	
1	RR-1 Clear Phases	
2	RR-2 Clear Phases	
3	RR-2 Limited Service	
4	Prot / Perm Phases	
5	Overlap A - Green Omit	
6	Overlap B - Green Omit	
7	Overlap C - Green Omit	
8	Overlap D - Green Omit	
9	Overlap Yellow Flash	
A	EV-A Phases	
B	EV-B Phases	4
C	EV-C Phases	
D	EV-D Phases	
E	Extra 1 Config. Bits	1_345
F	IC Select (Interconnect)	2

For access, set F + 9 + E = 1

Configuration

E + E + ROW

Extra 1 Flags
1 = TBC Type 1
2 = NEMA Ext. Coord
3 = Auto Daylight Savings
4 = EV Advance
5 = Remote Download
6 = Special Event
7 = Pretimed Operation
8 = Split Ring Operation

IC Select Flags
1 =
2 = Modem
3 = 7-Wire Slave
4 = Flash / Free
5 =
6 = Simplex Master
7 = 7-Wire Master
8 = Offset Interrupter

Assign 5 Outputs
1 = Right Turn Overlap
2 = TOD Outputs
3 = EV Beacon - Steady
4 = EV Beacon - Flashing
5 = Special Event Outputs
6 = Phase 3 & 7 Ped
7 = Advanced Warning Sign
8 = Bus Advance

Time and Date

8-0 Hour, Minute, Day-of-Week
8-1 Day-of-Month, Year, Month
8-F Seconds

Disable Parity	0	D+8+0

Dial-Up Telephone Communications

(If set to a non-zero value, parity will be disabled)

Program Information

C + C + 0 = program
C + C + F = version

Remote Download

C + 0 + 4 = 1 -255
w/ E + E + E bit 5 on

Row	1 Delay	3 Carry-over	Detector Name	332 Input File	Detector Number
0				1I1	14
1				2I2U	1
2				2I2L	5
3				2I3U	21
4				2I3L	25
5				2I4	9
6				3I5	16
7		1.8		4I6U	3
8				4I6L	7
9				4I7U	23
A		1.8		4I7L	27
B				4I8	11
C				1I9U	18
D				3I9L	20
E	---	---	---	---	---
F	---	---	---	---	---

Row	2 Delay	4 Carry-over	Detector Name	332 Input File	Detector Number
0				5J1	13
1				6J2U	2
2				6J2L	6
3				6J3U	22
4				6J3L	26
5				6J4	10
6				7J5	15
7				8J6U	4
8				8J6L	8
9				8J7U	24
A				8J7L	28
B				8J8	12
C				5J9U	17
D				7J9L	19
E	---	---	---	---	---
F	---	---	---	---	---

Detector Delay & Carryover <D Page>

D + X (across) + ROW

Row	Detector Numbers	E
A	1 2 3 4 5 6 7 8	12345678
B	9 10 11 12 -- -- -- --	1234____
C	13 14 15 16 17 18 19 20	12345678
D	-- -- -- -- 21 22 23 24	____5678
E	-- -- -- -- -- -- -- --	1234____
F	-- 25 26 27 28 -- -- --	_2345___

Active Detectors <D Page>

Row		0 Detector #
0		
1	System Det. # 1	
2	System Det. # 2	
3	System Det. # 3	
4	System Det. # 4	
5	System Det. # 5	
6	System Det. # 6	
7	System Det. # 7	
8	System Det. # 8	

System Detectors <D Page>

Max ON (min)	5	D+A+E
Max OFF (min)	60	D+A+F

Detector Failure Monitor

Phase Number		F+C+1
Time Before Yellow		F+C+3

Advance Warning Beacon - Sign 1

Phase Number		F+D+1
Time Before Yellow		F+D+3

Advance Warning Beacon - Sign 2

Long Failure	0.5	F+0+6
Short Failure	0.5	F+0+7

Power Cycle Correction (Default = 0.5)

INTERSECTION: INGRAHAM ST @ LA PLAYA AVE

223 Program

Coordination Timing By: FLG
Implemented On: 2/5/2010

Row	Column # --->	Plan 1	Plan 2	Plan 3	Plan 4	Plan 5	Plan 6	Plan 7	Plan 8	Plan 9
	Plan Name --->						AM	MID	PM	
0	Cycle Length						79	120	75	
1	Phase 1 - ForceOff									
2	Phase 2 - ForceOff						34	57	35	
3	Phase 3 - ForceOff									
4	Phase 4 - ForceOff						0	0	0	
5	Phase 5 - ForceOff									
6	Phase 6 - ForceOff									
7	Phase 7 - ForceOff									
8	Phase 8 - ForceOff									
9	Ring Offset									
A	Offset A						28	36	12	
B	Offset B									
C	Offset C									
D	Permissive						10	12	10	
E	Hold Release						255	255	255	
F	Ped Shift						0	0	0	

Coordination <C Page>

C + Plan + ROW

FOR OBSERVATION ONLY

Master Plan	C + A + 2
Current Plan	C + A + 3
Next Plan	C + A + 4
T.O.D. Plan	C + A + 5
Master Cycle	C + A + 0
Ring A Cycle	C + B + 0
Ring B Cycle	C + D + 0
Min Cycle	C + A + E
Max Cycle	C + B + E

Row	Time	Plan	Offset	Day of Week
0	07 : 00	6	A	23456
1	09 : 00	7	A	23456
2	15 : 30	8	A	23456
3	19 : 00	E	A	1234567
4				
5				
6				
7				
8				
9				
A				
B				
C				
D				
E				
F				

TOD Coordination

<9 Key with C+0+9=1>

	B
Plan 1	
Plan 2	
Plan 3	
Plan 4	
Plan 5	
Plan 6	4
Plan 7	4
Plan 8	4
Plan 9	
Coord Ped*	
NEMA Hold	

Sync Phases

C + E + FUNCTION #

Row		F
0	Free Lag	
1	Plan 1 - Lag	
2	Plan 2 - Lag	
3	Plan 3 - Lag	
4	Plan 4 - Lag	
5	Plan 5 - Lag	
6	Plan 6 - Lag	2 4
7	Plan 7 - Lag	2 4
8	Plan 8 - Lag	2 4
9	Plan 9 - Lag	
A	Coord Max *	
B	Coord Lag *	
C		
D		
E		
F		

Lag Phases <C Page>

C + F + FUNCTION #

Transition Type	0

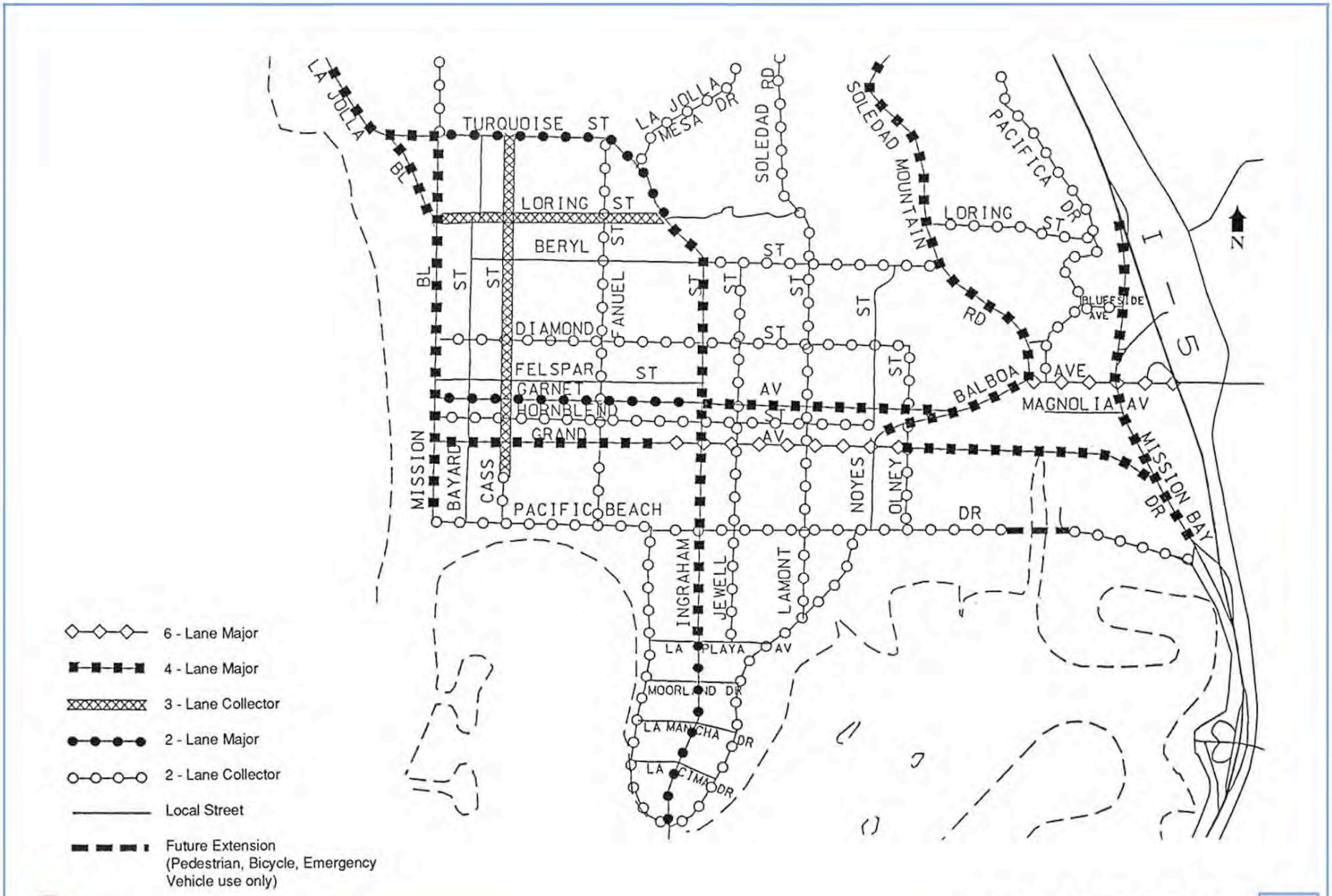
TBC Transition
C + D + D

Plan Select
1 thru 9 = Coordination
Plan 1 thru 9
14 or E = Free
15 or F = Flash

Transition Type
0 = Shortway
Non-zero = Lengthen

APPENDIX D

PACIFIC BEACH COMMUNITY PLAN CIRCULATION ELEMENT



Street Classifications

Pacific Beach Community Plan

7
FIGURE

APPENDIX E

INTERSECTION LOS WORKSHEETS

Intersection	
Int Delay, s/veh	2.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	8	2	27	10	2	58	9	694	11	16	467	6
Future Vol, veh/h	8	2	27	10	2	58	9	694	11	16	467	6
Conflicting Peds, #/hr	0	0	6	0	0	15	0	0	7	0	0	7
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	84	84	84	38	38	38	93	93	93	91	91	91
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	10	2	32	26	5	153	10	746	12	18	513	7

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	971	1345	273	1079	1342	401	527	0	0	765	0	0
Stage 1	560	560	-	779	779	-	-	-	-	-	-	-
Stage 2	411	785	-	300	563	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	*500	247	725	*394	*248	*801	1036	-	-	*1198	-	-
Stage 1	*480	509	-	*755	*662	-	-	-	-	-	-	-
Stage 2	*755	659	-	*684	*507	-	-	-	-	-	-	-
Platoon blocked, %	1	1		1	1	1		-	-	1	-	-
Mov Cap-1 Maneuver	*377	234	716	*358	*235	*784	1029	-	-	*1190	-	-
Mov Cap-2 Maneuver	*377	234	-	*358	*235	-	-	-	-	-	-	-
Stage 1	*468	495	-	*737	*646	-	-	-	-	-	-	-
Stage 2	*584	644	-	*633	*493	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	12.1	13	0.2	0.4
HCM LOS	B	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1029	-	-	548	634	* 1190	-	-
HCM Lane V/C Ratio	0.009	-	-	0.08	0.291	0.015	-	-
HCM Control Delay (s)	8.5	0.1	-	12.1	13	8.1	0.1	-
HCM Lane LOS	A	A	-	B	B	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.3	1.2	0	-	-

Notes

~: Volume exceeds capacity $: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

Intersection	
Int Delay, s/veh	3.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	16	17	19	6	7	6	13	67	5	13	54	50
Future Vol, veh/h	16	17	19	6	7	6	13	67	5	13	54	50
Conflicting Peds, #/hr	0	0	23	0	0	15	0	0	9	0	0	24
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	58	58	58	59	59	59	92	92	92	53	53	53
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	28	29	33	10	12	10	14	73	5	25	102	94

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	353	338	196	366	383	100	220	0	0	87	0	0
Stage 1	223	223	-	113	113	-	-	-	-	-	-	-
Stage 2	130	115	-	253	270	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	602	583	845	590	550	956	1349	-	-	1509	-	-
Stage 1	780	719	-	892	802	-	-	-	-	-	-	-
Stage 2	874	800	-	751	686	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	551	547	808	514	516	934	1318	-	-	1496	-	-
Mov Cap-2 Maneuver	551	547	-	514	516	-	-	-	-	-	-	-
Stage 1	753	689	-	875	786	-	-	-	-	-	-	-
Stage 2	830	784	-	662	657	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	11.8	11.3	1.2	0.8
HCM LOS	B	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1318	-	-	622	600	1496	-	-
HCM Lane V/C Ratio	0.011	-	-	0.144	0.054	0.016	-	-
HCM Control Delay (s)	7.8	0	-	11.8	11.3	7.4	0	-
HCM Lane LOS	A	A	-	B	B	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.5	0.2	0.1	-	-

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	46	31	31	62	25	25	17	634	10	12	487	26
Future Volume (veh/h)	46	31	31	62	25	25	17	634	10	12	487	26
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.99		0.98	0.99		0.98	0.99		0.92	0.99		0.93
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	53	36	36	79	32	32	18	682	11	13	513	27
Peak Hour Factor	0.87	0.87	0.87	0.78	0.78	0.78	0.93	0.93	0.93	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	364	246	220	459	186	166	326	1357	22	265	1350	562
Arrive On Green	0.50	0.50	0.50	0.50	0.50	0.50	0.38	0.38	0.38	0.38	0.38	0.38
Sat Flow, veh/h	602	496	444	783	375	334	855	3574	58	745	3554	1480
Grp Volume(v), veh/h	125	0	0	143	0	0	18	339	354	13	513	27
Grp Sat Flow(s),veh/h/ln	1543	0	0	1491	0	0	855	1777	1854	745	1777	1480
Q Serve(g_s), s	0.0	0.0	0.0	0.5	0.0	0.0	1.2	11.6	11.6	1.1	8.3	0.9
Cycle Q Clear(g_c), s	3.0	0.0	0.0	3.5	0.0	0.0	9.5	11.6	11.6	12.6	8.3	0.9
Prop In Lane	0.42		0.29	0.55		0.22	1.00		0.03	1.00		1.00
Lane Grp Cap(c), veh/h	830	0	0	811	0	0	326	675	704	265	1350	562
V/C Ratio(X)	0.15	0.00	0.00	0.18	0.00	0.00	0.06	0.50	0.50	0.05	0.38	0.05
Avail Cap(c_a), veh/h	830	0	0	811	0	0	326	675	704	265	1350	562
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	10.8	0.0	0.0	10.9	0.0	0.0	21.2	18.8	18.8	23.6	17.8	15.5
Incr Delay (d2), s/veh	0.4	0.0	0.0	0.5	0.0	0.0	0.3	2.7	2.6	0.4	0.8	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.2	0.0	0.0	1.4	0.0	0.0	0.3	4.9	5.1	0.2	3.3	0.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	11.2	0.0	0.0	11.4	0.0	0.0	21.5	21.4	21.3	24.0	18.6	15.6
LnGrp LOS	B	A	A	B	A	A	C	C	C	C	B	B
Approach Vol, veh/h		125			143			711			553	
Approach Delay, s/veh		11.2			11.4			21.4			18.6	
Approach LOS		B			B			C			B	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		44.1		34.9		44.1		34.9				
Change Period (Y+Rc), s		4.9		4.9		4.9		4.9				
Max Green Setting (Gmax), s		39.2		30.0		39.2		30.0				
Max Q Clear Time (g_c+I1), s		5.0		14.6		5.5		13.6				
Green Ext Time (p_c), s		0.5		3.1		0.6		3.9				

Intersection Summary												
HCM 6th Ctrl Delay			18.6									
HCM 6th LOS			B									

Intersection	
Int Delay, s/veh	2.9

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	30	8	13	54	20	14
Future Vol, veh/h	30	8	13	54	20	14
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	33	9	14	59	22	15

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	42	0	125	38
Stage 1	-	-	-	-	38	-
Stage 2	-	-	-	-	87	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1567	-	870	1034
Stage 1	-	-	-	-	984	-
Stage 2	-	-	-	-	936	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1567	-	862	1034
Mov Cap-2 Maneuver	-	-	-	-	862	-
Stage 1	-	-	-	-	984	-
Stage 2	-	-	-	-	928	-

Approach	EB	WB	NB
HCM Control Delay, s	0	1.4	9.1
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	925	-	-	1567	-
HCM Lane V/C Ratio	0.04	-	-	0.009	-
HCM Control Delay (s)	9.1	-	-	7.3	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0.1	-	-	0	-

Intersection	
Int Delay, s/veh	0.2

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	2	2	0	80	80	1
Future Vol, veh/h	2	2	0	80	80	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	2	2	0	87	87	1

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	175	88	88	0	-	0
Stage 1	88	-	-	-	-	-
Stage 2	87	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	815	970	1508	-	-	-
Stage 1	935	-	-	-	-	-
Stage 2	936	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	815	970	1508	-	-	-
Mov Cap-2 Maneuver	815	-	-	-	-	-
Stage 1	935	-	-	-	-	-
Stage 2	936	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	9.1	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1508	-	886	-	-
HCM Lane V/C Ratio	-	-	0.005	-	-
HCM Control Delay (s)	0	-	9.1	-	-
HCM Lane LOS	A	-	A	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

Intersection	
Int Delay, s/veh	1.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	1	0	1	6	0	12	2	60	0	6	76	2
Future Vol, veh/h	1	0	1	6	0	12	2	60	0	6	76	2
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	1	0	1	7	0	13	2	65	0	7	83	2

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	174	167	84	168	168	65	85	0	-	65	0	0
Stage 1	98	98	-	69	69	-	-	-	-	-	-	-
Stage 2	76	69	-	99	99	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	789	726	975	796	725	999	1512	-	0	1537	-	-
Stage 1	908	814	-	941	837	-	-	-	0	-	-	-
Stage 2	933	837	-	907	813	-	-	-	0	-	-	-
Platoon blocked, %								-			-	-
Mov Cap-1 Maneuver	775	722	975	791	721	999	1512	-	-	1537	-	-
Mov Cap-2 Maneuver	775	722	-	791	721	-	-	-	-	-	-	-
Stage 1	907	810	-	940	836	-	-	-	-	-	-	-
Stage 2	920	836	-	901	809	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	9.2	9	0.2	0.5
HCM LOS	A	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1512	-	864	918	1537	-	-
HCM Lane V/C Ratio	0.001	-	0.003	0.021	0.004	-	-
HCM Control Delay (s)	7.4	0	9.2	9	7.4	-	-
HCM Lane LOS	A	A	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0	0.1	0	-	-

Intersection	
Int Delay, s/veh	0.4

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	4	2	0	58	82	1
Future Vol, veh/h	4	2	0	58	82	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	4	2	0	63	89	1

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	153	90	90	0	-	0
Stage 1	90	-	-	-	-	-
Stage 2	63	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	839	968	1505	-	-	-
Stage 1	934	-	-	-	-	-
Stage 2	960	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	839	968	1505	-	-	-
Mov Cap-2 Maneuver	839	-	-	-	-	-
Stage 1	934	-	-	-	-	-
Stage 2	960	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	9.1	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1505	-	878	-	-
HCM Lane V/C Ratio	-	-	0.007	-	-
HCM Control Delay (s)	0	-	9.1	-	-
HCM Lane LOS	A	-	A	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

Intersection	
Int Delay, s/veh	2.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	4	48	4	4	72	4	11	0	9	11	0	23
Future Vol, veh/h	4	48	4	4	72	4	11	0	9	11	0	23
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	4	52	4	4	78	4	12	0	10	12	0	25

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	82	0	0	56	0	0	163	152	54	155	152	80
Stage 1	-	-	-	-	-	-	62	62	-	88	88	-
Stage 2	-	-	-	-	-	-	101	90	-	67	64	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1515	-	-	1549	-	-	802	740	1013	812	740	980
Stage 1	-	-	-	-	-	-	949	843	-	920	822	-
Stage 2	-	-	-	-	-	-	905	820	-	943	842	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1515	-	-	1549	-	-	778	736	1013	801	736	980
Mov Cap-2 Maneuver	-	-	-	-	-	-	778	736	-	801	736	-
Stage 1	-	-	-	-	-	-	946	840	-	917	820	-
Stage 2	-	-	-	-	-	-	879	818	-	931	839	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.5	0.4	9.2	9.1
HCM LOS			A	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	869	1515	-	-	1549	-	-	914
HCM Lane V/C Ratio	0.025	0.003	-	-	0.003	-	-	0.04
HCM Control Delay (s)	9.2	7.4	0	-	7.3	-	-	9.1
HCM Lane LOS	A	A	A	-	A	-	-	A
HCM 95th %tile Q(veh)	0.1	0	-	-	0	-	-	0.1

Intersection	
Int Delay, s/veh	0.1

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	1	3	745	5	3	513
Future Vol, veh/h	1	3	745	5	3	513
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1	3	810	5	3	558

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1098	408	0	0	815	0
Stage 1	813	-	-	-	-	-
Stage 2	285	-	-	-	-	-
Critical Hdwy	6.84	6.94	-	-	4.14	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	-	-	2.22	-
Pot Cap-1 Maneuver	207	593	-	-	808	-
Stage 1	396	-	-	-	-	-
Stage 2	738	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	206	593	-	-	808	-
Mov Cap-2 Maneuver	316	-	-	-	-	-
Stage 1	396	-	-	-	-	-
Stage 2	734	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	12.5	0	0.1
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	486	808	-
HCM Lane V/C Ratio	-	-	0.009	0.004	-
HCM Control Delay (s)	-	-	12.5	9.5	-
HCM Lane LOS	-	-	B	A	-
HCM 95th %tile Q(veh)	-	-	0	0	-

Intersection	
Int Delay, s/veh	0

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	1	1	744	4	0	515
Future Vol, veh/h	1	1	744	4	0	515
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	50	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1	1	809	4	0	560

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1091	407	0	0	813	0
Stage 1	811	-	-	-	-	-
Stage 2	280	-	-	-	-	-
Critical Hdwy	6.84	6.94	-	-	4.14	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	-	-	2.22	-
Pot Cap-1 Maneuver	209	593	-	-	810	-
Stage 1	397	-	-	-	-	-
Stage 2	742	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	209	593	-	-	810	-
Mov Cap-2 Maneuver	318	-	-	-	-	-
Stage 1	397	-	-	-	-	-
Stage 2	742	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	13.7	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	414	810	-
HCM Lane V/C Ratio	-	-	0.005	-	-
HCM Control Delay (s)	-	-	13.7	0	-
HCM Lane LOS	-	-	B	A	-
HCM 95th %tile Q(veh)	-	-	0	0	-

Intersection	
Int Delay, s/veh	0.1

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	3	3	725	0	0	526
Future Vol, veh/h	3	3	725	0	0	526
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	3	3	788	0	0	572

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1074	394	0	0	-	-
Stage 1	788	-	-	-	-	-
Stage 2	286	-	-	-	-	-
Critical Hdwy	6.84	6.94	-	-	-	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	-	-	-	-
Pot Cap-1 Maneuver	215	605	-	-	0	-
Stage 1	409	-	-	-	0	-
Stage 2	737	-	-	-	0	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	215	605	-	-	-	-
Mov Cap-2 Maneuver	325	-	-	-	-	-
Stage 1	409	-	-	-	-	-
Stage 2	737	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	13.6	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBT
Capacity (veh/h)	-	-	423	-
HCM Lane V/C Ratio	-	-	0.015	-
HCM Control Delay (s)	-	-	13.6	-
HCM Lane LOS	-	-	B	-
HCM 95th %tile Q(veh)	-	-	0	-

Intersection	
Int Delay, s/veh	1.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	7	5	25	13	4	32	32	649	21	32	628	27
Future Vol, veh/h	7	5	25	13	4	32	32	649	21	32	628	27
Conflicting Peds, #/hr	0	0	6	0	0	15	0	0	7	0	0	7
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	77	77	77	77	77	77	92	92	92	86	86	86
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	9	6	32	17	5	42	35	705	23	37	730	31

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1267	1632	394	1242	1636	386	768	0	0	735	0	0
Stage 1	827	827	-	794	794	-	-	-	-	-	-	-
Stage 2	440	805	-	448	842	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	*237	139	605	250	138	*827	842	-	-	1204	-	-
Stage 1	*332	384	-	675	614	-	-	-	-	-	-	-
Stage 2	*779	604	-	560	378	-	-	-	-	-	-	-
Platoon blocked, %	1	1		1	1	1		-	-	1	-	-
Mov Cap-1 Maneuver	*193	120	598	204	120	*809	836	-	-	1196	-	-
Mov Cap-2 Maneuver	*193	120	-	204	120	-	-	-	-	-	-	-
Stage 1	*306	361	-	623	566	-	-	-	-	-	-	-
Stage 2	*671	557	-	489	355	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	18.8	17.2	0.7	0.6
HCM LOS	C	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	836	-	-	309	359	1196	-	-
HCM Lane V/C Ratio	0.042	-	-	0.156	0.177	0.031	-	-
HCM Control Delay (s)	9.5	0.3	-	18.8	17.2	8.1	0.2	-
HCM Lane LOS	A	A	-	C	C	A	A	-
HCM 95th %tile Q(veh)	0.1	-	-	0.5	0.6	0.1	-	-

Notes

~: Volume exceeds capacity $: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

Intersection	
Int Delay, s/veh	4.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	9	22	16	4	22	10	19	73	6	13	95	18
Future Vol, veh/h	9	22	16	4	22	10	19	73	6	13	95	18
Conflicting Peds, #/hr	0	0	23	0	0	15	0	0	9	0	0	24
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	74	74	74	66	66	66	80	80	80	79	79	79
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	12	30	22	6	33	15	24	91	8	16	120	23

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	370	344	179	365	351	119	167	0	0	108	0	0
Stage 1	188	188	-	152	152	-	-	-	-	-	-	-
Stage 2	182	156	-	213	199	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	587	579	864	591	573	933	1411	-	-	1483	-	-
Stage 1	814	745	-	850	772	-	-	-	-	-	-	-
Stage 2	820	769	-	789	736	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	518	544	826	523	538	912	1379	-	-	1470	-	-
Mov Cap-2 Maneuver	518	544	-	523	538	-	-	-	-	-	-	-
Stage 1	781	719	-	828	751	-	-	-	-	-	-	-
Stage 2	746	748	-	712	710	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	11.6	11.5	1.5	0.8
HCM LOS	B	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1379	-	-	609	605	1470	-	-
HCM Lane V/C Ratio	0.017	-	-	0.104	0.09	0.011	-	-
HCM Control Delay (s)	7.7	0	-	11.6	11.5	7.5	0	-
HCM Lane LOS	A	A	-	B	B	A	A	-
HCM 95th %tile Q(veh)	0.1	-	-	0.3	0.3	0	-	-

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	32	26	28	29	39	22	34	669	21	37	546	60
Future Volume (veh/h)	32	26	28	29	39	22	34	669	21	37	546	60
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.99		0.98	0.99		0.98	0.99		0.92	0.99		0.93
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	37	30	33	36	49	28	35	690	22	43	635	70
Peak Hour Factor	0.86	0.86	0.86	0.80	0.80	0.80	0.97	0.97	0.97	0.86	0.86	0.86
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	321	260	253	285	378	198	270	1308	42	257	1327	552
Arrive On Green	0.50	0.50	0.50	0.50	0.50	0.50	0.37	0.37	0.37	0.37	0.37	0.37
Sat Flow, veh/h	514	524	511	447	762	398	736	3505	112	731	3554	1479
Grp Volume(v), veh/h	100	0	0	113	0	0	35	350	362	43	635	70
Grp Sat Flow(s),veh/h/ln	1548	0	0	1608	0	0	736	1777	1839	731	1777	1479
Q Serve(g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	2.9	11.5	11.5	3.7	10.2	2.3
Cycle Q Clear(g_c), s	2.3	0.0	0.0	2.6	0.0	0.0	13.1	11.5	11.5	15.2	10.2	2.3
Prop In Lane	0.37		0.33	0.32		0.25	1.00		0.06	1.00		1.00
Lane Grp Cap(c), veh/h	834	0	0	861	0	0	270	663	687	257	1327	552
V/C Ratio(X)	0.12	0.00	0.00	0.13	0.00	0.00	0.13	0.53	0.53	0.17	0.48	0.13
Avail Cap(c_a), veh/h	834	0	0	861	0	0	270	663	687	257	1327	552
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	10.1	0.0	0.0	10.2	0.0	0.0	22.9	18.3	18.3	24.3	17.9	15.5
Incr Delay (d2), s/veh	0.3	0.0	0.0	0.3	0.0	0.0	1.0	3.0	2.9	1.4	1.2	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.9	0.0	0.0	1.0	0.0	0.0	0.5	4.9	5.0	0.7	4.1	0.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	10.4	0.0	0.0	10.5	0.0	0.0	23.9	21.3	21.2	25.7	19.2	15.9
LnGrp LOS	B	A	A	B	A	A	C	C	C	C	B	B
Approach Vol, veh/h		100			113			747			748	
Approach Delay, s/veh		10.4			10.5			21.4			19.2	
Approach LOS		B			B			C			B	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		42.1		32.9		42.1		32.9				
Change Period (Y+Rc), s		4.9		4.9		4.9		4.9				
Max Green Setting (Gmax), s		37.2		28.0		37.2		28.0				
Max Q Clear Time (g_c+I1), s		4.3		17.2		4.6		15.1				
Green Ext Time (p_c), s		0.4		3.5		0.4		3.7				

Intersection Summary												
HCM 6th Ctrl Delay			19.1									
HCM 6th LOS			B									

Intersection	
Int Delay, s/veh	1.8

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	44	6	11	45	6	10
Future Vol, veh/h	44	6	11	45	6	10
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	48	7	12	49	7	11

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	55	0	125	52
Stage 1	-	-	-	-	52	-
Stage 2	-	-	-	-	73	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1550	-	870	1016
Stage 1	-	-	-	-	970	-
Stage 2	-	-	-	-	950	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1550	-	863	1016
Mov Cap-2 Maneuver	-	-	-	-	863	-
Stage 1	-	-	-	-	970	-
Stage 2	-	-	-	-	942	-

Approach	EB	WB	NB
HCM Control Delay, s	0	1.4	8.8
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	953	-	-	1550	-
HCM Lane V/C Ratio	0.018	-	-	0.008	-
HCM Control Delay (s)	8.8	-	-	7.3	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0.1	-	-	0	-

Intersection	
Int Delay, s/veh	0.3

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	4	2	3	96	116	2
Future Vol, veh/h	4	2	3	96	116	2
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	4	2	3	104	126	2

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	237	127	128	0	-	0
Stage 1	127	-	-	-	-	-
Stage 2	110	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	751	923	1458	-	-	-
Stage 1	899	-	-	-	-	-
Stage 2	915	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	749	923	1458	-	-	-
Mov Cap-2 Maneuver	749	-	-	-	-	-
Stage 1	897	-	-	-	-	-
Stage 2	915	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	9.5	0.2	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1458	-	799	-	-
HCM Lane V/C Ratio	0.002	-	0.008	-	-
HCM Control Delay (s)	7.5	0	9.5	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

Intersection	
Int Delay, s/veh	2.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	3	6	0	27	3	71	1	18	90	0
Future Vol, veh/h	0	0	3	6	0	27	3	71	1	18	90	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	3	7	0	29	3	77	1	20	98	0

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	236	222	98	224	222	78	98	0	0	78	0	0
Stage 1	138	138	-	84	84	-	-	-	-	-	-	-
Stage 2	98	84	-	140	138	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	718	677	958	732	677	983	1495	-	-	1520	-	-
Stage 1	865	782	-	924	825	-	-	-	-	-	-	-
Stage 2	908	825	-	863	782	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	688	666	958	720	666	983	1495	-	-	1520	-	-
Mov Cap-2 Maneuver	688	666	-	720	666	-	-	-	-	-	-	-
Stage 1	863	771	-	922	823	-	-	-	-	-	-	-
Stage 2	879	823	-	848	771	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	8.8	9.1	0.3	1.2
HCM LOS	A	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1495	-	-	958	922	1520	-	-
HCM Lane V/C Ratio	0.002	-	-	0.003	0.039	0.013	-	-
HCM Control Delay (s)	7.4	0	-	8.8	9.1	7.4	-	-
HCM Lane LOS	A	A	-	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0	0.1	0	-	-

Intersection	
Int Delay, s/veh	0.2

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	2	0	1	74	97	1
Future Vol, veh/h	2	0	1	74	97	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	2	0	1	80	105	1

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	188	106	106	0	-	0
Stage 1	106	-	-	-	-	-
Stage 2	82	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	801	948	1485	-	-	-
Stage 1	918	-	-	-	-	-
Stage 2	941	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	800	948	1485	-	-	-
Mov Cap-2 Maneuver	800	-	-	-	-	-
Stage 1	917	-	-	-	-	-
Stage 2	941	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	9.5	0.1	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1485	-	800	-	-
HCM Lane V/C Ratio	0.001	-	0.003	-	-
HCM Control Delay (s)	7.4	0	9.5	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

Intersection	
Int Delay, s/veh	2.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	15	54	15	5	68	11	11	0	4	8	0	11
Future Vol, veh/h	15	54	15	5	68	11	11	0	4	8	0	11
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	16	59	16	5	74	12	12	0	4	9	0	12

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	86	0	0	75	0	0	195	195	67	191	197	80
Stage 1	-	-	-	-	-	-	99	99	-	90	90	-
Stage 2	-	-	-	-	-	-	96	96	-	101	107	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1510	-	-	1524	-	-	764	700	997	769	699	980
Stage 1	-	-	-	-	-	-	907	813	-	917	820	-
Stage 2	-	-	-	-	-	-	911	815	-	905	807	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1510	-	-	1524	-	-	746	690	997	757	689	980
Mov Cap-2 Maneuver	-	-	-	-	-	-	746	690	-	757	689	-
Stage 1	-	-	-	-	-	-	897	804	-	907	818	-
Stage 2	-	-	-	-	-	-	897	813	-	891	798	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	1.3	0.4	9.6	9.2
HCM LOS			A	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	800	1510	-	-	1524	-	-	872
HCM Lane V/C Ratio	0.02	0.011	-	-	0.004	-	-	0.024
HCM Control Delay (s)	9.6	7.4	0	-	7.4	-	-	9.2
HCM Lane LOS	A	A	A	-	A	-	-	A
HCM 95th %tile Q(veh)	0.1	0	-	-	0	-	-	0.1

Intersection	
Int Delay, s/veh	0

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	2	3	717	2	0	645
Future Vol, veh/h	2	3	717	2	0	645
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	2	3	779	2	0	701

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1131	391	0	0	-	-
Stage 1	780	-	-	-	-	-
Stage 2	351	-	-	-	-	-
Critical Hdwy	6.84	6.94	-	-	-	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	-	-	-	-
Pot Cap-1 Maneuver	197	608	-	-	0	-
Stage 1	412	-	-	-	0	-
Stage 2	684	-	-	-	0	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	197	608	-	-	-	-
Mov Cap-2 Maneuver	316	-	-	-	-	-
Stage 1	412	-	-	-	-	-
Stage 2	684	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	13.2	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBT
Capacity (veh/h)	-	-	444	-
HCM Lane V/C Ratio	-	-	0.012	-
HCM Control Delay (s)	-	-	13.2	-
HCM Lane LOS	-	-	B	-
HCM 95th %tile Q(veh)	-	-	0	-

Intersection	
Int Delay, s/veh	0.1

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	3	3	717	5	2	642
Future Vol, veh/h	3	3	717	5	2	642
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	50	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	3	3	779	5	2	698

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1135	392	0	0	784	0
Stage 1	782	-	-	-	-	-
Stage 2	353	-	-	-	-	-
Critical Hdwy	6.84	6.94	-	-	4.14	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	-	-	2.22	-
Pot Cap-1 Maneuver	196	607	-	-	830	-
Stage 1	411	-	-	-	-	-
Stage 2	682	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	196	607	-	-	830	-
Mov Cap-2 Maneuver	315	-	-	-	-	-
Stage 1	411	-	-	-	-	-
Stage 2	681	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	13.8	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	415	830	-
HCM Lane V/C Ratio	-	-	0.016	0.003	-
HCM Control Delay (s)	-	-	13.8	9.3	-
HCM Lane LOS	-	-	B	A	-
HCM 95th %tile Q(veh)	-	-	0	0	-

Intersection	
Int Delay, s/veh	0

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	2	1	699	2	0	661
Future Vol, veh/h	2	1	699	2	0	661
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	2	1	760	2	0	718

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1120	381	0	0	-	-
Stage 1	761	-	-	-	-	-
Stage 2	359	-	-	-	-	-
Critical Hdwy	6.84	6.94	-	-	-	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	-	-	-	-
Pot Cap-1 Maneuver	200	617	-	-	0	-
Stage 1	422	-	-	-	0	-
Stage 2	677	-	-	-	0	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	200	617	-	-	-	-
Mov Cap-2 Maneuver	321	-	-	-	-	-
Stage 1	422	-	-	-	-	-
Stage 2	677	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	14.5	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBT
Capacity (veh/h)	-	-	382	-
HCM Lane V/C Ratio	-	-	0.009	-
HCM Control Delay (s)	-	-	14.5	-
HCM Lane LOS	-	-	B	-
HCM 95th %tile Q(veh)	-	-	0	-

Intersection	
Int Delay, s/veh	2.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	8	2	28	10	2	60	9	715	11	16	481	6
Future Vol, veh/h	8	2	28	10	2	60	9	715	11	16	481	6
Conflicting Peds, #/hr	0	0	7	0	0	12	0	0	6	0	0	5
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	84	84	84	38	38	38	93	93	93	91	91	91
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	10	2	33	26	5	158	10	769	12	18	529	7

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	993	1381	280	1110	1378	409	541	0	0	787	0	0
Stage 1	574	574	-	801	801	-	-	-	-	-	-	-
Stage 2	419	807	-	309	577	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	*477	231	717	368	232	*801	1024	-	-	1192	-	-
Stage 1	*471	501	-	731	646	-	-	-	-	-	-	-
Stage 2	*755	641	-	676	500	-	-	-	-	-	-	-
Platoon blocked, %	1	1		1	1	1		-	-	1	-	-
Mov Cap-1 Maneuver	*357	219	709	334	221	*787	1019	-	-	1186	-	-
Mov Cap-2 Maneuver	*357	219	-	334	221	-	-	-	-	-	-	-
Stage 1	*461	487	-	714	631	-	-	-	-	-	-	-
Stage 2	*581	626	-	623	487	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	12.4	13.2	0.2	0.4
HCM LOS	B	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1019	-	-	535	625	1186	-	-
HCM Lane V/C Ratio	0.009	-	-	0.085	0.303	0.015	-	-
HCM Control Delay (s)	8.6	0.1	-	12.4	13.2	8.1	0.1	-
HCM Lane LOS	A	A	-	B	B	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.3	1.3	0	-	-

Notes

~: Volume exceeds capacity $: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

Intersection	
Int Delay, s/veh	3.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	16	18	20	6	7	6	13	69	5	13	56	52
Future Vol, veh/h	16	18	20	6	7	6	13	69	5	13	56	52
Conflicting Peds, #/hr	0	0	15	0	0	4	0	0	6	0	0	21
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	58	58	58	59	59	59	92	92	92	53	53	53
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	28	31	34	10	12	10	14	75	5	25	106	98

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	347	340	191	365	387	88	225	0	0	86	0	0
Stage 1	226	226	-	112	112	-	-	-	-	-	-	-
Stage 2	121	114	-	253	275	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	607	582	851	591	547	970	1344	-	-	1510	-	-
Stage 1	777	717	-	893	803	-	-	-	-	-	-	-
Stage 2	883	801	-	751	683	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	563	550	822	519	517	961	1317	-	-	1501	-	-
Mov Cap-2 Maneuver	563	550	-	519	517	-	-	-	-	-	-	-
Stage 1	753	689	-	878	789	-	-	-	-	-	-	-
Stage 2	848	787	-	664	656	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	11.7	11.3	1.2	0.8
HCM LOS	B	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1317	-	-	632	606	1501	-	-
HCM Lane V/C Ratio	0.011	-	-	0.147	0.053	0.016	-	-
HCM Control Delay (s)	7.8	0	-	11.7	11.3	7.4	0	-
HCM Lane LOS	A	A	-	B	B	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.5	0.2	0.1	-	-

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	47	32	32	64	26	26	18	653	10	12	502	27
Future Volume (veh/h)	47	32	32	64	26	26	18	653	10	12	502	27
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.98	0.99		0.98	1.00		0.95
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	54	37	37	82	33	33	19	702	11	13	528	28
Peak Hour Factor	0.87	0.87	0.87	0.78	0.78	0.78	0.93	0.93	0.93	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	363	248	222	461	186	165	321	1359	21	259	1350	575
Arrive On Green	0.50	0.50	0.50	0.50	0.50	0.50	0.38	0.38	0.38	0.38	0.38	0.38
Sat Flow, veh/h	601	499	447	787	374	333	848	3580	56	736	3554	1514
Grp Volume(v), veh/h	128	0	0	148	0	0	19	348	365	13	528	28
Grp Sat Flow(s),veh/h/ln	1547	0	0	1494	0	0	848	1777	1859	736	1777	1514
Q Serve(g_s), s	0.0	0.0	0.0	0.6	0.0	0.0	1.3	11.9	12.0	1.1	8.6	0.9
Cycle Q Clear(g_c), s	3.1	0.0	0.0	3.7	0.0	0.0	9.9	11.9	12.0	13.1	8.6	0.9
Prop In Lane	0.42		0.29	0.55		0.22	1.00		0.03	1.00		1.00
Lane Grp Cap(c), veh/h	833	0	0	812	0	0	321	675	706	259	1350	575
V/C Ratio(X)	0.15	0.00	0.00	0.18	0.00	0.00	0.06	0.52	0.52	0.05	0.39	0.05
Avail Cap(c_a), veh/h	833	0	0	812	0	0	321	675	706	259	1350	575
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	10.8	0.0	0.0	10.9	0.0	0.0	21.4	18.9	18.9	23.9	17.8	15.5
Incr Delay (d2), s/veh	0.4	0.0	0.0	0.5	0.0	0.0	0.4	2.8	2.7	0.4	0.9	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.2	0.0	0.0	1.5	0.0	0.0	0.3	5.1	5.3	0.2	3.4	0.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	11.2	0.0	0.0	11.4	0.0	0.0	21.8	21.7	21.6	24.3	18.7	15.6
LnGrp LOS	B	A	A	B	A	A	C	C	C	C	B	B
Approach Vol, veh/h		128			148			732			569	
Approach Delay, s/veh		11.2			11.4			21.7			18.7	
Approach LOS		B			B			C			B	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		44.1		34.9		44.1		34.9				
Change Period (Y+Rc), s		4.9		4.9		4.9		4.9				
Max Green Setting (Gmax), s		39.2		30.0		39.2		30.0				
Max Q Clear Time (g_c+I1), s		5.1		15.1		5.7		14.0				
Green Ext Time (p_c), s		0.5		3.1		0.6		4.0				

Intersection Summary												
HCM 6th Ctrl Delay			18.8									
HCM 6th LOS			B									

Intersection	
Int Delay, s/veh	2.9

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	31	8	13	56	21	14
Future Vol, veh/h	31	8	13	56	21	14
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	34	9	14	61	23	15

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	43	0	128	39
Stage 1	-	-	-	-	39	-
Stage 2	-	-	-	-	89	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1566	-	866	1033
Stage 1	-	-	-	-	983	-
Stage 2	-	-	-	-	934	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1566	-	858	1033
Mov Cap-2 Maneuver	-	-	-	-	858	-
Stage 1	-	-	-	-	983	-
Stage 2	-	-	-	-	926	-

Approach	EB	WB	NB
HCM Control Delay, s	0	1.4	9.1
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	920	-	-	1566	-
HCM Lane V/C Ratio	0.041	-	-	0.009	-
HCM Control Delay (s)	9.1	-	-	7.3	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0.1	-	-	0	-

Intersection	
Int Delay, s/veh	0.2

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	2	2	0	82	82	1
Future Vol, veh/h	2	2	0	82	82	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	2	2	0	89	89	1

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	179	90	90	0	-	0
Stage 1	90	-	-	-	-	-
Stage 2	89	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	811	968	1505	-	-	-
Stage 1	934	-	-	-	-	-
Stage 2	934	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	811	968	1505	-	-	-
Mov Cap-2 Maneuver	811	-	-	-	-	-
Stage 1	934	-	-	-	-	-
Stage 2	934	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	9.1	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1505	-	883	-	-
HCM Lane V/C Ratio	-	-	0.005	-	-
HCM Control Delay (s)	0	-	9.1	-	-
HCM Lane LOS	A	-	A	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

Intersection	
Int Delay, s/veh	1.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	1	0	1	6	0	12	2	62	0	6	78	2
Future Vol, veh/h	1	0	1	6	0	12	2	62	0	6	78	2
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	1	0	1	7	0	13	2	67	0	7	85	2

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	178	171	86	172	172	67	87	0	-	67	0	0
Stage 1	100	100	-	71	71	-	-	-	-	-	-	-
Stage 2	78	71	-	101	101	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	784	722	973	791	721	997	1509	-	0	1535	-	-
Stage 1	906	812	-	939	836	-	-	-	0	-	-	-
Stage 2	931	836	-	905	811	-	-	-	0	-	-	-
Platoon blocked, %								-			-	-
Mov Cap-1 Maneuver	770	718	973	786	717	997	1509	-	-	1535	-	-
Mov Cap-2 Maneuver	770	718	-	786	717	-	-	-	-	-	-	-
Stage 1	905	808	-	938	835	-	-	-	-	-	-	-
Stage 2	918	835	-	899	807	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	9.2	9	0.2	0.5
HCM LOS	A	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1509	-	860	915	1535	-	-
HCM Lane V/C Ratio	0.001	-	0.003	0.021	0.004	-	-
HCM Control Delay (s)	7.4	0	9.2	9	7.4	-	-
HCM Lane LOS	A	A	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0	0.1	0	-	-

Intersection	
Int Delay, s/veh	0.4

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	4	2	0	60	84	1
Future Vol, veh/h	4	2	0	60	84	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	4	2	0	65	91	1

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	157	92	92	0	-	0
Stage 1	92	-	-	-	-	-
Stage 2	65	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	834	965	1503	-	-	-
Stage 1	932	-	-	-	-	-
Stage 2	958	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	834	965	1503	-	-	-
Mov Cap-2 Maneuver	834	-	-	-	-	-
Stage 1	932	-	-	-	-	-
Stage 2	958	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	9.2	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1503	-	874	-	-
HCM Lane V/C Ratio	-	-	0.007	-	-
HCM Control Delay (s)	0	-	9.2	-	-
HCM Lane LOS	A	-	A	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

Intersection	
Int Delay, s/veh	2.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	4	49	4	4	74	4	11	0	9	11	0	24
Future Vol, veh/h	4	49	4	4	74	4	11	0	9	11	0	24
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	4	53	4	4	80	4	12	0	10	12	0	26

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	84	0	0	57	0	0	166	155	55	158	155	82
Stage 1	-	-	-	-	-	-	63	63	-	90	90	-
Stage 2	-	-	-	-	-	-	103	92	-	68	65	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1513	-	-	1547	-	-	798	737	1012	808	737	978
Stage 1	-	-	-	-	-	-	948	842	-	917	820	-
Stage 2	-	-	-	-	-	-	903	819	-	942	841	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1513	-	-	1547	-	-	773	733	1012	797	733	978
Mov Cap-2 Maneuver	-	-	-	-	-	-	773	733	-	797	733	-
Stage 1	-	-	-	-	-	-	945	839	-	914	818	-
Stage 2	-	-	-	-	-	-	876	817	-	930	838	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.5	0.4	9.3	9.1
HCM LOS			A	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	865	1513	-	-	1547	-	-	913
HCM Lane V/C Ratio	0.025	0.003	-	-	0.003	-	-	0.042
HCM Control Delay (s)	9.3	7.4	0	-	7.3	-	-	9.1
HCM Lane LOS	A	A	A	-	A	-	-	A
HCM 95th %tile Q(veh)	0.1	0	-	-	0	-	-	0.1

Intersection	
Int Delay, s/veh	0.1

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	1	3	768	5	3	529
Future Vol, veh/h	1	3	768	5	3	529
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1	3	835	5	3	575

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1132	420	0	0	840	0
Stage 1	838	-	-	-	-	-
Stage 2	294	-	-	-	-	-
Critical Hdwy	6.84	6.94	-	-	4.14	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	-	-	2.22	-
Pot Cap-1 Maneuver	197	582	-	-	791	-
Stage 1	385	-	-	-	-	-
Stage 2	730	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	196	582	-	-	791	-
Mov Cap-2 Maneuver	306	-	-	-	-	-
Stage 1	385	-	-	-	-	-
Stage 2	726	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	12.6	0	0.1
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	475	791	-
HCM Lane V/C Ratio	-	-	0.009	0.004	-
HCM Control Delay (s)	-	-	12.6	9.6	-
HCM Lane LOS	-	-	B	A	-
HCM 95th %tile Q(veh)	-	-	0	0	-

Intersection	
Int Delay, s/veh	0

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	1	1	767	4	0	531
Future Vol, veh/h	1	1	767	4	0	531
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	50	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1	1	834	4	0	577

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1125	419	0	0	838	0
Stage 1	836	-	-	-	-	-
Stage 2	289	-	-	-	-	-
Critical Hdwy	6.84	6.94	-	-	4.14	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	-	-	2.22	-
Pot Cap-1 Maneuver	199	583	-	-	792	-
Stage 1	386	-	-	-	-	-
Stage 2	735	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	199	583	-	-	792	-
Mov Cap-2 Maneuver	308	-	-	-	-	-
Stage 1	386	-	-	-	-	-
Stage 2	735	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	14	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	403	792	-
HCM Lane V/C Ratio	-	-	0.005	-	-
HCM Control Delay (s)	-	-	14	0	-
HCM Lane LOS	-	-	B	A	-
HCM 95th %tile Q(veh)	-	-	0	0	-

Intersection	
Int Delay, s/veh	0.1

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	3	3	747	0	0	542
Future Vol, veh/h	3	3	747	0	0	542
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	3	3	812	0	0	589

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1107	406	0	0	-	-
Stage 1	812	-	-	-	-	-
Stage 2	295	-	-	-	-	-
Critical Hdwy	6.84	6.94	-	-	-	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	-	-	-	-
Pot Cap-1 Maneuver	204	594	-	-	0	-
Stage 1	397	-	-	-	0	-
Stage 2	730	-	-	-	0	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	204	594	-	-	-	-
Mov Cap-2 Maneuver	315	-	-	-	-	-
Stage 1	397	-	-	-	-	-
Stage 2	730	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	13.9	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBT
Capacity (veh/h)	-	-	412	-
HCM Lane V/C Ratio	-	-	0.016	-
HCM Control Delay (s)	-	-	13.9	-
HCM Lane LOS	-	-	B	-
HCM 95th %tile Q(veh)	-	-	0	-

Intersection	
Int Delay, s/veh	1.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	7	5	26	13	4	33	33	669	22	33	647	28
Future Vol, veh/h	7	5	26	13	4	33	33	669	22	33	647	28
Conflicting Peds, #/hr	0	0	6	0	0	15	0	0	7	0	0	7
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	77	77	77	77	77	77	92	92	92	86	86	86
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	9	6	34	17	5	43	36	727	24	38	752	33

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1305	1682	406	1279	1686	398	792	0	0	758	0	0
Stage 1	852	852	-	818	818	-	-	-	-	-	-	-
Stage 2	453	830	-	461	868	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	*218	127	594	230	126	*827	824	-	-	1175	-	-
Stage 1	*321	374	-	646	595	-	-	-	-	-	-	-
Stage 2	*779	585	-	550	368	-	-	-	-	-	-	-
Platoon blocked, %	1	1		1	1	1		-	-	1	-	-
Mov Cap-1 Maneuver	*176	109	587	185	108	*809	819	-	-	1167	-	-
Mov Cap-2 Maneuver	*176	109	-	185	108	-	-	-	-	-	-	-
Stage 1	*295	350	-	593	546	-	-	-	-	-	-	-
Stage 2	*666	537	-	476	344	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	19.8	18.2	0.7	0.6
HCM LOS	C	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	819	-	-	292	338	1167	-	-
HCM Lane V/C Ratio	0.044	-	-	0.169	0.192	0.033	-	-
HCM Control Delay (s)	9.6	0.3	-	19.8	18.2	8.2	0.2	-
HCM Lane LOS	A	A	-	C	C	A	A	-
HCM 95th %tile Q(veh)	0.1	-	-	0.6	0.7	0.1	-	-

Notes

~: Volume exceeds capacity $: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

Intersection	
Int Delay, s/veh	4.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	9	23	16	4	23	10	20	75	6	13	98	19
Future Vol, veh/h	9	23	16	4	23	10	20	75	6	13	98	19
Conflicting Peds, #/hr	0	0	23	0	0	15	0	0	9	0	0	24
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	74	74	74	66	66	66	80	80	80	79	79	79
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	12	31	22	6	35	15	25	94	8	16	124	24

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	380	353	183	375	361	122	172	0	0	111	0	0
Stage 1	192	192	-	157	157	-	-	-	-	-	-	-
Stage 2	188	161	-	218	204	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	578	572	859	582	566	929	1405	-	-	1479	-	-
Stage 1	810	742	-	845	768	-	-	-	-	-	-	-
Stage 2	814	765	-	784	733	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	508	537	821	513	531	908	1373	-	-	1466	-	-
Mov Cap-2 Maneuver	508	537	-	513	531	-	-	-	-	-	-	-
Stage 1	777	716	-	822	746	-	-	-	-	-	-	-
Stage 2	738	744	-	706	707	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	11.7	11.7	1.5	0.7
HCM LOS	B	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1373	-	-	600	596	1466	-	-
HCM Lane V/C Ratio	0.018	-	-	0.108	0.094	0.011	-	-
HCM Control Delay (s)	7.7	0	-	11.7	11.7	7.5	0	-
HCM Lane LOS	A	A	-	B	B	A	A	-
HCM 95th %tile Q(veh)	0.1	-	-	0.4	0.3	0	-	-

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	33	27	29	30	40	23	35	689	22	38	563	62
Future Volume (veh/h)	33	27	29	30	40	23	35	689	22	38	563	62
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.99		0.98	0.99		0.98	0.99		0.92	0.99		0.93
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	38	31	34	38	50	29	36	710	23	44	655	72
Peak Hour Factor	0.86	0.86	0.86	0.80	0.80	0.80	0.97	0.97	0.97	0.86	0.86	0.86
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	320	261	253	290	372	197	263	1308	42	250	1327	552
Arrive On Green	0.50	0.50	0.50	0.50	0.50	0.50	0.37	0.37	0.37	0.37	0.37	0.37
Sat Flow, veh/h	512	525	511	456	750	397	722	3502	113	718	3554	1479
Grp Volume(v), veh/h	103	0	0	117	0	0	36	360	373	44	655	72
Grp Sat Flow(s),veh/h/ln	1548	0	0	1603	0	0	722	1777	1839	718	1777	1479
Q Serve(g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	3.0	11.9	12.0	3.9	10.6	2.4
Cycle Q Clear(g_c), s	2.4	0.0	0.0	2.7	0.0	0.0	13.6	11.9	12.0	15.8	10.6	2.4
Prop In Lane	0.37		0.33	0.32		0.25	1.00		0.06	1.00		1.00
Lane Grp Cap(c), veh/h	834	0	0	859	0	0	263	663	687	250	1327	552
V/C Ratio(X)	0.12	0.00	0.00	0.14	0.00	0.00	0.14	0.54	0.54	0.18	0.49	0.13
Avail Cap(c_a), veh/h	834	0	0	859	0	0	263	663	687	250	1327	552
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	10.1	0.0	0.0	10.2	0.0	0.0	23.3	18.5	18.5	24.7	18.1	15.5
Incr Delay (d2), s/veh	0.3	0.0	0.0	0.3	0.0	0.0	1.1	3.2	3.1	1.5	1.3	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.9	0.0	0.0	1.1	0.0	0.0	0.6	5.1	5.2	0.7	4.2	0.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	10.4	0.0	0.0	10.5	0.0	0.0	24.4	21.6	21.5	26.2	19.4	16.0
LnGrp LOS	B	A	A	B	A	A	C	C	C	C	B	B
Approach Vol, veh/h		103			117			769			771	
Approach Delay, s/veh		10.4			10.5			21.7			19.4	
Approach LOS		B			B			C			B	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		42.1		32.9		42.1		32.9				
Change Period (Y+Rc), s		4.9		4.9		4.9		4.9				
Max Green Setting (Gmax), s		37.2		28.0		37.2		28.0				
Max Q Clear Time (g_c+I1), s		4.4		17.8		4.7		15.6				
Green Ext Time (p_c), s		0.4		3.5		0.5		3.8				

Intersection Summary												
HCM 6th Ctrl Delay			19.3									
HCM 6th LOS			B									

Intersection	
Int Delay, s/veh	1.8

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	45	6	11	46	6	10
Future Vol, veh/h	45	6	11	46	6	10
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	49	7	12	50	7	11

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	56	0	127	53
Stage 1	-	-	-	-	53	-
Stage 2	-	-	-	-	74	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1549	-	868	1014
Stage 1	-	-	-	-	970	-
Stage 2	-	-	-	-	949	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1549	-	861	1014
Mov Cap-2 Maneuver	-	-	-	-	861	-
Stage 1	-	-	-	-	970	-
Stage 2	-	-	-	-	941	-

Approach	EB	WB	NB
HCM Control Delay, s	0	1.4	8.9
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	951	-	-	1549	-
HCM Lane V/C Ratio	0.018	-	-	0.008	-
HCM Control Delay (s)	8.9	-	-	7.3	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0.1	-	-	0	-

Intersection	
Int Delay, s/veh	0.3

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	4	2	3	99	120	2
Future Vol, veh/h	4	2	3	99	120	2
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	4	2	3	108	130	2

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	245	131	132	0	-	0
Stage 1	131	-	-	-	-	-
Stage 2	114	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	743	919	1453	-	-	-
Stage 1	895	-	-	-	-	-
Stage 2	911	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	742	919	1453	-	-	-
Mov Cap-2 Maneuver	742	-	-	-	-	-
Stage 1	893	-	-	-	-	-
Stage 2	911	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	9.6	0.2	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1453	-	793	-	-
HCM Lane V/C Ratio	0.002	-	0.008	-	-
HCM Control Delay (s)	7.5	0	9.6	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

Intersection	
Int Delay, s/veh	2.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	3	6	0	28	3	73	1	19	93	0
Future Vol, veh/h	0	0	3	6	0	28	3	73	1	19	93	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	3	7	0	30	3	79	1	21	101	0

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	244	229	101	231	229	80	101	0	0	80	0	0
Stage 1	143	143	-	86	86	-	-	-	-	-	-	-
Stage 2	101	86	-	145	143	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	710	671	954	724	671	980	1491	-	-	1518	-	-
Stage 1	860	779	-	922	824	-	-	-	-	-	-	-
Stage 2	905	824	-	858	779	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	679	660	954	712	660	980	1491	-	-	1518	-	-
Mov Cap-2 Maneuver	679	660	-	712	660	-	-	-	-	-	-	-
Stage 1	858	767	-	920	822	-	-	-	-	-	-	-
Stage 2	875	822	-	842	767	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	8.8	9.1	0.3	1.3
HCM LOS	A	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1491	-	-	954	919	1518	-	-
HCM Lane V/C Ratio	0.002	-	-	0.003	0.04	0.014	-	-
HCM Control Delay (s)	7.4	0	-	8.8	9.1	7.4	-	-
HCM Lane LOS	A	A	-	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0	0.1	0	-	-

Intersection	
Int Delay, s/veh	0.1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	2	0	1	76	100	1
Future Vol, veh/h	2	0	1	76	100	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	2	0	1	83	109	1

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	195	110	110	0	-	0
Stage 1	110	-	-	-	-	-
Stage 2	85	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	794	943	1480	-	-	-
Stage 1	915	-	-	-	-	-
Stage 2	938	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	793	943	1480	-	-	-
Mov Cap-2 Maneuver	793	-	-	-	-	-
Stage 1	914	-	-	-	-	-
Stage 2	938	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	9.6	0.1	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1480	-	793	-	-
HCM Lane V/C Ratio	0.001	-	0.003	-	-
HCM Control Delay (s)	7.4	0	9.6	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

Intersection	
Int Delay, s/veh	2.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	15	56	15	5	70	11	11	0	4	8	0	11
Future Vol, veh/h	15	56	15	5	70	11	11	0	4	8	0	11
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	16	61	16	5	76	12	12	0	4	9	0	12

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	88	0	0	77	0	0	199	199	69	195	201	82
Stage 1	-	-	-	-	-	-	101	101	-	92	92	-
Stage 2	-	-	-	-	-	-	98	98	-	103	109	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1508	-	-	1522	-	-	760	697	994	764	695	978
Stage 1	-	-	-	-	-	-	905	811	-	915	819	-
Stage 2	-	-	-	-	-	-	908	814	-	903	805	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1508	-	-	1522	-	-	743	687	994	753	685	978
Mov Cap-2 Maneuver	-	-	-	-	-	-	743	687	-	753	685	-
Stage 1	-	-	-	-	-	-	895	802	-	905	817	-
Stage 2	-	-	-	-	-	-	894	812	-	889	796	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	1.3	0.4	9.6	9.2
HCM LOS			A	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	797	1508	-	-	1522	-	-	869
HCM Lane V/C Ratio	0.02	0.011	-	-	0.004	-	-	0.024
HCM Control Delay (s)	9.6	7.4	0	-	7.4	-	-	9.2
HCM Lane LOS	A	A	A	-	A	-	-	A
HCM 95th %tile Q(veh)	0.1	0	-	-	0	-	-	0.1

Intersection	
Int Delay, s/veh	0

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	2	3	739	2	0	665
Future Vol, veh/h	2	3	739	2	0	665
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	2	3	803	2	0	723

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1166	403	0	0	-	-
Stage 1	804	-	-	-	-	-
Stage 2	362	-	-	-	-	-
Critical Hdwy	6.84	6.94	-	-	-	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	-	-	-	-
Pot Cap-1 Maneuver	187	597	-	-	0	-
Stage 1	401	-	-	-	0	-
Stage 2	675	-	-	-	0	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	187	597	-	-	-	-
Mov Cap-2 Maneuver	306	-	-	-	-	-
Stage 1	401	-	-	-	-	-
Stage 2	675	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	13.4	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBT
Capacity (veh/h)	-	-	432	-
HCM Lane V/C Ratio	-	-	0.013	-
HCM Control Delay (s)	-	-	13.4	-
HCM Lane LOS	-	-	B	-
HCM 95th %tile Q(veh)	-	-	0	-

Intersection	
Int Delay, s/veh	0.1

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	3	3	739	5	2	661
Future Vol, veh/h	3	3	739	5	2	661
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	50	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	3	3	803	5	2	718

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1169	404	0	0	808	0
Stage 1	806	-	-	-	-	-
Stage 2	363	-	-	-	-	-
Critical Hdwy	6.84	6.94	-	-	4.14	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	-	-	2.22	-
Pot Cap-1 Maneuver	186	596	-	-	813	-
Stage 1	400	-	-	-	-	-
Stage 2	674	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	186	596	-	-	813	-
Mov Cap-2 Maneuver	305	-	-	-	-	-
Stage 1	400	-	-	-	-	-
Stage 2	673	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	14.1	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	404	813	-
HCM Lane V/C Ratio	-	-	0.016	0.003	-
HCM Control Delay (s)	-	-	14.1	9.4	-
HCM Lane LOS	-	-	B	A	-
HCM 95th %tile Q(veh)	-	-	0	0	-

Intersection	
Int Delay, s/veh	0

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	2	1	720	2	0	681
Future Vol, veh/h	2	1	720	2	0	681
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	2	1	783	2	0	740

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1154	393	0	0	-	-
Stage 1	784	-	-	-	-	-
Stage 2	370	-	-	-	-	-
Critical Hdwy	6.84	6.94	-	-	-	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	-	-	-	-
Pot Cap-1 Maneuver	190	606	-	-	0	-
Stage 1	410	-	-	-	0	-
Stage 2	669	-	-	-	0	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	190	606	-	-	-	-
Mov Cap-2 Maneuver	311	-	-	-	-	-
Stage 1	410	-	-	-	-	-
Stage 2	669	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	14.8	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBT
Capacity (veh/h)	-	-	371	-
HCM Lane V/C Ratio	-	-	0.009	-
HCM Control Delay (s)	-	-	14.8	-
HCM Lane LOS	-	-	B	-
HCM 95th %tile Q(veh)	-	-	0	-

Intersection	
Int Delay, s/veh	3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	8	2	28	23	2	68	9	726	11	19	483	6
Future Vol, veh/h	8	2	28	23	2	68	9	726	11	19	483	6
Conflicting Peds, #/hr	0	0	7	0	0	12	0	0	6	0	0	5
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	84	84	84	38	38	38	93	93	93	91	91	91
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	10	2	33	61	5	179	10	781	12	21	531	7

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1007	1401	281	1129	1398	415	543	0	0	799	0	0
Stage 1	582	582	-	813	813	-	-	-	-	-	-	-
Stage 2	425	819	-	316	585	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	*462	223	716	353	224	*801	1022	-	-	1176	-	-
Stage 1	*466	497	-	716	636	-	-	-	-	-	-	-
Stage 2	*755	631	-	670	496	-	-	-	-	-	-	-
Platoon blocked, %	1	1		1	1	1		-	-	1	-	-
Mov Cap-1 Maneuver	*333	210	708	318	212	*787	1017	-	-	1169	-	-
Mov Cap-2 Maneuver	*333	210	-	318	212	-	-	-	-	-	-	-
Stage 1	*455	482	-	698	620	-	-	-	-	-	-	-
Stage 2	*561	615	-	615	481	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	12.6	16.6	0.2	0.4
HCM LOS	B	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1017	-	-	520	553	1169	-	-
HCM Lane V/C Ratio	0.01	-	-	0.087	0.443	0.018	-	-
HCM Control Delay (s)	8.6	0.1	-	12.6	16.6	8.1	0.1	-
HCM Lane LOS	A	A	-	B	C	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.3	2.2	0.1	-	-

Notes

~: Volume exceeds capacity $: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

Intersection	
Int Delay, s/veh	4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	19	19	20	6	7	6	13	71	6	13	57	53
Future Vol, veh/h	19	19	20	6	7	6	13	71	6	13	57	53
Conflicting Peds, #/hr	0	0	15	0	0	4	0	0	6	0	0	21
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	58	58	58	59	59	59	92	92	92	53	53	53
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	33	33	34	10	12	10	14	77	7	25	108	100

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	353	347	194	372	394	91	229	0	0	90	0	0
Stage 1	229	229	-	115	115	-	-	-	-	-	-	-
Stage 2	124	118	-	257	279	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	602	576	847	585	542	967	1339	-	-	1505	-	-
Stage 1	774	715	-	890	800	-	-	-	-	-	-	-
Stage 2	880	798	-	748	680	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	558	544	818	512	512	958	1312	-	-	1496	-	-
Mov Cap-2 Maneuver	558	544	-	512	512	-	-	-	-	-	-	-
Stage 1	750	687	-	875	786	-	-	-	-	-	-	-
Stage 2	845	784	-	660	653	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	11.9	11.3	1.1	0.8
HCM LOS	B	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1312	-	-	621	600	1496	-	-
HCM Lane V/C Ratio	0.011	-	-	0.161	0.054	0.016	-	-
HCM Control Delay (s)	7.8	0	-	11.9	11.3	7.4	0	-
HCM Lane LOS	A	A	-	B	B	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.6	0.2	0.1	-	-

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	47	32	32	73	26	34	18	656	12	14	515	27
Future Volume (veh/h)	47	32	32	73	26	34	18	656	12	14	515	27
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.98	0.99		0.98	1.00		0.95
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	54	37	37	94	33	44	19	705	13	15	542	28
Peak Hour Factor	0.87	0.87	0.87	0.78	0.78	0.78	0.93	0.93	0.93	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	363	248	222	456	163	190	316	1355	25	257	1350	575
Arrive On Green	0.50	0.50	0.50	0.50	0.50	0.50	0.38	0.38	0.38	0.38	0.38	0.38
Sat Flow, veh/h	601	499	447	777	328	383	837	3568	66	732	3554	1514
Grp Volume(v), veh/h	128	0	0	171	0	0	19	351	367	15	542	28
Grp Sat Flow(s),veh/h/ln	1547	0	0	1488	0	0	837	1777	1857	732	1777	1514
Q Serve(g_s), s	0.0	0.0	0.0	1.4	0.0	0.0	1.3	12.1	12.1	1.3	8.8	0.9
Cycle Q Clear(g_c), s	3.1	0.0	0.0	4.5	0.0	0.0	10.2	12.1	12.1	13.3	8.8	0.9
Prop In Lane	0.42		0.29	0.55		0.26	1.00		0.04	1.00		1.00
Lane Grp Cap(c), veh/h	832	0	0	809	0	0	316	675	705	257	1350	575
V/C Ratio(X)	0.15	0.00	0.00	0.21	0.00	0.00	0.06	0.52	0.52	0.06	0.40	0.05
Avail Cap(c_a), veh/h	832	0	0	809	0	0	316	675	705	257	1350	575
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	10.8	0.0	0.0	11.1	0.0	0.0	21.6	18.9	18.9	24.1	17.9	15.5
Incr Delay (d2), s/veh	0.4	0.0	0.0	0.6	0.0	0.0	0.4	2.9	2.7	0.4	0.9	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.2	0.0	0.0	1.7	0.0	0.0	0.3	5.1	5.3	0.2	3.5	0.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	11.2	0.0	0.0	11.7	0.0	0.0	22.0	21.8	21.7	24.5	18.8	15.6
LnGrp LOS	B	A	A	B	A	A	C	C	C	C	B	B
Approach Vol, veh/h		128			171			737			585	
Approach Delay, s/veh		11.2			11.7			21.7			18.8	
Approach LOS		B			B			C			B	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		44.1		34.9		44.1		34.9				
Change Period (Y+Rc), s		4.9		4.9		4.9		4.9				
Max Green Setting (Gmax), s		39.2		30.0		39.2		30.0				
Max Q Clear Time (g_c+I1), s		5.1		15.3		6.5		14.1				
Green Ext Time (p_c), s		0.5		3.2		0.7		4.0				

Intersection Summary												
HCM 6th Ctrl Delay			18.8									
HCM 6th LOS			B									

Intersection	
Int Delay, s/veh	3.9

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	31	11	14	56	42	18
Future Vol, veh/h	31	11	14	56	42	18
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	34	12	15	61	46	20

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	46	0	131	40
Stage 1	-	-	-	-	40	-
Stage 2	-	-	-	-	91	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1562	-	863	1031
Stage 1	-	-	-	-	982	-
Stage 2	-	-	-	-	933	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1562	-	854	1031
Mov Cap-2 Maneuver	-	-	-	-	854	-
Stage 1	-	-	-	-	982	-
Stage 2	-	-	-	-	924	-

Approach	EB	WB	NB
HCM Control Delay, s	0	1.5	9.3
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	900	-	-	1562	-
HCM Lane V/C Ratio	0.072	-	-	0.01	-
HCM Control Delay (s)	9.3	-	-	7.3	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0.2	-	-	0	-

Intersection	
Int Delay, s/veh	0.2

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	2	2	0	85	83	1
Future Vol, veh/h	2	2	0	85	83	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	2	2	0	92	90	1

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	183	91	91	0	-	0
Stage 1	91	-	-	-	-	-
Stage 2	92	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	806	967	1504	-	-	-
Stage 1	933	-	-	-	-	-
Stage 2	932	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	806	967	1504	-	-	-
Mov Cap-2 Maneuver	806	-	-	-	-	-
Stage 1	933	-	-	-	-	-
Stage 2	932	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	9.1	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1504	-	879	-	-
HCM Lane V/C Ratio	-	-	0.005	-	-
HCM Control Delay (s)	0	-	9.1	-	-
HCM Lane LOS	A	-	A	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

Intersection	
Int Delay, s/veh	1.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	1	0	1	6	0	12	2	65	0	6	79	2
Future Vol, veh/h	1	0	1	6	0	12	2	65	0	6	79	2
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	1	0	1	7	0	13	2	71	0	7	86	2

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	183	176	87	177	177	71	88	0	-	71	0	0
Stage 1	101	101	-	75	75	-	-	-	-	-	-	-
Stage 2	82	75	-	102	102	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	778	717	971	785	717	991	1508	-	0	1529	-	-
Stage 1	905	811	-	934	833	-	-	-	0	-	-	-
Stage 2	926	833	-	904	811	-	-	-	0	-	-	-
Platoon blocked, %								-			-	-
Mov Cap-1 Maneuver	764	713	971	780	713	991	1508	-	-	1529	-	-
Mov Cap-2 Maneuver	764	713	-	780	713	-	-	-	-	-	-	-
Stage 1	904	807	-	933	832	-	-	-	-	-	-	-
Stage 2	913	832	-	898	807	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	9.2	9	0.2	0.5
HCM LOS	A	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1508	-	855	909	1529	-	-
HCM Lane V/C Ratio	0.001	-	0.003	0.022	0.004	-	-
HCM Control Delay (s)	7.4	0	9.2	9	7.4	-	-
HCM Lane LOS	A	A	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0	0.1	0	-	-

Intersection	
Int Delay, s/veh	0.4

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	4	2	0	63	85	1
Future Vol, veh/h	4	2	0	63	85	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	4	2	0	68	92	1

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	161	93	93	0	-	0
Stage 1	93	-	-	-	-	-
Stage 2	68	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	830	964	1501	-	-	-
Stage 1	931	-	-	-	-	-
Stage 2	955	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	830	964	1501	-	-	-
Mov Cap-2 Maneuver	830	-	-	-	-	-
Stage 1	931	-	-	-	-	-
Stage 2	955	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	9.2	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1501	-	870	-	-
HCM Lane V/C Ratio	-	-	0.007	-	-
HCM Control Delay (s)	0	-	9.2	-	-
HCM Lane LOS	A	-	A	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

Intersection	
Int Delay, s/veh	3.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	9	49	4	4	74	5	11	0	9	14	0	41
Future Vol, veh/h	9	49	4	4	74	5	11	0	9	14	0	41
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	10	53	4	4	80	5	12	0	10	15	0	45

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	85	0	0	57	0	0	188	168	55	171	168	83
Stage 1	-	-	-	-	-	-	75	75	-	91	91	-
Stage 2	-	-	-	-	-	-	113	93	-	80	77	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1512	-	-	1547	-	-	772	725	1012	792	725	976
Stage 1	-	-	-	-	-	-	934	833	-	916	820	-
Stage 2	-	-	-	-	-	-	892	818	-	929	831	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1512	-	-	1547	-	-	731	718	1012	779	718	976
Mov Cap-2 Maneuver	-	-	-	-	-	-	731	718	-	779	718	-
Stage 1	-	-	-	-	-	-	927	827	-	910	818	-
Stage 2	-	-	-	-	-	-	849	816	-	914	825	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	1.1	0.4	9.4	9.2
HCM LOS			A	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	835	1512	-	-	1547	-	-	917
HCM Lane V/C Ratio	0.026	0.006	-	-	0.003	-	-	0.065
HCM Control Delay (s)	9.4	7.4	0	-	7.3	-	-	9.2
HCM Lane LOS	A	A	A	-	A	-	-	A
HCM 95th %tile Q(veh)	0.1	0	-	-	0	-	-	0.2

Intersection	
Int Delay, s/veh	0.1

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	1	3	779	5	3	544
Future Vol, veh/h	1	3	779	5	3	544
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1	3	847	5	3	591

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1152	426	0	0	852	0
Stage 1	850	-	-	-	-	-
Stage 2	302	-	-	-	-	-
Critical Hdwy	6.84	6.94	-	-	4.14	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	-	-	2.22	-
Pot Cap-1 Maneuver	191	577	-	-	783	-
Stage 1	379	-	-	-	-	-
Stage 2	724	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	190	577	-	-	783	-
Mov Cap-2 Maneuver	301	-	-	-	-	-
Stage 1	379	-	-	-	-	-
Stage 2	720	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	12.7	0	0.1
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	469	783	-
HCM Lane V/C Ratio	-	-	0.009	0.004	-
HCM Control Delay (s)	-	-	12.7	9.6	-
HCM Lane LOS	-	-	B	A	-
HCM 95th %tile Q(veh)	-	-	0	0	-

Intersection	
Int Delay, s/veh	0

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	1	1	778	4	0	546
Future Vol, veh/h	1	1	778	4	0	546
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	50	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1	1	846	4	0	593

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1145	425	0	0	850	0
Stage 1	848	-	-	-	-	-
Stage 2	297	-	-	-	-	-
Critical Hdwy	6.84	6.94	-	-	4.14	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	-	-	2.22	-
Pot Cap-1 Maneuver	193	578	-	-	784	-
Stage 1	380	-	-	-	-	-
Stage 2	728	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	193	578	-	-	784	-
Mov Cap-2 Maneuver	303	-	-	-	-	-
Stage 1	380	-	-	-	-	-
Stage 2	728	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	14.1	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	398	784	-
HCM Lane V/C Ratio	-	-	0.005	-	-
HCM Control Delay (s)	-	-	14.1	0	-
HCM Lane LOS	-	-	B	A	-
HCM 95th %tile Q(veh)	-	-	0	0	-

Intersection	
Int Delay, s/veh	0.1

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	3	6	755	3	0	544
Future Vol, veh/h	3	6	755	3	0	544
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	3	7	821	3	0	591

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1119	412	0	0	-	-
Stage 1	823	-	-	-	-	-
Stage 2	296	-	-	-	-	-
Critical Hdwy	6.84	6.94	-	-	-	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	-	-	-	-
Pot Cap-1 Maneuver	201	589	-	-	0	-
Stage 1	392	-	-	-	0	-
Stage 2	729	-	-	-	0	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	201	589	-	-	-	-
Mov Cap-2 Maneuver	312	-	-	-	-	-
Stage 1	392	-	-	-	-	-
Stage 2	729	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	13.1	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBT
Capacity (veh/h)	-	-	454	-
HCM Lane V/C Ratio	-	-	0.022	-
HCM Control Delay (s)	-	-	13.1	-
HCM Lane LOS	-	-	B	-
HCM 95th %tile Q(veh)	-	-	0.1	-

Intersection	
Int Delay, s/veh	2.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	7	5	26	18	4	37	33	673	22	44	655	28
Future Vol, veh/h	7	5	26	18	4	37	33	673	22	44	655	28
Conflicting Peds, #/hr	0	0	6	0	0	15	0	0	7	0	0	7
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	77	77	77	77	77	77	92	92	92	86	86	86
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	9	6	34	23	5	48	36	732	24	51	762	33

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1344	1723	411	1315	1727	400	802	0	0	763	0	0
Stage 1	888	888	-	823	823	-	-	-	-	-	-	-
Stage 2	456	835	-	492	904	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	*200	118	590	214	117	*827	817	-	-	1168	-	-
Stage 1	*305	360	-	641	591	-	-	-	-	-	-	-
Stage 2	*779	582	-	527	354	-	-	-	-	-	-	-
Platoon blocked, %	1	1		1	1	1		-	-	1	-	-
Mov Cap-1 Maneuver	*157	98	583	167	98	*809	812	-	-	1160	-	-
Mov Cap-2 Maneuver	*157	98	-	167	98	-	-	-	-	-	-	-
Stage 1	*280	329	-	588	542	-	-	-	-	-	-	-
Stage 2	*660	533	-	446	324	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	21.2	20.8	0.7	0.8
HCM LOS	C	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	812	-	-	271	304	1160	-	-
HCM Lane V/C Ratio	0.044	-	-	0.182	0.252	0.044	-	-
HCM Control Delay (s)	9.6	0.3	-	21.2	20.8	8.2	0.3	-
HCM Lane LOS	A	A	-	C	C	A	A	-
HCM 95th %tile Q(veh)	0.1	-	-	0.7	1	0.1	-	-

Notes

~: Volume exceeds capacity $: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

Intersection	
Int Delay, s/veh	4.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	10	24	16	5	24	10	20	76	6	13	100	22
Future Vol, veh/h	10	24	16	5	24	10	20	76	6	13	100	22
Conflicting Peds, #/hr	0	0	23	0	0	15	0	0	9	0	0	24
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	74	74	74	66	66	66	80	80	80	79	79	79
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	14	32	22	8	36	15	25	95	8	16	127	28

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	387	359	188	381	369	123	179	0	0	112	0	0
Stage 1	197	197	-	158	158	-	-	-	-	-	-	-
Stage 2	190	162	-	223	211	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	572	568	854	577	560	928	1397	-	-	1478	-	-
Stage 1	805	738	-	844	767	-	-	-	-	-	-	-
Stage 2	812	764	-	780	728	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	501	533	816	507	525	907	1365	-	-	1465	-	-
Mov Cap-2 Maneuver	501	533	-	507	525	-	-	-	-	-	-	-
Stage 1	772	712	-	821	746	-	-	-	-	-	-	-
Stage 2	734	743	-	700	703	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	11.9	11.8	1.5	0.7
HCM LOS	B	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1365	-	-	591	586	1465	-	-
HCM Lane V/C Ratio	0.018	-	-	0.114	0.101	0.011	-	-
HCM Control Delay (s)	7.7	0	-	11.9	11.8	7.5	0	-
HCM Lane LOS	A	A	-	B	B	A	A	-
HCM 95th %tile Q(veh)	0.1	-	-	0.4	0.3	0	-	-

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	33	27	29	34	40	26	35	702	31	46	568	62
Future Volume (veh/h)	33	27	29	34	40	26	35	702	31	46	568	62
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.99		0.98	0.99		0.98	0.99		0.92	0.99		0.93
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	38	31	34	42	50	32	36	724	32	53	660	72
Peak Hour Factor	0.86	0.86	0.86	0.80	0.80	0.80	0.97	0.97	0.97	0.86	0.86	0.86
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	319	260	253	300	350	204	262	1289	57	241	1327	552
Arrive On Green	0.50	0.50	0.50	0.50	0.50	0.50	0.37	0.37	0.37	0.37	0.37	0.37
Sat Flow, veh/h	511	525	510	476	705	411	719	3452	153	703	3554	1479
Grp Volume(v), veh/h	103	0	0	124	0	0	36	372	384	53	660	72
Grp Sat Flow(s),veh/h/ln	1546	0	0	1592	0	0	719	1777	1828	703	1777	1479
Q Serve(g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	3.0	12.5	12.5	4.8	10.7	2.4
Cycle Q Clear(g_c), s	2.4	0.0	0.0	2.8	0.0	0.0	13.8	12.5	12.5	17.3	10.7	2.4
Prop In Lane	0.37		0.33	0.34		0.26	1.00		0.08	1.00		1.00
Lane Grp Cap(c), veh/h	833	0	0	854	0	0	262	663	682	241	1327	552
V/C Ratio(X)	0.12	0.00	0.00	0.15	0.00	0.00	0.14	0.56	0.56	0.22	0.50	0.13
Avail Cap(c_a), veh/h	833	0	0	854	0	0	262	663	682	241	1327	552
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	10.1	0.0	0.0	10.2	0.0	0.0	23.4	18.6	18.6	25.5	18.1	15.5
Incr Delay (d2), s/veh	0.3	0.0	0.0	0.4	0.0	0.0	1.1	3.4	3.3	2.1	1.3	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.9	0.0	0.0	1.1	0.0	0.0	0.6	5.3	5.5	0.9	4.3	0.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	10.4	0.0	0.0	10.6	0.0	0.0	24.5	22.0	22.0	27.6	19.4	16.0
LnGrp LOS	B	A	A	B	A	A	C	C	C	C	B	B
Approach Vol, veh/h		103			124			792			785	
Approach Delay, s/veh		10.4			10.6			22.1			19.7	
Approach LOS		B			B			C			B	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		42.1		32.9		42.1		32.9				
Change Period (Y+Rc), s		4.9		4.9		4.9		4.9				
Max Green Setting (Gmax), s		37.2		28.0		37.2		28.0				
Max Q Clear Time (g_c+I1), s		4.4		19.3		4.8		15.8				
Green Ext Time (p_c), s		0.4		3.2		0.5		3.9				

Intersection Summary												
HCM 6th Ctrl Delay			19.6									
HCM 6th LOS			B									

Intersection	
Int Delay, s/veh	2.4

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	45	17	15	46	15	12
Future Vol, veh/h	45	17	15	46	15	12
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	49	18	16	50	16	13

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	67	0	140	58
Stage 1	-	-	-	-	58	-
Stage 2	-	-	-	-	82	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1535	-	853	1008
Stage 1	-	-	-	-	965	-
Stage 2	-	-	-	-	941	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1535	-	844	1008
Mov Cap-2 Maneuver	-	-	-	-	844	-
Stage 1	-	-	-	-	965	-
Stage 2	-	-	-	-	931	-

Approach	EB	WB	NB
HCM Control Delay, s	0	1.8	9.1
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	910	-	-	1535	-
HCM Lane V/C Ratio	0.032	-	-	0.011	-
HCM Control Delay (s)	9.1	-	-	7.4	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0.1	-	-	0	-

Intersection	
Int Delay, s/veh	0.3

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	4	2	3	100	123	2
Future Vol, veh/h	4	2	3	100	123	2
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	4	2	3	109	134	2

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	250	135	136	0	-	0
Stage 1	135	-	-	-	-	-
Stage 2	115	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	739	914	1448	-	-	-
Stage 1	891	-	-	-	-	-
Stage 2	910	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	738	914	1448	-	-	-
Mov Cap-2 Maneuver	738	-	-	-	-	-
Stage 1	889	-	-	-	-	-
Stage 2	910	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	9.6	0.2	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1448	-	789	-	-
HCM Lane V/C Ratio	0.002	-	0.008	-	-
HCM Control Delay (s)	7.5	0	9.6	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

Intersection	
Int Delay, s/veh	2.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	3	6	0	28	3	74	1	19	96	0
Future Vol, veh/h	0	0	3	6	0	28	3	74	1	19	96	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	3	7	0	30	3	80	1	21	104	0

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	248	233	104	235	233	81	104	0	0	81	0	0
Stage 1	146	146	-	87	87	-	-	-	-	-	-	-
Stage 2	102	87	-	148	146	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	706	667	951	720	667	979	1488	-	-	1517	-	-
Stage 1	857	776	-	921	823	-	-	-	-	-	-	-
Stage 2	904	823	-	855	776	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	675	656	951	708	656	979	1488	-	-	1517	-	-
Mov Cap-2 Maneuver	675	656	-	708	656	-	-	-	-	-	-	-
Stage 1	855	764	-	919	821	-	-	-	-	-	-	-
Stage 2	874	821	-	839	764	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	8.8	9.1	0.3	1.2
HCM LOS	A	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1488	-	-	951	917	1517	-	-
HCM Lane V/C Ratio	0.002	-	-	0.003	0.04	0.014	-	-
HCM Control Delay (s)	7.4	0	-	8.8	9.1	7.4	-	-
HCM Lane LOS	A	A	-	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0	0.1	0	-	-

Intersection	
Int Delay, s/veh	0.1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	2	0	1	77	103	1
Future Vol, veh/h	2	0	1	77	103	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	2	0	1	84	112	1

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	199	113	113	0	-	0
Stage 1	113	-	-	-	-	-
Stage 2	86	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	790	940	1476	-	-	-
Stage 1	912	-	-	-	-	-
Stage 2	937	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	789	940	1476	-	-	-
Mov Cap-2 Maneuver	789	-	-	-	-	-
Stage 1	911	-	-	-	-	-
Stage 2	937	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	9.6	0.1	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1476	-	789	-	-
HCM Lane V/C Ratio	0.001	-	0.003	-	-
HCM Control Delay (s)	7.4	0	9.6	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

Intersection	
Int Delay, s/veh	2.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	32	56	15	5	70	14	11	0	4	9	0	18
Future Vol, veh/h	32	56	15	5	70	14	11	0	4	9	0	18
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	35	61	16	5	76	15	12	0	4	10	0	20

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	91	0	0	77	0	0	243	240	69	235	241	84
Stage 1	-	-	-	-	-	-	139	139	-	94	94	-
Stage 2	-	-	-	-	-	-	104	101	-	141	147	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1504	-	-	1522	-	-	711	661	994	720	660	975
Stage 1	-	-	-	-	-	-	864	782	-	913	817	-
Stage 2	-	-	-	-	-	-	902	811	-	862	775	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1504	-	-	1522	-	-	683	643	994	702	642	975
Mov Cap-2 Maneuver	-	-	-	-	-	-	683	643	-	702	642	-
Stage 1	-	-	-	-	-	-	843	763	-	891	815	-
Stage 2	-	-	-	-	-	-	881	809	-	838	756	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	2.3	0.4	9.9	9.3
HCM LOS			A	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	745	1504	-	-	1522	-	-	863
HCM Lane V/C Ratio	0.022	0.023	-	-	0.004	-	-	0.034
HCM Control Delay (s)	9.9	7.5	0	-	7.4	-	-	9.3
HCM Lane LOS	A	A	A	-	A	-	-	A
HCM 95th %tile Q(veh)	0.1	0.1	-	-	0	-	-	0.1

Intersection	
Int Delay, s/veh	0

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	2	3	755	2	0	678
Future Vol, veh/h	2	3	755	2	0	678
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	2	3	821	2	0	737

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1191	412	0	0	-	-
Stage 1	822	-	-	-	-	-
Stage 2	369	-	-	-	-	-
Critical Hdwy	6.84	6.94	-	-	-	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	-	-	-	-
Pot Cap-1 Maneuver	180	589	-	-	0	-
Stage 1	392	-	-	-	0	-
Stage 2	670	-	-	-	0	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	180	589	-	-	-	-
Mov Cap-2 Maneuver	299	-	-	-	-	-
Stage 1	392	-	-	-	-	-
Stage 2	670	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	13.6	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBT
Capacity (veh/h)	-	-	424	-
HCM Lane V/C Ratio	-	-	0.013	-
HCM Control Delay (s)	-	-	13.6	-
HCM Lane LOS	-	-	B	-
HCM 95th %tile Q(veh)	-	-	0	-

Intersection	
Int Delay, s/veh	0.1

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	3	3	755	5	2	674
Future Vol, veh/h	3	3	755	5	2	674
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	50	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	3	3	821	5	2	733

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1195	413	0	0	826	0
Stage 1	824	-	-	-	-	-
Stage 2	371	-	-	-	-	-
Critical Hdwy	6.84	6.94	-	-	4.14	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	-	-	2.22	-
Pot Cap-1 Maneuver	179	588	-	-	800	-
Stage 1	391	-	-	-	-	-
Stage 2	668	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	179	588	-	-	800	-
Mov Cap-2 Maneuver	298	-	-	-	-	-
Stage 1	391	-	-	-	-	-
Stage 2	667	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	14.2	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	396	800	-
HCM Lane V/C Ratio	-	-	0.016	0.003	-
HCM Control Delay (s)	-	-	14.2	9.5	-
HCM Lane LOS	-	-	B	A	-
HCM 95th %tile Q(veh)	-	-	0.1	0	-

Intersection	
Int Delay, s/veh	0

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	2	2	723	15	0	689
Future Vol, veh/h	2	2	723	15	0	689
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	2	2	786	16	0	749

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1169	401	0	0	-	-
Stage 1	794	-	-	-	-	-
Stage 2	375	-	-	-	-	-
Critical Hdwy	6.84	6.94	-	-	-	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	-	-	-	-
Pot Cap-1 Maneuver	186	599	-	-	0	-
Stage 1	406	-	-	-	0	-
Stage 2	665	-	-	-	0	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	186	599	-	-	-	-
Mov Cap-2 Maneuver	307	-	-	-	-	-
Stage 1	406	-	-	-	-	-
Stage 2	665	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	14	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBT
Capacity (veh/h)	-	-	406	-
HCM Lane V/C Ratio	-	-	0.011	-
HCM Control Delay (s)	-	-	14	-
HCM Lane LOS	-	-	B	-
HCM 95th %tile Q(veh)	-	-	0	-

Intersection	
Int Delay, s/veh	1.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	10	2	34	13	3	71	8	859	14	20	574	11
Future Vol, veh/h	10	2	34	13	3	71	8	859	14	20	574	11
Conflicting Peds, #/hr	0	0	7	0	0	12	0	0	6	0	0	5
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	11	2	37	14	3	77	9	934	15	22	624	12

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1178	1652	330	1330	1651	493	641	0	0	955	0	0
Stage 1	679	679	-	966	966	-	-	-	-	-	-	-
Stage 2	499	973	-	364	685	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	*371	152	666	260	152	*762	939	-	-	1055	-	-
Stage 1	*408	449	-	623	566	-	-	-	-	-	-	-
Stage 2	*718	561	-	627	447	-	-	-	-	-	-	-
Platoon blocked, %	1	1		1	1	1		-	-	1	-	-
Mov Cap-1 Maneuver	*309	142	658	230	142	*749	935	-	-	1049	-	-
Mov Cap-2 Maneuver	*309	142	-	230	142	-	-	-	-	-	-	-
Stage 1	*398	432	-	607	551	-	-	-	-	-	-	-
Stage 2	*620	546	-	566	430	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	13.6	13.8	0.2	0.4
HCM LOS	B	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	935	-	-	469	505	1049	-	-
HCM Lane V/C Ratio	0.009	-	-	0.107	0.187	0.021	-	-
HCM Control Delay (s)	8.9	0.1	-	13.6	13.8	8.5	0.1	-
HCM Lane LOS	A	A	-	B	B	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.4	0.7	0.1	-	-

Notes

~: Volume exceeds capacity $: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

Intersection	
Int Delay, s/veh	3.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	21	18	24	8	9	8	17	81	7	19	65	60
Future Vol, veh/h	21	18	24	8	9	8	17	81	7	19	65	60
Conflicting Peds, #/hr	0	0	15	0	0	4	0	0	6	0	0	21
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	23	20	26	9	10	9	18	88	8	21	71	65

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	309	305	140	318	333	102	157	0	0	102	0	0
Stage 1	167	167	-	134	134	-	-	-	-	-	-	-
Stage 2	142	138	-	184	199	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	643	608	908	635	587	953	1423	-	-	1490	-	-
Stage 1	835	760	-	869	785	-	-	-	-	-	-	-
Stage 2	861	782	-	818	736	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	600	575	877	575	555	944	1395	-	-	1481	-	-
Mov Cap-2 Maneuver	600	575	-	575	555	-	-	-	-	-	-	-
Stage 1	807	733	-	852	769	-	-	-	-	-	-	-
Stage 2	827	766	-	750	710	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	11	10.8	1.2	1
HCM LOS	B	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1395	-	-	673	648	1481	-	-
HCM Lane V/C Ratio	0.013	-	-	0.102	0.042	0.014	-	-
HCM Control Delay (s)	7.6	0	-	11	10.8	7.5	0	-
HCM Lane LOS	A	A	-	B	B	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.3	0.1	0	-	-

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	43	32	57	91	28	22	31	805	19	14	617	25
Future Volume (veh/h)	43	32	57	91	28	22	31	805	19	14	617	25
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.98	1.00		0.98	1.00		0.95
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	47	35	62	99	30	24	34	875	21	15	671	27
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	284	218	333	526	158	113	266	1346	32	201	1350	575
Arrive On Green	0.50	0.50	0.50	0.50	0.50	0.50	0.38	0.38	0.38	0.38	0.38	0.38
Sat Flow, veh/h	450	438	672	908	318	228	745	3545	85	621	3554	1514
Grp Volume(v), veh/h	144	0	0	153	0	0	34	439	457	15	671	27
Grp Sat Flow(s),veh/h/ln	1561	0	0	1454	0	0	745	1777	1853	621	1777	1514
Q Serve(g_s), s	0.0	0.0	0.0	0.1	0.0	0.0	2.9	16.1	16.1	1.6	11.4	0.9
Cycle Q Clear(g_c), s	3.6	0.0	0.0	3.7	0.0	0.0	14.3	16.1	16.1	17.7	11.4	0.9
Prop In Lane	0.33		0.43	0.65		0.16	1.00		0.05	1.00		1.00
Lane Grp Cap(c), veh/h	835	0	0	797	0	0	266	675	704	201	1350	575
V/C Ratio(X)	0.17	0.00	0.00	0.19	0.00	0.00	0.13	0.65	0.65	0.07	0.50	0.05
Avail Cap(c_a), veh/h	835	0	0	797	0	0	266	675	704	201	1350	575
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	10.9	0.0	0.0	11.0	0.0	0.0	24.2	20.2	20.2	27.5	18.7	15.5
Incr Delay (d2), s/veh	0.4	0.0	0.0	0.5	0.0	0.0	1.0	4.8	4.6	0.7	1.3	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.4	0.0	0.0	1.5	0.0	0.0	0.6	7.0	7.3	0.3	4.6	0.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	11.4	0.0	0.0	11.5	0.0	0.0	25.2	25.0	24.8	28.2	20.0	15.6
LnGrp LOS	B	A	A	B	A	A	C	C	C	C	C	B
Approach Vol, veh/h		144			153			930			713	
Approach Delay, s/veh		11.4			11.5			24.9			20.0	
Approach LOS		B			B			C			C	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		44.1		34.9		44.1		34.9				
Change Period (Y+Rc), s		4.9		4.9		4.9		4.9				
Max Green Setting (Gmax), s		39.2		30.0		39.2		30.0				
Max Q Clear Time (g_c+I1), s		5.6		19.7		5.7		18.1				
Green Ext Time (p_c), s		0.6		3.4		0.7		4.5				

Intersection Summary	
HCM 6th Ctrl Delay	21.1
HCM 6th LOS	C

Intersection	
Int Delay, s/veh	2.5

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	39	8	13	70	20	15
Future Vol, veh/h	39	8	13	70	20	15
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	42	9	14	76	22	16

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	51	0	151	47
Stage 1	-	-	-	-	47	-
Stage 2	-	-	-	-	104	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1555	-	841	1022
Stage 1	-	-	-	-	975	-
Stage 2	-	-	-	-	920	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1555	-	833	1022
Mov Cap-2 Maneuver	-	-	-	-	833	-
Stage 1	-	-	-	-	975	-
Stage 2	-	-	-	-	912	-

Approach	EB	WB	NB
HCM Control Delay, s	0	1.1	9.2
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	905	-	-	1555	-
HCM Lane V/C Ratio	0.042	-	-	0.009	-
HCM Control Delay (s)	9.2	-	-	7.3	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0.1	-	-	0	-

Intersection	
Int Delay, s/veh	0.2

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	2	2	0	99	99	1
Future Vol, veh/h	2	2	0	99	99	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	2	2	0	108	108	1

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	217	109	109	0	-	0
Stage 1	109	-	-	-	-	-
Stage 2	108	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	771	945	1481	-	-	-
Stage 1	916	-	-	-	-	-
Stage 2	916	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	771	945	1481	-	-	-
Mov Cap-2 Maneuver	771	-	-	-	-	-
Stage 1	916	-	-	-	-	-
Stage 2	916	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	9.3	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1481	-	849	-	-
HCM Lane V/C Ratio	-	-	0.005	-	-
HCM Control Delay (s)	0	-	9.3	-	-
HCM Lane LOS	A	-	A	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

Intersection	
Int Delay, s/veh	1.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	1	0	1	6	0	12	2	74	0	6	92	2
Future Vol, veh/h	1	0	1	6	0	12	2	74	0	6	92	2
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	1	0	1	7	0	13	2	80	0	7	100	2

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	206	199	101	200	200	80	102	0	-	80	0	0
Stage 1	115	115	-	84	84	-	-	-	-	-	-	-
Stage 2	91	84	-	116	116	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	752	697	954	759	696	980	1490	-	0	1518	-	-
Stage 1	890	800	-	924	825	-	-	-	0	-	-	-
Stage 2	916	825	-	889	800	-	-	-	0	-	-	-
Platoon blocked, %								-			-	-
Mov Cap-1 Maneuver	738	693	954	754	692	980	1490	-	-	1518	-	-
Mov Cap-2 Maneuver	738	693	-	754	692	-	-	-	-	-	-	-
Stage 1	889	796	-	923	824	-	-	-	-	-	-	-
Stage 2	903	824	-	884	796	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	9.3	9.1	0.2	0.4
HCM LOS	A	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1490	-	832	891	1518	-	-
HCM Lane V/C Ratio	0.001	-	0.003	0.022	0.004	-	-
HCM Control Delay (s)	7.4	0	9.3	9.1	7.4	-	-
HCM Lane LOS	A	A	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0	0.1	0	-	-

Intersection	
Int Delay, s/veh	0.3

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	4	2	0	70	98	1
Future Vol, veh/h	4	2	0	70	98	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	4	2	0	76	107	1

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	184	108	108	0	-	0
Stage 1	108	-	-	-	-	-
Stage 2	76	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	805	946	1483	-	-	-
Stage 1	916	-	-	-	-	-
Stage 2	947	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	805	946	1483	-	-	-
Mov Cap-2 Maneuver	805	-	-	-	-	-
Stage 1	916	-	-	-	-	-
Stage 2	947	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	9.3	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1483	-	847	-	-
HCM Lane V/C Ratio	-	-	0.008	-	-
HCM Control Delay (s)	0	-	9.3	-	-
HCM Lane LOS	A	-	A	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

Intersection	
Int Delay, s/veh	2.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	4	60	4	4	90	4	11	0	9	12	0	24
Future Vol, veh/h	4	60	4	4	90	4	11	0	9	12	0	24
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	4	65	4	4	98	4	12	0	10	13	0	26

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	102	0	0	69	0	0	196	185	67	188	185	100
Stage 1	-	-	-	-	-	-	75	75	-	108	108	-
Stage 2	-	-	-	-	-	-	121	110	-	80	77	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1490	-	-	1532	-	-	763	709	997	772	709	956
Stage 1	-	-	-	-	-	-	934	833	-	897	806	-
Stage 2	-	-	-	-	-	-	883	804	-	929	831	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1490	-	-	1532	-	-	739	705	997	761	705	956
Mov Cap-2 Maneuver	-	-	-	-	-	-	739	705	-	761	705	-
Stage 1	-	-	-	-	-	-	931	831	-	894	804	-
Stage 2	-	-	-	-	-	-	856	802	-	917	829	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.4	0.3	9.4	9.3
HCM LOS			A	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	836	1490	-	-	1532	-	-	881
HCM Lane V/C Ratio	0.026	0.003	-	-	0.003	-	-	0.044
HCM Control Delay (s)	9.4	7.4	0	-	7.4	-	-	9.3
HCM Lane LOS	A	A	A	-	A	-	-	A
HCM 95th %tile Q(veh)	0.1	0	-	-	0	-	-	0.1

Intersection	
Int Delay, s/veh	0.1

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	1	3	919	4	4	632
Future Vol, veh/h	1	3	919	4	4	632
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1	3	999	4	4	687

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1353	502	0	0	1003	0
Stage 1	1001	-	-	-	-	-
Stage 2	352	-	-	-	-	-
Critical Hdwy	6.84	6.94	-	-	4.14	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	-	-	2.22	-
Pot Cap-1 Maneuver	141	515	-	-	686	-
Stage 1	316	-	-	-	-	-
Stage 2	683	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	140	515	-	-	686	-
Mov Cap-2 Maneuver	249	-	-	-	-	-
Stage 1	316	-	-	-	-	-
Stage 2	677	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	14	0	0.1
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	406	686	-
HCM Lane V/C Ratio	-	-	0.011	0.006	-
HCM Control Delay (s)	-	-	14	10.3	-
HCM Lane LOS	-	-	B	B	-
HCM 95th %tile Q(veh)	-	-	0	0	-

Intersection	
Int Delay, s/veh	0

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	1	1	917	4	0	634
Future Vol, veh/h	1	1	917	4	0	634
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	50	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1	1	997	4	0	689

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1344	501	0	0	1001	0
Stage 1	999	-	-	-	-	-
Stage 2	345	-	-	-	-	-
Critical Hdwy	6.84	6.94	-	-	4.14	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	-	-	2.22	-
Pot Cap-1 Maneuver	143	515	-	-	687	-
Stage 1	317	-	-	-	-	-
Stage 2	688	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	143	515	-	-	687	-
Mov Cap-2 Maneuver	251	-	-	-	-	-
Stage 1	317	-	-	-	-	-
Stage 2	688	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	15.7	0	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	338	687	-
HCM Lane V/C Ratio	-	-	0.006	-	-
HCM Control Delay (s)	-	-	15.7	0	-
HCM Lane LOS	-	-	C	A	-
HCM 95th %tile Q(veh)	-	-	0	0	-

Intersection	
Int Delay, s/veh	0.1

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	3	3	893	0	0	649
Future Vol, veh/h	3	3	893	0	0	649
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	3	3	971	0	0	705

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1324	486	0	0	-	-
Stage 1	971	-	-	-	-	-
Stage 2	353	-	-	-	-	-
Critical Hdwy	6.84	6.94	-	-	-	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	-	-	-	-
Pot Cap-1 Maneuver	147	527	-	-	0	-
Stage 1	328	-	-	-	0	-
Stage 2	682	-	-	-	0	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	147	527	-	-	-	-
Mov Cap-2 Maneuver	258	-	-	-	-	-
Stage 1	328	-	-	-	-	-
Stage 2	682	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	15.6	0	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBT
Capacity (veh/h)	-	-	346	-
HCM Lane V/C Ratio	-	-	0.019	-
HCM Control Delay (s)	-	-	15.6	-
HCM Lane LOS	-	-	C	-
HCM 95th %tile Q(veh)	-	-	0.1	-

Intersection	
Int Delay, s/veh	2.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	9	6	31	16	5	39	36	804	26	40	773	37
Future Vol, veh/h	9	6	31	16	5	39	36	804	26	40	773	37
Conflicting Peds, #/hr	0	0	6	0	0	15	0	0	7	0	0	7
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	10	7	34	17	5	42	39	874	28	43	840	40

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1486	1940	453	1489	1946	473	887	0	0	909	0	0
Stage 1	953	953	-	973	973	-	-	-	-	-	-	-
Stage 2	533	987	-	516	973	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	*166	83	554	165	82	*786	759	-	-	1065	-	-
Stage 1	*278	336	-	564	530	-	-	-	-	-	-	-
Stage 2	*741	520	-	510	329	-	-	-	-	-	-	-
Platoon blocked, %	1	1		1	1	1		-	-	1	-	-
Mov Cap-1 Maneuver	*125	68	547	123	67	*769	754	-	-	1058	-	-
Mov Cap-2 Maneuver	*125	68	-	123	67	-	-	-	-	-	-	-
Stage 1	*247	307	-	502	472	-	-	-	-	-	-	-
Stage 2	*611	463	-	428	301	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	27.1	26.1	0.9	0.7
HCM LOS	D	D		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	754	-	-	212	235	1058	-	-
HCM Lane V/C Ratio	0.052	-	-	0.236	0.278	0.041	-	-
HCM Control Delay (s)	10	0.5	-	27.1	26.1	8.5	0.3	-
HCM Lane LOS	B	A	-	D	D	A	A	-
HCM 95th %tile Q(veh)	0.2	-	-	0.9	1.1	0.1	-	-

Notes

~: Volume exceeds capacity $: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

Intersection	
Int Delay, s/veh	4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	11	27	20	5	27	12	23	91	7	17	116	23
Future Vol, veh/h	11	27	20	5	27	12	23	91	7	17	116	23
Conflicting Peds, #/hr	0	0	23	0	0	15	0	0	9	0	0	24
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	12	29	22	5	29	13	25	99	8	18	126	25

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	388	365	186	385	373	127	175	0	0	116	0	0
Stage 1	199	199	-	162	162	-	-	-	-	-	-	-
Stage 2	189	166	-	223	211	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	571	563	856	573	557	923	1401	-	-	1473	-	-
Stage 1	803	736	-	840	764	-	-	-	-	-	-	-
Stage 2	813	761	-	780	728	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	506	528	818	505	522	902	1369	-	-	1460	-	-
Mov Cap-2 Maneuver	506	528	-	505	522	-	-	-	-	-	-	-
Stage 1	770	710	-	817	743	-	-	-	-	-	-	-
Stage 2	744	740	-	703	702	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	11.8	11.7	1.5	0.8
HCM LOS	B	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1369	-	-	596	587	1460	-	-
HCM Lane V/C Ratio	0.018	-	-	0.106	0.081	0.013	-	-
HCM Control Delay (s)	7.7	0	-	11.8	11.7	7.5	0	-
HCM Lane LOS	A	A	-	B	B	A	A	-
HCM 95th %tile Q(veh)	0.1	-	-	0.4	0.3	0	-	-

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	30	29	47	47	45	21	60	843	37	36	700	60
Future Volume (veh/h)	30	29	47	47	45	21	60	843	37	36	700	60
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.99		0.98	0.99		0.98	0.99		0.92	1.00		0.93
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	33	32	51	51	49	23	65	916	40	39	761	65
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	251	247	342	360	336	144	230	1290	56	182	1327	552
Arrive On Green	0.50	0.50	0.50	0.50	0.50	0.50	0.37	0.37	0.37	0.37	0.37	0.37
Sat Flow, veh/h	381	499	690	589	677	291	660	3455	151	586	3554	1479
Grp Volume(v), veh/h	116	0	0	123	0	0	65	471	485	39	761	65
Grp Sat Flow(s),veh/h/ln	1570	0	0	1557	0	0	660	1777	1829	586	1777	1479
Q Serve(g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	6.5	17.0	17.0	4.6	12.8	2.2
Cycle Q Clear(g_c), s	2.7	0.0	0.0	2.8	0.0	0.0	19.3	17.0	17.0	21.5	12.8	2.2
Prop In Lane	0.28		0.44	0.41		0.19	1.00		0.08	1.00		1.00
Lane Grp Cap(c), veh/h	840	0	0	840	0	0	230	663	683	182	1327	552
V/C Ratio(X)	0.14	0.00	0.00	0.15	0.00	0.00	0.28	0.71	0.71	0.21	0.57	0.12
Avail Cap(c_a), veh/h	840	0	0	840	0	0	230	663	683	182	1327	552
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	10.2	0.0	0.0	10.2	0.0	0.0	26.5	20.0	20.0	29.2	18.7	15.4
Incr Delay (d2), s/veh	0.3	0.0	0.0	0.4	0.0	0.0	3.1	6.3	6.2	2.7	1.8	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.1	0.0	0.0	1.1	0.0	0.0	1.2	7.5	7.7	0.7	5.1	0.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	10.6	0.0	0.0	10.6	0.0	0.0	29.5	26.4	26.2	31.9	20.5	15.8
LnGrp LOS	B	A	A	B	A	A	C	C	C	C	C	B
Approach Vol, veh/h		116			123			1021			865	
Approach Delay, s/veh		10.6			10.6			26.5			20.7	
Approach LOS		B			B			C			C	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		42.1		32.9		42.1		32.9				
Change Period (Y+Rc), s		4.9		4.9		4.9		4.9				
Max Green Setting (Gmax), s		37.2		28.0		37.2		28.0				
Max Q Clear Time (g_c+I1), s		4.7		23.5		4.8		21.3				
Green Ext Time (p_c), s		0.5		2.2		0.5		3.4				

Intersection Summary												
HCM 6th Ctrl Delay			22.4									
HCM 6th LOS			C									

Intersection	
Int Delay, s/veh	1.5

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	57	6	11	56	6	10
Future Vol, veh/h	57	6	11	56	6	10
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	62	7	12	61	7	11

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	69	0	151	66
Stage 1	-	-	-	-	66	-
Stage 2	-	-	-	-	85	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1532	-	841	998
Stage 1	-	-	-	-	957	-
Stage 2	-	-	-	-	938	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1532	-	834	998
Mov Cap-2 Maneuver	-	-	-	-	834	-
Stage 1	-	-	-	-	957	-
Stage 2	-	-	-	-	930	-

Approach	EB	WB	NB
HCM Control Delay, s	0	1.2	8.9
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	929	-	-	1532	-
HCM Lane V/C Ratio	0.019	-	-	0.008	-
HCM Control Delay (s)	8.9	-	-	7.4	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0.1	-	-	0	-

Intersection	
Int Delay, s/veh	0.3

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	4	2	3	119	143	2
Future Vol, veh/h	4	2	3	119	143	2
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	4	2	3	129	155	2

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	291	156	157	0	-	0
Stage 1	156	-	-	-	-	-
Stage 2	135	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	700	890	1423	-	-	-
Stage 1	872	-	-	-	-	-
Stage 2	891	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	699	890	1423	-	-	-
Mov Cap-2 Maneuver	699	-	-	-	-	-
Stage 1	870	-	-	-	-	-
Stage 2	891	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	9.8	0.2	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1423	-	753	-	-
HCM Lane V/C Ratio	0.002	-	0.009	-	-
HCM Control Delay (s)	7.5	0	9.8	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

Intersection	
Int Delay, s/veh	1.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	3	6	0	28	3	89	1	18	110	0
Future Vol, veh/h	0	0	3	6	0	28	3	89	1	18	110	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	3	7	0	30	3	97	1	20	120	0

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	279	264	120	266	264	98	120	0	0	98	0	0
Stage 1	160	160	-	104	104	-	-	-	-	-	-	-
Stage 2	119	104	-	162	160	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	673	641	931	687	641	958	1468	-	-	1495	-	-
Stage 1	842	766	-	902	809	-	-	-	-	-	-	-
Stage 2	885	809	-	840	766	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	643	631	931	676	631	958	1468	-	-	1495	-	-
Mov Cap-2 Maneuver	643	631	-	676	631	-	-	-	-	-	-	-
Stage 1	840	755	-	900	807	-	-	-	-	-	-	-
Stage 2	855	807	-	825	755	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	8.9	9.2	0.2	1
HCM LOS	A	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1468	-	-	931	892	1495	-	-
HCM Lane V/C Ratio	0.002	-	-	0.004	0.041	0.013	-	-
HCM Control Delay (s)	7.5	0	-	8.9	9.2	7.4	-	-
HCM Lane LOS	A	A	-	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0	0.1	0	-	-

Intersection	
Int Delay, s/veh	0.1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	2	0	1	89	116	1
Future Vol, veh/h	2	0	1	89	116	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	2	0	1	97	126	1

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	226	127	127	0	-	0
Stage 1	127	-	-	-	-	-
Stage 2	99	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	762	923	1459	-	-	-
Stage 1	899	-	-	-	-	-
Stage 2	925	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	761	923	1459	-	-	-
Mov Cap-2 Maneuver	761	-	-	-	-	-
Stage 1	898	-	-	-	-	-
Stage 2	925	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	9.7	0.1	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1459	-	761	-	-
HCM Lane V/C Ratio	0.001	-	0.003	-	-
HCM Control Delay (s)	7.5	0	9.7	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

Intersection	
Int Delay, s/veh	2.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	15	68	15	5	84	11	12	0	4	8	0	13
Future Vol, veh/h	15	68	15	5	84	11	12	0	4	8	0	13
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	16	74	16	5	91	12	13	0	4	9	0	14

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	103	0	0	90	0	0	228	227	82	223	229	97
Stage 1	-	-	-	-	-	-	114	114	-	107	107	-
Stage 2	-	-	-	-	-	-	114	113	-	116	122	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1489	-	-	1505	-	-	727	672	978	733	671	959
Stage 1	-	-	-	-	-	-	891	801	-	898	807	-
Stage 2	-	-	-	-	-	-	891	802	-	889	795	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1489	-	-	1505	-	-	708	662	978	721	661	959
Mov Cap-2 Maneuver	-	-	-	-	-	-	708	662	-	721	661	-
Stage 1	-	-	-	-	-	-	881	792	-	888	804	-
Stage 2	-	-	-	-	-	-	874	799	-	875	786	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	1.1	0.4	9.8	9.3
HCM LOS			A	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	760	1489	-	-	1505	-	-	852
HCM Lane V/C Ratio	0.023	0.011	-	-	0.004	-	-	0.027
HCM Control Delay (s)	9.8	7.4	0	-	7.4	-	-	9.3
HCM Lane LOS	A	A	A	-	A	-	-	A
HCM 95th %tile Q(veh)	0.1	0	-	-	0	-	-	0.1

Intersection	
Int Delay, s/veh	0

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	2	3	884	2	0	795
Future Vol, veh/h	2	3	884	2	0	795
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	2	3	961	2	0	864

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1394	482	0	0	-	-
Stage 1	962	-	-	-	-	-
Stage 2	432	-	-	-	-	-
Critical Hdwy	6.84	6.94	-	-	-	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	-	-	-	-
Pot Cap-1 Maneuver	133	530	-	-	0	-
Stage 1	331	-	-	-	0	-
Stage 2	622	-	-	-	0	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	133	530	-	-	-	-
Mov Cap-2 Maneuver	250	-	-	-	-	-
Stage 1	331	-	-	-	-	-
Stage 2	622	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	15	0	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBT
Capacity (veh/h)	-	-	366	-
HCM Lane V/C Ratio	-	-	0.015	-
HCM Control Delay (s)	-	-	15	-
HCM Lane LOS	-	-	C	-
HCM 95th %tile Q(veh)	-	-	0	-

Intersection	
Int Delay, s/veh	0.1

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	3	3	884	5	2	792
Future Vol, veh/h	3	3	884	5	2	792
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	50	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	3	3	961	5	2	861

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1399	483	0	0	966	0
Stage 1	964	-	-	-	-	-
Stage 2	435	-	-	-	-	-
Critical Hdwy	6.84	6.94	-	-	4.14	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	-	-	2.22	-
Pot Cap-1 Maneuver	132	530	-	-	709	-
Stage 1	331	-	-	-	-	-
Stage 2	620	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	132	530	-	-	709	-
Mov Cap-2 Maneuver	249	-	-	-	-	-
Stage 1	331	-	-	-	-	-
Stage 2	618	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	15.8	0	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	339	709	-
HCM Lane V/C Ratio	-	-	0.019	0.003	-
HCM Control Delay (s)	-	-	15.8	10.1	-
HCM Lane LOS	-	-	C	B	-
HCM 95th %tile Q(veh)	-	-	0.1	0	-

Intersection	
Int Delay, s/veh	0

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	2	1	862	2	0	814
Future Vol, veh/h	2	1	862	2	0	814
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	2	1	937	2	0	885

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1381	470	0	0	-	-
Stage 1	938	-	-	-	-	-
Stage 2	443	-	-	-	-	-
Critical Hdwy	6.84	6.94	-	-	-	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	-	-	-	-
Pot Cap-1 Maneuver	135	540	-	-	0	-
Stage 1	341	-	-	-	0	-
Stage 2	614	-	-	-	0	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	135	540	-	-	-	-
Mov Cap-2 Maneuver	255	-	-	-	-	-
Stage 1	341	-	-	-	-	-
Stage 2	614	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	16.8	0	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBT
Capacity (veh/h)	-	-	309	-
HCM Lane V/C Ratio	-	-	0.011	-
HCM Control Delay (s)	-	-	16.8	-
HCM Lane LOS	-	-	C	-
HCM 95th %tile Q(veh)	-	-	0	-

Intersection	
Int Delay, s/veh	1.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	10	2	34	26	3	79	8	870	14	23	576	11
Future Vol, veh/h	10	2	34	26	3	79	8	870	14	23	576	11
Conflicting Peds, #/hr	0	0	7	0	0	12	0	0	6	0	0	5
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	11	2	37	28	3	86	9	946	15	25	626	12

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1192	1672	331	1349	1671	499	643	0	0	967	0	0
Stage 1	687	687	-	978	978	-	-	-	-	-	-	-
Stage 2	505	985	-	371	693	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	*369	148	665	254	148	*755	938	-	-	1053	-	-
Stage 1	*403	446	-	625	566	-	-	-	-	-	-	-
Stage 2	*712	560	-	622	443	-	-	-	-	-	-	-
Platoon blocked, %	1	1		1	1	1		-	-	1	-	-
Mov Cap-1 Maneuver	*301	138	657	224	138	*742	934	-	-	1047	-	-
Mov Cap-2 Maneuver	*301	138	-	224	138	-	-	-	-	-	-	-
Stage 1	*393	427	-	608	551	-	-	-	-	-	-	-
Stage 2	*606	545	-	559	424	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	13.7	16.1	0.2	0.4
HCM LOS	B	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	934	-	-	462	442	1047	-	-
HCM Lane V/C Ratio	0.009	-	-	0.108	0.266	0.024	-	-
HCM Control Delay (s)	8.9	0.1	-	13.7	16.1	8.5	0.1	-
HCM Lane LOS	A	A	-	B	C	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.4	1.1	0.1	-	-

Notes

~: Volume exceeds capacity $: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

Intersection	
Int Delay, s/veh	3.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	24	19	24	8	9	8	17	83	8	19	66	61
Future Vol, veh/h	24	19	24	8	9	8	17	83	8	19	66	61
Conflicting Peds, #/hr	0	0	15	0	0	4	0	0	6	0	0	21
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	26	21	26	9	10	9	18	90	9	21	72	66

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	312	309	141	323	338	105	159	0	0	105	0	0
Stage 1	168	168	-	137	137	-	-	-	-	-	-	-
Stage 2	144	141	-	186	201	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	641	605	907	630	583	949	1420	-	-	1486	-	-
Stage 1	834	759	-	866	783	-	-	-	-	-	-	-
Stage 2	859	780	-	816	735	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	598	572	876	570	551	940	1392	-	-	1478	-	-
Mov Cap-2 Maneuver	598	572	-	570	551	-	-	-	-	-	-	-
Stage 1	806	732	-	849	767	-	-	-	-	-	-	-
Stage 2	825	764	-	746	709	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	11.1	10.8	1.2	1
HCM LOS	B	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1392	-	-	665	643	1478	-	-
HCM Lane V/C Ratio	0.013	-	-	0.11	0.042	0.014	-	-
HCM Control Delay (s)	7.6	0	-	11.1	10.8	7.5	0	-
HCM Lane LOS	A	A	-	B	B	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.4	0.1	0	-	-

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	43	32	57	100	28	30	31	808	21	16	630	25
Future Volume (veh/h)	43	32	57	100	28	30	31	808	21	16	630	25
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.98	1.00		0.98	1.00		0.95
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	47	35	62	109	30	33	34	878	23	17	685	27
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	283	217	333	515	142	138	261	1343	35	199	1350	575
Arrive On Green	0.50	0.50	0.50	0.50	0.50	0.50	0.38	0.38	0.38	0.38	0.38	0.38
Sat Flow, veh/h	449	438	671	887	287	279	735	3536	93	618	3554	1514
Grp Volume(v), veh/h	144	0	0	172	0	0	34	441	460	17	685	27
Grp Sat Flow(s),veh/h/ln	1558	0	0	1453	0	0	735	1777	1852	618	1777	1514
Q Serve(g_s), s	0.0	0.0	0.0	0.7	0.0	0.0	2.9	16.2	16.2	1.8	11.7	0.9
Cycle Q Clear(g_c), s	3.6	0.0	0.0	4.4	0.0	0.0	14.6	16.2	16.2	18.0	11.7	0.9
Prop In Lane	0.33		0.43	0.63		0.19	1.00		0.05	1.00		1.00
Lane Grp Cap(c), veh/h	834	0	0	795	0	0	261	675	703	199	1350	575
V/C Ratio(X)	0.17	0.00	0.00	0.22	0.00	0.00	0.13	0.65	0.65	0.09	0.51	0.05
Avail Cap(c_a), veh/h	834	0	0	795	0	0	261	675	703	199	1350	575
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	10.9	0.0	0.0	11.1	0.0	0.0	24.5	20.2	20.2	27.7	18.8	15.5
Incr Delay (d2), s/veh	0.5	0.0	0.0	0.6	0.0	0.0	1.0	4.9	4.7	0.8	1.4	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.4	0.0	0.0	1.7	0.0	0.0	0.6	7.2	7.5	0.3	4.8	0.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	11.4	0.0	0.0	11.7	0.0	0.0	25.5	25.1	24.9	28.5	20.2	15.6
LnGrp LOS	B	A	A	B	A	A	C	C	C	C	C	B
Approach Vol, veh/h		144			172			935			729	
Approach Delay, s/veh		11.4			11.7			25.0			20.2	
Approach LOS		B			B			C			C	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		44.1		34.9		44.1		34.9				
Change Period (Y+Rc), s		4.9		4.9		4.9		4.9				
Max Green Setting (Gmax), s		39.2		30.0		39.2		30.0				
Max Q Clear Time (g_c+I1), s		5.6		20.0		6.4		18.2				
Green Ext Time (p_c), s		0.6		3.5		0.8		4.7				

Intersection Summary	
HCM 6th Ctrl Delay	21.1
HCM 6th LOS	C

Intersection	
Int Delay, s/veh	3.4

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	39	11	14	70	41	19
Future Vol, veh/h	39	11	14	70	41	19
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	42	12	15	76	45	21

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	54	0	154	48
Stage 1	-	-	-	-	48	-
Stage 2	-	-	-	-	106	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1551	-	838	1021
Stage 1	-	-	-	-	974	-
Stage 2	-	-	-	-	918	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1551	-	830	1021
Mov Cap-2 Maneuver	-	-	-	-	830	-
Stage 1	-	-	-	-	974	-
Stage 2	-	-	-	-	909	-

Approach	EB	WB	NB
HCM Control Delay, s	0	1.2	9.4
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	882	-	-	1551	-
HCM Lane V/C Ratio	0.074	-	-	0.01	-
HCM Control Delay (s)	9.4	-	-	7.3	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0.2	-	-	0	-

Intersection	
Int Delay, s/veh	0.2

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	2	2	0	102	100	1
Future Vol, veh/h	2	2	0	102	100	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	2	2	0	111	109	1

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	221	110	110	0	-	0
Stage 1	110	-	-	-	-	-
Stage 2	111	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	767	943	1480	-	-	-
Stage 1	915	-	-	-	-	-
Stage 2	914	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	767	943	1480	-	-	-
Mov Cap-2 Maneuver	767	-	-	-	-	-
Stage 1	915	-	-	-	-	-
Stage 2	914	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	9.3	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1480	-	846	-	-
HCM Lane V/C Ratio	-	-	0.005	-	-
HCM Control Delay (s)	0	-	9.3	-	-
HCM Lane LOS	A	-	A	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

Intersection	
Int Delay, s/veh	1.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	1	0	1	6	0	12	2	77	0	6	93	2
Future Vol, veh/h	1	0	1	6	0	12	2	77	0	6	93	2
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	1	0	1	7	0	13	2	84	0	7	101	2

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	211	204	102	205	205	84	103	0	-	84	0	0
Stage 1	116	116	-	88	88	-	-	-	-	-	-	-
Stage 2	95	88	-	117	117	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	746	692	953	753	691	975	1489	-	0	1513	-	-
Stage 1	889	800	-	920	822	-	-	-	0	-	-	-
Stage 2	912	822	-	888	799	-	-	-	0	-	-	-
Platoon blocked, %								-			-	-
Mov Cap-1 Maneuver	733	688	953	748	687	975	1489	-	-	1513	-	-
Mov Cap-2 Maneuver	733	688	-	748	687	-	-	-	-	-	-	-
Stage 1	888	796	-	919	821	-	-	-	-	-	-	-
Stage 2	899	821	-	883	795	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	9.4	9.2	0.2	0.4
HCM LOS	A	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1489	-	829	885	1513	-	-
HCM Lane V/C Ratio	0.001	-	0.003	0.022	0.004	-	-
HCM Control Delay (s)	7.4	0	9.4	9.2	7.4	-	-
HCM Lane LOS	A	A	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0	0.1	0	-	-

Intersection	
Int Delay, s/veh	0.3

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	4	2	0	73	99	1
Future Vol, veh/h	4	2	0	73	99	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	4	2	0	79	108	1

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	188	109	109	0	-	0
Stage 1	109	-	-	-	-	-
Stage 2	79	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	801	945	1481	-	-	-
Stage 1	916	-	-	-	-	-
Stage 2	944	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	801	945	1481	-	-	-
Mov Cap-2 Maneuver	801	-	-	-	-	-
Stage 1	916	-	-	-	-	-
Stage 2	944	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	9.3	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1481	-	844	-	-
HCM Lane V/C Ratio	-	-	0.008	-	-
HCM Control Delay (s)	0	-	9.3	-	-
HCM Lane LOS	A	-	A	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

Intersection	
Int Delay, s/veh	3.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	9	60	4	4	90	5	11	0	9	15	0	41
Future Vol, veh/h	9	60	4	4	90	5	11	0	9	15	0	41
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	10	65	4	4	98	5	12	0	10	16	0	45

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	103	0	0	69	0	0	218	198	67	201	198	101
Stage 1	-	-	-	-	-	-	87	87	-	109	109	-
Stage 2	-	-	-	-	-	-	131	111	-	92	89	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1489	-	-	1532	-	-	738	698	997	757	698	954
Stage 1	-	-	-	-	-	-	921	823	-	896	805	-
Stage 2	-	-	-	-	-	-	873	804	-	915	821	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1489	-	-	1532	-	-	698	691	997	744	691	954
Mov Cap-2 Maneuver	-	-	-	-	-	-	698	691	-	744	691	-
Stage 1	-	-	-	-	-	-	915	817	-	890	803	-
Stage 2	-	-	-	-	-	-	830	802	-	900	815	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.9	0.3	9.6	9.4
HCM LOS			A	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	807	1489	-	-	1532	-	-	887
HCM Lane V/C Ratio	0.027	0.007	-	-	0.003	-	-	0.069
HCM Control Delay (s)	9.6	7.4	0	-	7.4	-	-	9.4
HCM Lane LOS	A	A	A	-	A	-	-	A
HCM 95th %tile Q(veh)	0.1	0	-	-	0	-	-	0.2

Intersection	
Int Delay, s/veh	0.1

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	1	3	930	4	4	647
Future Vol, veh/h	1	3	930	4	4	647
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1	3	1011	4	4	703

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1373	508	0	0	1015	0
Stage 1	1013	-	-	-	-	-
Stage 2	360	-	-	-	-	-
Critical Hdwy	6.84	6.94	-	-	4.14	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	-	-	2.22	-
Pot Cap-1 Maneuver	137	510	-	-	679	-
Stage 1	312	-	-	-	-	-
Stage 2	677	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	136	510	-	-	679	-
Mov Cap-2 Maneuver	245	-	-	-	-	-
Stage 1	312	-	-	-	-	-
Stage 2	670	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	14.1	0	0.1
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	401	679	-
HCM Lane V/C Ratio	-	-	0.011	0.006	-
HCM Control Delay (s)	-	-	14.1	10.3	-
HCM Lane LOS	-	-	B	B	-
HCM 95th %tile Q(veh)	-	-	0	0	-

Intersection	
Int Delay, s/veh	0

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	1	1	928	4	0	649
Future Vol, veh/h	1	1	928	4	0	649
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	50	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1	1	1009	4	0	705

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1364	507	0	0	1013	0
Stage 1	1011	-	-	-	-	-
Stage 2	353	-	-	-	-	-
Critical Hdwy	6.84	6.94	-	-	4.14	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	-	-	2.22	-
Pot Cap-1 Maneuver	139	511	-	-	680	-
Stage 1	312	-	-	-	-	-
Stage 2	682	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	139	511	-	-	680	-
Mov Cap-2 Maneuver	247	-	-	-	-	-
Stage 1	312	-	-	-	-	-
Stage 2	682	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	15.9	0	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	333	680	-
HCM Lane V/C Ratio	-	-	0.007	-	-
HCM Control Delay (s)	-	-	15.9	0	-
HCM Lane LOS	-	-	C	A	-
HCM 95th %tile Q(veh)	-	-	0	0	-

Intersection	
Int Delay, s/veh	0.1

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	3	6	901	3	0	651
Future Vol, veh/h	3	6	901	3	0	651
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	3	7	979	3	0	708

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1335	491	0	0	-	-
Stage 1	981	-	-	-	-	-
Stage 2	354	-	-	-	-	-
Critical Hdwy	6.84	6.94	-	-	-	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	-	-	-	-
Pot Cap-1 Maneuver	145	523	-	-	0	-
Stage 1	324	-	-	-	0	-
Stage 2	681	-	-	-	0	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	145	523	-	-	-	-
Mov Cap-2 Maneuver	255	-	-	-	-	-
Stage 1	324	-	-	-	-	-
Stage 2	681	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	14.5	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBT
Capacity (veh/h)	-	-	387	-
HCM Lane V/C Ratio	-	-	0.025	-
HCM Control Delay (s)	-	-	14.5	-
HCM Lane LOS	-	-	B	-
HCM 95th %tile Q(veh)	-	-	0.1	-

Intersection	
Int Delay, s/veh	2.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	9	6	31	21	5	43	36	808	26	51	781	37
Future Vol, veh/h	9	6	31	21	5	43	36	808	26	51	781	37
Conflicting Peds, #/hr	0	0	6	0	0	15	0	0	7	0	0	7
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	10	7	34	23	5	47	39	878	28	55	849	40

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1521	1977	458	1521	1983	475	896	0	0	913	0	0
Stage 1	986	986	-	977	977	-	-	-	-	-	-	-
Stage 2	535	991	-	544	1006	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	*153	78	550	153	76	*786	753	-	-	1060	-	-
Stage 1	*266	324	-	560	527	-	-	-	-	-	-	-
Stage 2	*741	517	-	491	317	-	-	-	-	-	-	-
Platoon blocked, %	1	1		1	1	1		-	-	1	-	-
Mov Cap-1 Maneuver	*111	61	543	111	60	*769	748	-	-	1053	-	-
Mov Cap-2 Maneuver	*111	61	-	111	60	-	-	-	-	-	-	-
Stage 1	*236	288	-	497	468	-	-	-	-	-	-	-
Stage 2	*606	459	-	401	282	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	29.9	31.4	0.9	0.9
HCM LOS	D	D		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	748	-	-	194	210	1053	-	-
HCM Lane V/C Ratio	0.052	-	-	0.258	0.357	0.053	-	-
HCM Control Delay (s)	10.1	0.5	-	29.9	31.4	8.6	0.4	-
HCM Lane LOS	B	A	-	D	D	A	A	-
HCM 95th %tile Q(veh)	0.2	-	-	1	1.5	0.2	-	-

Notes

~: Volume exceeds capacity $: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

Intersection	
Int Delay, s/veh	4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	12	28	20	6	28	12	23	92	7	17	118	26
Future Vol, veh/h	12	28	20	6	28	12	23	92	7	17	118	26
Conflicting Peds, #/hr	0	0	23	0	0	15	0	0	9	0	0	24
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	13	30	22	7	30	13	25	100	8	18	128	28

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	393	369	189	390	379	128	180	0	0	117	0	0
Stage 1	202	202	-	163	163	-	-	-	-	-	-	-
Stage 2	191	167	-	227	216	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	566	560	853	569	553	922	1396	-	-	1471	-	-
Stage 1	800	734	-	839	763	-	-	-	-	-	-	-
Stage 2	811	760	-	776	724	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	500	524	815	500	518	901	1364	-	-	1458	-	-
Mov Cap-2 Maneuver	500	524	-	500	518	-	-	-	-	-	-	-
Stage 1	766	707	-	816	741	-	-	-	-	-	-	-
Stage 2	740	738	-	697	697	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	11.9	11.8	1.4	0.8
HCM LOS	B	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1364	-	-	588	580	1458	-	-
HCM Lane V/C Ratio	0.018	-	-	0.111	0.086	0.013	-	-
HCM Control Delay (s)	7.7	0	-	11.9	11.8	7.5	0	-
HCM Lane LOS	A	A	-	B	B	A	A	-
HCM 95th %tile Q(veh)	0.1	-	-	0.4	0.3	0	-	-

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	30	29	47	51	45	24	60	856	46	44	705	60
Future Volume (veh/h)	30	29	47	51	45	24	60	856	46	44	705	60
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.99		0.98	0.99		0.98	1.00		0.92	1.00		0.93
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	33	32	51	55	49	26	65	930	50	48	766	65
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	250	247	342	366	317	154	228	1274	69	176	1327	552
Arrive On Green	0.50	0.50	0.50	0.50	0.50	0.50	0.37	0.37	0.37	0.37	0.37	0.37
Sat Flow, veh/h	380	499	690	600	640	310	657	3413	183	574	3554	1479
Grp Volume(v), veh/h	116	0	0	130	0	0	65	484	496	48	766	65
Grp Sat Flow(s),veh/h/ln	1569	0	0	1549	0	0	657	1777	1820	574	1777	1479
Q Serve(g_s), s	0.0	0.0	0.0	0.2	0.0	0.0	6.6	17.6	17.6	5.9	12.9	2.2
Cycle Q Clear(g_c), s	2.7	0.0	0.0	3.0	0.0	0.0	19.5	17.6	17.6	23.5	12.9	2.2
Prop In Lane	0.28		0.44	0.42		0.20	1.00		0.10	1.00		1.00
Lane Grp Cap(c), veh/h	840	0	0	837	0	0	228	663	679	176	1327	552
V/C Ratio(X)	0.14	0.00	0.00	0.16	0.00	0.00	0.28	0.73	0.73	0.27	0.58	0.12
Avail Cap(c_a), veh/h	840	0	0	837	0	0	228	663	679	176	1327	552
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	10.2	0.0	0.0	10.3	0.0	0.0	26.6	20.2	20.2	30.4	18.8	15.4
Incr Delay (d2), s/veh	0.3	0.0	0.0	0.4	0.0	0.0	3.1	6.9	6.8	3.8	1.8	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.1	0.0	0.0	1.2	0.0	0.0	1.2	7.9	8.1	1.0	5.2	0.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	10.6	0.0	0.0	10.7	0.0	0.0	29.7	27.2	27.0	34.2	20.6	15.8
LnGrp LOS	B	A	A	B	A	A	C	C	C	C	C	B
Approach Vol, veh/h		116			130			1045			879	
Approach Delay, s/veh		10.6			10.7			27.3			21.0	
Approach LOS		B			B			C			C	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		42.1		32.9		42.1		32.9				
Change Period (Y+Rc), s		4.9		4.9		4.9		4.9				
Max Green Setting (Gmax), s		37.2		28.0		37.2		28.0				
Max Q Clear Time (g_c+I1), s		4.7		25.5		5.0		21.5				
Green Ext Time (p_c), s		0.5		1.4		0.5		3.4				

Intersection Summary												
HCM 6th Ctrl Delay			22.8									
HCM 6th LOS			C									

Intersection	
Int Delay, s/veh	2.1

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	57	17	15	56	15	12
Future Vol, veh/h	57	17	15	56	15	12
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	62	18	16	61	16	13

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	80	0	164	71
Stage 1	-	-	-	-	71	-
Stage 2	-	-	-	-	93	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1518	-	827	991
Stage 1	-	-	-	-	952	-
Stage 2	-	-	-	-	931	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1518	-	818	991
Mov Cap-2 Maneuver	-	-	-	-	818	-
Stage 1	-	-	-	-	952	-
Stage 2	-	-	-	-	921	-

Approach	EB	WB	NB
HCM Control Delay, s	0	1.6	9.2
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	887	-	-	1518	-
HCM Lane V/C Ratio	0.033	-	-	0.011	-
HCM Control Delay (s)	9.2	-	-	7.4	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0.1	-	-	0	-

Intersection	
Int Delay, s/veh	0.3

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	4	2	3	120	146	2
Future Vol, veh/h	4	2	3	120	146	2
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	4	2	3	130	159	2

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	296	160	161	0	-	0
Stage 1	160	-	-	-	-	-
Stage 2	136	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	695	885	1418	-	-	-
Stage 1	869	-	-	-	-	-
Stage 2	890	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	694	885	1418	-	-	-
Mov Cap-2 Maneuver	694	-	-	-	-	-
Stage 1	867	-	-	-	-	-
Stage 2	890	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	9.9	0.2	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1418	-	748	-	-
HCM Lane V/C Ratio	0.002	-	0.009	-	-
HCM Control Delay (s)	7.5	0	9.9	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

Intersection	
Int Delay, s/veh	1.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	3	6	0	28	3	90	1	18	113	0
Future Vol, veh/h	0	0	3	6	0	28	3	90	1	18	113	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	3	7	0	30	3	98	1	20	123	0

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	283	268	123	270	268	99	123	0	0	99	0	0
Stage 1	163	163	-	105	105	-	-	-	-	-	-	-
Stage 2	120	105	-	165	163	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	669	638	928	683	638	957	1464	-	-	1494	-	-
Stage 1	839	763	-	901	808	-	-	-	-	-	-	-
Stage 2	884	808	-	837	763	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	640	628	928	672	628	957	1464	-	-	1494	-	-
Mov Cap-2 Maneuver	640	628	-	672	628	-	-	-	-	-	-	-
Stage 1	837	752	-	899	806	-	-	-	-	-	-	-
Stage 2	854	806	-	822	752	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	8.9	9.2	0.2	1
HCM LOS	A	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1464	-	-	928	890	1494	-	-
HCM Lane V/C Ratio	0.002	-	-	0.004	0.042	0.013	-	-
HCM Control Delay (s)	7.5	0	-	8.9	9.2	7.4	-	-
HCM Lane LOS	A	A	-	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0	0.1	0	-	-

Intersection	
Int Delay, s/veh	0.1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	2	0	1	90	119	1
Future Vol, veh/h	2	0	1	90	119	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	2	0	1	98	129	1

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	230	130	130	0	-	0
Stage 1	130	-	-	-	-	-
Stage 2	100	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	758	920	1455	-	-	-
Stage 1	896	-	-	-	-	-
Stage 2	924	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	757	920	1455	-	-	-
Mov Cap-2 Maneuver	757	-	-	-	-	-
Stage 1	895	-	-	-	-	-
Stage 2	924	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	9.8	0.1	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1455	-	757	-	-
HCM Lane V/C Ratio	0.001	-	0.003	-	-
HCM Control Delay (s)	7.5	0	9.8	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

Intersection	
Int Delay, s/veh	2.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	32	68	15	5	84	14	12	0	4	9	0	20
Future Vol, veh/h	32	68	15	5	84	14	12	0	4	9	0	20
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	35	74	16	5	91	15	13	0	4	10	0	22

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	106	0	0	90	0	0	272	268	82	263	269	99
Stage 1	-	-	-	-	-	-	152	152	-	109	109	-
Stage 2	-	-	-	-	-	-	120	116	-	154	160	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1485	-	-	1505	-	-	680	638	978	690	637	957
Stage 1	-	-	-	-	-	-	850	772	-	896	805	-
Stage 2	-	-	-	-	-	-	884	800	-	848	766	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1485	-	-	1505	-	-	650	619	978	672	619	957
Mov Cap-2 Maneuver	-	-	-	-	-	-	650	619	-	672	619	-
Stage 1	-	-	-	-	-	-	829	753	-	874	802	-
Stage 2	-	-	-	-	-	-	860	797	-	823	747	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	2.1	0.4	10.2	9.4
HCM LOS			B	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	709	1485	-	-	1505	-	-	846
HCM Lane V/C Ratio	0.025	0.023	-	-	0.004	-	-	0.037
HCM Control Delay (s)	10.2	7.5	0	-	7.4	-	-	9.4
HCM Lane LOS	B	A	A	-	A	-	-	A
HCM 95th %tile Q(veh)	0.1	0.1	-	-	0	-	-	0.1

Intersection	
Int Delay, s/veh	0

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	2	3	900	2	0	808
Future Vol, veh/h	2	3	900	2	0	808
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	2	3	978	2	0	878

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1418	490	0	0	-	-
Stage 1	979	-	-	-	-	-
Stage 2	439	-	-	-	-	-
Critical Hdwy	6.84	6.94	-	-	-	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	-	-	-	-
Pot Cap-1 Maneuver	128	524	-	-	0	-
Stage 1	325	-	-	-	0	-
Stage 2	617	-	-	-	0	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	128	524	-	-	-	-
Mov Cap-2 Maneuver	245	-	-	-	-	-
Stage 1	325	-	-	-	-	-
Stage 2	617	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	15.2	0	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBT
Capacity (veh/h)	-	-	360	-
HCM Lane V/C Ratio	-	-	0.015	-
HCM Control Delay (s)	-	-	15.2	-
HCM Lane LOS	-	-	C	-
HCM 95th %tile Q(veh)	-	-	0	-

Intersection	
Int Delay, s/veh	0.1

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	3	3	900	5	2	805
Future Vol, veh/h	3	3	900	5	2	805
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	50	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	3	3	978	5	2	875

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1423	492	0	0	983	0
Stage 1	981	-	-	-	-	-
Stage 2	442	-	-	-	-	-
Critical Hdwy	6.84	6.94	-	-	4.14	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	-	-	2.22	-
Pot Cap-1 Maneuver	127	522	-	-	698	-
Stage 1	324	-	-	-	-	-
Stage 2	615	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	127	522	-	-	698	-
Mov Cap-2 Maneuver	244	-	-	-	-	-
Stage 1	324	-	-	-	-	-
Stage 2	613	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	16	0	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	333	698	-
HCM Lane V/C Ratio	-	-	0.02	0.003	-
HCM Control Delay (s)	-	-	16	10.2	-
HCM Lane LOS	-	-	C	B	-
HCM 95th %tile Q(veh)	-	-	0.1	0	-

Intersection	
Int Delay, s/veh	0

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	2	2	865	15	0	822
Future Vol, veh/h	2	2	865	15	0	822
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	2	2	940	16	0	893

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1395	478	0	0	-	-
Stage 1	948	-	-	-	-	-
Stage 2	447	-	-	-	-	-
Critical Hdwy	6.84	6.94	-	-	-	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	-	-	-	-
Pot Cap-1 Maneuver	132	534	-	-	0	-
Stage 1	337	-	-	-	0	-
Stage 2	611	-	-	-	0	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	132	534	-	-	-	-
Mov Cap-2 Maneuver	252	-	-	-	-	-
Stage 1	337	-	-	-	-	-
Stage 2	611	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	15.7	0	0
HCM LOS	C		

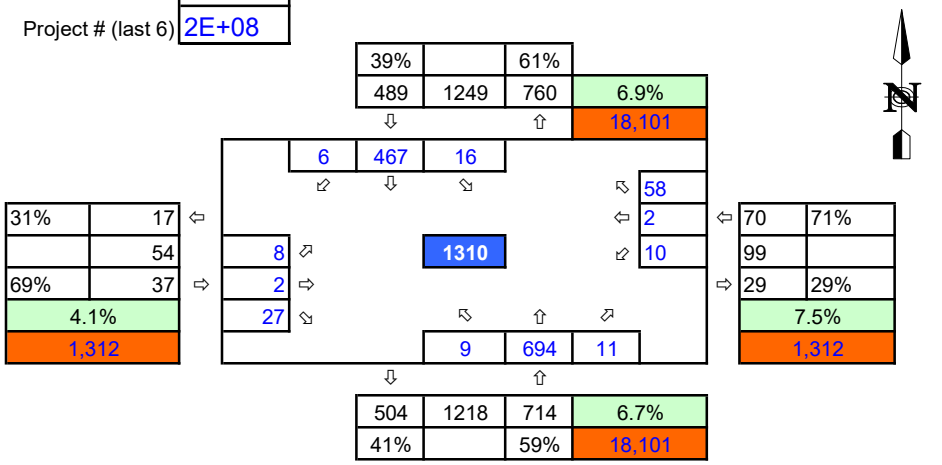
Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBT
Capacity (veh/h)	-	-	342	-
HCM Lane V/C Ratio	-	-	0.013	-
HCM Control Delay (s)	-	-	15.7	-
HCM Lane LOS	-	-	C	-
HCM 95th %tile Q(veh)	-	-	0	-

APPENDIX F

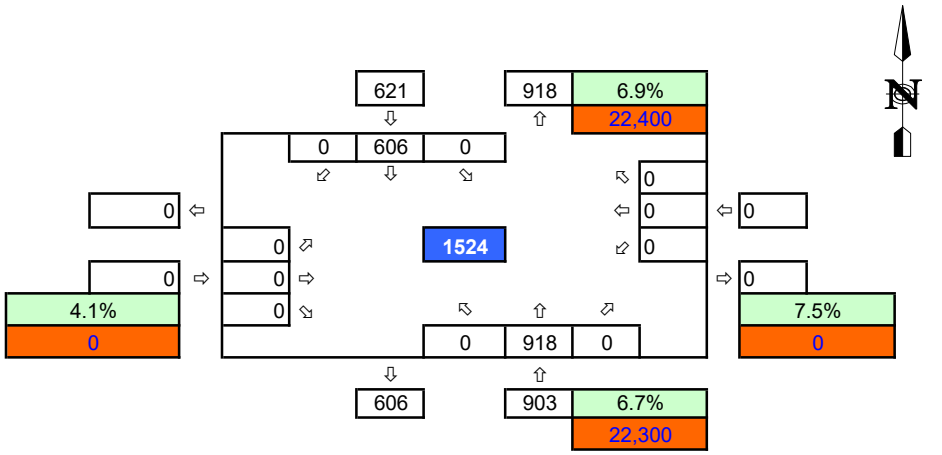
TURN-32 WORKSHEETS

Int 1 AM Peak Volumes

Scenario:	**Existing Conditions**
N/S Street:	**Ingraham St**
E/W Street:	**Fortuna Ave**
Intersection #:	1
Project # (last 6)	2E+08



Scenario:	**Horizon Year Conditions**
N/S Street:	**Ingraham St**
E/W Street:	**Fortuna Ave**

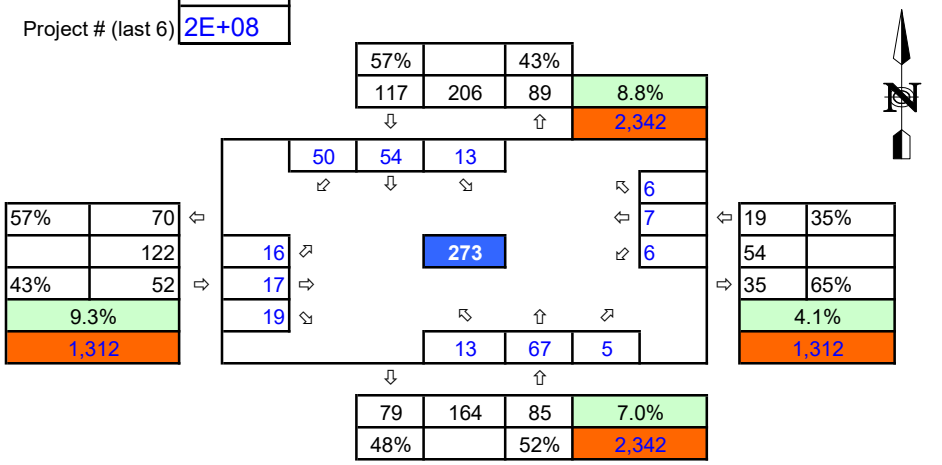


LEGEND

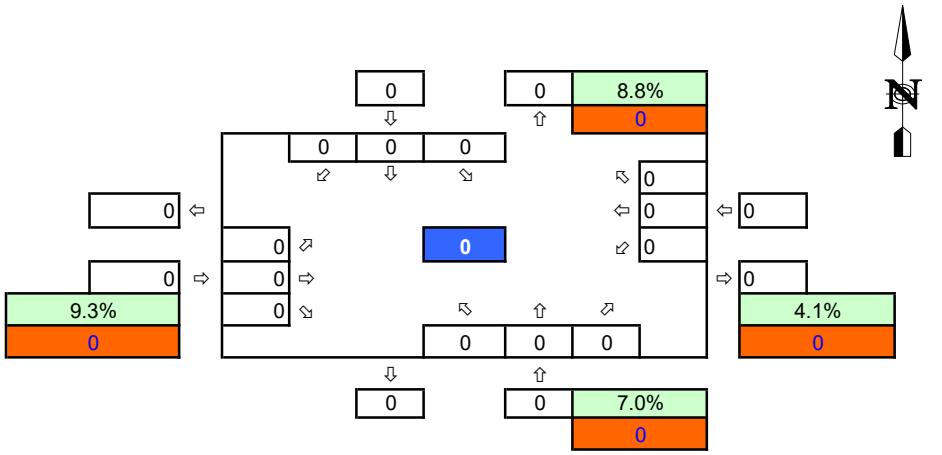
Existing K-Factor	xx%
ADT Volume	xx

Int 2 AM Peak Volumes

Scenario:	**Existing Conditions**
N/S Street:	**Jewell St**
E/W Street:	**Fortuna Ave**
Intersection #:	2
Project # (last 6)	2E+08



Scenario:	**Horizon Year Conditions**
N/S Street:	**Jewell St**
E/W Street:	**Fortuna Ave**

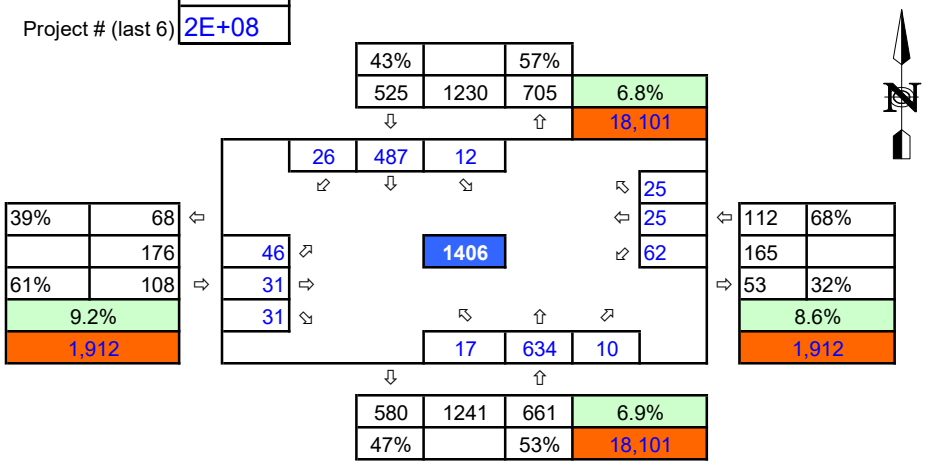


LEGEND

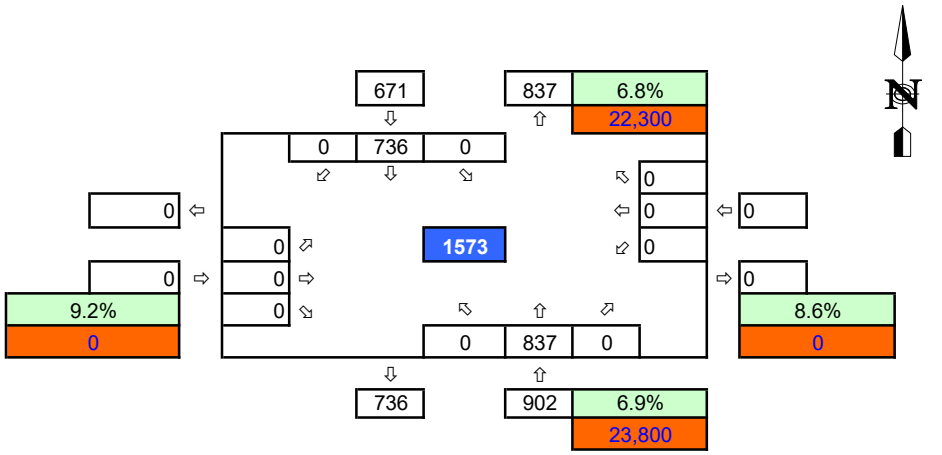
Existing K-Factor	xx%
ADT Volume	xx

Int 3 AM Peak Volumes

Scenario:	**Existing Conditions**
N/S Street:	**Ingraham St**
E/W Street:	**La Playa Ave**
Intersection #:	3
Project # (last 6)	2E+08



Scenario:	**Horizon Year Conditions**
N/S Street:	**Ingraham St**
E/W Street:	**La Playa Ave**

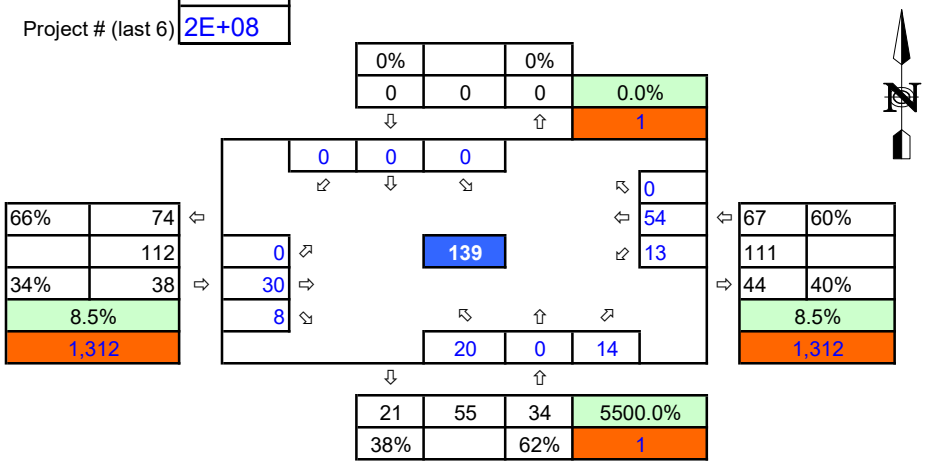


LEGEND

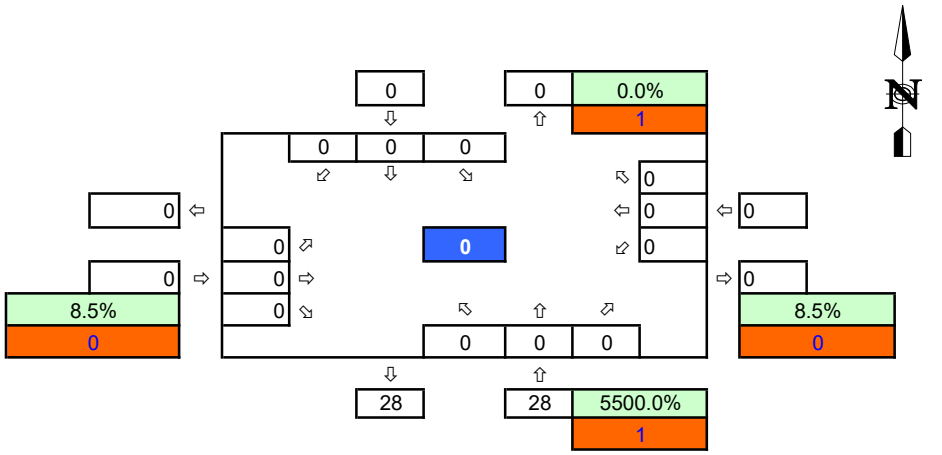
Existing K-Factor	xx%
ADT Volume	xx

Int 4 AM Peak Volumes

Scenario:	**Existing Conditions**
N/S Street:	**Building 1 Dwy**
E/W Street:	**Fortuna Ave**
Intersection #:	4
Project # (last 6)	2E+08



Scenario:	**Horizon Year Conditions**
N/S Street:	**Building 1 Dwy**
E/W Street:	**Fortuna Ave**

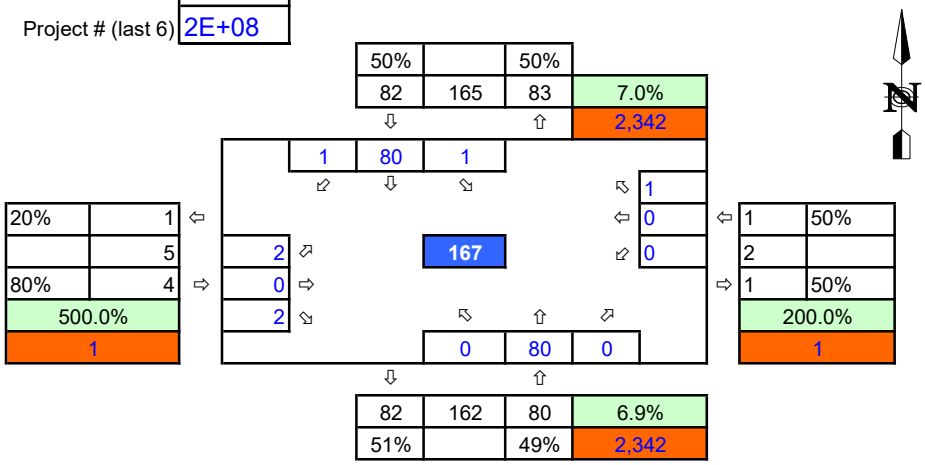


LEGEND

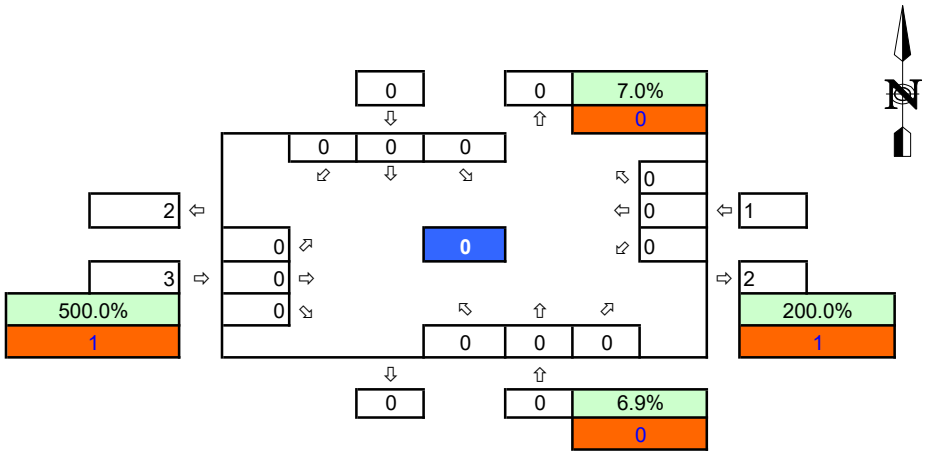
Existing K-Factor	xx%
ADT Volume	xx

Int 5 AM Peak Volumes

Scenario:	**Existing Conditions**
N/S Street:	**Jewell St**
E/W Street:	**Lot H Dwy**
Intersection #:	5
Project # (last 6)	2E+08



Scenario:	**Horizon Year Conditions**
N/S Street:	**Jewell St**
E/W Street:	**Lot H Dwy**

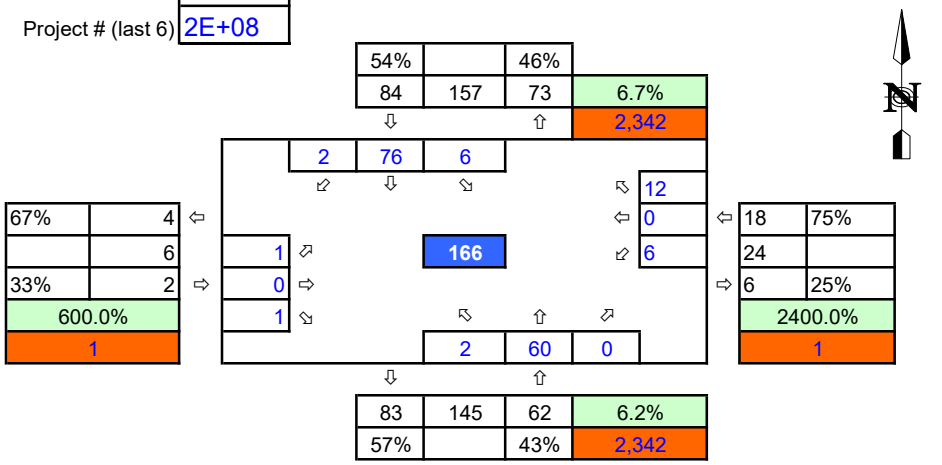


LEGEND

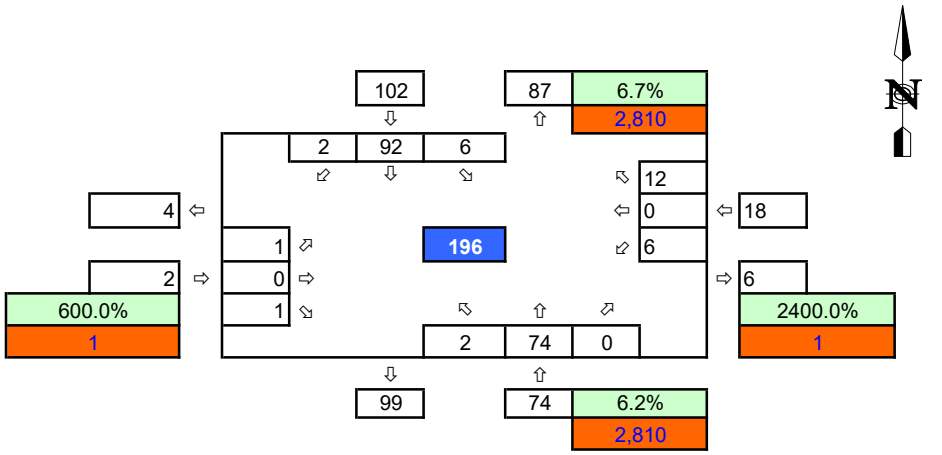
Existing K-Factor	xx%
ADT Volume	xx

Int 6 AM Peak Volumes

Scenario:	**Existing Conditions**
N/S Street:	**Jewell St**
E/W Street:	**Lot G Dwy / Roosevelt Ave**
Intersection #:	6
Project # (last 6)	2E+08



Scenario:	**Horizon Year Conditions**
N/S Street:	**Jewell St**
E/W Street:	**Lot G Dwy / Roosevelt Ave**

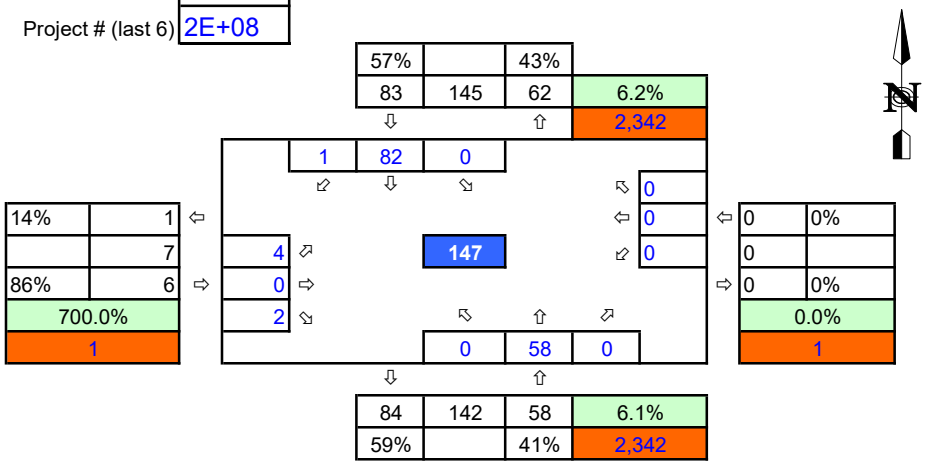


LEGEND

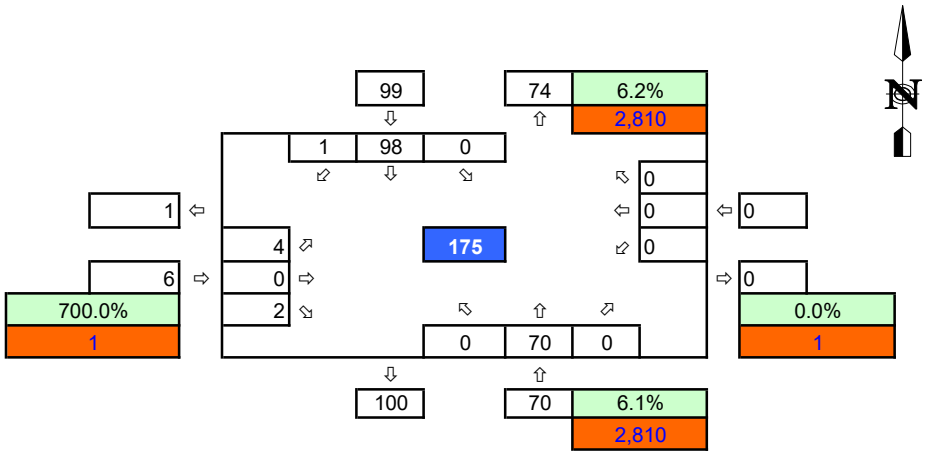
Existing K-Factor	xx%
ADT Volume	xx

Int 7 AM Peak Volumes

Scenario:	**Existing Conditions**
N/S Street:	**Jewell St**
E/W Street:	**Lot F Dwy**
Intersection #:	7
Project # (last 6)	2E+08



Scenario:	**Horizon Year Conditions**
N/S Street:	**Jewell St**
E/W Street:	**Lot F Dwy**

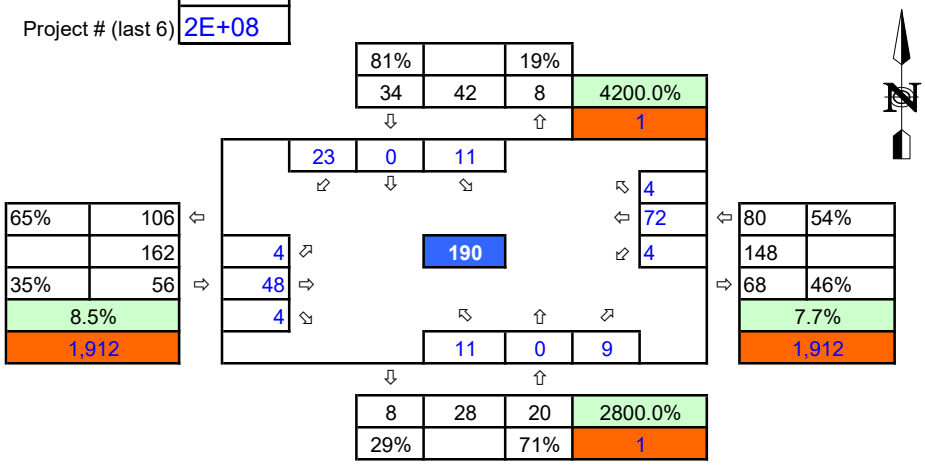


LEGEND

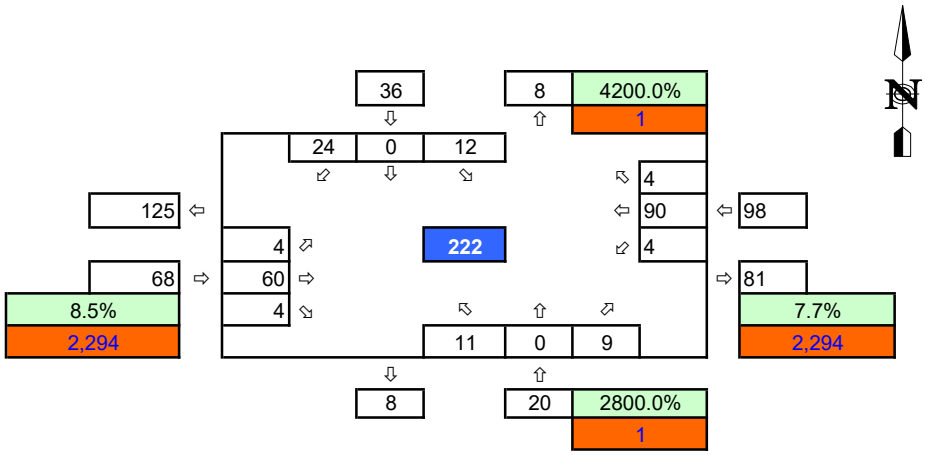
Existing K-Factor	xx%
ADT Volume	xx

Int 8 AM Peak Volumes

Scenario:	**Existing Conditions**
N/S Street:	**Building 3 Dwy / Yosemite St**
E/W Street:	**La Playa Ave**
Intersection #:	8
Project # (last 6)	2E+08



Scenario:	**Horizon Year Conditions**
N/S Street:	**Building 3 Dwy / Yosemite St**
E/W Street:	**La Playa Ave**

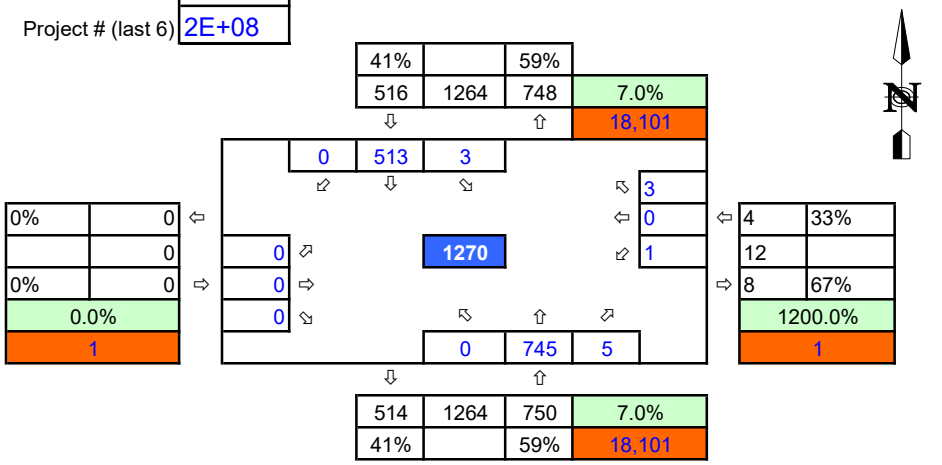


LEGEND

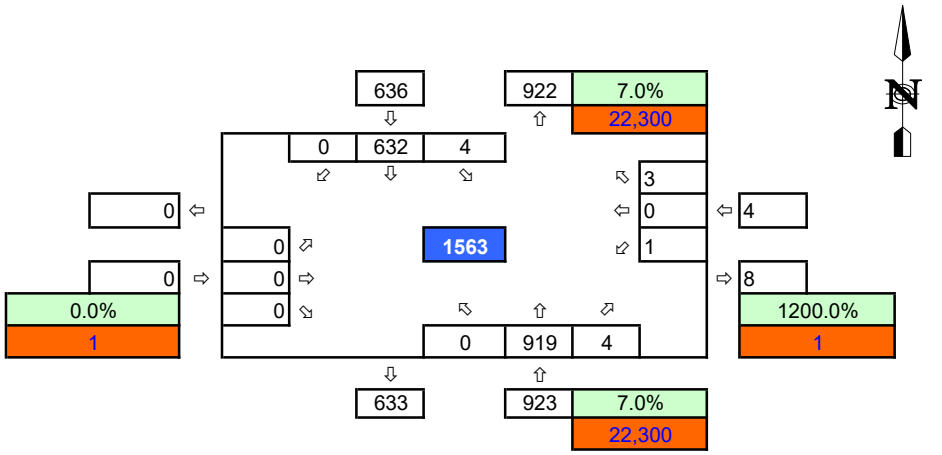
Existing K-Factor	xx%
ADT Volume	xx

Int 9 AM Peak Volumes

Scenario:	**Existing Conditions**
N/S Street:	**Ingraham St**
E/W Street:	**Visitor 2 Dwy**
Intersection #:	9
Project # (last 6)	2E+08



Scenario:	**Horizon Year Conditions**
N/S Street:	**Ingraham St**
E/W Street:	**Visitor 2 Dwy**

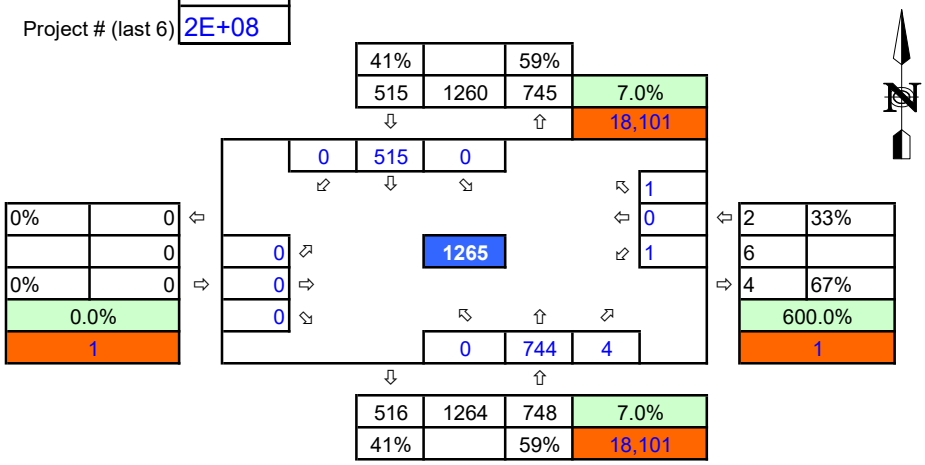


LEGEND

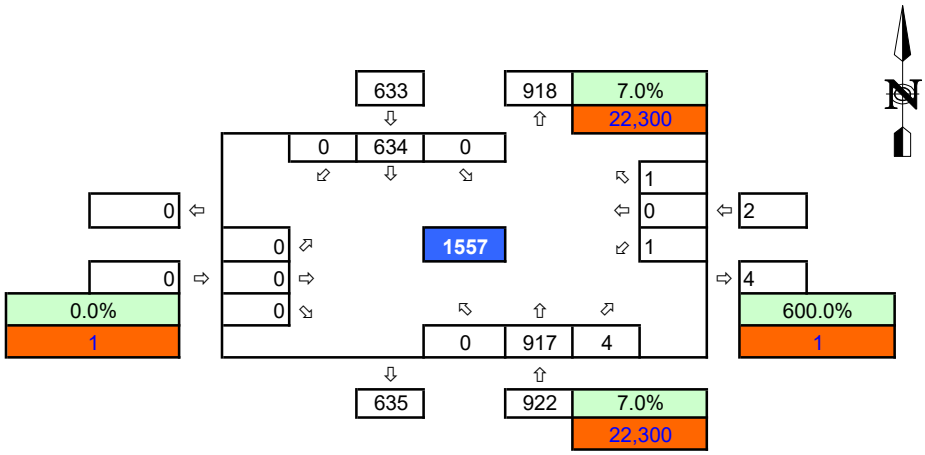
Existing K-Factor	xx%
ADT Volume	xx

Int 10 AM Peak Volumes

Scenario:	**Existing Conditions**
N/S Street:	**Ingraham St**
E/W Street:	**Visitor 1 Dwy**
Intersection #:	10
Project # (last 6)	2E+08



Scenario:	**Horizon Year Conditions**
N/S Street:	**Ingraham St**
E/W Street:	**Visitor 1 Dwy**

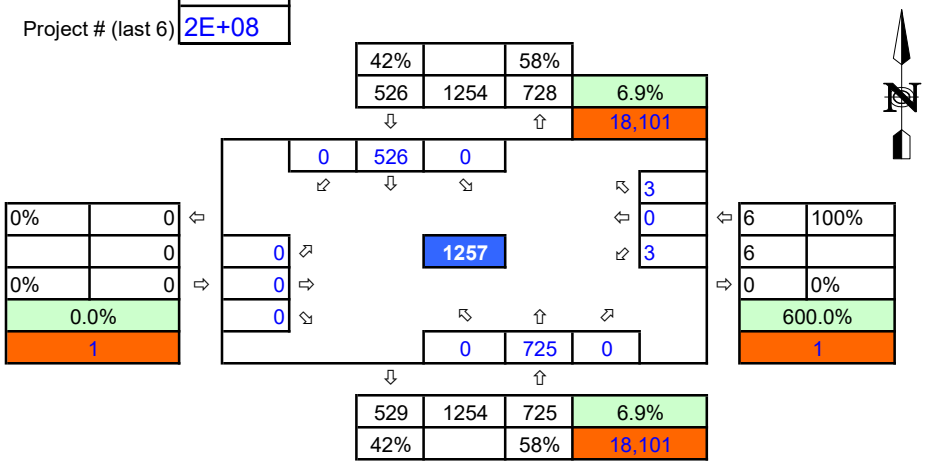


LEGEND

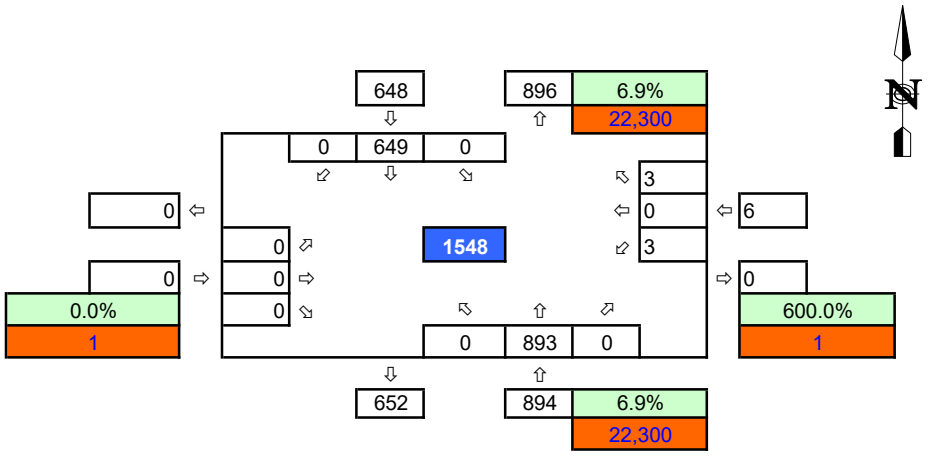
Existing K-Factor	xx%
ADT Volume	xx

Int 11 AM Peak Volumes

Scenario:	**Existing Conditions**
N/S Street:	**Ingraham St**
E/W Street:	**Building 1 Dwy**
Intersection #:	11
Project # (last 6)	2E+08



Scenario:	**Horizon Year Conditions**
N/S Street:	**Ingraham St**
E/W Street:	**Building 1 Dwy**

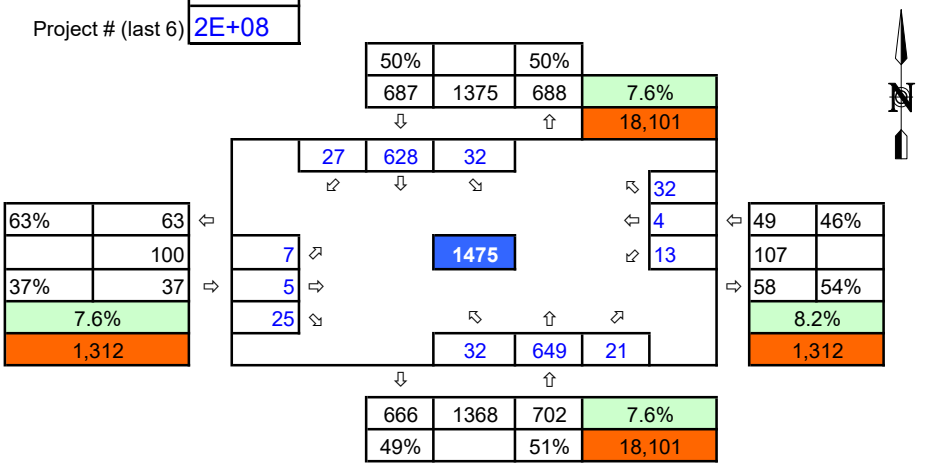


LEGEND

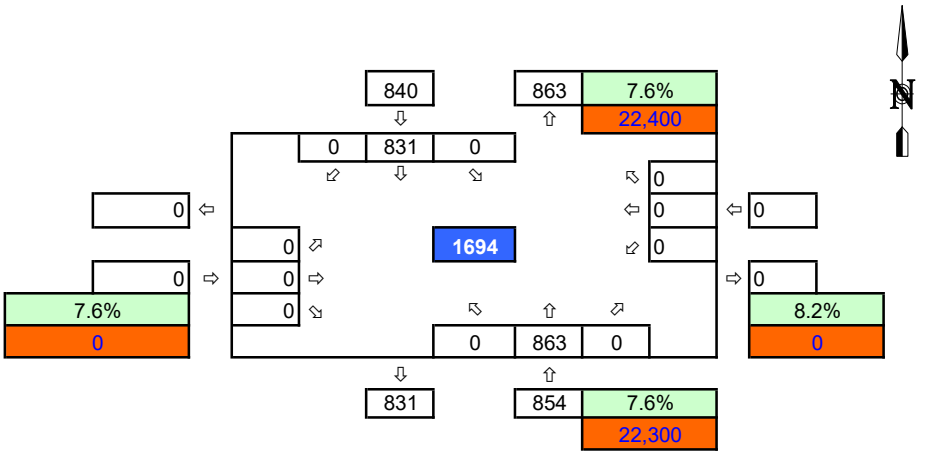
Existing K-Factor	xx%
ADT Volume	xx

Int 1 PM Peak Volumes

Scenario:	**Existing Conditions**
N/S Street:	**Ingraham St**
E/W Street:	**Fortuna Ave**
Intersection #:	1
Project # (last 6)	2E+08



Scenario:	**Horizon Year Conditions**
N/S Street:	**Ingraham St**
E/W Street:	**Fortuna Ave**

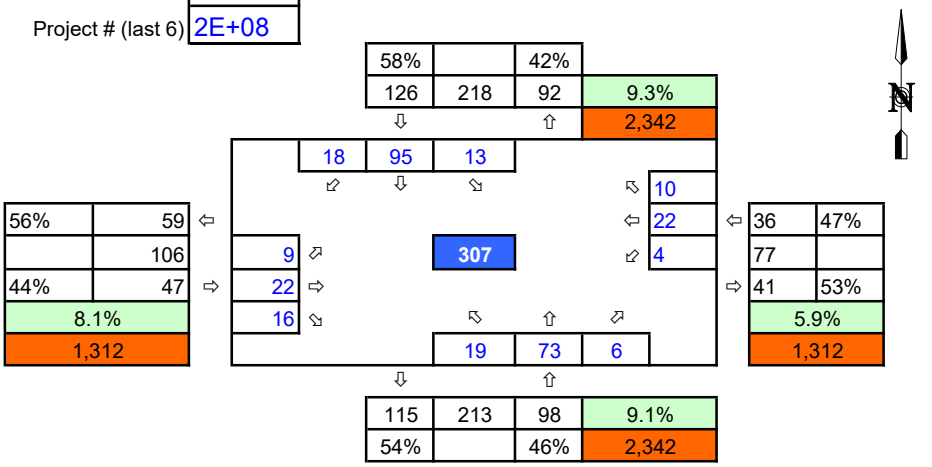


LEGEND

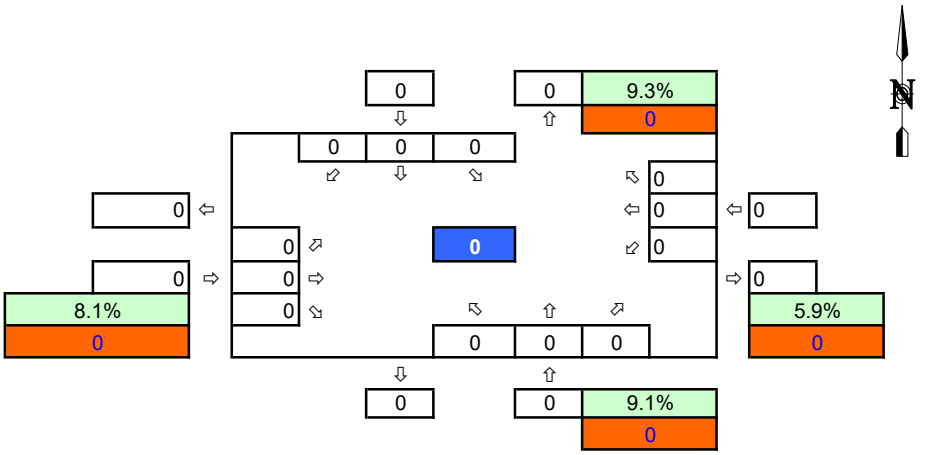
Existing K-Factor	xx%
ADT Volume	xx

Int 2 PM Peak Volumes

Scenario:	**Existing Conditions**
N/S Street:	**Jewell St**
E/W Street:	**Fortuna Ave**
Intersection #:	2
Project # (last 6)	2E+08



Scenario:	**Horizon Year Conditions**
N/S Street:	**Jewell St**
E/W Street:	**Fortuna Ave**

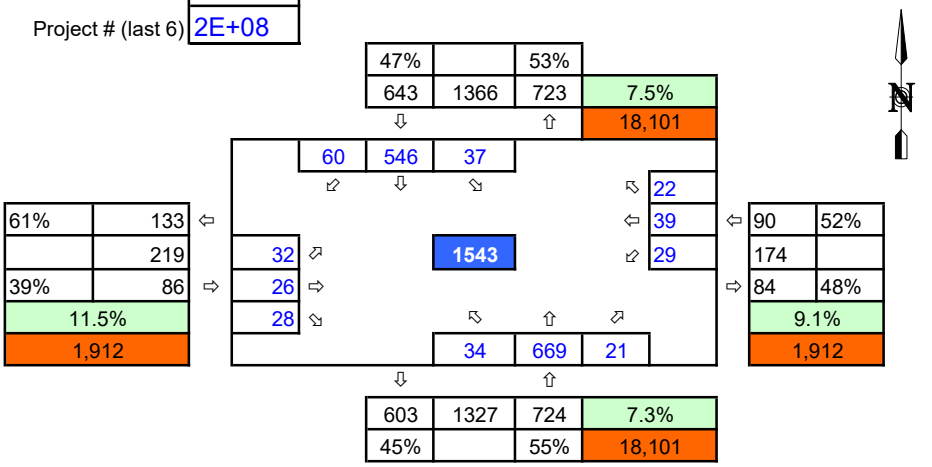


LEGEND

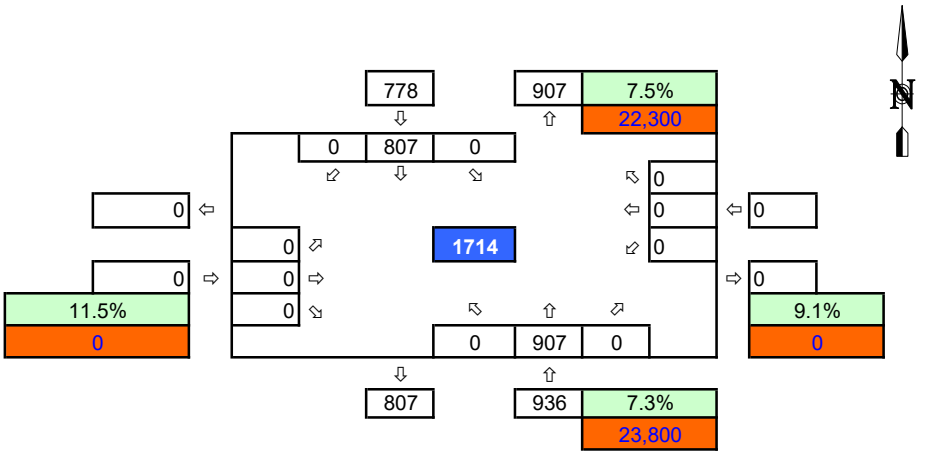
Existing K-Factor	xx%
ADT Volume	xx

Int 3 PM Peak Volumes

Scenario:	**Existing Conditions**
N/S Street:	**Ingraham St**
E/W Street:	**La Playa Ave**
Intersection #:	3
Project # (last 6)	2E+08



Scenario:	**Horizon Year Conditions**
N/S Street:	**Ingraham St**
E/W Street:	**La Playa Ave**

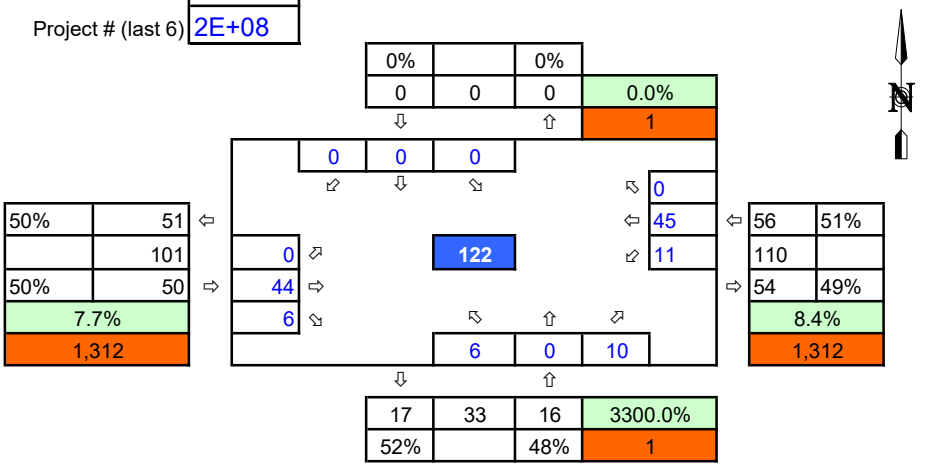


LEGEND

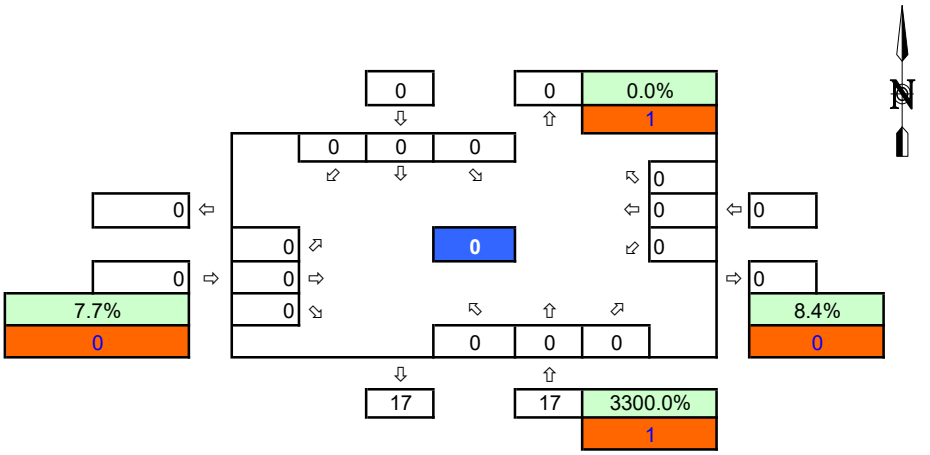
Existing K-Factor	xx%
ADT Volume	xx

Int 4 PM Peak Volumes

Scenario:	**Existing Conditions**
N/S Street:	**0 / Building 1 Dwy**
E/W Street:	**Fortuna Ave**
Intersection #:	4
Project # (last 6)	2E+08



Scenario:	**Horizon Year Conditions**
N/S Street:	**0 / Building 1 Dwy**
E/W Street:	**Fortuna Ave**

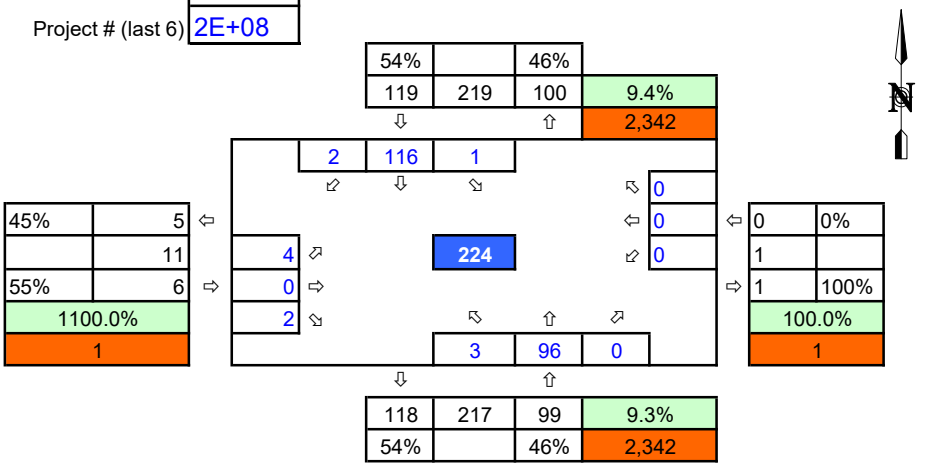


LEGEND

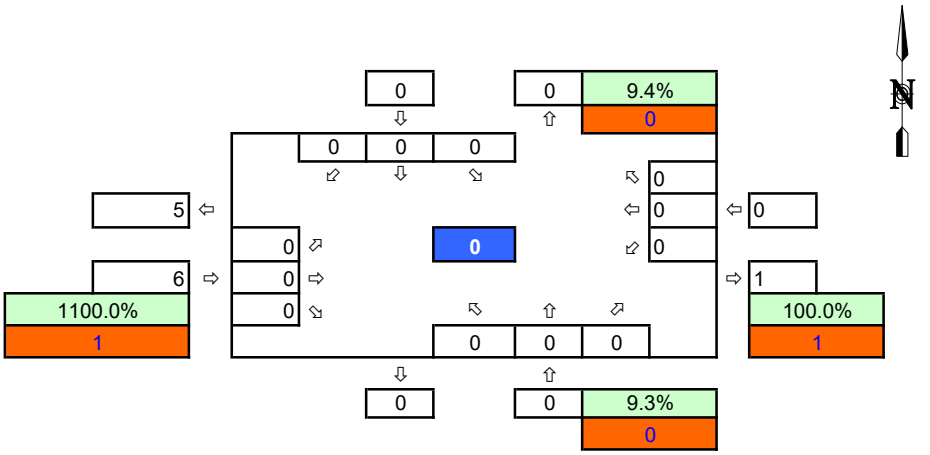
Existing K-Factor	xx%
ADT Volume	xx

Int 5 PM Peak Volumes

Scenario:	**Existing Conditions**
N/S Street:	**Jewell St**
E/W Street:	**Lot H Dwy / 0**
Intersection #:	5
Project # (last 6)	2E+08



Scenario:	**Horizon Year Conditions**
N/S Street:	**Jewell St**
E/W Street:	**Lot H Dwy / 0**

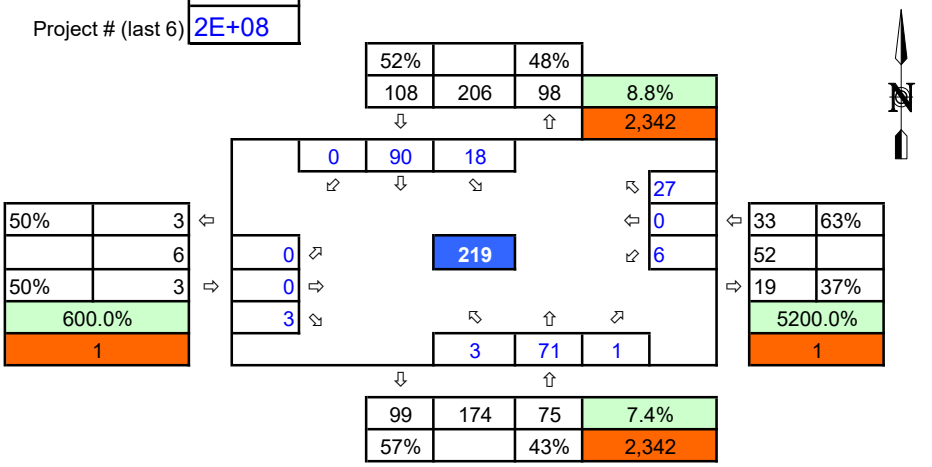


LEGEND

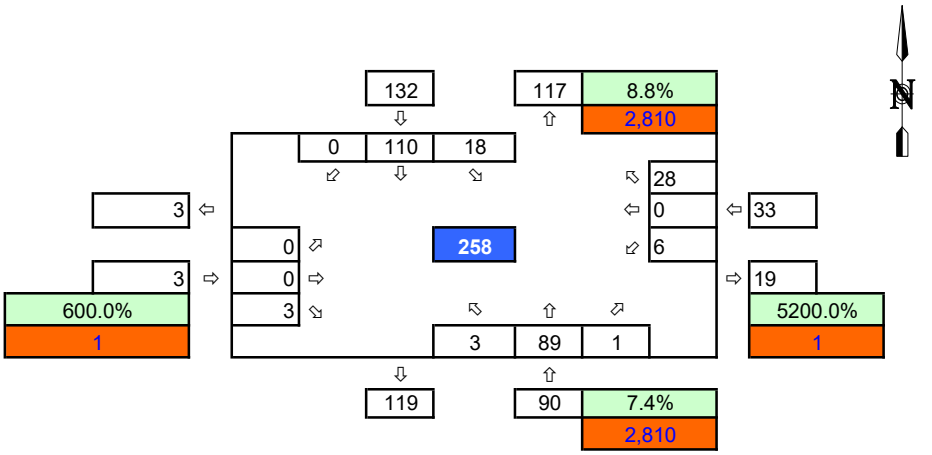
Existing K-Factor	xx%
ADT Volume	xx

Int 6 PM Peak Volumes

Scenario:	**Existing Conditions**
N/S Street:	**Jewell St**
E/W Street:	**Lot G Dwy / Roosevelt Ave**
Intersection #:	6
Project # (last 6)	2E+08



Scenario:	**Horizon Year Conditions**
N/S Street:	**Jewell St**
E/W Street:	**Lot G Dwy / Roosevelt Ave**

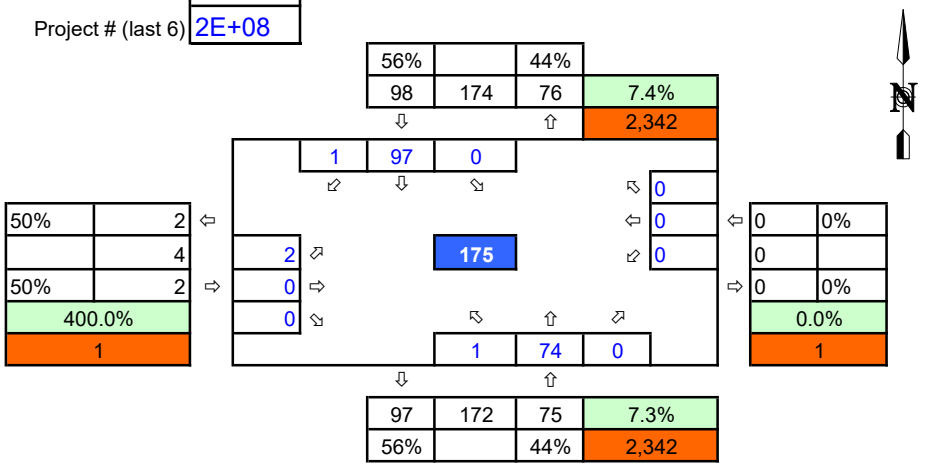


LEGEND

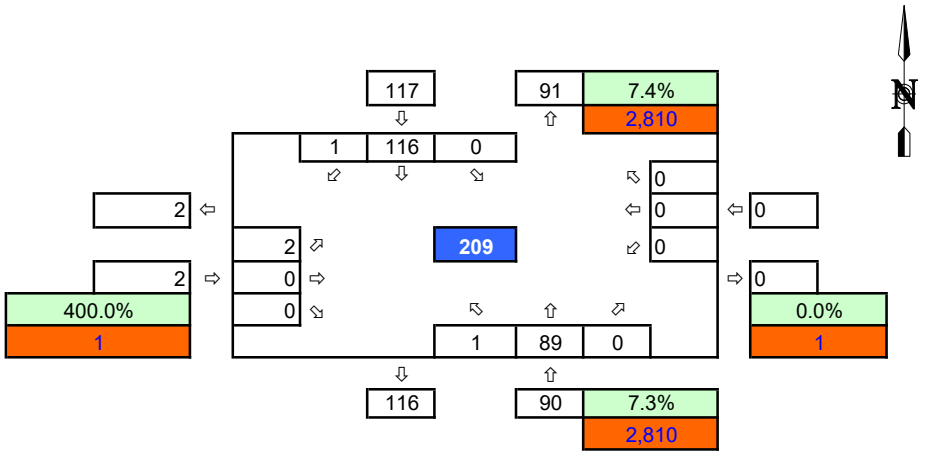
Existing K-Factor	xx%
ADT Volume	xx

Int 7 PM Peak Volumes

Scenario:	**Existing Conditions**
N/S Street:	**Jewell St**
E/W Street:	**Lot F Dwy / 0**
Intersection #:	7
Project # (last 6)	2E+08



Scenario:	**Horizon Year Conditions**
N/S Street:	**Jewell St**
E/W Street:	**Lot F Dwy / 0**

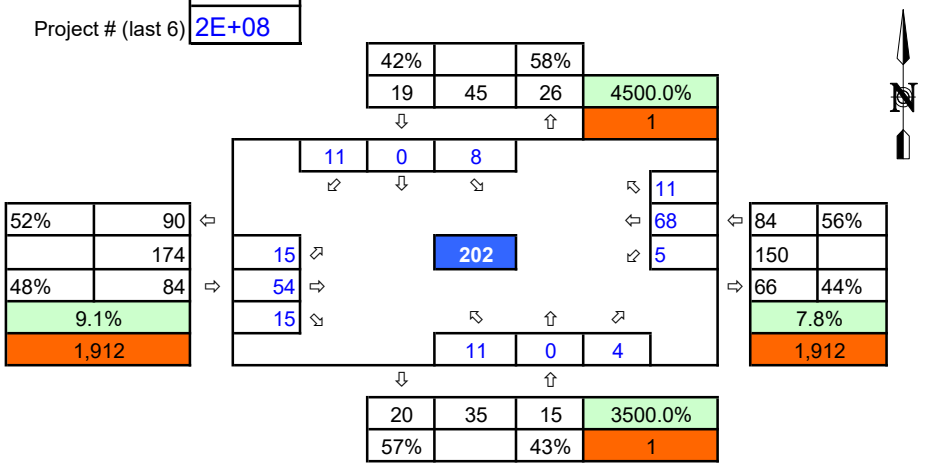


LEGEND

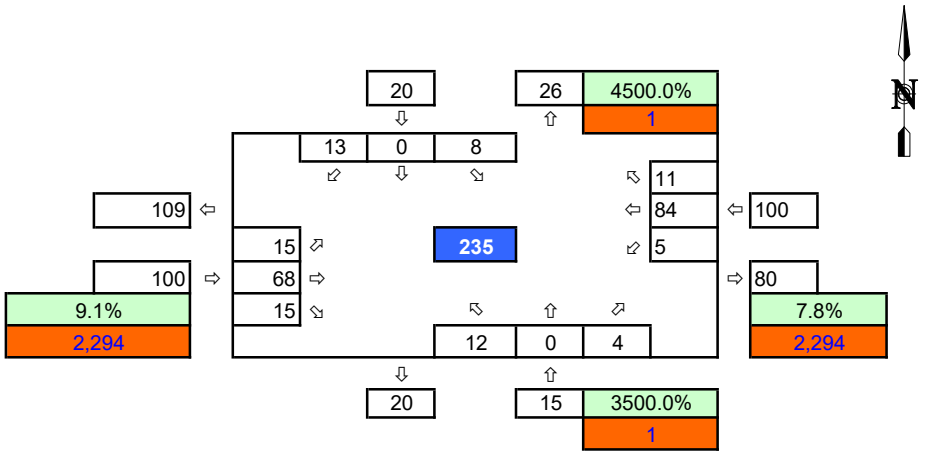
Existing K-Factor	xx%
ADT Volume	xx

Int 8 PM Peak Volumes

Scenario:	**Existing Conditions**
N/S Street:	**Building 3 Dwy / Yosemite St**
E/W Street:	**La Playa Ave**
Intersection #:	8
Project # (last 6)	2E+08



Scenario:	**Horizon Year Conditions**
N/S Street:	**Building 3 Dwy / Yosemite St**
E/W Street:	**La Playa Ave**

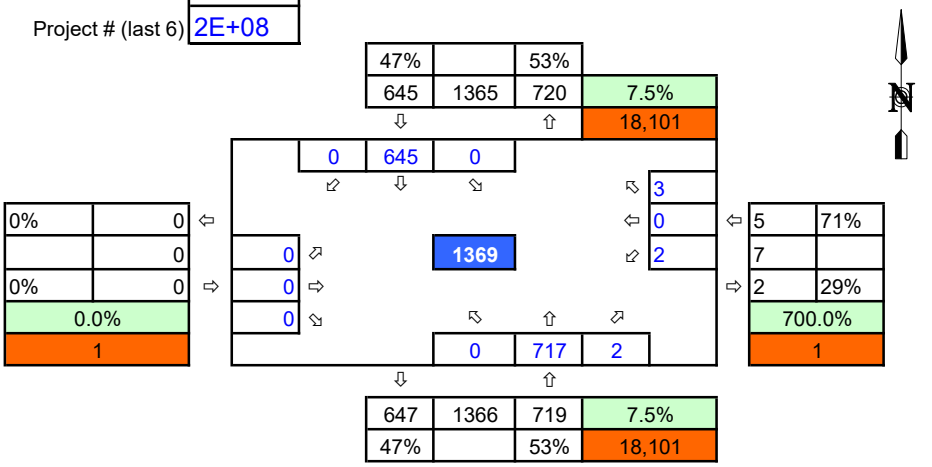


LEGEND

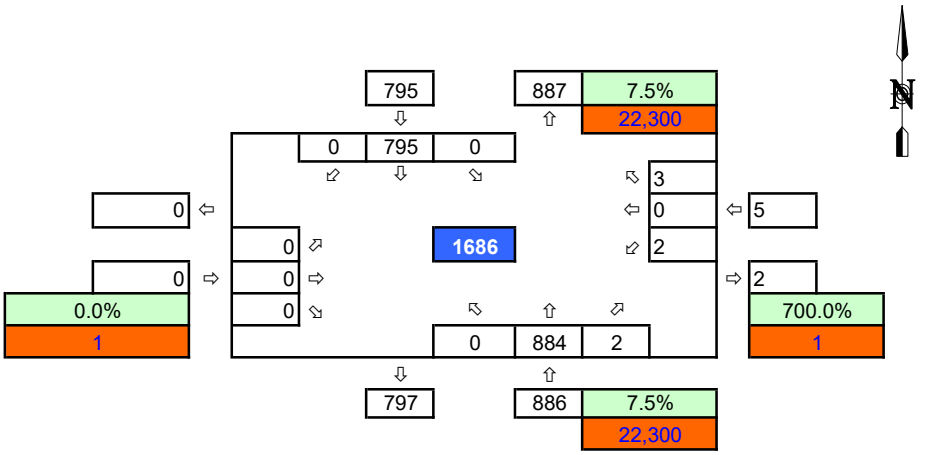
Existing K-Factor	xx%
ADT Volume	xx

Int 9 PM Peak Volumes

Scenario:	**Existing Conditions**
N/S Street:	**Ingraham St**
E/W Street:	**0 / Visitor 2 Dwy**
Intersection #:	9
Project # (last 6)	2E+08



Scenario:	**Horizon Year Conditions**
N/S Street:	**Ingraham St**
E/W Street:	**0 / Visitor 2 Dwy**

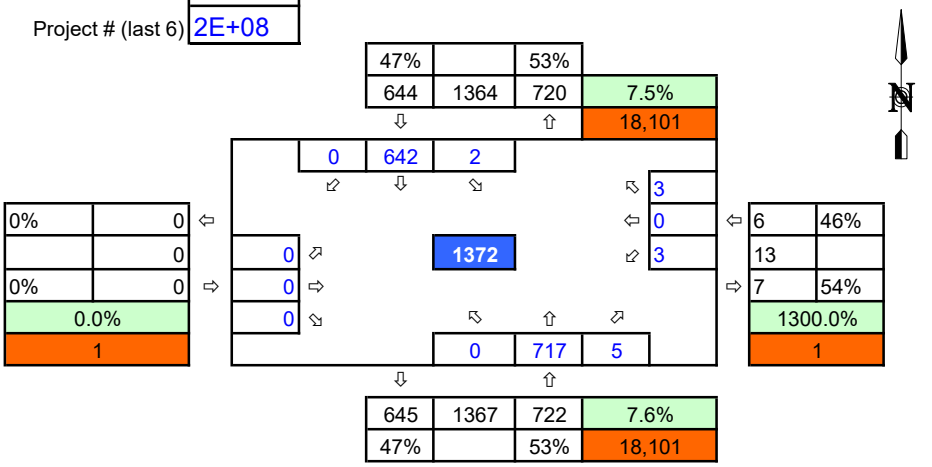


LEGEND

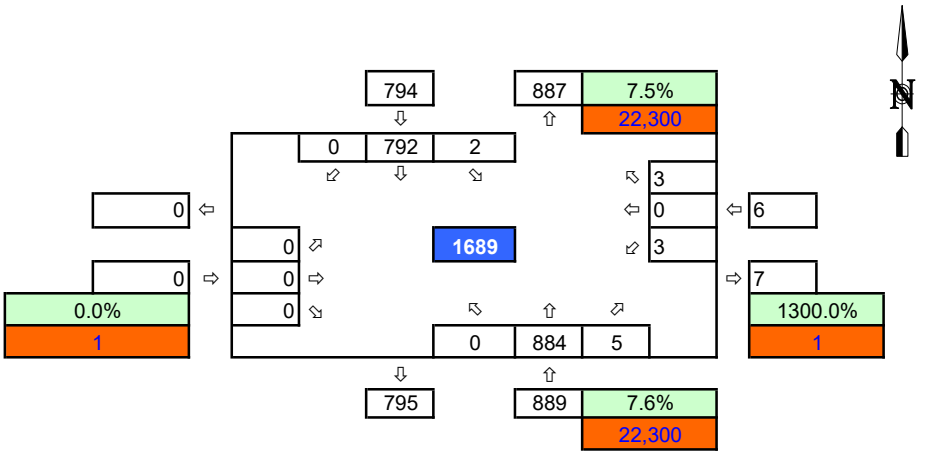
Existing K-Factor	xx%
ADT Volume	xx

Int 10 PM Peak Volumes

Scenario:	**Existing Conditions**
N/S Street:	**Ingraham St**
E/W Street:	**0 / Visitor 1 Dwy**
Intersection #:	10
Project # (last 6)	2E+08



Scenario:	**Horizon Year Conditions**
N/S Street:	**Ingraham St**
E/W Street:	**0 / Visitor 1 Dwy**

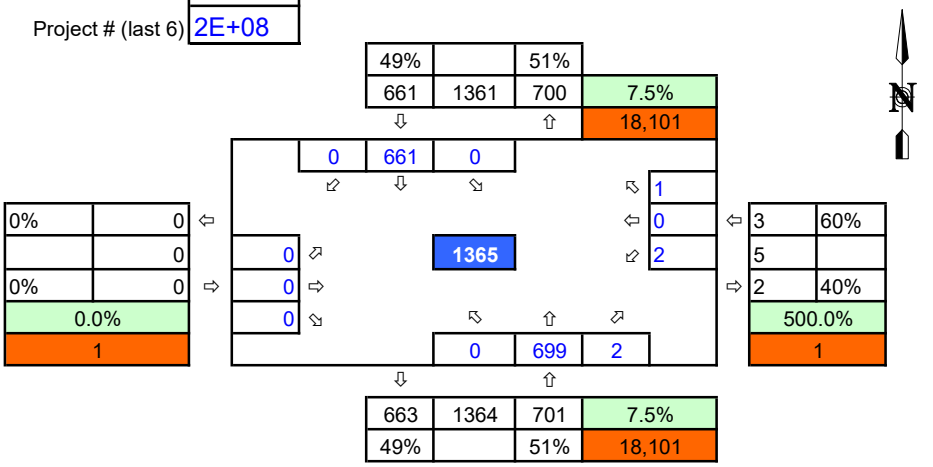


LEGEND

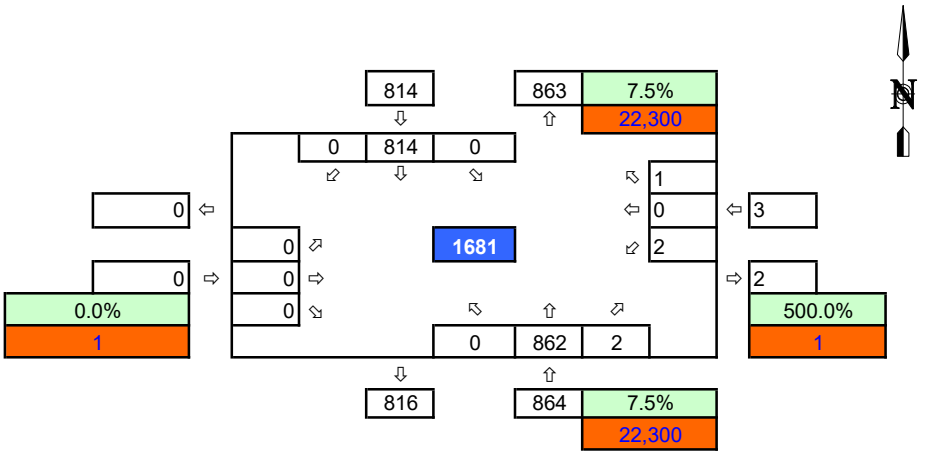
Existing K-Factor	xx%
ADT Volume	xx

Int 11 PM Peak Volumes

Scenario:	**Existing Conditions**
N/S Street:	**Ingraham St**
E/W Street:	**0 / Building 1 Dwy**
Intersection #:	11
Project # (last 6)	2E+08



Scenario:	**Horizon Year Conditions**
N/S Street:	**Ingraham St**
E/W Street:	**0 / Building 1 Dwy**



LEGEND

Existing K-Factor	xx%
ADT Volume	xx

APPENDIX G

SYNCHRO QUEUEING WORKSHEETS

Intersection: 1: Ingraham St & Fortuna Ave

Movement	EB	WB	NB	NB	SB	SB
Directions Served	LTR	LTR	LT	TR	LT	TR
Maximum Queue (ft)	60	62	59	68	82	36
Average Queue (ft)	22	24	9	6	12	2
95th Queue (ft)	50	53	37	36	50	16
Link Distance (ft)	243	64	343	343	369	369
Upstream Blk Time (%)		0				
Queuing Penalty (veh)		0				
Storage Bay Dist (ft)						
Storage Blk Time (%)						
Queuing Penalty (veh)						

Intersection: 2: Jewell St & Fortuna Ave

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	LTR	LTR
Maximum Queue (ft)	42	35	25	29
Average Queue (ft)	24	13	2	2
95th Queue (ft)	47	38	15	14
Link Distance (ft)	380	267	28	497
Upstream Blk Time (%)			0	
Queuing Penalty (veh)			0	
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 3: Ingraham St & La Playa Ave

Movement	EB	WB	NB	NB	NB	SB	SB	SB	SB
Directions Served	LTR	LTR	L	T	TR	L	T	T	R
Maximum Queue (ft)	80	97	65	274	220	70	153	149	44
Average Queue (ft)	29	38	14	163	100	11	88	77	14
95th Queue (ft)	64	78	50	238	189	44	135	128	39
Link Distance (ft)	247	209		320	320		580	580	
Upstream Blk Time (%)				0					
Queuing Penalty (veh)				0					
Storage Bay Dist (ft)			45			100			220
Storage Blk Time (%)			1	41			4		
Queuing Penalty (veh)			3	7			1		

Intersection: 4: Lot K Dwy & Fortuna Ave

Movement	EB	WB	NB
Directions Served	TR	LT	LR
Maximum Queue (ft)	6	9	40
Average Queue (ft)	0	0	20
95th Queue (ft)	4	5	46
Link Distance (ft)	64	380	
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 5: Jewell St & Lot H Dwy

Movement	EB	NB
Directions Served	LR	LT
Maximum Queue (ft)	30	12
Average Queue (ft)	4	0
95th Queue (ft)	21	7
Link Distance (ft)	108	476
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 6: Jewell St & Lot G Dwy/Roosevelt Ave

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	LT	LTR
Maximum Queue (ft)	26	35	6	20
Average Queue (ft)	2	14	0	1
95th Queue (ft)	13	39	4	10
Link Distance (ft)	95	133	31	476
Upstream Blk Time (%)			0	
Queuing Penalty (veh)			0	
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 7: Jewell St & Lot F Dwy

Movement	EB
Directions Served	LR
Maximum Queue (ft)	30
Average Queue (ft)	6
95th Queue (ft)	25
Link Distance (ft)	105
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 8: Yosemite St/Lot A Dwy & La Playa Ave

Movement	EB	NB	SB
Directions Served	LTR	LTR	LTR
Maximum Queue (ft)	6	37	39
Average Queue (ft)	0	14	21
95th Queue (ft)	5	39	44
Link Distance (ft)	209	99	128
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 9: Ingraham St & Visitor 2 Dwy

Movement	WB	SB
Directions Served	LR	LT
Maximum Queue (ft)	30	22
Average Queue (ft)	4	1
95th Queue (ft)	22	11
Link Distance (ft)	80	28
Upstream Blk Time (%)		0
Queuing Penalty (veh)		1
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 10: Ingraham St & Visitor 1 Dwy

Movement	WB	SB
Directions Served	LR	T
Maximum Queue (ft)	24	23
Average Queue (ft)	1	1
95th Queue (ft)	12	11
Link Distance (ft)	71	175
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		0
Queuing Penalty (veh)		0

Intersection: 11: Ingraham St & Lot K Dwy

Movement	WB
Directions Served	LR
Maximum Queue (ft)	33
Average Queue (ft)	6
95th Queue (ft)	25
Link Distance (ft)	64
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Zone Summary

Zone wide Queuing Penalty: 11

Intersection: 1: Ingraham St & Fortuna Ave

Movement	EB	WB	NB	NB	SB	SB
Directions Served	LTR	LTR	LT	TR	LT	TR
Maximum Queue (ft)	53	64	86	82	129	62
Average Queue (ft)	25	29	22	8	27	4
95th Queue (ft)	51	56	63	44	86	31
Link Distance (ft)	243	64	343	343	369	369
Upstream Blk Time (%)		1				
Queuing Penalty (veh)		1				
Storage Bay Dist (ft)						
Storage Blk Time (%)						
Queuing Penalty (veh)						

Intersection: 2: Jewell St & Fortuna Ave

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	LTR	LTR
Maximum Queue (ft)	56	46	36	33
Average Queue (ft)	25	21	5	2
95th Queue (ft)	50	47	23	16
Link Distance (ft)	380	267	28	497
Upstream Blk Time (%)			0	
Queuing Penalty (veh)			0	
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 3: Ingraham St & La Playa Ave

Movement	EB	WB	NB	NB	NB	SB	SB	SB	SB
Directions Served	LTR	LTR	L	T	TR	L	T	T	R
Maximum Queue (ft)	83	94	69	270	214	118	190	178	57
Average Queue (ft)	28	33	26	175	111	33	100	93	20
95th Queue (ft)	62	71	67	247	197	80	156	152	46
Link Distance (ft)	247	209		320	320		580	580	
Upstream Blk Time (%)									
Queuing Penalty (veh)									
Storage Bay Dist (ft)			45			100			220
Storage Blk Time (%)			3	42		0	6	0	
Queuing Penalty (veh)			10	15		0	2	0	

Intersection: 4: Lot K Dwy & Fortuna Ave

Movement	WB	NB
Directions Served	LT	LR
Maximum Queue (ft)	27	31
Average Queue (ft)	2	15
95th Queue (ft)	18	40
Link Distance (ft)	380	336
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 5: Jewell St & Lot H Dwy

Movement	EB	NB	SB
Directions Served	LR	LT	TR
Maximum Queue (ft)	33	15	3
Average Queue (ft)	6	1	0
95th Queue (ft)	25	8	3
Link Distance (ft)	108	476	28
Upstream Blk Time (%)			0
Queuing Penalty (veh)			0
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 6: Jewell St & Lot G Dwy/Roosevelt Ave

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	LTR	LTR
Maximum Queue (ft)	29	52	9	36
Average Queue (ft)	2	22	0	2
95th Queue (ft)	16	50	6	16
Link Distance (ft)	95	133	31	476
Upstream Blk Time (%)			0	
Queuing Penalty (veh)			0	
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 7: Jewell St & Lot F Dwy

Movement	EB	NB
Directions Served	LR	LT
Maximum Queue (ft)	18	9
Average Queue (ft)	1	0
95th Queue (ft)	12	5
Link Distance (ft)	105	
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 8: Yosemite St/Lot A Dwy & La Playa Ave

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	LTR	LTR
Maximum Queue (ft)	21	9	35	35
Average Queue (ft)	1	0	11	14
95th Queue (ft)	11	5	35	39
Link Distance (ft)	209		99	128
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 9: Ingraham St & Visitor 2 Dwy

Movement	WB
Directions Served	LR
Maximum Queue (ft)	30
Average Queue (ft)	4
95th Queue (ft)	20
Link Distance (ft)	80
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 10: Ingraham St & Visitor 1 Dwy

Movement	WB	NB	SB	SB
Directions Served	LR	T	L	T
Maximum Queue (ft)	32	3	9	6
Average Queue (ft)	6	0	0	0
95th Queue (ft)	26	3	7	6
Link Distance (ft)	71	28		175
Upstream Blk Time (%)	0			
Queuing Penalty (veh)	0			
Storage Bay Dist (ft)			50	
Storage Blk Time (%)				0
Queuing Penalty (veh)				0

Intersection: 11: Ingraham St & Lot K Dwy

Movement	WB
Directions Served	LR
Maximum Queue (ft)	31
Average Queue (ft)	3
95th Queue (ft)	17
Link Distance (ft)	64
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Zone Summary

Zone wide Queuing Penalty: 28

Intersection: 1: Ingraham St & Fortuna Ave

Movement	EB	WB	NB	NB	SB	SB
Directions Served	LTR	LTR	LT	TR	LT	TR
Maximum Queue (ft)	58	76	57	64	106	44
Average Queue (ft)	23	32	7	5	15	2
95th Queue (ft)	52	67	32	33	63	23
Link Distance (ft)	243	64	343	343	369	369
Upstream Blk Time (%)		1				
Queuing Penalty (veh)		1				
Storage Bay Dist (ft)						
Storage Blk Time (%)						
Queuing Penalty (veh)						

Intersection: 2: Jewell St & Fortuna Ave

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	LTR	LTR
Maximum Queue (ft)	58	39	32	24
Average Queue (ft)	27	14	2	1
95th Queue (ft)	51	40	15	14
Link Distance (ft)	380	267	28	497
Upstream Blk Time (%)			0	
Queuing Penalty (veh)			0	
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 3: Ingraham St & La Playa Ave

Movement	EB	WB	NB	NB	NB	SB	SB	SB	SB
Directions Served	LTR	LTR	L	T	TR	L	T	T	R
Maximum Queue (ft)	102	124	69	289	218	67	161	154	46
Average Queue (ft)	32	46	15	164	102	12	92	81	12
95th Queue (ft)	73	94	50	248	195	43	140	136	37
Link Distance (ft)	247	209		320	320		580	580	
Upstream Blk Time (%)				0					
Queuing Penalty (veh)				0					
Storage Bay Dist (ft)			45			100			220
Storage Blk Time (%)			1	41			5		
Queuing Penalty (veh)			4	8			1		

Intersection: 4: Lot K Dwy & Fortuna Ave

Movement	EB	WB	NB
Directions Served	TR	LT	LR
Maximum Queue (ft)	6	18	43
Average Queue (ft)	0	1	23
95th Queue (ft)	4	10	46
Link Distance (ft)	64	380	
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 5: Jewell St & Lot H Dwy

Movement	EB
Directions Served	LR
Maximum Queue (ft)	30
Average Queue (ft)	2
95th Queue (ft)	16
Link Distance (ft)	108
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 6: Jewell St & Lot G Dwy/Roosevelt Ave

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	LT	LTR
Maximum Queue (ft)	26	33	3	6
Average Queue (ft)	1	14	0	0
95th Queue (ft)	12	39	3	4
Link Distance (ft)	95	133	31	476
Upstream Blk Time (%)			0	
Queuing Penalty (veh)			0	
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 7: Jewell St & Lot F Dwy

Movement	EB
Directions Served	LR
Maximum Queue (ft)	30
Average Queue (ft)	6
95th Queue (ft)	25
Link Distance (ft)	105
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 8: Yosemite St/Lot A Dwy & La Playa Ave

Movement	EB	NB	SB
Directions Served	LTR	LTR	LTR
Maximum Queue (ft)	6	38	47
Average Queue (ft)	0	17	20
95th Queue (ft)	4	42	46
Link Distance (ft)	209	99	128
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 9: Ingraham St & Visitor 2 Dwy

Movement	WB	SB
Directions Served	LR	LT
Maximum Queue (ft)	34	22
Average Queue (ft)	3	2
95th Queue (ft)	19	13
Link Distance (ft)	80	28
Upstream Blk Time (%)		1
Queuing Penalty (veh)		1
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 10: Ingraham St & Visitor 1 Dwy

Movement	WB	SB	SB
Directions Served	LR	T	T
Maximum Queue (ft)	24	37	9
Average Queue (ft)	2	2	0
95th Queue (ft)	12	20	9
Link Distance (ft)	71	175	175
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)		0	
Queuing Penalty (veh)		0	

Intersection: 11: Ingraham St & Lot K Dwy

Movement	WB
Directions Served	LR
Maximum Queue (ft)	37
Average Queue (ft)	5
95th Queue (ft)	24
Link Distance (ft)	64
Upstream Blk Time (%)	0
Queuing Penalty (veh)	0
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Zone Summary

Zone wide Queuing Penalty: 15

Intersection: 1: Ingraham St & Fortuna Ave

Movement	EB	WB	NB	NB	SB	SB
Directions Served	LTR	LTR	LT	TR	LT	TR
Maximum Queue (ft)	67	64	86	71	162	82
Average Queue (ft)	26	30	22	8	30	5
95th Queue (ft)	53	56	64	40	98	36
Link Distance (ft)	243	64	343	343	369	369
Upstream Blk Time (%)		0				
Queuing Penalty (veh)		0				
Storage Bay Dist (ft)						
Storage Blk Time (%)						
Queuing Penalty (veh)						

Intersection: 2: Jewell St & Fortuna Ave

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	LTR	LTR
Maximum Queue (ft)	47	45	33	39
Average Queue (ft)	25	24	4	3
95th Queue (ft)	49	48	21	20
Link Distance (ft)	380	267	28	497
Upstream Blk Time (%)			0	
Queuing Penalty (veh)			0	
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 3: Ingraham St & La Playa Ave

Movement	EB	WB	NB	NB	NB	SB	SB	SB	SB
Directions Served	LTR	LTR	L	T	TR	L	T	T	R
Maximum Queue (ft)	73	94	69	297	236	109	181	174	59
Average Queue (ft)	26	35	25	178	110	31	103	96	23
95th Queue (ft)	60	73	66	262	200	78	158	152	50
Link Distance (ft)	247	209		320	320		580	580	
Upstream Blk Time (%)				0					
Queuing Penalty (veh)				0					
Storage Bay Dist (ft)			45			100			220
Storage Blk Time (%)			3	43		1	8	0	
Queuing Penalty (veh)			11	15		2	3	0	

Intersection: 4: Lot K Dwy & Fortuna Ave

Movement	WB	NB
Directions Served	LT	LR
Maximum Queue (ft)	12	36
Average Queue (ft)	1	14
95th Queue (ft)	7	39
Link Distance (ft)	380	336
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 5: Jewell St & Lot H Dwy

Movement	EB	NB	SB
Directions Served	LR	LT	TR
Maximum Queue (ft)	30	18	8
Average Queue (ft)	6	1	0
95th Queue (ft)	25	10	5
Link Distance (ft)	108	476	28
Upstream Blk Time (%)			0
Queuing Penalty (veh)			0
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 6: Jewell St & Lot G Dwy/Roosevelt Ave

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	LTR	LTR
Maximum Queue (ft)	29	54	3	27
Average Queue (ft)	3	21	0	2
95th Queue (ft)	17	49	3	13
Link Distance (ft)	95	133	31	476
Upstream Blk Time (%)			0	
Queuing Penalty (veh)			0	
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 7: Jewell St & Lot F Dwy

Movement	EB
Directions Served	LR
Maximum Queue (ft)	21
Average Queue (ft)	2
95th Queue (ft)	14
Link Distance (ft)	105
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 8: Yosemite St/Lot A Dwy & La Playa Ave

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	LTR	LTR
Maximum Queue (ft)	24	3	32	35
Average Queue (ft)	1	0	13	15
95th Queue (ft)	11	3	37	40
Link Distance (ft)	209		99	128
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 9: Ingraham St & Visitor 2 Dwy

Movement	WB	SB
Directions Served	LR	T
Maximum Queue (ft)	30	3
Average Queue (ft)	4	0
95th Queue (ft)	21	3
Link Distance (ft)	80	28
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 10: Ingraham St & Visitor 1 Dwy

Movement	WB	NB	SB
Directions Served	LR	TR	L
Maximum Queue (ft)	32	6	15
Average Queue (ft)	5	0	1
95th Queue (ft)	24	4	9
Link Distance (ft)	71	28	
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			50
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 11: Ingraham St & Lot K Dwy

Movement	WB
Directions Served	LR
Maximum Queue (ft)	33
Average Queue (ft)	3
95th Queue (ft)	18
Link Distance (ft)	64
Upstream Blk Time (%)	0
Queuing Penalty (veh)	0
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Zone Summary

Zone wide Queuing Penalty: 32

Intersection: 1: Ingraham St & Fortuna Ave

Movement	EB	WB	NB	NB	SB	SB
Directions Served	LTR	LTR	LT	TR	LT	TR
Maximum Queue (ft)	63	90	44	55	111	48
Average Queue (ft)	25	37	7	5	18	3
95th Queue (ft)	53	77	32	29	68	20
Link Distance (ft)	243	64	343	343	369	369
Upstream Blk Time (%)		3				
Queuing Penalty (veh)		4				
Storage Bay Dist (ft)						
Storage Blk Time (%)						
Queuing Penalty (veh)						

Intersection: 2: Jewell St & Fortuna Ave

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	LTR	LTR
Maximum Queue (ft)	57	39	28	34
Average Queue (ft)	27	15	3	2
95th Queue (ft)	53	40	16	17
Link Distance (ft)	380	267	28	497
Upstream Blk Time (%)			0	
Queuing Penalty (veh)			0	
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 3: Ingraham St & La Playa Ave

Movement	EB	WB	NB	NB	NB	SB	SB	SB	SB
Directions Served	LTR	LTR	L	T	TR	L	T	T	R
Maximum Queue (ft)	89	117	69	265	197	73	180	164	44
Average Queue (ft)	32	47	17	167	101	14	100	91	12
95th Queue (ft)	69	93	53	246	188	48	153	148	37
Link Distance (ft)	247	209		320	320		580	580	
Upstream Blk Time (%)				0					
Queuing Penalty (veh)				0					
Storage Bay Dist (ft)			45			100			220
Storage Blk Time (%)			1	41			7		
Queuing Penalty (veh)			3	8			1		

Intersection: 4: Lot K Dwy & Fortuna Ave

Movement	EB	WB	NB
Directions Served	TR	LT	LR
Maximum Queue (ft)	6	58	64
Average Queue (ft)	0	3	30
95th Queue (ft)	4	27	54
Link Distance (ft)	64	380	336
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 5: Jewell St & Lot H Dwy

Movement	EB	NB	SB
Directions Served	LR	LT	TR
Maximum Queue (ft)	30	8	10
Average Queue (ft)	4	0	0
95th Queue (ft)	21	6	7
Link Distance (ft)	108	476	28
Upstream Blk Time (%)			0
Queuing Penalty (veh)			0
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 6: Jewell St & Lot G Dwy/Roosevelt Ave

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	LT	LTR
Maximum Queue (ft)	26	33	6	12
Average Queue (ft)	2	14	0	1
95th Queue (ft)	14	39	5	9
Link Distance (ft)	95	133	31	476
Upstream Blk Time (%)			0	
Queuing Penalty (veh)			0	
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 7: Jewell St & Lot F Dwy

Movement	EB
Directions Served	LR
Maximum Queue (ft)	30
Average Queue (ft)	6
95th Queue (ft)	27
Link Distance (ft)	105
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 8: Yosemite St/Lot A Dwy & La Playa Ave

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	LTR	LTR
Maximum Queue (ft)	12	6	35	59
Average Queue (ft)	1	0	16	28
95th Queue (ft)	7	4	41	52
Link Distance (ft)	209		99	128
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 9: Ingraham St & Visitor 2 Dwy

Movement	WB	NB	SB
Directions Served	LR	TR	LT
Maximum Queue (ft)	32	2	25
Average Queue (ft)	4	0	1
95th Queue (ft)	21	2	12
Link Distance (ft)	80	580	28
Upstream Blk Time (%)			0
Queuing Penalty (veh)			1
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 10: Ingraham St & Visitor 1 Dwy

Movement	WB	SB	SB
Directions Served	LR	T	T
Maximum Queue (ft)	23	38	10
Average Queue (ft)	2	1	0
95th Queue (ft)	12	17	10
Link Distance (ft)	71	175	175
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)		0	
Queuing Penalty (veh)		0	

Intersection: 11: Ingraham St & Lot K Dwy

Movement	WB	NB
Directions Served	LR	TR
Maximum Queue (ft)	38	3
Average Queue (ft)	9	0
95th Queue (ft)	32	3
Link Distance (ft)	64	175
Upstream Blk Time (%)	0	
Queuing Penalty (veh)	0	
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Zone Summary

Zone wide Queuing Penalty: 16

Intersection: 1: Ingraham St & Fortuna Ave

Movement	EB	WB	NB	NB	SB	SB
Directions Served	LTR	LTR	LT	TR	LT	TR
Maximum Queue (ft)	62	70	98	98	136	61
Average Queue (ft)	24	34	23	9	39	4
95th Queue (ft)	53	61	68	50	106	30
Link Distance (ft)	243	64	343	343	369	369
Upstream Blk Time (%)		1				
Queuing Penalty (veh)		0				
Storage Bay Dist (ft)						
Storage Blk Time (%)						
Queuing Penalty (veh)						

Intersection: 2: Jewell St & Fortuna Ave

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	LTR	LTR
Maximum Queue (ft)	53	56	35	36
Average Queue (ft)	27	24	5	3
95th Queue (ft)	49	49	24	19
Link Distance (ft)	380	267	28	497
Upstream Blk Time (%)			0	
Queuing Penalty (veh)			0	
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 3: Ingraham St & La Playa Ave

Movement	EB	WB	NB	NB	NB	SB	SB	SB	SB
Directions Served	LTR	LTR	L	T	TR	L	T	T	R
Maximum Queue (ft)	81	101	70	278	216	121	186	176	60
Average Queue (ft)	28	37	29	174	116	39	104	96	23
95th Queue (ft)	62	78	72	252	199	93	157	152	51
Link Distance (ft)	247	209		320	320		580	580	
Upstream Blk Time (%)				0					
Queuing Penalty (veh)				0					
Storage Bay Dist (ft)			45			100			220
Storage Blk Time (%)			3	43		1	8	0	
Queuing Penalty (veh)			12	15		3	4	0	

Intersection: 4: Lot K Dwy & Fortuna Ave

Movement	WB	NB
Directions Served	LT	LR
Maximum Queue (ft)	21	43
Average Queue (ft)	1	20
95th Queue (ft)	11	46
Link Distance (ft)	380	336
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 5: Jewell St & Lot H Dwy

Movement	EB	NB	SB
Directions Served	LR	LT	TR
Maximum Queue (ft)	30	21	3
Average Queue (ft)	7	1	0
95th Queue (ft)	29	10	3
Link Distance (ft)	108	476	28
Upstream Blk Time (%)			0
Queuing Penalty (veh)			0
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 6: Jewell St & Lot G Dwy/Roosevelt Ave

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	LTR	LTR
Maximum Queue (ft)	29	46	3	34
Average Queue (ft)	3	22	0	2
95th Queue (ft)	18	48	0	14
Link Distance (ft)	95	133	31	476
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 7: Jewell St & Lot F Dwy

Movement	EB
Directions Served	LR
Maximum Queue (ft)	24
Average Queue (ft)	2
95th Queue (ft)	16
Link Distance (ft)	105
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 8: Yosemite St/Lot A Dwy & La Playa Ave

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	LTR	LTR
Maximum Queue (ft)	36	12	38	44
Average Queue (ft)	4	1	12	17
95th Queue (ft)	21	7	37	42
Link Distance (ft)	209		99	128
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 9: Ingraham St & Visitor 2 Dwy

Movement	WB	SB
Directions Served	LR	T
Maximum Queue (ft)	30	3
Average Queue (ft)	5	0
95th Queue (ft)	22	3
Link Distance (ft)	80	28
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 10: Ingraham St & Visitor 1 Dwy

Movement	WB	SB
Directions Served	LR	L
Maximum Queue (ft)	30	11
Average Queue (ft)	6	1
95th Queue (ft)	26	6
Link Distance (ft)	71	
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		50
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 11: Ingraham St & Lot K Dwy

Movement	WB
Directions Served	LR
Maximum Queue (ft)	31
Average Queue (ft)	3
95th Queue (ft)	18
Link Distance (ft)	64
Upstream Blk Time (%)	0
Queuing Penalty (veh)	0
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Zone Summary

Zone wide Queuing Penalty: 34

Intersection: 1: Ingraham St & Fortuna Ave

Movement	EB	WB	NB	NB	SB	SB
Directions Served	LTR	LTR	LT	TR	LT	TR
Maximum Queue (ft)	65	74	65	77	130	51
Average Queue (ft)	27	40	11	9	20	3
95th Queue (ft)	55	70	43	44	75	28
Link Distance (ft)	243	64	343	343	369	369
Upstream Blk Time (%)		2				
Queuing Penalty (veh)		2				
Storage Bay Dist (ft)						
Storage Blk Time (%)						
Queuing Penalty (veh)						

Intersection: 2: Jewell St & Fortuna Ave

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	LTR	LTR
Maximum Queue (ft)	54	38	33	31
Average Queue (ft)	27	19	4	2
95th Queue (ft)	51	44	21	13
Link Distance (ft)	380	267	28	497
Upstream Blk Time (%)			0	
Queuing Penalty (veh)			0	
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 3: Ingraham St & La Playa Ave

Movement	EB	WB	NB	NB	NB	SB	SB	SB	SB
Directions Served	LTR	LTR	L	T	TR	L	T	T	R
Maximum Queue (ft)	100	122	69	313	242	85	183	173	35
Average Queue (ft)	37	48	24	202	132	14	111	102	10
95th Queue (ft)	78	98	66	292	222	53	163	161	33
Link Distance (ft)	247	209		320	320		580	580	
Upstream Blk Time (%)				0					
Queuing Penalty (veh)				0					
Storage Bay Dist (ft)			45			100			220
Storage Blk Time (%)			3	46		0	10	0	
Queuing Penalty (veh)			12	14		0	1	0	

Intersection: 4: Lot K Dwy & Fortuna Ave

Movement	WB	NB
Directions Served	LT	LR
Maximum Queue (ft)	54	50
Average Queue (ft)	3	21
95th Queue (ft)	24	47
Link Distance (ft)	380	
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 5: Jewell St & Lot H Dwy

Movement	EB	NB	SB
Directions Served	LR	LT	TR
Maximum Queue (ft)	30	26	3
Average Queue (ft)	4	1	0
95th Queue (ft)	22	13	3
Link Distance (ft)	108	476	28
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 6: Jewell St & Lot G Dwy/Roosevelt Ave

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	LT	LTR
Maximum Queue (ft)	29	42	3	9
Average Queue (ft)	2	16	0	1
95th Queue (ft)	14	41	0	7
Link Distance (ft)	95	133	31	476
Upstream Blk Time (%)			0	
Queuing Penalty (veh)			0	
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 7: Jewell St & Lot F Dwy

Movement	EB
Directions Served	LR
Maximum Queue (ft)	30
Average Queue (ft)	5
95th Queue (ft)	24
Link Distance (ft)	105
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 8: Yosemite St/Lot A Dwy & La Playa Ave

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	LTR	LTR
Maximum Queue (ft)	11	9	43	50
Average Queue (ft)	1	0	16	23
95th Queue (ft)	8	5	42	47
Link Distance (ft)	209		99	128
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 9: Ingraham St & Visitor 2 Dwy

Movement	WB	NB	SB
Directions Served	LR	TR	LT
Maximum Queue (ft)	32	4	25
Average Queue (ft)	4	0	2
95th Queue (ft)	22	4	15
Link Distance (ft)	80	580	28
Upstream Blk Time (%)			1
Queuing Penalty (veh)			3
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 10: Ingraham St & Visitor 1 Dwy

Movement	WB	SB	SB
Directions Served	LR	T	T
Maximum Queue (ft)	30	49	20
Average Queue (ft)	2	3	1
95th Queue (ft)	16	27	15
Link Distance (ft)	71	175	175
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)		0	
Queuing Penalty (veh)		0	

Intersection: 11: Ingraham St & Lot K Dwy

Movement	WB
Directions Served	LR
Maximum Queue (ft)	34
Average Queue (ft)	4
95th Queue (ft)	22
Link Distance (ft)	64
Upstream Blk Time (%)	0
Queuing Penalty (veh)	0
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Zone Summary

Zone wide Queuing Penalty: 34

Intersection: 1: Ingraham St & Fortuna Ave

Movement	EB	WB	NB	NB	SB	SB
Directions Served	LTR	LTR	LT	TR	LT	TR
Maximum Queue (ft)	77	73	107	111	187	118
Average Queue (ft)	29	32	28	11	43	11
95th Queue (ft)	59	63	79	56	127	62
Link Distance (ft)	243	64	343	343	369	369
Upstream Blk Time (%)		3				
Queuing Penalty (veh)		2				
Storage Bay Dist (ft)						
Storage Blk Time (%)						
Queuing Penalty (veh)						

Intersection: 2: Jewell St & Fortuna Ave

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	LTR	LTR
Maximum Queue (ft)	59	52	38	42
Average Queue (ft)	28	24	5	5
95th Queue (ft)	51	50	26	24
Link Distance (ft)	380	267	28	497
Upstream Blk Time (%)			1	
Queuing Penalty (veh)			1	
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 3: Ingraham St & La Playa Ave

Movement	EB	WB	NB	NB	NB	SB	SB	SB	SB
Directions Served	LTR	LTR	L	T	TR	L	T	T	R
Maximum Queue (ft)	89	106	69	336	290	124	203	202	59
Average Queue (ft)	30	43	41	224	161	38	127	123	22
95th Queue (ft)	66	86	79	321	260	92	185	181	49
Link Distance (ft)	247	209		320	320		580	580	
Upstream Blk Time (%)				1	0				
Queuing Penalty (veh)				0	0				
Storage Bay Dist (ft)			45			100			220
Storage Blk Time (%)			10	48		0	14	0	
Queuing Penalty (veh)			43	29		1	5	0	

Intersection: 4: Lot K Dwy & Fortuna Ave

Movement	WB	NB
Directions Served	LT	LR
Maximum Queue (ft)	39	38
Average Queue (ft)	3	13
95th Queue (ft)	21	39
Link Distance (ft)	380	336
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 5: Jewell St & Lot H Dwy

Movement	EB	NB
Directions Served	LR	LT
Maximum Queue (ft)	33	27
Average Queue (ft)	5	2
95th Queue (ft)	23	16
Link Distance (ft)	108	476
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 6: Jewell St & Lot G Dwy/Roosevelt Ave

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	LTR	LTR
Maximum Queue (ft)	29	49	6	26
Average Queue (ft)	3	23	0	2
95th Queue (ft)	19	48	4	14
Link Distance (ft)	95	133	31	476
Upstream Blk Time (%)			0	
Queuing Penalty (veh)			0	
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 7: Jewell St & Lot F Dwy

Movement	EB
Directions Served	LR
Maximum Queue (ft)	27
Average Queue (ft)	2
95th Queue (ft)	14
Link Distance (ft)	105
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 8: Yosemite St/Lot A Dwy & La Playa Ave

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	LTR	LTR
Maximum Queue (ft)	21	15	33	40
Average Queue (ft)	1	1	12	16
95th Queue (ft)	8	7	36	41
Link Distance (ft)	209		99	128
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 9: Ingraham St & Visitor 2 Dwy

Movement	WB
Directions Served	LR
Maximum Queue (ft)	30
Average Queue (ft)	4
95th Queue (ft)	20
Link Distance (ft)	80
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 10: Ingraham St & Visitor 1 Dwy

Movement	WB	NB	SB
Directions Served	LR	TR	L
Maximum Queue (ft)	32	3	15
Average Queue (ft)	7	0	1
95th Queue (ft)	28	3	8
Link Distance (ft)	71	28	
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			50
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 11: Ingraham St & Lot K Dwy

Movement	WB
Directions Served	LR
Maximum Queue (ft)	28
Average Queue (ft)	2
95th Queue (ft)	15
Link Distance (ft)	64
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Zone Summary

Zone wide Queuing Penalty: 81

Intersection: 1: Ingraham St & Fortuna Ave

Movement	EB	WB	NB	NB	SB	SB
Directions Served	LTR	LTR	LT	TR	LT	TR
Maximum Queue (ft)	68	76	72	88	131	86
Average Queue (ft)	26	44	12	8	24	4
95th Queue (ft)	54	73	47	44	85	32
Link Distance (ft)	243	64	343	343	369	369
Upstream Blk Time (%)		3				
Queuing Penalty (veh)		3				
Storage Bay Dist (ft)						
Storage Blk Time (%)						
Queuing Penalty (veh)						

Intersection: 2: Jewell St & Fortuna Ave

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	LTR	LTR
Maximum Queue (ft)	58	38	31	40
Average Queue (ft)	29	18	4	3
95th Queue (ft)	52	43	21	20
Link Distance (ft)	380	267	28	497
Upstream Blk Time (%)			0	
Queuing Penalty (veh)			0	
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 3: Ingraham St & La Playa Ave

Movement	EB	WB	NB	NB	NB	SB	SB	SB	SB
Directions Served	LTR	LTR	L	T	TR	L	T	T	R
Maximum Queue (ft)	108	132	68	335	254	77	198	195	46
Average Queue (ft)	41	54	23	211	143	18	115	109	12
95th Queue (ft)	87	102	63	306	232	57	176	171	36
Link Distance (ft)	247	209		320	320		580	580	
Upstream Blk Time (%)		0		1					
Queuing Penalty (veh)		0		0					
Storage Bay Dist (ft)			45			100			220
Storage Blk Time (%)			3	48			11	0	
Queuing Penalty (veh)			12	15			2	0	

Intersection: 4: Lot K Dwy & Fortuna Ave

Movement	EB	WB	NB
Directions Served	TR	LT	LR
Maximum Queue (ft)	3	35	62
Average Queue (ft)	0	2	29
95th Queue (ft)	3	15	53
Link Distance (ft)	64	380	336
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 5: Jewell St & Lot H Dwy

Movement	EB	NB	SB
Directions Served	LR	LT	TR
Maximum Queue (ft)	30	15	4
Average Queue (ft)	4	1	0
95th Queue (ft)	19	7	4
Link Distance (ft)	108	476	28
Upstream Blk Time (%)			0
Queuing Penalty (veh)			0
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 6: Jewell St & Lot G Dwy/Roosevelt Ave

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	LT	LTR
Maximum Queue (ft)	29	36	6	8
Average Queue (ft)	2	15	0	0
95th Queue (ft)	16	40	4	7
Link Distance (ft)	95	133	31	476
Upstream Blk Time (%)			0	
Queuing Penalty (veh)			0	
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 7: Jewell St & Lot F Dwy

Movement	EB
Directions Served	LR
Maximum Queue (ft)	30
Average Queue (ft)	5
95th Queue (ft)	23
Link Distance (ft)	105
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 8: Yosemite St/Lot A Dwy & La Playa Ave

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	LTR	LTR
Maximum Queue (ft)	12	12	40	56
Average Queue (ft)	1	0	14	29
95th Queue (ft)	7	6	40	51
Link Distance (ft)	209		99	128
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 9: Ingraham St & Visitor 2 Dwy

Movement	WB	SB
Directions Served	LR	LT
Maximum Queue (ft)	32	31
Average Queue (ft)	5	2
95th Queue (ft)	22	13
Link Distance (ft)	80	28
Upstream Blk Time (%)		0
Queuing Penalty (veh)		2
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 10: Ingraham St & Visitor 1 Dwy

Movement	WB	SB	SB
Directions Served	LR	T	T
Maximum Queue (ft)	30	29	7
Average Queue (ft)	3	1	0
95th Queue (ft)	16	14	7
Link Distance (ft)	71	175	175
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)		0	
Queuing Penalty (veh)		0	

Intersection: 11: Ingraham St & Lot K Dwy

Movement	WB
Directions Served	LR
Maximum Queue (ft)	39
Average Queue (ft)	8
95th Queue (ft)	31
Link Distance (ft)	64
Upstream Blk Time (%)	0
Queuing Penalty (veh)	0
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Zone Summary

Zone wide Queuing Penalty: 34

Intersection: 1: Ingraham St & Fortuna Ave

Movement	EB	WB	NB	NB	SB	SB
Directions Served	LTR	LTR	LT	TR	LT	TR
Maximum Queue (ft)	77	74	105	93	190	141
Average Queue (ft)	30	38	29	12	54	13
95th Queue (ft)	61	68	76	56	149	73
Link Distance (ft)	243	64	343	343	369	369
Upstream Blk Time (%)		2				
Queuing Penalty (veh)		2				
Storage Bay Dist (ft)						
Storage Blk Time (%)						
Queuing Penalty (veh)						

Intersection: 2: Jewell St & Fortuna Ave

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	LTR	LTR
Maximum Queue (ft)	58	63	33	32
Average Queue (ft)	29	28	5	3
95th Queue (ft)	51	53	24	18
Link Distance (ft)	380	267	28	497
Upstream Blk Time (%)			1	
Queuing Penalty (veh)			1	
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 3: Ingraham St & La Playa Ave

Movement	EB	WB	NB	NB	NB	SB	SB	SB	SB
Directions Served	LTR	LTR	L	T	TR	L	T	T	R
Maximum Queue (ft)	99	90	69	332	286	125	211	208	94
Average Queue (ft)	33	43	43	227	166	44	128	123	23
95th Queue (ft)	74	83	81	326	265	102	190	183	55
Link Distance (ft)	247	209		320	320		580	580	
Upstream Blk Time (%)				2	0				
Queuing Penalty (veh)				0	0				
Storage Bay Dist (ft)			45			100			220
Storage Blk Time (%)			11	47		1	14	0	0
Queuing Penalty (veh)			47	28		3	6	0	0

Intersection: 4: Lot K Dwy & Fortuna Ave

Movement	WB	NB
Directions Served	LT	LR
Maximum Queue (ft)	34	42
Average Queue (ft)	2	21
95th Queue (ft)	18	46
Link Distance (ft)	380	336
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 5: Jewell St & Lot H Dwy

Movement	EB	NB	SB
Directions Served	LR	LT	TR
Maximum Queue (ft)	30	36	6
Average Queue (ft)	7	2	0
95th Queue (ft)	29	16	4
Link Distance (ft)	108	476	28
Upstream Blk Time (%)			0
Queuing Penalty (veh)			0
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 6: Jewell St & Lot G Dwy/Roosevelt Ave

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	LTR	LTR
Maximum Queue (ft)	29	57	18	31
Average Queue (ft)	3	22	1	2
95th Queue (ft)	17	49	8	17
Link Distance (ft)	95	133	31	476
Upstream Blk Time (%)			0	
Queuing Penalty (veh)			0	
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 7: Jewell St & Lot F Dwy

Movement	EB	NB	SB
Directions Served	LR	LT	TR
Maximum Queue (ft)	24	9	5
Average Queue (ft)	1	0	0
95th Queue (ft)	12	6	5
Link Distance (ft)	105		31
Upstream Blk Time (%)			0
Queuing Penalty (veh)			0
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 8: Yosemite St/Lot A Dwy & La Playa Ave

Movement	EB	NB	SB
Directions Served	LTR	LTR	LTR
Maximum Queue (ft)	35	35	43
Average Queue (ft)	3	12	20
95th Queue (ft)	18	37	44
Link Distance (ft)	209	99	128
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 9: Ingraham St & Visitor 2 Dwy

Movement	WB
Directions Served	LR
Maximum Queue (ft)	30
Average Queue (ft)	4
95th Queue (ft)	21
Link Distance (ft)	80
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 10: Ingraham St & Visitor 1 Dwy

Movement	WB	SB
Directions Served	LR	L
Maximum Queue (ft)	30	9
Average Queue (ft)	7	1
95th Queue (ft)	26	8
Link Distance (ft)	71	
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		50
Storage Blk Time (%)		0
Queuing Penalty (veh)		0

Intersection: 11: Ingraham St & Lot K Dwy

Movement	WB	NB
Directions Served	LR	TR
Maximum Queue (ft)	34	2
Average Queue (ft)	3	0
95th Queue (ft)	19	2
Link Distance (ft)	64	175
Upstream Blk Time (%)	0	
Queuing Penalty (veh)	0	
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Zone Summary

Zone wide Queuing Penalty: 87

APPENDIX H

BUS ROUTE INFORMATION

Exact fare, please *Favor de pagar la cantidad exacta*

Fares *Tarifas*	Adult *Adulto*	Senior/Disabled/ Medicare/Youth* *Personas Mayores/con Discapacidades/Medicare/Jóvenes**
ONE-WAY FARES *Tarifas Sencillas*	$2.50	$1.25
EARNED DAY PASS *Pase del Día Ganado*	$6.00	$3.00
MONTH PASS *Pase mensual*	$72.00	$23.00

Load money into your PRONTO account to earn Day Passes and Month Passes. Tap your PRONTO card ($2) or scan your PRONTO mobile app (free) to ride. *Carga dinero a tu cuenta de PRONTO para ganar Pases del Día y Pases Mensuales. Toca tu tarjeta PRONTO ($2) o escanea tu aplicación móvil PRONTO (gratis) para viajar.*

- **One-ways with PRONTO receive free transfers for two hours. No free transfers for cash.** *Los viajes de ida con PRONTO reciben transbordes gratuitos por dos horas. No se permiten transbordes gratuitos con pagos en efectivo.*
- **Day Passes not sold in advance. Earned with PRONTO.** *Los pases diarios no se venden por adelantado. Se obtienen con PRONTO.*
- **A month pass can be purchased in advanced or earned with PRONTO. Good from first day to last day of the month.** *El Pase Mensual se puede comprar por adelantado o se obtiene mientras viaja con PRONTO. Válido desde el primer día hasta el último día del mes.*

*Proof of eligibility required. Senior Eligibility: Age 65+ or born on or before September 1, 1959. Youth Eligibility: Ages 6-18
Se requiere verificación de elegibilidad. Elegibilidad para Personas Mayores: Edad 65+ o nacido en o antes del 1 de septiembre, 1959. Elegibilidad para Jóvenes: edades 6-18

For more information, visit: / *Para más información, visite:* **sdmts.com/fares**

DIRECTORY / *Directorio*

MTS Information & Trip Planning *MTS Información y planeo de viaje*	**(619) 233-3004**
TTY/TDD (teletype for hearing impaired) *Teletipo para sordos*	**(619) 234-5005 or/ó (888) 722-4889**
InfoExpress (24-hour info via Touch-Tone phone) *Información las 24 horas (via teléfono de teclas)*	**(619) 685-4900**
Customer Service / Suggestions *Servicio al cliente / Sugerencias*	**(619) 557-4555**
MTS Security *MTS Seguridad*	**(619) 595-4960**
Lost & Found *Objetos extraviados*	**(619) 233-3004**
Transit Store	**(619) 234-1060** 12th & Imperial Transit Center M–F 8am–5pm
For MTS online trip planning *Planificación de viajes por Internet*	**sdmts.com**

For more information on riding MTS services, pick up a Rider's Guide on a bus or at the Transit Store, or visit **sdmts.com.**

Para obtener más información sobre el uso de los servicios de MTS, recoja un 'Rider's Guide' en un autobús o en la Transit Store, o visita a ***sdmts.com.***

Thank you for riding MTS! ***¡Gracias por viajar con MTS!***

Effective SEPTEMBER 4, 2022

8 Old Town – Balboa Avenue Transit Center
via Mission Beach

9 Old Town – Pacific Beach
via SeaWorld / Ingraham St.

DESTINATIONS
- Belmont Park (8)
- Crown Point (9)
- Mission Bay
- Pechanga Arena (Sports Arena)
- SeaWorld (9)

TROLLEY CONNECTIONS
- Old Town
- Balboa Avenue (8)

09/22

sdmts.com
Route Alerts, Updated Schedules, Connections & More

Route 8 – Sunday / *domingo*

Old Town ➡ Balboa Avenue Transit Center

A Old Town Transit Center **DEPART**	B Sports Arena Bl. & Hancock St.	F W. Mission Bay Dr. & Mission Bl.	G Grand Av. & Bayard St.	D Grand Av. & Ingraham St.	H Balboa Av. Transit Center **ARRIVE**
—	—	—	6:00a	6:03a	6:10a
6:12a	6:18a	6:24a	6:30	6:33	6:40
6:42	6:48	6:54	7:00	7:03	7:10
7:12	7:18	7:24	7:31	7:34	7:42
7:42	7:48	7:54	8:01	8:04	8:12
8:12	8:19	8:26	8:33	8:36	8:44
8:42	8:49	8:57	9:04	9:08	9:17
9:05	9:12	9:20	9:27	9:31	9:40
9:27	9:34	9:42	9:49	9:53	10:02
9:47	9:54	10:02	10:09	10:13	10:22
10:07	10:15	10:23	10:31	10:35	10:44
10:27	10:35	10:43	10:51	10:55	11:04
10:47	10:55	11:03	11:11	11:15	11:24
11:07	11:15	11:23	11:31	11:35	11:44
11:27	11:35	11:43	11:51	11:55	12:04p
11:47	11:55	12:03p	12:11p	12:15p	12:24
12:07p	12:15p	12:24	12:33	12:37	12:47
12:27	12:35	12:44	12:53	12:57	1:07
12:47	12:55	1:04	1:13	1:17	1:27
1:07	1:15	1:24	1:33	1:37	1:47
1:27	1:35	1:44	1:53	1:57	2:07
1:48	1:56	2:05	2:14	2:18	2:28
2:08	2:16	2:25	2:34	2:38	2:48
2:28	2:36	2:45	2:54	2:58	3:08
2:48	2:56	3:05	3:14	3:18	3:28
3:08	3:16	3:25	3:34	3:38	3:48
3:28	3:36	3:45	3:54	3:58	4:08
3:49	3:57	4:06	4:15	4:19	4:29
4:09	4:17	4:26	4:35	4:39	4:49
4:29	4:37	4:46	4:55	4:59	5:09
4:49	4:57	5:06	5:15	5:19	5:29
5:10	5:18	5:27	5:36	5:40	5:49
5:31	5:39	5:47	5:56	6:00	6:09
5:51	5:58	6:05	6:13	6:17	6:26
6:11	6:18	6:25	6:33	6:37	6:46
6:29	6:36	6:43	6:51	6:55	7:03
6:57	7:04	7:11	7:19	7:23	7:31
7:27	7:34	7:41	7:49	7:53	8:01
7:57	8:03	8:09	8:16	8:20	8:28
8:27	8:33	8:39	8:46	8:50	8:58
8:57	9:03	9:09	9:16	9:20	9:27
9:27	9:33	9:39	9:46	9:50	9:57
9:57	10:03	10:09	10:15	10:18	10:25

Balboa Avenue Transit Center ➡ Old Town

H Balboa Av. Transit Center **DEPART**	D Grand Av. & Ingraham St.	G Grand Av. & Bayard St.	F W. Mission Bay Dr. & Mission Bl.	B Sports Arena Bl. & Hancock St.	A Old Town Transit Center **ARRIVE**
—	—	6:01a	6:09a	6:15a	6:21a
6:22a	6:29a	6:33	6:41	6:47	6:54
6:52	6:59	7:03	7:11	7:17	7:24
7:22	7:29	7:33	7:41	7:47	7:54
7:52	7:59	8:03	8:11	8:17	8:24
8:22	8:30	8:34	8:42	8:48	8:55
8:52	9:00	9:04	9:12	9:18	9:25
9:22	9:30	9:34	9:43	9:50	9:58
9:38	9:47	9:51	10:01	10:08	10:16
9:57	10:06	10:10	10:20	10:27	10:35
10:17	10:26	10:30	10:40	10:47	10:55
10:37	10:47	10:51	11:01	11:09	11:18
10:57	11:07	11:11	11:21	11:29	11:38
11:15	11:25	11:29	11:40	11:48	11:57
11:35	11:45	11:49	12:00p	12:08p	12:17p
11:55	12:05p	12:09p	12:20	12:28	12:37
12:15p	12:25	12:29	12:40	12:48	12:57
12:35	12:45	12:49	1:00	1:08	1:17
12:57	1:07	1:11	1:22	1:30	1:39
1:17	1:27	1:31	1:42	1:50	1:59
1:37	1:47	1:51	2:02	2:10	2:19
1:57	2:07	2:11	2:22	2:30	2:39
2:17	2:27	2:31	2:42	2:50	2:59
2:37	2:47	2:51	3:02	3:10	3:19
2:57	3:07	3:11	3:22	3:30	3:39
3:17	3:27	3:31	3:42	3:50	3:59
3:37	3:47	3:51	4:02	4:10	4:19
3:57	4:07	4:11	4:22	4:30	4:39
4:18	4:28	4:32	4:43	4:51	5:00
4:39	4:49	4:53	5:04	5:12	5:21
4:59	5:09	5:13	5:24	5:32	5:41
5:19	5:29	5:33	5:44	5:52	6:01
5:39	5:48	5:52	6:02	6:10	6:19
5:59	6:08	6:12	6:22	6:30	6:39
6:22	6:31	6:35	6:45	6:53	7:02
6:43	6:52	6:56	7:06	7:13	7:21
7:13	7:21	7:25	7:35	7:41	7:49
7:43	7:50	7:54	8:03	8:09	8:17
8:15	8:22	8:25	8:34	8:40	8:47
8:45	8:52	8:55	9:04	9:10	9:17
9:15	9:22	9:25	9:34	9:40	9:47
9:45	9:52	9:55	10:04	10:10	10:17

Route 9 – Sunday / *domingo*

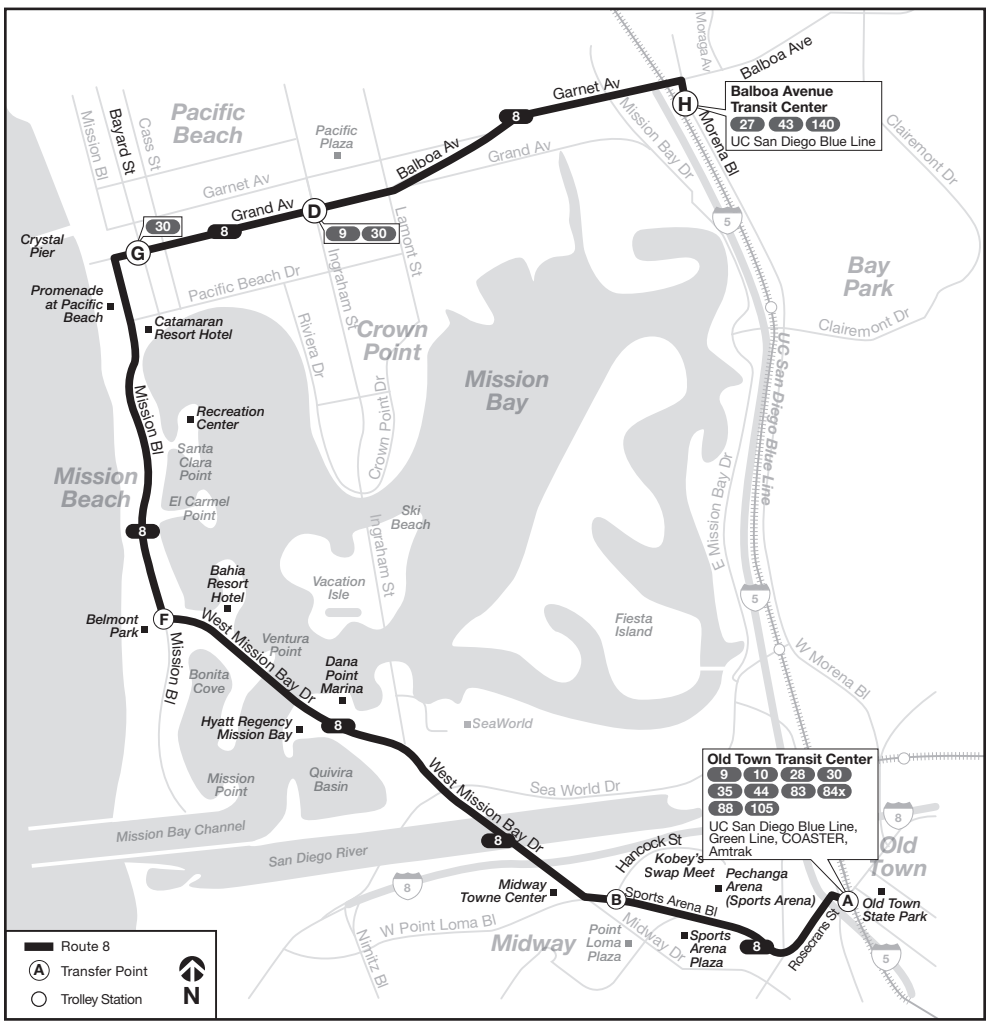
Old Town ➡ SeaWorld

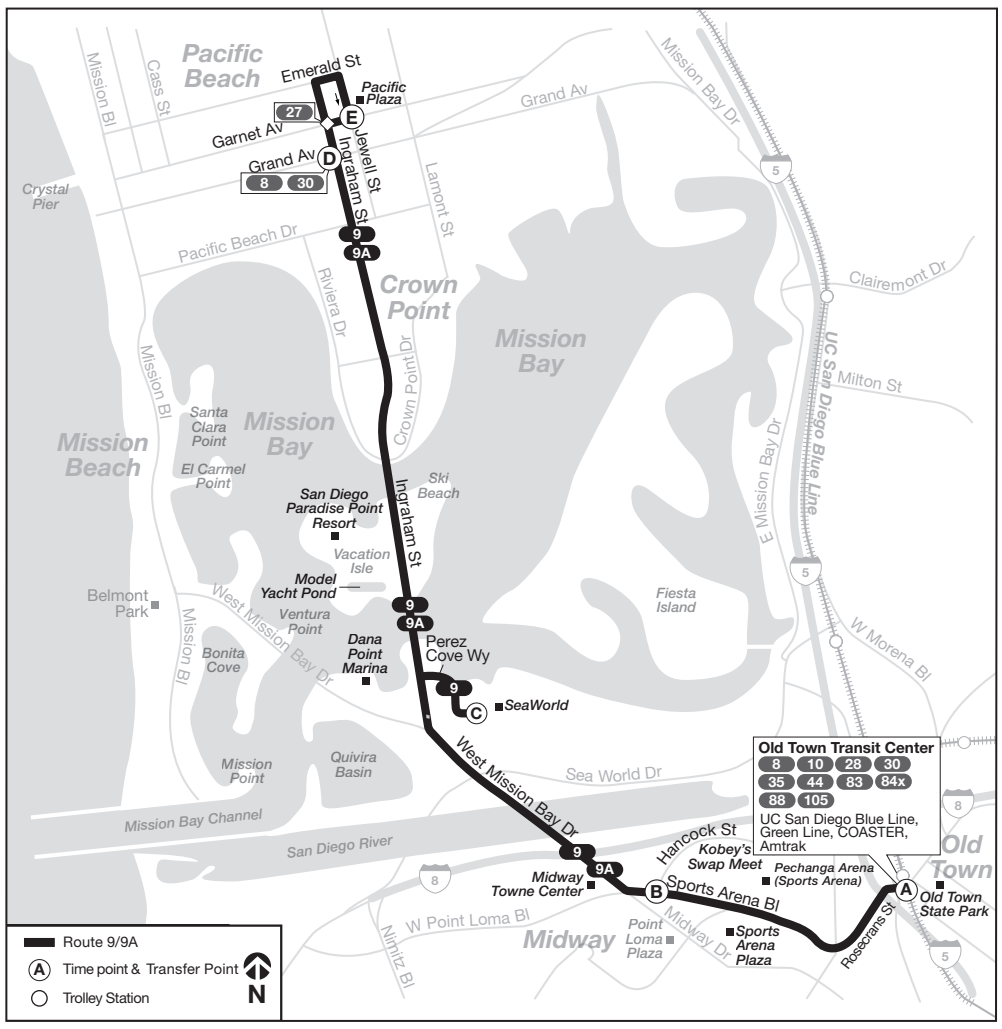
A Old Town Transit Center **DEPART**	B Sports Arena Bl. & Hancock St.	C Sea World	D Ingraham St. & Grand Ave.	E Jewell St. & Garnet Av. **ARRIVE**
7:20a	7:26a	7:31a	—	—
7:50	7:57	8:02	—	—
8:20	8:27	8:32	—	—
8:50	8:57	9:03	—	—
9:20	9:27	9:33	—	—
9:50	9:57	10:03	—	—
10:20	10:28	10:35	—	—
10:50	10:58	11:05	—	—
11:20	11:28	11:35	—	—
11:50	11:58	12:05p	—	—
12:20p	12:28p	12:35	—	—
12:50	12:58	1:06	—	—
1:20	1:28	1:36	—	—
1:50	1:58	2:06	—	—
2:20	2:28	2:36	—	—
2:50	2:58	3:06	—	—
3:20	3:28	3:36	—	—
3:50	3:58	4:06	—	—
4:20	4:28	4:36	—	—
4:50	4:58	5:06	—	—
5:20	5:28	5:35	—	—
5:50	5:57	6:03	—	—
6:20	6:27	6:33	—	—
6:50	6:57	7:03	—	—
7:20	7:27	7:33	—	—
7:50	7:56	8:02		
8:20	8:26	8:32		

SeaWorld ➡ Old Town

E Jewell St. & Garnet Av. **DEPART**	D Ingraham St. & Grand Ave.	C Sea World	B Sports Arena Bl. & Hancock St.	A Old Town Transit Center **ARRIVE**
—	—	7:41a	7:47a	7:54a
—	—	8:11	8:17	8:24
—	—	8:41	8:47	8:54
—	—	9:11	9:17	9:24
—	—	9:41	9:47	9:54
—	—	10:10	10:16	10:24
—	—	10:40	10:46	10:54
—	—	11:09	11:15	11:24
—	—	11:39	11:45	11:54
—	—	12:08p	12:15p	12:24p
—	—	12:38	12:45	12:54
—	—	1:08	1:15	1:24
—	—	1:38	1:45	1:54
—	—	2:08	2:15	2:24
—	—	2:38	2:45	2:54
—	—	3:08	3:15	3:24
—	—	3:38	3:45	3:54
—	—	4:08	4:15	4:24
—	—	4:38	4:45	4:54
—	—	5:08	5:15	5:24
—	—	5:38	5:45	5:54
—	—	6:08	6:15	6:24
—	—	6:39	6:46	6:54
—	—	7:09	7:16	7:24
—	—	7:39	7:46	7:54
—	—	8:10	8:17	8:24
—	—	8:40	8:47	8:54
—	—	9:12	9:18	9:25

A Saturday or Sunday schedule will be operated on the following holidays and observed holidays
Se operará con horario de sábado o domingo durante los siguientes días festivos y feriados observados
New Year's Day, Presidents' Day, Memorial Day, Independence Day, Labor Day, Thanksgiving, Christmas





Route 8 – Monday through Friday / *lunes a viernes*

Old Town ➡ P.B. ➡ Balboa Ave. T.C.

Ⓐ Old Town Transit Center **DEPART**	Ⓑ Sports Arena Bl. & Hancock St.	Ⓕ W. Mission Bay Dr. & Mission Bl.	Ⓖ Grand Ave. & Bayard St.	Ⓓ Grand Av. & Ingraham St.	Ⓗ Balboa Av. Transit Center **ARRIVE**
—	—	—	4:56a	4:59a	5:07a
—	—	—	5:26	5:29	5:37
5:42a	5:48a	5:53a	5:59	6:02	6:10
6:12	6:18	6:23	6:29	6:32	6:40
6:32	6:38	6:43	6:49	6:52	7:00
6:50	6:56	7:02	7:09	7:12	7:21
7:08	7:14	7:20	7:27	7:30	7:39
7:27	7:33	7:39	7:46	7:49	7:58
7:47	7:54	8:01	8:08	8:12	8:21
8:07	8:14	8:21	8:28	8:32	8:41
8:27	8:34	8:41	8:48	8:52	9:01
8:47	8:54	9:01	9:08	9:12	9:21
9:07	9:14	9:21	9:28	9:32	9:41
9:27	9:34	9:41	9:48	9:52	10:01
9:47	9:54	10:01	10:08	10:12	10:21
10:07	10:15	10:22	10:30	10:34	10:43
10:27	10:35	10:42	10:50	10:54	11:03
10:47	10:55	11:02	11:10	11:14	11:23
11:07	11:15	11:22	11:30	11:34	11:43
11:27	11:35	11:42	11:50	11:54	12:03p
11:47	11:55	12:02p	12:10p	12:14p	12:23
12:07p	12:15p	12:22	12:30	12:34	12:43
12:27	12:35	12:42	12:50	12:54	1:03
12:47	12:55	1:02	1:10	1:14	1:23
1:07	1:15	1:22	1:30	1:34	1:43
1:27	1:35	1:42	1:50	1:54	2:03
1:48	1:56	2:03	2:11	2:15	2:24
2:08	2:16	2:23	2:31	2:35	2:45
2:28	2:36	2:43	2:51	2:55	3:05
2:48	2:56	3:03	3:11	3:15	3:25
3:08	3:16	3:23	3:31	3:35	3:45
3:28	3:36	3:43	3:51	3:55	4:05
3:49	3:57	4:04	4:12	4:16	4:26
4:09	4:17	4:24	4:32	4:36	4:46
4:29	4:37	4:44	4:52	4:56	5:06
4:49	4:57	5:04	5:12	5:16	5:26
5:10	5:18	5:25	5:33	5:37	5:46
5:31	5:39	5:46	5:54	5:58	6:07
5:51	5:59	6:06	6:14	6:18	6:27
6:11	6:19	6:26	6:34	6:38	6:47
6:29	6:36	6:43	6:51	6:55	7:03
6:57	7:04	7:11	7:19	7:23	7:31
7:27	7:34	7:41	7:49	7:53	8:01
7:57	8:04	8:10	8:17	8:21	8:29
8:27	8:34	8:40	8:47	8:51	8:59
8:57	9:03	9:09	9:15	9:19	9:27
9:27	9:33	9:39	9:45	9:48	9:55
9:57	10:03	10:09	10:15	10:18	10:25
10:27	10:33	10:39	10:45	10:48	10:55
10:57	11:03	11:09	11:15	11:18	11:25
11:27	11:33	11:39	11:45	11:48	11:55
11:57	12:03a	12:09a	12:15a	12:18a	12:25a
12:27a	12:33	12:39	12:45	12:48	12:55

Balboa Ave. T.C. ➡ P.B. ➡ Old Town

Ⓗ Balboa Av. Transit Center **DEPART**	Ⓓ Grand Av. & Ingraham St.	Ⓖ Grand Ave. & Bayard St.	Ⓕ W. Mission Bay Dr. & Mission Bl.	Ⓑ Sports Arena Bl. & Hancock St.	Ⓐ Old Town Transit Center **ARRIVE**
—	—	5:05a	5:13a	5:19a	5:25a
5:30a	5:36a	5:39	5:47	5:53	5:59
6:00	6:06	6:10	6:18	6:24	6:31
6:19	6:26	6:30	6:38	6:44	6:51
6:37	6:44	6:48	6:56	7:02	7:09
6:57	7:04	7:08	7:16	7:22	7:29
7:17	7:24	7:28	7:36	7:42	7:49
7:37	7:44	7:48	7:56	8:02	8:09
7:57	8:04	8:08	8:16	8:22	8:29
8:17	8:25	8:29	8:37	8:43	8:51
8:37	8:45	8:49	8:57	9:03	9:11
8:57	9:05	9:09	9:17	9:23	9:31
9:17	9:25	9:29	9:38	9:45	9:53
9:37	9:45	9:49	9:58	10:05	10:13
9:57	10:05	10:09	10:18	10:25	10:33
10:17	10:25	10:29	10:38	10:45	10:53
10:37	10:45	10:49	10:58	11:05	11:13
10:57	11:05	11:09	11:18	11:25	11:33
11:15	11:24	11:28	11:37	11:44	11:53
11:35	11:44	11:48	11:57	12:04p	12:13p
11:55	12:04p	12:08p	12:17p	12:24	12:33
12:15p	12:24	12:28	12:37	12:44	12:53
12:35	12:44	12:48	12:57	1:04	1:13
12:57	1:06	1:10	1:19	1:26	1:35
1:17	1:26	1:30	1:39	1:46	1:55
1:37	1:46	1:50	1:59	2:06	2:15
1:57	2:06	2:10	2:19	2:26	2:35
2:17	2:26	2:30	2:39	2:46	2:55
2:37	2:47	2:51	3:01	3:08	3:17
2:57	3:07	3:11	3:21	3:28	3:37
3:17	3:27	3:31	3:41	3:48	3:57
3:37	3:47	3:51	4:01	4:08	4:17
3:57	4:07	4:11	4:21	4:28	4:37
4:18	4:28	4:32	4:42	4:49	4:58
4:39	4:49	4:53	5:03	5:10	5:19
4:59	5:09	5:13	5:23	5:30	5:39
5:19	5:29	5:33	5:43	5:50	5:59
5:39	5:49	5:53	6:03	6:10	6:19
5:59	6:09	6:13	6:23	6:30	6:39
6:18	6:27	6:31	6:40	6:47	6:56
6:37	6:45	6:49	6:58	7:04	7:12
6:57	7:05	7:09	7:18	7:24	7:32
7:15	7:23	7:27	7:36	7:42	7:50
7:43	7:51	7:55	8:04	8:10	8:18
8:15	8:22	8:26	8:34	8:40	8:47
8:45	8:52	8:56	9:04	9:10	9:17
9:15	9:22	9:26	9:34	9:40	9:47
9:45	9:52	9:56	10:04	10:10	10:17
10:15	10:22	10:26	10:34	10:40	10:47
10:47	10:53	10:56	11:03	11:09	11:16
11:17	11:23	11:26	11:33	11:39	11:46
11:47	11:53	11:56	12:03a	12:09a	12:16a

Route 9 – Monday through Friday / *lunes a viernes*

Old Town ➡ SeaWorld ➡ P.B.

	Ⓐ Old Town Transit Center **DEPART**	Ⓑ Sports Arena Bl. & Hancock St.	Ⓒ Sea World	Ⓓ Ingraham St. & Grand Ave.	Ⓔ Jewell St. & Garnet Av. **ARRIVE**
A	6:13a	6:19a	—	6:27a	6:31a
A	6:43	6:49	—	6:58	7:02
A	7:13	7:19	—	7:28	7:33
	7:43	7:49	7:55a	8:04	8:09
	8:12	8:19	8:25	8:34	8:39
	8:42	8:49	8:55	9:04	9:09
	9:02	9:09	9:15	9:24	9:29
	9:22	9:29	9:35	9:44	9:49
	9:42	9:49	9:55	10:04	10:09
	10:02	10:10	10:17	10:26	10:31
	10:22	10:30	10:37	10:46	10:51
	10:42	10:50	10:57	11:06	11:11
	11:02	11:10	11:17	11:26	11:31
	11:22	11:30	11:37	11:46	11:51
	11:42	11:50	11:57	12:06p	12:11p
	12:02p	12:10p	12:17p	12:26	12:31
	12:22	12:30	12:37	12:46	12:51
	12:41	12:49	12:57	1:07	1:12
	1:01	1:09	1:17	1:27	1:32
	1:21	1:29	1:37	1:47	1:52
	1:41	1:49	1:57	2:07	2:12
	2:01	2:09	2:17	2:27	2:32
	2:21	2:29	2:37	2:47	2:52
	2:40	2:48	2:57	3:08	3:13
	3:00	3:08	3:17	3:28	3:33
	3:20	3:28	3:37	3:48	3:53
	3:40	3:48	3:57	4:08	4:13
	4:01	4:09	4:18	4:29	4:34
A	4:22	4:30	—	4:41	4:46
A	4:42	4:50	—	5:01	5:06
A	5:02	5:10	—	5:21	5:26
A	5:22	5:30	—	5:40	5:45
A	5:42	5:50	—	6:00	6:05
A	6:02	6:10	—	6:20	6:25
A	6:20	6:28	—	6:37	6:42
A	6:42	6:49	—	6:58	7:03
A	7:12	7:19	—	7:28	7:33
A	7:43	7:50	—	7:59	8:04
A	8:13	8:20	—	8:28	8:33
A	8:43	8:50	—	8:58	9:03

P.B. ➡ SeaWorld ➡ Old Town

	Ⓔ Jewell St. & Garnet Av. **DEPART**	Ⓓ Ingraham St. & Grand Ave.	Ⓒ Sea World	Ⓑ Sports Arena Bl. & Hancock St.	Ⓐ Old Town Transit Center **ARRIVE**
A	5:46a	5:48a	—	5:56a	6:02a
A	6:15	6:17	—	6:25	6:32
A	6:43	6:46	—	6:55	7:02
A	7:12	7:15	—	7:25	7:32
A	7:42	7:45	—	7:55	8:02
A	8:11	8:14	—	8:24	8:32
A	8:41	8:44	—	8:54	9:02
A	9:11	9:14	—	9:24	9:32
	9:26	9:29	9:39a	9:46	9:54
	9:44	9:47	9:57	10:04	10:12
	10:04	10:07	10:17	10:24	10:32
	10:24	10:27	10:37	10:44	10:52
	10:44	10:47	10:57	11:04	11:12
	11:02	11:05	11:16	11:23	11:31
	11:22	11:25	11:36	11:43	11:52
	11:42	11:45	11:56	12:03p	12:12p
	12:02p	12:05p	12:16p	12:23	12:32
	12:22	12:25	12:36	12:43	12:52
	12:42	12:45	12:56	1:03	1:12
	1:02	1:05	1:16	1:23	1:32
	1:22	1:25	1:36	1:43	1:52
	1:42	1:45	1:56	2:03	2:12
	2:01	2:04	2:15	2:22	2:31
	2:21	2:24	2:35	2:42	2:51
	2:41	2:44	2:55	3:02	3:11
	3:00	3:03	3:15	3:23	3:32
	3:21	3:24	3:36	3:44	3:53
	3:41	3:44	3:56	4:04	4:13
	4:01	4:04	4:16	4:24	4:33
	4:21	4:24	4:36	4:44	4:53
	4:42	4:45	4:57	5:05	5:14
	5:00	5:03	5:15	5:23	5:32
	5:18	5:21	5:33	5:41	5:50
	5:38	5:41	5:53	6:01	6:10
	5:56	5:59	6:11	6:19	6:28
	6:14	6:17	6:29	6:37	6:46
	6:33	6:36	6:47	6:54	7:02
	7:03	7:06	7:17	7:24	7:32
	7:33	7:36	7:47	7:54	8:02
	8:05	8:08	8:18	8:25	8:32
	8:36	8:39	8:49	8:56	9:03
	9:09	9:11	9:20	9:26	9:33
	9:39	9:41	9:50	9:56	10:03
	—	—	10:20	10:26	10:33

A= Route 9A. Trip does not enter SeaWorld. Use bus stop on Ingraham St. at Perez Cove Way for access to/from SeaWorld. / *La ruta 9A no proporciona servicio hacia SeaWorld. Tome o baje del autobus en Ingraham St. en la esquina con Perez Cove Way para ir a SeaWorld.*

Route 8 – Saturday / *sábado*

Old Town ➡ P.B. ➡ Balboa Ave. T.C.

Ⓐ Old Town Transit Center **DEPART**	Ⓑ Sports Arena Bl. & Hancock St.	Ⓕ W. Mission Bay Dr. & Mission Bl.	Ⓖ Grand Ave. & Bayard St.	Ⓓ Grand Av. & Ingraham St.	Ⓗ Balboa Av. Transit Center **ARRIVE**
5:42a	5:48a	5:54a	6:00a	6:03a	6:10a
6:12	6:18	6:24	6:30	6:33	6:40
6:42	6:48	6:54	7:00	7:03	7:10
7:12	7:18	7:24	7:31	7:34	7:42
7:42	7:48	7:54	8:01	8:04	8:12
8:12	8:19	8:26	8:33	8:36	8:44
8:42	8:49	8:57	9:04	9:08	9:17
9:05	9:12	9:20	9:27	9:31	9:40
9:27	9:34	9:42	9:49	9:53	10:02
9:47	9:54	10:02	10:09	10:13	10:22
10:07	10:15	10:23	10:31	10:35	10:44
10:27	10:35	10:43	10:51	10:55	11:04
10:47	10:55	11:03	11:11	11:15	11:24
11:07	11:15	11:23	11:31	11:35	11:44
11:27	11:35	11:43	11:51	11:55	12:04p
11:47	11:55	12:03p	12:11p	12:15p	12:24
12:07p	12:15p	12:24	12:33	12:37	12:47
12:27	12:35	12:44	12:53	12:57	1:07
12:47	12:55	1:04	1:13	1:17	1:27
1:07	1:15	1:24	1:33	1:37	1:47
1:27	1:35	1:44	1:53	1:57	2:07
1:48	1:56	2:05	2:14	2:18	2:28
2:08	2:16	2:25	2:34	2:38	2:48
2:28	2:36	2:45	2:54	2:58	3:08
2:48	2:56	3:05	3:14	3:18	3:28
3:08	3:16	3:25	3:34	3:38	3:48
3:28	3:36	3:45	3:54	3:58	4:08
3:49	3:57	4:06	4:15	4:19	4:29
4:09	4:17	4:26	4:35	4:39	4:49
4:29	4:37	4:46	4:55	4:59	5:09
4:49	4:57	5:06	5:15	5:19	5:29
5:10	5:18	5:27	5:36	5:40	5:49
5:31	5:39	5:47	5:56	6:00	6:09
5:51	5:58	6:05	6:13	6:17	6:26
6:11	6:18	6:25	6:33	6:37	6:46
6:29	6:36	6:43	6:51	6:55	7:03
6:57	7:04	7:11	7:19	7:23	7:31
7:27	7:34	7:41	7:49	7:53	8:01
7:57	8:03	8:09	8:16	8:20	8:28
8:27	8:33	8:39	8:46	8:50	8:58
8:57	9:03	9:09	9:16	9:20	9:27
9:27	9:33	9:39	9:46	9:50	9:57
9:57	10:03	10:09	10:15	10:18	10:25
10:27	10:33	10:39	10:45	10:48	10:55
10:57	11:03	11:09	11:15	11:18	11:25
11:27	11:33	11:39	11:45	11:48	11:55
11:57	12:03a	12:09a	12:15a	12:18a	12:25a
12:27a	12:33	12:39	12:45	12:48	12:55

Balboa Ave. T.C. ➡ P.B. ➡ Old Town

Ⓗ Balboa Av. Transit Center **DEPART**	Ⓓ Grand Av. & Ingraham St.	Ⓖ Grand Ave. & Bayard St.	Ⓕ W. Mission Bay Dr. & Mission Bl.	Ⓑ Sports Arena Bl. & Hancock St.	Ⓐ Old Town Transit Center **ARRIVE**
5:52a	5:58a	6:01a	6:09a	6:15a	6:21a
6:22	6:29	6:33	6:41	6:47	6:54
6:52	6:59	7:03	7:11	7:17	7:24
7:22	7:29	7:33	7:41	7:47	7:54
7:52	7:59	8:03	8:11	8:17	8:24
8:22	8:30	8:34	8:42	8:48	8:55
8:52	9:00	9:04	9:12	9:18	9:25
9:22	9:30	9:34	9:43	9:50	9:58
9:38	9:47	9:51	10:01	10:08	10:16
9:57	10:06	10:10	10:20	10:27	10:35
10:17	10:26	10:30	10:40	10:47	10:55
10:37	10:47	10:51	11:01	11:09	11:18
10:57	11:07	11:11	11:21	11:29	11:38
11:15	11:25	11:29	11:40	11:48	11:57
11:35	11:45	11:49	12:00p	12:08p	12:17p
11:55	12:05p	12:09p	12:20	12:28	12:37
12:15p	12:25	12:29	12:40	12:48	12:57
12:35	12:45	12:49	1:00	1:08	1:17
12:57	1:07	1:11	1:22	1:30	1:39
1:17	1:27	1:31	1:42	1:50	1:59
1:37	1:47	1:51	2:02	2:10	2:19
1:57	2:07	2:11	2:22	2:30	2:39
2:17	2:27	2:31	2:42	2:50	2:59
2:37	2:47	2:51	3:02	3:10	3:19
2:57	3:07	3:11	3:22	3:30	3:39
3:17	3:27	3:31	3:42	3:50	3:59
3:37	3:47	3:51	4:02	4:10	4:19
3:57	4:07	4:11	4:22	4:30	4:39
4:18	4:28	4:32	4:43	4:51	5:00
4:39	4:49	4:53	5:04	5:12	5:21
4:59	5:09	5:13	5:24	5:32	5:41
5:19	5:29	5:33	5:44	5:52	6:01
5:39	5:48	5:52	6:02	6:10	6:19
5:59	6:08	6:12	6:22	6:30	6:39
6:22	6:31	6:35	6:45	6:53	7:02
6:43	6:52	6:56	7:06	7:13	7:21
7:13	7:21	7:25	7:35	7:41	7:49
7:43	7:50	7:54	8:03	8:09	8:17
8:15	8:22	8:25	8:34	8:40	8:47
8:45	8:52	8:55	9:04	9:10	9:17
9:15	9:22	9:25	9:34	9:40	9:47
9:45	9:52	9:55	10:04	10:10	10:17
10:15	10:22	10:25	10:34	10:40	10:47
10:47	10:53	10:56	11:04	11:10	11:17
11:17	11:23	11:26	11:34	11:40	11:47
11:47	11:53	11:56	12:04a	12:10a	12:17a

Route 9 – Saturday / *sábado*

Old Town ➡ SeaWorld ➡ P.B.

	Ⓐ Old Town Transit Center **DEPART**	Ⓑ Sports Arena Bl. & Hancock St.	Ⓒ Sea World	Ⓓ Ingraham St. & Grand Ave.	Ⓔ Jewell St. & Garnet Av. **ARRIVE**
A	6:27a	6:33a	—	6:42a	6:46a
A	6:57	7:03	—	7:12	7:16
A	7:27	7:33	—	7:42	7:46
	7:57	8:04	8:09a	8:18	8:23
	8:27	8:34	8:39	8:48	8:53
	8:57	9:04	9:10	9:19	9:24
	9:27	9:34	9:40	9:49	9:54
	9:57	10:04	10:10	10:19	10:24
	10:27	10:35	10:42	10:51	10:56
	10:57	11:05	11:12	11:21	11:26
	11:27	11:35	11:42	11:51	11:56
	11:57	12:05p	12:12p	12:21p	12:26p
	12:27p	12:35	12:42	12:51	12:56
	12:57	1:05	1:13	1:23	1:28
	1:27	1:35	1:43	1:53	1:58
	1:57	2:05	2:13	2:23	2:28
	2:27	2:35	2:43	2:53	2:58
	2:57	3:05	3:13	3:23	3:28
	3:27	3:35	3:43	3:53	3:58
	3:57	4:05	4:13	4:23	4:28
A	4:29	4:37	—	4:48	4:53
A	4:57	5:05	—	5:16	5:21
A	5:28	5:36	—	5:47	5:52
A	6:04	6:11	—	6:21	6:26
A	6:40	6:47	—	6:57	7:02
A	7:12	7:19	—	7:28	7:33
A	7:43	7:49	—	7:58	8:03
A	8:13	8:19	—	8:28	8:33
A	8:43	8:49	—	8:58	9:03

P.B. ➡ SeaWorld ➡ Old Town

	Ⓔ Jewell St. & Garnet Av. **DEPART**	Ⓓ Ingraham St. & Grand Ave.	Ⓒ Sea World	Ⓑ Sports Arena Bl. & Hancock St.	Ⓐ Old Town Transit Center **ARRIVE**
A	6:29a	6:31a	—	6:40a	6:47a
A	6:59	7:01	—	7:10	7:17
A	7:29	7:31	—	7:40	7:47
A	7:59	8:01	—	8:10	8:17
A	8:28	8:30	—	8:40	8:47
A	8:58	9:00	—	9:10	9:17
	9:23	9:25	9:34a	9:40	9:47
	9:50	9:53	10:03	10:09	10:17
	10:20	10:23	10:33	10:39	10:47
	10:48	10:51	11:02	11:08	11:17
	11:18	11:21	11:32	11:38	11:47
	11:48	11:51	12:02p	12:08p	12:17p
	12:16p	12:19p	12:31	12:38	12:47
	12:46	12:49	1:01	1:08	1:17
	1:16	1:19	1:31	1:38	1:47
	1:46	1:49	2:01	2:08	2:17
	2:16	2:19	2:31	2:38	2:47
	2:46	2:49	3:01	3:08	3:17
	3:16	3:19	3:31	3:38	3:47
	3:46	3:49	4:01	4:08	4:17
	4:16	4:19	4:31	4:38	4:47
	4:46	4:49	5:01	5:08	5:17
	5:16	5:19	5:31	5:38	5:47
	5:49	5:52	6:04	6:11	6:20
	6:25	6:28	6:40	6:47	6:56
	7:04	7:06	7:17	7:24	7:32
	7:34	7:36	7:47	7:54	8:02
	8:06	8:08	8:18	8:25	8:32
	8:37	8:39	8:49	8:56	9:03
	9:09	9:11	9:20	9:26	9:33
	9:40	9:42	9:50	9:56	10:03
	—	—	10:20	10:26	10:33

A = Route 9A. Trip does not enter SeaWorld. Use bus stop on Ingraham St. at Perez Cove Way for access to from SeaWorld.
La ruta 9A no proporciona servicio hacia SeaWorld. Tome o baje del autobus en Ingraham St. en la esquina con Perez Cove Way para ir a SeaWorld.

Alternative formats available upon request. Please call: (619) 557-4555
Formato alternativo disponible al preguntar. Favor de llamar: (619) 557-4555

The schedules and other information shown in this timetable are subject to change. MTS does not assume responsibility for errors in timetables nor for any inconvenience caused by delayed buses.
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Exact fare, please *Favor de pagar la cantidad exacta*

Fares *Tarifas*	Adult *Adulto*	Senior/Disabled/ Medicare/Youth* *Personas Mayores/con Discapacidades/Medicare/Jóvenes**
ONE-WAY FARES *Tarifas Sencillas*	$2.50	$1.25
EARNED DAY PASS *Pase del Día Ganado*	$6.00	$3.00
MONTH PASS *Pase mensual*	$72.00	$23.00

Load money into your PRONTO account to earn Day Passes and Month Passes. Tap your PRONTO card ($2) or scan your PRONTO mobile app (free) to ride. *Carga dinero a tu cuenta de PRONTO para ganar Pases del Día y Pases Mensuales. Toca tu tarjeta PRONTO ($2) o escanea tu aplicación móvil PRONTO (gratis) para viajar.*

- **One-ways with PRONTO receive free transfers for two hours. No free transfers for cash.** *Los viajes de ida con PRONTO reciben transbordes gratuitos por dos horas. No se permiten transbordes gratuitos con pagos en efectivo.*
- **Day Passes not sold in advance. Earned with PRONTO.** *Los pases diarios no se venden por adelantado. Se obtienen con PRONTO.*
- **A month pass can be purchased in advanced or earned with PRONTO. Good from first day to last day of the month.** *El Pase Mensual se puede comprar por adelantado o se obtiene mientras viaja con PRONTO. Válido desde el primer día hasta el último día del mes.*

*Proof of eligibility required. Senior Eligibility: Age 65+ or born on or before September 1, 1959. Youth Eligibility: Ages 6-18
**Se requiere verificación de elegibilidad. Elegibilidad para Personas Mayores: Edad 65+ o nacido en o antes del 1 de septiembre, 1959. Elegibilidad para Jóvenes: edades 6-18*

For more information, visit: / *Para más información, visite:* **sdmts.com/fares**

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Lost & Found *Objetos extraviados*	**(619) 233-3004**
Transit Store	**(619) 234-1060** 12th & Imperial Transit Center M–F 8am–5pm
For MTS online trip planning *Planificación de viajes por Internet*	**sdmts.com**

For more information on riding MTS services, pick up a Rider's Guide on a bus or at the Transit Store, or visit **sdmts.com.**

Para obtener más información sobre el uso de los servicios de MTS, recoja un 'Rider's Guide' en un autobús o en la Transit Store, o visita a ***sdmts.com.***

Thank you for riding MTS! ***¡Gracias por viajar con MTS!***

Effective JANUARY 29, 2023

30

Old Town – UTC / VA Medical Center

via Pacific Beach / La Jolla / UC San Diego

DESTINATIONS
- Birch Aquarium
- Mission Bay High School
- UC San Diego
- VA Medical Center
- Westfield UTC

TROLLEY CONNECTIONS
- Nobel Drive
- Old Town
- UTC

01/23

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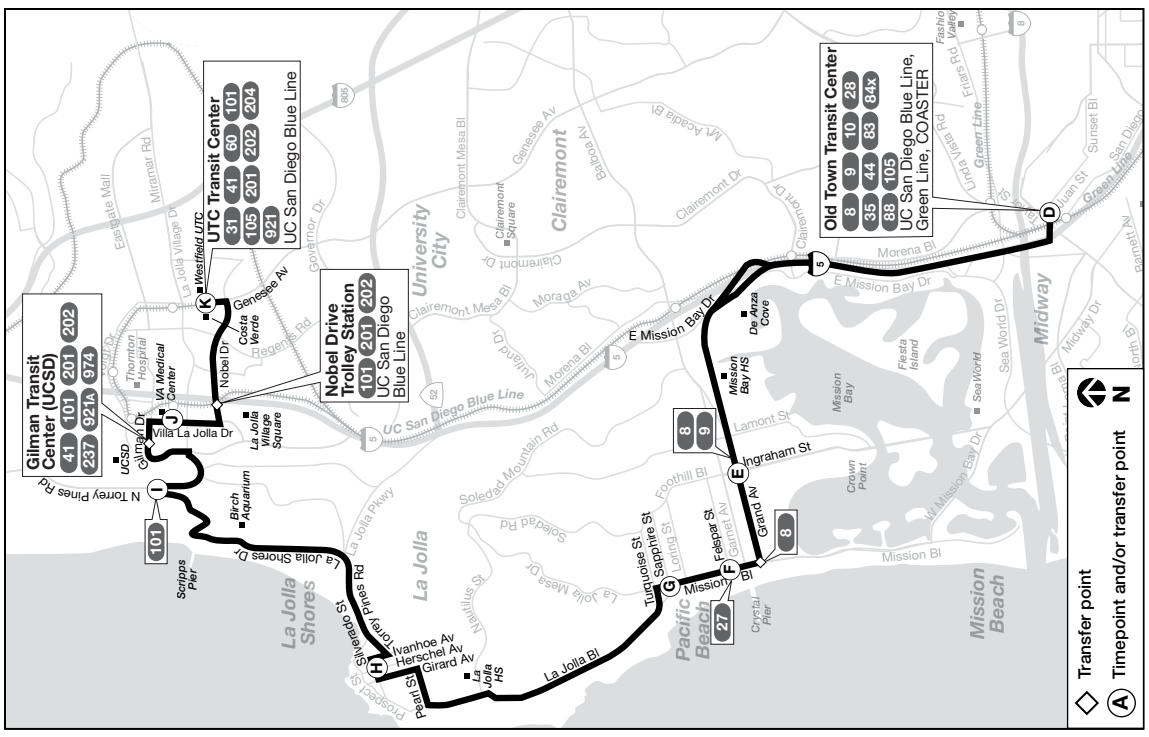

Alternative formats available upon request. Please call: (619) 557-4555 /
Formato alternativo disponible al preguntar. Favor de llamar: (619) 557-4555

The schedules and other information shown in this timetable are subject to change. MTS does not assume responsibility for errors in timetables nor for any inconvenience caused by delayed buses.

Los horarios e información que se indican en este itinerario están sujetos a cambios. MTS no asume responsabilidad por errores en los itinerarios, ni por ningún perjuicio que se origine por los autobuses demorados.

A Saturday or Sunday schedule will be operated on the following holidays and observed holidays:
Se operará con horario de sábado o domingo durante los siguientes días festivos y feriados observados:

New Year's Day, Presidents' Day, Memorial Day, Independence Day, Labor Day, Thanksgiving, Christmas

Route 30 – Saturday / *sábado*

Old Town ➡ Pacific Beach ➡ La Jolla ➡ UTC

D Old Town Transit Center **DEPART**	E Grand Ave. & Ingraham St.	F Mission Bl. & Felspar St.	H Silverado St. & Herschel Ave.	I N. Torrey Pines & LJ Shores	J VA Medical Center	K UTC Transit Ctr. **ARRIVE**
5:42a	5:55a	5:59a	6:15a	6:26a	6:34a	6:43a
6:12	6:25	6:29	6:45	6:56	7:04	7:13
6:42	6:55	6:59	7:16	7:28	7:36	7:46
7:12	7:25	7:30	7:48	8:00	8:09	8:19
7:42	7:55	8:00	8:18	8:30	8:39	8:49
8:12	8:25	8:30	8:48	9:00	9:09	9:19
8:42	8:55	9:01	9:20	9:32	9:41	9:52
9:12	9:27	9:33	9:52	10:04	10:13	10:25
9:42	9:57	10:03	10:23	10:36	10:46	10:58
10:12	10:27	10:33	10:53	11:06	11:16	11:28
10:42	10:57	11:03	11:23	11:36	11:46	11:58
11:12	11:27	11:33	11:53	**12:06p**	**12:16p**	**12:28p**
11:42	11:57	**12:03p**	**12:23p**	**12:36**	**12:46**	**12:58**
12:12p	**12:27p**	**12:33**	**12:53**	**1:06**	**1:16**	**1:28**
12:42	**12:57**	**1:03**	**1:23**	**1:37**	**1:47**	**2:00**
1:12	**1:27**	**1:33**	**1:53**	**2:07**	**2:17**	**2:30**
1:42	**1:57**	**2:03**	**2:23**	**2:37**	**2:47**	**3:00**
2:12	**2:27**	**2:33**	**2:53**	**3:07**	**3:17**	**3:30**
2:42	**2:58**	**3:04**	**3:24**	**3:39**	**3:49**	**4:02**
3:12	**3:28**	**3:34**	**3:54**	**4:09**	**4:19**	**4:32**
3:42	**3:58**	**4:04**	**4:24**	**4:39**	**4:49**	**5:02**
4:12	**4:28**	**4:34**	**4:54**	**5:09**	**5:19**	**5:32**
4:42	**4:58**	**5:04**	**5:24**	**5:39**	**5:49**	**6:02**
5:12	**5:28**	**5:34**	**5:53**	**6:07**	**6:17**	**6:29**
5:42	**5:58**	**6:04**	**6:23**	**6:37**	**6:47**	**6:59**
6:12	**6:27**	**6:33**	**6:52**	**7:05**	**7:15**	**7:27**
6:41	**6:55**	**7:01**	**7:20**	**7:33**	**7:42**	**7:53**
7:11	**7:25**	**7:31**	**7:49**	**8:01**	**8:10**	**8:21**
7:43	**7:57**	**8:03**	**8:21**	**8:33**	**8:42**	**8:52**
8:13	**8:26**	**8:31**	**8:48**	**9:00**	**9:09**	**9:19**
8:43	**8:56**	**9:01**	**9:17**	**9:28**	**9:36**	**9:46**
9:13	**9:26**	**9:31**	**9:47**	**9:58**	**10:06**	**10:16**
9:43	**9:56**	**10:01**	**10:17**	**10:28**	**10:36**	**10:46**
10:13	**10:26**	**10:31**	**10:47**	**10:58**	**11:06**	**11:16**
10:43	**10:56**	**11:01**	**11:17**	**11:28**	**11:36**	**11:46**
11:13	**11:26**	**11:31**	**11:47**	**11:58**	12:06a	12:16a
11:43	**11:56**	12:01a	–	–	–	–
12:17a	12:30a	12:35	–	–	–	–

UTC ➡ La Jolla ➡ Pacific Beach ➡ Old Town

K UTC Transit Center **DEPART**	J VA Medical Center	I N. Torrey Pines & LJ Shores	H Silverado St. & Herschel Ave.	F Mission Bl. & Felspar St.	E Grand Ave. & Ingraham St.	D Old Town Transit Center **ARRIVE**
–	–	–	–	T 5:45a	5:50a	6:02a
–	–	–	6:00a	6:15	6:20	6:32
6:04a	6:12a	6:18a	6:29	6:44	6:49	7:01
6:32	6:40	6:48	6:59	7:14	7:19	7:31
7:03	7:11	7:19	7:30	7:45	7:50	8:02
7:33	7:41	7:49	8:00	8:15	8:20	8:32
7:59	8:08	8:16	8:28	8:43	8:48	9:00
8:29	8:38	8:46	8:58	9:13	9:19	9:32
8:58	9:07	9:15	9:28	9:44	9:50	10:03
9:25	9:34	9:42	9:56	10:13	10:19	10:32
9:53	10:02	10:10	10:24	10:41	10:47	11:00
10:20	10:29	10:38	10:53	11:11	11:17	11:30
10:48	10:57	11:06	11:21	11:39	11:45	11:58
11:15	11:25	11:34	11:49	**12:08p**	**12:15p**	**12:28p**
11:45	11:55	**12:05p**	**12:20p**	**12:39**	**12:46**	**12:59**
12:13p	**12:23p**	**12:33**	**12:48**	**1:08**	**1:15**	**1:29**
12:43	**12:53**	**1:03**	**1:18**	**1:38**	**1:45**	**1:59**
1:12	**1:22**	**1:32**	**1:47**	**2:07**	**2:14**	**2:28**
1:42	**1:52**	**2:02**	**2:17**	**2:37**	**2:44**	**2:59**
2:13	**2:23**	**2:33**	**2:48**	**3:08**	**3:15**	**3:30**
2:43	**2:53**	**3:03**	**3:18**	**3:38**	**3:45**	**4:00**
3:13	**3:23**	**3:33**	**3:48**	**4:08**	**4:15**	**4:30**
3:43	**3:53**	**4:03**	**4:18**	**4:38**	**4:45**	**5:00**
4:14	**4:24**	**4:34**	**4:49**	**5:08**	**5:15**	**5:30**
4:44	**4:54**	**5:04**	**5:19**	**5:38**	**5:45**	**6:00**
5:13	**5:23**	**5:33**	**5:48**	**6:07**	**6:14**	**6:29**
5:43	**5:53**	**6:03**	**6:18**	**6:37**	**6:44**	**6:59**
6:18	**6:27**	**6:37**	**6:51**	**7:10**	**7:17**	**7:31**
6:53	**7:02**	**7:11**	**7:24**	**7:42**	**7:48**	**8:02**
7:26	**7:35**	**7:43**	**7:55**	**8:13**	**8:19**	**8:32**
8:02	**8:11**	**8:18**	**8:29**	**8:46**	**8:52**	**9:04**
8:31	**8:40**	**8:47**	**8:58**	**9:15**	**9:21**	**9:33**
9:02	**9:11**	**9:18**	**9:28**	**9:44**	**9:50**	**10:02**
9:33	**9:41**	**9:48**	**9:58**	**10:14**	**10:19**	**10:31**
10:03	**10:11**	**10:18**	**10:28**	**10:44**	**10:49**	**11:01**
10:33	**10:41**	**10:48**	**10:58**	**11:14**	**11:19**	**11:31**
11:05	**11:13**	**11:20**	**11:30**	**11:45**	**11:50**	12:01a
11:35	**11:43**	**11:50**	12:00a	12:15a	12:20a	12:31

T = Trip starts at Mission Bl. & Sapphire St. 3 minutes earlier than time shown.

Shaded times are approximate; trip may run earlier than scheduled.
Los tiempos sombreados son aproximados; los viajes pueden operar más temprano de lo que se indica.

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Route 30 – Monday through Friday / *lunes a viernes*

Old Town ➡ Pacific Beach ➡ La Jolla ➡ UTC

D Old Town Transit Center **DEPART**	E Grand Ave. & Ingraham St.	F Mission Bl. & Felspar St.	H Silverado St. & Herschel Ave.	I N. Torrey Pines & LJ Shores	J VA Medical Center	K UTC Transit Ctr. **ARRIVE**
5:27a	5:40a	5:45a	6:01a	6:12a	6:21a	6:31a
5:58	6:12	6:17	6:34	6:45	6:55	7:06
6:13	6:28	6:33	6:51	7:03	7:13	7:25
6:28	6:44	6:49	7:08	7:20	7:30	7:43
6:43	6:59	7:04	7:23	7:35	7:46	7:59
6:58	7:14	7:20	7:40	7:53	8:04	8:17
7:13	7:29	7:35	7:55	8:08	8:19	8:32
7:28	7:44	7:50	8:10	8:23	8:34	8:47
7:43	7:59	8:05	8:25	8:38	8:49	9:02
7:58	8:14	8:20	8:39	8:52	9:03	9:16
8:12	8:28	8:34	8:52	9:05	9:16	9:29
8:27	8:43	8:49	9:06	9:19	9:30	9:43
8:42	8:57	9:03	9:20	9:32	9:43	9:56
8:57	9:12	9:17	9:33	9:45	9:57	10:10
9:13	9:28	9:33	9:49	10:01	10:13	10:26
9:30	9:45	9:50	10:06	10:18	10:30	10:43
9:52	10:07	10:12	10:28	10:40	10:52	11:05
10:12	10:27	10:32	10:48	11:00	11:12	11:25
10:32	10:47	10:52	11:08	11:20	11:32	11:45
10:52	11:07	11:12	11:28	11:40	11:52	12:05p
11:12	11:27	11:32	11:48	12:00p	12:12p	12:25
11:32	11:47	11:52	12:08p	12:20	12:32	12:45
11:52	12:07p	12:12p	12:28	12:40	12:52	1:05
12:12p	12:27	12:32	12:48	1:00	1:12	1:25
12:32	12:47	12:52	1:08	1:20	1:32	1:45
12:52	1:07	1:12	1:29	1:42	1:55	2:08
1:12	1:27	1:32	1:49	2:02	2:15	2:28
1:32	1:47	1:52	2:09	2:22	2:35	2:48
1:52	2:07	2:12	2:29	2:42	2:55	3:08
2:12	2:28	2:33	2:50	3:04	3:17	3:30
2:27	2:43	2:48	3:05	3:20	3:33	3:47
2:42	2:58	3:03	3:20	3:35	3:48	4:02
2:57	3:13	3:18	3:35	3:50	4:03	4:17
3:12	3:28	3:33	3:50	4:05	4:18	4:32
3:27	3:43	3:48	4:05	4:20	4:33	4:47
3:42	3:58	4:03	4:20	4:35	4:48	5:02
3:57	4:13	4:18	4:35	4:50	5:03	5:17
4:13	4:29	4:34	4:51	5:06	5:19	5:33
4:28	4:44	4:49	5:06	5:21	5:34	5:48
4:43	4:59	5:04	5:21	5:36	5:49	6:03
4:58	5:14	5:19	5:36	5:51	6:04	6:18
5:13	5:29	5:34	5:50	6:04	6:17	6:30
5:28	5:44	5:49	6:05	6:19	6:32	6:45
5:43	5:59	6:04	6:20	6:34	6:46	6:58
6:03	6:18	6:23	6:39	6:52	7:03	7:15
6:23	6:38	6:43	6:59	7:12	7:23	7:35
6:43	6:57	7:02	7:18	7:30	7:41	7:53
7:03	7:17	7:22	7:37	7:49	8:00	8:12
7:23	7:37	7:42	7:57	8:09	8:20	8:32
7:43	7:57	8:02	8:17	8:29	8:39	8:50
8:13	8:26	8:30	8:45	8:56	9:06	9:17
8:43	8:56	9:00	9:15	9:26	9:35	9:45
9:13	9:26	9:30	9:45	9:56	10:05	10:15
9:43	9:56	10:00	10:15	10:26	10:35	10:45
10:13	10:26	10:30	10:45	10:56	11:05	11:15
10:43	10:56	11:00	11:15	11:26	11:35	11:45
11:13	11:26	11:30	11:45	11:56	12:05a	12:15a
11:43	11:56	12:00a	12:15a	12:26a	12:35	12:45
12:17a	12:30a	12:34	—	—	—	—

Shaded times are approximate; trip may run earlier than scheduled.
Los tiempos sombreados son aproximados; los viajes pueden operar más temprano de lo que se indica.

UTC ➡ La Jolla ➡ Pacific Beach ➡ Old Town

K UTC Transit Center **DEPART**	J VA Medical Center	I N. Torrey Pines & LJ Shores	H Silverado St. & Herschel Ave.	F Mission Bl. & Felspar St.	E Grand Ave. & Ingraham St.	D Old Town Transit Center **ARRIVE**
—	—	—	4:45a	4:59a	5:04a	5:16a
—	—	—	—	**T** 5:28	5:33	5:46
—	—	—	5:44	5:58	6:03	6:16
5:45a	5:53a	6:00a	6:12	6:26	6:31	6:44
6:12	6:20	6:28	6:40	6:54	6:59	7:12
6:27	6:35	6:43	6:55	7:09	7:14	7:27
6:40	6:49	6:58	7:11	7:25	7:30	7:43
6:54	7:03	7:12	7:25	7:39	7:44	7:57
7:08	7:17	7:27	7:40	7:54	8:00	8:13
7:22	7:31	7:41	7:54	8:08	8:14	8:27
7:37	7:46	7:56	8:09	8:23	8:29	8:42
7:53	8:02	8:12	8:25	8:39	8:45	8:58
8:08	8:17	8:27	8:40	8:54	9:00	9:13
8:22	8:31	8:41	8:54	9:08	9:14	9:27
8:36	8:46	8:56	9:09	9:24	9:30	9:43
8:51	9:01	9:11	9:24	9:39	9:45	9:58
9:07	9:17	9:27	9:40	9:55	10:01	10:14
9:27	9:37	9:47	10:00	10:15	10:21	10:34
9:47	9:57	10:07	10:20	10:35	10:41	10:54
10:07	10:17	10:27	10:40	10:55	11:01	11:14
10:27	10:37	10:47	11:00	11:15	11:21	11:34
10:45	10:55	11:05	11:18	11:33	11:39	11:52
11:05	11:15	11:25	11:38	11:53	11:59	12:12p
11:25	11:35	11:45	11:58	12:13p	12:19p	12:32
11:45	11:55	12:05p	12:19p	12:34	12:40	12:54
12:03p	12:13p	12:23	12:37	12:53	12:59	1:14
12:23	12:33	12:43	12:57	1:13	1:19	1:34
12:43	12:53	1:03	1:17	1:33	1:39	1:54
1:03	1:13	1:23	1:37	1:53	1:59	2:14
1:24	1:34	1:44	1:58	2:14	2:21	2:37
1:42	1:52	2:02	2:16	2:32	2:39	2:55
1:58	2:08	2:18	2:32	2:48	2:55	3:11
2:13	2:23	2:33	2:48	3:04	3:11	3:28
2:28	2:38	2:48	3:03	3:19	3:26	3:43
2:43	2:53	3:03	3:18	3:34	3:41	3:58
2:58	3:08	3:18	3:33	3:49	3:56	4:13
3:12	3:22	3:32	3:48	4:06	4:14	4:32
3:27	3:37	3:47	4:03	4:21	4:29	4:47
3:42	3:52	4:02	4:18	4:36	4:44	5:02
3:57	4:07	4:17	4:33	4:51	4:59	5:17
4:13	4:23	4:33	4:49	5:07	5:15	5:33
4:30	4:40	4:50	5:06	5:24	5:32	5:50
4:45	4:55	5:05	5:21	5:39	5:47	6:05
5:00	5:10	5:20	5:36	5:54	6:02	6:20
5:15	5:25	5:35	5:51	6:09	6:16	6:33
5:30	5:40	5:50	6:05	6:23	6:30	6:47
5:50	6:00	6:10	6:25	6:43	6:50	7:07
6:13	6:22	6:32	6:46	7:03	7:10	7:27
6:34	6:43	6:52	7:06	7:23	7:29	7:45
6:55	7:04	7:13	7:26	7:43	7:49	8:04
7:18	7:27	7:35	7:48	8:05	8:11	8:25
7:56	8:05	8:13	8:26	8:42	8:48	9:01
8:26	8:35	8:43	8:56	9:12	9:18	9:31
8:58	9:07	9:15	9:27	9:43	9:49	10:01
9:30	9:38	9:46	9:58	10:13	10:19	10:31
10:02	10:10	10:17	10:29	10:44	10:49	11:01
10:32	10:40	10:47	10:59	11:14	11:19	11:31
11:04	11:12	11:19	11:31	11:45	11:50	12:01a
11:40	11:48	11:55	12:07a	12:21a	12:26a	12:37

T = Trip starts at Mission Bl. & Sapphire St. 3 minutes earlier than time shown.

Route 30 – Sunday / *domingo*

Old Town ➡ Pacific Beach ➡ La Jolla ➡ UTC

D Old Town Transit Center **DEPART**	E Grand Ave. & Ingraham St.	F Mission Bl. & Felspar St.	H Silverado St. & Herschel Ave.	I N. Torrey Pines & LJ Shores	J VA Medical Center	K UTC Transit Ctr. **ARRIVE**
5:42a	5:55a	5:59a	6:15a	6:26a	6:34a	6:43a
6:12	6:25	6:29	6:45	6:56	7:04	7:13
6:42	6:55	6:59	7:16	7:28	7:36	7:46
7:12	7:25	7:30	7:48	8:00	8:09	8:19
7:42	7:55	8:00	8:18	8:30	8:39	8:49
8:12	8:25	8:30	8:48	9:00	9:09	9:19
8:42	8:55	9:01	9:20	9:32	9:41	9:52
9:12	9:27	9:33	9:52	10:04	10:13	10:25
9:42	9:57	10:03	10:23	10:36	10:46	10:58
10:12	10:27	10:33	10:53	11:06	11:16	11:28
10:42	10:57	11:03	11:23	11:36	11:46	11:58
11:12	11:27	11:33	11:53	12:06p	12:16p	12:28p
11:42	11:57	12:03p	12:23p	12:36	12:46	12:58
12:12p	12:27p	12:33	12:53	1:06	1:16	1:28
12:42	12:57	1:03	1:23	1:37	1:47	2:00
1:12	1:27	1:33	1:53	2:07	2:17	2:30
1:42	1:57	2:03	2:23	2:37	2:47	3:00
2:12	2:27	2:33	2:53	3:07	3:17	3:30
2:42	2:58	3:04	3:24	3:39	3:49	4:02
3:12	3:28	3:34	3:54	4:09	4:19	4:32
3:42	3:58	4:04	4:24	4:39	4:49	5:02
4:12	4:28	4:34	4:54	5:09	5:19	5:32
4:42	4:58	5:04	5:24	5:39	5:49	6:02
5:12	5:28	5:34	5:53	6:07	6:17	6:29
5:42	5:58	6:04	6:23	6:37	6:47	6:59
6:12	6:27	6:33	6:52	7:05	7:15	7:27
6:41	6:55	7:01	7:20	7:33	7:42	7:53
7:11	7:25	7:31	7:49	8:01	8:10	8:21
7:43	7:57	8:03	8:21	8:33	8:42	8:52
8:13	8:26	8:31	8:48	9:00	9:09	9:19
8:43	8:56	9:01	9:17	9:28	9:36	9:46
9:13	9:26	9:31	9:47	9:58	10:06	10:16
9:43	9:56	10:01	10:17	10:28	10:36	10:46
10:13	10:26	10:31	10:47	10:58	11:06	11:16
10:43	10:56	11:01	11:17	11:28	11:36	11:46
11:13	11:26	11:31	11:47	11:58	12:06a	12:16a

Shaded times are approximate; trip may run earlier than scheduled.
Los tiempos sombreados son aproximados; los viajes pueden operar más temprano de lo que se indica.

UTC ➡ La Jolla ➡ Pacific Beach ➡ Old Town

K UTC Transit Center **DEPART**	J VA Medical Center	I N. Torrey Pines & LJ Shores	H Silverado St. & Herschel Ave.	F Mission Bl. & Felspar St.	E Grand Ave. & Ingraham St.	D Old Town Transit Center **ARRIVE**
—	—	—	6:00a	6:15a	6:20a	6:32a
6:04a	6:12a	6:18a	6:29	6:44	6:49	7:01
6:32	6:40	6:48	6:59	7:14	7:19	7:31
7:03	7:11	7:19	7:30	7:45	7:50	8:02
7:33	7:41	7:49	8:00	8:15	8:20	8:32
7:59	8:08	8:16	8:28	8:43	8:48	9:00
8:29	8:38	8:46	8:58	9:13	9:19	9:32
8:58	9:07	9:15	9:28	9:44	9:50	10:03
9:25	9:34	9:42	9:56	10:13	10:19	10:32
9:53	10:02	10:10	10:24	10:41	10:47	11:00
10:20	10:29	10:38	10:53	11:11	11:17	11:30
10:48	10:57	11:06	11:21	11:39	11:45	11:58
11:15	11:25	11:34	11:49	12:08p	12:15p	12:28p
11:45	11:55	12:05p	12:20p	12:39	12:46	12:59
12:13p	12:23p	12:33	12:48	1:08	1:15	1:29
12:43	12:53	1:03	1:18	1:38	1:45	1:59
1:12	1:22	1:32	1:47	2:07	2:14	2:28
1:42	1:52	2:02	2:17	2:37	2:44	2:59
2:13	2:23	2:33	2:48	3:08	3:15	3:30
2:43	2:53	3:03	3:18	3:38	3:45	4:00
3:13	3:23	3:33	3:48	4:08	4:15	4:30
3:43	3:53	4:03	4:18	4:38	4:45	5:00
4:14	4:24	4:34	4:49	5:08	5:15	5:30
4:44	4:54	5:04	5:19	5:38	5:45	6:00
5:13	5:23	5:33	5:48	6:07	6:14	6:29
5:43	5:53	6:03	6:18	6:37	6:44	6:59
6:18	6:27	6:37	6:51	7:10	7:17	7:31
6:53	7:02	7:11	7:24	7:42	7:48	8:02
7:26	7:35	7:43	7:55	8:13	8:19	8:32
8:02	8:11	8:18	8:29	8:46	8:52	9:04
8:31	8:40	8:47	8:58	9:15	9:21	9:33
9:02	9:11	9:18	9:28	9:44	9:50	10:02
9:33	9:41	9:48	9:58	10:14	10:19	10:31
10:03	10:11	10:18	10:28	10:44	10:49	11:01

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